



## NEENAH PLAN COMMISSION

**December 12, 2023**

**4:15 P.M.**

**Hauser Room, City Administration Building**

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1. Approval of Minutes: **November 7, 2023**
2. Public Appearances (Ten minutes divided among those wishing to speak on topics pertinent to the Plan Commission)
3. Public Hearings: None
4. Action Items:
  - a. CSM - 600 Elm Street - 3 Lot CSM
  - b. Final Plat - 1<sup>st</sup> Addition to Freedom Acres
5. Comprehensive Plan Update
  - a. Chapter 6 - Transportation
6. Announcements and future agenda items:
  - a. Next Meeting: January 9, 2024

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**MINUTES OF THE NEENAH PLAN COMMISSION**  
**Tuesday, November 7 2023**  
**4:15 p.m.**

**Present:**

|                                 |         |   |         |   |         |
|---------------------------------|---------|---|---------|---|---------|
| Mayor Jane Lang,<br>Chairperson | PRESENT | Alderman Dan Steiner,<br>Vice Chairperson | PRESENT | Gerry Kaiser, Director<br>of Public Works | PRESENT |
| Kate Hancock-Cooke              | PRESENT | Karen Genett                              | PRESENT | Betsy Ellenberger                         | PRESENT |
| Gerry Andrews                   | PRESENT | Sarah Moore-Nokes                         | PRESENT |   |         |

**Also Present:**

|   |   |   |
|---|---|---|
| Brad Schmidt, Deputy Director of<br>Community Development | Kayla Kubat, Administrative Assistant<br>of Community Development | Chris Haese, Director of<br>Community Development |
| Scott Becher, 1061 Green Acres Ln                         | David Miller, 240 1 <sup>st</sup> Street                          | Larry Zwiars, 1372 Alpine Ln                      |
| Tom and Jan Hoare, 1490<br>Breezewood Ln                  | Jason and Lori Geffers, 8275 County<br>Rd T Larson                | Alderman Cari Lendrum                             |
| Holly Engelman, Public Relations<br>Specialist            | Dean Kaufert, 1360 Alpine Ln                                      | Alderman Todd Stevenson                           |

**Minutes:** MSC Kaiser/Andrews, the Plan Commission, to approve the October 10, 2023 meeting minutes. All voting aye. Motion passed. Vice Chairperson Alderman Steiner abstained.

**Public Appearances:** Chairperson Mayor Lang opened public appearances to topics not related to the agenda.

Scott Becher, 1061 Green Acres Ln- He brought up an article from the Sheboygan Press regarding affordable housing. He pointed out Appleton is #4 on the list, Sheboygan is #3, and Racine is #9. He provided a copy of the article for distribution.

No others in attendance spoke. Chairperson Mayor Lang closed public appearances.

**Public Hearings:**

- a. Rezoning – 1385 Alpine Lane – R1 to R2 District

Dean Kaufert, 1360 Alpine Ln- He first stated the neighborhood was not properly notified of this hearing as some residents on his street received the letter regarding this rezoning the day before this hearing or the same day. He then commented there are all single-family homes in the neighborhood. On the entire street, there are no duplexes. He stated he does not have any problems with duplexes as he owns three or four in a duplex area. He states there is enough housing available, and this neighborhood is meant for single-family housing.

Larry Zwiars- 1372 Alpine Ln- He states this neighborhood should stay single-family homes.

Tom Hoare- 1490 Breezewood Ln- He states he built his house in an area where it has always been single-family, and he feels it should stay single-family.

Jason Geffers, 8275 County Rd T- He is the purchaser of the lots. His intention with the duplexes is to provide housing for friends and family, in particular aging parents and his newly married children. He states he has been a builder for 25 years; he intends to provide nice spec homes and duplexes on the lots to attract an upscale buyer.

No one else in attendance spoke. Chairperson Mayor Lang closed this public hearing.

**Action Items:**

a. **Rezoning – 1385 Alpine Lane – R1 to R2 District**

ORDINANCE  
No. 2023-18

Deputy Director Schmidt went over the request from the applicant, Jason Geffers, for the rezoning. This property was recently annexed into the city, as well as the property directly to the west earlier this year. At the time when the property owner annexed this property, his intent was to split off and either sell or develop the piece or the subject property. In the end, that property owner chose to sell it to the applicant. There have been conversations with Applicant Jason Geffers about his plans for the property. This rezoning is also in conjunction with a certified survey map to split this lot into four lots. The surrounding area is primarily zoned single-family to the north and to the south. However, there is a row of R2 district zoning along Breezewood Lane, so this rezoning would not be what is referred to as spot zoning. It is consistent with the zoning patterns in this neighborhood. With a rezoning, once it's rezoned to R2, it still allows for both single-family attached and detached units. When a property is rezoned, it is not necessarily for a specific development, it is open to those other uses as well.

Vice Chairperson Alderman Steiner asked what the approximate size and square footage is of each unit. Applicant Jason Geffers stated it is very preliminary, but an estimate would be around 1,300 square feet. He also stated he is looking to make these units ADA friendly due to his parents living in the unit and possibly other aging residents. This would be zero-entry and no steps in the homes.

Member Ellenberger asked about the notices sent out and how they didn't reach residents until the day before. Director Haese explained how this is an extra notice in addition to the state law requirement of the to notify residents before the Council meeting. The city chooses to do an additional public hearing for the Plan Commission meeting. The notices were sent out last week Wednesday, however, the mail service has not been reliable. Deputy Director Schmidt went over the rezoning request process. There is a pre-application meeting with the applicant to understand the request, ask questions, and get feedback. Once the application is received, we are required to add it to the next regularly scheduled Plan Commission meeting. Per state law, we need to send out notices to neighbors within 200 feet, which were sent out Wednesday, informing the residents of the informal public hearing. Also, there are notices put in the newspaper per state law. For this hearing, the newspaper notices were this weekend and Monday. The Plan Commission agenda is also published on Fridays on the city's website and a notice was sent to the third district alderman, in case they receive any questions.

Member Ellenberger asked for clarification on the map which lots will be single-family, and which are duplexes. She also stated she liked seeing the rendering of the duplex as well as the zero-entry for the aging population.

Vice Chairperson Alderman Steiner stated for a zone to change, it needs to fit in with the comprehensive plan. He asked Deputy Director Schmidt to go over how this rezoning would fit into the plan. Deputy Director Schmidt went over how this is a transitional area between a high-density residential area to the west. The area to the east and north is considered a residential neighborhood investment area, which is primarily single-family but does not prohibit two-family. In looking at these factors, this rezoning would be consistent with the comprehensive plan.

Member Andrews stated where he lives there are a lot of duplexes on the north end of his street, and they are always in high demand. He feels when there is a mix of single-family and duplexes in an area, it makes the area more interesting and attractive. He does not think duplexes should be segregated and there seems to be a great need for this kind of housing.

Member Genett stated there are many duplexes on Breezewood already, it is consistent with neighborhood.

Vice Chairperson Alderman Steiner stated this would not be a huge outlier in the area. Housing continues to be an issue everywhere, not only in the city but across the country.

Chairperson Mayor Land did state the formal hearing will be next Tuesday evening at the Common Council meeting.

**MSC Andrews/Genett, the Plan Commission, recommend Common Council approve Ordinance No. 2023-18 rezoning portion of property located at 1385 Alpine Lane to R-2, Two-Family Residence District. All voting aye. Motion passed.**

**b. CSM – 1385 Alpine Lane – 4 Lots**

Deputy Director Schmidt went over the applicant's request to subdivide this lot into four separate lots. Lot three and lot four are proposed to be rezoned to R2 and the two northern lots would remain R1, proposed for single-family development. In reviewing CSMs, we look at that they meet minimum lot size. In this case, the minimum lot size for both the zoning categories is 7,200 square feet, which they exceed. The minimum lot width is 60 feet, which is also exceeded. There are water and sanitary laterals to lot four and lot one. Laterals will need to be installed to lot two and lot three.

Member Andrews stated if the R2 rezoning does not pass the formal hearing, the four lots would stay R1. Deputy Director Schmidt stated yes.

**MSC Steiner/Moore-Nokes, the Plan Commission, approve the 4 lot CSM for the property located at 1385 Alpine Lane. All voting aye. Motion passed.**

**c. Site Plan Review/Beer Garden – 240 1<sup>st</sup> Street – New Restaurant**

Deputy Director Schmidt went over the request received for a site plan for a new restaurant located at 240 1<sup>st</sup> Street. This is a former optician's office located in the northwest corner of 1st and Water Street. The plan for this is to demolish the building and build a new building on the foundations that are currently there. The new building is roughly 5,700 square feet in size, one

story, which will include a restaurant and an outdoor patio/beer garden. Deputy Director Schmidt showed renderings of the building. The entrance is on the west side of the building. The parking lot to the west of the building will remain and there will be additional parking along the and the north side of the building. He also showed the floorplan, where the dining space is in the middle, and the outdoor patio is located on the east and south side of the building. The plan also includes some landscaping. The final landscaping plan has not been reviewed, but there are landscaping requirements along Water Street and 1st Street. The developer is also installing a catch basin in the parking lot. There is a request for a liquor license, which will be at a Public Services and Safety meeting, not only to improve approve the liquor license, but the expansion to the patio area as well.

Dave Miller, the Developer, stated the renderings are being finalized in hopes to be open by Cinco de Mayo due to it being a Mexican restaurant but that may be an aggressive timeline.

Deputy Director Schmidt went over the site plan and how the proposed building is a little smaller than the existing building. Also stated this is in a zoned C2 district, which is a central business district. Restaurants are a permitted use. In reviewing these site plans, we are trying to ensure setbacks are met.

**MSC Andrews/Ellenberger, the Plan Commission, approve the site plan for a new restaurant building located at 240 1<sup>st</sup> Street subject to the Site Plan Review letter comments and recommend Council approve the outdoor beer garden. All voting aye. Motion passed.**

**Comprehensive Plan 2040 – 5 Year Review:**

**a. Chapter 5: Housing**

Deputy Director Schmidt went over updating the data with either the new American Community Survey or 2020 Census data. There have been conversations about doing a housing market analysis to better understand what is happening in our area, both regionally and in the city. Owner occupied rates fell slightly from 66% to 64%, which is a common trend across the county. Vacancy rates dropped, which reflects the current housing market.

Vice Chairperson Alderman Steiner asked what data a housing market analysis would provide that we do not currently have. Deputy Director Schmidt stated it would show some trends as well as rents, mortgage costs and housing costs in more detail. It would also analyze our housing stock in greater detail than the Census and make projections from the data.

Member Ellenberger asked if this included the upgrade in the VNA. Deputy Director Schmidt it was not included in the data collected at that time, but we can now include it.

Deputy Director Schmidt went over how the housing chapter does go over low- and moderate-income housing options. We are also monitoring affordable housing legislation and trying to understand how this impacts the city. There are currently challenges with single-family homes due to not having a lot of developers and land available and there being more interest in multi-family. Having a variety of housing and having housing available will help the demand.

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Member Hancock-Cooke asked what will happen when the city cannot grow anymore. Deputy Director Schmidt went over how growth is important but also protecting existing neighborhoods. There are surrounding communities that are landlocked without the ability to look at growth. Endless growth is not the plan but to ensure the city can grow is important.

Member Andrews stated there was a goal of having 100 lots available and if this is still the goal. Deputy Director Schmidt went over the new subdivisions that are being developed. He also went over appropriate developing sites.

Member Moore-Nokes looked at the Outagamie county housing study and asked how this is related to the city. Deputy Director Schmidt went over how it is better to look at a regional perspective and not only City.

Member Andrews asked if this plan discusses auxiliary structures. Deputy Director Schmidt stated there are challenges with building codes and looking long-term of what is going to happen once the structure is no longer needed by the owner.

Member Hancock-Cooke asked about tiny houses. Deputy Director Schmidt stated the challenge would also be the building code and the need for foundation, water, and sewer. He explained the building code is a state document.

Director Haese stated in a tiny home, there is still a bathroom and kitchen and the cost per square foot to construct may be similar to a full-size home. There is also an issue with vehicles and parking

Deputy Director Schmidt stated in other communities, there are some age-restricted housing, which can help the aging population downsize more affordably.

**Announcements and Future Agenda Items:** Next meeting is scheduled for November 28, 2023.

**Adjournment:** The Commission adjourned its meeting at 5:13 p.m. MSC Genett/Ellenberger. All voting Aye. Motion passed.

Respectfully Submitted,



Kayla Kubat  
Administrative Assistant, Department of Community Development

US MARKETS OPEN In the news

▼ Dow Jones +0.18%   ▼ Nasdaq +0.23%   ▼ S&P 500 +0.28%   ▲ BABA -0.83%   ▲ META -0.01%

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## The 10 most affordable US cities for renters

Noah Sheidlower Sep 25, 2023, 5:27 AM CDT



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**The Missouri Capitol in Jefferson City** Jeff Roberson/AP

**Jefferson City, MO, ranks as the most affordable metro area in the US for renters.**

**The top 10 metro areas all had over 62% of renters paying under 30% of their income on rent.**

**Metro areas in Ohio, Wisconsin, and Wyoming rounded out the top five.**

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...most affordable rent, Americans may need to move to cities  
...ri, Wisconsin, or Wyoming.

... City, MO, ranked as the most affordable metro area for US  
renters, according to data from the US Census Bureau. For the top

cities, Insider analyzed the share of residents with affordable rent, meaning the percent of residents who pay less than 30% of their income on rent.

## The most affordable metro areas for US renters

| Rank | Metro Area         | Share with affordable rent | Median gross rent | Median household income |
|------|--------------------|----------------------------|-------------------|-------------------------|
| 1    | Jefferson City, MO | 68.4%                      | \$816             | \$71,396                |
| 2    | Lima, OH           | 67.9%                      | \$893             | \$59,880                |
| 3    | Sheboygan, WI      | 66.8%                      | \$882             | \$62,978                |
| 4    | Appleton, WI       | 66.5%                      | \$955             | \$78,388                |
| 5    | Casper, WY         | 64.9%                      | \$902             | \$69,627                |
| 6    | Sioux Falls, SD    | 63.3%                      | \$962             | \$77,605                |
| 7    | Great Falls, MT    | 63.2%                      | \$837             | \$58,698                |
| 8    | Rocky Mount, NC    | 63.0%                      | \$847             | \$53,896                |
| 9    | Racine, WI         | 62.7%                      | \$980             | \$71,788                |
| 10   | Wenatchee, WA      | 62.7%                      | \$1,294           | \$87,459                |

Note: Affordable rent is defined as the percent of people paying less than 30% of income on rent.

