

**TOWN OF NEENAH**  
**Plan Commission Meeting**  
**Regular Meeting Agenda**

**DATE:** Monday, April 20, 2026  
**TIME:** 7:00 PM  
**LOCATION:** 1600 Breezewood Lane, Neenah, WI 54956

The meeting will also be offered virtually via ZOOM  
Meeting ID: 832 2934 8881                      Passcode: 966846                      Phone (312) 626-6799

1. Call Meeting to Order
2. Pledge of Allegiance
3. Public Forum
4. Approve Meeting Minutes from March 16, 2026
5. Input/Discussion/Action:
  - a. Comprehensive Plan Update Working Session:
    1. Review and Discussion of Draft Revised Goals, Strategies, and Recommendations for Chapters 1 (Issues & Opps) and 6 (Ag/Nat/Cul Resources)
    2. Review of Draft Chapter 4 – Transportation
    3. Review of Draft Chapter 6 – Agricultural, Natural, and Cultural Resources
    4. Review and Discussion of Existing Chapter 2 (Housing) & Chapter 3 (Economic Development) Goal Statements
6. New Business
7. Old Business
  - Update on Homestead Acres Development
8. Future Meetings / Agenda Items
  - a. Next scheduled Plan Commission meeting, Monday May 16, 2026.
9. Adjourn

Closed Session Contemplated: **NO**

Respectfully Submitted,  
Ellen Skerke, Administrator-Clerk-Treasurer  
April 15, 2026

Please note that, upon reasonable notice, efforts will be made to accommodate the needs of disabled individuals through appropriate aids and services. For additional information or to request this service, contact the Town Clerk at 920-725-0916

A quorum of the Town Board, Sanitary Commissions, or other committees may attend, but no official action will be taken by them.

Notice was posted on April 15, 2026 at [www.townofneenah.com](http://www.townofneenah.com) and the Town of Neenah Municipal Building, 1600 Breezewood Lane,

**TOWN OF NEENAH PUBLIC HEARING**

Monday, September 15, 2025

Held at Town of Neenah Municipal Building, 1600 Breezewood Lane and offered via Zoom

**Present for Public Hearing**

Commissioner Andrea Madsen, Mark and Lisa James, and Administrator-Clerk-Treasurer Ellen Skerke.

**Present Via Zoom:** Plan Commission Chair Jody Andres, Commissioner Chris Anderson, Commissioner Jeremy Kwiatkowski, Commissioner Brandon Nielsen , Commissioner Russell Meerdink, and Commissioner Pere Weyenberg, Carrie Sturn, Town Board Supervisor James Weiss, Karen Tippens, Kathy Jaeger, Mike Cowen, Mike Tippens, Mark Broker, Ben Hamblin McMahon Engineering, and one guest.

J Andres called the Public Hearing to order at 7:00 pm.

**Public Hearing for Variance Request**

**INFORMATION ON VARIANCE REQUEST**

<b>Applicant:</b>	SUNSET TERRACE HOA
<b>Agent:</b>	BEN HAMBLIN MCMAHON ENGINEERS
<b>Location of Premises Affected:</b>	<b>718 MILKWEED CT, NEENAH</b>
<b>Tax Parcel No:</b>	010-1976-02
<b>Legal Description:</b>	Being Outlot 2 CSM-7261 located in part of Outlot 1 Sunset Terrace in SE ¼ of the SE ¼ of Section 30, Township 20 North, Range 17 East, Town of Neenah, Winnebago County, Wisconsin
<b>Explanation:</b>	Applicant is requesting a variance for a sub standard road right of way setback.

The following comments were made in the Public Hearing:

- None

Having no one else interested in speaking, Chair Jody Andres closed the Public Hearing at 7:05 p.m.

Respectfully submitted,  
Ellen Skerke  
Administrator-Clerk-Treasurer

**TOWN OF NEENAH PLAN COMMISSION MEETING**

Monday, March 16, 2026

Held at Town of Neenah Municipal Building, 1600 Breezewood Lane and offered via Zoom.

**Present for Plan Commission:** Commissioner Andrea Madsen,**Present Via Zoom:** Plan Commission Chair Jody Andres, Commissioner Chris Anderson, Commissioner Jeremy Kwiatkowski, Commissioner Brandon Nielsen, Commissioner Russell Meerdink, and Commissioner Pere Weyenberg,**Also Present:** Mark and Lisa James, and Administrator-Clerk-Treasurer Ellen Skerke.**Also Present Via Zoom:** Carrie Sturn, Town Board Supervisor James Weiss, Karen Tippens, Kathy Jaeger, Mike Cowen, Mike Tippens, Mark Broker, Ben Hamblin McMahon Engineering, and one guest.J. Andres called the meeting to order at 7:05 p.m. (following the Public Hearing)  
Pledge of Allegiance was recited.**Public Forum**

None

**Approve February 16, 2026 Plan Commission Meeting Minutes****Motion:** P. Weyenberg / J. Kwiatkowski to approve.

Motion carried by voice vote.

**Input/Discussion/Action***Resolution 2026-11 – Variance Request*

<i>Applicant:</i>	<i>Sunset Terrace HOA</i>
<i>Agent</i>	<i>Ben Hamblin – McMahon Engineers</i>
<i>Location of Premises Affected:</i>	<i>718 Milkweed Court</i>
<i>Tax Parcel No:</i>	<i>010-1976-02</i>
<i>Legal Description:</i>	<i>Being Outlot 2 CSM-7261 located in part of Outlot 1 Sunset Terrace in the SE1/4 of the SE1/4 of Section 30, Township 20 North, Range 17 East, Town of Neenah, Winnebago County, Wisconsin</i>
<i>Current Zoning:</i>	<i>R-2 Suburban Low Density Residential</i>
<i>Description of proposed use:</i>	<i>Applicant is requesting a variance for a sub standard road right of way setback</i>

- B. Hamblin McMahon Engineering reviewed the application.
  - Sanitary District 32 is proposing to install a small generator enclosure next to Lift Station #8, which is adjacent to the large regional stormwater pond that serves Sunset Terrace.
  - When Lift Station 38 was installed, it was intended to serve the Sunset Terrace area, which has since grown to over 170 houses served by that lift station. the district would like to add a gas-powered generator enclosed in a building, similar to what they recently completed at Lift Station #3 on SouthPark Avenue.
  - Building will be split mason block, approximately 20'x10', they want to make it look nice, to enclose the generator, and existing control panel.
  - District is requesting a variance for the accessory building for the utility.

- B. Hamblin noted that after this Plan Commission meeting, the Town Board will take action, followed by Winnebago County Public Hearing and action by their Plan Commission.
- B. Nielsen stated that he sees this as an essential service and will approve.
- J. Kwiatkowski appreciates that the District wants it to look nice.
- Mike Cowen stated he is the neighbor immediately to the west of the proposed building. He appreciates that the generator will be sheltered. B. Hamblin requested that Mike Cowen reach out to the Town office to discuss the aesthetics of the building.

**Motion:** P. Weyenberg / B. Nielsen to recommend approval of Resolution 2026-11  
Motion carried by voice vote.

*Discussion and possible action regarding partial discontinuation of Stanford Drive.*

- E. Skerke explained the request to vacate the portion of Stanford Drive between Radcliff Road and the southern end along Parcel 0101542
- Parcel 010-1542 referred to as "Bye" property was recently purchased by James, Harvey and Tippens families. They intend to combine the property they just purchased "Bye" property, with their existing home parcels on Terra Cotta Drive. There will no longer be a need for this portion of Stanford Drive to access the "Bye" property.
- E. Skerke further explained there are several steps involved:
  - Vacate portion of Stanford Drive
  - Certified survey Map
  - Zoning Map Amendment
  - Termination of an Easement on an adjacent property
  - The action to vacate a portion of Stanford Dr is the town of Neenah's responsibility to manage. The Certified Survey Map and Zoning Map Amendment are the property owners' responsibilities to submit to the County for approval and will filter through the Plan Commission and town Board or action. Termination of the Easement is between the properties named on the easement and recording at Register of Deeds.
  - These 4 items have different processes, timelines and responsibilities; however, they all need to work together simultaneously
  - Town will hire McMahan to manage the Vacate portion. We need a legal description to accompany the Resolution.
  - The process to vacate a road requires a Resolution, Public Hearing, a required 40 day waiting period and then final action by the Board to vacate the road, it will take a few months to complete.
- B. Hamblin summarized and noted that the 4 items work simultaneously, and that a=one action is contingent upon another action happening, for example, the Board can approve the CSM contingent upon the Stanford Road being vacated. He suggested the property owners speak with a Real Estate attorney to make sure everything is managed correctly. They would not want to terminate the Easement until the road is vacated and the CSM is approved. What if one of them did not go through, you would not want to lose the easement.
- E. Skerke noted the Plan Commission to determine if it is appropriate to vacate, and if so what portion of Stanford Drive to vacate between Radcliff Road and the southern edge by the "Bye" property.

**Motion:** P. Weyenberg / B. Nielsen to recommend vacating Stanford Drive from Radcliff Road to the southernmost point.

- Additional discussion regarding whether the road should be vacated regardless of the CSM happening. General consensus is that it should be vacated regardless, it would leave the "Bye" property with an ingress egress easement on the Deveraux property.

Motion carried by voice vote.

**New Business**

- None

**Old Business**

- E. Skerke provided a brief update on Homestead Acres. The CSM between Homestead Acres LLC and We Energies is final, pending signatures.

Next regularly scheduled Plan Commission Meeting, Monday April 20, 2026 at 7:00 p.m.

**Adjourn:**

**Motion:** P. Weyenberg / C. Anderson to adjourn. Motion carried. Adjourned at 7:38 pm

Respectfully submitted,

Ellen Skerke  
Administrator-Clerk-Treasurer

Draft Pending Approval

## MEMORANDUM

**DATE:** April 15, 2026

**TO:** Town of Neenah Plan Commission

**C:** Ellen Skerke, Administrator-Clerk-Treasurer  
Cyndi Pleshak, Deputy Clerk-Treasurer  
Bob Schmeichel, Chairman

**FROM:** Eric Fowle, AICP – Senior Planner

**RE: COMPREHENSIVE PLAN UPDATE – APRIL 20<sup>TH</sup> PLAN COMMISSION MEETING MATERIALS**

In preparation for our scheduled April 20, 2026 Plan Commission meeting, I have attached the following Comprehensive Plan Update materials for your review:

1. Draft Revised Goals, Strategies, and Recommendations for Chapter 1 (Issues & Opportunities) and Chapter 6 (Ag/Natural/Cultural Resources)
2. Draft Chapter 4 – Transportation
3. Draft Chapter 6 – Agricultural, Natural, and Cultural Resources
4. Existing Chapter 2 Housing & Chapter 3 Economic Development Goals for Review

Please give these documents a cursory review prior to the meeting. We'll focus on the Trends & Key Findings sections near the end of each draft chapter. Plus we'll review and discuss both the revised goal statements for Chapters 1 and 2, as well as dig in to some discussion on the existing goal statements for Chapters 2 and 3.

If you have any questions regarding these materials prior to the meeting, please reach out to me at [eric.fowle@cedarcorp.com](mailto:eric.fowle@cedarcorp.com) or via phone at (920) 785-7307

## **FUTURE VISION**

*"Urban Living in a Rural Setting"*

## **ISSUES & OPPORTUNITIES ELEMENT**

**Goal 1: The Town of Neenah will actively address current and future land use issues and opportunities in a responsive manner which reinforces the town's identity and improves the quality of life for its residents, landowners, businesses, and visitors**

**Strategy 1.1:** Manage future growth to retain the "suburban country" residential character in a majority of the town.

**Strategy 1.2:** Provide strategic locations for increased development density (Mixed Use Areas) which allows for the provision of a more full range of urban services.

**Strategy 1.3:** Proactively protect and manage key natural resource areas and features in the town and integrate them with recreation and stormwater management facilities as appropriate.

**Strategy 1.4:** Link key areas within the town, and to neighboring communities, with a well-planned system of roads and on/off road pedestrian and bicycle facilities.

**Strategy 1.5:** Provide efficient and cost-effective town-level services and infrastructure systems based on existing and planned levels of development.

**Goal 2: The Town of Neenah will strive to inform its residents on short and long-term planning issues, development proposals, infrastructure projects, and town services.**

**Strategy 2.1: Provide multiple methods to communicate and facilitate the timely exchange of information with residents and landowners.**

**Recommendation 2.1.1:** The town will make use of the following regular communication methods to share information on projects and issues: website, quarterly newsletter, subscribed e-mail list, social media page(s), local media outlets and direct mailings as appropriate.

**Recommendation 2.1.2:** The town will utilize the following methods to receive input from residents and landowners: direct phone call or email to Town Clerk, website 'contact' form, board and committee meetings.

**Recommendation 2.1.3:** Create an adapted version of the Town/City of Neenah Growth Area Agreement in a manner which is simple and effective to inform residents and landowners of likely future scenarios related to growth, development, and annexation.

**Recommendation 2.1.4:** The town will create an on-line web mapping portal which provides current information on planning and zoning matters.

**Goal 3: Routinely review and re-visit the Comprehensive Plan to identify implementation progress, monitor socio-economic changes and impacts, and adapt its vision, goals, and strategies as needed.**

**Strategy 3.1:** Dedicate time to conduct routine plan review activities using standardized templates where possible.

**Recommendation 3.1.1:** The Plan Commission will annually review the Comprehensive Plan as a policy document and to assess progress towards its goals. A report on key findings and priorities should be provided to the Town Board.

**Recommendation 3.1.2:** The Plan Commission will update the Comprehensive Plan's demographics after the release of the 2030 Decennial Census data and conduct a full 10-year update of the Plan beginning no later than 2036.

## FUTURE VISION

*"Urban Living in a Rural Setting"*

## AGRICULTURAL, NATURAL, AND CULTURAL RESOURCES ELEMENT

**Goal 6: Continue to maintain the Town's rural character through the preservation of agriculture and critical environmental and cultural areas.**

**Strategy 6.1:** Support the continuation of agricultural activities within key areas of the town which are not projected to develop during the 20-year planning period.

**Recommendation 6.1.1:** Limit the amount of new rural residential development within key agricultural areas of the town.

**Recommendation 6.1.2:** Require new parcels and homes in agricultural areas to minimize the consumption of agricultural lands and to prevent future land use conflicts.

**Recommendation 6.1.3:** Require all new residential lots in a Certified Survey Map or subdivision which abut active farmland to have language placed on the face of the CSM or plat that warns potential buyers of the implications of living next to farming operations.

**Strategy 6.2:** Conserve, protect, and enhance the natural resources, environmentally sensitive areas, and wildlife habitat within the town.

**Recommendation 6.2.1:** Proactively work to protect and enhance the Neenah Slough corridor and integrate it into the town's recreation system as appropriate.

**Recommendation 6.2.2:** Encourage the protection of existing woodlands as properties are planned for development.

**Recommendation 6.2.3:** Cooperatively work with the Fox-Wolf Watershed Alliance, Winnebago County, and the WDNR to ensure that watersheds, shoreline areas, and wetlands are protected through the enforcement of the Private Sewage System (Ch 16), Non-Metallic Mining Reclamation (Ch 20), Shoreland Zoning (Ch 26), Floodplain (Ch 27), Construction Site Erosion Control (Ch 23), and Stormwater Management Ordinances (Ch 23).

**Strategy 6.3:** Conserve and protect groundwater supplies within the town.

**Recommendation 6.3.1:** Encourage the use of joint and/or community wells for larger developments within the town.

**Recommendation 6.3.2:** Encourage the extension of municipal water from the City of Neenah for identified Mixed-Use development areas

**Strategy 6.4:** Support the efforts of the Town of Neenah Stormwater Utility District in planning for and managing stormwater runoff to protect the surface water quality of Lake Winnebago and the Lower Fox River.

**Recommendation 6.4.1:** Meet regularly and coordinate with the Stormwater Utility District on land use planning and development decisions as they relate to regional stormwater management needs.

**Recommendation 6.4.2:** Encourage the use and integration of Green Infrastructure concepts for new development which better manage stormwater on-site.

**Strategy 6.5:** Preserve the ability to access marketable non-metallic mining sites.

**Recommendation 6.5.1:** The town should meet regularly with Michels to receive updates on the status of mining operations, land consumption, and reclamation for all permitted sites.

**Recommendation 6.5.2:** The town should work with the East Central WI RPC and Winnebago County to ensure NR-135 Non-Metallic Mining Reclamation (Ch 20) requirements are implemented and monitored.

**Strategy 6.6:** Preserve and protect identified archeologic, historic, and cultural sites in the town.

**Recommendation 6.6.1:** Assess potential impacts of new development on existing archeologic, historic, and cultural sites during the development process (i.e. re-zonings and land divisions).

**Strategy 6.7:** Encourage major new developments to have a cohesive, aesthetically pleasing, designs using high quality materials.

**Recommendation 6.7.1:** Consider the creation and adoption of design guidelines for multi-family, mixed-use, and commercial developments.

## 4 Transportation

### 4.1 Introduction

A transportation system can be defined as any means used to move people and/or products. The land use patterns of Town of Neenah, its municipalities, and the region are tied together by the transportation system, which includes roads, multi-use trails, railroads, airports, and any other method of travel used to move people and products. Residents, businesses, agricultural producers, and manufacturers all rely on a dependable transportation system to function and provide linkages to other markets. Town of Neenah’s transportation network plays a major role in the efficiency, safety, and overall desirability of the area as a place to live and work.

Roads and highways account for the majority of a transportation system and are probably the most common paths, however, are not the only component. Therefore rail lines, waterways, airways, and trails are all additional opportunities that contribute to the entire transportation system. Taken together, these individual transportation options create a community’s transportation system.

