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2) You can watch the meeting via the zoom app. Go to the following link to download and watch via the zoom app: <https://us02web.zoom.us/j/83691077185?pwd=TDI3NIE4YlpaTGITUnQvR1VqUHhudz09>
You will be asked to download and install the zoom app on your computer or phone and provide your name and email address. **-OR-**

3) You can listen to the meeting over the phone by calling one of the following numbers:
1-929-205-6099, 1-301-715-8592, 1-253-215-8782, 1-346-248-7799, 1-699-900-6833
You will be asked to enter in a meeting ID of: **836 9107 7185**, then push #
You may be asked for a participate ID, do not put in a number, just hit #
You will be asked to enter in a password of **468499**, then #

Unless specifically noticed otherwise, this meeting and all other meetings of this body are open to the public. Proper notice has been posted and given to the media in accordance with Wisconsin Statutes so that citizens may be aware of the time, place and purpose of the meeting.

MEETING NOTICE

Planning Commission **AMENDED** Agenda

Thursday, June 23, 2022– 5:15 PM

Council Chambers – New London Municipal Building

1. Call to Order

2. Pledge of Allegiance

3. Adopt Agenda, Memorandum

4. Approval of the April 28th and May 17th, 2022 meeting minutes

5. Proposed C.S.M. (Certified Survey Map) for Montgomery street properties

6. Front yard fence proposals at 327 N. Shawano St. & 715 W. Millard

7. Comprehensive Plan Update-Cedar Corporation

a.) Review of 03/24/22 SWOT Analysis (attached)

b.) Review of Draft Chapter 3-Transportation (attached)

c.) Review of Draft 5- Agriculture, Natural & Cultural Resources (attached)

d.) Draft Citizen Survey Questions (hand-out)

8. Authorize staff to complete the process to designate the City of New London to complete commercial electrical inspections.

9. Discuss upcoming agenda items

10. Review next meeting date: Possible other event conflicts

11. Adjourn

Bob Besaw, Chairman: Planning Commission Chairman

*Agenda items are listed so as to accurately describe the actions or issue being considered instead of simply the document listing title or the parties to a contract. This is done as such titles or a list of parties to a contract conveys insufficient information to the public on whether a topic or project they are interested in is being considered. It is the policy of the City of New London to comply in good faith with all applicable regulations, guidelines, etc. put forth in the Americans with Disabilities Act (ADA). To that end, it is the City's intent to provide equal opportunity for everyone to participate in all programs and/or services offered, to attend every public meeting scheduled, and to utilize all public facilities available. Any person(s) in need of an alternative format (i.e. larger print, audio tapes, Braille, readers, interpreters, amplifiers, transcription) regarding information disseminated by the City of New London should notify the City 48 hours prior to a meeting, etc., or allow 48 hours after a request for a copy of brochures, notices, etc. for delivery of that alternative format. Contact ADA Coordinator Chad Hoerth by telephone through: (Relay Wisconsin) – 920/ 982-8500 or (Voice) – 920/982-8500 and in person/letter at 215 N. Shawano Street, New London, WI 54961.



Memorandum

TO: Planning Commission
FROM: Dave Vincent-Zoning Administrator
RE: May 26, 2022 Planning Commission Meeting
DATE: May 19, 2022

Consideration of a C.S.M. restructuring of lots #1,2, and 3 on Montgomery Street. Lot #1 would be squared off to allow more road frontage for Lot #2 along Montgomery to access 45X72 Pole Building. The north boundary for Lot #2 indicated on the proposed map would separate this parcel from proposed lot #3. Lot #3 would then consist of field and 45X104 building located between proposed lot #2 and 1112 Montgomery Street.

We have a front yard fence proposal from the owner of 327 N. Shawano St. The picket style 4' fence would run parallel with the sidewalk (with posts 1' inside sidewalk). The sides of the lot would be enclosed by chain link so as not to create a vision obstruction for the resident's driveway and the commercial property to the north.

Cedar Corporation will provide follow up information on the S.W.O.T. project we participated in back in March. They will also Review proposed Chapters 3 and 5 components of the Comprehensive Plan to include Transportation, Agriculture, Natural & Cultural Resources. They will conclude with Draft Survey Questions.

Respectfully submitted by Dave Vincent: Zoning Administrator.

Meeting Minutes of the
Planning Commission – Special Meeting
Tuesday, May 17, 2022– 6:30 PM
Council Chambers – New London Municipal Building
located at 215 N. Shawano Street

Planning Commission Members present were:

Bob Besaw (Chair), Mayor Mark Herter (Vice Chair), Mike Barrington, Jay Bessette, Dona Gabert, Susie Steingraber, and Jamie Walbruck.

Alders present:

Dennis Herter, John Hass, Dave Dorsey, John Faucher, Tim Roberts & Bernie Ritchie.

Planning Commission member(s) absent:

Brandi Buss

Others present were:

Ehlers Public Finance Advisors: Harry Allen; City of New London: Nicole Lemke - City Clerk, Robert Garske- Director of Public Works, Chad Hoerth – City Administrator, Judy Radke - Finance Director, Marla Knuettel - American Legion Auxiliary, and BaLynda Croy (arriving at 6:34 pm).

The meeting was called to order by Chairman Besaw at 6:30 p.m.

Motion from Gabert, second by Steingraber to adopt agenda. *Carried 13-0*

Public hearing was held to hear comments regarding the proposed amendment of boundaries and project plan for Tax Incremental District No. 5. There were no participants.

Allen presented information on the amendment to the Project Plan. Allen highlighted the new proposed district boundary which adds 2.18 acres of territory and the proposed First State Bank development. Allen also highlighted the municipal revenue obligation. Allen stated the TID is expected to pay the entire obligation but will require the life of the TID to do so (projected closure in 2042).

Motion from Mayor Herter, second by Walbruck to pass *Resolution Designating Proposed Amended Boundaries and Approving a Project Plan Amendment for Tax Incremental District No. 5. Carried 13-0*

As there was no other business, motion from Mayor Herter, second by Gabert to adjourn. *Carried 13-0*. Meeting was adjourned at 6:37 pm.

Respectfully submitted,

Nicole Lemke, City Clerk

**City of New London
Planning Commission Minutes
Thursday, April 28, 2022**

Roll Call

Those in attendance were Chairman Bob Besaw, Jason Bessette, Dona Gabert, Mayor Mark Herter, Susie Steingraber, Jamie Walbruck

Others in attendance: City Administrator Chad Hoerth, Building Inspector/Zoning Administrator David Vincent, Dave Dorsey, John Haas, Tim Roberts, and from the public; Clark Fox (representing Civil Fox Engineering), Jason Techlin & T.J. Utschig (representing Utschig Inc.) and Gerald Magolski

The meeting was called to order by Chairman Besaw at 5:15 pm.

Group participated in the Pledge of Allegiance.

A motion was made by Steingraber to “Adopt the Agenda” and seconded by Gabert, carried by all.

The March 24, 2022 meeting minutes were reviewed. A motion to accept the minutes was made by Walbruck and seconded by Bessette, carried by all.

The C.S.M. (Certified Survey Map) for combining of 602 Algoma Street with the vacant lot adjacent to same was presented by Dave Vincent. The owner purchased this parcel in order to have the ability to widen his driveway to accommodate an additional vehicle. A motion was made by Gabert to approve the C.S.M. and seconded by Steingraber, carried by all.

The C.S.M. (Certified Survey Map) for a lot split at 202 Woodlane Drive (parcel # 333-054600). The split would allow for a 60’ wide buildable lot to the north end of the current parcel. By creating this lot, the 7,200 square foot minimum requirement to allow construction for a dwelling would be met. A motion was made by Gabert to approve the C.S.M. and seconded by Steingraber, carried by all.

A zoning request for 302 W. Millard Street (parcel #33-13-73-95) to allow for a fence that would be partially constructed in a front yard (based on our zoning definition that a side yard of a corner lot has a front yard component as it also faces a surface street). Some concerns were raised on whether allowing the fence in the proposed location might limit visibility from an adjacent driveway. The Zoning Administrator will determine the final placement of the fence and check to make sure any vision limitations will be addressed. A motion was made by Gabert to approve the front yard fence and seconded by Mayor Herter, carried by a majority with Walbruck opposed.

The proposed annexation for the property just to the north of New London Building Supply that was petitioned by Kris Carew (New London Building Supply) was reviewed and discussed. If the annexation process is completed a zoning designation of B-2 Hwy/Commercial will be utilized to mirror the petitioners current zoning designation at 1718 Mill Street. A motion to approve the annexation with B-2 Hwy/Commercial Zoning District was made by Mayor Herter and seconded by Steingraber, carried by all.

The L.O.M.R. (Letter of Map Revision) for several properties along Woodlane Drive and a Public Hearing took place. The Chairman (Bob Besaw) of the Planning Commission made 3 queries seeking input from the public, after hearing none the Public Hearing portion of the meeting was closed. The petitioner (owner of 206 Woodlane Drive) that started the F.E.M.A. (Federal Emergency Management Agency) process for Map Revision showed up soon after the Public Hearing portion of the meeting was closed and answered questions and explained the process to the Commission. A motion to approve the L.O.M.R. was made by Gabert and seconded by Steingraber, carried by all w/ Mayor Herter abstaining

The site plan review for the Titan Industries project at 735 Industrial Loop Drive was reviewed and discussed. The Zoning Administrator has reviewed the documents in the site plan and recommended approval by the Planning Commission. A motion was made to approve the site plan by Walbruck and seconded by Gabert, carried by all.

The Wolf River art league has provided some mural design and locations for approval by the Planning Commission. Chad Hoerth was able to navigate through the proposal with visual aids. The first mural proposed was for the Washington Center at 500 W. Washington St. A motion to approve was made by Mayor Herter, seconded by Bessette, carried by all. The second mural proposed was for Heise Heating at 330 N. Shawano St. A motion was made to approve by Bessette, seconded by Walbruck, carried by all. The third mural proposed was for the Anytime Fitness at 1107 N. Shawano St. A motion to approve was made by Gabert, seconded by Steingraber, carried by all. A fourth mural proposed was for Memorial Park at 800 Montgomery St. A motion to approve was made by Mayor Herter, seconded by Bessette, carried by all.

There is a Special Planning Commission meeting scheduled for May 17, 2022 @06:30 p.m. to discuss T.I.D. (Tax Incremental District) #5 proposed amendment.

A motion was made to adjourn by Gabert, seconded by Walbruck, carried by all. Meeting adjourned by Chairman Besaw at 06:15 p.m.

Respectively submitted by David Vincent-Zoning Administrator



CURRENT LAY-OUT

Lot 2

LOT
3

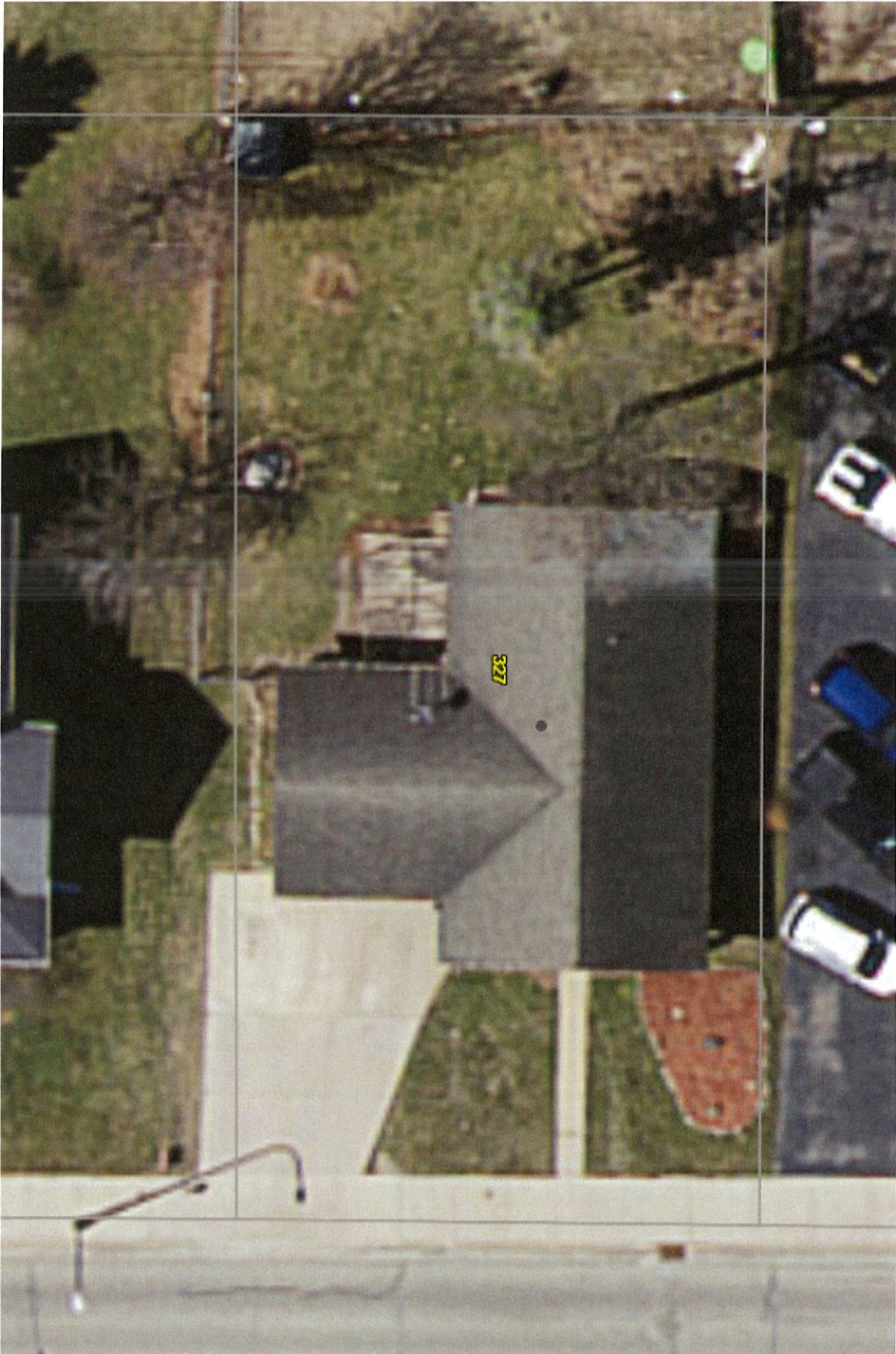
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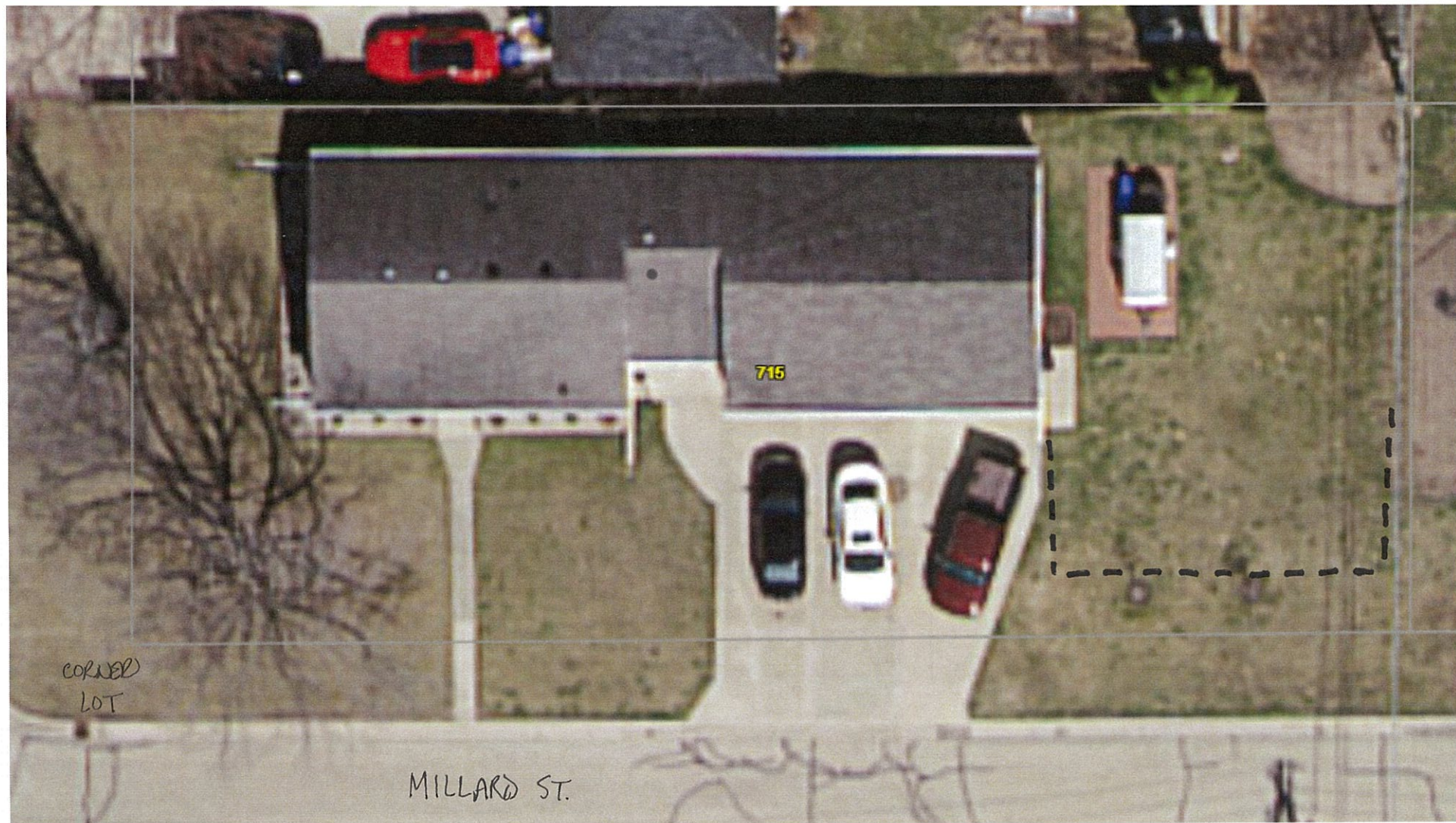
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CORNER
LOT

MILLARD ST.