Over two-thirds of renters in Jefferson City, the capital of Missouri with just around 43,000 residents, had affordable rent, as median household income was over \$71,000, yet median gross rent was just \$816 a month.

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city of over 35,000 residents in northwest Ohio, ranked second, with around 68% of rents able to afford rent. The median

gross rent was just under \$900, while median household income was about \$60,000.

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The advertisement features a dark teal background. On the left, a man in a dark suit and white shirt is smiling, with the text "The Sales Leader" below him. In the center, a woman with long brown hair, wearing a light blue shirt and a brown jacket, is smiling, with the text "The Marketing Manager" below her. On the right, the Dun & Bradstreet logo is displayed, consisting of the text "dun & bradstreet" in a light blue font, accompanied by a graphic of several overlapping circles in shades of teal and white.

Wisconsin had three metro areas in the top 10: Sheboygan, Appleton, and Racine. All three, whose median gross rents were under \$1,000, are concentrated in the eastern side of the state. Around two-thirds of renters in Sheboygan and Appleton had affordable rent, while 63% in Racine had affordable rent.

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... metro areas in Wyoming, South Dakota, Montana, North Carolina, and Washington rounded out the top 10, all with around 63% or more with affordable rent.

The data supports recent findings that wealthier Americans are moving to Montana and Idaho for more affordable rent.

Perhaps unsurprisingly, the metro areas with the lowest percentage of people with affordable rent were concentrated in Florida, particularly in Homosassa Springs, Naples, Port St. Lucie, and Miami-Fort Lauderdale.

Advertisement

The New York-Newark-Jersey City metro area, which has some of the highest rents in the nation, ranked in the middle of the pack, with over 47% of residents having affordable rent.

The rental market nationwide has been softening, though the median US asking rent is still over \$2,000 — on par with a record high set last year. Many people are still holding onto their rentals given a still-tight home-buying market, though rent increases may

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report from earlier this month revealed landlords are offering one-time discounts or the first few months free to attract renters, which have caused effective rent to fall in some areas.

Per Redfin, median asking rents rose 4.6% from August 2022 to August 2023 in the Midwest and 1.2% in the Northeast over the same period. Median asking rents fell 1.1% in the West and 0.3% during the same period.

Advertisement

Rent has fallen over 10% over the last year in Lincoln, Fresno, St. Louis, and Tampa, online rental platform Zumper found.

*Have you recently moved to a new state or region due to cheaper rent? Reach out to this reporter at [nsheidlower@insider.com](mailto:nsheidlower@insider.com).*

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## Read next

**Watch: Why it's so hard for millennials to buy homes**

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## M E M O R A N D U M

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**DATE:** December 12, 2023  
**TO:** Mayor Lang and Plan Commission  
**FROM:** Brad Schmidt, AICP, Deputy Director  
**RE:** 3 Lot CSM – 600 Elm Street

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The Neenah Joint School District, owner of 600 Elm Street, has submitted a certified survey map (CSM) to consolidate the subject property into three lots. The property is located north of Cecil Street, south of Division Street, east of Elm Street and west of Reed Street and currently includes the former Shattuck Middle School, tennis courts and parking lot. The subject land was platted in 1857 as the Bigelows Addition, however the land has been used as a school since 1929.

The purpose of the CSM is to consolidate the parcels north and south of Laudan Boulevard as part of the sale of the Shattuck property and consolidate the tennis courts and parking lot into a separate parcel that will be continued to be owned by the School District.

### **Recommendation**

**An appropriate action at this time is for the Plan Commission to approve the 3 lot CSM for the property located at 600 Elm Street subject to the CSM review letter.**



**City of Neenah Community Development**  
**211 Walnut Street**  
**Neenah WI 54956**  
**Ph 920.886.6130**

December 07, 2023

JORDAN BROST  
POINT OF BEGINNING  
4941 KIRSCHLING COURT  
STEVENS POINT, WI 54481

**RE: CSM #5-23 - 600 Elm Street - 3 Lot CSM Certified Survey Map Review () Status Approved**

Dear JORDAN BROST:

We have completed our review of the plan identified above. The plan was approved per attached comments, if any. This letter is not to be construed as a zoning compliance, grading, building permit, certificate of occupancy, or a substitute for any permit or certificate required by any state or federal government entity.

Sincerely,

Brad Schmidt  
Deputy Director of Community Development and Assessment  
bschmidt@neenahwi.gov  
920-886-6126

## Plan Review Comments

Planning - Brad Schmidt -  
bschmidt@neenahwi.gov

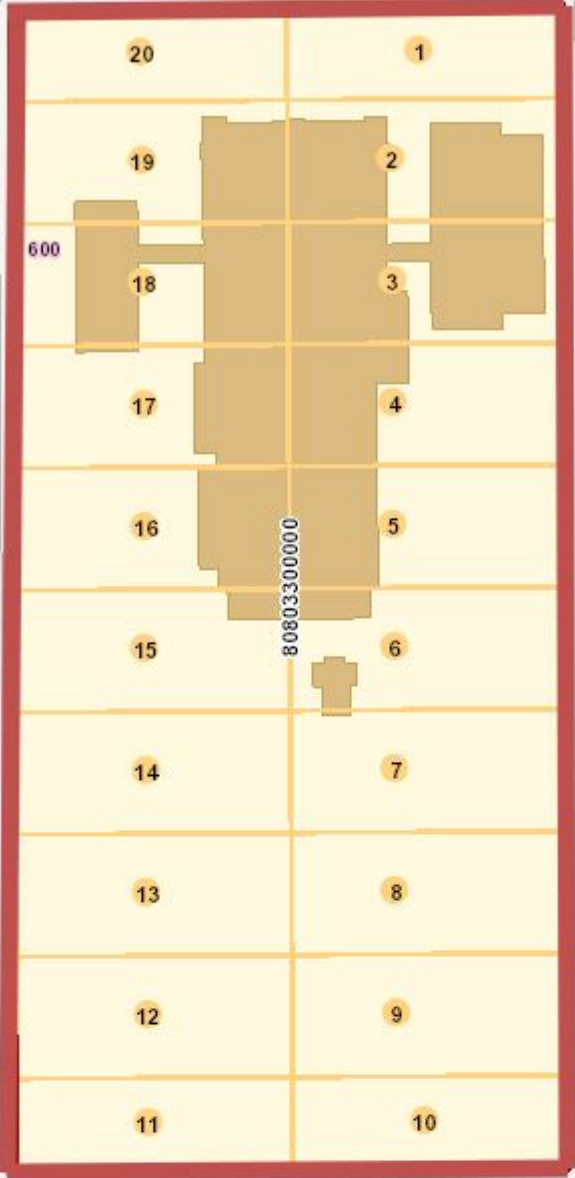
Approved

**Review Comments:**

1. Please submit the final CSM to the Community Development office for signatures.
-

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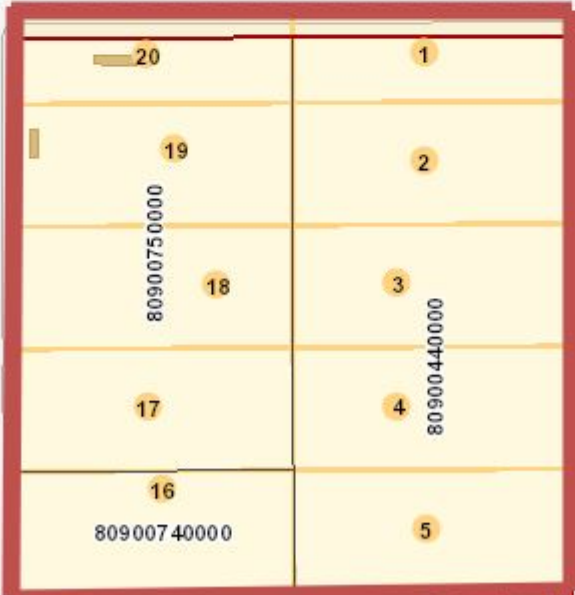
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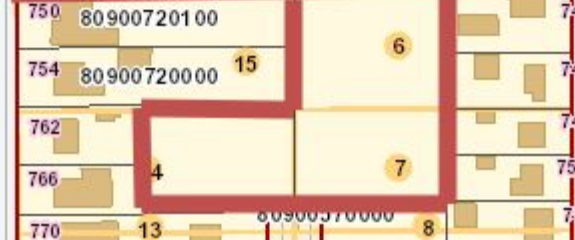
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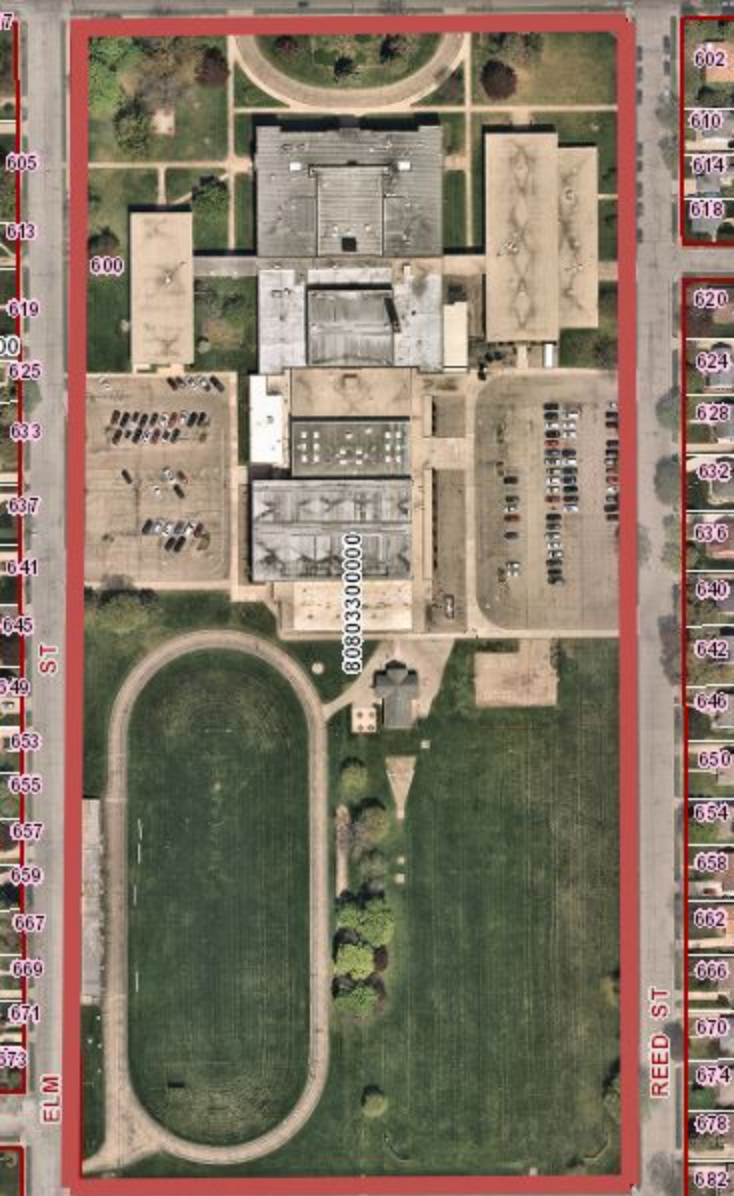
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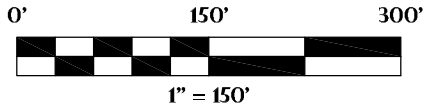


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# CERTIFIED SURVEY MAP

BEING ALL OF LOTS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19 AND 20 OF BLOCK 1 OF BIGELOW'S ADDITION, ALL OF LOTS 1, 2, 3, 4, 5, 16, 17, 18, 19 AND 20 AND PART OF LOTS 6, 7 AND 14 OF BLOCK 2 OF BIGELOW'S ADDITION, LOCATED IN PART OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4, AND IN PART OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 27, TOWNSHIP 20 NORTH, RANGE 17 EAST, CITY OF NEENAH, WINNEBAGO COUNTY, WISCONSIN.