### 4.2 Existing Road System

According to the Wisconsin Department of Transportation (WisDOT), there is a total of 42.1 miles of roads and highways in Town of Neenah. Jurisdictionally, this includes 3.2 miles of federal interstate, zero miles of state highway, 8.8 miles of county highway, and 30.1 miles of local roads (See Map 4-1 at the end of this Chapter). The extensive system of local roads provides for circulation between and within communities for local residents and provides the link to other transportation routes.

One major four lane U.S. Highway, Interstate 41, runs in a north-south direction, bisecting the Town of Neenah, but connecting it to major cities such as to Milwaukee, Fond du Lac, Green Bay, and beyond. No State highways exist within the Town of Neenah; however, WIS 76, a major north/south highway is only one mile west, in the Town of Clayton.

The Town of Neenah has a good system of County highways to help facilitate regional traffic movements, as well as make connections to state highways, I-41, and nearby communities. County Trunk Highways A, CB, G, II, and JJ, and O are all viewed as major connecting highways which help to move people, goods, and services across and through the town and this portion of the county.

#### A Complete Transportation System Includes:

- ◆ Roads, Streets, & Highways
- ◆ Transit Services
- ◆ Passenger and Freight Rail Services
- ◆ Passenger and Freight Air Travel
- ◆ Sidewalks and Pedestrian Accommodations
- ◆ Bicycles Lanes, Paths, Recreational Trails
- ◆ Harbors and Ports

### 4.3 Functional Classification of Roads

While the road system is composed of four levels of government jurisdiction, each roadway within the town can also be classified by function. The function that the road serves in relation to existing traffic patterns, the adjacent land use, land access needs, and the average daily traffic volumes determines its functional classification. There are both urban and rural classification systems, both of which are detailed below. In general however, functional classification is a tool for measuring and managing the balance between level of mobility and land access as shown in Figures 4-1 and 4-2. For a picture of the functional classification of highways in Town of Neenah refer to Map 4-1 at the end of this chapter.

#### Rural Functional Classifications

Rural functional classifications are used for all roads outside of urban areas. The majority of Town of Neenah’s transportation system would be classified under the rural functional system.

- Principal Arterials serve interstate and inter-regional trips. These routes generally serve all urban areas greater than 5,000 population. The only Principal Arterial in Town of Neenah is that portion of the Interstate 41 corridor which comprises 3.3 miles of roadway.
- Minor Arterials, in conjunction with the principal arterials, they serve cities, large communities, and other major traffic generators providing intra-regional and inter-area traffic movements. Minor arterials include Breezewood Lane, CTH JJ, CTH CB, CTH O, CTH II and portions of CTH A and CTH G, which comprise about 8.8 miles of roadway.
- Major Collectors provide service to moderate sized communities and other intra-area traffic generators, and link them to nearby larger population centers or higher function routes. Major collectors include CTH A, South Park Ave., Maple Ln., and Bayview Rd as well as Oak Ridge Rd, Larsen Rd., and Tullar Rd. These segments comprise about 6.6 miles of roadway.

Figure 4-1: Functional Classification – Mobility vs. Access

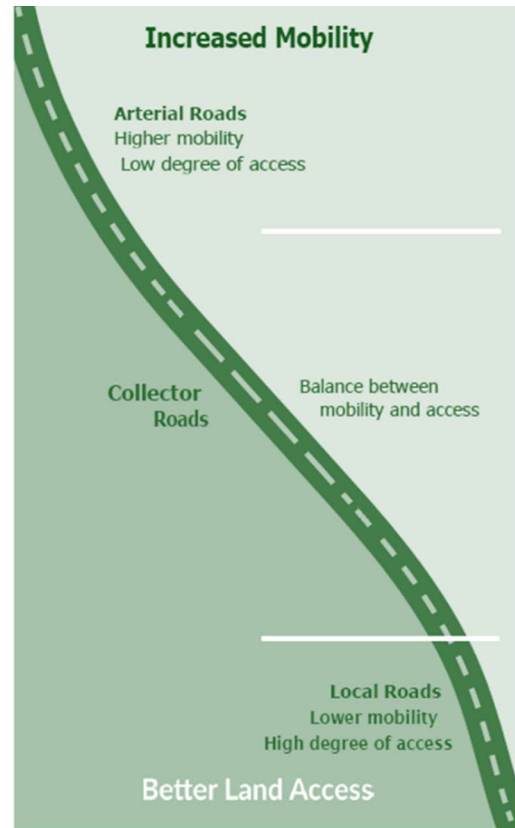
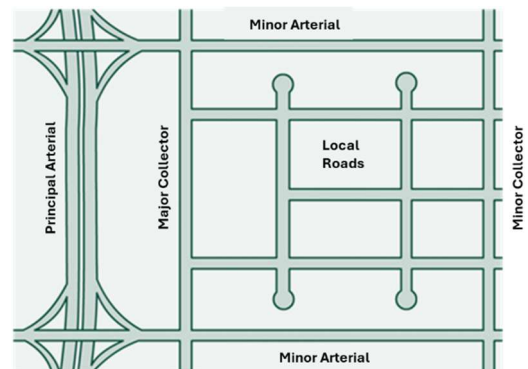


Figure 4-2: Functional Classification Road Hierarchy



- Minor Collectors collect traffic from local roads, and provide links to all remaining smaller communities, locally important traffic generators, and higher function roads. All developed areas should be within a reasonable distance of a collector road. No Minor Collectors exist within the Town of Neenah’s transportation system.
- Local Roads provide access to adjacent land and provide for travel over relatively short distances. All roads not classified as arterials or collectors are local function roads. These roads comprise the roughly 23.4 remaining miles of the system.

#### 4.4 Traffic Counts

WisDOT takes periodic counts of traffic along different segments of federal, state and county highways, as well as some local roads. This information is reviewed for changes in traffic levels and is often used to support safety and improvement analyses. The counts represent Annual Average Daily Traffic (AADT) for selected roadways and time periods and are shown on Map 4-2 at the end of this chapter. AADT counts are calculated by multiplying raw hourly traffic counts by seasonal, day-of-week, and axle adjustment factors. The daily hourly values are then averaged by hour of the day and the values are summed to create the AADT count.

Over the last five to ten years, the overall traffic levels have varied in terms of increases or decreases, and only in some portions of town of Neenah. Map 4-1 illustrates WisDOT traffic counter points and AADT data for the various years which are available. Not all traffic counter points have counts for multiple years, but those that do can be assessed for changes. General traffic trends can be described as follows:

- The greatest amounts of traffic exist along Interstate 41, a Principal Arterial. I-41 is a major north south interstate corridor and the amounts of traffic are reflective of its importance in moving people and products across Wisconsin.
- County Roads A, CB, and II (Minor Arterials) have the next highest volumes of traffic ranging between 5,300 and 5,700 AADT. Interestingly enough, all three of these highway segments have seen decreases in traffic volume since their prior counts - a decrease of 500 vehicles on County Road A, a decrease of 1,300 vehicles on County Road II, and a decrease of 1,100 vehicles on County Road CB.
- Several road segments have had increases in AADT’s and are primarily Major Collectors – South Park Ave (+200), Oakridge Road (+300).
- Other Minor Arterials and Major Collectors usually fall within a range of 1,700 AADT to 5,700 AADT, well within the overall capacities of these roadways.

One possible explanation for some of the traffic decreases could be related to the fact that the 2024 ACS 5-Year Census data showed that 28.8% of workers within the town worked from home. This could contribute to an overall reduction in vehicle trips. Also of interest is that 3.5% of workers within the town walked to work or used other means than a personal vehicle.

### 4.5 Local Road Conditions & Pavement Ratings

Pavement ratings can be used for planning maintenance and budgets for local roadways. In 2001, a state statute was passed that requires municipalities and counties to assess the physical pavement condition of their local roads. A common method of doing this is referred to as Pavement Surface Evaluation and Rating or PASER (Figure 4-3). PASER rates roadways from Failed (needs total reconstruction) to Excellent (no visible stress). PASER allows for better allocation of resources, a better understanding of pavement conditions, and allows for long term planning.

Figure 4-3: PASER Rating Scale

PASER Rating		
10, 9, 8	7, 6, 5	4, 3, 2, 1
New to Very Good	Good to Fair	Poor to Failed
Little to No Maintenance	Capital Preventative Maintenance	Heavy Rehabilitation or Reconstruction

Source: WisDOT

The Town of Neenah assesses its local streets and roads on an every-other year basis using the PASER system. Based on the information collected in 2024 a snapshot of pavement conditions can be provided. The inventory shows that out of 26.99 total miles of local streets, approximately 26.64 miles (99%) are considered to be in good to fair condition (rating of 5 to 10), only requiring regular maintenance to extend their lives.

On the other hand, approximately only about 0.35 miles (1%) of road segment are considered to be in poor condition (rating of 3 or 4) and will need rehabilitation or re-construction at some point in the future. No road segments are classified as failed (rating of 1 or 2). This information can be utilized to prepare a Capital Improvement Plan (CIP) which can help manage road repair needs into the future. The Town of Neenah does not currently have such a plan in place at this time. See the CIP section later in this chapter for more information.

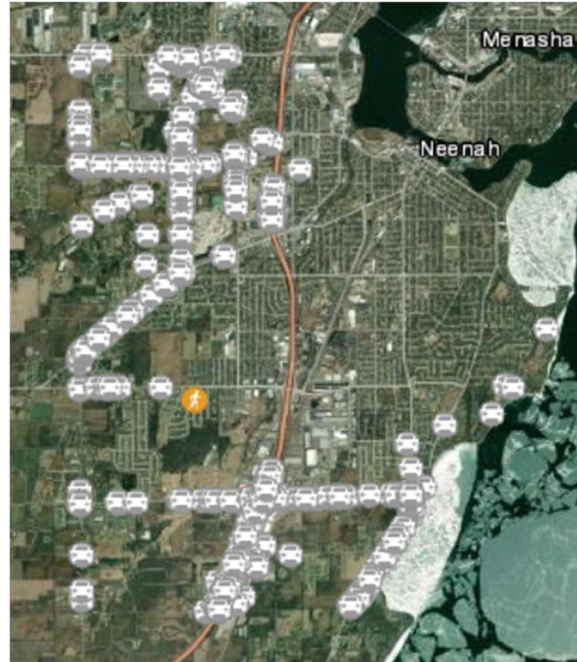
## 4.6 Highway Safety

### Traffic Crashes

Traffic safety is a top concern for the Town of Neenah. Major improvements have been made over the years to the local, county, and state highway system to increase safety for the traveling public. While many serious crashes are the fault of the driver(s) and not due to the design of the roadway, there are still opportunities to increase the safety of certain highway segments and intersections. To further analyze the town’s road system, the frequency of motor vehicle accidents is studied to identify problem areas. The frequency of motor vehicle accidents tend to correlate directly with traffic volumes.

According to WisDOT’s 2021-2025 traffic crash data, there were 409 total crashes reported within the Town of Neenah, of which only one involved a pedestrian. Of the 408 vehicle crashes only one resulted in a fatality and 63 had known injuries (See Figure 4-3). A general observation is that most accidents tend to occur along the I-41 corridor, with other hotspots being along Minor Arterials such as County Roads A, CB, G, II, JJ and Breezewood Lane, as well as along Major Collectors such as Oakridge and Larsen Road. Local streets had very few accidents, likely due to their reduced speeds.

Figure 4-3: Vehicle Crash Data, 2021-2026



Source: WisDOT, 2026.

## 4.7 Additional Modes of Transport

### Trucking

Truck traffic is not limited to just the Town of Neenah and is present in sizeable numbers along I-41, CTH A, CTH G, CTH O, CTH CB, CTH II, CTH JJ, and Winneconne Avenue. There are two trucking facilities located in the Town of Neenah – N&M Transfer Co., Inc. located at 630 Muttart Road and RGL Logistics, Inc. located at 1725 Dixie Road.

The Town has not adopted any ordinances relating to truck traffic or truck routes, but generally such traffic is limited to major roads except for providing supply deliveries, construction activities, and repair of electric and utilities. Interstate 41 is the only WisDOT designated “Long Truck Route” within the town.

Section 4.01 of the town's Traffic Code (Chapter 4) also designates all local streets, roads, and highways within the limits of the Town of Neenah as Class "B" Highways pursuant to Chapter 349.15, Wis. Stats. As such, the Town Board may impose weight limits for any Town streets, roads, or highways at its discretion. Additionally, under very special circumstances, the Town may issue a permit for temporary hauling with the use of overweight vehicles.

### Air Service

A variety of passenger and freight air service options exist nearby to the Town of Neenah:

- The Appleton International airport (ATW) is located in the Village of Greenville, approximately four miles north of the Town of Neenah. Encompassing nearly 1,500 acres of land at the intersections of WIS 76, WIS 96 and CTH CB. In addition to the commercial passenger service, airfreight, chartered flight service, car rentals and aviation technological services are also provided at the airport. Direct flights are offered to over a dozen destinations and connecting cities including: New York, Minneapolis, Detroit, Chicago, Nashville, Atlanta, Orlando, Tampa, Dallas, Denver, Phoenix, Las Vegas, Los Angeles, and Portland. ATW will continue to implement facility improvements following the recommendations of its Long-Range Development Plan.
- Town residents also have good access to the Austin Straubel International Airport (GRB) in the Green Bay metropolitan area (approx. 35 miles away). Austin Straubel is a county-owned public-use airport which serves Northeastern Wisconsin. It is the fourth busiest of eight commercial service airports in Wisconsin in terms of passengers served and is designated as a non-hub primary commercial service facility. It has two runways and is used for commercial air travel and general aviation and provides passenger service between popular hubs such as Atlanta, Chicago, Detroit, and Minneapolis as well as other locations.
- Wittman Regional Airport in Oshkosh lies approximately 13 miles south of the Town of Neenah and is classified as a Large General Aviation (GA) airport providing mainly cargo service. Wittman Regional Airport does not provide commercial passenger air service. It is, however, a vital tourism / economic development entity for the City of Oshkosh and Winnebago County with the yearly Experimental Aircraft Association (EAA) weeklong fly-in event each summer.
- Brennand Airport is located nearby in the Town of Clayton at 3282 Breezewood Lane and is a privately-owned, public use airport. Open year round, approximately 50 aircraft are based at the airport which has been used for recreational aviation since 1967. There are no fees. Self-serve fuel is available 24/7 via credit card, but there is no Fixed Base Operation (FBO), and the airport is not attended on a regular schedule.

### Freight & Passenger Rail Service

Freight rail facilities are limited to the Canadian National (CN) mainline tracks which parallel Interstate 41. This mainline route is critical for the flow of goods from the north and west to the Milwaukee and Chicago areas and is utilized frequently. No at-grade crossings of this line exist within the Town of Neenah.

Passenger rail services are not directly available to Town of Neenah residents. Although it is anticipated that passenger rail service will be provided between Green Bay and Chicago as some point in the future as the routes continue to be studied as part of the Midwest Regional Rail Initiative (MRRRI). Service to the Fox Cities would likely include stops in Fond du Lac, Oshkosh, Neenah, and Appleton. Future passenger service could provide town residents with alternative transportation choices to travel greater distances in the Midwest. Currently, the closest Amtrak passenger rail service available is from Columbus with connections to Milwaukee and Chicago (Hiawatha Service) and Minneapolis/St. Paul (Empire Builder and Borealis Services).

### Water Transportation

There is no water transportation activities within the Town of Neenah. No ports, harbors, or boat landings exist within the Town along Lake Winnebago. Those in need of water transportation for commercial shipping purposes would have access to the Port of Green Bay, located in Brown County about 40 miles northeast of the town.

### Pedestrian & Bicycle Travel

Walking is one of the most common and elementary forms of transportation and is still an important part of many work-trip commutes. According to the 2024 ACS 5-Year data, only about 0.8% of workers in Town of Neenah walked to work. This compares to 2.7% of the workers in the State of Wisconsin.

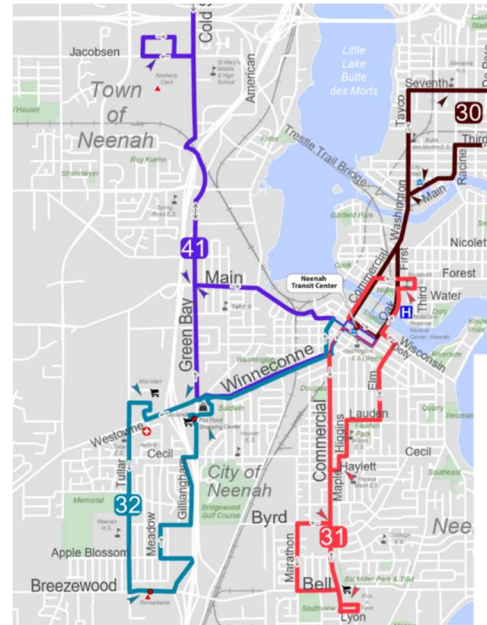
The Town of Neenah has several segments of multi-use trails for recreation and commuting purposes, including the CB Trail and new Larsen Road Trail. Other nearby trails and bike routes exist in the City of Neenah include the WIOUWASH State Trail (4.7 miles to the west) and the Friendship State Trail ( 1 mile to the north). Map 4-2 illustrates the location these facilities.

### Public Transit

Valley Transit provides regional bus service and is run by the City of Appleton with oversight from the Fox Cities Transit Commission. Funding support comes from communities that utilize the service. At this time, the Town of Neenah does not participate in this system and therefore there is no public transit service directly available to town residents. As shown on Figure 4-4, the nearest regular bus routes (Routes 31, 32, and 41) are within the City of Neenah.

According to the 2020 Transit Development Plan (TDP) created by Valley Transit, no future bus service in the Town of Neenah is being planned for at this time. However, the potential to provide transit service to the urbanized portions of the town in the next twenty-year planning period is a distinct possibility but will be greatly dependent on having sufficient employment and housing density.

