



Our intention is to have in-person meetings going forward. For the time being, we will hold the City Committee Meetings, Plan Commission, Council and most others at the Community Room at 933 Michigan Avenue. This in-person location will meet the legal requirement for our open meetings.

We will have a virtual option available, but the technology for the hybrid style meeting may not be reliable all of the time.

Members

- Mayor Wiza
- Alderperson Kneebone
- Commissioner Arntsen
- Commissioner Cooper
- Commissioner Ilten
- Commissioner Rice
- Commissioner Schuler

AGENDA

CITY PLAN COMMISSION

Date and Time:	June 5, 2023 6:00 PM	Location:	Community Room 933 Michigan Avenue, Stevens Point, WI
			<u>OR</u>
			<u>Zoom Teleconferencing</u>
			Meeting ID: 870 3002 6777
			Passcode: 559024
			<u>By Computer:</u>
			https://us02web.zoom.us/j/87030026777?pwd=UFNzRkRqcWNoTnJIUU0zdi9OY
			<u>By Phone:</u> +1-312-626-6799 (US Chicago)

Opening Section:

1. Roll Call

Discussion and Possible Action on the Following:

2. Report of the May 1, 2023 meeting of the City Plan Commission.
3. Report of the May 15, 2023 meeting of the City Plan Commission.
4. Public Hearing and action on a request from Rick Katz, representing MIPAR LLC, for a conditional use permit to construct a car wash on the property located at 1305 Wildwood Drive (Parcel ID 281240835110001), consistent with Ch. 23.02(2)(e)(3)(e).
5. A request from Rick Katz, representing MIPAR LLC, for site plan review to construct a car wash on the property located at 1305 Wildwood Drive (Parcel ID 281240835110001), consistent with Ch. 23.02(2)(e)(5).

PLEASE TAKE NOTICE that any person who has special needs while attending these meetings or needs agenda materials for these meetings should contact the City Clerk as soon as possible to ensure that a reasonable accommodation can be made. The City Clerk can be reached by telephone at (715) 346-1569 or by mail at 1515 Strongs Avenue, Stevens Point, WI 54481.

Maps further defining the above area(s) may be obtained from the City of Stevens Point Department of Community Development, 1515 Strongs Avenue, Stevens Point, WI 54481, or by calling (715) 346-1567, during normal business hours.

PLEASE TAKE FURTHER NOTICE that a quorum of the Common Council may be in attendance at this meeting.

6. A request from the City of Stevens Point to purchase 5,625 square feet of the property located at 741 Second Street North (Parcel ID 281240820310010) and to sell 7,125 square feet of property located at 813 Second Street North (Parcel ID 281240820310012).
7. Discussion only: Home occupation ordinance.
8. Discussion on Comprehensive Plan update.

Closing Section:

9. Adjourn

REPORT OF CITY PLAN COMMISSION

May 1, 2022 – 6:00 PM

In-Person & Zoom Conference Call Meeting

PRESENT: Mayor Wiza, Alderperson Kneebone, Commissioner Arntsen, and Commissioner Schuler.

ALSO PRESENT: Director Kernosky, Associate Planner/Zoning Administrator Kuhn, Technician Mohr, Alderperson Christianson, Alderperson Shorr, Alderperson Keymer, Alderperson Johnson, Alderperson Plaisance, Alderperson Shuda, Lea Ballmer, Carol Molepske, Mary Ann Laszewski, John Knoke, Armin Nebel, Cindy Nebel, Leo White, Jane Johnson, Samuel Lang, Rich Kleinman, Greg Hanse, Ryan Carol, and unidentified audience members via Virtual Zoom Meeting.

INDEX:

Opening Section:

1. Roll call.

Discussion and possible action on the following:

2. Report of the April 3, 2023 meeting of the City Plan Commission.
3. Public Hearing and action on a request from John Knoke for a conditional use permit to construct a second principal structure on the property located at 2001 Patch Street (Parcel ID 281230805100222), consistent with Ch. 23.01(14)(f).
4. Public Hearing and action on a request from Lori Gintner, representing Arthur Greco, to rezone an unaddressed parcel off of Second Street North (Parcel ID 281240820340043) from “B-1” Neighborhood Business to “R-3” Single- and Two-Family Residential.
5. A request from Leah Finucan, representing Associated Bank, for a sign variance to install two freestanding signs on the property located at 1305 Main Street (Parcel ID 281240832100628), consistent with Ch. 25.14.
6. Public Hearing and action on a request from the City Stevens Point to amend Chapter 23, Zoning Ordinance, of the Revised Municipal Code of the City of Stevens Point. Said request amends Section 23.04(2) for the purposes of repealing the definition of ‘family’ in its entirety and adopting the following definitions of the terms ‘household entity,’ ‘household entity plus,’ ‘dependent,’ and ‘owner-occupied dwelling.’

Household Entity – is an individual, or two or more person related by blood, marriage, adoption, foster child arrangement, or similar legal relationship and functioning as a single housekeeping entity, or such individual or person plus one individual not having such similar legal relationship but functioning as a part of the single housekeeping entity. The definition of Household Entity shall not apply to a Tourist Rooming House.

Household Entity Plus – is an individual, or two or more person related by blood, marriage, adoption, foster child arrangement, or similar legal relationship and functioning as a single housekeeping entity, or such individual or person plus two individuals not having such similar legal relationship but functioning as a part of the single housekeeping entity. The definition of Household Entity Plus shall only apply to Owner-Occupied Dwellings. The definition of Household Entity Plus shall not apply to a Tourist Rooming House.

Dependent – an individual related by blood, marriage, adoption, foster child arrangement, or similar legal relationship who relies on support from another individual related by blood, marriage, adoption, foster child arrangement, or similar legal relationship, and usually cannot exist or sustain themselves independently without the aid or support of someone else.

Owner-Occupied Dwelling – shall mean any dwelling unit where an individual or two or more persons who reside in such unit are the owners of either the entire fee simple interest or the entire land contract vendee’s interest in said dwelling unit.

7. A request from the City of Stevens Point to enter into an electric underground easement agreement with the Wisconsin Public Service Corporation for the property located at 4401 State Highway 66 (Parcel ID 281240823230001) and two unaddressed parcels off of State Highway 66 (Parcel ID 281240823230002 & 281240823120001).
8. March 2023 Monthly Report
9. Director's Report. *A verbal report will be provided during the meeting.*

Closing Section:

10. Adjourn.
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Opening Section:

1. Roll call.

Present: Wiza, Kneebone, Arntsen, Schuler

Excused: Cooper, Ilten, Rice

Discussion and possible action on the following:

2. Report of the April 3, 2023 meeting of the City Plan Commission.

Motion by Commissioner Arntsen to approve the report of the April 3, 2023 Plan Commission meeting; seconded by Alderperson Kneebone.

Motion carried 4-0.

3. Public Hearing and action on a request from John Knoke for a conditional use permit to construct a second principal structure on the property located at 2001 Patch Street (Parcel ID 281230805100222), consistent with Ch. 23.01(14)(f).

Associate Planner/Zoning Administrator Kuhn summarized the request for a conditional use permit to construct a second principal structure on the noted property. The proposed 1,600 sq.ft. building would accommodate two commercial tenant spaces. After review, staff held no further concerns and recommended approval as presented.

Mayor Wiza reviewed Public Hearing rules and procedures.

Mayor Wiza declared the public hearing open.

Mayor Wiza declared the public hearing closed.

Commissioner Schuler inquired on whether any future approvals would be required if the existing dog wash structure were to be removed, to which staff confirmed it would for the same reason that there cannot be more than one main building situated on one zoning lot, therefore it would follow the same procedure.

Motion by Commissioner Arntsen to approve the request from John Knoke for a conditional use permit to construct a second principal structure on the property located at 2001 Patch Street (Parcel ID 281230805100222), consistent with Ch. 23.01(14)(f) with the following:

1. **The applicant shall enter into a shared access agreement between the subject property and the property located at 2501 Church Street (Parcel ID 281230805100221). Said agreement shall be recorded with the Portage County Register of Deeds Office prior to occupancy being granted for the proposed building.**

2. **The applicant shall provide additional information as to parking accommodation for the proposed development. If additional off-street parking spaces are proposed on the subject property, a parking plan shall be submitted to the Zoning Administrator for review and approval.**
3. **A utility plan shall be submitted, subject to the review and approval of Public Utilities staff.**
4. **The applicant shall ensure that the proposed brick façade on the front elevation shall also extend to the east elevation of the building as it will be visible from Warner Street.**
5. **A Knox box shall be provided on the building, subject to the review and approval of the City Fire Marshal.**
6. **A building permit shall be obtained prior to the start of construction.**
7. **Staff shall have the ability to approve minor amendments to the proposed plan.**

seconded by Commissioner Schuler

Motion carried 4-0.

4. Public Hearing and action on a request from Lori Gintner, representing Arthur Greco, to rezone an unaddressed parcel off of Second Street North (Parcel ID 281240820340043) from "B-1" Neighborhood Business to "R-3" Single- and Two-Family Residential.

Associate Planner/Zoning Administrator Kuhn summarized the request to rezone an unaddressed parcel from B-1 Neighborhood Business to R-3 Single- and Two-Family Residential for the purpose of constructing a one or two-family unit residence. After review, staff held no further concerns and recommended approval as presented.

Mayor Wiza declared the public hearing open.

Aldersperson Morrow (District Eleven) noted that they had spoken with the surrounding neighbors, and they had no concerns as they preferred a residence rather than a potential business to be built. He added that he had spoken with the applicant, who further clarified their intention of utilizing the property as their primary home.

Mayor Wiza declared the public hearing closed.

Motion by Aldersperson Kneebone to approve the request from Lori Gintner, representing Arthur Greco, to rezone an unaddressed parcel off of Second Street North (Parcel ID 281240820340043) from "B-1" Neighborhood Business to "R-3" Single- and Two-Family Residential; seconded by Commissioner Arntsen.

Motion carried 4-0.

5. A request from Leah Finucan, representing Associated Bank, for a sign variance to install two freestanding signs on the property located at 1305 Main Street (Parcel ID 281240832100628), consistent with Ch. 25.14.

Associate Planner/Zoning Administrator Kuhn summarized the request for a sign variance to install two freestanding signs on the noted property to serve Associated Bank. After review, staff held no further concerns and recommended approval as presented.

Mayor Wiza asked for comments from the audience, to which there were none.

Commissioner Schuler inquired on whether there had been any calls or complaints on the operation of the existing lights, to which staff confirmed that there had not been any.

Commissioner Arntsen clarified that the exemption pertained more to the size of the sign, to which staff confirmed accurate.

Motion by Commissioner Arntsen to approve the request from Leah Finucan, representing Associated Bank, for a sign variance to install two freestanding signs on the property located at 1305 Main Street (Parcel ID 281240832100628), consistent with Ch. 25.14. with the following:

1. **Landscaping shall be installed at the base of the two freestanding signs, subject to the review and approval of the Zoning Administrator.**
2. **The applicant shall obtain a design review certificate prior to signage installation, subject to the review and approval of the Zoning Administrator in conformance with the Historic Preservation / Design Review Commission's Design Guidelines.**
3. **The proposed signs shall meet clearview requirements as outlined in Section 23.01(17)(3) of the City's Zoning Code.**
4. **A sign permit shall be obtained prior to sign installation.**
5. **Staff shall have the ability to approve minor amendments to the sign package.**

seconded by Alderperson Kneebone

Motion carried 4-0.

6. Public Hearing and action on a request from the City Stevens Point to amend Chapter 23, Zoning Ordinance, of the Revised Municipal Code of the City of Stevens Point. Said request amends Section 23.04(2) for the purposes of repealing the definition of 'family' in its entirety and adopting the following definitions of the terms 'household entity,' 'household entity plus,' 'dependent,' and 'owner-occupied dwelling.'

Household Entity – is an individual, or two or more person related by blood, marriage, adoption, foster child arrangement, or similar legal relationship and functioning as a single housekeeping entity, or such individual or person plus one individual not having such similar legal relationship but functioning as a part of the single housekeeping entity. The definition of Household Entity shall not apply to a Tourist Rooming House.

Household Entity Plus – is an individual, or two or more person related by blood, marriage, adoption, foster child arrangement, or similar legal relationship and functioning as a single housekeeping entity, or such individual or person plus two individuals not having such similar legal relationship but functioning as a part of the single housekeeping entity. The definition of Household Entity Plus shall only apply to Owner-Occupied Dwellings. The definition of Household Entity Plus shall not apply to a Tourist Rooming House.

Dependent – an individual related by blood, marriage, adoption, foster child arrangement, or similar legal relationship who relies on support from another individual related by blood, marriage, adoption, foster child arrangement, or similar legal relationship, and usually cannot exist or sustain themselves independently without the aid or support of someone else.

Owner-Occupied Dwelling – shall mean any dwelling unit where an individual or two or more persons who reside in such unit are the owners of either the entire fee simple interest or the entire land contract vendee's interest in said dwelling unit.

Director Kernosky provided the following:

- History of how the request came to fruition.
- Previous recommendations by The Hunger and Poverty Prevention Partnership of Portage County and Housing Task Force.
Staff recommendations brought forward for discussion, history of feedback received, and subsequent changes made.
- Current proposed recommendations.

Mayor Wiza declared the public hearing open.

Jane Johnson (615 Sommers St) provided testimony stating that the watered-down recommendations did not adequately address housing issues nor do justice to those most in need.

Mary Ann Laszewski (1209 Wisconsin St) read prepared testimony opposing changes to the definition of family, stating that it would drive out owner-occupied properties and further deteriorate neighborhoods.

Rich Kleinman (2101 Minnesota Ave) provided testimony in support of more dense housing, noting the increasing climate and housing crisis.

Meleesa Johnson (District Five) provided testimony stating that the proposed changes did not do enough to help those most in need, noting that it wasn't just about the unhoused as there were also working people who couldn't make ends meet.

Cindy Nebel (1100 Phillips) provided testimony opposing changes to the definition of family in which they detailed a history of how the initial creation of rooming houses pushed out owner-occupied homes from her district.

Carol Molepske (2125 Clark St) provided testimony opposing changes to the definition of family that would increase unrelated individuals. She recommended trying a neighborhood approach first rather than City-wide changes.

Greg Hansel (525 Clayton Ave) mirrored previous comments that what was being proposed did very little to help those most in need.

Marc Christianson (District One) clarified that the proposed changes did not affect rentals, and only addressed owner-occupied occupancy. He was supportive of the request as a first step towards seeing any potential impacts.

Ryan Carol (1024 Park St) provided testimony stating that keeping occupancy as two unrelated persons was a bad decision, and that the City needed to look at other cities in how they were handling the housing crisis.

Mr. White (1926 Dixon St) mirrored sentiments that what was being proposed was a watered-down version of what was needed. He recommended there be an amendment for consideration that would better address housing.

Mayor Wiza declared the public hearing closed.

Commissioners made the following comments:

- The more the Comprehensive Plan was worked through, the more insight would be received on specific neighborhoods that could help move future changes, but what was being proposed was more of a first step.
- Comment that even the owner-occupied changes may not go far enough, noting that it didn't take much for people, especially seniors, to be driven out of their home.
- General agreement that doing something was better than nothing, even if people felt the changes weren't going far enough. At a minimum, it was incentivizing owner-occupied homes.
- There was a back-and-forth discussion on the breaking down of definitions being used within the proposed ordinance. Through these discussions it was found that specific wording referencing dependents were missing in error. After outlining the missing specifics and working through further clarification, it was stated that the correct and full proposed definition would be forwarded to the Common Council, if approved by the Plan Commission.

Motion by Alderperson Kneebone to approve request from the City Stevens Point to amend Chapter 23, Zoning Ordinance, of the Revised Municipal Code of the City of Stevens Point. Said request amends Section 23.04(2) for the purposes of repealing the definition of 'family' in its entirety and adopting the following definitions of the terms 'household entity,' 'household entity plus,' 'dependent,' and 'owner-occupied dwelling.'

Household Entity – is an individual, or two or more person related by blood, marriage, adoption, foster child arrangement, or similar legal relationship and functioning as a single housekeeping entity, or such individual or person plus one individual not having such similar legal relationship but functioning as a part of the single housekeeping entity. The definition of Household Entity shall not apply to a Tourist Rooming House.

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Dependent – an individual related by blood, marriage, adoption, foster child arrangement, or similar legal relationship who relies on support from another individual related by blood, marriage, adoption, foster child arrangement, or similar legal relationship, and usually cannot exist or sustain themselves independently without the aid or support of someone else.

Owner-Occupied Dwelling – shall mean any dwelling unit where an individual or two or more persons who reside in such unit are the owners of either the entire fee simple interest or the entire land contract vendee's interest in said dwelling unit;

seconded by Commissioner Arntsen.

Motion carried 4-0.

7. A request from the City of Stevens Point to enter into an electric underground easement agreement with the Wisconsin Public Service Corporation for the property located at 4401 State Highway 66 (Parcel ID 281240823230001) and two unaddressed parcels off of State Highway 66 (Parcel ID 281240823230002 & 281240823120001).

Associate Planner/Zoning Administrator Kuhn summarized the request from the City to enter into an electric underground easement agreement with the Wisconsin Public Service Corporation for the noted properties for the purpose of providing underground infrastructure from State Highway 66 to Well #10. After review, staff held no further concerns and recommended approval as presented.

Commissioner Schuler inquired on the length of the easement, to which staff referred to the details provided within the staff packet, adding that it was quite long.

Motion by Alderperson Kneebone to approve the request from the City of Stevens Point to enter into an electric underground easement agreement with the Wisconsin Public Service Corporation for the property located at 4401 State Highway 66 (Parcel ID 281240823230001) and two unaddressed parcels off of State Highway 66 (Parcel ID 281240823230002 & 281240823120001); seconded by Commissioner Schuler.

Motion carried 4-0.

8. March 2023 Monthly Report

Motion by Commissioner Schuler to accept the March 2023 Monthly Report and place it on file; seconded by Commissioner Arntsen.

Motion carried 4-0.

9. Director's Report. *A verbal report will be provided during the meeting.*

Director Kernosky provided brief verbal updates, if available, on:

- a. Developmental Updates
- b. Special Project Updates

c. Public Policy Updates

d. Economic Development Updates

Closing Section:

10. Adjourn.

Meeting adjourned at 7:31 PM.

A recording of this meeting can be viewed/heard at: <https://stevenspoint.com/365/AgendasMinutesVideos>

Attachments relating to agenda item 6: Definition of Family

Samuel Lang to Everyone 6:26 PM



Family includes, but is not limited to, the following, regardless of actual or perceived sexual orientation, gender identity, or marital status:

- (1) A single person, who may be an elderly person, displaced person, disabled person, near-elderly person, or any other single person; or
- (2) A group of persons residing together, and such group includes, but is not limited to:

<https://www.law.cornell.edu/cfr/text/24/5.403>



REPORT OF CITY PLAN COMMISSION

May 15, 2022 – 6:00 PM

In-Person & Zoom Conference Call Meeting

PRESENT: Mayor Wiza, Alderperson Kneebone, Commissioner Arntsen, Commissioner Ilten, Commissioner Rice, and Commissioner Schuler.

ALSO PRESENT: Director Kernosky, Director Kremer, Associate Planner/Zoning Administrator Kuhn, Technician Mohr, Tom Schrader, Anita Freund, Dawn Laugelli, Michelle Zimmerman, and unidentified audience members via Virtual Zoom Meeting.

INDEX:

Opening Section:

1. Roll call.

Discussion and possible action on the following:

2. A request from the City of Stevens Point to purchase an unaddressed parcel off of Second Street North (Parcel ID 281240820320013).

Closing Section:

3. Adjourn.
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Opening Section:

1. Roll call.

Present: Wiza, Kneebone, Arntsen, Ilten, Rice, Schuler

Excused: Cooper

Discussion and possible action on the following:

2. A request from the City of Stevens Point to purchase an unaddressed parcel off of Second Street North (Parcel ID 281240820320013).

Director Kremer summarized the request to purchase unaddressed property for the purpose of facilitating the Green Circle Trail's goal of moving sections of trail off roadways whenever possible. Acquisition of the noted parcel would allow the Green Circle Trail to get off the roadway and head southwest as seen on page (8) of the agenda packet. The Green Circle Trail Committee and Happy Trails fund had also agreed to provide all funding for the property purchase. Staff recommended approval of the request as presented.

Mayor Wiza asked for comments from the audience.

Alderperson Morrow (District Eleven) stated their support for the request.

Commissioner comments were very agreeable to the request.

Motion by Alderperson Kneebone to approve the request from the City of Stevens Point to purchase an unaddressed parcel off of Second Street North (Parcel ID 281240820320013); seconded by Commissioner Arntsen.

Motion carried 6-0.

Closing Section:

3. Adjourn.

Meeting adjourned at 6:04 PM.

A recording of this meeting can be viewed/heard at: <https://stevenspoint.com/365/AgendasMinutesVideos>

Administrative Staff Report

Construct a Car Wash 1305 Wildwood Drive June 5, 2023



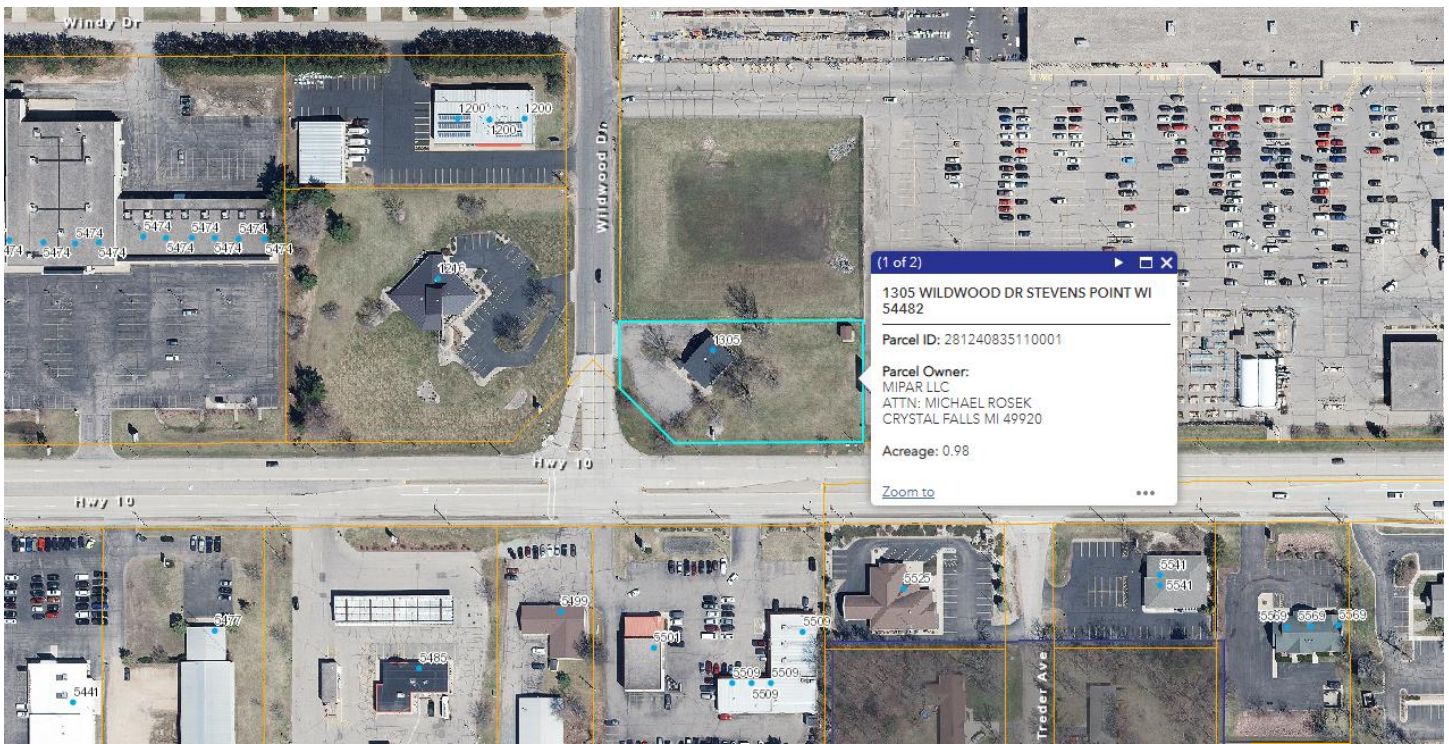
Department of Community Development

Applicant(s): - Rick Katz, representing MIPAR LLC Staff: - Adam Kuhn, Associate Planner akuhn@stevenspoint.com Parcel Number(s): 281240835110001 Zone(s): “B-5” Highway Commercial Master Plan: - Commercial / Office / Multi-Family Council District: - District 7 Ald. Kneebone Lot Information: - Frontage: 411 ft. - Depth: 300 ft. - Lot Size: 42,755 sq. ft. (0.982 ac.) Current Use: - Vacant Veterinary Clinic Applicable Regulations: 23.02(2)(e)(3)(e) 23.02(2)(e)(5)	Request - Public Hearing and action on a request from Rick Katz, representing MIPAR LLC, for a conditional use permit to construct a car wash on the property located at 1305 Wildwood Drive (Parcel ID 281240835110001), consistent with Ch. 23.02(2)(e)(3)(e). - A request from Rick Katz, representing MIPAR LLC, for site plan review to construct a car wash on the property located at 1305 Wildwood Drive (Parcel ID 281240835110001), consistent with Ch. 23.02(2)(e)(5). Attachment(s) - Application - Plans Findings of Fact - The applicant is requesting to construct a 4,778 square foot car wash facility on the subject property. - Site amenities will also include fourteen vacuum bays, pay kiosk stations at the entrance of the car wash facility and associated parking areas. - The proposed car wash will be home to Tidal Wave Auto Spa, with this facility being one of the first to open in Wisconsin. - The subject property is zoned “B-5” Highway Commercial. Within the “B-5” District, car washes are a conditional use. - Additionally, a site plan review is required for the construction of new buildings and for building additions due to its proximity to U.S. Highway 10 East. - The Plan Commission and Common Council may attach additional conditions onto this request as necessary. Staff Recommendation Approve the conditional use permit to construct a car wash on the property located at 1305 Wildwood Drive (Parcel ID 281240835110001), subject to the following conditions: - The car wash shall not be in operation during the hours of 9:00pm to 6:00am daily. - Staff shall have the ability to approve minor amendments to the approved site plan.
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Approve the site plan review to construct a car wash on the property located at 1305 Wildwood Drive (Parcel ID 281240835110001), subject to the following conditions:

1. An erosion control permit shall be obtained prior to the start of any land disturbance.
2. Silt fencing shall be installed along the south and west lot lines during the duration of construction.
3. An exterior knox box shall be installed by the main entry door, subject to the review and approval of the City Fire Marshal.
4. A sign package shall be subject to the Zoning Administrator for review and approval.
5. Additional sidewalk shall be created in front of the four off-street parking stalls, subject to the review and approval of the Zoning Administrator.
6. The driveway apron shall be moved closer to the north lot line, with a setback no less than three feet. This driveway relocation shall be reviewed and approved by the Public Works Director and Zoning Administrator.
7. A building permit shall be obtained prior to the start of construction.
8. Staff shall have the ability to approve minor amendments to the approved plan.

Vicinity Map



Background

Overview: The applicant is requesting a conditional use permit to construct a 4,778 square foot car wash facility on the subject property. The proposed car wash will operate within a tunnel structure where a vehicle moves on a conveyor belt through the washing equipment. Site amenities will also include fourteen vacuum bays, pay kiosk stations at the entrance of the car wash facility and associated parking areas. The proposed car wash will be home to Tidal Wave Auto Spa, with this facility being one of the first to open in Wisconsin. Further information on the Tidal Wave franchise can be found [here](#).

According to the City's Zoning Code, the construction of a car wash is a conditional use within the "B-5" Highway Commercial District – the zoning designation of the subject property.

Ch. 23.02(2)(e) "B-5" Highway Commercial District

(3) Conditional Uses

(e) Car Washes

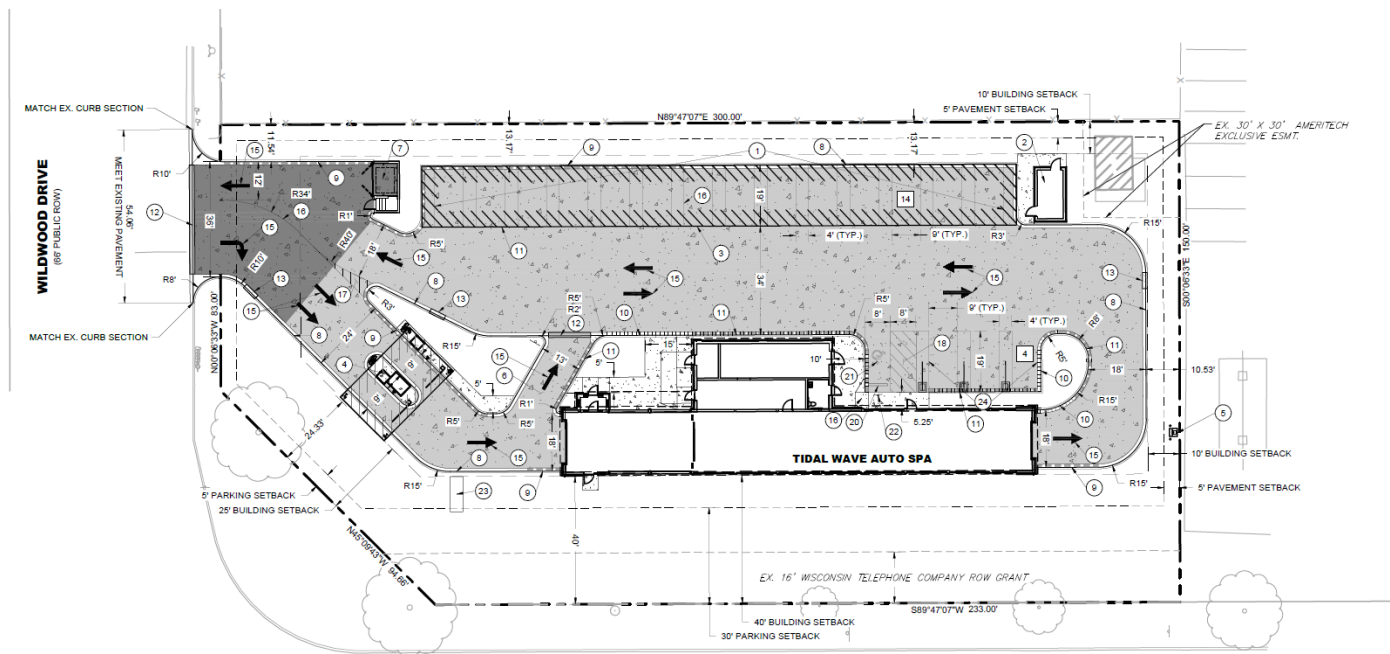
Due to the subject property's zoning classification of "B-5" Highway Commercial, a site plan review is also required for this new building. The purpose of this Site Plan Review weighs heavily towards access into the site, internal traffic flow and parking lot improvements. Said requirement is outlined below in its entirety.

Ch. 23.02(2)(e) "B-5" Highway Commercial District

5) Site Plan Review

In addition to the standards contained in this and other City ordinances, no building or zoning permit shall be issued for a new use or renovation of any part of an existing use in this Highway Commercial District until the Common Council has approved the site plan for the proposed use. This requirement is adopted to protect the health, safety, and welfare of the citizens of the City and the property owners, to protect the safety of the users of the adjacent highway and the users of the commercial sites of this district, to protect pedestrians, and to protect property values. Site plan review shall include but not be limited to review of compliance with highway access safety considerations, reduction of access points along the highway, alignment of access points directly or almost directly across from each other consistent with the adopted Highway Access Plan, the sharing of drive access points between adjacent properties, provisions for access easements necessary to implement the access plan, parking lot layout, joint parking provisions, building setback and entrance/service drive positioning, internal traffic circulation, and compliance with all standards contained in City ordinances.

The site plan shall first be reviewed by the Plan Commission. The Common Council may affirm, affirm with modification, or reject the recommendation of the Plan Commission. If the Plan Commission fails to act upon the request of any applicant within 45 days of the submission of the application, the request may be taken directly to the Common Council without benefit of recommendation by the Plan Commission. The Plan Commission may modify the provision contained in this ordinance if, in their opinion, the policies contained in this ordinance are met.



Proposed Site Plan

Standards of Review – Conditional Use Permit

1. The establishment, maintenance, or operation of the use will not be detrimental to, or endanger the public health, safety, morals, comfort, or general welfare.

Analysis: The proposed car wash is consistent with the City's Comprehensive Plan as the proposed use satisfies the 'service establishment' component of an intended commercial corridor along U.S. Highway 10 East. The uses surrounding the subject property provide a range of auto centric land uses, including car wash facilities, that are complementary to the proposed land use.

Findings: The "B-5" District allows for car washes by way of a conditional use permit. Staff does not believe the proposed conditional use permit with the conditions outlined above would be detrimental to, or endanger the public health, safety, morals, comfort, or general welfare.

2. The use will not be injurious to the use and for the purpose already permitted, nor substantially diminish and impair property values.

Analysis: A 4,788 square foot car wash facility is proposed on the subject property.

Findings: Staff believes that the proposed car wash complements adjacent commercial uses along the U.S. highway 10 East corridor.

3. The establishment of the use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district.

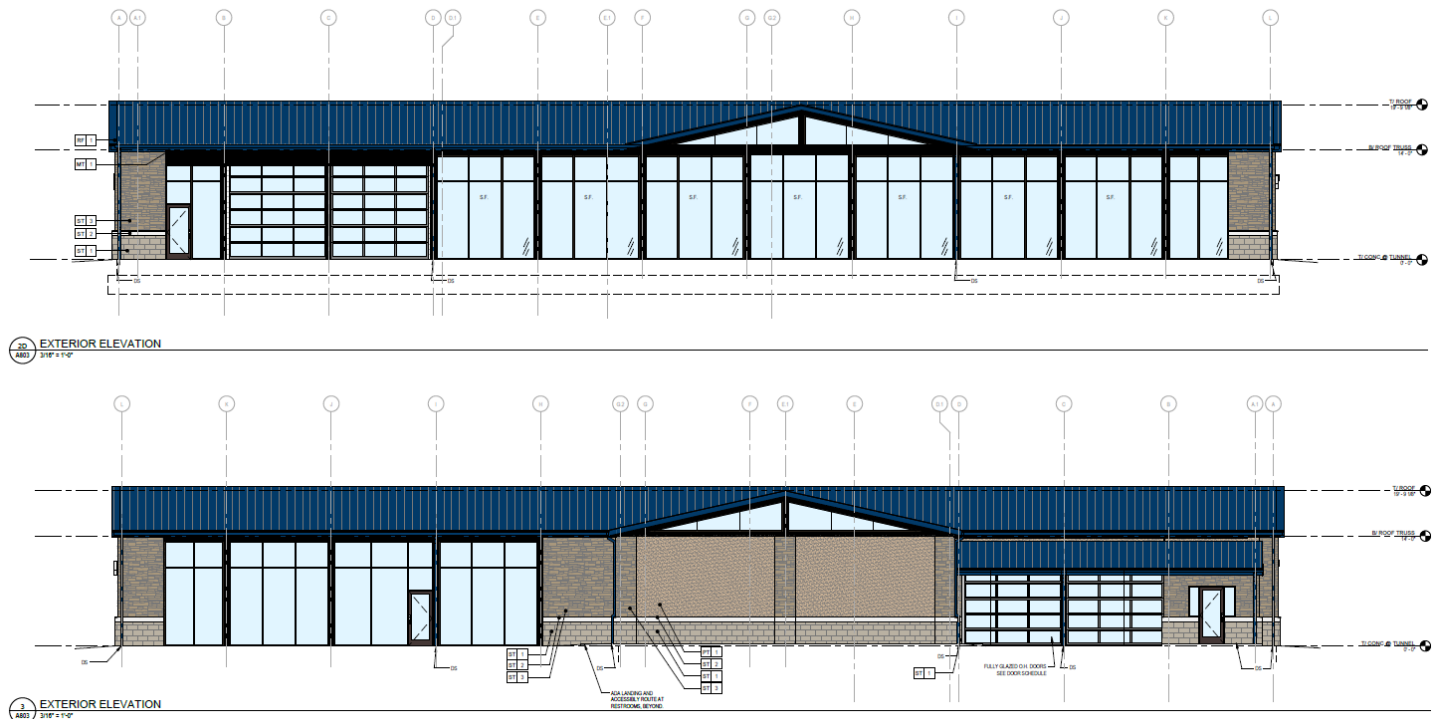
Analysis: The respective area is in an established and developed area of the city. The City's Comprehensive Plan identifies this area for commercial, office and multi-family residential development. As 'service establishments' are identified in the Comprehensive Plan within this future land use category, staff believes that the proposed car wash meets this type of commercial use.

Findings: See standards one and two above. The applicant's proposal will not impede on the normal and orderly development and improvement of the surrounding area.

4. **The exterior architectural appeal and function plan of any proposed structure will not be variance with either the exterior architectural appeal and function plan, and scale of the structures already constructed or in the course of construction in the immediate neighborhood or in the character of the applicable district so as to result in a substantial or undue adverse effect on the neighborhood.**

Analysis: A prominent architectural feature of the proposed car wash is the large glass windows that cover a majority of the south and north facing façade. Please note that as vehicle traffic within the car wash will flow east-west, light pollution from vehicle head lights will not impact motorists on U.S. Highway 10 East. Along the base of the proposed structure includes alternating block and stone veneer, along with a metal roof. A majority of the building will have a light and dark brown appearance, with contrasts coming from a regal blue metal roof, gutters and downspouts. Accessory buildings located on the subject property (i.e., pay station, trash enclosure and vacuum building) will have a similar architectural appeal to the main building.

Findings: Staff believes that the proposed architectural appearance of the building is of a quality design to compliment existing commercial development along U.S. Highway 10 East.



5. **Adequate utilities, access roads, drainage and/or facilities have been, or are being, provided.**

Analysis: Utilities exist within the adjacent street right-of-ways to support the proposed development. Infiltration basins are proposed along the south and west lot lines. City Public Utilities staff have reviewed the proposed improvements and do not see any issues. One vehicular access point is proposed off of Wildwood Drive. As discussed earlier, the access point does not meet minimum separation requirements from the Wildwood Drive-U.S. Highway 10 East intersection. The Zoning Code allows for the City Engineer, in consultation

with Wisconsin Department of Transportation officials, to permit a lesser driveway separation. Director Beduhn has been in contact with Wisconsin Department of Transportation officials and would approve the proposed driveway location.

Findings: Staff believes that this standard is met.

6. Adequate measures have been, or will be taken, to provide ingress and egress so designed to minimize traffic congestion in the public streets.

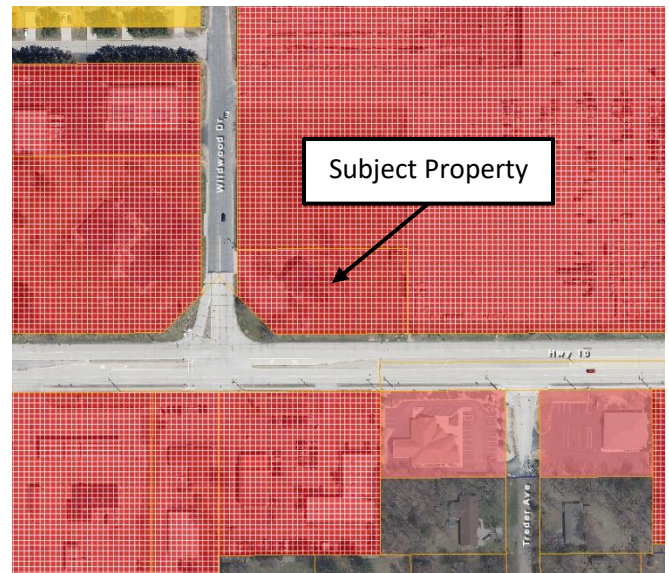
Analysis: Please see the discussion above regarding access into the property. The City’s Zoning Code requires a minimum of four stacking spaces from the entrance into the property to the wash bay. Ten stacking spaces are provided and exceed the aforementioned requirement. Given the lesser driveway separation to the Wildwood Drive-U.S.

Highway 10 East intersection, City staff requested the applicant to produce a trip generation study utilizing data from existing Tidal Wave Auto Spa locations across the country. Upon review of this study (a copy of which is included in the agenda packet), staff believes that traffic congestion will not occur within the property, nor will traffic spill onto neighboring streets.

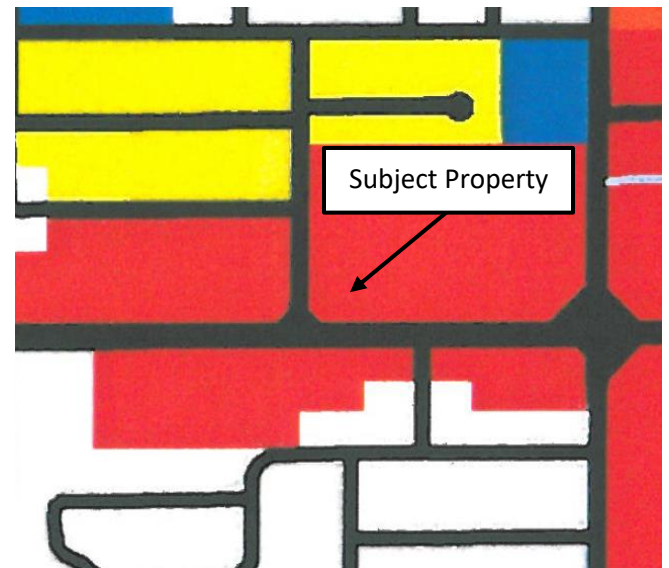
Findings: Staff believes that the site is designed in a way to provide safe traffic flow to and within the property.

7. The proposed use is not contrary to the objectives of any duly adopted land use plan for the City of Stevens Point and any of its components.

Analysis: The City’s 2005 Comprehensive Plan Future Land Use Map has identified this property for commercial, office and multi-family residential land uses. The subject property is zoned “B-5” Highway Commercial.



Future Land Use



According to the City's Zoning Code, the "B-5" District is established "to provide for larger retail, commercial, office, and service uses which depend upon access to major highways. This district is primarily intended to accommodate regional commercial uses requiring larger land areas than the "B-4" Commercial District and which depend upon region-wide usage and region-wide access. It is the intent of this district to provide for open space, to prevent congestion, to protect the highway corridor, to protect the safety of the users of the adjacent highway and the users of the commercial sites of this district, to protect property values, and to create a convenient and safe commercial area."

Findings: The proposed development is consistent with the intended service establishment uses that are recommended along the U.S. Highway 10 East corridor. As existing car washes are located near the subject property, staff sees no issues with how the proposed land use will compliment the surrounding area.

- 8. The use shall, in all other respects, conform to the applicable regulations of the district in which it is located, except as such regulations may, in each instance, be modified pursuant to the recommendations of the Plan Commission.**

Analysis: The conditional use permit application is seeking to construct a car wash on the subject property.

Findings: The regulations of the district are met for this proposal provided that the conditions tied to this request are fulfilled.

- 9. The proposal will not result in result in an over-concentration of high-density living facilities in one area so as to result in a substantial or undue adverse effect on the neighborhood, on the school system, and the social and protective systems of the community.**

Analysis: N/A

Findings: N/A

- 10. Principal – Applications for exclusive multi-family residential uses: The view from the street should maintain a residential character. The view should not be dominated by the building and not by garages, parking, mechanical equipment, garbage containers, or other storage.**

Analysis: N/A

Findings: N/A

- 11. Access to the site shall be safe.**

Analysis: Please see the comments addressed earlier regarding driveway separation, stacking requirements and anticipated trip generations for this proposed land use.

Findings: Staff believes that access is adequate.

- 12. There shall be adequate utilities to serve the site.**

- a. **The Public Works Director, Police Chief and Fire Chief shall determine whether there is adequate sanitary sewer, portable water, storm drainage, street capacity, emergency access, public protection services, and other utilities to serve the proposed development. They shall review the plan to ensure safety and access for safety vehicles.**

Analysis: The property has water and sewer connections within the adjacent street right-of-ways to accommodate the proposed development. Public Utilities staff have reviewed the proposed utility connections and do not have any concerns. Access into the property for emergency personnel was reviewed as well, and no issues exist provided that the above conditions are fulfilled.

Findings: This standard is met.

13. The privacy of the neighboring development and the proposed development shall be maintained as much as practical. Guidelines:

- a. **Mechanical equipment including refuse storage shall be screened from neighboring properties.**

Analysis: Refuse storage is proposed near the northeast corner of the subject property.

Findings: Landscaping is proposed around the trash enclosure to screen its view from neighboring properties.

- b. **Lighting shall be located to minimize intrusion onto neighboring properties.**

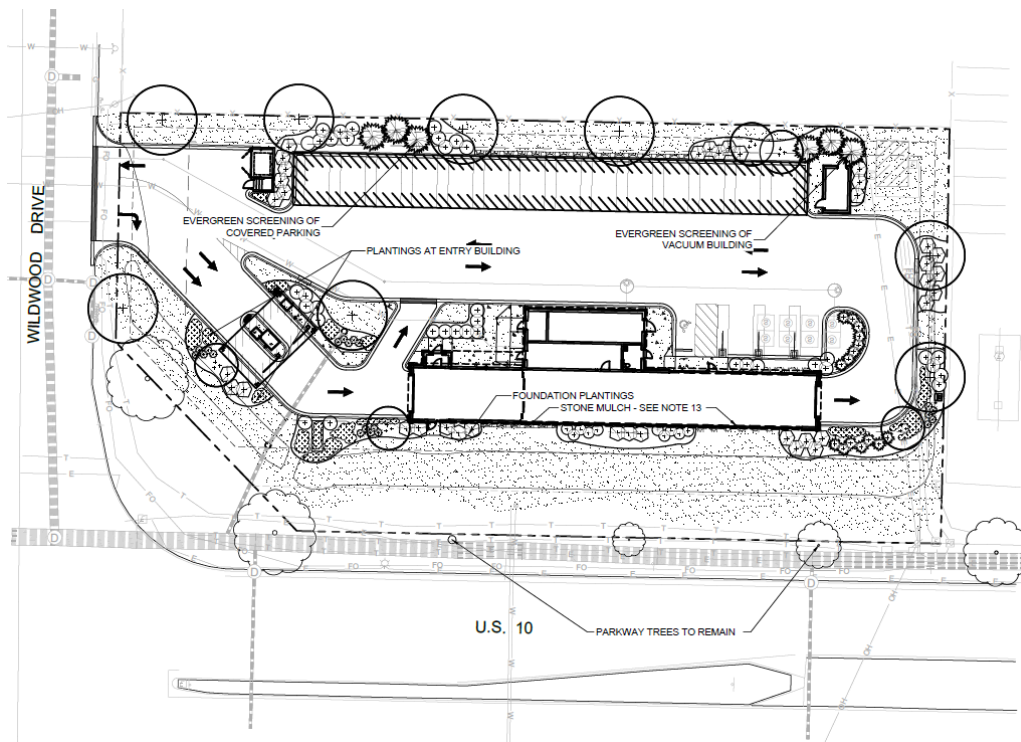
Analysis: Lighting is proposed to come off of the building and the parking lot.

Findings: A photometric plan has been submitted. Based on this plan, up to 1.0 footcandles are proposed to be emitted into the Wildwood Drive Right-of-Way. This low light intensity is satisfactory and would not be intrusive to neighboring locations.

- c. **Sources of noise shall be located in a manner that minimizes impact to neighboring properties.**

Analysis: The use will be operating within the confines of the building and property.

Findings: The use should not create excessive noise.



Proposed Landscaping Plan

- 14. Principal – Applications for exclusive multi-family residential uses. Landscaping shall be provided, or existing landscape elements shall be preserved to maintain a sense of residential character, define boundaries, and to enhance the sense of enclosure and privacy.**

Analysis: N/A

Findings: N/A

Based on the findings above, staff would recommend approval of the conditional use permit with the conditions outlined on page one. Please keep in mind that recent State legislation has placed limitations on local jurisdictions regarding the denial of conditional use permits. Conditional use permits shall be reviewed by a means to permit a use under certain conditions applied to the use or property. For example, if a concern is raised regarding to a standard above, a condition can be applied to the permit to address the concern and grant the permit.

Standards of Review – Site Plan Review

1. Setbacks.

Analysis: The following are the building setback requirements of the “B-5” Highway Commercial District for properties not abutting Highway 10 East – 25’ street setback, 10’ side yard setback and a 20’ rear yard setback. Note that more stringent street setbacks exist for properties abutting Highway 10 East in accordance with Wisconsin Department of Transportation requirements.

Findings: The setbacks that are provided meet or exceed minimum requirements for the “B-5” District.

Lot Line	B-5 Setback Requirements	Proposed Setbacks
<i>Street</i>	40 feet off of USH 10; 25 feet off of other streets	40 feet off of USH 10; 90 feet off of Wildwood Drive
<i>Side</i>	10 feet	44' 5" off of east lot line
<i>Rear</i>	20 feet	66' 8" off of north lot line

2. Density.

Analysis: Within the "B-5" District, permitted land uses are required to be located on a lot of at least 35,000 square feet in size.

Findings: As the subject property is 42,755 square feet in size, the proposed use meets minimum density restrictions.

3. Building Height.

Analysis: The proposed car wash structure will be 19' 9 1/8" tall.

Findings: Buildings within the "B-5" District are restricted to a max height of 35 feet. Structures may surpass 35 feet in height, at a height not to exceed 125 feet, if a fire prevention system exists that is approved by the Fire Department.

4. Parking and Traffic Flow.

Analysis: The City's Zoning Code requires a minimum of three parking stalls for the proposed use. Four parking stalls are proposed – one of which will be designated for van accessible use. Please note that while fourteen parking stalls are situated on the north end of the subject property, these stalls are intended for vacuum stations and are not counted towards minimum parking requirements.

One access point is proposed for the property, using an existing driveway opening off of Wildwood Drive. The City's Zoning Code requires driveways to be no closer than 100 feet from the intersection of an arterial street. While the proposed driveway would not meet this 100-foot separation requirement, it is important to note that the width of the lot (83 feet) would not allow for this requirement to be met. Given that no new access points may be created along U.S. Highway 10 East, in accordance with the City's Highway Access Plan, the Zoning Code permits the City Engineer to approve driveways that do not meet this 100-foot separation requirement. Director Beduhn has reviewed the proposed driveway and approves of the requested location.

Findings: This standard is met.

5. Utilities.

Analysis: Utility infrastructure exists within the adjacent street right-of-ways to accommodate the proposed development. Infiltration basins are proposed along the south and west lot lines. Public Utilities staff have reviewed the proposed stormwater facilities and believes that it can handle anticipated stormwater flow as a result of the proposed development.