City of New London

SWOT Analysis Summary (Plan Commission, 03/24/22)

# Votes	Strengths
5	Electric grid / capacity available for business and industry
4	River / water resources
3	Strong history of community
3	Outdoor recreation opportunities

-
- | | |
|---|---|
| 2 | Utilities are proactive and responsive |
| 2 | Park system (recreation, trails, ballfields) |
| 2 | Ability to grow on lands adjacent to City |
| 2 | Chamber of Commerce |
| 1 | Variety of business types / strong manufacturing |
| 1 | Regional location (access to Fox Valley / Highways / Development potential / workforce) |
| 1 | Irish Festival / other events |
| | Population tenure (desire to stay and/or come back) |
| | Hospital/clinic |
| | Good schools |
| | Industry (draws people) |
| | Large business attraction (ability to have big box stores) |
| | Small town atmosphere / big city services |
| | Downtown businesses |

# Votes	Weaknesses
6	Blight in some areas
4	Housing costs and availability
4	Highway 15 usage / underachieving in business attraction
3	Downtown structures (awkward size/orientation/old)
3	Too close to Fox Valley (easy to leave for shopping and entertainment)

-
- | | |
|---|---|
| 2 | Roads need work/repair |
| 2 | Not using river to full advantage (seasonality, commercial opps) |
| 1 | Need for 2nd grocery store |
| 1 | Need more space (land and buildings) for business and industry (ready and available) |
| | Wetland and floodplain amounts / barrier to growth |
| | Need more walking paths/trails/better connectivity |
| | Quality employee shortage |
| | Population size (smaller limits opportunities) |
| | Counties split city (seems forgotten at times) |
| | Struggling to keep up with big-city services (funding and staff levels) |
| | Technology barriers between population groups (impacts City outreach / need for wayfinding) |
| | Limited commercial and recreation opportunities |

City of New London

SWOT Analysis Summary (Plan Commission, 03/24/22)

# Votes	Opportunities
6	Develop business / retail
3	Reverse our weaknesses
3	Wildlife and recreation draw
3	Highway commercial opportunity to north / land availability
2	Need for winery/distillery/brewery
1	School system is strong
1	River - do it right/appearance
1	Highway 15 exposure
1	NE Industrial Park (land and utilities available)
1	Get river signage to promote downtown / wayfinding needs
1	Videos - good advertising by Tourism Board and Chamber
1	More events and gathering opportunities (markets, craft shows, etc.)
1	Two TID Districts (3rd in works)
1	Residential growth areas in progress
	Swimming pool
	Have jobs available
	People - hard working, strong-willed, volunteerism

# Votes	Threats
6	Highway 15 bypass / rerouting / impact on business
5	Workforce shortage
5	Lack of public input/citizen engagement
2	Satisfied with status quo
2	Inflation (prices, delays, availability)
2	Fed/State regulations/loss of local control
1	Perception of lack of new growth
1	Flooding/natural disasters
1	Energy cost increases
1	Levy limits
	Cyber threats to operations
	Drug use
	Unfunded mandates from State

3. Transportation

The land use pattern of City of New London is tied together by the transportation system, including roadways, railroads, and trails. The residents, businesses, agricultural producers, and manufacturers all rely upon a dependable transportation system to function and provide linkages to areas beyond their borders. The City's transportation network plays a major role in the efficiency, safety, and overall desirability of the area as a place to live and work.

3.1 Existing Road System

The existing road and trail system for City of New London is represented on Maps 3-1 through 3-2. The City's road configuration is characterized by both an urban grid pattern and a pattern influenced by the many natural features and man-made features of the land. These include forests, rivers, wetlands, and other natural features. The City maintains over 49.71 miles of local roadways. This compares to 10.76 miles of federal, state, and county connecting highways (Table 3-1). The general traffic circulation pattern in the City is as follows:

- The highest levels of traffic are associated with CTH D, north of the Wolf River, between downtown and the commercial strip along CTH D to the north of USH 54. Over 10,400 cars per day (AADT) utilize this segment of roadway which serves as the main northerly access to the City's commercial districts. CTH D, as well as CTH's S, W, and X also carry significant amounts of traffic in and out of the City.
- USH 15 provides the primary east/southeast transportation corridor in the southern portion of the City and connect the City to the Village of Hortonville and, just beyond, the Village of Greenville and the greater Fox Cities metropolitan area. USH 15 experiences the third highest traffic volumes in the City, having a peak AADT count of 8,100. Much of this traffic is tied to employment and services located in the Fox Cities and this facility is now under expansion to create a four-lane separated highway between New London and the Village of Greenville, with a new highway bypass of the Village of Hortonville.
- USH 45 serves as the primary north/south corridor for the eastern portion of the City. USH 45 has the second largest traffic volume in the City, with a peak AADT count of 9,400 between New London and Clintonville. USH 45 is an important truck and tourist route connecting with Interstate 41 in Oshkosh and USH 29 north of Clintonville.
- STH 54 serves as an east-west connecting route between the City of Waupaca and the City of New London, the only two municipal areas in Waupaca County with a large enough population to be designated urban for federal transportation purposes. STH 54 also connects with the City of Green Bay to the east. Peak AADT counts of 7,900 exist between CTH D and USH 45.



Table 3-1: City of New London Road Miles by Jurisdiction

Jurisdiction	Approximate Miles
Federal	0.00
State	5.01
County	5.75
Local	49.71
Total	60.47

3.2 Highways

Highways Defined

Highways, or more generally roads, are public rights-of-way set aside for the movement of people and goods from one place to another, principally by the use of motor vehicles. Roads have evolved over time from walking paths to horse trails, to improved gravel roads, to the present day paved surface streets in the urban areas and highways in the rural areas. While the early paths were commonly accepted routes to follow, as development took place, there was always a need to bring order and sanction to the travel routes by the common exercise of governance. And it evolved that government became the universally successful mechanism for making the improvements to roadways as usage increased and as the nature of vehicles changed over time.

Highway Users

Streets and highways are used in a variety of ways: by cars carrying people, by trucks carrying goods, by bicycles, and by the oldest form of transportation, walking. There are also snowmobiles, ATV's, horses carrying people for recreation, and horses pulling buggies and wagons as an essential part of life. Farm tractors pulling equipment from field to field as well as equipment for the construction and maintenance of roads populate the streets and highways. This wide variety of users brings with it a need to minimize conflicts between users and requires, again through governance, the establishment of rules and regulations to protect the overall health, safety and well-being of the community. So government establishes "rules of the road."

Highway Design

The user is the primary determinant of highway design. Cars and trucks are the overwhelming majority of highway users, and it is primarily for their needs that the design standards are set determining precisely how they are built. However, other vehicles, such as farm equipment, are also considered, due to their abnormal size and weight. Within densely populated urban areas where trip origins and destination are more proximate, walking and bicycling are more prevalent. Therefore sidewalks, bike lanes or trails may be warranted, but in rural areas this is seldom the case. In urban areas parking is usually accommodated on the street while in rural areas parking is almost never accommodated on the road. Based on how the road is to be used, design standards are set specifying how the street or highway is to be built.



Highway Functions

There are two primary functions of streets and roads. One is to provide *access* to land: that is to homes, workplaces, shopping areas, schools, churches, recreational areas, etc. The other is to provide *ease of movement* from one location (point of origin) to another location (point of destination).

While these functions are not diametrically opposed to one another, they do compete. Numerous points of access along a road, closely spaced, provide occasion for conflict with vehicles making turning movements that reduces the ease with which other vehicles can freely travel along the route. More access points along a route result in slower travel speeds which results in lower traffic carrying capacity and longer travel times. Higher speed makes turning movements more difficult resulting in reduced safety. More of one result in less of the other.

Roads cannot be all things to all people. Roads are now built to differing design standards based on how they are intended to be used. Simply stated, there are different roads for different purposes. A spectrum of road and street types have been established from principally providing access on one end to exclusively providing ease of movement (maximizing traffic carrying capacity and safety) on the other end. This spectrum of design and purpose types is referred to as functional classification.

3.3 Functional Classification of Highways

The Wisconsin Department of Transportation has set statewide standards in its Facilities Development Manual for the functional classification of streets and highways. The state uses different classification systems for urban and rural areas. The classifications and descriptions follow.

Urban Area Functional Classifications

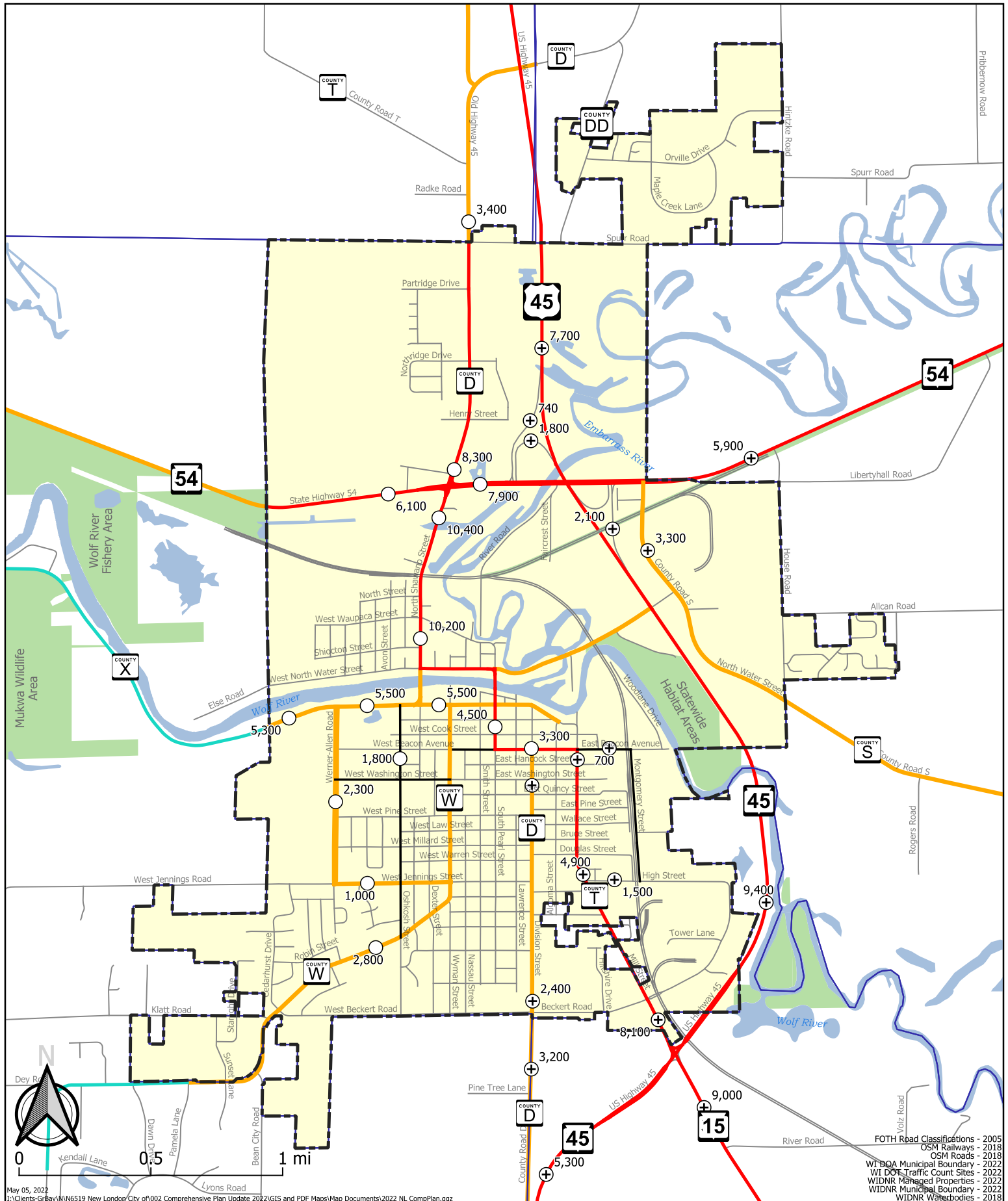
For the purpose of transportation planning, urban areas such as the City of New London are classified as places with populations of 5,000 or more (Refer to Map 3-1).

Principal Arterials serve longer intra-urban trips and traffic traveling through urban areas. They carry high traffic volumes and provide links to major activity centers. The urban principal arterials are connected to the system of rural principle arterials and minor arterials. Urban principal arterials are subdivided into:

1. Interstate highways (*these are free-flow, grade-separated, fully access-controlled freeways with access to the balance of the highway system at interchanges only*).
2. Other freeways (*these are freeways not designated part of the federal Interstate System or free-flow expressways that may not be grade-separated or fully access-controlled*).
3. Other principal arterials

Principal Arterials that exist within the City of New London include: USH 45, STH 54, and portions of CTH T and CTH D, constituting 8.79 miles of roadway (Table 3-2).





FOTH Road Classifications - 2005
 OSM Railways - 2018
 OSM Roads - 2018
 WI DCA Municipal Boundary - 2022
 WI DOT Traffic Count Sites - 2022
 WIDNR Managed Properties - 2022
 WIDNR Municipal Boundary - 2022
 WIDNR Waterbodies - 2018

3-1 Road Classifications and Average Annual Daily Traffic City of New London Outagamie & Waupaca Counties, WI

- Principal Arterial
- Minor Arterial
- Major Collector
- City Collector

- ## Average Annual Daily Traffic
- Collected in 2018
 - ⊕ Collected in 2019



Minor Arterials provide intra-community continuity and service to trips of moderate length, with more emphasis on land access than principal arterials. The minor arterial system interconnects with the urban arterial system and provides system connections to the rural collectors. Minor Arterials that exist within the City of New London include: CTH S, CTH W, CTH D as well as local streets such as East North Water Street, Werner-Allen Road, Wyman Street and W. Wolf River Road constituting 7.58 miles of roadway (Table 3-2).

Collectors provide both land access service and traffic circulation within residential neighborhoods, commercial areas, and industrial areas. These facilities collect traffic from the local streets in residential neighborhoods and channel it onto the arterial system. In the central business district, and in other areas of like development and traffic density, the collector system may include the street grid, which forms the basic unit for traffic circulation. No Major Collector street segments exist within the City, however; 2.19 miles of City Collector streets do exist along East Beacon Avenue and Montgomery Street.

Local Streets comprise all facilities not on one of the higher systems. They primarily provide direct access to adjacent land and access to higher order systems. Local streets offer the lowest level of mobility, and through traffic movement on this system is usually discouraged.

Table 3-2: City of New London Road Miles by Functional Classification

Functional Classification	Approximate Miles
Principal Arterial	8.79
Minor Arterial	7.58
Major Collector	0.00
City Collector	2.19
Total	18.56

3.1 Traffic Volume Trends

Annual average daily traffic (AADT) counts for 2019 are presented in Map 3-1 for selected roadways in City of New London. Average Annual Daily Traffic counts are calculated by multiplying raw hourly traffic counts by seasonal, day-of-week, and axle adjustment factors. The daily hourly values are then averaged by hour of the day and the values are summed to create the AADT count. The segment of CTH D, between the Wolf River and STH 54 contains the highest volumes of traffic (10,400 AADT), with USH 45 being next at 9,400 AADT.



3.2 Traffic Accidents

To further analyze City of New London's road system, the frequency of motor vehicle accidents is studied to identify problem areas. The frequency of motor vehicle accidents tends to correlate directly with traffic volumes. A review of reported crashes between January, 2017 and April, 2022 reveals a total of 495 accidents within the City of New London boundaries over that time-period. Of these, only two crashes involved pedestrians and there were no reported car/bicycle crashes during this time-period. Just over 80% of these crashes had no apparent injuries and no accidents with fatalities were reported during this period.