Figure 4-4: Valley Transit Bus Routes Near Town of Neenah



### Transportation for Seniors and Persons with Disabilities

Paratransit is a specialized transit service to specific segments of the population that require more accessible vehicles and flexible routing. Paratransit services provide transportation to the elderly and disabled, or those individuals with limited transportation alternatives. Providers of the service include municipally owned buses and vans, taxis, limousines, and privately owned buses and vans, including those operated by nursing homes, senior citizen activity centers and hotels. Coordination among the providers is often accomplished through contractual agreements between a provider and various supplemental providers.

Transportation services for the elderly and handicapped residents within the Town of Neenah are provided on a limited basis through a number of existing programs such as Northern Winnebago Senior Dial-A-Ride, Valley Transit-II, and Make the Ride Happen.

### ATVs, UTVs, & NEVs

All-Terrain Vehicles (ATVs) and Utility-Terrain Vehicles (UTV's) have become more commonplace for recreational and transportation purposes. The Winnebago County Board of Supervisors passed an ordinance in 2019 allowing the use of ATVs/UTVs on certain county highways per what is now Section 7.16 of the General Code of Winnebago County. In February 2021, the ATV/UTV routes were amended and the CTH T segment, from CTH II to Larsen Road, was added to the County's approved route list.

The Town of Neenah Board has had discussions on the use of ATVs/UTVs on town roads as late as June, 2025 and has elected not to take further action at this time to allow for such uses. Until such time the Board takes any action, ATV/UTV use is prohibited on town roads.

Even newer to the scene are Neighborhood Electric Vehicles or NEVs. These are vehicles that are step up from golf carts in that they are capable of traveling at speeds of around 25 mph and have an approximately 40-mile driving range between charges. They also come with safety features like headlights, turn signals and seat belts. An NEV can generally be operated safely on roads where the posted speed limit is 35mph or less. As energy costs rise, more area governments are creating ordinances to allow and regulate the use of NEVs on roads similar to ATVs/UTVs. NEVs can be used for both personal transportation and as a utility vehicle.

### Electric Personal Assistive Mobility Devices

In Wisconsin, electric personal assistive mobility devices are treated the same as bicycles.

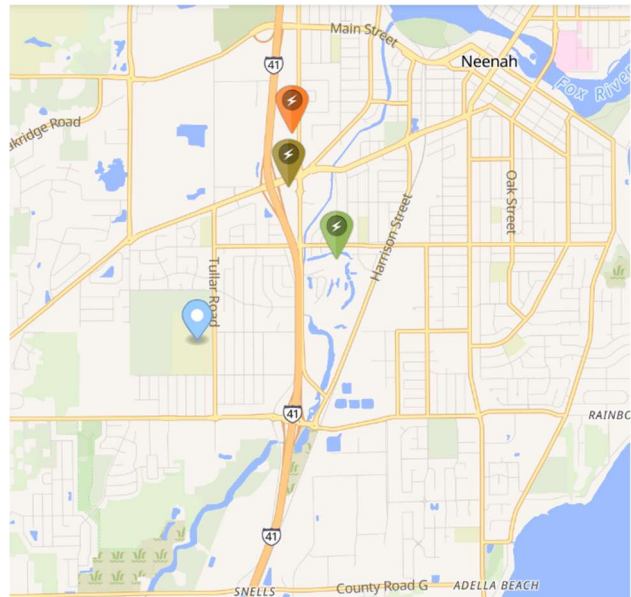
### Electric Vehicles & Charging Stations

Demands for electric vehicles, and their associated charging facilities (EV chargers) are ever increasing. As such, motorists will become more reliant on the availability of EV chargers. According to [www.OpenChargeMap.org](http://www.OpenChargeMap.org) there are only three (3) nearby public charging stations, all located in the City of Neenah (Figure 4-5).

Locating new EV chargers in the right spots to meet the demands of both local and through travelers will be critical for EV use to expand. The expansion for planned network of chargers is now being implemented under the Wisconsin Electrification Initiative which ties in with the National Electrical Vehicle Infrastructure (NEVI) Program.

Locally, the Town of Neenah should begin to research and contemplate how they would fit within such a system. Additionally, a zoning and site plan regulatory structure may be needed which considers the location and design aspects of such facilities on private property from a land use and infrastructure standpoint. Communities and the county could also evaluate opportunities for placing EV chargers on public lands. It is expected that private enterprises such as gas stations and semi-parking locations (truck stops) will offer recharging services as well for a fee.

Figure 4-5: Electric Vehicle Charging Stations



## 4.8 Planned Transportation Improvements

### Capital Improvement Plans

A Capital Improvement Plan (CIP) is a multi-year financial strategy (typically 3–6 years) that schedules significant, non-recurring physical improvements, such as infrastructure, buildings, or major equipment. It acts as a bridge between comprehensive plans and annual budgets, prioritizing projects like road repairs, safety facilities, or utility upgrades to align with community goals. The Town of Neenah does not currently have a formalized Capital Improvement Plan (CIP).

### Official Map Ordinance

State Statutes Chapter 62.23 allows a town to create and maintain an official map of the municipality. The purpose of official mapping is to promote the planning and preservation of future arterials and collector roadway corridors. A map showing future streets can be extremely helpful to the long range planning of a community and can alert property owners and developers to the intended route of major streets. An Official Map shows present and proposed future roads, parks, trails, and public facilities. The law limits compensation to private property owners who construct buildings on designated future streets or public areas. The Town of Neenah does not currently have an Official Map.

### Future Transportation Plans & Projects

A variety of existing plans address transportation at all levels of government. Some plans are only strategy and policy oriented – providing guidance on statewide priorities, as well as to county and local units of government regarding their roles and implementation responsibilities (or opportunities) with respect to a variety of transportation modes. Other plans are more budget-oriented such as a CIP, and identify future critical maintenance, repair, and upgrade projects for specific facilities. A summary of transportation plans is provided below, with specific plans and planned projects identified where they exist:

#### Local & County Plans & Projects

- The **Town of Neenah** does not currently prepare a Capital Improvement Plan (CIP) to prioritize town transportation projects and necessary expenditures. Therefore there are no officially outlined future road projects at this time.
- The neighboring **City of Neenah** has several planned projects which may impact town residents who rely on its local street system for travel to, and through, the city for employment and daily needs. Major construction projects planned by the city could impact town residents' travel times and patterns and may cause congestion on town roads.

According to the city's 2024-2030 5-Year Capital Improvement Plan, the following projects are planned on major roads as follows:

- Oakridge Road (was scheduled for 2024 but delayed based on development project).
- County Road G / Prem Property Sewer & Water (was scheduled for 2024 but delayed based on development project).
- Bergstrom Road (2030).
- Pendleton Road - Carpenter Cr. to Breezewood (2030).
- Cecil Street - Green Bay Rd. to Tullar Rd. (2030).

Coordination with the city on major transportation improvements should occur as needed during this plan's 20-year timeframe.

- **Winnebago County** also prepares a 5 year CIP which is updated annually and adopted by the County Board as part of the budget process. A review of the most recent 2026-2030 CIP indicates that there are no county road projects scheduled within the Town of Neenah over this time period.

#### Regional Plans & Projects

- Town of Neenah is a member of the **East Central Wisconsin Regional Planning Commission** which oversees planning for the regional transportation system. The Commission leads the Federal and State Metropolitan Planning Organization (MPO) functions and coordinates and plans for transportation systems within a regional context. The most applicable plan related to upcoming road projects is the *2025 Transportation Improvement Program (TIP) for the Fox Cities*. This report is prepared annually for the Fox Cities Transportation Management Area and includes all anticipated federal and state aids for highway, transit, and other transportation projects in the urbanized area, as a prerequisite for funding approval. The current 2025 TIP does not indicate any future projects in the Town of Neenah.

#### State Plans & Projects

- **The Wisconsin Department of Transportation (WisDOT)** maintains several plans with statewide policies, recommendations, and strategies regarding various aspects of transportation. These plans should be taken into consideration and utilized when transportation decisions or plans are made in Town of Neenah. However, since there are no State highways within the Town, there are no planned projects.

## 4.9 Transportation Funding

Due to their high cost, local roads are funded locally by using a variety of methods and approaches. Typically, a blend of funding is used in order to capitalize on interest rates or to leverage other funding which may be available. Local road funding will often include general obligation bonding for projects, as well as special assessments. Many times state or federal grants can be sought for projects which could ease the local share of costs.

Other options to generate funding for local road projects are available to the town. For example a Wheel Tax has been a popular option for raising local funds and many communities in the area have adopted them. For instance, the City of Neenah implemented a \$30 annual wheel tax for vehicles under 8,000 lbs. starting in 2026, to fund road and sidewalk improvements, with payments collected during vehicle registration renewals through the Wisconsin Department of Transportation (WisDOT). This tax applies only to City of Neenah residents with vehicles like cars and light trucks. The Town of Neenah does not have a wheel tax at this time.

Other types of funding mechanisms available to the town are provided in Appendix D.

## 4.10 Transportation Trends & Key Findings

### Streets & Highways

- 38.8 miles of roads and highways exist within the Town of Neenah. Of these, about 27 miles are considered to be local roads and are the responsibility of the town for maintenance.
- The Town of Neenah has excellent regional travel connections to Appleton, Green Bay, Oshkosh, and Fond du Lac via the 1-41 corridor for the movement of goods and employees.
- Traffic counts on some area road have increased over the past five to ten years, such as South Park Ave (+200) and Oakridge Road (+300), but several roads have also seen decreases, including CTH A (-500), CTH II (-1,300), and CTH CB (-1,100).
- Local roads and county highways are generally in good condition and a robust system for managing future maintenance is in place. The town has only 0.35 miles (about 1% of all local roads) of road which are rated as poor.
- The town does not have a 5-Year Capital Improvement Plan (CIP) in place at this time. No major road construction projects are contemplated at the local, county, or state level within the Town of Neenah for at least the next five years.
- While many highway safety improvements have been made over the years there were 409 total crashes reported over the 5-year period between 2021-2025, with only 1 fatality and 63 known injuries.

### Other Transportation Modes

- Passenger and freight air service, as well as passenger and freight rail service is easily accessible for residents and businesses within the town.
- Public transit is not currently available within the town primarily due to the nature of its low-density development environment. However, some paratransit services are available on demand.
- Only 3.5% of the town’s population walked (0.8%) or used other means than a personal vehicle to commute to work. Additionally, 28.8% of workers within the town worked from home.
- Recreational bicycle use, as well as walking, has increased since the COVID-19 pandemic and numerous sidewalk, bike lane, and multi-use trail facility improvements and expansions have occurred within the town and many nearby municipalities over the past 10 years.
- Increased use of ATVs/UTVs has occurred over the past 10 years, with the county responding by making a significant portion of county highways as approved routes. ATVs/UTVs are not currently allowed on town roads.
- There has been increased use of electric vehicles by both town residents, visitors, and passers-by, and a need for additional electric vehicle charging stations exists.
- Private sector alternatives have developed (Uber, Lyft, etc.) to help meet local specialized transportation needs.

### Future Projects & Funding

- No local, county, or state road/highway improvement projects are planned for the next five years within the Town of Neenah.

## 4.11 Transportation Goals, Objectives, Policies & Recommendations

Each element of the comprehensive plan includes a specific set of goals, strategies, and recommendations that the town will use as a guide to future land use, development and preservation decisions over the next 20 years. Goals, strategies, and recommendations are defined as follows:

- **Goals** are broad, value-based statements that express general public priorities and preferences about how the town should address issues over the next 20 years and beyond. Goals address key issues, opportunities and problems that affect the town.
- **Strategies** are more specific than goals and are measurable statements usually attainable through direct action and implementation of plan recommendations. The accomplishment of strategies contributes to the fulfillment of the goal.
- **Recommendations** are specific actions, projects or activities that are intended to achieve a particular plan goal or strategy.

## Transportation Goals and Strategies

Wisconsin Statutes 66.1001 requires a statement of overall goals and objectives to guide the future development and redevelopment of the town over a 20-year planning period. The following goals and strategies were developed by Town of Neenah with regard to the Transportation element:

### Goals

*Insert Updated Goals*

### Strategies

*Insert Updated Strategies*

## Transportation Recommendations

Recommendations build on goals and objectives by providing more focused responses and actions to the goals and strategies. Recommendations are specific actions or projects that the town should be prepared to complete within the 20-year planning period. The completion of these actions and projects are consistent with the strategies, and therefore will help fulfill the comprehensive plan goals. The following recommendations have been developed by Town of Neenah with regard to the Transportation element and serve to support the goals and strategies:

### Recommendations

*Insert Updated Recommendations*

## 4.12 Transportation Programs

See Appendix D for a complete listing of programs which pertain to this element of the Comprehensive Plan.

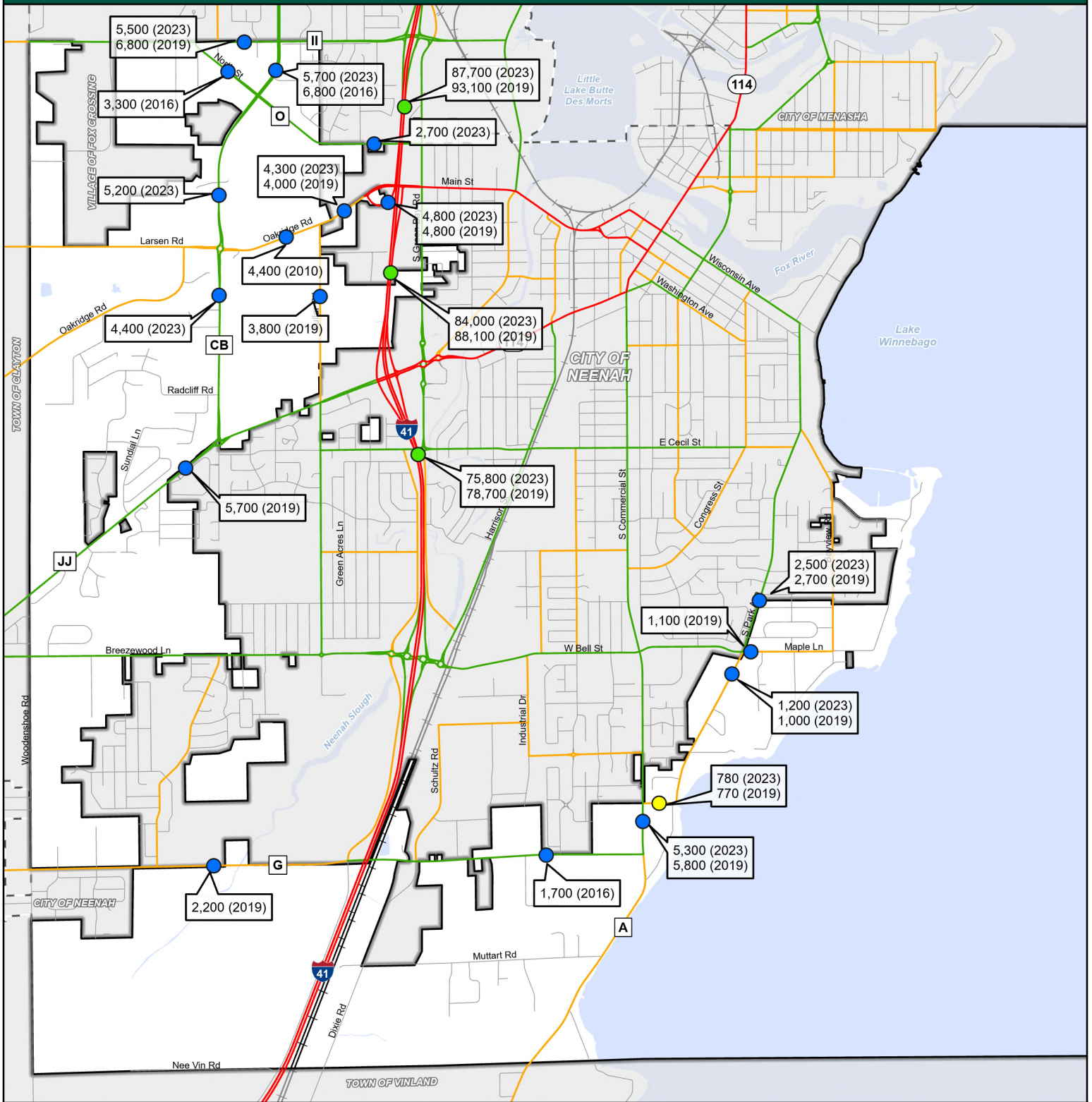
## 4.13 Maps

Map 4-1 - Functional Classification & Traffic Counts

Map 4-2 - Average Annual Daily Traffic Counts

# Functional Classification and Traffic Counts

Town of Neenah, Winnebago County, Wisconsin



**Functional Classification\***

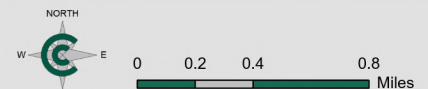
- Principal Arterial
- Minor Arterial
- Major Collector
- Local

**Average Annual Daily Traffic\***

- 0 – 999
- > 999 – 9,999
- > 9,999 – 49,999
- > 49,999 – 99,999

**Base Layers**

- Interstate
- State Highway
- County Highway
- Local Road
- Railroad
- Parcel Boundary
- Municipal Boundary
- Water

