



# VILLAGE OF FOX CROSSING

*Bridging the Fox Cities*



COMPREHENSIVE PLAN  
2018-2038

# ACKNOWLEDGEMENTS

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**Plan Adopted: July 23rd, 2018**

*List of dates for any approved plan amendments:*

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Project #: 10967004

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## Chapter 1: Introduction

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A summary of the role of the plan, the Wisconsin Smart Planning Act, the planning area boundaries and regional context, and Fox Crossing's previous planning efforts.

## Chapter 2: Planning Process & Public Input Summary

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A summary of the planning process, public participation plan and summaries of key takeaways from the two public involvement meetings and public hearing that were held during the planning process.

## Chapter 3: Goals, Objectives & Strategies

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An overall land use vision for the future of the community and a description of the goals, objectives and strategies to achieve the vision for each planning element.

## Chapter 4: Future Land Use Plan

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Describes the future land use plan, map, and policies for the Village.

## Chapter 5: Implementation

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Outlines how the vision of the plan is implemented in everyday decisions and annual goal-setting and budgeting, how the plan should be amended when necessary, and actions to pursue to achieve the plan vision.

## Appendix A: Community Indicators Report

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A compilation of data and maps that describes the existing conditions, trends and projections for the Village of Fox Crossing and surrounding region.

## Appendix B: Community Survey

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A summary of the responses from the on-line community survey completed as part of the planning process.

## Appendix C: Public Involvement Meeting Input

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A compilation of comment forms completed at the two public involvement meetings held during the planning project..

## Appendix D: Maps

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A set of existing conditions maps and future land use maps within the Village and its 1.5-mile extraterritorial plat review area.





# Chapter 1

## Introduction

## Chapter 1 Contents

### Introduction

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Chapter 1 discusses the role of the plan, the Wisconsin Smart Planning Act, the planning area boundaries and regional context, and Fox Crossing's previous planning efforts.

- » The Plan as a Living Guide
- » A Snapshot of Fox Crossing
- » Other Planning Documents

# THE PLAN AS A LIVING GUIDE

**1 Why Plan?** The purpose of this plan is to establish a shared land use vision for Fox Crossing to guide future actions and decisions. This guidance provides predictability and consistency over time and encourages investment in an uncertain future.

**2 Plan Maintenance.** This document serves as a “living” guide for growth and change for the Village of Fox Crossing. The plan represents the Village’s best effort to address current issues and anticipate future needs, but can and should be amended as conditions warrant reconsideration of policies in the plan. The process of amending the comprehensive plan should not be onerous, but should act as cause for reconsidering the long term vision for the community. The plan’s value will be dependent upon frequent use and occasional updates.

**3 Organization.** The organization of this plan is based both on the planning process and the guidance provided by the Wisconsin Comprehensive Planning Legislation. The plan is divided into five chapters plus several important appendices.

This chapter provides the foundation for the Comprehensive Plan, outlining why we plan, the planning process, Wisconsin Smart Growth Law, and the planning area. Chapter 1 also provides background on the community, including key community indicators, a summary of existing plans relevant to this study, and a copy of the public participation plan.

## WISCONSIN COMPREHENSIVE PLANNING LEGISLATION

Wisconsin’s Comprehensive Planning legislation [§66.1001 Wis. Stats.] was adopted in October of 1999. The law requires that, after January 1, 2010, if a local government unit enacts or amends any of the following ordinances, the ordinance must be consistent with that local governmental unit’s comprehensive plan:

- Official maps
- Local subdivision regulations
- General zoning ordinances
- Shoreland/wetland zoning ordinance

Wis. Stat. 66.1001 does not mandate specific land use policies communities must adopt, rather it requires that certain topics, or elements, must be addressed in each plan, and the procedures for plan creation, adoption, and amendments.

## COMPREHENSIVE PLANNING ELEMENTS

Wis. Stat. 66.1001 Law outlines nine elements that must be included in a community’s comprehensive plan:

1. Issues and Opportunities
2. Housing
3. Transportation
4. Utilities & Community Facilities
5. Agricultural, Natural & Cultural Resources
6. Economic Development
7. Intergovernmental Cooperation
8. Land Use
9. Implementation

The Village of Fox Crossing has chosen to slightly modify the terminology used throughout this plan from that used in the state statute.