Findings: This standard is met.

6. Landscaping.

Analysis: A landscaping plan has been submitted that proposes a range of deciduous shade and evergreen trees along the perimeter of the subject property. A variety of shrubs, ornamental grasses and perennials are proposed adjacent to the vacuum stations and around the car wash structure.

Findings: Based on the landscaping plan submitted, City staff believes that it meets minimum landscaping requirements as outlined within the Zoning Code.

7. Fire Hydrants.

Analysis: One fire hydrant exists near the northwest corner of the subject property.

Findings: The existing fire hydrant can service the proposed development.



New Tidal Wave Auto Spa – Dubuque, Iowa

Site Photos





APPLICATION FOR A CONDITIONAL USE PERMIT

(Pre-Application Conference Required)

ADMINISTRATIVE SUMMARY (Staff Use Only)

Application #		Date Submitted		Fee Required		Fee Paid	
Associated Applications if Any				Assigned Case Manager			
Pre-Application Conference Date				Conditional Use Permit Request	Use ☐	Amend ☐	

APPLICANT/CONTACT INFORMATION

APPLICANT INFORMATION		CONTACT INFORMATION (Same as Applicant? ☐)	
Applicant Name		Contact Name	
Address		Address	
City, State, Zip		City, State, Zip	
Telephone		Telephone	
Fax		Fax	
Email		Email	

OWNERSHIP INFORMATION

PROPERTY OWNER 1 INFORMATION (Same as Applicant? ☐)		PROPERTY OWNER 2 INFORMATION (If Needed)	
Owner's Name	Contract Purchaser	Owner's Name	
Address		Address	
City, State, Zip		City, State, Zip	
Telephone		Telephone	
Fax		Fax	
Email		Email	

PROJECT SUMMARY

Subject Property Location [Please Include Address and Assessor's Identification Number(s)]		
Parcel 1	Parcel 2	Parcel 3
Legal Description of Subject Property		
Designated Future Land Use Category		Current Use of Property
Explain the land use and the development proposed for the subject property. Include the time schedule (if any) for development. (Use additional pages if necessary)		
How will the proposed development reinforce the existing or planned character of the neighborhood? (Use additional pages if necessary)		

Per Map 8.3 of the Stevens Point Comprehensive Map, the future land use of this parcel is "Commercial/Office/Multi-family". The proposed car wash is in line with this description and does not conflict with the planned character of the neighborhood. Car washes are listed under conditional uses for the B-4 & B-5 zoning districts.

Outline steps that will be taken to reduce any negative impacts on adjacent property. (Use additional pages if necessary)

Current Zoning Surrounding Subject Property

North:		South:	
East:		West:	

Current Land Use Surrounding Subject Property

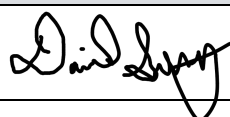
North:		South:	
East:		West:	

EXHIBITS

Owner Information Sheet	☐	Additional Exhibits If Any:
Letter to District Alderperson	☐	
Maps (vicinity, zoning, floodplains, wetlands others as requested by staff)	☐	
Site Plan (designating primary, side, and service street frontages)	☐	
Building Elevations	☐	
Parking Plan (Location, number of spaces, reductions, and design and landscaping)	☐	
Street Plan with Cross-sections	☐	
Utility Plan	☐	
Landscape Plan (including any equivalent alternative landscaping requests)	☐	
Stormwater Plan	☐	
Outdoor Lighting Plan (location of fixtures, illumination levels)	☐	

CERTIFICATION AND SIGNATURE

By my signature below, I certify that the information contained in this application is true and correct to the best of my knowledge at the time of the application. I acknowledge that I understand and have complied with all of the submittal requirements and procedures and that this application is a complete application submittal. I further understand that an incomplete application submittal may cause my application to be deferred to the next posted deadline date.

Signature of Applicant	Date	Signature of Property Owner(s)	Date
			



APPLICATION FOR A SITE PLAN REVIEW

(Pre-Application Conference is Required for Major and Minor Site Plan Reviews)

ADMINISTRATIVE SUMMARY (Staff Use Only)

Application #		Date Submitted		Fee Required		Fee Paid	
Associated Applications (if any)				Assigned Case Manager			
Pre-Application Conference Date				Minor Site Plan	☐	Major Site Plan	☐

APPLICANT/CONTACT INFORMATION

APPLICANT INFORMATION		CONTACT INFORMATION (Same as Applicant? ☐)	
Applicant Name		Contact Name	
Address		Address	
City, State, Zip		City, State, Zip	
Telephone		Telephone	
Fax		Fax	
Email		Email	

OWNERSHIP INFORMATION

PROPERTY OWNER OF RECORD 1 INFORMATION (Same as Applicant? ☐)		PROPERTY OWNER OF RECORD 2 INFORMATION (If Needed)	
Owner's Name	Contract Purchaser	Owner's Name	
Address		Address	
City, State, Zip		City, State, Zip	
Telephone		Telephone	
Fax		Fax	
Email		Email	

PROJECT SUMMARY

Subject Property Location [Please Include Address and Assessor's Identification Number(s)]		
Parcel 1	Parcel 2	Parcel 3
Legal Description of Subject Property		
Area of Subject Property (Acres/Sq Ft)		
Current Zoning District(s)		

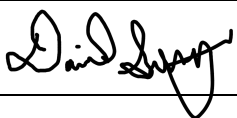
Designated Future Land Use Category	Current Use of Property	Proposed Use of Property
Describe land use and the development proposed for the subject property. Include the time schedule (if any) for development. (Use additional pages if necessary)		
Current Zoning Surrounding Subject Property		
North:		South:
East:		West:
Current Land Use Surrounding Subject Property		
North:		South:
East:		West:

EXHIBITS

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Maps (vicinity, zoning, floodplains, wetlands others as requested by staff)	☐	
Site Plan (designating primary, side, and service street frontages)	☐	
Building Elevations	☐	
Parking Plan (Location, number of spaces, reductions, and design and landscaping)	☐	
Street Plan with Cross-sections	☐	
Utility Plan	☐	
Landscape Plan (including any equivalent alternative landscaping requests)	☐	
Stormwater Plan	☐	
Outdoor Lighting Plan (location of fixtures, illumination levels)	☐	

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Signature of Applicant	Date	Signature of Property Owner(s)	Date
			



Narrative

Tidal Wave Auto Spa is pleased to provide an opportunity for commercial development of the 0.98 acre lot located at 1305 Wildwood Drive, Stevens Point, Wisconsin, PIN: 281-24-0835110001.

The proposed structures on the project consists of the carwash tunnel, vacuum bays with canopy, vacuum house dumpster enclosure as well as pay kiosk stations. The exterior façade of the carwash tunnel will consist of masonry (stone or brick) and glass with a standing seam metal pitched roof. One of the corporate philosophies of Tidal Wave Auto Spa is to be the most attractive business in the community; which is accomplished by constructing a quality facility and intense landscaping.

The proposed use will promote water conservation as it will utilize a sophisticated water reclamation system, computer controlled systems and high-pressure nozzles and pumps which significantly minimize the amount of 'fresh' water needed to provide a quality exterior wash. Another benefit of the proposed use is that the professional wash will empty filtered waste into the sewer system for further treatment. Versus introducing harmful cleaning chemicals and phosphates from the road film into the storm drain that is intended to deliver rain run-off into rivers and streams thereby hurting the plant and animal life in those ecosystems.

To emphasize their commitment to the community, Tidal Wave partners with local schools, athletic teams and their booster clubs, service organizations, churches and other 501(c)(3) organizations to help raise funds. The third Friday of September is designated as 'Charity Day' with 100% of ALL proceeds donated to special needs charities.

Conditional Use Permit Approval Criteria

The carwash will be located in an existing commercial corridor and will not impair or be detrimental to the public health, safety, morals or general welfare of persons residing or working in the vicinity.

The proposed self-service car wash facility will be maintained and operated in a manner consistent with other neighboring commercial uses and will not negatively impact or conflict with neighboring land uses or negatively affect the value of neighboring property.

The proposed project will be in harmony with the surrounding retail and commercial land uses that serve the community and the special use will not conflict with the general goals and objectives of Steven Point's comprehensive planning documents.



The existing commercial access along Wildwood Drive will be used in the proposed condition providing sufficient access to the outlot and traffic generated from the carwash will not be detrimental to public safety and welfare.

The proposed use will not have regional needs and is appropriate adjoining the commercial thoroughfare.

The site is located in a commercial corridor with existing public utilities adequate to serve the intended use of the property as a self-service car wash facility.

The conditional use will comply with applicable City ordinances unless varied or waived by the City Council as part of the conditional use permit approval process.

Rick Katz

Subject: RE: Conditional Use Permit

From: Bethany Bruno <bbruno@schainbanks.com>
Sent: Wednesday, April 12, 2023 9:31 AM
To: Dan Rea <dan@kensingtondev.com>
Cc: John Schoditsch <john@kensingtondev.com>
Subject: Fwd: Conditional Use Permit

Hi Dan,

Please see below. Please let me know if you need anything else from the owner/seller.

Thanks,

BETHANY BRUNO

d: [312-345-5739](tel:312-345-5739) | o: [312-345-5700](tel:312-345-5700)

SCHAIN || **BANKS**

Begin forwarded message:

From: Michael Rosek <mikepatrosek@gmail.com>
Date: April 12, 2023 at 9:40:59 AM EDT
To: Bethany Bruno <bbruno@schainbanks.com>
Subject: Conditional Use Permit

Bethany,
I authorize Tidal Wave Auto Spa to Submit for Conditional Use and Site Plan Review on my behalf.

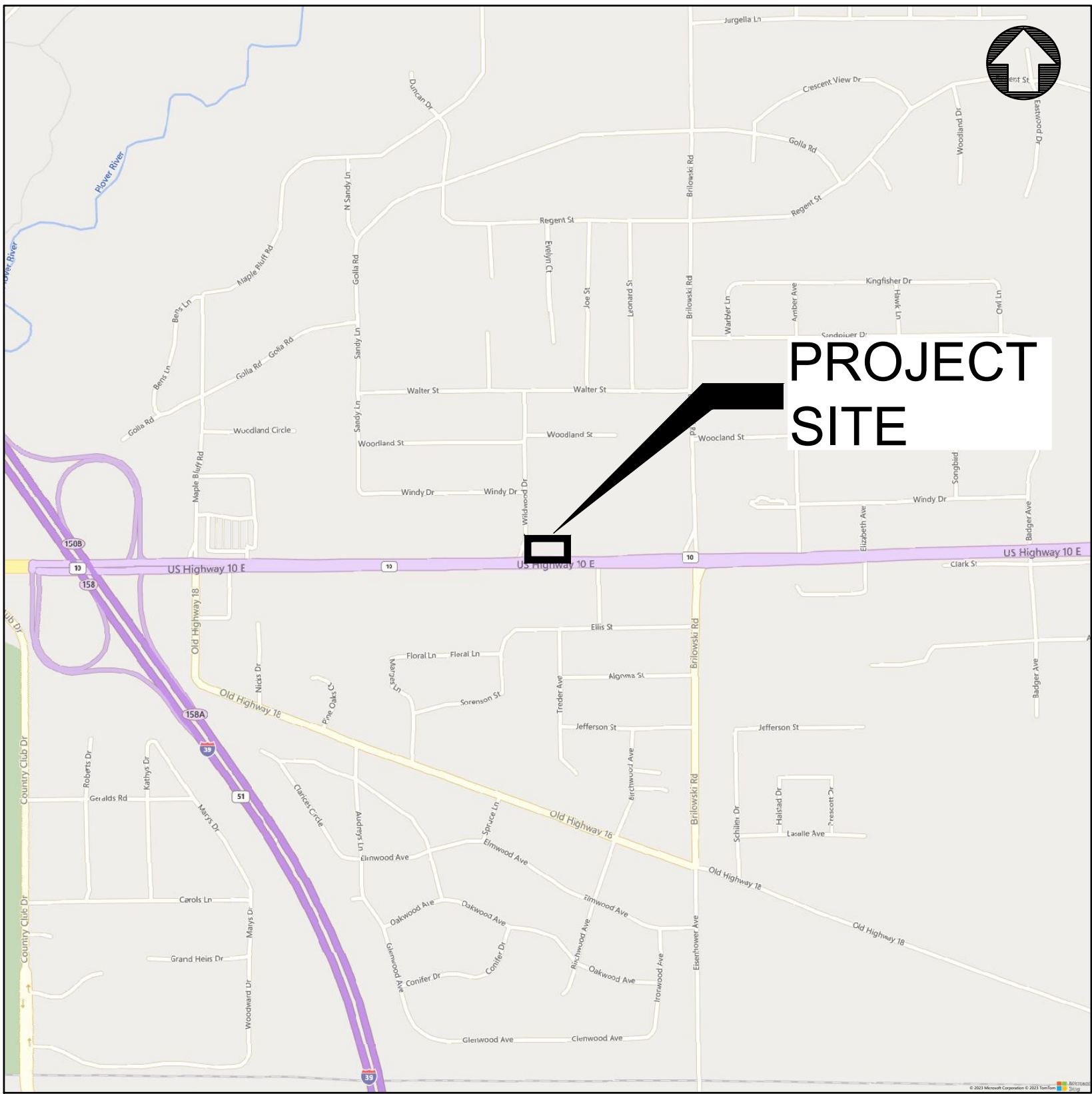
Michael R. Rosek
Member, MIPAR, LLC

PROPOSED IMPROVEMENTS FOR

TIDAL WAVE AUTO SPA

1305 WILDWOOD DRIVE STEVENS POINT, WI

LOCATION MAP

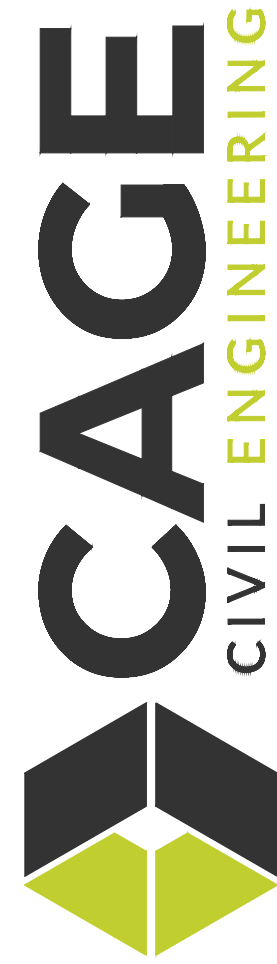


SECTION 35, TOWNSHIP 24N RANGE 8E

INDEX OF SHEETS		
SHEET NUBMER	SHEET TITLE	SHEET DESCRIPTION
1	COVER SHEET	C0.0
2	GENERAL NOTES	C0.1
3	EXISTING CONDITIONS & DEMOLITION PLAN	C1.0
4	SITE LAYOUT PLAN	C2.0
5	SITE GRADING & DRAINAGE PLAN	C3.0
6	SITE GRADING DETAILS	C3.1
7	SOIL EROSION CONTROL PLAN	C4.0
8	SOIL EROSION CONTROL DETAILS	C4.1
9	SITE UTILITY PLAN	C5.0
10	SANITARY PLAN & PROFILE	C5.1
11	CONSTRUCTION DETAILS	C6.0
12	CONSTRUCTION DETAILS	C6.1
13	CONSTRUCTION DETAILS	C6.2
14	CONSTRUCTION DETAILS	C6.3

EXISTING LEGEND		PROPOSED LEGEND	
	EXISTING TREE		CURB & GUTTER
	CURB & GUTTER		REVERSE PITCH CURB & GUTTER
	EXISTING BUILDING		DEPRESSED CURB & GUTTER
	PCC SIDEWALK		PROPOSED BUILDING
	GAS SERVICE		PCC SIDEWALK
	ELECTRIC SERVICE		STANDARD DUTY PAVEMENT
	STORM SEWER		HEAVY DUTY PAVEMENT
	SANITARY SEWER		GAS SERVICE
	WATER MAIN		ELECTRIC SERVICE
	CABLE LINE		STORM SEWER
	OVERHEAD UTILITY LINE		SANITARY SEWER
	COMMUNICATION LINE		WATER MAIN
	FIBER OPTIC LINE		FENCE
	FENCE		STORM STRUCTURE
	STORM STRUCTURE		DOWNSPOUT CONNECTION
	SANITARY MANHOLE		SANITARY MANHOLE
	CLEANOUT		CLEANOUT
	WATER METER		WATER METER
	VALVE VAULT		VALVE VAULT
	VALVE BOX		VALVE BOX
	HYDRANT		HYDRANT
	GAS METER		GAS METER
	ELECTRIC METER		ELECTRIC METER
	PARKING LOT LIGHT		PARKING LOT LIGHT
	UTILITY POLE		FLOW ARROW
	GUY WIRE		OVERLAND FLOOD ROUTE
	TRANSFORMER		TOP OF SIDEWALK GRADE
	FIBER OPTIC BOX		TOP OF CURB GRADE
	FIBER OPTIC PEDESTAL		PAVEMENT GRADE
	CABLE PEDESTAL		GROUND GRADE
	PHONE PEDESTAL		MAJOR CONTOUR
	ELECTRIC PEDESTAL		MINOR CONTOUR
	MAJOR CONTOUR		
	MINOR CONTOUR		

2200 CABOT DRIVE
SUITE 325
LISLE, IL 60532
P: 630.598.0007
WWW.CAGECIVIL.COM



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PROPOSED IMPROVEMENTS FOR
TIDAL WAVE
AUTO SPA
1305 WILDWOOD DRIVE
STEVENS POINT, WISCONSIN

PROJ NO. 220150

ENG: RAK/BCB

DATE: 05/08/2023

SHEET TITLE

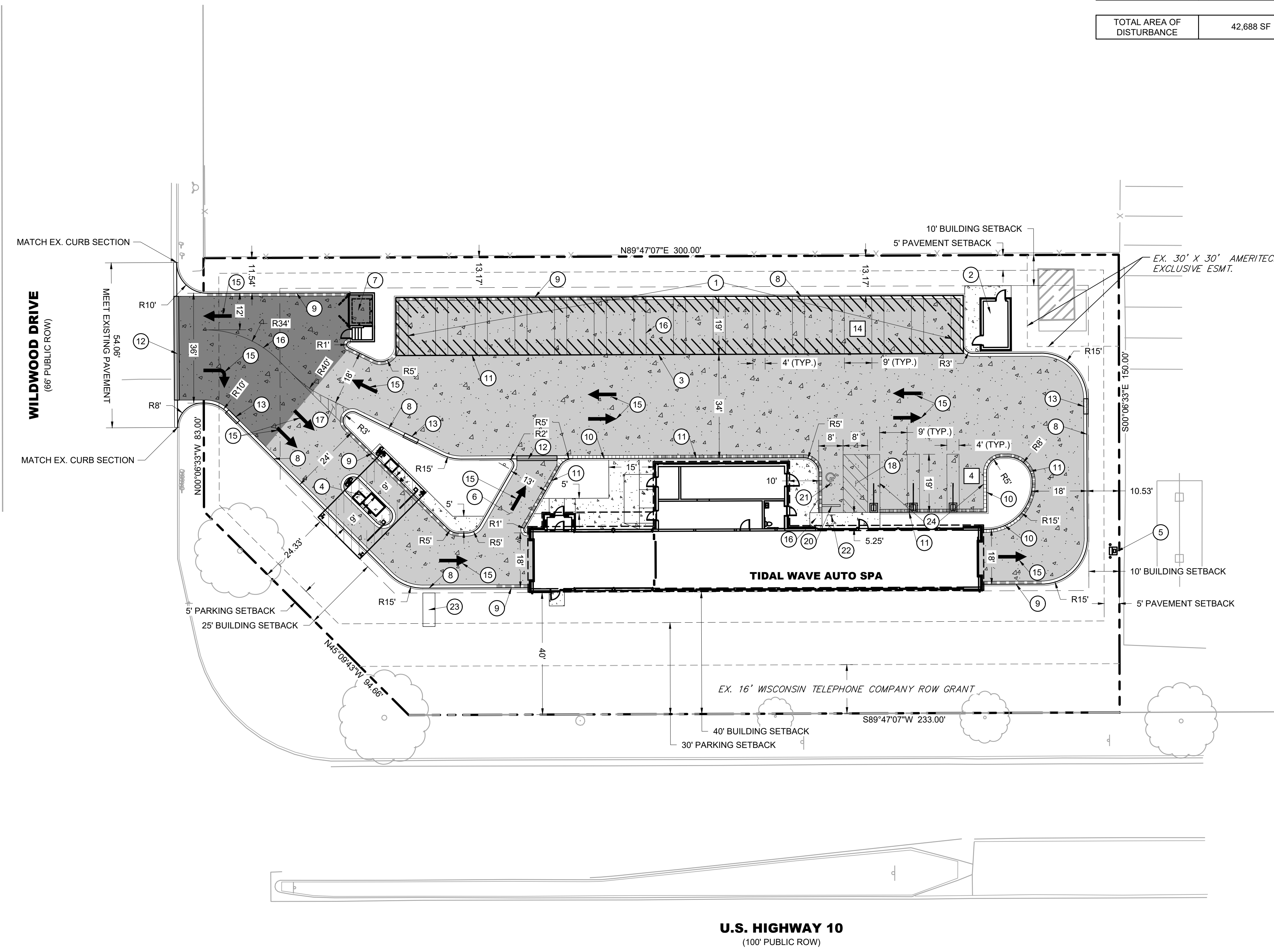
COVER
SHEET

SHEET NUMBER

C0.0

1 OF 14





SITE PARKING TABLE	
STANDARD PARKING	17 SPACES
ADA PARKING	1 SPACE

SITE PLAN RATIOS		
	PROPOSED	
	TOTAL AREA	% OF LOT AREA
TOTAL AREA OF BLDG	4,778 SF	11.2%
TOTAL AREA OF ASPHALT/CONCRETE	18,650 SF	43.7%
TOTAL AREA OF GREEN SPACE	19,260 SF	45.1%
TOTAL AREA OF DISTURBANCE	42,688 SF	±0.98 AC

PAVEMENT LEGEND

- STANDARD DUTY CONCRETE PAVEMENT*
- HEAVY DUTY CONCRETE PAVEMENT
- CONCRETE SIDEWALK*
- 6" BARRIER CURB & GUTTER
- 6" BARRIER CURB & GUTTER, INVERTED PAN
- 4" MOUNTABLE CURB & GUTTER
- 4" MOUNTABLE CURB & GUTTER, INVERTED PAN
- DEPRESSED CURB & GUTTER

* NOTE: PORTIONS OF CONCRETE PAVEMENT AND SIDEWALK SHALL BE RADIANT HEATED. SEE ARCHITECTURAL PLANS FOR LAYOUT AND DETAILS.

SITE DATA TABLE

CURRENT ZONING: HIGHWAY COMMERCIAL DISTRICT (B-5)
NOTE: CARWASHES ARE A CONDITIONAL USE

LOT AREA ±0.98 AC

BUILDING SETBACKS
FRONT (HWY-10) 40 FT
FRONT 25 FT
SIDE 10 FT
REAR 20 FT

PAVEMENT SETBACK
FRONT (HWY-10) 30 FT
FRONT 5 FT
SIDE 5 FT
REAR 5 FT

NOTE: NO VARIANCES ARE BEING REQUESTED

SITE PLAN KEYNOTES:

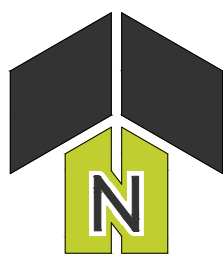
- CANOPY VACUUM STALLS (TYP)
- DOUBLE VACUUM ENCLOSURE
- VACUUM CANOOPY
- OPERATORS BOOTH & PAY KIOSK
- STOP / GO LIGHT
- EMERGENCY BYPASS LANE
- 8' X 16' DUMPSTER ENCLOSURE
- 6" BARRIER CURB & GUTTER
- 6" BARRIER CURB & GUTTER, INVERTED PAN
- 4" MOUNTABLE CURB & GUTTER
- 4" MOUNTABLE CURB & GUTTER, INVERTED PAN
- DEPRESSED CURB & GUTTER
- 5' CURB CUT
- SITE LIGHTING (TYP., SEE PHOTOMETRIC PLAN)
- DIRECTION ARROW (TYP.)
- 4" SOLID YELLOW STRIPE (TYP.)
- 4" SOLID YELLOW STRIPE, 45° SPACED 2' O.C.
- 4" SOLID BLUE STRIPE, 45° SPACED 2' O.C.
- ADA RAMP
- WHEEL STOP (TYP.)
- ADA SYMBOL (TYP.)
- ADA SIGN (TYP.)
- MONUMENT SIGN (REFER TO SIGNAGE PLANS)
- BOOM VACUUM STALLS (TYP)

*NOTE: FINISHED GRADE AT STOP/GO LIGHT IS LOWER THAN ADJACENT PAVEMENT. CONTRACTOR TO ENSURE INSTALLATION HEIGHT OF STOP/GO LIGHT IS ADEQUATE FOR VISIBILITY.



DIGGERS
CALL BEFORE
YOU DIG
811

0 20' 40'
1" = 20' (HORIZONTAL)



2200 CABOT DRIVE
SUITE 325
LISLE, IL 60532
P: 630.598.0007
WWW.CAGECIVIL.COM



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PROPOSED IMPROVEMENTS FOR
TIDAL WAVE
AUTO SPA
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STEVENS POINT, WISCONSIN

PROJ NO. 220150

ENG: RAK/BCB

DATE: 05/08/2023

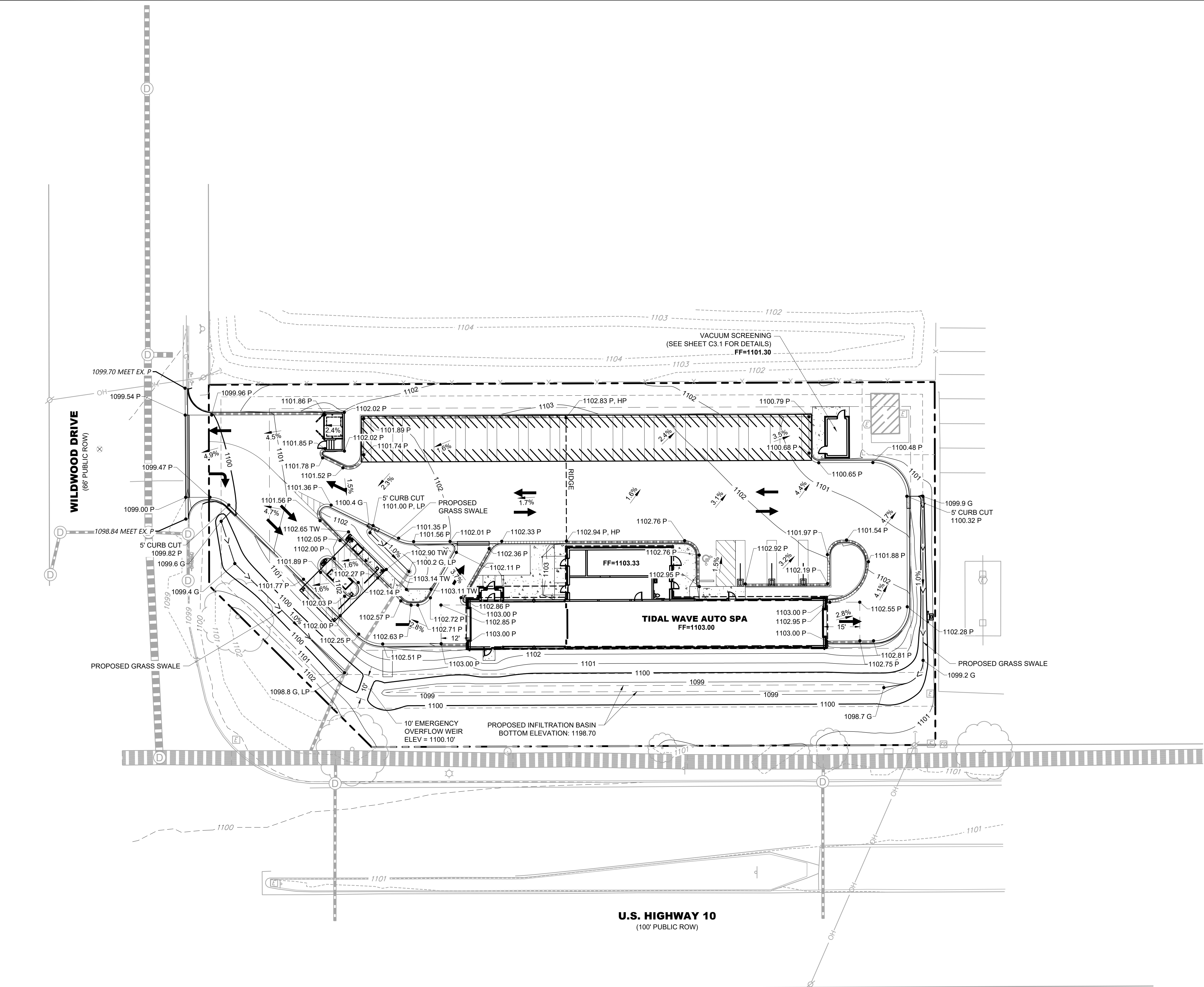
SHEET TITLE

SITE LAYOUT
PLAN

SHEET NUMBER

C2.0

4 OF 14



GRADING LEGEND

- 1.0% → DRAINAGE ARROW
- OVERLAND FLOOD ROUTE
- 100.00 P SPOT ELEVATION
- 100 PROPOSED MAJOR CONTOUR
- 100 PROPOSED MINOR CONTOUR
- 100 EXISTING MAJOR CONTOUR
- 100 EXISTING MINOR CONTOUR
- 6" BARRIER CURB & GUTTER
- 6" BARRIER CURB & GUTTER, INVERTED PAN
- 4" MOUNTABLE CURB & GUTTER
- 4" MOUNTABLE CURB & GUTTER, INVERTED PAN
- DEPRESSED CURB & GUTTER

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PROPOSED IMPROVEMENTS FOR
**TIDAL WAVE
AUTO SPA**
1305 WILDWOOD DRIVE
STEVENS POINT, WISCONSIN

PROJ NO. 220150

ENG. RAK/BCB

DATE: 05/08/2023

SHEET TITLE

**SITE
GRADING &
DRAINAGE
PLAN**

SHEET NUMBER

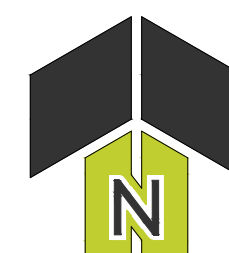
C3.0

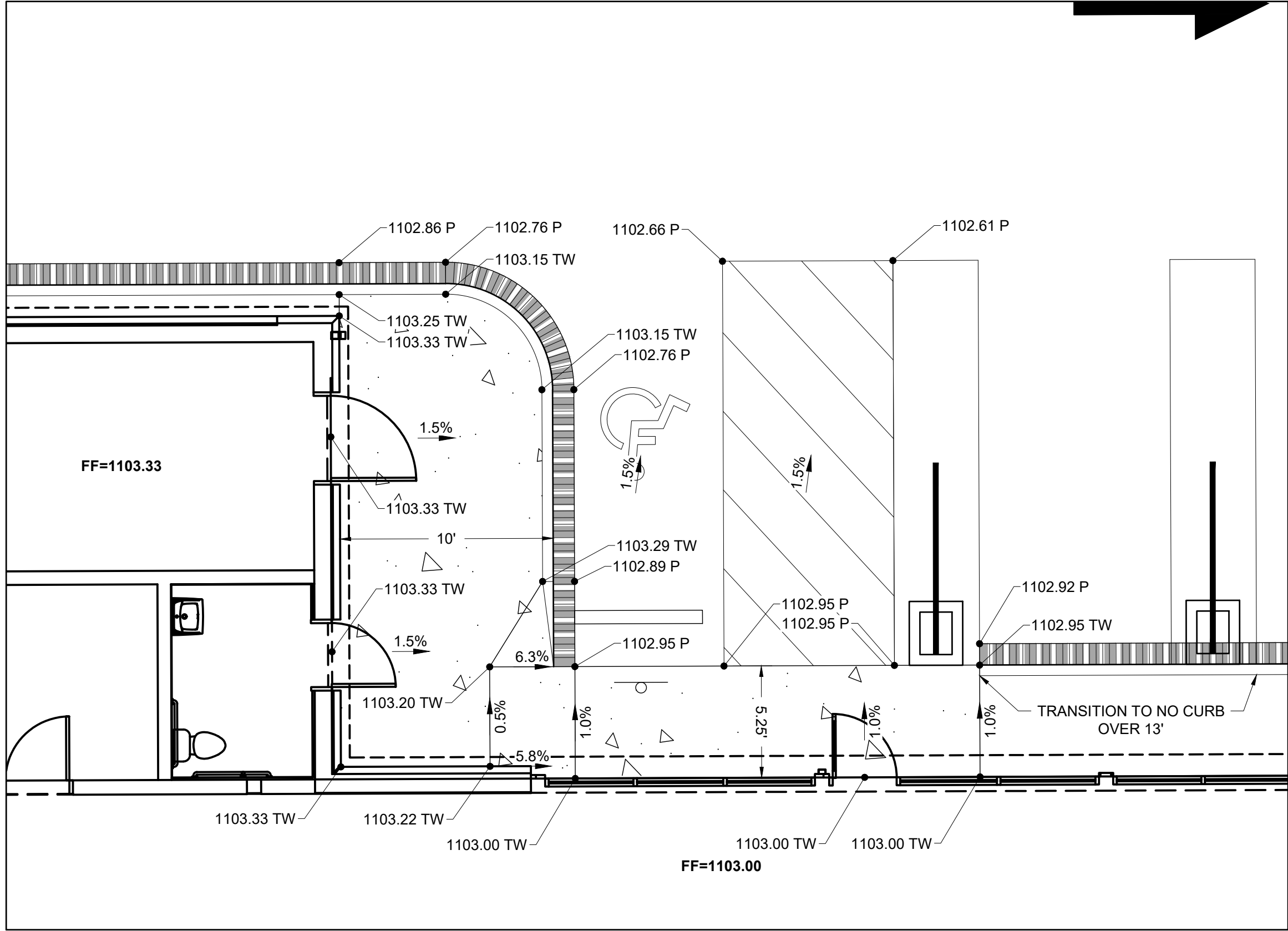
5 OF 14



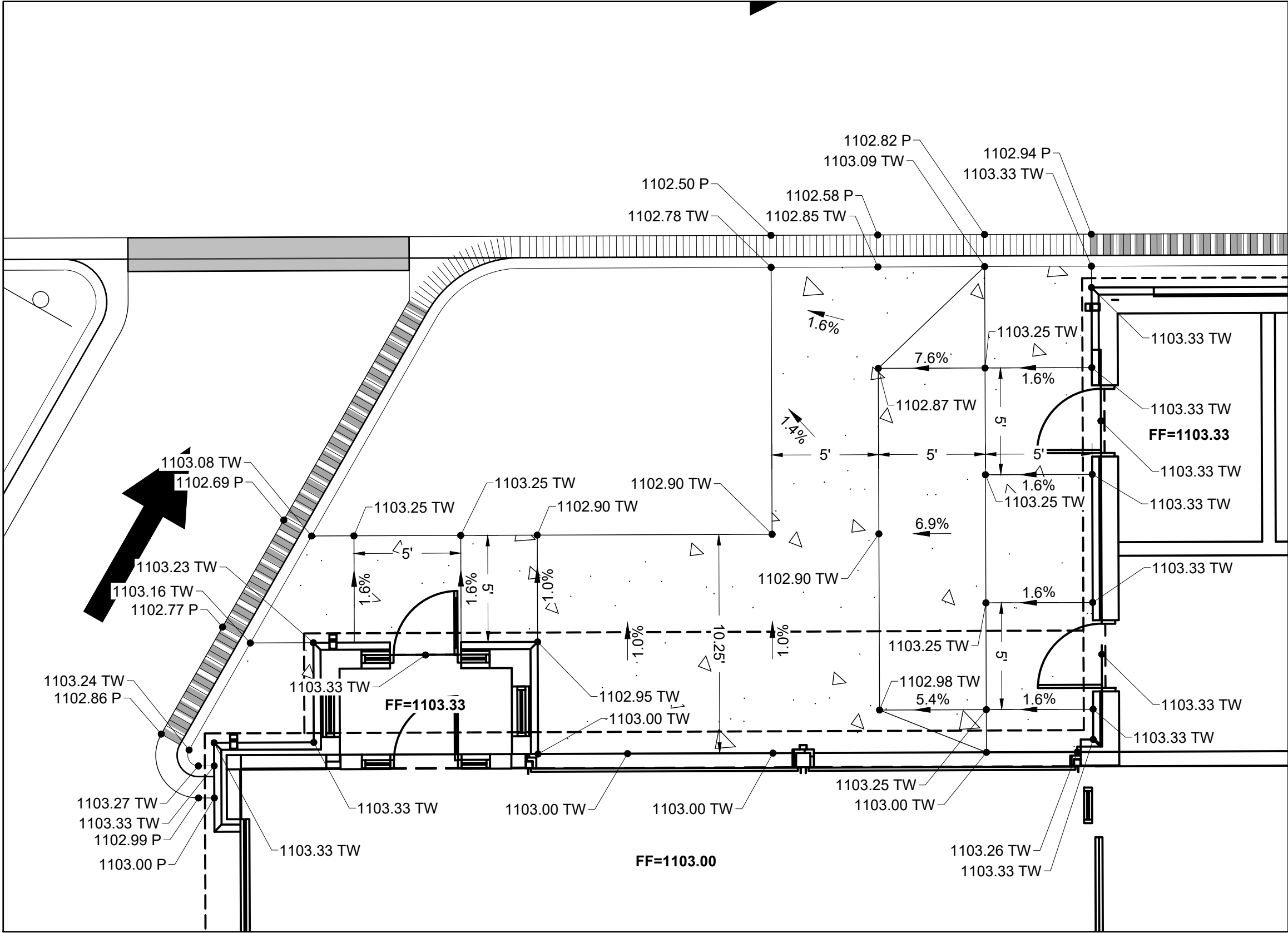
DIGGERS
CALL BEFORE
YOU DIG
811

0 20' 40'
1" = 20' (HORIZONTAL)

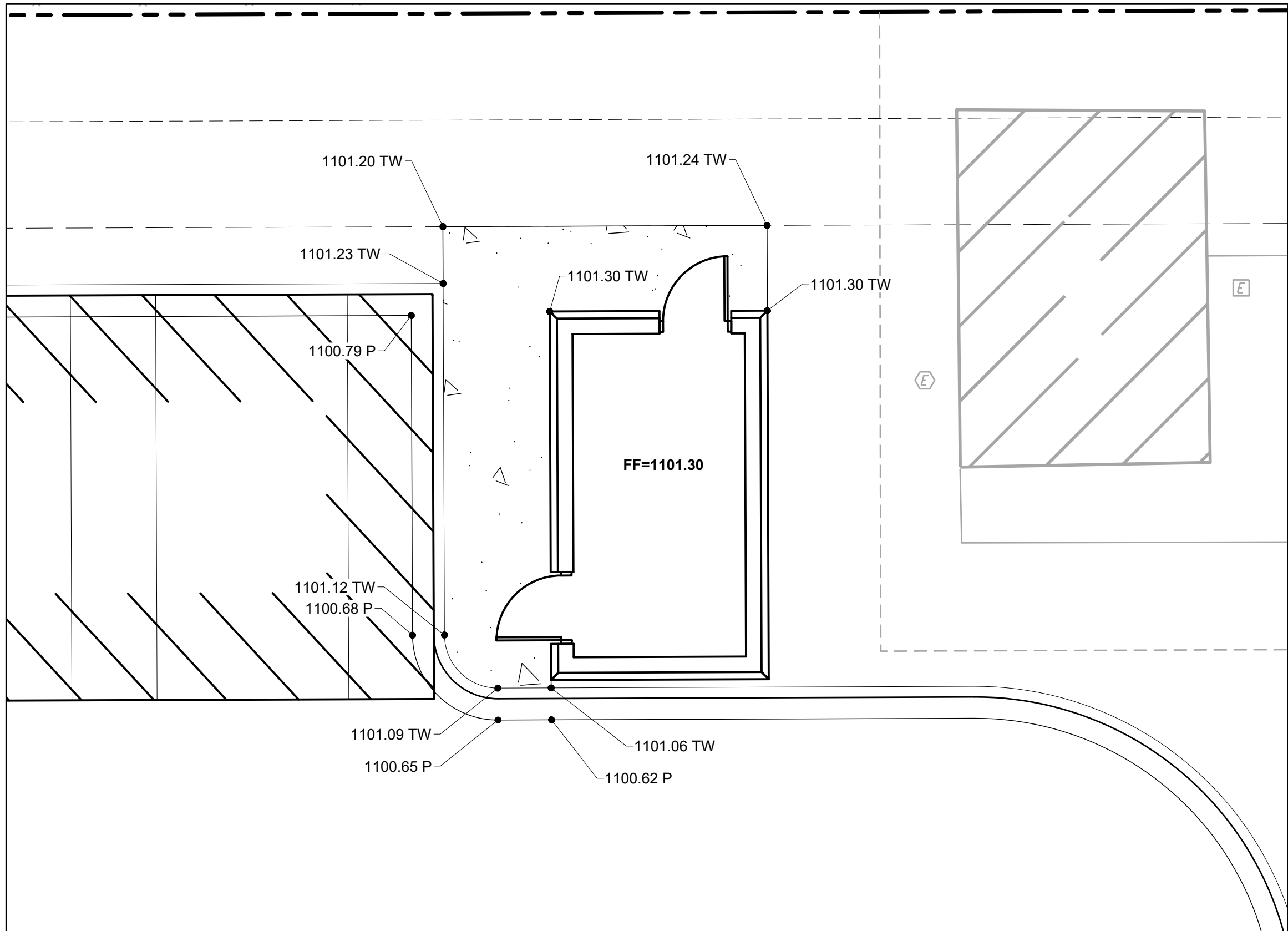




DETAILED GRADING - ADA STALL & EAST ENTRANCE
SCALE: 1" = 5'



DETAILED GRADING - WEST ENTRANCE
SCALE: 1" = 5'



DETAILED GRADING - VACUUM EQUIPMENT SCREENING
SCALE: 1" = 5'

GRADING LEGEND

- 1.0% DRAINAGE ARROW
- OVERLAND FLOOD ROUTE
- 100.00 P SPOT ELEVATION
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- 6" BARRIER CURB & GUTTER
- 6" BARRIER CURB & GUTTER, INVERTED PAN
- 4" MOUNTABLE CURB & GUTTER
- 4" MOUNTABLE CURB & GUTTER, INVERTED PAN
- DEPRESSED CURB & GUTTER



DIGGERS
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0 5' 10'
1" = 5' (HORIZONTAL)



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PROPOSED IMPROVEMENTS FOR
**TIDAL WAVE
AUTO SPA**
1305 WILDWOOD DRIVE
STEVENS POINT, WISCONSIN

PROJ NO. 220150

ENG: RAK/BCB

DATE: 05/08/2023

SHEET TITLE

**SITE
GRADING
DETAILS**

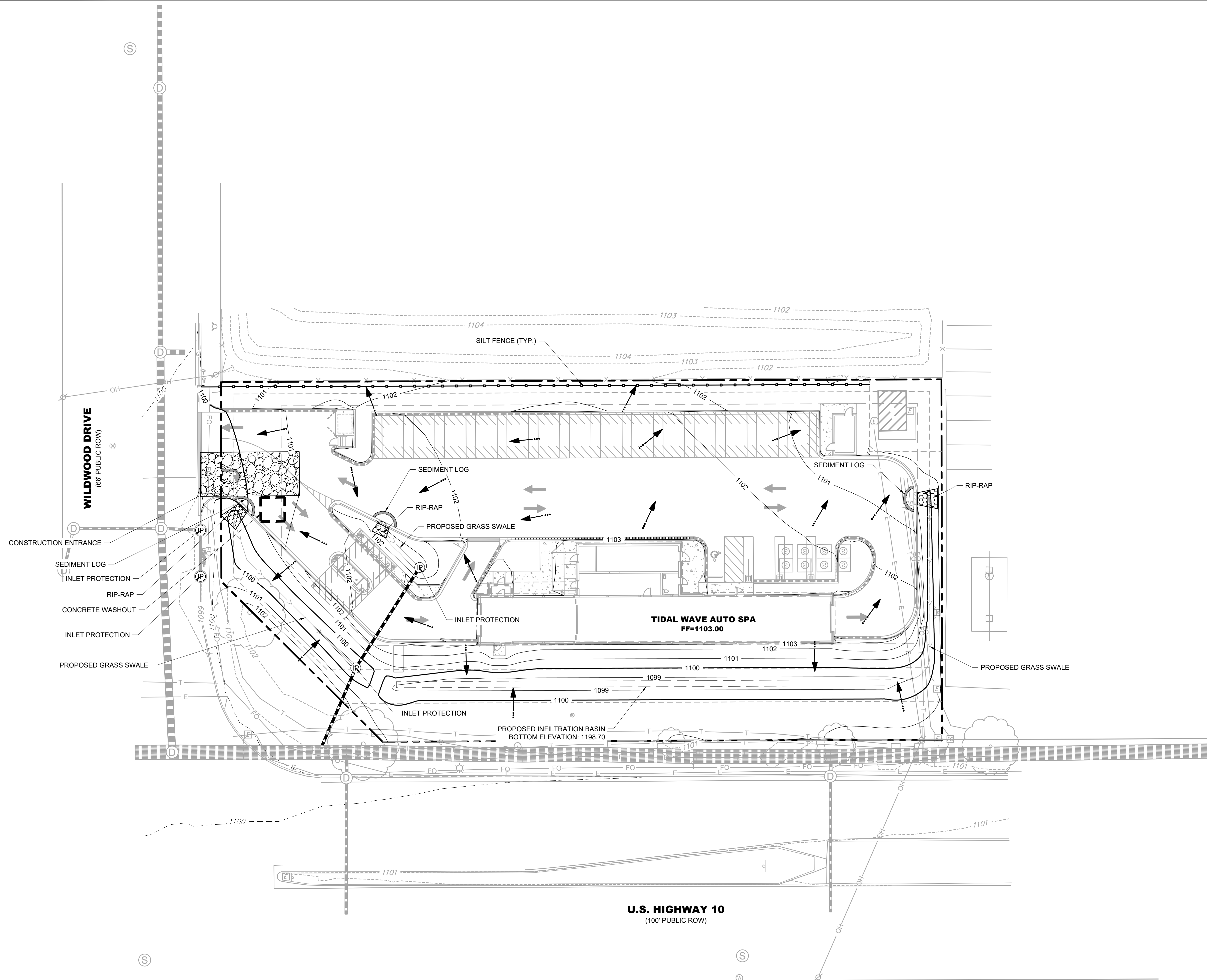
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C3.1

6 OF 14

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SESC LEGEND

- SILT FENCE
- TEMPORARY CONSTRUCTION ENTRANCE
- RIP RAP
- SEDIMENT LOG
- INLET PROTECTION FILTER BASKET
- CONCRETE WASHOUT

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TIDAL WAVE
AUTO SPA

REVISIONS

PROPOSED IMPROVEMENTS FOR
**TIDAL WAVE
AUTO SPA**
1305 WILDWOOD DRIVE
STEVENS POINT, WISCONSIN

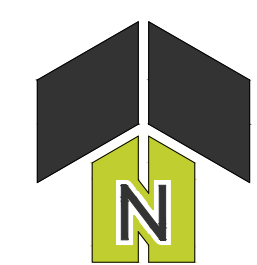
PROJ NO. 220150
ENG: RAK/BCB
DATE: 05/08/2023