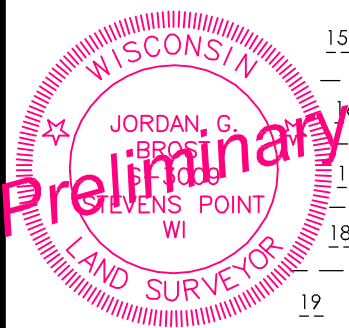
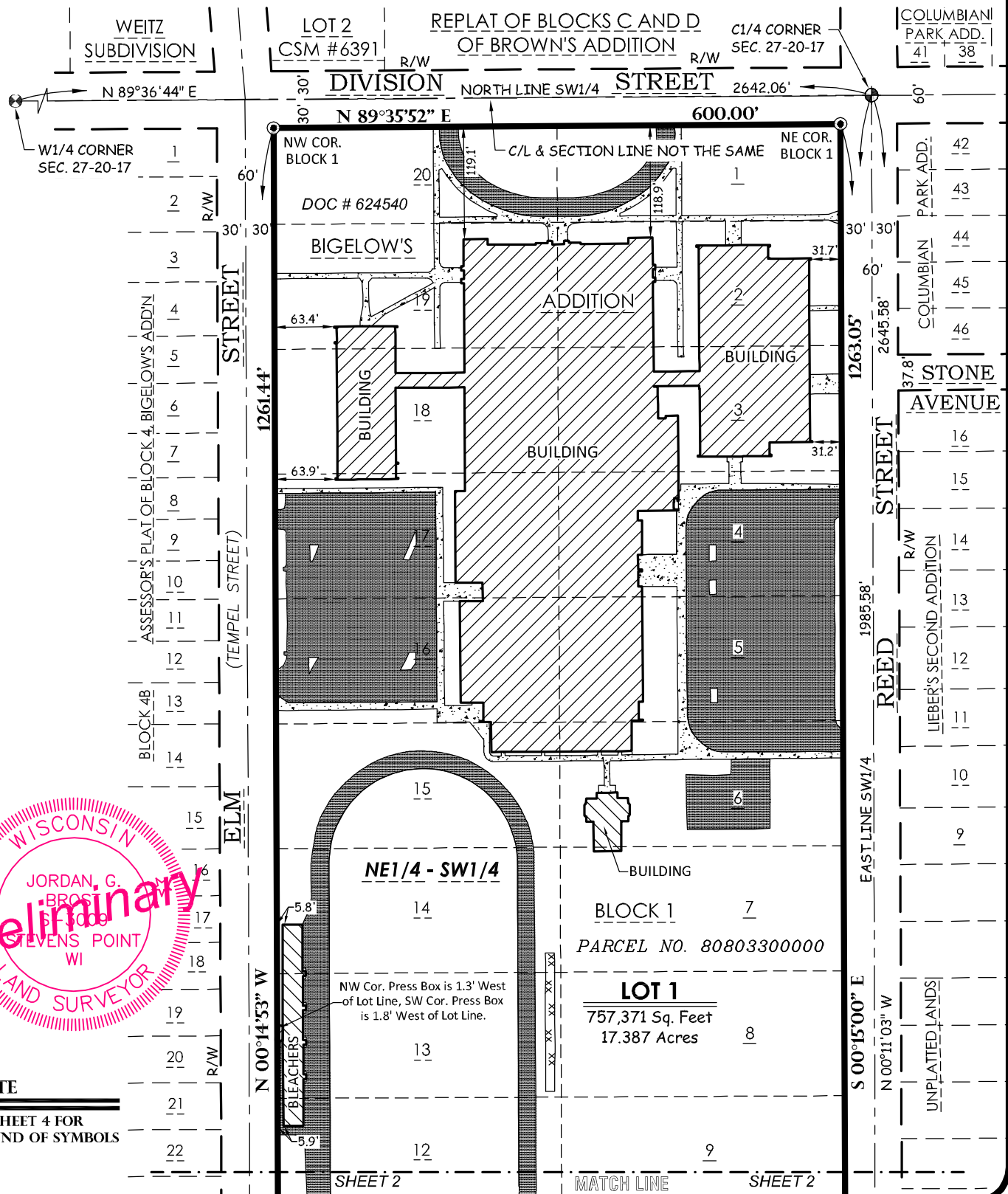


### BASIS OF BEARINGS

THE SOUTH LINE OF THE SW1/4 OF SEC. 27, T.20N, R.17E, BEARS N 89°43'39"E AS REFERENCED TO THE WINNEBAGO CO. CRD. SYSTEM, NAD83 (2011).

### NOTE

THIS MAP DOES NOT TRANSFER PROPERTY OWNERSHIP. SALE OR TRANSFER OF PROPERTY REQUIRES A RECORDED DEED, EXCEPTING PUBLIC DEDICATIONS.



**NOTE**  
SEE SHEET 4 FOR  
LEGEND OF SYMBOLS



Point of Beginning

Land Surveying  
Civil Engineering  
Landscape Architecture  
**Jordan G. Brost, PLS #3009**

4941 Kirschling Court  
Stevens Point, WI 54481  
715.344.9999 (PH) 715.344.9922 (FX)

FIELDWORK COMPLETED: 11/29/23

DRAWN: TDP CHECKED: JGB

FIELD BOOK: 44 PAGE: 73

JOB NO: 23.449

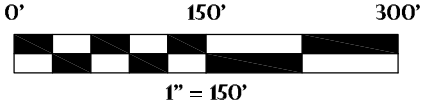
CLIENT / OWNER

NEENAH JOINT  
SCHOOL DISTRICT  
410 SOUTH COMMERCIAL ST.  
NEENAH, WI 54956-2527

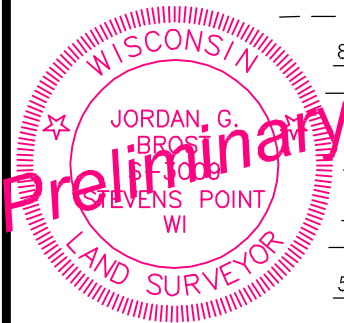
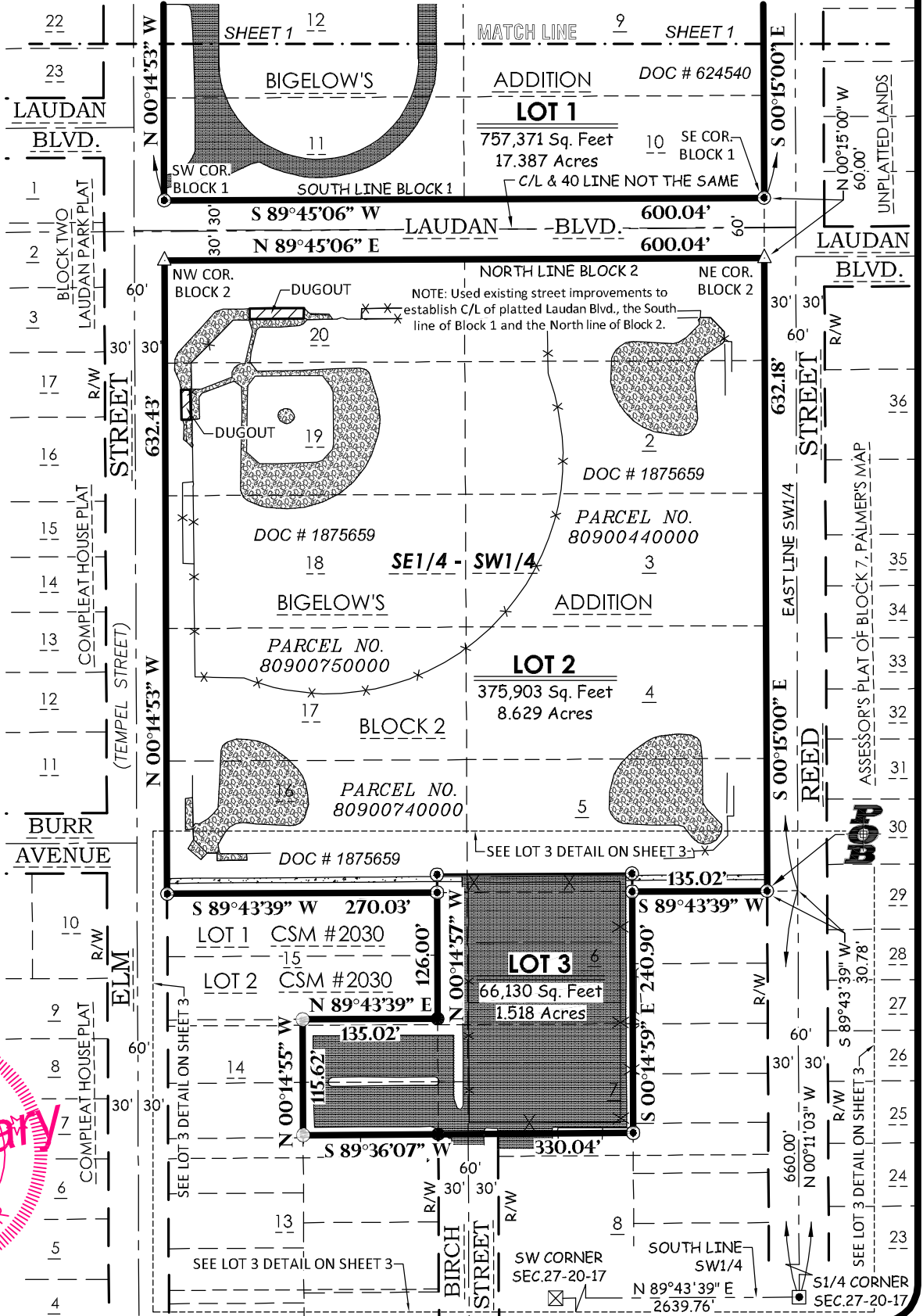
SHEET 1 OF 5

# CERTIFIED SURVEY MAP

BEING ALL OF LOTS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19 AND 20 OF BLOCK 1 OF BIGELOW'S ADDITION, ALL OF LOTS 1, 2, 3, 4, 5, 16, 17, 18, 19 AND 20 AND PART OF LOTS 6, 7 AND 14 OF BLOCK 2 OF BIGELOW'S ADDITION, LOCATED IN PART OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4, AND IN PART OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 27, TOWNSHIP 20 NORTH, RANGE 17 EAST, CITY OF NEENAH, WINNEBAGO COUNTY, WISCONSIN.



**NOTE**  
SEE SHEET 4 FOR  
LEGEND OF SYMBOLS



Land Surveying  
Civil Engineering  
Landscape Architecture  
**Jordan G. Brost, PLS #3009**  
4941 Kirschling Court  
Stevens Point, WI 54481  
715.344.9999 (PH) 715.344.9922 (FX)

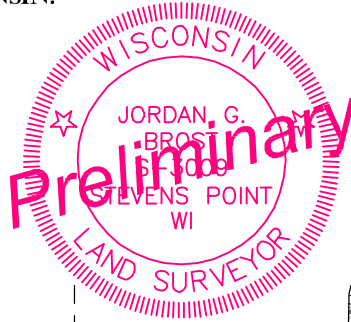
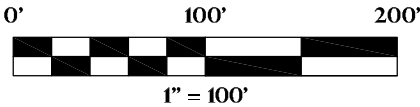
**FIELDWORK COMPLETED:** 11/29/23  
**DRAWN:** TDP **CHECKED:** JGB  
**FIELD BOOK:** 44 **PAGE:** 73  
**JOB NO:** 23.449

**CLIENT / OWNER**  
NEENAH JOINT  
SCHOOL DISTRICT  
410 SOUTH COMMERCIAL ST.  
NEENAH, WI 54956-2527  
**SHEET 2 OF 5**

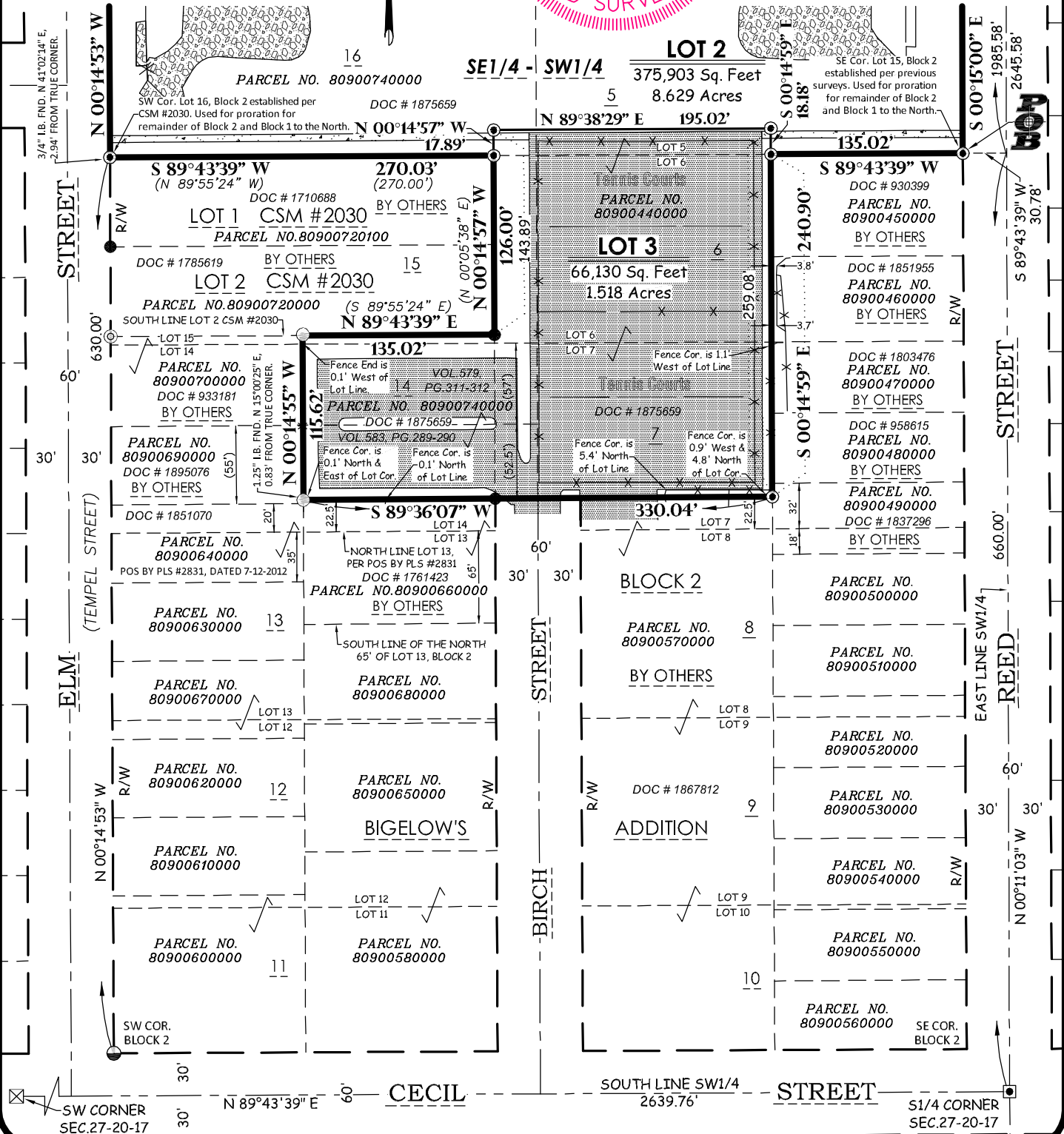
# CERTIFIED SURVEY MAP

BEING ALL OF LOTS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19 AND 20 OF BLOCK 1 OF BIGELOW'S ADDITION, ALL OF LOTS 1, 2, 3, 4, 5, 16, 17, 18, 19 AND 20 AND PART OF LOTS 6, 7 AND 14 OF BLOCK 2 OF BIGELOW'S ADDITION, LOCATED IN PART OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4, AND IN PART OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 27, TOWNSHIP 20 NORTH, RANGE 17 EAST, CITY OF NEENAH, WINNEBAGO COUNTY, WISCONSIN.