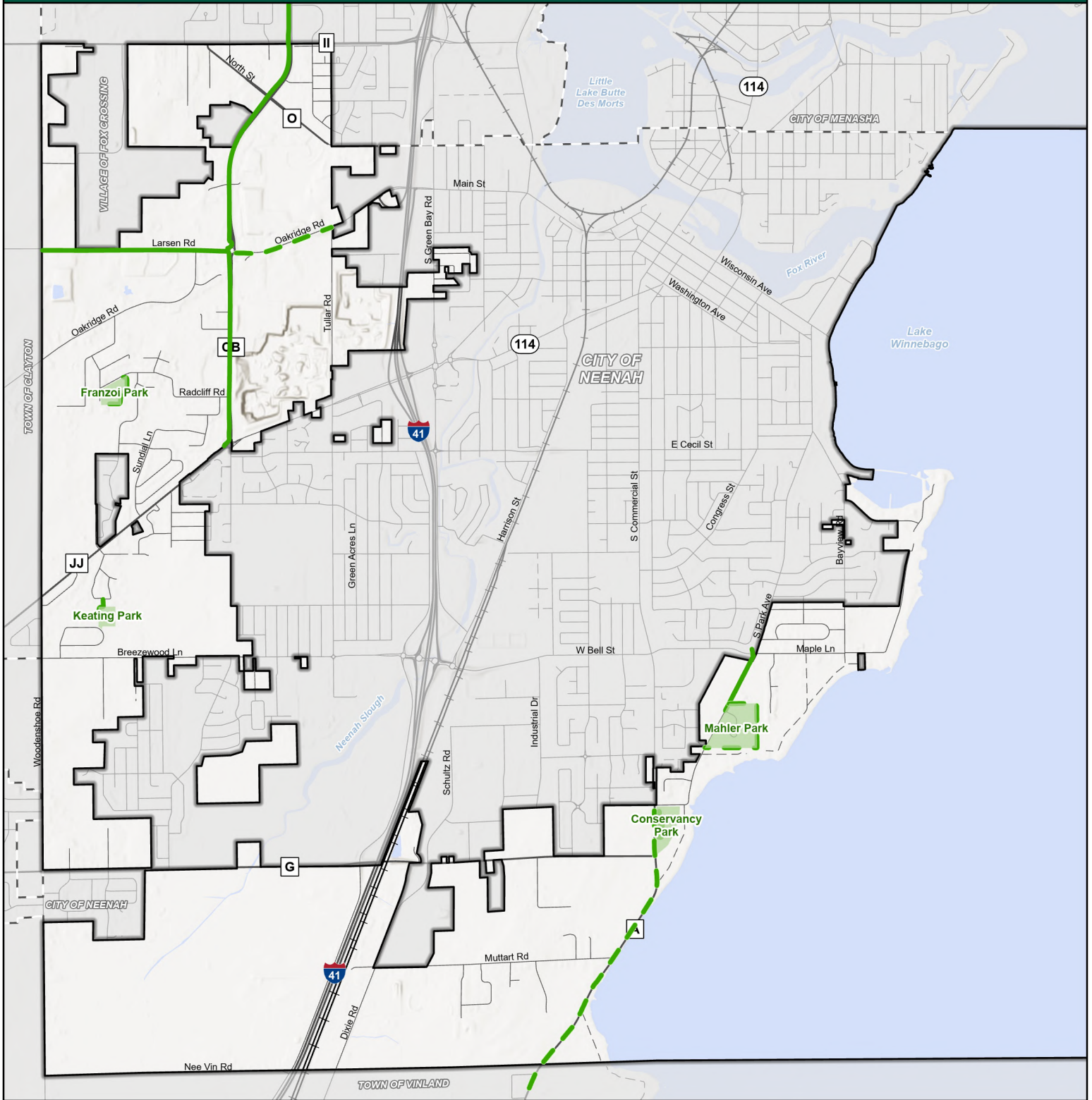


*This base map was created with data from Winnebago County who assumes no liability for the accuracy of this data and any use or misuse of its content is the responsibility of the user. Changes were made by Cedar Corporation under the direction of the Town of Neenah. Map Date: March 5, 2026.*

Sources: Winnebago County Centerline Dataset, 2025; WisDOT, 2025.

# Pedestrian & Bicycle Facilities

## Town of Neenah, Winnebago County, Wisconsin



- Trails**
- Existing Trails
  - - - Proposed Trails
  - Town Parks

- Base Layers**
- Interstate
  - State Highway
  - County Highway
  - Local Road
  - Railroad
  - Parcel Boundary
  - Municipal Boundary
  - Water



*This base map was created with data from Winnebago County who assumes no liability for the accuracy of this data and any use or misuse of its content is the responsibility of the user. Changes were made by Cedar Corporation under the direction of the Town of Neenah. Map Date: February 19, 2026.*

Program Agency / Entity	Program Name	Program Description
<b>Local Programs</b>		
Local Governments	<b>Tax Increment Financing (TIF)</b>	TIF is a financing option that allows a municipality (town, village or city) to fund infrastructure and other improvements, through property tax revenue on newly developed property. A municipality identifies an area, the Tax Incremental District (TID), as appropriate for a certain type of development and identifies the projects which will encourage and facilitate the desired development. Then as property values rise, the municipality uses the property tax paid on that development to pay for the projects. After the project costs are paid, the municipality closes the TID. The municipality, schools, county, and technical college are able to levy taxes on the value of the new development. A town TID may only incur costs for specific project types which are classified by NAICS codes as being Agricultural, Forestry, Manufacturing, or Tourism related. For Towns, there are three additional requirements to be met in order to create a TID: Prior year equalized value — must be at least \$500 million; Prior year population must be at least 3,500 based on WDOA estimates, and; Sewer service is or will be provided before use or operation of any improvements.
County / Local	<b>Capital Improvement Program</b>	A Capital Improvement Program (CIP) is a budgetary process which prioritizes transportation projects and necessary expenditures on an annual basis, for a five to ten year future period. The CIP will typically serve as the primary transportation planning document for the community.
County / Local	<b>Pavement Surface Evaluation and Rating (PASER)</b>	PASER is a simple method of rating asphalt and concrete roads on a scale of 1 to 10 and gravel roads on a scale of 1 to 5, based on visual inspection. PASER manuals and a video explain how and why roads deteriorate and describe proper repair and replacement techniques. PASER rating can be put into PASERWARE, an easy to use pavement management software package. PASERWARE helps to inventory roads and keep track of their PASER ratings and maintenance histories. PASERWARE can also be used to help prioritize road maintenance and improvement needs, calculate project costs, evaluate the consequences of alternative budgets and project selection strategies, and communicate those consequences to the public and local officials. Both PASER and PASERWARE are available from the University of Wisconsin’s Transportation Information Center at no charge and also offers free training courses.
County / Local	<b>Safety Evaluation for Roadways (SAFER)</b>	SAFER is a practical, systematic approach to reviewing safety issues on and along roads. Potential hazards are grouped into categories such as roadsides, intersections, railroad crossings, warning signs, pavement markings, road maintenance, and special conditions. The SAFER manual recommends a rating system and using this system the city can choose which conditions need to be addressed immediately and which to include in future plans or improvements.
County / Local	<b>General Tax Levy / Bonding</b>	Infrastructure and community facilities can be paid for directly using the city’s property tax levy as determined by the Town Board. This can be done with direct fund allocations or through general obligation bonding whereby monies are borrowed and paid back over time. To aid in the planning, the city utilizes their Capital Improvement Plan (CIP) which is updated regularly.

County / Local	<a href="#">Special Assessments</a>	Special assessments are charges for a portion of the cost of street, alley, drive approach, and sidewalk improvements that are assessed, per State Statute, to abutting properties by action of a governing body. Assessments are used as a method of financing major construction to offset the principal and interest of loans used for construction and major maintenance. Assessments per property typically only occur once every 20–25 years. Assessments help keep the property taxes lower for the city. The process apportions the cost to those properties which are most benefited by the improvements. The costs associated with the project are divided up between the total numbers of lots in the project area. Therefore, the size of lots or lot frontage does not impact the cost per lot. The entire special assessment process is governed by State Statutes and municipal ordinances.
County / Local	<a href="#">Wheel Tax</a>	Wisconsin law allows a town, village, city, or county to collect an annual municipal or county vehicle registration fee (wheel tax) in addition to the regular annual registration fee paid for a vehicle. The fee applies to vehicles kept in the municipality or county and applies to motorcycle, automobile and truck (8,000 lbs. or less, except dual purpose farm) registrations. This includes most special license plates. State law does not specify the amount of the wheel tax. However, the municipality or county must use all revenue from the wheel tax for transportation related purposes. In 2023, just over 50 communities in Wisconsin do have wheel tax provisions in place according to WisDOT.
<b>State Programs</b>		
WDOA	<a href="#">Community Development Block Grants—Public Facilities and Public Facilities for Economic Development (PF-ED)</a>	HUD’s CDBG-PF program will fund up to \$1M in infrastructure improvements (including streets) for areas which meet HUDs Low to Moderate Income (LMI) limits. The PFED program funds public facilities that help retain and increase employment and increase economic development. Eligible PFED projects include the installation, repair, or replacement of public water systems (including wells, water towers, and distribution systems) and sanitary sewer systems (including collection systems and treatment plants); storm drainage systems; streets; sidewalks; curb and gutter; parking; streetlights; and streetscape.
WDNR	<a href="#">Stewardship Program</a>	The Wisconsin’s Stewardship Program provides funding for the construction of a community’s bicycle and pedestrian system. Applications are accepted yearly on May 1st. The municipality would be responsible for up to 50% of project costs.
WisDOT	<a href="#">Adopt-A-Highway Program</a>	The Wisconsin Department of Transportation initiated the Adopt-A-Highway program to allow groups to volunteer and support the state’s anti-litter program in a more direct way. Each qualified group takes responsibility for litter control on a segment of state highway. The group picks up litter on this segment at least three times per year between April 1 and November 1. Groups do not work in dangerous areas like medians, bridges, or steep slopes. The main goals of the program are to reduce litter along Wisconsin’s highways, build statewide support for the anti-litter and highway beautification programs, educate the traveling public to properly dispose of litter, and to enhance the environment and beautify Wisconsin’s roadsides.
WisDOT	<a href="#">Transportation Economic Assistance (TEA) Program</a>	The Transportation Economic Assistance (TEA) Program is a rapid response grant program designed to create new employment, to retain existing employment, and to encourage private investment in Wisconsin. Communities can apply for TEA funds to encourage new businesses or business expansions in their regions by building such transportation improvements as access roads, highway improvements, or rail spurs. The program covers up to 50% of the total cost of eligible projects.
WisDOT	<a href="#">Local Roads Improvement Program (LRIP)</a>	Established in 1991, the Local Roads Improvement Program (LRIP) assists local governments in improving seriously deteriorating city highways, town roads, and city and village streets. A reimbursement program, LRIP pays up to 50% of total eligible costs with local governments providing the balance.

WisDOT	<a href="#">Statewide Multi-modal Improvement Program (SMIP)</a>	As part of the federal Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 as reauthorized in 2021 under the Further Surface Transportation Extension Act (H.R. 5763) the Wisconsin Department of Transportation (WisDOT) receives federal funds to provide a variety of improvement programs, including the Local Transportation Enhancements (TE) program. The program is designed to fund projects that increase multi-modal transportation alternatives and enhance communities and the environment.
WisDOT	<a href="#">Local Bridge Improvement Assistance Program</a>	The Local Bridge Improvement Assistance program helps rehabilitate and replace, on a cost- shared basis, the most seriously deficient existing local bridges on Wisconsin's local highway systems. Counties, cities, villages, and towns are eligible for rehabilitation funding on bridges with sufficiency ratings of less than 80, and replacement funding on bridges with sufficiency ratings less than 50.
WisDOT	<a href="#">Agricultural Road Improvement Program (ARIP)</a>	In June 2023, Senate Bill 247 (Act 13) established the Agricultural Roads Improvement Program (ARIP) within the framework of the existing Local Roads Improvement Program (LRIP) budget to improve highways functionally classified as local roads, or minor collectors, or culverts, that provide access to agricultural lands or facilities used to produce agricultural goods, including forest products.
WisDOT	<a href="#">Local Small Structures Improvement Program (LISSP)</a>	The Local Small Structure Improvement Program (LSSIP) is a one-time appropriation authorized as part of the 2025-2027 Wisconsin Biennial Budget (Act 15) and is part of State Statute 85.64 (2)(a). This program sets aside \$30 million to reimburse local governments to improve deteriorating small structure crossings also referred to as culverts. Culverts are defined as structures that are 20 feet or less in span but greater than 6 feet in span. Projects will be funded at up to 90% state cost share.
WisDOT	<a href="#">Adopt-A-Highway Program</a>	The Adopt-A-Highway Program is administered by the WDOT. The program was initiated to allow groups to volunteer and support the state's anti-litter program in a more direct way. Each qualified group takes responsibility for litter control on a segment of state highway. The group picks up litter on a segment at least three times per year between April 1 and November 1. Groups do not work in dangerous areas like medians, bridges, or steep slopes. In addition, a sign announcing a group's litter control sponsorship can be installed. The state Adopt-A-Highway coordinator should be contacted for further information. Applications and forms are available through the WDOT website.
WisDOT	<a href="#">Safe Routes to School Program</a>	The 2005 revised federal transportation act (SAFETEA-LU) provided funding to state departments of transportation to create and administer Safe Routes to School (SRTS) programs. SRTS programs encourage children ages K-8 to walk and bike to school by creating safer walking and biking routes. SRTS programs improve walking and biking travel options, promote healthier lifestyles in children at an early age, and decrease auto-related emissions near schools. Funds will be awarded through a competitive state-wide grant process. Projects eligible for SRTS funding must be within two miles of an elementary or middle school (kindergarten through eighth grade) and may include sidewalks, trails, bike paths, and land use planning. Currently, a regional SRTS program is available and administered by the East Central Wisconsin Regional Planning Commission through which a Safe Routes to School Plan was prepared in 2021. This plan lists out a number of recommended bicycle and pedestrian safety improvements within close proximity to existing school sites.

WisDOT	<a href="#">Transportation Alternatives Program (TAP)</a>	The Transportation Alternatives Program (TAP) is the State of Wisconsin's program for what is now the federal Transportation Alternatives (TA) set-aside Program. The Infrastructure Investment and Jobs Act (IIJA), enacted in November 2021, replaced the FAST Act-era TA Set-Aside guidelines with enhanced funding availability and programing guidelines. With certain exceptions, projects that met eligibility criteria for the Safe Routes to School Program, Transportation Enhancements, and/or the Bicycle & Pedestrian Facilities Program are eligible TAP projects. All TAP projects require project sponsors to pay 100% of project costs up front and are then reimbursed up to 80% of approved project costs after conducting project activity. All TAP projects require sponsors to pay a minimum of 20% of the approved project costs.
WisDOT	<a href="#">Statewide Enhancement Program</a>	The Wisconsin DOT offers enhancement funds for transportation-related projects that are within the right-of-way of highways controlled by the state.
WisDOT	<a href="#">Highway Safety Improvement Program (HISP)</a>	The city should consider applying for grants from the HISP Program administered by WisDOT to correct existing or potential transportation safety problems. Other grant programs through WisDOT's Bureau of Transportation Safety should also be investigated by the city to address safety issues.
WisDOT	<a href="#">Local Transportation Enhancement (TE), Bicycle and Pedestrian Facilities Program (BPPF) and STP-Discretionary (STP-D) programs</a>	These programs have been collectively funded under the Statewide Multimodal Improvement Program (SMIP). The TE program promotes projects that "enhance" the surface transportation system. There are 12 federally eligible categories, with bicycle and pedestrian categories typically making up almost two-thirds of Wisconsin projects awarded. The STP-D program funded projects such as bicycle and pedestrian facilities that foster alternatives to single-occupancy vehicle travel. The Bicycle and Pedestrian Facilities Program (BPPF) was primarily used to fund bicycle planning related activities.
<b>Federal Programs</b>		
FHWA	<a href="#">Bipartisan Infrastructure Law (BIL) Program</a>	Signed on November 15, 2021, the Bipartisan Infrastructure Law (BIL) updates federal law and potential federal funding levels across federally funded Wisconsin Department of Transportation (WisDOT) Local Programs. It is expected that new federal funds will be distributed over the next five fiscal years, beginning in Federal Fiscal Year 2022 (FFY 2022).

Source: Cedar Corporation, 2026

## 6 Agricultural, Natural, and Cultural Resources

### 6.1 Introduction

Natural resources are essential to the ecology and economy of the Town of Neenah and surrounding area. The value of natural resources can be measured in tourism revenues, enhanced property values, sustainable agriculture and forestry, low cost raw materials (such as sand, gravel, and stone), available water for manufacturing processes, and more. Natural resources also provide opportunities for parks, trails, scenic areas, and other outdoor places people rely on for recreation.

While Wisconsin's natural resources benefit each community they are also susceptible to internal and external forces. For example, the increasing human demands by a growing state population increase consumption of water, land, and raw materials. Our natural resources generally do not increase to meet this extra demand. Additionally, unplanned or poorly planned development patterns in the last several decades are often the result of a demand for "healthy country living", which is transforming our rural landscapes. This rural migration along with the expansion of the urban fringe, forces local governments to consider expanding their services to meet the demands – sometimes costing more than will be recovered in new tax base revenues.

There are many state and some federal regulations designated to protect Wisconsin's natural resources. Some state laws, including those for floodplains, shorelands, and wetlands, establish minimum use and protection standards that must be adopted and administered by local governments. But not all natural resources are protected by state law. Local governments throughout the state have the flexibility to plan for and develop their own local ordinances to deal with the unique land use issues/conflicts in their community and to protect the natural resources that they value most. As population growth, land consumption, and technological improvements continue, communities need to take on the additional role of stewards and protectors of these resources.

Land development patterns are directly linked to the natural, agricultural, and cultural resource bases of each community. Therefore, these features need to be considered before making any decisions concerning future development within the community. Development must be carefully adjusted to coincide with the ability of the agricultural, natural and cultural resource base to support the various forms of urban and rural development. This balance must be maintained to prevent the deterioration of that underlying and sustaining base, because these resources make each community unique.

This element provides an inventory and assessment of the agricultural, natural, and cultural resources of Town of Neenah which contribute greatly to the quality of life.

## 6.2 General Soil Characteristics

Soil is composed of varying proportions of sand, gravel, silt, clay, and organic material. The composition of a soil must be evaluated prior to any development, as varying limitations exist for each soil. Town of Neenah soils are products of the deposits left after the glacier receded about 12,000 years ago. These deposits consisted of sand, gravel, large rocks, clay, limestone fragments, and igneous and metamorphic rocks.