- Transportation has been modified to Mobility & Transportation
- Economic Development has been modified to Economic Prosperity
- Utilities and Community Facilities has been modified to Community Facilities & Services
- Intergovernmental Cooperation has been modified to Collaboration & Partnerships
- Cultural Resources has been modified to Community Character

While the Village has chosen to deviate slightly from the terminology used in the State Statute, the prescribed requirements from §66.1001 are still addressed in their entirety throughout this plan. The final nine elements of this plan are:

1. Housing
2. Mobility & Transportation
3. Economic Prosperity
4. Agricultural & Natural Resources
5. Community Facilities & services
6. Community Character
7. Collaboration & Partnerships
8. Land Use
9. Implementation

The information required under Wis. Stat. 66.1001 regarding Issues and Opportunities is integrated throughout the plan.



# A SNAPSHOT OF FOX CROSSING

The study area for this plan includes all lands in which the Village has both a short- and long-term interest in planning and development activity. The planning area includes all lands within the current municipal limits (see map on page 9) and those unincorporated lands within 1.5 miles of the Village's municipal limits (see map on page 10).

The Village is approximately 8,473 acres (13.2 square miles) while the planning area is approximately 19,665 acres (30.7 square miles).

## REGIONAL CONTEXT

The Village of Fox Crossing is located in Winnebago County, which along with Outagamie and Calumet counties, makes up the Appleton-Neenah-Oshkosh Metropolitan Statistical Area (MSA). The Village's identity, "Bridging the Fox Cities" reflects the fact that the Village is located on both the east and west sides of Little Lake Buttes des Morts (part of the Fox River) and is connected by the Roland Kampo Bridge on State Highway 441. The Village is bordered by the City of Menasha to the east; the Town of Neenah and the City of Neenah to the south; the Town of Clayton to the west; and the towns of Greenville and Grand Chute, and the City of Appleton, to the north.

Major transportation facilities serving the Village include I-41 and US 10. I-41 connects the Village to Appleton (7 miles), Oshkosh (16 miles), Fond du Lac (40 miles) and Milwaukee (100 miles). US 10 connects to the Village to the eastern edge of the State in Manitowoc (50 miles) and to the western edge of the State in Prescott (265 miles). The Village is also adjacent to the Appleton International Airport.

## FOX CROSSING'S HISTORY

Since its foundation in the middle 19th century, the Town of Menasha (Village of Fox Crossing) had been occupied almost exclusively by farms. However, the early metropolitan Fox Valley area soon became known for the lumber business and paper mill industry. It was not until a sudden spurt of growth in the 1940s that the Town became more urbanized. Between 1940 and 1950 the population of the Town increased 142% to nearly 3,000. The increase was attributed to the Town's location between two cities, Appleton and Menasha, which made it a natural site for suburban homes. The Town anticipated the forthcoming change to their once quiet small farming community and started to make improvements to the land and area. This made the Town very attractive to homeowners and corporations. Wisconsin's largest corporation at the time, Kimberly-Clark Corporation, was headquartered in the Town, and presently still operates facilities in the Village.

In 2016 the Town incorporated and became the Village of Fox Crossing. The key reasons the Town chose to incorporate include:

- The area already had full municipal services and was essentially functioning as a Village.
- Incorporation creates permanent boundaries which are beneficial for future planning.
- The Village would gain control of zoning and land division.
- Incorporation would improve the use of Tax Increment Financing.
- Incorporation would protect the tax base by ensuring annexations would not occur.





