



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 Beacom
- Commissioner Miskowiak
- Commissioner Rice
- Commissioner Schuler

AGENDA

CITY PLAN COMMISSION

Date and Time:	August 4, 2025 6:00 PM	Location:	Community Room 933 Michigan Avenue, Stevens Point, WI
			<u>OR</u>
			<u>Zoom Teleconferencing</u>
			Meeting ID: 842 4562 6212
			Passcode: 708686
			<u>By Computer:</u>
			https://us02web.zoom.us/j/84245626212?pwd=tebnKDH0d6lO0wn35pJCv
			<u>By Phone:</u> +1-312-626-6799 (US Chicago)

Opening Section:

1. Roll Call

Discussion and Possible Action on:

2. Report of the July 7, 2025 meeting of the City Plan Commission.
3. A request from Patrick Kelly, representing the Jehovah's Witnesses Stevens Point Congregation, for a sign variance to install a freestanding sign on the property located at 3600 North Point Drive (Parcel ID 281240822330001), consistent with Ch. 25.14.
4. Public Hearing and action on a request from Victor Baeten, representing Stevens Point WI LLC, to rezone the properties located at 3383 Hoover Road (Parcel ID 281230802301117), 5278 County Road HH (Parcel ID 281230802301118), and an unaddressed parcel bounded by County Road HH (Parcel ID 281230802301119) from the "R-1" Suburban Single-Family Residence District to the "B-4" Commercial District.

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.

5. Presentation by Somerville Inc. on the preliminary planning and design progress for a potential new City Hall, with 1039 Ellis Street currently under consideration as a possible site.
6. Discussion on preliminary planning and design progress for a potential new City Hall, with 1039 Ellis Street currently under consideration as a possible site.
7. A request from the Redevelopment Authority of the City of Stevens Point to transfer ownership of Parcels 281240832202950, 281240832202969, 281240832202972, 281240832202804, and 281240832202814 to the Redevelopment Authority of the City of Stevens Point.
8. Selection of a Vice Chair for the City Plan Commission.
9. Staff Update: Zoning Code Rewrite.
10. Director's Report.

Closing Section:

11. Adjourn



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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 Beacom
- Commissioner Miskowiak
- Commissioner Rice
- Commissioner Schuler

MINUTES

CITY PLAN COMMISSION

Date and Time:	July 7, 2025 6:00 PM	Location:	Community Room 933 Michigan Avenue, Stevens Point, WI
			<u>OR</u>
			<u>Zoom Teleconferencing</u>
			Meeting ID: 828 2249 0311
			Passcode: 317789
			<u>By Computer:</u>
			https://us02web.zoom.us/j/82822490311?pwd=6u8bmhXDImEpnUGRoh2
			<u>By Phone:</u> +1-312-626-6799 (US Chicago)

Opening Section:

1. Roll Call

- Meeting called to order at 6:00PM by Director Kivela
- Members Present: Kneebone, Arntsen, Beacom, Miskowiak, Rice, Schuler
- Members Excused: Wiza
- In absence of Mayor Wiza, Alder Kneebone is nominated by Beacom to chair the meeting. Arntsen seconds the nomination. No other nominations received; Kneebone unanimously approved to chair.

Discussion and Possible Action on:

2. Report of the June 2, 2025 meeting of the City Plan Commission.

- Background: Report of the June 2, 2025, meeting of the City Plan Commission included in the agenda packet.
- Motion: Arntsen moves approval
- Second: Schuler seconds the motion.

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

- Discussion: None
 - Vote: Unanimous approval.
3. A request from the City of Stevens Point to approve a right-of-way plat and relocation order from Briggs Street to Franklin Street as part of the Business 51 Street Reconstruction Project.
 - Background: Director Beduhn provides background information regarding the right-of-way plat and relocation order, including utilities conflicts best resolved by extending the project to Briggs Street.
 - Motion: Schuler moves to approve the request
 - Second: Miskowiak seconds the motion.
 - Discussion: Schuler asks if tables and figures have been verified; Director Beduhn confirms.
 - Vote: Unanimous approval.
 4. A request from the City of Stevens Point to acquire the property located at 1909 Cypress Street (Parcel ID 281240832300402) and two unaddressed parcels off of Cypress Street (Parcel ID 281240832300303 & 281240832300403).
 - Background: Director Lemke provides background information regarding the request to acquire the properties identified in the agenda packet to accommodate the facilities needs of the Public Utilities department.
 - Motion: Arntsen moves to approve the request as presented.
 - Second: Schuler seconds the motion.
 - Discussion: No further discussion.
 - Vote: Unanimous approval.
 5. Staff Update: Zoning Code Rewrite.
 - Background: Associate Planner / Zoning Administrator Kuhn provides background information regarding progress made on the Zoning Code rewrite project.
 - Discussion:
 - Kneebone inquires about the responses to the Housing survey
 - Schuler asks about the content of the discussion
 6. Staff Update: Comprehensive Plan Issues & Opportunities Draft Chapter and Summary
 - Background:
 - Motion:
 - Second:
 - Discussion:
 - Schuler provides comments on several sections of the second draft and requests a red-lined copy between reviews.
 - Arntsen, Beacom, Miskowiak, Kneebone approve of remarks made by Schuler; Kneebone shares approval of the summary document.
 - Page 7
 - Adjust summary of public input activities to an appendix, and that the summary in the chapter includes the public input process that was approved.
 - Data Sources section: “Do data” – “no data”
 - Valuable reinsertion from Draft 1 regarding the census data; reinsert sentence “trends are analyzed 2010-23”

- Last paragraph insert “self reporting...” after “each data source.”

- Page 8

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- Vote:

7. Staff Update: UWSP Planning Capstone Project - Sisters of Saint Joseph Parish Adjacent Lands
 - Background: Klesmith introduces the capstone project report.
 - Discussion: Schuler and Kneebone give positive remarks on the report.
8. Director's Report.
 - Background: Director Kivela provides oral summary of the Director's Report.

Closing Section:

9. Adjourn
 - Meeting adjourned at 6:51PM.

Administrative Staff Report

Sign Variance

Jehovah's Witnesses Stevens Point Congregation

3600 North Point Drive

August 4, 2025



Department of Community
Development

Applicant(s): - Patrick Kelly, representing the Jehovah's Witnesses Stevens Point Congregation Staff: - Adam Kuhn, Associate Planner akuhn@stevenspoint.com Parcel Number(s): 281240822330001 Zone(s): "R-2" Single-Family Residential Master Plan: - Institutional / Government Council District: - District 8 Ald. Shuda Lot Information: - Frontage: 960 ft. - Depth: 626 ft. - Lot Size: 246,985 sq. ft. (5.67 ac.) Current Use: - Religious Institution Applicable Regulations: 25.14	Request - A request from Patrick Kelly, representing the Jehovah's Witnesses Stevens Point Congregation, for a sign variance to install a freestanding sign on the property located at 3600 North Point Drive (Parcel ID 281240822330001), consistent with Ch. 25.14. Attachment(s) - Application - Plans Findings of Fact - The applicant is requesting to install a new freestanding sign on the southern end of the property. - The proposed sign would be six feet, six inches in height and be a maximum of 60 square feet in size. - The subject property is zoned "R-2" Single-Family Residential. Within the "R-2" District, non-residential uses are permitted one freestanding sign at a maximum height of five feet and maximum size of 20 sq ft. - A variance is required to allow for the installation of the freestanding sign at its proposed height. - The Plan Commission and Common Council may provide additional requirements to the proposal as presented. Staff Recommendation Approve the request for a sign variance to install a freestanding sign on the property located at 3600 North Point Drive (Parcel ID 281240822330001), subject to the following conditions: - A building permit shall be obtained prior to the start of construction. - Staff shall have the ability to approve minor amendments to the project plan.
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Vicinity Map



Background

Overview: The Jehovah's Witnesses Stevens Point Congregation is requesting a sign variance to replace their existing freestanding sign in the same area. The existing sign is approximately 200 square feet in size and would be replaced with a new sign that is 6' 6" in height and 60 square feet in size. Please note that this 60 square feet only includes the signable area portion of the sign – the decorative brick on both sides of the sign do not count towards maximum sign size allowances.

The subject property is zoned “R-2” Single-Family Residential. Within the “R-2” District, non-residential uses are permitted one freestanding sign at a maximum height of five feet and maximum size of 20 sq ft. As the proposed sign would exceed maximum height and size allowances for freestanding signs in the “R-2” District, the applicant is requesting a variance pursuant to the review standards found below.

(5) SIGN REGULATIONS FOR THE "R-LD", "R-1", "R-2" AND "R-3" RESIDENTIAL ZONING DISTRICTS

B. HEIGHT LIMITATIONS

Freestanding signs shall be limited to five feet in height.

E. REQUIREMENTS FOR NON-RESIDENTIAL IDENTIFICATION SIGNS

1. One freestanding identification sign, not to exceed 20 square feet in area, is allowed for churches, schools, hospitals, sanitariums, clubs, libraries or similar public and institutional uses and one freestanding identification sign not to exceed 60 square feet in area is allowed for national and state armed services and national guard purposes. Such sign shall be for the purpose of displaying the name of the institution and its activities or services. Such sign may be illuminated, but not flashing

Standards of Review – Sign Variance

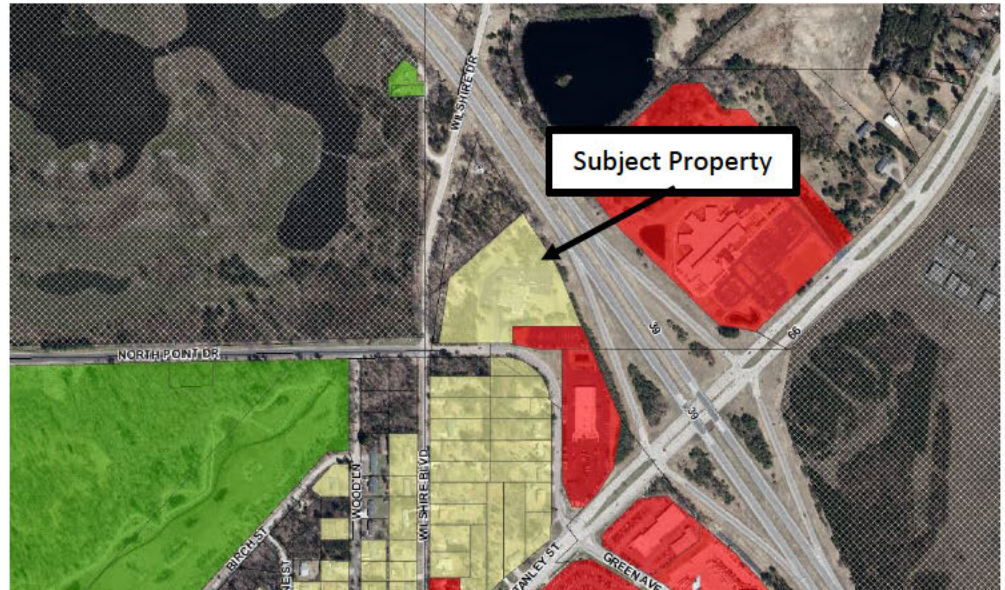
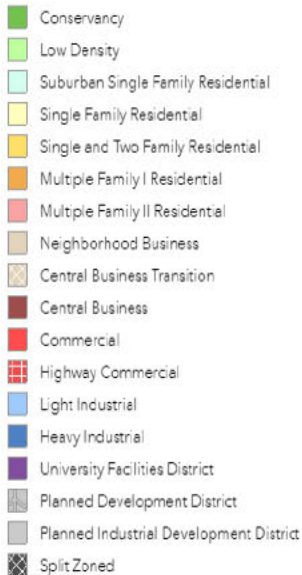
In obtaining a permit, the applicant may submit an appeal to the Common Council for a variance from certain requirements of this ordinance. The Plan Commission shall provide a recommendation to the Common Council when a variance is requested. A variance may be granted by the Common Council where the literal application of the ordinance would create a substantial hardship for the sign user and the following criteria are met:

1. **A literal application of the ordinance would result in a demonstrated practical difficulty or unnecessary hardship to the property.**

Analysis: The intent of the proposed freestanding sign is to better identify the location of the religious institution and where access is on the property. As identified in the sign variance application, the existing and proposed freestanding sign has the name of the religious institution in two different languages. Having two different languages on the sign is necessary due to the different language preferences of those who attend this religious institution.

Findings: The City’s Sign Code permits larger freestanding signs for religious institutions within the “R-2” Single-Family Residence District – however, it does not provide a similar exception for height standards. As most know, the height of most freestanding signs is directly correlated with the total square footage of the sign. While this is admittedly a lapse in how the City’s Sign Code is written, the applicant is requesting a sign variance due to 1.) the timeline sought to erect this sign and 2.) that other religious institutions have received similar sign variances to install a freestanding sign. Given the need to properly display an identification sign to drivers, bicyclists and pedestrians, staff feels that allowing the freestanding sign would meet this standard.

2. **The granting of the requested variance would not be detrimental to the property owners in the vicinity.**



Analysis: The subject property is adjacent to a mix of land uses – including single-family homes, commercial and recreational uses. The proposed sign would be set back 104 feet from the street.

Findings: The south end of the property has both confirmed and possible wetlands, which poses limitations in where a sign or other type of improvement can be located. Due to this, the applicant is proposing to install the sign at the same distance from North Point Drive to evade any wetland regulations. Additionally, it should be noted that while the property abuts Interstate 39, the Wisconsin Department of Transportation has relatively strict laws that would prohibit the installation of a freestanding sign along the Interstate.

3. **Hardship caused the sign user under a literal interpretation of the ordinance is due to conditions unique to that property and does not apply generally to the city.**

Analysis: Variances should always be the last option, and other options were discussed with the applicant that meet Sign Code requirements. For example, discussions were had to reduce the sign size further and have only one language choice on the sign. While this would achieve Sign Code compliance, it was recommended against going this route due to the needs of those who attend this religious institution.

Findings: Due to the factors mentioned above, staff believes that this standard is met. Lastly, it should be noted that the subject property is bounded by streets on three of its four sides. This occurrence exists for about a handful of parcels within the city, which adds to the unique characteristic of the property.

4. **The granting of the variance would not be contrary to the general objectives of this ordinance.**

Analysis: The purpose of these sign regulations are to: encourage the effective use of signs as a means of communication in the City of Stevens Point; to maintain and enhance the beauty and unique character and enhance the aesthetic environment of the city by eliminating visual blight; to enhance the city's ability to attract sources of economic development and growth; to protect pedestrians and motorists of the city from damage or injury caused or partially attributable to the distractions and obstructions which are hereby declared to be caused by improperly sized or situated signs; to minimize the possible adverse effect of signs on nearby public and private property; to promote the public safety, welfare and convenience, and enjoyment of travel and the free flow of traffic within the city; and to provide a uniform sign ordinance between the City of Stevens Point, Village of Plover and Portage County.

Findings: The proposed sign is in a location that best communicates the location of the Jehovah's Witnesses Stevens Point Congregation. Furthermore, the allowance of a taller and larger freestanding sign would likely not detract from the property or neighborhood, primarily due to the semi-commercial nature in this area. Based on the findings above, the granting of a variance to allow for the proposed freestanding sign would not be generally contrary to the general objectives of the City Sign Code.



Existing Freestanding Sign



Proposed Freestanding Sign



APPLICATION FOR A SIGN VARIANCE

(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				Sign Variance (check all that apply)	Height ☐	Size ☐	Quantity ☐ Other ☐

APPLICANT/CONTACT INFORMATION

APPLICANT INFORMATION		CONTACT INFORMATION (Same as Applicant? ☒)	
Applicant Name	Patrick Kelly	Contact Name	
Address	2811 Chippewa Drive	Address	
City, State, Zip	Plover, WI 54467	City, State, Zip	
Telephone	715-340-9675	Telephone	
Fax		Fax	
Email		Email	

OWNERSHIP INFORMATION

PROPERTY OWNER 1 INFORMATION (Same as Applicant? ☐)		PROPERTY OWNER 2 INFORMATION (If Needed)	
Owner's Name	Jehovah's Witnesses	Owner's Name	
Address	1020 Red Mills Road	Address	
City, State, Zip	Walkkill, NY 12589	City, State, Zip	
Telephone	845-524-3500	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
3600 Northpoint Drive		
Legal Description of Subject Property		
Religious structure and Usage		
Current Use of Property		Current Zoning of Property
Religious		Commercial
Will adhering to the Sign Ordinance create a demonstrated practical difficulty or unnecessary hardship to the property? Please provide a detailed description of your request and reasoning with your answer. (Use additional pages if necessary)		
Yes, It will render the sign nearly useless because of the sign verbage in two languages and being very hard to read because of the 104' setback from the road and 31' setback from the driveway.		

Would the granting of the variance be materially detrimental to the property owners in the vicinity? Please provide a detailed narrative and reasoning with your answer. (Use additional pages if necessary)

No. The new sign would be smaller, more discreet and more professional looking. (See new sample sign: 54 sf, compared to older sign +or- 200 sf)

Does the property have unique property characteristics that cause a hardship to the sign user under a literal interpretation of the Sign Ordinance? If yes, please describe the unique property characteristics. (Use additional pages if necessary)

Yes, The distance from the road (104') and the distance from the driveway (31') would make it hard to read in english and spanish.

Would the granting of this variance be contrary to the general objectives of the Sign Ordinance? Please provide a detailed narrative and reasoning with your answer. (Use additional pages if necessary)

Granting the variance is in harmony with the general objectives of the sign ordinance. Our goal and intent is to provide a discreet, professional looking sign that does not detract from adjacent property values. We sincerely feel this is an improvement that will help to beautify this property and not detract in any way from the nearby neighbors properties.

Current Zoning Surrounding Subject Property

North:	commercial	South:	residential
East:	commercial	West:	commercial

Current Land Use Surrounding Subject Property

North:	vacant/commercial	South:	Residential
East:	commercial	West:	vacant

EXHIBITS

Letter to District Alderperson	☒	Additional Exhibits If Any:
Map / Site Plan (designating location of the sign(s))	☒	
Sign Rendering(s) (includes sign dimensions, size & graphics)	☒	

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
Patrick Kelly	7/21/25	Patrick Kelly (Rep. for J. W.'s)	7/21/25

July 21, 2025

Patrick Kelly
2811 Chippewa Dr
Plover, WI 54467

715-340-9675

Mr. Dean Shuda
5000 Norway Pine Dr
Stevens Point, WI 54481

Dear Alderperson Shuda,

I hope this message finds you well. I am writing to inform you of our request for a sign variance for the Kingdom Hall of Jehovah's Witnesses at 3600 North Point Dr, located in your district.

Our current sign, which has served the community for many years, is in need of an upgrade. We are seeking a variance that would allow us to replace the existing sign with a smaller, more discreet one, although the sign would be larger than current code allows. The existing sign is approximately 200 square feet. The new sign would only occupy 60 square feet, and it would have a more readable design. If we are unable to obtain the variance, we could continue to maintain the 200 square foot sign, but we feel a smaller, more professional looking sign would better serve our community and enhance the neighborhood.

The proposed design has been carefully planned to remain tasteful and appropriately sized. We are committed to ensuring it meets or exceeds aesthetic guidelines.

We greatly respect your position in our community, and we would welcome the opportunity to discuss this request further or provide additional materials as needed. Thank you for your time and consideration of this matter.

Sincerely,

Patrick Kelly

Local representative for Jehovah's Witnesses

Patrick

From: noreply@civicplus.com
Sent: Monday, July 21, 2025 7:38 PM
To: patandkaren@charter.net
Subject: Online Form Submittal: Contact Alderperson - District 8

Contact Alderperson - District 8

First and Last Name:	Patrick Kelly
Street Address:	3600 Northpoint Dr
City	Stevens Point (change City, State, and/or Zip as needed)
State:	WI
Zip:	54481
Phone Number:	715-340-9675
Email Address:	

Please enter your questions or comments below:

Dear Alderperson Shuda,

I hope this message finds you well. I am writing to inform you of our request for a sign variance for the Kingdom Hall of Jehovah's Witnesses at 3600 North Point Dr, located in your district.

Our current sign, which has served the community for many years, is in need of an upgrade. We are seeking a variance that would allow us to replace the existing sign with a smaller, more discreet one, although the sign would be larger than current code allows. The existing sign is approximately 200 square feet. The new sign would only occupy 60 square feet, and it would have a more readable design. If we are unable to obtain the variance, we could continue to maintain the 200 square foot sign, but we feel a smaller, more professional looking sign would better serve our community and enhance the neighborhood.

The proposed design has been carefully planned to remain tasteful and appropriately sized. We are committed to ensuring it meets or exceeds aesthetic guidelines.

We greatly respect your position in our community, and we

3

Wilshire

Existing sign
Approx. 200 S.F.

31.5' wide | 78" High

104'

31'

North Point Dr

N

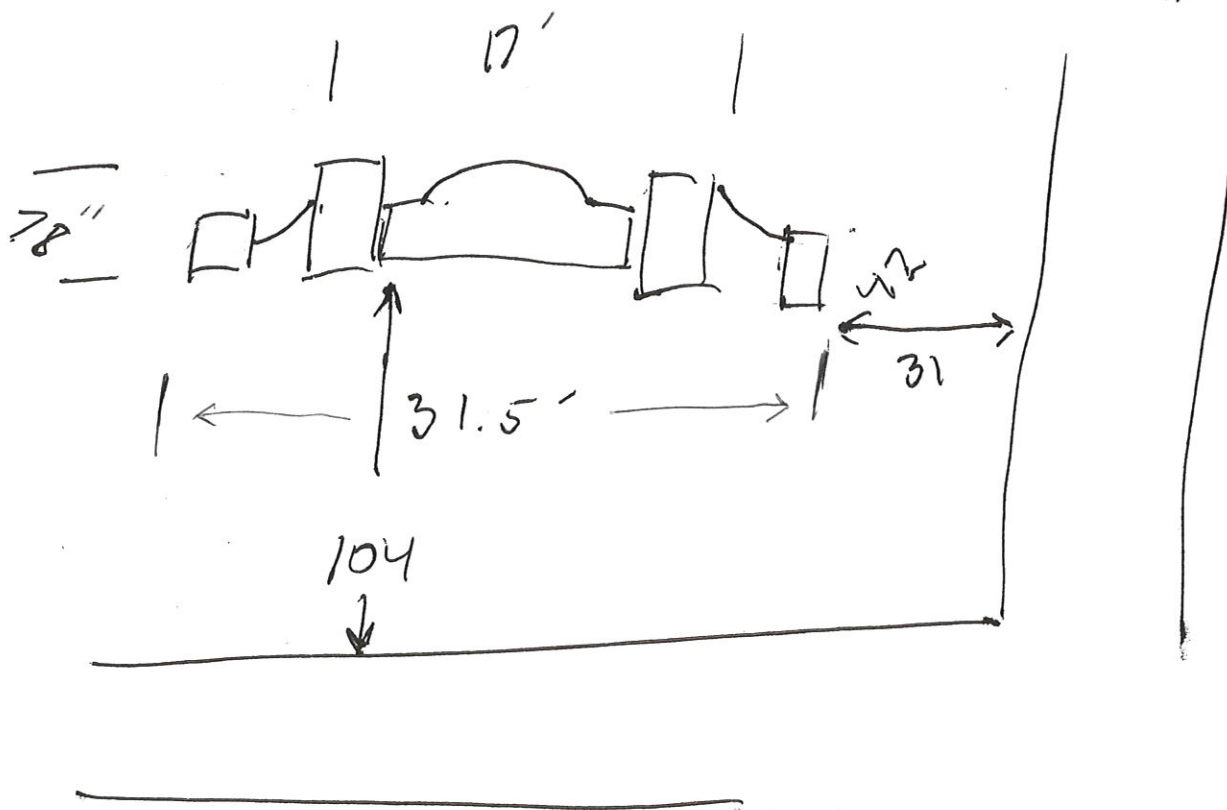
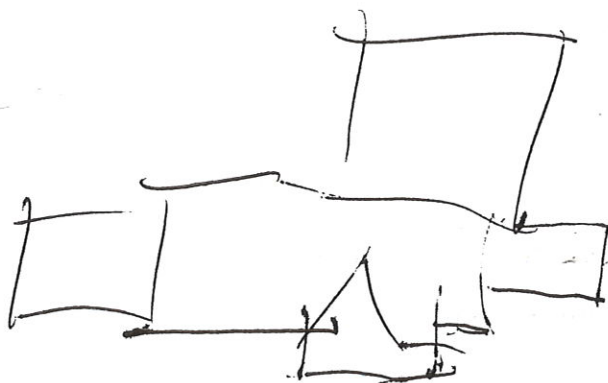
K H

104' From Road
31' From Driveway

H

5

Existing Sign (Approx. 200 S.F.)
New (54-60 S.F.)



Administrative Staff Report

Rezone from the “R-1” District to the “B-4” District Northeast Corner of Hoover Road & County Road HH August 4, 2025



Department of Community
Development

Applicant(s): - Victor Baeten, representing Stevens Point WI LLC Staff: - Adam Kuhn, Associate Planner akuhn@stevenspoint.com Parcel Number(s): 281230802301117 281230802301118 281230802301119 Zone(s): “R-1” Suburban Single-Family Residential Master Plan: - Commercial/Office/Multi-Family Residential Council District: - District 6 Ald. Steinmetz Lot Information: - Frontage: 1,840 ft. - Depth: 649.3 ft. - Lot Size: 793,747.67 sq. ft. (18.22 ac.) Current Use: - Undeveloped	Request - Public Hearing and action on a request from Victor Baeten, representing Stevens Point WI LLC, to rezone the properties located at 3383 Hoover Road (Parcel ID 281230802301117), 5278 County Road HH (Parcel ID 281230802301118), and an unaddressed parcel bounded by County Road HH (Parcel ID 281230802301119) from the “R-1” Suburban Single-Family Residence District to the “B-4” Commercial District. Attachment(s) - Application - Plans Findings of Fact - The applicant is requesting to rezone the three subject parcels from the “R-1” Suburban Single-Family Residence District to the “B-4” Commercial District. - The proposed rezoning is intended to facilitate a multi-phased development of the 18+ acres of land. - Phase I of the proposed development would accommodate a Kwik Trip gas station and car wash facility, and two standalone retail buildings adjacent to Hoover Road. Phase II of the proposed development has not been determined; however, initial discussions have pointed to smaller commercial establishments along County Road HH and multi-family housing and/or commercial along the northern end of the subject area. - If the rezoning request is approved, the 18+ acres are proposed to be subdivided into three lots plus an additional outlot that would accommodate a planned future public street. - The applicant has been discussing the proposed conceptual plan submittal with City staff, County Highway Department staff and representatives from the Wisconsin Department of Transportation. If the rezoning request is approved, additional requests would require consideration by the City Plan Commission, Common Council and the Portage County Highway Committee for conceptual plan to come to fruition. - Rezoning requests are required to be considered by the City’s Plan Commission and Common Council.
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Staff Recommendation

Approve the request to rezone the properties located at 3383 Hoover Road (Parcel ID 281230802301117), 5278 County Road HH (Parcel ID 281230802301118), and an unaddressed parcel bounded by County Road HH (Parcel ID 281230802301119) from the “R-1” Suburban Single-Family Residence District to the “B-4” Commercial District.

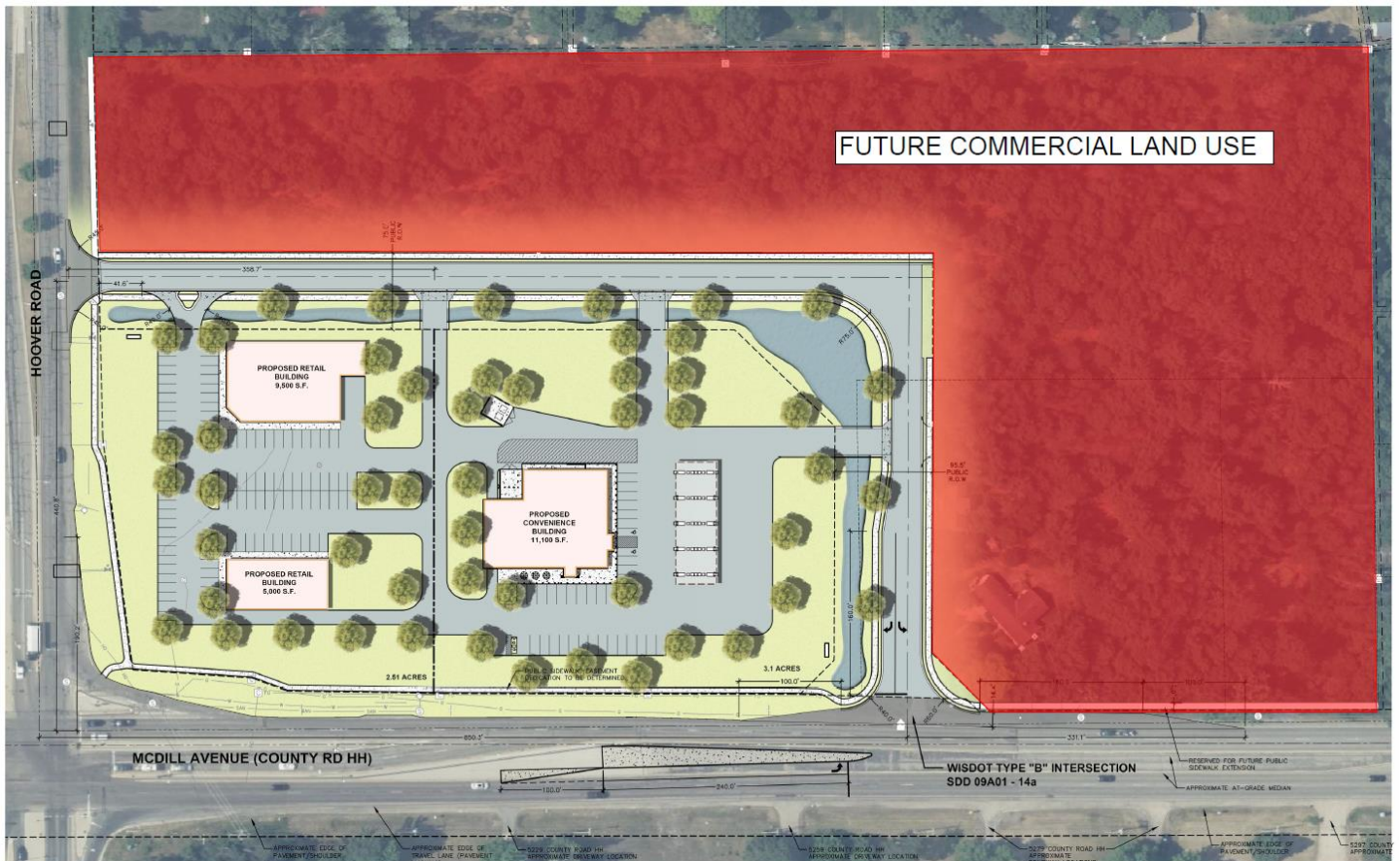
Vicinity Map



Background

Overview: The applicant is requesting to rezone the three subject parcels from the “R-1” Suburban Single-Family Residence District to the “B-4” Commercial District. The proposed rezoning is intended to facilitate a multi-phased development of the 18+ acres of land. Phase I of the proposed development would accommodate a Kwik Trip gas station and car wash facility, and two standalone retail buildings adjacent to Hoover Road. The proposed Kwik Trip building would be 11,100 sq ft in size and is located within the interior of the subject area. Two proposed retail buildings are located towards the southwest corner of the subject property. One of the prospective tenants would be Pet Supplies Plus, while additional tenants to occupy the remaining commercial space are undetermined. Phase II of the proposed development has not been determined; however, initial discussions have pointed to smaller commercial establishments along County Road HH, and multi-family housing and/or commercial shops along the northern end of the subject area.

This Phase II development area is planned to be left undisturbed until such time that development occurs. The following provides additional information on the rezoning request by topic area.



Phase I Master Plan

Right-of-Way Improvements: A Traffic Impact Analysis (TIA) has been produced and has been reviewed by the City's Public Works Department, County Highway Department and the Wisconsin Department of Transportation. Due to the subject area's proximity to the Interstate 39-County Highway HH on- and off-ramps, Wisconsin Department of Transportation review is required. The development is proposed to be served by two main access points: a right-in/right-out access point on Hoover Avenue north of County Highway HH (CTH HH) and a full access intersection on CTH HH, east of Hoover Avenue. The new full access intersection on CTH HH is within the County's jurisdiction and is proposed to be located 850' east of Hoover Road. CTH HH is classified as a principal arterial. Under the County's Subdivision Ordinance, the minimum distance between adjacent access points is 1,000' but the Ordinance does allow for a reduction to 850' if there are no viable alternatives exist and where the application would create a hardship. A Portage County Highway Committee was scheduled on May 20, 2025 to consider the variance to the County's Subdivision Ordinance. Ultimately, the Committee tabled action on this request under the directive that the rezoning of the subject area occur first. Should the Common Council approve this request, the County Subdivision Ordinance variance request is slated to be on the August 19, 2025 Highway Committee agenda.

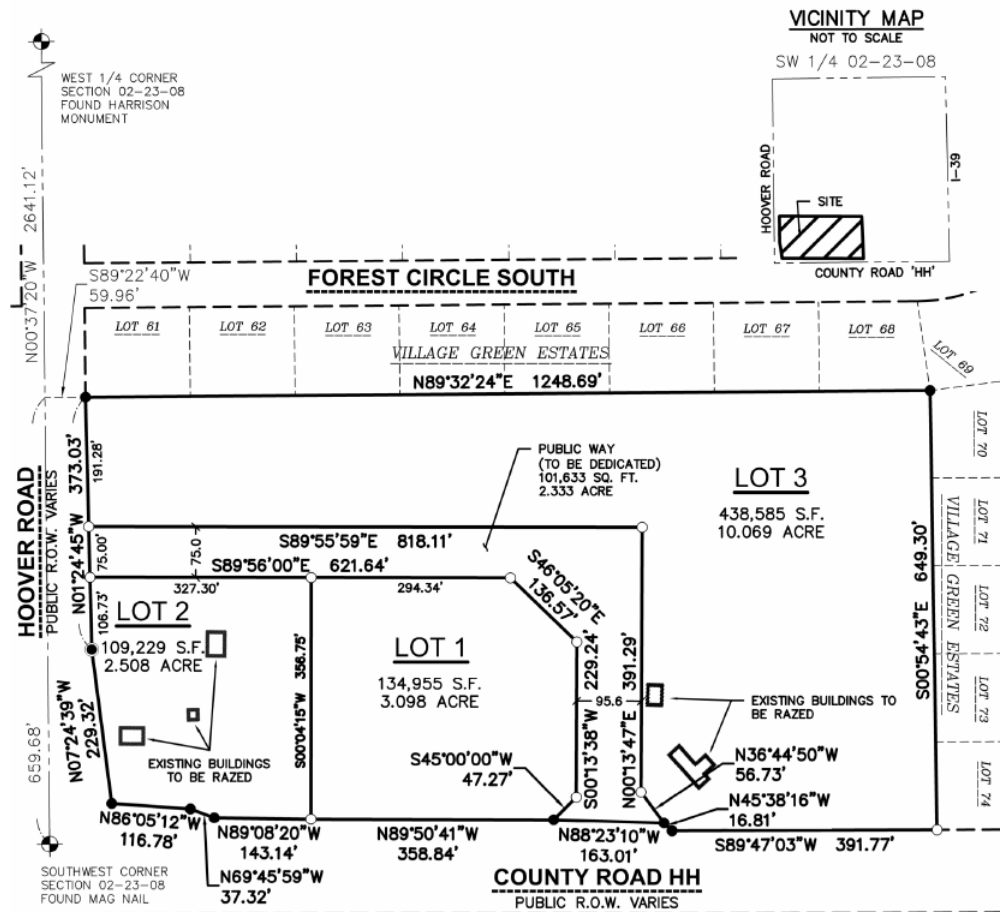
The conceptual plan proposes a new public street to separate both phased developments. All access points to the three proposed buildings (four in total) will be off of the proposed public street – no access points will be directly off of CTH HH. As mentioned earlier, a new intersection off of CTH HH is proposed as part of this development. With this proposed intersection, it is planned to have a raised median extended to the east which will impact two parcels on the south side of CTH HH. These parcels will be right-in/right-out only. The Portage County Highway Department has reached out to the

Village of Plover and the Town of Plover for any additional comments or concerns that they have, and the owner of the subject parcels have reached out to the impact property owners on the south side of CTH HH. As Commissioners may know, this area of land is located in the Town of Plover and within the Village of Plover's extraterritorial review jurisdiction.

Lastly, it is important to note that sidewalks are proposed to be installed on both sides of the proposed public street, on the east side of Hoover Road towards the Hoover Road-CTH HH intersection, and on the north side of CTH HH. While public sidewalks are proposed on the north side of CTH HH, the developer has been working with City and County staff about installing a multi-use path in this area in lieu of a sidewalk. A

multi-use path would accommodate more users, and it would promote connectivity to an existing multi-use path along Hoover Road (south of CTH HH) and east of Interstate 39.

Land Use: If the subject parcels are rezoned to the "B-4" Commercial District, the proposed pet supply store would be permitted by right. However, the operation of a gas station and car wash would require a conditional use permit in the "B-4" District. Additionally, the subject area is located within the City's Groundwater Protection Overlay District Zone C. Within Zone C, gas stations would require a conditional use permit. Lastly, the preliminary certified survey map proposed both retail buildings to be located on the same lot. Should that be the case, a conditional use permit would be required to have more than one principal structure on the same lot. If this rezoning request were to be approved, the City's Plan Commission and Common Council would need to consider the aforementioned conditional use permit requests before any development occurs.



Preliminary Land Division

Standards of Review – Rezone

1. Minimum performance standards are met with the proposed district.

Analysis: Performance standards for the “B-4” Commercial District are identified below:

USE	LOT AREA AND DENSITY	LOT WIDTH	HEIGHT OF STRUCTURE	SIDE YARD	STREET SETBACK	REAR YARD	PARKING	AREA OF STRUCTURE
Permitted Uses	2650 sq.ft. Lot area per ground floor unit plus additional 50 sq.ft. Per bedroom. 870 sq.ft. Lot area per above ground floor unit plus an additional 50 sq.ft. Per bedroom 770 sq. Ft. lot area per unit above 2nd floor having a balcony plus an additional 50 sq.ft. Per bedroom. Dwellings shall have a minimum lot area of 8,000 sq.ft.	60 ft. - 80 ft. For corner lots	35 ft. - 125 ft. if fire prevention system approved by Fire Dept.	0 5 ft. If any side yard is provided and 5 ft. if abuts residence district	25 ft. In cases where a property is abutted by two or more public rights-of-ways, one frontage shall be permitted to be reduced to 15 feet, or 10 feet via a conditional use permit.	10 ft. Plus additional 3 ft. For each story or fraction above 2 stories	Per 23.01(14)	0
All other permitted uses	7,000 sq.ft. Lot area							
Conditional Uses	As set by the Plan Commission and City Council							

Findings: As mentioned earlier, the subject property is intended to be split into three lots should the rezoning be approved. Lot one, housing Kwik Trip, is proposed to be 134,955 sq ft in size. Lot two, housing the two retail buildings, is proposed to be 109,229 sq ft in size. Lot three, proposed to be developed as part of a Phase II development, is proposed to be 438,585 sq ft in size. Based on the above lot size and lot width requirements for the “B-4” District, the preliminary certified survey map would meet minimum lot dimensional standards. The physical development of lots one and two would be addressed through a conditional use permit review, however it is planned that building height, building setback and parking requirements would be met.

2. The change in the zoning is consistent with the City’s Comprehensive Plan.

Analysis: The subject area is identified in the City’s Future Land Use Map for commercial, office and multi-family residential land uses.

Findings: The planned development would be consistent with the City’s Future Land Use Map. Before going forward, it is necessary to discuss the importance of adhering to the City’s Comprehensive Plan. Wis Stats 66.1001(2)(h), which outlines the land use element requirements of a city comprehensive plan, states that the

city “shall include a series of maps that shows current land uses and future land uses that indicate productive agricultural soils, natural limitations for building site development, floodplains, wetlands and other environmentally sensitive lands, the boundaries of areas to which services of public utilities and community facilities, as those terms are used in par. (d), will be provided in the future, consistent with the timetable described in par. (d), and the general location of future land uses.” Additionally, Wis Stats 66.1001(3)(k) explicitly mentions that a zoning map amendment must be consistent with a city’s comprehensive plan.

Deciding on a rezoning request that is contrary to the City’s Comprehensive Plan not only tarnishes the ability to administer the Plan, but it also calls into question any future land use request that is submitted to the City for review – regardless if it does or does not achieve compliance with the Plan. To underscore further, disregarding the future land use designation for the subject area also adds day-to-day challenges for City staff to carefully address short- and long-term term planning recommendations. Private developers, realtors and other stakeholders reach out to me almost on a daily basis asking for land use allowances for their lot that they are wishing to purchase or sell. The Future Land Use Map is one of the first documents that I point to in providing land use guidance to these stakeholders. Basing land use decisions not in conformance with the City’s Comprehensive Plan can lead to misinformation as to how a lot *truly* could be used or developed. Lastly, I would like to point out that when the City played the role of developer in the past, the Future Land Use Map was one of the main documents that were used to decide what the most appropriate land use is for the area. When the City sought to annex the land that is now the East Park Commerce Center in 2012, the Extraterritorial Future Land Use Map was used to determine that industrial zoning was the most appropriate land use. Likewise, when the area now known as the Forest Creek Subdivision was annexed into the city in 2024, the extraterritorial future land use designation of ‘Residential’ was observed to observe that single- and two-family development was the most appropriate land use for this area. Simply put, not adhering to the Future Land Use Map would hinder future economic development opportunities that the City would seek to explore in the future.

As the subject area has a future land use designation of ‘Commercial/Office/Multi-Family,’ a rezoning to the “B-4” Commercial District would achieve compliance with this standard.

3. The change in zoning will not create adjacent incompatible uses.

Analysis: The subject area exists next to single-family residential uses to the north and east, which are zoned “R-1” Suburban Single-Family Residential. Commercial land uses exist to west of the subject property, zoned “B-1” Neighborhood Business and “B-4” Commercial. Land to the southwest of the subject area is in the Village of Plover and is zoned with their “R-6” Multi-Family Residence District designation (plus a “PD” Planned Development Overlay District designation). Land immediately south of the subject property is located in the Town of Plover. This area has a Portage County zoning designation of “R-2” Single-Family Residential.

“R-1” Suburban Single-Family Residential

This district is established to provide for neighborhoods of moderate density single family residential land usage and accessory uses. This district is to be located consistent with the City’s Comprehensive Plan.

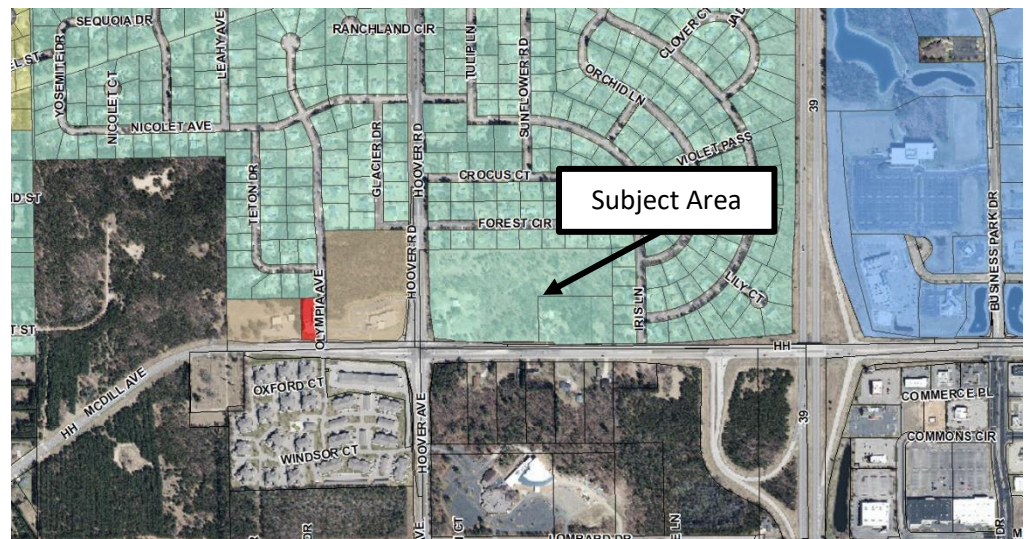
“B-1” Neighborhood Business

This district is established to provide only those establishments which supply convenience goods, and professional or personal services. These districts are intended to generally serve an area less than City-wide and to be allowed only at major traffic intersections and the total extent of such district to be limited to within an immediate zone of such intersections consistent with the City’s Comprehensive Plan.

“B-4” Commercial

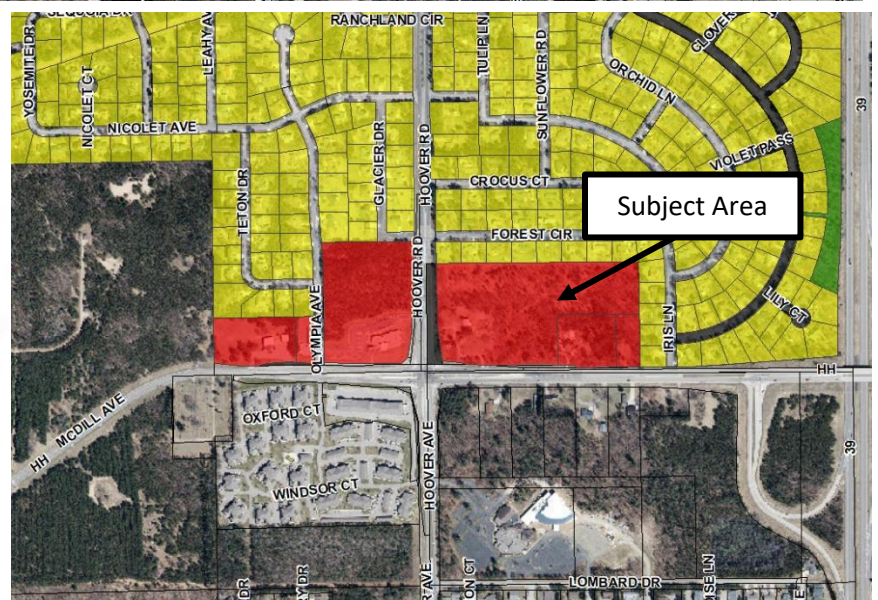
This district is established to provide for retail, commercial, office, service and apartment uses in areas of good accessibility along arterial streets consistent with the City's Comprehensive Plan. This district is primarily intended to accommodate general commercial uses requiring on-site parking and arterial access.

Findings: Given the intent of the “B-4” District, surrounding land uses, lots and other land use features, a rezoning to the “B-4” Commercial District does not interfere with the existing land uses and future land use planning for this area. Expanding further, it is important to discuss why the “B-4” District is the most appropriate zoning designation rather than the “B-1” District. For starters, the proposed Phase I development includes a gas station and a pet store. Gas stations and pet stores are allowed land uses (the former via a conditional use permit) starting in the “B-1” District. Knowing this, the most appropriate zoning designation should be that of commercial zoning versus multi-family zoning (i.e., the “R-4” or “R-5” District) to achieve proposed land use and future land use compliance. Knowing that commercial zoning districts are the most appropriate designation for the subject area, this leaves the “B-1” and “B-4” Districts as the only allowed commercial zoning designations for this area (the “B-2” and “B-3” Districts are only allowed in the Downtown area, while the “B-5” District is allowed only along the Highway 10 corridor).



When reviewing the purpose and intent statements of the “B-1” and “B-4” Districts, the main difference is that lots with a “B-4” designation should be along an arterial street. The functional classification of Hoover Road is an urban minor arterial, while CTH

Future Land Use



HH is an urban principal arterial. As all streets that bound the subject area are arterial streets, this fact would lead to the “B-4” District being the most appropriate zoning designation. Lastly, it is worthwhile to observe if there are other arterial roads with a “B-4” zoning designation that abuts single-family zoned lots to its rear. Such instances occur along Church Street from the underpass to Williams Street, the area adjacent to Metro Market and Len Dudas along Main Street, and portions of Stanley Street from Minnesota Avenue to Green Avenue. A rezoning to the “B-4” District for the subject area would be consistent with the zoning along other arterial streets in the city.

While the Phase II area would not be development until such time that land uses are finalized, rezoning this portion of the subject area to the “B-4” District would be most appropriate. To start, the “B-4” District allows the most flexibility in the type of land uses that would be allowed. Land use allowances are limited within the “B-1” District and expand further starting in the “B-2” District to allow various retail, office and service uses. Should a commercial land use be planned in the Phase II area, a “B-4” District zoning would allow the developer to better market the land for land uses that would best serve the adjacent neighborhood. During the Comprehensive Plan rewrite efforts for this area of the city in 2023, there was an interest in expanding the quantity of neighborhood-serving businesses. The amount of neighborhood-serving business that are allowed in the “B-1” are less than that of the “B-4” District, so careful coordination between the developer and adjoining residents could and should occur to ensure the best commercial land use is proposed that is satisfactory to all parties. Lastly, a benefit of the “B-4” District is that it requires a greater street setback versus the “B-1” District.

4. The impact of the proposed amendment, and potential subsequent amendment requests, will likely have on area parking, street capacity, street access, neighborhood traffic levels, pedestrian mobility and other traffic-related issues.

Analysis: A TIA was produced and reviewed by the City, County and Wisconsin Department of Transportation. Should the proposed land uses be approved through subsequent conditional use permit requests, minimum parking standards as found in Section 23.01(17) of the City’s Zoning Code would need to be met. Sidewalk is proposed to be installed along Hoover Road and CTH HH, with the possibility of the CTH HH sidewalk to be amended in favor of a multi-use path.

Findings: Traffic Analysis & Design, Inc. (TADI) produced a TIA on behalf of the property owner. The TIA was produced to determine and document the expected weekday morning, weekday evening, and Saturday midday peak hour operating conditions and recommendations at identified study area intersections.

Traffic Generation: Upon completion, after accounting for linked trips (trips internal to the development) and pass-by trips, the proposed mixed-use development for Phase I is expected to generate approximately 3,360 new trips during a typical weekday. The development is expected to generate 210 new trips (115 in/95 out) during the weekday morning peak hour, 270 new trips (140 in/130 out) during the weekday evening peak hour, and 390 new trips (205 in/185 out) during the Saturday midday peak hour. For the full buildout of the on-site development, after accounting for linked trips and pass-by trips, the expected generated typical weekday trips are 9,385 new vehicle trips. The full development is expected to generate 485 new trips (270 in/215 out) during the weekday morning peak hour, 790 new trips (405 in/385 out) during the weekday evening peak hour, and 1,130 new trips (580 in/550 out) during the Saturday midday peak hour.

Recommended Modifications: The following traffic modifications are recommended in the TIA.

CTH HH & South Full Access Driveway – Year 2025 (with Phase I of development)

- Install a full access intersection with an actuated traffic signal when warranted. Signal warrants are expected to be met near the completion of the Phase I development based on the assumed land uses.
- Coordinate the traffic signal with the IH-39 ramp intersections and the Hoover Road intersection with a 75-second cycle length for the weekday AM peak hour and Saturday midday peak hour timing plans and a 90-second cycle length for the weekday PM peak hour timing plan.
- Install a 240-foot-long eastbound left-turn lane with a 100-foot taper.
- Install a 160-foot-long westbound right-turn lane with a 100-foot taper.
- Install an exclusive southbound left-turn lane and a 150-foot-long minimum southbound right-turn lane. If a supermarket is constructed after Phase 1, then the right-turn lane can be extended at that time to 250 feet.

CTH HH & Hoover Road – Year 2025 (with Phase 1 of development)

- Coordinate the traffic signal with the South Full Access Driveway with a 75-second cycle length for the weekday AM peak hour and Saturday midday peak hour timing plans and a 90-second cycle length for the weekday PM peak hour timing plan.
- Change the westbound left-turn protected phase to lagging for the AM, PM, and Saturday midday peak hour timing plans when the signal is in coordination.
- Change the southbound left-turn protected phase to lagging for the PM peak hour timing plan when the signal is in coordination. This change will help minimize signal delays along the CTH HH corridor.
- No lane extensions or additions are recommended.

Hoover Road & West Right-In, Right-Out Driveway – Year 2025

- Install a right-in, right-out driveway at the location of the proposed site plan.
- Install a stop sign for the westbound approach.
- Install a northbound 100-foot taper into the right-turn driveway.

CTH HH & IH-39 Ramp Intersections – Year 2025

- Once the South Full Access Driveway is signalized, consider coordinating the traffic signals at the two interchange ramps with the South Full Access Driveway intersection and the Hoover road intersection. No changes are needed to the current cycle lengths or signal phasing. Over time, there may be a need to make minor split time changes to accommodate heavier movements at the interchange ramps. If coordination is not achieved between the IH-39 ramp intersections and the South Full Access intersection, then keep the existing IH-39 ramp intersection system and create a second signal system along CTH HH with the South Full Access intersection and the Hoover Road intersection.

Staff believes that this standard is met provided that the above traffic modifications are incorporated as part of the phased development.

5. The impact the proposed amendment, and potential subsequent amendment requests, will likely have upon area drainage, its impact on surrounding properties and the natural environment, and the capacity of public systems to accommodate the drainage.

Analysis: As the area planned to be disturbed for new development would exceed one acre, a stormwater management report would be required to be produced. Utility infrastructure exists within the Hoover Road and CTH HH Right-of-Ways to support the proposed commercial development. Should the rezoning request be approved, a conditional use permit would be required to review the proposed gas station within the City's Wellhead Protection District Zone C. For a conditional use permit review, additional utility plans and stormwater management plans would be required addressing specific design standards (e.g., gas tank design, reporting processes with the City & DNR, etc.).

Findings: With a stormwater management plan being required as part of the Phase I development, staff believes that appropriate safeguards will be provided to ensure that adequate drainage is provided on the site that puts that existing natural environment into context. With the City's Zoning Code having building setback, parking lot setback and landscaping requirements, local regulatory instruments exist to ensure that the proposed development would minimize its impact on surrounding properties. Lastly, a utility plan would be required to be submitted and approved by City staff for all proposed buildings.

6. Population density changes.

Analysis: Phase I is not proposed to have any new residential units created. There is the possibility under the "B-4" District for multi-family development to be created as part of a Phase II development.

Findings: Should residential development be proposed on the subject property, the applicant would be required to submit plans showing the number of housing units created and the anticipated occupancy of each types of housing units. Any residential development would be required to meet land density requirements for the "B-4" District.

7. School population changes.

Analysis: See item #6 above.

Findings: Should residential development be proposed, coordination with the Stevens Point Area School District would occur to ensure that the District can accommodate the additional students expected.

8. Costs to provide adequate sanitary and storm sewer and water to the area.

Analysis: Utility infrastructure exists within the Hoover Road and CTH HH Right-of-Ways. Utility infrastructure is planned to be located within the planned future public streets. The costs associated with utility infrastructure installation will be on the private developer, not the City.

Findings: As costs are planned to be handled by the developer, this standard is met.

9. Adequacy of recreational facilities serving the proposed area.

Analysis: Several parks and trail networks exists near the subject area. Examples include the Green Circle Trail (McDill Trail Section), Village Green Park, Parkwood Park and Oakwood Forest Park in the village of Plover. Sidewalks and potentially a multi-use path is proposed to be installed, which will promote connectivity to other routes in the city and village of Plover.

Findings: Staff believes that there are adequate recreational facilities serving the proposed area.



City of Stevens Point
Community Development Department

1515 Strongs Avenue, Stevens Point, WI 54481
P: (715) 346-1567 F: (715) 346-1498
communitydevelopment@stevenspoint.com
<http://stevenspoint.com>

APPLICATION FOR A ZONING MAP AMENDMENT - REZONING

(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							

APPLICANT/CONTACT INFORMATION

APPLICANT INFORMATION		CONTACT INFORMATION (Same as Applicant? ☐)	
Applicant Name	Source Commercial Real Estate - Victor Baeten	Contact Name	JSD Professional Services, Inc. - Justin Frahm
Address	5936 Seminole Centre Court, Suite 100	Address	7402 Stone Ridge Drive Suite 4
City, State, Zip	Fitchburg, WI 53711	City, State, Zip	Weston, WI 54476
Telephone	920-621-1493	Telephone	715-298-6330
Fax		Fax	
Email	VictorB@sourcecommercialrealestate.com	Email	justin.frahm@jsdinc.com

OWNERSHIP INFORMATION

PROPERTY OWNER 1 INFORMATION (Same as Applicant? ☒)		PROPERTY OWNER 2 INFORMATION (If Needed)	
Owner's Name		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
Parcel # 21818 - 14.269 acres	Parcel # 21817 - 2.620 acres	Parcel # 21816 - 1.118 acres
Legal Description of Subject Property		
PART OF THE SOUTH HALF 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 2, TOWNSHIP 23 NORTH, RANGE 8 EAST, STEVENS POINT, PORTAGE COUTY, WISCONSIN.		
Area of Subject Property (Acres/Sq Ft)		Area of Requested Rezoning (Acres/Sq Ft)
18.007 acres		18.007 acres less public right-of-way
Designated Future Land Use Category	Current Use of Property	Proposed Use of Property
Commercial	R1 - Residential	B4 - Commercial
Current Zone District		Proposed Zone District
R1 - Residential		B4 - Commercial

Reason for the zone change request

Based on the City of Stevens Point's approved and adopted Comprehensive Plan, the ~18 acre property assemblage has been purchased for proposed commercial development with planned improvements. Currently the property is zoned R1 Residential and requires a zoning map amendment to B4 - Commercial to accommodate development consistent with the Comprehensive Plan.