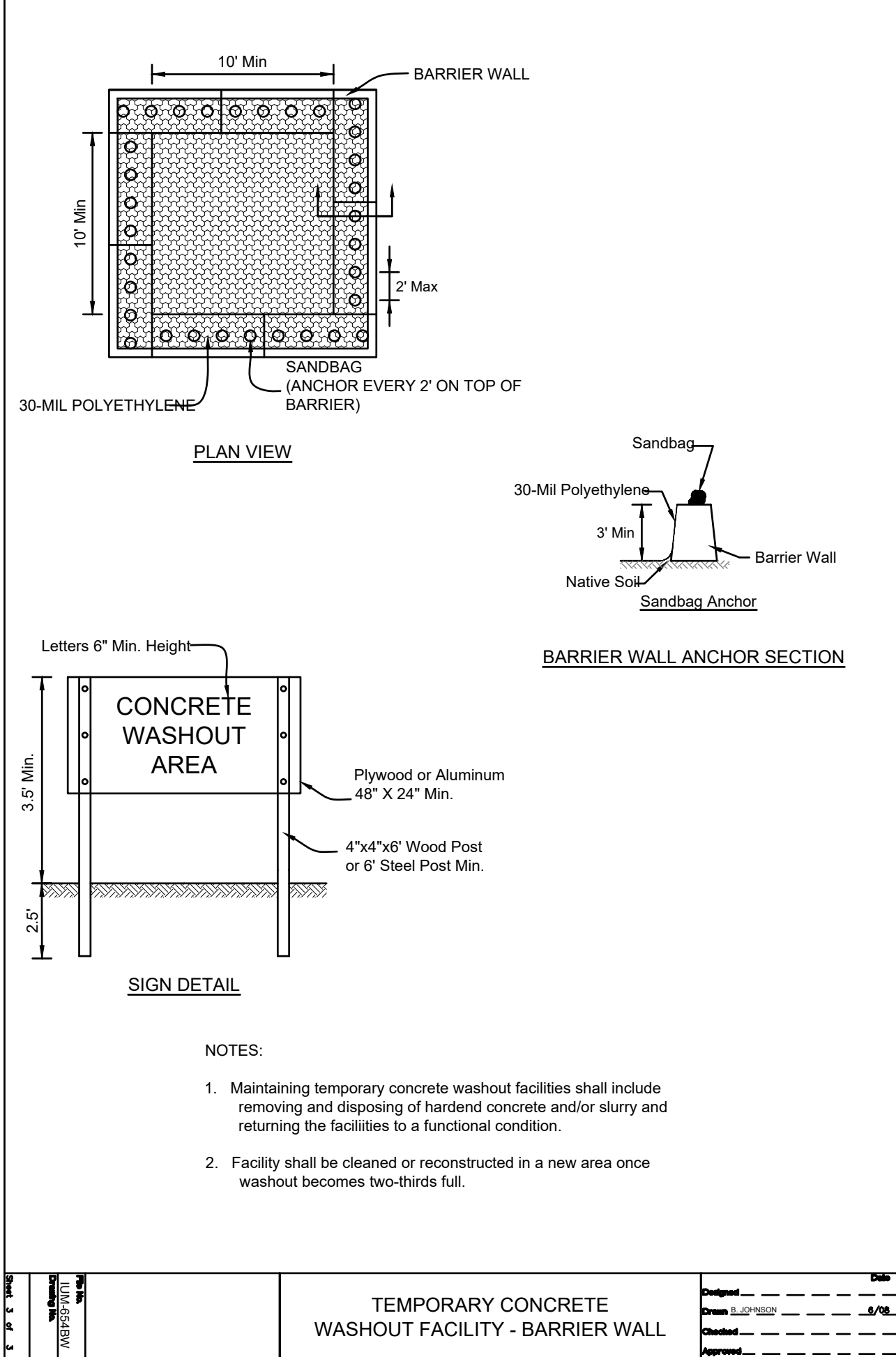
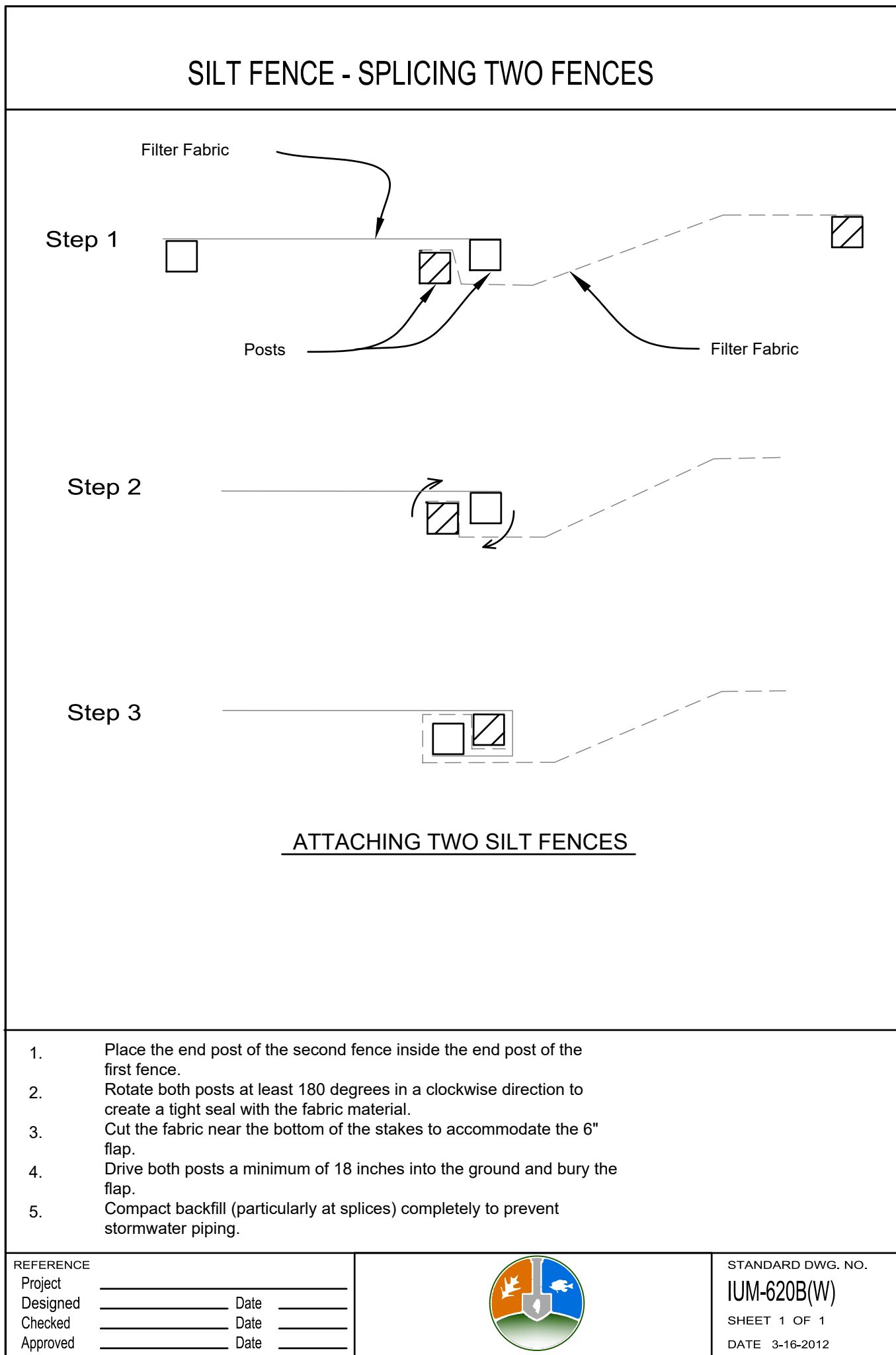
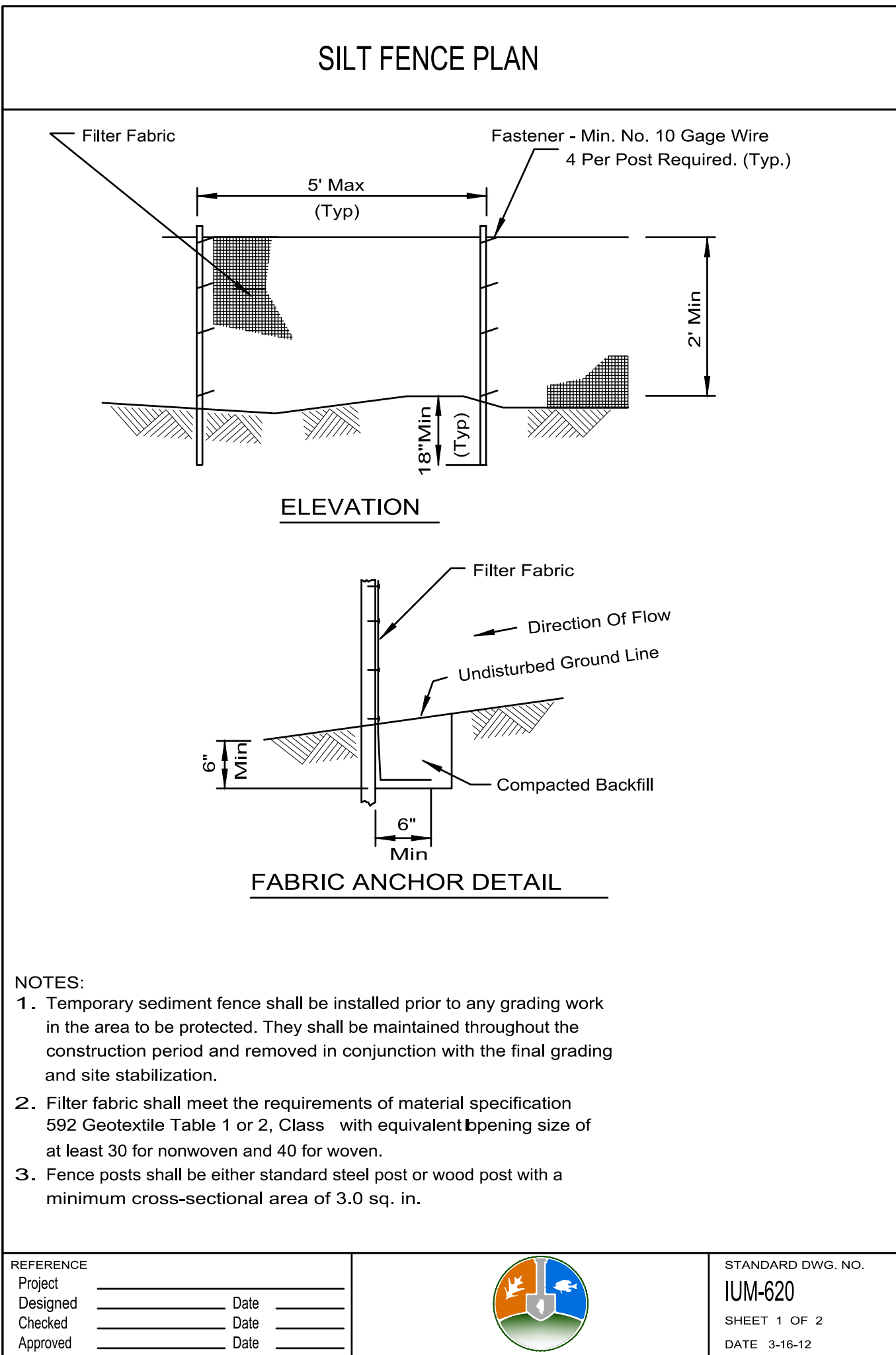
SHEET TITLE
**SOIL
EROSION
CONTROL
PLAN**

SHEET NUMBER
C4.0
7 OF 14



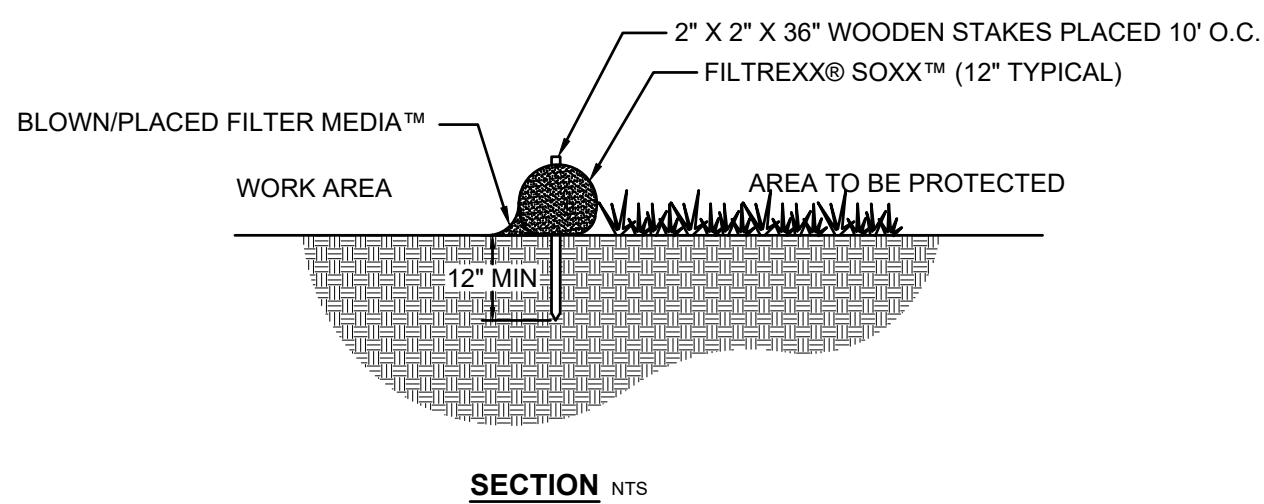
DIGGERS
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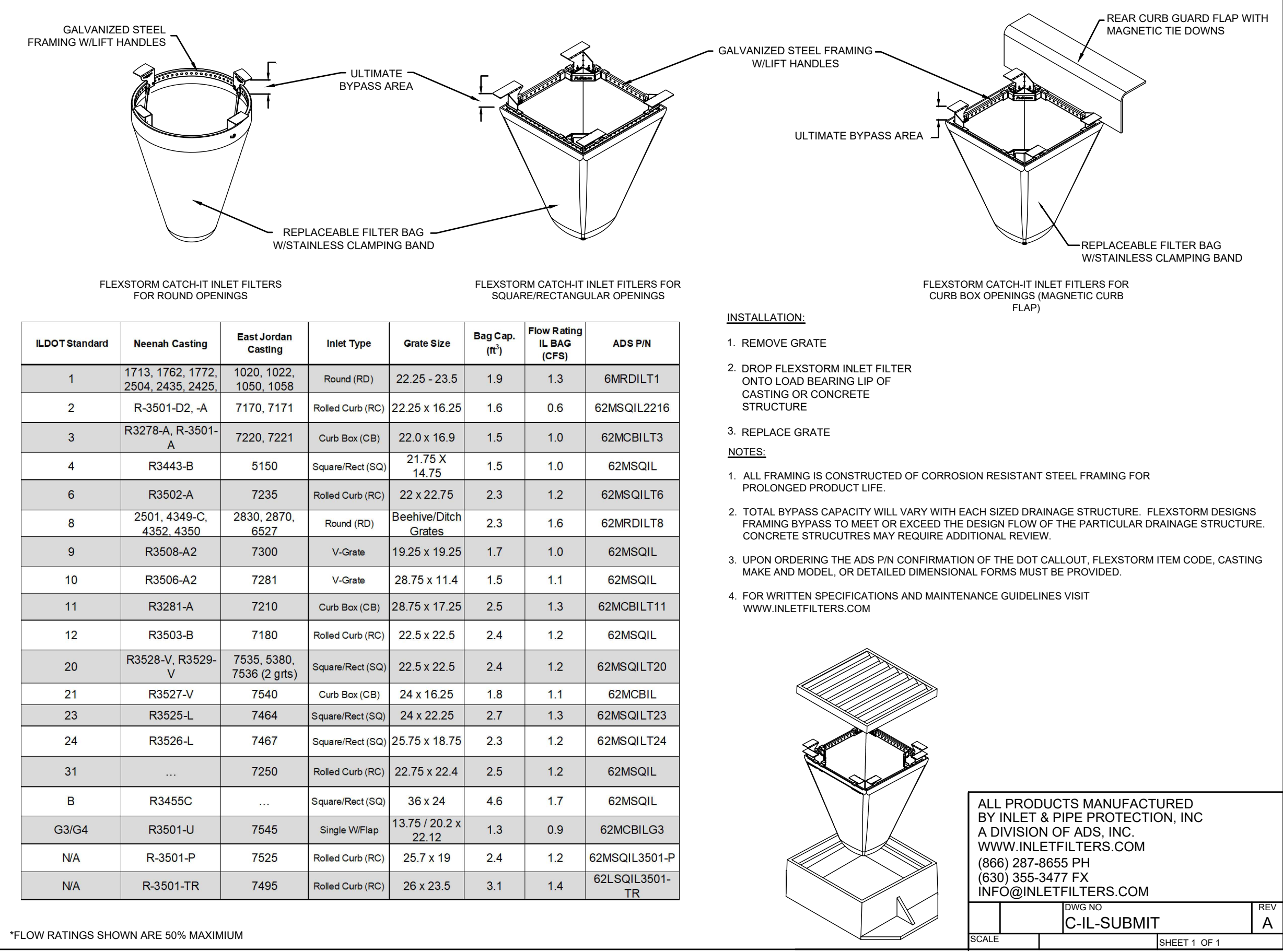
SILT FENCE DETAIL
Scale: NOT TO SCALE

CONCRETE WASHOUT DETAIL
Scale: NOT TO SCALE



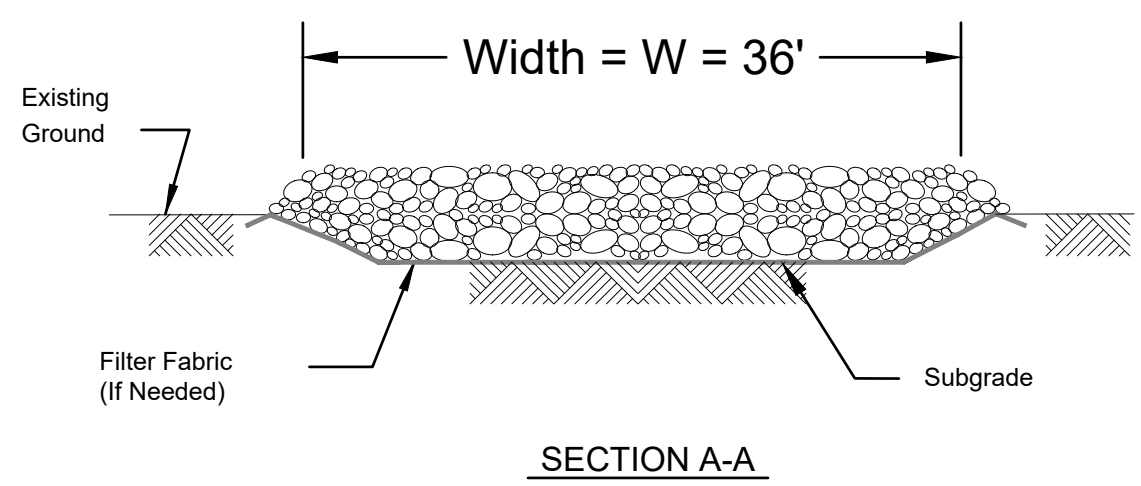
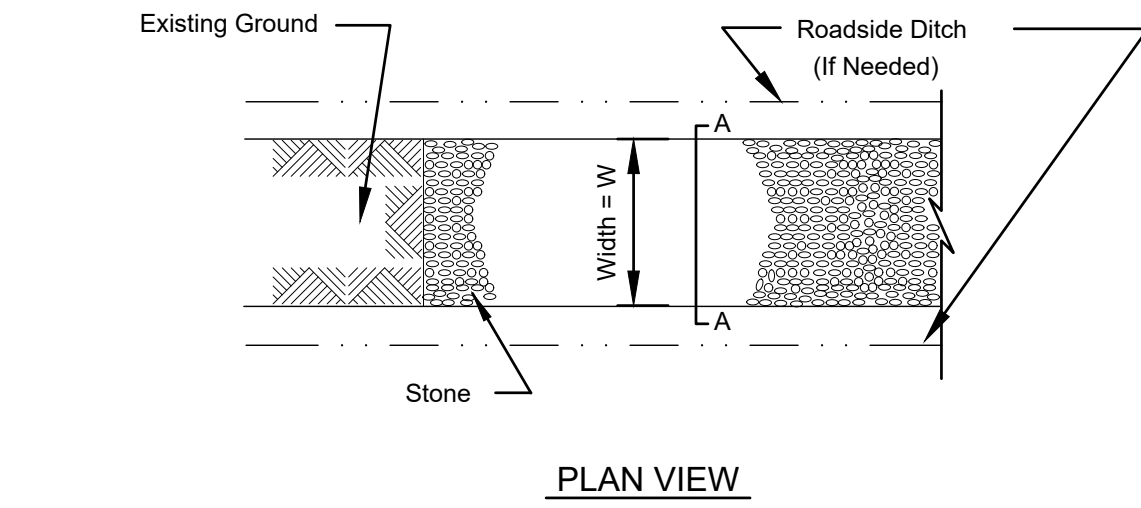
SEDIMENT LOG DETAIL
Scale: NOT TO SCALE

FLEXSTORM CATCH-IT FILTERS FOR TEMPORARY INLET PROTECTION
PRODUCT SELECTION AND SPECIFICATION DRAWING



INLET PROTECTION DETAIL
Scale: NOT TO SCALE

CONSTRUCTION ROAD STABILIZATION



- NOTES:**
1. Filter fabric shall meet the requirements of material specification 592 GEOTEXTILE, Table 1 or 2, Class I, II or IV and shall be placed over the cleared area prior to the placing of rock.
 2. Stone shall meet one of the following IDOT coarse aggregate gradations, CA-1, CA-2, CA-3, or CA-4 and be placed according to construction specification 25 ROCKFILL using placement Method 1 and Class III compaction.
 3. Minimum width is 14 feet for one-way traffic and 20 feet for two-way traffic. Two-way traffic widths shall be increased a minimum of 4 feet for trailer traffic. Depending on the type of vehicle or equipment, speed, loads, climatic and other conditions under which vehicles and equipment operate an increase in the minimum widths may be required.
 4. Roadway shall follow the contour of the natural terrain to the extent possible.

REFERENCE: Project _____ Date _____
Designed _____ Date _____
Checked _____ Date _____
Approved _____ Date _____

STANDARD DWG. NO. IL-506
SHEET 1 OF 1
DATE 1-29-99

CONSTRUCTION ENTRANCE DETAIL
Scale: NOT TO SCALE

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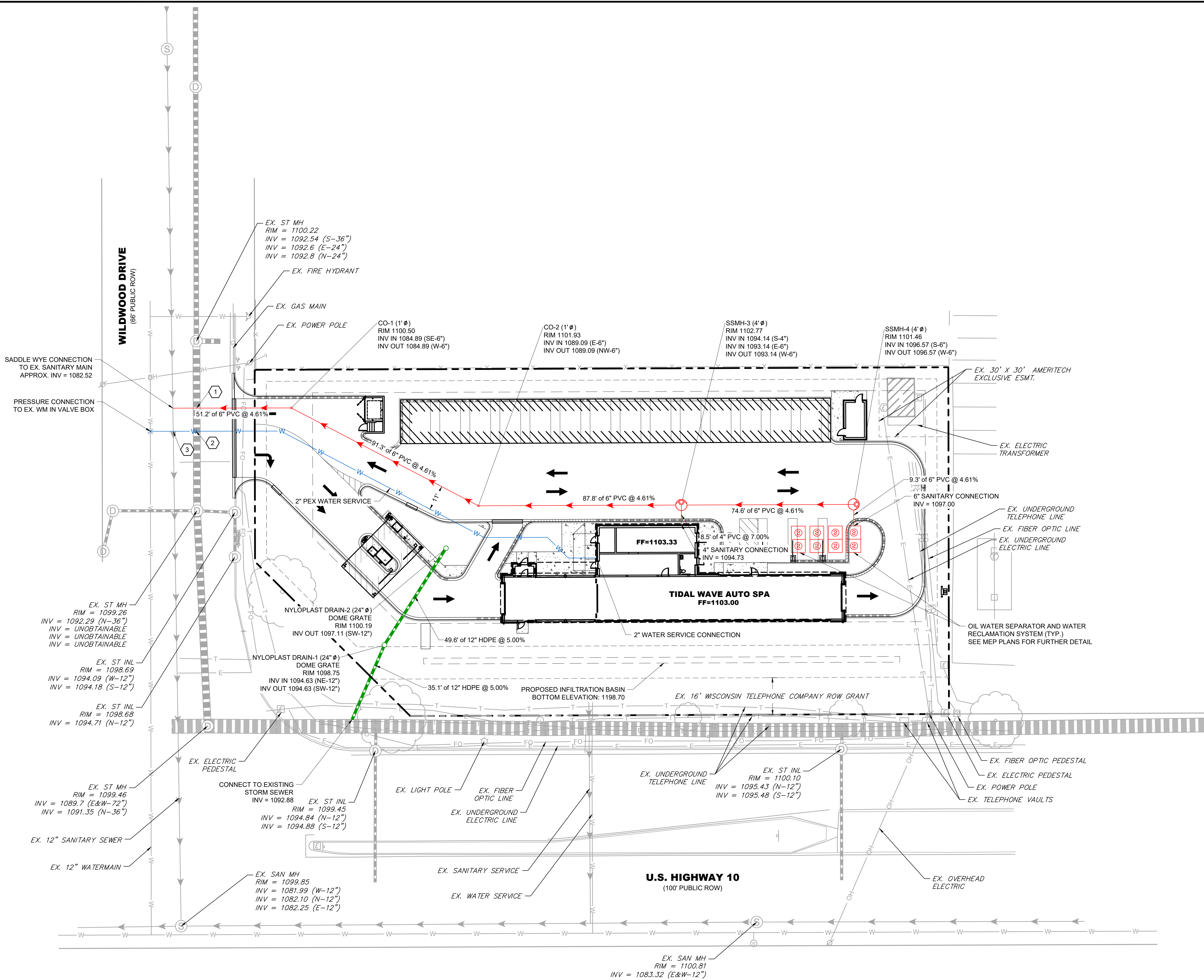
NO.	DESCRIPTION

PROPOSED IMPROVEMENTS FOR
**TIDAL WAVE
AUTO SPA**
1305 WILDWOOD DRIVE
STEVENS POINT, WISCONSIN

PROJ NO. 220150
ENG: RAK/BCB
DATE: 05/08/2023

SHEET TITLE
**SOIL
EROSION
CONTROL
DETAILS**

SHEET NUMBER
C4.1
8 OF 14



UTILITY LEGEND

- PROPOSED SANITARY SEWER
- PROPOSED SANITARY MANHOLE
- PROPOSED SANITARY CLEANOUT
- PROPOSED WATER LINE
- PROPOSED WATER VALVE BOX
- PROPOSED STORM PIPE
- PROPOSED STORM STRUCTURE
- EXISTING SANITARY SEWER LINE
- EXISTING WATER LINE
- EXISTING STORM PIPE
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- EXISTING SANITARY MANHOLE
- UTILITY CROSSING

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PROPOSED IMPROVEMENTS FOR
**TIDAL WAVE
AUTO SPA**
1305 WILDWOOD DRIVE
STEVENS POINT, WISCONSIN

PROJ NO. 220150

ENG: RAK/BCB

DATE: 05/08/2023

SHEET TITLE

SITE UTILITY
PLAN

SHEET NUMBER

C5.0

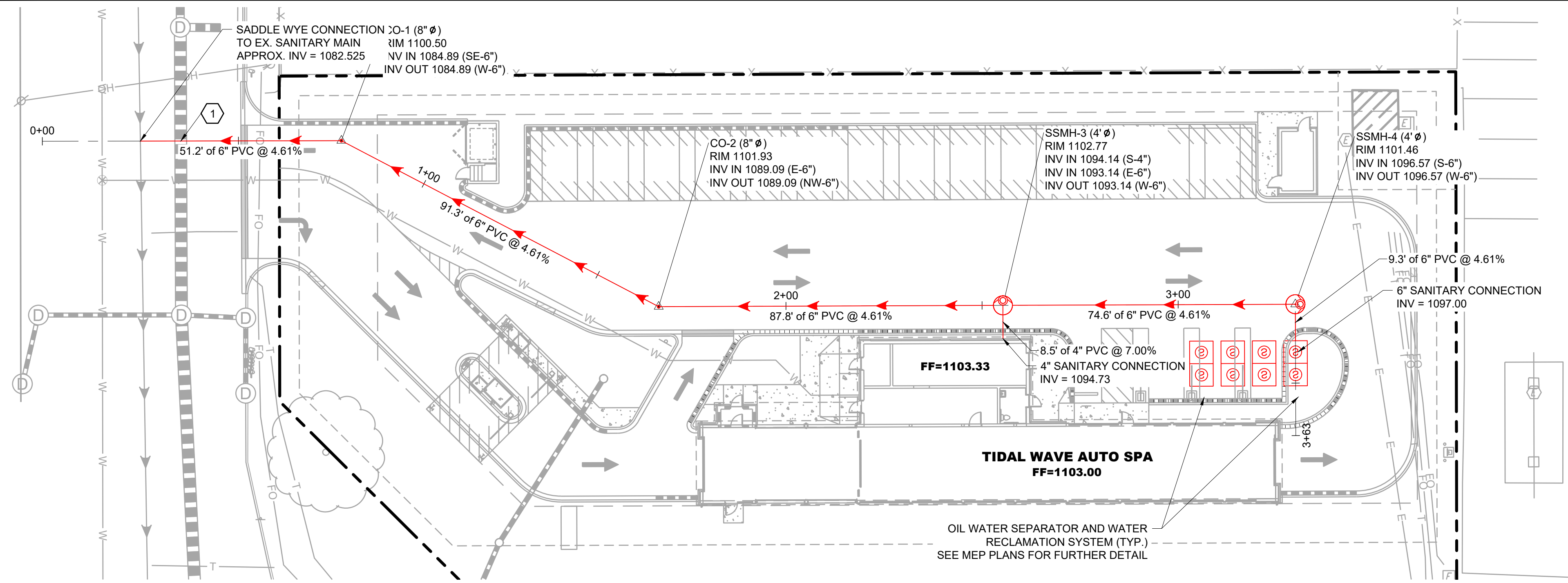
9 OF 14



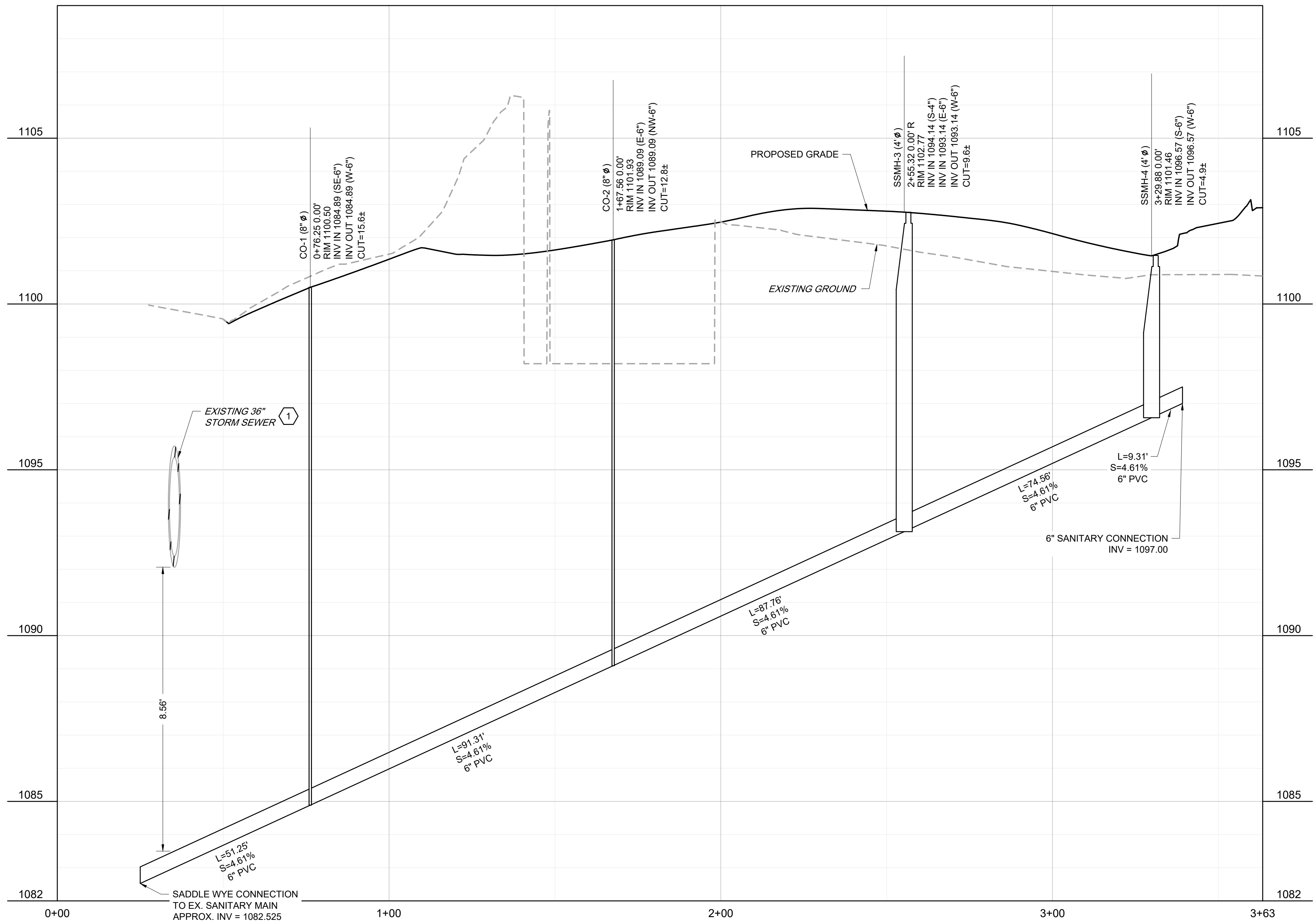
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811

0 20' 40'
1" = 20' (HORIZONTAL)





SANITARY SEWER - PLAN VIEW



SANITARY SEWER - PROFILE VIEW

UTILITY LEGEND

- PROPOSED SANITARY SEWER
- PROPOSED SANITARY MANHOLE
- PROPOSED SANITARY CLEANOUT
- PROPOSED WATER LINE
- PROPOSED WATER VALVE BOX
- PROPOSED STORM PIPE
- PROPOSED STORM STRUCTURE
- EXISTING SANITARY SEWER LINE
- EXISTING WATER LINE
- EXISTING STORM PIPE
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- EXISTING SANITARY MANHOLE
- UTILITY CROSSING

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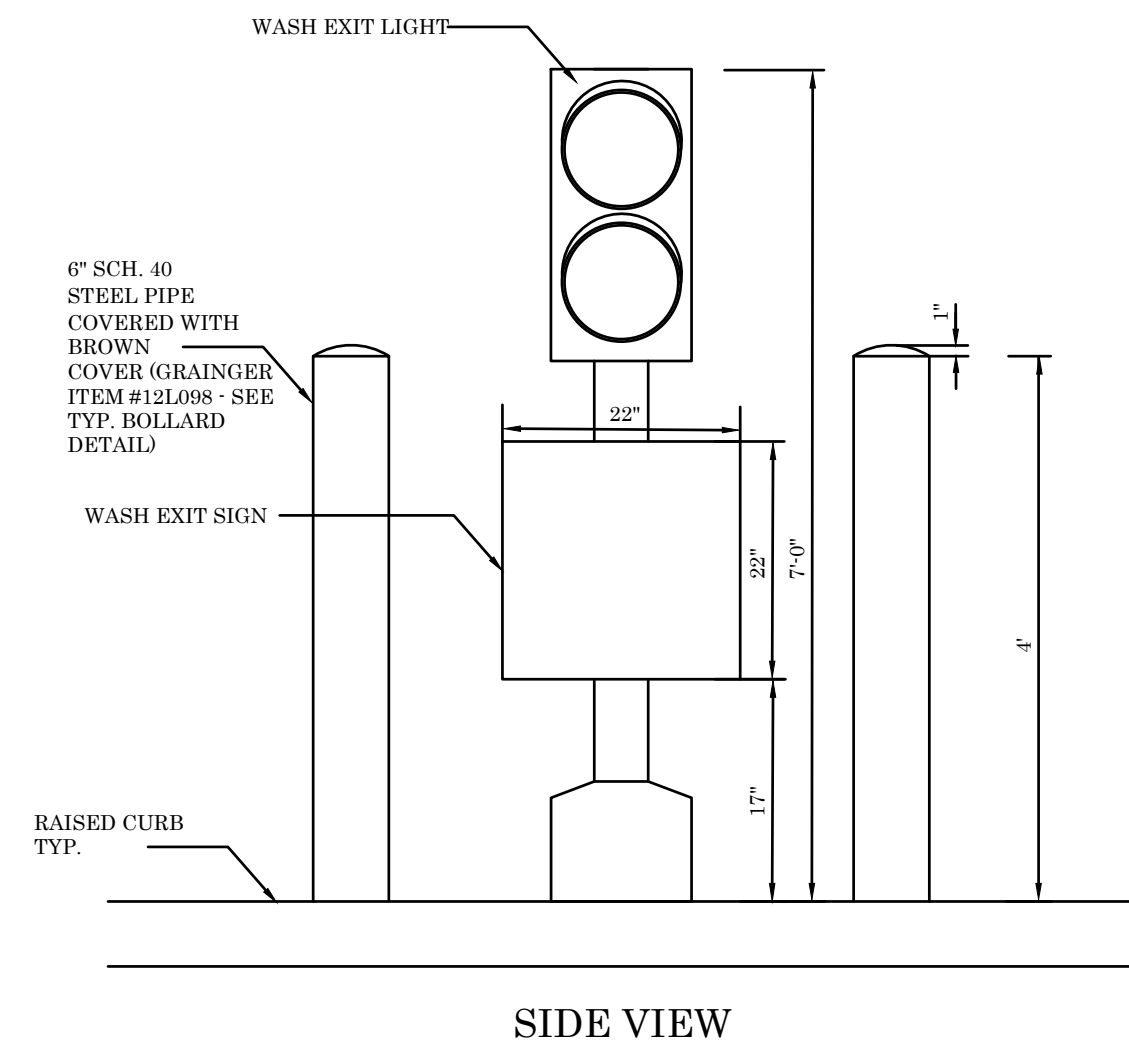
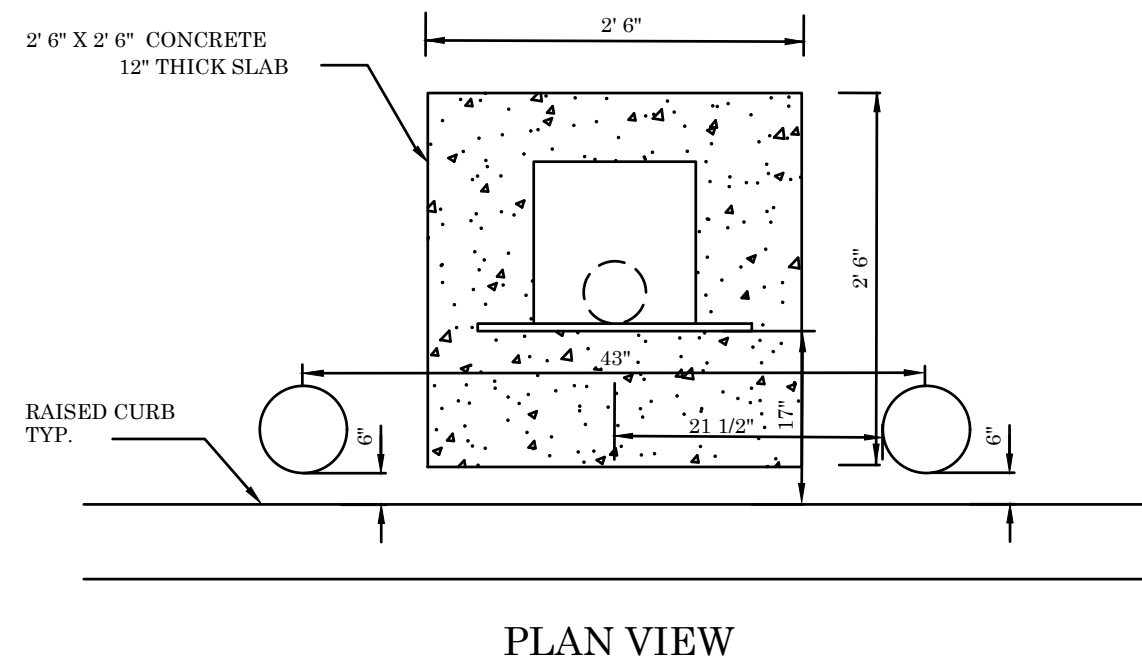
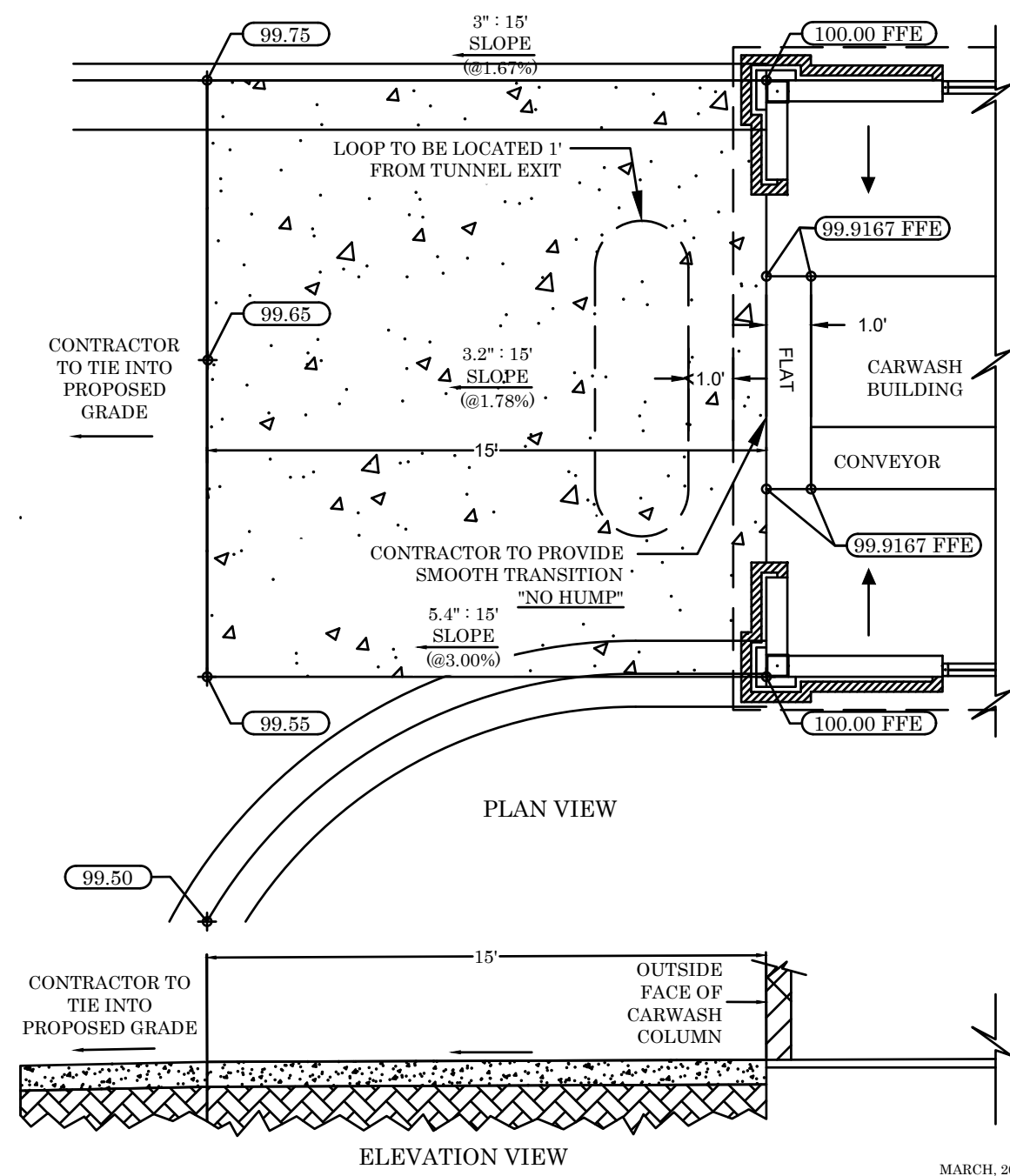
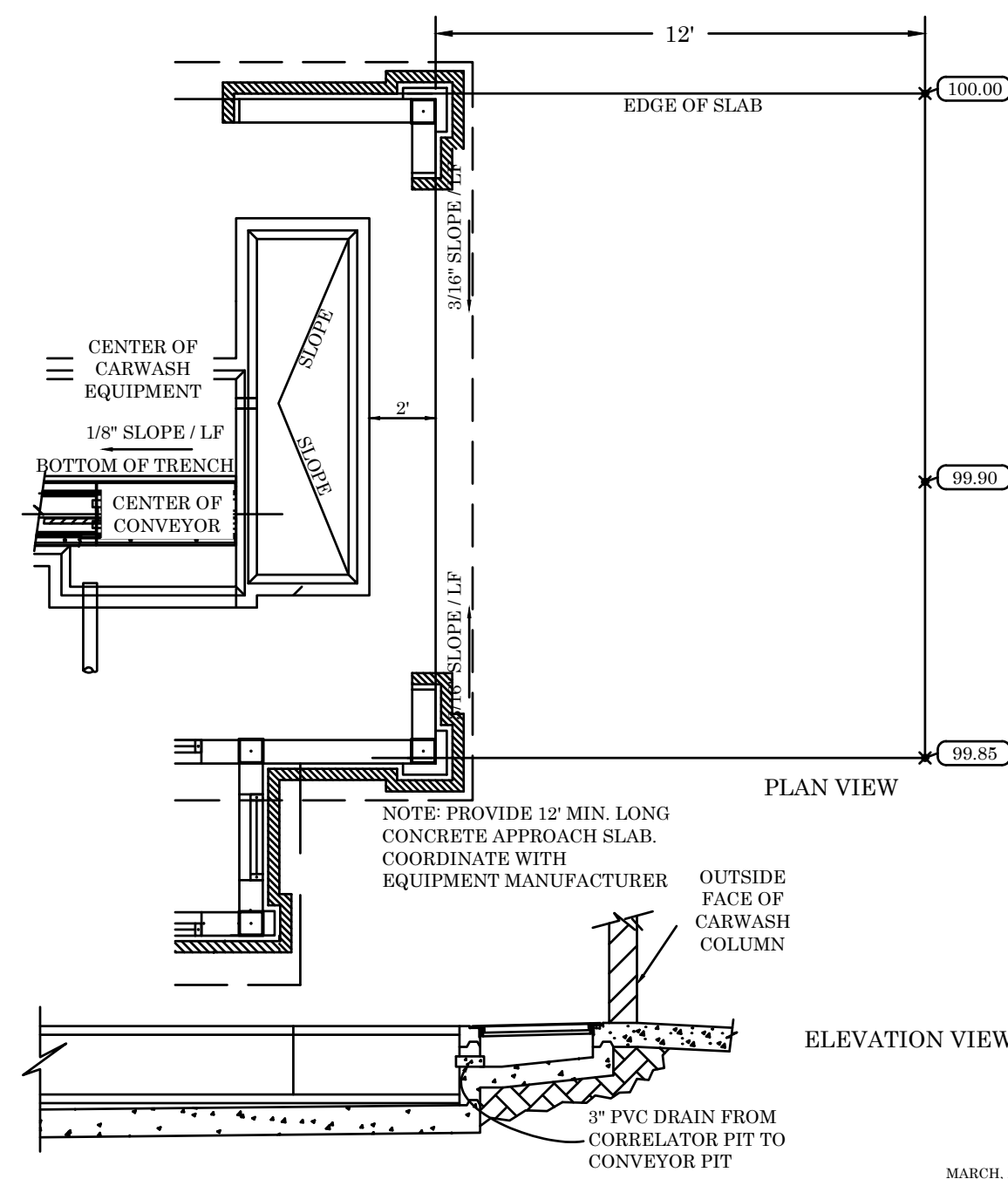
NO.	DESCRIPTION	DATE