3.3 Bridges

State and local bridges are inspected at least once every two years. WisDOT is responsible for all inspections of bridges along the state highway system. Municipalities complete the inspections for bridges along the local roadway. Bridges are rated and categorized in terms of their functional and structural condition. A functionally obsolete bridge is typically older and no longer meets geometric standards, such as having narrow lanes or shoulders. However, this classification does not mean the bridge is unsafe. A structurally deficient bridge generally has an element that needs attention, such as potholes or rust. According to WisDOT, there are four bridges within the City that are the responsibility of the local units of government. Of these, only one of these, West North Water Street, is the responsibility of the City and is listed in Fair condition.

3.4 Additional Modes of Transportation

Trucking

Trucking is an integral part of the City of New London economy and depends on a safe and efficient highway system as well as adequate local roads and streets. Heavy truck operators do business in the City hauling agricultural products, forest products, manufactured goods, and other industrial and commercial applications.

Local roads are generally not designed to accommodate heavy truck operation and are limited to direct delivery. Roadways of higher functional classification are designed with increasing load bearing characteristics. Some City highways and nearly all local roads may have weight restrictions during periods of spring thaw.

Infrastructure to support trucking is abundant within City of New London and the surrounding region. WIS 15, WIS 54 and USH 45 are designated as official truck routes by the Wisconsin Department of Transportation. According to WDOT truck operator data, there are substantial private truck parking areas with access to a major highway, 24-hour diesel fuel, and at least 12 truck parking stalls located in the Waupaca, Fremont and New London areas. There is also a designated state rest area with seventeen stalls for trucks on USH 45 north of Clintonville.



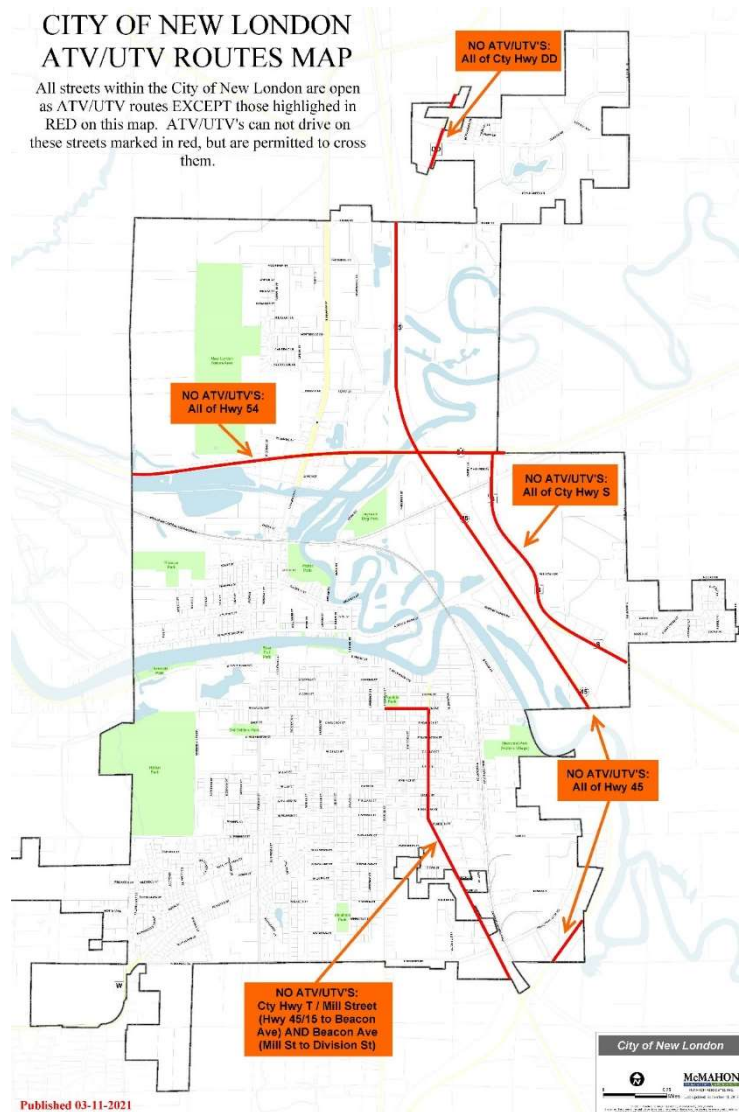
Motorized Recreational Vehicles

All-terrain vehicles (ATVs) and utility terrain vehicles (UTVs) being primarily used for recreational purposes, may now utilize City streets. In April, 2021 the City adopted Municipal Code #9.49 which allows for such usage between April 1st and December 15th except on the following road segments:

- County Highway S
- County Highway T / Mill Street (Beacon Ave to State Hwy 15/45) and Beacon Ave (Mill St to Division St)
- County Highway DD
- State Highway 45
- State Highway 54 / Fairview Dr

The City maintains an official route map shown here in Figure 3.1.

Figure 3-1: City of New London ATV/UTV Routes



Air Service

There are four airports within a reasonable proximity to the City of New London as follows:

Clintonville Municipal Airport (CLI)

The Clintonville Municipal airport is part of the state airport system and is classified as a Transport/Corporate airport intended to serve corporate jets, small passenger and cargo jet aircraft used in regional service and small airplanes (piston or turboprop) used in consumer air service. The airport has three runways with the longest being 4,599 feet.

Waupaca Municipal Airport (PCZ)

The Waupaca Municipal airport is part of the state airport system and is classified as a Transport/Corporate airport intended to serve corporate jets, small passenger and cargo jet aircraft used in regional service and small airplanes (piston or turboprop) used in consumer air service. The airport has two runways with the longest being 5,200 feet.

Appleton International Airport (ATW)

Appleton International Airport is the third largest airport in the State of Wisconsin based on 2019 deplanements and serves residents and businesses in the Outagamie/Winnebago County vicinity, northeastern Wisconsin, and portions of Michigan's Upper Peninsula. The Airport supports both commercial and general aviation activities and is designated as an international airport with a US Customs office in the main terminal. The Airport is currently served by four major airlines (Allegiant, American Airlines, Delta, and United) with 14 direct service cities with connections available to any destination in the world. It is also served by two air cargo operations including Airborne Express and Federal Express and it has two fixed base operators, Gulfstream Aerospace and Max Air, Inc. The airport has two runways with the longest being 6,501 feet.

Austin Straubel International Airport (GRB)

Austin Straubel International Airport is the fourth largest airport in the State of Wisconsin based on 2019 deplanements and serves residents and businesses in Brown County, northeastern Wisconsin, and portions of Michigan's Upper Peninsula. The Airport supports both commercial and general aviation activities and is designated as an international airport with a US Customs office in the main terminal. The Airport is currently served by four major airlines with 11 direct service cities with connections available to any destination in the world. The airport has two runways with the longest being 8,700 feet.

Water Transportation

Commercial water transport does not currently take place in the City of New London to any significant level. The Wolf River, along with many other smaller streams, have historically been used for logging transport but no longer serve that function today. Recreational uses represent the vast majority of water-based transportation in City of New London. These activities occur mainly on the Wolf River from Fremont to New London.



Freight Rail Service

Freight rail service is available within the City of New London via the existing Fox Valley & Lake Superior Railroad which owns and operates a single line track between New London and the City of Appleton. This rail then connects with the Canadian National (CN) mainline which provides access to Green Bay, the Upper Peninsula of Michigan, and points southward such as Oshkosh, Fond du Lac, Milwaukee, and Chicago.

Bicycle & Pedestrian Transportation Corridors

Bicycling plays an important role in moving people, many of whom rely on or choose the bicycle for their main or only mode of transportation. Bicycles can move considerable numbers of people, especially in urban areas. The benefits of bicycling can be generalized into the following categories: health, transportation, safety, environmental, transportation choice, efficiency, economic, and quality of life. Therefore, bicycling is an important element of the overall transportation system in City of New London and is an accepted and promoted alternative form of transportation.

Pedestrian travel is an integral part of the total transportation picture. Many people rely on walking for exercise as well as for travel from their homes to work, school, or shopping. For the elderly, children, and those who are disabled, having safe and convenient pedestrian facilities is essential to daily activities. Many of the communities within the City have sidewalks located on the main streets.

There are also many walking paths and trails throughout the City of New London. In 2022 approximately 2.03 miles of publicly accessible trails and paths (not including sidewalks) were present within the City's boundaries (Map 3-2). Refer to the Utilities and Community Facilities element for more information on trails.

Transit Services in City of New London

Transit is a motor-vehicle service provided to individuals, usually for hire, to make a trip from one location to another. For our purposes here, it does not include arrangements made by individuals with relatives or neighbors to make a specific trip. Trips must be arranged with entities that have identified themselves as trip service providers to be considered transit.

Excluded from this inventory of transit are charter bus operations, school transportation services provided through school districts, and vehicles that may be available to community based residential facilities (CBRFs) and emerging Adult Family Homes for resident transit.

General categories of transit providers include: services available to the general public; services available to the general public, but only if they are elderly or disabled; services available only to the clients of an entity; services available to residents of group homes; and specialized medical vehicles licensed by the state medical assistance program.



General Public Service

- Greyhound Bus Lines: Greyhound Bus Lines used to provide inter-city bus service with four daily four daily intercity trips through Waupaca County, however; this service was eliminated in 2003. Currently, Greyhound Bus Service can be accessed through existing stops in the City of Waupaca (Mobil gas station) or the City of Appleton at their transit center.
- Lamers Bus Lines, Inc.: Lamers offers one round trip daily between Wausau and Milwaukee where it connects with Greyhound bus service to Chicago and with Amtrak rail service. The southbound schedule does not have a stop in the City of New London, but rather, can be accessed in the City of Waupaca or the City of Appleton.

Elderly-Disabled Service

- Senior/Accessible Transit Service: Local transportation within the city limits of New London is available for individuals 60 and older as well as individuals of all ages with disabilities and their caretakers. This service is open Monday through Friday from 9:00 a.m. to 4:00 p.m. A suggested \$3 roundtrip donation is appreciated and caretakers ride free. Rides must be scheduled 24 hours or more in advance and busses are equipped with a wheelchair lift that is also suitable for walkers and scooters.
- Waupaca County Volunteer Drivers Program: The Waupaca County Department of Health and Human Services operates a volunteer driver program providing transportation services for elderly, disabled, medical assistance and nutrition program participants. This program does not provide services to nursing home residents but provides safe, affordable, non-emergency medical transportation for seniors and individuals with disabilities. Per trip costs range from \$2.25 for in-town to \$55.00 for out of county more than 200 miles.

3.5 Existing Transportation Plans

State Plans

The Wisconsin Department of Transportation maintains several plans with statewide policies and recommendations regarding various aspects of transportation. These plans should be taken into consideration when making transportation decisions.

- ♦ Connections 2030 provides long-range transportation planning for all forms of transportation.
- ♦ Connections 2050 Wisconsin's Statewide Long-Range Transportation Plan (currently in draft form)
- ♦ Wisconsin State Highway Plan 2020
- ♦ Wisconsin Bicycle Transportation Plan 2020
- ♦ Wisconsin State Airport System Plan 2030
- ♦ Wisconsin Pedestrian Plan 2020
- ♦ Wisconsin Department of Transportation Access Management System Plan
- ♦ Statewide Transportation Improvement Plan
- ♦ Six-Year Highway Improvement Program



Regional Plans

There are currently no set plans for the region. The East Central Wisconsin Regional Comprehensive Plan for 2030 states some general issues and goals, however no precise plans are named.

3.6 Planned Transportation Improvements

State Projects

Only one major state highway project is planned for/underway that will affect the City of New London - WIS 15 expansion from USH 45 to Lily of the Valley Dr., in New London, Hortonville and Greenville within Outagamie County. This segment of WIS 15 is an important regional route that connects the Appleton metropolitan area with Greenville, Hortonville, New London, and other local communities. Traffic forecasts along the corridor exceed the threshold for a 4-lane facility and analysis shows that without an expansion, WIS 15 has a failing level of service by 2040. In addition, heavy regional traffic currently conflicts with local traffic through the village of Hortonville. Studies show 75% of eastbound traffic and 52% of westbound traffic have destinations beyond Hortonville and therefore a WIS 15 bypass of Hortonville is needed. The WIS 15 expansion project was initiated in 2021 and the final (western) segment between CTH T/Givens Road and USH 45 is planned to occur in 2024. The new WIS 15 connection to USH 45 in the City of New London will continue to use a signalized intersection.

County Projects

Waupaca County's 2020-2024 Capital Improvement Plan (CIP) does not contain any listed highway improvement project which will affect the City of New London. Outagamie County has completed its 2022-2026 Capital Improvement Program as part of its annual budget process. The only Outagamie County planned highway project affecting the City is the mill and overlay of asphalt for CTH T, from USH 45 to CTH D scheduled for 2025. This project will coincide with the completion of the State's WIS 15 corridor project and roundabout construction at WIS 15 and USH 45. The county will rehabilitate this segment as well as make minor drainage, intersection, and safety improvements.

City Projects

City of New London has developed a five year (2022-2026) Capital Improvements Program which schedules major road and street repair/replacement projects. A total of five projects totaling nearly \$10M are on this list in a priority order, including:

1. Lyons St./Lima St./Avon St. (2022)
2. Lucas Dr./Zachary Ct./Aubrey Ct. (2023)
3. North Water St. (2024)
4. Pearl Street (2025)
5. Oshkosh Street (2026 – although the City learned in 2022 that an LRIP grant from WisDOT was awarded for this project, so the above order of projects is likely to change).



City road projects are typically funded through the City's existing wheel tax, bond issuance, and several state and federal highway funding programs such as LRIP and STP-Urban grants.

3.7 Transportation Trends and Outlook

Future transportation issues and opportunities can be anticipated by extending current and historic patterns forward and by assessing the interaction between land use and transportation. Transportation trends are important to consider when drafting local plans and policies. Transportation and future land use are directly related, and transportation trends have a tremendous impact on how local governments budget their resources. This also holds true for City and state governments. The information presented in this Report, as well as information gathered from local City of New London residents, supports the following trends with regard to transportation:

An increasing volumes of highway traffic will continue into the future. Related traffic control and safety issues are likely to follow.

- ♦ The use of USH 45 for local traffic and as a major statewide north-south connection will continue to lead to higher traffic volumes, which may increase the need for its expansion.
- ♦ Hwy 15 expansion will accommodate projected increases in traffic to/through New London.
- ♦ The growth of commercial development near the WIS 15 and USH 45 intersection may lead to increased traffic congestion.
- ♦ Increased commercial and industrial development within the City may lead to increased traffic congestion on CTH D, STH 54, and CTH S.
- ♦ Access limitations will increase along WIS 15.
- ♦ Accident-prone intersections will need improvement.
- ♦ Concerns raised by local residents are likely to center around controlling traffic speeds and intersection safety.

Increasing demands on local roads will continue into the future. Road improvement issues and use conflicts are likely to be the focus.

- ♦ Traffic is likely to increase on many City streets including North Shawano Street, Beckert Road and Spur road due to planned commercial and industrial development.
- ♦ The need for seasonal road closures and weight limits will continue unless significant



structural improvements are made to local roads.

- ♦ Placement of new driveways onto City roads will continue.

3.8 Transportation Programs Currently In Use

The following transportation related programs are utilized or may have been utilized in the past by the City of New London.

State Programs

Adopt-A-Highway Program

The Wisconsin Department of Transportation initiated the Adopt-A-Highway program to allow groups to volunteer and support the state's anti-litter program in a more direct way. Each qualified group takes responsibility for litter control on a segment of state highway. The group picks up litter on this segment at least three times per year between April 1 and November 1. Groups do not work in dangerous areas like medians, bridges, or steep slopes. The main goals of the program are to reduce litter along Wisconsin's highways, build statewide support for the anti-litter and highway beautification programs, educate the traveling public to properly dispose of litter, and to enhance the environment and beautify Wisconsin's roadsides.

Transportation Economic Assistance Program

The Transportation Economic Assistance (TEA) Program is a rapid response grant program designed to create new employment, to retain existing employment, and to encourage private investment in Wisconsin. Communities can apply for TEA funds to encourage new businesses or business expansions in their regions by building such transportation improvements as access roads, highway improvements, or rail spurs. The program covers up to 50% of the total cost of eligible projects.

Local Roads Improvement Program

Established in 1991, the Local Roads Improvement Program (LRIP) assists local governments in improving seriously deteriorating City highways, town roads, and city and village streets. A reimbursement program, LRIP pays up to 50% of total eligible costs with local governments providing the balance.

Statewide Multi-modal Improvement Program (SMIP)

As part of the federal Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 as reauthorized in 2021 under the Further Surface Transportation Extension Act (H.R. 5763) the Wisconsin Department of Transportation (WisDOT) receives federal funds to provide a variety of improvement programs, including the Local Transportation Enhancements (TE) program. The program is designed to fund projects that increase multi-modal transportation alternatives and enhance communities and the environment.



Local Bridge Improvement Assistance Program

The Local Bridge Improvement Assistance program helps rehabilitate and replace, on a cost- shared basis, the most seriously deficient existing local bridges on Wisconsin's local highway systems. Counties, cities, villages, and towns are eligible for rehabilitation funding on bridges with sufficiency ratings less than 80, and replacement funding on bridges with sufficiency ratings less than 50.