Land use and the development proposed for the subject property. Include the time schedule (if any) for development. (Use additional pages if necessary)

Commercial land use is proposed consistent with the City of Stevens Point approved and adopted Comprehensive Plan. Development is proposed as a multi-phase construction project to include a dedicated public right-of-way with public roadway improvements to support multiple commercial lots. Phase one development will include up to two (2) lots with commercial uses to include general retail, service and commercial uses. Construction for Phase I improvements is planned for late fall 2025 through the end of 2026.

Current Zoning Surrounding Subject Property

North:	R1	South:	CTH HH ROW (Portage County) / Town of Plover Residential
East:	R1	West:	Hoover Rd. - City of Stevens Point ROW / B1 to west

Current Land Use Surrounding Subject Property

North:	Residential	South:	County ROW / Residential to South
East:	Residential	West:	City ROW / B1

Is the proposed zoning map amendment consistent with the Comprehensive Plan? If so how?

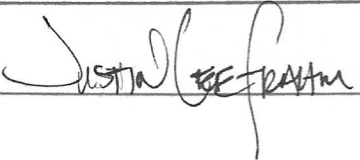
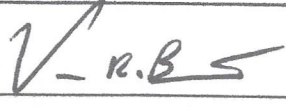
City Land Use Goals, Objectives and Policies include: Implementing Future Land Use Map. Regulate land use according to the Future Land Use Map and the goals, objectives and policies in the Comprehensive Plan elements. The approved Comprehensive Plan indicates commercial land use for the proposed site. Commercial land use by definition within the Comprehensive Plan states commercial - includes small-scale neighborhood and large-scale regional retail and service establishments (i.e. stand alone buildings and strip centers, etc.). In addition to proposed land use consistency with the Comprehensive Plan, planned development and proposed improvements promote many key goals, objectives and policies within the Comprehensive Plan including creation and retention of jobs and increasing the City's tax base and to promote developments that strengthen the identity of local commercial areas and corridors, incorporate compact, concentrated development of compatible activities and promote pedestrian access. In addition, new local commercial development should be used to improve the appearance and quality of areas identified for commercial development and redevelopment.

EXHIBITS

Owner Information Sheet See cover letter	☒	Additional Exhibits If Any:
Letter to District Alderperson Letter provided. Neighborhood Meeting hosted June 24	☒	
Maps (vicinity, zoning, floodplains, wetlands others as requested by staff)	☒	See attached transmittal letter noting list of additional, supplemental exhibits provided.

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
	07/1/2025		7/7/2025



Zoning Map Amendment Memorandum

To: Adam Kuhn, Zoning Administrator/Planner, City of Stevens Point
From: Justin Frahm, Senior Project Consultant, JSD Professional Services, Inc.
Re: Source Commercial – County Road HH / Hoover Road Zoning Map Amendment
JSD Project #: 24-14553
Date: July 7, 2025
Copy: Victor Baeten, Source Commercial Real Estate; Paul Phillips, JSD; Alex Mayou, JSD; Kal McHugh, JSD

On behalf of Source Commercial Real Estate Development and Stevens Point WI, LLC, JSD Professional Services, Inc. is submitting the enclosed City of Stevens Point zoning map amendment application and request. A commercial multi-phased development is proposed on the northeast corner of County Rd HH (McDill Ave) and Hoover Rd.

Neighborhood Meeting:

In addition to meeting and working closely with City staff on multiple occasions during project planning, an informational neighborhood meeting regarding future proposed development plans for this location was hosted in coordination with District 6 Alder, Dale Steinmetz on June 24, 2025, on Mid-State Technical College campus in Stevens Point. The meeting was well attended with information provided to those in attendance. A copy of the neighborhood notice is included with this application for additional information.

Planning & Supplemental Exhibits

As part of this application, the development team is providing supplemental proposed project information including underlying land title survey information, the City of Stevens Point approved Comprehensive Plan future land use review for this site, proposed land use and site development exhibits, a preliminary Certified Survey Map (CSM), draft proposed right-of-way and street improvement plans, street tree planting plans, stormwater management basis of design and a Traffic Impact Analysis (TIA) study and report.

Land Area:

The subject properties include (3) parcels totaling 18.007 acres at the northeast corner of County Rd. HH (McDill Ave.) and Hoover Rd. as shown on supplemental exhibits as included in this application. This zoning map amendment request proposes to rezone subject properties from an existing zoning district of R1 Residential to B-4 Commercial to support commercial land use consistent with the City of Stevens Point's adopted and approved Comprehensive Plan. Properties are proposed to be subdivided in the future to support private commercial site development and public improvements within public right-of-way to be dedicated to the City of Stevens Point.

ADDRESSES: 3383 Hoover Rd, 5278 County Rd HH & 0 County Rd HH, Stevens Point, WI
DISTRICT: District 6, Ward 16
PROPERTY OWNERSHIP: Stevens Point WI, LLC

Consistency with City of Stevens Point Comprehensive Plan:

Commercial land use as proposed for the subject properties is consistent with the City of Stevens Point's Comprehensive Plan designation for this site and its land use goals, objectives and policies. The Comprehensive Plan's Future Land Use Exhibit is included in this application for additional information, referencing the subject site location with a designation of future commercial land use.

According to the City's Comprehensive Plan, the City's goal is to regulate land use according to the Future Land Use Map and the goals, objectives and policies in the Comprehensive Plan elements. According to the Comprehensive Plan, 'commercial' land use, by definition includes "*small-scale neighborhood and large-scale regional retail and service establishments (i.e. standalone buildings and strip centers, etc.)*".

In addition to consistency with the land use designed within the Comprehensive Plan, future proposed development along with the proposed public improvements are consistent in promoting key goals, objectives and policies within the Comprehensive Plan including the following:

- To create and retain jobs.
- To increase the City's tax base.
- To promote developments that strengthen the identity of local commercial areas and corridors.
- To incorporate compact, concentrated development of compatible activities.
- To promote pedestrian access.
- New local commercial development should be used to improve the appearance and quality of areas identified for commercial development and redevelopment.

Site:

The approximate 18-acre site is currently a mix of vacant single-family homes, vegetation and open space areas.

Access & Traffic Study:

Currently, there are three (3) driveway access points along County Road HH/McDill Ave. and one (1) along Hoover Rd. Future plans propose to reduce access to one (1) signalized intersection along County Road HH/McDill Avenue and one (1) right-in, right-out access along Hoover Rd. via a dedicated public right-of-way with proposed public roadway improvements. The Traffic Impact Analysis (TIA) study and report, completed between 2024 and early 2025 addresses planned commercial development and recommends solutions to mitigate County Road HH traffic considerations and incorporates comments from a formal review process as coordinated with the City of Stevens Point, Portage County and the State of Wisconsin Department of Transportation. The full TIA study and report is included with this application for additional information.

Public On-Site Roadway Improvements:

As part of development plans, a public roadway will be designed in coordination with the City of Stevens Point Department of Public Works and recommendations within the TIA to provide safe, equitable access to future private development. Proposed plans will include roadway improvements, stormwater management improvements, sidewalk, terrace, lighting and street tree plantings. A draft public improvement plan with typical roadway design sections has been included with this application for additional information.

Stormwater Management:

On-site stormwater management design has been developed with input from City staff and the City of Stevens Point Department of Public Works. Stormwater management plans will include the collection of impervious surfaces using on-site storm sewer and surface conveyance systems. A grass-lined terrace and bio-retention systems will provide required infiltration and stormwater treatment for roadway improvements. Private stormwater management will be required of all private lots within the development. A stormwater management technical memorandum has been included with this application for additional information.

NOTICE OF DEVELOPMENT NEIGHBORHOOD MEETING / PUBLIC PARTICIPATION PROCESS

Today's Date: 6/12/2025

To the Adjoining and Nearby Property Owners,

This Neighborhood Meeting is being hosted to promote community awareness and create a proactive Public Participation Process to address any design and citizen considerations. The neighborhood meeting gives citizens the opportunity to participate in this important public process by providing opportunities for direct input to the development team.

A commercial multi-phased development is proposed on the northeast Corner of County Rd HH (McDill Ave) and Hoover Rd. The subject properties include approximately 18 acres and are shown in Exhibit A attached on the back of this letter for reference. The properties will be replatted following established City of Stevens Point long-range community plans along with the improvement of a new internal public roadway and traffic improvements on County Rd HH.

ADDRESSES: 3383 Hoover Rd, 5278 County Rd HH & 0 County Rd HH, Stevens Point, WI

DISTRICT: District 6, Ward 16

PROPERTY OWNERSHIP: Stevens Point WI, LLC

Victor Baeten, ownership contact, along with JSD Professional Services, Inc., will be in attendance at the Neighborhood Meeting to have open conversations regarding any questions and concerns with the proposed multi-phased development.

It is encouraged for you to attend this meeting and to share your input. Preliminary development plans will be shared for public input.

The meeting to discuss this application will be held on:

DATE: Tuesday, June 24th, 2025 @ 6:00pm to 8:00pm

LOCATION: Mid-State Technical College, Stevens Point Campus

ADDRESS: 1001 Centerpoint Drive, Stevens Point, WI 54481

For those with questions or comments, District 6 Alder Dale Steinmetz can be contacted at: district6@stevenspoint.com.

Thank you, and I look forward to meeting you at the meeting.

Victor Baeten

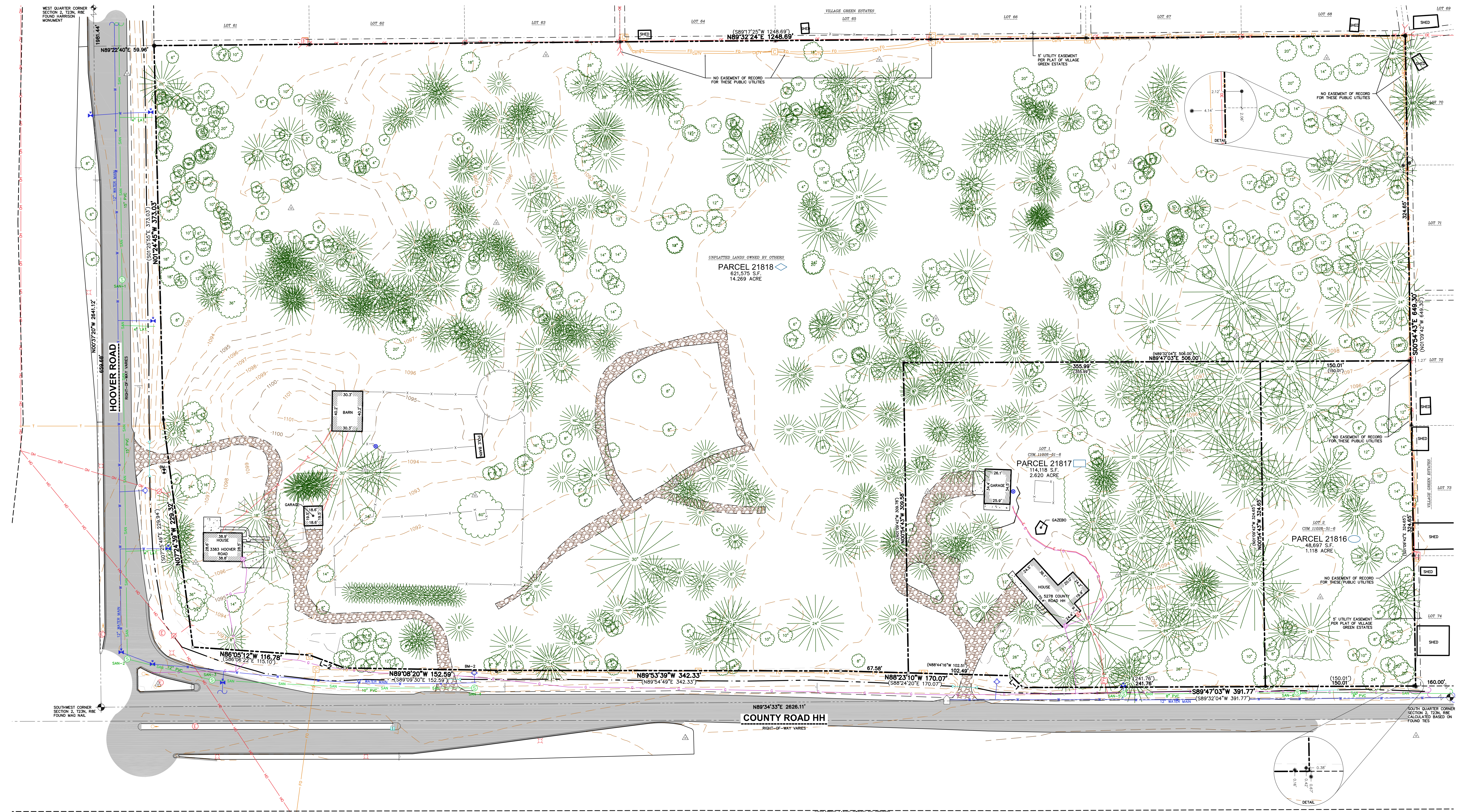
Email: VictorB@SourceCommercialRealEstate.com

Direct: (920) 621-1493

EXHIBIT A



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LEGEND

- GOVERNMENT CORNER
- 3/4" x 24" REBAR SET (1.50 LBS/LF)
- 1" IRON PIPE FOUND
- 1/4" REBAR FOUND
- 3/4" REBAR FOUND
- CONTROL POINT
- BENCHMARK
- MAIL BOX
- SIGN
- SANITARY MANHOLE
- HYDRANT
- WATER VALVE
- CURB INLET
- ENDWALL/END OF PIPE
- GAS REGULATOR/METER
- ELECTRIC MANHOLE
- ELECTRIC PEDESTAL
- AIR CONDITION UNIT
- LIGHT POLE
- POWER POLE
- POWER POLE W/GUY
- TRAFFIC SIGNAL
- TELEPHONE PEDESTAL
- CABLE PEDESTAL
- DECIDUOUS TREE
- CONIFEROUS TREE
- BUSH
- WELL
- RIGHT-OF-WAY LINE
- SECTION LINE
- PARCEL BOUNDARY
- PROPERTY LINE
- EASEMENT LINE
- LANDSCAPE LIMITS
- FENCE LINE
- EDGE OF PAVEMENT
- CONCRETE CURB & GUTTER
- EDGE OF GRAVEL
- SANITARY SEWER
- WATER LINE
- NATURAL GAS
- OVERHEAD LINE
- INTERMEDIATE CONTOUR
- DITCH LINE
- BITUMINOUS PAVEMENT
- CONCRETE PAVEMENT
- GRAVEL
- EDGE OF BITUMINOUS
- END OF FLAGGED UTILITIES
- DENOTES RECORD DATA DEPICTING THE SAME LINE ON THE GROUND AS RETRACED BY THIS SURVEY

VICINITY MAP
NOT TO SCALE

ALTA/NSPS LAND TITLE SURVEY

PART OF THE SOUTH HALF 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 2, TOWNSHIP 23 NORTH, RANGE 8 EAST, STEVENS POINT, PORTAGE COUNTY, WISCONSIN.

NOTES

- BEARINGS FOR THIS SURVEY AND MAP ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, PORTAGE COUNTY ZONE; THE WEST LINE OF THE SOUTHWEST QUARTER BEARS N00°37'20"W.
- ELEVATIONS ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).
- CONTOUR INTERVAL IS ONE FOOT.
- SUBSURFACE UTILITIES AND FEATURES SHOWN ON THIS MAP HAVE BEEN APPROXIMATED BY LOCATING SURFICIAL FEATURES AND APPURTENANCES, LOCATING DIGGERS HOTLINE FIELD MARKINGS AND BY REFERENCE TO UTILITY RECORDS AND MAPS. DIGGER'S HOTLINE TICKET NO. 20215107461, 20215107465, AND 20215107468, WITH A CLEAR DATE OF DECEMBER 21, 2021.
- UTILITY COMPANIES CONTACTED THRU DIGGERS HOTLINE:
 - CHARTER COMMUNICATIONS
 - AT&T DISTRIBUTION
 - STEVENS POINT WATER DEPARTMENT
 - DIS METROCOM
 - WISCONSIN PUBLIC SERVICE CORPORATION
 - VILLAGE OF PLOVER
- BEFORE EXCAVATION, APPROPRIATE UTILITY COMPANIES SHOULD BE CONTACTED. FOR EXACT LOCATION OF UNDERGROUND UTILITIES, CONTACT DIGGERS HOTLINE, AT 1.800.242.8511.
- ROADWAY UTILITY RECORD DRAWINGS WERE REQUESTED FROM THE CITY OF STEVENS POINT. THE UTILITIES SHOWN REPRESENT FIELD LOCATED UTILITIES IN COMBINATION WITH THE SUPPLIED CITY RECORDS.

LEGAL DESCRIPTION (AS FURNISHED)

(FIDELITY NATIONAL TITLE INSURANCE COMPANY, COMMITMENT No: PT-21816, COMMITMENT DATE: JANUARY 18, 2022 AT 12:00 A.M.)

PARCEL 21816: LOT TWO (2) OF CERTIFIED SURVEY MAP No. 11026-51-6 AS RECORDED AS DOCUMENT No. 834215, LOCATED IN AND BEING PART OF LOT ONE (1) OF CERTIFIED SURVEY MAP No. 2804 AS DOCUMENT No. 367069, BEING PART OF THE SOUTHWEST QUARTER (SW 1/4) OF THE SOUTHWEST QUARTER (SW 1/4) OF SECTION TWO (2), TOWNSHIP TWENTY-THREE (23) NORTH, RANGE EIGHT (8) EAST, CITY OF STEVENS POINT, PORTAGE COUNTY, WISCONSIN.

(FIDELITY NATIONAL TITLE INSURANCE COMPANY, COMMITMENT No: PT-21817, COMMITMENT DATE: JANUARY 18, 2022 AT 12:00 A.M.)

PARCEL 21817: LOT ONE (1) OF CERTIFIED SURVEY MAP No. 11026-51-6 AS DOCUMENT No. 834215, BEING PART OF LOT ONE (1), CERTIFIED SURVEY MAP No. 2804-10-62, BEING PART OF THE SOUTHWEST QUARTER (SW 1/4) OF THE SOUTHWEST QUARTER (SW 1/4) OF SECTION TWO (2), TOWNSHIP TWENTY-THREE (23) NORTH, RANGE EIGHT (8) EAST, CITY OF STEVENS POINT, PORTAGE COUNTY, WISCONSIN.

(FIDELITY NATIONAL TITLE INSURANCE COMPANY, COMMITMENT No: PT-21817, COMMITMENT DATE: JANUARY 18, 2022 AT 12:00 A.M.)

PARCEL 21818: THE SOUTH HALF (S 1/2) OF THE SOUTHWEST QUARTER (SW 1/4) OF THE SOUTHWEST QUARTER (SW 1/4), SECTION TWO (2), TOWNSHIP TWENTY-THREE (23) NORTH, RANGE EIGHT (8) EAST, CITY OF STEVENS POINT, PORTAGE COUNTY, WISCONSIN, EXCEPT LOT ONE (1) OF PORTAGE COUNTY CERTIFIED SURVEY MAP No. 2804-10-62, AND EXCEPT PART THEREOF CONVEYED AS A RIGHT-OF-WAY FOR ROAD PURPOSES.

(FIDELITY NATIONAL TITLE INSURANCE COMPANY, COMMITMENT No: PT-21818, COMMITMENT DATE: JANUARY 18, 2022 AT 12:00 A.M.)

NOTES CORRESPONDING TO SCHEDULE B-SECTION TWO EXCEPTIONS

(FIDELITY NATIONAL TITLE INSURANCE COMPANY, COMMITMENT No: PT-21816, COMMITMENT DATE: JANUARY 18, 2022 AT 12:00 A.M.)

- RIGHTS OF THE PUBLIC AND PRIVATE RIGHTS OF OTHERS ENTITLED THERETO IN AND TO THE USE OF THE PORTION OF THE PREMISES THAT MAY BE WITHIN THE BOUNDARIES OF ANY HIGHWAY, PUBLIC ROAD, STREET, ALLEY OR OTHER PUBLIC WAY.
- RESERVATIONS OR RESTRICTIONS FOR EASEMENTS, BUILDING SETBACK LINES AND OTHER MATTERS AS SHOWN ON THE RECORDED CERTIFIED SURVEY MAP/PLAT MAP.
- THIS ITEM DOES AFFECT THE SUBJECT PROPERTY AND IS NOT GRAPHIC IN NATURE, THEREFORE IT IS NOT PLOTTED HEREON.
- TERMS AND CONDITIONS OF SEPTIC MAINTENANCE AGREEMENT RECORDED IN SAID REGISTER'S OFFICE ON JULY 8, 1983 AS DOCUMENT No. 369317.
- THIS ITEM DOES AFFECT THE SUBJECT PROPERTY AND IS NOT GRAPHIC IN NATURE, THEREFORE IT IS NOT PLOTTED HEREON.

(FIDELITY NATIONAL TITLE INSURANCE COMPANY, COMMITMENT No: PT-21817, COMMITMENT DATE: JANUARY 18, 2022 AT 12:00 A.M.)

- RIGHTS OF THE PUBLIC AND PRIVATE RIGHTS OF OTHERS ENTITLED THERETO IN AND TO THE USE OF THE PORTION OF THE PREMISES THAT MAY BE WITHIN THE BOUNDARIES OF ANY HIGHWAY, PUBLIC ROAD, STREET, ALLEY OR OTHER PUBLIC WAY.
- RESERVATIONS OR RESTRICTIONS FOR EASEMENTS, BUILDING SETBACK LINES AND OTHER MATTERS AS SHOWN ON THE RECORDED CERTIFIED SURVEY MAP/PLAT MAP.
- THIS ITEM DOES AFFECT THE SUBJECT PROPERTY AND IS NOT GRAPHIC IN NATURE, THEREFORE IT IS NOT PLOTTED HEREON.
- TERMS AND CONDITIONS OF SEPTIC MAINTENANCE AGREEMENT RECORDED IN SAID REGISTER'S OFFICE ON JULY 8, 1983 AS DOCUMENT No. 369317.
- THIS ITEM DOES AFFECT THE SUBJECT PROPERTY AND IS NOT GRAPHIC IN NATURE, THEREFORE IT IS NOT PLOTTED HEREON.

(FIDELITY NATIONAL TITLE INSURANCE COMPANY, COMMITMENT No: PT-21818, COMMITMENT DATE: JANUARY 18, 2022 AT 12:00 A.M.)

- RIGHTS OF THE PUBLIC AND PRIVATE RIGHTS OF OTHERS ENTITLED THERETO IN AND TO THE USE OF THE PORTION OF THE PREMISES THAT MAY BE WITHIN THE BOUNDARIES OF ANY HIGHWAY, PUBLIC ROAD, STREET, ALLEY OR OTHER PUBLIC WAY.
- RESERVATIONS OR RESTRICTIONS FOR EASEMENTS, BUILDING SETBACK LINES AND OTHER MATTERS AS SHOWN ON THE RECORDED CERTIFIED SURVEY MAP/PLAT MAP.
- THIS ITEM DOES AFFECT THE SUBJECT PROPERTY AND IS NOT GRAPHIC IN NATURE, THEREFORE IT IS NOT PLOTTED HEREON.
- TERMS AND CONDITIONS OF SEPTIC TANK MAINTENANCE AGREEMENT RECORDED IN SAID REGISTER'S OFFICE ON JUNE 12, 1987 AS DOCUMENT No. 404679.
- THIS ITEM DOES AFFECT THE SUBJECT PROPERTY AND IS NOT GRAPHIC IN NATURE, THEREFORE IT IS NOT PLOTTED HEREON.
- TERMS AND CONDITIONS OF ORDINANCE RECORDED IN SAID REGISTER'S OFFICE ON OCTOBER 18, 2007 AS DOCUMENT No. 710044.
- THIS ITEM DOES AFFECT THE SUBJECT PROPERTY AND IS NOT GRAPHIC IN NATURE, THEREFORE IT IS NOT PLOTTED HEREON.

LINE TABLE

LINE	BEARING	DISTANCE
L-1	N45°38'16"W (N45°59'18"W)	16.81' (16.81')
L-2	N89°45'59"W (S89°47'09"E)	37.32' (37.32')

BENCHMARKS

BENCH MARK	ELEVATION	DESCRIPTION
BM-1	1094.21	3/4" REBAR BY DRIVEWAY OFF HOVER RD
BM-2	1095.04	TOP NUT ON HYDRANT ON NORTH SIDE OF CTH HH

SANITARY SEWER MANHOLES

STRUCT. ID	RIM ELEVATION	INVERT	ELEVATION/PIPE SIZE	PIPE TYPE
SAN-1	1094.10	N	1082.94 15"	PVC
SAN-2	1092.88	S	1082.94 15"	PVC
SAN-3	1092.88	N	1083.00 15"	PVC
SAN-4	1092.88	E	1083.00 12"	PVC
SAN-5	1091.74	W	1084.13 12"	PVC
SAN-6	1093.52	E	1084.13 10"	PVC
SAN-7	1093.52	E	1088.97 8"	PVC
SAN-8	1093.15	W	1088.30 8"	PVC
SAN-9	1093.15	E	1088.30 8"	PVC

SURVEYOR'S CERTIFICATE

TO: I) FIDELITY NATIONAL TITLE INSURANCE COMPANY, II) VB HOLDINGS, LLC.

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS. THE FIELD WORK WAS COMPLETED ON FEBRUARY 04, 2022.

TODD J. BUHR, S-2614
PROFESSIONAL LAND SURVEYOR
Email: todd.buhr@jdsdinc.com
Website: www.jdsdinc.com

DATE: 02/15/2022

MODIFICATIONS:

#	Date	Description
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		

Designed By: MJS 01/21/22
Reviewed By: CJO 02/11/22
Approved By: TJB 02/14/22

ALTA/NSPS LAND TITLE SURVEY

SHEET NUMBER: **1 OF 1**

PROJECT NO: 21-11425

Scale in Feet: 40' 0 40'

North Arrow

WISCONSIN LAND SURVEYOR
TODD J. BUHR, S-2614
DEFOREST, WI

JSD

CREATE THE VISION TELL THE STORY

jsdinc.com

WAUSAU REGIONAL OFFICE
7402 STONE RIDGE DRIVE, SUITE 4
WESTON, WI 54476
P. 715.298.6330

CLIENT: **SOURCE COMMERCIAL REAL ESTATE**

CLIENT ADDRESS:
5936 SEMINOLE CENTRE COURT, SUITE 100 FITCHBURG, WI 53711

PROJECT: **STEVENS POINT COMMERCIAL MASTER PLAN**

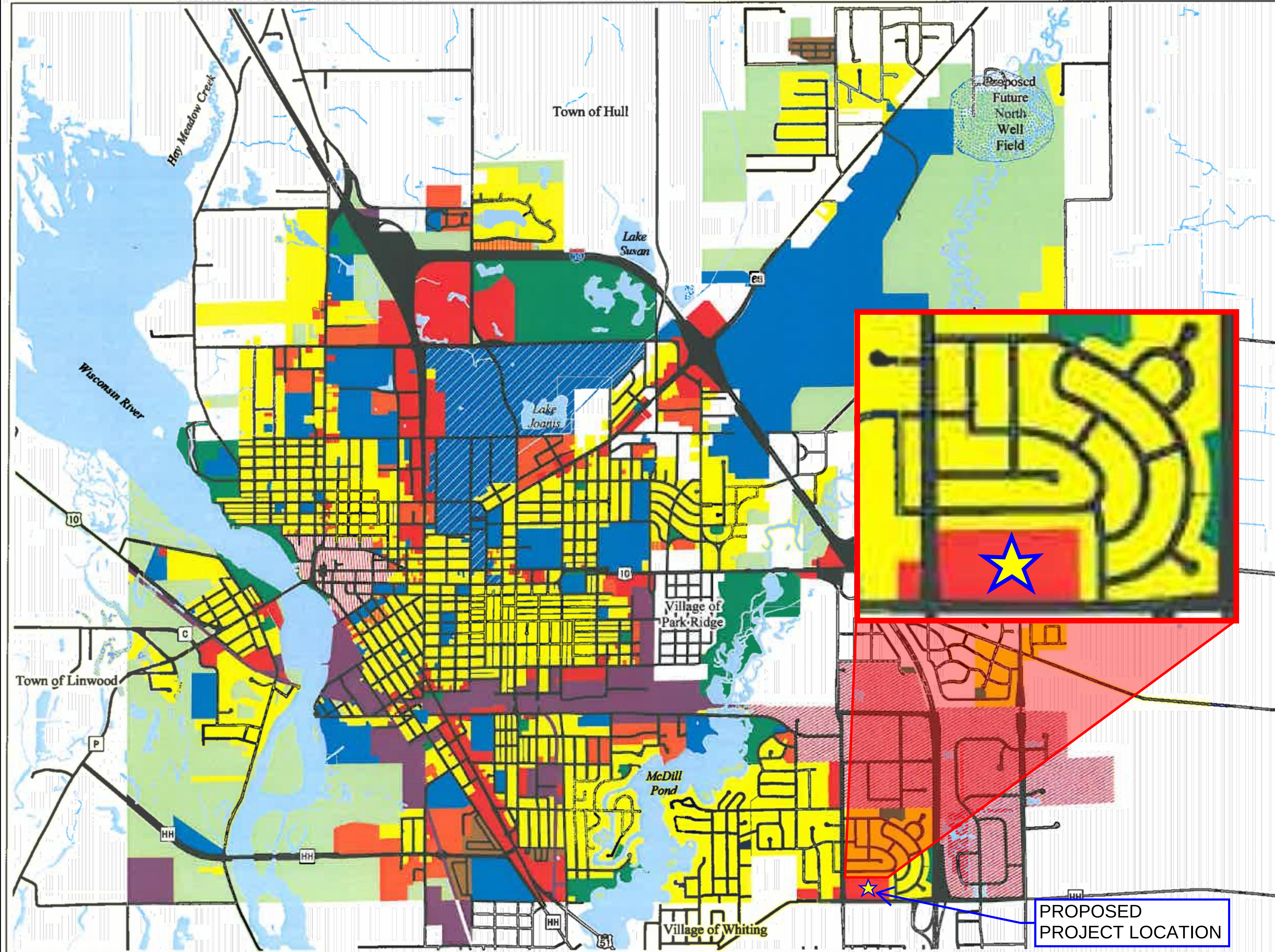
PROJECT LOCATION:
HOVER ROAD AND MCDILL AVE. STEVENS POINT, WI

Scale in Feet: 40' 0 40'

North Arrow

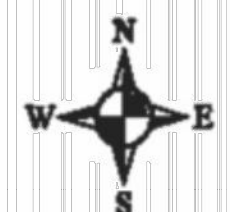
WISCONSIN LAND SURVEYOR
TODD J. BUHR, S-2614
DEFOREST, WI

Map 8.3 Future Land Use Update



Future Land Use

- Residential
- Multi-family (3+ units)
- Mobile Home Park
- Commercial / Office / Multi-family
- Professional Office / Multi-family
- Downtown District
- Business Park District
- Institutional / Government
- UWSP
- Industry
- Park
- Not Developable / Restrictive Ownership
- Vacant
- Road Right-of-Way
- Water Bodies



0 0.25 0.5 1 Miles

Source: City of Stevens Point (2005)
Portage County Planning & Zoning (2005)

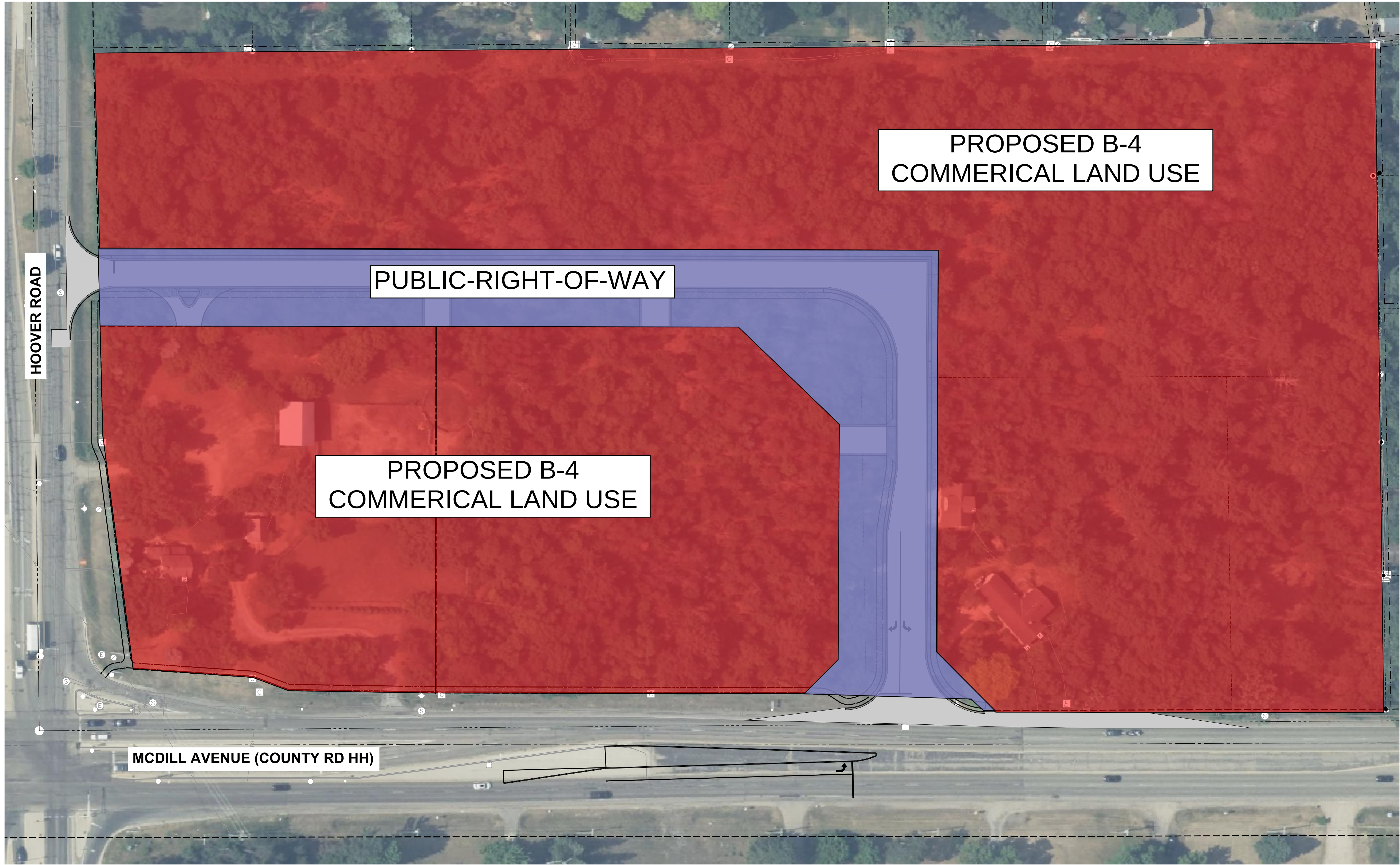
Adopted: June 19, 2006

City of Stevens Point Comprehensive Plan



Portage County
Planning & Zoning
1462 Strongs Ave.
Stevens Point, WI 54481

PROPOSED
PROJECT LOCATION

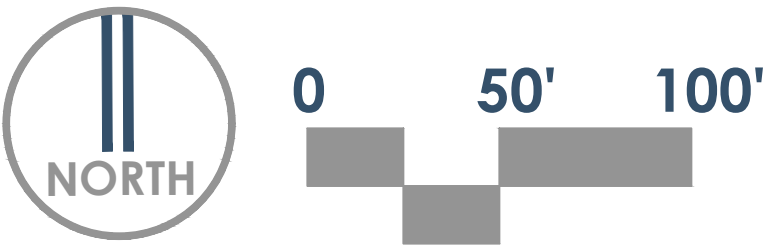


LEGEND	
	PROPERTY LINE
	RIGHT-OF-WAY
	EASEMENT LINE
	BUILDING OUTLINE
	BUILDING OVERHANG
	BUILDING SETBACK LINE
	PAVEMENT SETBACK LINE
	CENTERLINE
	EDGE OF PAVEMENT
	STANDARD CURB AND GUTTER
	ASPHALT PAVEMENT
	CONCRETE PAVEMENT

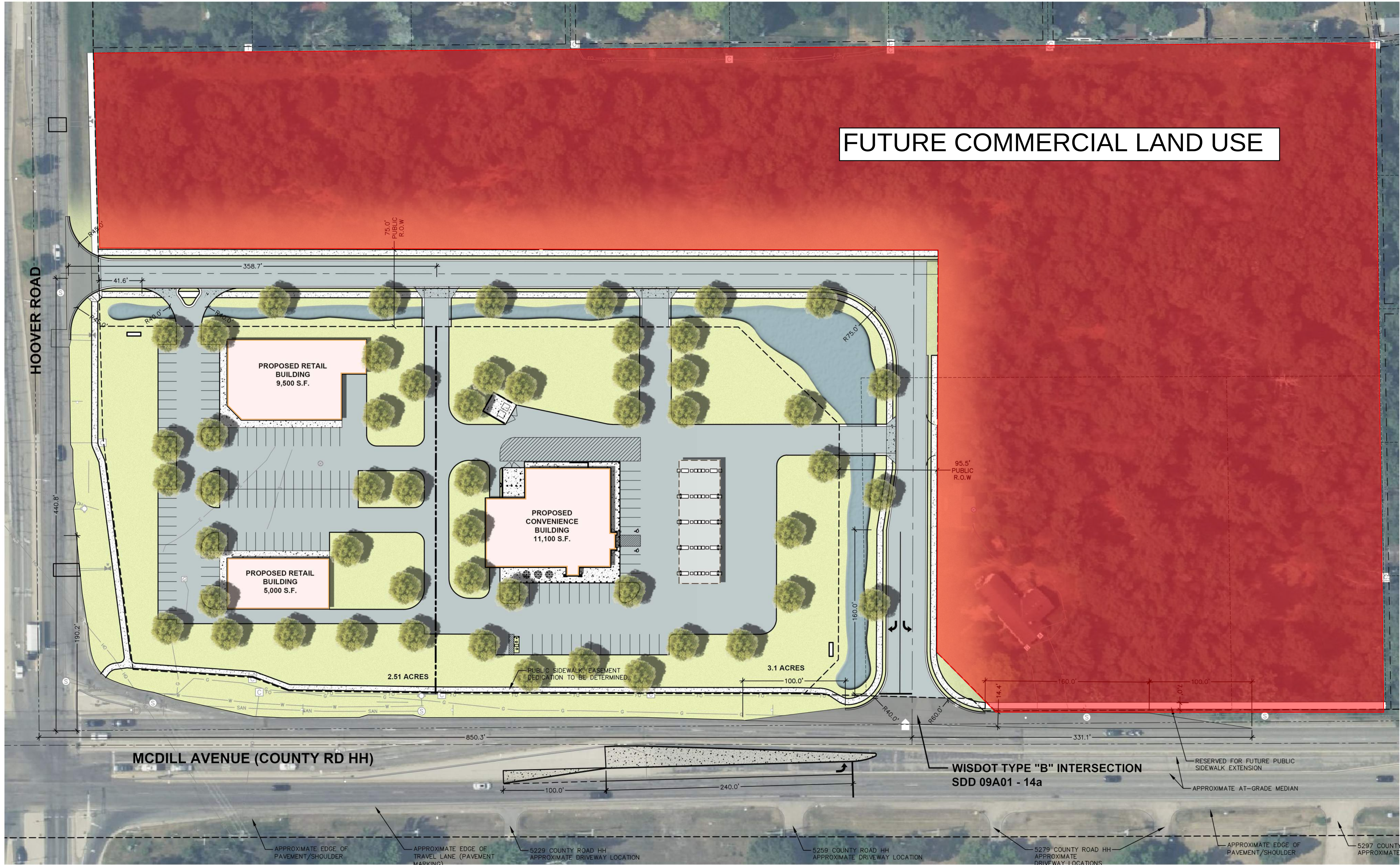
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SOURCE COMMERCIAL DEVELOPMENT
STEVENS POINT, WI. DATE: 07-07-2025

PROPOSED LAND USE EXHIBIT



24-14553

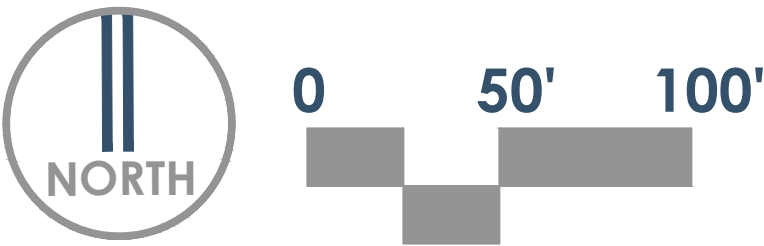


LEGEND	
	PROPERTY LINE
	RIGHT-OF-WAY
	EASEMENT LINE
	BUILDING OUTLINE
	BUILDING OVERHANG
	BUILDING SETBACK LINE
	PAVEMENT SETBACK LINE
	CENTERLINE
	EDGE OF PAVEMENT
	STANDARD CURB AND GUTTER
	ASPHALT PAVEMENT
	CONCRETE PAVEMENT

SOURCE COMMERCIAL DEVELOPMENT
STEVENS POINT, WI.

DATE: 07-07-2025

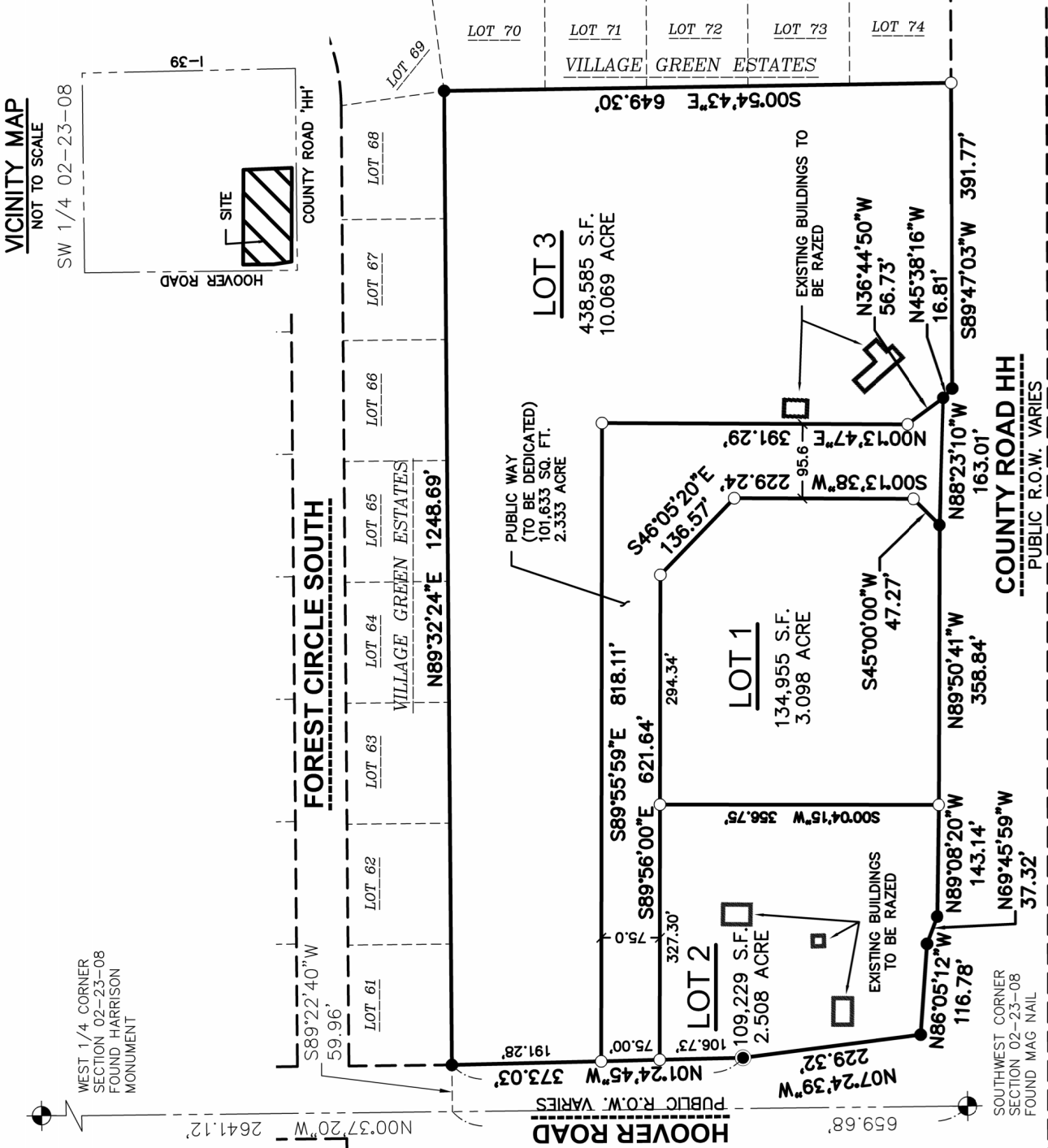
PROPOSED PHASE 1 MASTER PLAN



PRELIMINARY

CERTIFIED SURVEY MAP NO.

PART OF THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 02, TOWNSHIP 23 NORTH, RANGE 08 EAST, STEVENS POINT, PORTAGE COUNTY, WISCONSIN



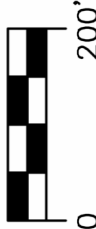
LEGEND

- GOVERNMENT CORNER
- 1" IRON PIPE FOUND
- 3/4" REBAR FOUND
- 3/4" x 24" REBAR SET (1.50 LBS/LF)
- PLAT BOUNDARY
- CENTERLINE
- RIGHT-OF-WAY LINE
- PLATTED LOT LINE
- SECTION LINE
- SETBACK LINE

NOTES:

1. FIELD WORK PERFORMED ON FEBRUARY 2, 2022.
2. BEARINGS ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, PORTAGE COUNTY. THE WEST LINE OF THE SOUTHWEST QUARTER OF SECTION 02-23-08, BEARS N00°37'20"W.
3. SEE SHEET 2 FOR LINE TABLE, EASEMENTS, AND BUILDINGS.

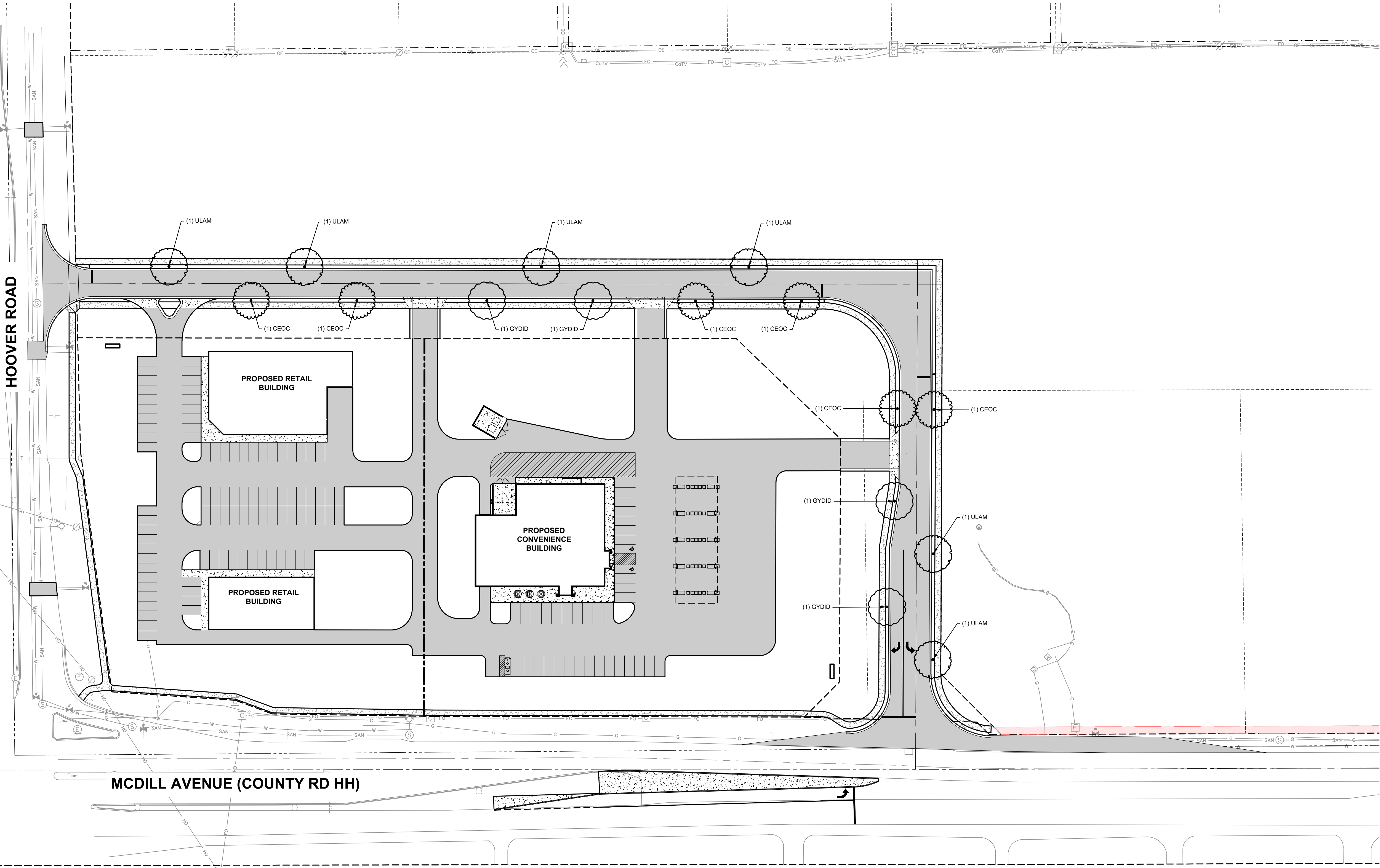
SCALE IN FEET



north

JSD MADISON REGIONAL OFFICE 507 WEST VERONA AVE., SUITE 500 VERONA, WI 53593 P: 608.846.5969	SURVEYED BY:	SURVEYED FOR:	PROJECT NO:	24-144553	SURVEYED BY:	-
	-	-	FIELDBOOK/PG:	-	DRAWN BY:	-
	-	-	SHEET NO:	1 OF X		
					VOL.	PAGE
					DOC. NO.	
					C.S.M. NO.	

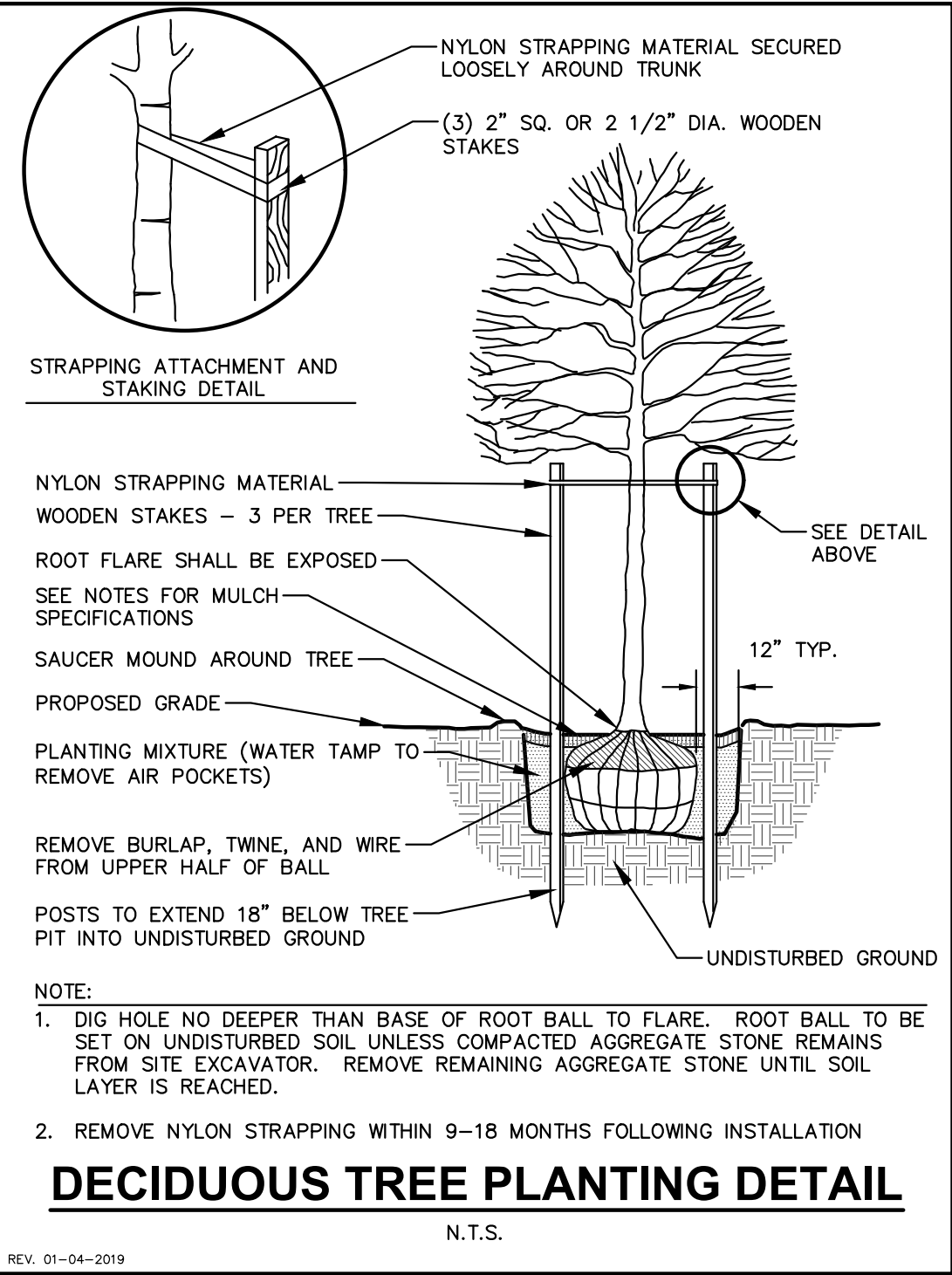
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LEGEND	
	PROPERTY LINE
	RIGHT-OF-WAY
	EASEMENT LINE
	BUILDING OUTLINE
	BUILDING OVERHANG
	BUILDING SETBACK LINE
	PAVEMENT SETBACK LINE
	CENTERLINE
	EDGE OF PAVEMENT
	STANDARD CURB AND GUTTER
	ASPHALT PAVEMENT
	CONCRETE PAVEMENT

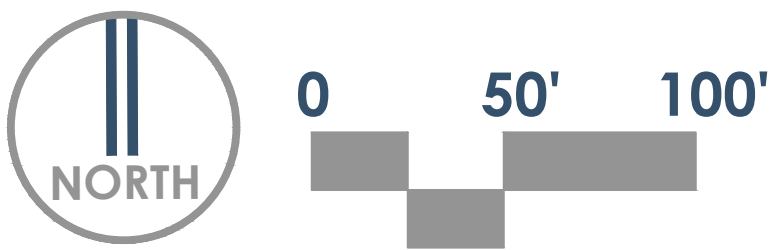
PLANT SCHEDULE

SYMBOL	CODE	BOTANICAL / COMMON NAME	CONT	SIZE	QTY
OVERSTORY DECIDUOUS TREES					
	CEOC	<i>Celtis occidentalis</i> Common Hackberry	B & B	1.5" Cal	6
	GYDID	<i>Gymnocladus dioica</i> 'McKBranded' Decaf® Kentucky Coffeetree	B & B	1.5" Cal	4
	ULAM	<i>Ulmus americana</i> 'Princeton' Princeton American Elm	B & B	1.5" Cal	6



SOURCE COMMERCIAL DEVELOPMENT
STEVENS POINT, WI. DATE: 07-07-2025

PROPOSED STREET TREE PLANTING PLAN



24-14553

Memorandum

To: City of Stevens Point
ATTN: Scott Beduhn, P.E. – Director of Public Works

From: Alexander Mayou, P.E. - JSD Professional Services, Inc. (JSD)

Re: Source Commercial Road Public Improvements – Stormwater Basis of Design Summary

JSD Project #: 24-14553

Date: July 2, 2025

cc: Justin Frahm, P.L.A. (JSD); Paul, Phillips, P.E. (JSD); Kal McHugh (JSD); Victor Baeten (Source Commercial Real Estate)

Project Description

This memorandum shall serve as the summary of stormwater basis of design for the proposed new development of the roadway public improvements associated with the overall private commercial development located on the parcel as shown in **Exhibit 1**, referred to as “project area” hereinafter. The proposed roadway public improvements area located on two existing parcels that have a combined area of 16.889 acres or 735,693 square feet of land. See **Exhibit 1** for JSD’s Existing Conditions Survey dated February 15, 2022. The roadway public improvements include the development of a 75-foot to 170-foot right-of-way corridor that will connect Hoover Road to McDill Avenue (County Road HH). The right-of-way will include an asphalt roadway, concrete curb & gutters, concrete sidewalk, storm sewer, and stormwater infrastructure. See **Exhibit 2** for the proposed overall master plan and typical roadway sections. The project will disturb approximately 102,803 square feet.