PROPOSED IMPROVEMENTS FOR
**TIDAL WAVE
AUTO SPA**
1305 WILDWOOD DRIVE
STEVENS POINT, WISCONSIN

PROJ NO. 220150
ENG: RAK/BCB
DATE: 05/08/2023

SHEET TITLE
**SANITARY
PLAN &
PROFILE**

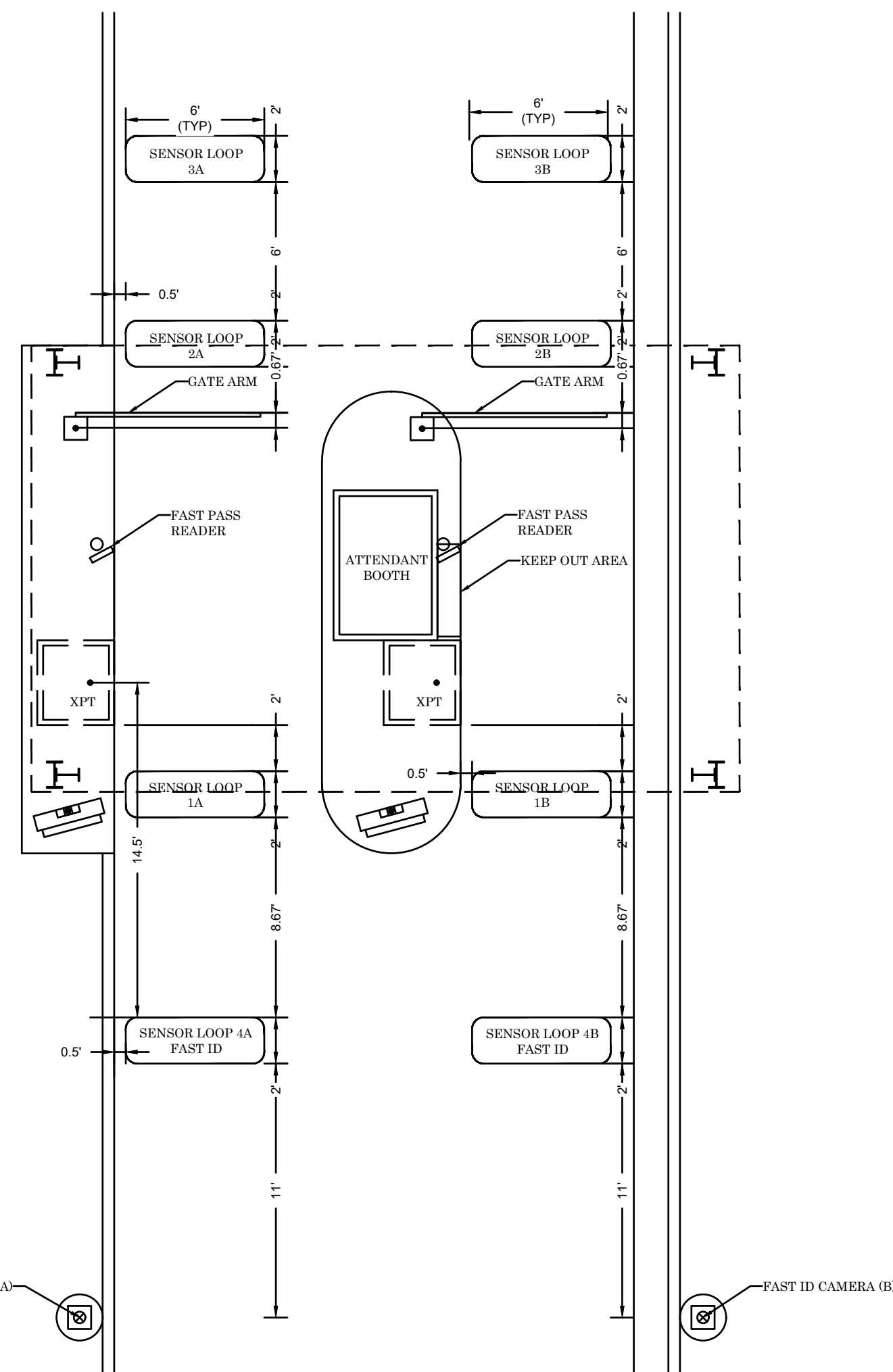
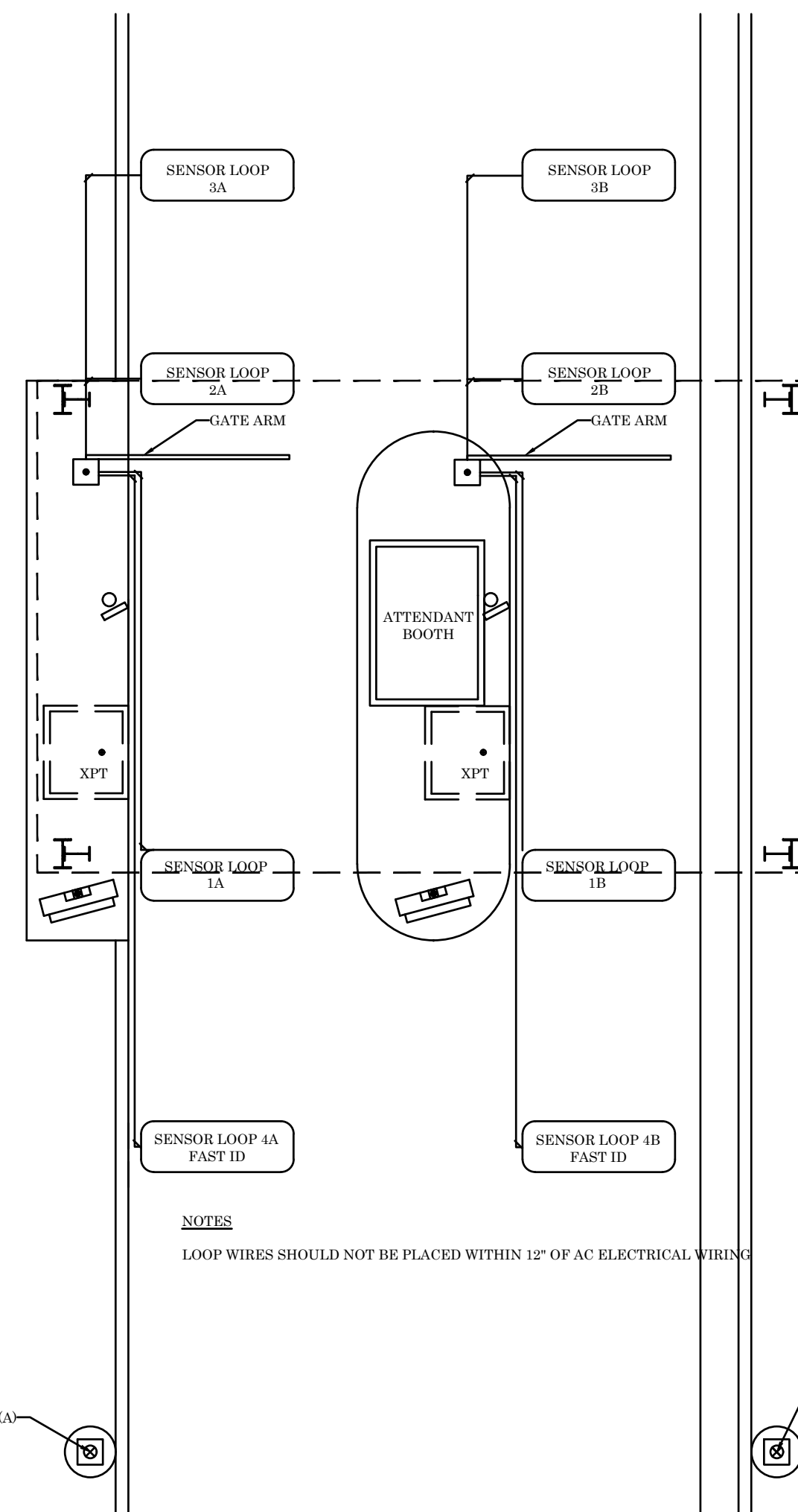
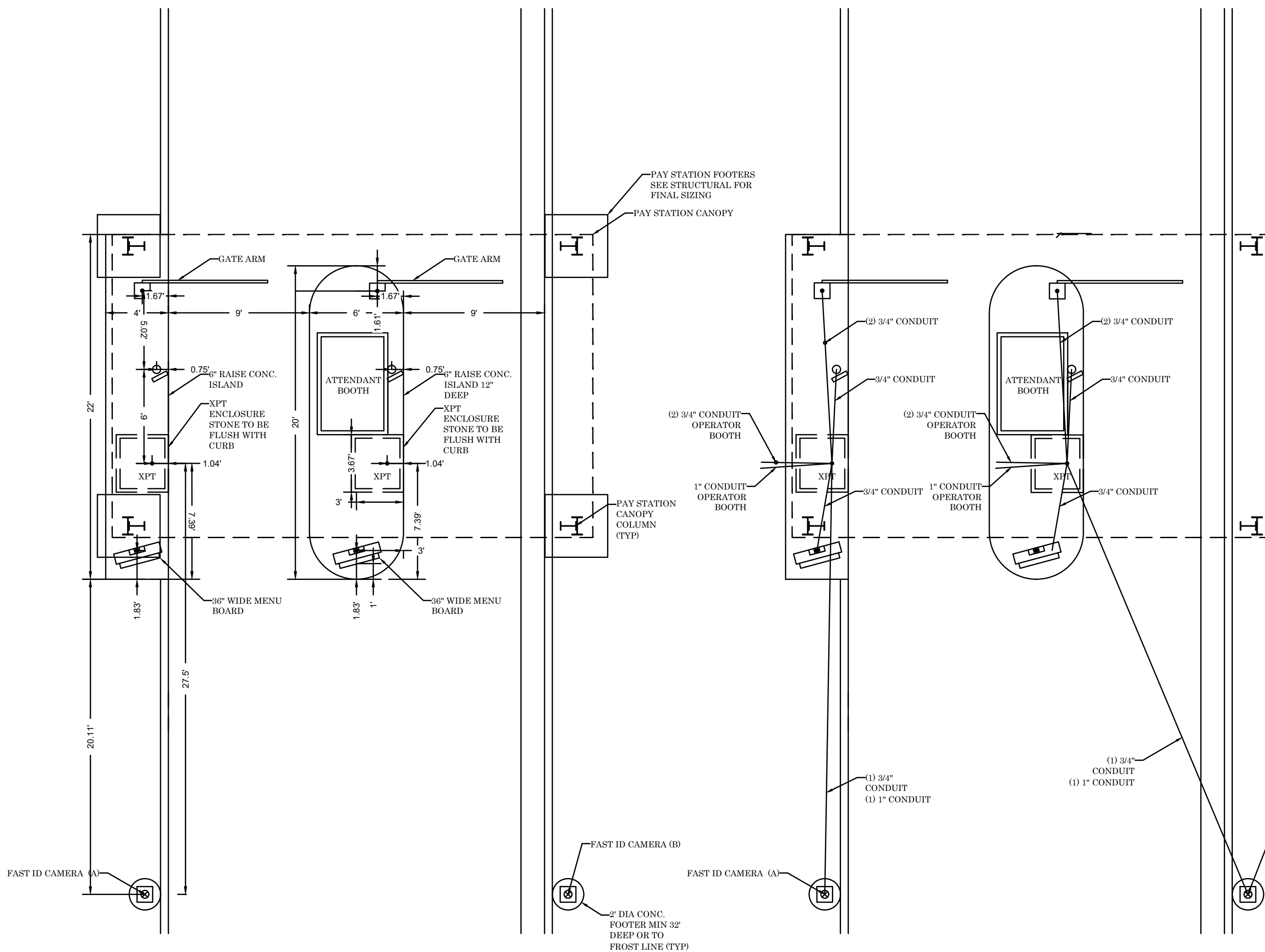
SHEET NUMBER
C5.1
10 OF 14



ENTRANCE DETAIL - FRONT WHEEL PULL
Scale: NOT TO SCALE

EXIT DETAIL - FRONT WHEEL PULL
Scale: NOT TO SCALE

EXIT LIGHT DETAIL
Scale: NOT TO SCALE



PAY KIOSK DETAIL
Scale: NOT TO SCALE

PAY STATION ELECTRICAL
CONNECTION DETAIL

PAY STATION LOOP
CONNECTION DETAIL

PAY STATION LOOP
DIMENSION DETAIL

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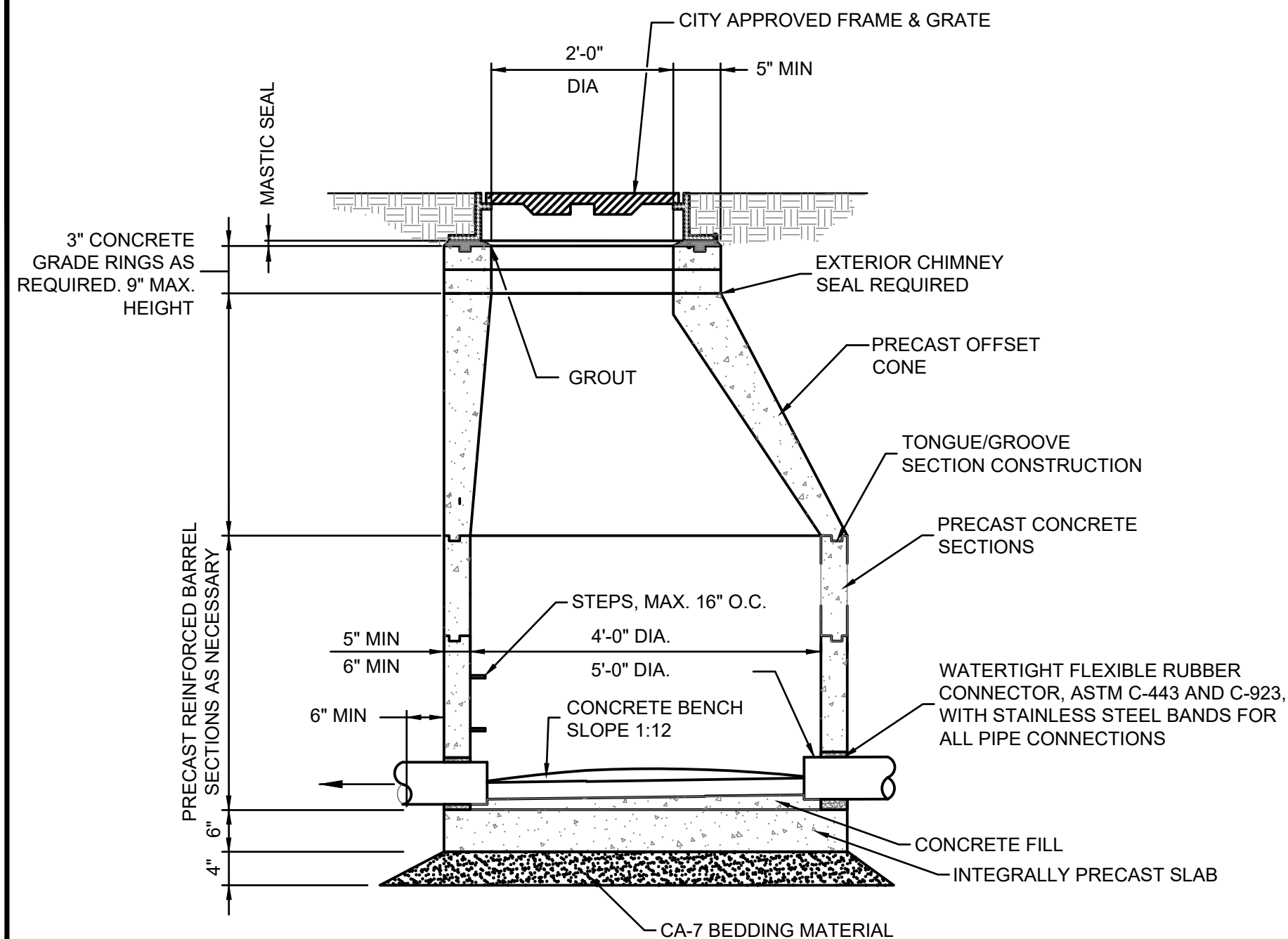
REVISIONS

PROPOSED IMPROVEMENTS FOR
**TIDAL WAVE
AUTO SPA**
1305 WILLOW DRIVE
STEVENS POINT, WISCONSIN

PROJ NO. 220150
ENG: RAK/BCB
DATE: 05/08/2023

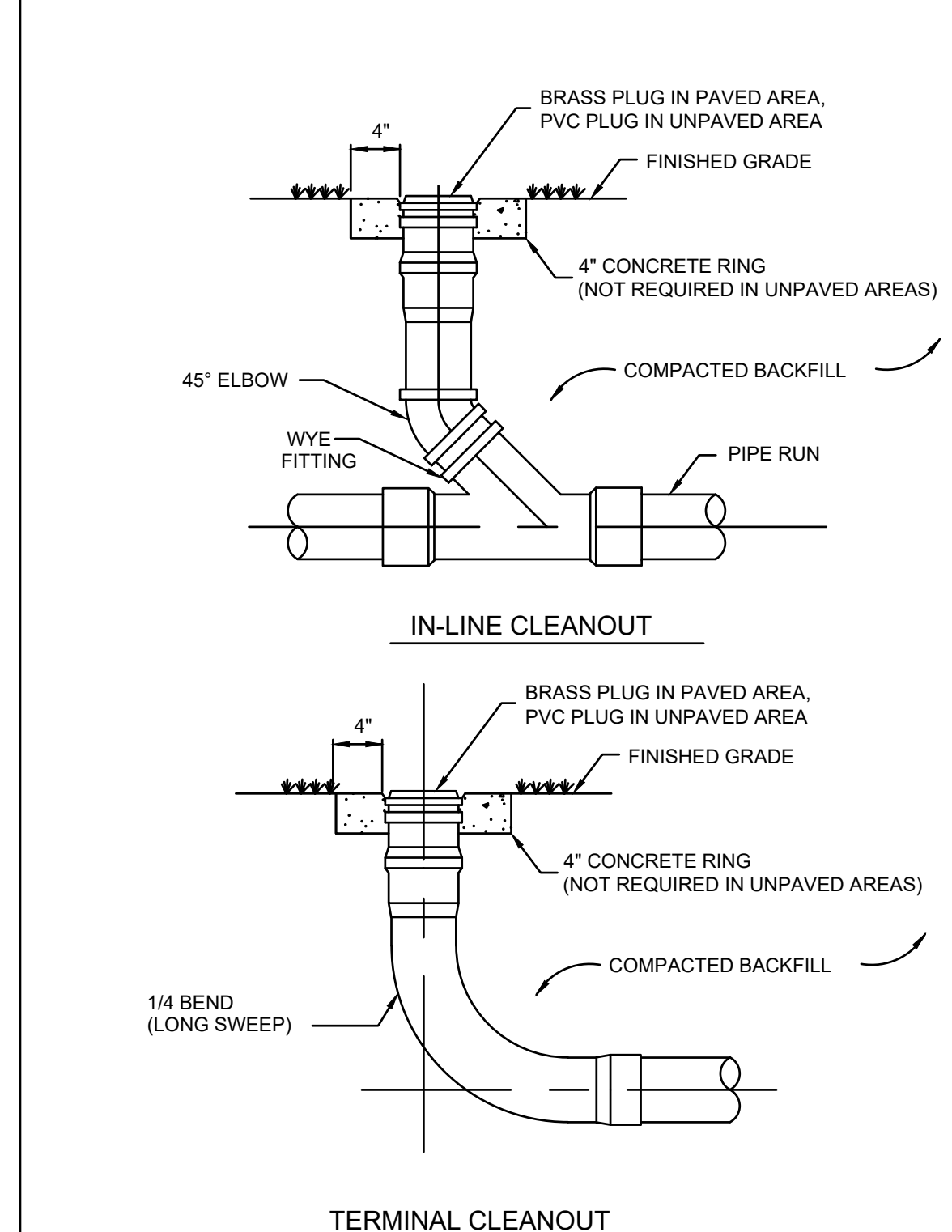
SHEET TITLE
**CONSTRUCTION
DETAILS**

SHEET NUMBER
C6.0
11 OF 14

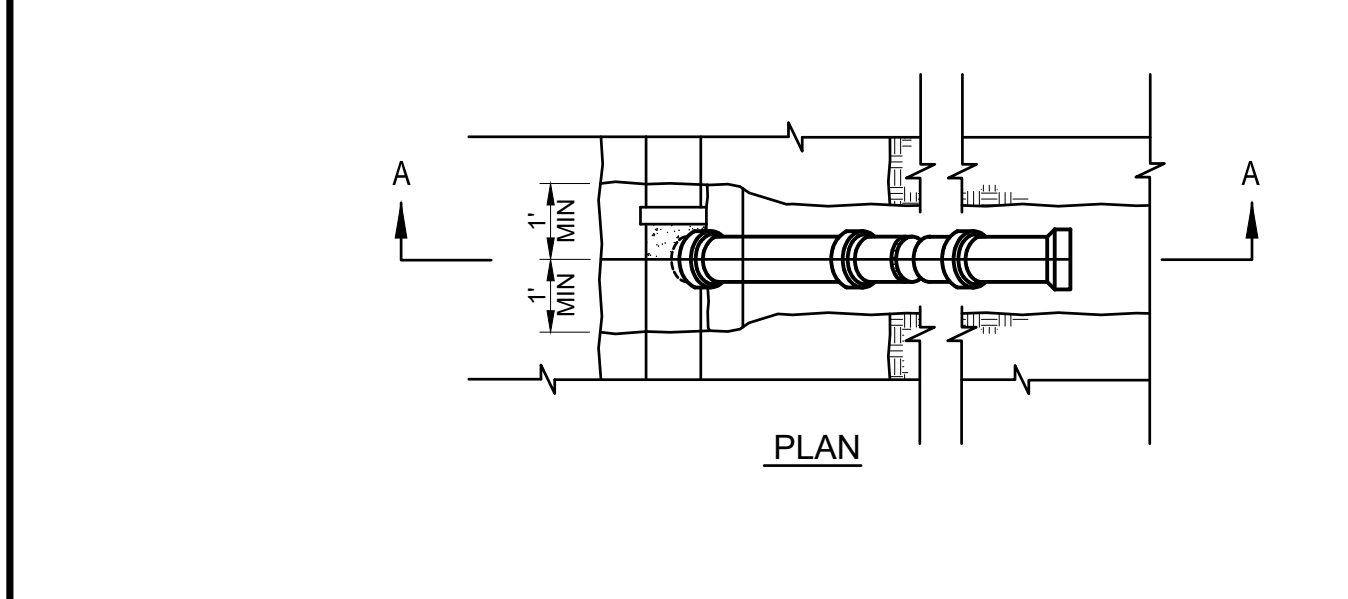


- NOTES:
1. FOR SEWERS TWENTY-FOUR (24) INCH OR LESS IN DIAMETER, USE FORTY-EIGHT (48) INCH MANHOLES; FOR SEWERS MORE THAN TWENTY-FOUR (24) INCH IN DIAMETER, USE SIXTY (60) INCH MANHOLES.
 2. FORM FLOW CHANNELS THRU MANHOLE THE FULL SIZE OF SEWER MAINS CONFORMING TO THE CROSS SECTION OF PIPE, SHAPE AND TROWEL SMOOTH.
 3. STOP ALL PIPE 1" INTO MANHOLE.
 4. CLEAN ALL JOINTS AND INSTALL SEALING GASKETS.
 5. ALL STRUCTURE SECTIONS SHALL BE JOINED IN TONGUE AND GROOVE METHOD WITH A PREFORMED BITUMINOUS JOINT SEALER THROUGHOUT THE SEALING SURFACE.
 6. ALL CASTING SHALL CONFORM TO THE CURRENT CITY APPROVED CASTING LIST.
 7. TRENCH BACKFILL IS REQUIRED AROUND ALL STRUCTURES, CA-7 CRUSHED LIMESTONE AGGREGATE.

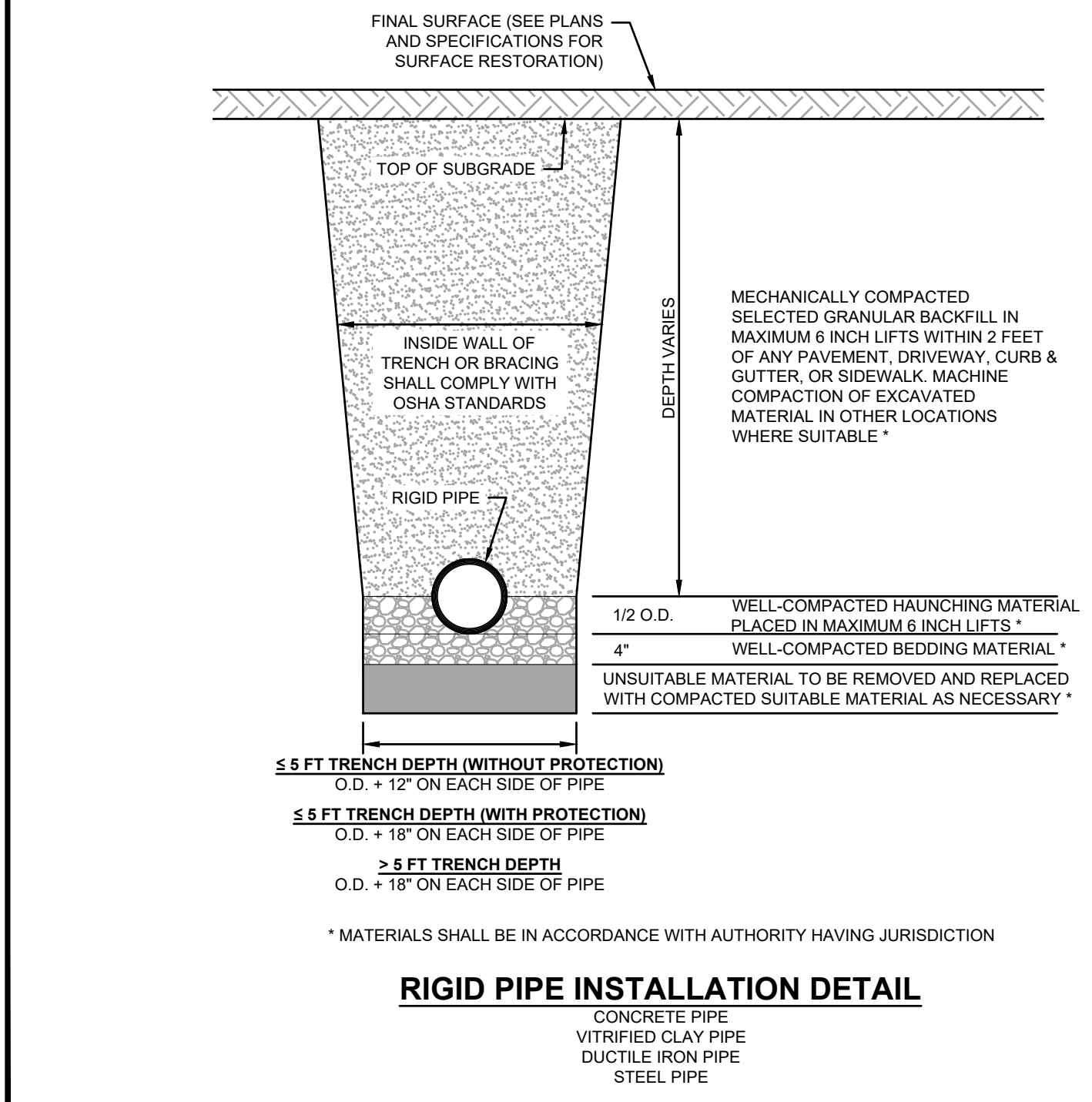
SANITARY MANHOLE DETAIL
Scale: NOT TO SCALE



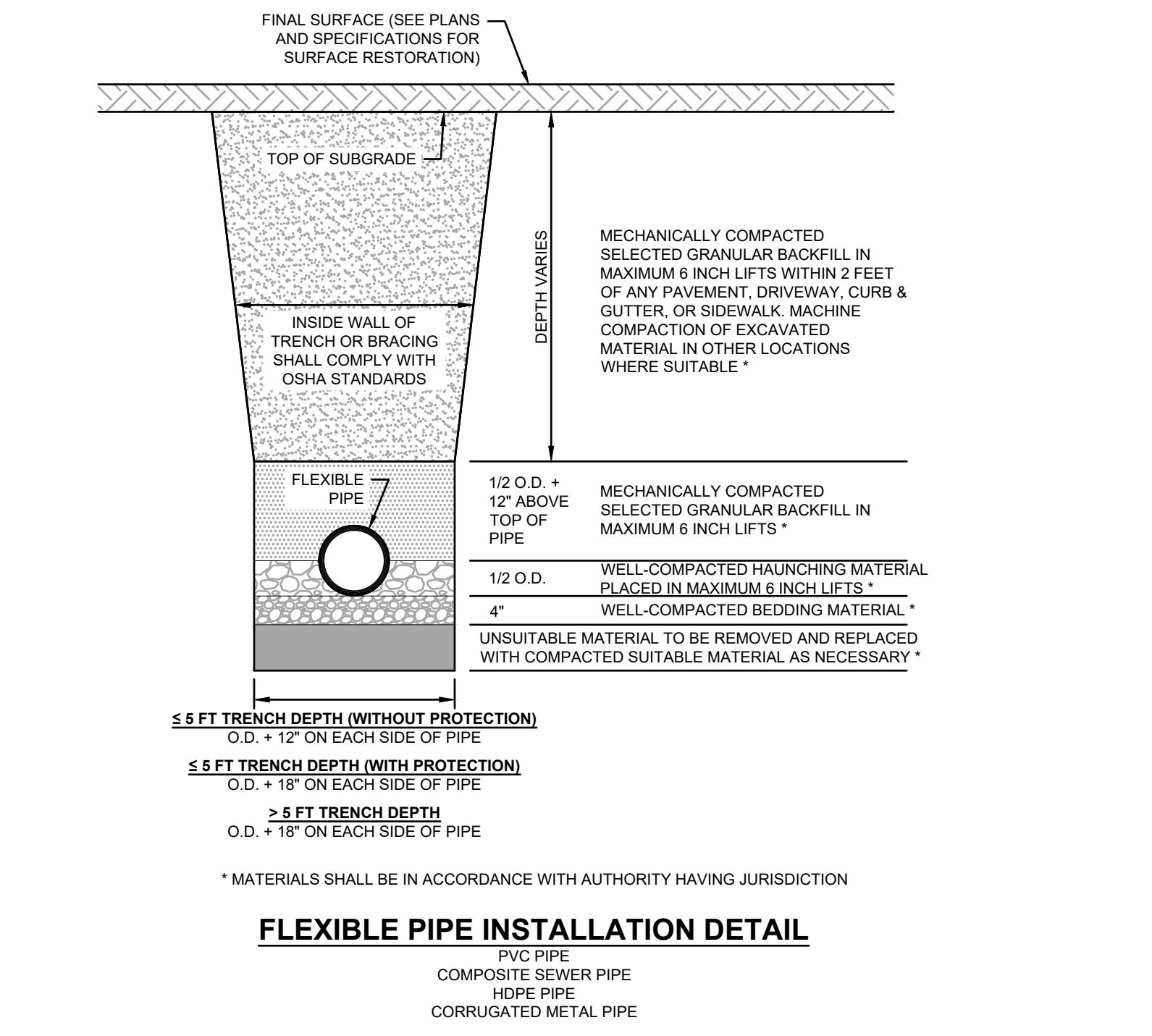
CLEANOUT DETAIL
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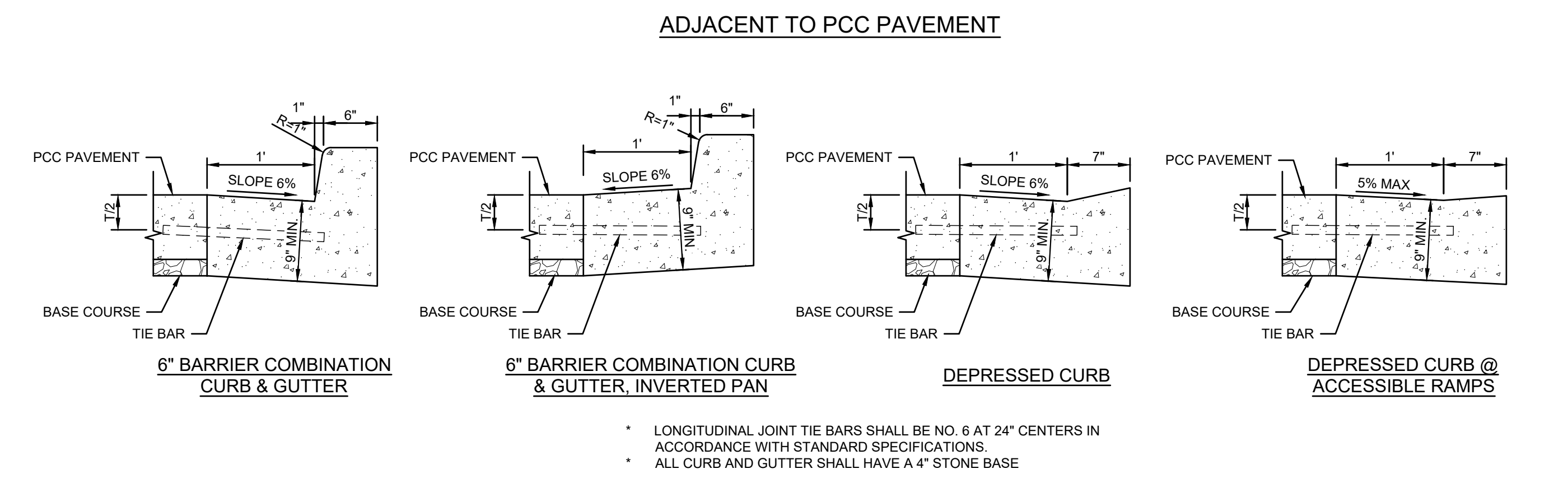
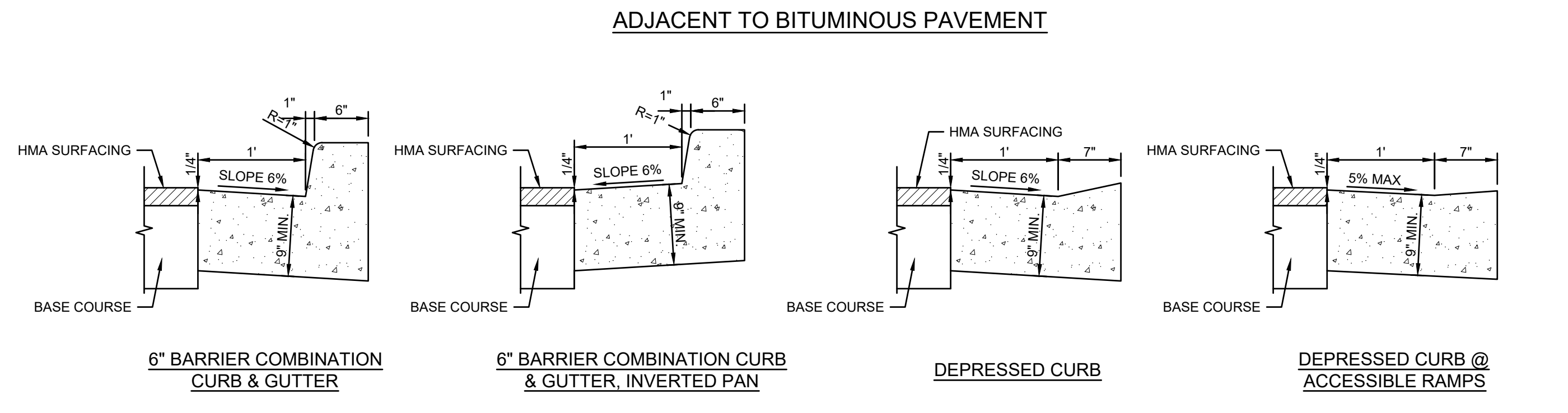
SANITARY SERVICE CONNECTION DETAIL
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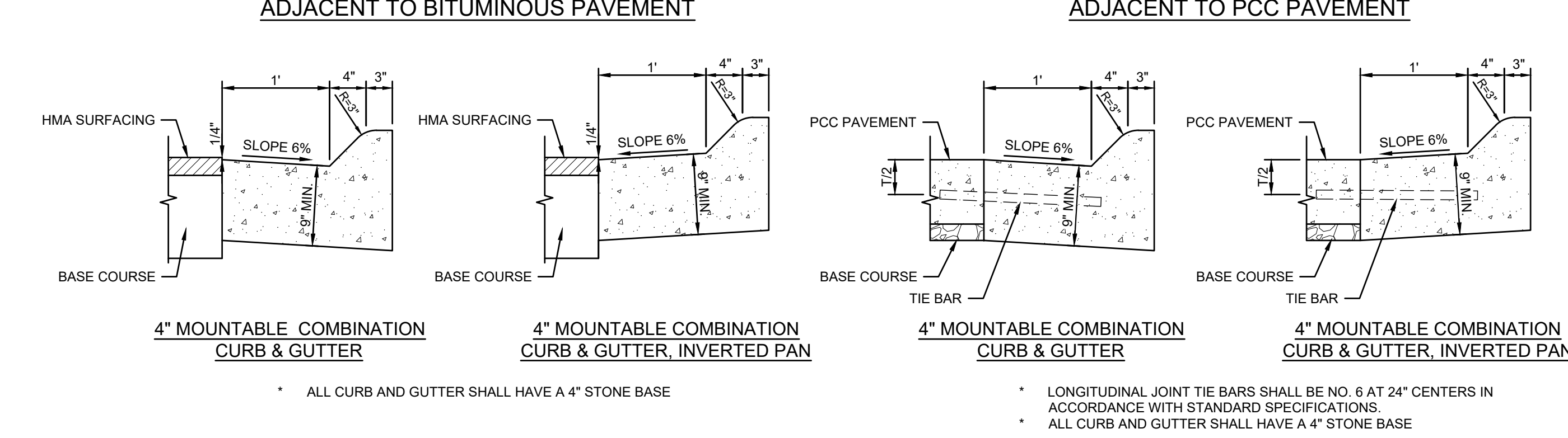
TRENCH BACKFILL DETAIL
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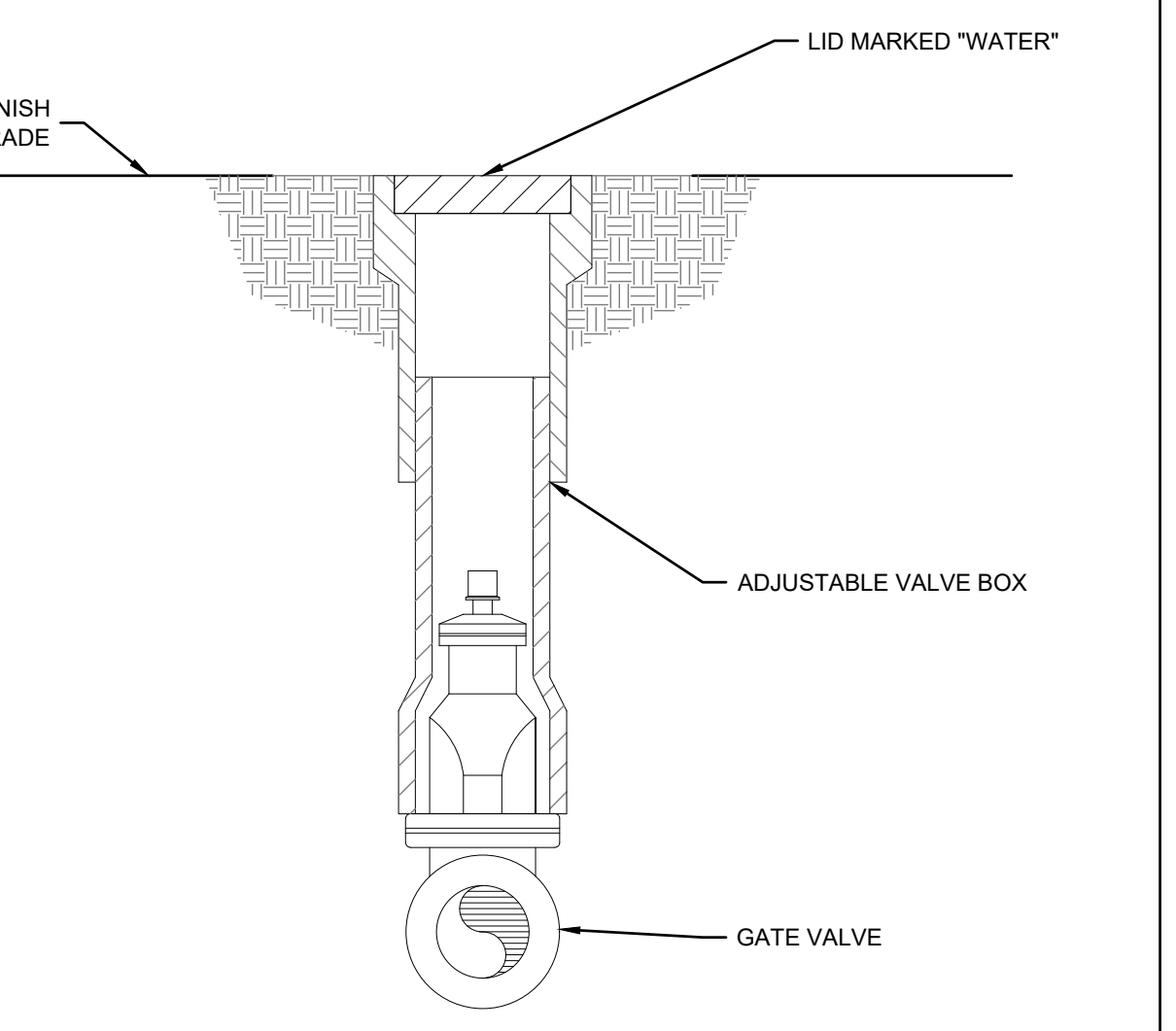
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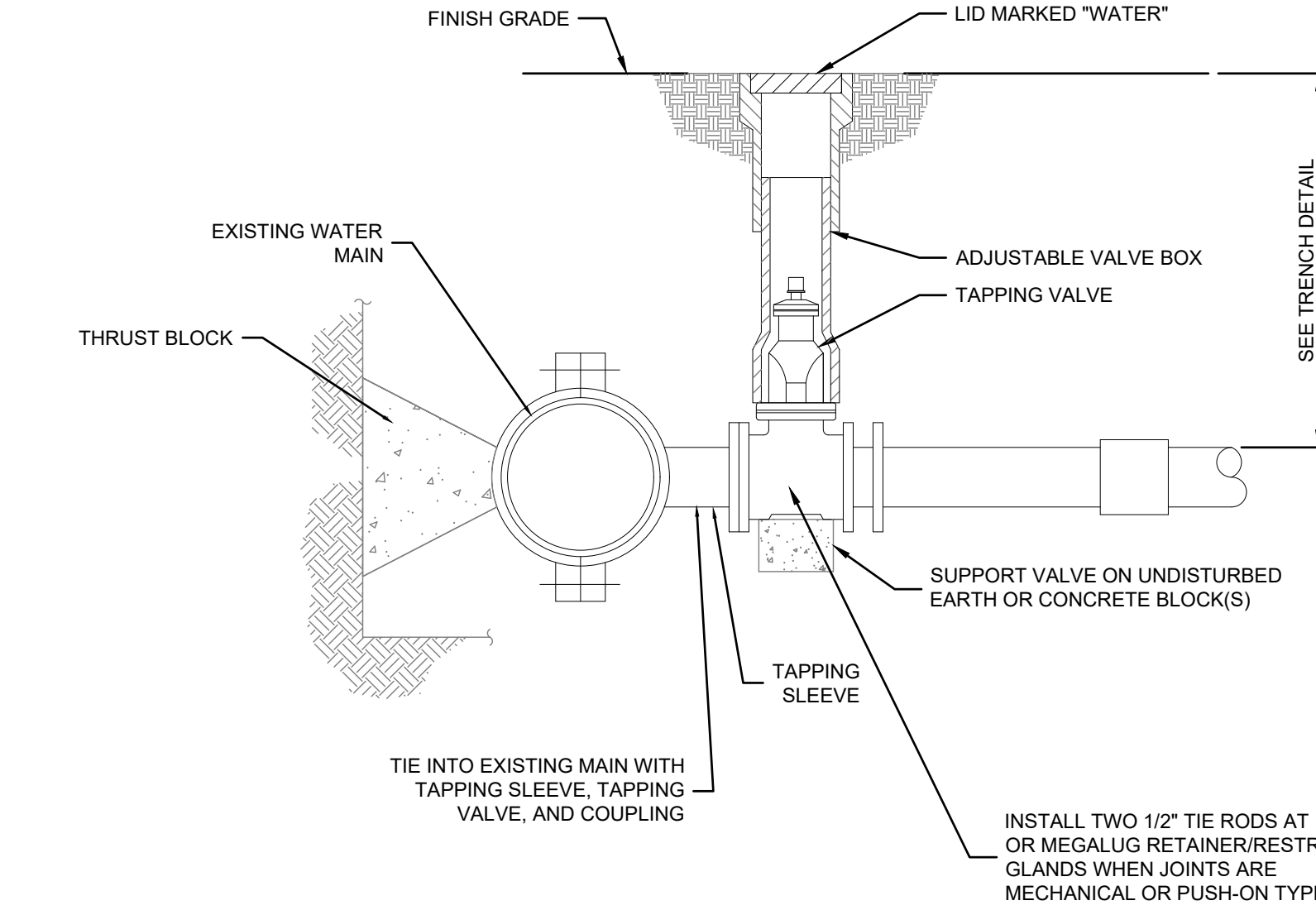
6" BARRIER CURB & GUTTER DETAIL
Scale: NOT TO SCALE



4" MOUNTABLE CURB & GUTTER DETAIL
Scale: NOT TO SCALE



VALVE BOX DETAIL
Scale: NOT TO SCALE



PRESSUE CONNECTION DETAIL
Scale: NOT TO SCALE

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TIDAL WAVE
AUTO SPA

REVISIONS

PROPOSED IMPROVEMENTS FOR

TIDAL WAVE
AUTO SPA

1305 WILDWOOD DRIVE
STEVENS POINT, WISCONSIN

PROJ NO: 220150
ENG: RAK/BCB
DATE: 05/08/2023

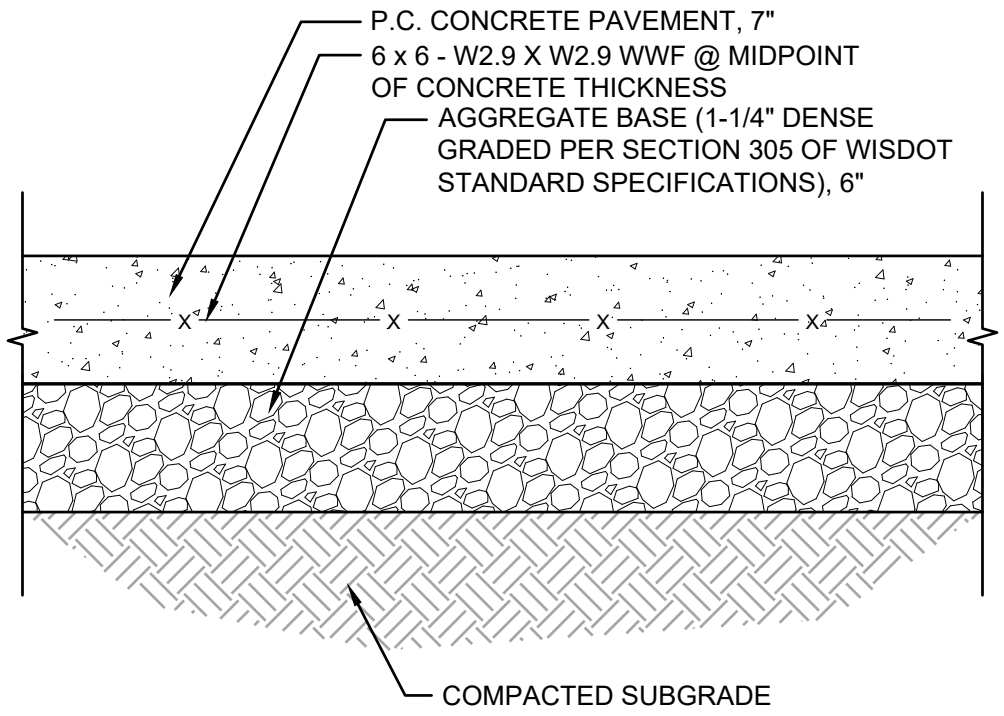
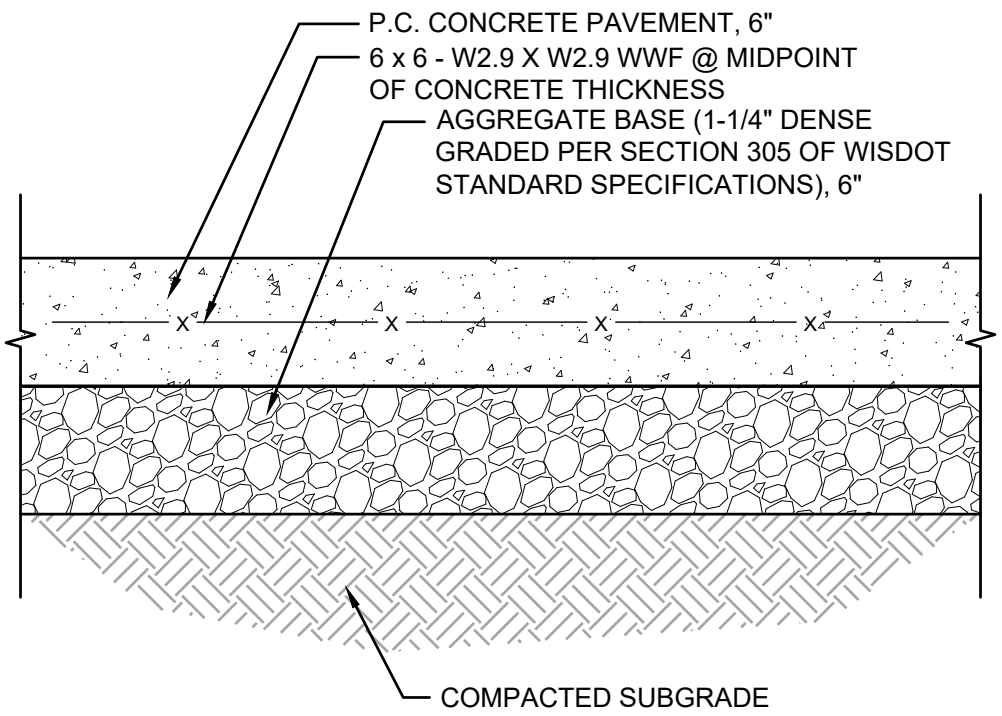
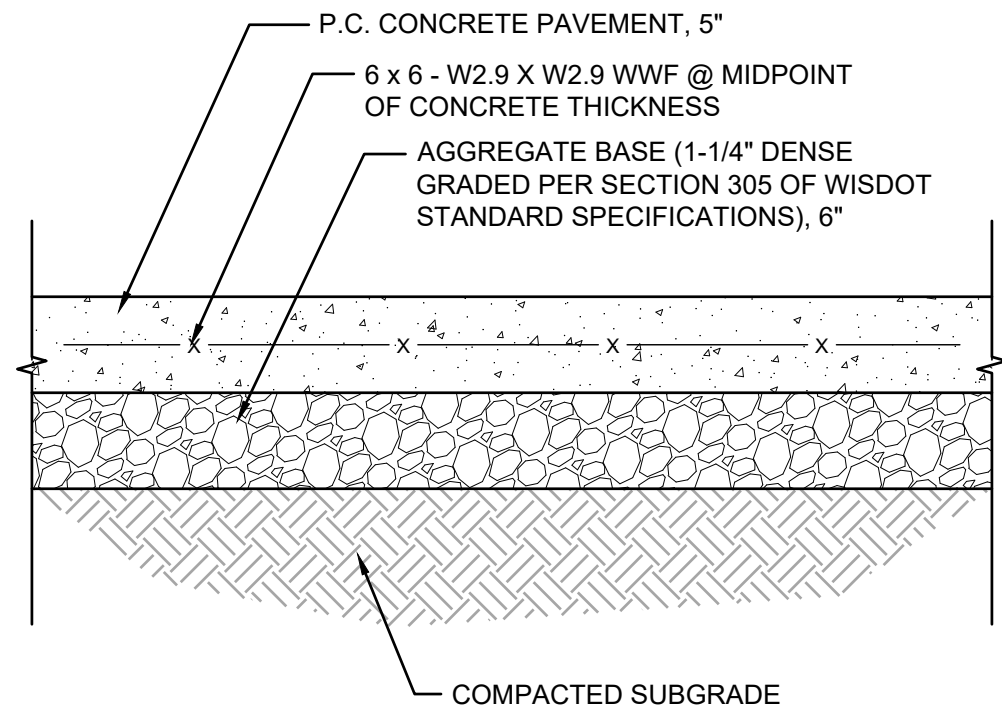
SHEET TITLE