Regional Programs

Safe Routes to School Program

The 2005 revised federal transportation act (SAFETEA-LU) provided funding to state departments of transportation to create and administer Safe Routes to School (SRTS) programs. SRTS programs encourage children ages K-8 to walk and bike to school by creating safer walking and biking routes. SRTS programs improve walking and biking travel options, promote healthier lifestyles in children at an early age, and decrease auto-related emissions near schools. Funds will be awarded through a competitive state-wide grant process. Projects eligible for SRTS funding must be within two miles of an elementary or middle school (kindergarten through eighth grade) and may include sidewalks, trails, bike paths, and land use planning. Currently, a regional SRTS program is available and administered by the East Central Wisconsin Regional Planning Commission.

Local Programs

Pavement Surface Evaluation and Rating (PASER)

PASER is a simple method of rating asphalt and concrete roads on a scale of 1 to 10 and gravel roads on a scale of 1 to 5, based on visual inspection. PASER manuals and a video explain how and why roads deteriorate and describe proper repair and replacement techniques. PASER rating can be put into PASERWARE, an easy to use pavement management software package. PASERWARE helps to inventory roads and keep track of their PASER ratings and maintenance histories. It also helps to prioritize road maintenance and improvement needs, calculate project costs, evaluate the consequences of alternative budgets and project selection strategies, and communicate those consequences to the public and local officials. Both PASER and PASERWARE are available from the University of Wisconsin's Transportation Information Center at no charge and also offers free training courses.

Safety Evaluation for Roadways (SAFER)

SAFER is a practical, systematic approach to reviewing safety issues on and along roads. Potential hazards are grouped into categories such as roadsides, intersections, railroad crossings, warning signs, pavement markings, road maintenance, and special conditions. The SAFER manual recommends a rating system and using this system the City can choose which conditions need to be addressed immediately and which to include in future plans or improvements.



3.9 Transportation Plan

The land use patterns of the City of New London are tied together by the transportation system, including roadways, railroads, and trails. Households, businesses, farms, industries, schools, government, and many others all rely on a dependable transportation system to function and to provide linkages within the community to areas beyond their immediate locations. The City of New London's transportation network plays a major role in the efficiency, safety, and overall desirability of the area as a place to live and work.

The City of New London does not anticipate a great deal of change to its existing transportation system over the next 20 years, however; several nearby planned highway improvements will help to bolster the City's regional connections as well as its economic success. However, the city certainly plans on maintaining the existing system, as well as preparing for future development plans that will happen over the course of this 20 year planning period. The city has a five-year road improvement plan that is periodically updated as needed. When the need for new roads arises due to new development, the city works with each developer to ensure that these roads are built to city standards. There is an active railroad line that serves the city from the south and is heavily utilized by several businesses in the Beckert and Tews Industrial Parks. The continuation of rail service into the future is very important to the economic health of the city.

Key components of the city's transportation plan include reviewing land divisions in their extraterritorial area in order to evaluate impacts on road connectivity, developing an official map to designate planned future rights-of-way for roads and utilities in expected growth areas, and actively pursuing all available funding for needed transportation facilities. The city also wants to ensure that both the maintenance and future extensions of the transportation system are done efficiently, so that they do not create a financial burden for the residents.

3.10 Transportation Goals and Objectives

Community goals are broad, value-based statements expressing public preferences for the long term (20 years or more). They specifically address key issues, opportunities, and problems that affect the community. Objectives are more specific than goals and are more measurable statements usually attainable through direct action and implementation of plan recommendations. The accomplishment of objectives contributes to fulfillment of the goal.

Goal 1 Provide a safe, efficient, and cost effective transportation system for the movement of people and goods.

Objectives

- 1.a. Balance competing community desires (e.g., scenic beauty, abundant wildlife, direct highway access, etc.) with the need to provide for safe roads, intersections, interchanges, rail crossings, and other transportation features.
- 1.b. Reduce accident exposure by improving deficient roadways.
- 1.c. Maintain safe locations and designs for access onto local arterials and U.S., State, and County highways.



- 1.d. Require developers to bear an equitable share of the costs for the improvement or construction of roads needed to serve new development.
- 1.e. Guide new growth to existing road systems so that new development does not financially burden the community or make inefficient use of tax dollars.
- 1.f. Monitor the effectiveness of existing, and opportunities for new, shared service agreements for providing local road maintenance.

Goal 2 Support the development and use of multiple modes of transportation.

Objectives

- 2.a. Expand opportunities for bicycling and walking to be viable, convenient, and safe transportation choice in the community (particularly around the school facilities).
- 2.b. Improve accommodations on pedestrian facilities for people with disabilities (e.g., curb cuts, minimizing inclines and slopes of sidewalks, ensuring sidewalk connectivity, and increasing signal times at crossings, etc.).
- 2.c. Explore the need for transit options, particularly for senior residents.

Goal 3 Develop a transportation system that effectively serves existing land uses and meets anticipated demand.

Objectives

- 3.a. Work to achieve a traffic circulation network that conforms to the planned functional classification of roadways.
- 3.b. Direct future residential, commercial, and industrial development to roadways capable of accommodating resulting traffic.
- 3.c. Direct truck traffic to appropriate routes and plan cooperatively with affected communities.
- 3.d. Maintain adequate public parking facilities.

3.11 Transportation Policies and Recommendations

Policies and recommendations build on goals and objectives by providing more focused responses to the issues that the city is concerned about. Policies and recommendations become primary tools the city can use in making land use decisions. Many of the policies and recommendations cross element boundaries and work together toward overall implementation strategies.

Policies identify the way in which activities are conducted in order to fulfill the goals and objectives. Policies that direct action using the word “shall” are advised to be mandatory and regulatory aspects of the implementation of the comprehensive plan. In contrast, those policies that direct action using the words “will” or “should” are advisory and intended to serve as a guide. “Will” statements are considered to be strong guidelines, while “should” statements are considered loose guidelines. The city’s policies are stated in the form of position statements (City Position), directives to the city (City Directive), or as criteria for the review of proposed development (Development Review Criteria).



Recommendations are specific actions or projects that the city should be prepared to complete. The completion of these actions and projects is consistent with the city's policies, and therefore will help the city fulfill the comprehensive plan goals and objectives.

Policies: City Position

- T1 Streets that provide access to multiple improved properties should be built to city standards as a condition of approval for new development.
- T2 Developers shall bear an equitable share of the cost of constructing new streets to city standards before they are accepted as public streets.
- T3 Dead-end roads and cul-de-sacs should be avoided to the extent practicable and allowed only where physical site features prevent connection with existing or planned future roadways.
- T4 Street design standards that coincide with pedestrian routes (especially those used by school children, senior citizens, or physically challenged persons) shall include intersection design features, signal phasing, and roadway width that enhance the safety of pedestrians and minimize conflict with motorists.
- T5 Whenever feasible, the community shall promote the separation of truck and through traffic from local traffic and reroute truck traffic around the community.

Policies: City Directive

- T6 The community shall consider opportunities to create or improve safe bicycle and pedestrian transportation options in concert with the review of proposed developments and planning for road improvements or public facilities.
- T7 A five-year road improvement plan should be maintained and annually updated to identify and prioritize road improvement projects as well as identify potential funding sources.
- T8 The community shall consider the transportation needs of the physically challenged.

Policies: Development Review Criteria

- T9 Development proposals shall provide the community with an analysis of the potential transportation impacts including, but not necessarily limited to, potential street damage and potential traffic impacts. The depth of analysis required by the community will be appropriate for the intensity of the proposed development.
- T10 New development inside the city limits and in planned extraterritorial growth areas should be placed on the landscape in a fashion that does not block potential road extensions.



- T11 As part of the review of major subdivisions, developers shall submit Area Development Plans that assess the potential for connecting planned subdivision roads with future development on surrounding properties.
- T12 Residential subdivisions and non-residential development proposals shall be designed to include:
- ◆ Trails or sidewalks where applicable;
 - ◆ Bicycle routes where appropriate;
 - ◆ A safe and efficient system of internal circulation for vehicles and pedestrians;
 - ◆ Safe and efficient external collector streets where appropriate;
 - ◆ Safe and efficient connections to arterial roads and highways where applicable;
 - ◆ Connectivity of the street network with adjacent developments;
 - ◆ Cul-de-sacs or dead-ends, only where connections to other streets are not possible or temporarily where the right-of-way has been developed to the edge of the property for a future connection to adjacent development.

Recommendations

- Recommendation T-1: Actively pursue all available funding, especially federal and state sources, for needed transportation facilities. Funding for multimodal facilities should be emphasized.
- Recommendation T-2: Modify the applicable land division ordinance to require the execution of a development agreement whenever public roads or other infrastructure is included in a development. Create a standard development agreement that includes provisions for financial assurance, construction warranties, construction inspections, and completion of construction by the community under failure to do so by the developer.
- Recommendation T-3: Require major land divisions, conditional uses, and other substantial development projects to submit an assessment of potential transportation impacts including potential road damage and traffic impacts.
- Recommendation T-4: Review land divisions in the extraterritorial area and evaluate their impact on road connectivity.
- Recommendation T-5: Develop an official map to designate planned future rights-of-way for roads and utilities in areas of expected growth.
- Recommendation T-6: Monitor the need for public transportation both transit and para transit.
- Recommendation T-7: Modify the land division ordinance to require the submittal of area development plans that identify bicycle and pedestrian routes where appropriate.



Recommendation T-8: Create area development plans for planned growth areas such as business parks, TIF districts, highway commercial corridors, etc. Consider the transportation infrastructure needed to support planned growth.

Recommendation T-9: Complete a parking study which develops strategies for improving parking in the downtown.

Recommendation T-10: Require major land divisions, conditional uses, and other substantial development projects to submit area development plans.

Recommendation T-11: Establish a detailed site plan review process for major land divisions, conditional uses, and other substantial development projects.



5. Agricultural, Natural, and Cultural Resources

This element of the comprehensive plan provides an inventory and assessment of the agricultural, natural, and cultural resources of New London. Land development patterns are directly linked to the agricultural, natural, and cultural resource base of a community. This resource base has limitations with respect to the potential impacts of development activities. Development should be carefully adjusted to coincide with the ability of the agricultural, natural, and cultural resource base to support the various forms of urban and rural development. If a balance is not maintained, the underlying resource base may deteriorate in quality. Therefore, these features need to be considered when making decisions concerning the future conservation and development of the City of New London.

5.1 Soils

The use and management of soil has many impacts on the City of New London. Soil forms the foundation that all other ecosystems depend upon – plant life, wildlife, streams, wetlands, and lakes. Soils may also pose limitations to our use of the land in activities such as agricultural production, forestry, building development, and road construction.

A soil survey for both Waupaca and Outagamie Counties have been completed by the United States Department of Agriculture, Natural Resource Conservation Service (formerly, the Soil Conservation Service) in the 1980's. These surveys identify broad soil types are grouped into thirteen (13) soil associations (across both counties) that can be used to compare the suitability of large areas for general land uses. Soil associations are groupings of soils that share a distinctive pattern of soils, relief, and drainage. Within the City of New London, seven of these 13 soil associations exist as follows:

- **Hortonville-Symco Association:** These loamy soils, generally found in upland areas, contain a high proportion of clay relative to other soils in Waupaca County. Clay content is found in subsurface layers of these soils, which leads to poor drainage in lower areas of the landscape. The primary land cover for this soil association is agriculture. This association includes soils that are highly productive for both agriculture and woodland management. Erosion and wetness can be challenges for agricultural uses. Hortonville soils pose few limitations for development, but Symco soils pose severe limitations related to wetness.
- **Borth-Poy Association:** These silty and loamy soils formed in glacial lake basins. These areas generally have gentle slopes but are interspersed with knolls and ridges. The primary land cover is agriculture, but the extent of the association also includes the urbanized areas of New London, Weyauwega and Fremont. This association includes soils that are highly productive for agriculture but need artificial drainage in many cases. Both wetness and instability of excavated areas can be limitations for development.



- **Waupaca-Wega-Zurich Association:** These silty soils formed in glacial lake basins. These areas generally have level terrain with some knolls and ridges. The primary land cover is agriculture. This association includes soils that are highly productive for both agriculture and woodland management, which need artificial drainage in many cases. Both wetness and instability of excavated areas can be limitations for development.
- **Plainfield-Richford-Kranski Association:** These sandy, well-drained soils are found in association with glacial landscape features known as outwash plains. These soils support a mixture of agricultural, forested, and urban land uses. Many soils found in this association have limitations for agriculture and forestry due to high potential for erosion and shallow depth of soil. These soils can pose challenges for development, as excavations can be unstable during construction.
- **Cathro-Markey-Seelyeville Association:** These organic “muck” soils are found in low lying areas and floodplains. These soils pose severe limitations for most uses but help provide many of the functional benefits of wetlands and floodplains.
- **Menominee-Grays-Rousseau association:** Well drained and moderately well drained, nearly level to sloping, coarse textured and medium textured, moderately to rapidly permeable soils underlain by lacustrine silt loam and very fine sand, windblown fine sand, or sandy loam glacial till.
- **Carbondale-Keowns-Cathro Association:** Very poorly drained and poorly drained, nearly level, organic and medium textured, moderately slowly permeable to moderately rapidly permeable soils that are underlain by lacustrine silt and fine sand, organic material, or loamy sediments.

5.2 Agriculture and Farmland

Agriculture Connections

While agriculture is not a significant land use within the City of New London, accounting for approximately 10% of its land area, there is undoubtedly a connection to the City’s economy from the production of food and fiber within the area. Agriculture supports equipment and implement manufacturers, dealers, and repair technicians, the vegetable and meat processing industries, the construction trade, trucking, veterinary services, genetic research, and many others.

Agriculture is also connected to Wisconsin’s culture and heritage. Barns, cows, fields, and silos paint the scene that so many define as Wisconsin’s rural character. Farm families include some of the earliest settlers of many areas and provide a sense of continuity to a community. Public opinion surveys conducted by the American Farmland Trust, the U.S. Department of Agriculture, the American Farm Bureau, Wisconsin counties, and other local units of government show that Wisconsin citizens place a high value on the presence of agriculture and agricultural lands.



Agriculture has many considerations relative to the natural environment, both positive and negative. Farms provide green space, wildlife habitat, enhanced groundwater recharge, and nutrient recycling. Farms can also be sources of soil erosion, polluted runoff, odors, and damage to riparian areas.

Agriculture is connected to other land uses. The distance from farm related services, markets for farm commodities, processing industries, and other critical land uses can determine the long term success of an agricultural area. Certain recreational land uses, like hunting and snowmobiling, benefit from the presence of agricultural lands.

Agriculture is linked to transportation issues. Agriculture brings large vehicles to rural roads including farm equipment and heavy trucks. These rural roads are rarely constructed to manage the size and weight of such large vehicles. This often contributes to traffic issues, the posting of weight limits, and increased local expenditures for road maintenance.

Local Agricultural Resources

Map 8-1 (existing land use) shows the general pattern of land used for agriculture in and around the City of New London. Major areas of farmland exist on three sides of the City, with lands to the west of its boundary dominated by wetlands. Areas not being farmed typically have characteristics not conducive to farming (steep slopes, wetlands, etc.) or have been developed over time. In 2021, approximately 356 acres of agricultural land exist within the City of New London. Of this, approximately 242 acres are planned to be utilized to accommodate new development over the 20 year planning period.

5.3 Forests

Forests are important to the county's resource base, culture, and economy. Forests provide wildlife habitat, recreational opportunities, timber and pulpwood, educational opportunities, and contribute to the county's rural atmosphere.

Historic Conditions

Prior to European settlement in the mid-1800s, Waupaca and Outagamie Counties were almost completely forested and were centers for the lumber industry before agriculture and industry became predominant. Early settlement patterns were tied closely to forest resources, as villages formed around the sawmills. Native forest types varied widely in the county according to the WDNR map, *Original Vegetative Cover of Wisconsin* (1976). The City of New London is located within the tension zone, where southern deciduous forests are intermingled with northern coniferous forest types. Within the City of New London, the historic vegetation was comprised of Northern Mesic Forest species such as Maple, Hemlock and Yellow Birch.



Urban Forests

Urban forests consist of all the trees and other vegetation in and around a community. This includes not only tree-lined streets, but also trees in home landscapes, school yards, parks, riverbanks, cemeteries, vacant lots, utility rights-of-way, and anywhere else trees can grow. Shrubs, flowers, vines, ground cover including grasses, and a variety of other wild plants and animals are also components of the urban forest system. Urban trees provide functions and benefits with respect to stormwater management and temperature regulation. Urban trees provide energy savings through shading and by reducing the effects of “heat islands” that come from paved surfaces. The City of New London has been recognized by the National Arbor Day Foundation with the “Tree City USA” designation in 1992. The City’s Parks, Recreation and Leisure Committee is responsible for overseeing activities related to urban forestry and they coordinate closely with the Department of Public Works. Over the years, the City has done a significant amount of work related to street tree inventories, tree maintenance, and new tree planting.