City of Stevens Point – Post Construction Stormwater Management Requirements

The project area is located within the City of Stevens Point, Portage County, Wisconsin. The guidelines and regulations used for stormwater management include the following:

- Wisconsin Administrative Code Chapter NR151 and NR216;
- Chapter 31 of the City of Stevens Point Code of Ordinances;

According to the City of Stevens Point stormwater ordinance since the total surface disturbance will be greater than an acre the site will be required to satisfy City of Stevens Point numeric performance standards for total suspended solids, peak discharge, and infiltration requirements. Since the site disturbs greater than 1 acre it will be required to meet post construction standards for State of Wisconsin NR151 and NR216.

Drainage Design

The proposed roadway development site-civil plan is proposing to collect impervious surface areas using onsite storm sewer and surface conveyance systems. The on-site storm sewer system captures the runoff from the proposed roadway including the asphalt road, concrete curb & gutter, grassed terrace, and concrete sidewalks. The site will reduce total suspended solids, peak post development discharge rates, and will provide required infiltration utilizing storm sewer structure sumps and a proposed bio-retention basin on the south and west side of the proposed right-of-way. **Table 1** summarizes the comparison below. Refer to **Exhibit 3** for HydroCAD calculations, WinSLAMM Calculations, and existing and proposed watershed maps used in the model.

TABLE 1: EXISTING VS. PROPOSED PEAK RUNOFF RATES

	1-year	2-year	10-year	100-year
Rainfall for each 24-hour storm event for Portage County (in)	2.31	2.63	3.69	5.76
<u>Within Proposed Right-of-Way Area</u>				
Pre-development peak discharge rate (cfs)	0.00	0.00	0.00	0.00
Post-development peak discharge rate (cfs)	0.00	0.00	0.00	0.00
Difference between existing and proposed peak discharge (cfs)	0.00	0.00	0.00	0.00

The proposed roadway and right-of-way drainage areas generate approximately 1,064 lbs. of particulate solids. The bio-retention basin removes approximately 1,064 lbs. of particulate solids from upstream runoff for an overall 100% TSS reduction for the site. Refer to **Exhibit 3** for further calculations.

The designed bio-retention basin and the green space within the right-of-way meet the annual recharge volume required of 60%. The proposed best management practices are providing 100% of the pre-development infiltration volume. Refer to **Exhibit 3** for further calculations.

Erosion Control Measures

All perimeter erosion control measures are to be installed prior to any land disturbing activities. This includes one construction entrance, silt fence, and inlet protection. During construction, all sedimentation and erosion control items are to be maintained for maximum effectiveness. The stone construction entrance shall have the stone replaced when the existing stone is no longer effective. Sediment trapped by the silt fence is to be removed when sediment levels reach a depth of approximately one foot.

All pervious areas disturbed during construction will be restored with a minimum of six inches of topsoil, fertilizer, seed, and mulch within seven days of final grading. The seed shall be a mixture in accordance with state DNR standards and placed at a minimum rate of 5 lb per 1,000 sf or per manufacturer recommendations for the seed mix. The seed mixture shall be applied on all disturbed areas, excluding impervious areas. Fertilizer will be applied per the results of soil tests.

All runoff during construction shall be directed to flow through the sedimentation control measures shown on the erosion control plan. Erosion control measures have been designed to prevent gully and bank erosion and regulate soil transportation within the boundaries of the project site. See **Exhibit 2** for site-civil engineering plans and details.

The stormwater management and erosion controls for the public roadway development will be designed in accordance with the development standards for the City of Stevens Point, Portage County, Wisconsin and Wisconsin Department of Natural Resources standards.

EXHIBITS

EXHIBIT 1 – EXISTING CONDITIONS SURVEY (2022-02-115)

EXHIBIT 2 – OVERALL MASTER PLAN & TYPICAL ROADWAY SECTIONS (2025-07-01)

EXHIBIT 3 – HYDROCAD & WINSLAMB CALCULATIONS AND WATERSHED MAPS

Future questions and comments can be directed to:

Alexander Mayou, P.E.
Project Engineer

alex.mayou@jsdinc.com
Phone: 715.298.6330
Fax: 715.298.6326

JSD Professional Services, Inc.
• Engineers • Surveyors • Planners
Wausau Regional Office
7402 Stone Ridge Drive, Suite 4
Weston, WI 54476
www.jsdinc.com

EXHIBIT 1

EXISTING CONDITIONS SURVEY

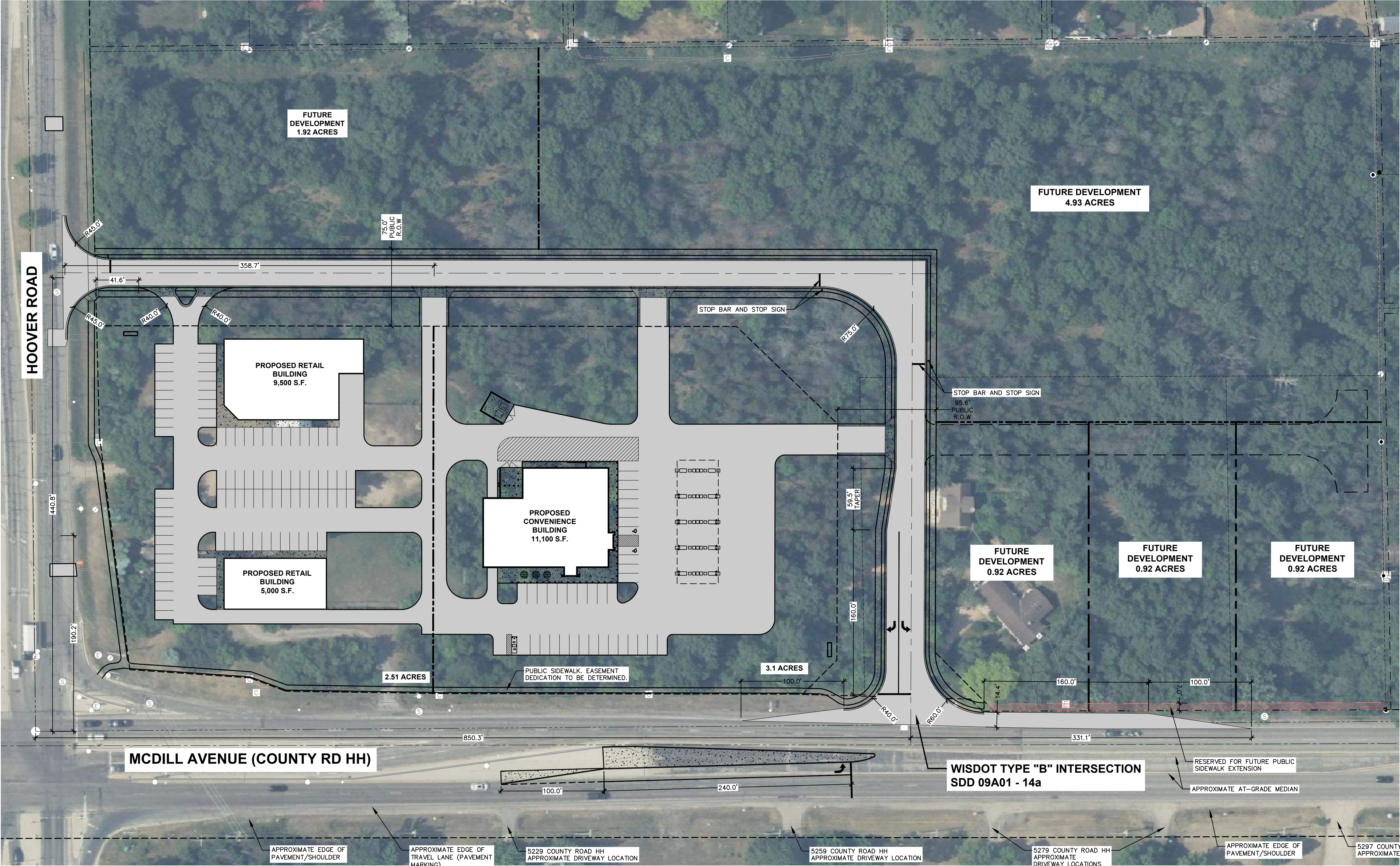
DATED FEBRUARY 15, 2022

EXHIBIT 2

OVERALL MASTER PLAN & TYPICAL ROADWAY SECTIONS

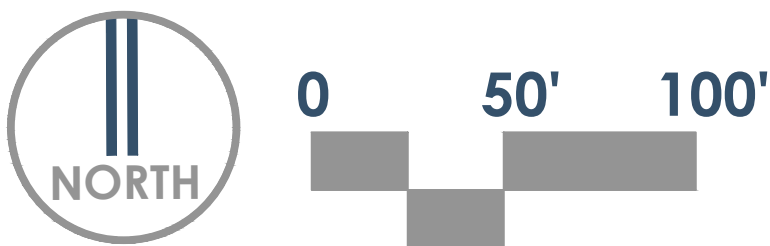
DATED JULY 1, 2025

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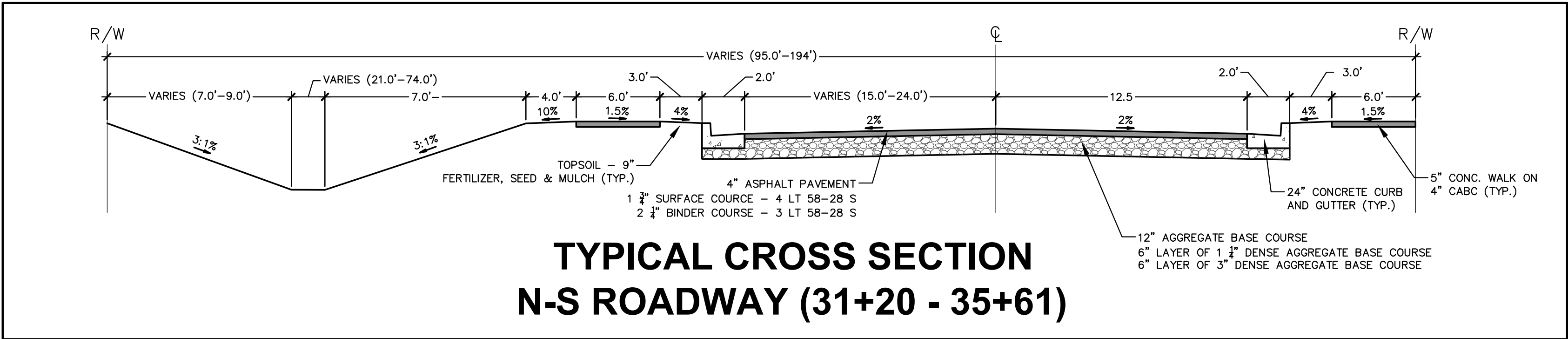
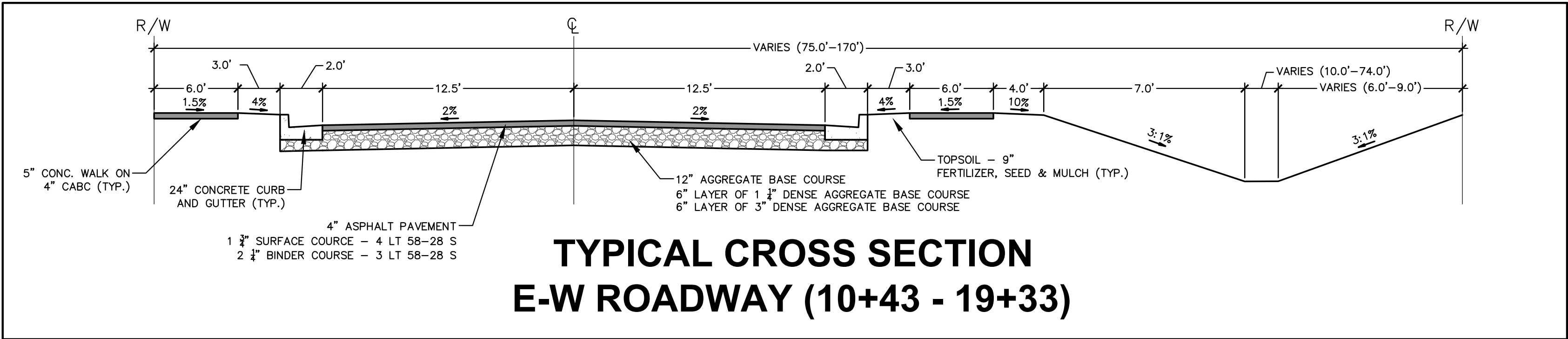


HOOVER AND MCDILL AVE.
STEVENS POINT, WI. **DATE: 07-01-2025**

MASTER PLAN



File: \\USDINC\\weston projects\\PROJECTS\\2024\\2414553\\DWG\\Civil Sheets\\24-14553 Con Docs - P&P.dwg Layout: Typical Sections User: chuck.groenier Plotted: Jun 23, 2025 - 7:46am Xref's:



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jsdinc.com

MADISON REGIONAL OFFICE
507 WEST VERONA AVENUE, SUITE 500
VERONA, WISCONSIN 53593
P. 608.848.5060

CLIENT:

CLIENT ADDRESS:

PROJECT:

PROJECT LOCATION:

PLAN MODIFICATIONS:

#	Date:	Description:
1		
2		
3		
4		
5		
6		
7		
8		
9		
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12		
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15		

Designed By:

Reviewed By:

Approved By:

SHEET TITLE:

TYPICAL SECTIONS

SHEET NUMBER:

C1.0

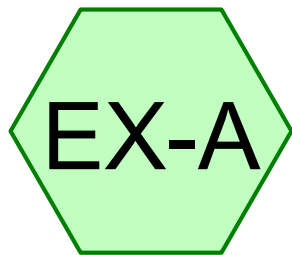
JSD PROJECT NO:



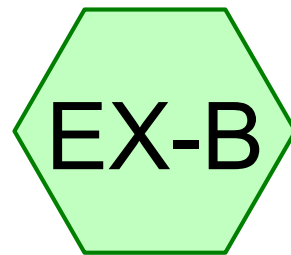
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EXHIBIT 3

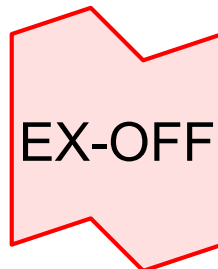
HYDROCAD & WINSLAMM CALCULATIONS & WATERSHED MAPS



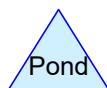
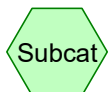
Existing West



Existing East



Existing Offsite



Routing Diagram for 2414553 Proposed HydroCAD (2025-06-27)

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2414553 Proposed HydroCAD (2025-06-27)

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Area Listing (selected nodes)

Area (acres)	CN	Description (subcatchment-numbers)
2.344	32	Woods/grass comb., Good, HSG A (EX-A, EX-B)
2.344	32	TOTAL AREA

Summary for Subcatchment EX-A: Existing West

Runoff = 0.00 cfs @ 0.10 hrs, Volume= 0.000 af, Depth= 0.00"
 Routed to Link EX-OFF : Existing Offsite

Runoff by SCS TR-20 method, UH=SCS, Weighted-Q, Time Span= 0.10-96.00 hrs, dt= 0.05 hrs
 MSE 24-hr 3 1-Year Rainfall=2.31"

Area (sf)	CN	Description
11,075	32	Woods/grass comb., Good, HSG A
11,075		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
19.8	100	0.0314	0.08		Sheet Flow, Woods: Light underbrush n= 0.400 P2= 2.63"
2.7	72	0.0079	0.44		Shallow Concentrated Flow, Woodland Kv= 5.0 fps
22.5	172	Total			

Summary for Subcatchment EX-B: Existing East

Runoff = 0.00 cfs @ 0.10 hrs, Volume= 0.000 af, Depth= 0.00"

Runoff by SCS TR-20 method, UH=SCS, Weighted-Q, Time Span= 0.10-96.00 hrs, dt= 0.05 hrs
 MSE 24-hr 3 1-Year Rainfall=2.31"

Area (sf)	CN	Description
91,008	32	Woods/grass comb., Good, HSG A
91,008		100.00% Pervious Area

Summary for Link EX-OFF: Existing Offsite

Inflow Area = 0.254 ac, 0.00% Impervious, Inflow Depth = 0.00" for 1-Year event
 Inflow = 0.00 cfs @ 0.10 hrs, Volume= 0.000 af
 Primary = 0.00 cfs @ 0.10 hrs, Volume= 0.000 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.10-96.00 hrs, dt= 0.05 hrs

Summary for Subcatchment EX-A: Existing West

Runoff = 0.00 cfs @ 0.10 hrs, Volume= 0.000 af, Depth= 0.00"
 Routed to Link EX-OFF : Existing Offsite

Runoff by SCS TR-20 method, UH=SCS, Weighted-Q, Time Span= 0.10-96.00 hrs, dt= 0.05 hrs
 MSE 24-hr 3 2-Year Rainfall=2.63"

Area (sf)	CN	Description
11,075	32	Woods/grass comb., Good, HSG A
11,075		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
19.8	100	0.0314	0.08		Sheet Flow, Woods: Light underbrush n= 0.400 P2= 2.63"
2.7	72	0.0079	0.44		Shallow Concentrated Flow, Woodland Kv= 5.0 fps
22.5	172	Total			

Summary for Subcatchment EX-B: Existing East

Runoff = 0.00 cfs @ 0.10 hrs, Volume= 0.000 af, Depth= 0.00"

Runoff by SCS TR-20 method, UH=SCS, Weighted-Q, Time Span= 0.10-96.00 hrs, dt= 0.05 hrs
 MSE 24-hr 3 2-Year Rainfall=2.63"

Area (sf)	CN	Description
91,008	32	Woods/grass comb., Good, HSG A
91,008		100.00% Pervious Area

Summary for Link EX-OFF: Existing Offsite

Inflow Area = 0.254 ac, 0.00% Impervious, Inflow Depth = 0.00" for 2-Year event
 Inflow = 0.00 cfs @ 0.10 hrs, Volume= 0.000 af
 Primary = 0.00 cfs @ 0.10 hrs, Volume= 0.000 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.10-96.00 hrs, dt= 0.05 hrs

Summary for Subcatchment EX-A: Existing West

Runoff = 0.00 cfs @ 0.10 hrs, Volume= 0.000 af, Depth= 0.00"
 Routed to Link EX-OFF : Existing Offsite

Runoff by SCS TR-20 method, UH=SCS, Weighted-Q, Time Span= 0.10-96.00 hrs, dt= 0.05 hrs
 MSE 24-hr 3 10-Year Rainfall=3.69"

Area (sf)	CN	Description
11,075	32	Woods/grass comb., Good, HSG A
11,075		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
19.8	100	0.0314	0.08		Sheet Flow, Woods: Light underbrush n= 0.400 P2= 2.63"
2.7	72	0.0079	0.44		Shallow Concentrated Flow, Woodland Kv= 5.0 fps
22.5	172	Total			

Summary for Subcatchment EX-B: Existing East

Runoff = 0.00 cfs @ 0.10 hrs, Volume= 0.000 af, Depth= 0.00"

Runoff by SCS TR-20 method, UH=SCS, Weighted-Q, Time Span= 0.10-96.00 hrs, dt= 0.05 hrs
 MSE 24-hr 3 10-Year Rainfall=3.69"

Area (sf)	CN	Description
91,008	32	Woods/grass comb., Good, HSG A
91,008		100.00% Pervious Area

Summary for Link EX-OFF: Existing Offsite

Inflow Area = 0.254 ac, 0.00% Impervious, Inflow Depth = 0.00" for 10-Year event
 Inflow = 0.00 cfs @ 0.10 hrs, Volume= 0.000 af
 Primary = 0.00 cfs @ 0.10 hrs, Volume= 0.000 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.10-96.00 hrs, dt= 0.05 hrs

Summary for Subcatchment EX-A: Existing West

Runoff = 0.00 cfs @ 13.51 hrs, Volume= 0.002 af, Depth= 0.10"
 Routed to Link EX-OFF : Existing Offsite

Runoff by SCS TR-20 method, UH=SCS, Weighted-Q, Time Span= 0.10-96.00 hrs, dt= 0.05 hrs
 MSE 24-hr 3 100-Year Rainfall=5.76"

Area (sf)	CN	Description
11,075	32	Woods/grass comb., Good, HSG A
11,075		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
19.8	100	0.0314	0.08		Sheet Flow, Woods: Light underbrush n= 0.400 P2= 2.63"
2.7	72	0.0079	0.44		Shallow Concentrated Flow, Woodland Kv= 5.0 fps
22.5	172	Total			

Summary for Subcatchment EX-B: Existing East

Runoff = 0.04 cfs @ 13.15 hrs, Volume= 0.017 af, Depth= 0.10"

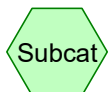
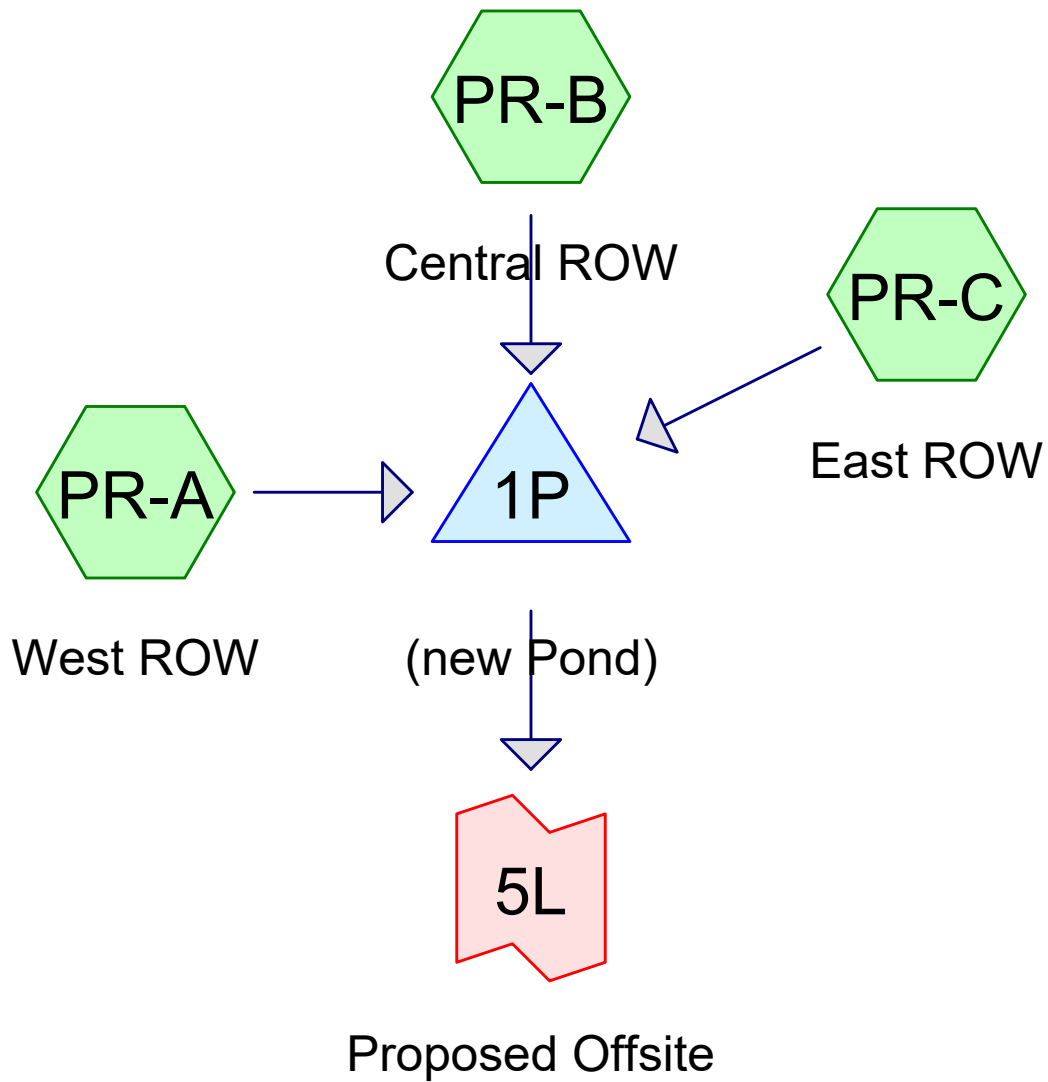
Runoff by SCS TR-20 method, UH=SCS, Weighted-Q, Time Span= 0.10-96.00 hrs, dt= 0.05 hrs
 MSE 24-hr 3 100-Year Rainfall=5.76"

Area (sf)	CN	Description
91,008	32	Woods/grass comb., Good, HSG A
91,008		100.00% Pervious Area

Summary for Link EX-OFF: Existing Offsite

Inflow Area = 0.254 ac, 0.00% Impervious, Inflow Depth = 0.10" for 100-Year event
 Inflow = 0.00 cfs @ 13.51 hrs, Volume= 0.002 af
 Primary = 0.00 cfs @ 13.51 hrs, Volume= 0.002 af, Atten= 0%, Lag= 0.0 min

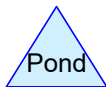
Primary outflow = Inflow, Time Span= 0.10-96.00 hrs, dt= 0.05 hrs



Subcat



Reach



Pond



Link

Routing Diagram for 2414553 Proposed HydroCAD (2025-06-27)

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Area Listing (selected nodes)

Area (acres)	CN	Description (subcatchment-numbers)
0.606	61	>75% Grass cover, Good, HSG B (PR-A, PR-B, PR-C)
0.127	98	Paved driveways, HSG B (PR-A, PR-B, PR-C)
0.901	98	Paved roads w/curbs & sewers, HSG B (PR-A, PR-B, PR-C)
0.310	98	Paved sidewalks, HSG B (PR-A, PR-B, PR-C)
0.399	100	water (PR-B)
2.344	89	TOTAL AREA

Summary for Subcatchment PR-A: West ROW

Runoff = 1.04 cfs @ 12.13 hrs, Volume= 0.058 af, Depth= 1.29"
 Routed to Pond 1P : (new Pond)

Runoff by SCS TR-20 method, UH=SCS, Weighted-Q, Time Span= 0.10-96.00 hrs, dt= 0.05 hrs
 MSE 24-hr 3 1-Year Rainfall=2.31"

Area (sf)	CN	Description
9,558	61	>75% Grass cover, Good, HSG B
9,006	98	Paved roads w/curbs & sewers, HSG B
* 1,420	98	Paved driveways, HSG B
* 3,378	98	Paved sidewalks, HSG B
23,362		Weighted Average
9,558		40.91% Pervious Area
13,804		59.09% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

Summary for Subcatchment PR-B: Central ROW

Runoff = 3.47 cfs @ 12.13 hrs, Volume= 0.192 af, Depth> 1.97"
 Routed to Pond 1P : (new Pond)

Runoff by SCS TR-20 method, UH=SCS, Weighted-Q, Time Span= 0.10-96.00 hrs, dt= 0.05 hrs
 MSE 24-hr 3 1-Year Rainfall=2.31"

Area (sf)	CN	Description
5,089	61	>75% Grass cover, Good, HSG B
19,351	98	Paved roads w/curbs & sewers, HSG B
* 2,329	98	Paved driveways, HSG B
* 6,843	98	Paved sidewalks, HSG B
* 17,402	100	water
51,014		Weighted Average
5,089		9.98% Pervious Area
45,925		90.02% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

Summary for Subcatchment PR-C: East ROW

Runoff = 1.20 cfs @ 12.13 hrs, Volume= 0.067 af, Depth= 1.26"
 Routed to Pond 1P : (new Pond)

Runoff by SCS TR-20 method, UH=SCS, Weighted-Q, Time Span= 0.10-96.00 hrs, dt= 0.05 hrs
 MSE 24-hr 3 1-Year Rainfall=2.31"

2414553 Proposed HydroCAD (2025-06-27)

MSE 24-hr 3 1-Year Rainfall=2.31"

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Area (sf)	CN	Description
11,768	61	>75% Grass cover, Good, HSG B
10,877	98	Paved roads w/curbs & sewers, HSG B
* 1,779	98	Paved driveways, HSG B
* 3,283	98	Paved sidewalks, HSG B
27,707		Weighted Average
11,768		42.47% Pervious Area
15,939		57.53% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

Summary for Pond 1P: (new Pond)

Inflow Area = 2.344 ac, 74.12% Impervious, Inflow Depth > 1.62" for 1-Year event
 Inflow = 5.71 cfs @ 12.13 hrs, Volume= 0.316 af
 Outflow = 0.00 cfs @ 0.10 hrs, Volume= 0.000 af, Atten= 100%, Lag= 0.0 min
 Discarded = 0.00 cfs @ 0.10 hrs, Volume= 0.000 af
 Primary = 0.00 cfs @ 0.10 hrs, Volume= 0.000 af
 Routed to Link 5L : Proposed Offsite

Routing by Stor-Ind method, Time Span= 0.10-96.00 hrs, dt= 0.05 hrs
 Peak Elev= 1,086.15' @ 24.40 hrs Surf.Area= 17,402 sf Storage= 13,774 cf

Plug-Flow detention time= (not calculated: initial storage exceeds outflow)
 Center-of-Mass det. time= (not calculated: no outflow)

Volume	Invert	Avail.Storage	Storage Description	
#1	1,083.75'	112,149 cf	Custom Stage Data (Prismatic) Listed below (Recalc)	
Elevation (feet)	Surf.Area (sq-ft)	Voids (%)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
1,083.75	17,402	0.0	0	0
1,083.76	17,402	33.0	57	57
1,088.99	17,402	33.0	30,034	30,092
1,089.00	17,402	27.0	47	30,139
1,090.99	17,402	27.0	9,350	39,489
1,091.00	17,402	100.0	174	39,663
1,092.00	21,817	100.0	19,610	59,272
1,093.00	26,559	100.0	24,188	83,460
1,094.00	30,819	100.0	28,689	112,149

Device	Routing	Invert	Outlet Devices
#1	Discarded	1,083.75'	3.600 in/hr Exfiltration over Surface area
#2	Primary	1,091.00'	18.0" Round Culvert L= 30.0' CPP, mitered to conform to fill, Ke= 0.700 Inlet / Outlet Invert= 1,091.00' / 1,091.00' S= 0.0000 ' S= 0.0000 ' Cc= 0.900 n= 0.012 Corrugated PP, smooth interior, Flow Area= 1.77 sf
#3	Device 1	1,092.00'	3.0" Vert. Orifice/Grate C= 0.600 Limited to weir flow at low heads

2414553 Proposed HydroCAD (2025-06-27)

MSE 24-hr 3 1-Year Rainfall=2.31"

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#4 Device 1 1,093.00' **36.0" Horiz. Orifice/Grate** C= 0.600
Limited to weir flow at low heads

Discarded OutFlow Max=0.00 cfs @ 0.10 hrs HW=1,083.75' (Free Discharge)

↑ **1=Exfiltration** (Passes 0.00 cfs of 1.45 cfs potential flow)

↑ **3=Orifice/Grate** (Controls 0.00 cfs)

↑ **4=Orifice/Grate** (Controls 0.00 cfs)

Primary OutFlow Max=0.00 cfs @ 0.10 hrs HW=1,083.75' (Free Discharge)

↑ **2=Culvert** (Controls 0.00 cfs)

Summary for Link 5L: Proposed Offsite

Inflow Area = 2.344 ac, 74.12% Impervious, Inflow Depth = 0.00" for 1-Year event

Inflow = 0.00 cfs @ 0.10 hrs, Volume= 0.000 af

Primary = 0.00 cfs @ 0.10 hrs, Volume= 0.000 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.10-96.00 hrs, dt= 0.05 hrs

Summary for Subcatchment PR-A: West ROW

Runoff = 1.22 cfs @ 12.13 hrs, Volume= 0.068 af, Depth= 1.51"
 Routed to Pond 1P : (new Pond)

Runoff by SCS TR-20 method, UH=SCS, Weighted-Q, Time Span= 0.10-96.00 hrs, dt= 0.05 hrs
 MSE 24-hr 3 2-Year Rainfall=2.63"

Area (sf)	CN	Description
9,558	61	>75% Grass cover, Good, HSG B
9,006	98	Paved roads w/curbs & sewers, HSG B
* 1,420	98	Paved driveways, HSG B
* 3,378	98	Paved sidewalks, HSG B
23,362		Weighted Average
9,558		40.91% Pervious Area
13,804		59.09% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

Summary for Subcatchment PR-B: Central ROW

Runoff = 3.98 cfs @ 12.13 hrs, Volume= 0.221 af, Depth> 2.26"
 Routed to Pond 1P : (new Pond)

Runoff by SCS TR-20 method, UH=SCS, Weighted-Q, Time Span= 0.10-96.00 hrs, dt= 0.05 hrs
 MSE 24-hr 3 2-Year Rainfall=2.63"

Area (sf)	CN	Description
5,089	61	>75% Grass cover, Good, HSG B
19,351	98	Paved roads w/curbs & sewers, HSG B
* 2,329	98	Paved driveways, HSG B
* 6,843	98	Paved sidewalks, HSG B
* 17,402	100	water
51,014		Weighted Average
5,089		9.98% Pervious Area
45,925		90.02% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

Summary for Subcatchment PR-C: East ROW

Runoff = 1.41 cfs @ 12.13 hrs, Volume= 0.078 af, Depth= 1.48"
 Routed to Pond 1P : (new Pond)

Runoff by SCS TR-20 method, UH=SCS, Weighted-Q, Time Span= 0.10-96.00 hrs, dt= 0.05 hrs
 MSE 24-hr 3 2-Year Rainfall=2.63"

2414553 Proposed HydroCAD (2025-06-27)

MSE 24-hr 3 2-Year Rainfall=2.63"

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Area (sf)	CN	Description
11,768	61	>75% Grass cover, Good, HSG B
10,877	98	Paved roads w/curbs & sewers, HSG B
* 1,779	98	Paved driveways, HSG B
* 3,283	98	Paved sidewalks, HSG B
27,707		Weighted Average
11,768		42.47% Pervious Area
15,939		57.53% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

Summary for Pond 1P: (new Pond)

Inflow Area = 2.344 ac, 74.12% Impervious, Inflow Depth > 1.88" for 2-Year event
 Inflow = 6.60 cfs @ 12.13 hrs, Volume= 0.367 af
 Outflow = 0.00 cfs @ 0.10 hrs, Volume= 0.000 af, Atten= 100%, Lag= 0.0 min
 Discarded = 0.00 cfs @ 0.10 hrs, Volume= 0.000 af
 Primary = 0.00 cfs @ 0.10 hrs, Volume= 0.000 af
 Routed to Link 5L : Proposed Offsite

Routing by Stor-Ind method, Time Span= 0.10-96.00 hrs, dt= 0.05 hrs
 Peak Elev= 1,086.53' @ 24.40 hrs Surf.Area= 17,402 sf Storage= 15,986 cf

Plug-Flow detention time= (not calculated: initial storage exceeds outflow)
 Center-of-Mass det. time= (not calculated: no outflow)

Volume	Invert	Avail.Storage	Storage Description	
#1	1,083.75'	112,149 cf	Custom Stage Data (Prismatic) Listed below (Recalc)	
Elevation (feet)	Surf.Area (sq-ft)	Voids (%)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
1,083.75	17,402	0.0	0	0
1,083.76	17,402	33.0	57	57
1,088.99	17,402	33.0	30,034	30,092
1,089.00	17,402	27.0	47	30,139
1,090.99	17,402	27.0	9,350	39,489
1,091.00	17,402	100.0	174	39,663
1,092.00	21,817	100.0	19,610	59,272
1,093.00	26,559	100.0	24,188	83,460
1,094.00	30,819	100.0	28,689	112,149

Device	Routing	Invert	Outlet Devices
#1	Discarded	1,083.75'	3.600 in/hr Exfiltration over Surface area
#2	Primary	1,091.00'	18.0" Round Culvert L= 30.0' CPP, mitered to conform to fill, Ke= 0.700 Inlet / Outlet Invert= 1,091.00' / 1,091.00' S= 0.0000 ' S= 0.0000 ' Cc= 0.900 n= 0.012 Corrugated PP, smooth interior, Flow Area= 1.77 sf
#3	Device 1	1,092.00'	3.0" Vert. Orifice/Grate C= 0.600 Limited to weir flow at low heads

2414553 Proposed HydroCAD (2025-06-27)

MSE 24-hr 3 2-Year Rainfall=2.63"

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#4 Device 1 1,093.00' **36.0" Horiz. Orifice/Grate** C= 0.600
Limited to weir flow at low heads

Discarded OutFlow Max=0.00 cfs @ 0.10 hrs HW=1,083.75' (Free Discharge)

↑ **1=Exfiltration** (Passes 0.00 cfs of 1.45 cfs potential flow)

↑ **3=Orifice/Grate** (Controls 0.00 cfs)

↑ **4=Orifice/Grate** (Controls 0.00 cfs)

Primary OutFlow Max=0.00 cfs @ 0.10 hrs HW=1,083.75' (Free Discharge)

↑ **2=Culvert** (Controls 0.00 cfs)

Summary for Link 5L: Proposed Offsite

Inflow Area = 2.344 ac, 74.12% Impervious, Inflow Depth = 0.00" for 2-Year event

Inflow = 0.00 cfs @ 0.10 hrs, Volume= 0.000 af

Primary = 0.00 cfs @ 0.10 hrs, Volume= 0.000 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.10-96.00 hrs, dt= 0.05 hrs

2414553 Proposed HydroCAD (2025-06-27)

MSE 24-hr 3 10-Year Rainfall=3.69"

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Summary for Subcatchment PR-A: West ROW

Runoff = 1.89 cfs @ 12.13 hrs, Volume= 0.103 af, Depth= 2.31"
 Routed to Pond 1P : (new Pond)

Runoff by SCS TR-20 method, UH=SCS, Weighted-Q, Time Span= 0.10-96.00 hrs, dt= 0.05 hrs
 MSE 24-hr 3 10-Year Rainfall=3.69"

Area (sf)	CN	Description
9,558	61	>75% Grass cover, Good, HSG B
9,006	98	Paved roads w/curbs & sewers, HSG B
* 1,420	98	Paved driveways, HSG B
* 3,378	98	Paved sidewalks, HSG B
23,362		Weighted Average
9,558		40.91% Pervious Area
13,804		59.09% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

Summary for Subcatchment PR-B: Central ROW

Runoff = 5.69 cfs @ 12.13 hrs, Volume= 0.318 af, Depth> 3.26"
 Routed to Pond 1P : (new Pond)

Runoff by SCS TR-20 method, UH=SCS, Weighted-Q, Time Span= 0.10-96.00 hrs, dt= 0.05 hrs
 MSE 24-hr 3 10-Year Rainfall=3.69"

Area (sf)	CN	Description
5,089	61	>75% Grass cover, Good, HSG B
19,351	98	Paved roads w/curbs & sewers, HSG B
* 2,329	98	Paved driveways, HSG B
* 6,843	98	Paved sidewalks, HSG B
* 17,402	100	water
51,014		Weighted Average
5,089		9.98% Pervious Area
45,925		90.02% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

Summary for Subcatchment PR-C: East ROW

Runoff = 2.20 cfs @ 12.13 hrs, Volume= 0.120 af, Depth= 2.27"
 Routed to Pond 1P : (new Pond)

Runoff by SCS TR-20 method, UH=SCS, Weighted-Q, Time Span= 0.10-96.00 hrs, dt= 0.05 hrs
 MSE 24-hr 3 10-Year Rainfall=3.69"

2414553 Proposed HydroCAD (2025-06-27)

MSE 24-hr 3 10-Year Rainfall=3.69"

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Area (sf)	CN	Description
11,768	61	>75% Grass cover, Good, HSG B
10,877	98	Paved roads w/curbs & sewers, HSG B
* 1,779	98	Paved driveways, HSG B
* 3,283	98	Paved sidewalks, HSG B
27,707		Weighted Average
11,768		42.47% Pervious Area
15,939		57.53% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

Summary for Pond 1P: (new Pond)

Inflow Area = 2.344 ac, 74.12% Impervious, Inflow Depth > 2.77" for 10-Year event
 Inflow = 9.78 cfs @ 12.13 hrs, Volume= 0.541 af
 Outflow = 0.00 cfs @ 0.10 hrs, Volume= 0.000 af, Atten= 100%, Lag= 0.0 min
 Discarded = 0.00 cfs @ 0.10 hrs, Volume= 0.000 af
 Primary = 0.00 cfs @ 0.10 hrs, Volume= 0.000 af
 Routed to Link 5L : Proposed Offsite

Routing by Stor-Ind method, Time Span= 0.10-96.00 hrs, dt= 0.05 hrs
 Peak Elev= 1,087.86' @ 24.40 hrs Surf.Area= 17,402 sf Storage= 23,585 cf

Plug-Flow detention time= (not calculated: initial storage exceeds outflow)
 Center-of-Mass det. time= (not calculated: no outflow)

Volume	Invert	Avail.Storage	Storage Description	
#1	1,083.75'	112,149 cf	Custom Stage Data (Prismatic) Listed below (Recalc)	
Elevation (feet)	Surf.Area (sq-ft)	Voids (%)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
1,083.75	17,402	0.0	0	0
1,083.76	17,402	33.0	57	57
1,088.99	17,402	33.0	30,034	30,092
1,089.00	17,402	27.0	47	30,139
1,090.99	17,402	27.0	9,350	39,489
1,091.00	17,402	100.0	174	39,663
1,092.00	21,817	100.0	19,610	59,272
1,093.00	26,559	100.0	24,188	83,460
1,094.00	30,819	100.0	28,689	112,149

Device	Routing	Invert	Outlet Devices
#1	Discarded	1,083.75'	3.600 in/hr Exfiltration over Surface area
#2	Primary	1,091.00'	18.0" Round Culvert L= 30.0' CPP, mitered to conform to fill, Ke= 0.700 Inlet / Outlet Invert= 1,091.00' / 1,091.00' S= 0.0000 ' S= 0.0000 ' Cc= 0.900 n= 0.012 Corrugated PP, smooth interior, Flow Area= 1.77 sf
#3	Device 1	1,092.00'	3.0" Vert. Orifice/Grate C= 0.600 Limited to weir flow at low heads

2414553 Proposed HydroCAD (2025-06-27)

MSE 24-hr 3 10-Year Rainfall=3.69"

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#4 Device 1 1,093.00' **36.0" Horiz. Orifice/Grate** C= 0.600
Limited to weir flow at low heads

Discarded OutFlow Max=0.00 cfs @ 0.10 hrs HW=1,083.75' (Free Discharge)

↑ **1=Exfiltration** (Passes 0.00 cfs of 1.45 cfs potential flow)

↑ **3=Orifice/Grate** (Controls 0.00 cfs)

↑ **4=Orifice/Grate** (Controls 0.00 cfs)

Primary OutFlow Max=0.00 cfs @ 0.10 hrs HW=1,083.75' (Free Discharge)

↑ **2=Culvert** (Controls 0.00 cfs)

Summary for Link 5L: Proposed Offsite

Inflow Area = 2.344 ac, 74.12% Impervious, Inflow Depth = 0.00" for 10-Year event

Inflow = 0.00 cfs @ 0.10 hrs, Volume= 0.000 af

Primary = 0.00 cfs @ 0.10 hrs, Volume= 0.000 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.10-96.00 hrs, dt= 0.05 hrs

Summary for Subcatchment PR-A: West ROW

Runoff = 3.33 cfs @ 12.13 hrs, Volume= 0.180 af, Depth= 4.02"
 Routed to Pond 1P : (new Pond)

Runoff by SCS TR-20 method, UH=SCS, Weighted-Q, Time Span= 0.10-96.00 hrs, dt= 0.05 hrs
 MSE 24-hr 3 100-Year Rainfall=5.76"

Area (sf)	CN	Description
9,558	61	>75% Grass cover, Good, HSG B
9,006	98	Paved roads w/curbs & sewers, HSG B
* 1,420	98	Paved driveways, HSG B
* 3,378	98	Paved sidewalks, HSG B
23,362		Weighted Average
9,558		40.91% Pervious Area
13,804		59.09% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

Summary for Subcatchment PR-B: Central ROW

Runoff = 9.12 cfs @ 12.13 hrs, Volume= 0.511 af, Depth> 5.24"
 Routed to Pond 1P : (new Pond)

Runoff by SCS TR-20 method, UH=SCS, Weighted-Q, Time Span= 0.10-96.00 hrs, dt= 0.05 hrs
 MSE 24-hr 3 100-Year Rainfall=5.76"

Area (sf)	CN	Description
5,089	61	>75% Grass cover, Good, HSG B
19,351	98	Paved roads w/curbs & sewers, HSG B
* 2,329	98	Paved driveways, HSG B
* 6,843	98	Paved sidewalks, HSG B
* 17,402	100	water
51,014		Weighted Average
5,089		9.98% Pervious Area
45,925		90.02% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

Summary for Subcatchment PR-C: East ROW

Runoff = 3.90 cfs @ 12.13 hrs, Volume= 0.210 af, Depth= 3.96"
 Routed to Pond 1P : (new Pond)

Runoff by SCS TR-20 method, UH=SCS, Weighted-Q, Time Span= 0.10-96.00 hrs, dt= 0.05 hrs
 MSE 24-hr 3 100-Year Rainfall=5.76"

2414553 Proposed HydroCAD (2025-06-27)

MSE 24-hr 3 100-Year Rainfall=5.76"

Prepared by JSD Professional Services Inc

Printed 7/2/2025

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Area (sf)	CN	Description
11,768	61	>75% Grass cover, Good, HSG B
10,877	98	Paved roads w/curbs & sewers, HSG B
* 1,779	98	Paved driveways, HSG B
* 3,283	98	Paved sidewalks, HSG B
27,707		Weighted Average
11,768		42.47% Pervious Area
15,939		57.53% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

Summary for Pond 1P: (new Pond)

Inflow Area = 2.344 ac, 74.12% Impervious, Inflow Depth > 4.61" for 100-Year event
 Inflow = 16.35 cfs @ 12.13 hrs, Volume= 0.901 af
 Outflow = 0.00 cfs @ 0.10 hrs, Volume= 0.000 af, Atten= 100%, Lag= 0.0 min
 Discarded = 0.00 cfs @ 0.10 hrs, Volume= 0.000 af
 Primary = 0.00 cfs @ 0.10 hrs, Volume= 0.000 af
 Routed to Link 5L : Proposed Offsite

Routing by Stor-Ind method, Time Span= 0.10-96.00 hrs, dt= 0.05 hrs
 Peak Elev= 1,090.94' @ 24.40 hrs Surf.Area= 17,402 sf Storage= 39,230 cf

Plug-Flow detention time= (not calculated: initial storage exceeds outflow)
 Center-of-Mass det. time= (not calculated: no outflow)

Volume	Invert	Avail.Storage	Storage Description	
#1	1,083.75'	112,149 cf	Custom Stage Data (Prismatic) Listed below (Recalc)	
Elevation (feet)	Surf.Area (sq-ft)	Voids (%)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
1,083.75	17,402	0.0	0	0
1,083.76	17,402	33.0	57	57
1,088.99	17,402	33.0	30,034	30,092
1,089.00	17,402	27.0	47	30,139
1,090.99	17,402	27.0	9,350	39,489
1,091.00	17,402	100.0	174	39,663
1,092.00	21,817	100.0	19,610	59,272
1,093.00	26,559	100.0	24,188	83,460
1,094.00	30,819	100.0	28,689	112,149

Device	Routing	Invert	Outlet Devices
#1	Discarded	1,083.75'	3.600 in/hr Exfiltration over Surface area
#2	Primary	1,091.00'	18.0" Round Culvert L= 30.0' CPP, mitered to conform to fill, Ke= 0.700 Inlet / Outlet Invert= 1,091.00' / 1,091.00' S= 0.0000 ' S= 0.0000 ' Cc= 0.900 n= 0.012 Corrugated PP, smooth interior, Flow Area= 1.77 sf
#3	Device 1	1,092.00'	3.0" Vert. Orifice/Grate C= 0.600 Limited to weir flow at low heads

2414553 Proposed HydroCAD (2025-06-27)

MSE 24-hr 3 100-Year Rainfall=5.76"

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#4 Device 1 1,093.00' **36.0" Horiz. Orifice/Grate** C= 0.600
Limited to weir flow at low heads

Discarded OutFlow Max=0.00 cfs @ 0.10 hrs HW=1,083.75' (Free Discharge)

↑ **1=Exfiltration** (Passes 0.00 cfs of 1.45 cfs potential flow)

↑ **3=Orifice/Grate** (Controls 0.00 cfs)

↑ **4=Orifice/Grate** (Controls 0.00 cfs)

Primary OutFlow Max=0.00 cfs @ 0.10 hrs HW=1,083.75' (Free Discharge)

↑ **2=Culvert** (Controls 0.00 cfs)

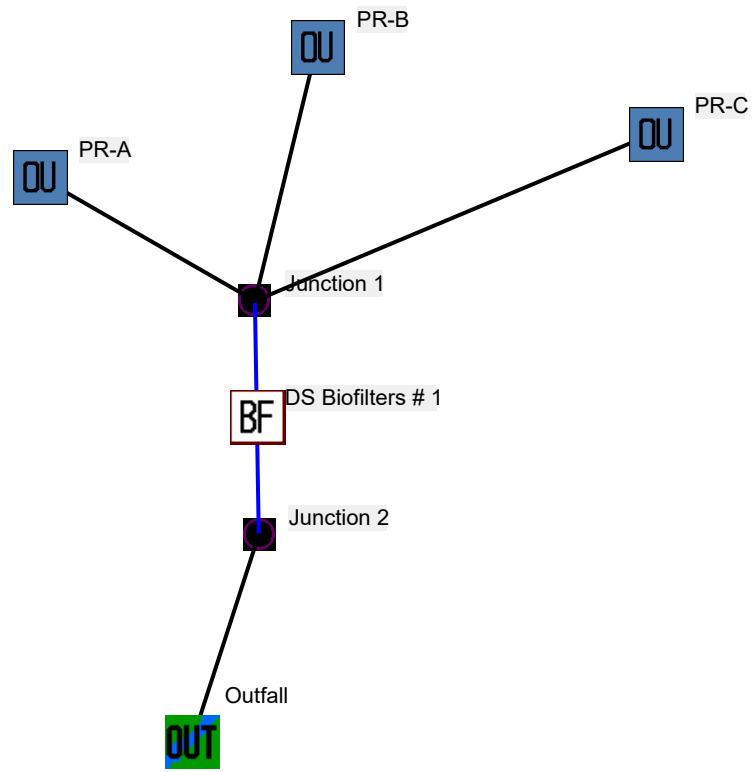
Summary for Link 5L: Proposed Offsite

Inflow Area = 2.344 ac, 74.12% Impervious, Inflow Depth = 0.00" for 100-Year event

Inflow = 0.00 cfs @ 0.10 hrs, Volume= 0.000 af

Primary = 0.00 cfs @ 0.10 hrs, Volume= 0.000 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.10-96.00 hrs, dt= 0.05 hrs



Data file name: \\JSDINC\weston projects\PROJECTS\2024\2414553\04 Civil\SWMP\Modeling\WinSLAMM\24-14553 WinSLAMM.mdb

WinSLAMM Version 10.5.0

Rain file name: C:\WinSLAMM Files\Rain Files\WisReg - Green Bay WI 1969.RAN

Particulate Solids Concentration file name: C:\WinSLAMM Files\v10.1 WI_AVG01.pscx

Runoff Coefficient file name: C:\WinSLAMM Files\WI_SL06 Dec06.rsvx

Residential Street Delivery file name: C:\WinSLAMM Files\WI_Res and Other Urban Dec06.std

Institutional Street Delivery file name: C:\WinSLAMM Files\WI_Com Inst Indust Dec06.std

Commercial Street Delivery file name: C:\WinSLAMM Files\WI_Com Inst Indust Dec06.std

Industrial Street Delivery file name: C:\WinSLAMM Files\WI_Com Inst Indust Dec06.std

Other Urban Street Delivery file name: C:\WinSLAMM Files\WI_Res and Other Urban Dec06.std

Freeway Street Delivery file name: C:\WinSLAMM Files\Freeway Dec06.std

Apply Street Delivery File to Adjust the After Event Load Street Dirt Mass Balance: False

Pollutant Relative Concentration file name: C:\WinSLAMM Files\WI_GEO03.ppdx

Source Area PSD and Peak to Average Flow Ratio File: C:\WinSLAMM Files\NURP Source Area PSD Files.csv

Cost Data file name:

Seed for random number generator: -42

Study period starting date: 01/02/69

Study period ending date: 12/28/69

Start of Winter Season: 11/25

End of Winter Season: 03/29

Date: 07-02-2025

Time: 12:29:16

Site information:

LU# 1 - Other Urban: PR-A Total area (ac): 0.537

25 - Driveways 1: 0.033 ac. Connected PSD File: C:\WinSLAMM Files\NURP.cpz Source Area PSD File: C:\WinSLAMM Files\NURP.cpz

31 - Sidewalks 1: 0.078 ac. Connected PSD File: C:\WinSLAMM Files\NURP.cpz Source Area PSD File: C:\WinSLAMM Files\NURP.cpz

37 - Streets 1: 0.207 ac. Smooth Street Length = 0.0589 mi Street Width = 28.99406 ft Street Edges = 2

Default St. Dirt Accum. Annual Winter Load = 2500 lbs PSD File: C:\WinSLAMM Files\NURP.cpz Source Area PSD File: C:\WinSLAMM Files\NURP.cpz

71 - Other Pervious Areas 1: 0.219 ac. Normal Sandy PSD File: C:\WinSLAMM Files\NURP.cpz Source Area PSD File: C:\WinSLAMM Files\NURP.cpz

LU# 2 - Other Urban: PR-B Total area (ac): 1.170

25 - Driveways 1: 0.053 ac. Connected PSD File: C:\WinSLAMM Files\NURP.cpz Source Area PSD File: C:\WinSLAMM Files\NURP.cpz

31 - Sidewalks 1: 0.157 ac. Connected PSD File: C:\WinSLAMM Files\NURP.cpz Source Area PSD File: C:\WinSLAMM Files\NURP.cpz

37 - Streets 1: 0.444 ac. Smooth Street Length = 0.1263 mi Street Width = 29.00237 ft Street Edges = 2

Default St. Dirt Accum. Annual Winter Load = 2500 lbs PSD File: C:\WinSLAMM Files\NURP.cpz Source Area PSD File: C:\WinSLAMM Files\NURP.cpz

71 - Other Pervious Areas 1: 0.516 ac. Normal Sandy PSD File: C:\WinSLAMM Files\NURP.cpz Source Area PSD File: C:\WinSLAMM Files\NURP.cpz

LU# 3 - Other Urban: PR-C Total area (ac): 0.636

25 - Driveways 1: 0.041 ac. Connected PSD File: C:\WinSLAMM Files\NURP.cpz Source Area PSD File: C:\WinSLAMM Files\NURP.cpz

31 - Sidewalks 1: 0.075 ac. Connected PSD File: C:\WinSLAMM Files\NURP.cpz Source Area PSD File: C:\WinSLAMM Files\NURP.cpz

37 - Streets 1: 0.250 ac. Smooth Street Length = 0.0711 mi Street Width = 29.00844 ft Street Edges = 2

Default St. Dirt Accum. Annual Winter Load = 2500 lbs PSD File: C:\WinSLAMM Files\NURP.cpz Source Area PSD File: C:\WinSLAMM Files\NURP.cpz

71 - Other Pervious Areas 1: 0.270 ac. Normal Sandy PSD File: C:\WinSLAMM Files\NURP.cpz Source Area PSD File: C:\WinSLAMM Files\NURP.cpz