**NOTE**  
SEE SHEET 4 FOR  
LEGEND OF SYMBOLS



**LOT 3 DETAIL:**



Land Surveying  
Civil Engineering  
Landscape Architecture  
**Jordan G. Brost, PLS #3009**  
4941 Kirschling Court  
Stevens Point, WI 54481  
715.344.9999 (PH) 715.344.9922 (FX)

FIELDWORK COMPLETED: 11/29/23  
DRAWN: TDP CHECKED: JGB  
FIELD BOOK: 44 PAGE: 73  
JOB NO: 23.449

CLIENT / OWNER  
NEENAH JOINT  
SCHOOL DISTRICT  
410 SOUTH COMMERCIAL ST.  
NEENAH, WI 54956-2527  
SHEET 3 OF 5

# CERTIFIED SURVEY MAP

**BEING ALL OF LOTS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19 AND 20 OF BLOCK 1 OF BIGELOW'S ADDITION, ALL OF LOTS 1, 2, 3, 4, 5, 16, 17, 18, 19 AND 20 AND PART OF LOTS 6, 7 AND 14 OF BLOCK 2 OF BIGELOW'S ADDITION, LOCATED IN PART OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4, AND IN PART OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 27, TOWNSHIP 20 NORTH, RANGE 17 EAST, CITY OF NEENAH, WINNEBAGO COUNTY, WISCONSIN.**

***Surveyor's Certificate:***

I, Jordan G. Brost, Professional Land Surveyor, hereby certify:

That I have surveyed, divided and mapped all Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19 and 20 of Block 1 of Bigelow's Addition, all of Lots 1, 2, 3, 4, 5, 16, 17, 18, 19 and 20 and part of Lots 6, 7 and 14 of Block 2 of Bigelow's Addition, located in part of the Northeast 1/4 of the Southwest 1/4, and in part of the Southeast 1/4 of the Southwest 1/4 of Section 27, Township 20 North, Range 17 East, City of Neenah, Winnebago County, Wisconsin, described as follows:

Commencing at the South 1/4 corner of Section 27, Township 20 North, Range 17 East;  
 Thence N 00°11'03" W along the East line of the Southwest 1/4 of said Section 27, 660.00 feet;  
 Thence S 89°43'39" W, 30.78 feet to the West right-of-way line of Reed Street, said point also being the Northeast corner of Lot 6 of Block 2 of Bigelow's Addition and being the Point of Beginning (POB) of the parcel to be described;  
 Thence S 89°43'39" W along the North line of said Lot 6, 135.02 feet;  
 Thence S 00°14'59" E, 240.90 feet;  
 Thence S 89°36'07" W, 330.04 feet;  
 Thence N 00°14'55" W, 115.62 feet to a point on the South line of Lot 2 of Certified Survey Map #2030;  
 Thence N 89°43'39" E along said South line, 135.02 feet to the Southeast corner thereof;  
 Thence N 00°14'57" W along the East line of said Certified Survey Map #2030, 126.00 feet to the Northeast corner of Lot 1 of said Certified Survey Map #2030, said point also being on the North line of Lot 6 of Block 2 of Bigelow's Addition;  
 Thence S 89°43'39" W along the North line of said Lot 1 and along the North line of said Lot 6, 270.03 feet to the Northwest corner thereof, said point also being on the East right-of-way line of Elm Street;  
 Thence N 00°14'53" W along said East right-of-way line and along the West line of Block 2 of Bigelow's Addition, 632.43 feet to the Northwest corner of said Block 2, said point also being the intersection of said East right-of-way line and the South right-of-way line of Laudan Boulevard;  
 Thence N 89°45'06" E along said South right-of-way line and along the North line of said Block 2, 600.04 feet to the Northeast corner thereof, said point also being the intersection said South right-of-way line and the West right-of-way line of Reed Street;  
 Thence N 00°15'00" W, 60.00 feet to the Southeast corner of Block 1 of Bigelow's Addition, said point also being the intersection of the West right-of-way line of Reed Street and the North right-of-way line of Laudan Boulevard;  
 Thence S 89°45'06" W along said North right-of-way line and along the South line of said Block 1, 600.04 feet to the Southwest corner thereof, said point also being the intersection of said North right-of-way line and the East right-of-way line of Elm Street;  
 Thence N 00°14'53" W along said East right-of-way line and along the West line of said Block 1, 1261.44 feet to the Northwest corner thereof, said point also being the intersection of said East right-of-way line and the South right-of-way line of Division Street;  
 Thence N 89°35'52" E along said South right-of-way line and along the North line of said Block 1, 600.00 feet to the Northeast corner thereof, said point also being the intersection of said South right-of-way line and the West right-of-way line of Reed Street;  
 Thence S 00°15'00" E along said West right-of-way line and along the East line of said Block 1, 1263.05 feet to the Southeast corner thereof, said point also being the intersection of said West right-of-way line and the North right-of-way line of Laudan Boulevard;  
 Thence S 00°15'00" E, 60.00 feet to the Northeast corner of Block 2 of Bigelow's Addition, said point also being the intersection of the South right-of-way line of Laudan Boulevard and the West right-of-way line of Reed Street;  
 Thence S 00°15'00" E along the West right-of-way line of Reed Street and along the East line of said Block 2, 632.18 feet to the Point of Beginning.

Containing 1,199,404 Square Feet - 27.534 acres.

Subject to (if any) covenants, conditions, restrictions, right-of-ways and easements of record.

That I have made such survey, land division and plat by the direction of Neenah Joint School District.  
 That such plat is a correct representation of all exterior boundaries of the land surveyed and the subdivision thereof made.  
 That I have fully complied with Chapter A-E 7 of Wisconsin Administrative Code, minimum standards for property surveys, the provisions of Chapter 236.34 of the Wisconsin State Statutes and the Subdivision Ordinance of Municipality Name and the Subdivision Ordinance of XXXX County in surveying, dividing and mapping the same.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 2023.

**LEGEND**

- ⊙ 3/4" X 18" IRON REBAR SET WEIGHING 150 LBS/LIN. FT.
- 1-1/4" O.D. IRON PIPE FOUND
- ⊙ 1-1/2" O.D. IRON PIPE FOUND
- 3/4" IRON REBAR FOUND
- 3/8" IRON REBAR FOUND
- ⊗ BERNTSEN NAIL HOLE FOUND
- △ MAG NAIL SET
- ⊕ ALUMINUM CAP MONUMENT FOUND
- ▣ SECTION CORNER PER TIES FOUND
- ⊠ COMPUTED SECTION CORNER
- ( ) RECORDED AS

\_\_\_\_\_  
 Jordan G. Brost  
 PLS No. S-3009



Point of Beginning

Land Surveying  
 Civil Engineering  
 Landscape Architecture  
**Jordan G. Brost, PLS #3009**  
 4941 Kirschling Court  
 Stevens Point, WI 54481  
 715.344.9999 (PH) 715.344.9922 (FX)

FIELDWORK COMPLETED: 11/29/23  
 DRAWN: TDP CHECKED: JGB  
 FIELD BOOK: 44 PAGE: 73  
 JOB NO: 23.449

**CLIENT / OWNER**  
 NEENAH JOINT  
 SCHOOL DISTRICT  
 410 SOUTH COMMERCIAL ST.  
 NEENAH, WI 54956-2527

**SHEET 4 OF 5**

# CERTIFIED SURVEY MAP

BEING ALL OF LOTS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19 AND 20 OF BLOCK 1 OF BIGELOW'S ADDITION, ALL OF LOTS 1, 2, 3, 4, 5, 16, 17, 18, 19 AND 20 AND PART OF LOTS 6, 7 AND 14 OF BLOCK 2 OF BIGELOW'S ADDITION, LOCATED IN PART OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4, AND IN PART OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 27, TOWNSHIP 20 NORTH, RANGE 17 EAST, CITY OF NEENAH, WINNEBAGO COUNTY, WISCONSIN.

## ***Owner's Certificate of Approval***

As owner, I hereby certify that I caused the land described on this Certified Survey Map to be surveyed, combined and mapped. I also certify that this Certified Survey Map is required by s236.34 to be submitted to the following for approval or objections:

1) City of Neenah

Witness the hand and seal of said owners this \_\_\_\_\_ day of \_\_\_\_\_, 2023.

\_\_\_\_\_  
Mary Pfeiffer - Neenah Joint School District Representative, Owner

STATE OF \_\_\_\_\_ )  
COUNTY OF \_\_\_\_\_ )

Personally came before me this \_\_\_\_\_ day of \_\_\_\_\_, 2023, the above named Mary Pfeiffer, Neenah Joint School District Representative, to me known to be the person who executed the foregoing instrument and hereby acknowledge the same.

\_\_\_\_\_, Notary Public, \_\_\_\_\_, \_\_\_\_\_.

My commission expires \_\_\_\_\_.

## ***City of Neenah Approval Certificate***

Resolved, that this Certified Survey Map for Neenah Joint School District in the City of Neenah, is hereby approved by the City of Neenah.

Approved this \_\_\_\_\_ day of \_\_\_\_\_, 2023.

\_\_\_\_\_  
Jane Lang, City Mayor

## ***City Clerk Certificate***

I hereby certify that the foregoing is a copy of a resolution adopted by the City of Neenah.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 2023.

\_\_\_\_\_  
Charlotte Nagel, City Clerk

## ***Certificate of City Treasurer***

STATE OF WISCONSIN)

SS)

COUNTY OF WINNEBAGO)

I, Vicky Rasmussen, Treasurer, being duly elected, qualified and acting Treasurer of the City of Neenah, do hereby certify that in accordance with the records in my office there are no unpaid taxes or unpaid special assessments as of \_\_\_\_\_, 2023 affecting the lands included in this Certified Survey Map.

\_\_\_\_\_  
Vicky Rasmussen, Treasurer

\_\_\_\_\_  
Dated



Point of Beginning

Land Surveying  
Civil Engineering  
Landscape Architecture  
**Jordan G. Brost, PLS #3009**  
4941 Kirschling Court  
Stevens Point, WI 54481  
715.344.9999 (PH) 715.344.9922 (FX)

FIELDWORK COMPLETED: 11/29/23

DRAWN: TDP CHECKED: JGB

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JOB NO: 23.449

CLIENT / OWNER

NEENAH JOINT  
SCHOOL DISTRICT  
410 SOUTH COMMERCIAL ST.  
NEENAH, WI 54956-2527

SHEET 5 OF 5



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## M E M O R A N D U M

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**DATE:** December 12, 2023  
**TO:** Mayor Lang and Members of Plan Commission  
**FROM:** Brad Schmidt, Deputy Director  
**RE:** Final Plat Review – First Addition to Freedom Acres

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### **Request/Background**

Van Sistine Homes, LLC submitted a final plat for the First Addition to Freedom Acres. A preliminary plat for this development was approved in October 2023.

### **Consideration**

The proposed plat, 28.6 acres in size, includes 48 single-family residential lots. The land is currently zoned R-1, Single-Family Residence District. The average lot size is approximately 21,022 square feet which exceeds the minimum lot size for single-family residential lots. The typical lot width is about 100 feet; however, several lots are wider due to existing easements.

The plat proposes to extend Liberty Avenue, Founders Street and Honor Street to the west. One new street, Loyal Drive, is proposed. Sidewalks are planned on both sides of all the streets within the plat except for Loyal Drive.

The developer is responsible for installing all public utilities (water, sanitary sewer, and storm sewer) as well as constructing all roads within the plat. As with all subdivisions in the City, a development agreement, outlining the fees and responsibilities between the City and the developer, will be reviewed by Common Council.

Lots which back up to County Road G shall include a note on the final plat which states, "Access Restricted". This will prevent any of these properties from creating a driveway from County Road G. In addition, double frontage lots are prohibited unless there is an access restriction.

Storm water will be managed through rear yard drainage swales, storm sewers and ultimately storm water from this plat will be diverted to a storm water retention pond located along Honor Street and County Road G within the development. This pond is designed to manage storm water for the initial and future phases of the development.

The proposed plat is consistent with the Freedom Acres/Homes at Freedom Meadows concept plan recently updated and approved by Plan Commission. This phase represents the second out of three phases of the Freedom Acres conceptual development.

### **Recommendation**

**Appropriate action at this time is to recommend Common Council approve the Final Plat for the First Addition to Freedom Acres subdivision.**



**City of Neenah Community Development**  
**211 Walnut Street**  
**Neenah WI 54956**  
**Ph 920.886.6130**

December 07, 2023

JIM SEHLOFF  
DAVEL ENGINEERING  
1811 RACINE STREET  
MENASHA, WI 54952

**RE: Final Plat #3-23 - 1st Addition to Freedom Acres Final Plat Review () Status Approved**

Dear JIM SEHLOFF:

We have completed our review of the plan identified above. The plan was approved per attached comments, if any. This letter is not to be construed as a zoning compliance, grading, building permit, certificate of occupancy, or a substitute for any permit or certificate required by any state or federal government entity.

Sincerely,

Brad Schmidt  
Deputy Director of Community Development and Assessment  
bschmidt@neenahwi.gov  
920-886-6126

## Plan Review Comments

**Planning - Brad Schmidt -  
bschmidt@neenahwi.gov**

**Approved**

**Review Comments:**

1. Include a note on the the Final Plat which states "Access Restriction" for all lots which back up to CTH G.
  2. Prior to signing the final plat, a development and fee agreement must be approved by the Council.
- 

**Engineering - Heath Kummerow - 920-886-6245  
hkummerow@neenahwi.gov**

**Approved**

**Review Comments:**

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**Water Utility - Anthony Mach - 920-886-6180  
amach@neenahwi.gov**

**Approved**

**Review Comments:**

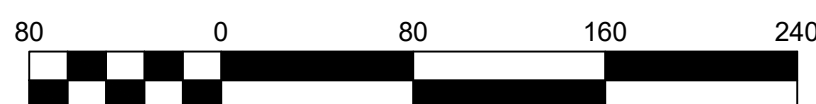
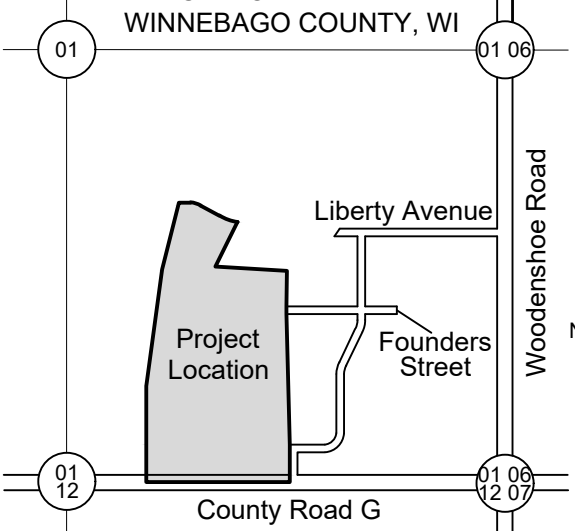
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# 1st Addition to Freedom Acres

Part of Lot 2 Certified Survey Map 5779 being part of the Northeast 1/4 of the Southeast 1/4 and unplatted lands being part of the Northwest 1/4 of the Southeast 1/4, part of the Southeast 1/4 of the Southeast 1/4 and part of the Southwest 1/4 of the Southeast 1/4, all of Section 1, Township 19 North, Range 16 East, City of Neenah, Winnebago County, Wisconsin

## LOCATION MAP

SE 1/4 SEC 01, T 19 N, R 16 E,  
CITY OF NEENAH,  
WINNEBAGO COUNTY, WI



Bearings are referenced to the South line of the Southeast 1/4, Section 01, T19N, R16E, assumed to bear S88°18'14"W, base on the Winnebago County Coordinate System.