# Corporate Limits

Comprehensive Plan  
2018-2038



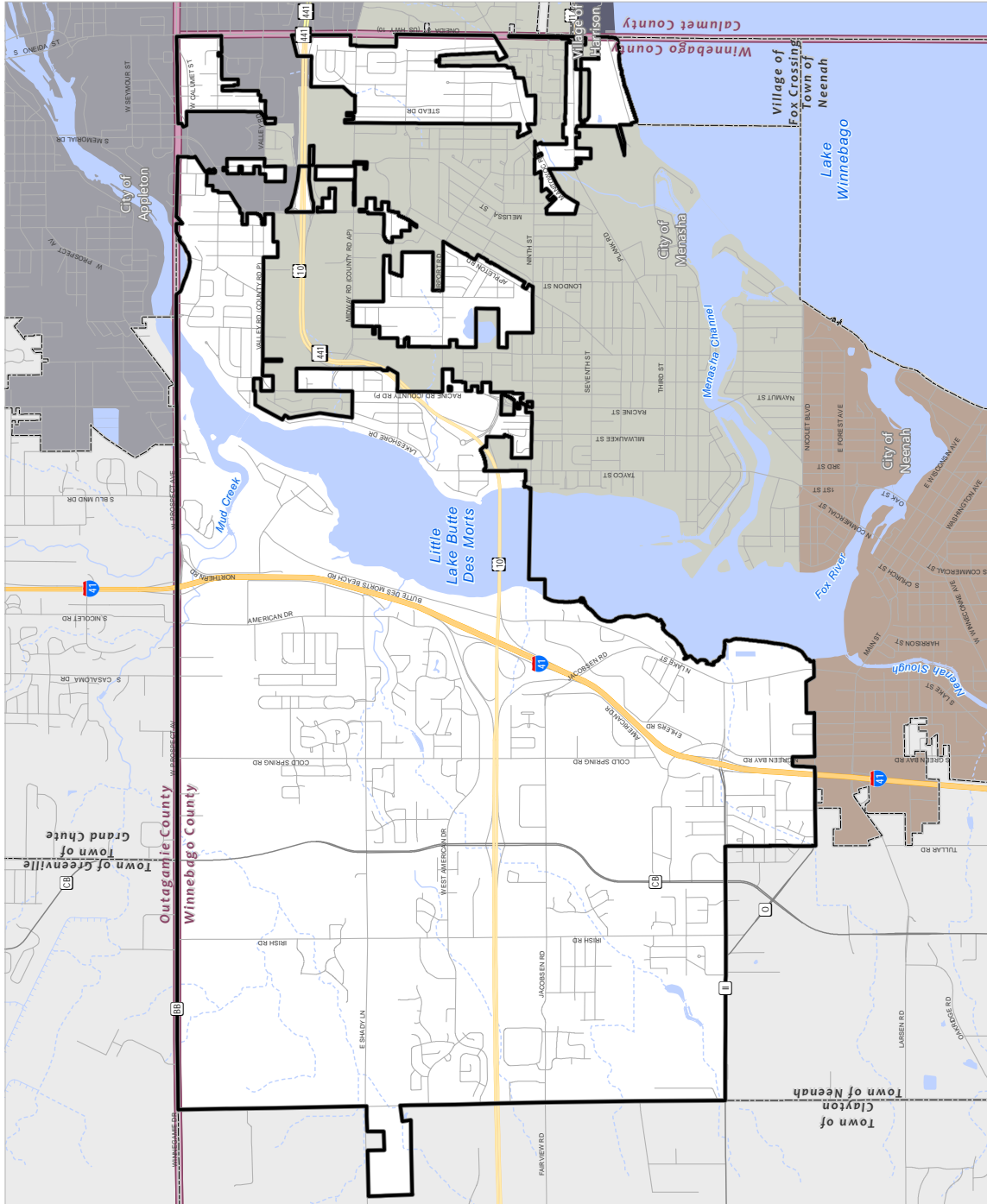
- Village of Fox Crossing
- County
- City of Appleton
- City of Menasha
- City of Neenah
- Village of Harrison
- Town
- Waterbody
- Perennial Stream/River
- Intermittent Stream/Rive
- Artificial Path/Ditch

Data Sources:  
Municipal Boundaries: Winnebago, Calumet  
and Outagamie Counties,  
Winnebago, Calumet and  
Outagamie Counties  
Aerial: ESRI



0 0.25 0.5 Miles

Print Date: 6/6/2018



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# Planning Area

Comprehensive Plan  
2018-2038



- Village of Fox Crossing
- Planning Area
- County
- City of Appleton
- City of Menasha
- City of Neenah
- Village of Harrison
- Town
- Waterbody

Data Sources:  
Aerial Imagery, Wisconsin, Calumet  
and Outagamie Counties,  
Street Centerlines, Winnebago, Calumet and  
Outagamie Counties.