The own is located in an area that is comprised of the Kewaunee-Manawa-Hortonville soil association. This soil association varies from well drained to somewhat poorly drained, and is typically loamy or clayey. These soils have slopes ranging from 0 to 3 percent and may also feature high bedrock or groundwater in specific zones as shown on Map 6-1.

Manawa soils are occasionally flooded for brief periods of time, have a water table within one to three feet of the soil surface in the fall and early spring, are subject to high frost action, and are too wet and impermeable to be used for conventional septic tanks. Kewaunee soils are not usually subject to flooding, have a groundwater table between three and six feet, are subject to high frost action, and are too wet and impermeable to be used for conventional septic tanks. Hortonville soils are not usually subject to flooding, have groundwater tables that are typically greater than six feet below the soil surface, are only moderately susceptible to frost action, and are too impermeable to be used for conventional septic tanks.

Some soils have severe limitations for buildings with basements. Among the criteria considered by the U.S. Soil Conservation Service in establishing the severe rating for soils include wetness, shrink-swell potential, bearing strength, susceptibility to flooding, depth to bedrock (see Map 6-1), slope steepness, and frost action. These soil traits should be taken into account for the design and planning of buildings, roads, and infrastructure.

## 6.3 Agricultural Soils & Farmland Preservation Planning

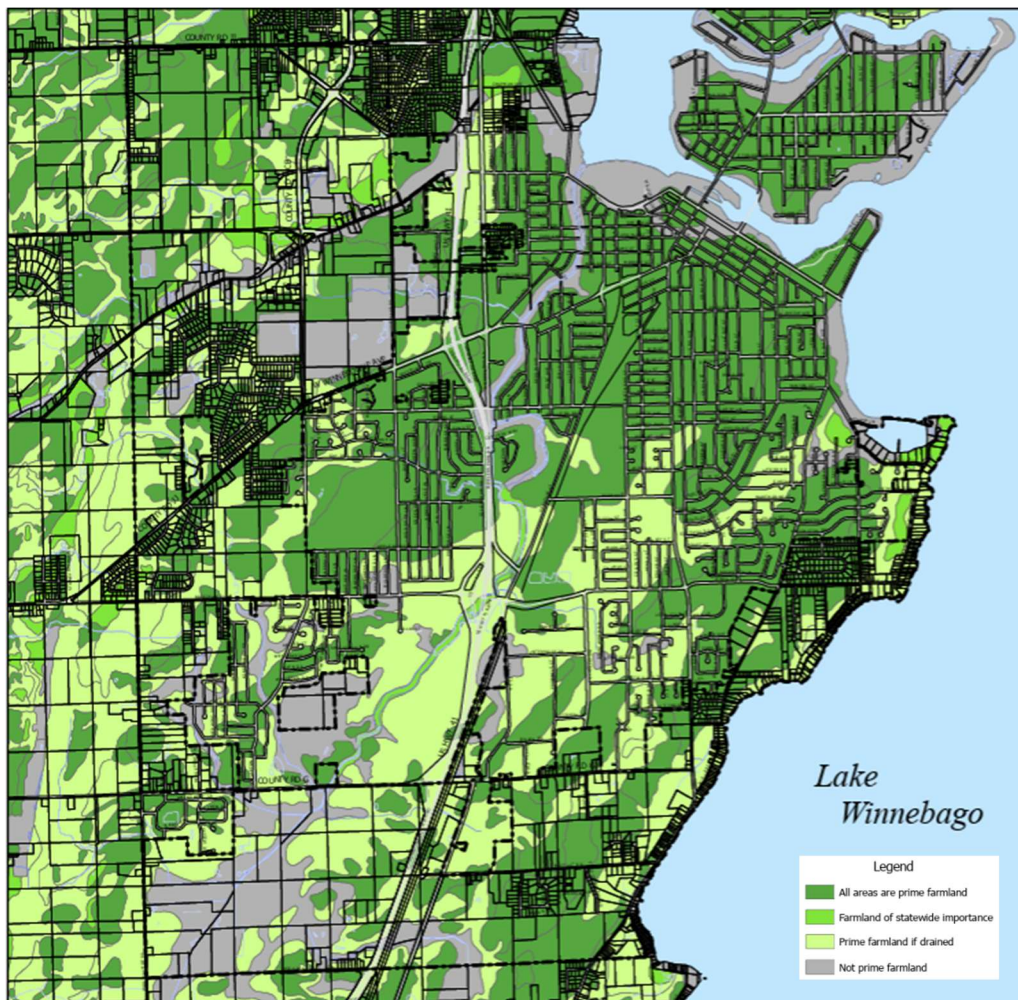
### Prime Agricultural Soils – NRCS

The soils in Town of Neenah are classified by the United States Department of Agriculture to represent different levels of agricultural use potential. Prime farmland is defined as land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops and that is available for these uses. It has the combination of soil properties, growing season, and moisture supply needed to produce sustained high yields of crops in an economic manner if it is treated and managed according to acceptable farming methods. In general, prime farmland has an adequate and dependable water supply from precipitation or irrigation, a

favorable temperature and growing season, an acceptable level of acidity or alkalinity, an acceptable content of salt or sodium, and few or no rocks. Its soils are permeable to water and air. Prime farmland is not excessively eroded or saturated with water for long periods of time, and it either does not flood frequently during the growing season or is protected from flooding. Users of the lists of prime farmland map units should recognize that soil properties are only one of several criteria that are necessary.

As shown in Figure 6-1 a majority of the town is considered to have Prime Farmlands, with many of the soils needing to be drained to realize their potential. Areas not considered to be prime farmlands consist mainly of waterbodies and wetland areas.

Figure 6-1: Prime Agricultural Soils, Town of Neenah



### Productive Agricultural Lands – American Farmland Trust

A second, newer source of data to assess the viability of farmlands was developed recently under the American Farmland Trust’s (AFT) *Farms Under Threat Productivity, Versatility, and Resiliency* (PVR) analysis. This PVR analysis identifies the agricultural lands best suited for intensive cultivation, with a focus on production of human-edible food crops. American Farmland Trust developed this detailed spatial dataset to represent soil productivity and capacity, land cover and use, food production for direct human consumption, production limitations, and length of growing season. The PVR model combined these datasets using weights elicited from a group of national agricultural experts. The higher the PVR value, the more productive, versatile, and resilient the land is for long-term cultivation. These values identify two important land classifications: Nationally Significant agricultural land, which is the land best-suited to long-term, intensive crop production within the contiguous United States; and each state’s “best land,” which is approximately the better half of all agricultural land in each state.

Map 6-3 shows AFT’s land cover and use within Town of Neenah as of 2016. This map represents national land use with a special focus on agricultural land. It includes four distinct agricultural land classes: cropland, pastureland, rangeland, and woodland associated with farms. In addition, this layer includes a new land use class, low-density residential, in which the average housing density is above the level where agriculture is typically viable. Map 6-3 shows Nationally Significant agricultural land as the land best suited for long-term production of food and other crops. To identify Nationally Significant land, a team of experts calculated a minimum PVR value threshold. All agricultural land with PVR values above this threshold was classified as Nationally Significant.

### Farmland Preservation Planning

Maintaining productive land for agricultural uses has been a long-time goal of Wisconsin. To achieve this goal, the state has enacted several types of legislation that provide monetary incentives to eligible landowners to keep their land in a productive state. Winnebago County has adopted a Farmland Preservation Plan so that local farmers are eligible for tax credits through the Wisconsin Department of Agriculture, Trade and Consumer Protection (DATCP) Farmland Preservation Program and provide for exclusive agricultural zoning. As of 2017, Winnebago County did not have a DATCP certified Farmland Preservation Plan or Farmland Preservation Zoning Ordinance. In fact, the only town included within the Winnebago County Farmland Preservation Plan, which was certified by DATCP in 2019, is Nepeuskun. Winnebago County will re-address farmland preservation and protection issues through its County comprehensive plan which is currently being developed.

## 6.4 Forests & Woodlands

Town of Neenah has a mix of public and private forests and woodlands that offer a variety of recreational opportunities and environmental benefits. These areas of relatively small forests are managed for different purposes, from habitat protection to providing nature-based recreation. No woodlands are currently enrolled in WDNR's forest management programs (Managed Forest Law or Forest Crop Law).

There are approximately 579 total acres of woodland in Town of Neenah, which is about 12% of the town's total area based on the recent (2025) existing land use survey (refer to Map 8-1 in the Land Use chapter). Larger areas of intact woodlands exist primarily on lands associated with or near to the Neenah Slough corridor, Carpenter Preserve (between Breezewood Lane and CTH G), the Harness Farm (north of Breezewood Lane), and lands generally located south of Vassar Lane. Other, smaller scattered woodlands exist across various portions of the town. There is limited economic potential from the remaining woodlots within the town since they tend to be small and widely scattered. They are commonly used for hunting, shade for pasturing livestock, and firewood. Many contain residential development or are located in public parks and recreation areas.

Urban portions of the town also have significant amounts of trees and tree canopy cover and the town has been taking steps to improve and formalize its management of trees on public properties as these forests can provide services such as energy conservation, economic vitality, improved air quality, reduced stormwater runoff, carbon sequestration and enhanced beautification. Under the auspices of the Town's Parks & Trails Committee, the town has been part of the WDNR's Urban Forestry Program since 2024 when it received its first \$5,000 Start-Up grant for its parks program. Subsequent 2025 and 2026 grants for \$5,000 were also awarded for Year 2 and the final Year 3 of the Start Up program funding to further address tree management on public properties. The town aims to apply for and receive a Tree City USA designation in the near-term.

## 6.5 Metallic and Non-Metallic Mineral Resources

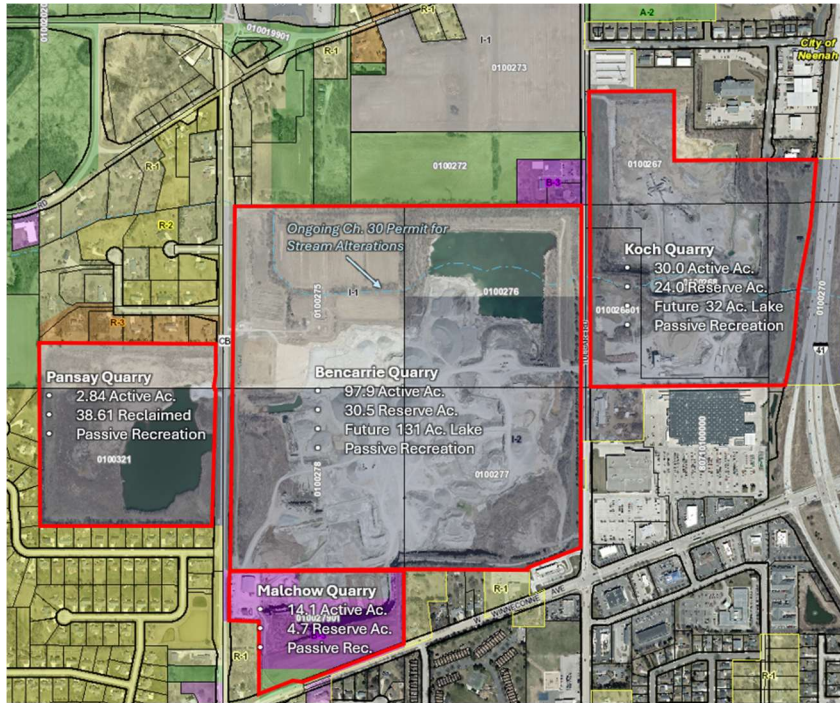
Metallic and non-metallic mineral resources are concentrations of naturally occurring solid materials in or on the earth's crust which occur in such a form or amount that economic extraction of a commodity from the concentration is currently or potentially feasible. Metallic mineral resources, of which none are available in Town of Neenah, include such substances as nickel, copper, lead, iron, gold, and zinc. Non-metallic mineral resources include sand, gravel, topsoil, clay, and stone. Non-metallic mineral deposits are abundant however, and in Town of Neenah consist primarily of limestone taken from the Galena-Platteville formation which lies close to the surface.

Stone is one of the most valuable and versatile mineral resources and is used either as dimensional stone for building and ornamental purposes or crushed stone as an aggregate for concrete and other construction and agricultural purposes. Non-metallic mining provides many of the most basic construction materials. Because non-metallic mineral deposits are where you find them, and it is not economically feasible to transport them even moderate distances, it is essential that current and potential non-metallic mineral sites within the town be identified and protected for future use.

Wisconsin Administrative Code, Chapter NR-135 was established in late 2000 to ensure nonmetallic mining sites are properly abandoned. This law required the adoption of non-metallic mining reclamation ordinances, the permitting of all active non-metallic mining sites, and the preparation and approval of site reclamation plans by permit holders. This law requires the determination of an “end land use” which will guide the specific reclamation activities and needs. In addition, NR-135 reclamation plans should promote the removal or reuse of non-metallic mining refuse, removal of roads no longer in use, grading, replacement of topsoil, stabilization of soils, establishment of vegetative groundcover, stormwater management and groundwater withdrawal, prevention of pollution, and other activities associated with site reclamation. The East Central Wisconsin Regional Planning Commission administers Winnebago County’s NR-135 ordinance and program which is supported partly through a series of annual fees charged to the mine operators.

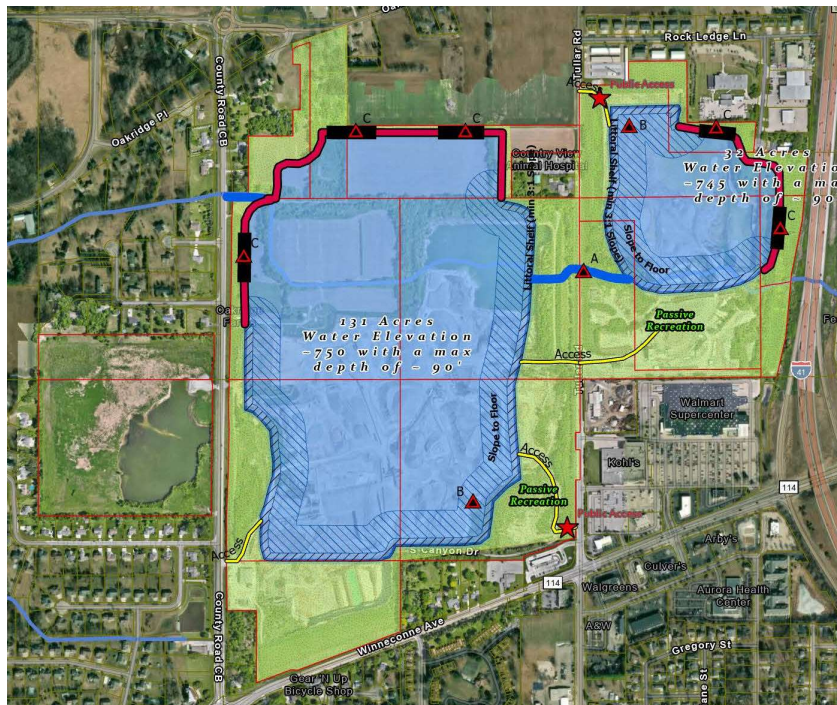
In 2025, there were four (4) separate permitted sites under NR-135, all of which are owned by Michels Road & Stone, Inc. Some of these sites were started in the late 1930’s to early 1940’s. These four sites encompass more than 230 acres, of which 145 acres are considered “active”, while 60 acres are considered as reserve expansion areas. These sites are illustrated and summarized on Figure 6-2. All four of these sites have reclamation plans completed and all are proposed to be “passive recreation” as a future land use. As shown in Figure 6-3, the Bencarrie and Koch sites are planned to feature sizable lakes (131 acres and 32 acres, with maximum depths of 90 feet. The perimeter areas of these two sites, as well as the Malchow and Pansay sites, will be passive recreational open space and will allow for public access. To implement these plans, Michels is now in the process of applying for a Chapter 30 permit to alter the existing stream corridor in order to complete the excavation of mined materials.

Figure 6-2: Existing Non-Metallic Mining Sites, Town of Neenah



Source: Winnebago Co. Zoning & Michels Road & Stone, 2025

Figure 6-3: Reclamation Plans for Bencarric and Koch Quarries



Source: Michels Road & Stone, Inc. 2025

## 6.6 Topography & Steep Slopes

The topography of Town of Neenah and surrounding area is primarily the result of its bedrock geology and past glacial activity. Elevations across the town range from a low of about 748 feet above sea level at the shores of Lake Winnebago to about 832 feet above sea level in its far northwest portion. Based on the topography and soils, there are no natural areas of steep slope (12% or more) within the town.

## 6.7 Surface Water Features

Water-related resources are highly regulated. Local, state and federal regulations and ordinances need to be thoroughly reviewed when development is proposed for property that is in or near any of these resources. This is especially important because navigable waterways and mapped wetlands are scattered throughout the town, and portions of the town are located in areas that are susceptible to flooding events. Map 6-2, located at the end of this chapter, illustrates the locations of existing surface water features.

### Watersheds

The town is within the Little Lake Butte des Morts and Lake Winnebago North and West watersheds which are part of the larger Lower Fox and Upper Fox River watersheds. All surface waters drain northerly and easterly to Lake Winnebago or Little Lake Buttes des Morts.

### Rivers

According to the WDNR's Surface Water Data Viewer, approximately 33 navigable waterways are found in the town. Almost all of these waterways eventually discharge into Little Lake Buttes des Morts. Only one of the navigable waterways is named – Neenah Slough, which drains into Little Lake Butte des Morts.

### Lakes

The Town of Neenah encompasses about 4.5 miles of Lake Winnebago shoreline, with the predominant land use being single-family residential in nature. Lake Winnebago is Wisconsin's largest inland lake, covering 137,708 acres (215 square miles) in the east-central part of the state. It is a shallow productive lake—averaging 15.5 feet deep—renowned for walleye fishing, sturgeon spearing, and windy, year-round recreation, serving as the centerpiece of the "Winnebago Pool" system.