## LEGEND

- △ 1 1/2" Rebar Found
- 3/4" Rebar Found
- 2.3" O.D. Iron Pipe Found
- 2.3" O.D. x 18" Iron Pipe @ 3.65lbs/LF SET
- All Other Corners
- 3/4" x 18" Steel Rebar @ 1.50lbs/LF SET
- SF Lot Areas in Square Feet
- Delimited Wetland with 10' Protective Buffer

## NOTES:

1. All linear measurements have been made to the nearest one hundredth of a foot.
2. All angular measurements have been made to the nearest 20 seconds and computed to the nearest half seconds.

| Line | Bearing       | Length |
|------|---------------|--------|
| L1   | N 22°09'06" E | 6.81'  |
| L2   | S 65°26'10" E | 77.41' |
| L3   | N 24°42'18" E | 87.62' |
| L4   | S 89°35'51" W | 47.55' |
| L5   | S 07°26'21" W | 58.18' |
| L6   | N 07°26'21" E | 58.47' |
| L7   | N 24°42'18" E | 87.47' |
| L8   | S 65°26'10" E | 25.70' |
| L9   | N 89°37'05" E | 63.36' |

| Curve | Radius  | Chord Direction | Chord Length | Arc Length | Central Angle | Tangent Bearing-in | Tangent Bearing-out |
|-------|---------|-----------------|--------------|------------|---------------|--------------------|---------------------|
| C1    | 180.00' | S 77°54'33" E   | 77.75'       | 78.37'     | 24°56'45"     | N 89°37'05" E      | S 65°26'10" E       |
| C2    | 270.00' | S 73°51'52" E   | 79.15'       | 79.43'     | 16°51'23"     | S 65°26'10" E      | S 82°17'33" E       |
| C3    | 330.00' | S 72°17'03" E   | 78.69'       | 78.88'     | 13°41'45"     | S 65°26'10" E      | S 79°07'55" E       |
| C4    | 70.00'  | N 17°23'24" E   | 17.82'       | 17.87'     | 14°37'46"     | N 10°04'31" E      | N 24°42'18" E       |
| C5    | 70.00'  | N 27°41'41" W   | 85.75'       | 92.29'     | 75°32'25"     | N 65°27'54" W      | N 10°04'31" E       |
| C6    | 120.00' | N 74°00'46" W   | 35.67'       | 35.81'     | 17°05'45"     | N 82°33'39" W      | N 65°27'54" W       |
| C7    | 70.00'  | N 86°28'54" W   | 9.57'        | 9.58'      | 7°50'30"      | S 89°35'51" W      | N 82°33'39" W       |
| C8    | 130.00' | N 86°28'54" W   | 17.78'       | 17.79'     | 7°50'30"      | S 89°35'51" W      | N 82°33'39" W       |
| C9    | 130.00' | S 16°00'05" W   | 38.71'       | 38.85'     | 17°07'28"     | S 07°26'21" W      | S 24°33'50" W       |
| C10   | 125.00' | N 20°26'10" W   | 176.78'      | 196.35'    | 90°00'00"     | N 24°33'50" E      | N 65°28'10" W       |
| C11   | 125.00' | N 61°33'42" W   | 16.89'       | 16.91'     | 7°44'58"      | N 57°41'13" W      | N 65°26'10" W       |
| C12   | 125.00' | N 41°23'32" W   | 70.14'       | 71.10'     | 32°35'22"     | N 25°05'51" W      | N 57°41'13" W       |
| C13   | 125.00' | N 08°31'39" W   | 71.30'       | 72.30'     | 33°08'24"     | N 08°02'33" E      | N 25°05'51" W       |
| C14   | 125.00' | N 16°18'11" E   | 35.92'       | 36.04'     | 16°31'16"     | N 24°33'50" E      | N 08°02'33" E       |
| C15   | 75.00'  | N 12°04'52" E   | 32.42'       | 32.68'     | 24°57'55"     | N 00°24'06" W      | N 24°33'50" E       |
| C16   | 125.00' | N 12°04'51" E   | 54.04'       | 54.47'     | 24°57'56"     | N 00°24'07" W      | N 24°33'50" E       |
| C17   | 75.00'  | N 20°26'10" W   | 106.07'      | 117.81'    | 90°00'00"     | N 24°33'50" E      | N 65°26'10" W       |
| C18   | 70.00'  | S 09°18'09" W   | 36.85'       | 37.29'     | 30°31'21"     | S 24°33'50" W      | S 05°57'32" E       |
| C19   | 70.00'  | S 48°10'50" E   | 94.08'       | 103.17'    | 84°26'37"     | S 05°57'32" E      | N 89°35'51" W       |
| C20   | 130.00' | N 48°10'50" W   | 174.72'      | 191.60'    | 84°26'37"     | S 89°35'51" W      | N 05°57'32" W       |
| C21   | 130.00' | N 77°15'50" W   | 59.10'       | 59.62'     | 26°16'38"     | S 89°35'51" W      | N 64°07'31" W       |
| C22   | 130.00' | N 45°45'57" W   | 81.89'       | 83.31'     | 36°43'07"     | N 64°07'31" W      | N 27°24'23" W       |
| C23   | 130.00' | N 16°40'58" W   | 48.38'       | 48.66'     | 21°26'51"     | N 27°24'23" W      | N 05°57'32" W       |
| C24   | 130.00' | N 09°18'09" E   | 68.44'       | 69.25'     | 30°31'21"     | N 05°57'32" W      | N 24°33'50" E       |
| C25   | 130.00' | N 03°12'54" W   | 12.45'       | 12.45'     | 5°29'15"      | N 05°57'32" W      | N 00°28'17" W       |
| C26   | 130.00' | N 12°02'46" E   | 56.35'       | 56.80'     | 25°02'06"     | N 00°28'17" W      | N 24°33'50" E       |
| C27   | 70.00'  | N 16°00'05" E   | 20.84'       | 20.92'     | 17°07'28"     | N 24°33'50" E      | N 07°26'21" E       |
| C28   | 180.00' | N 72°23'00" W   | 43.36'       | 43.47'     | 13°50'11"     | N 79°18'05" W      | N 65°27'54" W       |
| C29   | 130.00' | N 27°41'41" W   | 159.25'      | 171.40'    | 75°32'25"     | N 65°27'54" W      | N 10°04'31" E       |
| C30   | 130.00' | N 51°37'24" W   | 62.20'       | 62.81'     | 27°40'59"     | N 65°27'54" W      | N 37°46'55" W       |
| C31   | 130.00' | N 17°20'47" W   | 90.78'       | 92.73'     | 40°52'16"     | N 37°46'55" W      | N 03°05'21" E       |
| C32   | 130.00' | N 06°34'56" E   | 15.84'       | 15.85'     | 6°59'11"      | N 03°05'21" E      | N 10°04'31" E       |
| C33   | 130.00' | N 17°23'24" E   | 33.10'       | 33.19'     | 14°37'46"     | N 10°04'31" E      | N 24°42'18" E       |
| C34   | 130.00' | N 11°10'05" E   | 4.96'        | 4.96'      | 2°11'07"      | N 10°04'31" E      | N 12°15'38" E       |
| C35   | 130.00' | N 18°28'58" E   | 28.18'       | 28.24'     | 12°16'39"     | N 12°15'38" E      | N 24°42'18" E       |
| C36   | 120.00' | S 77°54'33" E   | 51.83'       | 52.25'     | 24°56'45"     | N 89°37'05" E      | S 65°26'10" E       |

South 1/4 Corner  
Section 1, T19N, R16E  
Berntsen Monument Found

S/L of the Southeast 1/4  
S88°18'14"W 2667.49'

1333.75'  
Southeast Corner  
Section 1, T19N, R16E  
Berntsen Monument Found

There are no objections to this plat with respect to  
Secs. 236.15, 236.16, 236.20 and 236.21(1) and (2),  
Wis. Stats. as provided by s. 236.12, Wis. Stats.

Certified \_\_\_\_\_, 20\_\_

Department of Administration



Revision Date: Nov 10, 2023  
File: 7771Final.dwg  
Date: 11/10/2023  
Drafted By: Jim  
Sheet: 1 of 2

**DAVEL ENGINEERING & ENVIRONMENTAL, INC.**  
Civil Engineers and Land Surveyors  
1164 Province Terrace, Menasha, WI 54952  
Ph: 920-991-1866 Fax: 920-441-0804  
www.davel.pro

James R. Sehloff PLS 2692 Date

# 1st Addition to Freedom Acres

Part of Lot 2 Certified Survey Map 5779 being part of the Northeast 1/4 of the Southeast 1/4 and unplatted lands being part of the Northwest 1/4 of the Southeast 1/4, part of the Southeast 1/4 of the Southeast 1/4 and part of the Southwest 1/4 of the Southeast 1/4, all of Section 1, Township 19 North, Range 16 East, City of Neenah, Winnebago County, Wisconsin

## Surveyor's Certificate

I, James R. Sehloff, professional land surveyor, hereby certify: That in full compliance with the provisions of Chapter 236 of the Wisconsin Statutes and the subdivision regulations of the City of Neenah, and under the direction of Van Sistine Homes, LLC, owner of said land, I have surveyed divided and mapped 1st Addition to Freedom Acres; that such plat correctly represents all exterior boundaries and the subdivision of the land surveyed; and that this land is part of Lot 2 Certified Survey Map 5779 being part of the Northeast 1/4 of the Southeast 1/4 and unplatted lands being part of the Northwest 1/4 of the Southeast 1/4, part of the Southeast 1/4 of the Southeast 1/4 and part of the Southwest 1/4 of the Southeast 1/4, all of Section 1, Township 19 North, Range 16 East, City of Neenah, Winnebago County, Wisconsin, containing 1,245,880 Square Feet (28.6015 Acres) of land described as follows:

Commencing at the Southeast 1/4 corner of Section 1; thence, along the South line of the Southeast 1/4 of said Section 1, S88°18'14"W, 1333.75 feet to the Southwest corner of Freedom Acres said point being the point of beginning; thence, continuing along said South line, S88°18'14"W, 825.02 feet; thence, N01°26'40"W, 633.51 feet; thence, N05°31'25"E, 703.73 feet; thence, N12°32'12"E, 420.65 feet; thence, N89°37'05"E, 49.59 feet; thence, 78.37 feet along the arc of a curve to the right with a radius of 180.00 feet and a chord of 77.75 feet which bears S77°54'33"E; thence, S65°26'10"E, 163.11 feet; thence, 79.43 feet along the arc of a curve to the left with a radius of 270.00 feet and a chord of 79.15 feet which bears S73°51'52"E to the West line of Proposed 2nd Addition to The Homes as Freedom Meadows; thence, along the West line of Proposed Lot 68 of said Proposed 2nd Addition to The Homes as Freedom Meadows, S24°42'39"W, 306.16 feet to the Southwest corner of said proposed Lot 68; thence, along the South line of Lots 62-68 of said Proposed 2nd Addition to The Homes as Freedom Meadows, N89°45'44"E, 642.52 feet to a point on the West line of Lot 4 of The Homes of Freedom Meadows; thence, along the West line of Lot 1 of The Homes of Freedom Meadows, S22°09'06"W, 6.81 feet; thence, continuing along the West line of said Lot 1, S20°21'13"W, 208.94 feet to the North right-of-way line of Founders Street as platted on said The Homes of Freedom Meadows; thence, S89°35'51"W, 115.91 feet to the West right-of-way line of said Founders Street; thence, along said West right-of-way line and the West line of Freedom Acres, S00°24'51"E, 1135.77 feet to the point of beginning subject to all easements and restrictions of record.

Given under my hand this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

James R. Sehloff, Wisconsin Professional Land Surveyor No. S-2692

## Owner's Certificate of Dedication

Van Sistine Homes, LLC, a limited liability company duly organized and existing under and by virtue of the laws of the State of Wisconsin, as owner, does hereby certify that said limited liability company caused the land described on this plat to be surveyed, divided, mapped and dedicated as represented on this plat.

Van Sistine Homes, LLC, does further certify this plat is required by s.236.10 or s.236.12 to be submitted to the following for approval or objection:

City of Neenah  
Winnebago County Planning and Zoning Department  
Department of Administration

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

In the presence of: Van Sistine Homes, LLC

Richard C. Van Sistine III, Managing Member

State of Wisconsin)

\_\_\_\_\_ County) ss

Personally came before me this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, the above owner(s) to me known to be the persons who executed the foregoing instrument and acknowledge the same.