5.4 Topography

The topography of the City and surrounding area is primarily the result of glacial activity. Elevations in just Waupaca County range from about 750 to 1,200 feet above sea level. The City of New London lies in an area characterized by lowlands and swamps with an average elevation of approximately 767 feet above sea level. The highest elevations are found in the southwestern portion of the City along/near Beckert Road (880 feet above sea level). Based on soils data, there are no steep slopes (12% or greater) within the community (Map 5-2)

5.5 Geology

The bedrock and glacial geology of play a crucial role in planning for future development. Geological features directly influence other natural resources like topography, soils, surface water, and groundwater. Geology is an important consideration for development activities, and areas of concern include structural stability, groundwater interaction, and the provision of non-metallic minerals.

An understanding of the City’s geology can be gained by examining glacial features and the underlying bedrock formations. According to the map *Bedrock Geology of Wisconsin* (WGNHS 1995), the eastern portion of Waupaca County and western portion of Outagamie County are underlain by Cambrian sandstone with some dolomite and shale. These sandstone formations can be from 300 to 500 feet thick and generally contain a readily available groundwater aquifer. Many municipal wells draw water from these aquifers. The depth to bedrock in the City varies from 50 feet to greater than 100 feet and no areas of shallow bedrock (less than 5 feet) are known to exist.

Glacial activity is responsible for much of the visible geology of the City and surrounding area including the topographic highs and lows of the landscape. The City of New London sits within a glacial lake basin. The bottomlands of the Wolf River now occupy this glacial lake basin.



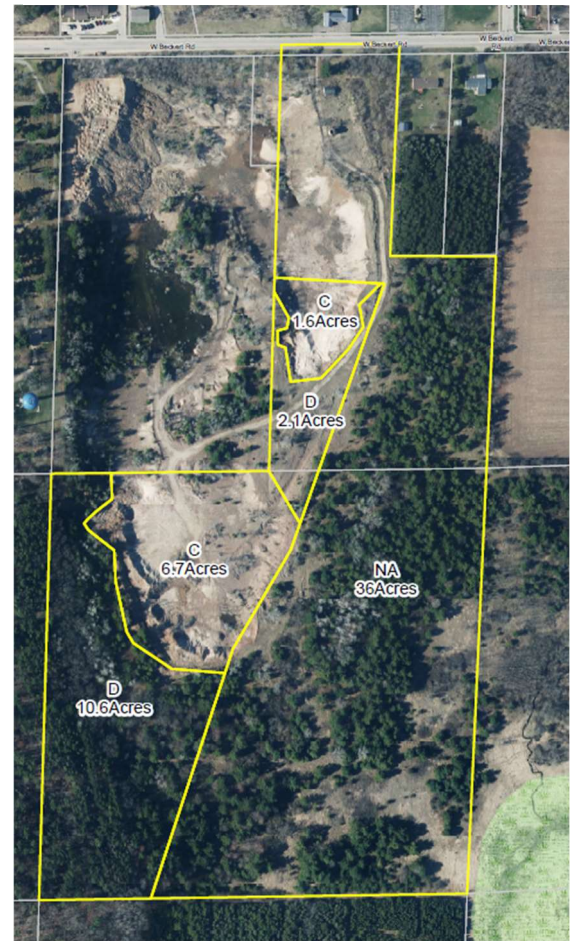
5.6 Metallic and Non-Metallic Mineral Resources

Metallic and non-metallic mineral resources are concentrations of naturally occurring solid materials in or on the earth's crust which occur in such a form or amount that economic extraction of a commodity from the concentration is currently or potentially feasible. Metallic mineral resources include such substances as nickel, copper, lead, iron, gold, and zinc. Non-metallic mineral resources include sand, gravel, topsoil, clay, and stone.

Wisconsin Administrative Code NR 135 requires that all counties adopt and enforce a Non-metallic Mining Reclamation Ordinance that establishes performance standards for the reclamation of active and future non-metallic mining sites, but not abandoned sites. It is intended that NR 135 will contribute to environmental protection, stable, non-eroding sites, productive end land use, the potential to enhance habitat, and increased land values and tax revenues. In response to NR 135, The Waupaca County Board enacted the *Waupaca County Non-Metallic Mining Reclamation Ordinance* in June of 2001. The East Central Regional Planning Commission (ECRPC) administers the NR 135 reclamation program for Waupaca County.

There are currently no metallic or non-metallic mines within the City of New London's borders, however; one operating non-metallic mine does exist along its boundaries (Figure 5.1 and Map 5-2). The Nysee Pit, operated by Wieckert Sand & Gravel, is located along the south side of Beckert Road and contains approximately 8 acres of operational area (labeled as area C). An additional 13 acres (labeled as area D) are identified as being reserve materials and the operations will likely expand into these areas over the next 5 to 10 years.

Figure 5.1 – Nysee Pit Boundaries, 2021



Source: ECRPC, 2021

5.7 Wetlands

Wetlands may be seasonal or permanent and are swamps, marshes, fens, or bogs. Wetland plants and and filter pollutants ranging from pesticides to animal storage of flood waters, preventing damage to make lakes, rivers, and streams cleaner, and drinking provide valuable habitat for fish, plants, and animals. third of endangered species require wetlands during a addition, some wetlands can also provide the supplies. Groundwater discharge is common from

commonly referred to as soils have the capacity to store wastes. Wetlands provide developed areas. Wetlands can water safer. Wetlands also Nation-wide, more than one stage of their life cycle. In replenishment of groundwater wetlands and can be important

in maintaining stream flows, especially during dry months.

The loss of wetlands leads to a loss of the functional values that they provide. For example, as the natural capacity for flood storage is reduced in urban areas, it must often be replaced with storm sewers, detention basins, and other stormwater management structures at a cost to the community. According to a UW-Extension study (*An Introduction to Wetland Resources*, Robinson), Wisconsin has experienced an estimated loss of 50% of its wetlands since European settlement. State-wide, there were approximately 10 million acres of wetlands in 1600, compared to approximately 5 million acres in 2000.

The Wisconsin Department of Natural Resources (WDNR) currently has inventory maps for Waupaca County wetlands five acres and larger. The official Wetland Inventory Map should be consulted in conjunction with this document whenever communities review development proposals in order to preserve wetland functions and to ensure regulatory compliance.

According to the WDNR, there are approximately 486 acres of wetlands in the City of New London, covering about 12.5% of the landscape. Refer to Map 5-1 for the locations of WDNR mapped wetlands (excluding point symbols, or mapped wetlands smaller than five acres).

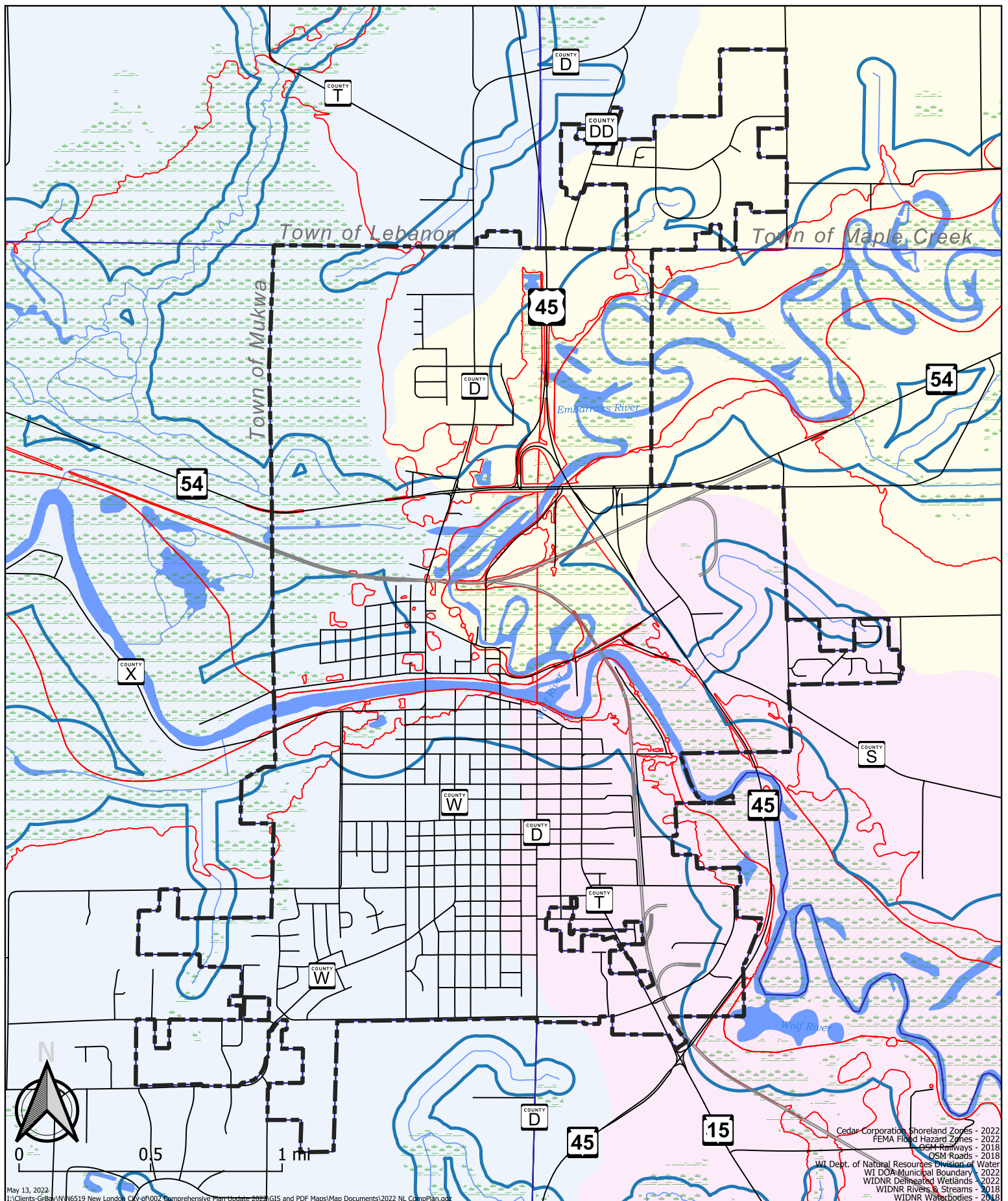
Due to the significant environmental functions served by wetlands, there is a complex set of local, state, and federal regulations which place limitations on the development and use of wetlands (and shorelands). The WDNR has regulatory authority over filling, dredging, draining, and similar activities in most Wisconsin wetlands. Counties are mandated to establish shoreland- wetland zoning districts for wetlands near lakes, rivers, and streams. In addition, the U.S. Army Corps of Engineers has authority over the placement of fill in wetlands connected to federally navigable waterways, while the USDA incorporates wetland preservation criteria into its crop price support programs. Therefore, prior to placing fill or altering a wetland resource, the appropriate agencies must be contacted to receive authorization.

5.8 Watersheds

A watershed is an area of land from which water drains to a common surface water feature, such as a stream, lake, or wetland. In Wisconsin, watersheds vary in scale from major river systems to small creek drainage areas, and typically range in size from 100 to 300 square miles. River basins can contain several watersheds.

The City of New London is located entirely within the Wolf River basin. Three separate watersheds within the basin converge at the City of New London, where the Embarrass River meets the Wolf River. These include the Bear Creek-Wolf River Watershed, Bear Creek – Embarrass River Watershed, and the Partridge Lake – Wolf River watershed.





May 13, 2022
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5-1 Water Resources

City of New London
 Outagamie & Waupaca Counties, WI



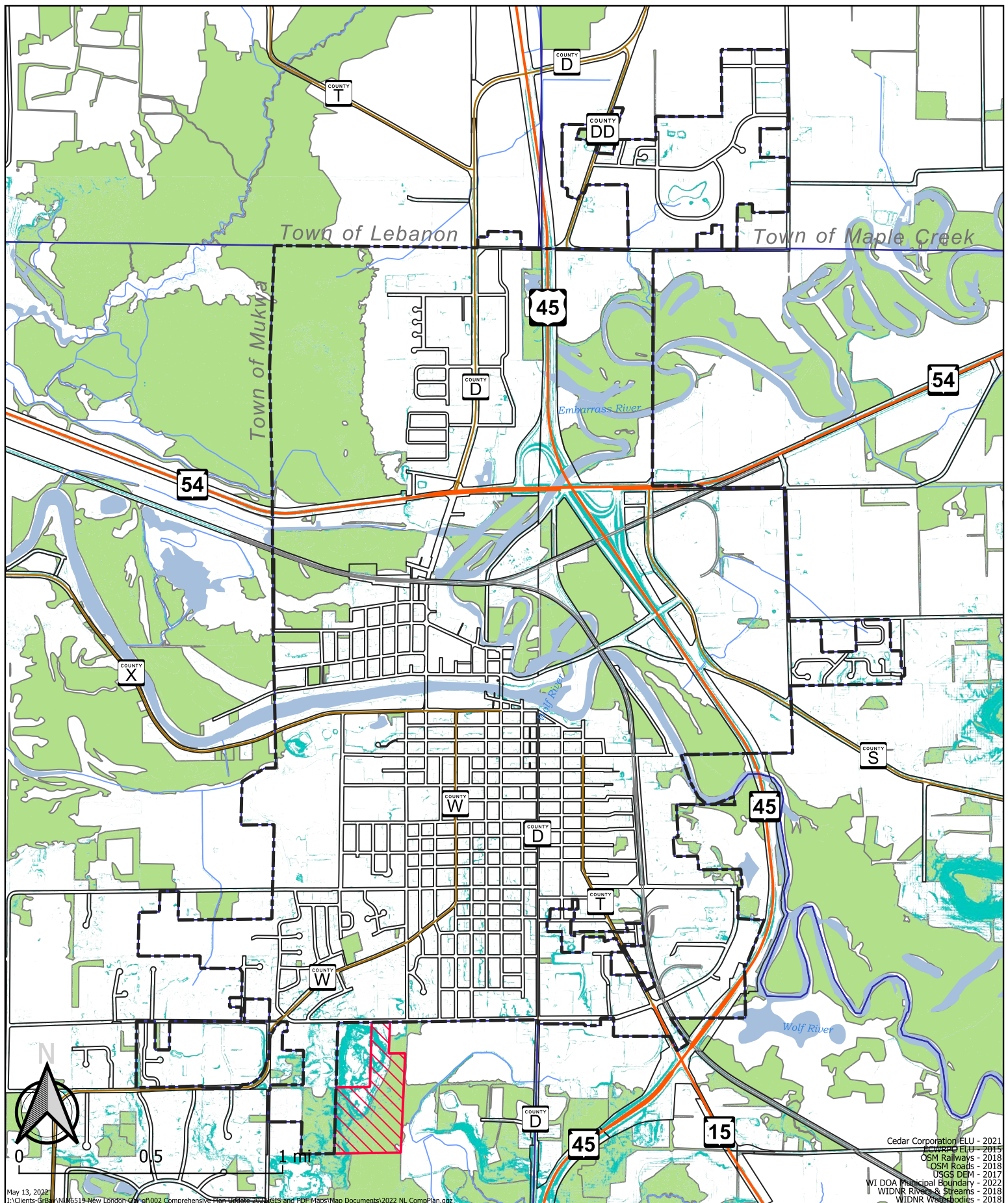
WIDNR Delineated Wetlands
 FEMA Floodway
 FEMA Floodplain
 Shoreland Zoning

Watersheds

North Branch and Embarras
 Wolf River and Bear Creek
 Lower Wolf River



Cedar Corporation Shoreland Zones - 2022
 FEMA Flood Hazard Zones - 2022
 GSN Railways - 2018
 GSN Roads - 2018
 WI Dept. of Natural Resources Division of Water
 WI DNR Municipal Boundary - 2022
 WIDNR Delineated Wetlands - 2022
 WIDNR Rivers & Streams - 2018
 WIDNR Waterbodies - 2018



5-2 Environmental Features

City of New London
 Outagamie & Waupaca Counties, WI

- Areas with Greater than 20% Slope
- Forested Areas
- Active Non-Metallic Mines

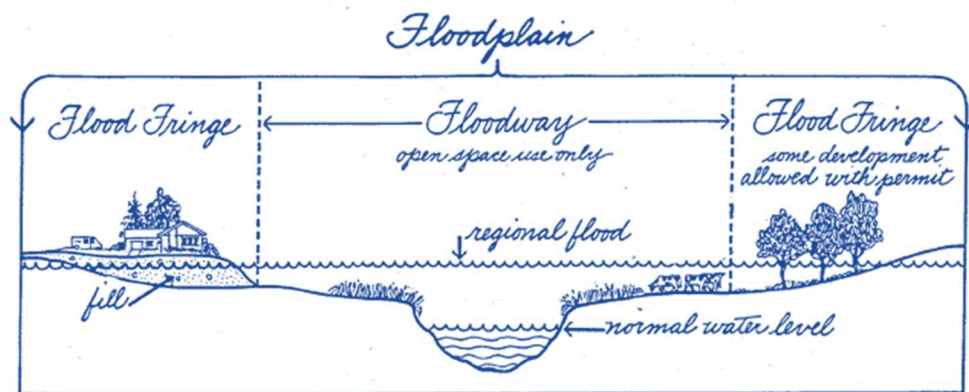


5.9 Floodplains

Floodplains are areas, which have been, or may become inundated with water during a regional flood. Floodplains are comprised of two components, the floodway and floodfringe. Floodways are areas, which directly adjoin the channel of a stream and are characterized by deep, fast moving water. The floodway is typically the most dangerous part of a floodplain and uses in this area should be limited to conservation areas or open space.