CONSTRUCTION DETAILS

SHEET NUMBER

C6.1

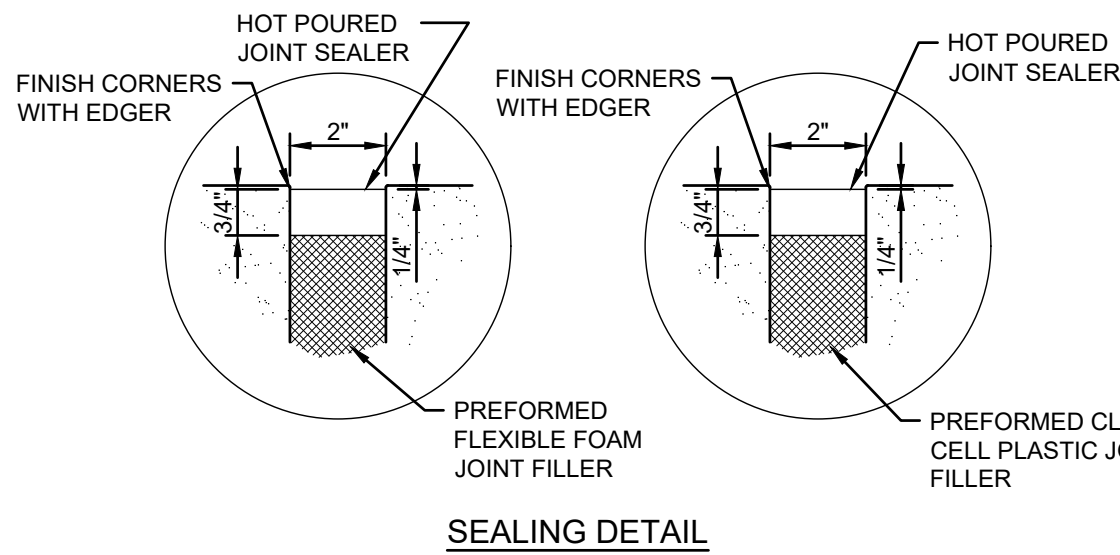
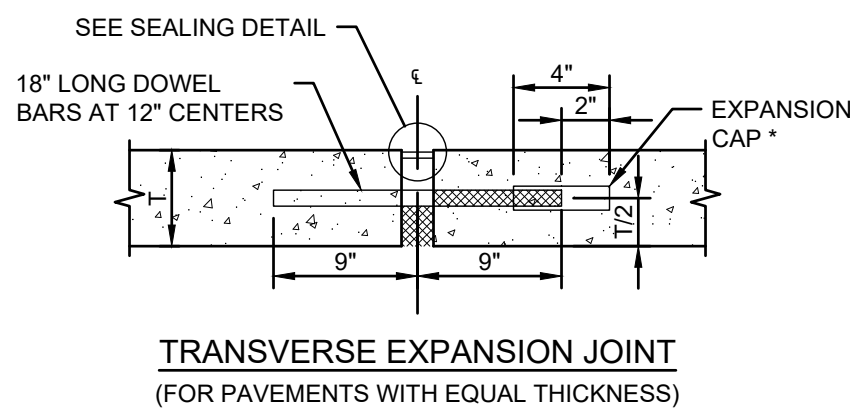
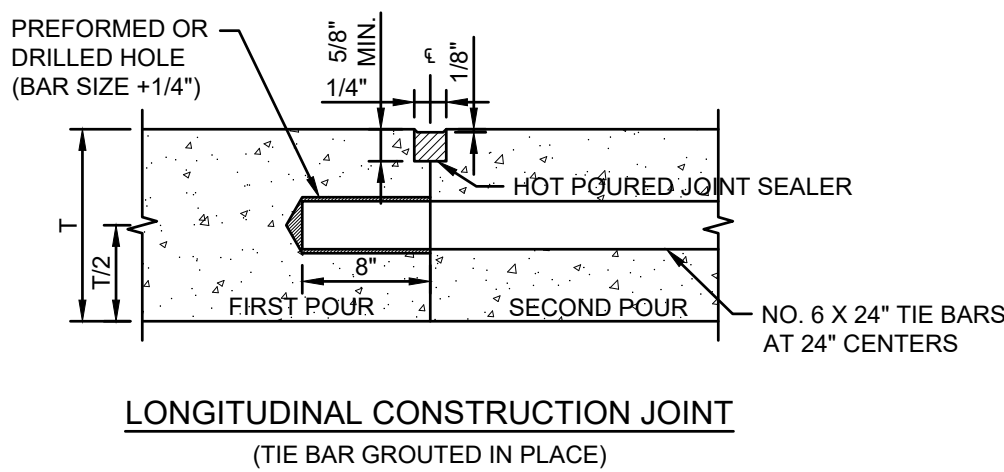
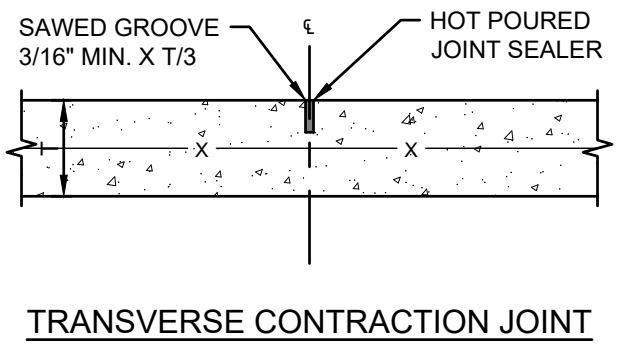
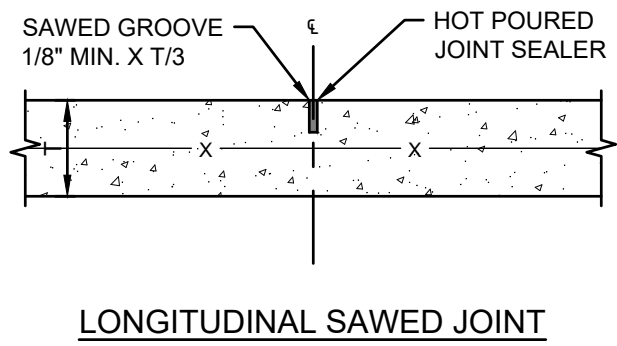
12 OF 14



STANDARD DUTY CONCRETE PAVEMENT DETAIL
Scale: NOT TO SCALE

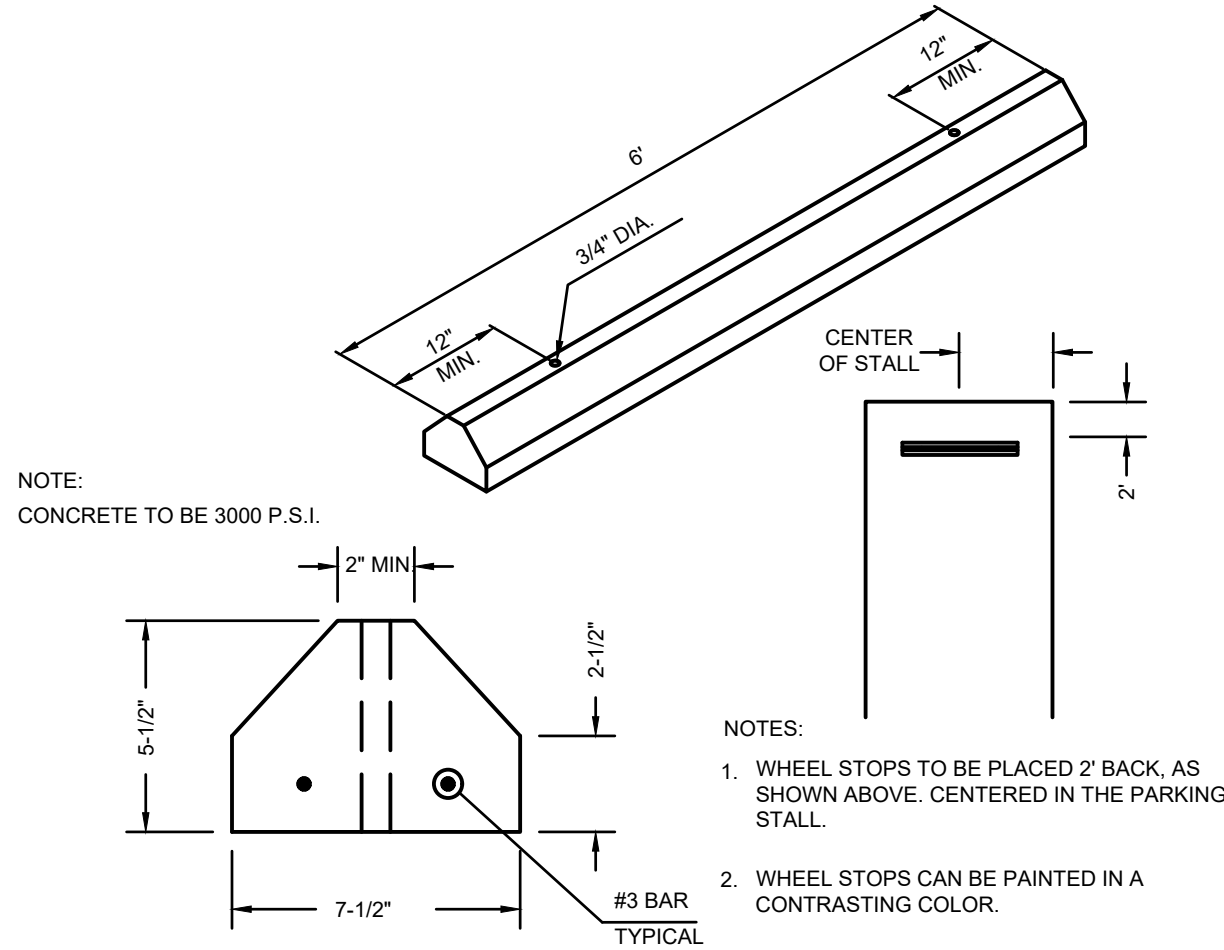
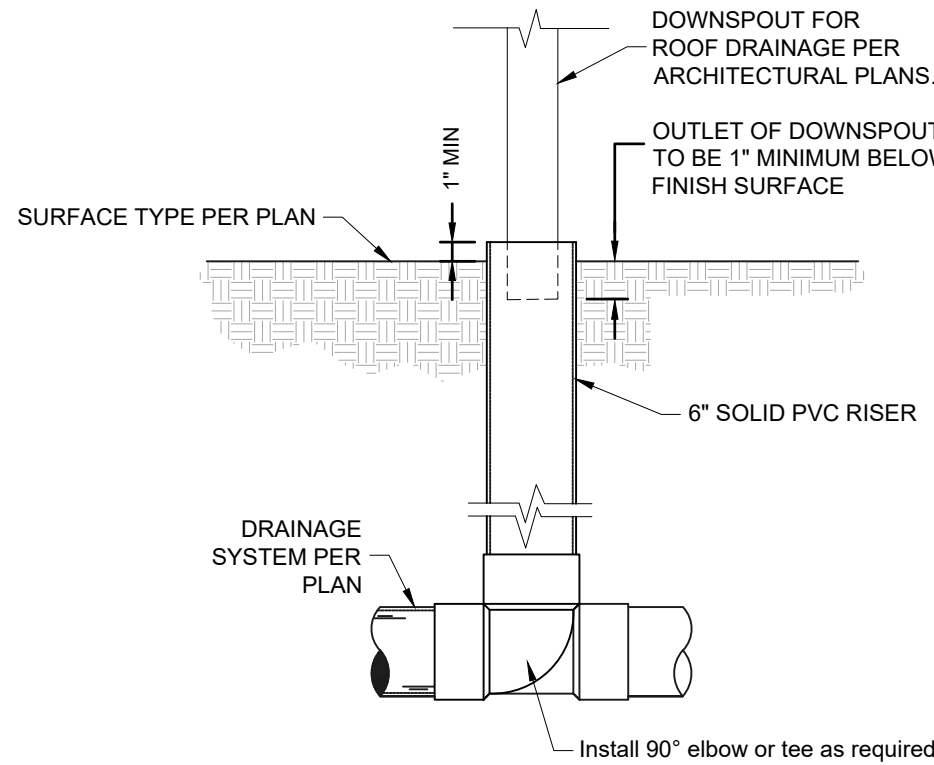
HEAVY DUTY CONCRETE PAVEMENT DETAIL
Scale: NOT TO SCALE

HEAVY DUTY DUMPSTER PAVEMENT DETAIL
Scale: NOT TO SCALE



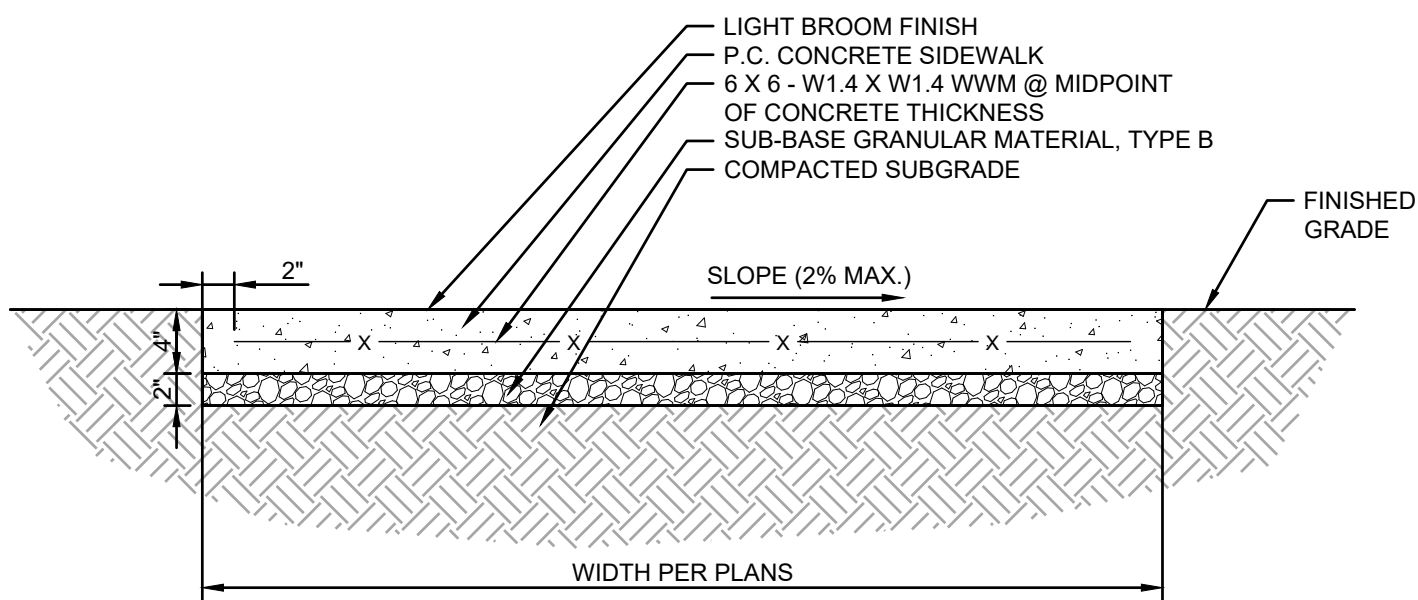
* EXPANSION CAPS SHALL BE INSTALLED ON THE EXPOSED END OF EACH DOWELBAR ONCE THE HEADER HAS BEEN REMOVED AND THE JOINT FILLER MATERIAL HAS BEEN INSTALLED

DOWEL BAR TABLE	
PAVEMENT THICKNESS	DOWEL BAR DIAMETER (IN)
8" OR GREATER	1 1/2
7" THRU < 8"	1 1/4
LESS THEN 7"	1



DOWNSPOUT CONNECTION DETAIL
Scale: NOT TO SCALE

WHEELSTOP DETAIL
Scale: NOT TO SCALE



PAVING JOINTS DETAIL
Scale: NOT TO SCALE

CONCRETE SIDEWALK DETAIL (PRIVATE)
Scale: NOT TO SCALE

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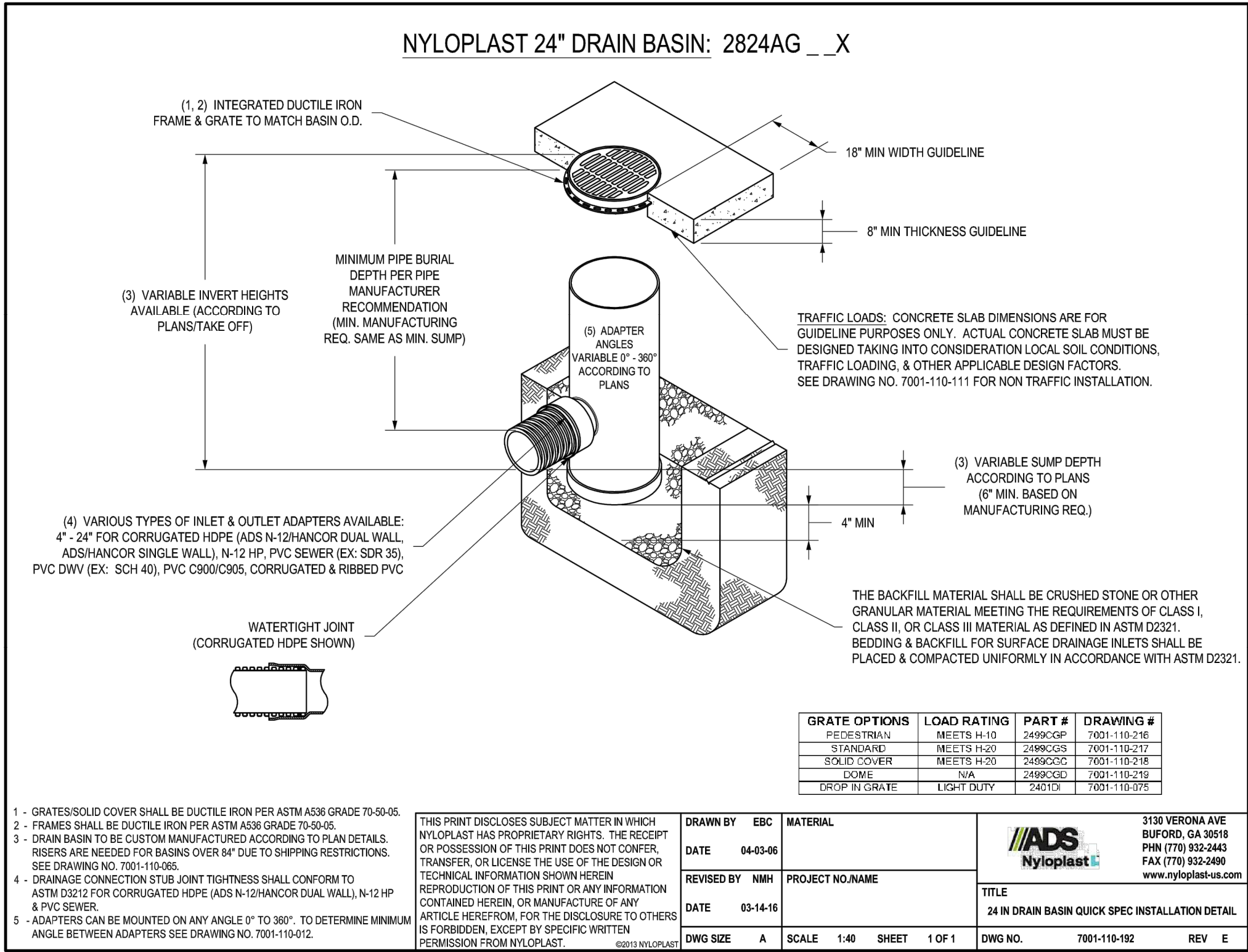
REVISIONS

PROPOSED IMPROVEMENTS FOR
**TIDAL WAVE
AUTO SPA**
1305 WILDWOOD DRIVE
STEVENS POINT, WISCONSIN

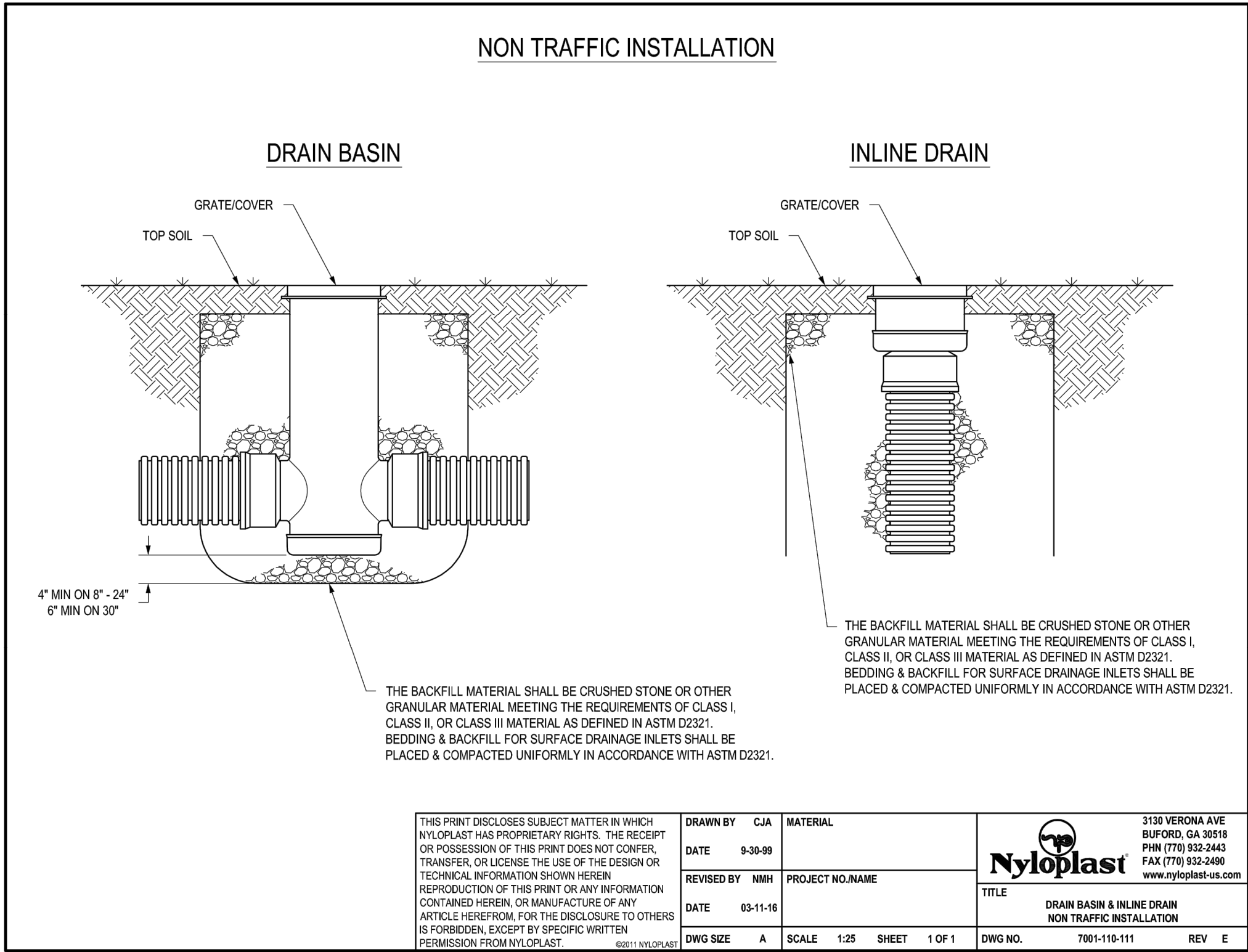
PROJ NO. 220150
ENG: RAK/BCB
DATE: 05/08/2023

SHEET TITLE
**CONSTRUCTION
DETAILS**

SHEET NUMBER
C6.2
13 OF 14



NYLOPLAST DRAIN BASIN
Scale: NOT TO SCALE



NYLOPLAST DRAIN BASIN - NON TRAFFIC INSTALLATION
Scale: NOT TO SCALE

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PROPOSED IMPROVEMENTS FOR

TIDAL WAVE
AUTO SPA
1305 WILDWOOD DRIVE
STEVENS POINT, WISCONSIN

PROJ NO. 220150

ENG: RAK/BCB

DATE: 05/08/2023

SHEET TITLE

CONSTRUCTION
DETAILS

SHEET NUMBER

C6.3

14 OF 14

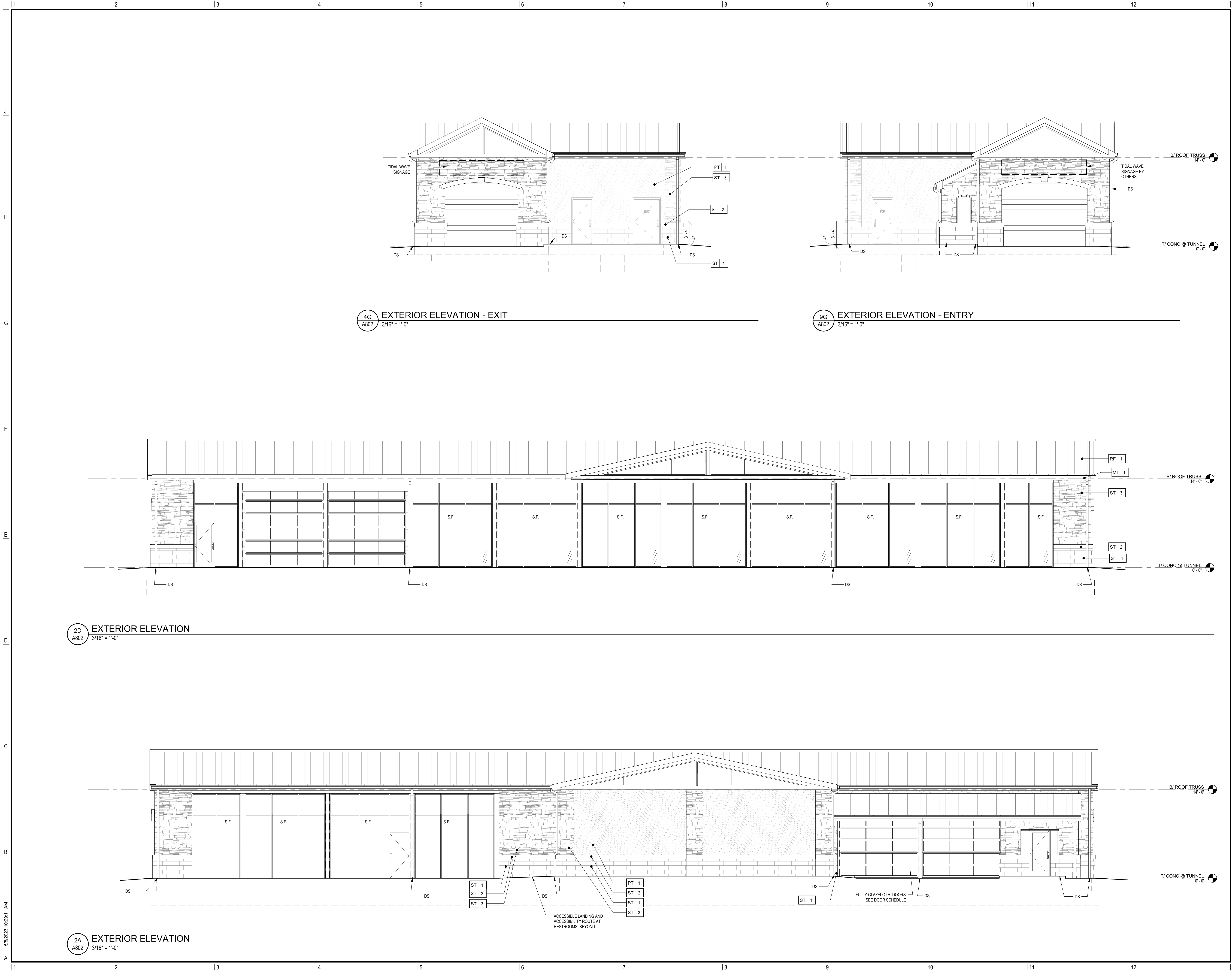


	MARK ITEM	ST-1 SPLITFACE BLOCK VENEER
	MFR	ECHOLON / OLD CASTLE
	FINISH	TAN (OAK)
	STYLE	SPLITFACE
	NOTES	8" H X 16" L X 4" (NOMINAL)
	MARK ITEM	PT-1 EXTERIOR PAINT
	MFR	SHERWIN WILLIAMS
	FINISH	SW 902 QUINOA
	STYLE	ELASTOMER
	NOTES	LOUVERS & MISC. METAL ITEMS ON EIFS PROVIDE CUSTOM COLOR EIFS TO MATCH PT-1
	MARK ITEM	ST-2 CAST STONE WATERTABLE
	MFR	BORAL
	FINISH	WHITE
	STYLE	-
	NOTES	7 5/8" H X 5 5/8" D X 4-0" L WITH 45 DEGREE BEVEL AND DRIP
	MARK ITEM	PT-2 EXTERIOR PAINT
	MFR	SHERWIN WILLIAMS
	FINISH	SW 7235 ROCKWEED
	STYLE	METAL
	NOTES	ALL HM DOORS AND FRAMES
	MARK ITEM	GL-1 INSULATED GLAZING
	MFR	KAWNEER
	FINISH	CLEAR
	STYLE	SMOOTH
	NOTES	STOREFRONT GLAZING
	MARK ITEM	PT-3 EXTERIOR PAINT
	MFR	-
	FINISH	-
	STYLE	STEEL
	NOTES	ALL EXPOSED STRUCTURAL STEEL, TRUSSES, COLUMNS, INTUMESCENT PAINT MUST PROVIDE A MINIMUM 15-MINUTE BARRIER
	MARK ITEM	RF-1 METAL ROOF R-PANELS
	MFR	BERTRIDGE
	FINISH	REGAL BLUE
	STYLE	PRE-FINISHED
	NOTES	PRE-FINISHED METAL ROOF & ACCESSORIES

	MARK	ITEM	MFR	FINISH/COLOR	MODEL/CODE	DESCRIPTION
MASONRY	ST 1	SPITFACE BLOCK VENEER	ECHOLN / OLD CASTLE	TAN (OAK)	---	8" X 16" X 4" (NOMINAL)
	ST 2	THIN STONE WATERTABLE	BORJA / CULTURED STONE	WHITE (VELLUM)	---	2.5" X 16" X 5" - DEPTH IS CUSTOM. VENEER IN FIELD PRIOR TO FABRICATION
	ST 3	CHIN-SET STONE VENEER	CENTURION STONE	GRAY, RUST, TAN	---	KENTUCKY LEDGESTONE
FLOORS	CT 1	CERAMIC TILE	DAL-TILE	INTENSITY PEBBLE VL72	GLAZED PORCELAIN VOLUME 1.0 12X12	CERAMIC TILE FOR RR FLOORS GROUP MAPEL BLACK 10
	EP 1	EPOXY COATING	SHERWIN-WILLIAMS	GRAY FLAKES	-	2-PART EPOXY WATERBASED COATING WITH RUSTOLEUM FLAKES
WALLS & CEILINGS	CT 2	CERAMIC TILE	DAL-TILE	ACOUSTIC TAN VL76	GLAZED PORCELAIN VOLUME 1.0 12X12	CERAMIC TILE FOR RR WALLS GROUP CHAMOS 15
	MR 1	MOISTURE RESISTANT PANEL - WALL	E.P.I	WHITE	#P2400	WALL PANELS PER ROOM FINISH SCHEDULE
	MR 2	MOISTURE RESISTANT PANEL - CEILING	E.P.I	WHITE	#P1600	CEILING PANELS PER ROOM FINISH SCHEDULE
	PT 1A	INTERIOR ELASTOMERIC PAINT	SHERWIN WILLIAMS	QUINOA	SW 9102	ALL EIFS, & LOUVERS ON EIFS
	PT 1A	INTERIOR PAINT AT RESTROOMS AND OPERATOR BOOTH	SHERWIN WILLIAMS	QUINOA	SW 9102	PAINTED CMU IN RESTROOM ABOVE CERAMIC TILE
	PT 2	INTERIOR PAINT FOR METAL	SHERWIN WILLIAMS	ROCKVEED	SW 273	ALL HM DOORS AND FRAMES
	PT 3	PRE-FINISHED STEEL (INTERIOR & EXTERIOR)	SHERWIN WILLIAMS	BLACK	KEM 4000	ALL EXPOSED STRUCTURAL STEEL, TRUSSES, COLUMNS. INTUMESCENT PAINT MUST PROVIDE A MINIMUM 15-MINUTE BARRIER.
	PT 4	INTERIOR PAINT AT GYP. BD. CEILINGS	SHERWIN WILLIAMS	CEILING BRIGHT WHITE	SW 7007	GYP. BD. CEILINGS
S.F.	SF 1	STOREFRONT	KAWNEER	BRONZE	US 10B	STOREFRONT FRAMES (EXTERIOR INSTALL)
	GL 1	INSULATED GLAZING	KAWNEER	CLEAR	---	STOREFRONT GLAZING (EXTERIOR INSTALL)
	GL 2	INSULATED GLAZING	KAWNEER	SPANDREL	---	STOREFRONT GLAZING (EXTERIOR INSTALL)
ROOF	RF 1	PRE-FINISHED METAL ROOF & ACCESSORIES	BERRIDGE	REGAL BLUE	---	PRE-FINISHED METAL ROOF PANELS
	MT 1	PRE-FINISHED METAL TRIMS & ACCESSORIES	BERRIDGE	REGAL BLUE	---	PRE-FINISHED SOFFIT, FASCIA, FLASHING, GUTTERS, DOWNSPOUTS TO MATCH ROOF PANELS. D.S. TO MATCH ADJACENT WALL FINISH WHERE INDICATED
CASEWORK	CS 1	CABINET	---	STAIN BROWN	---	CASEWORK IN OPERATOR'S BOOTH

NAME	FLOOR	BASE	WALLS	CEILING	REMARKS
ELECTRICAL ROOM	BROOM FINISHED SLAB	NONE	EXPOSED CMU	PAINTED GYP PT-4 OVER 8" STL FRAMING PER UL	CMU INTERIOR WALLS AT ELECTRICAL ROOM ARE 12'-0" HIGH
ENTRY	BROOM FINISHED SLAB	NONE	M.R. PANELS MR-1 - SEE REMARKS	M.R. PANELS MR-2 OVER PURLIN	REFER TO M.R. INSTALLATION INSTRUCTIONS FOR PANEL INSTALL ON APPLICABLE WALL SUBSTRATE.
EQUIPMENT ROOM	BROOM FINISHED SLAB	NONE	EXPOSED CMU	M.R. PANELS MR-2 OVER PURLIN	CMU INTERIOR WALLS AT EQUIPMENT ROOM ARE 10'-0" HIGH
MECHANICAL ROOM	BROOM FINISHED SLAB	NONE	EXPOSED CMU	M.R. PANELS MR-2 OVER PURLIN	CMU INTERIOR WALLS AT MECHANICAL ROOM ARE 10'-0" HIGH
OPERATOR BOOTH	EPOXY COATING EP-1	NONE	PAINTED CMU PT-1A	M.R. PANELS MR-2 OVER PURLIN	
RESTROOM	CERAMIC TILE CT-1	CERAMIC TILE CT-2 SCHLUTER COVE TRIM	SEE REMARKS	M.R. PANELS MR-2 OVER METAL FRAMING	CERAMIC TILE CT-2 TO RUN FULL HEIGHT AT PLUMBING WALL; CERAMIC TILE CT-2 TO 8' HIGH AT OTHER WALLS WITH PAINTED CMU ABOVE (PAINT PT-1A) PROVIDE STAINLESS STEEL SCHLUTER TRIMS AT EXPOSED TILE EDGES CMU INTERIOR WALLS AT RESTROOM ARE 10'-0" HIGH
WASH TUNNEL	BROOM FINISHED SLAB	NONE	M.R. PANELS MR-1 - SEE REMARKS	M.R. PANELS MR-2 OVER PURLINS	REFER TO M.R. INSTALLATION INSTRUCTIONS FOR PANEL INSTALL ON APPLICABLE WALL SUBSTRATE.

Page 46 of 98



ARCHITECT

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513.233.3333

PROJECT



TIDAL WAVE AUTO SPA
1305 WILDWOOD DRIVE
STEVENS POINT, WI 54482

CLIENT

NEW POTATO CREEK HOLDINGS, LLC
124 E. THOMPSON STREET
TOMASTON, GA 30286

CONSULTANT

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M.E.P.
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FORT THOMAS, KY 41075
614.603.2662

CIVIL
(UNDER SEPARATE OWNER CONTRACT)
CIVIL COMPANY

SEAL

NOT FOR
CONSTRUCTION

PROJECT REVISIONS

ISSUED: xxxxxxxxxx

REVISED:

DATE DESCRIPTION

PROJECT INFORMATION

TIDAL WAVE
AUTO SPA

ADDRESS: 1305 WILDWOOD DRIVE
STEVENS POINT, WI 54482

PROJ. NO: 00000

DRAWN BY: DPB

CHECKED BY: DPB

SHEET SIZE: 30" x 42"

SHEET TITLE & NUMBER

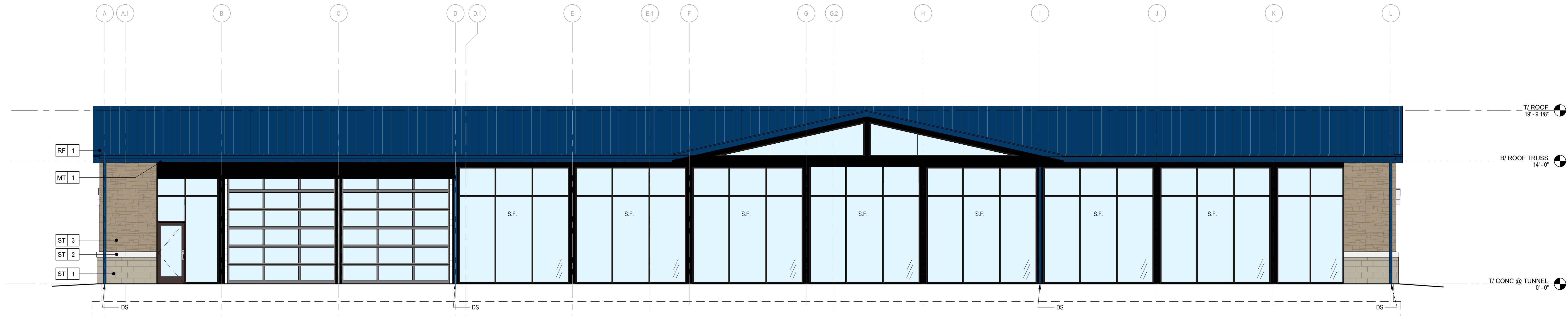
**EXTERIOR
ELEVATIONS**

A802

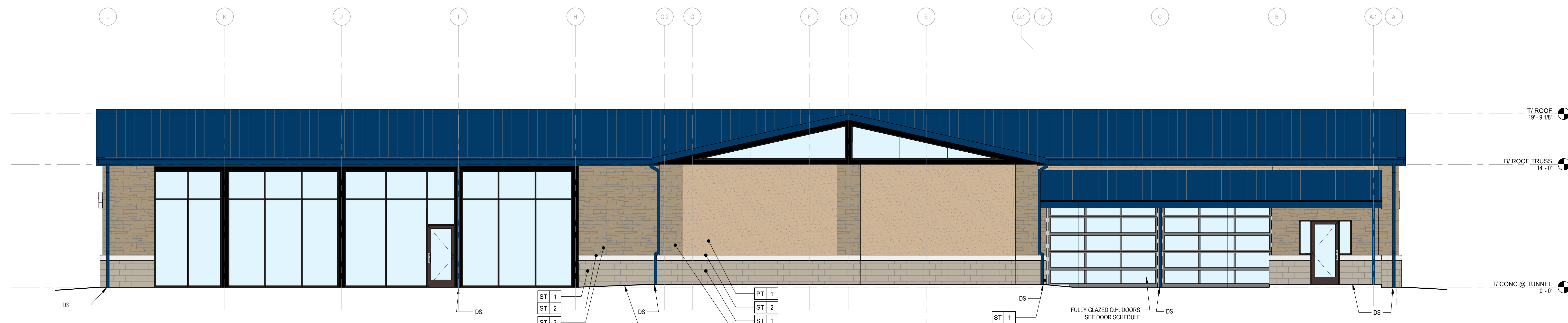
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ELEVATION	CULTURED STONE	CAST STONE/CMU	EFS	GLASS	METAL
REAR	328 SF (15 %)	243 SF (12 %)	365 SF (18 %)	1025 SF (50 %)	97 SF (5 %)
FRONT	126 SF (6 %)	48 SF (2 %)	0 SF (0 %)	1771 SF (89 %)	257 SF (12 %)
SIDE ENTRY	183 SF (9 %)	98 SF (5 %)	158 SF (8 %)	40 SF (2 %)	29 SF (1 %)
SIDE EXIT	159 SF (8 %)	82 SF (4 %)	158 SF (8 %)	30 SF (1 %)	29 SF (1 %)
TOTAL	796 SF (15 %)	471 SF (9 %)	682 SF (13 %)	2866 SF (55 %)	412 SF (8 %)

9G EXTERIOR ELEVATION - ENTRY
A803 3/16" = 1'-0"



2D EXTERIOR ELEVATION
A803 3/16" = 1'-0"



3 EXTERIOR ELEVATION
A803 3/16" = 1'-0"

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TIDAL WAVE AUTO SPA
1305 WILDWOOD DRIVE
STEVENS POINT, WI 54481

CLIENT

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CIVIL COMPANY

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CONSTRUCTION

PROJECT REVISIONS

ISSUED: XX/XX/XXXX

REVISÉ

	DATE	DESCRIPTION
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PROJECT INFORMATION

TIDAL WAVE
AUTO SPA

ADDRESS: 1305 WILDWOOD DRIVE
STEVENS POINT, WI 54482

PROJ. NO: 00000

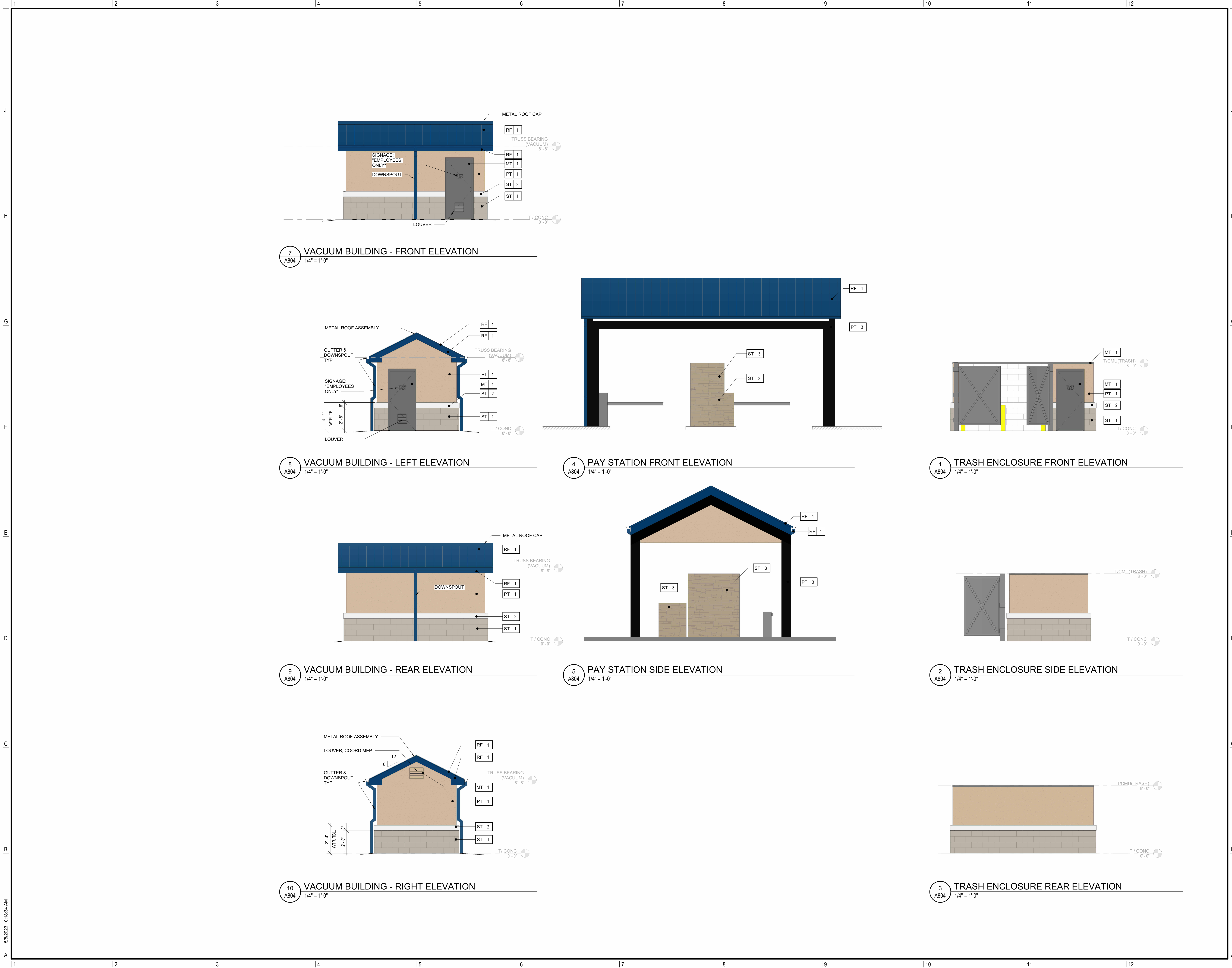
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SHEET SIZE: 30" x 42"

SHEET TITLE & NUMBER

COLOR ELEVATIONS

A803



ARCHITECT

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PROJECT



TIDAL WAVE AUTO SPA
1305 WILDWOOD DRIVE
STEVENS POINT, WI 54482

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NEW POTATO CREEK HOLDINGS, LLC
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CONSTRUCTION

PROJECT REVISIONS

ISSUED: 05/08/23

REVISED:

DATE DESCRIPTION

1/1

2/1

3/1

4/1

5/1

6/1

7/1

8/1

9/1

10/1

11/1

12/1

PROJECT INFORMATION

TIDAL WAVE
AUTO SPA

ADDRESS: 1305 WILDWOOD DRIVE
STEVENS POINT, WI 54482

PROJ. NO: 00000

DRAWN BY: VMM

CHECKED BY: DPB

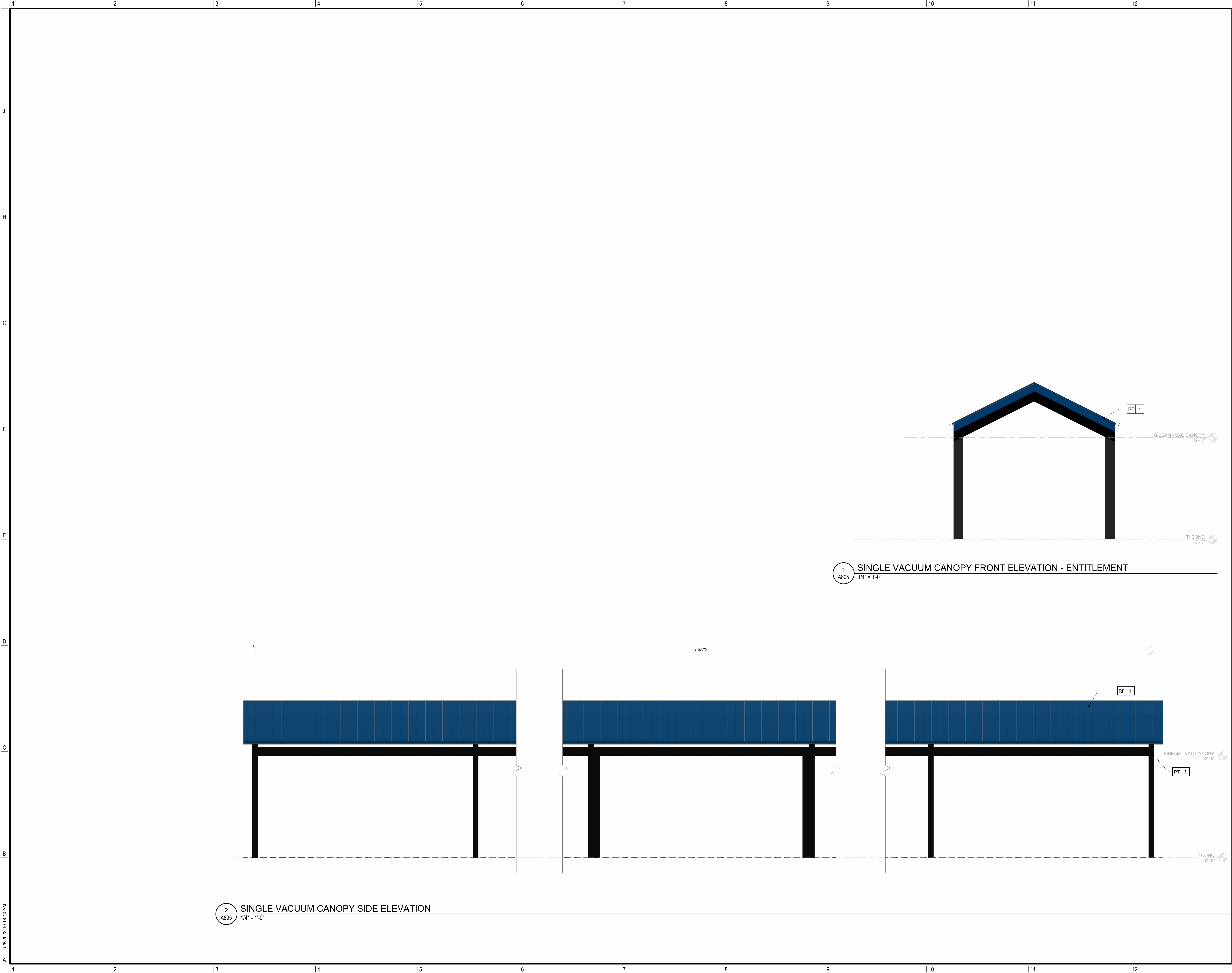
SHEET SIZE: 30" x 42"

SHEET TITLE & NUMBER

ELEV. - TRASH, PAY &
VACUUM

A804

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PROJECT



TIDAL WAVE AUTO SPA
1305 WILDWOOD DRIVE
STEVENS POINT, WI 54482

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124 E. THOMPSON STREET
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CIVIL
(UNDER SEPARATE OWNER CONTRACT)
CIVIL COMPANY

SEAL

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CONSTRUCTION

PROJECT REVISIONS

ISSUED: 05/08/23

REVISED:

/A/

DATE

DESCRIPTION

PROJECT INFORMATION

TIDAL WAVE
AUTO SPA

ADDRESS: 1305 WILDWOOD DRIVE
STEVENS POINT, WI 54482

PROJ. NO: 00000

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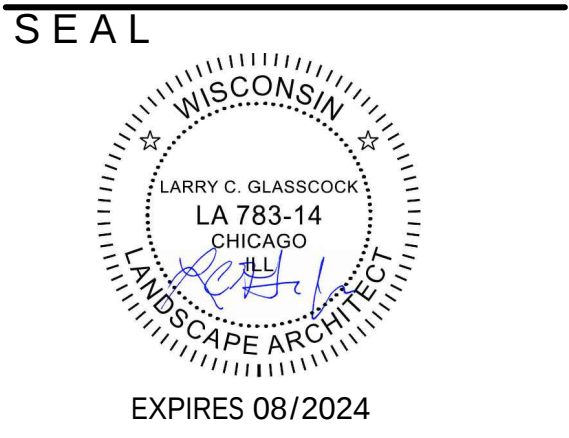
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SHEET TITLE & NUMBER

**COLOR ELEVATIONS -
VACUUM CANOPY**

A805

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PROJECT TEAM

CIVIL ENGINEER:

PROJECT NAME



1305 WILDWOOD DRIVE STEVENS POINT, WI		
DRAWING ISSUED		
NO.	TITLE	DATE
1.	Preliminary Review	05/05/2023

SET TYPE

LANDSCAPE PLANS

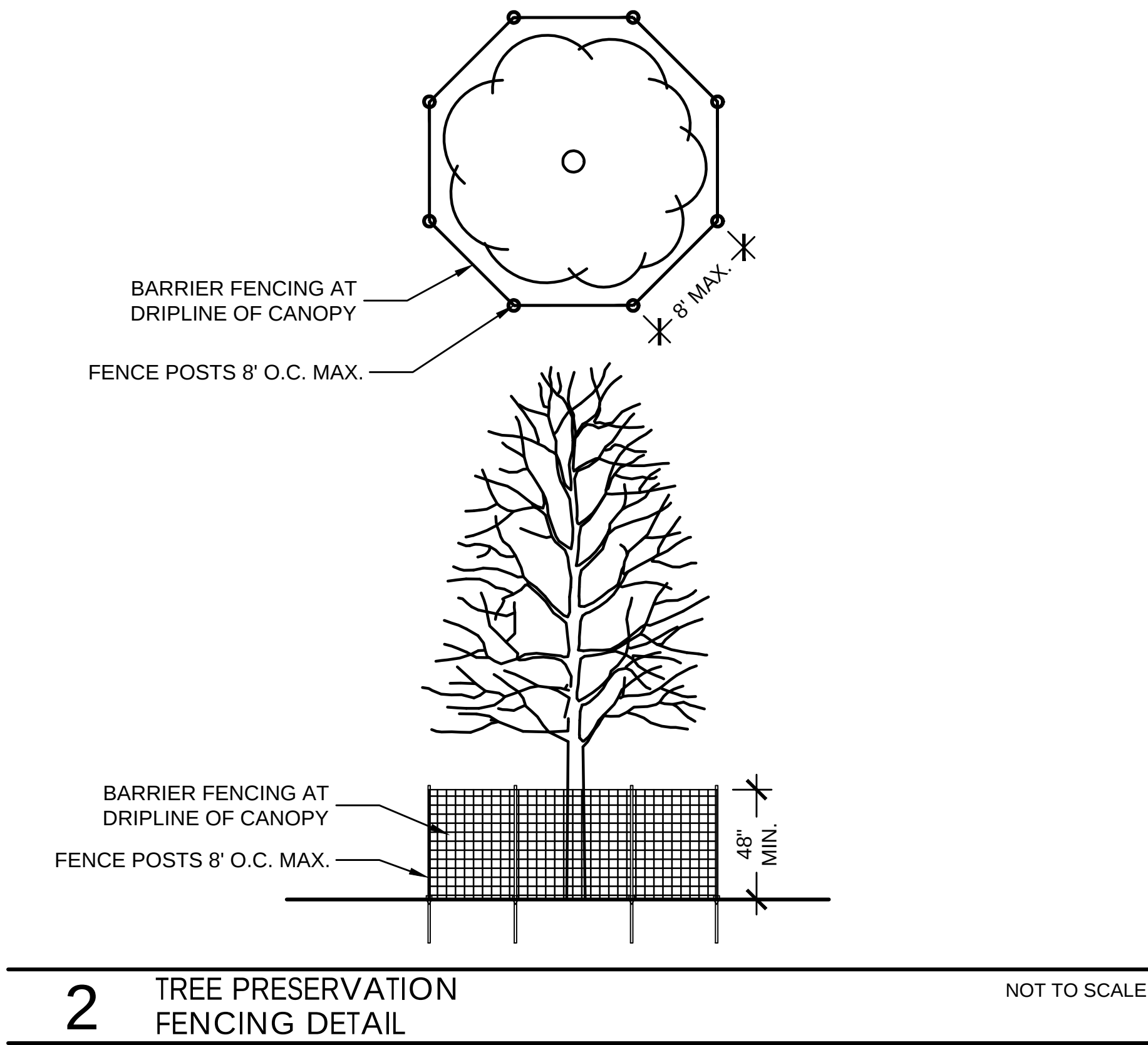
PROJECT NUMBER

2305007

DATE 05-03-2023	
DRAWN BY: LCG	APPROVED BY: LCG
SHEET TITLE TREE PROTECTION & REMOVAL PLAN	

SHEET NUMBER

L.1



EXISTING VEGETATION DESCRIPTION

THE PROJECT SITE CONSISTS OF AN EXISTING RESIDENTIAL LOT. THERE ARE 5 MATURE TREES AND 1 SMALL CALIPER TREE IN THE PARKWAY AND 3 MATURE TREES ON-SITE. THE 3 TREES ON-SITE WILL BE REMOVED AS PART OF THIS CONTRACT

TREE PROTECTION &
REMOVAL NOTES

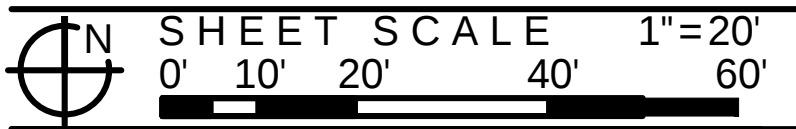
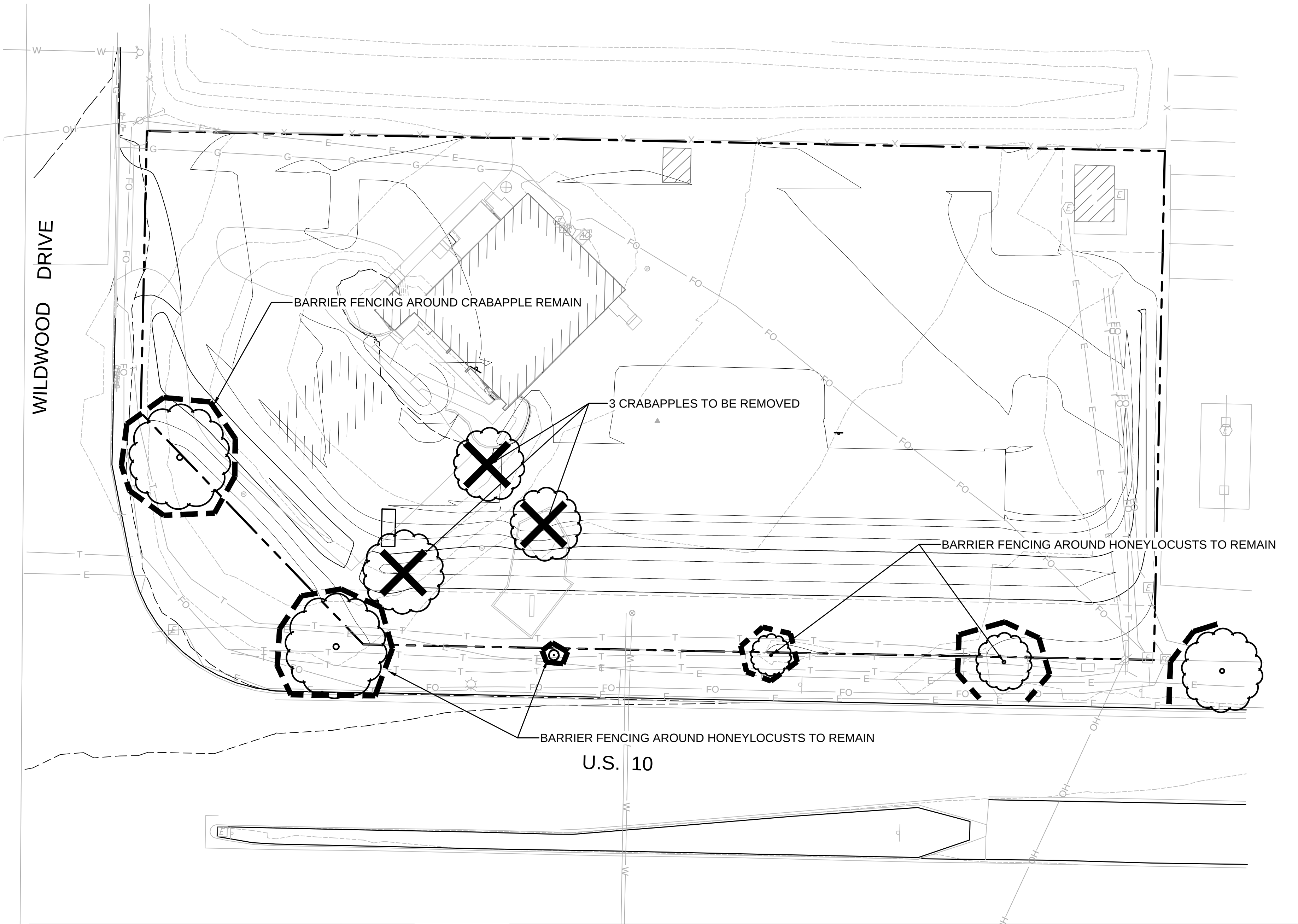
- CONTRACTOR SHALL OBTAIN ALL NECESSARY STATE AND LOCAL PERMITS AND PERMISSIONS TO PRUNE, REMOVE, AND/OR TRANSPLANT ANY TREES ON SITE.
- DEAD AND DYING MATERIAL ON THE SITE SHALL BE REMOVED OR PRUNED. MATERIALS NOT LABELED ON THE PROTECTION PLAN SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT FOR REMEDIATION.
- DURING CONSTRUCTION EXISTING TREES OVER FOUR INCHES IN CALIPER SHALL BE PROTECTED WITH BARRIER FENCING.
- BARRIER SHALL BE CONSTRUCTED OF A MIN. 3' TALL SNOW FENCE OR SIMILAR AND SUPPORT POSTS MIN. 6' O.C. AND SHALL BE ERECTED ONE FOOT BEYOND THE DRIP LINE OFF ALL EXISTING TREES ON SITE AND ADJACENT SITES TO REMAIN.
- BARRIER FENCING SHOWN ON THE PLAN IS APPROXIMATE. CONTRACTOR SHALL ADJUST LOCATION OF BARRIER TO POSITION OUTLINED IN COMMENT 4.
- NO EXCESS SOIL OR ADDITIONAL FILL, BUILDING MATERIALS OR DEBRIS SHALL BE PLACED WITHIN THE PROTECTIVE BARRIER.
- NO VEHICLES OR HEAVY MACHINERY SHALL BE ALLOWED TO WORK WITHIN THE BARRIER AREA.
- NO ATTACHMENTS OR WIRES, OTHER THAN PROTECTIVE GUY WIRES, SHALL BE ATTACHED TO ANY OF THE TREES WHICH ARE WITHIN PROTECTIVE BARRIER.
- STUMPS OR TREE REMAINS NOT TO BE FULLY EXCAVATED SHALL BE REMOVEED. A STUMP GRINDER SHALL BE USED TO REMOVE ALL REMAINING ROOTS AND WOODY MATERIAL. WITHIN A 24" RADIUS OF THE TREE TRUNK TO MIN. 6" BELOW GRADE. DISTURBED AREA SHALL BE BACKFILLED WITH COMPACTED TOPSOIL TO MEET SURROUNDING GRADES.

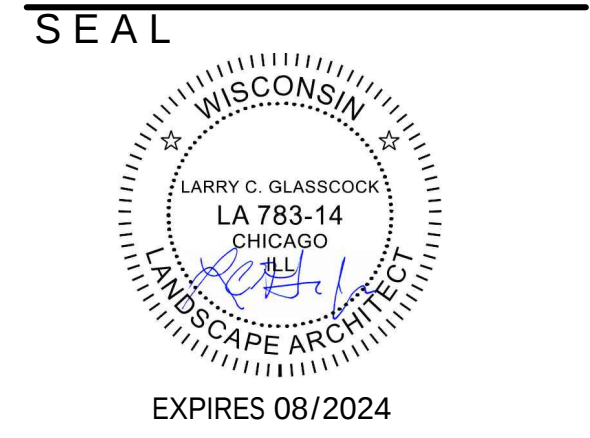
TREE PROTECTION &
REMOVAL LEGEND

-
- EXISTING DECIDUOUS TREE TO REMAIN
-
- EXISTING DECIDUOUS TREE TO BE REMOVED
-
- TREE TO BE PRUNED
-
- BARRIER FENCING TO BE INSTALLED

1

TREE REMOVAL &
PROTECTION PLAN





PROJECT TEAM

CIVIL ENGINEER:

PROJECT NAME



1305 WILDWOOD DRIVE STEVENS POINT, WI		
DRAWING ISSUED		
NO.	TITLE	DATE
1.	Preliminary Review	05/05/2023

SET TYPE
LANDSCAPE PLANS

PROJECT NUMBER
2305007

DATE 05-03-2023	
DRAWN BY: LCG	APPROVED BY: LCG
SHEET TITLE	

LANDSCAPE PLAN
SHEET NUMBER

L.2

PLANT LIST

SYM	SIZE	QTY	BOTANICAL NAME	COMMON NAME	COMMENT
DECIDUOUS SHADE TREES					
ACF	2.5" cal.		Acer rubrum 'Redpointe'	Redpointe Red Maple	B&B
CEO	2.5" cal.		Celtis occidentalis	Common Hackberry	B&B
GTS	2.5" cal.		Gleditsia triacanthos 'Shademaster'	Shademaster Honeylocust	B&B
TAM	2.5" cal.		Tilia americana 'Mcksentry'	American Sentry Linden	B&B
TAR	2.5" cal.		Tilia americana 'Redmond'	Redmond American Linden	B&B
ORNAMENTAL TREES					
AGP	10' multi		Amelanchier granifolia 'Princess Di'	Princess Diana Serviceberry	B&B
MPF	10' multi		Malus x 'Prairie Fire'	Prairie Fire Crabapple	B&B
EVERGREEN TREES					
PGD	6' ht.		Picea glauca 'densata'	Black Hills Spruce	B&B
TON	6' ht.		Thuja occidentalis 'nigra'	Dark Green Spruce	B&B
DECIDUOUS SHRUBS					
AAB	30" ht.		Aronia arbutifolia 'Brilliantissima'	Brilliant Red Chokeberry	B&B
AMA	24" ht.		Aronia melanocarpa 'Elate'	Elate Chokeberry	B&B
CAI	30" ht.		Cornus alba 'Argenteo-marginata'	Variegated Tatarian Dogwood	B&B
HYA	24" ht.		Hydrangea arborescens 'Annabelle'	Annabelle Hydrangea	B&B
POB	30" ht.		Pyracarpa opulifolium 'Diabolo'	Diabolo Ninebark	B&B
SBF	24" w.		Spiraea bumalda 'Froebelli'	Froebel Spirea	B&B
SYM	24" ht.		Syringa patula 'Miss Kim'	Miss Kim Lilac	B&B
VTC	30" ht.		Viburnum trilobum 'alfredo'	Alfredo American Cranberry Bush	B&B
EVERGREEN SHRUBS					
JCS	18" ht.		Juniperus chinensis 'sea green'	Sea Green Juniper	B&B
TMT	18" w.		Taxus x media 'taunton'	Taunton's Yew	B&B
ORNAMENTAL GRASSES					
CAA	#3 cont.		Calamagrostis acutifolia 'Strictus'	Strictus Feather Reed Grass	
GROUND COVER / PERENNIALS					
ACH	#1 cont.		Achillea millefolium 'Paprika'	Paprika Yarrow	18" o.c.
ALS	#1 cont.		Allium tangut. 'Summer Beauty'	Summer Beauty Wild Onion	18" o.c.
CVM	#1 cont.		Coreopsis verticillata 'Moonbeam'	Moonbeam Coreopsis	18" o.c.
GEM	#1 cont.		Geranium sanguineum 'Max Frei'	Max Frei Bloody Cranesbill	18" o.c.
HEM	#1 cont.		Hemerocallis 'Stella De Oro'	Stella De Oro Daylily	15" o.c.
NFW	#1 cont.		Nepeta fasseni 'Walker's Low'	Walkers Low Catmint	24" o.c.
PHD	#1 cont.		Phlox divaricata	Blue Phlox	15" O.C.
SOD	sq. yd.		Sodded Lawn		
STONE	sq. ft		Stone Mulch - 3" depth - see note 13		

LANDSCAPE LEGEND

EXISTING TREE

PROPOSED SHADE TREE

PROPOSED EVERGREEN TREE

PROPOSED ORNAMENTAL TREE

PROPOSED LARGE SHRUB

PROPOSED MEDIUM SHRUB

PROPOSED EVERGREEN SHRUB

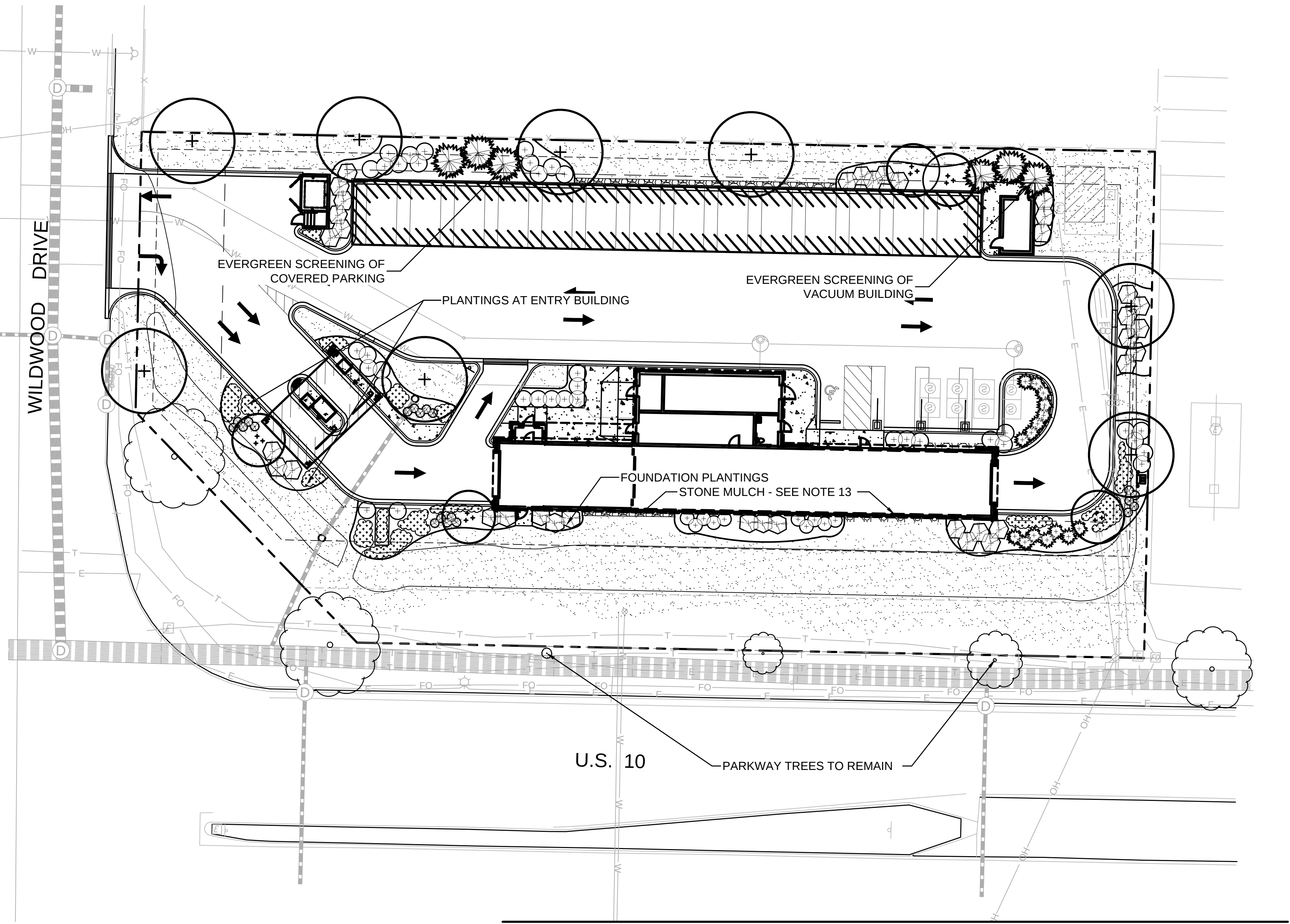
PROPOSED LOW SHRUB

PROPOSED ORNAMENTAL GRASS

PROPOSED PERENNIAL PLANTING

SODDED LAWN

STONE MULCH - SEE NOTE 13

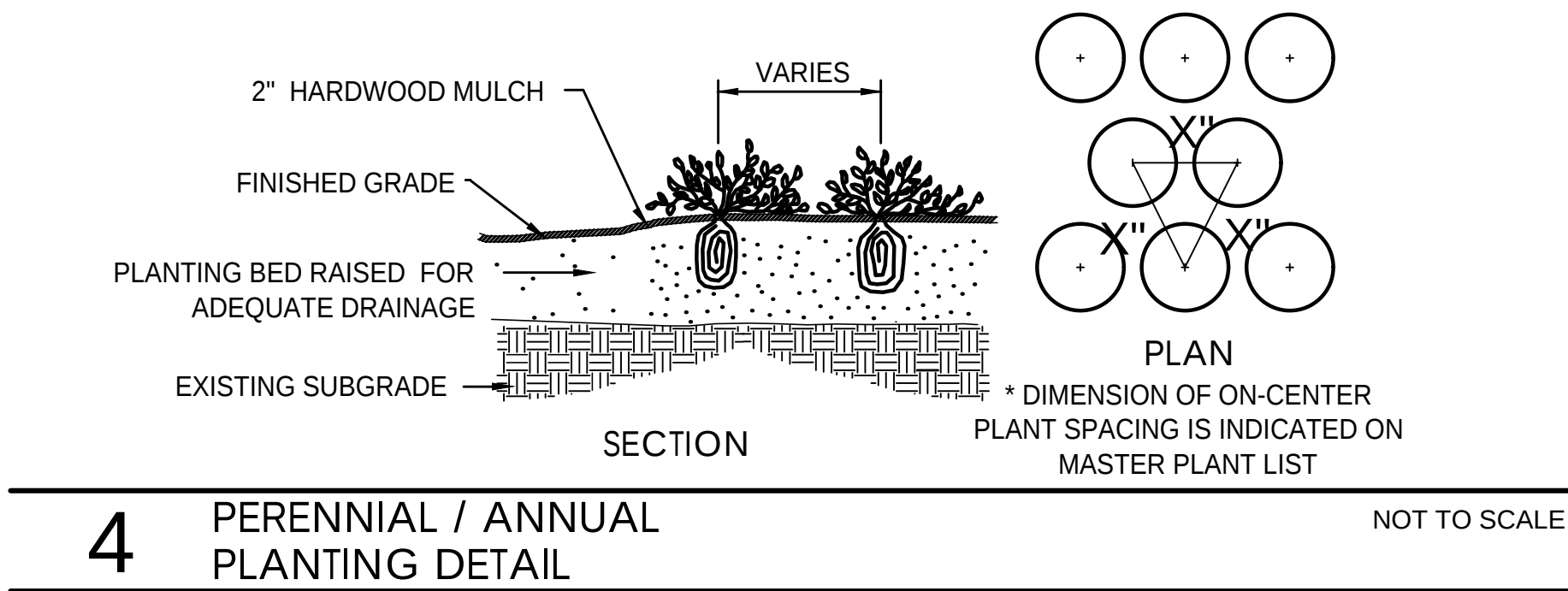
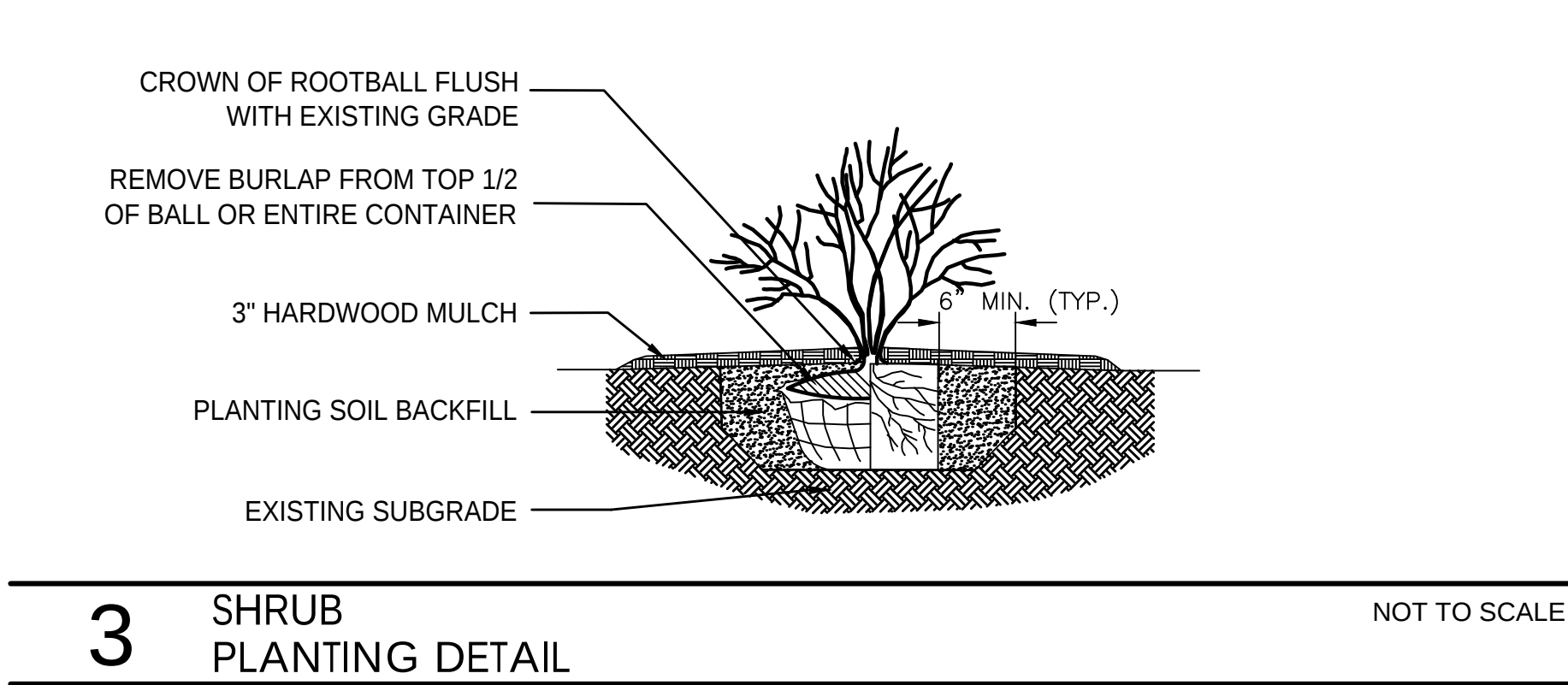
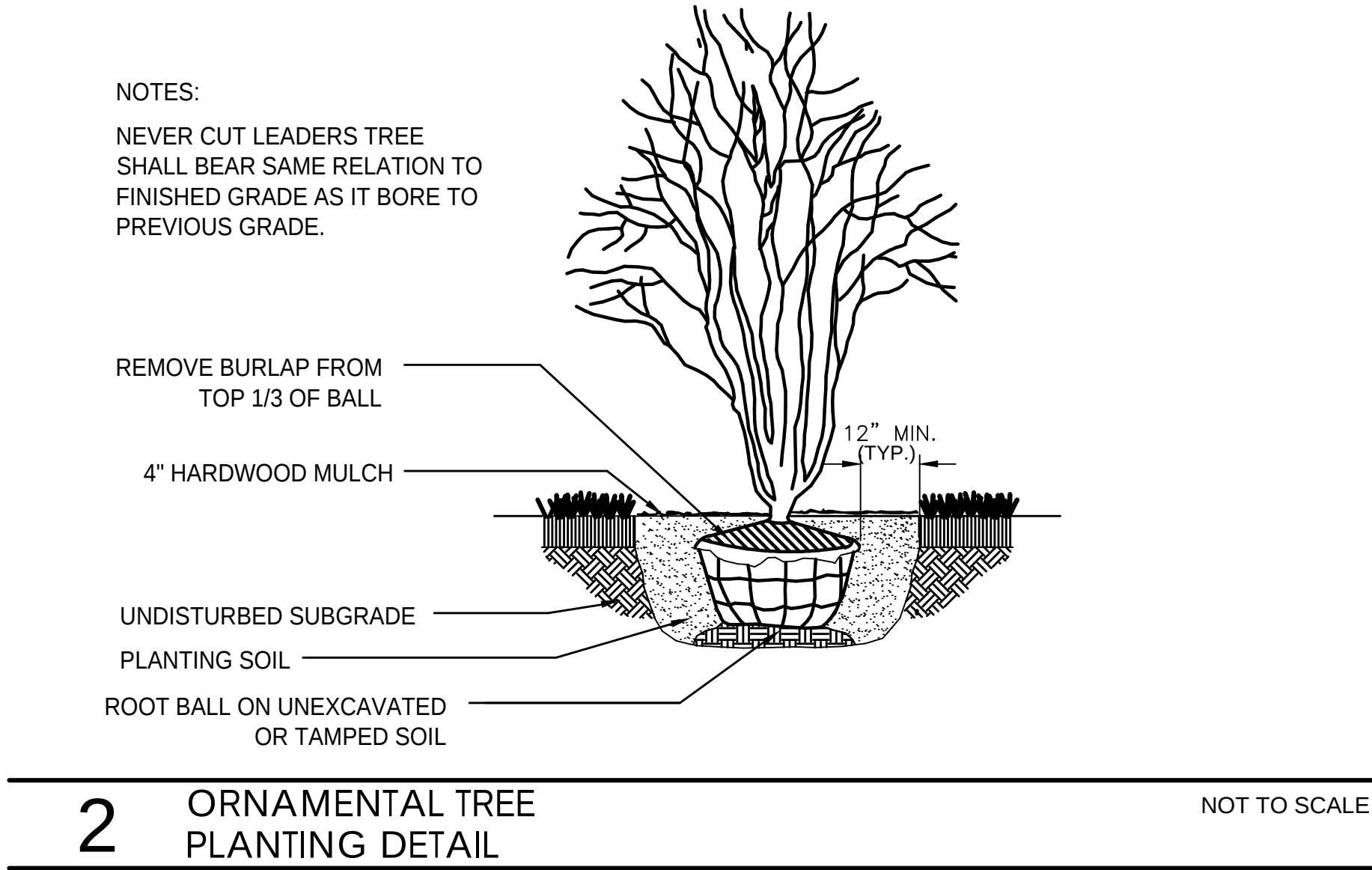
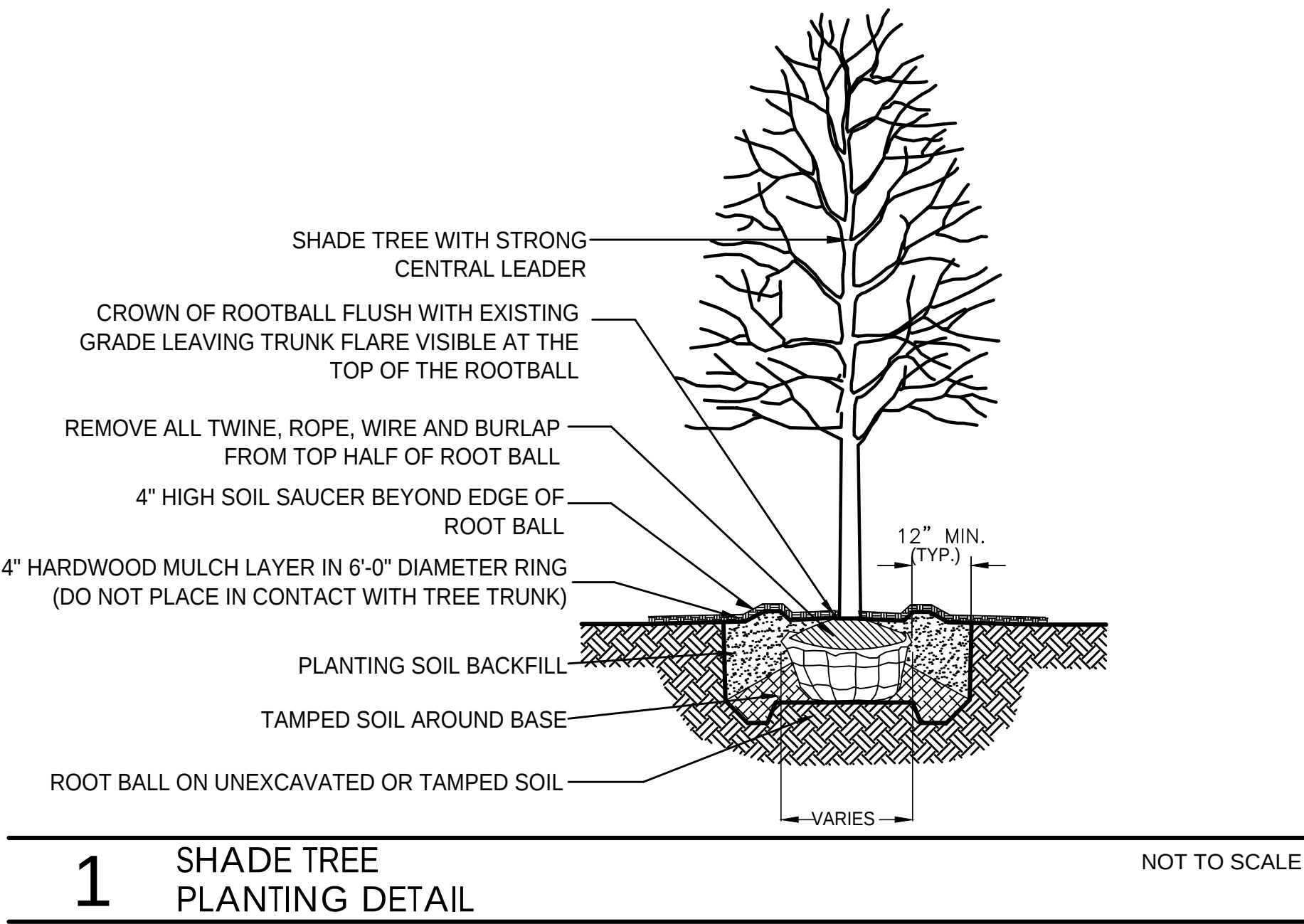


1 LANDSCAPE PLAN



LANDSCAPE NOTES

1. CONTRACTOR SHALL OBTAIN ALL NECESSARY LOCAL PERMITS AND PERMISSIONS TO INSTALL THE PROPOSED IMPROVEMENTS
2. ALL LANDSCAPE MATERIALS SHALL BE INSTALLED IN ACCORDANCE WITH THE CITY OF STEVENS POINT LANDSCAPING CODES AND ZONING ORDINANCES.
3. PRIOR TO COMMENCING ANY WORK, CONTRACTOR SHALL HAVE DIGGERS HOTLINE LOCATE AND MARK ALL UNDERGROUND UTILITY FACILITIES AND LINES.
4. ALL PLANT MATERIALS (EXCEPT FOR GROUNDCOVER, ANNUALS, AND PERENNIALS) SHALL BE BALLED AND BURLAPPED STOCK AND MEET CURRENT STANDARDS OF THE AMERICAN ASSOCIATION OF NURSERYMEN'S STANDARD FOR NURSERY STOCK (ANSI 260.1-1986) OR EQUAL. PLANT MATERIALS MUST BE SUPPLIED WITHIN A 150 MILE RADIUS OF PROJECT SITE. CONTRACTOR MAY SUBSTITUTE CONTAINER STOCK FOR SHRUBS IF SIZES ARE EQUAL TO SPECIFIED B&B STOCK, WITH THE APPROVAL OF THE LANDSCAPE ARCHITECT.
5. IF SPECIFIED PLANTS ARE NOT AVAILABLE AT THE TIME OF ORDERING, PLANTS WITH SIMILAR WHOLESALE VALUE AND LANDSCAPE CHARACTERISTICS MAY BE SUBSTITUTED UPON THE APPROVAL OF THE LANDSCAPE ARCHITECT AND CITY STAFF.
6. SOIL IN GROUNDCOVER BEDS SHALL BE AMENDED USING 2 INCHES OF MUSHROOM COMPOST INCORPORATED INTO THE TOP 4 INCHES OF SOIL.
7. DISTURBED AREAS TO RECEIVE SOD SHALL BE TILLED TO 6" DEPTH AND FINE GRADED TO PROVIDE SMOOTH BASE SURFACE. IF EXISTING SOIL IS A MAJORITY OF CLAY OR UNSUITABLE, 2" OF FINE GRADED TOPSOIL SHALL BE ADDED PRIOR TO TILLING. EXISTING SOD AREAS SHALL HAVE TURF REMOVED WITH AUTOMATED SODCUTTER OR HAND SPACE TO REMOVE ALL BLADES AND ROOTS. 1" OF FINE GRADED TOPSOIL SHALL BE TILLED AND GRADED.
8. TREE AND SHRUB BACKFILL MIXTURE SHALL BE 2 PARTS EXIST. NATIVE TOPSOIL AND 1 PART SPHAGNUM PEAT MOSS W/ DECOMPOSED MANURE.
9. ALL SHRUB BEDS AND TREE MULCH AREAS SHALL BE UNDERLAIN WITH 4 OZ. MIN. LANDSCAPE WEED FABRIC AND HAVE 3" OF DYED BROWN OR BLACK DOUBLE SHREDDED WOOD MULCH WITH BLACK PLASTIC EDGING AS REQUIRED. NO PINE STRAW MULCH WILL BE ALLOWED. MULCH, FABRIC AND EDGING SHALL BE BID AS INCIDENTAL TO PLANTINGS.
10. NURSERY TAGS (SPECIES, SIZE) FOR ALL SHADE TREES SHALL REMAIN ATTACHED TO TREES UNTIL FINAL APPROVAL FROM MUNICIPALITY.
11. THE LANDSCAPE CONTRACTOR SHALL PROVIDE THE OWNER A BONDED WRITTEN ONE-YEAR WARRANTY AGREEMENT (BEGINNING ON THE OWNER'S POSSESSION DATE). THIS AGREEMENT SHALL COVER MAINTENANCE, REPAIR, AND REPLACEMENT OF ALL DEAD OR DAMAGED LANDSCAPING TO PRESERVE THE SAME QUANTITY AND QUALITY AS INITIALLY APPROVED.
12. CONTRACTOR SHALL PROVIDE A SEPARATE ESTIMATE FOR AN AUTOMATIC UNDERGROUND IRRIGATION SYSTEM FOR COMPLETE EFFECTIVE COVERAGE OF ALL LAWN AREAS AND SHRUB BEDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR APPROVAL AND APPLY FOR ALL NECESSARY PERMITS PRIOR TO COMMENCING WORK. IRRIGATION PLANS SHALL INCLUDE HUNTER PRO-C CONTROLLER W/WIRELESS SOLAR SYNC STATION AND HUNTER SPRAYHEADS AND NOZZLES. IRRIGATION WORK SHALL BE WARRANTY ALL LABOR AND MATERIALS FOR 1 FULL YEAR AFTER INSTALLATION AND TESTING.
13. IF THERE IS NO PLANT BED AGAINST THE CAR WASH TUNNNEL, VACUUM HOUSE(S), OR OTHER STRUCTURES ON SITE, THEN THERE SHALL BE AN 18 INCH MINIMUM STRIP OR RIVER ROCK INSTALLED.
14. ALL RIVER ROCK AREAS SHALL BE 3 INCH DEPTH 1.5-3.0 INCHES IN DIAMETER AND UNDERLAIN WITH 4 OZ. MIN. LANDSCAPE WEED FABRIC.
15. TREES AND SHRUBS SHALL NOT BE LOCATED CLOSER THAN TEN (10) FEET TO FIRE HYDRANTS, TRANSFORMERS OR OTHER ABOVE GROUND UTILITIES. ANY DISCREPANCY ON THE PLAN RELATED TO THESE PROXIMATE UTILITIES SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT FOR RESOLUTION.



LGWorkshop,LLC

Landscape Architecture
Site Planning
Illustration

1955 N. Wilmot Avenue
Chicago, IL 60647
ph. 773.697.4388
www.LGWLA.com

SEAL

PROJECT TEAM

CIVIL ENGINEER:

PROJECT NAME

1305 WILDWOOD DRIVE
STEVENS POINT, WI

DRAWING ISSUED

NO. TITLE DATE

1. Preliminary Review 05/05/2023

SET TYPE
LANDSCAPE PLANS

PROJECT NUMBER
2305007

DATE
05-03-2023

DRAWN BY: LCG

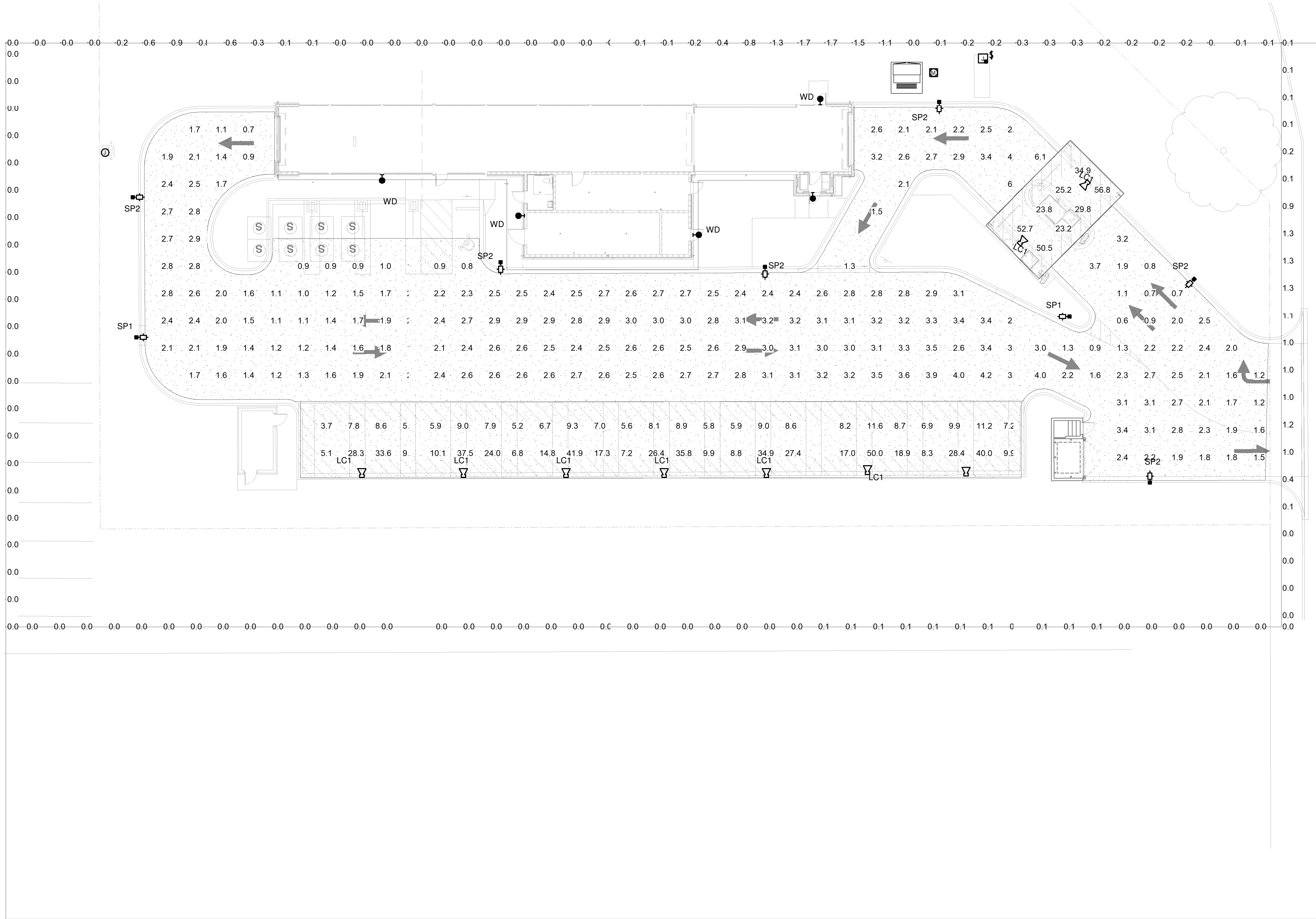
APPROVED BY: LCG

SHEET TITLE
LANDSCAPE PLAN /
DETAILS & NOTES

SHEET NUMBER

L.3

5/10/2023 12:02:39 PM



1 ELECTRIC SITE PHOTOMETRIC PLAN
1/16" = 1'-0"

GENERAL PHOTOMETRIC PLAN NOTES

- PHOTOMETRIC REPORT: THIS PHOTOMETRIC REPORT REPRESENTS ILLUMINATION LEVELS CALCULATED FROM LABORATORY DATA (IES FILES). THIS LABORATORY DATA IS TAKEN UNDER CONTROLLED CONDITIONS IN ACCORDANCE WITH THE ILLUMINATING ENGINEERING SOCIETY OF NORTH AMERICA (IESNA) APPROVED METHODS. ACTUAL PERFORMANCE OF ANY MANUFACTURER'S LUMINAIRES MAY VARY SOMEWHAT DUE TO VARIATION IN ELECTRICAL VOLTAGE, TOLERANCE IN LAMPS, AND OTHER VARIABLE FIELD CONDITIONS.
- ILLUMINATION LEVELS: THE ILLUMINATION LEVELS SHOWN, MEASURED IN FOOT-CANDLES, ARE BASED ON THE SPECIFIED CRITERIA. ANY SUBSTITUTIONS/DEVIATIONS IN LUMINAIRES OR MOUNTING HEIGHTS, OR ALTERATIONS TO THE LAYOUT, WILL AFFECT ILLUMINATION LEVELS SHOWN AND WILL NOT BE THE RESPONSIBILITY OF KLH ENGINEERS.
- ADJUSTMENTS: PROVIDE FINAL ADJUSTMENTS TO AIMING ANGLE(S) OF LUMINAIRES IF OR AS REQUIRED TO ELIMINATE LIGHT TRESPASS OR GLARE ONTO ADJACENT PROPERTIES AND/OR ROADWAYS.
- LUMINAIRE SCHEDULE: REFER TO LUMINAIRE SCHEDULE FOR LUMINAIRE AND POLE INFORMATION. THE LUMINAIRE SCHEDULE INCLUDED ON THIS SHEET IS FOR PHOTOMETRIC REVIEW REFERENCE ONLY.
- ADJACENT CONTRIBUTIONS: CONTRIBUTIONS FROM ADJACENT STREET LIGHTING, ADJACENT PROPERTIES, AND BUILDING OR POLE MOUNTED LUMINAIRES NOT WITHIN THIS PROJECT SCOPE ARE NOT REFLECTED IN THIS PHOTOMETRIC REPORT.
- CRITERIA: FOOTCANDLE LEVELS SHOWN ARE MAINTAINED AND CALCULATED AT GRADE BASED ON SPECIFIED MOUNTING HEIGHT FOR POLE-MOUNTED FIXTURES.

EXTERIOR LUMINAIRE SCHEDULE

GENERAL NOTES:									
A. REFER TO DRAWINGS FOR MOUNTING TYPE, NUMBER OF FACES AND ARROWS OF EXIT SIGNS. VERIFY IN FIELD PRIOR TO INSTALLATION.									
B. VERIFY COMPATIBILITY WITH VOLTAGE, CONTROLS, ETC. FOR ALL LUMINAIRE COMPONENTS.									
C. COORDINATE EACH LUMINAIRE LOCATION WITH THE ARCHITECTURAL REFLECTED CEILING PLANS, CEILING INSTALLERS, ETC. AND PROVIDE APPROPRIATE MOUNTING SYSTEM REQUIRED FOR EACH LUMINAIRE. ALSO, PROVIDE PLASTER FRAMES, WALL BRACKETS, SUPPORTS, OR OTHER APPURTENANCES AS REQUIRED FOR PROPER AND COMPLETE INSTALLATIONS.									
D. WEAR CLEAN WHITE COTTON GLOVES WHEN HANDLING EXPOSED REFLECTIVE LUMINAIRE SURFACES. REMOVE PLASTIC SHIPPING BAGS ONLY AFTER INTERIOR WORK IS COMPLETE, AND CLEAN ALL SURFACES WITH CLEAN DRY CHEESE CLOTH.									
E. MOUNTING HEIGHTS INDICATED ARE TO THE BOTTOM OF THE LUMINAIRE, UNLESS OTHERWISE NOTED.									
F. PRODUCTS: PROVIDE PRODUCTS INDICATED ON DRAWINGS AND SCHEDULES. WHERE MULTIPLE MANUFACTURER SERIES/MODEL NUMBERS ARE LISTED FOR A SINGLE LUMINAIRE, PROVIDE ONE OF THOSE LISTED, WHERE A SPECIFIC MANUFACTURER SERIES/MODEL NUMBER IS LISTED AS BASIS OF DESIGN, AND WHERE IT IS STATED THAT EQUIVALENTS WILL BE CONSIDERED, ANY PROPOSED NON-LISTED LUMINAIRES ARE SUBJECT TO REVIEW BY DESIGN PROFESSIONAL(S). SUBMITTALS FOR WHICH SHALL BE FURNISHED AT LEAST 10 DAYS PRIOR TO BID DATE OR THEY WILL NOT BE CONSIDERED. THESE PRE-BID SUBMITTALS SHALL CLEARLY STATE EXACTLY WHAT IS BEING PROPOSED AND SHALL DEMONSTRATE COMPLIANT EQUIVALENCY. SIMILAR REQUESTS FOR PROPOSED SUBSTITUTIONS MAY BE MADE ONLY AFTER BIDS ARE RECEIVED, AND ONLY IF OWNER CHOOSES TO CONSIDER SUBSTITUTION REQUEST(S). DESIGN PROFESSIONAL(S) AND OWNER RESERVE THE RIGHT TO REJECT ALL PRODUCTS THAT ARE NOT DEEMED TO BE FULLY EQUIVALENT TO THE BASIS-OF-DESIGN LISTING(S). SUBMIT ALL REQUESTS AND QUESTIONS THROUGH THE FORMALLY-ESTABLISHED BIDDING PROCESS, NOT DIRECTLY TO ENGINEER.									
TYPE	DESCRIPTION	MANUFACTURER / SERIES	HOUSING / MOUNTING	MATERIAL	LAMP QTY	LAMP TYPE	COMMENTS	FIXTURE LOAD	VOLTAGE
LC1	EXTERIOR FLOOD LIGHT	AAA LIGHTING - NBL SERIES	SEE ARCHITECTURAL DETAILS FOR MOUNTING REQUIREMENTS AT PAY AREA AND VACUUM BAYS.	ALUMINUM	1	LED, 4000K, 13000 LUMENS	WET LISTED.	100 VA	277 V
P1	AREA LIGHTING POLE	TBD - POLE AND FINISH TO BE SELECTED BY ARCHITECT	BASE				WET LISTED	0 VA	0 V
SP1	AREA LIGHTING LUMINAIRE	U.S. ARCHITECTURAL LIGHTING RZR-M-LED-IV-FT-24LED-S25MA-CW-HS	POLE	CAST BLACK PAINTED FINISHED METAL HOUSING	1	LED 4000K	WET LISTED	42 VA	277 V
SP2	AREA LIGHTING LUMINAIRE	U.S. ARCHITECTURAL LIGHTING RZR-M-LED-II-24LED-S25MA-CW-HS	POLE	CAST BLACK PAINTED FINISHED METAL HOUSING	1	LED 4000K	WET LISTED	42 VA	277 V
WD	LED WEDGE WALL MOUNT LIGHT	LITHONIA WDQ2 LED P2 40K 700RI 171M E10WH	SURFACE WALL - MOUNT AT 11FT	ALUMINUM	1	LED, 4000K, 70 CRI	WET LISTED, INTEGRAL PHOTOCELL, PROVIDE 90 MIN BATTERY BACK UP.	23 VA	277 V

ELECTRIC LUMINAIRE POLE SCHEDULE

ALL FIELDS LEFT BLANK IN THE SCHEDULE BELOW ARE TBD BY POLE MANUFACTURER. MANUFACTURER IS RESPONSIBLE FOR PERFORMING CALCULATIONS AND FURNISHING A POLE THAT MEETS EPA REQUIREMENTS FOR THE PROJECT LOCATION AND THE SELECTED POLE MOUNTED LUMINAIRES. REFER TO SITE LIGHTING ITEMS THAT MAY BE INSTALLED ON POLE, SUCH AS SECURITY EQUIPMENT, AND ACCOUNT FOR THIS IN THE CALCULATIONS.									
TYPE	DESCRIPTION	MANUFACTURER / SERIES	MATERIAL	SIZE	GAUGE	HEIGHT	EPA	MOUNTING	ACCESSORIES
P1	POLE	TBD				17' - 6"	MINIMUM 0.5 AT 106 WIND SPEED	POLE BASE	

RAZAR SERIES-LED

WALLMOUNT

CAST ALUMINUM ARM AND WALL BRACKET ASSEMBLY PROVIDED WITH BUILT IN GASKETED WIRE ACCESS FOR FIXTURE/SUPPLY WIRE CONNECTION.