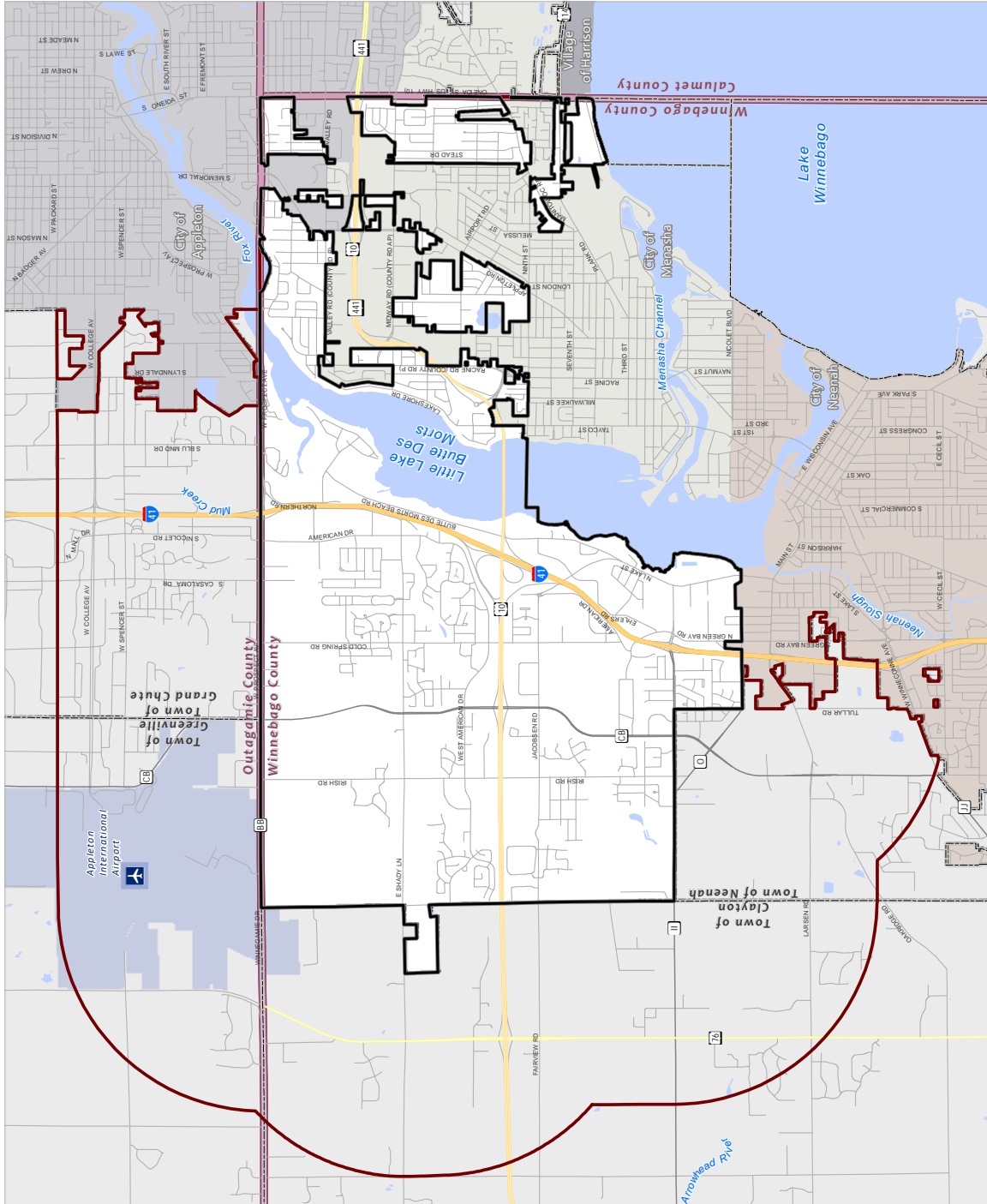


Village of Fox Crossing  
Winnebago County, WI

0 0.35 0.7 Miles



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## KEY COMMUNITY INDICATORS

The 2015 estimated population for the Village is 18,950; roughly 1,431 persons per square mile. From 1980 through 2010, the population in the Village of Fox Crossing increased by 51%, as compared to growth rates for the average of the Fox Cities (42%), Winnebago County (23%) and the State (21%) during the same time period.