## Wetlands

The hydrology of soils, or the amount of water saturation present, largely determines how the soil develops and the types of plant and animal communities living in and on the soil. Wetlands may support both aquatic and terrestrial species. The prolonged presence of water creates conditions that favor the growth of specially adapted plants (hydrophytes) and promotes the development of characteristic wetland (hydric) soils.

Wetlands may be seasonal or permanent and are commonly referred to as swamps, marshes, fens, or bogs. Wetland plants and soils have the capacity to store and filter pollutants ranging from pesticides to animal wastes. Wetlands can make lakes, rivers, and streams cleaner, and drinking water safer. Wetlands also provide valuable habitat for fish, plants, and animals. In addition, some wetlands can also replenish groundwater supplies. Groundwater discharge from wetlands is common and can be important in maintaining stream flows, especially during dry months.

Local, state, and federal regulations place limitations on the development and use of wetlands and shorelands. The Wisconsin Department of Natural Resources (WDNR) has inventory maps for each community that identifies wetlands two acres and larger. The wetland inventory map should be consulted whenever development proposals are reviewed in order to identify wetlands and to ensure their protection from development. Often, more detailed study (wetland delineations) will be required by the WDNR before any development occurs.

Based on WDNR's 2025 Wetland Inventory Data there were approximately 458 acres of wetlands found in Town of Neenah (refer to Map 6-2, located at the end of this chapter). Wetlands are found throughout Town of Neenah, but significant concentrations of larger wetland complexes exist in a few locations along the Lake Winnebago shoreline, along the Neenah Slough corridor, as well as north of Breezewood Lane and along either side of Larsen Road.

## Floodplains

For planning and regulatory purposes, the floodplain is normally defined as those areas, excluding the stream channel, that are subject to inundation by the 100-year recurrence interval flood event. This event has a one percent chance of occurring in any given year. The floodplain includes the floodway and flood fringe. The floodway is the portion of the floodplain that carries flood water or flood flows, while the flood fringe is the portion of the floodplain outside the floodway, which is covered by waters during a flood event. The flood fringe is generally associated with standing water rather than rapidly flowing water. The areas encompassed by the 100-year floodplain within the town totals 148 acres of land, with most being located along the Neenah Slough Corridor, although some small areas also exist along the Lake Winnebago shoreline (Map 6-2). Overall, floodplains do not present a significant barrier to development within the town.

However, because of this chance of flooding, any development in floodplain should be discouraged and the development of park and open space in these areas is encouraged. The Winnebago County Board has adopted a Floodplain Zoning Code, Chapter 26, requiring certain land use controls in designated flood hazard areas. This ordinance establishes five separate floodplain districts on the official floodplain zoning maps of Winnebago County and subsequent revisions. Land areas that are classified in the floodway and floodfringe districts have considerable restrictions placed on them for development.

## 6.8 Groundwater Resources

The source of all groundwater is precipitation, which percolates down through the soil until it reaches the saturated zone called an aquifer, where it is then contained. Water in an aquifer travels from its source to a discharge point such as a well, wetland, spring, or lake. During periods of increased precipitation or thaw, this vast resource is replenished with water moving by gravity through permeable soils which is called a water table system. In some instances, groundwater moves because of pressure created by a confining layer of impervious rock which is called an artesian system. The availability of groundwater within the town varies locally and should be investigated before any development occurs.

Most groundwater contamination is related to poorly sited land uses. For example, agricultural manure, petroleum, and salt storage in areas of high groundwater tables or fractured bedrock are all potential sources of groundwater pollution. Contamination of groundwater reserves can also result from such sources as percolation of water through improperly placed or maintained landfill sites, private waste disposal (septic effluent), runoff from livestock yards and urban areas, improper application of agricultural pesticide or fertilizers, excessive lawn and garden fertilizers and pesticides, leaks from sewer pipes, and seepage from mining operations.

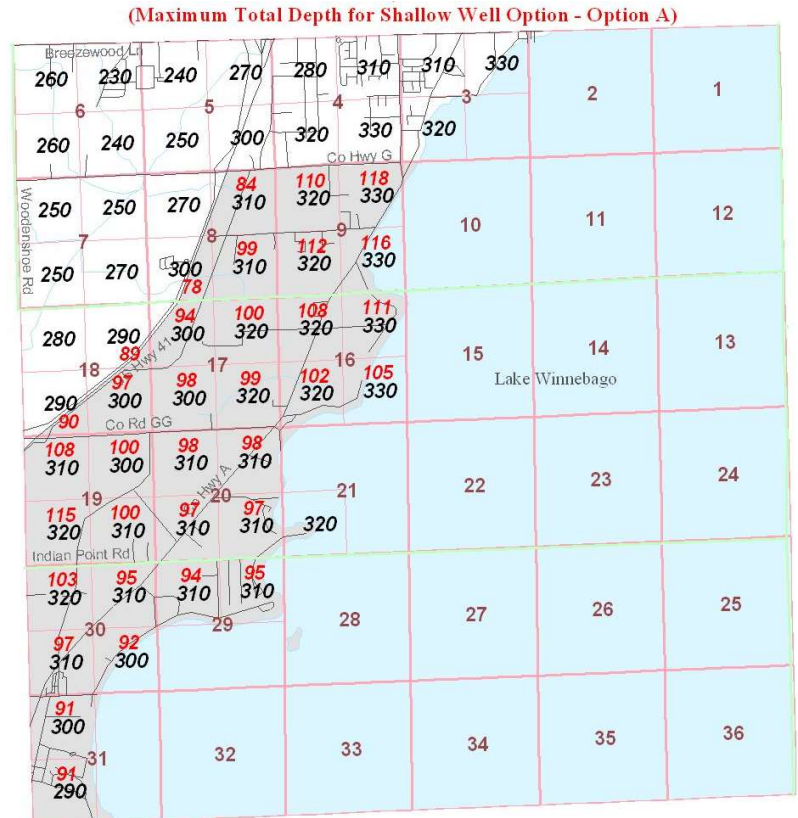
Runoff from leaking petroleum storage tanks and spills can also add organic and chemical contaminants in locations where the water table is near the surface. Once groundwater contamination has occurred, successful remediation is expensive and can take years, or may never occur, depending upon the pollutant. Therefore, when considering specific land uses for an area, it is vital to consider the physical characteristics of the area and the relationships between the land and the proposed/actual use in order to ensure that groundwater contamination does not occur.

**Arsenic Advisory Area**

An area of naturally occurring arsenic – a toxic metalloid found in soil, water, and minerals, existing in inorganic (highly toxic) and organic (less toxic) forms – is present in areas west of the Fox Cities and Lake Winnebago. This substance is known for causing severe health issues like cancer and hence the WDNR has identified a Special Casing Area (Figure 6-4) for specific areas within the broader arsenic advisory area where the naturally occurring arsenic contamination is affecting existing wells.

As of the specified date, new wells constructed within these areas must be constructed, cement-grouted and disinfected according to more stringent standards as described in the following documents. This area has been established under the provisions of s. NR 812.12(3) and is designed to reduce the possibility that new wells will produce water containing significant concentrations of arsenic.

**Figure 6-4: Arsenic Advisory Area Well Casing Depths**



\*Within each quarter section the minimum depth of the upper-enlarged drillhole, casing pipe and cement grout is indicated by the number provided. Although unlikely, the minimum casing/grout depths provided above may not get you down to the Cambrian Sandstone. However, in any case, the casing and grout shall extend at least to the top of the Cambrian Sandstone.  
(Note: The first 10-15 feet of the Cambrian Sandstone is usually reddish in color and can produce water with a high iron content. You may want to also case and grout through this top layer.)  
Within the gray shaded area the red numbers indicate the maximum total depth for wells constructed under Option A that must terminate within the shallow Galena-Platteville Dolomite aquifer.

- Section Boundary
- Quarter-Section Boundary
- Township Boundary
- Roads
- Rivers/Streams
- Shallow Aquifer (Option A) Area



Effective Date: October 1, 2004

Wisconsin Department of Natural Resources  
Bureau of Drinking Water & Groundwater

Winnebago County

Source: WDNR, 2004.

**6.9 Environmental Corridors/Sensitive Areas**

Environmental corridors are continuous systems of open space that often include environmentally sensitive lands including woodlands, wetlands and habitat areas, natural and cultural resources requiring protection from disturbance and development, and lands needed for open space and recreational use.

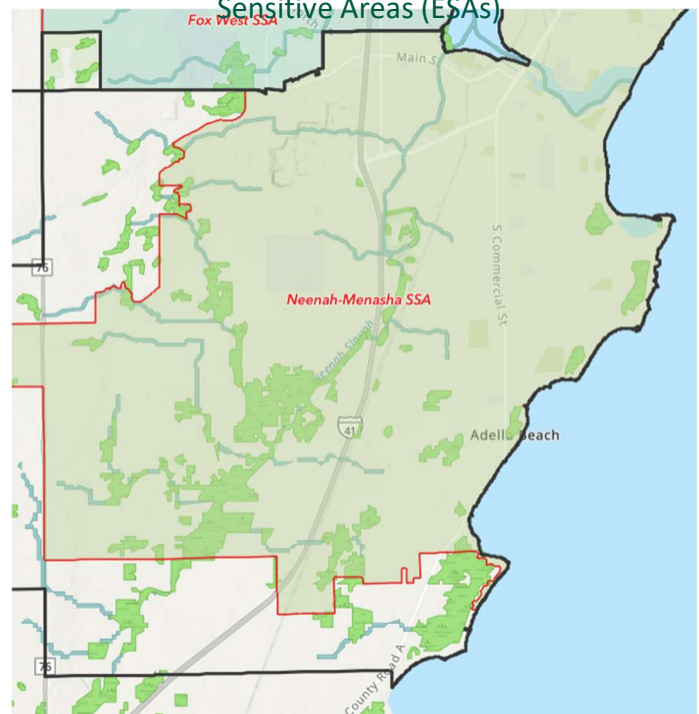
Environmental corridors serve multiple functions. Protection and preservation of environmental corridors contribute to water quality through reduction of non-point source pollution and protection of natural drainage systems. Environmental corridors can also protect and preserve sensitive natural resource areas, such as wetlands, floodplains, woodlands, steep slopes, native grasslands, prairies, prairie savannas, groundwater recharge areas, and other areas that would impair habitat and surface or groundwater quality if disturbed or developed.

Certain Environmental corridors regulated by Wisconsin Administrative Code NR-121, which defines them as “environmentally sensitive areas” (ESAs). ESAs are "major areas unsuitable for the installation of waste treatment systems because of physical or environmental constraints are to be excluded from the service area. Areas considered for exclusion from sewer service areas due to potential adverse impacts on water quality from both point or nonpoint source pollution include (but are not limited to) wetlands, shorelands, floodways and floodplains, steep slopes, highly erodible soils and other limiting soil types, groundwater recharge areas, and other such physical constraints." The ESAs for the Town of Neenah’s portion of the Fox West and Neenah-Menasha Sewer Service areas have been mapped and are shown on Figure 6-5.

The DNR uses the term "environmentally sensitive areas" rather than the term "environmental corridors" principally due to the current inconsistent use of the term environmental corridors throughout the state. In addition, the term environment corridor confers the need for the subject resource to be linear or contiguous within the SSA; however, this contiguity is not required for the area to be sensitive and in need of protection under NR121 for maintenance of water quality.

In addition the Town of Neenah falls under the Winnebago County Town/County Zoning Code for the regulation of land use and, while there is no specific zoning district associated with environmental corridors, the ordinance does protect many of these types of features through its Floodplain, Shoreland, and Shoreland-Wetland Overlay Zoning Districts.

Figure 6-5: NR-121 Defined Environmentally Sensitive Areas (ESAs)



Source: ECWRPC, 2026.

## 6.10 Wildlife Habitat

Wildlife habitat can be simply defined as the presence of enough food, cover, and water to sustain a species. A majority of existing wildlife habitat areas are associated with the shoreline of Lake Winnebago and shoreland/wetland areas associated with the Neenah Slough. Other isolated wetland and woodland areas provide additional habitat and are scattered throughout the town. These habitats house a variety of aquatic species, as well as typical urban and suburban song birds and upland animals of eastern Wisconsin, including deer, rabbit, fox, raccoon, squirrel, and muskrat.

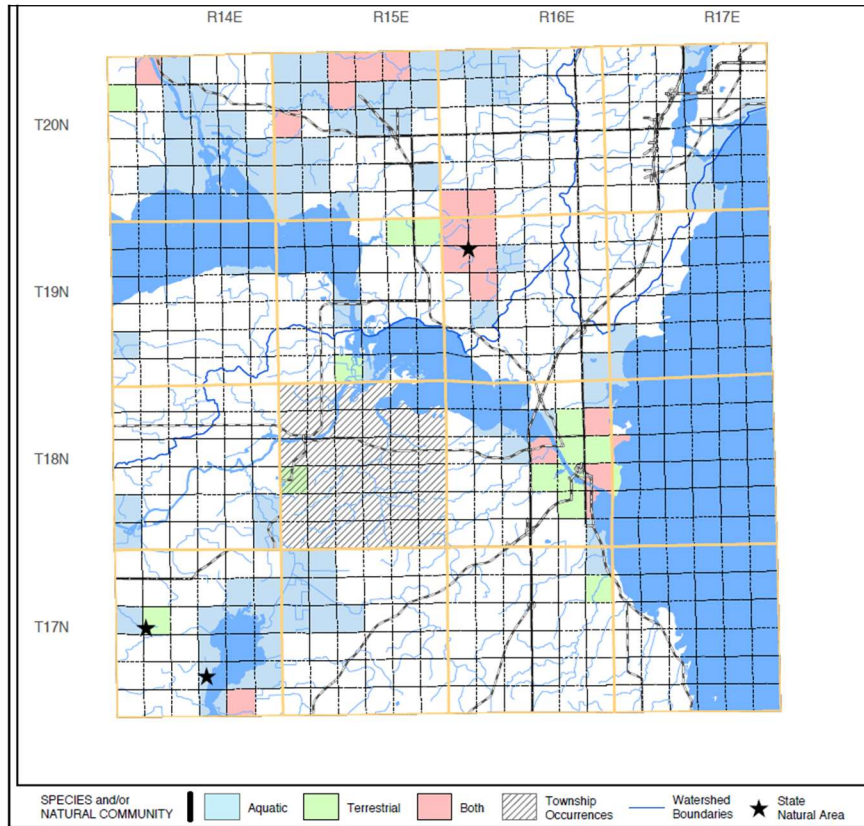
There are no established state or federal wildlife areas within the Town of Neenah. There are no occurrences of rare aquatic and terrestrial species indicated within the Town of Neenah's planning area. Federal and State records provide general information on wildlife habitat and threatened and endangered species. They should be consulted as part of the review process for new development projects.

## 6.11 Threatened and Endangered Species

The Wisconsin Department of Natural Resources (WDNR) lists species as "endangered" when the continued existence of that species as a viable component of the state's wild animals or wild plants is determined to be in jeopardy on the basis of scientific evidence. "Threatened" species are listed when it appears likely based on scientific evidence that the species may become endangered within the foreseeable future.

The WDNR maintains Wisconsin's Natural Heritage Inventory (NHI) Program as part of an international network of inventory programs, and it is one part of the Bureau of Natural Heritage Conservation. The NHI program tracks the locations and viability of rare species occurrences along with high-quality examples of natural communities and geological features throughout the state, these elements make up the "NHI Working List." While no specific listing of species is provided at the municipal level, maps which were produced at a county level in 2008 (Figure 6-6 below) show that some aquatic species may be present in the eastern portion of the town, associated with Lake Winnebago and the Lower Fox River. No terrestrial-based occurrences of species are known to exist based on this information.

Figure 6-6: Natural Heritage Inventory Program Working List “Hits”, Winnebago County



## 6.12 Historic Places

### State and National Register of Historic Places

The National Register of Historic Places recognizes properties of local, state, and national significance. Properties are listed in the National Register because of their associations with significant persons or events, because they contain important information about our history or prehistory, or because of their architectural or engineering significance.

The National Register also lists important groupings of properties as historic districts. In addition, the National Park Service highlights properties that have significance to the nation as a whole by conferring on them the status of National Historic Landmark. The Wisconsin State Register of Historic Places parallels the National Register. However, it is designed to enable state-level historic preservation protection and benefits. Most of the properties in Wisconsin listed in the National Register are also listed in the State Register.

There is only one property within the Town of Neenah on the National and State Historic Registers. The Gorham P. Vining House is located at 1590 Oakridge Road and is listed as an example of the Greek Revival style of architecture.



*Gorman P. Vining House. Photo source: WSHS, 2026.*

### Wisconsin Architecture & History Inventory

The Wisconsin Architecture & History Inventory (AHI) provided by the Wisconsin Historical Society lists historical and architectural information on properties in Wisconsin. The AHI contains data on buildings, structures, and objects that illustrate Wisconsin’s unique history. The majority of properties listed are privately owned. Listed properties convey no special status, rights, or benefits. As of 2026, the Town of Neenah had 14 properties (including the aforementioned National/State Historic Register listing) listed in the AHI which are shown below and on Map 6-4 located at the end of this chapter.

- 1590 Oakridge Rd. (Note this one as a State/Ntl. Register Listing)
- 1701 Oakridge Lane
- 1284 Winneconne Avenue
- 1286 Winneconne Avenue
- 1295 Winneconne Avenue
- 1290 Winneconne Avenue
- 1305 Winneconne Avenue
- 1311 Winneconne Avenue
- 1315 Winneconne Avenue
- 1610 S Park Ave
- 1913 Winchester Road
- 1658 S Commercial Street
- 1800 Breezewood Lane
- 540 County Rd G

## 6.13 Cultural Resources

### Cultural Facilities

Cultural amenities enhance the quality of life, encourage residential development, and attract tourism. Such amenities are limited in Town of Neenah since it is small and more rural/suburban in nature. At this time, there are no museums, theaters, historic markers, rustic roads or other cultural establishments within the town. These types of facilities are offered in abundance in the neighboring City of Neenah though.