Control Practice 1: Biofilter CP# 1 (DS) - DS Biofilters # 1

1. Top area (square feet) = 26559

2. Bottom area (square feet) = 17402

3. Depth (ft): 11.75

4. Biofilter width (ft) - for Cost Purposes Only: 10

5. Infiltration rate (in/hr) = 3.6

6. Random infiltration rate generation? No

7. Infiltration rate fraction (side): 0.1

8. Infiltration rate fraction (bottom): 1

9. Depth of biofilter that is rock filled (ft) 5.25

10. Porosity of rock filled volume = 0.33

11. Engineered soil infiltration rate: 3.6

12. Engineered soil depth (ft) = 2

13. Engineered soil porosity = 0.27

14. Percent solids reduction due to flow through engineered soil = 0

15. Biofilter peak to average flow ratio = 3.8

16. Number of biofiltration control devices = 1

17. Particle size distribution file: Not needed - calculated by program

18. Initial water surface elevation (ft): 0

Soil Data Soil Type Fraction in Eng. Soil

Biofilter Outlet/Discharge Characteristics:

Outlet type: Broad Crested Weir

1. Weir crest length (ft): 10

2. Weir crest width (ft): 10

3. Height of datum to bottom of weir opening: 11.5

Outlet type: Vertical Stand Pipe

1. Stand pipe diameter (ft): 36

2. Stand pipe height above datum (ft): 9.75

Outlet type: Surface Discharge Pipe

1. Surface discharge pipe outlet diameter (ft): 0.25

2. Pipe invert elevation above datum (ft): 8.75

3. Number of surface pipe outlets: 1

Data file name: \\JSDINC\weston projects\PROJECTS\2024\2414553\04 Civil\SWMP\Modeling\WinSLAMM\24-14553 WinSLAMM.mdb
WinSLAMM Version 10.5.0
Rain file name: C:\WinSLAMM Files\Rain Files\WisReg - Green Bay WI 1969.RAN
Particulate Solids Concentration file name: C:\WinSLAMM Files\v10.1 WI_AVG01.pscx
Runoff Coefficient file name: C:\WinSLAMM Files\WI_SL06 Dec06.rsvx
Pollutant Relative Concentration file name: C:\WinSLAMM Files\WI_GEO03.ppdx
Residential Street Delivery file name: C:\WinSLAMM Files\WI_Res and Other Urban Dec06.std
Institutional Street Delivery file name: C:\WinSLAMM Files\WI_Com Inst Indust Dec06.std
Commercial Street Delivery file name: C:\WinSLAMM Files\WI_Com Inst Indust Dec06.std
Industrial Street Delivery file name: C:\WinSLAMM Files\WI_Com Inst Indust Dec06.std
Other Urban Street Delivery file name: C:\WinSLAMM Files\WI_Res and Other Urban Dec06.std
Freeway Street Delivery file name: C:\WinSLAMM Files\Freeway Dec06.std
Apply Street Delivery Files to Adjust the After Event Load Street Dirt Mass Balance: False
Source Area PSD and Peak to Average Flow Ratio File: C:\WinSLAMM Files\NURP Source Area PSD Files.csv
Cost Data file name:
Seed for random number generator: -42
Study period starting date: 01/02/69 Study period ending date: 12/28/69
Start of Winter Season: 11/25 End of Winter Season: 03/29
Model Run Start Date: 01/02/69 Model Run End Date: 12/28/69
Date of run: 07-02-2025 Time of run: 12:24:23
Total Area Modeled (acres): 2.343
Years in Model Run: 0.99

	Runoff Volume (cu ft)	Percent Runoff Volume Reduction	Particulate Solids Conc. (mg/L)	Particulate Solids Yield (lbs)	Percent Particulate Solids Reduction
Total of all Land Uses without Controls:	86266	-	197.5	1064	-
Outfall Total with Controls:	0	100.00%	0	0	100.00%
Annualized Total After Outfall Controls:	0			0	

. Percent Solids Reduction due to Engineered Media Not Used



Wausau Regional Office
7402 Stone Ridge Drive, Suite 4
Weston, WI 54476
715.298.6330

WinSLAMM Infiltration Calculations

Source Commercial Public Roadway Improvements
7/2/2025

Existing

Drainage Area 2.343 acres
102,061 sf

Flow Off-Site 0 ft³/year (From WinSLAMM)(See below)

Runoff

Depth of Rain Off-Site (Area/Flow) 0.0000 ft
0.0000 in

Total Depth of Rain 22.63 in/year

Rain Stay-On 22.63 in/year

60% stay-on 13.578 in/year

Proposed

Drainage Area 2.343 acres
102,061 sf

Flow Off-Site 0 ft³ (From WinSLAMM)(See below)

Runoff

Depth of Rain Off-Site (Area/Flow) 0.0000 ft
0.0000 in

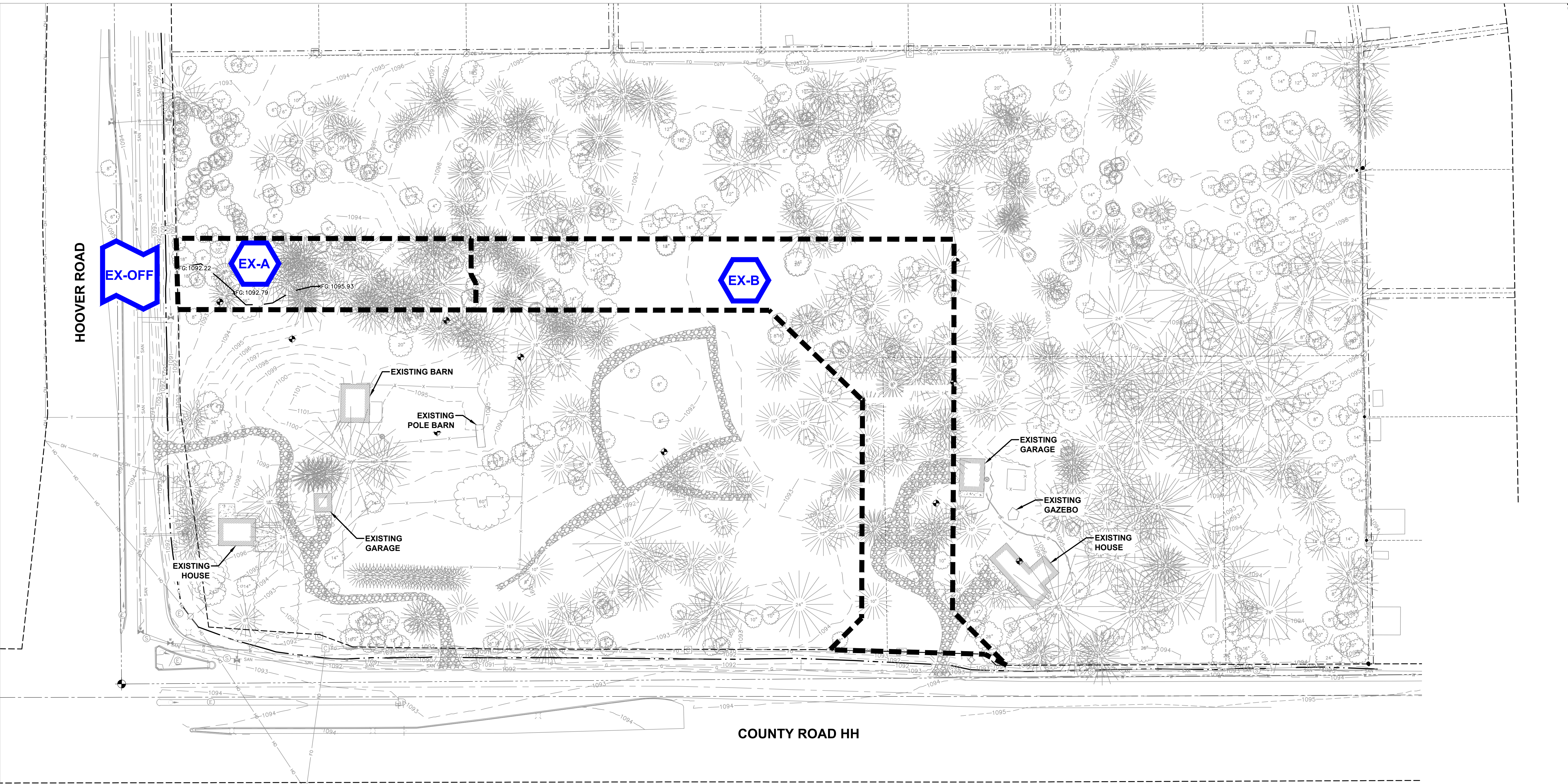
Total Depth of Rain 22.63 in/year

Rain Stay-On 22.63 in/year

100 % Infiltrated

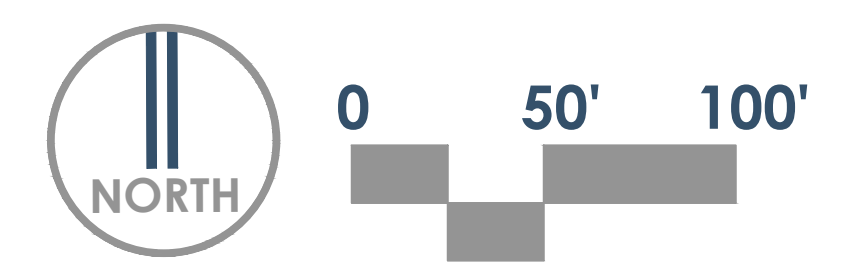
Runoff Volume (cf)			Part. Solids Yield (lbs)			Part. Solids Conc. (mg/L)		
Data File: \\JSDINC\weston projects\PROJECTS\2024\2414553\04 Civil\SWMP\Modeling\WinSLAMM\24-14553 WinSLAMM.mdb								
Rain File: WisReg - Green Bay WI 1969.RAN								
Date: 07-02-25 Time: 12:30:32 PM								
Site Description:								
Runoff Volume Total (cf) at the Outfall								
Rain Number	Start Date	Rain Total (in)	Outfall Total (cf)	Rv	Total Losses (in.)	Calculated CN*	Event Peak Flow (cfs)	Pre-Dev Runoff Vol.
Minimum:		0.00	0	0.000	0.01	9999999.0	0.000	9999999.0
Maximum:		2.34	0	0.000	2.34	0.0	0.000	0.0
Average:		0.20	0	0.000	0.20			
Total:		22.63	0		22.63			0.00
* Note: NRCS does not recommend using CN method for rains < 0.5 in.								
See 'PreDevelopment Areas and CN' Help for more info.								

File: I:\USIN\Crescent\projects\PROJECTS\0202\24\453\DWG\G24\453 SWMP.dwg Layout: EXISTING WATERSHED MAP User: alex.mayou Plotter: Jul 02, 2025 - 1:02pm Xref's:



SOURCE COMMERCIAL
STEVENS POINT, WI
DATE: 04.02.2025

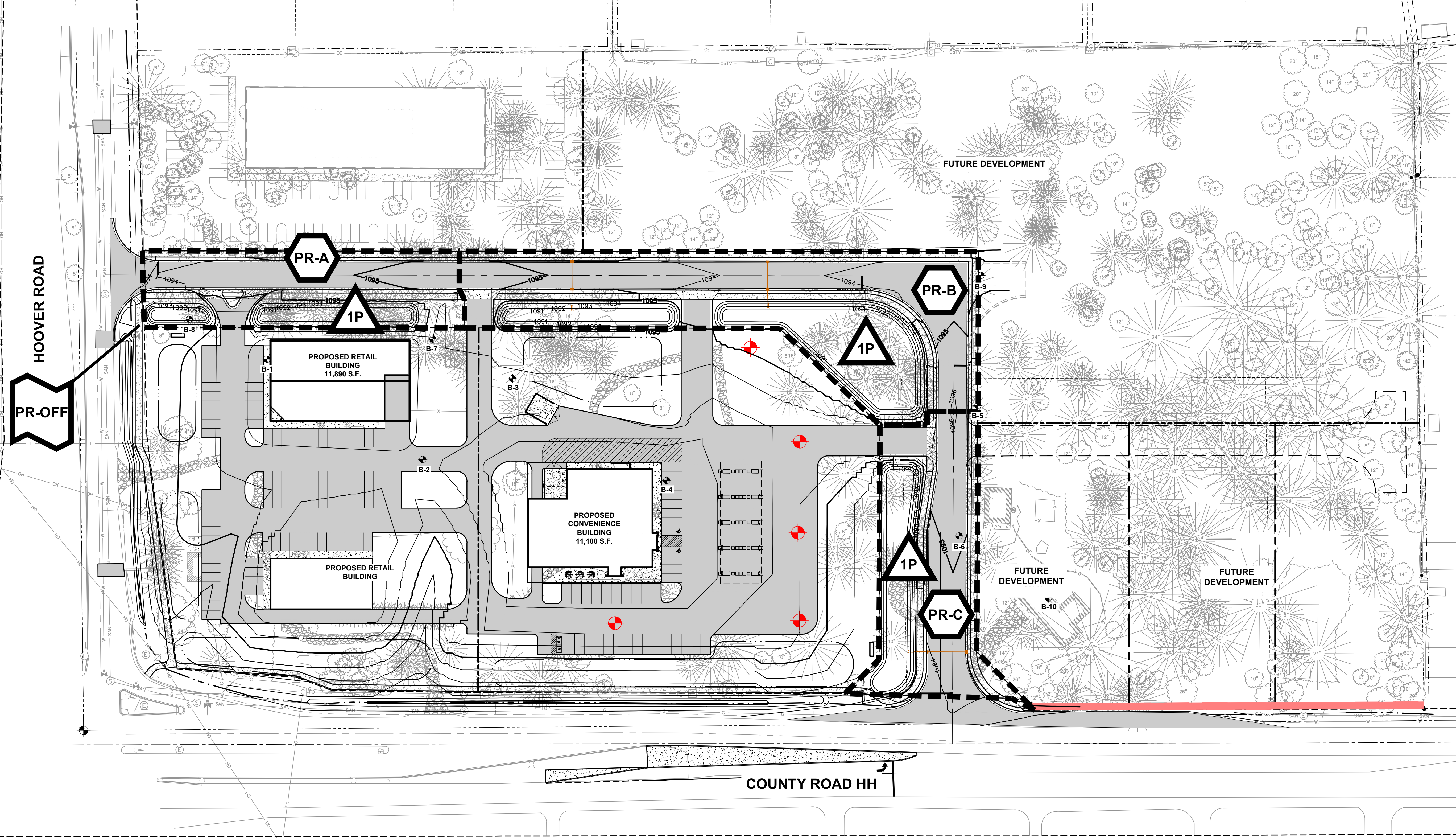
EXISTING WATERSHED MAP



REVIEW DRAWING
NOT TO BE USED FOR CONSTRUCTION
DATE OF ISSUE 04-02-2025



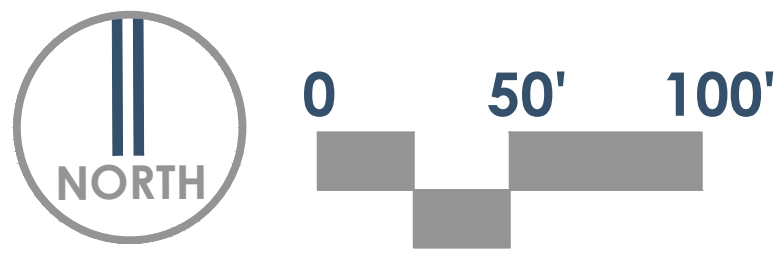
File: I:\USIN\Question projects\PROJECTS\0202\24\453\DWG\24453 SWMP.dwg Layout: PROPOSED WATERSHED MAP User: alex.mayoua Plotted: Jul 02, 2025 - 12:49pm Xref's:



SOURCE COMMERCIAL
STEVENS POINT, WI

DATE: 07.02.2025

PROPOSED WATERSHED MAP



24-14553

From: andreazkirschner@gmail.com
To: [Jarod Kivela](#); [Adam Kuhn](#)
Subject: Against the zoning of HH and Hoover for commercial pursuits
Date: Tuesday, July 29, 2025 10:18:00 PM

Hello,

My name is Andrea Kirschner and I firmly do not support the rezoning of the area of HH and Hoover.

I spent my childhood growing up behind the residential property in that area, watching the horses graze and always appreciated how beautiful it was.

Currently, my mother lives on Orchid Lane and everyone we have spoken to about this in the community is adamantly opposed.

I understand the rights of individual landowners and the merits of commercial areas, but the requests of the community also have to be accounted for.

A one mile radius from this spot has seen ample commercial growth over my lifetime.

In my childhood, it held cow pastures and horses, and the rank smell of fertilizer in the summertime.

All of our beautiful farm and prairies lands can be mowed over very easily with a bulldozer and a financier out to put more dollars in their pocket.

The wildlife of our area, the plant and tree species in our community - they have no spoken voice at these council meetings.

But that doesn't equate to them having no value. To be good humans in this world, we need to protect those who cannot protect themselves, and that includes the living organisms in our natural world.

I am asking you to please not rezone my community with yet another commercial area.

We don't need or want a gas station and a pet store.

Thank you,

Dr. Andrea Kirschner DMD

--

Dr. Andrea Kirschner
(909) 730-8260

From: [Eric Skrenes](#)
To: [Jarod Kivela](#); [Adam Kuhn](#)
Subject: August 4 Meeting to Rezone Northeast Corner of HH and Hoover
Date: Tuesday, July 29, 2025 9:02:12 PM

Jarod and Adam,

It is my understanding that you both are on the committee that will determine if the area on the northeast corner of HH and Hoover will be rezoned from residential to commercial. I believe there are several reasons why changing the area to commercial would be a mistake.

Noise – Part of the plan includes putting in a Kwik Trip. This would introduce a large amount of noise into a mostly quiet neighborhood, which would be a detriment to those living nearby.

Many unused commercial spaces exist already – Driving around Stevens Point there are many empty commercial buildings. I would much rather see these existing spaces utilized instead of adding new commercial developments. What if businesses that are put in this possible new space fail? I believe having unused buildings would be a detriment to the neighborhood.

Families moved to the neighborhood with expectations of zoning – Many families, myself included, chose to move to this neighborhood partly because it is a quiet residential area. Changing what for many families is their backyard to a commercial development feels wrong.

Safety – The plan includes adding an additional stoplight to enter the Kwik Trip. I believe many people will not want to go through an additional stoplight and instead will detour through the neighborhood to get to Hoover going North. This will increase traffic in the neighborhood which introduces safety issues.

Difficulty leaving the neighborhood – Part of the plan would be to make the exit from Iris on to HH a right-turn only. In addition to the increased traffic due to a gas station, this makes it extremely difficult to exit the neighborhood going East towards the highway or Crossroads Commons. To leave I would now need to go north a ways and then go through two additional stoplights (HH/Hoover and the new Kwik Trip one).

Groundwater contamination – The area of the proposed Kwik Trip is well within the area that Whiting pulls its groundwater from. There is a significant risk that this groundwater is

contaminated from the gas station. This can simply be from small spills during everyday use running off into the ground.

Stevens Point is a wonderful city filled with many green spaces (Schmeeckle Reserve, Green Circle Trail, etc.). Preserving the natural beauty of the area in question should be a no-brainer.

Thank you for your time.

Eric Skrenes

5316 Forest Circle

From: [Alicia Skrenes](#)
To: [Jarod Kivela](#); [Adam Kuhn](#)
Subject: August 4 rezoning meeting
Date: Tuesday, July 29, 2025 10:04:00 PM

To Whom it May Concern,

This letter is to tell you I do not support the change of zoning of the lots of land at the corner of HH and Hoover from Residential to Commercial. This is due to several issues which I hope I can lay out for you now. The issues encompass the right to safe and clean drinking water, the ability to feel safe in our neighborhood, the ability to access nearby public areas safely and without extra complications, the needs of our community as a whole, and the image of Stevens Point as a city and what we stand for.

First I would like to discuss the need for clean and safe drinking water. As the city is probably well aware, putting a gas station in at this corner is well within the mile distance of the wellhead to the Village of Whiting. This is within the 5 year time of travel for contaminates in the groundwater. I understand that the legality does not apply to this plot of land because it is part of the City of Stevens Point, and they do not have to abide by this requirement. However, just because you don't have to follow something doesn't mean you should. Protecting our neighbors is important, we often visit my in-laws who live in the Village of Whiting. I don't want to visit them and have their water be unsafe to drink. We all have family or friends living in Whiting, our children go to school together. Although we might have different addresses, we are really all connected together.

Did you know that a typical gas station can spill up to 100 gallons of gas annually? (reference <https://coltura.org/governing-the-gasoline-spigot/>) This is just everyday spills and leaks. How are everyday spills going to be handled at the gas station? This is going to be flushed into the ground and into the groundwater, these everyday spills won't be controlled with extra tanks and protection. I don't want the City of Stevens Point to allow a gas station in this location because it will contaminate the water in the Village of Whiting. It isn't a matter of if, it is a matter of when. We need to help our neighbors and protect safe and clean drinking water.

Next I would like to talk about the ability to feel safe in our neighborhood. As we were told the intersection at Hoover and Iris has been discussed as being changed to a right turn only road. This concerns me. There will be a new stop and go light put in between Iris Ln and Hoover. Is there any guarantee that individuals will not turn right into our neighborhood and then exit the neighborhood north onto Hoover to avoid 2 stoplights? When people start using a neighborhood as a short cut, they are often in a hurry. There are a lot of kids who live and play in this neighborhood, they bike, and walk. I see often people out walking their dogs or taking the baby for a walk in the stroller. Having traffic cut through our neighborhood as a short cut would not be safe for all the foot traffic already present in our neighborhood.

Going along with the concerns of traffic cutting through our neighborhood, is also concerns about the increase of traffic around our neighborhood. We know that Hoover is a busy road, so busy in fact that the city is in the process of adding 2 stop and go lights onto this road. We are all aware of how hard it is to turn across traffic, hence the 2 new lights going in. My understanding is there would

be a right turn only from the proposed commercial complex heading north onto Hoover. This is going to make it more difficult to leave our neighborhood to head south. We do not have a stop and go light to be able to access our neighborhood, even though both entry points are from busy roads. The increase of traffic from a Kwik Trip will be such a new light will be needed to accommodate traffic, so how are we supposed to reasonably leave our neighborhood headed south or east? This could pose issues with other vehicles that would need to leave our neighborhood headed south or east as well, like school buses, garbage, mailmen, plows, emergency vehicles etc. Has an increase of traffic study been done to assess how this would affect the ability of vehicles to reasonably enter and exit our neighborhood?

I would also like to talk about the safety of crossing Hoover Road as a pedestrian or bicyclist. As discussed above, I showed that traffic is going to increase along Hoover. This is going to make it much more unsafe for those crossing the road. We do not currently have a pedestrian crossing lights (as found at intersections) from our neighborhood. We do not have access to an intersection. We do not have a sidewalk from our neighborhood to an intersection either. We are steps away from the Green Circle trail and an increase of traffic could make this an unsafe destination from our neighborhood.

Next I want to talk about the needs of our community as a whole. I hear people from town talking, and I don't hear people saying they want more commercial, I don't hear people saying they need another gas station. Sometimes I hear people asking for a specific restaurant. But above all I hear people asking for more residential housing. Specifically residential housing that is affordable. Adding commercial in a residential area is not what Stevens Point needs. My husband and I moved into this neighborhood 6 years ago. I assumed it was all residential, as I can remember driving past the area since living in Stevens Point in 2009 and seeing horses on the corner lots. We bought into a neighborhood that was quiet, tucked away, close to commercial already (Crossroads Commons). We did not buy into a neighborhood that was turning commercial. We also spent a lot of time looking for plots of land IN town, because we could not find a house that fit our family. If these plots of land had been available when we were looking to move we would have considered purchasing and building our own home.

Stevens Point has won numerous awards, Tree City USA Growth Award, Best Places to Live in Wisconsin, Bird City, many other awards and recognitions point towards Eco-friendly, bicycle and walking friendly, best water in the nation, safest towns etc. These all paint a picture of what is at the heart of Stevens Point. We are a big town with small town feels. We are a community that cares about one another. We value the outdoors and living with nature. This is at the heart of what Stevens Point is. Putting in a commercial development of this nature in this spot is not at all what Stevens Point is about. There are other commercial areas that are for sale or lease, there are other areas that could be purchased that are already part of a commercial area. A commercial development of this nature is not right for that spot.

We have a Kwik Trip the very next exit south off of 39, and 2 exits south. I am sure anyone in need of gas can wait 1 to 2 exits. Not to mention we already have 7 Kwik Trips within the Stevens Point/Plover area. These lots could be great for multi family residential, it could be good for a small strip mall like there is Kiddy Corner to these lots, something that doesn't draw a significant increase in traffic in an already busy intersection.

In Stevens Point we value the outdoors. The current owner of the land has been heard saying that he could have come in and clear-cut the entire lot. Going so far as to say if we continue to push back, a clear cut of the lots will happen. This is not someone I want to support. The current owner has come in and decided what he wanted to put here. Decided what he wanted to do. This does not reflect what we as a neighborhood feel should be put there. I feel it reflects only on what he wants. He does not understand Stevens Point. He does not know what is best for our city. I do not support someone who hasn't taken the time to understand us. I do not support someone who is so against what our neighborhood wants. It appears as if he is just in this for the money. I do not support an outsider to our community coming in and trying to make money off of us. If he lived here, he would understand what Stevens Point is. We are a community that helps others, that cares about our neighbors. He would understand that we are a community that values nature, and he wouldn't threaten to clear cut the land that so many animals rely on. He is not for our community, he is not for Stevens Point.

You should not change the zoning of the lot from residential to commercial. You at the very least should not allow large commercial that would significantly increase traffic. The City of Stevens Point should not support someone who is not from here and is not a member of the community. We are a community that is invested in ourselves. This was an investment Victor Baeten made, and just because he bought the land doesn't mean the City has to change the zoning, after all, Victor knows "the risks of being a seller, purchaser, leasor and lease" (reference <https://slabyandassociates.com/our-commitment/>) so he knows that it was a risk to purchase residential lots and that is not a guarantee of rezoning.

Thank you for taking the time to read my concerns. This is something that many feel very passionate about. I hope you take the time to consider the valid concerns of those living in this neighborhood.

Thank you,
Alicia Skrenes
5316 Forest Cir.
Stevens Point, WI 54481

From: [Madeline](#)
To: [Adam Kuhn](#)
Subject: Fwd: Village Green zoning
Date: Tuesday, July 29, 2025 9:38:54 AM

Sent from my iPhone

Begin forwarded message:

From: Madeline <billmadstockbridge@att.net>
Date: July 29, 2025 at 9:36:03 AM CDT
To: jkivela@stevenspoint.com
Subject: Village Green zoning

Hello

My husband & I have lived on Forest Circle since 1987. It has been a wonderful neighborhood where residents take care of their homes & property. Realtors have told us that it is one of the most desirable neighborhoods in the Stevens Point area as the homes are well kept & moderately priced.

Drive around Stevens Point & you will see numerous empty commercial buildings. The need in Stevens Point is for more affordable single family homes. I propose that the planning commission keep this property residential & find a developer who would extend our neighborhood with a buffer on HH. This would create homes to fill what is truly a need in our community.

Thank you for your attention to this concern.

Madeline Stockbridge
5315 Forest Circle
Stevens Point, WI
715-341-9034
Sent from my iPhone

From: [Jay Fischer](#)
To: [Adam Kuhn](#)
Subject: HH/Hoover Rezoning
Date: Tuesday, July 29, 2025 7:30:13 AM

Please consider keeping the parcel zoned residential. My wife and I have been here since 1998 and have seen a lot of changes with the cross roads commons development. Let's try to keep our neighborhood residential. My wife and I are against the zoning change to commercial.

Thank you
Jay and Kara Fischer
5299 Forest Cir S, Stevens Point, WI 54481

7/29/2025

The Plan Commission
933 Michigan Ave Community Room 122
Stevens Point, WI 54481
Re: Victor Baeten and his request to redraw a residential zone to commercial

Hello,

I am hereby voicing my concern to Victor Baeten's proposal to redraw the lines in my neighborhood (Village Green) from residential to commercial. Many of us residents within this neighborhood enjoy the low traffic, convenience to easy access to the interstate, and safety for the children. When I first heard about the possibility of Kwik Trip being put up nearby, it sparked my curiosity. However, when I learned the details of where Kwik Trip would be built and how it would impact our commute, I immediately became concerned. As much as I would love another Kwik Trip nearby, I must reject the idea of it being placed in an existing residential area.

Many of us residents exit our neighborhood on McDill Ave, where we can quickly access I-39 or Commons (Walmart, Best Buy, etc). Traffic is already frequent on this road, and adding a gas station right here would only generate more traffic. Further, among the proposals from Mr. Baeten was to close access to McDill Ave from Iris Lane, either completely or eliminating the possibility of turning left to access the interstate. This will not only lead to too much traffic congestion in the residential area, but it will redirect more traffic around Hoover and extend many of our commutes to work. Many of us Stevens Point residents enjoy having little to no traffic, thereby maintaining the feel of a small town. Disrupting the most heavily used road (Iris Lane) to leave the neighborhood will lead to heavier congestion around both Hoover and McDill Ave, thereby also leading to an increase in road rage and jeopardizing the safety of the children in our neighborhood.

An ideal location for another Kwik Trip is just 1.5 miles away on the intersection of Vetter Drive and McDill Ave (near The Store). There is lots of open land in that proximity, it has easy access to I-39, doesn't increase traffic heavily in residential areas, and has the benefit of profiting from all the traffic on Brilowski Rd, which includes Lineage Logistics, all the businesses in Commons, and people bypassing I-39. This road is heavily used by commuters and truckers. Adding a Kwik Trip here will have no impact on the safety of our neighborhood, and it would get a lot more business overall due to the convenience of access from all directions.

I implore you to hear our concerns in this neighborhood over the matter of adding a Kwik Trip near/on the intersection of McDill and Hoover Ave in Village Green Neighborhood. Many of us residents object to the proposal to rezone the property from R-1 Residential to B-4 Commercial.

Thank you for your attention to this matter.

A handwritten signature in black ink, appearing to read 'JB' with a stylized flourish extending to the left.

Jessie Butt

3395 Howard Avenue
Stevens Point, WI 54481

July 28, 2025

Jarod Kivela, Community Development Director
Adam Kuhn, Zoning Administrator
Plan Commissioners

RE: Rezoning of parcels from R-1 to B-4 HH/Hoover

At the upcoming Plan Commission meeting on August 4, a property owner will be requesting the parcels located at HH/Hoover to be rezoned from R-1 to B-4.

As a resident in the Village Green Neighborhood, I am very opposed to this for a number of reasons.

Changing these parcels to commercial will cause increased light and noise pollution. It doesn't matter that "dark lighting" is used; it will still be brighter than the area is now. With commercial property comes a lot more traffic, semis delivering goods, and people visiting the area for shopping/services that do not live there and have total disregard for the residents nearby. There is already plenty of noise around this subdivision without adding to it. The increase in light and noise lowers the enjoyment of my property and neighborhood.

Village Green is a thriving neighborhood filled with young couples and families starting out, seniors that have selected this beautiful neighborhood for retirement, and all other sorts of families in between. This neighborhood is not blighted. It is friendly, safe, and already conveniently located to everything people in our neighborhood need. Children can ride bikes, play in their yards, and parents feel safe letting kids play at the park. Changing the zoning of that property will take away those safe feelings and the pleasantness that exists.

Commercial property lowers the value of residential property that is near them. Neighbors that have lived in this subdivision for 50 years planning to stay till the end of life in this safe environment with protected values will now have to either endure the destruction of this fine area or relocate receiving significantly less value for their current home and having less purchasing power.

This subdivision was created in the late 1960s and was part of the Town of Plover. There used to be farm animals and crops all around. The Business Park and Crossroad Commons have since been developed, and while increasing traffic, light, and noise, they are located across the interstate keeping them quite separated from our lovely homes and allowing all areas to exist in harmony. Commercial property in our backyard does not provide harmony—only chaos.

My family and I moved to this area in 1994 because of the quiet, peaceful, tranquility. Family has grown, moved away, and returned to this same neighborhood starting their own family because it is such a wonderful place. Not just our neighborhood, but Stevens Point in general.

This subdivision was chosen to be “adopted” (annexed) by the City in 2007. You wanted us. You kept us safe and cared for us over the last 18 years. We paid for these services through taxes to the city, faithfully paying them every year. We do not want to be thrown to the side and forgotten. The property owner of said parcels made an investment, but so did all of us. We invested in our city, not to become rich from our property, but to raise our families and prosper in a safe environment, a beautiful city. A friendly, family area—not in the middle of a commercial alley. Our neighborhood’s investment far outweighs that of this property owner. Myself and my neighbors all contribute to this fine city’s economy. We keep the money here. Rezoning this property to commercial isn’t going to help our city. The investor is going to take all the profits away to his own area. We care about our neighbors and our town; the investor does not. An investor’s only goal is to make money at the expense of others. Priority should be given to those who have lived here for decades and supported Stevens Point—not to a non-resident.

Commercial property also means more loitering, crime, and non-living wage employment. Village Green does not experience much crime. But B-4 zoning is very unrestrictive as to what can be built there. Suddenly a quiet, undisturbed neighborhood will become a haven for vandalism and theft. Low-wage employment does not offer stability or the chance for anyone to “live the American dream.”

The current comprehensive plan that exists was created before Village Green was part of Stevens Point, so with not yet being residents of the city, we had no voice in the plan’s development, But I would like to point out a few items from the plan.

Chapter 2 – Housing Element – Section 2.5 Housing Goals, Objectives, and Policies

“Because of its major impact on community quality of life and future growth and prosperity, efforts must be taken to protect the existing housing supply through effective building and land use code enforcement...”

Goal A of this is to “allow for an adequate supply of housing to meet the need of all citizens”. The city is currently not supplying this. This land is already zoned residential. As there is a large need for affordable housing, here is a great area which can provide that. This could be small family homes, small multi-family homes, retirement homes—not low-income housing for this area—but an addition of homes that are complementary to what already exists.

Goal B states the city will “maintain or improve the quality and integrity of existing housing and neighborhoods. The result will be residential neighborhoods which are safe and pleasant, where property values are protected, and which are free from incompatible land uses and traffic volumes.”

The objective is that this is maintained through strict enforcement of guidelines and codes. Village Green is residential. To be compatible with the neighborhood that exists, it needs to remain residential.

Chapter 3 – Transportation – Section 3.5 Transportation Goals, Objectives, and Policies

Goal D states “Balance the road needs of through-traffic commuters with the needs of the adjacent neighborhoods to minimize disturbance and adverse impacts on neighborhoods. These parcels being rezoned to commercial will majorly disrupt Village Green. The additional traffic through and adjacent to Village Green will cause chaos and closures to some of our access points. It’s just a matter of time. This will create problems for work commutes, school buses, and emergency vehicles. The impact will be detrimental. Additional policies under this goal include “preserve existing trees and create boulevards to plant new trees.” The property owner has stated on several occasions that he plans to clear cut the entire 18 acres. This only leaves a fence, which does not create an effective border, nor does it preserve the existing trees. Also, many of the border fences that exist around Stevens Point are in poor shape. The non-resident investors do not maintain the properties and barriers well. Objective D2 under this goal is in regards to directing truck traffic away from residential areas. Commercial zoning of this property would mean truck traffic flowing right past residences. Again, creating more noise, safety concerns, and access point issues.

Chapter 8 – Land Use Element – Section 8.4 Land Use Goals, Objectives, and Policies

Goal A “Provide a balance of land uses to serve existing and future residents of the City, as well as non-residents, that allows for a strong economy and maintains the high quality of life that Stevens Point residents currently enjoy.” Having commercial property about Village Green would not be maintaining any sort of quality for the subdivision’s residents. These residents are your constituents. They are the people you see when shopping, working, attending church; the people whose children go to school here. The people who vote here. The people who truly care about Stevens Point. The ones vested in this community.

There is already a vast array of commercial areas in our city, many that are now sitting vacant and becoming blighted. Redevelopment of what already exists is encouraged in the comprehensive plan. There is no need for additional commercial property development at this time. Prime residential land is what is needed and being asked for, and it already exists right here.

I am asking each of you commissioners to protect the integrity of our neighborhood that has been thriving for 55+ years. Please choose to keep these parcels residential.

Thank you for your time.

Sincerely,

Joe and DeeAnn Donahue

Sam and Mary Schroeder
3363 Iris Lane
Stevens Point, WI 54481
Schroederwurzer@gmail.com
715-321-2616, 715-321-0126

Date: July 25, 2025

To:
Stevens Point Planning Commission

C/O Jarod Kivela—Community Development Director

C/O Adam Kuhn—Zoning Administrator

Stevens Point, WI

**Subject: Opposition to Rezoning Residential Land from R-1 to
B-4 Commercial**

Dear Stevens Point Planning Commission,

We are writing as concerned residents of the Village Green neighborhood to respectfully voice our opposition to any proposal that seeks to rezone R-1 residentially designated land at the corner of County Road HH and Hoover Avenue to B-4, commercial. We have been residents of Stevens Point for over 35

years, coming to the area for university and then staying to grow our family.

Mr Baeten is not from the Stevens Point area. He came from the Madison area and bought residential property with the apparent intention of rezoning it for commercial use, likely to benefit from lower land costs. Shortly after the purchase, he had the audacity to put up large signs stating the land was for sale or lease as commercial property—despite its current residential zoning. This suggests a plan to transform the neighborhood with no input or regard for existing residents. Numerous commercially zoned sites remain underutilized. A quick internet search produces dozens of available commercially zoned sites in the City of Stevens Point. These should be prioritized for development before considering any intrusion into established residential neighborhoods. In light of these concerns, I urge you to protect the integrity of our community by maintaining current zoning designations. Zoning policies should prioritize public health and safety, neighborhood livability, long-term sustainability, and the interests of current residents, not short-term commercial gains.

Residential zones are essential for maintaining the character, safety, and overall well-being of our community. Carving out commercial spaces within neighborhoods threatens to disrupt the quality of life for residents and undermine the long-term

stability of our neighborhoods. Below are several key reasons for my concern:

1. Loss of Community Character and Cohesion:

Residential neighborhoods provide a peaceful and cohesive environment for families, seniors, and individuals. Introducing commercial activities such as gas stations, retail outlets, office buildings, or entertainment venues can significantly alter this environment. These developments often bring increased traffic, noise, and light pollution. In contrast, adding single-family or even multi-family housing would keep the neighborhood character and cohesion. Unlike gas stations and convenience stores, which come with parking lots, bright lights, and 24-hour traffic, residential development maintains the community feel. There is a reason why commercial property is generally not in the middle of a neighborhood.

2. Health, Increased Traffic, and Safety Risks:

Commercial development brings increased vehicle traffic, delivery trucks, and pedestrian congestion.

This raises serious safety concerns, especially for children and elderly residents, and puts additional strain on infrastructure not designed for such usage. Our neighborhood risks becoming a cut-through for drivers trying to avoid new stoplights and a busier intersection.

Beyond traffic, gas stations in particular pose environmental and health risks. Harmful compounds such as benzene, toluene, and xylene are released during vehicle fueling and from underground storage tank vents. These chemicals are known to be hazardous to human health, and living nearby has been linked to a higher risk of various illnesses (Hilpert, Mora, Ni, Rule, & Nachman, 2015).

3. Negative Impact on Property Values:

Some studies show that close proximity to commercial zones, especially those with high activity, such as a gas station or convenience store, can reduce nearby residential property values. This can have long-term financial consequences for homeowners who have invested in the community for years. For example, research from Georgia State University found that while retail proximity can sometimes raise property values, intense commercial activity within a few hundred feet tends to lower them. Real estate experts also note that businesses like gas stations often bring increased traffic, noise, and safety concerns, which can further impact home values (Matthews, 2006). We have personally lived in our neighborhood for 25 years and hope to remain here as we age. The value of our home is not just financial—it represents our future stability and peace of mind.

4. Environmental and Infrastructure Strain:

Converting residential land to commercial often increases impervious surfaces, reduces green space, and places an additional burden on utility systems. These changes can lead to environmental issues such as increased flooding, pollution, and other environmental issues.

5. Availability of Existing Commercial Zones:

Before considering development that encroaches on residential areas, it is prudent to assess whether existing commercial zones are being fully utilized. Priority should be given to infill development and revitalization of underused commercial properties.

Thank you for your attention to this matter and for your continued service to our community.

Sincerely,

Sam and Mary Schroeder

Citations:

Hilpert M, Mora BA, Ni J, Rule AM, Nachman KE. Hydrocarbon Release During Fuel Storage and Transfer at Gas Stations:

Environmental and Health Effects. Curr Environ Health Rep.
2015 Dec;2(4):412-22. doi: 10.1007/s40572-015-0074-8. PMID:
26435043. <https://pubmed.ncbi.nlm.nih.gov/26435043/>

Matthews, J. W. (2006). *Retail proximity and residential values: Or do nearby stores really run down property values?* Andrew Young School of Policy Studies, Georgia State University.
<https://aysps.gsu.edu/files/2016/01/07-21-Matthews-RetailProximityandResidentialValues.pdf>

“Take a deep breath, and move forward....” -Ed Wurzer

From: [Song Cheng](#)
To: [Adam Kuhn](#); [Jarod Kivela](#)
Subject: Northeast lot HH & Hoover R1-Residential to B4 Commercial rezoning
Date: Tuesday, July 29, 2025 10:47:35 AM

July 29, 2025

Song Cheng & Sheng Yang
5340 Clover Court
Stevens Point, WI 54481

To Jarod Kivela and Adam Kuhn:

We, Song Cheng and Sheng Yang, long time residents at 5340 Clover Court, Stevens Point, WI 54481 strongly object to the rezoning of the property located at the corner of County HH and Hoover Road from R-1 Residential to B-4 Commercial.

Commercial Rezoning will highly impact the residential peacefulness that we as residents have enjoyed for many years in our neighborhood. The commercial rezoning will increase traffic to the area, reduce accessibility and decrease safety not only for our children and elderly, but to all citizens of the area. The extra traffic lights needed for increase in traffic may cause the closure of Iris Lane, the only access point to the neighborhood from County HH would highly hinder the access for emergency vehicles, mail and package deliveries, school bus routes, snow and trash removal, and many other aspects of neighborhood daily routines. These changes will have a detrimental impact on the families in the neighborhood.

We, and many other Citizens of our community, strongly urge you as Community Development Director and Zoning Administrator to reconsider the rezoning of our neighborhood and the livelihood of families this would impact.

Sincerely,

Song Cheng & Sheng Yang

Regards,
Song Cheng

From: noreply@civicplus.com
To: [Adam Kuhn](#)
Subject: Online Form Submittal: Contact the Assoc. Planner / Zoning Admin.
Date: Monday, July 28, 2025 10:29:32 PM

Contact the Assoc. Planner / Zoning Admin.

First and Last Name:	Jeff Brogan
Street Address:	5355 clover ct
City	Stevens Point (change City, State, and/or Zip as needed)
State:	WI
Zip:	54481
Phone Number:	7153405986
Email Address:	broganfam@charter.net

Please enter your questions or comments below:

Hello Adam Kuhn,

As a proud Stevens Point residents, we greatly appreciate the services and protections that our local government provides. And we can appreciate the services that I value aren't by accident or happenstance – Stevens Point officials, workers and local volunteer organizations step up, lead and work hard so that the greater population can enjoy the beautiful city and community we all proudly call HOME.

We humbly send this letter for you to please carefully consider the impact of potential changes to zoning and the land use within the city – also taking the whole area communities into account (Stevens Point, Whiting, Plover, Hull, etc.). We live in the area bordered by I39, HH, Hoover and the “old” industrial park, also known as Village Green Estates. About 200 Stevens Point families call this neighborhood home.

Recently, an out-of-town developer shared his plans to replace the residential zoning with commercial zoning and to add a pet store and gas station. He cited the 2005 City of Stevens Point comprehensive plan for a potential commercial area on the northeast corner of HH and Hoover. Since the 2005 comprehensive plan, many changes have occurred including Crossroads Commons and additions to the east (of I39) Stevens Point industrial park. Many of those changes have made the 2005 plan to the HH/Hoover corner outdated or obsolete.

We have a hard time understanding why a commercial site would be developed in a residentially zoned area when the City of Stevens Point would be better benefitted with residential additions. The proposed commercial plans and impacts to my

neighbors would be more light and noise pollution, higher traffic and congestion and less protections to local wildlife. Our Whiting neighbors' water source would have higher risk of contamination with a close proximity gas station. Bottomline, a very small segment of the stakeholders would profit from the commercial changes – and that small segment does not live in Stevens Point. They plan to take their profits back to where they live.

Whereas, residential plans would provide local homes and property taxes in perpetuity. In essence, a long-lived community investment instead of another gas station and short-lived box store. Also, other Stevens Point current commercial areas are underutilized and would be better served with a commercial investment, instead of building on a wooded residential, greenfield site.

We can appreciate the complexity of re-configuring the residential properties on the north end of HH from Iris Lane to the corner of HH and Hoover. However, our city along with local engineering, building resources and investors should be up to the task and challenge to keep our residential spaces intact for families to enjoy instead of installing redundant gas stations and temporary business opportunities that have a limited life expectancy.

Thank you for your consideration and your leadership to our great community,
Jeff and Amy Brogan
5355 Clover Court
Stevens Point, WI 54481 (since 1997)

Email not displaying correctly? [View it in your browser.](#)

From: [Kyla Wood](#)
To: [Jarod Kivela](#); [Adam Kuhn](#)
Subject: Opposition to Rezoning of Property at HH and Hoover (R1 to B4) - Kyla Wood, 5249 Forest Circle South
Date: Tuesday, July 29, 2025 11:25:19 PM
Attachments: [IMG_20180619_143908671_HDR.jpg](#)
[PXL_20250409_002522814.jpg](#)
[PXL_20250725_010326609.PANO.jpg](#)
[PXL_20240903_130732586.PORTRAIT.jpg](#)
[PXL_20241021_213415708.jpg](#)
[PXL_20250729_013828511.NIGHT.jpg](#)

Dear Stevens Point Planning Commission,

My name is Kyla Wood, and I reside at 5249 Forest Circle South, Stevens Point, WI. I am writing to express my strong opposition to the proposed rezoning of the property located at the corner of HH and Hoover from R1 Residential to B4 Commercial.

This property is situated directly behind my home, and I have significant concerns about the negative impacts this rezoning would have on my property, my family, and the residential character of our neighborhood.

Converting this residential parcel to commercial will undoubtedly lead to a significant increase in vehicle traffic on HH and Hoover, as well as potentially on Forest Circle South depending on access points. This will create more noise, increased congestion during peak hours, safety hazards for my children and others playing or walking in the area. Forest Circle and many of the nearby streets do not have sidewalks and I would be concerned about the influx in traffic to our street impacting the safety of children and neighbors that frequently walk in our neighborhood.

In addition, commercial operations, especially B4 zoning, can generate substantial noise from delivery trucks, customer vehicles, and machinery. This will directly impact the peace and quiet of my backyard and home. We chose this neighborhood on Forest Circle because my children love to play outside. It is valued for its tranquility and family-friendly environment. Currently my children enjoy a wooded backdrop with space and privacy that shelters them from the hustle and bustle of the busier roads surrounding our neighborhood. They get excited to see deer, rabbits, turkey, squirrels, and all the various wildlife the forest holds. If this proposed rezoning goes through, our family and many neighbors would lose our current quality of life.

Another devastating consequence of rezoning this land to commercial property is that it will inevitably negatively impact the property values of surrounding homes. Homebuyers often seek quiet, residential environments, and a commercial encroachment would detract from this appeal.

I understand the need for commercial development in our city, but it is crucial that such development is placed in appropriate locations that do not directly compromise existing residential neighborhoods. The proposed B4 zoning directly behind a residential street is, in my opinion, an incompatible land use. There is not a demonstrated need for this specific type of commercial development in our immediate area with the existing Crossroad Commons area just east of I-39.

While I am unable to attend the Planning Commission meeting on August 18th at 7:00 p.m., I

wanted to ensure my strong opposition to this rezoning is formally registered for your consideration.

I urge the Planning Commission to carefully consider the significant negative impacts this rezoning would have on the residents of Forest Circle South and to deny the request to rezone the property at HH and Hoover from R1 to B4.

Thank you for your time and consideration of my concerns. I have attached some photos showing the joys of our backyard and really hope you see the necessity in preserving this beautiful land.

Sincerely,
Kyla Wood
5249 Forest Circle South
Stevens Point, WI 54481
608.535.6540

From: [Cara Hermans](#)
To: [Adam Kuhn](#)
Subject: Opposition to the Proposed Rezoning of land at the HH and Hoover Intersection
Date: Saturday, July 26, 2025 11:11:10 AM

Brady & Cara Hermans
3233 Orchid Lane
Stevens Point, WI 54481

July 26, 2025

Mr. Adam Kuhn
Associate Planner/Zoning Administrator
1515 Strongs Avenue
Stevens Point, WI 54481

We are writing in regards to the request to rezone the undeveloped land at the corner of Hoover Road and County Road HH from "R-1" Single Family Residence to "B-4" Commercial. We are opposed to rezoning this land for commercial development. Please consider our opinions at, and prior to, the Stevens Point Plan Commission public hearing on August 4th.

We have been homeowners of 3233 Orchid Lane for the past 19 years and we love our neighborhood. We frequently spend evenings enjoying the dark, peaceful quiet while trying to catch the Northern Lights, gazing through our telescope, or watching excitedly for fireflies in our backyard woods. With traffic limited to residential use, we feel safe taking walks on our streets. Our children have grown up playing at Village Green Park and rollerblading and riding their bikes 'round and 'round the block. As they've reached the preteen and teenage years, we've felt extremely fortunate that they can safely expand their boundaries and grow their independence within our neighborhood where neighbors are looking out for each other.

If the land at the corner of Hoover and HH is rezoned for commercial use, we fear that the quiet security we have enjoyed may be disrupted. Additional light pollution, more noise, and added traffic would impact the integrity of the place we call home. Please refrain from rezoning and keep this land zoned residential.

Thank you for the work you do for our city and thank you for considering these comments.

Brady & Cara Hermans

From: [Savannah Hebior](#)
To: [Jarod Kivela](#); [Adam Kuhn](#)
Subject: RE: Urgent Request for Environmental Review and Denial of Rezoning/Conditional Use for Gas Station Development at Hoover Rd & County Rd HH
Date: Tuesday, July 29, 2025 10:28:34 PM

Dear Members of the Plan Commission,

I write to formally express my strong opposition to the proposed rezoning and commercial development of residential parcels at the corner of Hoover Road and County Road HH, specifically the inclusion of a gas station adjacent to the Village Green neighborhood. This development raises serious concerns about groundwater protection, land use compatibility, legal compliance with zoning code, and the city's stated sustainability goals.

The proposed gas station location is approximately 0.5 miles from the Village of Whiting's municipal well field, placing it well within the Wellhead Protection Zone outlined in Whiting's own ordinance and Portage County's broader groundwater protection standards. Whiting explicitly prohibits underground fuel storage tanks within 1,500 feet of their wells due to the risk of long-term contamination.

While the developer may argue that modern tanks are safer, no environmental impact study (EIS) has been conducted to evaluate spill risk, groundwater flow, soil permeability, or proximity to private wells used for residential irrigation and pools. Given Stevens Point and Whiting share aquifers and municipal boundaries, approving this development without such a study jeopardizes the region's drinking water and undermines our obligation to be a good municipal neighbor.

Stevens Point zoning code clearly states that gas stations are only permitted in specific business districts as a conditional use, requiring that such uses: "not be injurious to the use and enjoyment of other property in the immediate vicinity," and "not impair the normal and orderly development and improvement of surrounding property for permitted uses." (Municipal Code §23.01(14)(B))

This parcel is currently zoned residential, and placing a high-impact, 24-hour commercial use like a gas station directly adjacent to long-established single-family homes violates these standards. Furthermore, this type of rezoning could be considered "spot zoning" - a legally questionable practice when a parcel is rezoned out of alignment with surrounding land uses and the city's comprehensive plan. It provides special benefit to one party at the expense of many and it is not supported by public interest. Courts have struck down spot zoning in similar Wisconsin cases when it conflicted with planning policy or neighborhood compatibility.

According to the American Planning Association (APA), gas stations are routinely classified as "incompatible adjacent uses" next to residential neighborhoods. They require strict buffering, reduced lighting, sound controls, and often alternative locations. APA guidelines emphasize equity, safety, and compatibility—especially in communities with multigenerational and vulnerable populations.

The Village Green neighborhood includes many elderly residents and dozens of young children, all of whom would be disproportionately impacted by the increased traffic, 24/7 lighting, noise, and safety hazards that accompany gas stations. The proposal is out of step with national best practices in zoning and land use planning.

In 2024, the City of Stevens Point passed a resolution committing to 100% carbon neutrality by 2050. The city has already made progress by investing in hybrid fleet vehicles, solar arrays, and energy efficiency - saving over 1.3 million pounds of CO₂ and \$100,000 annually.

Rezoning land for a new fossil-fuel-based facility directly contradicts that resolution. Instead, this land should be prioritized for residential infill, which supports climate-smart growth, walkability, and housing affordability—objectives that appear throughout the city's Comprehensive Plan.

Residential infill is the highest and best use for this land - not only from a sustainability standpoint, but also in terms of community need and long-term planning. The parcels in question represent nearly half of the Southside's remaining undeveloped land suitable for housing. Stevens Point is experiencing a well-documented housing shortage, particularly for families, seniors, and middle-income residents. As the 2022 Housing Report shows, our city faces mounting housing stress—vacancy rates remain low at around 2.9% on the Southside, loss of 278 units over the past decade has pushed citywide vacancy rates down to 5.85%, and rent and mortgage costs keep rising.

We're projected to need 756 additional units by 2040, yet 18 acres of infill land remain undeveloped. Rezoning this parcel for commercial use wastes a rare opportunity to build the homes Stevens Point needs most.

Residential infill helps meet this need without expanding costly infrastructure, preserves green space elsewhere in the city, and reduces vehicle miles traveled by placing more homes closer to jobs, parks, and schools. This approach directly supports the City's Comprehensive Plan goals, mitigates sprawl, and contributes to the kind of walkable, connected, and climate-resilient city Stevens Point has committed to building.

This neighborhood is not anti-business - we are pro-smart development. The burden of proof should be on the developer to show that this neighborhood actually needs another gas station. Within a 2-mile radius, Stevens Point already has multiple gas stations (Kwik Trip, Shell, Mobil, etc.). Where is the demand data? Has the developer shown that this neighborhood lacks access to fuel or convenience goods?

Economic development should respond to need, not just speculative investment.

The developer may argue that rezoning brings in property tax revenue, but research shows the cost of maintaining roads, managing traffic, and mitigating environmental risk often outweighs commercial tax gains from small parcels. Has a cost-benefit analysis been done comparing gas station tax value vs. residential development?

Gas stations generate 24-hour activity in an area otherwise characterized by quiet residential rhythms. This is a fundamental land use conflict, not a minor inconvenience.

Given the environmental sensitivity of this site and the far-reaching impacts of rezoning, I urge the Commission to:

- Deny any attempt to rezone this parcel from residential to commercial.
- Require a full Environmental Impact Study (EIS) before accepting any proposal involving

underground fuel storage or high-impact commercial use.

- Enforce conditional use criteria, including compatibility with adjacent land use, noise and lighting impacts, and public health risks.
- Uphold the city's zoning code, sustainability goals, and regional water protection standards.

I ask you to consider how this proposal aligns with equitable land use planning and doesn't just accommodate developers. Stevens Point must not compromise the safety, stability, and health of its neighborhoods for short-term commercial gain—especially when over 25 commercially zoned parcels already exist within 3 miles of this site. Our neighborhoods, our groundwater, and our climate goals deserve better.

We're not here to oppose growth—we're here to shape it. This rezoning is about more than one development: it's about the kind of city Stevens Point wants to be. Do we preserve livable neighborhoods and build smart housing for future generations, or do we erode community trust by compromising the integrity of our zoning and sustainability goals?

Thank you for your time, service, and commitment to our community.

Sincerely,
Savannah, Chris and Matilda Hebior
5272 Forest Cir S, Stevens Point

Jocelyn Donahue Renfert
3349 Orchid Lane
Stevens Point, WI 54481

July 29, 2025

Via email only

Mr. Jarod Kivela, Community Development Director
Mr. Adam Kuhn, Zoning Administrator

RE: Application to Rezone Hoover/HH Parcels

Dear Mr. Kivela, Mr. Kuhn, and Plan Commission Members:

I am a homeowner in the Village Green Neighborhood, and I am writing in opposition to the rezoning request for the parcels situated at the corner of Hoover and HH. I understand there are many interested parties that will be affected by how this land is permitted to develop. The owner of the land has explained in his application the case for rezoning it to B-4 commercial. There is a much stronger case to deny the application in its current form and to support alternative rezoning options for the parcels.

The proposed development of these parcels includes a new public road, a new intersection, and new commercial businesses. The developer has shared that the most immediate development plans include a Kwik Trip, a pet store, and an additional retail building. The later plans for development are open to anything that is permitted in B-4 zoning, which is extensive. This proposed plan requires the consideration of many issues that impact our city and the residents near the affected parcels.