The floodfringe is generally associated with standing, or slow flowing water adjacent to the floodway. Development within the floodfringe is generally accepted, provided adequate flood proofing measures are in place. Wisconsin statutes direct all Wisconsin counties, cities, and villages to adopt floodplain zoning ordinances. The Federal Emergency Management Agency (FEMA) has mapped flood plains in the planning area. These maps delineate the entire flood plain boundary, and do not distinguish between floodway and floodfringe.

Figure 5-2: Floodplain Illustration



Source: Wisconsin DNR

As mapped by FEMA (Map 5-1) floodplains in the City of New London generally follow the Wolf and Embarrass River corridors closely. This indicates minimal risk of flooding beyond the immediate vicinity those rivers with the exception of some lands located south of the river between Wyman Street and Werner-Allen Road where the floodplain extends up to West Spring Street in places.

5.10 Surface Water Features

The City and surrounding area's surface waters provide fish and wildlife habitat, tourism and recreation opportunities, scenic beauty, and for many, a sense of peace and quiet and connection to the natural world. According to the land use inventory (Chapter 8), about 152 acres of water (4% of the City's area) exist within the City's boundaries. Refer to Map 5-1 for the locations of New London's surface water features.

Rivers and Streams

Wolf River

The Wolf River flows through western Outagamie County and eastern Waupaca County and is one of the state's largest river systems. The Wolf River originates in Forest County north of Crandon and flows through Oneida, Langlade, Menominee, Shawano and Outagamie Counties before it reaches Waupaca County and the City of New London. The Wolf River then flows through Winnebago County where it empties into Lake Poygan. Although the Wolf River has some water quality issues, it contains a vast fishery, supports many recreational activities, and is found in conjunction with many of the rare unique natural features of the county and region. Most of the Wolf River is classified by the WDNR as a warm water sport fishery with about 52 miles of the upper reaches classified as a cold water Class II trout stream. North of Menominee County, the Wolf River is considered an Outstanding Resource Water.

Embarrass River

The Embarrass River originates in Shawano County and briefly flows through northeast Waupaca County in the Town of Matteson. It then flows through Outagamie County until it converges with the Wolf River in New London. The Embarrass River is classified by the WDNR as a warm water sport fishery and recognized as an Exceptional Resource Water. Several of the Embarrass River's tributaries are classified as trout streams and designated as Outstanding Resource Waters.

Lakes

There are only two lake/pond features within the City of New London. A small unnamed natural lake adjacent to the City's Highway Garage on W. Wolf River Avenue, and one larger private pond surrounded by residential development located south of W. Martin Street and west of Dexter Street.

5.11 Groundwater

Groundwater is the source of nearly all drinking water in the City of New London and supplies many agricultural and industrial processes as well. Groundwater is a limited resource, and both its quality and quantity are important factors. These factors are primarily influenced by local geology and local land use.

The quality and quantity of groundwater vary widely throughout Waupaca County. According to the *2022-2031 Waupaca County Land and Water Resource Management Plan* (2021), groundwater conditions in the eastern portions of Waupaca County are distinctly different than those in the western portions. Groundwater in the eastern part of the county, where soils contain more clay, is generally less available and recharges more slowly. A larger percentage of precipitation runs off the land into surface waters rather than soaking through the soil and into the groundwater aquifer. As a result, groundwater is generally less susceptible to contamination in these areas.



5.12 Water Quality

Surface water and groundwater quality in the City of New London are influenced both by natural and developed conditions. Development factors that influence water quality include point and non- point sources of water pollution, the amount of impervious surface in a watershed, the potential pollution sources related to a particular land use, and the degree to which mitigation measures have been used. Natural factors that influence water quality include soils, geology, topography, climate, vegetation types, and the water cycle. Included in this inventory are state and federal listings for poor (Impaired Waters) and very high (Outstanding and Exceptional Resource Waters) surface water quality, along with a discussion of both point and non-point sources of water pollution that impact both surface and groundwater.

Impaired Waters

Section 303(d) of the federal Clean Water Act requires each state to periodically submit to the US Environmental Protection Agency (EPA) for approval, a list of impaired waters (Waters Condition List). Impaired waters are those that are not meeting the state's water quality standards found in Wisconsin Administrative Code Chapter NR 102. The WDNR last submitted an updated list to EPA in April of 2022. Based on this listing, The Wolf River is shown as an Impaired Waterway within Winnebago County, but not in Waupaca County. This has changed since the last comprehensive plan as the section of Wolf River between New London and the Shawano Dam was also listed as impaired but is now shown as a Healthy Waterway. Segments of Bear Creek (to the north of the City in Outagamie and Waupaca Co.'s) are listed as Restoration Waters (impaired waters with a restoration plan in place) citing impairments from high phosphorus levels and degraded habitat.

Exceptional and Outstanding Resource Waters

Wisconsin has classified many of the state's highest quality waters as Outstanding Resource Waters (ORWs) or Exceptional Resource Waters (ERWs). These surface waters are recognized for being relatively unchanged by human activities and for providing valuable fisheries, unique environmental features or settings, and outstanding recreational opportunities. Chapter NR 102 of the Wisconsin Administrative Code lists the ORWs and ERWs. Within the City of New London, only the Embarrass River, from its confluence with the Wolf River north to Pella in Shawano County, is listed as an Exceptional Resource Water.

Point Source Discharges

Many industrial processes depend upon the ability to dispose of water they have used by discharging it to a surface water body – typically a river or stream. The WDNR establishes regulations and monitors compliance of all such discharges. Permits are obtained through the Wisconsin Pollutant Discharge Elimination System program (WPDES). The capacity of these waterways to receive processed water without becoming ecologically impaired is also



monitored. WPDES permits for point source discharges are commonly required of municipalities, sanitary districts, industries, and large livestock operations. According to the WDNR, the only municipal WPDES permit holder in the City is the New London Wastewater Treatment Facility. In addition, the only current industrial WPDES permit holder within the City is Hillshire Brands Corporation.

Non-Point Sources of Pollution

According to the WDNR, urban and rural non-point pollution is the leading cause of water quality problems in Wisconsin, degrading or threatening an estimated 40% of the streams, 90% of the inland lakes, many of the Great Lakes harbors and coastal waters, many wetland areas, and substantial groundwater resources in Wisconsin. When water from rainfall or melting snow flows across the landscape, it washes soil particles, bacteria, pesticides, fertilizer, pet waste, oil and other toxic materials into our lakes, streams, and groundwater. This is called “non-point source pollution” or “polluted runoff.” Non-point source pollution comes from a diverse number of activities in our daily lives including urban runoff that is saturated with lawn fertilizer, road salt and other chemicals left on roadways, soil erosion from construction activities, as well as from rural sources such as agricultural fields, and barnyards with animal waste. Polluted runoff contributes to habitat destruction, fish kills, reduction in drinking water quality, stream siltation, and a decline in recreational use of lakes. The City of New London does contribute to non-point source pollution loading within the Wolf River system, however; the City has taken on measures to reduce this pollution including the adoption of construction site erosion control provisions, fall leaf collection, and routine street sweeping.

Wellhead Protection

The goal of wellhead protection is to prevent potential contaminants from reaching the wells that supply municipal water systems. This is accomplished by monitoring and controlling potential pollution sources within the land area that recharges those wells. Wellhead protection planning is administered by the WDNR as required by the U.S. Environmental Protection Agency (EPA) and the 1986 amendments to the Federal Safe Drinking Water Act. Wellhead planning is encouraged for all communities but is required when any new municipal well is proposed. The City of New London has prepared wellhead protection plans for its existing municipal wells and has codified wellhead protection provisions within their existing ordinances (Chapter 13, Subchapter 1).

5.13 Air Quality

In order to evaluate the quality of the air and to protect the public health, a series of National Ambient Air Quality Standards (NAAQS) have been developed by the U.S. Environmental Protection Agency (EPA) as established in section 109 of the Clean Air Act. According to the Wisconsin Air Quality Report, as prepared by the Wisconsin Department of Natural Resources (WDNR), the air pollutants affecting Wisconsin include sulfur dioxide, suspended particulate matter, carbon monoxide, ozone, oxides of nitrogen, lead, sulfates, and nitrates. Waupaca County is considered an attainment area, which is an area that meets the NAAQS defined in the Federal Clean Air Act.



While compliance with NAAQS is not likely to become a concern in the City of New London, there are localized air quality issues that commonly face rural areas. Outdoor burning can lead to air quality problems in a particular neighborhood if garbage or other materials that release toxic substances are burned, or if burning occurs in a densely populated area. Issues might arise from open burning, the improper use of burning barrels, or the improper use of outdoor wood burners (furnaces). Concerns with airborne particulates, or dust, may also be a concern where residential land use is in close proximity to extraction operations or agricultural operations.

5.14 Environmental Corridors and Sensitive Areas

Environmental corridors have not been officially designated in the City of New London for regulatory or planning purposes. However, there are many places in or near the City of special environmental value containing unique and sensitive habitats or other natural features. Such places have been designated by the WDNR as State Natural Areas, Land Legacy Places, and State Natural Resources Areas.

State Natural Areas

State Natural Areas (SNAs) are designated by the WDNR to protect outstanding examples of Wisconsin's native landscape - often the last refuge for rare plants and animals. Natural Areas are valuable for research and educational use, the preservation of genetic and biological diversity, and for providing benchmarks for determining the impact of use on managed lands. As such, they are not intended for intensive recreation. There are currently no SNAs within or near the City of New London.

Land Legacy Places

At the request of the Natural Resources Board, the Department of Natural Resources undertook a study to identify places that would be critical in meeting Wisconsin's conservation and recreation needs over the next 50 years. Prepared in 2006, the study did not address how or when these "Legacy Places" should be protected or who should be responsible for implementing protection measures. The outcome of the three-year effort was a *Land Legacy Report* that catalogs the results of the study. According to the report, only one Land Legacy Area is identified as being located or partially located within the City of New London:

- **Lower Wolf River Bottomlands:** Downstream of Shawano, the Wolf River winds through a corridor of extensive and very high quality floodplain forests and open wetlands. The heavy springtime flows flood many of the backwater sloughs, providing critical spawning habitat for many species, notably walleye, northern pike, bass, and perch. The Lower Wolf, and its major tributaries, the Embarrass and the Little Wolf, support one of the world's largest remaining lake sturgeon populations. Waterfowl and migratory songbirds also heavily use the river corridor. The Lower Wolf River Bottomlands offers a unique opportunity to protect riverine communities that are of multi-state significance in close proximity to large population centers. This area contains one of the last large, continuous, and intact floodplain communities in the Midwest and is within a one-hour drive of 500,000 people in the Fox Valley communities and Green Bay. Over 40% of all the state's native plant species are found in the Lower Wolf River Bottomlands.



Approximately 60% of the state's breeding bird species annually nest here. The rivers, backwaters, oxbows, and lakes harbor numerous fish species, both game and non-game, as well as a diverse concentration of reptiles, amphibians, and insects. Primary recreation opportunities include fishing, hunting, wildlife watching, boating, and flat-water paddling. The WDNR owns approximately 30,000 acres in the Lower Wolf watershed in a series of state wildlife areas, fishery areas, and natural areas. These properties are heavily used by the public throughout the year and the WDNR is currently collaborating with local citizens to evaluate additional protection needs and opportunities in the Lower Wolf watershed. The Land Legacy Report rates the Lower Wolf River Bottomlands as being of very high conservation significance and recreation potential. However, only moderate levels of additional protection are anticipated, as substantial protection measures already exist.

State Natural Resources Areas

State Natural Resources Areas are established where the WDNR has identified a need to coordinate management efforts for the protection and restoration of ecologically unique and important regions of the state. State Natural Resources Areas differ from other WDNR properties because they allow for a broad range of vegetation and recreation management. Specific vegetation and recreation management practices can be determined through WDNR property master planning. The management objectives of State Natural Resources Areas may be implemented through partnerships with local governments, conservation organizations, and others along with traditional WDNR management options including land acquisition and easements.

The only State Natural Resource Area near New London is the Lower Wolf River Bottomlands Natural Resources Area located to the west of the City at the north end of Jennings Road. The Lower Wolf River Bottomlands is an ecologically important landscape tucked away between the urban areas and agricultural communities of east central Wisconsin and the extensive forests of northern Wisconsin. The concept of the Lower Wolf River Bottomlands Natural Resources Area is the protection of the natural resources through a variety of methods including: 1) development of land management partnerships with citizens, local, state, county, and federal governments, various non-profit organizations, and the WDNR; and 2) acquisition of land or easements by the WDNR.

5.15 Rare, Threatened, and Endangered Species and Communities

Wisconsin's Natural Heritage Inventory (NHI), established in 1985 by the Wisconsin Legislature, is maintained by the WDNR's Bureau of Endangered Resources. The NHI documents occurrences of rare species and natural communities, including state and federal endangered and threatened species. Natural Heritage Inventory data are used for a variety of purposes including land management, state land master planning, community planning, conservation planning, and environmental review of public and private activities across the state.



Limited data from the NHI is available for comprehensive planning purposes. NHI data are exempt from Wisconsin's Open Records Law due to the vulnerability of rare species to collection and destruction.

The WDNR lists species as “endangered” when the continued existence of that species as a viable component of the state’s wild animals or wild plants is determined to be in jeopardy on the basis of scientific evidence. “Threatened” species are listed when it appears likely, based on scientific evidence, that the species may become endangered within the near future. The WDNR also lists species of “special concern” of which some problem of abundance or distribution is suspected but not yet proved; the intent of this classification is to focus attention on certain species before becoming endangered or threatened.

Table 5-1 displays threatened and special concern species of plants found within Waupaca County and these species may or may not be present within the City of New London.

**Table 5-1
Endangered Species, Waupaca County**

<u>Scientific Name</u>	<u>Common Name</u>	<u>WI Status</u>	<u>Federal Status</u>	<u>Group</u>
<u>Acipenser fulvescens</u>	Lake Sturgeon	SC/H		Rare Fishes
<u>Acris blanchardi</u>	Blanchard's Cricket Frog	END		Rare Amphibians
<u>Agabates acuductus</u>	A Predaceous Diving Beetle	SC/N		Rare Beetles
<u>Alasmidonta marginata</u>	Elktoe	SC/P		Rare Mussels and Clams
<u>Alasmidonta viridis</u>	Slippershell Mussel	THR		Rare Mussels and Clams
<u>Alder thicket</u>	Alder Thicket	NA		Shrub Communities
<u>Ammodramus savannarum</u>	Grasshopper Sparrow	SC/M		Rare Birds
<u>Bedrock glade</u>	Bedrock Glade	NA		Primary Habitats - Bedrock Dependent
<u>Bird Rookery</u>	Bird Rookery	SC		Miscellaneous Elements
<u>Boechera missouriensis</u>	Missouri Rock-cress	SC		Rare Plants
<u>Bombus fervidus</u>	Yellow Bumble Bee	SC/N		Rare Ants, Wasps, and Bees
<u>Bombus insularis</u>	Indiscriminate Cuckoo Bumble Bee	SC/N		Rare Ants, Wasps, and Bees
<u>Bombus pensylvanicus</u>	American Bumble Bee	SC/N		Rare Ants, Wasps, and Bees
<u>Bombus perplexus</u>	Confusing Bumble Bee	SC/N		Rare Ants, Wasps, and Bees
<u>Bombus terricola</u>	Yellowbanded Bumble Bee	SC/N	SOC	Rare Ants, Wasps, and Bees
<u>Botaurus lentiginosus</u>	American Bittern	SC/M		Rare Birds
<u>Buteo lineatus</u>	Red-shouldered Hawk	THR		Rare Birds
<u>Calcareous fen</u>	Calcareous Fen	NA		Herbaceous Communities - Sedge Meadows, Fens, and Bogs