## 6.14 Community Design

Community design, as a cultural resource, helps explain the origins and history of how a given community looks, feels, and functions in the present day. Components of the origin of community design include historic settlement patterns, resource use (like mining, farming, and forestry) in rural areas, the industries and businesses that influenced urban areas, transportation features and traffic flow patterns, natural features like rivers, lakes, and wetlands, and the heritage and values of the people that lived in a community in the past and that live there today.

These factors might have been historically expressed through street layout, building architecture, landscaping, preservation of natural features, development density, and other components of development design. The design of a community as seen today might also be influenced by community decisions including the use of zoning and subdivision controls, the establishment of parks and other community facilities, the use of historic preservation, and in some cases, the use of land use planning. In recent years, the “quality of place” has become increasingly important as an element used to attract new residents and families into communities.

There are two basic categories of community design standards – built environment and natural environment. Examples of the former would be guidelines developed on the appearance and size of buildings, signs and other man-made structures. The latter would include the protection of the lakefront, stream or riverbeds, and other natural features that appeal to the aesthetic nature of people. The Town of Neenah has not adopted any formal design guidelines or design standards for new development within the community.

The challenge in developing and implementing community design standards and guidelines is that they tend to be subjective, meaning not everyone will agree with the design that results from the standards and guidelines being followed. One person's view of the physical appearance of a building or the aesthetic value of a wetland area may differ dramatically with another person's view. One objective should be to find the proper balance between maintaining the natural beauty of an area and development.

## 6.15 Agricultural, Natural & Cultural Resources Trends & Key Findings

Below are important factors, trends and predicted changes associated with the agricultural, natural, and cultural resources within the Town of Neenah.

### Agriculture & Woodlands

- Large areas of remaining farmland within the Town of Neenah are classified as either Prime Farmland (USDA-NRCS) or as Nationally Significant Soils (American Farmland Trust).
- The Town of Neenah does not participate in the State's (Winnebago County's) Farmland Preservation program.
- Approximately 579 acres of woodlands exist within the town. Remaining woodland areas are small, but still have valuable functions for wildlife habitat, stormwater management, and recreation.
- The Town of Neenah is making good progress in managing its urban forests within existing parkland areas and will be seeking a Tree City USA designation in the future.

### Non-Metallic Mining

- Four permitted mine sites exist in the northern portion of the town and encompass more than 230 acres (145 are active).
- Reclamation plans are in place for all four sites and may offer future recreation or mixed use development opportunities for the town.

### Surface & Groundwater Water Resources

- All lands within the town drain to either Lake Winnebago or Little Lake Buttes des Morts.
- The town encompasses approximately 4.5 miles of shoreline along Lake Winnebago.
- The Neenah Slough is the only major inland water feature which drains significant areas in the southern portion of the town.
- The town has 458 acres of wetlands with larger complexes existing along portions of the Lake Winnebago shoreline, along the Neenah Slough corridor, north of Breezewood Lane, and along either side of Larsen Road.

- Approximately 147 acres of land are within the 100-year floodplain. These areas exist mostly along the Neenah Slough corridor and do not present a large barrier for new development within the town.
- Existing groundwater aquifers provide much of the potable water for residents who use private wells. Naturally occurring arsenic has driven the need to have special well casing regulations which are administered by the WDNR.
- Groundwater contamination within the town should be of continued concern and efforts should be made to protect groundwater supplies.

### Wildlife & Habitat

- Significant areas of Lake Winnebago shoreline, wetland complexes, and stream/floodplain corridors provide diverse habitats for common songbirds and upland animal species.
- Other than some aquatic species associated with Lake Winnebago, no other endangered or threatened species are known to exist within the town.

### Cultural Resources

- There is only one property within the Town of Neenah on the National and State Historic Registers, the Gorham P. Vining House, located at 1590 Oakridge Road.
- The Wisconsin Architecture & History Inventory (AHI) lists 13 additional properties within the town which have architectural significance.

## 6.16 Agricultural, Natural, and Cultural Resources Goals, Strategies, & Recommendations

Each element of the comprehensive plan includes a specific set of goals, strategies, and recommendations that the town will use as a guide to future land use, development and preservation decisions over the next 20 years. Goals, strategies, and recommendations are defined as follows:

- **Goals** are broad, value-based statements that express general public priorities and preferences about how the town should address issues over the next 20 years and beyond. Goals address key issues, opportunities and problems that affect the town.
- **Strategies** are more specific than goals and are measurable statements usually attainable through direct action and implementation of plan recommendations. The accomplishment of strategies contributes to the fulfillment of the goal.
- **Recommendations** are specific actions, projects or activities that are intended to achieve a particular plan goal or strategy.

## 6.17 Agricultural, Natural, and Cultural Resources Goals and Strategies

Wisconsin Statutes 66.1001 requires a statement of overall goals and objectives to guide the future development and redevelopment of the town over a 20-year planning period. The following goals and strategies were developed by Town of Neenah with regard to the Agricultural, Natural, and Cultural Resources element:

### Goals

INSERT UPDATED GOALS

### Strategies

INSERT UPDATED STRATEGIES

## Agricultural, Natural, and Cultural Resources Recommendations

Recommendations build on goals and objectives by providing more focused responses and actions to the goals and strategies. Recommendations are specific actions or projects that the town should be prepared to complete within the 20-year planning period. The completion of these actions and projects are consistent with the strategies, and therefore will help fulfill the comprehensive plan goals. The following recommendations have been developed by Town of Neenah with regard to the Transportation element and serve to support the goals and strategies:

### Recommendations

INSERT UPDATED RECOMMENDATIONS

## 6.18 Agricultural, Natural, and Cultural Resources Programs

See Appendix D for a complete listing of programs which pertain to this element of the Comprehensive Plan.

## 6.19 Maps

Map 6-1 – Soil Limitations

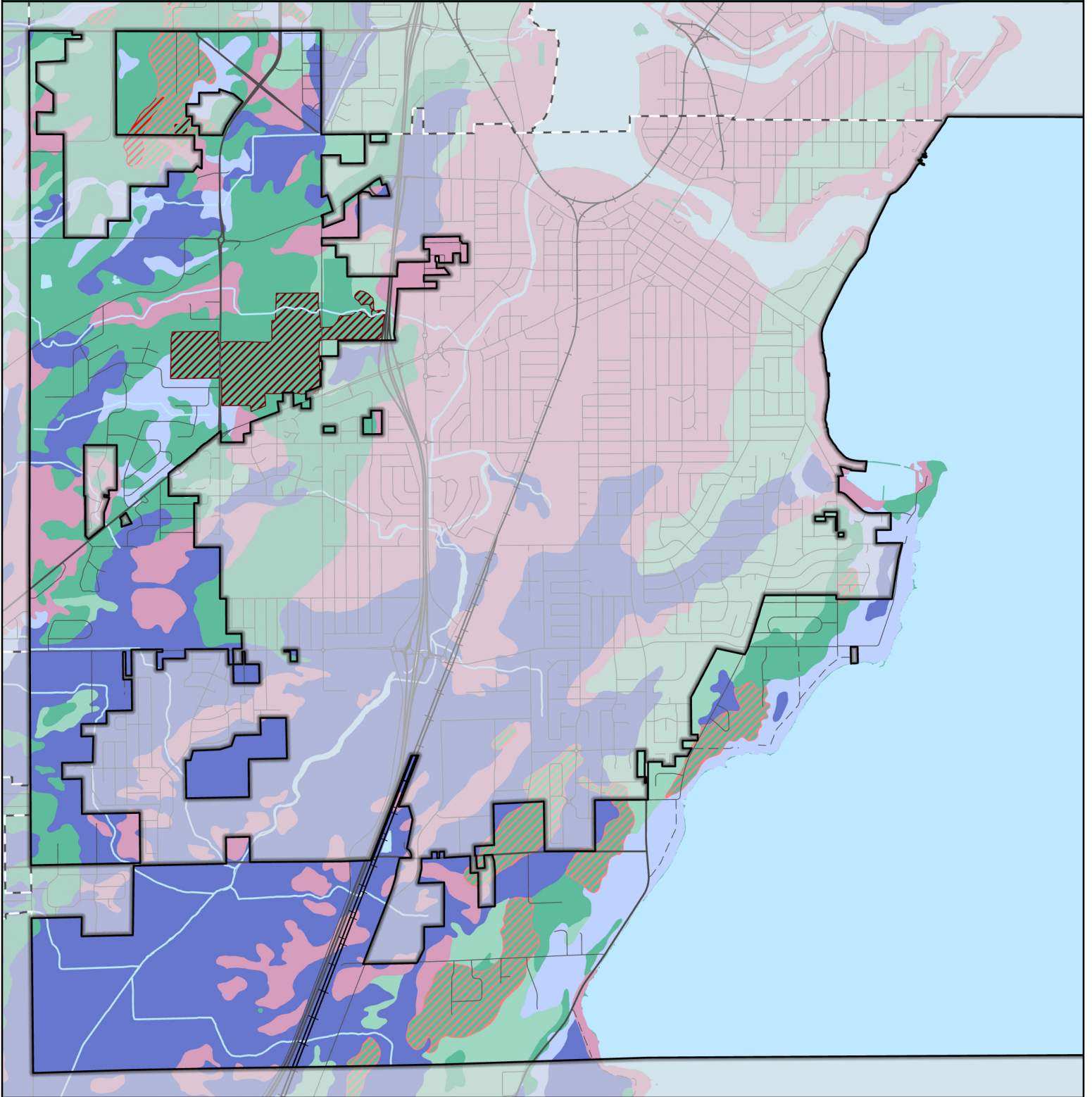
Map 6-2 – Surface Waters, Wetlands, and Floodplains

Map 6-3 – Nationally Significant Agricultural Lands

Map 6-4 – Historic and Archeological Features

# Soil Limitations: Areas of High Groundwater and High Bedrock


Town of Neenah, Winnebago County, Wisconsin











**Depth to Bedrock**

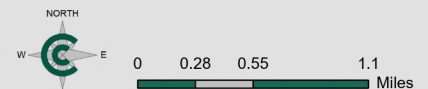
-  2 in.
-  17 in.
-  35 in.

**Depth To Water Table**

-  0 - 6 in.
-  6 - 12 in.
-  12 - 32 in.
-  40 - 70 in.
-  > 70 in.

**Base Layers**

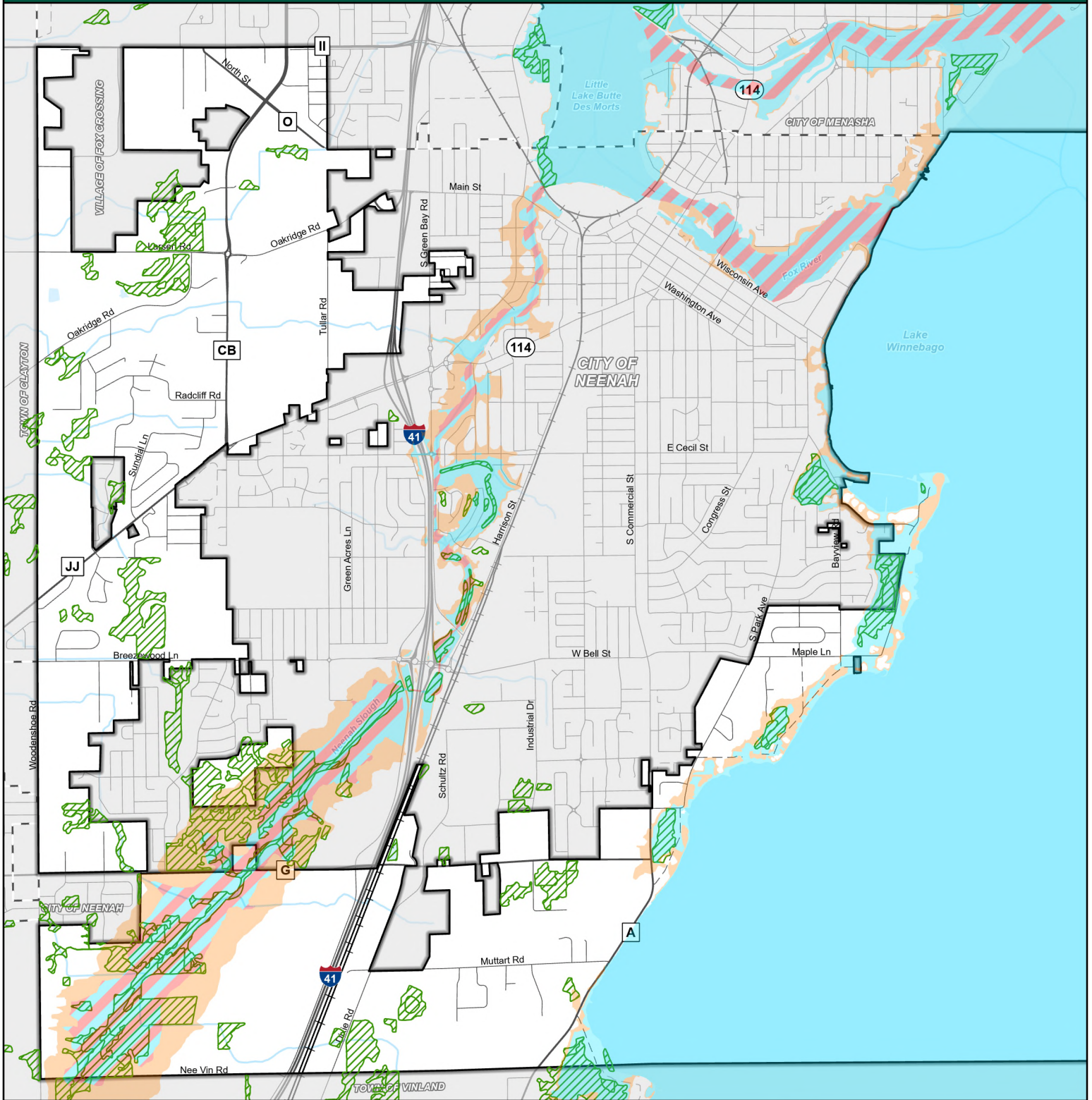
-  Interstate
-  State Highway
-  County Highway
-  Local Road
-  Railroad
-  Parcel Boundary
-  Municipal Boundary
-  Water



*This base map was created with data from Winnebago County who assumes no liability for the accuracy of this data and any use or misuse of its content is the responsibility of the user. Changes were made by Cedar Corporation under the direction of the Town of Neenah. Map Date: March 3, 2026.*

# Surface Waters, Wetlands & Floodplains

## Town of Neenah, Winnebago County, Wisconsin



**Flood Hazard Zones**

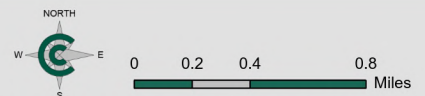
- 1% Annual Chance Flood Hazard
- Regulatory Floodway
- 0.2% Annual Chance Flood Hazard

**WDNR Wetland Inventory\***

- WDNR Wetland Inventory\*

**Base Layers**

- Interstate
- State Highway
- County Highway
- Local Road
- Railroad
- Parcel Boundary
- Municipal Boundary
- Water

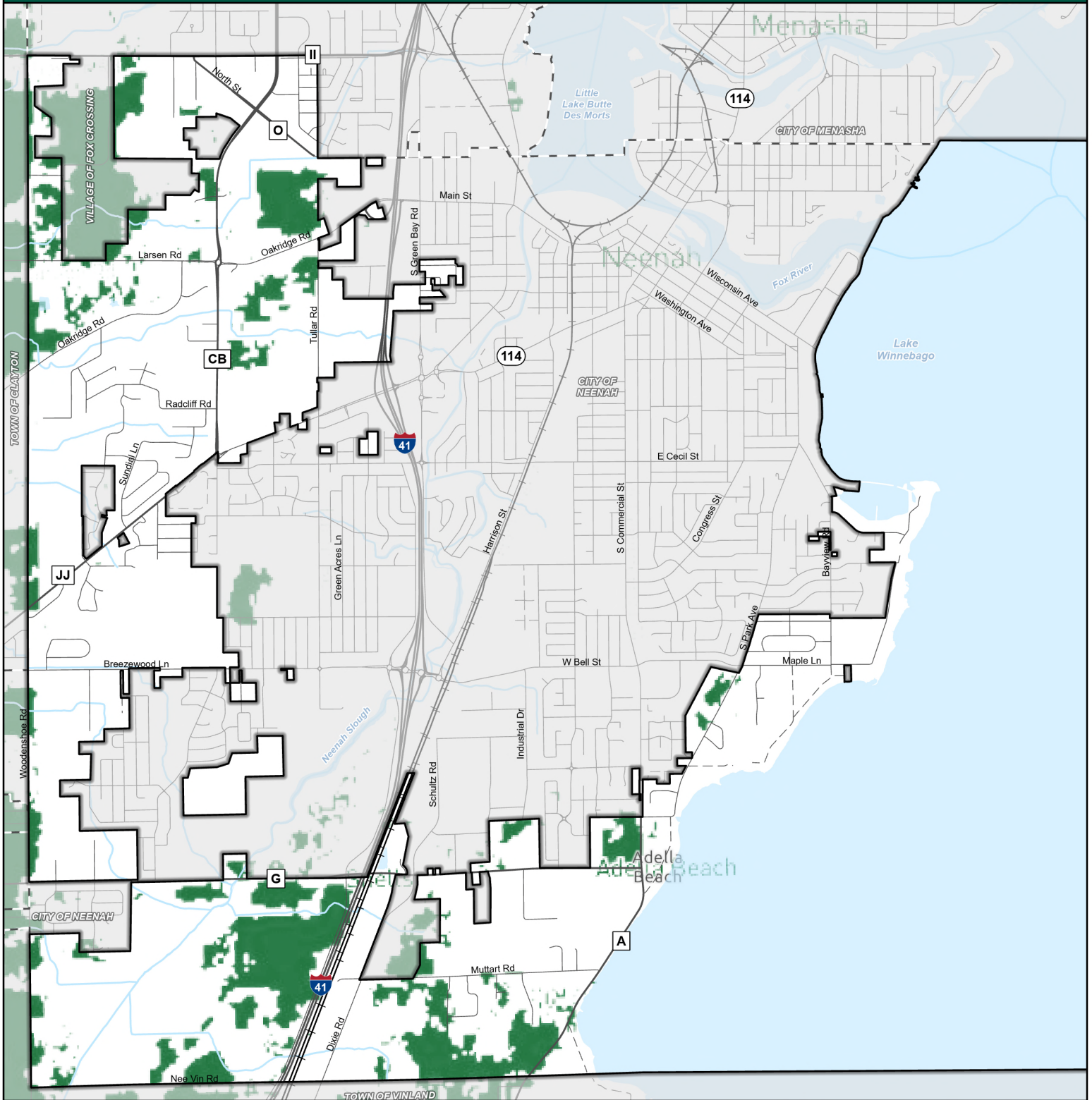


*This base map was created with data from Winnebago County who assumes no liability for the accuracy of this data and any use or misuse of its content is the responsibility of the user. Changes were made by Cedar Corporation under the direction of the Town of Neenah. Map Date: February 20, 2026.*

Sources: WDNR, 2025; FEMA, 2025.