My Commission Expires \_\_\_\_\_  
Notary Public, Wisconsin

## Utility Easement Provisions

An easement for electric, natural gas, and communications service is hereby granted by

Van Sistine Homes, LLC, Grantor, to

WE Energies, Grantee,  
SBC Wisconsin, Grantee,  
and  
Wisconsin Electric Power Company and Wisconsin Gas, LLC, Wisconsin corporations doing business as We Energies, Grantee,  
TDS Metrocom, LLC, Grantee  
and  
Spectrum, Grantee

their respective successors and assigns, to construct, install, operate, repair, maintain and replace from time to time, facilities used in connection with overhead and underground transmission and distribution of electricity and electric energy, natural gas, telephone and cable TV facilities for such purposes as the same is now or may hereafter be used, all in, over, under, across, along and upon the property shown within those areas on the plat designated as "Utility Easement Areas" and the property designated on the plat for streets and alleys, whether public or private, together with the right to install service connections upon, across within and beneath the surface of each lot to serve improvements, thereon, or on adjacent lots; also the right to trim or cut down trees, brush and roots as may be reasonably required incident to the rights herein given, and the right to enter upon the subdivided property for all such purposes. The Grantees agree to restore or cause to have restored, the property, as nearly as is reasonably possible, to the condition existing prior to such entry by the Grantees or their agents. This restoration, however, does not apply to the initial installation of said underground and/or above ground electric facilities, natural gas facilities, or telephone and cable TV facilities or to any trees, brush or roots which may be removed at any time pursuant to the rights herein granted. Structures shall not be placed over Grantees' facilities or in, upon or over the property within the lines marked "Utility Easement Areas" without the prior written consent of Grantees. After installation of any such facilities, the grade of the subdivided property shall not be altered by more than four inches without written consent of grantees.

The grant of easement shall be binding upon and inure to the benefit of the heirs, successors and assigns of all parties hereto.

Van Sistine Homes, LLC

Richard C. Van Sistine III, \_\_\_\_\_ Date  
Managing Member

## Mortgagee's Certificate

Nicolet Nation Bank, a corporation duly organized and existing under and by virtue of the laws of the State of Wisconsin, Mortgagee of the above described land, does hereby consent to the surveying, dividing, mapping and dedication of the land described on this plat, and does hereby consent to the above certificate of Van Sistine Homes, LLC, owner.

IN WITNESS WHEREOF, the said Nicolet Nation Bank has caused these presents to be signed by

\_\_\_\_\_, its President, and countersigned by

\_\_\_\_\_, its Secretary or Cashier, at \_\_\_\_\_, Wisconsin, and its corporate seal to be

hereunto affixed this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_  
President Date

\_\_\_\_\_  
Secretary or Cashier Date

State of Wisconsin)

\_\_\_\_\_ County) ss

Personally came before me this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, \_\_\_\_\_, President,

and \_\_\_\_\_, Secretary (cashier) of the above named corporation, to me known to be the persons who executed the foregoing instrument, and to me known to be such President and Secretary (cashier) of said corporation, and acknowledged that they executed the foregoing instrument as such officers as the deed of said corporation, by its authority.

My Commission Expires \_\_\_\_\_

Notary Public, Wisconsin

## Common Council Resolution

Resolved, 1st Addition to Freedom Acres, in the City of Neenah is hereby approved by the Common Council on

this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_  
Mayor Date

\_\_\_\_\_  
Clerk Date

## Common Council Resolution

Resolved, 1st Addition to Freedom Acres, in the City of Neenah is hereby approved by the Common Council on

this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_  
Mayor Date

\_\_\_\_\_  
Clerk Date

## City of Neenah Planning Commission Approval Certificate

1st Addition Freedom Acres is hereby approved by the City of Neenah Planning Commission.

\_\_\_\_\_  
Planning Commission Representative Date

## Treasurer's Certificate

We, being the duly elected, qualified and acting Treasurers' of the City of Neenah and Winnebago County, do hereby certify that in accordance with the records in our office, there are no unredeemed tax sales and unpaid taxes, or special assessments on and of the land included in this Subdivision Plat.


\_\_\_\_\_  
County Treasurer Date

\_\_\_\_\_  
City Treasurer Date

This Plat is contained wholly within the property described in the following recorded instruments:

Owners of record: Recording Information Parcel No(s):

Van Sistine Homes, LLC. Doc. No. \_\_\_\_\_ 8114000005

There are no objections to this plat with respect to Secs. 236.15, 236.16, 236.20 and 236.21(1) and (2), Wis. Stats. as provided by s. 236.12, Wis. Stats.  
Certified \_\_\_\_\_, 20\_\_\_\_  
Department of Administration 



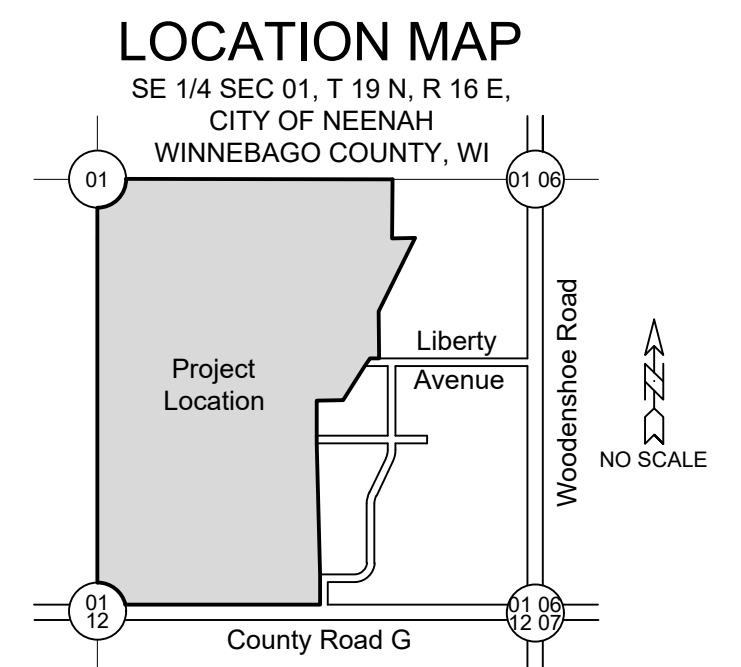
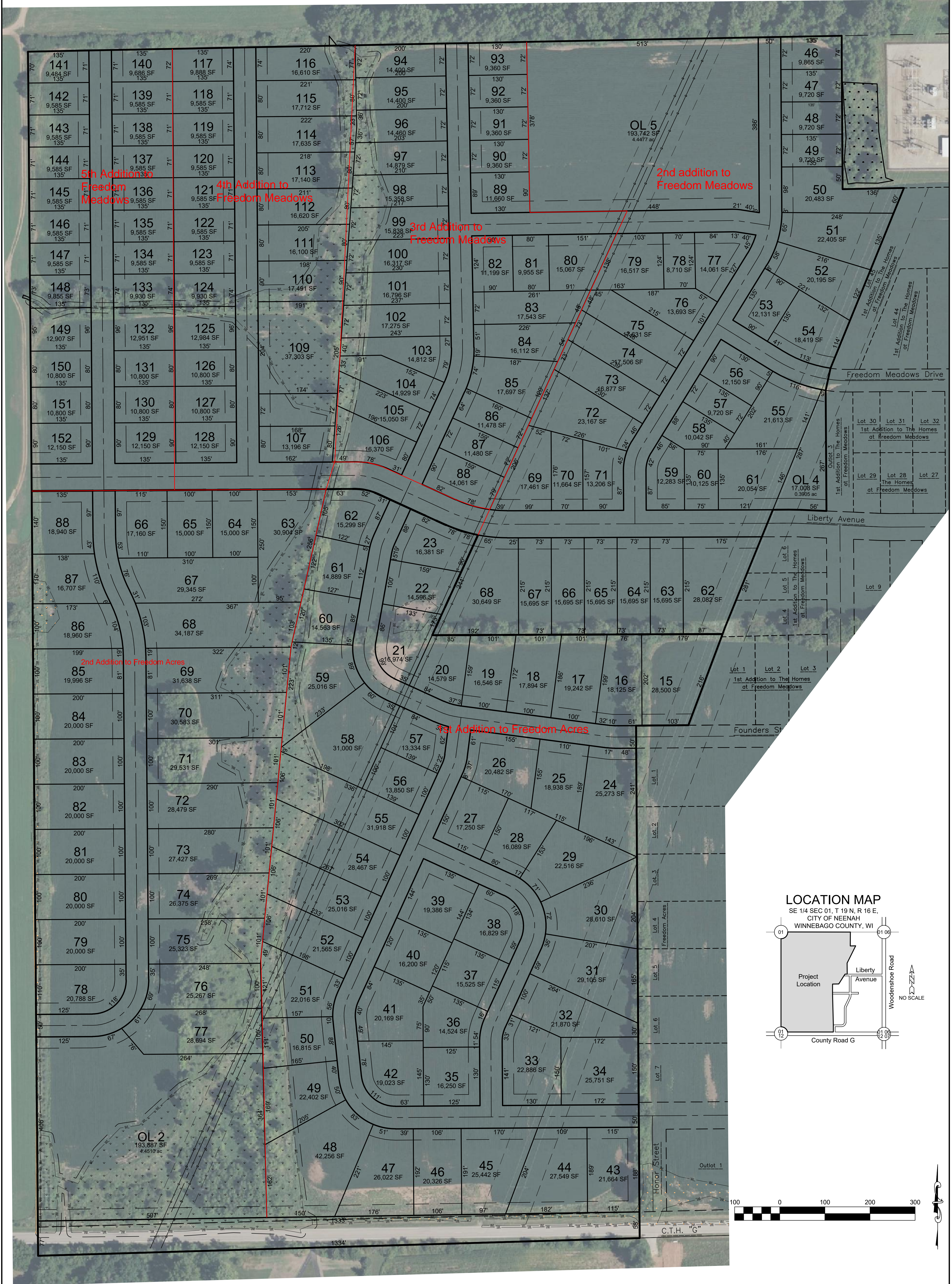
**DAVEL ENGINEERING & ENVIRONMENTAL, INC.**

Civil Engineers and Land Surveyors

1164 Province Terrace, Menasha, WI 54952  
Ph: 920-991-1866 Fax: 920-441-0804  
www.davel.pro

Concept of

# The Homes at Freedom Meadows and Freedom Acres Addition



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**The Homes at Freedom Meadows and Freedom Acres Addition**  
 City of Neenah, Winnebago County, WI  
 For: Van Sistine Homes, LLC

Concept

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**DAVEL ENGINEERING & ENVIRONMENTAL, INC.**  
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 1164 Province Terrace, Menasha, WI 54952  
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## CHAPTER 6: TRANSPORTATION

### INTRODUCTION

This element includes a brief summary of existing conditions, a list of issues and opportunities that were identified during the planning process, a vision statement and a series of goals, objectives and recommendations to guide the future development of the various transportation modes and facilities. It includes policies that enhance mobility for people, goods and services, and increases mobility for all income levels, age groups, and special needs.

Issues and opportunities identified in this element were determined through the public participation process<sup>1</sup>, collection of background data and through a review of the following documents:

- *Neenah Comprehensive Plan 2020*, adopted in 1999;
- *Appleton (Fox Cities) Transportation Management Area & Oshkosh Metropolitan Planning Organization Bicycle and Pedestrian Plan*, adopted in ~~2014~~2021;
- *Transportation Improvement Program Fox Cities Transportation Management Area* ~~2016~~2024;
- *Long Range Transportation/Land Use Plan – 2050, Appleton (Fox Cities) Urbanized Area*, adopted in ~~2015~~2020;
- *Congestion Management Process (CMP) Plan, Fox Cities (Appleton TMA) Urbanized Area*, October ~~2013~~2021; and
- *City of Neenah 5-Year Capital Improvement Program*, ~~2016-2020~~2023-2027.

### SUMMARY OF EXISTING CONDITIONS

Neenah's roadway system is comprised of a series of local, county, state and federal roads. Interstate 41 (I-41), found on Neenah's west side provides north-south movement through the state. It connects Milwaukee and points south, to Green Bay and areas north. STH 114 (Winneconne Avenue / Commercial Street) is a vital east-west route. It provides direct access from I-41, through Neenah and along with USH 10, connects the Fox Cities to Manitowoc. Commercial Street / CTH A provides north-south movement through the City from STH 114 to Oshkosh.

Below is a summary of the key transportation conditions. For a complete listing, including references to local, regional, and state plans for the transportation element, please see *City of Neenah Comprehensive Plan Update 2040, Volume Two: Existing Conditions Report*.

<sup>1</sup> The public participation process includes not only the three formal visioning sessions but also input from the Neenah Committee on Aging, Thursday, August 18, 2016, the Public Community Survey, Youth Survey, and On-line mapping exercise.



## Streets and Highways

- In total, there are approximately ~~445~~-~~172~~ miles of urban functionally classified roads in the City. This includes ~~49~~-~~22.2~~ miles of urban principal arterials, ~~48~~-~~21.7~~ miles of urban minor arterials, ~~24~~-~~21.9~~ miles of collectors and ~~87~~-~~106.2~~ miles of urban local roads.

## Pavement Surface Evaluations and Rating (PASER)

- Approximately ~~66~~-~~22.4~~ miles (~~27~~-~~17.6~~ percent) of the roads are in excellent to very good condition (Ratings 8-10);
- Approximately ~~428~~-~~89~~ miles (~~53~~-~~45.5~~ percent) are in good to fair condition (Ratings 5-7); and
- About ~~48~~-~~47~~ miles (~~20~~-~~36.5~~ percent) of local roads are in fair to failed condition (Ratings 1-4).

## Public Transportation

- Fixed route transit service (Routes 30, 31, 32, 41) in or to the City of Neenah and the surrounding areas is primarily provided by Valley Transit. Route 33 (Neenah Industrial Park Shuttle-Pilot Program) was temporarily offered in 2015-2016.
- Go Transit (Oshkosh) also provides a connecting route (Route 10) with Valley Transit's service at the Neenah Transit Center to the Oshkosh Transit Center.
- ADA and Senior Transportation options provided in Neenah include: Northern Winnebago Dial-A-Ride, Valley Transit Fixed Route Bus, Valley Transit-II, Winnebago County Volunteer Transportation Services and Medical Assistance Transportation (MTM).

## Non-motorized Transportation

- Current safe pedestrian and bicycle friendly opportunities are limited to those areas in the City with close access to multi-use bicycle/pedestrian trails and sidewalks. Approximately ~~468~~-~~190~~ miles of bicycle and pedestrian facilities exist within the City. Bicycle and pedestrian facilities include a combination of bicycle routes, bicycle lanes, off-road multi-use paths and sidewalks.