<u>Scientific Name</u>	<u>Common Name</u>	<u>WI Status</u>	<u>Federal Status</u>	<u>Group</u>
<u>Carex formosa</u>	Handsome Sedge	THR		Rare Plants
<u>Carex merritt-fernaldii</u>	Fernald's Sedge	SC		Rare Plants
<u>Chlidonias niger</u>	Black Tern	END	SOC	Rare Birds
<u>Cicindela patruela</u>	Northern Barrens Tiger Beetle	SC/N		Rare Beetles
<u>Cypripedium arietinum</u>	Ram's-head Lady's-slipper	THR		Rare Plants
<u>Cystopteris laurentiana</u>	Laurentian Bladder Fern	SC		Rare Plants
<u>Dry prairie</u>	Dry Prairie	NA		Herbaceous Communities - Prairies
<u>Eleocharis flavescens var. olivacea</u>	Capitate Spike-rush	SC		Rare Plants
<u>Eleocharis quadrangulata</u>	Square-stem Spike-rush	END		Rare Plants
<u>Eleocharis quinqueflora</u>	Few-flowered Spike-rush	SC		Rare Plants
<u>Emergent marsh</u>	Emergent Marsh	NA		Herbaceous Communities - Marshes
<u>Emydoidea blandingii</u>	Blanding's Turtle	SC/P	SOC	Rare Reptiles
<u>Epilobium strictum</u>	Downy Willow-herb	SC		Rare Plants
<u>Epioblasma triquetra</u>	Snuffbox	END	LE	Rare Mussels and Clams
<u>Erimyzon sucetta</u>	Lake Chubsucker	SC/N		Rare Fishes
<u>Etheostoma microperca</u>	Least Darter	SC/N		Rare Fishes
<u>Floating-leaved marsh</u>	Floating-leaved Marsh	NA		Herbaceous Communities - Marshes
<u>Floodplain forest</u>	Floodplain Forest	NA		Southern Forests
<u>Glyptemys insculpta</u>	Wood Turtle	THR	SOC	Rare Reptiles
<u>Lake--deep, hard, drainage</u>	Lake--Deep, Hard, Drainage	NA		Lakes and Ponds
<u>Lake--deep, hard, seepage</u>	Lake--Deep, Hard, Seepage	NA		Lakes and Ponds
<u>Lake--hard bog</u>	Lake--Hard Bog	NA		Lakes and Ponds
<u>Lake--shallow, hard, drainage</u>	Lake--Shallow, Hard, Drainage	NA		Lakes and Ponds
<u>Lake--shallow, hard, seepage</u>	Lake--Shallow, Hard, Seepage	NA		Lakes and Ponds
<u>Lioporeus triangularis</u>	A Predaceous Diving Beetle	SC/N		Rare Beetles
<u>Lycaeides melissa samuelis</u>	Karner Blue	SC/FL	LE	Rare Butterflies and Moths
<u>Lythrurus umbratilis</u>	Redfin Shiner	THR		Rare Fishes
<u>Maccaffertium pulchellum</u>	A Flat-headed Mayfly	SC/N		Rare Mayflies
<u>Malaxis monophyllos var. brachypoda</u>	White Adder's-mouth	SC		Rare Plants
<u>Migratory Bird Concentration</u>	Migratory Bird	SC		Miscellaneous Elements



<u>Scientific Name</u>	<u>Common Name</u>	<u>WI Status</u>	<u>Federal Status</u>	<u>Group</u>
<u>Site</u>	Concentration Site			
<u>Minuartia dawsonensis</u>	Rock Stitchwort	SC		Rare Plants
<u>Moist cliff</u>	Moist Cliff	NA		Primary Habitats - Bedrock Dependent
<u>Moxostoma carinatum</u>	River Redhorse	THR		Rare Fishes
<u>Myotis lucifugus</u>	Little Brown Bat	THR		Rare Mammals
<u>Northern dry forest</u>	Northern Dry Forest	NA		Northern Forests
<u>Northern dry-mesic forest</u>	Northern Dry-mesic Forest	NA		Northern Forests
<u>Northern mesic forest</u>	Northern Mesic Forest	NA		Northern Forests
<u>Northern sedge meadow</u>	Northern Sedge Meadow	NA		Herbaceous Communities - Sedge Meadows, Fens, and Bogs
<u>Northern wet forest</u>	Northern Wet Forest	NA		Northern Forests
<u>Northern wet-mesic forest</u>	Northern Wet-mesic Forest	NA		Northern Forests
<u>Notropis anogenus</u>	Pugnose Shiner	THR		Rare Fishes
<u>Nyctanassa violacea</u>	Yellow-crowned Night-Heron	THR		Rare Birds
<u>Oak barrens</u>	Oak Barrens	NA		Barrens and Savannas
<u>Opuntia fragilis</u>	Brittle Prickly-pear	THR		Rare Plants
<u>Pentagenia vittigera</u>	A Common Burrower Mayfly	SC/N		Rare Mayflies
<u>Phemeranthus rugospermus</u>	Prairie Fame-flower	SC		Rare Plants
<u>Pine barrens</u>	Pine Barrens	NA		Barrens and Savannas
<u>Plauditus cestus</u>	A Small Minnow Mayfly	SC/N		Rare Mayflies
<u>Poor fen</u>	Poor Fen	NA		Herbaceous Communities - Sedge Meadows, Fens, and Bogs
<u>Protonotaria citrea</u>	Prothonotary Warbler	SC/M		Rare Birds
<u>Quadrula quadrula</u>	Mapleleaf	SC/P		Rare Mussels and Clams
<u>Rhynchospora scirpoides</u>	Long-beaked Bald-rush	THR		Rare Plants
<u>Riverine lake/pond</u>	Riverine Lake/Pond	NA		Lakes and Ponds
<u>Sceptridium oneidense</u>	Blunt-lobe Grape-fern	SC		Rare Plants
<u>Setophaga cerulea</u>	Cerulean Warbler	THR	SOC	Rare Birds
<u>Shrub-carr</u>	Shrub-carr	NA		Shrub Communities
<u>Simpsonaias ambigua</u>	Salamander Mussel	THR	SOC	Rare Mussels and Clams
<u>Southern dry-mesic forest</u>	Southern Dry-mesic Forest	NA		Southern Forests
<u>Southern hardwood swamp</u>	Southern Hardwood Swamp	NA		Southern Forests
<u>Southern mesic forest</u>	Southern Mesic Forest	NA		Southern Forests



<u>Scientific Name</u>	<u>Common Name</u>	<u>WI Status</u>	<u>Federal Status</u>	<u>Group</u>
<u>Southern sedge meadow</u>	Southern Sedge Meadow	NA		Herbaceous Communities - Sedge Meadows, Fens, and Bogs
<u>Southern tamarack swamp</u>	Southern Tamarack Swamp	NA		Southern Forests
<u>Stenelmis antennalis</u>	A Riffle Beetle	SC/N		Rare Beetles
<u>Stenelmis fuscata</u>	A Riffle Beetle	SC/N		Rare Beetles
<u>Stream--fast, hard, cold</u>	Stream--Fast, Hard, Cold	NA		Springs and Streams
<u>Trachyrhachys kiowa</u>	Ash-brown Grasshopper	SC/N		Rare Grasshoppers and Allies
<u>Trimerotropis maritima</u>	Seaside Grasshopper	SC/N		Rare Grasshoppers and Allies
<u>Tritogonia verrucosa</u>	Buckhorn	THR		Rare Mussels and Clams
<u>Valeriana uliginosa</u>	Marsh Valerian	THR		Rare Plants
<u>Viburnum cassinoides</u>	Northern Wild-raisin	SC		Rare Plants
<u>Viola rostrata</u>	Long-spurred Violet	SC		Rare Plants

Source: WDNR, 2022.

5.16 Wildlife Habitat

Wildlife habitat is any natural community with adequate food, water, and cover to sustain a species of wildlife. The City's landscape provides habitat for a variety of birds, mammals, amphibians, reptiles, aquatic and terrestrial invertebrates, and fish. Wildlife habitat is connected to many other natural resources including forests, wetlands, open space, and surface water, so healthy wildlife populations are good indicators of the overall health of the environment.

The City of New London lies within the "tension zone" between the primary northern and southern floristic provinces of Wisconsin. For this reason, a larger variety of vegetation types has the possibility of thriving compared to other portions of the state. The city lies within the Southeast Glacial Plain ecological landscape. Covering the majority of southeast Waupaca County, this landscape is characterized by gently rolling to flat topography with clay or silt loam-textured soils on till plain. Land cover in this ecological landscape is now primarily agricultural with small remnant oak openings, oak forest, tallgrass prairie, and sugar maple-basswood forest.

Wildlife species present in the City of New London are directly related to the community types and ecological landscapes that provide habitat. The City's forests and undeveloped lands support some of the highest concentrations of deer and turkey in the state. Extensive marshlands and wetlands provide habitat for populations of ducks, geese, and other waterfowl, as well as furbearers such as bear, otter, muskrats, and mink. Scattered woodlots and wooded fence lines support rabbits, squirrels, and pheasants, while larger forest blocks provide habitat for deer, bear, grouse, turkey, and other forest game. According to the WDNR, the Wolf River corridor from New London to Shawano provides exceptional habitat for furbearers, waterfowl, and forest game.



Land use can have substantial impacts on wildlife populations and habitats. The development pattern of the land directly impacts the fragmentation, total area, and types of natural communities and habitats available to wildlife in a given location. For example, when a large forest is fragmented into smaller woodlots by rural development over time, this fragmentation may cause certain wildlife species to thrive, and others to move on. Those species that require “edge” habitats, like raccoons and white-tailed deer, benefit from forest fragmentation, while species that require “interior” habitats, like wolves and migratory songbirds, suffer from forest fragmentation. Loss of habitat is the primary reason for species to become listed as “threatened,” “endangered,” or “of special concern.”

5.17 Historical and Cultural Resources

Historical, architectural, and archeological resources establish important links to a community’s heritage. They provide well-known educational and aesthetic benefits and harder to quantify benefits such as an improved quality of life, a sense of community pride, and an important feeling of social and cultural continuity between the past, present, and future. As interest in cultural resources continues to grow in Wisconsin, communities may also experience economic benefits by preserving historical, architectural, and archeological resources. “Heritage tourism” is centered on cultural resources and is a growing component of the tourism industry.

Historic Places

The National Register of Historic Places recognizes properties of local, state, and national significance. Properties are listed in the National Register because of their association with significant persons or events because they contain important information about our history or prehistory, or because of their architectural or engineering significance. The National Register also lists important groupings of properties as historic districts. The Wisconsin State Register of Historic Places parallels the National Register. However, it is designed to enable state-level historic preservation, protection, and benefits. Most of the properties in Wisconsin listed in the National Register are also listed in the State Register. There are no National or State Register of Historic Places listings for structures or sites within the City of New London.

The Wisconsin Architecture & History Inventory (AHI), provided by the WHS, lists historical and architectural information on properties in Wisconsin. The AHI contains data on buildings, structures, and objects that illustrate Wisconsin’s unique history. The majority of properties listed are privately owned. Listed properties convey no special status, rights, or benefits. There are currently 111 entries in the AHI for the City of New London, but limited data exist for the vast majority of these sites. Many of these sites may no longer exist or have possibly been altered to the extent that their historic or architectural significance has been lost. Several sites are listed as being potentially eligible for the State or National Historic Register as shown on Table 5-2. A number of these sites are also shown on Map 5-3.



Table 5-2
Selected AHI Sites, City of New London

Historic Name	Community	Status
Historic Downtown (Potential District)	City of New London	Potentially Eligible
New London Public Library	City of New London	Potentially Eligible
Grand Opera House	City of New London	Potentially Eligible
Washington High School	City of New London	Potentially Eligible
Reeder Smith Block	City of New London	Potentially Eligible
Henry and Isabelle Knapstein	City of New London	Potentially Eligible
Memorial Stadium; Hatten Park	City of New London	Potentially Eligible

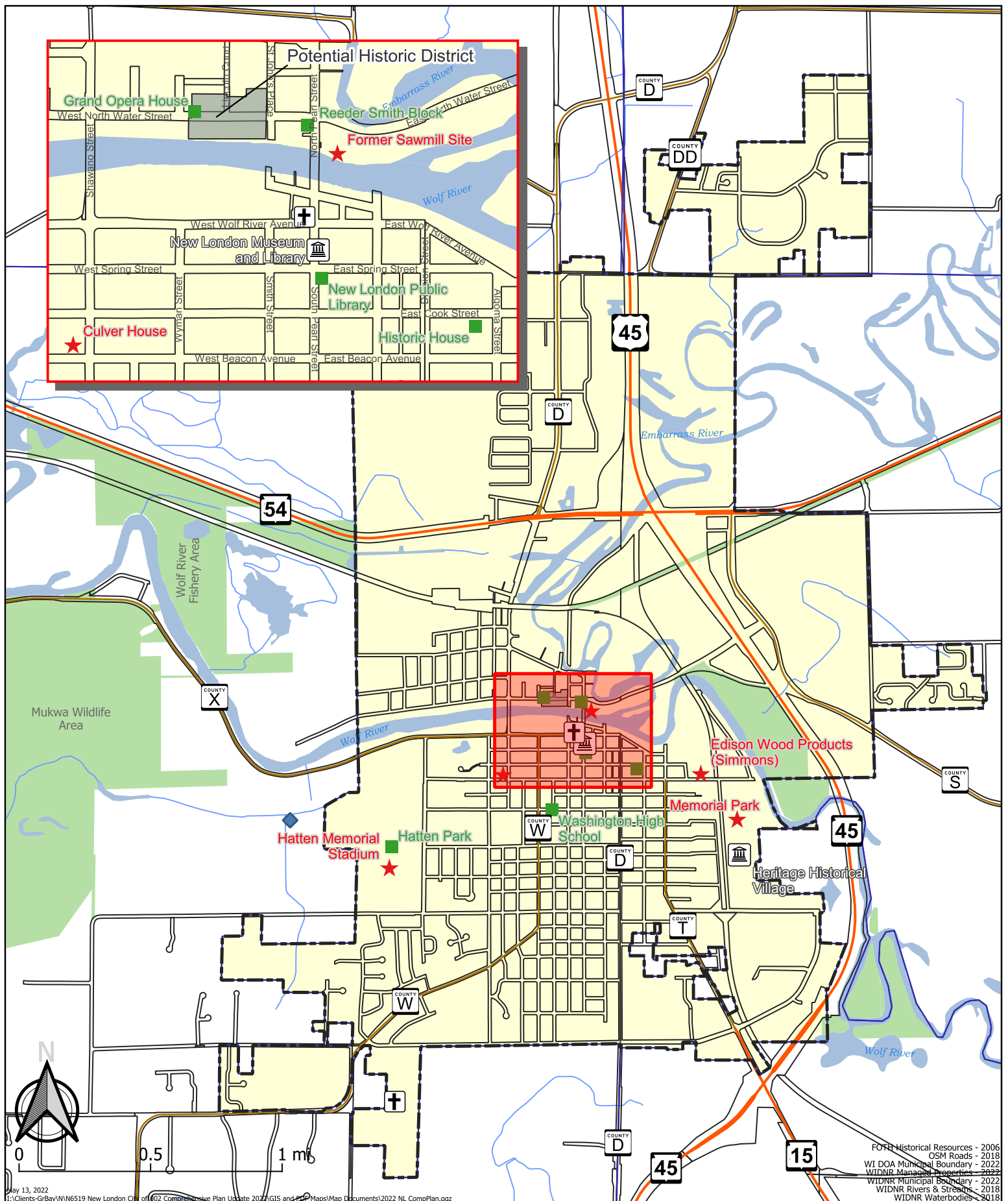
Source: Wisconsin Archeological and Historic Resources Database, Wisconsin Historical Society

Archeological Sites

The Wisconsin Archeological Site Index (ASI) is maintained by the Office of the State Archeologist and is only viewable in person at their Madison office by paying a subscription. That being said, this information was not consulted for the purposes of this plan. Similar to the AHI, these sites identified in the ASI have no special status, rights, or benefits. However, should a state or federally sponsored project potentially impact these sites, a complete archeological survey would need to be conducted before the project could proceed. It should also be noted that all burial sites are granted protection from disturbance by both public and private actions by Chapter 157, Wisconsin Statutes. The SHS estimates that less than one percent of archeological sites state-wide have been inventoried.

The database includes the approximate locations of known prehistoric sites including: cabins, homesteads, farmsteads, campsites, villages, trading posts, fur posts, workshops, and sawmills. Additionally, it includes approximate locations of known burial sites cataloged in the ASI including cemeteries, burial plots, and burial mounds. From a land use and development standpoint, the City should be aware of the potential for additional sites to be discovered through either municipal or private development and earth-moving activities. Should any items be discovered during such projects, the City should contact the WSHS immediately to determine the steps that need to be taken, if any.





5-3 Historical and Cultural Resources

City of New London

Outagamie & Waupaca Counties, WI

- ▲ Registered State/National Historic Site (None Present)
- Other Historic Places
- 🏛️ Museum

- ★ Other Locally Identified Sites
- ✚ Church
- ◆ Burial Mound



Museums and Monuments

Heritage Historical Village

Located in the City of New London (Map 5-3), this historical village contains five relocated buildings. All have been restored and contain many of the original furnishings. The Octagon House, dating back to 1867, is a unique, eight-sided structure. Triangle School, built in 1857, contains many original furnishings. The Railroad Depot, originally built in 1923, was the passenger depot for the C&NW railroad and is furnished with many original pieces. The Village Chapel was originally known as the “Three Pines School” and was then turned into a church. The Log Cabin was built around 1850 and was dismantled from a farm and rebuilt at the edge of the village. There are also two cabooses and a diesel locomotive on the site.

New London Museum and Library

This historic building in the City of New London (Map 5-3) was built in 1914 and remodeled in 1986. There are several examples of natural history of the area as well as information on the city’s founders. There is a Native American collection and hundreds of photographs and exhibits which change monthly. The museum was founded in 1932 by Charles F. Carr, one of the city’s first librarians.