The Comprehensive Plan

The currently adopted Comprehensive Plan does mark the affected parcels as commercial on the Future Land Use Map. The Comprehensive Plan is the City's guide to community development and serves as a rational basis for land use decisions. The current Comprehensive Plan was adopted in 2006 and does not reflect the current conditions of our city or its current planning needs. Wisconsin law requires Comprehensive Plans to be updated every 10 years because the law recognizes the need for Comprehensive Plans to change to reflect current needs within a community. Wis. Stat. § 66.1001(2)(i).

A decision regarding the current land use for these parcels cannot be solely based on a Future Land Use Map from a Comprehensive Plan that is 10 years out of date and out of compliance. Many things have changed in the past 20 years, especially the uses and needs of the Hoover/HH corridors. The Village Green Neighborhood, which is most impacted by any zoning decisions for the parcels at issue, was not even part of the City of Stevens Point in 2006 when the last Comprehensive Plan was adopted. The neighborhood was annexed in 2007. It is only fair that the

people most affected by land use decisions for that parcel have a say in the planning process. Our neighborhood's residents were very active in the last attempt at a Comprehensive Plan Update for the Southeast Neighborhood in Fall of 2024. The residents want to be included and deserve to be included in city planning decisions in the way that Wisconsin law intends.

The 2006 Comprehensive Plan contains goals of protecting the existing housing supply, balancing road needs to reduce adverse impacts of traffic on neighborhoods, and providing a balance of land uses to serve stakeholders in a way that allows for a strong economy and maintains the high quality of life that residents currently enjoy. The 2024 proposed updates to the plan included and expanded upon these goals. The city should promote beneficial development, but not without protecting what already exists. Rezoning the affected parcels in their entirety to B-4 commercial does not protect what already exists. Furthermore, it would create traffic problems for everyone who uses the Hoover/HH corridor. Rezoning to a less permissive zoning designation than B-4 or rezoning only a portion of the affected parcels would strike a better balance.

Alternatives for Rezoning

Anyone living near the affected parcels has a clear preference for the parcels remaining zoned R-1 residential, and the owner of the parcels has a clear preference for the least restrictive zoning. Less restrictive zoning provides more options for development, which in turn provides a return on their investment in the property. There is no perfect answer to this conflict, but there is a very clear wrong answer in terms of what is best for the city. R-1 zoning directly abutting B-4 zoning does not make sense from a land use perspective, and it does not substantially exist elsewhere in the city.

One alternative is to allow for the land to be rezoned to a more permissive residential designation (R-3, R-4) or a more restrictive commercial designation (B-1, B-2). Rezoning to allow for multi-family housing would suit the needs of the city and be less disruptive to the current character of the neighborhood. Rezoning the land to a B-1 neighborhood business district would allow for the planned development of a pet store. It would allow for commercial use of the property that would have a far smaller negative impact on the neighborhood and reduce traffic concerns at the intersection.

Another alternative is to rezone only a portion of the parcel. B-4 zoning does not belong next to R-1 zoning, but what does exist in the city is B-4 and B-5 commercial land with multi-family residential zoning in between the commercial land and the R-1 land. This type of zoning makes better sense and creates a buffer to protect the character of R-1 neighborhoods. It also promotes the construction of middle housing options that are in short supply in Stevens Point. Property to the north of Hwy 10 is a good example of R-3 zoning existing between B-5 commercial zoning and R-1 residential zoning.

The owner of the affected parcels has said that there are no plans for the land to the North and the land to the West of a planned road. That land, on the “outside” of the proposed road could be rezoned in a way that creates a buffer between commercial zoning and R-1 residential zoning. This alternative does still create negative externalities, like an increase in traffic that creates poor service to roads in and out of the neighborhood, environmental degradation, and a decrease in quality of life for the residents of the Village Green Neighborhood. It should not be considered as the best alternative, but it should be considered as an alternative that is better for the city than allowing all of the parcels on the corner of Hoover and HH to be rezoned to B-4.

At the bare minimum, the city must offer every available protection to the residents of the R-1 neighborhood that would be affected by rezoning these parcels. The City should strive to be in alignment with good planning practice and the stated goals of the City’s zoning and land use regulations. Rezoning the affected parcels to B-4 zoning would be in opposition to this. If that is the action the City takes, there must be additional setback requirements, extensive vegetative screening requirements, and regulation of operating hours, noise, and light pollution.

Traffic and Traffic Analysis

The city should consider suspending any decision regarding the zoning of the affected parcels pending additional fact finding and traffic considerations. The current traffic analysis does not adequately address traffic concerns for the Village Green Neighborhood. Residents, school buses, and government services need to be able to access and exit the neighborhood without excessive delays.

The current traffic analysis only counted cars at existing neighborhood intersections during a single set of peak traffic hours for one day. As a resident of the neighborhood, the numbers from these counts seem too low to represent average use. Even with these suspectedly low numbers, the traffic analysis predicts poor traffic flow in the future when trying to exit the neighborhood. The analysis shows that by 2040 (only 15 years away), the HH/Iris intersection would have an F tier level of service, which is the lowest level of service and indicates very long waits. The study suggests that traffic will reroute to the Forest Circle South intersection with Hoover, but this redistribution of traffic was not modeled. That intersection also shows a C tier level of service by 2040 without accounting for any rerouted traffic. Better solutions for preserving access to the neighborhood must be explored before rezoning and development take place.

Wellhead Protection Concerns

The residents of Stevens Point and Portage County depend exclusively on groundwater for a safe drinking water supply. Certain land use practices and activities seriously threaten or degrade groundwater quality. The affected parcels exist inside of a Groundwater Protection District B or

Wellhead Protection Zone B. Zoning ordinances allow gas stations as a conditional use of this protection zone when extraordinary safety measures are taken, but it is not a permitted use.

The request to rezone the affected parcels is a step towards the development of a Kwik Trip gas station on those parcels. This will affect the groundwater that becomes our drinking water. It is generally accepted by engineers that primary containment vessels for chemicals like gasoline will fail and leak, and that secondary and tertiary containment often do as well. In addition to leaking tanks, the groundwater will be affected by the spills that happen at fueling stations. Our neighbors in the Village of Whiting would likely be the most affected by this pollution based on groundwater tables and flows.

Prior to the annexation of the Village Green Neighborhood by Stevens Point the neighborhood was a part of the Town of Plover. If the neighborhood were still part of the Town of Plover, the Village of Whiting would have been able to exercise extraterritorial powers over the affected parcels to prevent the construction of a gas station due to wellhead protection concerns. Now that the neighborhood is a part of the city, Whiting cannot prevent the construction of a gas station in its wellhead protection zones, even though the Village of Whiting Director of Public Works has expressed that he would like to prevent it. As good municipal neighbors, Stevens Point should consider restricting the development of a gas station in a place that could harm Whiting's water supply.

Conclusion

In conclusion, I urge the Plan Commission to reject the B-4 zoning request in order to consider more balanced alternatives. In evaluating alternatives, I urge the consideration of traffic impacts, groundwater safety, and preserving the character of the Village Green Neighborhood. If rezoning proceeds despite strong community opposition, the City should impose strict conditions like additional setbacks, screening, and noise and light limits to protect existing housing.

Sincerely,

Jocelyn Donahue Renfert

From: [Jarod Kivela](#)
To: [Jeff Rautio](#)
Cc: [Adam Kuhn](#)
Subject: RE: Zoning of Village Green
Date: Tuesday, July 29, 2025 10:24:39 AM
Attachments: [image001.png](#)

Jeff,

Thank you for submitting your comments. I will pass this on to our Zoning Administrator for his knowledge and we will include it in the upcoming meeting materials.

Thank you,

	Jarod Kivela, MPS (He/him/his) City of Stevens Point Community Development Director 1515 Strongs Avenue, Stevens Point WI 54481 O: 715-346-1568 C: 715-204-2030 jkivela@stevenspoint.com www.stevenspoint.com
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From: Jeff Rautio <sowbellyb8man@gmail.com>
Sent: Tuesday, July 29, 2025 9:42 AM
To: Jarod Kivela <jkivela@stevenspoint.com>
Subject: Zoning of Village Green

Mr. Jarod Kivela,

My wife and I have lived in this neighborhood since 1992 and have had the privilege of raising 2 kids in this house. We watched our kids and many others in this small neighborhood run around on bikes, skateboards, scooters, and many playing ball in the streets. We have always had a dog, and many others have dogs that they walk along the many secluded streets among us. This quiet neighborhood saw a substantial increase in traffic when Hoover Avenue was closed due to repair, and I constantly had to motion to drivers to slow down as I knew how many kids and elderly use the streets. I cringe and fear for the future of our neighborhood when I heard that our "little Island" community was going to be used for commercial development. Coming through 4 stop lights traveling West from Brilowski Rd. and reaching the hill going over HWY39, you almost feel relieved that you can at least travel to Hoover until another stop light. I can't imagine another stop light placed between this distance, plus the Westbound traffic you

will see in front of the proposed Pet store and Kwik Trip stores on the corner of Hoover and HH. Many people already have been using Iris and Howard Ave. as a thoroughfare when traffic gets backed up and cars and trucks will SATURATE this neighborhood trying to navigate away from the congestion....I fear the consequences of increased traffic as there could be several vehicle/pedestrian accidents in the future. There has been speculation that several roads would become "right turn only" roads and would limit our directionality choices and possibly increase travel times to the businesses that we normally visit. There was also speculation that the Iris inbound road may even be cut off from HH to eliminate the traffic coming through. That is not a viable solution to the traffic as it will redirect our (the neighborhood) traveling patterns down Hoover to Patch St. or Hwy 10....PLUS, it would be a detriment to emergency response vehicles and snow removal vehicles as well.

I believe Mr. Baeten saw an opportunity to make a huge profit by purchasing 18 Acres of land as residential as compared to purchasing the same amount of land at the commercial price. He states that his pet store doesn't perform well around "big box" Stores and that he prefers to be near a residential neighborhood.....Tell me Mr. Kivela, isn't that the reason we had the development across Hwy 39to keep business separate from residential ? The value of people's property will not increase as stated by Victor, but will decrease in value, become less desirable to live next to and disrupt the whole neighborhood with light pollution, noise pollution, congestion and traffic.

Besides the tax revenue that the City of Stevens Point will get from the businesses going in, I really can't see any other positive outcome moving forward with this project. I believe there are other pieces of real estate that Mr. Baeten could have purchased for his business adventure, but chose to try to sway city officials in changing the current zoning regulations to favor his profitability. Please help the concerned citizens of Village Green keep the zoning as residential by listening to our concerns and showing the Zoning Commission our comments on record.

Jeff and Karen Rautio
3352 Howard Ave.
Stevens Point, WI 54481

From: [SH Gingrasso \(Sg\)](#)
To: [Adam Kuhn](#)
Cc: [Susan Gingrasso](#)
Subject: Reject Victor Baeten's request to rezone the corner of HH and Hoover from R-1 Residential to B-4 Commercial
Date: Tuesday, July 29, 2025 6:27:17 PM
Attachments: [Screenshot 2025-07-29 at 6.04.24 PM.png](#)
[Screenshot 2025-07-29 at 6.03.55 PM.png](#)

Hello Zoning Administrator Kuhn.

I, Susan Gingrasso, 4308 Heffron Street, urge you to reject Victor Baeten's request to rezone the corner of HH and Hoover from R-1 Residential to B-4 Commercial. Rezoning is not appropriate and would have a massively detrimental effect on the neighborhood bounded by HH on the south, Hoover on the west, the Stevens Point Industrial Park on the north, and I 39 on the east. Such rezoning and resulting commercial development of that corner would have an equally detrimental effect on the extensive neighborhoods to the west of Hoover bounded by HH on the south, the Plover River on the west, and Industrial Park Road on the north.

Urban planning — develop the corner of HH and Hoover as a park, green space, a much needed noise and auto pollution buffer, and to keep both neighborhoods safe and desirable places to live: these two areas ARE highly desirable areas to live. They are close to I 39, Crossroads Commons & medical facilities. Developing that corner will destroy that.

I urge you and your colleagues to think out of the proverbial box. Plan to treasure rather than degrade our environment. Plan to support and sustain neighborhoods rather than make it impossible for people to live in their homes.



Susan Gingrasso

From: [Michelle Zimmerman](#)
To: [Adam Kuhn](#)
Subject: Rezoning HH and Hoover concerns
Date: Tuesday, July 29, 2025 10:36:09 PM

Hello Adam,

My family moved to Iris Lane in July, 1998. We had an 5 year old son a the time and added 2 more children to complete our family.

Our beautiful property(backyard) borders the property purchased by Victor Baeten, who is seeking to rezone as commercial property.

As of 7/28/25 there has not been an environmental impact study done. I am concerned that commercial development will displace a currently thriving healthy habitat. I'm also concerned how this will affect the ground water tables with gas lines going through. When I spoke with the Kwik Trip representative at the last planning meeting, he assured me that they take required safety precautions putting their tanks in to prevent leaks. Those precautions do not factor in any above ground pump spills, leaks and failures. In researching, I found that all spills need to be reported to the DNR. I'm curious who then notifies the immediate neighborhood and residents in radius of the Whiting water wells of contamination?

It is only a matter of when, not if spillage and contamination will occur.

We also have concerns with traffic, light and noise pollution, loitering, and attracting homeless encampments.

We were able to raise our children in this neighborhood without any of these concerns. As younger families move here, we hope they don't either.

Please help us protect one of the oldest residential neighborhoods in Stevens Point by insisting impact studies be completed before rezoning decisions are made.

Thank you,

Michelle Zimmerman

3356 Iris Lane. Stevens Point WI 54481

715-252-2056

From: [donna.mott](#)
To: [Adam Kuhn](#)
Subject: Rezoning of property at HH and Hoover
Date: Tuesday, July 29, 2025 4:57:05 PM

Adam:

I thought one of the goals of our fine city was to reduce our carbon footprint? How does adding a gas station to a residential area accomplish that? Is the goal to destroy green space? Affordable housing is needed in our area. I would love to see single story town houses for our aging population. This empty nesters are looking for smaller homes and yards with easy access to shopping. What a great little area that would be. If we had such housing it would open up our bigger homes for families. People want to live here for the small town feel. Changing this section to commercial is a mistake.

Please vote NO on changing it from residential to commercial.

Thank you
Donna Mott
5324 Forest Circle North

From: [Pete Zaske](#)
To: [Adam Kuhn](#); [Home](#)
Subject: Rezoning Properties at Hoover and HH
Date: Tuesday, July 29, 2025 4:10:27 PM

I just want to express in the strongest possible terms that we are against rezoning parcels 281230802301117, 281230802301118, 281230802301119 to B-4 Commercial.

We bought our house in this neighborhood because it was all residential and that is the way it should stay. Any businesses will mean more noise, more lights, more traffic and more disruption to the neighborhood. Businesses have plenty of space over in the business park on the other side of hwy 39. It just feels like big money buying in and then feeling confident that with their money they can change all the zoning to what they want. They knew it was residential when they bought the property. If they want to put in houses then fine, that's how it's zoned.

Please don't let a single rich person trample the wishes of the many residents of our great neighborhood. There is no upside with a zoning change to the residents close to these properties.

Thank you.

Pete & Deb Zaske
5222 Forest Cir S
Stevens Point, WI 54481

Pete Cell: 715 340-8042
Deb Cell: 715 340-0783

From: [Zimmerman, Brian 018](#)
To: [Adam Kuhn](#)
Subject: Rezoning Village Green Neighborhood
Date: Tuesday, July 29, 2025 11:18:28 PM

Adam,

I strongly oppose rezoning this area from the original R1 single family residency to a commercial. When my wife and I were looking for our first home to raise our new family, we found this lovely safe and quiet residential neighborhood.

I am extremely concerned about the effects of having a Kwik Trip gas station or multifamily buildings in our neighborhood:

1. Environmental Impacts

Water – what are the possibilities of contamination of our local water supply (pollution and water runoff)

Air – While I’m told we don’t need to worry about diesel fuel at this gas station, I’m not convinced, especially since we were originally zoned single family homes and now the possibility of rezoning to commercial.

2. Safety – we are a safe residential neighborhood. Bringing a gas station so close into our back yards will greatly increase the likelihood of crime.

3. Increased Traffic and potential loss of Iris Lane due to closure.

4. Noise & Light pollution

5. Decline in property value due to increased traffic, noise, pollution etc.

6. General Aesthetics and loss of neighborhood character -

7. We have been Blessed with an abundance of beautiful animals, birds, and other wildlife.

Redheaded pileated woodpeckers, flying squirrels, deer, monarch butterflies, etc. have all come to live in our neighborhood and will certainly be up disrupted

While I’m for economic development and an increase to the cities tax revenue, I believe that putting commercial businesses in our backyards is not the answer. There are several other commercial areas that can meet the developers’ needs without disrupting this beautiful neighborhood.

Sincerely,

Brian Zimmerman
3356 Iris Lane, Stevens Point, WI 54481
zimmerdad@charter.net

From: [Marilynn Koeppel](#)
To: [Jarod Kivela](#); [Adam Kuhn](#)
Cc: d.donhue@charter.net; mikoeppel@att.net
Subject: Village Green Estates - Our Home since October 1974
Date: Tuesday, July 29, 2025 1:54:18 PM

I am surprised and very disappointed to be sending this email. As an over 50 year resident I cannot believe what is happening.

Village Green is the subdivision the City wanted annexed for their tax base years ago. Now the City is considering rezoning from residential to commercial for additional tax revenue. Are you considering selling us out to a passing salesman/developer who wants to expand in Stevens Point with a Pet Store and Gas Station?

We have plenty of Kwik Trips and pet stores in Stevens Point. Actually within a mile of where we 200+ residents live. One pet store owner lives in Village Green.

We were told that the "developer" saved us from a Hobby Lobby. The same Hobby Lobby that respects Sundays, doesn't have 24/7 bright lighting and traffic and has limited hours and traffic? A Kwik Trip is the last thing we need in our residential area. Not only would we get traffic from Hoover and HH, but now Kwik Trip would be adding traffic from Highway 39. Plus it would add another stop light on HH, so we'd now have 5 stoplights from my home to Lowes or Walmart. The proposed drawing for the gas station makes it faster for residents to go to Highway 10 or Post Road.

What about the Whiting Water tower? I would not think anyone would risk Whiting's water supply as part of an expansion that should have been pursued in the Stevens Point and/or Plover Industrial Parks just over the HH bridge. Land would have been more expensive, but no residential areas would have been impacted.

People who like to avoid all the stop lights would shortcut through the subdivision, going down Howard past the children's park. We, residents of all ages, use the subdivision streets. We have children getting on/off the school buses, playing in the park and riding bikes/ scooters and teens learning to drive. We have people of every age walking to neighbors, walking for exercise for themselves and their pets, bicycling and seniors on their 3 wheelers and motorized scooters because of limited mobility. The streets are our sidewalks; increased traffic could eventually end up in an accident and injuries or death.

The plan shows a sidewalk as part of the development. What about the bus stop on Hoover? If someone comes by bus to the gas station for whatever, would that mean a sidewalk on Hoover to the gas station? I hate to even bring this up as we do not also want sidewalks forced on our subdivision. We have a nice, safe subdivision the way it is.

The drawings also show a berm 4' wide and 4' high between the development and the residents on Forest Circle's back yards. What type of break is that for people who

work days and nights and need to sleep in between? Maybe a few trees on top of the berm? Who keeps up the berm when we have storms and trees go down?

Highways have cement walls to prevent noise and light pollution in residential areas. I've never seen anything splitting up a residential area except streets. Actually I've never seen a Kwik Trip or any large store or business in a residential area. Thus the reason for zoning and why Village Green should remain the safe residential area that it has been for over 50 years.

This request is coming from a developer who lives in the Madison area and has multiple Pet Store franchises across the state. He's looking to make a quick buck, not to enhance anything in Stevens Point. I think he lives in the middle of 20 acres, away from neighbors, traffic and bright lights where he and his family can play, sleep at night and be safe.

Please consider the Golden Rule as you consider the zoning change request. Would you want this done near your home if you lived in Village Green? Or if you lived in any of the residential subdivisions in Stevens Point?

Thank you for your time.

Marilynn Koeppel
5283 Crocus Ct
Stevens Point, WI 54481

d e s i g n m a t t e r s _{SM}



Monday, August 4th, 2025 | 7967

City of Stevens Point New City Hall



Project scope + goals

New City Hall | City of Stevens Point

2 | 7967 | August 4th 2025

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Project scope

- Facility **condition assessment** and **conceptual design** for **new city hall** for the City of Stevens Point.
- Identify **opinion of probably cost (OPC)** & projected **project Timeline** to help determine project feasibility.
- (2) new facility opportunities to explore:
 - 1: **reuse of existing** building located at **1039 Ellis St**
 - 2: **new construction** on site located at **1039 Ellis St**

Project goals

- Provide a **warm, welcoming, and efficient** building to house **all city services** currently at 1515 Strongs Ave.
- City hall is “**customer service for the community**” so the building needs to be **easily navigable** for **residents**.
- Building needs to be **pleasant and effective** space for **staff**.

Current facility conditions



Current facility space



lower floor ~ 7,600 sf

- **Current building**

- Shared building with other tenants
- City uses **approx. 16,400 sf.** gross of building.
 - Sharing toilets, chases, mechanical, ect.
- Departments are not efficiently connected & not easily identifiable



first floor ~ 8,800 sf

Programming

- Somerville met with Stevens Point staff over **several meetings** to **understand needs** and develop program.
- Staff interviewed/consulted to develop **preliminary program** includes:
 - Mayor- Mike Wiza
 - Community Development Director – Jarod Kivela
 - City Clerk – Susan Pagel
 - Director of Public Works – Scott Beduhn
 - City Attorney – Logan Beveridge
 - Comptroller / Treasurer – Corey Ladick
 - Police Chief – Bob Kussow
 - Fire Chief – JB Moody
 - IT Manager – Lexi Van Dreel
 - HR Manager – Sandy Frasch
 - Community Media Manager – John Quirk

Programming

- Interviews with department heads and staff for requested room sizes, adjacencies, and uses while factoring in future growth.

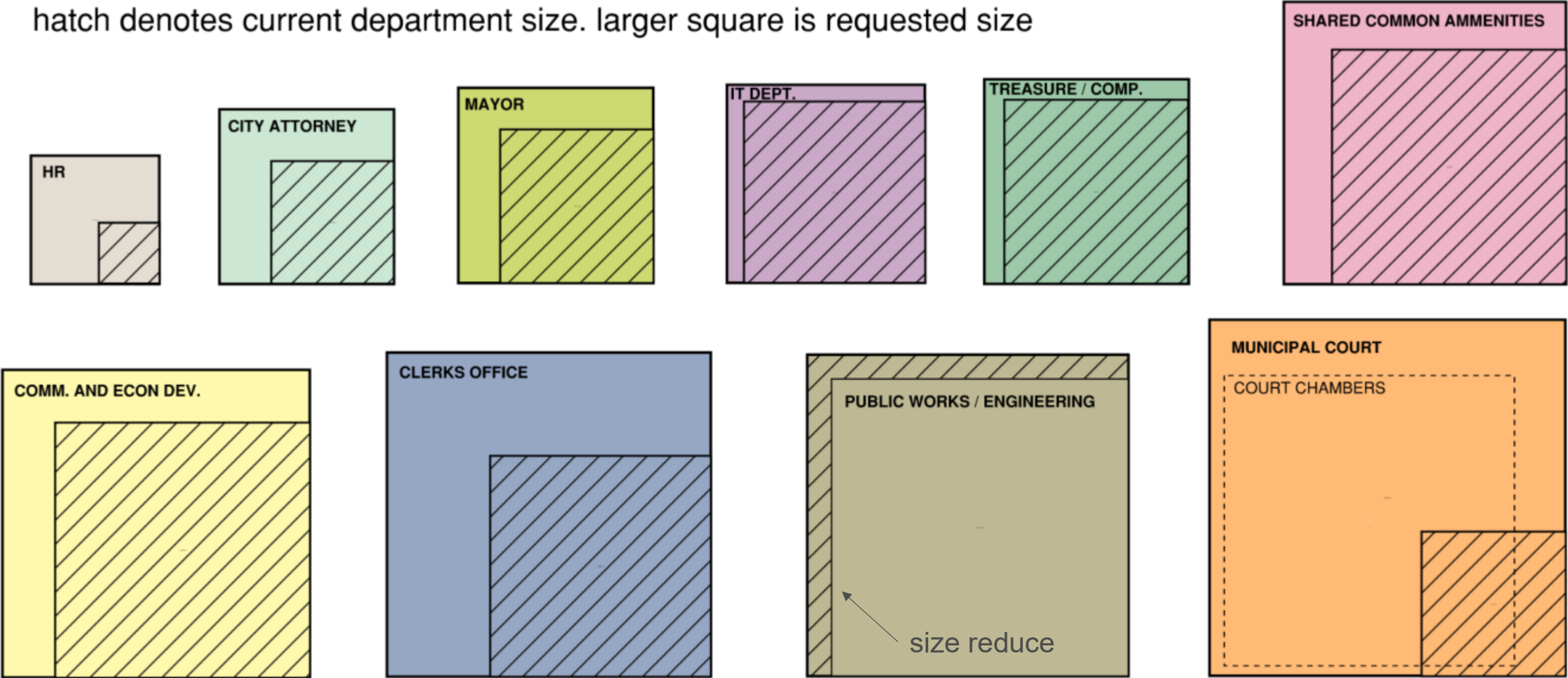
Room/Space Name	Number of Occupants	Number of Rooms	Room Size	Room Dimensions	Total Area of Rooms (s.f.)	Shared	Comments
CITY ATTORNEY							
Need for sound attenuation for private conversations for offices, door bottom/seals							
Dept Head Office		1	320	16 x 20	320		Meetings in office 5-6 people, table for layout of documents
Office		1	120	10 x 12	120		Paralegal
Office (Future)		1	120	10 x 12	120		Assistant Attorney, part time (30 hours per week)
Meeting		1	192	12 x 16	192		10-12 people, litigants, attorneys (minimal use, will use office for primary meetings)
Storage		1	16	4 x 4	16		Hardcopies of documents, minimal equipment
Net Subtotal					768		Net Square Footage
net-to-gross factor					1.55	1,190	Department Gross Square Footage
DGSF-to-gross area factor					1.13	1,345	Grand Total - Gross-up factor accounts for stairs, mechanical shafts, etc.
CLERK'S OFFICE							
On same floor as Treasurer and Community Development. Need separate service lines that do not interfere with each other							
Dept Head Office		1	320	16 x 20	320		Ability to see counter from desk
Work Area		2	255	15 x 17	510		Layout for elections, need counters. Shared area with work stations is ok.
Public Counter		1	36	3 x 12	36		Need area for computer and printer
ADA Counter		1	36	3 x 12	36		Standing countert - Seated counter would be additional, would like a computer and printer at counter
Workstation		2	120	10 x 12	240		Layout for elections, need extra desk space
LTE		1	128	8 x 16	128		Data entry - 2 computers
Voting Room		1	336	14 x 24	336		30-40 people, two doors (in and out), will be used for voting, voting machine testing, training, absentee voting, and mac
Secure Storage (adjacent to voting room)		1	672	24 x 28	672		Storage for (33) Carts - 4'x3' & (12) Tabulator Machines - 3'x3' and election supplies storage
Mail Room w/ drop area for deliveries		1	180	10 x 18	180		Door between clerk office and mail room, badge access, copier for batch printing, storage for paper supplies, flat mail
scanner area w/ computer & scanner		1	32	4 x 8	32		in close proximity to both desks
Storage Area		1	128	8 x 16	128		
Library (humidity controlled)		1	384	24 x 16	384		Permanently kept books/documents/contracts - shelves, filing cabinets, (1) table/desk, computer and a few chairs.
Net Subtotal					3,002		Net Square Footage
net-to-gross factor					1.55	4,653	Department Gross Square Footage

Programming

Current departments

- All but (1) department requested **more space** than current

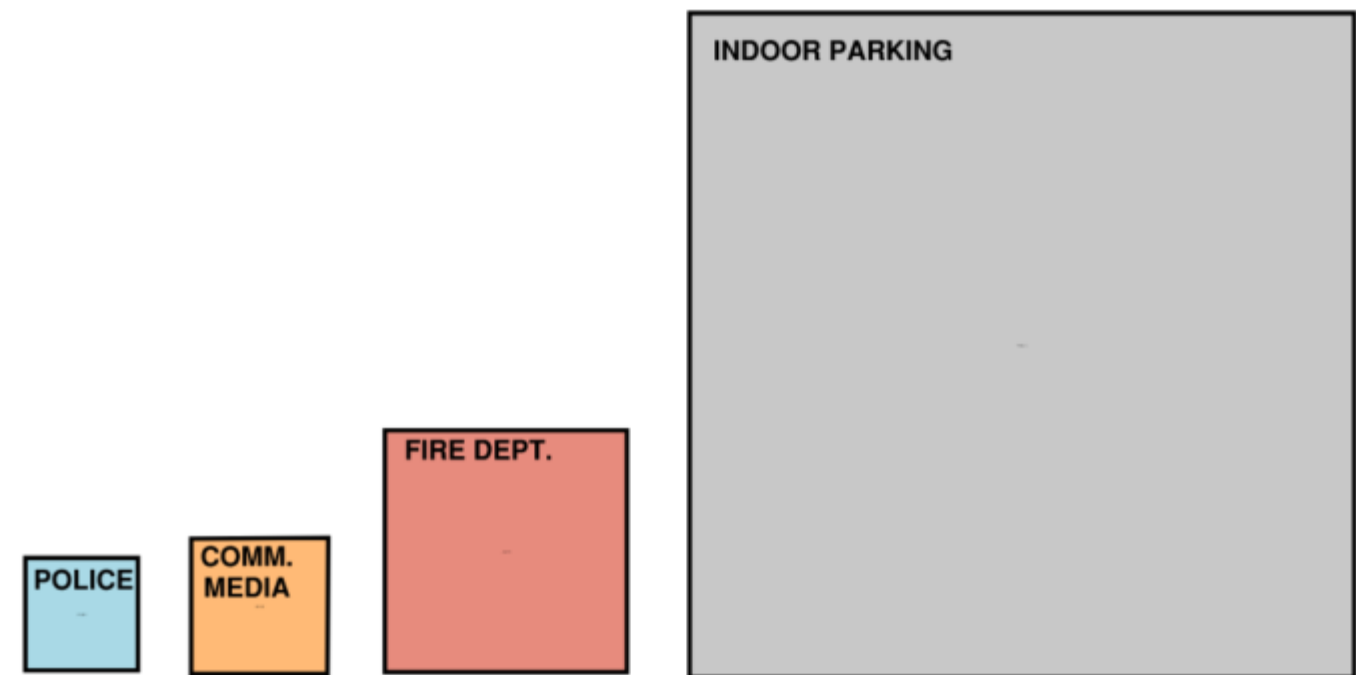
hatch denotes current department size. larger square is requested size



Programming

New departments

- (4) new departments are requested to be included in new space that are **not housed in current facility**.



Programming

Total departments

Current departments

- mayor's office
- city clerk
- city attorney
- treasurer / comptroller
- community & econ. development
- public works / engineering
- municipal court
- HR / IT / support spaces

New spaces/departments

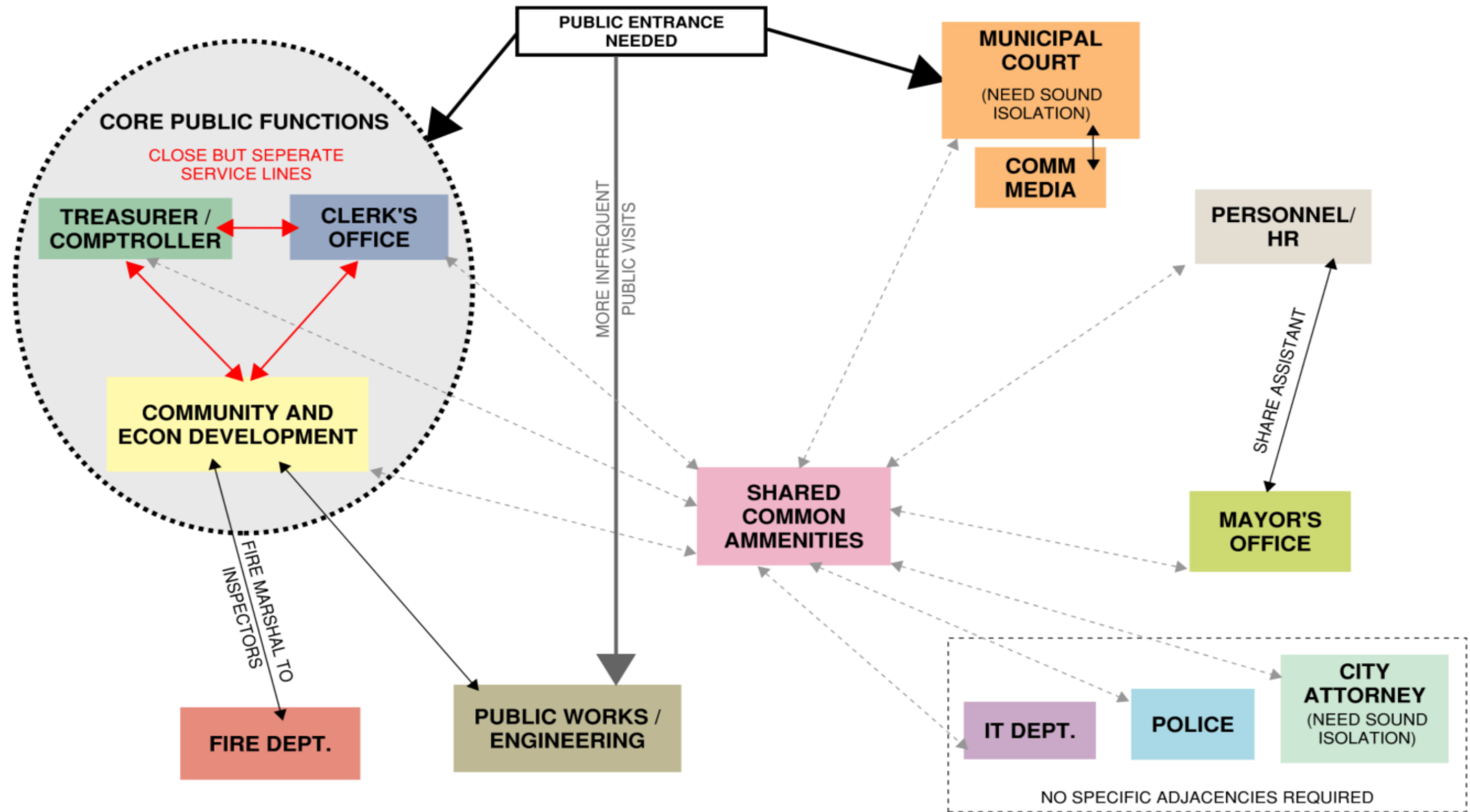
- **council chamber & community media** (apart of municipal court)
- **indoor parking**
- **fire department**
- **police department** (workstation)

Preliminary space programming area breakdown

- **Requested** square footage breakdown
 - ~**27,300** of **net** square footage for **departments**
 - 1.55 net-to-gross factor used (typical for office buildings)
 - ~**41,900 gross** square footage for **spaces**
 - 1.13 area factor (mechanical, stairs, toilets, etc.)
 - ~**46,900 total** square footage for **building**

- **Current** square footage breakdown
 - ~**16,400 gross** square footage for **spaces**

Programming adjacencies

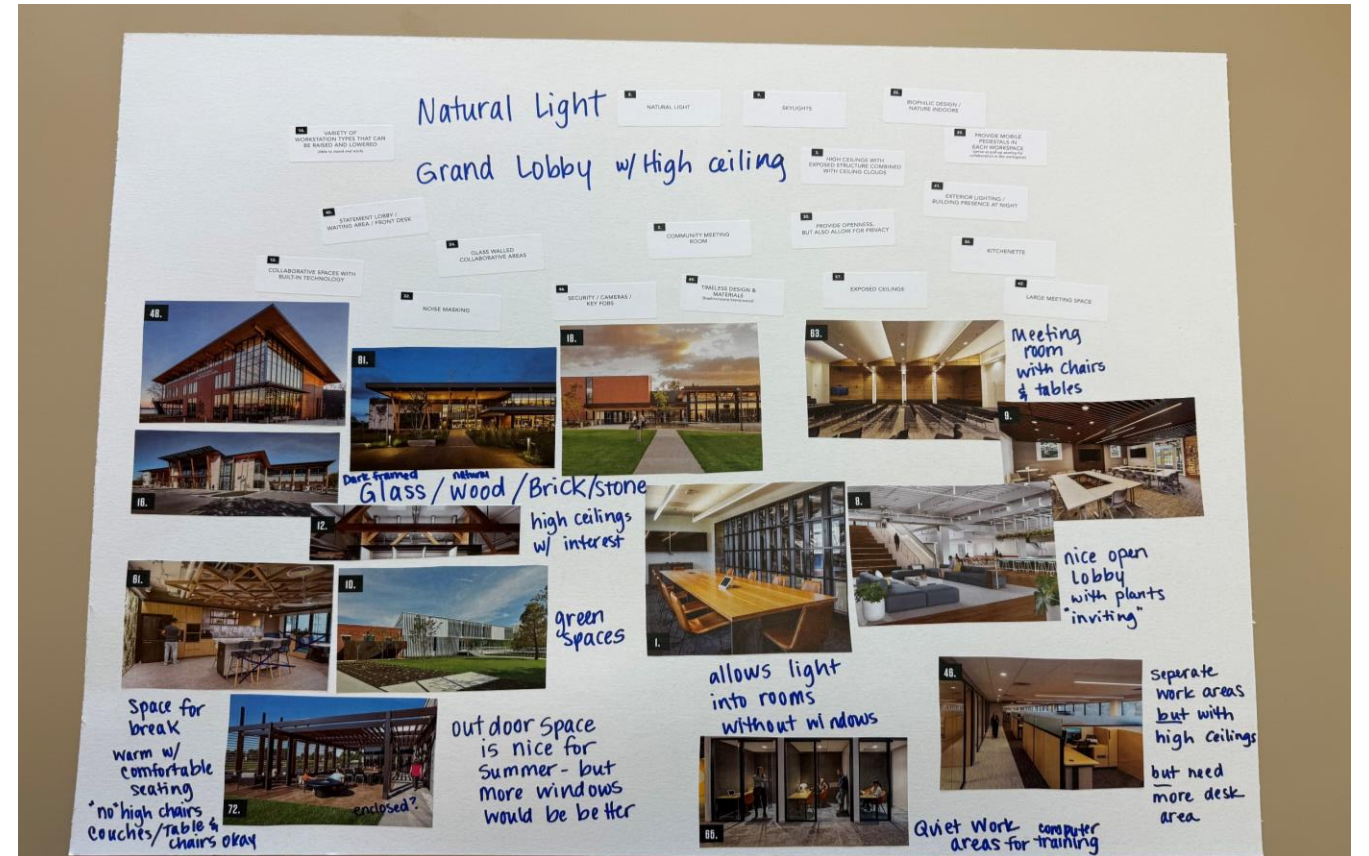
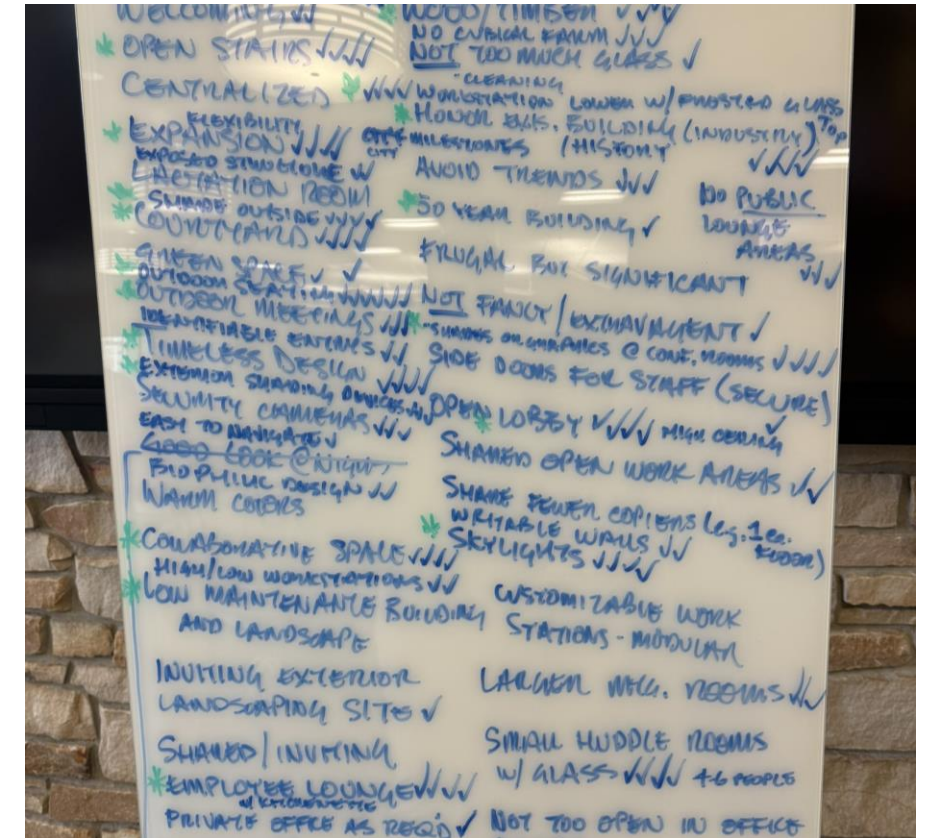


Visioning session

July 22nd in person visioning session with **12 City Hall staff** and 3 Somerville staff at mid-state technical college.

Discussed **project goals, experiences, and vision** from each staff member to share with the group

Somerville is compiling results for distribution



New City Hall | City of Stevens Point

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7967 | August 4th, 2025

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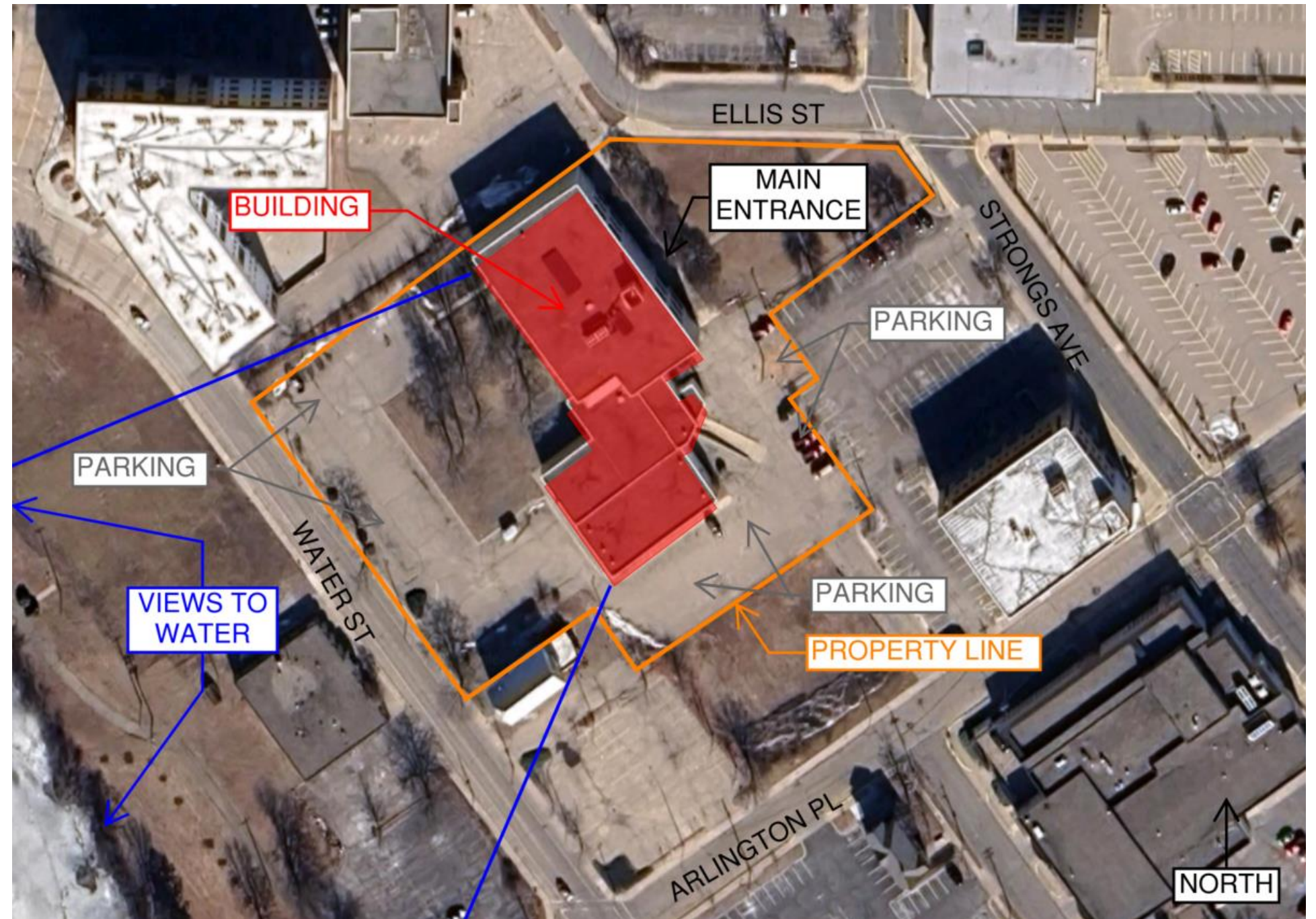


Possible facility location

1039 Ellis St

Possible facility

- Existing facility located **1039 Ellis St**
- **(3) floors** with total of approx. **57,800 sf**
- Somerville has performed preliminary evaluation of building and systems. Full **Facilities Conditional Assessment** forthcoming



Possible facility

- Building conditions:
 - **Exterior:** EIFS has some delamination and needs cleaning. Not very appealing.
 - **Windows:** Non-operable ribbon windows in good condition. Additional will be needed in renovation.
 - **Structure:** Steel and concrete framing adequate for office use
 - **Floor plate:** Floor to floor heights low in most areas. Mostly open floor plan with regular column grid.



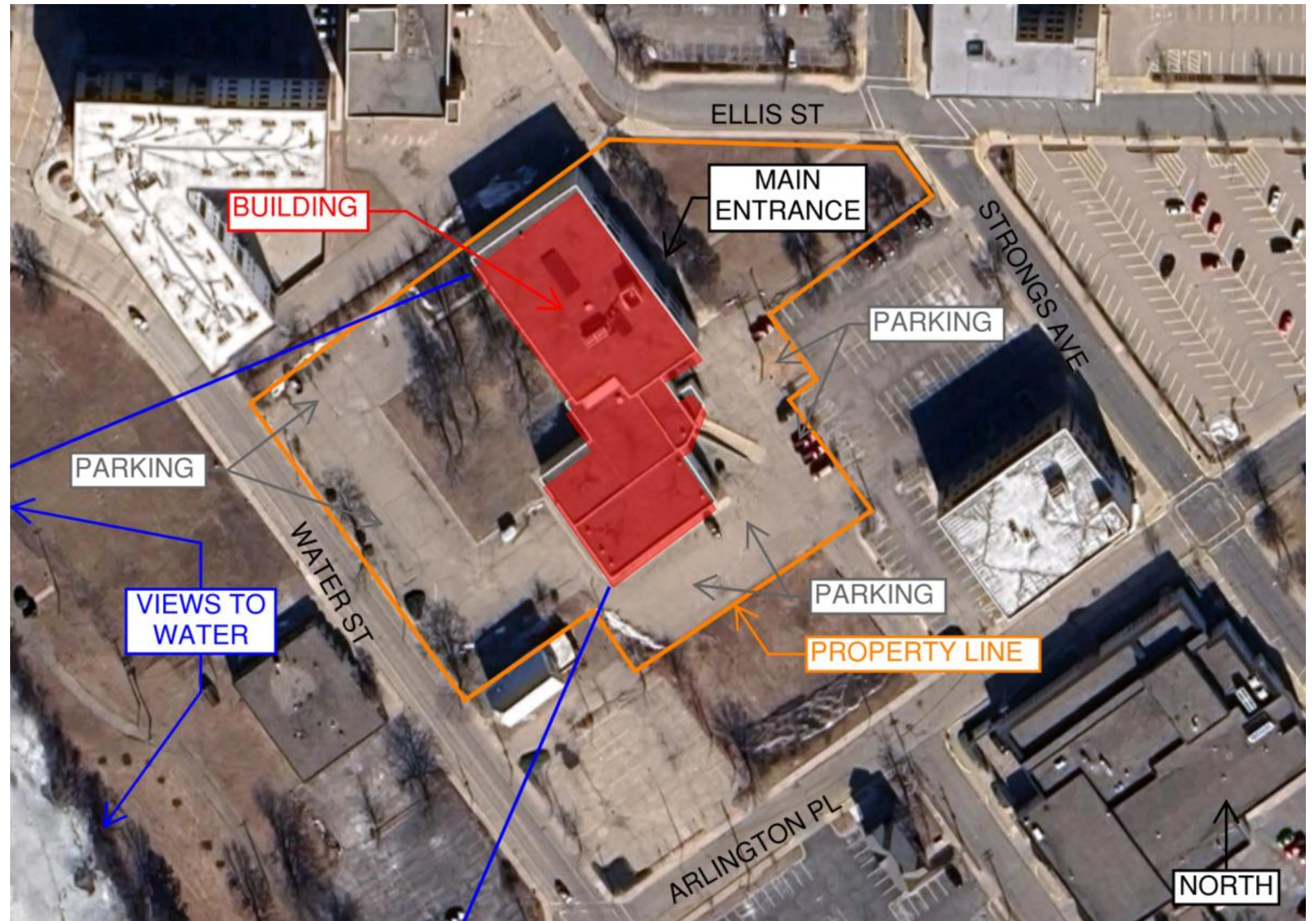
Possible facility

- System conditions:
 - **Plumbing:** Most fixtures have reach end of service life. Chase and stacks are reusable
 - **Electrical:** New generator needed. most other systems in good condition but need some updating to meet code.
 - **Mechanical:** Most large components have reached end of service life.
 - **Fire protection:** In good condition for reuse



Possible facility

- Recommendation is for **complete removal of most interior walls, ceilings, mechanicals, and finishes**. Reuse of existing central plumbing core, mechanical rooms, and elevator.



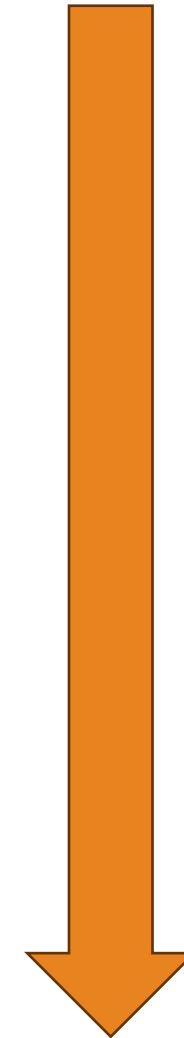
Estimated project schedule + budget

Estimated schedule – **Renovation**

- **Pre-design:** 5 Weeks
 - 7/15/25 – 8/18/25 (*Decision Date*)
- **Schematic Design:** 1.5 Months
 - 8/18/25 – 9/30/25
- **Design Development:** 2.5 Months
 - 10/1/25 – 12/26/25
- **Construction Documents:** 3 Months
 - 1/8/26 – 4/7/26
- **Bidding:** 3 Weeks
 - 4/19/26 – 5/9/26
- **Construction:** 9.5 Months
 - 5/18/26 – 3/11/27

Assumes:

- 2 week approval time at each stage for owner review.
- Few to no changes in approval process
- No unforeseen construction issues
- No unidentified structural issues with existing building.