PLED® MODULES

RZR-G P.A. = 0.76
Available in:
120 LED Module Max

RZR P.A. = 0.67
Available in:
80 LED Module Max

RZM P.A. = 0.45
Available in:
48 LED Module Max

WALL PLATE

POLE DRILLING TEMPLATE

ILLUMINANCE RESULTS					
Calculation Points Name	Average	Maximum	Minimum	Avg/Min	Max/Min
PAY STATION	37.1 fc	56.8 fc	23.2 fc	1.6	2.4
VACUUM CANOPY	14.6 fc	50.0 fc	3.7 fc	4.0	13.6
PARKING AND DRIVER AISLE	2.4 fc	6.8 fc	0.6 fc	3.9	11.4
BOUNDARY	0.2 fc	1.7 fc	0.0 fc	78214.4	

KEYED NOTES:

- PROVIDE 1" MINIMUM SCHEDULE 40 ELECTRICAL PVC CONDUIT, BACKFILL WITH EXCAVATED OR BORROWED MATERIAL. MATERIAL SHALL BE FREE OF ROCKS 1" DIAMETER AND LARGER. COMPACT TO 80% IN MAX 8" LIFTS OF LOOSE SOIL.
- PROVIDE 3000# CONCRETE BASE (CLASS A FORMED SURFACE WHERE EXPOSED).
- GROUND LUG IN BASE BOLTED TO BASE PLATE WITH MIN. #6 AWG SOLID COPPER CONDUCTOR.
- BASE COVER OVER GALVANIZED STEEL WASHERS, NUTS & LOCKNUTS.
- GROUND CLAMP, IRREVERSIBLE SPLICE.
- 1/2" SCHEDULE 40 ELECTRICAL PVC FOR GROUND WIRE.
- PROVIDE MINIMUM OF FOUR ANCHOR BOLTS, GALVANIZED STEEL.
- PROVIDE #4 TIE LOOPS AT 3" FROM TOP AND BOTTOM AND +/- 12" C/C BETWEEN LOOPS.
- (6) #6 VERTICAL REBARS - TIE VERTICAL BARS TO THE LOOPS.
- FOR BASES FLUSH WITH PAVEMENT, DO NOT PROVIDE CHAMFER. SEAL THE PERIMETER OF THE BASE TOP INSTEAD.
- PROVIDE 24" MINIMUM RADIUS, EXTEND 3/4" MAXIMUM ABOVE FOUNDATION WITH NUMBER OF CONDUITS AS NEEDED, 1" MIN.
- PROVIDE DIAMETER BOLT GIRCLE PER LUMINAIRE MANUFACTURER.
- "X" AND "Y" DIMENSIONS ARE MINIMUM LENGTHS FROM THIS LINE, WHERE GRADE OR PAVEMENT IS SLOPED, "Y" IS FROM THE LOW SIDE OF THE SLOPE AND "X" IS FROM THE HIGH SIDE OF THE SLOPE.
- PROVIDE ROUND CONCRETE BASE.
- PROVIDE REBAR CAGE.
- PROVIDE 5/8" X 10' GROUND ROD.

SECTION VIEW

PLAN VIEW

265100.00-08 - LIGHT POLE BASE DETAIL - ROUND

SCALE: NONE

POLE BASE DIMENSIONS

POLE TYPE	"X"	"Y"	"Z"
P1	30"	BELOW	24"

POLE HEIGHT "Y" VALUE

POLE HEIGHT	"Y" VALUE
< 13'-0"	4'-0"
13'-0" - 20'-0"	5'-0"
21'-0" - 30'-0"	6'-0"
31'-0" - 40'-0"	8'-0"

ARCHITECT

reztark

REZTARK DESIGN STUDIO, LLC
601 MAIN STREET, SUITE 200
CINCINNATI, OH 45202
513.233.3333

PROJECT



TIDAL WAVE AUTO SPA
1335 WILDWOOD DRIVE
STEVENS POINT, WI

CLIENT

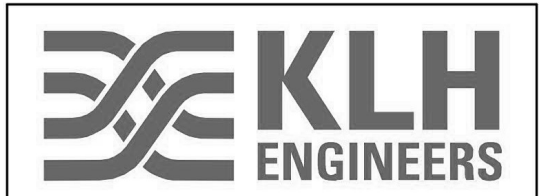
NEW POTATO CREEK HOLDINGS, LLC
124 E. THOMPSON STREET
TOMASTON, GA 30286

CONSULTANT

STRUCTURAL
THORSON BAKER + ASSOCIATES
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CINCINNATI, OH 45202
513.979.8200

M.E.P.
KOHRS LONNEMANN HEIL ENGINEERS, INC.
1538 ALEXANDRIA PIKE, SUITE 11
FORT THOMAS, KY 41075
(859) 442-8050

CIVIL
WOOLPERT (UNDER SEPARATE OWNER CONTRACT)
1815 SOUTH MEYERS ROAD, SUITE 950
OAKBROOK TERRACE, IL 60181
630.663.6344



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800-354-9783
859-442-8050
859-442-8058 FAX
LEXINGTON, KENTUCKY
LOUISVILLE, KENTUCKY
COLUMBUS, OHIO

SEAL

PROJECT REVISIONS

ISSUED: 04/25/2023

REVISED:

DATE

DESCRIPTION

PROJECT INFORMATION

TIDAL WAVE
AUTO SPA

ADDRESS: 1305 WILDWOOD DRIVE
STEVENS POINT, WI

PROJ. NO.: N146DS

DRAWN BY: JUL

CHECKED BY: LGF

SHEET SIZE: 30" x 42"

SHEET TITLE & NUMBER

ELECTRIC SITE
PHOTOMETRIC PLAN

E103

MEMO



To: Adam Kuhn
Associate Planner/Zoning Administrator
City of Stevens Point

From: CAGE Civil Engineering

Date: May 23, 2023

Re: Tidal Wave Auto Spa – Stevens Point, WI - Traffic Discussion

The purpose of this memo is to discuss traffic impacts as a result of the proposed Tidal Wave Auto Spa project, located at 1305 Wildwood Drive in Stevens Point, WI. The proposed project will consist of a 4,778 sf ground up car wash with associated accessory structures, parking lot, vacuum stalls and utility infrastructure.

During the Development Review Meeting for this project held on 5/18/23, the city requested some additional information regarding traffic volumes and anticipated queuing for the car wash. Below is an analysis of the anticipated traffic volumes in the proposed condition

Trip Generation:

Trips were generated for this site based on information from the 10th Edition of the Trip Generation Manual distributed by the Institute of Transportation Engineers (ITE). Table 1 shows trip generation calculations for the proposed development which was analyzed as an “Automated Car Wash” ITE Site Code 948.

TABLE 1: Trip Generation
ITE Site Code 815 (Free-Standing Discount Store)

Time Period	Density (1000 SF)	Average Rate	Trips	% In	% Out	Trips In	Trips Out
4PM – 6PM Peak Hour	4.78	14.20	68	50%	50%	34	34
PM Peak Hour	4.78	11.66	56	50%	50%	28	28
Saturday Peak Hour	4.78	30.40	145	50%	50%	73	73

Please see attached Exhibits taken from the ITE Trip Generation Manual 10th Edition for reference.

Per the Trip Generation Analysis, the absolute peak is 73 trips into the car wash. Tidal Wave Auto Spas are designed to handle a volume of 100 cars per hour with 3 attendants onsite helping customers navigate selecting a car wash and moving through the process in an efficient manner. Therefore, even at the absolute peak, the system should easily accommodate this volume. Tidal Wave typically sees a maximum of 8 stacking spots. With two lanes, the entry drive can accommodate 8 cars before the pay station and an additional two



before the wash tunnel. While there may be some temporary spilling onto Wildwood Drive in a high peak scenario, the rate of 100 cars per hour should mitigate this very quickly.

In our professional opinion based on the anticipated volume of traffic generated by the Tidal Wave Auto Spa car wash, there will be minimal impact to the existing roadway network. The site generates 73 peak hour trips into the facility in the worst-case scenario with a typical service rate of 100 cars per hour by design.



ITE EXHIBITS

Automated Car Wash (948)

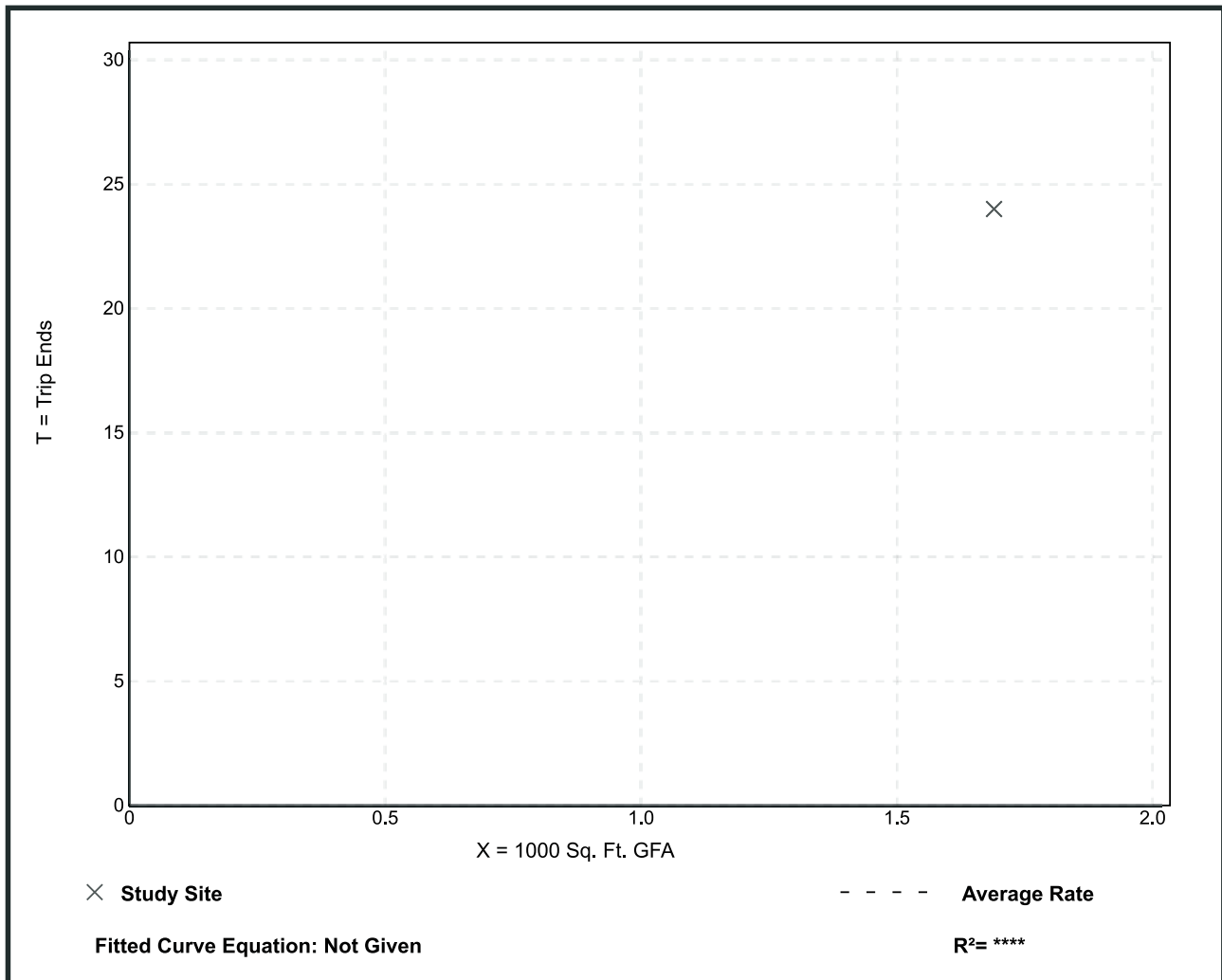
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 1
 1000 Sq. Ft. GFA: 2
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
14.20	14.20 - 14.20	*

Data Plot and Equation

Caution – Small Sample Size



Automated Car Wash (948)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
PM Peak Hour of Generator

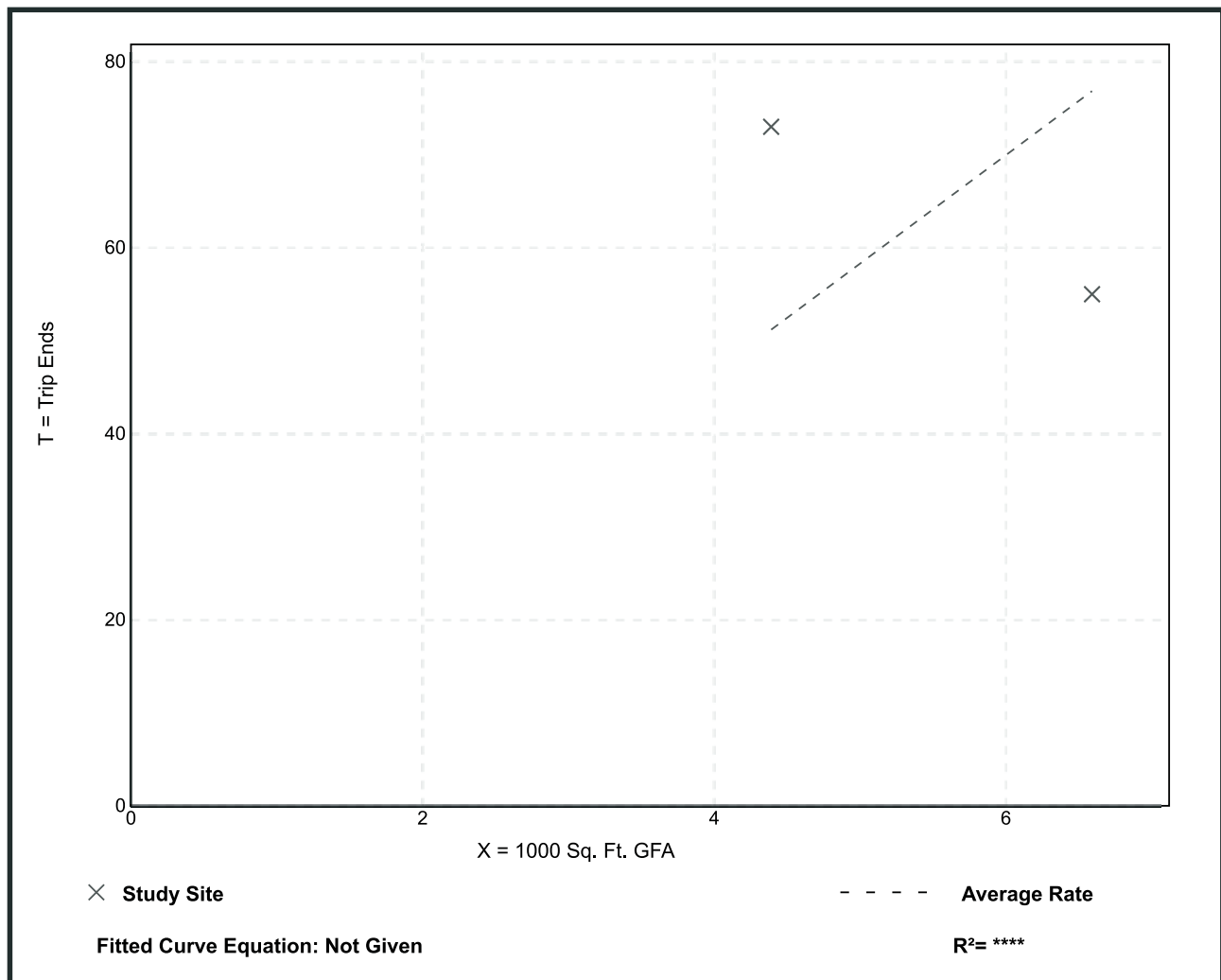
Setting/Location: General Urban/Suburban
Number of Studies: 2
1000 Sq. Ft. GFA: 5
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
11.66	8.35 - 16.63	*

Data Plot and Equation

Caution – Small Sample Size



Automated Car Wash (948)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Saturday, Peak Hour of Generator

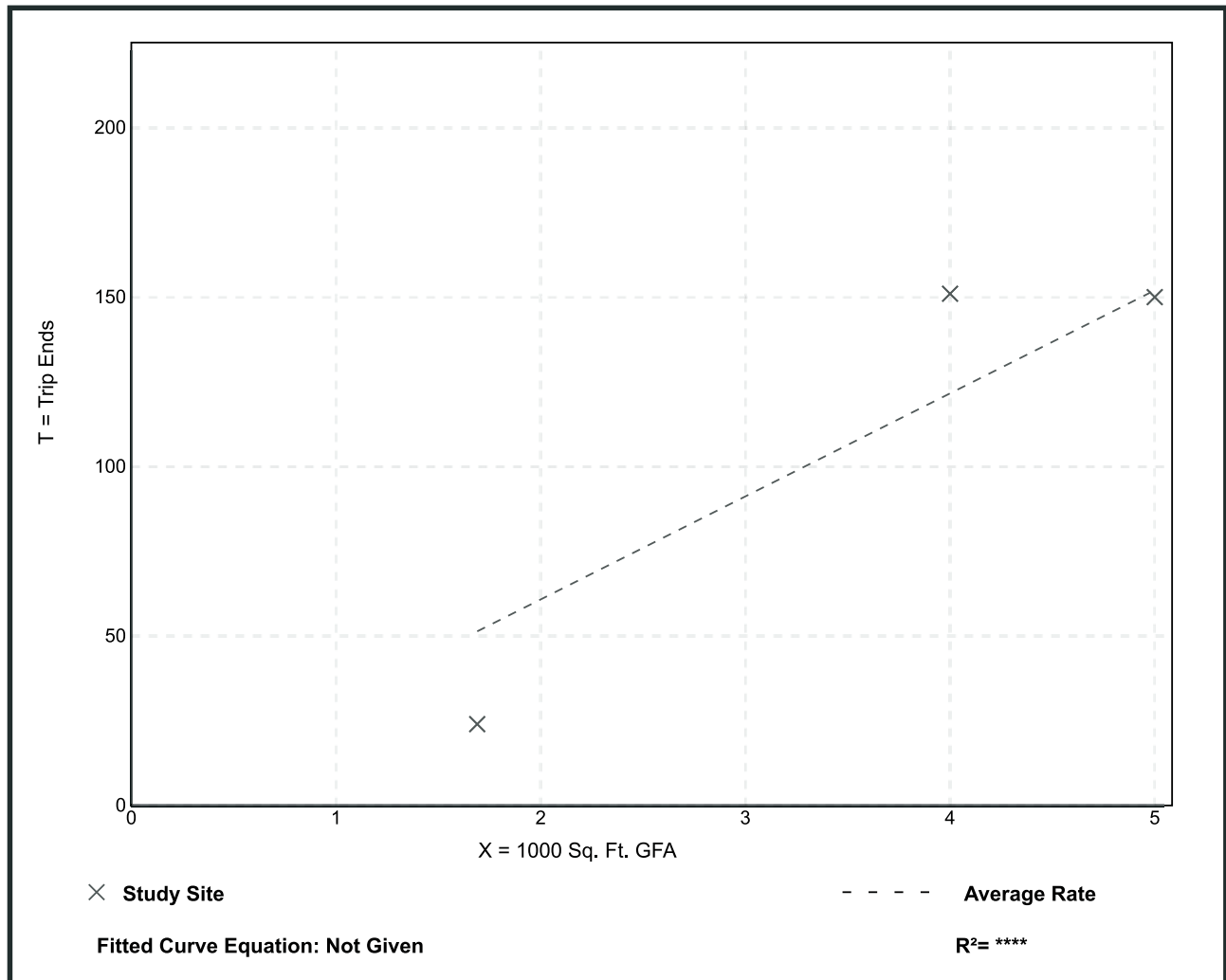
Setting/Location: General Urban/Suburban
Number of Studies: 3
1000 Sq. Ft. GFA: 4
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
30.40	14.20 - 37.75	35.54

Data Plot and Equation

Caution – Small Sample Size





To: Park Commission, Plan Commission and Common Council

From: Dan Kremer, Director of Parks, Recreation and Forestry

Date: May 31, 2023

Subject: Property Exchange – Second Street North

In May of 2023, the city, Green Circle Trail Committee (GCT) and Happy Trails Fund partnered to purchase a .43-acre parcel along Second Street North across the street from the sculpture park. This purchase was 100% funded by the two volunteer committees in exchange for the city performing the purchase and becoming the land owner for a future trail development on it. The memo and grant agreement from that acquisition are included for reference. That sale closes on June 2.

The Second Street property purchase was phase one of a multiple phase plan by the GCT to develop a route for the GCT on the northwest corner of the city to be off road and avoid Second Street, Dubai Avenue and Old Wausau Road. The second phase of property exchange is what this memo is being provided for. While the volunteers and city staff were coordinating with purchase of the parcel on the west side of Second Street, we were able to reach an agreement with the owners of Putt N' Play for a land exchange opportunity which creates a direct connection for the GCT to cross Second Street in a straight line. While this crossing and trail reroute is likely several years in the future, these two property opportunities make the entire trail plan and connection possible for the future.

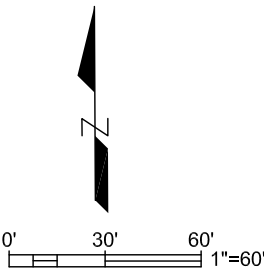
City staff and a few key volunteers from the GCT and Happy Trails Fund are asking the city to approve exchanging OUTLOT 3 for OUTLOT 1 on the east side of Second Street North. The proposed CSM which shows those outlets is included with this memo.

LEGEND

- 3/4" X 18" IRON REBAR SET-1.5#/FT.
- 1 1/4" X 18" IRON REBAR SET-4.3#/FT.
- ⊕ GOVERNMENT CORNER OF RECORD
- () PREVIOUSLY RECORDED AS

CERTIFIED SURVEY MAP

BEING ALL OF LOT 2.1 OF PORTAGE COUNTY CERTIFIED SURVEY MAP NUMBER 3100-11-58, AND PART OF LOT 1 OF PORTAGE COUNTY CERTIFIED SURVEY MAP NUMBER 1361-5-119, LOCATED IN THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER, AND THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 20, TOWNSHIP 24 NORTH, RANGE 8 EAST, CITY OF STEVENS POINT, PORTAGE COUNTY, WISCONSIN.



PRELIMINARY

NOTES

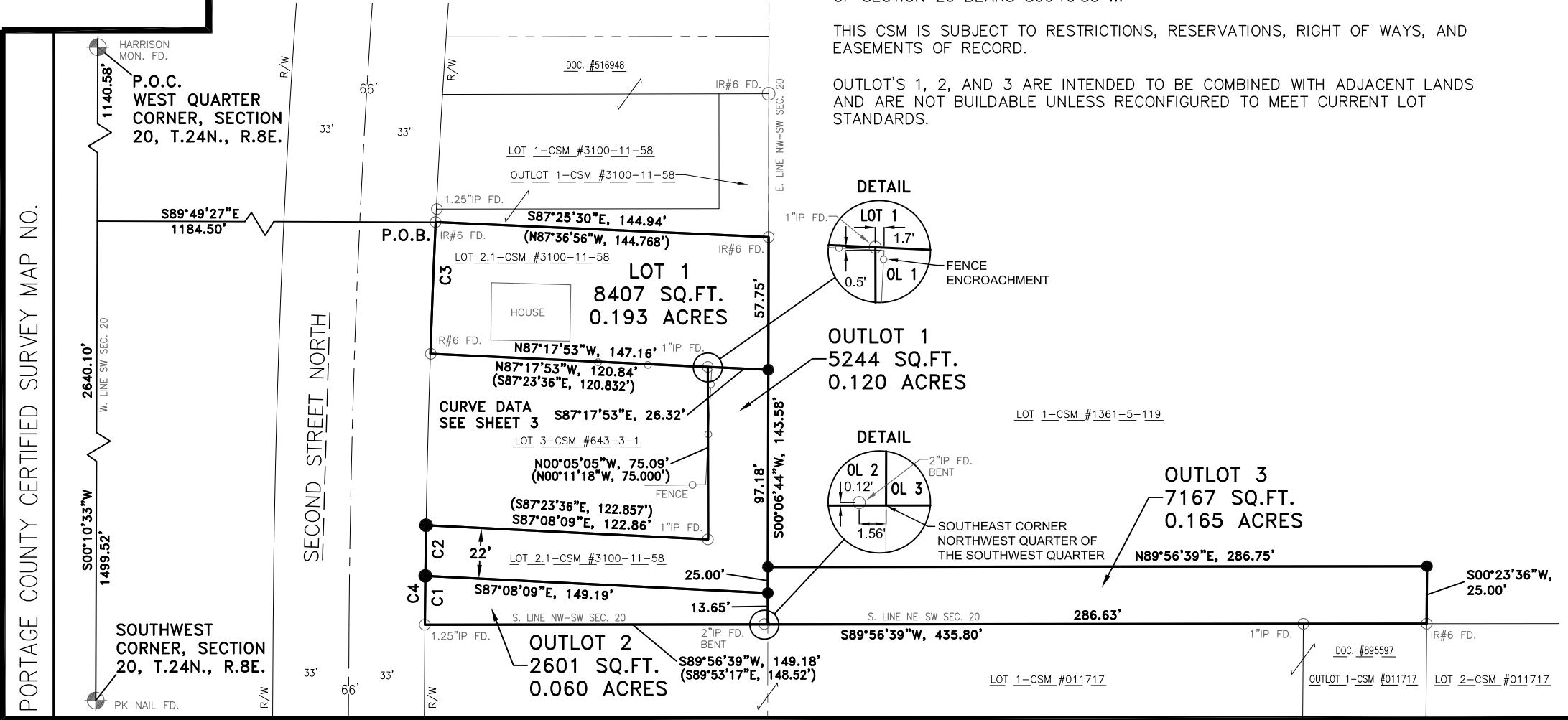
THIS INSTRUMENT WAS DRAFTED BY PATRICK J. FUEHRER.

THE BEARINGS HEREIN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM-PORTAGE COUNTY-NAD 83. THE WEST LINE OF THE SOUTHWEST QUARTER OF SECTION 20 BEARS S00°10'33"W.

THIS CSM IS SUBJECT TO RESTRICTIONS, RESERVATIONS, RIGHT OF WAYS, AND EASEMENTS OF RECORD.

OUTLOT'S 1, 2, AND 3 ARE INTENDED TO BE COMBINED WITH ADJACENT LANDS AND ARE NOT BUILDABLE UNLESS RECONFIGURED TO MEET CURRENT LOT STANDARDS.

SHEET 1 OF 3 SHEETS



SURVEYOR'S CERTIFICATE

I Patrick J. Fuehrer, Professional Land Surveyor, do hereby certify:

That I have surveyed, divided, and mapped the land described and represented by this Certified Survey Map, being all of Lot 2.1 of Portage County Certified Survey Map Number 3100-11-58, and part of Lot 1 of Portage County Certified Survey Map Number 1361-5-119, located in the Northwest Quarter of the Southwest Quarter, and the Northeast Quarter of the Southwest Quarter of Section 20, Township 24 North, Range 8 East, City of Stevens Point, Portage County, Wisconsin.

Commencing at the west quarter corner of said Section 20; thence South 00 degrees 10 minutes 33 seconds West along the west line of the Southwest Quarter of said Section 20 a distance of 1,140.58 feet; thence South 89 degrees 49 minutes 27 seconds East 1,184.50 feet to the east right of way line of Second Street North, the northwest corner of said Lot 2.1, and the point of beginning; thence South 87 degrees 25 minutes 30 seconds East along the north line of said Lot 2.1 a distance of 144.94 feet to the northeast corner of said Lot 2.1 and the east line of the Northwest Quarter of the Southwest Quarter of said Section 20; thence South 00 degrees 06 minutes 44 seconds West along said east line and the east line of said Lot 2.1 a distance of 143.58 feet; thence North 89 degrees 56 minutes 39 seconds East 286.75 feet; thence South 00 degrees 23 minutes 36 seconds West 25.00 feet to the northeast corner of Outlot 1 of Portage County Certified Survey Map Number 011717; thence South 89 degrees 56 minutes 39 seconds West along the north line of said Outlot 1 and the north line of Lot 1 of said Portage County Certified Survey Map Number 011717 to the southeast corner of said Lot 2.1 and the southeast corner of said Northwest Quarter of the Southwest Quarter of Section 20; thence continuing South 89 degrees 56 minutes 39 seconds West along said north line of Lot 1 a distance of 149.18 feet to the east right of way line of said Second Street North; thence northeasterly along said east right of way line 43.26 feet along the arc of a 4,385.76 foot radius curve, not tangent with the last described course, center to the east, the chord bears North 00 degrees 40 minutes 39 seconds East 43.31 feet to the southwest corner of Lot 3 of Portage County Certified Survey Map Number 643-3-1; thence South 87 degrees 08 minutes 09 seconds East along the south line of said Lot 3 a distance of 122.86 feet to the southeast corner of said Lot 3; thence North 00 degrees 05 minutes 05 seconds West along the east line of said Lot 3 a distance of 75.09 feet to the northeast corner of said Lot 3; thence North 87 degrees 17 minutes 53 seconds West along the north line of said Lot 3 a distance of 120.84 feet to said east right of way line of Second Street North; thence northeasterly along said east right of way line 57.38 feet along the arc of a 4,385.76 foot radius curve, not tangent with the last described course, center to the east, the chord bears North 02 degrees 18 minutes 38 seconds East 57.38 feet to the point of beginning and there terminating.

Subject to restrictions, reservations, right of ways, and easements of record.

That I have made such survey, and map at the direction of The City of Stevens Point. That such map is a correct representation of all the exterior boundaries of the land surveyed. That I have fully complied with the provisions of Chapter 236.34 of the Wisconsin Statutes, and local ordinances of the City of Stevens Point, in surveying and mapping the same.

PRELIMINARY

Dated: _____, 2023

Patrick J. Fuehrer, PLS No. 2973

CURVE DATA

CURVE NO.	ARC LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD LENGTH	TANGENT BEARING	TANGENT BEARING
C1	21.25'	4385.76'	00°16'39"	S00°32'02"W	21.25'	S00°40'21"W	S00°23'42"W
C2	22.01'	4385.76'	00°17'15"	S00°48'59"W	22.01'	S00°57'37"W	S00°40'21"W
C3	(57.005') 57.38'	4385.76'	(00°44'41") 00°44'58"	(N02°13'12.5"E) N02°18'38"E	(57.005') 57.38'	S02°41'07"W	S01°56'09"W
C4	(43.397') 43.26'	4385.76'	(00°34'01") 00°33'55"	(N00°35'07.5"E) N00°40'39"E	(43.397') 43.31'	S00°57'37"W	S00°23'42"W

CITY OF STEVENS POINT ACCEPTANCE CERTIFICATE

There are no objections to the Certified Survey Map with respect to Chapter 20 of the Subdivision Control Ordinance of the City of Stevens Point, and Amendments thereto.

Certified this ____ day of _____, 2023.

Community Development Departament

PRELIMINARY



MEMORANDUM

To: City Plan Commission

From: Adam Kuhn, AICP
Associate Planner / Zoning Administrator

Date: June 5, 2023

RE: Discussion on the City's Home Occupation Ordinance

Background: After the U.S. Supreme Court ruling in *Euclid v. Ambler Realty*, formally acknowledging zoning as a valid form of police power, municipal zoning codes have carefully crafted language to allow for small-scale commercial operations to take place within one's home. A home occupation, generally defined, is the use of a dwelling or accessory building for a specific commercial activity.

The City's Zoning Code, like other municipal zoning ordinances, provide a deliberate differentiation between home-based businesses and professional offices. Examples of home-based businesses include baking, dressmaking and telephone service occupations. Examples of professional offices include spaces for accountants, architects, interior designers, dentists and photographers. Although communities see examples of both home-based businesses and professional offices, the last five years have seen a significant increase in the quantity of professional offices. The overhead costs to operate a commercial office space, along with the aftermath of the COVID-19 pandemic, has resulted in an increase in professional offices occupying space within a home.

Since the current iteration of the City's Zoning Code was adopted in 1979, the following regulations have applied for operating a home-based business:

HOME OCCUPATION/PROFESSIONAL OFFICE - is any occupation or profession carried on by a member of the immediate family residing on the premises provided that such occupation is incidental to the use of the premises for residential purposes and does not affect any substantial change in the external

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arrangement of the building or in the character of the neighborhood; no substantial amount of stock in trade is kept of commodities sold; no more than one person beyond the immediate family may be employed in said home occupation. A professional person may use his residence for consultation, emergency treatment, or performance of religious profession. Home occupations are not permitted which involve the presence of any kind of animal, rodent, or aquatic life on the premises as an essential part of such home occupation.

Stated differently, the requirements to operate a home-based business is as follows:

1. The person who carries out the home-based business must reside on the premise.
2. The residential use of the property must be primary, and the commercial use must be "incidental" to that residential use.
3. The building cannot be modified externally to accommodate the commercial use.
4. The commercial use cannot induce significant traffic, noise, dust, etc., over and above that is already present in the neighborhood.
5. Only a reasonable amount of stock for a business being run out of a household is on site at any given time. Entire rooms filled with goods for sale, garages stocked full of boxes of goods, or goods cluttering spaces otherwise used for residential purposes are not allowed.
6. One may employ only one person other than immediate family members who reside on the property to work at the residential property.
7. Businesses where animals, rodents or aquatic life are essential to its operation are not permitted.

Administering the above home occupation definition does come with challenges. Terms used within the definition, such as 'incidental' and 'substantial,' provides a degree of subjectivity that makes it challenging to uniformly apply it given the wide degree of home-based businesses that exist. Truth be told, I have had prospective home-based businesses choose not to operate within city limits due to how subjective the City's ordinance is, and the fear that future City staff could administer the ordinance differently.

Based on these past conversations with prospective home-based business owners, along with lived experiences in administering the City's home occupation ordinance, Alder Shorr and I have been working on producing a draft update to this ordinance. In re-writing the home occupation ordinance, three items were taken into account:

1. Reduce the level of subjectivity by providing more objective standards.
2. Tailor the ordinance in a way that is welcoming for future home-based businesses to operate in the city. Start-up businesses, generally speaking, do not have the cash flow to afford a commercial space to operate their business. The City should be looking at ways to promote business and entrepreneurial growth from the ground up – from the basement of a home to a standalone commercial establishment.
3. Ensure that home-based businesses operate in a way that retains the primary, intended residential character of the area. Small business growth is something that all communities strive for, but land use policies need to be in place to

mitigate and/or eliminate negative characteristics (e.g., heavy traffic, noxious smells, etc.) that may occur within a defined residential neighborhood. For example, the City's current home occupation ordinance would not prohibit a small-scale chemical manufacturing establishment to operate within the basement of a home. Not only does that type of use cause concerns for homes located within the City's Groundwater Protection Districts, but it can incite increased nuisance effects and a higher intensity of activity compared to uses allowed within residential zoning districts.

For the sake of this conversation, it is important to note that the term 'professional office' is separated from the definition of 'home occupation.' Professional offices have increased in popularity over the last few years, especially with the rise in work from home practices in a post-COVID-19 workplace. Professional offices would not be subject to the regulations within the attached draft ordinance.

The purpose of this agenda item is to discuss the attached draft ordinance, addressing components that work well and areas that should be further refined. Please be prepared to provide feedback during the meeting.

If you have any questions in the interim, please feel free to contact me.

Ch. 23.01 (17) Home Occupations

- a) Definition. A home occupation shall be any business or commercial activity that is conducted within a dwelling unit.
- b) Purpose and intent.
 - 1) The purpose of this section is to establish requirements for the operation of home-based occupations, businesses, professions and trades within residential dwellings in a manner that is:
 - a) Accessory and subordinate to the primary residential use of the property;
 - b) Conducted in a manner that is compatible with the residential premise; and
 - c) Not detrimental to the residential character, appearance and livability of surrounding properties within which such uses and activities are conducted.
 - 2) For residential dwellings located in commercial and industrial zoning districts, the provisions of this section shall apply only to the extent that such occupations or businesses are accessory uses and are not a principal or conditional use that may be allowed in those zoning districts.
- c) General requirements. All home occupations shall comply with all of the following requirements:
 - 1) Prohibited home occupations. The following uses are prohibited as part of a home occupation:
 - a) Any occupation involving the purchase and resale, exchange, production, refinement, packaging or handling of explosives, or hazardous materials or substances, as defined pursuant to the Comprehensive Environmental Response Compensation and Liability Act.
 - b) Adult businesses
 - c) Dance or night clubs
 - d) Gun or ammunition sales
 - e) Mini-storage
 - f) The storage of equipment, materials and other accessories for the construction or service trades
 - g) The service, repair, or painting of any motorized vehicle including, but not limited to, motor vehicles, trailers, boats, personal watercraft, recreation vehicles and snowmobiles.
 - h) Welding or machining
 - i) Automobile sales, excluding the sale of the residents' personal vehicle(s).

- j) Animal grooming, boarding and care.
 - k) Limousine, taxi and bus services.
 - l) Automotive towing and wrecking services.
 - m) Dispatch centers
 - n) Medical and dental offices, clinics and laboratories (not including counselors, psychotherapists and licensed massage therapists)
 - o) For dwellings located within the Groundwater Protection Zones A, B and C, no use listed as 'prohibited' within their respective groundwater protection zone is allowed as a home occupation.
- 2) The owner or proprietor of a home occupation shall permanently reside in the dwelling from which the home occupation is being conducted.
 - 3) No more than one employee who does not permanently reside in the dwelling from which the home occupation is being conducted may be employed in said home occupation. For the purpose of this section, 'employee' shall refer to a person receiving payment from the owner or proprietor of a home occupation in exchange for services being provided, or the offering of free services in the operation of a home occupation.
 - 4) Signage is permitted on the property in accordance with Chapter 25, Sign Ordinance of the City of Stevens Point.
 - 5) The residential dwelling shall remain in character and appearance that is typical and customary for dwellings located in the zoning district within which the home occupation is located. Alterations that make the dwelling, building and/or site appear or function similar to a commercial operation are prohibited. Prohibited alterations include, but are not limited to, a second kitchen, special equipment or additional furnishings that are not typical for residential use, additional plumbing, cooling and heating fixtures, and commercial-like exterior lighting.
 - 6) Exterior entryways separate from entryways that serves the dwelling shall not be created and/or provided solely for the operation of the home occupation.
 - 7) There shall be no exterior evidence of the conduct of a home occupation, including storage of business equipment, materials, merchandise, inventory and heavy equipment.
 - 8) There shall be no use of mechanical equipment that is not recognized as being part of a residential household or for hobby uses. For the purpose of this section, 'hobby' is defined as an activity or interest pursued primarily for

pleasure, which may incur a profit provided that the operator does not depend on said profit for their livelihood.

- 9) The home occupation shall not result in a public nuisance as defined in Chapter 21.15(1) of the City of Stevens Point Revised Municipal Code. Examples of a public nuisance include, but are not limited to, noise, smoke, dust, odor, heat, glare or electronic disturbance.
- 10) There shall be no commodities sold or services rendered that require receipt and delivery of merchandise, goods or equipment by other than passenger motor vehicle or by the United States Mail Service. The delivery of goods not more than twice weekly via UPS, FedEx and similar delivery services that utilize vehicles not exceeding 2 1/2 tons in capacity shall be permitted.
- 11) The home occupation shall not involve the use of commercial vehicles for the delivery of materials to or from the premise other than one vehicle, not to exceed three-quarter-ton capacity, that is owned and operated by the permanent occupant of the dwelling.
- 12) The total floor space utilized by the home occupation shall need exceed 25% of the habitable floor area of the dwelling unit as outlined in SPS 320.02(1)(cs)(2)(b).
- 13) No more than four visitors at any given time, on the premise for the sole purpose of the home occupation, is permitted. This provision shall not apply for in-home day care uses.
- 14) Persons with disabilities recognized under the Americans with Disabilities Act and related state laws may be accommodated by special exception to the City Plan Commission. The applicant may request waiving of one or more, or a portion thereof, of the requirements of this section. The special request may be granted by the Plan Commission after a Class II Public Hearing. In reviewing the request, the Plan Commission may grant a waiver if the applicant's physical disability prevents the applicant from conducting a home occupation within the requirements of this section and granting such a waiver is not an unduly burdensome on the City, the neighborhood, or its residents.

Stevens Point Comprehensive Plan - 2023 Update

Goerke-Washington Neighborhood - DRAFT

Neighborhood Profile

- Physical Boundaries
 - The Goerke / Washington neighborhood of Stevens Point is bound by several arterial roads and environmental features. Business 51 creates an artificial western border, Main Street creates an artificial southern border, I-39 and the Plover River make up the eastern border, and Schmeekle Reserve and Northpoint Drive make up the northern border. A full map of the Goerke / Washington Neighborhood is included below.
 - The Goerke / Washington neighborhood includes the Old Main Neighborhood Association, a group of residents working to enhance the community around the University of Wisconsin - Stevens Point campus. They do not have explicit boundaries, but are most active in the southwestern section of Goerke-Washington.
- Natural Environment
 - Land to the east of Wilshire Boulevard and south of Stanley Street are within Groundwater Protection Zone B. Careful consideration shall be given to heavy urban development in this portion of the neighborhood. Land at the eastern border of the neighborhood lies within the floodplain of the Plover River, further limiting development in this region. Possible wetlands follow the original Moses Creek corridor, diagonally from the neighborhood's northeast corner to the neighborhood's southwest corner.
- Demographics (2022 Data)
 - Neighborhood level demographics were gathered through Esri's Business Analyst tool, which compiles data from the 2010 and 2020 census and estimates values for the current year and five years into the future. For a full list of demographic data pulled for this neighborhood, please see Appendix A.
 - Total Population in 2022: 6,821
 - Population 18+: 6,313
 - Total Households: 1,950
 - Median Household Income: \$43,277
 - Households earning <\$15,000: 321
 - Average Household Size: 2.16
 - Median Age: 23.2
- Community Engagement Process
 - Comprehensive Plan updates began with a community-wide survey in 2022. ##### Goerke-Washington residents completed the survey, and those survey responses were compiled and used to facilitate a planning and visioning workshop in September and walking tour in November of 2022. Information gained from these workshops and survey were used to draft the forthcoming goals, objectives, and policies of this comprehensive plan which have been revised by residents at ongoing neighborhood meetings.
 - In addition to the goals outlined below, it's worth noting themes of comments given by community members. Many residents referred to Goerke-Washington as already perfect given its natural attributes and peaceful environment. A level of divisiveness

exists - some residents also see this peacefulness as “spiritless,” requesting for change and fear that younger generations will continue to go unheard, while others request less top-down change from the Common Council. The following goals, objectives, and policies were gathered from residents and will be executed by both residents and city staff, encouraging growth for residents while resolving concerns of top-down change.

Housing

As of 2022, 2,073 housing units exist in the Goerke-Washington neighborhood. Of those, 1,078 are owner-occupied, 871 are renter-occupied, and 122 are vacant. Most of the Goerke-Washington follows a traditional neighborhood development pattern, with single and two-family homes in the core and some multi-family housing developments near Schmeekle Reserve and in the northeast corner of the neighborhood: currently, there are 1099 properties used as single family homes, 61 as two-family, 37 as multi-family, 35 as condominiums, and 65 as rooming houses.

Esri estimates the Housing Affordability Index for this neighborhood to be 94, indicating that housing is somewhat less than affordable for the average area resident.¹ Esri’s Wealth Index for Goerke-Washington is 61; while this data point is significantly below the national benchmark, it is uniform with the rest of the City of Stevens Point.² The housing vacancy rate for the area is 5.9%, which is favorable for maintaining housing prices, but not for decreasing prices.

Measures: Housing Affordability Index, housing units (owner-occupied, renter-occupied, vacant), ownership rate, parcel counts by zoning class.

Goal 1: Generate more housing stock in the neighborhood and increase the affordability of housing in the neighborhood.

Issues/Opportunities: While vacant land is rare in Goerke-Washington, parcels along Stanley Street, Weir Boulevard, and Regent Street are either undeveloped or ready for redevelopment that may result in more housing stock. Several of these parcels are within a Groundwater Protection Zone B, limiting their developable use and should be developed with care.

Objective 1: Utilize appropriate undeveloped lands for home construction.

¹ Esri’s Housing Affordability Index (HAI) measures the financial ability of a typical household to purchase an existing home in an area. A HAI of 100 represents an area that on average has sufficient household income to qualify for a loan on a home valued at the median home price. An index greater than 100 suggests homes are easily afforded by the average area resident. A HAI less than 100 suggests that homes are less affordable.

² Wealth, as defined by Esri, is the product of multiple financial indicators including income and net worth that contribute to the financial well-being and sustainability of a household. Esri’s wealth index represents a scale of an area’s wealth relative to the national level. An index of 100 represents wealth on par with the national average. An area with a wealth index below 100 has lower than average wealth, while an index above 100 identifies areas with above average wealth.

Policy 1: Work with Stevens Point residents and Town of Hull to make undeveloped land along Weir Boulevard and other locations available for home construction.

Several undeveloped parcels exist in the neighborhood. Community Development staff will need to be engaged with the Town of Hull and residents in order to execute development plans that best utilize these parcels for housing and other development.

Policy 2: Zone a portion of undeveloped parcels in the residential core of the neighborhood as R2-Single Family Residential District and R3-Single and Two-Family Residential District. While the home-ownership rate is below the state average, it is fairly representative of the amount of the units on parcels zoned R1-R3. A majority of undeveloped land in the residential core is appropriate for single-family housing that matches the character of the neighborhood and generates more ownership opportunity.

Objective 2: Integrate appropriate housing into the redevelopment of the commercial corridor. The Stevens Point Strategic Plan adopted in 2022 indicates the need for mixed-use development, and residents have substantively reported a need to improve the use and design of Stanley Street. Several undeveloped parcels, shown below, may be able to serve as catalytic projects.

Policy 1: Include mixed-use development in future targeted area plans for Stanley Street. Stanley Street remains the biggest opportunity to organically integrate business and appropriate housing. Mixed-use developments will allow the neighborhood to acquire more housing stock without infringing on the traditional neighborhood on the interior of Goerke-Washington.

Policy 2: Prepare undeveloped parcels along Stanley Street for development. Several of the parcels lining Stanley Street remain vacant, though privately owned. An update to the future land use map will support the directive to use these parcels for mixed-use and higher density housing.

Objective 3: Increase the amount of owner-occupied homes in the neighborhood. The entire city is below the state home-ownership rate of 68.3% of units, and Goerke-Washington is no exception at 55.3% of units owned.³ Homeownership is one method for communities to build and retain wealth and should continue to be supported. Construction of condominiums should be leveraged to generate more ownership opportunities.

Policy 1: Evaluate efficacy and marketing strategy of local, regional, and state-wide down payment assistance programs. Programs provided through Wisconsin Housing & Economic Development Authority target low-income households, which are common in this neighborhood.

³ Forecasted for 2022 by Esri for the Goerke-University-Washington Neighborhood.

Policy 2: Modify the multifamily rental conversion program to include conversion to condominiums and/or cooperatives. Properties that are divided into separate units need not be converted back to single-family design. Multi-family rental properties can be made into an ownership opportunity for multiple residents, maintaining density while increasing ownership opportunities.

Goal 2: Promote a higher variety of housing types, styles, and sizes. Recommendations include duplexes, triplexes, townhomes, live-work spaces, and higher end condos in appropriate areas.

Issues & Opportunities: Residential properties are predominantly single-family ranch homes or larger box-styled multi-family buildings. Building style is typically a result of market demand, and these style of buildings were produced en masse in from the 1970's onward. While the market demand is shifting to favor a variety of housing types and styles, development opportunities of these new styles of homes are stymied by land availability and zoning regulations. Zoning regulations are worth noting here and in the Land Use section of this chapter. As the commercial corridor (Stanley Street) continues to develop, housing types that promote a smooth gradient of higher density, mixed use buildings to lower density, single family homes, can preserve the quiet residential feeling of the neighborhood core. Condominiums are somewhat rare in Stevens Point - 184 residential condo units exist in Stevens Point, and at least 32 are being used as rentals.

Objective 1: Modify regulatory barriers to allow for a variety of housing types, styles, and sizes and create sample designs that meet code. Multiple zoning policies regulate the sizes of parcels and building characteristics that are allowed in the City. Additionally, modeling new home designs and layouts for builders and developers may stimulate construction of new styles. This option has been discussed at meetings of the Stevens Point Housing Taskforce.

Policy 1: Open communication between home builders and Community Development staff. City staff may not be aware of all barriers or market forces that impact the style of homes, including condominium development. While public comment often reaches city staff, these comments may not be reaching home builders for various reasons. As a starting point, communication should be opened with the Golden Sands Home Builders Association. Communicating more frequently with area home builders will, in theory, help identify opportunities to remove barriers to achieve housing development.

Policy 2: Evaluate and appropriately modify the zoning code to expand what types of housing are allowed, including courtyard buildings, cottage courts, and smaller single-family homes. Regulations such as lot size, minimum building size, minimum setbacks, and more may be limiting the opportunity to build smaller homes on smaller lots or to embrace creativity in home design.

Policy 3: Coordinate model home building exercises between residents and home builders and generate several pre-approved housing designs. At the April 27th, 2022 Housing Taskforce meeting, pre-approved housing designs were discussed as an option to accelerate construction of new housing styles. This project should be coordinated between residents, the Community Development Department, and several home builders.

Policy 4: Locate resources that identify and illustrate characteristics of single and multi-family housing design that allow for aging in place. Aging in place is the ability of older residents to live in their place of preference. Stevens Point continues to attract residents across the lifespan: in 2022, 10.3% of the population in the neighborhood was over the age of 65. Furthermore, building and site design to allow aging in place does not inherently limit the use of such buildings to elderly individuals and may benefit all ages. Design concepts that can improve access for older adults should be incorporated into some pre-approved housing designs that are discussed in the previous policy.

Goal 3: Increase property maintenance support and awareness of property maintenance codes for residents and landlords.

Issues/Opportunities: Property maintenance concerns are present around the University of Wisconsin - Stevens Point campus. This has been substantiated more often by local homeowners, but also by renters. In addition, different social norms between renters and homeowners and lack of code awareness often create conflict near campus. Of the 1,187 property violations reported in Stevens Point in 2022, 1,111 were unrelated to the physical status of the structure, with half of these cases (585) concerning snow removal or lawn maintenance. City staff, residents, and campus officials have laid a foundation for preventing resolving these concerns, but may need new energy and strategy.