Cultural Resources Protection Laws

There are laws, both federal and state, which protect cultural resources from the effects of projects that have federal, state, or local government involvement. Which law applies will depend upon which level of government is primarily involved in funding, permitting, or licensing the project.

Under Wisconsin Statute § 66.1111, all municipalities in Wisconsin must consider whether their actions may affect historic properties listed in the State or National Register of Historic Places. Projects subject to review under this law include construction of a new facility that results in the abandonment of a National Register-listed building, or development of a publicly owned park that may affect a listed archeological site. If such a project is being considered, the local unit of government is required to submit a proposal to the Wisconsin Historical Society at the earliest stages of planning to seek the Society’s determination of whether the project may adversely affect the listed property. If there may be an adverse effect, then the Society may require negotiation with the local unit of government to explore alternatives and other project options that may avoid, minimize, or mitigate the possible adverse effect.

Wisconsin’s burial law, Wisconsin Statute 157.70, prohibits unauthorized intentional disturbances of burial sites, from platted cemeteries to Native American mounds, to abandoned family burials. Once a Native American mound group or any marked or unmarked burial area is formally cataloged as a burial site under Section 157.70, that area is exempt from property taxes. This makes the property tax treatment of all human burial sites equal to the property tax treatment given to operating cemeteries.



5.18 Community Design

Community design as a cultural resource helps explain the origins and history of how a given community looks, feels, and functions in the present day. Components of the origin of community design include historic settlement patterns, resource use (like mining, farming, and forestry) in rural areas, the industries and businesses that influenced urban areas, transportation features and traffic flow patterns, natural features like rivers, lakes, and wetlands, and the heritage and values of the people who lived in a community in the past and who live there today. These factors might be expressed through street layout, building architecture, landscaping, preservation of natural features, development density, and other components of development design. The design of a community as seen today might also be influenced by community decisions including the use of zoning and subdivision controls, the establishment of parks and other community facilities, the use of historic preservation, and in some cases, the use of land use planning.

Citizens of the area generally tend to describe the present design of their communities as being tied to “small town atmosphere.” With a focus on the positive aspects of community design. Small town atmosphere can be defined to include attractive community entrances, vital downtowns, community culture and events, and the aspects of rural character which surround its small cities and villages.

The Historical and Cultural Resources map (Map 5-3) include places identified locally that contribute to the culture and identity of the City of New London. These are places that were identified by the communities during the comprehensive planning process as local cultural resources in addition to the other sites that were mapped as cultural and historical resources.

5.19 Agricultural, Natural, and Cultural Resources Trends and Outlook

The following agricultural, natural, and cultural resource trends are likely to be experienced in or near the City of New London over the next 20 to 25 years. The following statements are based on recent trends that are expected to continue well into the future.

Agriculture Trends

- ☐ Increased pressure to convert farmland to other uses / continued farmland loss.
- ☐ The number of dairy farms will continue to decline, but dairy herd sizes will continue to increase.
- ☐ Expect an increase in the number of large “commercial” type farms, especially dairy.

Natural Resources Trends

Groundwater

- ☐ Growing demand to supply adequate water for human consumption, agriculture, and industry.
- ☐ Increasing pressure on water quality by various land uses.
- ☐ Continuing need for improved groundwater quality and quantity data.



Surface Water

- ☐ Continuing pressure to develop shoreland areas.
- ☐ Increasing use of publicly accessible waters by growing numbers of recreationists.
- ☐ Increasing threat of invasion of exotic species.
- ☐ Increasing enforcement of non-point pollution control regulations for municipal runoff management, construction site erosion control, and agricultural runoff.

Wetlands

- ☐ Continued pressure to alter or eliminate wetlands for mining, commercial development, highway construction, etc.
- ☐ Increasing emphasis on the use of mitigation to allow the alteration or elimination of low quality wetlands.
- ☐ Growing understanding of the functional values of wetlands.
- ☐ Continued loss of wetland acres, but at a slower pace.

Wildlife Habitat

- ☐ Continued state-level priority to protect and acquire unique natural habitats.
- ☐ Growing interest in land trusts and conservation easements for the preservation of unique natural areas.
- ☐ Declining participation in hunting.

Forests and Woodlands

- ☐ The price of forest land sold for recreational purposes will continue to increase.
- ☐ Growing interest in forest management programs that provide tax relief.
- ☐ Demand for timber production and recreational forest uses will increase while the amount of forest land able to support these activities will decline.

Non-metallic Mining

- ☐ Continuing demand for non-metallic minerals for state, county, and local road improvement projects.
- ☐ The price of non-metallic minerals will increase with the increasing difficulty of obtaining permit approvals.
- ☐ Increasing difficulty in siting new non-metallic mines due to development in rural areas.

Cultural Resources Trends

- ☐ The recognized value of historic and cultural resources will grow, demanding more attention to their preservation.
- ☐ Limited data on historic and cultural resources will emphasize the need for more thorough local inventories.
- ☐ Growing interest in “heritage tourism” including organized and self-guided tours to visit sites of historical and cultural significance.



5.20 Plans and Programs Currently in Use

This section describes plans and implementation programs that are currently in use in or near the City of New London pertaining to agricultural, natural or cultural resources

County Plans

Land and Water Resource Management Plans

Waupaca County has a DATCP approved *Land and Water Resource Management Plan* that was prepared in 2015. Outagamie County has a DATCP approved *Land and Water Resource Management Plan* that was prepared in 2018. The plans represent the next generation of resource management strategies and provides the Counties with the opportunity to address local resource concerns with a financial base in a sustained manner. The Land and Water Conservation Departments for each County have the opportunity to provide seamless integration of a number of resource management programs. State runoff rules (ATCP 50 & NR 120) are utilized as a base for the plan. Monetary assistance will be provided by DATCP to achieve the objectives of the plan.

Outdoor Recreation Plans

The *Waupaca County Outdoor Recreation Plan* was last updated in 2015. The *Outagamie County Outdoor Recreation Plan* was just updated and adopted in 2022. The purpose of these plans is to identify changing recreational needs, assess potential opportunities, evaluate the status of the counties' natural and cultural resources, and to present appropriate recommendations that will provide a planned system of parks and recreation areas that contain a diversity of recreational activities while preserving scenic and valuable resources important to the ecological, sociological, and economic life of residents.

State Programs

Stewardship Grant Program

Funds are available for the acquisition of land or easements for conservation purposes and restoration of wildlife habitat. Both municipal and non-profit conservation organizations are eligible to apply. Priorities include acquisition of wildlife habitat, lands with special scientific or ecological value, land with rare and endangered habitats and species, stream corridors, land for state trails (including the Ice Age Trail and North Country Trail), and lands for restoration of wetlands and grasslands. Eligible types of projects include fee simple and easement acquisitions and habitat restoration projects.

Wisconsin's Main Street Program

The Main Street Program is a comprehensive revitalization program run by the WEDC designed to promote the historical and economic redevelopment of traditional business districts in Wisconsin. The program was established in 1987 to encourage and support the revitalization of downtowns. Each year, the WEDC selects communities to join the program. These communities receive technical support and training needed to restore their Main Streets to centers of community activity and commerce. The City of New London IS NOT a designated Main Street community.



Certified Local Government Program

Local units of government that have enacted historic preservation ordinances may consider being certified to participate in the state and federal Certified Local Government (CLG) program. The CLG program provides special grants to fund planning and educational activities. The Division of Historic Preservation at the Wisconsin Historical Society administers the CLG program. As of 2022, Wisconsin had 74 Certified Local Governments. The City of New London IS NOT a designated CLG.

Local Programs

Tree City USA

The Tree City USA (TCUSA) award program was initiated by the National Arbor Day Foundation to recognize the effort put forth by communities that properly manage their urban forests. To receive the Tree City USA award, a community must meet four standards. It must have: 1) a tree board, commission, or municipal department that has legal responsibility for the care of public trees; 2) a public tree management ordinance; 3) an annual budget of at least \$2.00 per capita for administering, managing, and implementing the community forestry program; and 4) an Arbor Day observance and proclamation.

The City of New London has been recognized by the National Arbor Day Foundation with the “Tree City USA” designation in 1992. The City’s Parks, Recreation and Leisure Committee is responsible for overseeing activities related to urban forestry and they coordinate closely with the Department of Public Works. Over the years, the City has done a significant amount of work related to street tree inventories, tree maintenance, and new tree planting.

5.21 Agricultural, Natural, and Cultural Resources Goals and Objectives

Community goals are broad, value-based statements expressing public preferences for the long term (20 years or more). They specifically address key issues, opportunities, and problems that affect the community. Objectives are more specific than goals and are more measurable statements usually attainable through direct action and implementation of plan recommendations. The accomplishment of objectives contributes to fulfillment of the goal.

Goal 1 Support the agricultural resources of the region.

Objectives

- 1a. Provide an attractive and unique small town environment for higher density development that has far less impact on agricultural lands than lower density rural development.
- 1b. Encourage the growth of agriculture related businesses and services in the community’s commercial and industrial areas.



Goal 2 Maintain, preserve, and enhance the community’s natural resources.

Objectives

- 2a. Consider the potential impacts of development proposals on groundwater quality and quantity, surface water quality, green space, and woodlands.
- 2b. Direct future growth away from wetlands, floodplains, and steep slopes.

Goal 3 Ensure the quality, safety, and quantity of groundwater to meet the community’s present and future water supply needs.

Objectives

- 3a. Decrease sources of non-point source water pollution.
- 3b. Support data collection and monitoring efforts that further the understanding of factors influencing the quantity, quality, and flow patterns of groundwater.

Goal 4 Maintain and restore the environmental integrity of surface waters including lakes, ponds, flowages, rivers, and streams.

Objectives

- 4a. Decrease sources of point source and non-point source water pollution.
- 4b. Encourage the preservation of natural buffers and building setbacks between intensive land uses and surface water features.
- 4c. Develop partnerships with other communities, Waupaca County, lake and river organizations, and state agencies to address surface water quality degradation.
- 4d. Preserve and enhance the quality of the Wolf and Embarrass Rivers.

Goal 5 Preserve natural features like woodlands, wetlands, floodplains, shorelands, and open spaces in order to maintain and enhance community green space.

Objectives

- 5a. Maintain and improve parklands.
- 5b. Manage growth to preserve and create interconnected green space corridors and trails.

Goal 6 Preserve a small town atmosphere including attractive community entrances, small businesses, a vital downtown, and community culture and events.

Objectives

- 6a. Consider the potential impacts of development proposals on those features that the community values as a part of its character and identity.



- 6b. Explore options for achieving improved design of commercial and industrial buildings and sites in areas that define the character of the community.
- 6c.** Maintain and enhance community and area cultural facilities including museums and libraries.

Goal 7 Preserve significant historical and cultural sites, structures, and neighborhoods that contribute to community identity and character.

Objectives

- 7a. Work cooperatively with historical societies to identify, record, and protect community features with historical or archaeological significance.
- 7b. Consider the potential impacts of development proposals on historical and archeological resources.
- 7c. Encourage efforts that promote the history, culture, and heritage of the community.
- 7d. Preserve Old City Hall and the Works Progress Administration projects in Hatten Park.

Goal 8 Strengthen opportunities for families in the community including youth oriented activities and facilities and additional job opportunities.

Objectives

- 8a. Seek the involvement of youth in the comprehensive planning process.
- 8b. Encourage the involvement of youth in community decision making.
- 8c. Engage families in the planning process to develop family oriented activities.
- 8d. Embrace change, encourage new ideas, and develop creative solutions.

5.22 Agricultural, Natural, and Cultural Resources Policies and Recommendations

Policies and recommendations build on goals and objectives by providing more focused responses to the issues that the city is concerned about. Policies and recommendations become primary tools the city can use in making land use decisions. Many of the policies and recommendations cross element boundaries and work together toward overall implementation strategies. Refer to Section 9.5 for an explanation of the strategies cited as sources for many of the policies and recommendations.



Policies identify the way in which activities are conducted in order to fulfill the goals and objectives. Policies that direct action using the word “shall” are advised to be mandatory and regulatory aspects of the implementation of the comprehensive plan. In contrast, those policies that direct action using the words “will” or “should” are advisory and intended to serve as a guide. “Will” statements are considered to be strong guidelines, while “should” statements are considered loose guidelines. The city’s policies are stated in the form of position statements (City Position), directives to the city (City Directive), or as criteria for the review of proposed development (Development Review Criteria).

Recommendations are specific actions or projects that the city should be prepared to complete. The completion of these actions and projects is consistent with the city’s policies, and therefore will help the city fulfill the comprehensive plan goals and objectives.

Policies: City Position

ANC1 Municipal wellhead protection shall be a priority when reviewing development proposals.

ANC2 The clean-up and reuse of brown field sites should be pursued prior to utilizing undeveloped land to accommodate new development.

ANC3 New development shall attain pre-development levels of stormwater run-off, as determined by the community engineer, during and after development through best management practices.

ANC4 Stormwater runoff as the result of development should not be discharged into wetlands and closed depressions, except for those associated with approved stormwater management facilities.

ANC5 Erosion control, construction phasing, and best management practices shall be utilized to the maximum extent possible when earth disturbing activities (e.g., vegetation removal, grading, excavating, filling, etc.) are conducted.

Policies: City Directive

ANC6 The community shall utilize its subdivision review and official mapping authority to protect shoreline areas, groundwater recharge areas, wetlands, floodplains, wildlife habitat, woodlands, existing vegetation, and existing topography within the municipal boundary and in extraterritorial areas.

ANC7 Where hard surfaced parking areas, sidewalks, trails, etc. are required by the community, pervious paving materials should be given consideration as an alternative.

ANC8 The community shall protect the visual quality of major community thoroughfares by requiring all development and redevelopment along these entry corridors to include site plan and design review.



ANC9 The community shall maintain an inventory of historically significant buildings, historic sites, archeological sites, and other cultural resources to ensure that these places are accurately identified and to help promote and target preservation and rehabilitation efforts.

Policies: Development Review Criteria

ANC10 Development proposals shall provide the community with an analysis of the potential natural resources impacts including, but not necessarily limited to, potential impacts on groundwater quality and quantity, surface water, wetlands, floodplains, steep slopes, woodlands, and other existing vegetation.

ANC11 Development proposals shall provide the community with an analysis of the potential cultural and historic resources impacts including, but not necessarily limited to, potential impacts to historic sites, archeological sites, and other cultural resources.

ANC12 Development proposals shall address stormwater management, construction site erosion control, and potential increased risk of flooding.

ANC13 New development shall be placed on the landscape in a fashion that minimizes potential negative impacts on natural resources such as shoreline areas, wetlands, floodplains, wildlife habitat, woodlands, existing vegetation, and existing topography.

ANC14 New development shall be placed on the landscape and designed in a fashion that minimizes potential negative impacts on small town character as defined by attractive community entrance points, safe, well-kept neighborhoods, abundant natural resources and green space, quality construction and building design, small businesses, and vital downtowns.

ANC15 New development shall be placed on the landscape in a fashion that minimizes potential negative impacts on historic and archeological sites.

ANC16 Development occurring within or near natural resources, historic sites, or archeological sites shall incorporate those resources into the development rather than harm or destroy them.

Recommendations

- ♦ Modify the zoning and land division ordinances to better achieve the protection of natural resources and green space.
- ♦ Require major land divisions, conditional uses, and other substantial development projects to submit an assessment of potential natural resources impacts/and multiple site development alternatives as part of the development review process.



- ♦ Utilize site planning and limits of disturbance regulations to protect natural resources and green space.
- ♦ Determine the feasibility of creating an historic preservation district in the downtown or other historically significant neighborhoods to preserve the history and heritage of these areas for future generations.
- ♦ Pursue the development of economic area plans within the planning period, e.g., downtown redevelopment plans, highway commercial corridor plans, etc.
- ♦ Seek designation as a Main Street Community through the Wisconsin Economic Development Corporation's (WEDC) Main Street Program.
- ♦ Create a downtown steering committee made up of merchants, bankers, public officials, chamber of commerce, and civic groups, whose purpose is to develop a shared vision for the downtown and provide leadership in the downtown revitalization effort.
- ♦ Establish community focal points where citizens feel safe and comfortable and which are identified as gathering locations throughout the community. These may include historic and cultural locations, such as parks, schools, the library, historic downtown, the riverfront, etc.
- ♦ Conduct an inventory of scenic views and view sheds.
- ♦ Conduct a community character inventory to identify the unique places and positive characteristics of the community that maintain our small town character.
- ♦ Create a site design review ordinance to protect and enhance the visual quality of the community and establish the desired characteristics of building layout and architecture, parking areas, green space and landscaping, lighting, signage, grading, driveway access, and internal traffic circulation. Seek public input on the establishment of these desired characteristics.
- ♦ Create an overlay district in community entrance areas that triggers site planning and design review requirements for all development including buildings, parking areas, signs, etc.
- ♦ Conduct a community survey of historical and archeological resources at least once every 20 years.
- ♦ Create a local, historic preservation ordinance that recognizes and protects the historic sites in the community.
- ♦ Utilize site planning and limits of disturbance regulations to protect cultural resources.
- ♦ Utilize overlay zoning to protect the cultural resources included in RP area.