# Nationally Significant Agricultural Lands

Town of Neenah, Winnebago County, Wisconsin

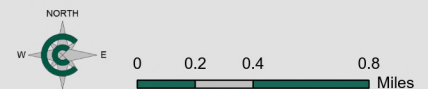


**Legend**

Nationally Significant Agricultural Land (2016)\*

**Base Layers**

- Interstate
- State Highway
- County Highway
- Local Road
- Railroad
- Parcel Boundary
- Municipal Boundary
- Water

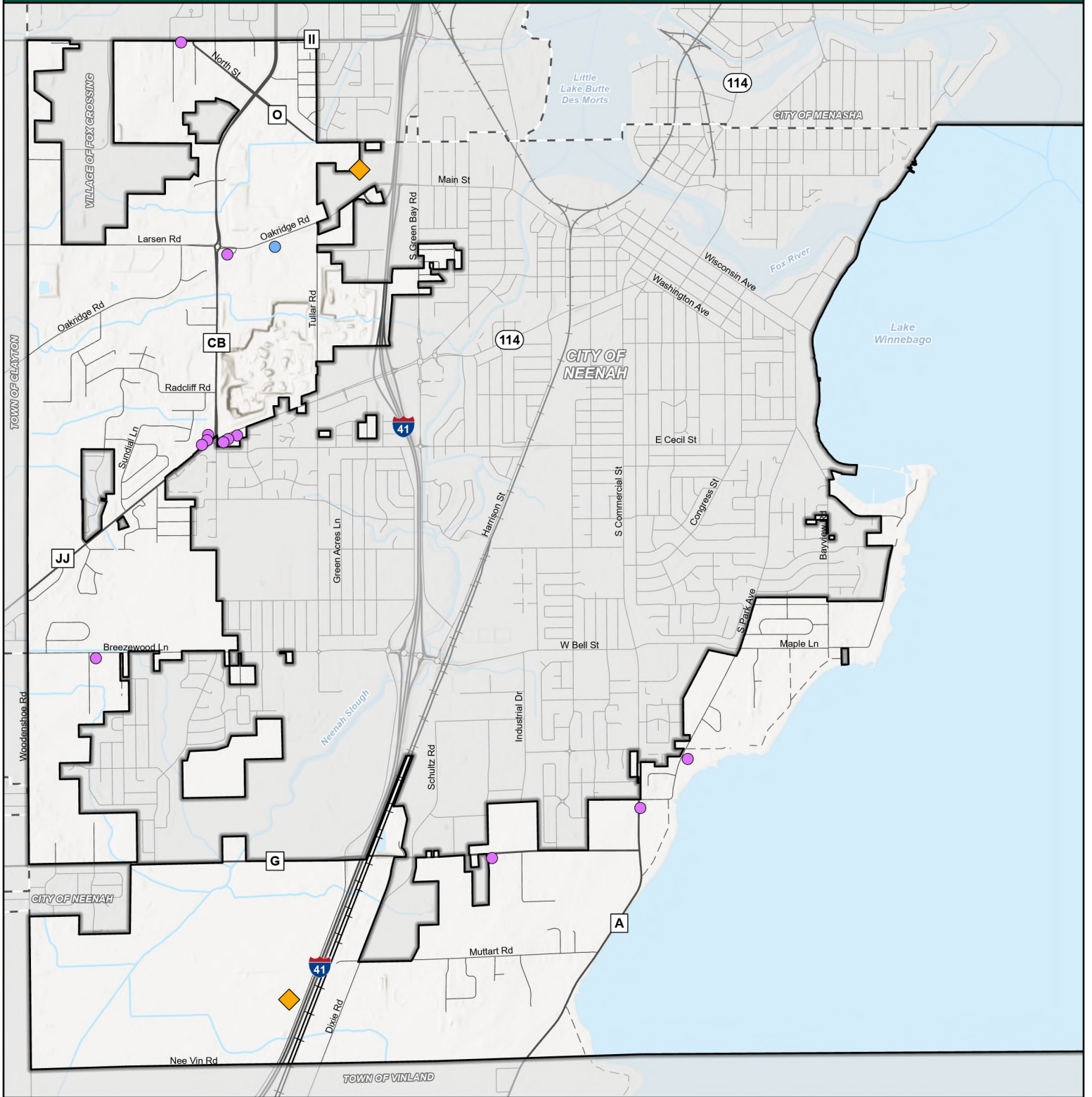


*This base map was created with data from Winnebago County who assumes no liability for the accuracy of this data and any use or misuse of its content is the responsibility of the user. Changes were made by Cedar Corporation under the direction of the Town of Neenah. Map Date: January 19, 2026.*

Sources: American Farmland Trust, 2016.

# Historic and Archeological Features

## Town of Neenah, Winnebago County, Wisconsin



- ◆ Cemetery
- AHI Inventory Site
- AHI Inventory Site - State/National Register Listing

- Base Layers**
- Interstate
  - State Highway
  - County Highway
  - Local Road
  - Railroad
  - Parcel Boundary
  - Municipal Boundary
  - Water



*This base map was created with data from Winnebago County who assumes no liability for the accuracy of this data and any use or misuse of its content is the responsibility of the user. Changes were made by Cedar Corporation under the direction of the Town of Neenah. Map Date: February 20, 2026.*

Appendix D-6: Agricultural, Natural & Cultural Resources Programs

Agency / Entity	Program Name	Program Description
<b>Local Programs</b>		
Local Governments	<b>Tax Increment Financing (TIF)</b>	TIF is a financing option that allows a municipality (town, village or city) to fund infrastructure and other improvements, through property tax revenue on newly developed property. A municipality identifies an area, the Tax Incremental District (TID), as appropriate for a certain type of development and identifies the projects which will encourage and facilitate the desired development. Then as property values rise, the municipality uses the property tax paid on that development to pay for the projects. After the project costs are paid, the municipality closes the TID. The municipality, schools, county, and technical college are able to levy taxes on the value of the new development. A town TID may only incur costs for specific project types which are classified by NAICS codes as being Agricultural, Forestry, Manufacturing, or Tourism related. For Towns, there are three additional requirements to be met in order to create a TID: Prior year equalized value — must be at least \$500 million; Prior year population must be at least 3,500 based on WDOA estimates, and; Sewer service is or will be provided before use or operation of any improvements.
Winnebago County	<b>Land &amp; Water Conservation Department</b>	The Winnebago County Land and Water Conservation Department (LWCD) is dedicated to providing a full range of professional services in the planning, design, and implementation of programs and projects that PROTECT, RESTORE and SUSTAIN the natural resources of Winnebago County.
Winnebago County (DATCP)	<b>Land and Water Resource Management Plans</b>	Winnebago County has a Department of Agriculture Trade & Consumer Protection (DATCP) approved <i>Land and Water Resource Management Plan</i> . This plan represent the next generation of resource management strategies and provides the County with the opportunity to address local resource concerns with a financial base in a sustained manner. The Land and Water Conservation Department has the opportunity to provide seamless integration of a number of resource management programs. State runoff rules (ATCP 50 & NR 120) are utilized as a base for the plan. Monetary assistance will be provided by DATCP to achieve the objectives of the plan.
Winnebago County (DATCP)	<b>Farmland Preservation Plan</b>	The Department of Agriculture, Trade and Consumer Protection (DATCP) administers the Farmland Preservation Programs for the state. The Working Lands Initiative provides eligible landowners in Winnebago County the opportunity to claim farmland preservation tax credits through participation in the program. Eligible landowners may collect up to \$10.00 an acre in an area zoned for farmland preservation and in an agricultural enterprise area with a signed farmland preservation agreement. DATCP also has numerous agricultural related business development programs available.
Town of Neenah and Winnebago County (WDNR)	<b>Outdoor Recreation Plans</b>	The purpose of these plans is to identify changing recreational needs, assess potential opportunities, evaluate the status of the town's and counties' natural and cultural resources, and to present appropriate recommendations that will provide a planned system of parks and recreation areas that contain a diversity of recreational activities while preserving scenic and valuable resources important to the ecological, sociological, and economic life of residents.

State Programs		
Wisconsin Statutes	<a href="#">Lake Organizations</a>	The development of a lake organization is one way to help coordinate and fund protection, education, and improvement efforts for Wisconsin's local lakes. Wisconsin currently has the largest number of lake organizations in the nation. There are currently over 600 organizations in Wisconsin that include both lake associations and lake districts. The number of organizations has increased by 38 percent in the past ten years and continues to grow.
Wisconsin Statutes	<a href="#">Notification to Nonmetallic Resource Owners</a>	The Wisconsin Comprehensive Planning Law requires communication and notification of local planning with owners of nonmetallic mineral sites. Prior to a public hearing written notice shall be provided to property owners or operators with an interest in nonmetallic mineral resources.
WDNR	<a href="#">County Conservation Aids</a>	Funds are available to carry out program of fish or wildlife management projects as per s.23.09 (12), Wis. Stats. and NR 50, Wis. Adm. Code. Projects related to providing improved fish or wildlife habitat or projects related to hunter/angler facilities are eligible. Projects which enhance fish and wildlife habitat or fishing and hunting facilities have priority. Contact the WDNR for further information.
WDNR	<a href="#">Non-Point Pollution Abatement Program</a>	Funds are available to improve water quality by limiting or ending sources of nonpoint source (run-off) water pollution by providing financial and technical assistance to landowners, land operators, municipalities, and other governmental units.
DATCP	<a href="#">Conservation Reserve Enhancement Program (CREP)</a>	Purpose is to reduce erosion, increase wildlife habitat, improve water quality, and increase forest land. Landowner sets aside cropland with annual rental payments based on amount bid. Practices include tree planting, grass cover, small wetland restoration, prairie and oak savannah restoration, and others. Eligibility varies by soil type and crop history.
WDNR	<a href="#">Wetlands Reserve Program (WRP)</a>	The purpose of WRP is to restore wetlands previously altered for agricultural use. The main goal is wetland restoration and wildlife habitat establishment. Land which has been owned for one year and can be restored to wetland conditions is eligible. Landowners may restore wetlands with permanent or 30-year easements or 10-year contracts. Permanent easements pay 100 percent of the agricultural value of the land and 100 percent cost-sharing; 30-year easements pay 75 percent of the agricultural value and 75 percent cost sharing; 10-year contracts pay 75 percent cost share only. Permanent or 30-year easements are recorded with a property deed. A 10 year contract is not recorded with deed. Public access is not required. Contact: USDA Natural Resources Conservation Service.
WDNR	<a href="#">Stewardship Grants for Non-profit Conservation Organizations</a>	Funds are available for the acquisition of land or easements for conservation purposes, and restoration of wildlife habitat. Non-profit conservation organizations are eligible to apply. Priorities include acquisition of wildlife habitat, acquisition of lands with special scientific or ecological value, rare and endangered habitats and species, acquisition of stream corridors, acquisition of land for state trails including the Ice Age Trail and North Country Trail, and restoration of wetlands and grasslands. Eligible types of projects include fee simple and easement acquisitions and habitat restoration projects. Contact the WDNR for further information.
WDNR	<a href="#">Stewardship Grant Program</a>	Funds are available for the acquisition of land or easements for conservation purposes and restoration of wildlife habitat. Both municipal and non-profit conservation organizations are eligible to apply. Priorities include acquisition of wildlife habitat, lands with special scientific or ecological value, land with rare and endangered habitats and species, stream corridors, land for state trails (including the Ice Age Trail and North Country Trail), and lands for restoration of wetlands and grasslands. Eligible types of projects include fee simple and easement acquisitions and habitat restoration projects.

WEDC	<a href="#">Wisconsin's Main Street / Connect Communities Program</a>	The Main Street Program and Connect Communities Program are comprehensive revitalization programs run by the Wisconsin Economic Development Corporation (WEDC) and are designed to promote the historical and economic redevelopment of traditional business districts in Wisconsin. The program was established in 1987 to encourage and support the revitalization of downtowns. Each year, the WEDC selects communities to join the program. These communities receive technical support and training needed to restore their Main Streets to centers of community activity and commerce.
WSHS	<a href="#">Wisconsin Historical Preservation Tax Credits</a>	One of the benefits of owning a historic property in Wisconsin is the ability to participate in federal and state income tax incentives programs for rehabilitation of historic properties. There are currently three programs available to owners of properties that are either listed in, or determined to be eligible for listing in, the state or national registers of historic places. The three programs are:
WSHS	<a href="#">Certified Local Government Program</a>	Local units of government that have enacted historic preservation ordinances may consider being certified to participate in the state and federal Certified Local Government (CLG) program. The CLG program provides special grants to fund planning and educational activities. The Division of Historic Preservation at the Wisconsin Historical Society administers the CLG program.
<b>Federal / National Programs</b>		
USDA	<a href="#">Environmental Quality Incentives Program (EQIP)</a>	The purpose of EQIP is to provide technical and financial help to landowners for conservation practices that protect soil and water quality. Nutrient management and prescribed grazing are eligible for cost-sharing statewide. Assistance for other practices is available in selected priority areas. Approved projects are based on environmental value. Five to 10 year contracts are used. Agricultural producers may be eligible for up to 75 percent cost share on agricultural land. Public access is not required. Contact: USDA Natural Resources Conservation Service or Farm Service Agency, or County Land and Water Conservation Department.
Arbor Day Foundation	<a href="#">Tree City USA</a>	The Tree City USA award program was initiated by the National Arbor Day Foundation to recognize the effort put forth by communities that properly manage their urban forests. To receive the Tree City USA award, a community must meet four standards. It must have: 1) a tree board, commission, or municipal department that has legal responsibility for the care of public trees; 2) a public tree management ordinance; 3) an annual budget of at least \$2.00 per capita for administering, managing, and implementing the community forestry program; and 4) an Arbor Day observance and proclamation.

Source: Cedar Corporation, 2026

**TOWN OF NEENAH - 2045 COMPREHENSIVE PLAN UPDATE  
CURRENT PLAN GOALS, STRATEGIES, AND RECOMMENDATIONS EVALUATION WORKSHEET**

EXISTING PLAN STATEMENT	KEEP AS IS	KEEP BUT MODIFY	REMOVE	NOTES/REASONINGS/SUGGESTED EDITS
<b>HOUSING ELEMENT</b>				
<b>GOAL 1: To encourage the development of carefully sited single-family, owner-occupied housing in locations that are compatible with surrounding uses, and that preserve as much open space as possible.</b>				
Strategy 1: Minimize Farming Impact - Encourage future residential development in areas that have minimal impact on agricultural operations, and are platted based on the Town's Subdivision Ordinance.				
Strategy 2: Housing Types - The Town should consider possible zoning changes, consistent with the Land Use Plan, that offer a limited range of housing types to create diversity of population				
Strategy 3: Substandard Housing - Encourage the rehabilitation of substandard housing in the town in order to provide a decent and safe living environment for all residents.				
Strategy 4: Conservation Subdivision - The Town will encourage the use of conservation-type platting.				
Recommendation: Continue a controlled residential growth pattern within the sanitary districts, and encourage diversified housing sites throughout the town.				

**TOWN OF NEENAH - 2045 COMPREHENSIVE PLAN UPDATE  
CURRENT PLAN GOALS, STRATEGIES, AND RECOMMENDATIONS EVALUATION WORKSHEET**

EXISTING PLAN STATEMENT	KEEP AS IS	KEEP BUT MODIFY	REMOVE	NOTES/REASONINGS/SUGGESTED EDITS
<b>ECONOMIC DEVELOPMENT ELEMENT</b>				
<b>GOAL 1: 1. Continue to maintain the town’s rural character through the encouragement of agricultural operations, existing businesses, small home-based businesses, and selective location of commercial uses that will minimize conflict with surrounding land uses and will serve the best interest of the town’s population.</b>				
Strategy 1: 1.The Town of Neenah will support existing commercial businesses, encouraging them to expand at their present locations rather than moving to another location that may be outside the town.				
Strategy 2: Become educated, and educate others, regarding the different programs available from local, state and federal sources that can help encourage economic development.				
Strategy 3: Maintain a high degree of compatibility between existing and future land uses, and minimize negative impacts of new development.				
Strategy 4: The Town should not support new industries that are known to have air, water, or noise pollution characteristics.				
Strategy 5.5:The Town will actively utilize Town parcels in the vicinity of Tullar Road and CRD “O” for business type uses				
Recommendation: The Town of Neenah should support expansion of existing businesses and limited neighborhood commercial land uses.				
Recommendation: The Town of Neenah should make every effort to market Town-owned land for commercial or light industrial development.				