Approximately 20 months

Conceptual design – **Renovation**

- **Requested** square footage from programming
 - **~46,900 total** square footage for **building**
- **Conceptual renovation** of 1039 Ellis St
 - **~43,360** square footage of **1st and 2nd floors for City Hall use**
 - **~14,460** at 3rd floor of “**white box**” space for expansion.
 - **57,820** total building square footage

Conceptual design – Renovation

1st floor diagram



New City Hall | City of Stevens Point

Conceptual design – Renovation

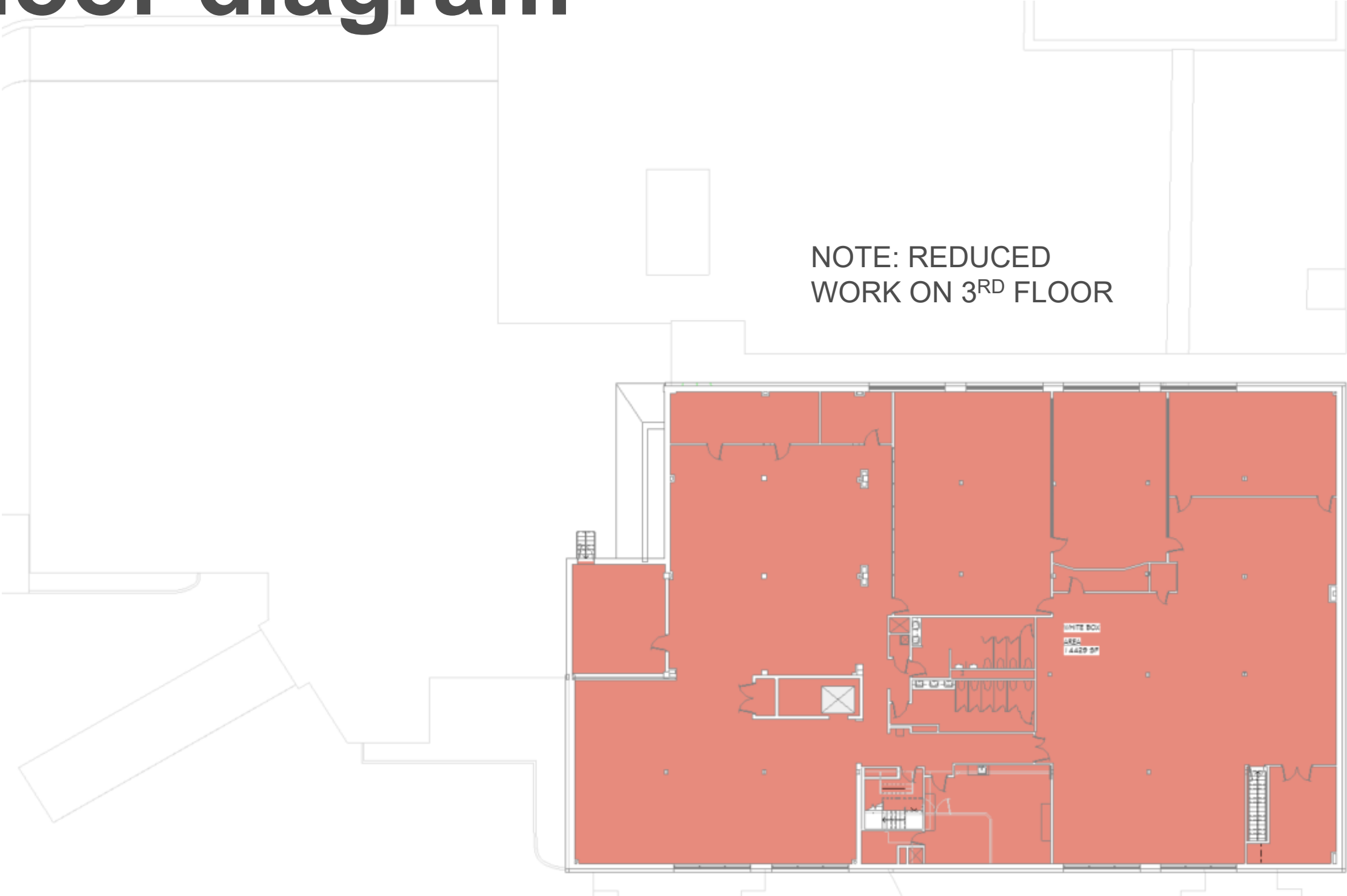
2nd floor diagram



New City Hall | City of Stevens Point

Conceptual design – Renovation

3rd floor diagram



New City Hall | City of Stevens Point

Estimated budget – Renovation

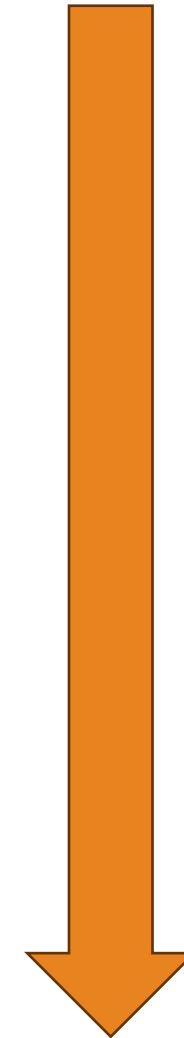
New City Hall - Renovation												
(Total Building SF = 57.820)			Low End Estimate				High End Estimate					
CONSTRUCTION COSTS (Physical building elements, estimates taken from recent project costs)												
Programed Renovation Area (1st & 2nd floor)	43,360	SF	\$ 265	per SF	\$	11,490,400	43,360	SF	\$ 300	per SF	\$	13,008,000
White Box Renovation Area (3rd floor)	14,460	SF	\$ 150	per SF	\$	2,169,000	14,460	SF	\$ 175	per SF	\$	2,530,500
Generator	1	Qty	\$300,000	per qty	\$	300,000	1	Qty	\$300,000	per qty	\$	300,000
SUBTOTAL	57,820				\$	15,355,340	57,820		+/- 13.46%		\$	17,422,350
DESIGN FEES (A/E , Civil Engineering, IT, Security, A/V. Cost are estimates)												
SUBTOTAL					\$	904,544			+/- 13.67%		\$	1,028,229
REIMBURSABLES (Applications, plan review, printing. Costs are estimates)												
SUBTOTAL					\$	6,000			+/- 0.00%		\$	6,000
OWNER PROJECT COSTS (Abatement, building demolition, furniture, graphics & signage, window treatments, IT, utility set up, AV systems, security systems, contingency)												
SUBTOTAL					\$	986,700			+/- 0.00%		\$	986,700
TOTAL ESTIMATED PROJECT COST							\$ 19,443,279					

Projected schedule – New Construction

- **Pre-design:** 5 Weeks
 - 7/15/25 – 8/18/25 (*Decision Date*)
- **Schematic Design:** 1.5 Months
 - 8/18/25 – 9/30/25
- **Design Development:** 2.5 Months
 - 10/1/25 – 12/26/25
- **Construction Documents:** 3 Months
 - 1/8/26 – 4/7/26
- **Bidding:** 3 Weeks
 - 4/19/26 – 5/9/26
- **Construction:** 13 Months
 - 5/18/26 – 6/11/27

Assumes:

- 2 week approval time at each stage for owner review.
- Few to no changes in approval process
- No unforeseen construction issues
- Existing building demolition occurs before or during beginning of construction

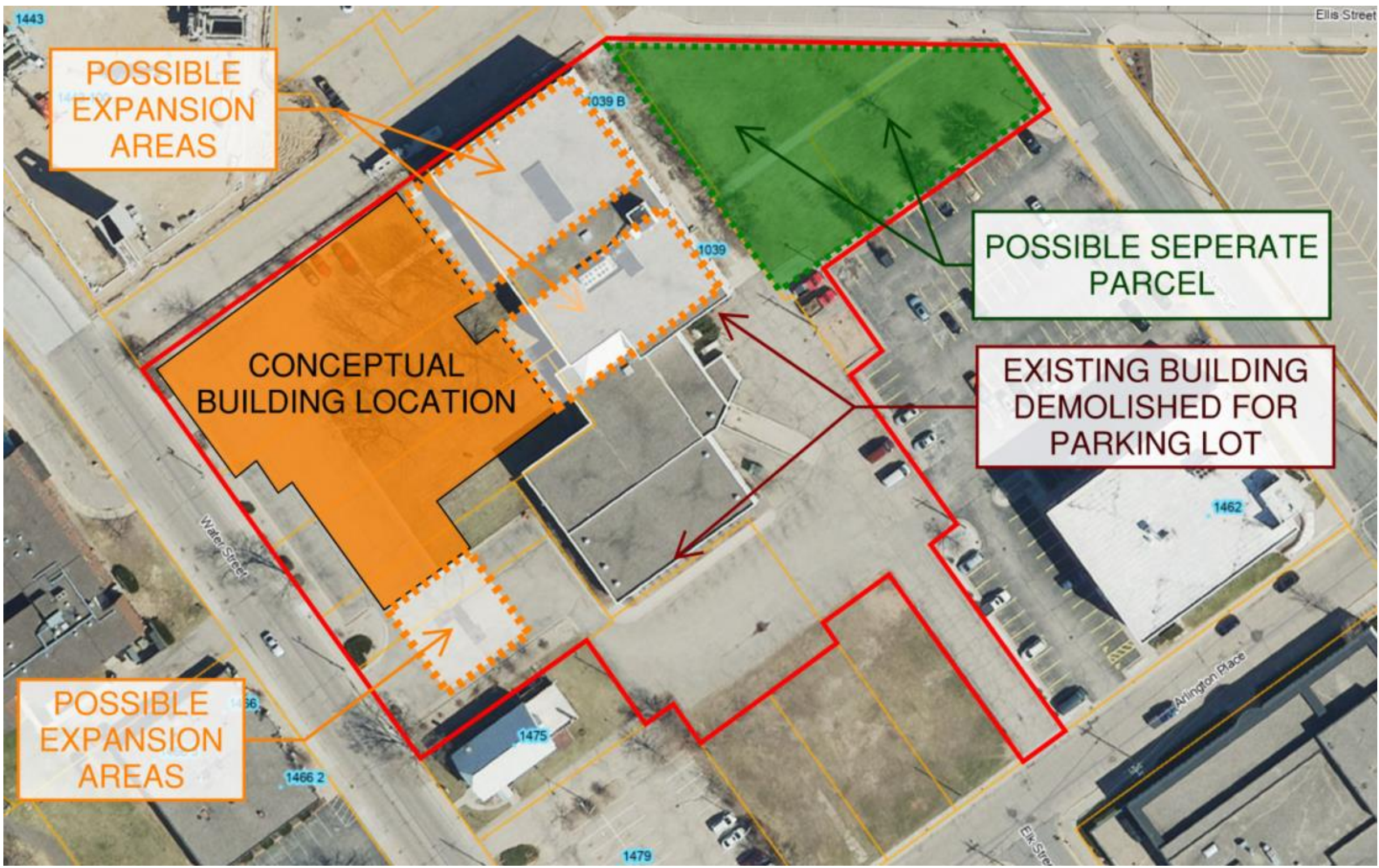


Approximately 24 months

Conceptual design – New Construction

- Requested square footage from programming
 - ~46,900 total square footage for building
- Conceptual new construction design
 - ~41,000 square footage of 1st and 2nd floors for city hall use
 - Finding redundancies in program area reduced building size.
 - Anticipated building location does not interfere with demolition

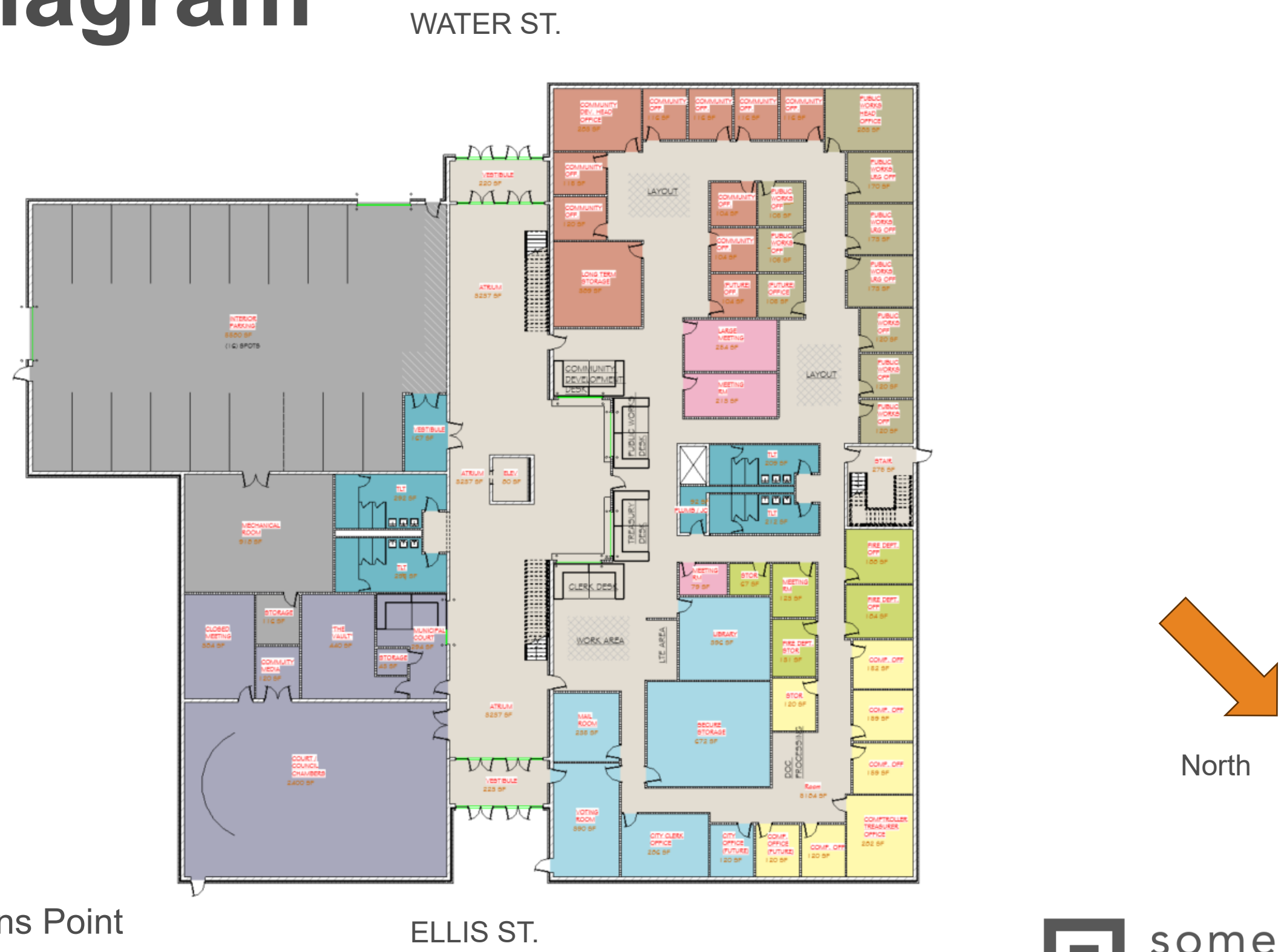
Conceptual design – New Construction



New City Hall | City of Stevens Point

Conceptual design – New Construction

1st floor diagram



New City Hall | City of Stevens Point

Conceptual design – New Construction

2nd floor diagram



North

Estimated budget – New Construction

New City Hall - New Construction										
			Low End Estimate				High End Estimate			
CONSTRUCTION COSTS (Physical building elements, estimates taken from recent project costs)										
New Construction Area	41,000	SF	\$ 300	per SF	\$ 12,300,000	41,000	SF	\$ 325	per SF	\$ 13,325,000
Generator	1	Qty	\$300,000	per qty	\$ 300,000	1	Qty	\$300,000	per qty	\$ 300,000
SUBTOTAL	41,000				\$ 13,860,000	41,000		+/- 8.13%		\$ 14,987,500
DESIGN FEES (A/E , Civil Engineering, IT, Security, A/V. Cost are estimates)										
SUBTOTAL					\$ 879,800			+/- 7.05%		\$ 941,813
REIMBURSABLES (Applications, plan review, printing. Costs are estimates)										
SUBTOTAL					\$ 6,000			+/- 0.00%		\$ 6,000
OWNER PROJECT COSTS (Abatement, building demolition, furniture, graphics & signage, window treatments, IT, utility set up, AV systems, security systems, contingency)										
SUBTOTAL					\$ 1,449,030			+/- 0.00%		\$ 1,449,030
TOTAL ESTIMATED PROJECT COST						\$ 16,194,830	\$ 17,384,343			

Comparisons – Renovation

Pros

- + Shorter **construction time**
- + **Easy expansion** (3rd floor)
- + **Historical** connection
(certain portions of building)
- + Lower construction **cost per square foot**

Cons

- Existing **interior conditions**
(low ceilings, floor to floor heights, window locations)
- **Square footage & expansion** is predetermined
- **Building** unknowns (hazardous mat'l, demolition discovery, structure reinforcements)
- Few **salvageable building equipment** pieces (generator, air handler, etc)
- Unappealing **exterior**

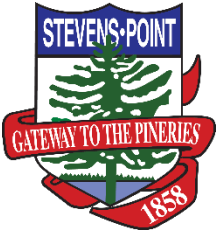
Comparisons – New Construction

Pros

- + Better **interior conditions** (high ceilings, more windows, departmental layouts)
- + **Better expansion** opportunities
- + Thoughtful **entrance experience**
- + Easier **cost control** (build only what you need)
- + Opportunities for **parcel separation**

Cons

- Longer **construction time**
- **Environmental** unknowns (soil conditions, contamination, stormwater management)
- Higher **cost per square foot**
- **Demolition** of existing building



Memo

Chris Klesmith
Neighborhood Planner / Economic
Development Specialist

City of Stevens Point
1515 Strongs Avenue
Stevens Point, WI 54481
(715) 341-4171 | cklesmith@stevenspoint.com

To: Plan Commission
From: Chris Klesmith
CC: Jarod Kivela, Adam Kuhn
Date: July 25, 2025
Subject: Request from the Redevelopment Authority of the City of Stevens Point to transfer ownership of Parcels 281240832202950, 281240832202969, 281240832202972, 281240832202804, and 281240832202814 to the Redevelopment Authority of the City of Stevens Point

Commissioners,

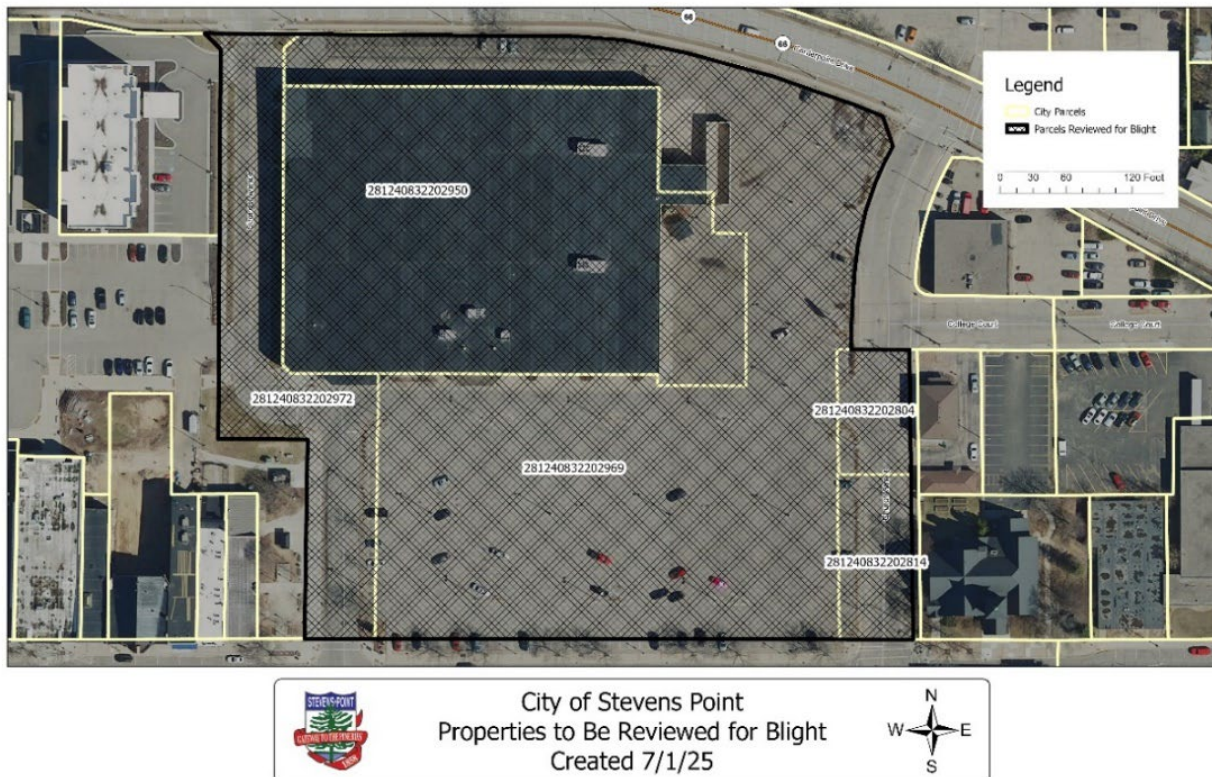
On October 30, 2024, the City had acquired the Shopko parking lot (parcel 281240832202969) from the Redevelopment Authority under the agreement that if the City did not receive the FY25 Environmental Protection Agency (EPA) Brownfield Cleanup Grant, that the property would be returned to the Redevelopment Authority within 10 days. The City did not receive a FY25 award, and staff intend to reapply for FY26 given the positive remarks on the application.

Upon discussing the project and land ownership situation with Wisconsin Department of Natural Resources (WDNR) staff, the Redevelopment Authority would need to again perform an "All Appropriate Inquiries" to be eligible for state and federal assistance to address environmental contamination on the site during redevelopment. The Redevelopment Authority has ordered the studies necessary to complete the all appropriate inquiries and qualify for assistance. Furthermore, to qualify for certain state and federal economic assistance for brownfield redevelopment, programs such as the Environmental Protection Agency's Brownfield Cleanup grant require that *all* lands considered in a grantable project are owned by the same entity. To ensure eligibility for state and federal granting programs and strive for more cost-effective environmental cleanup and redevelopment of the properties, the Redevelopment Authority is requesting ownership of all blighted parcels, outlined below.

The Redevelopment Authority held a public hearing on Thursday, July 31st to determine if the properties are indeed blighted based on the definition of "Blighted Properties" outlined in Wis Stats 66.1333(2m)(bm). Due to the following reasons, the Redevelopment Authority determined that the properties are indeed blighted and should be transferred to the Redevelopment Authority for redevelopment assistance:

- The presence of environmental contamination documented in the Site Investigation Report completed on August 30, 2024 for the City of Stevens Point plays a role in prohibiting redevelopment of the site. Exhibits from the report were referenced during the public hearing, and the full report is available upon request.
- The properties are predominantly open, consisting of a parking lot, closed demolition site, and roadways. Recent photo review of the parking lot shows anywhere from 103 to 134 stalls of the lot being occupied at any point in time during weekday working hours. This equates to an occupancy rate of 23-30%.

- The lot layout or platting is not conducive for development projects. Parcel 281240832202950 is not technically accessible via right-of-way and is predominantly surrounded by parcel 281240832202969. Furthermore, parcel 281240832202969 contains sections that would not support a building that would be comparable to the historic district *or* recent developments.
- Lack of development on the parcels is contributing to a significant loss of tax revenue to the City and constitutes an economic and social liability. The average tax value per acre in the downtown business improvement district calculated in the 2024 assessment levy was \$2,374,189. The size of the parking lot alone is 3.5 acres, resulting in an approximate loss of \$73,706 annually. Newer developments produce a higher value per acre.
- A total of 94 independent emergency responses were made to the property address of 1200 Main Street from 1/1/24 to 7/24/25.



Staff recommends to the Plan Commission to recommend to the Common Council approval of the attached blight determination resolution and transfer of ownership of parcels 281240832202950, 281240832202969, 281240832202972, 281240832202804, and 281240832202814 to the Redevelopment Authority of the City of Stevens Point.

If you have any questions about the information presented in this memo or the attachments, please call me or email me and Director Kivela, jkivela@stevenspoint.com, in advance of the public hearing.

Cheers,

Christopher Klesmith
 Neighborhood Planner & Economic Development Specialist
 City of Stevens Point

**RESOLUTION DECLARING PROPERTY TO BE BLIGHTED
AND AUTHORIZING THE REDEVELOPMENT AUTHORITY TO ASSIST THE
REDEVELOPMENT OF THE PROPERTY; AND DECLARING INTENT TO PURSUE
TECHNICAL AND FINANCIAL ASSISTANCE TO REDEVELOP THE PROPERTY**

WHEREAS, Section 66.1333, Wisconsin Statutes, as amended (the "Act"), states that it is the policy of this state to protect and promote the health, safety and general welfare of the people of the state in which blighted areas exist by the elimination and prevention of such areas through the utilization of all means appropriate for that purpose, thereby encouraging well- planned, integrated, stable, safe and healthful neighborhoods, the provision of healthful homes, a decent living environment and adequate places for employment of the people of this state and its communities in such areas; and

WHEREAS, this Common Council created a Redevelopment Authority (the "Authority") to eliminate or prevent substandard, deteriorated, obsolete and blighted areas in the City of Stevens Point, Wisconsin (the "City"); and

WHEREAS, the properties in the City which are described as parcel numbers 281240832202950, 281240832202969, 281240832202972, 281240832202804, and 281240832202814 (collectively, the "Shopko Properties") were determined by Stantec to have recognized environmental conditions that present a threat to human health or the environment in a Site Investigation Report prepared for the City in August 2024; and

WHEREAS, blight elimination, slum clearance, and urban renewal and redevelopment projects on the Shopko Properties will protect and promote the health, safety and general welfare of citizens of the City; and

WHEREAS, the Authority proposes to acquire the Shopko Properties for the purpose of carrying out blight elimination and urban renewal projects and, as required by Section 66.1333(5)(c)2., Wisconsin Statutes, certain procedures must be followed to acquire property for such purposes; and

WHEREAS, the City is the owner of the Properties; and

WHEREAS, Section 5(c)1g. of the Act provides that the Authority may acquire blighted property without designating a redevelopment area or adopting a redevelopment plan if the Authority obtains advance approval of the Common Council by at least a two-thirds vote; and

WHEREAS, on July 31, 2025 the Authority conducted a duly-noticed public hearing at which all interested parties were afforded a full opportunity to express their views respecting the determination of blight for the Shopko Properties; and

WHEREAS, Section 66.1333(5)(c)2., Wisconsin Statutes requires that notice of the public hearing, describing the time, date, place and purpose of the hearing and generally identifying the properties involved be given to each owner of the properties at least 20

days prior to the date set for the hearing, by certified mail with return receipt requested; and

WHEREAS, the City received notice of the public hearing on July 3, 2025; and

WHEREAS, after the public hearing the Authority (i) found the Shopko Properties to be "blighted properties" within the meaning of Section 66.1333(2m)(bm), Wisconsin Statutes, and (ii) submitted the blight determination and proposed acquisition of the Shopko Properties for the purpose of carrying out blight elimination and urban renewal projects to this Common Council for approval; and

WHEREAS, in accordance with the Act, this Common Council now finds it necessary and in the public interest that the Authority undertake activities to eliminate and prevent blight, obsolescence, and the deterioration of the Shopko Properties and to promote redevelopment and urban renewal on the Shopko Properties; and

WHEREAS, this Common Council has studied the facts and circumstances relating to the Shopko Properties and the proposed acquisition of the Shopko Properties, consideration having been given, among other items, to the following matters: (i) the definition of "blighted property" contained in Section (2m)(bm) of the Act, (ii) the Stantec Phase 1 Environmental Site Assessment and Staff Report with respect to the existence of blight on the Shopko Properties in the context of the Act, (iii) the past and existing condition of, and the proposed uses of, the Shopko Properties as previously approved in the Downtown Targeted Area Master Plan, and (iv) the goals and objectives of the proposed acquisition of the Shopko Properties; and

WHEREAS, the City favors the construction of affordable housing on parcels identified for Residential development on the Shopko Properties; and

WHEREAS, to remedy the blighting conditions on the Shopko Properties, the Authority plans to negotiate development agreements in partnership with the City to fulfill the Downtown Targeted Area Master Plan; and

WHEREAS, the Authority intends to apply for technical and financial assistance through the Wisconsin Department of Natural Resources, the Wisconsin Economic Development Corporation, the United States Environmental Protection Agency, the United States Department of Agriculture, and other agencies to remedy the blighting conditions and the City may authorize the Authority and City staff to apply for such assistance.

NOW, THEREFORE, BE IT RESOLVED by the Common Council of the City of Stevens Point as follows:

1. The Common Council hereby finds, determines and declares that the Shopko Properties are blighted properties as of the times described in the Stantec Site Investigation Report and Staff Report to the Redevelopment Authority within the meaning of Section (2m)(bm) of the Act which substantially impair or arrest the sound growth of the community.

2. The Common Council finds that designating a boundary or adopting a redevelopment plan is not necessary to determine the need for the acquisition of the Shopko Properties, the uses of the Shopko Properties after acquisition, and the relation of the acquisition to other property redevelopment by the Authority. The Downtown Targeted Area Master Plan as amended on May 19, 2025 shall provide sufficient direction.

3. The Common Council hereby finds that it is in the best interest of the City to have the Authority acquire the Shopko Properties and jointly negotiate for the redevelopment of the Shopko Properties.

4. The Common Council hereby finds that the staff of the City and Authority are authorized to continue to pursue technical and financial assistance for the redevelopment of the Shopko Properties provided by the Wisconsin Department of Natural Resources, Wisconsin Economic Development Corporation, the United States Environmental Protection Agency, United States Department of Agriculture, and other organizations. All actions taken in connection with acquiring such assistance are hereby ratified.

Approved: _____
Mike Wiza, Mayor

Attest: _____
Susan Pagel, City Clerk

Dated:
Adopted:

Drafted by: Christopher Klesmith
Return to: City Clerk



MEMORANDUM

To: City of Stevens Point Plan Commission

From: Jarod Kivela, Director of Community Development

Date: July 9, 2025

RE: Appointment of Vice Chair

During the July Plan Commission meeting, it was noted that the Commission has not officially appointed a Vice Chair. This issue was brought to light when the Chair was absent, requiring the Commission to appoint a temporary chair for the duration of the meeting in order to follow proper meeting protocol.

To avoid the need for appointing a temporary chair on a case-by-case basis, staff recommends that the Plan Commission formally appoint a Vice Chair. The Vice Chair would be responsible for running meetings and carrying out the duties of the Chair in their absence. In the instance that both the Chair and Vice Chair are absent, the Commission will still need to appoint a temporary chair for that specific meeting.

At the upcoming meeting, we will accept nominations for the position of Vice Chair and conduct a vote to finalize the appointment. The selected Vice Chair will serve in this role until reappointment is deemed necessary.

Please come prepared to make nominations or express interest in serving as Vice Chair.

www.stevenspoint.com

Open Records Information: The City of Stevens Point is subject to Wisconsin Statutes relating to public records. Communication, such as this document, sent or received by City employees are subject to these laws. Unless otherwise exempted from the public records law, senders and receivers of City communication should presume that the communications are subject to release upon request, and to state record retention requirements.



MEMORANDUM

To: Plan Commission

From: Adam Kuhn, AICP
Associate Planner / Zoning Administrator

Date: August 4, 2025

RE: **Update on Zoning Ordinance Rewrite – August 2025**

The following provides a summary of some key actions taken in July for the Zoning Code rewrite, along with expected actions to be completed in August.

July Public Informational Meetings: Three public informational meetings were held in July, focusing on the City's westside, eastside and first aldermanic district. Extensive conversations took place on the desired types of housing that our community should provide, ideal locations in the city for certain housing types, building design standard, and specific site elements for new construction (e.g., lighting, stormwater management, landscaping, etc.). While there are several additional meetings scheduled this summer and fall, themes are beginning to arise as to what residents do and do not want to see. As a reminder for the Plan Commission, I will be presenting a final report on the public engagement phase of the Zoning Code rewrite project in November or December. This report will outline key actions that should be included in the new Zoning Code, which will serve as a whitepaper for myself and you in reviewing draft code sections in 2026. Note that the Commission will need to provide some direction in areas where there has not been a clear consensus raised from residents.

Public Informational Meeting Schedule – August 2025: Below includes the upcoming meetings this month.

- August 19th, 5:00pm: Jefferson & Dixon Street (Seramur Park, 1401 East Avenue)

Public Survey & Focus Groups: One of the first tasks that our planning intern will focus on is the distribution of public surveys for the rewrite project. The first survey, focusing on housing, has been released and closed on July 10th. The second survey, focusing on transportation, was released on July 11th and closed on July 29th. The next survey, focusing

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on sustainability and site design, was released on July 30th and will be available through August 12th. The survey, along with other information on the Zoning Code rewrite, can be found at <https://stevenspoint.com/1463/Zoning-Code-Rewrite>.

Community-wide Land Use Workshop: In partnership with a few professors from the University of Wisconsin-Stevens Point Center for Land Use Education, the City will be hosting a community-wide land use workshop on Monday, November 10th from 9:00am-12:00pm in the LEAD Center at Mid-State Technical College. Items planned to be addressed include the playing of the Land Use Game, identifying preferred locations of residential types, preferred site amenities and more. Space is limited, and a RSVP form will go out to the public the closer we get to the event.

Housing Survey Results

Project Background:

The City of Stevens Point is currently rewriting their Zoning Code Ordinance to fit the present and future needs of the community. The last rewrite occurred in 1979, and since then, recent planning documents such as the 2025 Comprehensive Plan have identified a need to rewrite the Zoning Ordinance.

This project started in the Spring of 2025 and is estimated to be finished and adopted by Spring of 2027. The start of this project will involve public engagement through various public informational meetings in each Alder District, a half-day workshop focused on land use planning and zoning, and community-wide surveys.

The survey topics include Housing, Transportation, Sustainability, and Site Design. The purpose of these surveys is to get a better understanding of items community members want to see more or less restrictions on. Additionally, the surveys will provide a space for community members to voice their opinions and concerns about the current state of their community as well as the future of their community.

Survey Outreach and Publicity

The Housing survey was released first on June 24th, 2025, and closed on July 10th, 2025. It was shared through the City of Stevens Point website, under Department News. The survey was created in ESRI Survey123, because we wanted to use the map feature to determine what Alder District the respondents lived in. We wanted to see if some districts responded in a certain way.

Participants

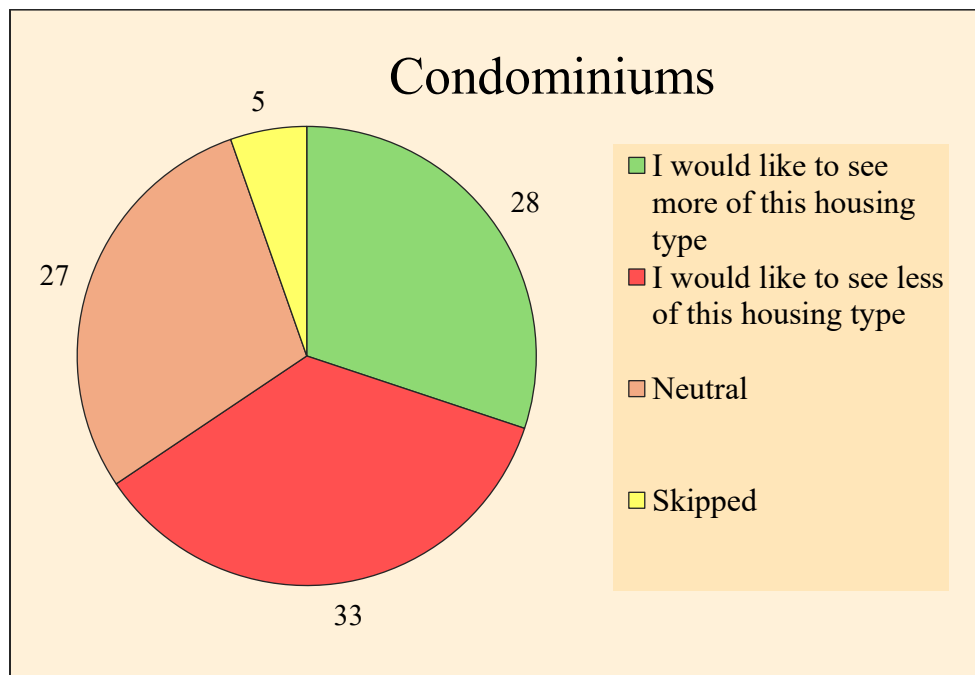
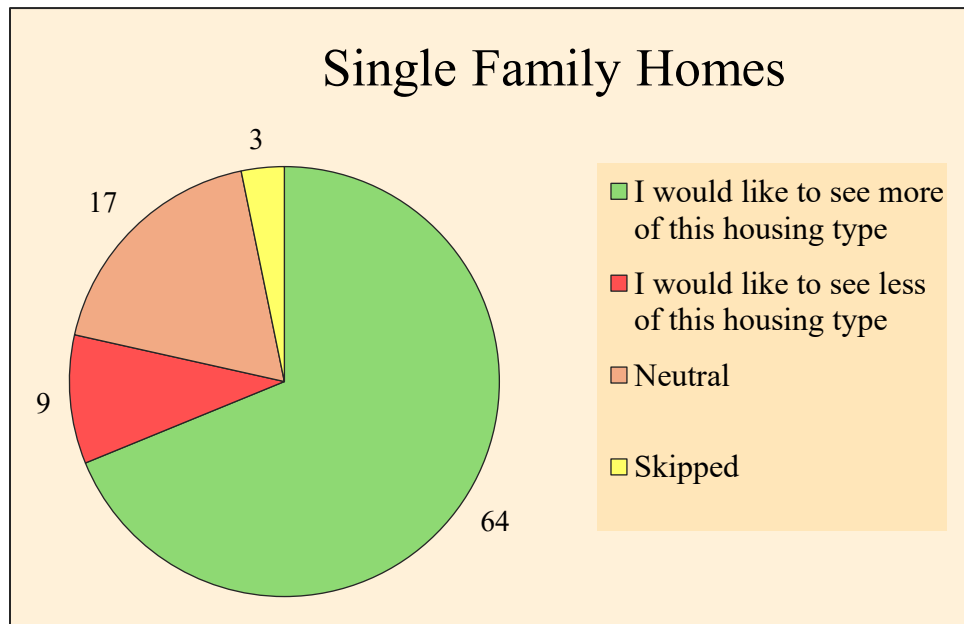
The survey got ninety-two total respondents over the two-week period, with most responses falling within the first week.

Survey Structure

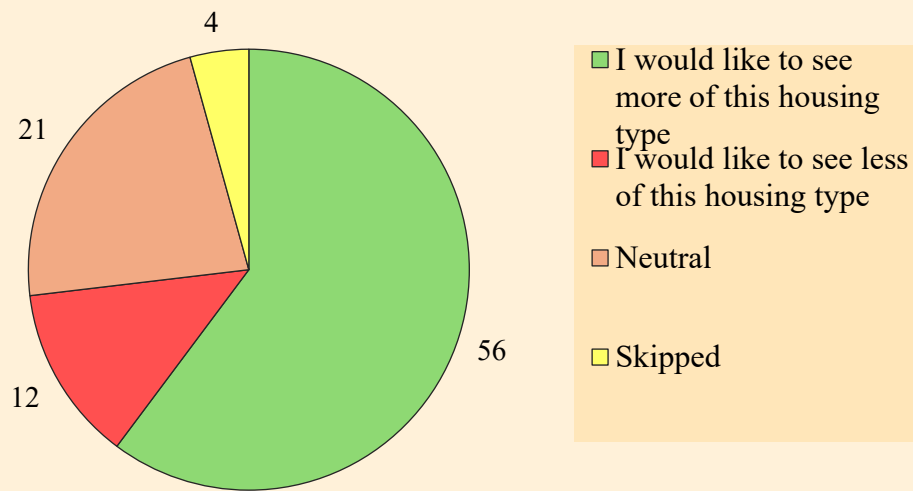
The beginning of the Housing Survey included a Terms & Definitions section for planning and zoning jargon that are not widely understood by the public. There was a photo attached to each term. The Housing Survey was split into four sections: housing development, housing needs, personal experiences, and general demographic questions.

Housing Survey Questions & Results:

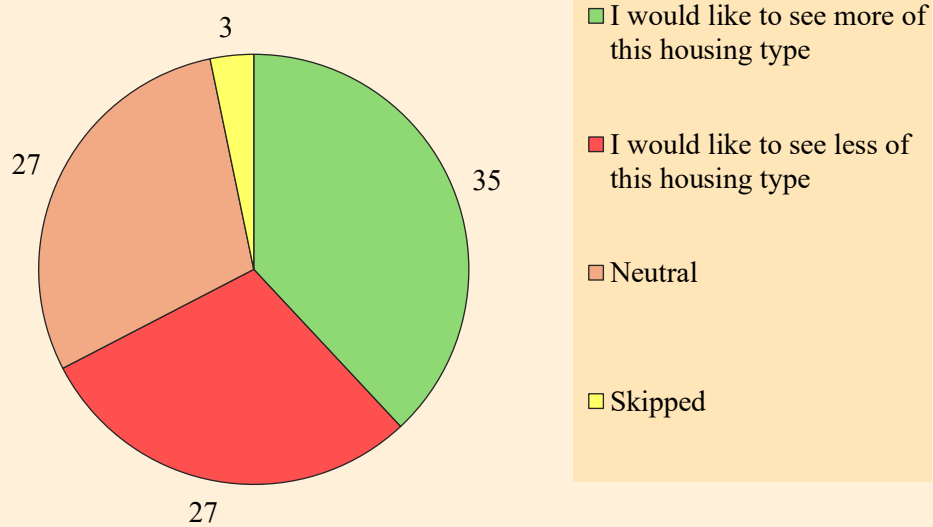
Q1: Please indicate whether you would like to see more or less of each of the following residential development types in Stevens Point.



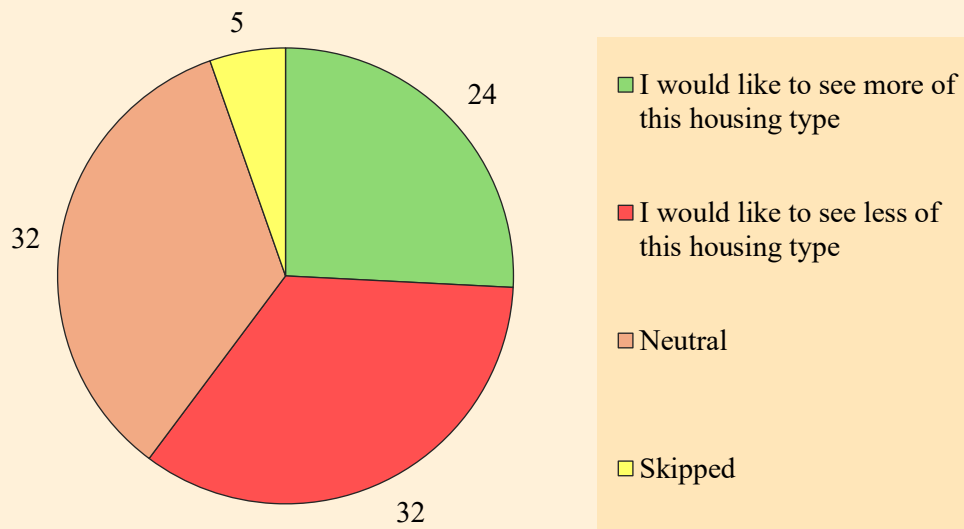
Tiny Home Subdivision



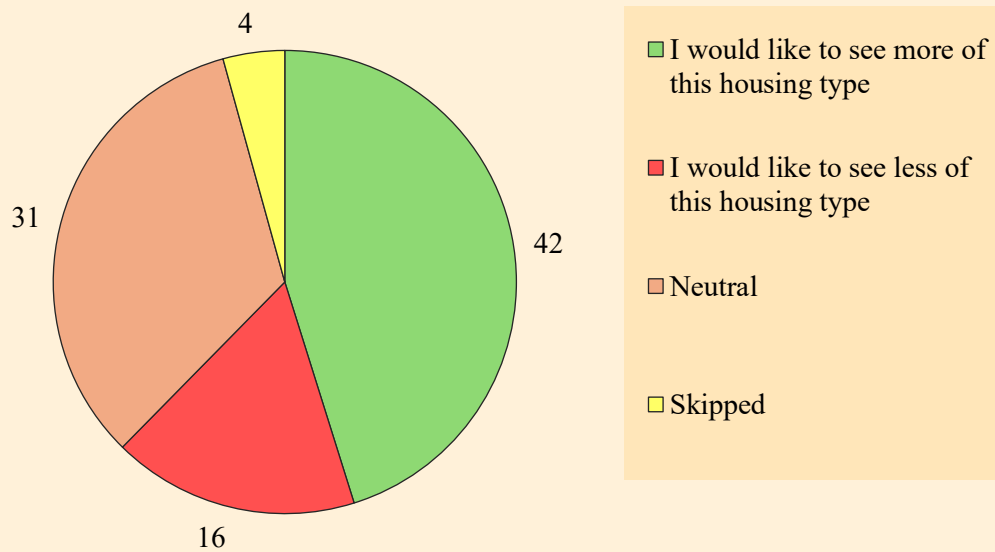
Townhome (3 to 6 units)



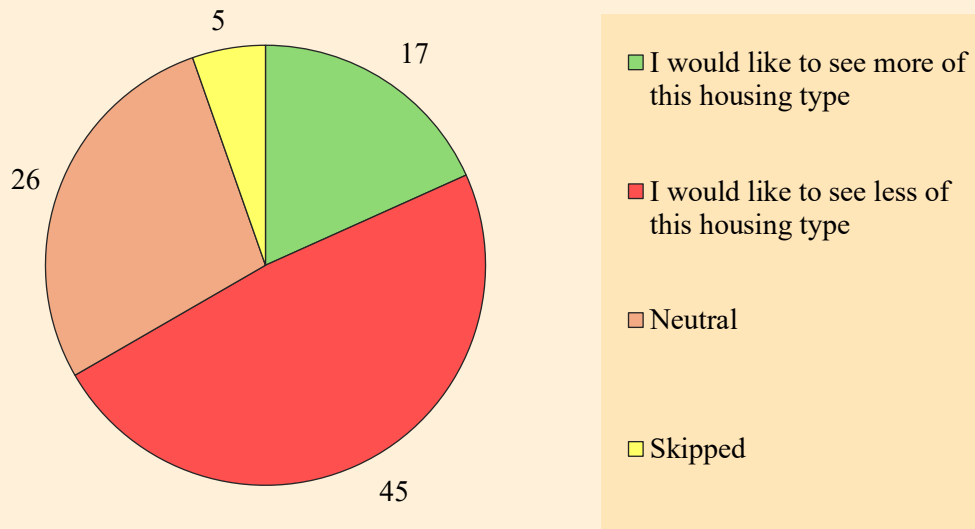
Zero Lot Line Home



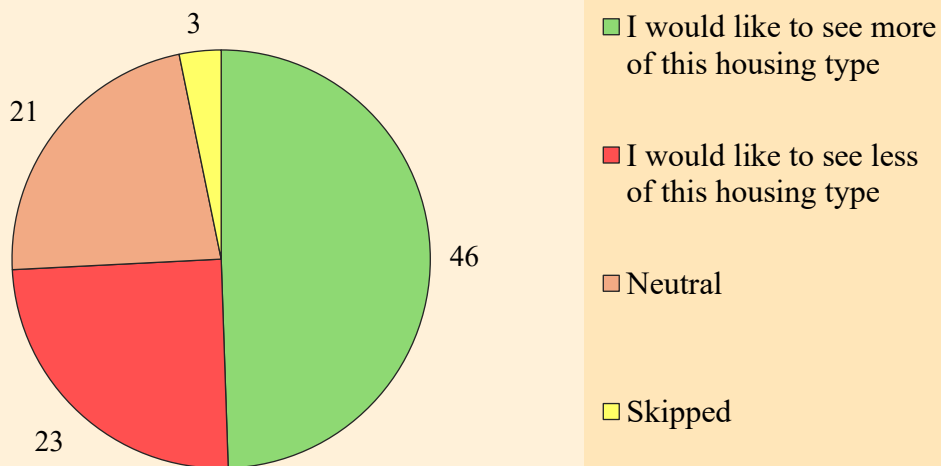
Duplex



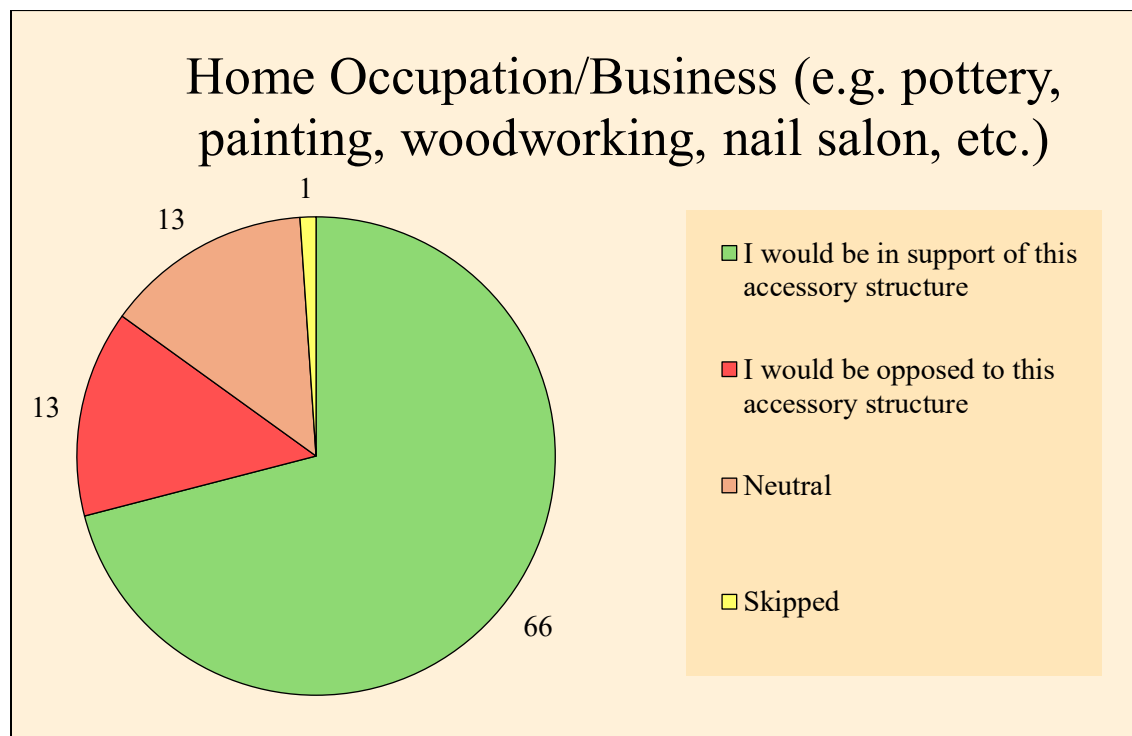
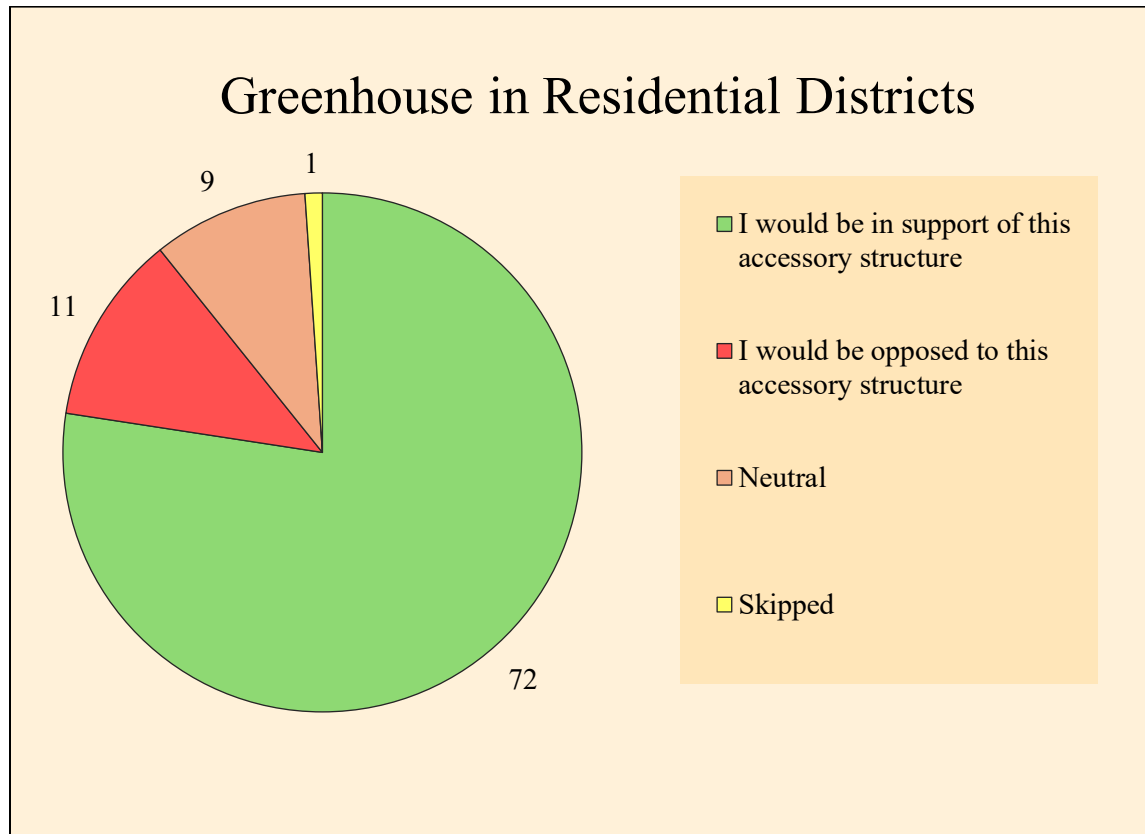
Apartment (7 or more units)



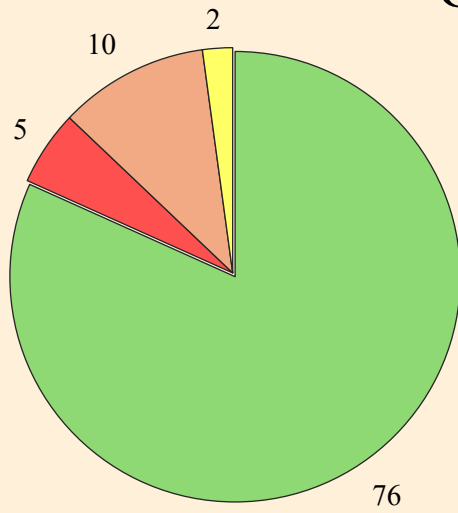
Accessory Dwelling Units (ADUs)



Q2: Please state whether you would be supportive, opposed, or neutral to the following residential accessory structures being allowed.