## Trucking and Freight

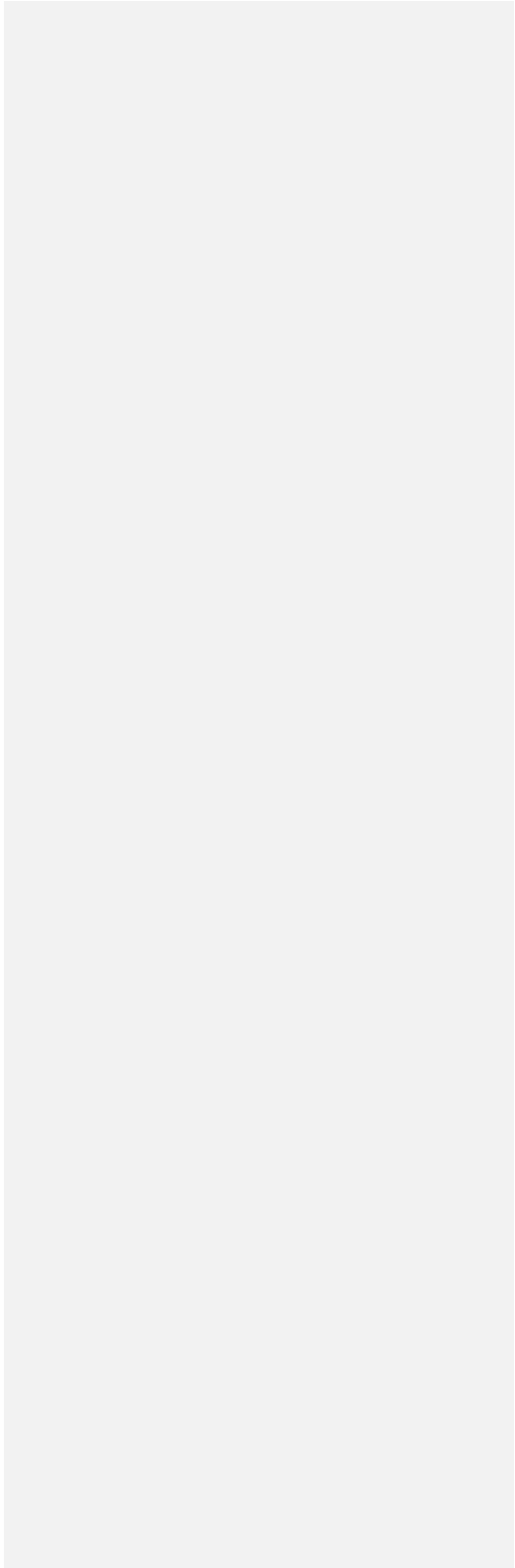
- Several designated truck routes exist within the City of Neenah and are governed under Municipal Code; and
- A number of truck terminals exist within and near the City.

## Air Transportation

- Appleton International Airport provides regional air transportation.

## Railroads

- There are currently two active railroad lines running through the City of Neenah; both with 286,000 pound railcar limits.





## Future Plans and Studies

The following projects were identified in the ~~2016-2024~~ Transportation Improvement Program (TIP) for the City of Neenah:

- S. Commercial Street from Wright Avenue to Winneconne Avenue.

The following projects were identified in the City of Neenah 5-Year Capital Improvement Program (CIP) (current ~~2016-2020~~2023-2027):

- ~~Street Upgrades Initiated 2017: Cecil and Cleveland Streets, cost \$1,040,000;~~
- ~~General Resurfacing 2017: Abbey Avenue, Edward Street, Helen Street, Elm Street, Industrial Drive, cost \$1,060,000;~~
- ~~New Pedestrian Routes 2017: Nature Trail Drive (Whispering Pines — Pond View / Lone Oak — Kingswood), cost \$75,000;~~
- ~~Street Upgrades Initiated 2018: Fairview Avenue, Adams Street, Center Street, Caroline Street, Bond Street and Lakeshore Avenue (consulting), cost \$1,290,000;~~
- ~~General Resurfacing 2018: Center Street, Andrew Avenue, Richard Avenue, Geiger Street, cost \$470,000;~~
- ~~New Pedestrian Routes 2018: Liberty Heights subdivision, cost \$220,880;~~
- ~~Street Upgrades Initiated 2019: Winneconne Avenue, Stevens Street, Pendleton Road, Thomas Court, Stevens Street, cost 1,030,000;~~
- ~~General Resurfacing 2019: Elm Street, Meadow Lane, Doty Avenue, Laudan Boulevard, Peckham Street, Fifth Street, Gillingham Road, Stanley Street, Sterling Avenue, Tullar Road, cost \$1,790,000;~~
- ~~New Pedestrian Routes 2019: Undetermined;~~
- ~~Street Upgrades Initiated 2020: Marathon Avenue, Cedar Street, Belmont Avenue, Belmont Court, Lakeshore Avenue, cost \$1,685,000;~~
- ~~General Resurfacing 2020: Congress Street, Wisconsin Avenue, Washington Avenue, Commercial Street, cost \$960,000; and~~
- ~~New Pedestrian Routes 2020: Lakeshore Avenue, cost \$120,000.~~
- S. Commercial Street Reconstruction - 2025 (Stanley to Winneconne Ave), cost \$2,560,000
- S. Commercial/Winneconne Intersection – 2024, cost \$215,000
- Quarry Lane – 2024, cost \$500,000
- Doty Avenue -2024 (Commercial-Oak), cost \$410,000
- Doty Avenue – 2024 (Oak-Pine), cost \$244,000
- Bayview – 2024 (800' section), cost \$132,000
- Bergstrom Road – 2024, cost \$1,300,000
- Elm Street – 2026 (Cecil – Division), cost \$1,100,000
- Reed Street – 2026 (Cecil-Division), cost \$1,250,000
- Wisconsin Avenue – 2026, cost \$1,700,000
- Congress Street – 2027 (Cecil-Doty), cost \$1,300,000
- Pendleton Road – 2027, cost \$466,000

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## ISSUES AND OPPORTUNITIES

A number of issues and opportunities were identified through the public participation process, collection of background data and through a review of transportation and other documents. A list of issues and opportunities are described below:

**Congestion**

Congestion on the following roads was reported to be a problem:

- Breezewood Lane and Tullar Road intersection. Congestion and speed is limiting the ability to change lanes. AADT on Breezewood Lane, east of Tullar was ~~7,300~~ 8,000 in ~~2013~~ 2019. Congestion and speed is more pronounced due to vehicles exiting the high school at the end of the school day and after events.
- North Commercial Street (Nicolet Boulevard to Wisconsin Avenue). North Commercial Street is a designated as an urban principal arterial and a heavy truck route. In ~~2013~~ 2019, average annual daily traffic (AADT) ranged from ~~40,500~~ 11,900 south of Nicolet Boulevard to ~~13,700~~ 15,400 on the Commercial Street Bridge. Truck unloading and a pedestrian crossing at Neenah Paper, timing of the signals at Wisconsin Avenue and pedestrian traffic at Alta Vista is adding to the problem. Traffic is backing up from Wisconsin Avenue across the Commercial Street Bridge. Left turns at N. Water Street intersection are difficult. At N. Water Street the area is congested due to pass through traffic, the YMCA, St. Paul's English Lutheran Church, Winnebago County Human Services, Island Shores and other commercial businesses in the area.



N. Commercial Street



S. Commercial Street and Bell Street Intersection

- South Commercial Street (Wisconsin Avenue to Division Street and Cecil Street to Bell Street). South Commercial Street to Winneconne Avenue is designated as an urban principal arterial and a heavy truck route. In ~~2013~~ 2019, AADT was ~~42,300~~ 12,800 between Washington Avenue and Franklin Avenue. Concern was expressed that it is difficult to turn at Winneconne Avenue and Commercial Street or switch lanes. South of Winneconne Avenue, AADT's ~~decreased~~ remained consistent at 10,000 in ~~2013~~ 2019 as the functional classification changed to

urban minor arterial. Between Cecil Street and Bell Street, land use is predominately commercial and institutional. Vehicles, pedestrians and bicyclist access the numerous businesses and doctors' offices along the street. In ~~2013~~ 2019, AADT's averaged about ~~40,000~~ 9,800 vehicles per day. The Neenah Committee on Aging expressed concern about the traffic pattern between Winneconne Avenue and Bell Street.



- Main Street. Traffic makes it difficult to turn left onto Main Street, especially in the Arrowhead Park area. AADT was ~~4413,400~~ in ~~2013~~2019.
- Winneconne Avenue (South Commercial Street to the Tullar Road). While congestion is heavy throughout the corridor, congestion is identified as being more limiting in some areas. Between South Commercial Street and the railroad overpass, congestion makes it difficult to turn left from Henry Street. AADT's west of Harrison Street was ~~12,600~~200 in ~~2013~~2019. Another area identified included the multiple roundabouts at Green Bay Road and Lake Street. Concern was expressed that cars were focusing on other vehicles in the roundabouts and not pedestrians and bicyclists. AADT's at the roundabout were ~~23,900~~27,800 in ~~2013~~2019. This intersection had a crash count of ~~97 to 128~~243 between ~~2005 and 2011~~2008 and 2022 in the *Congestion Management Process Plan* for the City of Neenah.<sup>2</sup> In 2010, roundabouts were constructed at the Green Bay Road and S. Lake Street intersections. Crash counts in 2011 fell significantly and therefore safety concerns for vehicles may have been addressed.
- Wisconsin Avenue (East and West of Commercial Street). Due to heavy traffic volumes, the timing of signals at Wisconsin Avenue and vehicles (including busses) and pedestrians accessing downtown businesses, traffic frequently backs up in the downtown area. On Wisconsin Avenue, AADT's west of Commercial Street were ~~41,770~~8,300, while AADT's east were ~~5,800~~400. The Oak Street intersection was also identified. AADT was ~~10,400~~8,100 on W.G. Bryan Bridge in ~~2013~~2019.

#### Additional Parking

Parking was reported to be a concern in the following locations:

- Downtown area: A *Downtown Parking Analysis and Management Plan*, was completed in March 2015. This study indicated that sufficient parking is available in the downtown area (includes Shattuck Park, Neenah Public Library and Columbian Avenue), though these options may be further than employees and customers are willing to walk.
- Other commercial areas identified during the visioning process includes:
  - S. Commercial Street between Wisconsin Avenue and Winneconne Avenue
  - S. Commercial Street near Byrd Street
  - N. Commercial Street between Forest Avenue and High Street
  - Insufficient handicap parking at the YMCA

#### Bicycle and pedestrian facilities

<sup>2</sup> *Congestion Management Process (CMP) Plan, Fox Cities (Appleton TMA) Urbanized Area*, October ~~2013~~2021. Crash data 129-160 crashes between 2005 and 2011.

Additional safe bicycle and pedestrian facilities were identified through the visioning exercise<sup>3</sup>, in the Appleton (Fox Cities) TMA and Oshkosh MPO Bicycle and Pedestrian Plan (A/OBPP), the City of Neenah’s Comprehensive Outdoor Recreation Plan ~~2015-2019~~2022-2026 (CORP) and by the Trails Task Force. The following areas were reported for additional or updated bicycle and pedestrian facilities:



Great Northern Park Trail

- Concerned about walkability for basic needs.
- Bell Street / Breezewood Lane (Marathon Avenue to Tullar Road). The roundabouts and the overpasses at I-41 were identified as an issue for walking due to speeds. From Gillingham Road to Tullar Road, a minimum 10’ paved off-street trail should be constructed. The Tullar Road intersection was identified as being congested and unsafe. This could make it more difficult for students living south of Breezewood Lane to safely cross the street.
- Breezewood Lane (west of Pendleton Road). West of Pendleton Road, the pavement narrows and pedestrian and bicycling facilities are not present. This section was identified as being challenging for bicyclists and pedestrians.
- North Commercial Street (Nicolet Boulevard to Wisconsin Avenue). This entire segment was identified; including the lack of bicycle facilities on the Commercial Street Bridge was identified during visioning.
- South Commercial Street (Wisconsin Avenue to Division). This entire segment was identified. In addition, the Columbian Street crossing (Boys and Girls Brigade) was identified as unsafe with no bicycle facilities or flashing lights.
- South Commercial Street (southern end). On road bicycle facilities are not available from Peckam Street to Bell Street. Crosswalks at Lyon Drive and Lakeview Elementary School were identified as being dangerous due to speed.
- CTH G from CTH A west. This segment has heavy truck traffic and was identified for pedestrian and/or bicycle accommodations. The segment west of I-41 was also identified.
- First Street and E. Forest Avenue. The intersection is dangerous for Roosevelt Elementary School students.
- Jewelers Park Drive (Harrison Street to Cameron Way). This segment of the roadway was identified as needing bicycle or pedestrian improvements.
- Lakeshore Avenue / N. Park Avenue (pedestrians & bicycles). Concern was expressed for safety and access for pedestrians, bicyclist and wheelchair occupants. This segment receives heavy use. Lighting should be considered along this trail segment.
- Main Street from I-41 west. This area is identified in the A/OBPP for regional bicycle accommodations.
- Marathon Avenue (between Bell Street and Cecil Street). This segment of the roadway was identified as needing bicycle or pedestrian improvements. In addition, disjointed sidewalks north of Bell Street were highlighted.
- Marathon Avenue (south of Parkwood). Sidewalks do not exist in this area. Sidewalks were needed to safely get children to school.

<sup>3</sup> Includes input from the Neenah Committee on Aging, 08/18/16.