Objective 1: Decrease the quantity of non-structural property code violations reported in the neighborhood. When code violations are reported and enforced, negative relationships can develop between residents. A strategy to increase awareness of the most commonly violated property maintenance codes and resolve violations before reporting them may also benefit owner-renter relationships.

Policy 2: Continue to educate the student population about code enforcement and landlord obligations. Over-reliance on and enforcement of rules can create tension. City staff currently execute a strategy to teach students about renting and code compliance at the annual housing fair, and this strategy should be evaluated and strengthened.

Policy 3: Work with UWSP faculty to generate more spaces for students and residents to congregate away from housing. As an alternative strategy to noise ordinance enforcement, the campus, residents, and city may benefit from more open, public gathering places on or near campus with relaxed rules or infrastructure to buffer noise.

Objective 2: Maintain and improve property maintenance enforcement. Many of the core housing concerns in neighborhoods adjacent to campus include exterior compliance problems and interior health and safety concerns. Of the 1,187 reported property violations in Stevens Point in 2022, 41 could be categorized as exterior, interior, infestation, or other violations making the property unsafe for habitation.

Policy 1: Market existing financial programs and generate complementary property repair financial mechanisms. The Community Development Department administers several grant programs and a loan program for homeowners and should be further marketed to residents and evaluated for efficacy. A new mechanism to support landlords and achieve other city-wide housing goals should be explored and created.

Policy: Include the above mechanisms in code enforcement procedure. Enforcing rules and regulations often creates conflict between residents and city staff. As new tools are created to support property maintenance, they should be included in code enforcement procedures to accelerate action and resolve conflict.

Policy: Increase use of the voluntary rental inspection program. Rental property owners should be required to participate in Stevens Point's Voluntary Rental Inspection program in order to qualify for new financial mechanisms. This program should be evaluated for effectiveness and community awareness.

Policy: Add districts within the Goerke-Washington neighborhood to the Neighborhood Improvement Program. The newly-created Neighborhood Improvement Program (NIP) will offer financial mechanisms to properties violating property codes in targeted Neighborhoods. The pilot of the NIP does not include the GUW neighborhood because of areas of higher property violations and older housing stock. GUW will be a priority neighborhood after the NIP pilot.

Intergovernmental Cooperation

The Goerke/Washington neighborhood has several areas of interest relating to intergovernmental cooperation. The neighborhood abuts the Town of Hull in the northeast corner of the neighborhood plan and shares a boundary with the Village of Park Ridge; additionally the neighborhood includes Washington Elementary School and P.J. Jacobs Junior High School, necessitating the need to address the relationship between the neighborhood and the Stevens Point Area School District. Although neighborhood specific recommendations for providing intergovernmental cooperation are unnecessary, efforts by the City of Stevens Point as a whole to ensure proper planning efforts are taken into consideration as the community and neighborhood continue to develop, especially in those areas of the Town of Hull. Steps should be taken to encourage annexation and to better define municipal boundaries throughout the neighborhood, most notably in those areas of the neighborhood near East Maria Drive and Green Avenue, where municipal jurisdiction becomes convoluted and confusing to those who reside in the area, and to ensure that other local governments are providing exceptional service to the residents of the neighborhood.

Measures: count of Town of Hull parcels interior to Stevens Point city limits, number of private well and septic systems within City of Stevens Point,

Goal 1: Work with the Town of Hull to encourage annexation of parcels in the East Maria Drive and Green Avenue area to ensure continuity of municipal boundaries.

Issues/Opportunities: Having multiple municipal boundaries in specific areas causes confusion and reduces the overall effectiveness of the government's ability to provide and maintain those services. As an example, town residents on East Maria Drive receive private garbage and recycling collection while the City residents receive City garbage and recycling collection. This causes excess truck traffic on the roadway to provide the same service, which may in turn reduce the longevity of the roadway. Additionally, town residents may utilize City-services and assets without providing the property tax to help sustain the assets.

Objective: Work with the Town of Hull on a boundary agreement within the Green Avenue & East Maria Drive area to annex parcels into the City of Stevens Point.

Policy 2: Ensure boundary agreement is beneficial to both municipalities and the impacted residents. Annexation is likely to cause negative financial impact on both the property owners and the Town of Hull. Seek ways to reduce the negative financial burden on these property owners who voluntarily annex into the City of Stevens Point. Additionally, work with the Town of Hull to ensure they are able to adequately prepare for the loss in property tax revenue as a result of the annexations.

Policy 3: Reduce private well and septic systems within the Groundwater Protection District within the neighborhood. As part of a possible boundary agreement, the City should work towards reducing the number of private well and septic systems that fall within the Groundwater Protection Districts of the neighborhood. Protecting the City's groundwater from outside threats, including private well and septic systems, is a critical component to ensuring a high-quality of life for the residents of the City and the neighborhood.

Goal 2: Collaborate with UW-Stevens Point to welcome, educate, and engage students living off-campus into the neighborhood.

Issues/Opportunities: UW-Stevens Point is a critical economic driver of the Stevens Point community. The City, and the neighborhood want to welcome students to our community annually, and encourage them to set their roots here after graduation. For several years, the Old Main Neighborhood Association has worked with UW-Stevens Point Students Government Association during homecoming clean up, block parties, and labor of love. Additionally, the City offers tenant education seminars to the students. This is done to reduce vandalism and encourage good neighborly behaviors, especially in the area around UW-Stevens Point.

Objective 1: Expand education opportunities for students on off-campus housing.

Policy 1: Continue existing Housing Education Fair program and expand to include more dates and times to ensure full usage. While the existing programming has been successful in reducing the number of complaints within the area around UW-Stevens Point, there are ways to better market the program to the UW-Stevens Point student population to encourage students to attend. This could include offering academic credits, rental credits, and gift cards to those who attend.

Policy 2: Identify other forms of educational opportunities to expand programming. Working with UW-Stevens Point, seek out other educational opportunities outside of the traditional housing education fair to further educate students about off-campus living. Consider looking at other universities throughout the midwest for examples.

Objective 2: Expand collaborative programs like homecoming clean up, labor of love, and block parties.

Policy 1: Explore partnerships with the City , UW-Stevens Point, and OMNA to expand and encourage additional programming to engrain students into the neighborhood and community. Knowing your neighbors is a critical component to ensuring that neighborhoods with a mix of renters and owner-occupied homes are healthy and vibrant. Engaging UW-Stevens Point students as part of the neighborhood activities, students will feel more at home and part of the fabric of the neighborhood.

Goal 3: Collaborate with the Stevens Point Area School District, Portage County, and other stakeholders to ensure that Safe Routes to School planning efforts are implemented.

Issues/Opportunities: Safe Routes to School is an international effort to ensure children have safe, off-road infrastructure to walk or bicycle to school. A Safe Routes to School plan (available [online](#)) was adopted by Portage County in 2014. In this neighborhood, Washington Elementary and PJ Jacobs Junior High School contribute significantly to the cultural fabric of the neighborhood. Ensuring that children have safe, fair and full access to their schooling is a critical component to the health of the neighborhood.

Objective 1: Ensure City staff, County staff, School District staff, and Parent/Teacher Associations are aware of the Safe Routes to School plan and understand the implementation objectives of the planning document.

Policy 1: Require a “Safe Routes to School” and “Sidewalk Continuation Plan” validation check for all road projects. As roadways are reconstructed around schools, ensure that appropriate planning efforts are made to ensure Safe Routes to School and sidewalk continuation efforts are being designed into the reconstruction. Work with stakeholders to understand the City’s planning efforts, and ensure that sidewalk continuation projects and their reasonings are appropriately reflected to the public.

Transportation

Transportation within and through the Goerke-Washington neighborhood is predominantly vehicular. Of the 1,950 households in Goerke-Washington, 1,662 (85.2%) own at least one vehicle.⁴ Several vehicular arteries intersect or create the boundaries of the Goerke-Washington neighborhood and impact active transportation methods (walking, bicycling). Stanley Street, Main Street / WI-66, Green Avenue, Minnesota Avenue, Michigan Avenue, and Division Street all carry significant traffic volume. Central Transportation services bus routes through Goerke-Washington, including the Yellow, Blue, and all UWSP bus routes.

Goal 1: Decrease overall traffic, traffic speed, and noise that negatively impacts the neighborhood.

Issues/Opportunities: Long, straight roadways such as Green Avenue, Frontenac Avenue, and Minnesota Avenue promote high traffic speeds through the neighborhood by design, and are the roads that most easily connect the commercial corridors. Additionally, both Main Street (US-10) and Stanley Street enter Goerke-Washington and transition from 40 mph highways to 25 mph arteries. With minimal cues and enforcement, vehicle speeds reportedly remain above the limit well into the neighborhood. Public transportation schedules, uncomfortable weather conditions, and the long distance to main commercial services, work, and key amenities may continue to cement an automobile-centric transportation culture. Furthermore, the City of Stevens Point increases in daytime population to over 50,000 people as employees from outside the city travel in for work, presumably within their own vehicles, increasing the amount of vehicles on arteries each week. Two truck routes exist in Goerke-Washington: Stanley Street and Main Street, which may contribute to residential concerns of traffic noise. New road cross sections may include landscaping to buffer traffic noise.

⁴ Data provided by Esri Retail Market Potential measures for Goerke-Washington neighborhood.

Several policies in the neighborhood's economic development plan are also opportunities to decrease vehicle use within the neighborhood. By generating more business services along transportation arteries, traffic will be held away from primarily residential areas.

Objective 1: Improve traffic calming measures near community resources with heavy pedestrian movement like PJ Jacobs Junior High School, UW-Stevens Point, Boys & Girl's Club, Goerke Park, and others.

Policy 1: Establish road cross sections that are best suited to implement traffic calming measures as roadways are reconstructed and redeveloped. Implementation of traffic calming measures can reduce traffic speed, reduce motor-vehicle collisions, and improve safety for pedestrians and bicyclists. According to the U.S. Department of Transportation, traffic calming consists of physical design and other measures put in place on existing roads to reduce vehicle speeds and improve safety for pedestrians and cyclists. For example, vertical deflections (speed humps, speed tables, and raised intersections), horizontal shifts, and roadway narrowing are intended to reduce speed and enhance the street environment for non-motorists. Minor arteries should be considered for striping. Priority streets include Main Street, Stanley Street, Green Ave, and Minnesota Ave.

Objective 2: Decrease traffic and traffic noise within the neighborhood.

Policy 1: Sign Green Avenue for "No Trucks Allowed." Green Avenue is a direct route between Stanley and Main Street, but no clear marking designates this road as a non-trucking route.

Policy 2: Include ample room (6 feet) of plant-able land in sidewalk buffers in road cross sections. One long-range method of decreasing traffic noise is buffering homes through landscaping along heavily trafficked roads.

Policy 3: Produce a design for the intersection of Stanley Street, Northpoint Drive, and Green Avenue that promotes more efficient traffic patterns. Residents have notified city staff that many Sentry Insurance employees and deliveries utilize Stanley Street to commute to the Sentry facilities rather than the north I-39 exit. There is a more direct route to Sentry via Northpoint Drive, that could be made more natural to use by design. Residents recommend the use of a roundabout to maintain traffic flow and create a natural exit to Northpoint Drive, and to sign the intersection for Sentry Insurance.

Objective 3: On main corridors like Main Street, Stanley Street, and Michigan Avenue, encourage through zoning reform new construction that require buildings to have a lesser setback from the street.

Policy 1: Establish a form-based zoning code on main corridors to require buildings to have a lesser setback from the street. Form-based zoning that requires lesser setbacks provides a 'framed' street which indicates the space is an urban environment designed with pedestrians in mind. This will encourage slower vehicular traffic with more attentive drivers because of the built environment on these streets.

Goal 2: Pursue enhanced pedestrian and bicycle facilities and safer crossings on neighborhood collector and major/minor arterial streets to ensure safety and transportation equity.

Issues/Opportunities: [Several bicycle routes](#) connect areas of the Goerke-Washington neighborhood to the rest of Stevens Point, and the city continues to operate a sidewalk continuation program to maintain the mobility of residents using multiple forms of transportation. Not all bicycle routes are marked, which may be contributing to lack of resident awareness of routes off high-traffic streets. Few opportunities exist to create wider multi-purpose paths. A boardwalk system will be constructed over the Plover River to the east of Goerke-Washington to increase bicycle and pedestrian access to the city's east side. Several areas of the Goerke-Washington neighborhood are still lacking sidewalks and intersections to keep pedestrians and cyclists safe while crossing major roadways.

Objective 1: Ensure continuity of bicycle and pedestrian routes through the neighborhood and to nearby amenities.

Policy 1: In areas where intersections do not manage vehicular and pedestrian traffic, intersections should be designed to allow and protect non-vehicular users. These intersections exist most notably at Reserve Street/Main Street, Fremont Street/Main Street, Green Avenue/Main Street, Ridge Road/Main Street, Stanley Street/Minnesota Avenue, Stanley Street/Indiana Avenue, Stanley Street/Green Avenue, College Avenue/Division Street, and Franklin Street/Division Street.

Policy 2: Continue City's sidewalk implementation program, focusing on neighborhood collector streets. Continue to prioritize improvements to the Green Circle Trail system that bring the trail off roads. Targeted sidewalk additions include Green Avenue, Wilshire Boulevard, and Jordan Lane. Additional easements still need to be procured to bring the Green Circle Trail off of Ridge Road and Janick Circle N.

Policy 3: Increase awareness of bicycle routes off major roads through Bike Boulevard designations on Signed Bike Routes. Simple street signage replacements for 'Bike Boulevards,' such as Prais Street, Illinois Avenue, and Jordan Lane, can increase awareness of bicycle routes without the need for installing new signposts along the bicycle routes, which also ensures awareness of routes in all weather conditions.



Objective 2: Evaluate stoplight timing and design to improve crossing of intersections.

Policy 1: Evaluate and restructure the light timing at the intersections of Main Street and Sunset Boulevard and Wilshire Boulevard. Residents express concern about the timing management of the intersections of Main Street and Sunset Boulevard, and Main Street and Wilshire Boulevard, for both vehicles and pedestrians. Improved management of these intersections are important for access between the residential and commercial districts on both sides of Main Street.

Policy 2: Install crossing triggers accessible by bicycle and audible crossing signals at the intersections of Main Street and Sunset Boulevard and Wilshire Boulevard. Crossing triggers exist at the intersections of Main and Sunset

Policy 3: Review and recommend a design alternative for the intersection of Stanley Street and Minnesota Avenue. Many residents express safety concerns about crossing Stanley Street at Minnesota Avenue. Requests for stop signs, pedestrian flashers, a stoplight, or any other mechanism to interrupt traffic for pedestrian crossing have been made several times for this intersection.

Objective 3: Improve lighting along pedestrian routes.

Policy 1: Work with WPS to address gaps in continuity of sidewalk and intersection light. Several intersections and sidewalks remain unlit. All unlit intersections and blocks without lighting should be identified and a plan to install appropriate lighting will need to be built with WPS.

Policy 2: Work with WPS to recommend light design that is not intrusive to residences. Some communities in Wisconsin have partnered with their utility provider to limit excessive light pollution, and some go so far as to implement 'Dark Sky' protocol to outlaw excessive upward light. At minimum, light should be directed by shielding so that only necessary roadways and walkways are lit.

Goal 3: Develop public transportation routes and environments that encourage more ridership within the neighborhood.

Issues/Opportunities: Central Transportation manages several bus routes through the Goerke-Washington neighborhood. The most notable routes service the UWSP campus, but routes also carry riders along Stanley Street and further east. Total ridership of the bus system was estimated to be 116,000 riders in 2022. Buses have a limited schedule, picking up riders every half hour or every hour only on weekdays from 6:45am to 6:10pm. Bus stops vary in level of infrastructure, but the two most common types are stops marked by signs or stops with a small enclosure and bench.

Objective 1: Increase resident accessibility of bus stops.

Policy 1: Install bus stops at more appropriate locations. Several bus stops exist within the areas around UW-Stevens Point and are well utilized by UW-Stevens Point Students (around 40% of total ridership is UW-Stevens Point Students), but those east of Michigan Avenue are limited in their ability to utilize public transit with walkable access to existing bus stops. Adding bus stops along Green Avenue and Minnesota Avenue would address the lack of available bus stops within the neighborhood.

Policy 2: Ensure pedestrian routes to bus stops exist and are kept in clear condition. As the sidewalk continuation plan is executed and transit routes change, each bus stop should be evaluated for accessibility of nearby residences, especially higher density housing. If a stop requires new sidewalks, these sidewalks should be prioritized.

Policy 3: Improve the infrastructure available at existing and future bus stops. Shelters at bus stops should be implemented to protect public transit users in all weather conditions. Residents have expressed that shelters may improve the rider experience.

Objective 2: Continue to increase the fit of bus service schedule and routes to residential needs.

Policy 1: Continue to integrate resident feedback on key destinations, service times, and public transportation needs into future public transit planning. Residents have identified that the schedule is not adhered to, and that the tracking app needs improvement. Central Transportation can release information about updates, and continue to obtain feedback from residents in partnership with Community Development.

Agriculture, Natural, and Cultural Resources

Goerke-Washington is home to, and next to, many park facilities and natural resources, including Schmeeckle Reserve, Goerke Park, Atwell Park, Hein Park, Plover Hills Park, Iverson Park, KB Willett Ice Arena, the Donald Copps Municipal Pool, the Parks Department and Recreation Center, a segment of the Green Circle Trail, and the Plover River on the southeast boundary. No land is being utilized for commercial or community agriculture programs within Goerke-Washington. The Parks, Recreation, and Forestry Department manages all of the park facilities and tree management program, which contributes to a robust city tree inventory along streets and parks. Despite high quality existing programming, residents have expressed several ways they would like to engage with the natural environment. The Parks, Recreation, and Forestry Department has recently completed a Comprehensive Outdoor Recreation Plan (CORP) which can accelerate implementation of neighborhood policies.

Goal 1: Increase the inventory of trees, native landscaping, and neighborhood-scale agricultural resources.

Issues/Opportunities: Private landscaping ordinances typically require that private lawns be maintained by keeping grass under 8 inches, and landscaping to include native plant species requires a different type of maintenance and investment by the property owner. While the city has adopted a 'No Mow May' program, no incentive exists to offset costs of pollinator-friendly landscaping that can also beautify the neighborhood. No communal space exists for agricultural use, but some parcels and parks could include space for small-scale programs maintained by residents, including communal gardens and produce sharing.

Objective 1: Increase tree and native flower landscaping throughout the neighborhood.

Policy 1: Ensure priority roadways for street trees are communicated to the Forestry and Public Works departments. Where non-existent on Stanley Street, Green Avenue, and Main Street, adequate space for trees should be granted in future road reconstruction. Where appropriate, Wisconsin Department of Transportation and the County should be notified to guarantee implementation. Forestry should prioritize planting areas along these roads that are already appropriate for trees.

Policy 2: Continue to allocate City resources to execute the Public Space Tree Management Plan to increase tree inventory and native landscaping in right-of-way and neighborhood parks. The City's Public Space Tree Management Plan is effective at improving the tree canopy in Stevens Point and is the biggest asset for improving natural resource in public locations. Additionally, volunteers from the neighborhood and from community groups such as the Wild Ones - Central Wisconsin may be included to help plan and implement native landscaping areas.

Policy 3: Pilot a native lawn program. Residents have requested a native or pollinator planting program, which is already being constructed by the Community Development Department. Goerke-Washington residents will be notified when this program becomes live and invited to participate.

Objective 2: Initiate a new neighborhood agricultural resource.

Policy 1: Allocate land or financial resources to support a produce-sharing program or community garden in Goerke-Washington. Community gardens are referenced in the CORP and requested specifically in Goerke-Washington. A partnership between residents and the city should be facilitated to locate, plan, and install this garden. The vacant land on East Maria Drive may be the most appropriate for this garden. Residents also identified an innovative idea of 'produce-sharing,' which could be integrated into a park, right-of-way, or on private properties.

Goal 2: Expand the use of parks within Goerke-Washington.

Issues/Opportunities: Residents identified several service and infrastructure gaps throughout the neighborhood and in the City. Some of these gaps, such as communal agriculture resources, can be addressed with the assistance of residents, whereas others may need significant public investment and partnerships with local nonprofits and businesses. Access to the Plover River is possible through the Green Circle Trail and nearby Iverson Park, but methods to increase access should be explored. The anticipated completion of the Plover River Crossing will generate more activity in the area.

Objective 1: Make investments in park infrastructure that extend park stays, create new uses, and benefit residents in all seasons that are in tandem with, and complementary to, the CORP.

Policy 1: Integrate appropriate infrastructure into Neighborhood Parks that allow residents to stay at parks longer. Residents report using parks frequently, but would increase the duration of their stays if appropriate facilities, such as restrooms, existed. If not listed in the current CORP, these facilities should be considered in the next.

Policy 2: Adhere to CORP recommendations for the Donald-Copps Municipal Pool; recommend a new pricing structure. Residents expressed sincere desire for an upgraded municipal pool. The Donald-Copps Municipal Pool is identified in the CORP for only necessary maintenance while a full upgrade is being planned. Residents recommended a new pricing structure that could attract more seniors, young families, and childcare centers to the pool while renovations are being planned.

Policy 3: Explore an indoor community center as an addition to existing facilities in the neighborhood. Begin partner conversations immediately. Goerke-Washington residents have expressed a strong desire for more indoor community space, especially for winter months. Examples of operational community spaces exist in other communities, such as the [Goodman Community Center](#) and [BLW Center](#) in Madison, WI. Opportunities may exist with the KB Willett Arena, YMCA, Boys & Girls Club, the Stevens Point Police Department, and vacant spaces near these facilities.

Objective 2: Ensure access to parks in all areas of Goerke-Washington, including the Plover River.

Policy 1: Identify land for an additional park on the northeast side of the neighborhood. This area is not identified as a potential acquisition area for Neighborhood Parks in the CORP, the northeast corner of Goerke-Washington is currently lacking a park according to Stevens Point's 10-minute walk to a park policy. Several undeveloped parcels may be available to append the CORP.

Policy 2: If feasible, create and maintain public access to the west side of Rogers Park. One nearly 17-acre parcel separates the public from accessing the west side of Rogers Park and the Plover River. If this is done, it may be possible to create another access point to Iverson Park to the south and the Green Circle Trail to the east.

Economic Development

Neighborhood economies can be measured in social capital (linkages, networks, talent, etc), environmental capital (stewardship, residual management, etc), and economic capital (investment, reinvestment, financial wealth, etc). Through the public engagement process, many of the residents view the neighborhood economy as needing more neighborhood-serving businesses in close proximity to residences. Generally speaking, these neighborhood businesses would require brick and mortar locations. Residents also report a desire for increased social infrastructure to relay neighborhood-specific information, inform property development projects, and guide new social programs.

Social capital: Many residents of the Goerke-Washington neighborhood have attained a substantial amount of higher education, with 52.9% of residents having attained at least a bachelor's degree. No grassroots or formal neighborhood association serves the area to generate neighborhood-specific events, programs, or communiques. Several residents report that missing businesses and park infrastructure are limiting factors of social interaction.

Environmental capital: Goerke-Washington has several environmental assets nearby, including Schmeeckle Reserve, the Plover River, Iverson Park, and the built environment is well-maintained. While the City administers a thorough tree-planting program, excessive off-street parking accommodations may present an opportunity to introduce development designed to mitigate environmental impact along Main Street and Stanley Street.

Economic capital: In 2022, 218 businesses were identified in the Goerke-Washington neighborhood boundaries, employing 4,173 people. For a detailed list of business types and employees in each, see Appendix B. The median household income in 2022 was \$43,277; the median net worth of a household in the Goerke-Washington neighborhood was \$50,132 while the average (mean) was \$489,979.

Measures: Number of businesses within the neighborhood; median income; median and average household net worth; wealth index; business reinvestment (commercial building permits); Esri business summary (Retail Trade Summary); assessed property value.

Goal 1: Continue to grow locally-owned neighborhood businesses within appropriate areas of the neighborhood, especially shops and restaurants that increase retail and restaurant diversity.

Issues/Opportunities: There are currently 218 businesses or services identified in the Goerke-Washington neighborhood, which includes government offices, university offices, and standalone services like ATMs. Two commercial corridors already line the boundaries of the Goerke-Washington neighborhood: one along Stanley Street, and another on Main Street, that are both within walking distance of most residents. However, many goods and services are unavailable in these two districts. Residents recommended a plethora of business types that are missing from the commercial corridors through Goerke-Washington, including apparel retailers, cafes, a wine bar or lounge, department store(s), and entertainment venues. While this list does not capture all types of business in demand, it does capture some of the expressed need for businesses that create social space or decrease the distance to complete routine tasks. These businesses may increase both social and economic capital for the neighborhood. Median household income of the neighborhood (\$43,277) may not be high enough to support businesses that require residents to have disposable income. Care should be given to the rate at which commercial space is added to the neighborhood and business types that join.

While vacant land is rare, there are several vacant parcels available along Stanley Street. Several parcels along East Maria Drive may be appropriate as commercial properties between residences and more auto-centric businesses at the east end of the neighborhood. Additionally, building form and design can be restructured to increase the quantity of brick and mortar businesses in Goerke-Washington's commercial corridors. One of the largest limiting factors for generating more neighborhood businesses is available commercial space. Few, if any, commercial buildings on Stanley Street or Main Street are currently vacant.

Objective 1: Support the growth of existing locally-owned businesses. Development decisions and city-led programs will impact the operations of existing businesses - adequate consideration and planning around current and future business needs for accommodating existing businesses while creating space for new businesses.

Policy 1: Integrate current business owners into neighborhood planning and nearby site development processes. City departments leading projects in the neighborhood should identify several appropriate moments to integrate public input from the business community and residents to ensure perceived threats to business health are offset by perceived benefits.

Policy 2: Generate a city-to-business communication channel, such as a business association, for Stanley Street and future commercial areas. City communications for projects and community resources can be distributed more efficiently through a centralized channel, which could take the form of a business association. Business associations can also generate collective resources or lighter, quicker, cheaper actions that may benefit existing and new businesses in the corridor.

Policy 3: Expand appropriate existing and future city-sponsored commercial support finances to Stanley Street. Financial assistance made available to other districts, such as the downtown's Facade Improvement Grant, could be leveraged to support similar investment in Stanley Street as long as program goals align with the vision for Stanley Street. New programs may be generated by the city (entrepreneur seed funds, as an example) and should be aggressively marketed to businesses in this area.

Objective 2: Complete a targeted area plan for the Stanley Street corridor to identify proper locations for new businesses and accessory infrastructure to support them.

Policy 1: Modify zoning policies to accommodate more business locations. Zone parcels along commercial corridors for commercial use until form-based codes are prepared. Upon writing of this document, only one commercial property is available and may not be suitable for neighborhood-serving businesses as it currently exists.

Policy 2: Draft a form-based code for commercial corridors that favors a higher quantity of storefronts per block. Given the short supply of land in Stevens Point, commercial corridors should be given more density of commercial units to support the commercial needs of the neighborhood. To generate a more active commercial environment, consider recommending 10-20 storefront entries per 328 feet.

Policy 3: Enhance visibility of, and connections to, neighborhood parks and destination parks from commercial corridors. Active pedestrian environments between park amenities in commercial corridors have the potential to increase both the economic activity of commercial areas and park use by sharing users more frequently. Pedestrian accommodations along these corridors, profound landscaping, and well-placed park signage are some possible steps to link commercial corridors to these amenities.

Policy 4: Consider including public space elements and design (squares, plazas, boulevards, public transit accommodations, or pedestrian malls) for commercial corridors and nearby natural amenities. Public spaces that support activities (events and user groups) and public utilities generate value for residents that can increase the desire to spend time in the area or live nearby. These elements should be given adequate consideration when designing an area plan.

Policy 5: Generate a Tax Increment Financing (TIF) district to accomplish goals of a targeted area plan. Establishing a TIF district will allow city staff to accelerate development of public resources that elevate property values, such as public space elements and other community buildings.

Objective: 3 Recruit local builders and prepare sites to construct appropriate commercial or mixed-use buildings. To streamline the building process and increase resident satisfaction of redevelopment, the city can take proactive measures to ensure sites along Stanley Street identified in the Future Land Use Map and Targeted Area Plan are ready for development.

Policy 1: In tandem with establishing form based codes, prepare sample designs with local builders to illustrate the desired style of development and accelerate redevelopment along Stanley Street (and near Schmeeckle Reserve). Form-based codes should be understood by local builders, but creating examples can accelerate the design process for incoming buildings. These designs can be vetted by residents, businesses, and associations to ensure the designs fit into the vision for the neighborhood.

Policy 2: Acquire and prepare sites for redevelopment. Market these sites to local builders, residents, and entrepreneurs. Parcels within the Targeted Area Master plan that are slated for specific uses (parks, public space, or specifically designed parcels) and may need city support to develop accordingly should be purchased by the city. Ensuring these special uses are integrated is crucial to fulfilling the vision for the neighborhood.

Goal 2: Increase the capacity of residents to generate social and economic capital.

Issues/Opportunities: Capacity for resident-led economic, social, or environmental capital development in the neighborhood may be perceived as low. Neighborhood communication of city-news happens through traditional media and newsletters from dedicated alderpersons. Given the high participation in initial neighborhood-level comprehensive planning events, interest in generating or contributing to a system like a neighborhood association is high and supported by the city's 2022 Strategic Plan.

Most community events take place in Downtown Stevens Point, at Pfiffner Park, Bukolt Park, or in private spaces outside of the neighborhood. The Old Main Neighborhood Association has hosted block parties and volunteer opportunities to connect residents and students. Few, if any, organizations or businesses host events that are within the neighborhood. Residents have some desire to lead these efforts and should be invited to lead.

Objective 1: Pilot support structures that may help increase the capacity of residents to generate grassroots programs and neighborhood-specific benefits. Structures should be thoroughly explored with some staff support, but with the intent of residents leading social groups or programs in the long-term.

Policy 1: Support OMNA in re-establishing itself or joining another group of residents. The Old Main Neighborhood Association has provided many services to the campus neighborhoods and may need support to continue providing these services, either through recruiting new members or teaming up with a new group of residents.

Policy 2: Invite residents to establish a resident association and support the process with city staff capacity. Several residents have stayed particularly engaged in the comprehensive plan process and may be available to establish an organization. City staff can help residents build an inclusive organizational culture, coach a group through the formation of a nonprofit, explain the event permit process, and may have the ability to direct financial support to resident associations.

Policy 3: Encourage resident associations to generate beneficial outreach channels. Residents saw an opportunity to increase connectivity through unique outreach channels. Some proposed a neighborhood-specific Facebook page, while others expressed interest in a neighborhood-specific radio channel. As communication preferences change from generation to generation, a multi-media approach should be taken to spread information to as many residents as possible.

Policy 4: Partner with local community development organizations (CAP Services, CREATE Portage County, Stevens Point Area Convention and Visitors Bureau) to provide event training services, if needed. Neighborhood-scaled events were strongly desired by the neighborhood. Producing events comes with significant energy and experience, but several local organizations have expertise that can guide residents. City staff should be ready to explain and update the special event permit process.

Utilities & Community Facilities

Utilities and Community Facilities are a critical component of what the City of Stevens Point provides as a service to our residents. The well-being and careful planning of these facilities directly correlates to the social, economic, and natural health of the community and of the neighborhood. Public utilities include water, sanitary sewer, storm sewer, and solid waste disposal whereas corporate utilities include natural gas, electric power, telephone, cable, and internet.

The City has provided municipal water to the residents since 1922, but the first evidence of a private supply of water was established in 1888. Today, the water utility provides municipal water to 50,000 daytime users and 26,000 evening users through seven active municipal wellheads, two treatment plants, and 141.5 miles of water mains.

Up until 1940, the City discharged raw sewage into the Wisconsin River directly, when the City built a treatment plant that included secondary treatment. The wastewater treatment facility has undergone several renovations and additions to improve its treatment efficiency and to provide heat, energy, and cooling to the facility. Additionally, the facility now produces a class-A biosolid product.

Stevens Point's storm sewer system includes 70 miles of sewer mains, and many miles of swales and ditches to treat and infiltrate water. Many ponds are owned and maintained for treatment and flood control purposes. Currently, Stevens Point Public Utilities offers credits to customers who reduce runoff flow rates: peak flow reduction for non-residential customers, rain barrel or rain garden credits for residents, and for owners of riparian properties that drain directly into the Wisconsin or Plover River.

Corporate utility providers for Stevens Point residents include Wisconsin Public Service (electric power and natural gas), and several telecommunications companies. There are presently no alternatives for electricity and natural gas, except for private solar and wind energy. TDS Telecommunications began installing fiber internet services in 2020.

Several prominent community facilities exist in Goerke-Washington, including the University of Wisconsin - Stevens Point campus, Stevens Point Fire Department Headquarters, P.J. Jacobs Junior High School, Washington Elementary School, Schmeckle Reserve, Stevens Point Parks, Recreation, and Forestry, Goerke Park, and several neighborhood parks.

Goal 1: Increase residential savings on utilities and utility system expenses.

Issues/Opportunities: On average, households (owned and rented) spend about \$4,249.73 on utilities each year, with the highest costs from electricity (\$1,597.78) and phone services (\$1,522.09).⁵ Residents may be limited to only one energy provider, but have current opportunities to improve their efficiency thanks to a robust network of community and state organizations and incentive programs.

Current homeowners and landlords are eligible to receive significant credits through the Inflation Reduction Act over the next few years. Additionally, the City of Stevens Point, Focus on Energy, the Midwest Renewable Energy Association (MREA), and other agencies provide programs that can either offset costs or educate residents about the possibilities to decrease residential energy use.

Objective 1: Improve neighborhood residential utility efficiency. Residents expressed a desire for more improvements to water management strategies that could reduce the demand on the stormwater system, and to improve the efficiency of residential electric and gas use.

Policy 1: Partner with the MREA and Focus on Energy to distribute energy efficiency information and resources. Focus on Energy provides access to Energy Advisors, assessment services, and residential rebates and incentives that can assist homeowners, renters, and landlords to decrease their energy use. The MREA and local renewable energy installers are keen on educating residents about reducing energy use before installation of new energy systems.

Policy 2: Annually announce housing improvement programs to the residents. The City of Stevens Point manages several grant and loan programs, some of which are intended to offset the costs of major repairs that impact energy efficiency. A coordinated effort to distribute this information to residents as programs are renewed or established can increase program utilization and improve energy efficiency.

⁵ Data pulled from Esri BAO. Consumer Spending data are derived from the 2018 and 2019 Consumer Expenditure Surveys, Bureau of Labor Statistics. Given the recent rise in utility costs, this forecast may be lower than real costs.

Policy 3: Maximize the use of the residential stormwater credits. Stevens Point Public Utilities currently offer one-time credits for installation of rain gardens or rain barrels that reduce residential contributions to the stormwater system. When partnered and advertised with other city programs, resident contributions to stormwater mitigation efforts may increase.

Policy 4: Inform all commercial developers of non-residential stormwater credits, PACE financing, and other utility offsetting resources. Several resources exist for commercial developers to increase utility efficiency and developers can be informed about these resources during the project approval process. For example, Stevens Point Public Utilities offers peak flow reduction credits for non-resident properties, and PACE offers financing for energy efficiency upgrades and construction.

Objective 2: Decrease public expenses on Right-of-Way management.

Policy 1: Prioritize Right of Way designs and plantings that do not require irrigation systems and active management. Several road reconstruction projects include irrigated grasslands and active management requirements, such as mowing grass. Designs that include native plantings may, over time, decrease utility requirements and management requirements of City staff.

Goal 2: Improve the energy resiliency of the neighborhood.

Issues/Opportunities: Most homes in the City of Stevens Point and Goerke-Washington neighborhood operate on natural gas and/or electric heating from Wisconsin Public Service. Protection of these energy systems and diversification of energy sources may increase the energy resiliency of Goerke-Washington. Many electric utility lines remain above ground, both in the right of way and on private property behind residences, which also encumbers private use of land and the appearance of the neighborhood.

When Michigan Avenue was reconstructed, a process for minimizing the cost of burying utility lines was identified and used. This process may be standardized for utility reconstructions to pursue further burying of utility lines. Additionally, several local agencies continue to support the installation of private and public renewable energy systems, and could benefit from a partnership with City staff to implement, evaluate, and improve additional private and public projects.

Objective 1: Increase the use of locally-managed renewable energies throughout the neighborhood. One of the most referenced hopes within the neighborhood is to increase community use of renewable energies. While the primary increase in utility efficiency is in decreasing overall utility use, residents hope to generate more energy locally and through renewable production. With current resale rates significantly lower than consumer rates, renewable energy systems need to be carefully planned to be sized appropriately.

Policy 1: Partner with the MREA and Focus on Energy to distribute information on incentives and programs for private renewable energy purchases. The MREA previously hosted solar group-buy programs, which included educational events and group purchase incentives. While the group-buy program is not expected to return in 2023, information regarding upcoming incentives can be shared quickly through an effective neighborhood communication channel.

Policy 2: Explore a community-owned renewable energy program. Several communities have launched community-owned renewable energy programs, such as [River Falls](#). These programs vary in what they offer and can benefit residents with site constraints to private solar energy production. At the moment, Stevens Point Public Utilities does not manage power production, but should explore the addition of these services.

Policy 3: Promote energy efficient construction and renewable energy use requests in commercial development. More commercial development is expected in the Goerke-Washington neighborhood, and the benefits of energy efficiency and renewable energies can also be applied to these properties as well. The Redevelopment Authority may set a policy for Requests for Proposals to include energy recommendations and for the Community Development department to forward energy efficiency financing mechanisms to developers during project planning or the project review process.

Objective 2: Implement strategies to bring overhead power lines underground. While overhead power lines may be easier to repair and to identify faults, underground power lines are less likely to be impacted by storm damage and encounter fewer repair needs, decreasing the likelihood of outages for residents.

Policy 1: Incentivize underground electrical connection in commercial redevelopment. Since more commercial development is expected in the Goerke-Washington neighborhood, incentives may be reserved for projects that provide some public benefit by undergrounding power lines. Community Development staff should add the undergrounding of power lines to any incentive policies for the Goerke-Washington area and in redevelopment requests for proposals.

Policy 2: Establish an underground utility review policy. During the annual utility reconstruction process, Public Works and Public Utilities have an opportunity to review the cost difference between aerial and underground replacement of utility lines. By standardizing the annual utility reconstruction process, the cost difference between replacing existing aerial infrastructure and installing underground infrastructure can be identified and funding mechanisms can be explored.

Land Use

The Goerke-Washington Neighborhood consists of primarily residential land, with institutional land for UWSP on the west of the neighborhood and more commercial land along Stanley and Main Street to the east. Several acres of parkland exist in Schmeckle Reserve on the neighborhood's northern border, as well as in the center of the neighborhood around Goerke Park. Residential land is predominantly single and two-family housing, with multiple family housing more common along the neighborhood's northern border and near UWSP.

Residents have expressed satisfaction with many characteristics that the existing land use has created, but also identified opportunities that may improve their daily lives by changing how land is used. These characteristics that were identified during the comprehensive plan update process are documented in Appendix C. Not all of these characteristics can be guaranteed by land-use designations purely, therefore this section has been divided into two broad goals to achieve the land-use designations and other design elements necessary to achieve the outcomes desired by residents.

Goal 1: Update the Future Land Use Map and zoning code to reflect the desired changes to the neighborhood while maintaining the cherished characteristics.

Issues/Opportunities: Many residents expressed a desire for closer commercial spaces for personal errands and social spaces, while others expressed a love for the peacefulness of the neighborhood. Construction of commercial and mixed-use buildings that match the scale of the neighborhood, in theory, should allow for both of these outcomes to coexist. The phrasing "commercial buildings" may not describe the character or type of businesses that residents would like to see, which have been voiced as locally-owned businesses.

Residents identified the Stanley Street corridor as the primary location for increased mixed-use commercial development, noting that new construction along the corridor should be a similar height to the maximum building height in the area - two stories. The transition from business areas to residential areas is of large concern to residents as well. Policies should include a way to minimize the impact of noise, light, and air pollution on the neighborhood's residential areas.

Objective 1: Integrate businesses into appropriate neighborhood locations to meet needs of residents and protect current desired qualities of the neighborhood. Residents aim to have additional consumer amenities nearby without it creating excessive traffic, light, or noise pollution in their neighborhood. This may be achieved by promoting more business development along existing commercial corridors, such as Stanley Street, Main Street, and East Maria Ave.

Policy 1: Designate parcels along Stanley Street and East Maria Ave as B1 or B4 zoning districts. Stanley Street and East Maria Ave both have vacant parcels and a precedent of holding commercial uses. These two streets may possess enough vacant parcels that, when built upon, could diversify and meet the needs of the residents. Lots from Fremont Street to Indiana Avenue should be designated for neighborhood-serving businesses (B1), and lots along Stanley Street and west of Indiana Avenue should be zoned as B4. If additional business space is needed to support the neighborhood, East Maria Avenue should be the next appropriate location.

Policy 2: Revise the use restrictions in the zoning code to allow for more neighborhood business uses. The Zoning Code may prohibit some business types that include neighborhood-serving businesses and should be revised to allow these business types. B-1 districts may be best known as neighborhood-serving. Staff should work with residents to identify missing or inappropriate business types in this zoning district.

Objective 2: Create a vibrant commercial corridor along Stanley Street, designed to promote locally-owned businesses. While Stanley Street has been discussed as a primary site for neighborhood-serving businesses and pedestrian commercial activity, residents have concerns about the health of local businesses if too many non-local or franchise businesses appear along Stanley Street. Several design principles will help promote and maintain local ownership and entrepreneurship.

Policy 1: Establish a form-based zoning district around Stanley Street for new construction. While standard zoning codes defines the use of land, form-based codes define the style and dimensions of construction. Style and dimension also impact the perception of an area. Without addressing the ‘form’ of buildings, it is less likely the area will grow into a commercial corridor with high activity.

Policy 2: Integrate design principles into the form-based code that promote accessibility for new business and property owners, such as smaller parcels and storefronts. As a form-based code is written for a district around Stanley Street, the code should incorporate transparency, width, height, and setback requirements. Smaller buildings can help minimize costs for new business owners. A variety of building sizes is required for business owners to promote a variety of businesses and to provide successful businesses an opportunity to upscale when ready.

Policy 3: Integrate design principles into the form-based code that promote an active, comfortable pedestrian environment. Narrow storefronts with high transparency, limited street setbacks, and minimal side yard setbacks promote an active pedestrian environment. In addition, other design considerations that protect pedestrians from rain or snow can improve pedestrian comfort. The form-based zoning code can promote or require these design elements.

Policy 4: By year 2030, designate the Stanley Street corridor as a Tax Increment District (TID). Tax increment financing remains as one tool to incentivize development in specific areas. Once TID ## closes, another TID may be opened to support real estate development that matches the needs of the residents and the vision for Stanley Street.

Policy 5: Acquire undeveloped properties and release a timely request for proposals. All undeveloped and underdeveloped parcels along Stanley Street are currently owned. To make these properties available for development, the city can either wait for developers to acquire land, or it can acquire land and initiate requests.

Objective 3: Increase the housing supply per neighborhood recommendations, city-wide housing needs, and [Stevens Point Strategic Plan](#). Previous planning efforts have identified several opportunities to grow the housing stock in the Goerke-Washington neighborhood that complement the vision provided by Goerke-Washington residents. Some adjustments to road and utility infrastructure will be needed to accommodate housing construction. For the housing needs identified by residents, please reference the Housing component of this plan.

Policy 1: Extend Maria Avenue east to Indiana Avenue on the Future Land Use Map and Official Street Map. Land to the north of Stanley Street is currently inaccessible. Extension of Maria Avenue allows for the most developable land and future access to Soo Marie and Lindbergh Avenues. Land to extend 4th Avenue to Soo Marie, Soo Marie to Maria, and Lindbergh to Maria should also be reserved for when it is reasonable to do so.

Policy 2: Ensure new parcels along Maria Avenue are zoned to accommodate moderate-density multifamily housing. In order to buffer the single family subdivision at Moses Crossing, density should scale down from the neighborhood-serving businesses along Stanley Street. In compliance with the Stevens Point Strategic Plan, zoning new parcels for moderate-density multi-family housing may be “an ideal location for condos or other housing for downsizing early retirees.”

Policy 3: Extend the street grid between Wilshire Boulevard and Weir Boulevard. The land between Wilshire and Weir Boulevards was identified as an opportunity to expand the existing single family housing development in Goerke-Washington. To accommodate residential access to a high number of small, single-family homes, the following extensions should be planned:

- Extend Regent Street east to Weir Boulevard
- Extend Wilshire Boulevard north from Jordan Lane to Harmony Lane
- Extend Glennon Avenue North to Regent Street
- Extend Harmony Lane east to Weir Boulevard, only when reasonable.

Policy 4: Ensure new parcels between Wilshire and Weir Boulevards are zoned to allow smaller single-family homes, similar to the traditional neighborhood homes. The road extensions between Wilshire and Weir Boulevards would allow for roughly 10 acres to become developed for single-family homes. In compliance with the 2017 Housing Study and resident input, this area would be ideal for extending the traditional neighborhood development pattern for smaller homes.

Policy 5: Ensure that all commercial parcels along Stanley Street can allow for mixed-use buildings. Residents identified Stanley Street as a gateway into the UWSP campus, and in compliance with the Stevens Point Strategic Plan, redevelopment of Stanley Street should incorporate housing options available to off-campus college students. Mixed-use buildings, no more than 3 stories, will allow for a gentle upscale to increase student housing options while establishing more neighborhood commercial space.

Objective 4: Designate space for neighborhood-specific and city-wide natural resource needs in the Goerke-Washington neighborhood. The eastern border of the Goerke-Washington neighborhood contains access to groundwater and is currently lacking a park to satisfy Stevens Point's policy of having a park within a 10-minute walk of all residents. Land needs to be identified and held for these purposes.

Policy 1: Designate vacant land on East Maria Avenue, between Green Ave and I-39 (Parcel ID 281240827302020) for parkland. The northeast corner of Goerke-Washington is currently lacking access to a neighborhood park. This area provides the most amount of vacant space for a new park, but will have development constrictions being located within the airport's runway protection zone. Parks which are less likely to attract large gatherings, such as community gardens, singletrack or bike terrain courses, or a dog park may be most appropriate with current neighborhood and city-wide needs.

Policy 2: Identify land near the Plover River for Well 12. Water demand is increasing inside the City, and another well will need to be installed to meet the rising need. City wells straddle the Plover River, and the most suitable location may be on the fringe of the neighborhood.

Policy 3: Continue to investigate the feasibility of an indoor recreation facility at Goerke Park, a commercial property along Stanley, or in a nearby neighborhood. Residents have consistently expressed a need for year-round indoor recreation facilities. While residents have identified several options for such a facility, a project of this magnitude requires some flexibility. For this reason, staff recommends keeping several locations - Goerke Park, Stanley Street, UWSP Campus, and nearby recreation facilities - as potential options to execute this project. As feasibility studies should be conducted per the intent and recommendations of the City's Comprehensive Outdoor Recreation Plan.

Goal 2: Ensure the built environment supports residents and natural systems.

Issues/Opportunities: Goerke-Washington hosts a range of development patterns and styles that interact differently with the natural environment. Within the planning process, residents expressed a desire to make land use decisions that support water management systems and a peaceful environment for residents, but also brought residents closer to necessities.

Close proximity of residential units to bright lights from auto lots and community facilities, to noise from repair and manufacturing businesses, and to other disturbances has created some tension in the neighborhood. Residents have also expressed that the design of streets, yards, parking lots, and ordinances may be an opportunity to minimize the impact these facilities have on stormwater management as well as their day-to-day lives. As the neighborhood develops its remaining land, there is an opportunity to ensure development decisions create a comfortable and ecological environment.

Objective 1: Minimize the impact of development on stormwater runoff. Decreases in permeable surfaces for homes, roads, sidewalks, and other buildings increases the amount of water managed by the city's stormwater system. Residents have expressed a desire to reduce the long-term financial burden of this system by implementing policies that prevent water from entering the stormwater system.

Policy 1: Ensure the Stanley Street boulevard is wide enough for tree planting and landscaping upon reconstruction. Increased boulevard width and landscaping prevents some water entering the stormwater system from adjacent parcels. Increasing the tree canopy along Stanley will add some management capacity for these areas consistent with the residential areas of the neighborhood.

Policy 2: Include grassed swales and water retention systems as streetscape options. The Stevens Point Parks, Recreation, and Forestry department has worked with community organizations to transform some streetscapes in Stevens Point to include natural grass areas which reduce ongoing maintenance costs. When producing street cross sections for major road reconstructions, the option to install grassed swales or other water retention systems should be included for resident review.

Policy 3: Ensure the right of way for street extensions is wide enough to accommodate sidewalks, street trees, and green landscaping that is consistent with the immediate area. As roads are extended consistent with this plan, the Department of Public Works will continue to offer design options that can integrate these elements.

Objective 2: Reduce the impact of commercial areas on residents. Residents have reported conflicts from neighboring commercial properties due to light, noise, and air pollution. While it is possible to create an environment where commercial use does not interfere with residential comfort, several design elements may need to be managed.

Policy 1: Implement a comprehensive lighting ordinance. Lighting from commercial facilities, parking lots, and signage is impacting residents in Goerke-Washington. Many cities have implemented ordinances regulating the type, height, warmth (color), shielding, direction, and hours of lighting.

Policy 2: Implement a buffer ordinance between commercial and residential districts. While building height restrictions can generate a gentle decrease in density from commercial to residential areas, landscape buffers may be required to fully protect residents from noise, light, and air pollution from higher-intensity commercial uses. Residents have shown a tendency to prefer natural landscaping alternatives.

Objective 3: Allow more flexibility for parking within the neighborhood. Residents and businesses require different parking accommodations and drastic changes to parking regulations may threaten the health of businesses or the ability of residents to host guests. Increasing parking flexibility through several methods may allow for more efficient parking plans.

Policy 1: Revise the City's parking and driveway codes. As it's currently written, the City's driveway and parking codes impose requirements on parking at both commercial and residential buildings that may not be necessary. Such modifications include, but are not limited to, eliminating minimum parking requirements for the Stanley Street corridor, modifying minimum driveway width requirements.

Policy 2: Retain the City's overnight parking ordinance. On-street parking at the time of this document is alternate-side, overnight parking. By retaining overnight street parking, households with more vehicles than parking stalls may utilize the space with minimal enforcement needs, decreasing the need to install additional impermeable surface at new homes and development in the neighborhood.

Appendix A - Demographics

Appendix B - Business Locator Summary

Appendix C - Desired Neighborhood Characteristics