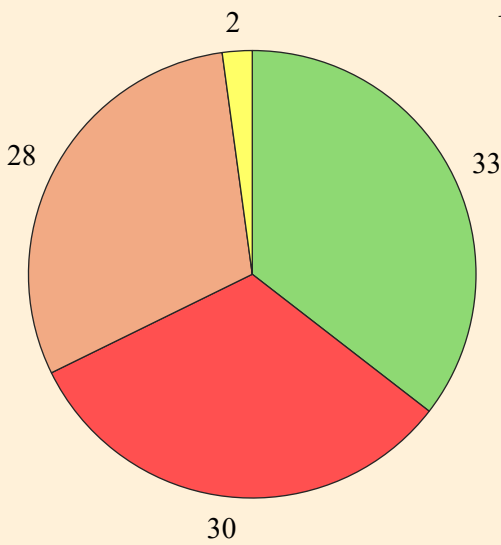


Gazebo



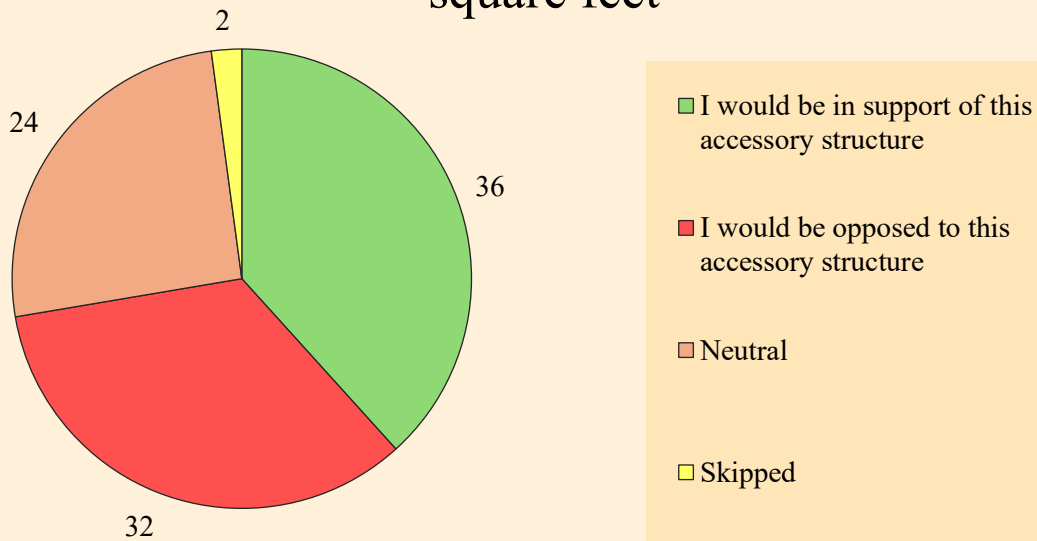
- I would be in support of this accessory structure
- I would be opposed to this accessory structure
- Neutral
- Skipped

Detached garage bigger than 900 square feet

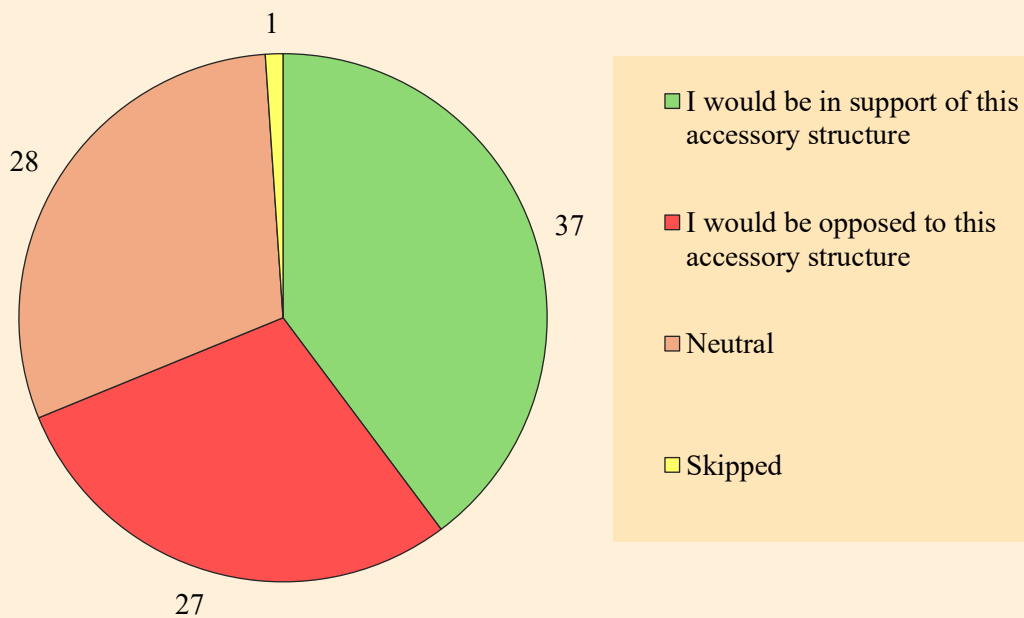


- I would be in support of this accessory structure
- I would be opposed to this accessory structure
- Neutral
- Skipped

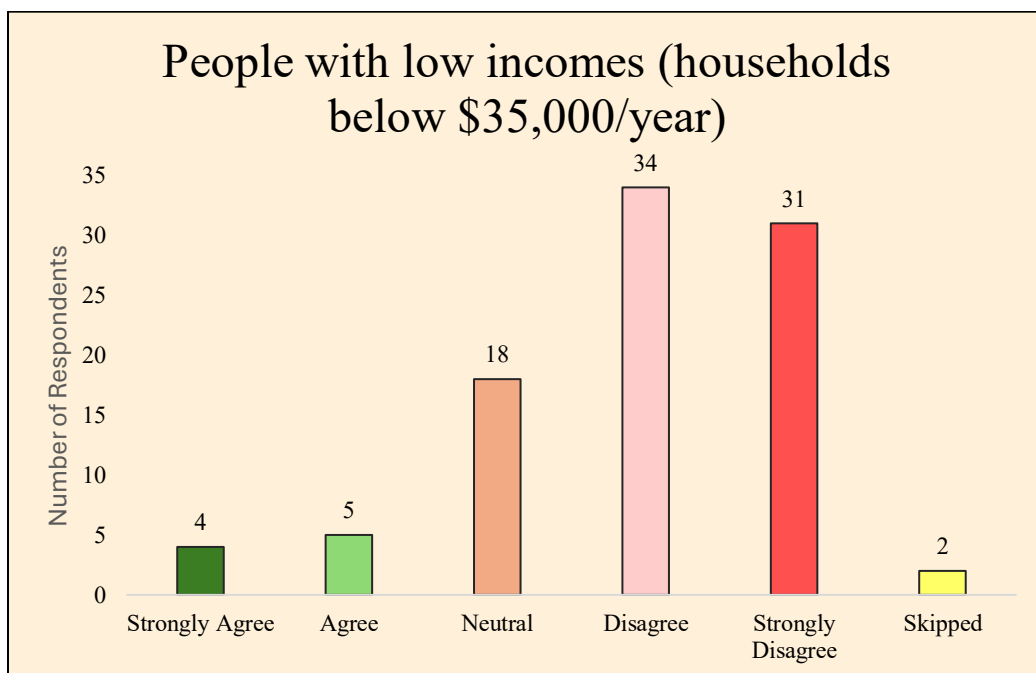
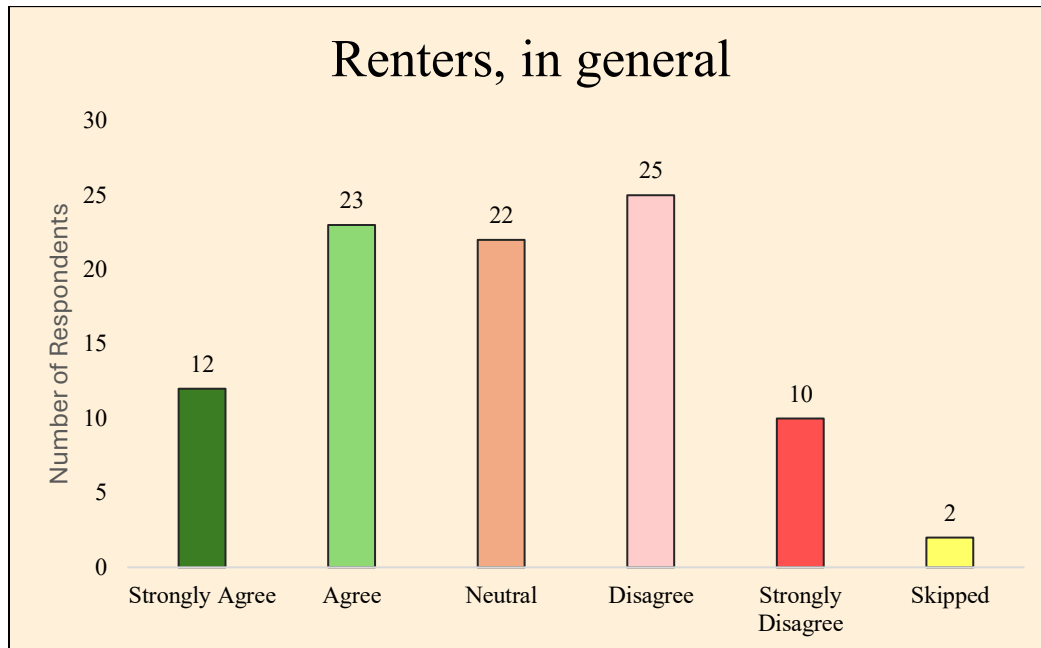
Attached garage greater than 1,200 square feet



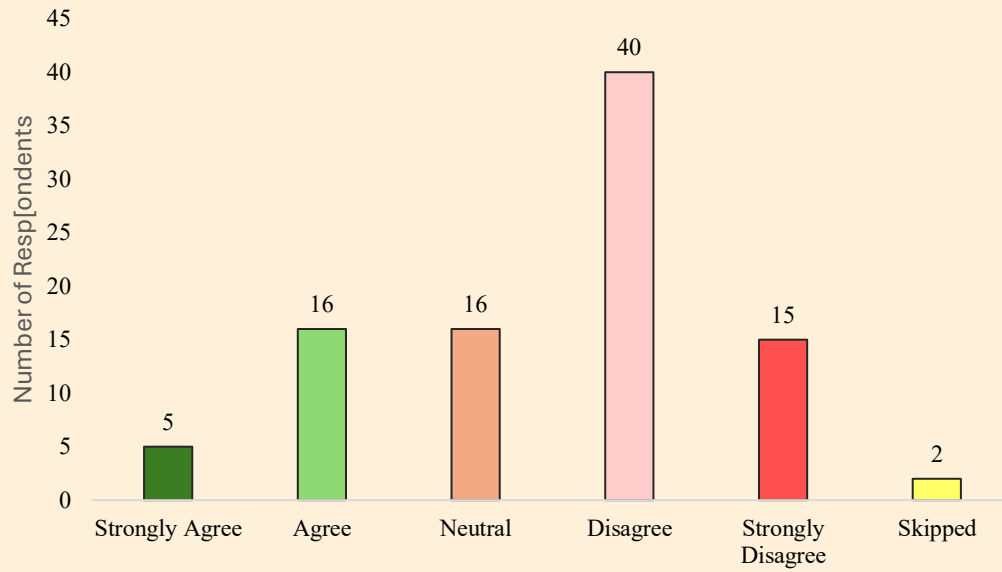
Large shed (more than 140 square feet)



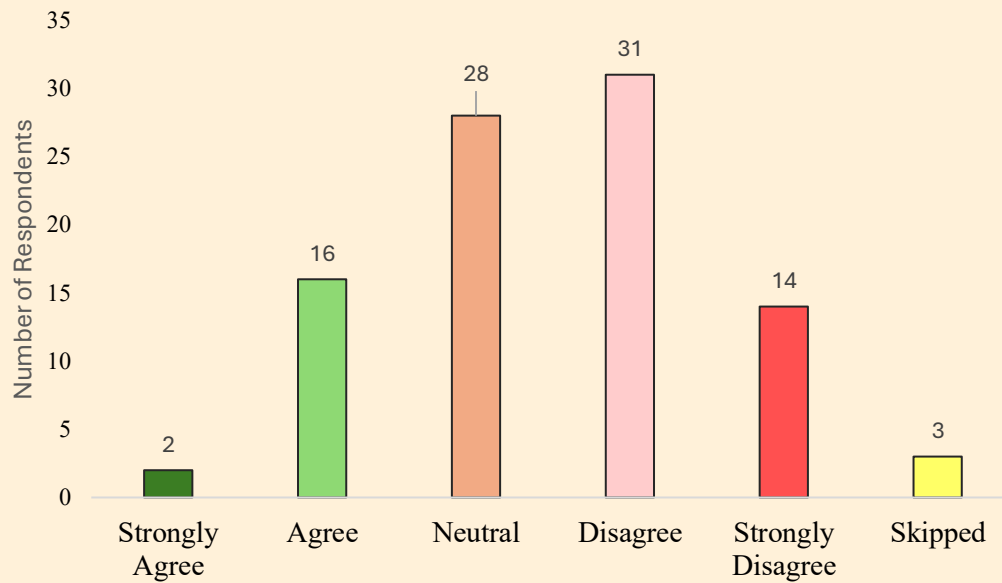
Question 3: Please indicate whether you believe Stevens Point currently has a sufficient number of housing options for:

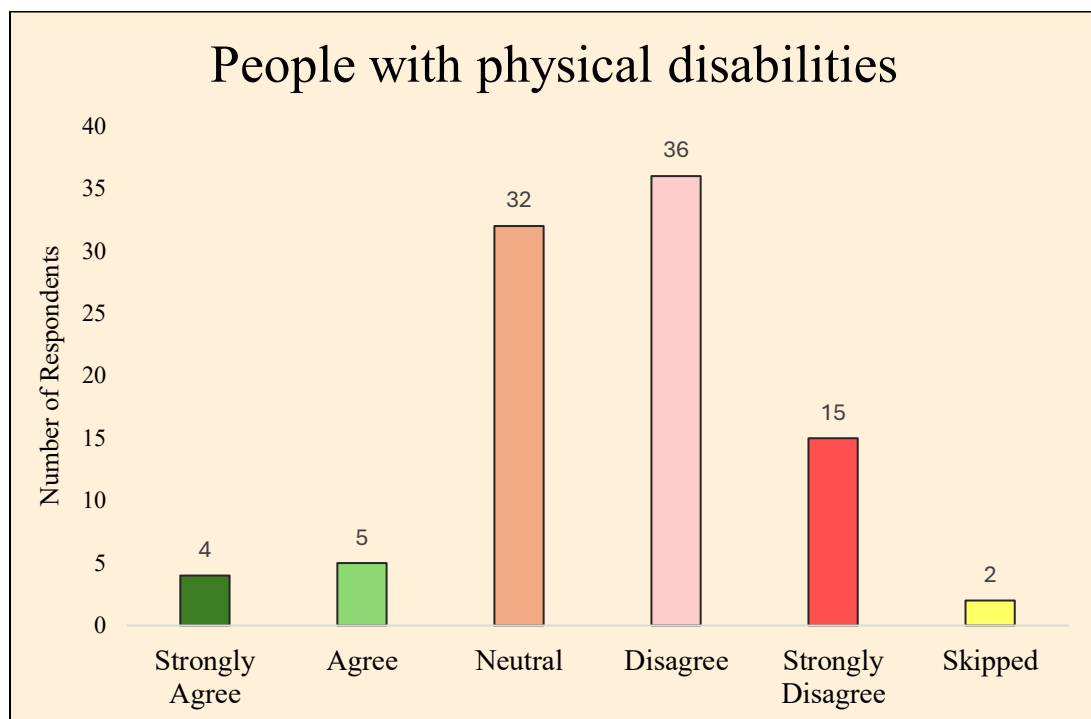
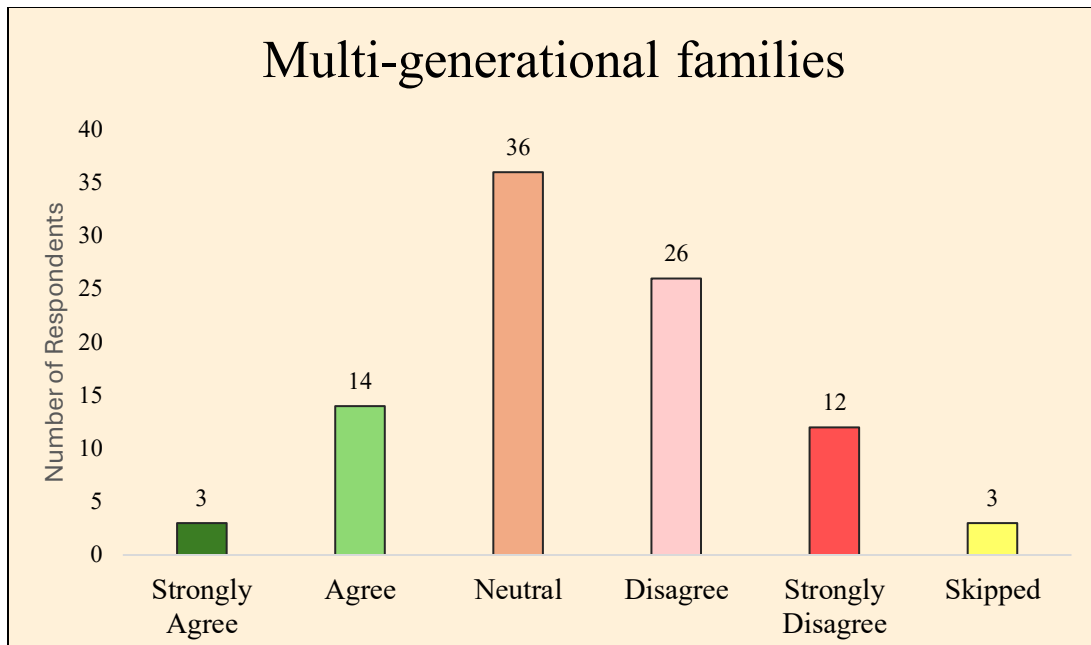


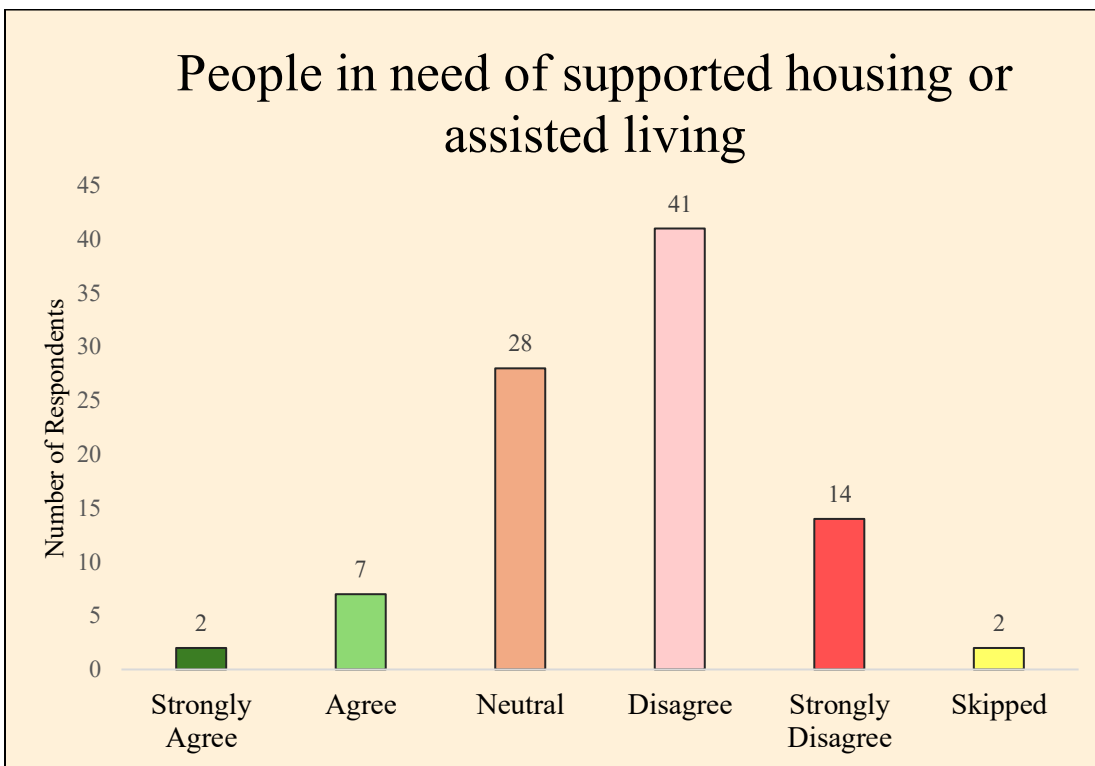
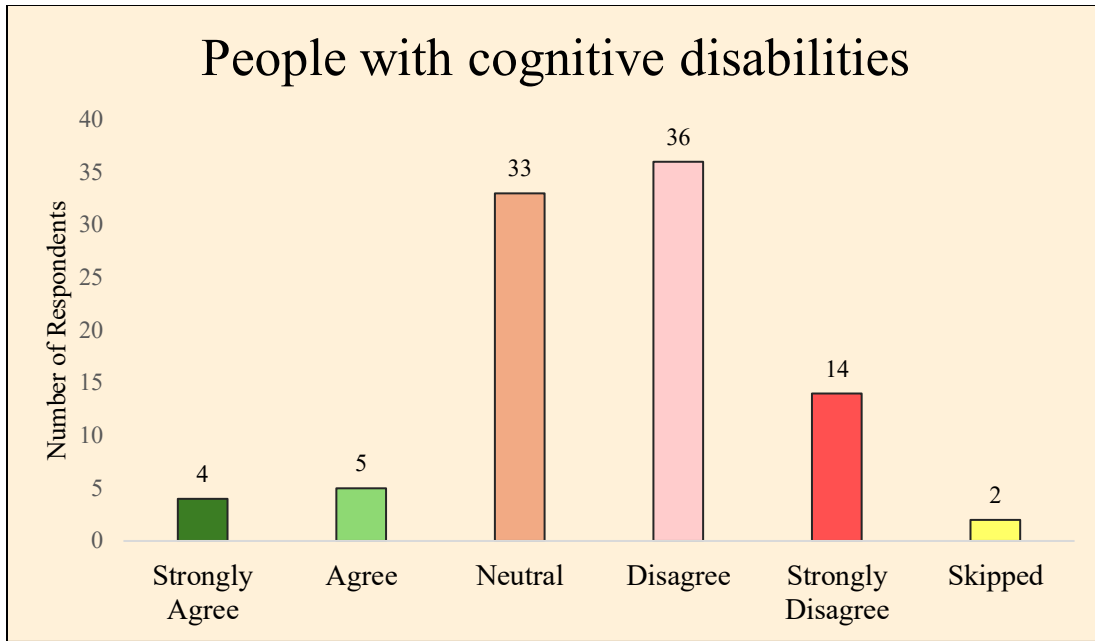
People with middle incomes (households \$35,000 to \$75,000/year)

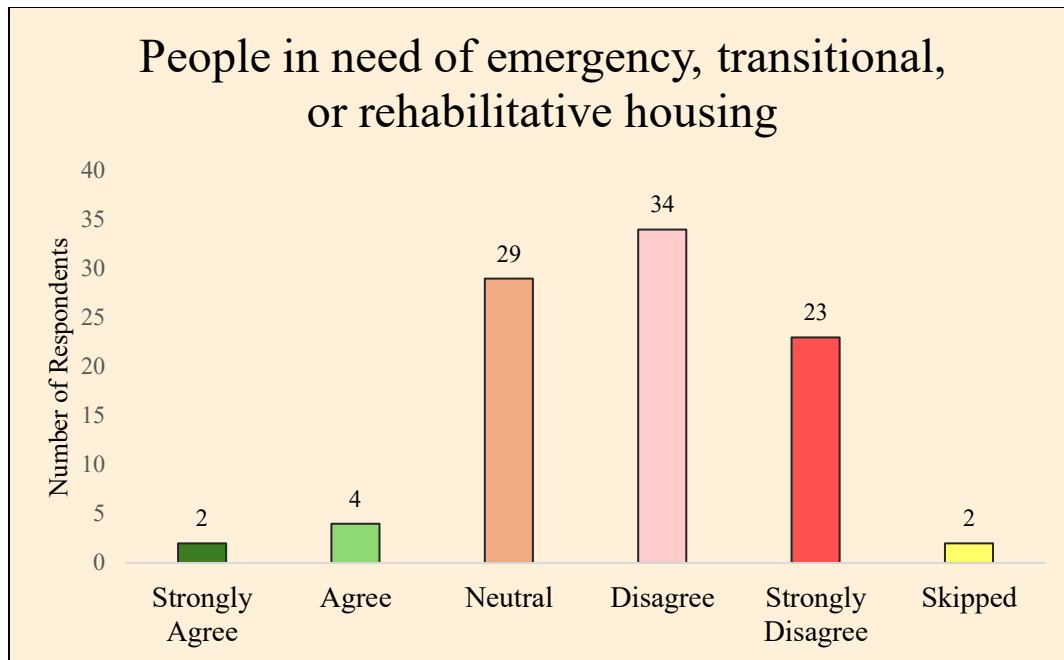


People interested in downsizing

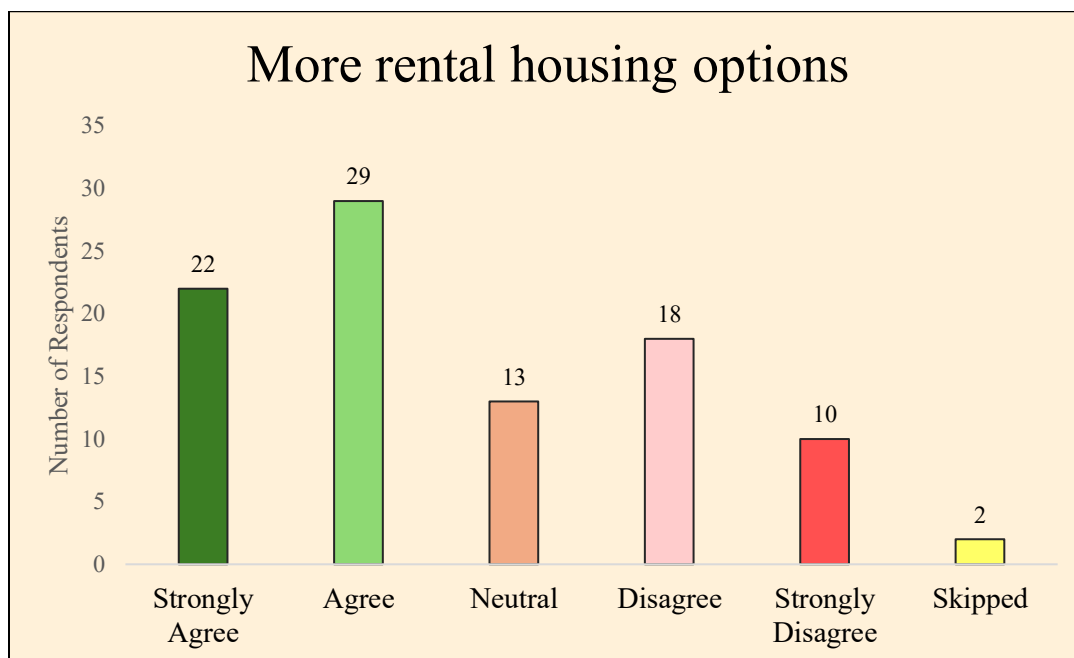


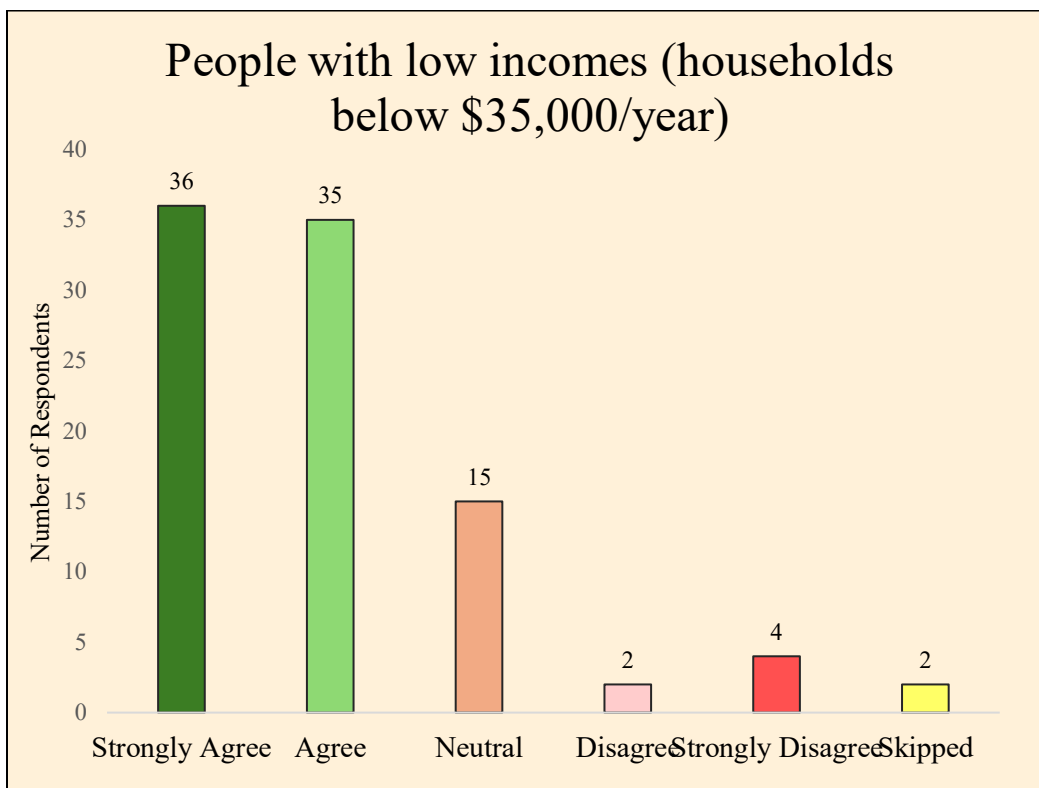
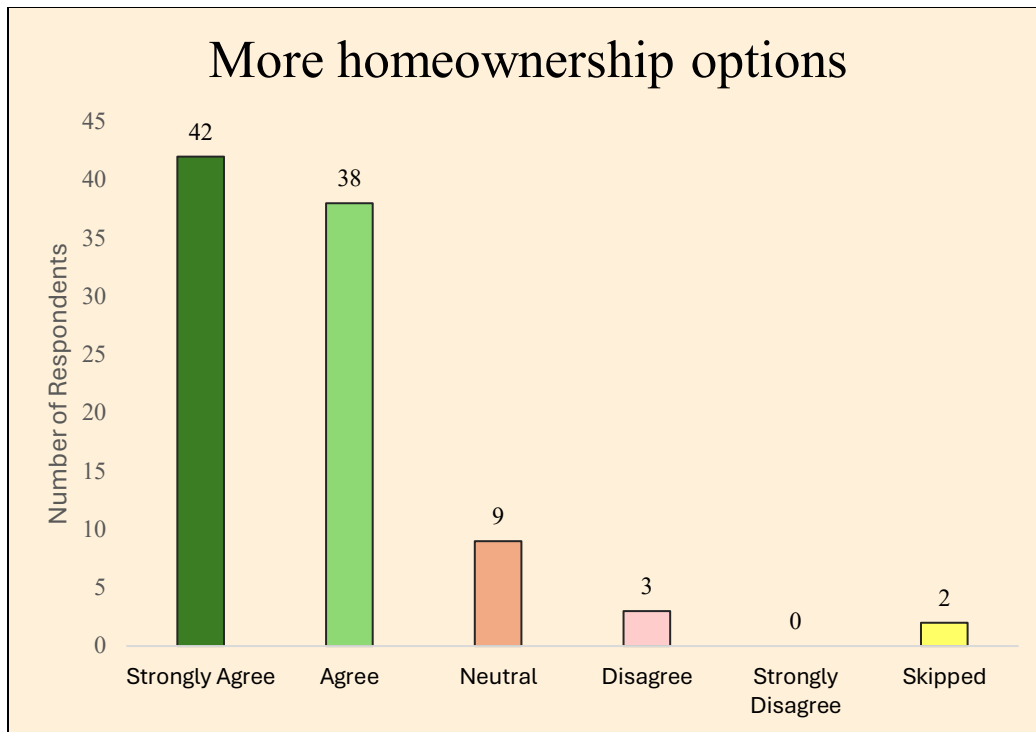


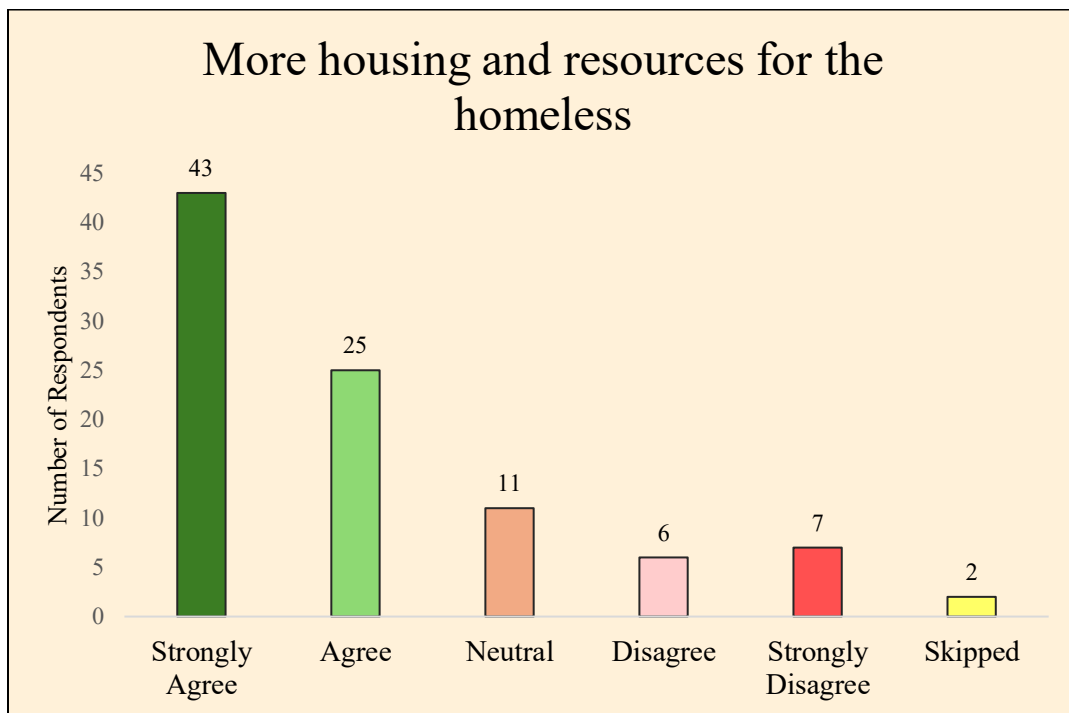
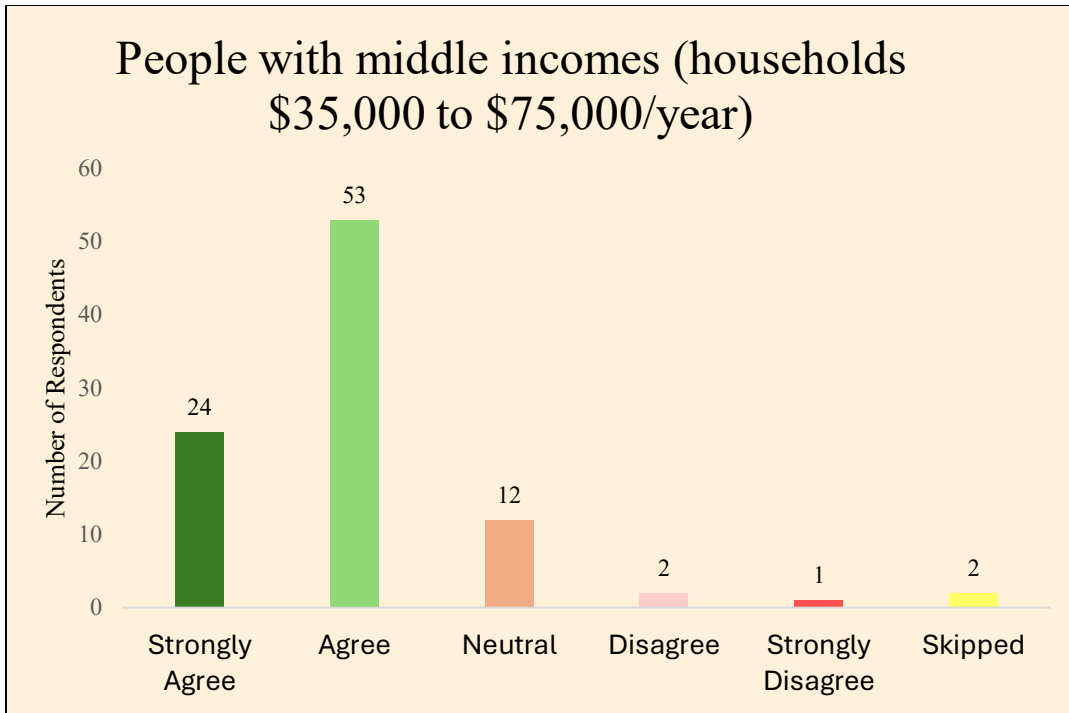


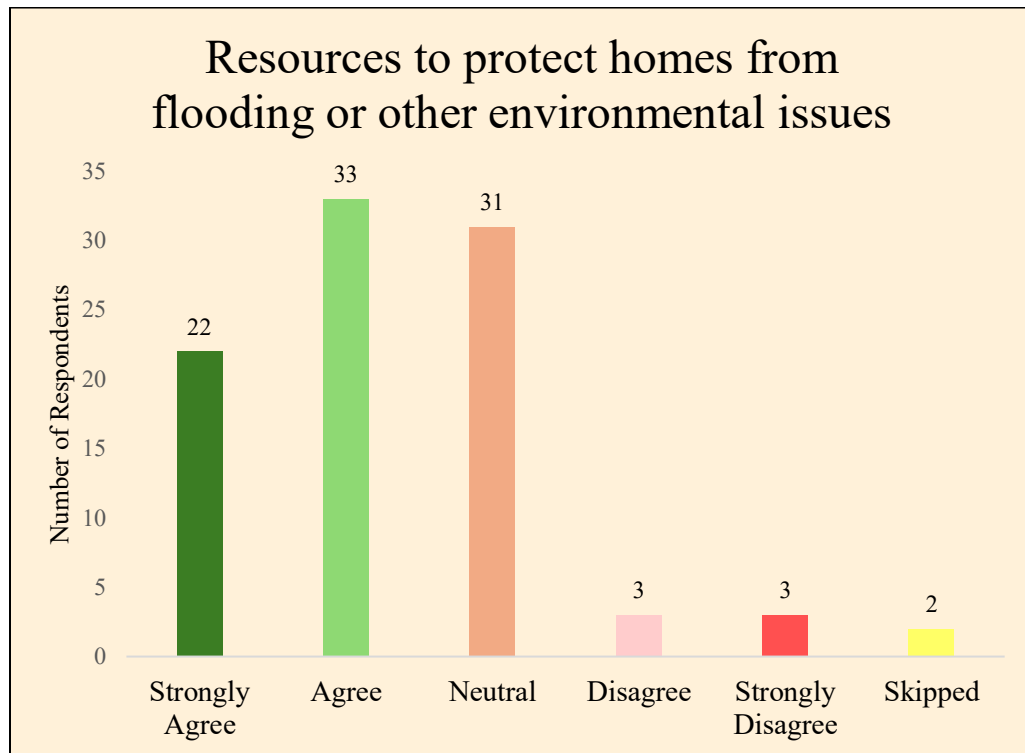
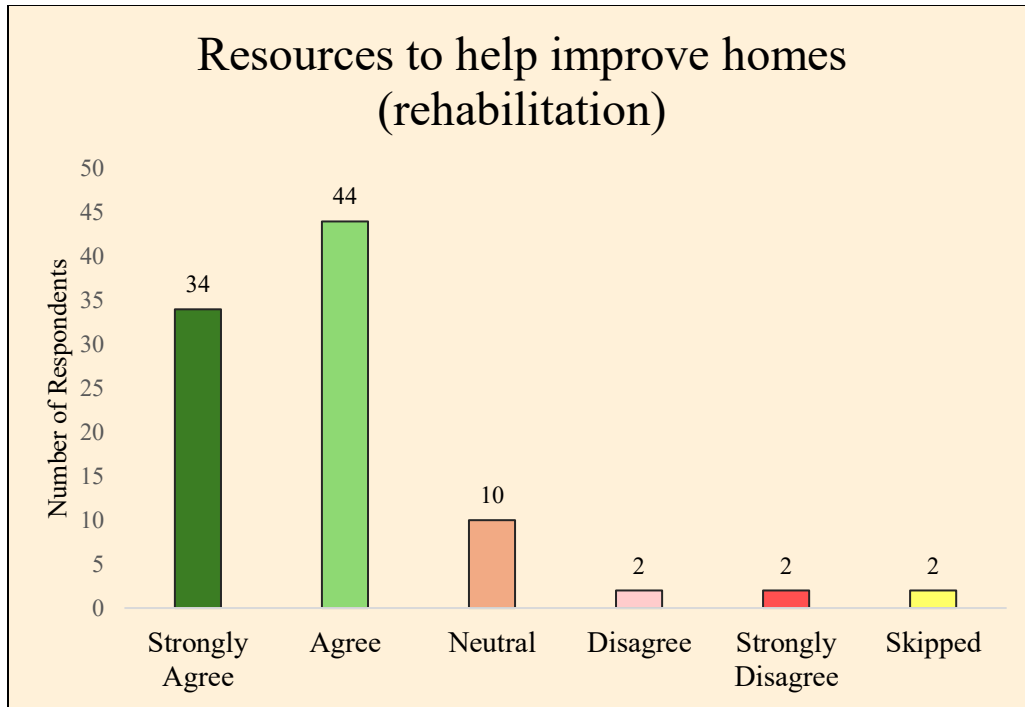


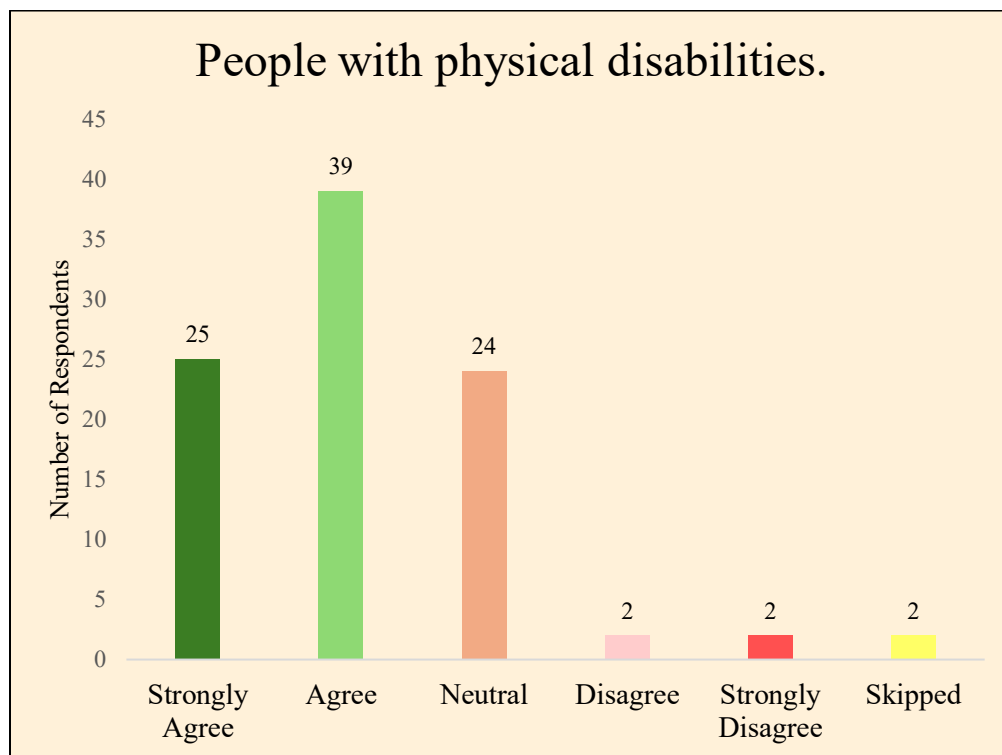
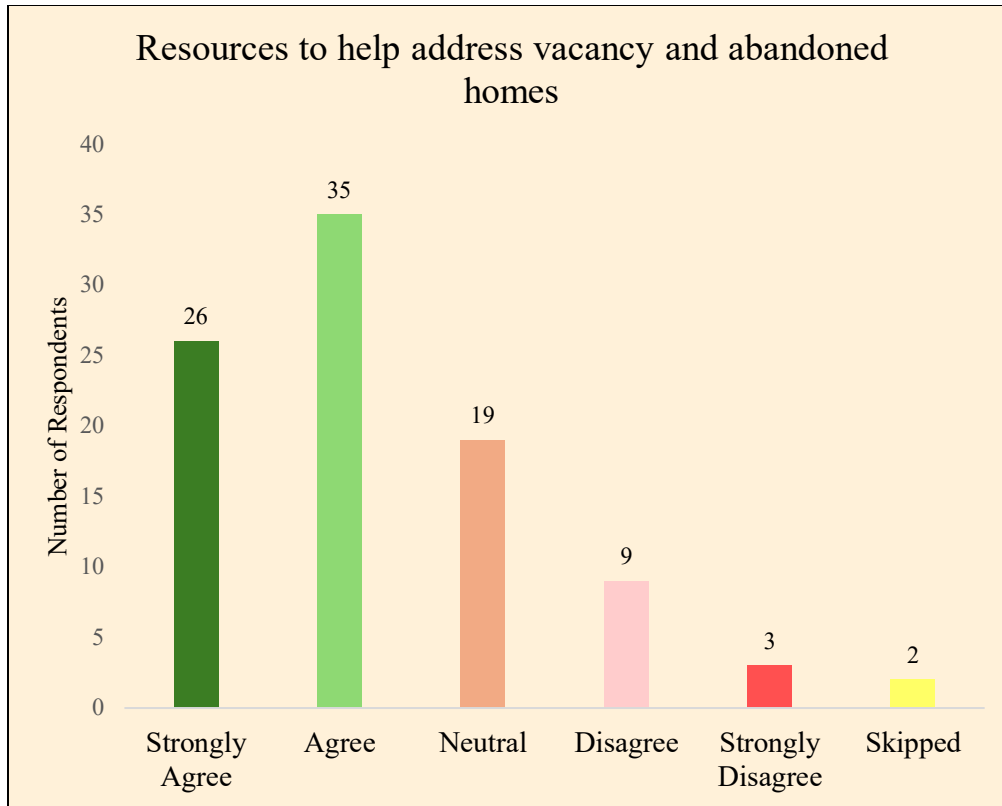
Question 4: Please indicate whether you believe Stevens Point has a future need for these housing options:

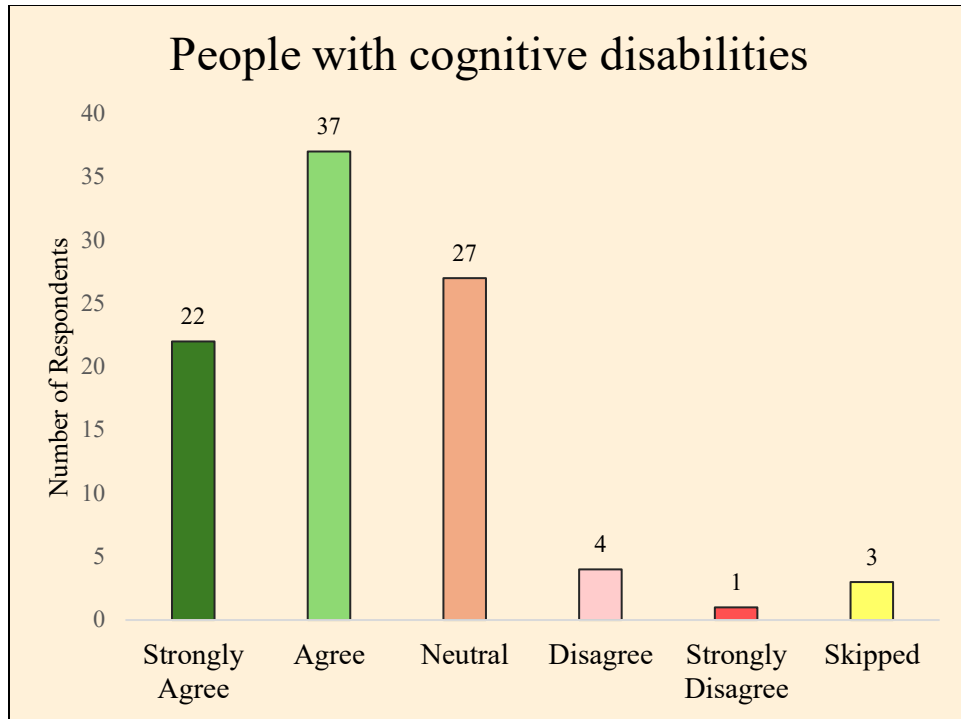




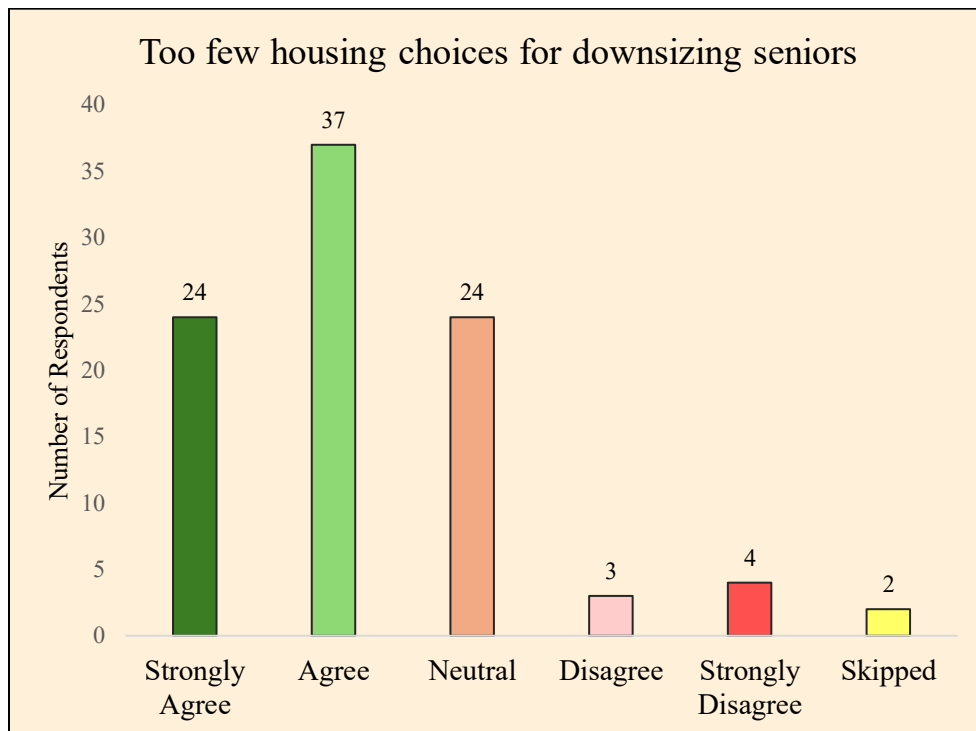


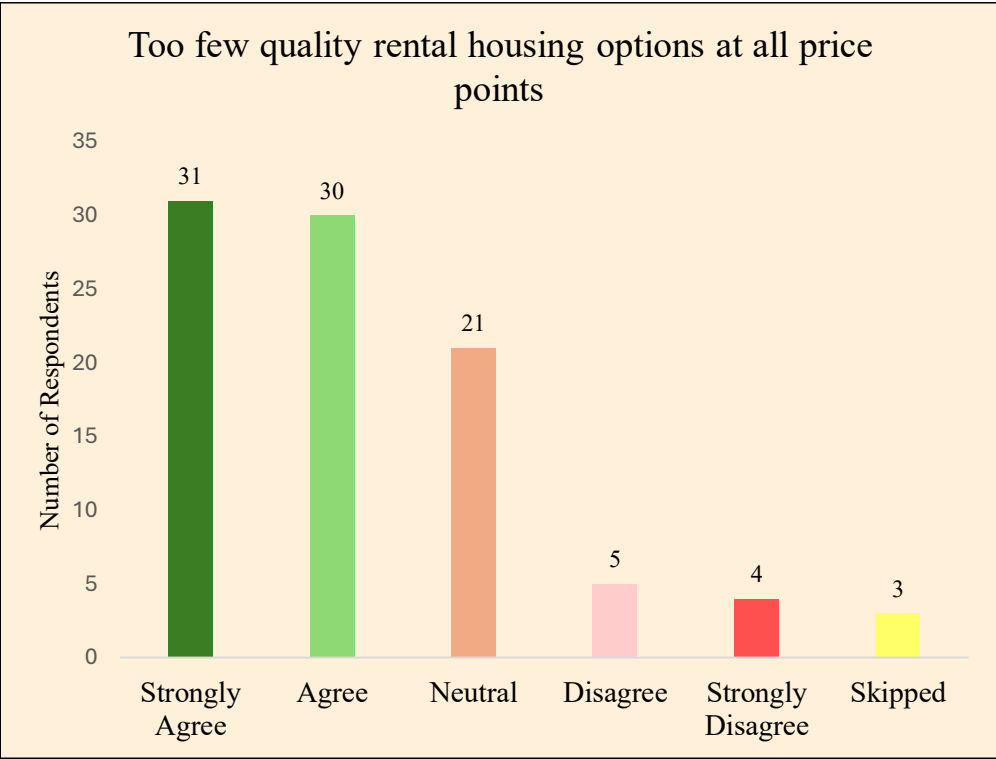
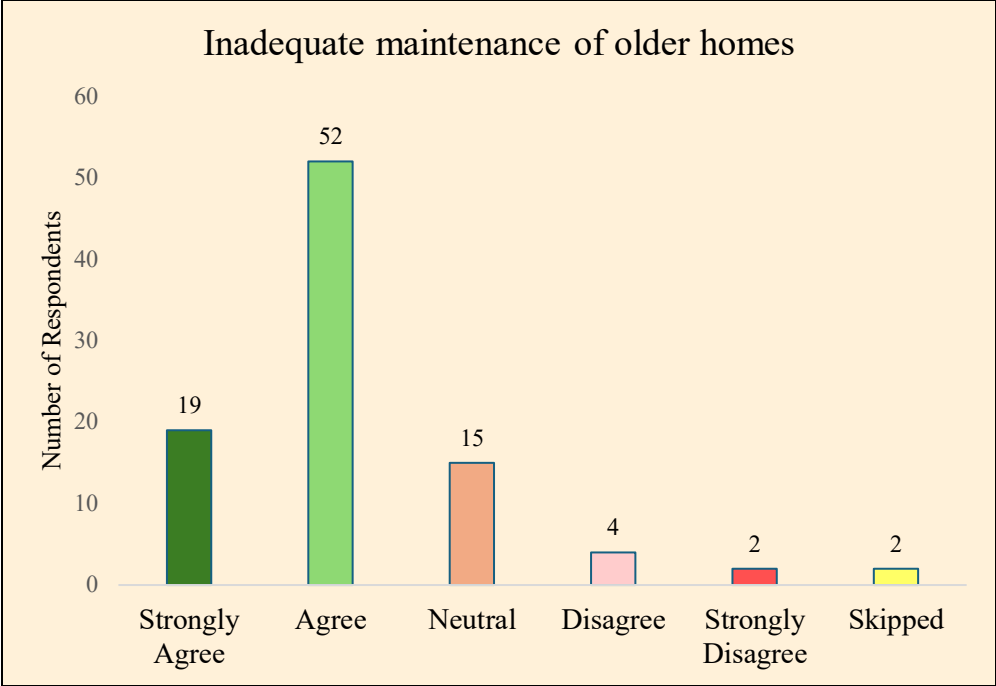


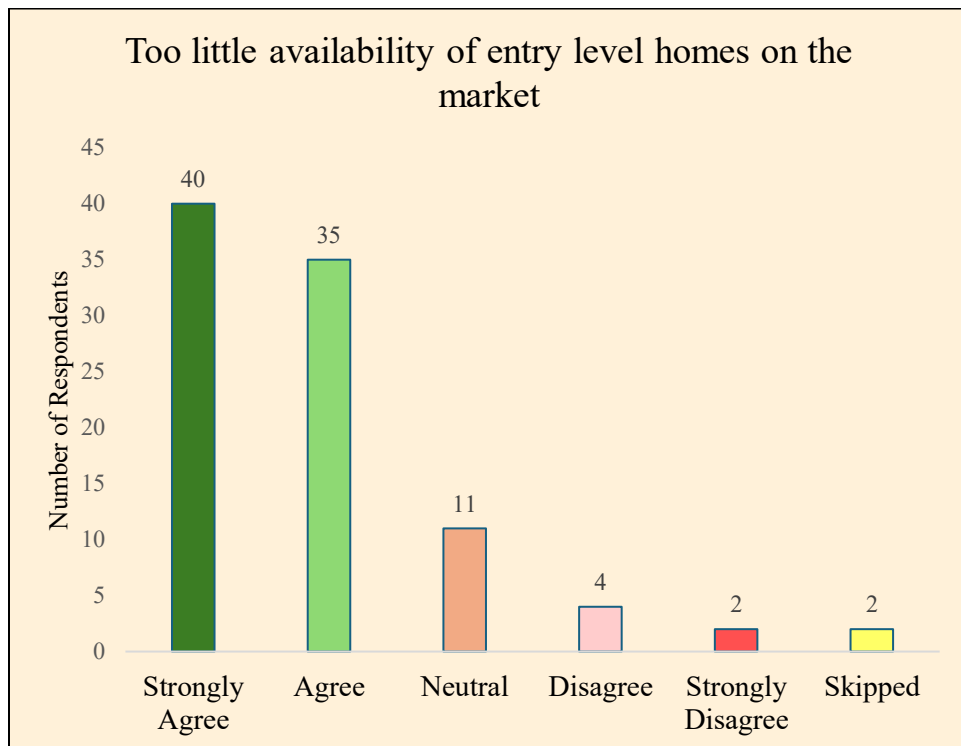
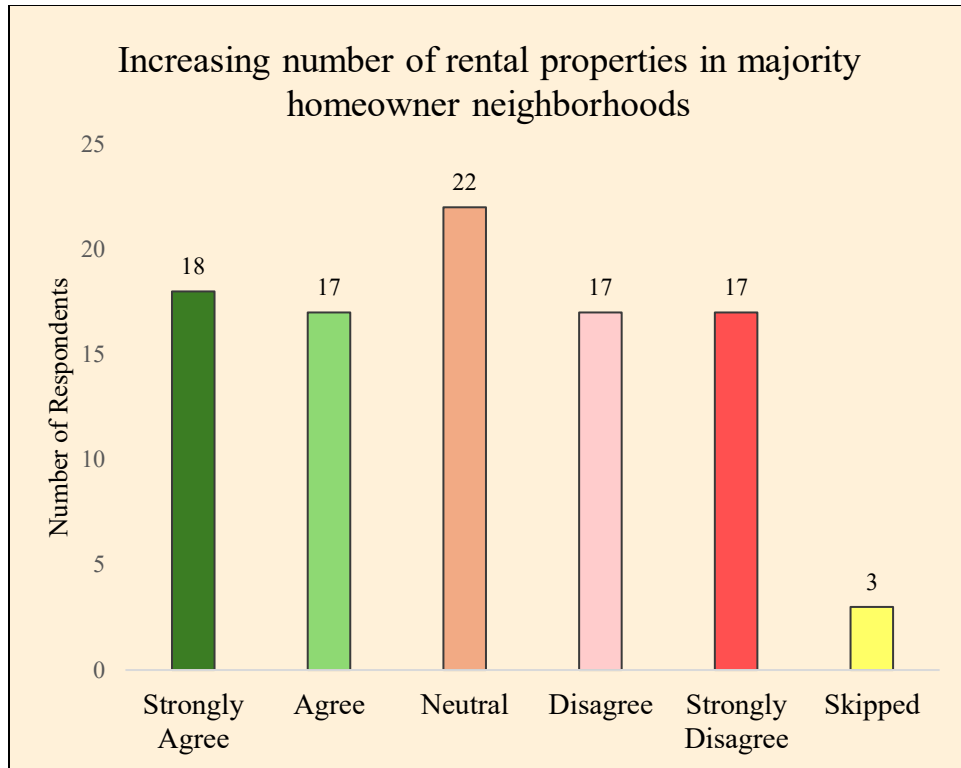


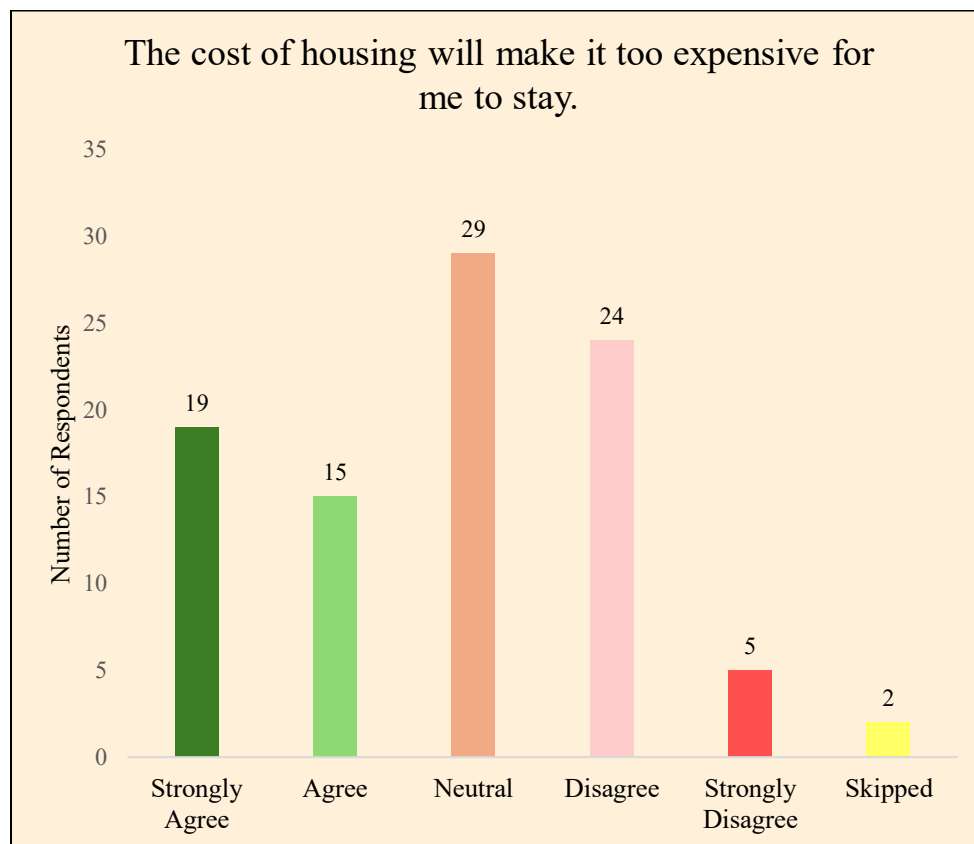
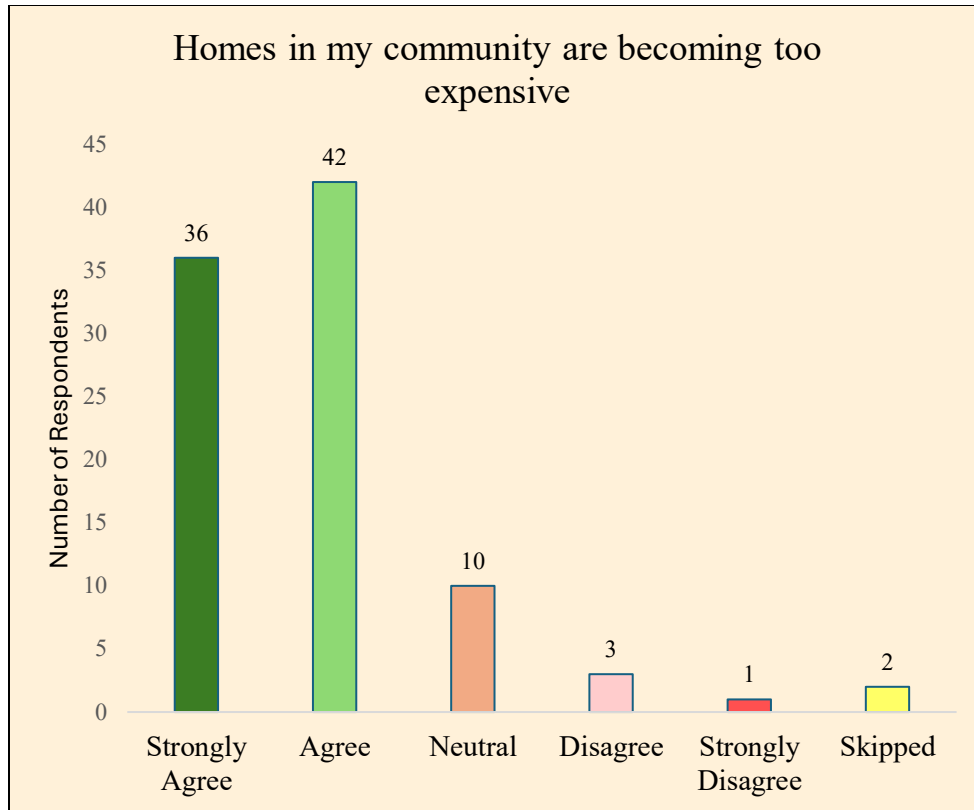