- Nicolet Boulevard (S. Commercial Street to 3<sup>rd</sup> Street). A designated bike lane does not exist for this segment. Completion of this segment would allow for bicycle travel between 1<sup>st</sup> Street and Ahnaip Street in Menasha.
- South Park Avenue (Cecil Street to the Neenah pool). A designated narrow on-street bicycle lane exists in this segment of S. Park Avenue.
- Pendleton Road from Breezewood Lane to CTH CB. Currently Pendleton Road is not continuous in this area. Accommodations for bicyclists and/or pedestrians to connect Pendleton Road to Breezewood Lane and CTH B are needed.
- Towerview Drive / Jensen Road / Progress Court / Discovery Drive. Bicycling and / or pedestrian improvements are needed to connect CTH G to an existing off-road trail on Industrial Drive.
- Tullar Road (Breezewood Lane to Winneconne Avenue). Pedestrian facilities between Breezewood Lane and Appleblossom Drive and between Cecil Street and Winneconne Avenue are recommended. In addition, it is difficult to cross Tullar Road near the High School and Memorial Park (Appleblossom Drive and Gay Drive). AADT on Tullar south of Cecil Street was 5,200 and 3,300 south of Byrd Street in 2013.
- Schultz Drive (Enterprise Drive to Bell Street). Currently Schultz Drive does not connect to Bell Street. Accommodations for pedestrians and/or for bicyclists to connect Schultz Drive to Bell Street.
- Western Avenue to Adams Street (Main Street to S. Lake Street). Accommodations for pedestrians and/or for bicyclists to connect Main Street to S. Lake Street are needed.
- Winneconne Avenue (S. Commercial Street to Green Bay Road). This segment of the roadway was identified as needing bicycle or pedestrian improvements. This segment does not have a marked bicycle lane or designated bicycle off-road path. In addition, sidewalks are not available on the south side of Winneconne Road between Henry Street and Harrison Street. Winneconne Avenue is a designated principal arterial and per section 14.57 of the City's municipal code; sidewalks are required on both sides of a principal arterial. In addition, crossing Winneconne Avenue in the highly congested Henry Street area is dangerous for pedestrians and bicyclists living south of Winneconne Avenue in the Henry Street area. The pedestrian crossing at Harrison Street was identified as dangerous for those wishing to access Washington Park on the corner. Finally the multiple roundabouts at S. Lake Street and Green Bay Road were identified as dangerous for bicyclists and pedestrians.
- Wisconsin Avenue (Downtown). Bicycle facilities are not available currently through the downtown area.
- Completion of Loop the Little Lake trail.
- A current bicycle and pedestrian plan does not exist for the City of Neenah.

#### Dangerous intersections

Dangerous intersections were reported to be a problem during the visioning session. Most of these intersections are located in congested areas and therefore it is difficult to make left hand turns.

- North Commercial Street. Two intersections were identified: Nicolet Boulevard and N. Water Street. Nicolet Boulevard, South Commercial Street and 1<sup>st</sup> Street come together. Cars turn left from Nicolet Boulevard onto 1<sup>st</sup> Street from the far left lane, while cars going straight or turning left onto N. Commercial Street use the center lane. Frequently cars turn left onto N. Commercial Street from the left lane. The Congestion Management Process (CMP) Plan, Fox Cities (Appleton TMA) Urbanized Area, October



2013-2024 identified this intersection as high risk crash area. The N. Water Street area is congested (see above) and left turns are difficult.

- South Commercial Street (Wisconsin Avenue to Bell Street). Numerous intersections along the corridor were identified. Traffic backs up during certain times from the Wisconsin Avenue intersection in all directions. This could be caused by the programming of the signals at Wisconsin Avenue, Columbian Avenue and Winneconne Avenue. The Congestion Management Process (CMP) Plan, Fox Cities (Appleton TMA) Urbanized Area dated October 2013-2024, identified Wisconsin Avenue, Columbian Avenue, Cecil Street, Bell Street and Winneconne Avenue as a high risk crash areas. During the visioning process people mentioned that it was difficult to change lanes north of Winneconne Avenue and to make left turns at the intersection. At Division Street, a left turn only lane exists which confuses and forces vehicles to turn left instead of proceeding straight down Commercial Street. At Cecil and Peckham Streets it is difficult to make left turns into traffic during certain times of the day.
- City roundabouts. While the Neenah Committee on Aging identified roundabouts as an asset, they also expressed concern about navigating roundabouts. This may be especially difficult for seniors in areas of heavy traffic and where a series of roundabouts exist.

Train blocking traffic

- N. Lake Street (north of Main Street). It was reported that a train blocks traffic at the railroad crossing north of Main Street.

Road Reconstruction

- According to the PASER rating about 48.47 miles (29.36.5 percent) of local roads are received a rating of 1 to 4. Roads receiving a PASER rating of 1 have failed and will require a total reconstruction. Roughly about 0.8-1 miles of local roads in Neenah fall into this category. 74.5 miles of roads received a 2 rating, 10.7 miles received a 3 rating, and 35.5 miles received a 4 rating.

Lighting

- Commercial Street Bridge

Connectivity

- Industrial Drive should be extended south to CTH G. The extension of Industrial Drive was recommended in the existing comprehensive plan.
- Pendleton Road, ~~between Cecil Street and CTH JJ, and~~ between Breezewood Lane and Whippoorwill Circle should be installed. The extension of Pendleton Road was recommended in the existing comprehensive plan and during the visioning process.

Public Transportation

- A concern was expressed regarding the Dial-A-Ride program by the Neenah Committee on Aging.

Summary reported issues and opportunities:

- Address congestion concerns along N. and S. Commercial Street, Wisconsin Avenue, Winneconne Avenue, Breezewood Lane and Tullar Road intersections, and Main Street;

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- Address safety concerns at intersections along N. and S. Commercial Street, Main Street and Winneconne Avenue;
- Address parking concerns in the downtown, along N. and S. Commercial Street and near the YMCA;
- Increase walkability for basic needs;
- Increase and enhance pedestrian and bicycling facilities throughout the City;
- Increase safety and access for pedestrians, bicyclists, wheelchair occupants and the disabled;
- Provide interconnections between local and regional trails;
- Address pedestrian and bicycle safety at roundabouts;
- Address trains blocking N. Lake Street;
- Increase road maintenance activities;
- Address lighting concerns along the Commercial Street Bridge and E. Wisconsin Avenue;
- Extend Industrial Drive and Pendleton Road; and
- Increase opportunities for fixed route transit service.



## VISION, GOALS, OBJECTIVES AND RECOMMENDATIONS

Vision Statement: *The City supports a well-connected community through a network of streets, on and off-street pedestrian and bicycle facilities, and traffic control and safety devices to protect residents and ensure the most efficient transportation network within the City.*

### **Goal T 1: To provide a well maintained, safe, and efficient transportation network for the movement of people, goods and services.**

Objective T 1.1: Address congestion along key transportation routes.

- Recommendation T 1.1.1: Develop a traffic study to look at congestion, dangerous intersections and signaling for the entire transportation system along the City's major corridors (N. and S. Commercial Street, Wisconsin Avenue, Main Street, Winneconne Avenue, Green Bay Road and the Southpark Industrial Center). (See recommendation LU 1.6.3, LU 1.5.5, ED 2.2.7)
- Recommendation T 1.1.2: Identify an alternative route for commuter (through) traffic going between I-41 and Doty Island.
- Recommendation T 1.1.3: Evaluate solutions to limit truck traffic through residential areas and the downtown area.

Objective T 1.2: Address parking needs in the downtown and along commercial corridors.

- Recommendation T 1.2.1: Implement the recommendations in the *Downtown Parking Analysis and Management Plan*, dated March 2015. (See recommendation LU 1.5.5)
- Recommendation T 1.2.2: Continue to monitor downtown parking needs. (See recommendation ED 2.2.4)
- Recommendation T 1.2.3: Study parking needs along commercial corridors. This should include looking at ordinance changes to address parking for commercial properties.

Objective T 1.3: Ensure that the road network is well maintained and operates efficiently.

- Recommendation T 1.3.1: To increase mobility and connectivity, consider the following extensions (See recommendation LU 1.6.4):
  - Industrial Drive south to CTH G
  - Pendleton Road between Cecil Street and CTH JJ, and between Breezewood Lane and Whippoorwill Circle
- Recommendation T 1.3.2: Review and update the Official Street Map on an annual basis. (See recommendation LU 1.6.6)
- Recommendation T 1.3.3: Develop a program to encourage consolidation of driveways on main commercial corridors, as a means to promote better access control and safer driving conditions.



- Recommendation T 1.3.4: Review street standards to ensure proper traffic flow based on the functionality of the street, allowing for flexibility in street design standards.
- Recommendation T 1.3.5: Increase funding for road maintenance and reconstruction projects so that the current distribution of pavement conditions (PASER ratings) is sustained.
- Recommendation T 1.3.6: Utilize 5-year capital improvement programming to fund and prioritize road maintenance work.
- ~~Recommendation T 1.3.7: Explore alternative funding sources for road funding.~~
- Recommendation T 1.3.87: Work with the Fox Cities MPO to review and revise road classification functionality as needed so that roads receiving the greatest use are eligible for federal funding.
- ~~Recommendation T 1.3.9: Reconstruct Lakeshore Avenue and E. Wisconsin Avenue.~~
- Recommendation T 1.3.498: Design and develop a street system that provides mobility, safety, and convenience while preserving neighborhood integrity.
- Recommendation T 1.3.449: Encourage land development patterns that will maintain the capacity and efficiency of existing streets. (See LU 1.6.5)
- Recommendation T 1.3.4210: Update the City's Subdivision Ordinance to limit the use of cul-de-sacs in new subdivisions.

**Commented [BS1]:** Transportation Assessment Replacement Fund (TARF)

Objective T 1.4: Timely respond to site-specific road and sidewalk maintenance and/or safety concerns.

- Recommendations T 1.4.1: Conduct a PASER evaluation of the existing road network on a biennial basis.
- Recommendations T 1.4.2: Implement a program that will allow residents to report specific areas where maintenance or safety issues are a concern.
- Recommendation T 1.4.3: Identify road reconstruction and maintenance activities based on the PASER evaluation and other tools. Incorporate these projects into the City's Capital Improvement Program (CIP).

Objective T 1.5: Coordinate short and long range transportation planning efforts.

- Recommendations T 1.5.1: Submit a list of proposed projects annually to the Fox Cities MPO for inclusion in the Transportation Improvement Program.
- Recommendation T 1.5.2: Participate in the *Fox Cities Transportation Policy Advisory Committee*.



- Recommendation T 1.5.3: Implement recommendations in the City sidewalk plan. (See recommendation LU 1.6.1)

**Proposed Goal T 2: To provide, support and maintain a wide range of transportation alternatives for residents and visitors.**

Objective T 2.1: Encourage pedestrian and non-motorized travel as viable alternatives for both commuting and mobility.

- Recommendation T 2.1.1: Continue to provide a minimum five (5) foot sidewalks or a designated off-road bicycle or pedestrian trail on both sides of arterial and collector streets, along designated school routes and adjacent to all parks and schools in both existing and future streets. (See recommendation LU 1.6.1)
- Recommendation T 2.1.2: Provide safe pedestrian and bicycle linkages and wayfinding signage to key destinations in the City. (See recommendations LU 1.6.1, T 2.1.1, ED 2.5.1, CF 4.2.2)
- Recommendation T 2.1.3: Encourage / initiate a bicycle rental program in the downtown area.
- Recommendation T 2.1.4: Encourage businesses to provide bicycle parking for employees who bike to work. Update the ordinance to provide an incentive for businesses that provide bicycle parking.
- Recommendation T 2.1.5: Develop a “Complete Streets” policy and process to better guide infrastructure decisions.
- Recommendation T 2.1.6: Expand safe routes to school initiatives in the City of Neenah, in coordination with the Neenah Joint School District and East Central Wisconsin Regional Planning Commission’s Safe Routes to School Program. (See recommendation LU 1.6.1)
- Recommendation T 2.1.7: Pursue funding and grants for adding bicycle lanes and pedestrian infrastructure, sidewalks and pedestrian crossing when building and constructing roads. (See recommendation LU 1.6.1)

Objective T 2.2: Provide cost-effective and convenient public transit.

- Recommendation T 2.2.1: Continue to support public transit and promote its use by the general public.
- Recommendation T 2.2.2: Investigate the benefits of supporting a regional transit authority.
- Recommendation T 2.2.3: Support the development of a regional transit route. (See recommendation ED 2.5.2)



- Recommendation T 2.2.4: Work with Valley Transit to monitor existing routes within the City and expand or revise routes as needed.

Objective T 2.3: Reduce and avoid mobility barriers for the elderly and disabled.

- Recommendation T 2.3.1: Continue to provide ADA and Senior Transportation options within the City.
- Recommendation T 2.3.2: Consider installing benches in strategic locations.
- Recommendation T 2.3.3: Conduct a walking study at key intersections and areas near senior housing developments, parks, downtown, etc.

Objective T 2.4: Accommodate bicyclists and pedestrians in and through areas of high activity, or concentrated development and commercial areas. (See recommendation LU 1.6.3)

- Recommendation T 2.4.1: Provide safe bicycle access to and within the downtown area. (See recommendation LU 1.6.1)
- Recommendation T 2.4.2: Create a trail network from Loop the Little Lake Trail that navigates through the downtown. (See recommendation T 2.5.4, LU 1.6.1)
- Recommendation T 2.4.3: Consider improvements at the Green Bay Road/Winneconne Avenue, Bell Street and I-41 and Tullar Road and Breezewood Lane roundabouts that would improve pedestrian safety by increasing visibility of the pedestrian crossings.
- Recommendation T 2.4.4: Consider safety improvements to the S. Commercial Street and Columbian Avenue pedestrian crossing at the Boys and Girls Brigade.
- Recommendation T 2.4.5: Address safety concerns for bicyclists and pedestrians in crosswalks at the following potential locations, these concerns should be addressed in the traffic study:
  - S. Commercial Street at Lyons Drive
  - S. Commercial Street at Winneconne Avenue
  - First Street and E. Forest Avenue at Roosevelt Elementary School
  - Tullar Road at the Neenah High School and Memorial Park
  - Winneconne Avenue at Henry Street
  - Winneconne Avenue at Harrison Street

Objective T 2.5: Expand the bicycle and pedestrian system to provide access to key destinations and linkages to regional trails.

- Recommendation T 2.5.1: Develop a green grid system of trails, paths, and routes that will allow non-motorized travel to activity centers through the community. (See recommendation LU 1.6.1)
- Recommendation T 2.5.2: Initiate a permanent Bicycle / Pedestrian Committee to address bicycle and pedestrian facilities in the City.



- Recommendation T 2.5.3: Update the 1997 Neenah Trails Task Force Plan for on-street bicycle facilities and off road trails. Utilize recommendations from the *Appleton (Fox Cities) TMA and Oshkosh MPO Bicycle and Pedestrian Plan*, the *City of Neenah Comprehensive Outdoor Recreation Plan 2015-2019* and the Neenah Trails Task Force. (See recommendation LU 1.6.1)
- Recommendation T 2.5.4: Expand the Loop the Little Lake Trail project by providing safe and easy access through the downtown and other points within the City. (See recommendation LU 1.6.1, T 2.4.2)



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