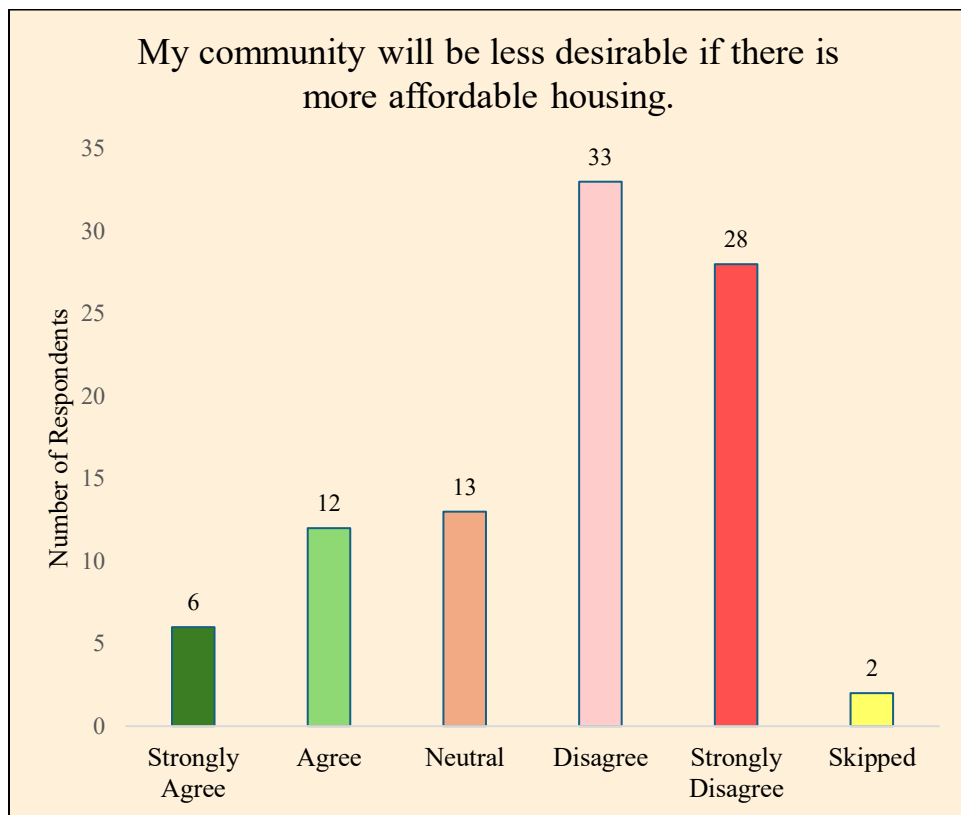
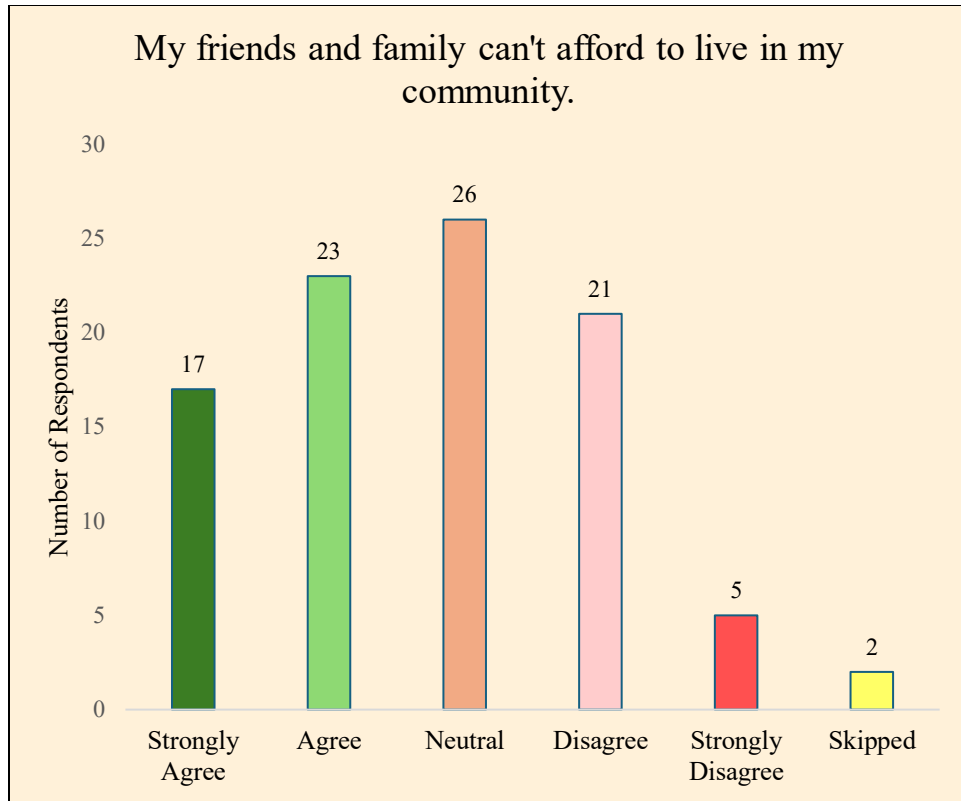
Question 5: Please indicate whether you believe the following issues should be addressed in Stevens Point:



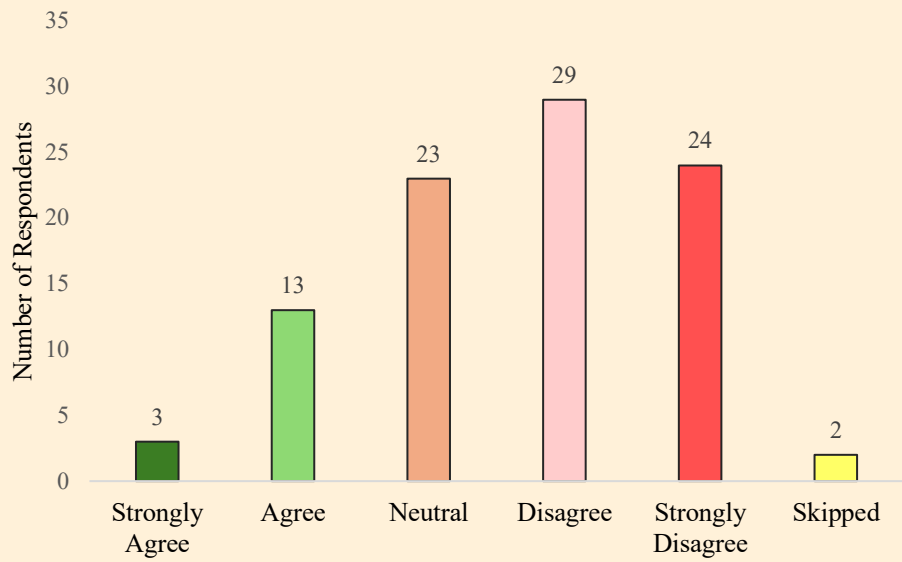




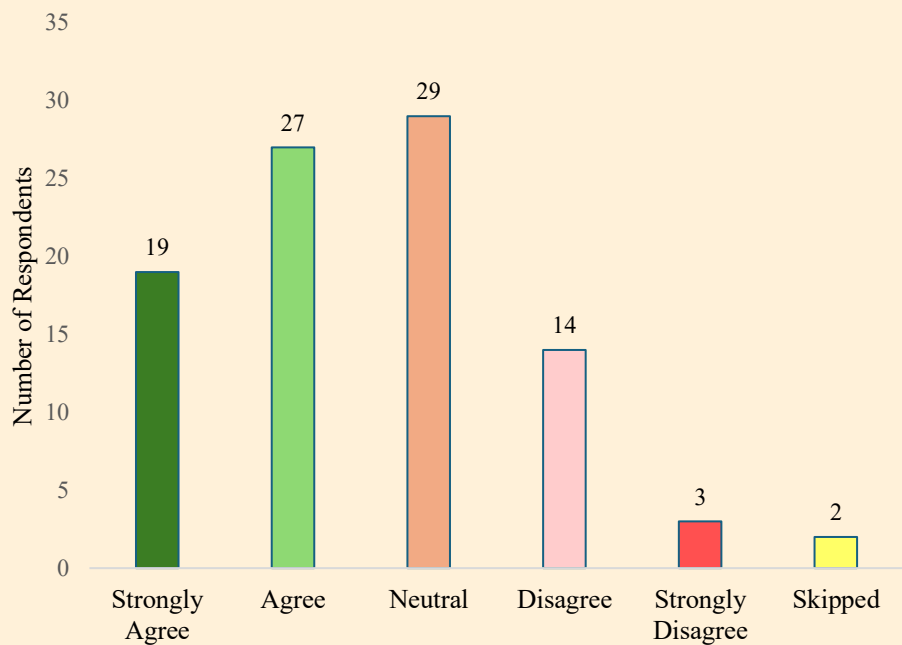


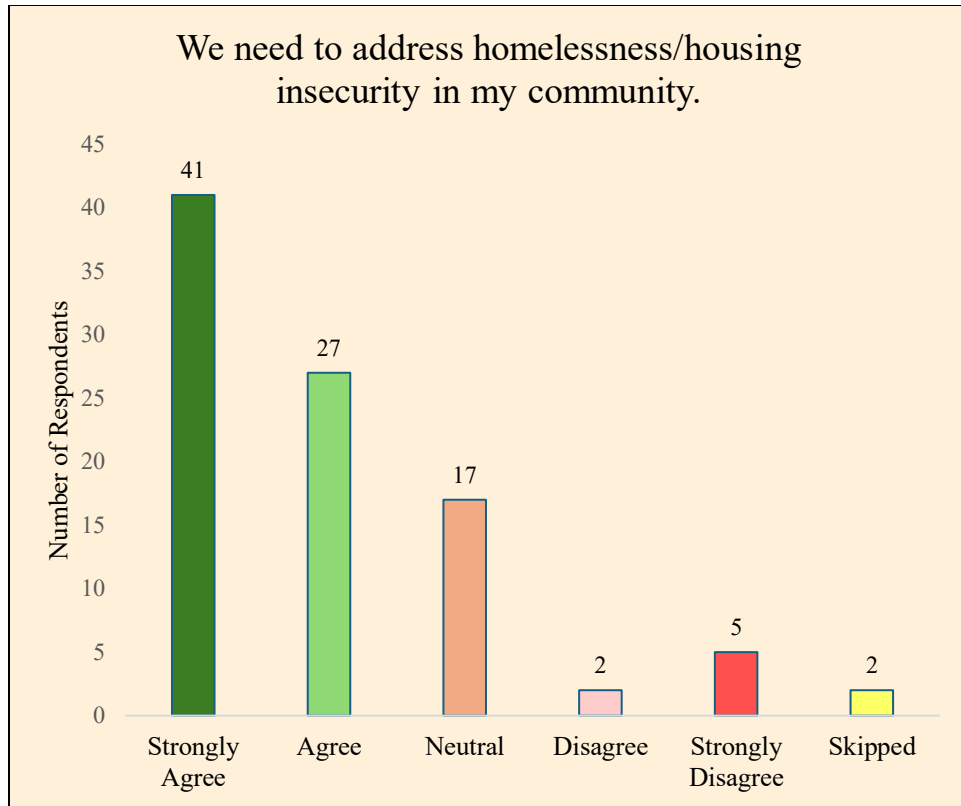


The value of my home will decrease if we build more affordable housing.

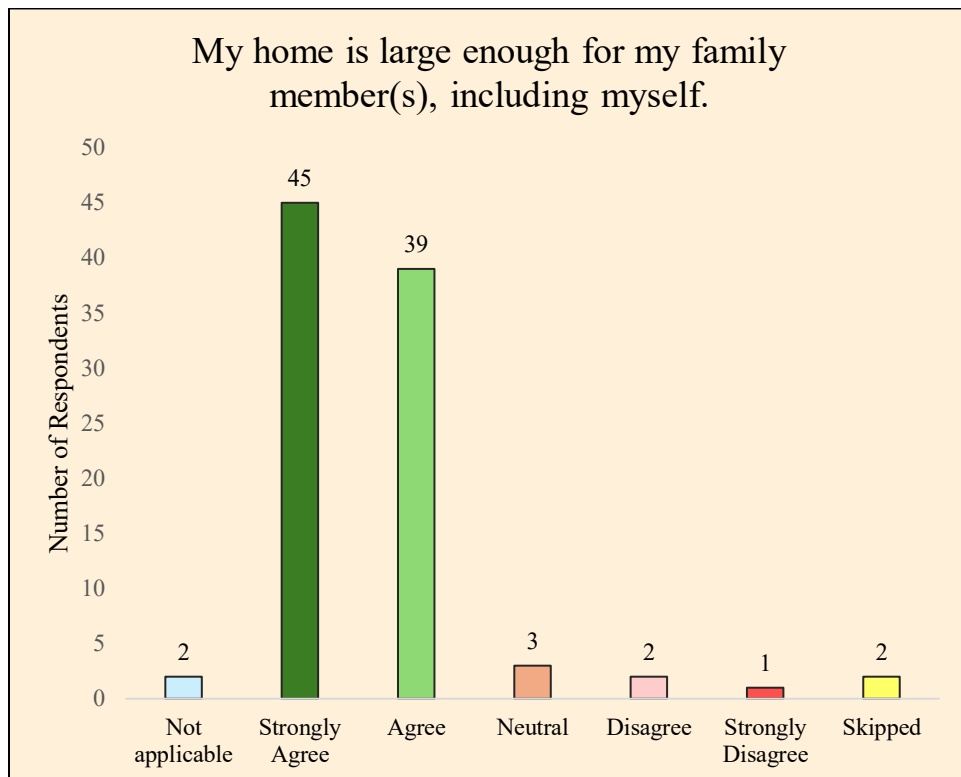


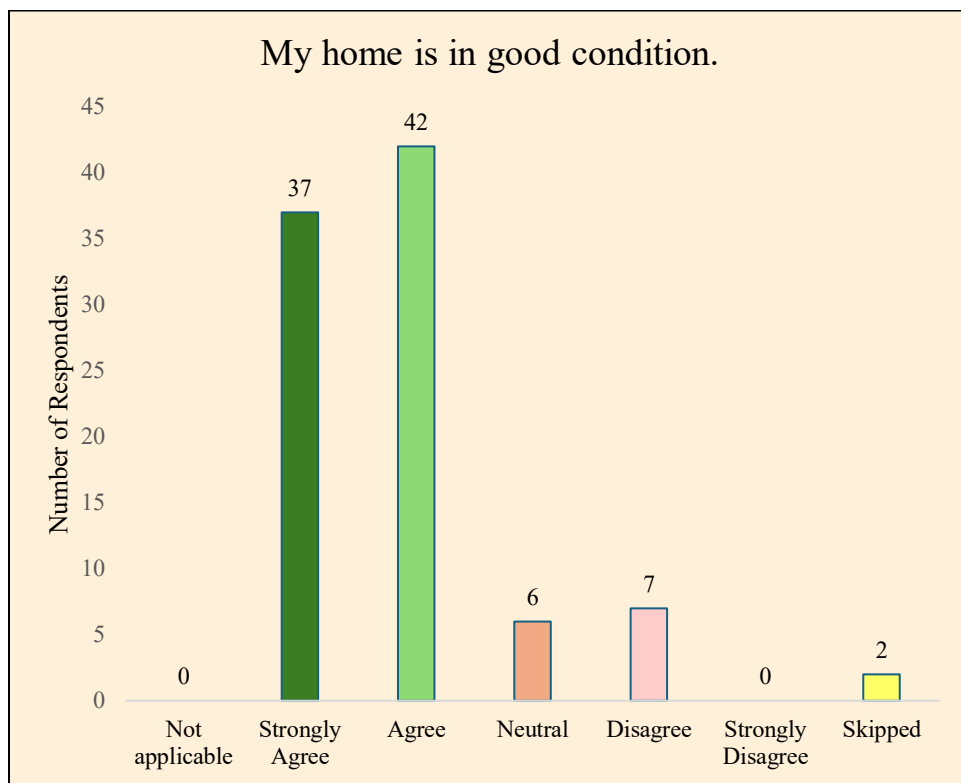
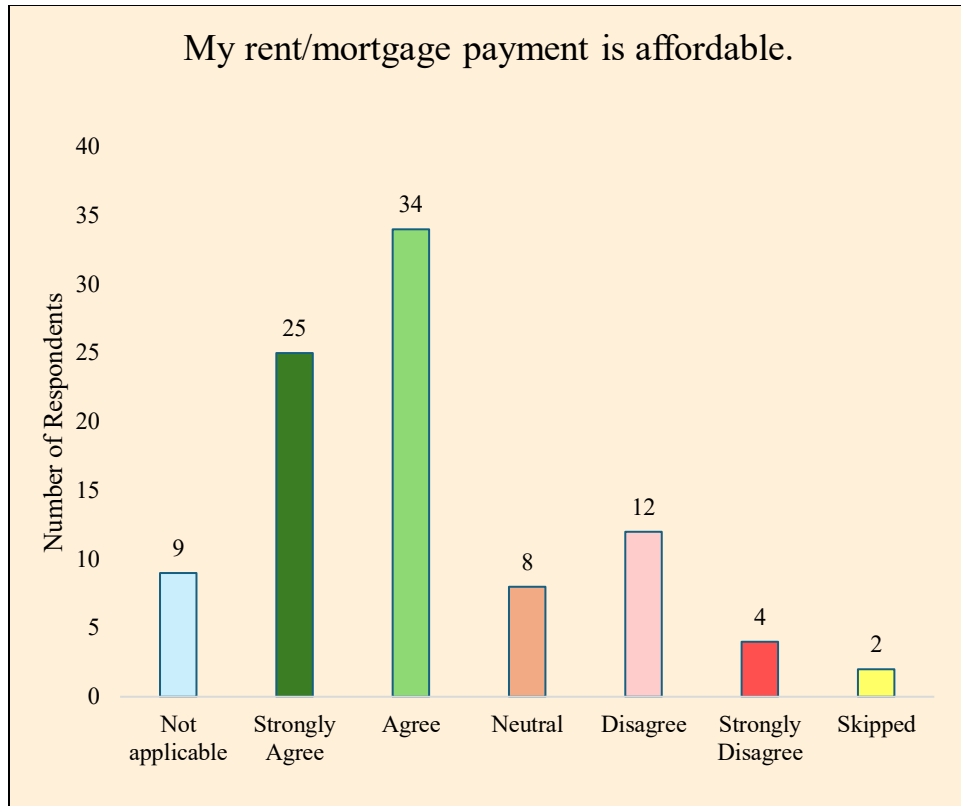
Rental housing in my community is generally not well-maintained.

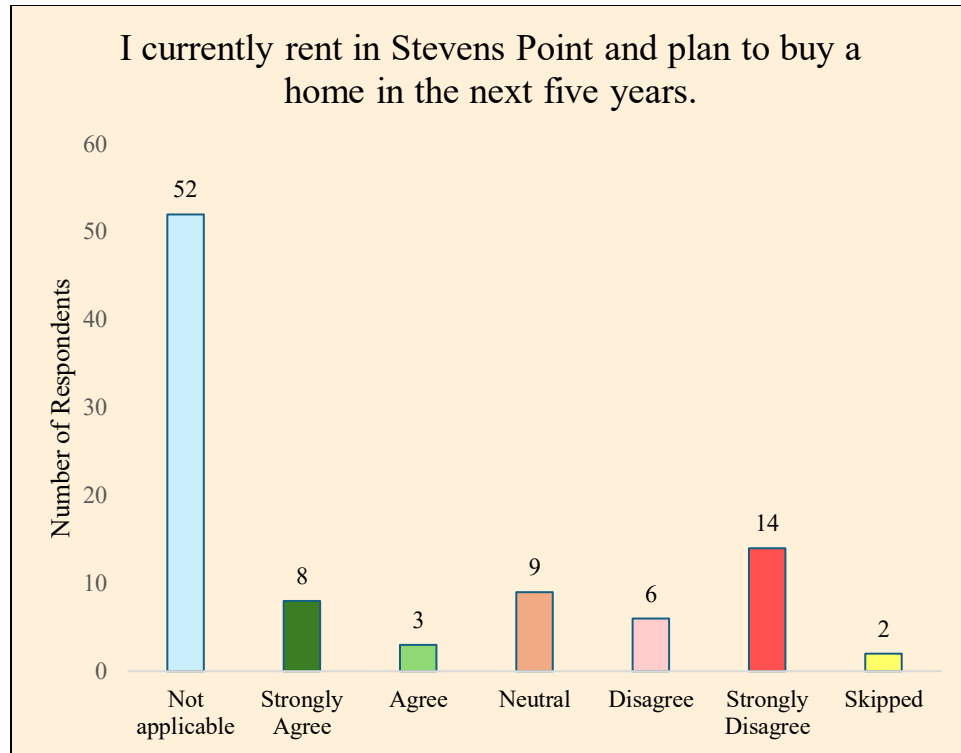




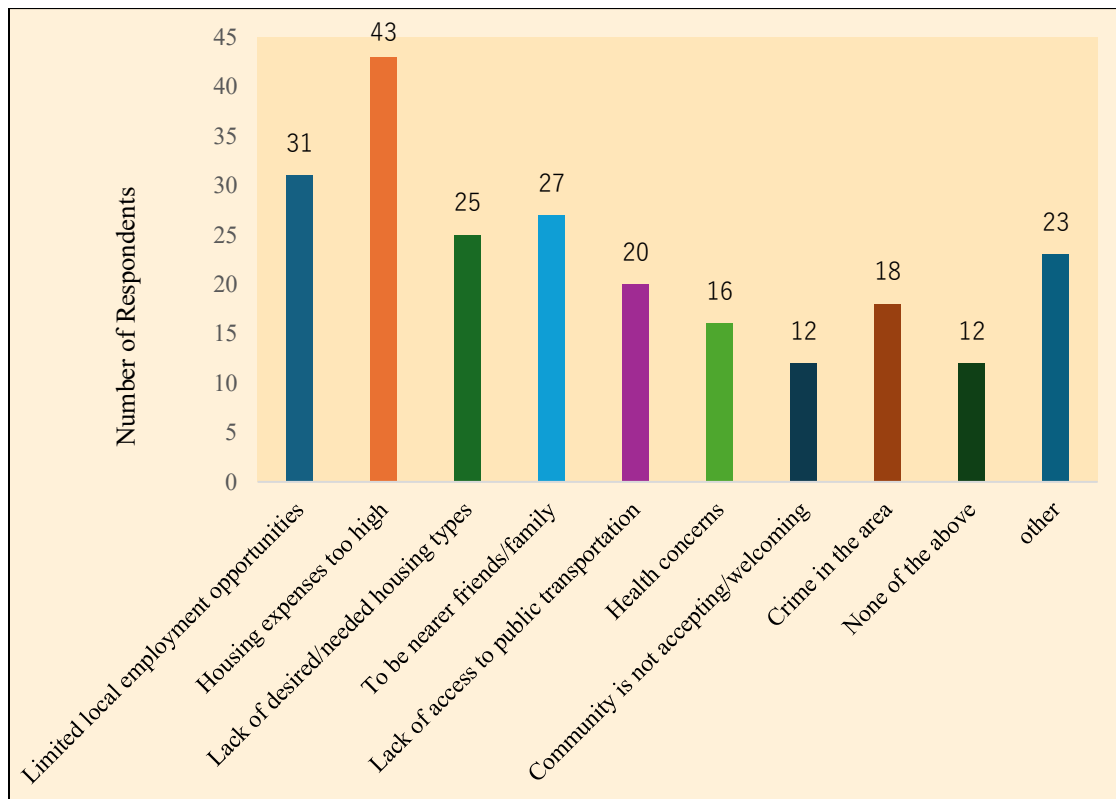
Q6: To what extent do you agree or disagree that:



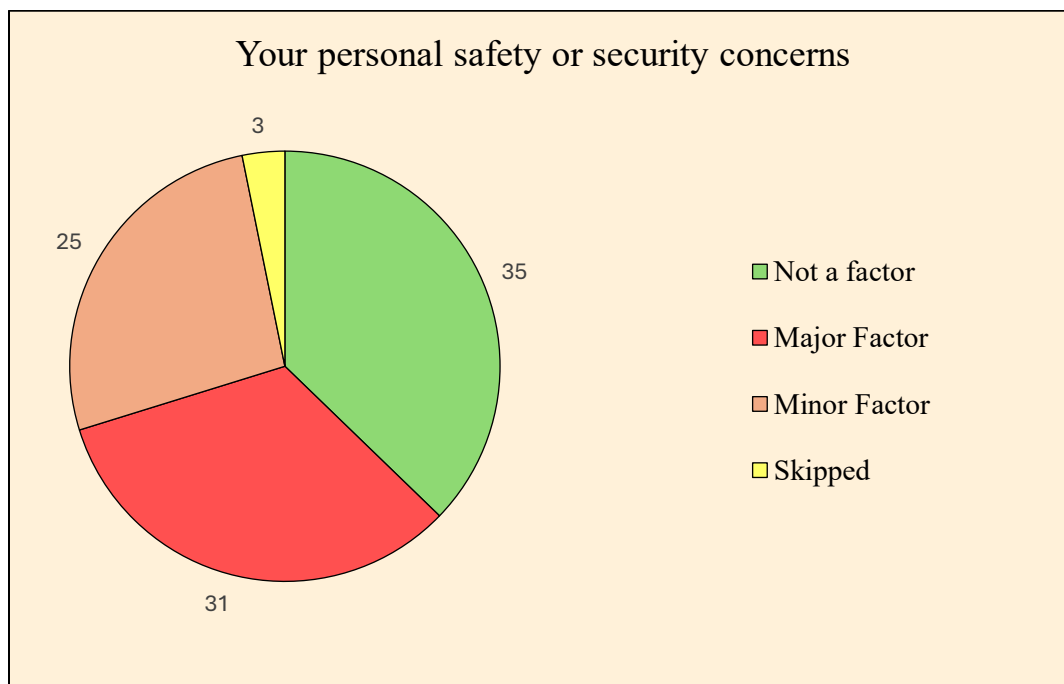
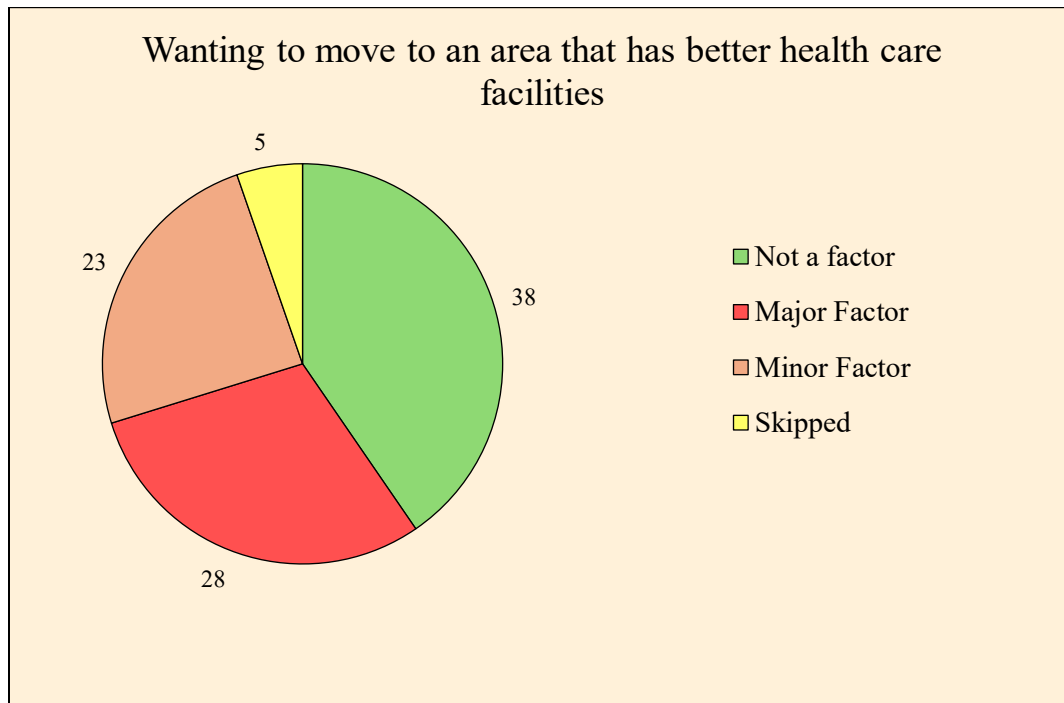




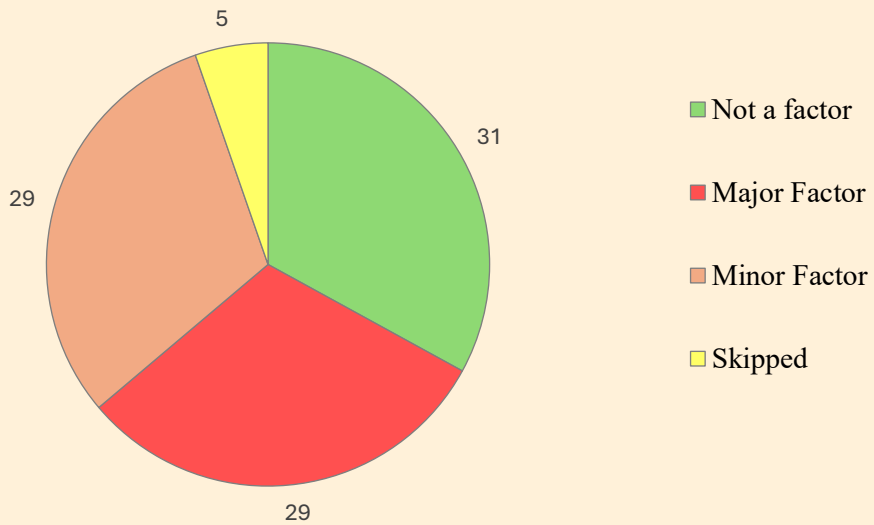
Q7: Which of the following factors might cause you to move away from Stevens Point? (Please select all that apply).



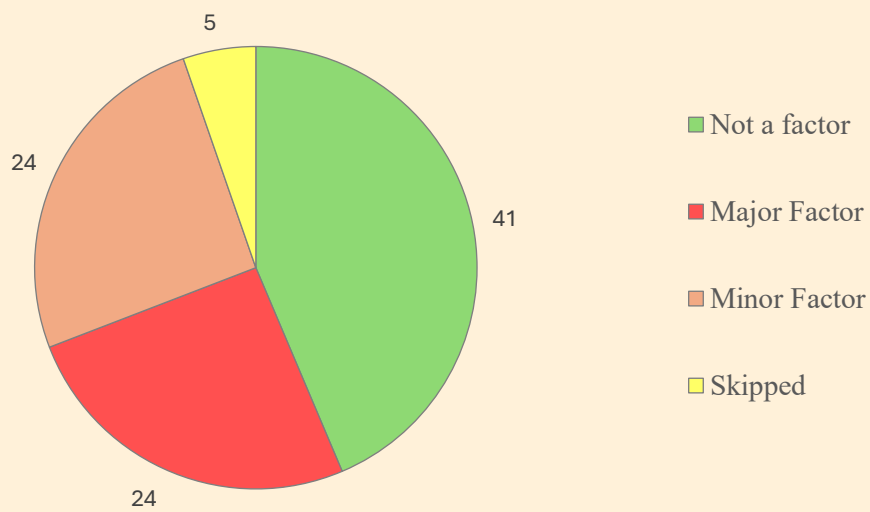
Q8: Some people find that they need or want to move out of their community as they get older. If you were to consider moving out of Stevens Point, would the following be a major factor, a minor factor, or not a factor at all in your decision to move?



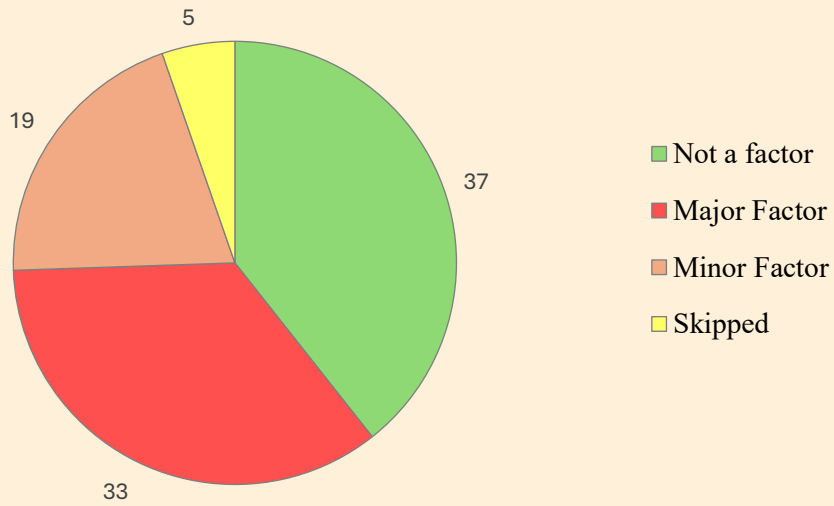
Wanting to be closer to family



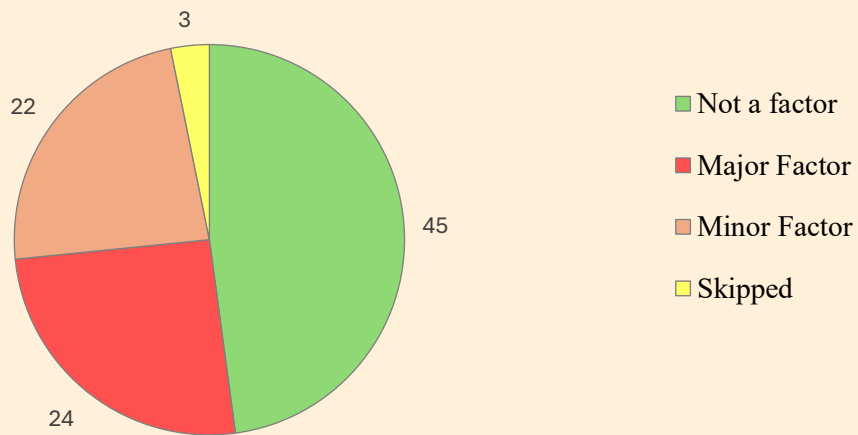
Needing more access to public transportation



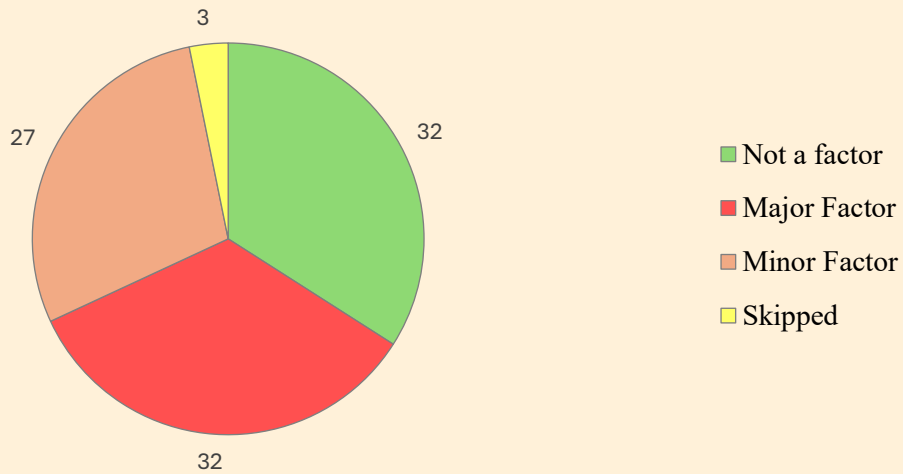
Wanting to live in a different climate



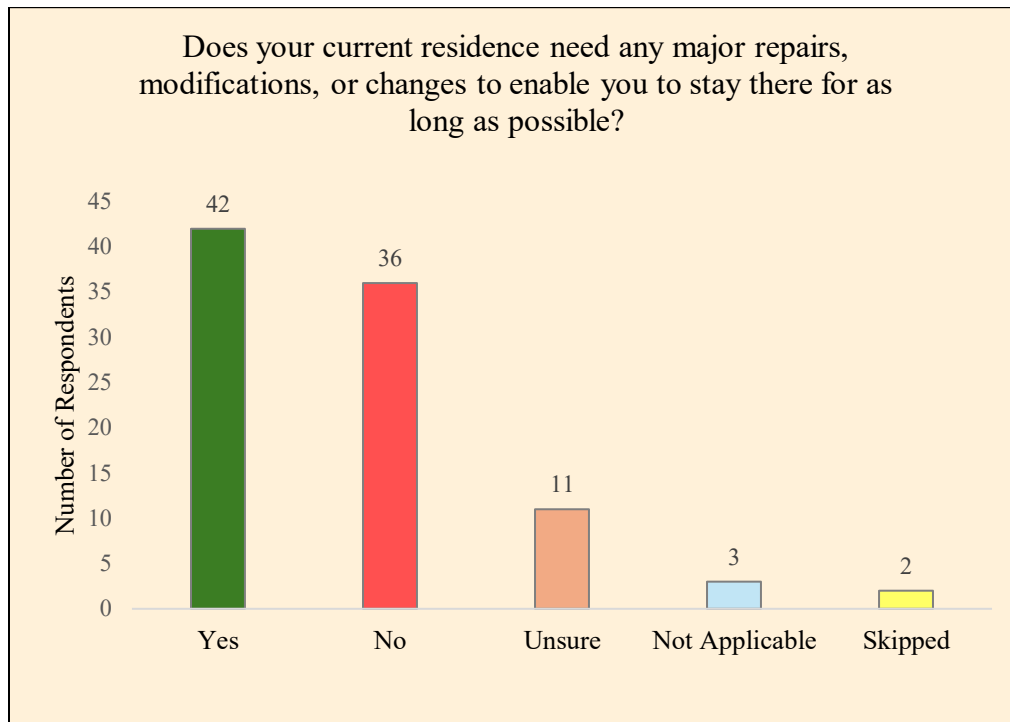
Wanting to live in an area that has a lower cost of living



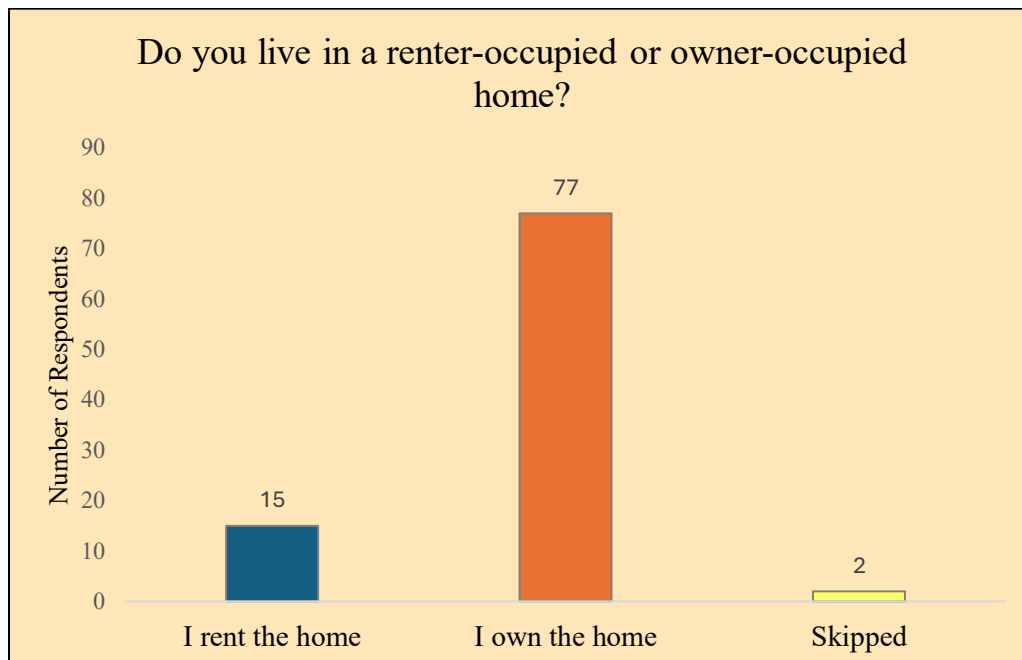
Wanting to live in an area with better opportunities for social interaction



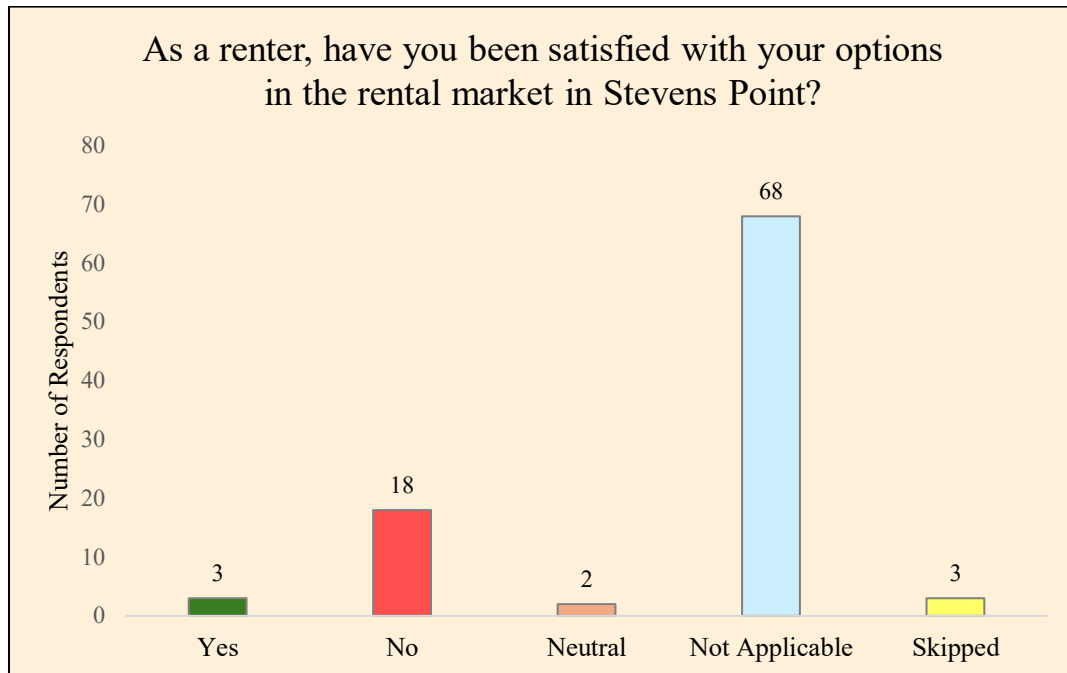
Q9: Some people find that they need to make modifications to their residence to enable them to reside in their home for as long as possible. Does your current residence need any major repairs, modifications, or changes to enable you to stay there for as long as possible?



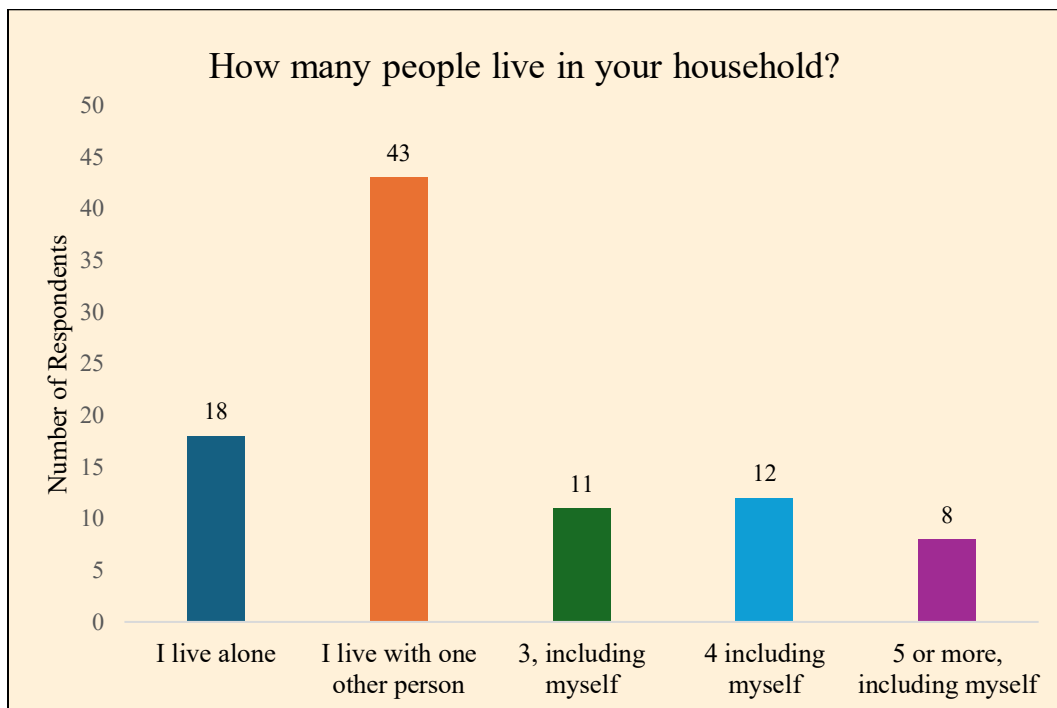
Q10: Do you live in a renter-occupied or owner-occupied home?



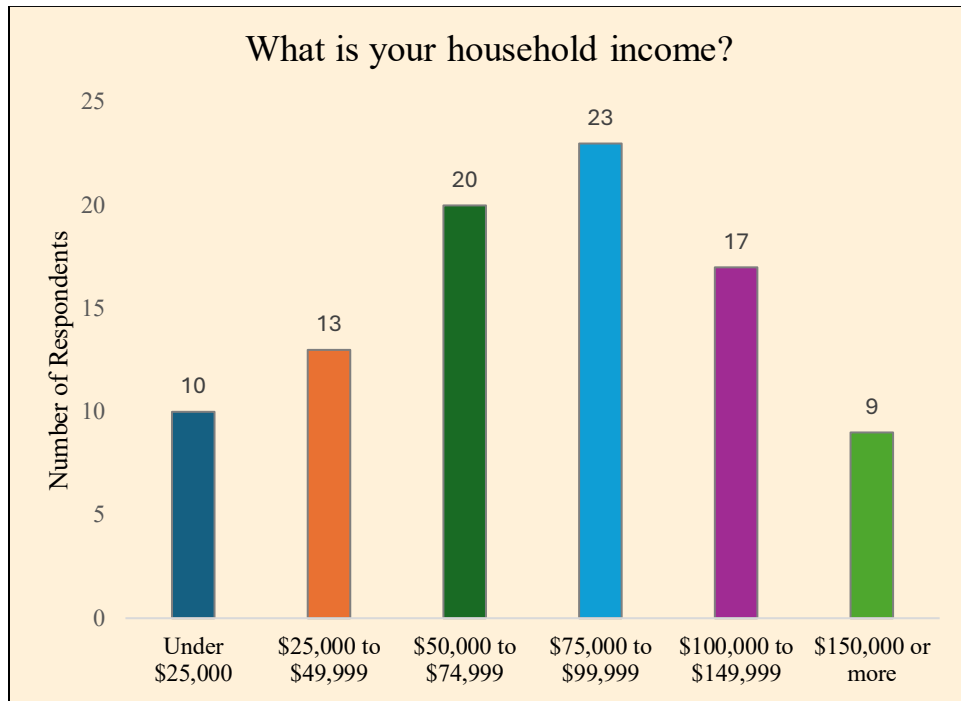
Q11: As a renter, have you been satisfied with your options in the rental market in Stevens Point?



Q12: How many people live in your household?



Q13: What is your household income?





DIRECTORS REPORT

To: City Plan Commission

From: Jarod Kivela, Director of Community Development

Date: July 30, 2025

RE: **Directors Report**

Development Updates

- **Portage County Business Park BID/Downtown BID:** The BIDs are in the process of hiring a new Executive Director. The job posting was put out mid-June and closed on Monday, June 30th. The interview process occurred throughout the month of July. Two candidates were invited to second interviews on July 24th. Both candidates hold an abundance of potential, and a selection will hopefully be made in the first week of August. Pending any potential notices to current employers, we should see this position filled by mid-August.

A special meeting was called by the current Business Park Owners Association for the Business Park to discuss possible amendments to the Deed Restrictions and Protective Covenants, as well as dissolve the Owners Association and allow the BID to manage the park. Letters were mailed requesting attendance at the meeting or a signed proxy to be returned. The meeting occurred in the beginning of July. Unfortunately, the meetings were unsuccessful as there was a shortage of 10 votes. Since that time, the PCBP BID Chair has been working diligently with legal counsel on a secondary effort to obtain the necessary votes via a signed petition. Staff is optimistic that the required number of votes will be obtained in August and the BID can proceed with the necessary amendments and dissolution.

- **Forest Creek Subdivision:** No changes since last month. 18 total lots have had an offer to purchase submitted, 12 of those lots have officially closed, 5 of those lots have approved permits with foundations already in the ground. We have had other interested parties approach the City about purchasing the lots but continue to look for new and creative ways to market the lots. One idea that staff is exploring is that of an LOI concept where a potential developer can hold a lot for a period of 6 months, design a few home options for the lot, and market those options. If during that 6 months the developer is able to find an interested buyer, they can purchase the lot from the City and move forward with the build. If they do not find a buyer, they can potentially renew or let the

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LOI expire and take no further action. In the worst-case scenario, the City is out opportunity cost and the potential developer is out design and marketing fees. This is a potential low-cost option that staff is exploring and hopes to bring forward as a potential opportunity.

Address	Lot Number	Sale Date	Purchase Price
0 FOREST CREEK RD STEVENS POINT WI 54482	15	5/6/2025	\$65,000.00
0 FOREST CREEK RD STEVENS POINT WI 54482	17	6/27/2025	\$55,000.00
0 FOREST CREEK RD STEVENS POINT WI 54482	18	7/3/2025	\$55,000.00
5581 FOREST CREEK RD STEVENS POINT WI 54482	27	4/9/2025	\$22,000.00
5573 FOREST CREEK RD STEVENS POINT WI 54482	28	4/9/2025	\$22,000.00
5572 GOLLA RD, STEVENS POINT, WI 54482	34	4/9/2025	\$45,000.00
5566 GOLLA RD, STEVENS POINT, WI 54482	35	4/9/2025	\$45,000.00
220 LEONARD ST STEVENS POINT WI 54482	37	5/23/2025	\$50,000.00
212 LEONARD ST, STEVENS POINT, WI 54482	38	4/9/2025	\$50,000.00
211 JOE ST, STEVENS POINT, WI 54482	41	4/9/2025	\$50,000.00
219 JOE ST STEVENS POINT WI 54482	42	5/23/2025	\$50,000.00
0 FOREST CREEK RD STEVENS POINT WI 54482	49	PENDING	\$25,000.00
0 FOREST CREEK RD STEVENS POINT WI 54482	50	PENDING	\$25,000.00
0 FOREST CREEK RD STEVENS POINT WI 54482	51	PENDING	\$25,000.00
0 FOREST CREEK RD STEVENS POINT WI 54482	52	PENDING	\$25,000.00
0 FOREST CREEK RD STEVENS POINT WI 54482	53	PENDING	\$25,000.00
0 FOREST CREEK RD STEVENS POINT WI 54482	54	PENDING	\$25,000.00
5469 FOREST CREEK RD STEVENS POINT WI 54482	55	4/9/2025	\$25,000.00

- **TID 14:** Staff continues to explore leads for new business for this area as well as respond to RFI's that come in through the WEDC. So far this year, there have been minimal RFI's submitted through the state. Meetings and conversations occur frequently with potential businesses and other interested parties. No official requests have been made regarding land in this area. Staff is also evaluating ways to make this area more attractive and set up for development (ie. installing a high-pressure gas line to the site and providing access to rail)
- **Shopko Site:** City Staff continues to work with a potential workforce housing developer for a portion of this site. The developer is currently navigating timeline conflicts with a grant from the DOA and a hard project start date set by WHEDA. We hope to have this ironed out by mid-August. Staff is also working through a process with the DNR that is required in order to receive state/federal government and liability exemptions on the site. This process will involve an ESA and transferring a series of properties over to the RDA. A general timeline for this process is as follows:
 - July 8 – August 18: Perform Phase I ESA – In progress
 - July 31 – Public Hearing to determine if Shopko properties qualify as blighted properties - Approved
 - August 4 – Plan Commission to review the Redevelopment Authority's offer to purchase blighted properties – In progress
 - August 18 – Common Council to review blight determination and pass resolution authorizing Redevelopment Authority to proceed with property acquisition and redevelopment

Staff has also started conversations with other potential developers who contacted the City through the recent RFP that was released for the parking lot area. Some have indicated interest in the northern portion of the site (not in the RFP), some have indicated interest in the southern portion, and some have indicated interest in the whole site. Staff continues to explore these options with the RDA as it is intended that they will have control over the property. A meeting in September or October will be scheduled (tentative) to discuss these projects.

Staff will be discussing the potential to design the new rights of way included in this project in 2026 and 2027. Depending on funding (EPA, WEDC Idle Sites Program, WEDC Brownfield Program, etc.), work could potentially start in 2026.

- **City Hall:** Somerville Architects have been working diligently on designing and planning a potential new City Hall. A tentative schedule for the process is as follows
 - ~~— July 9th — Special Common Council meeting with progress presentation and public input opportunity~~
 - ~~— July 20th — Department Head visioning session~~
 - Aug 4th – Plan Commission meeting to review public input and report on Department Head visioning session. Additional public input can be provided during the meeting.
 - August 11th – Presentation to the Finance Committee on cost estimates and timelines.
 - August 18th – Final presentation to the Common Council (decision).
- **The Oaks on Maria Drive:** Work continues! Windows are in, and siding should be going on in August.
- **Airport Development:** These sites have been listed on Locate in Wisconsin. Staff continues to market these parcels and hopes to create an RFP by this summer that can be sent out to developers and remain open for an extended period of time. Staff is exploring a potential development that would be non-aviation related, but would work well in the space. More to come once information can be made public.
- **1466 Water Street/Edgewater Manor Site:** Pelton Builders recently notified the City that they would like to rescind the LOI and withdraw their interest on the site. The contamination aspect of the site

was outside of their typical development desires and they are now working with the City on a potential new site for a multi-family project. More to come as discussions progress.

- **Comprehensive Plan:** Staff have contracted with the North Central Wisconsin Regional Planning Commission to assist with this effort. The first sections are to be reviewed in the coming weeks by staff, the RPC, and the Planning Commission.

General Department

- Interns...
 - Our interns' last days will be August 5th and August 15th. We hope they had a great experience with the City and will speak highly of the organization and community as they continue on their career path. We wish them the best of luck on their future endeavors.
 - We do plan to have a new intern starting in September from UWSP to pick up where Anna Menominee left off. This position will assist Adam primarily with zoning code-related tasks.