Based on Wisconsin Department of Administration (WDOA) data, the Village’s 2040 population is projected to be 23,140 which is an increase of 25% from 2010. This exceeds the average projected growth rate of the average of the Fox Cities (24%), Winnebago County (16%) and the State (14%) during this time period.

In 2010, the median age in the Village was 38.5, which is slightly higher than the average of the Fox Cities (38.2), and higher than Winnebago County (37.9). The Village has the highest proportion of “senior citizens” (i.e. 65 and over) at 14% compared to the average of the Fox Cities (12%), as well as Winnebago County (13%). In the future, the number of those 65 and older is expected to increase as baby boomers age.

Additional community indicators are summarized in Appendix A.

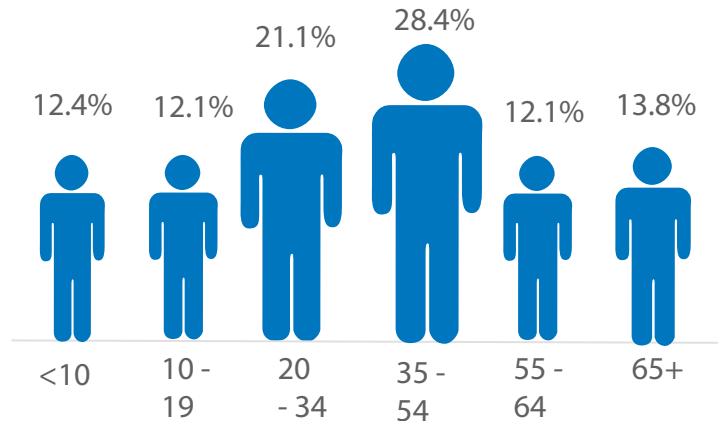
### Population Trends & Projections

Source: U.S. Census Bureau & WI DOA Projections

	Village of Fox Crossing	Village of Harrison*	Town of Grand Chute	City of Neenah	Winnebago County	Wisconsin
1980	12,226	3,541	9,529	22,432	131,772	4,705,642
1990	13,975	3,195	14,490	23,219	140,320	4,891,769
2000	15,858	5,756	18,392	24,507	156,763	5,363,675
2010	18,498	10,839	20,919	25,501	166,994	5,686,986
2015	18,950	10,200	22,080	26,010	169,925	5,783,015
2020	20,070	11,760	23,980	26,990	177,050	6,005,080
2025	21,080	13,190	25,700	27,810	183,230	6,203,850
2030	22,020	14,600	27,320	28,520	188,680	6,375,910
2035	22,680	15,700	28,500	28,870	191,710	6,476,270
2040	23,140	16,550	29,270	28,970	193,130	6,491,635

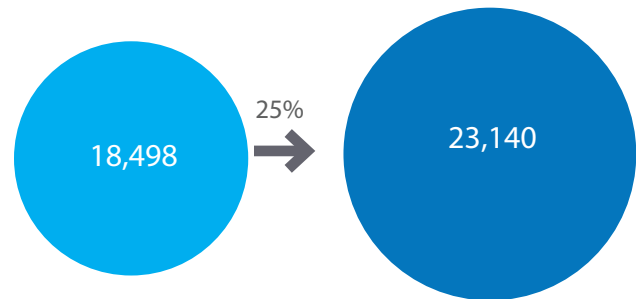
### Age Profile, 2010

Source: U.S. Census Bureau



### 30-Year Population Change Projection (2010-2040)

Source: U.S. Census Bureau & WI DOA Projections



# OTHER PLANNING DOCUMENTS

## 2003 PLAN UPDATE

This plan is an update of the Village's, or at that time the Town of Menasha's, previous 2003 Comprehensive Plan. Per State Statute §66.1001, a Comprehensive Plan must be updated every 10 years. Although this plan replaces the previous plan some of the core goals, objectives, and land use strategies have been carried forward in this document. As such, this plan is considered a second generation plan. In addition, a number of existing Village and neighboring community plans were reviewed and pertinent information helped to shape this plan.

## VILLAGE PLANS & STUDIES

- Town of Menasha Comprehensive Plan, 2003
- Town of Menasha Economic Profile, 2011
- Town of Menasha Commercial Center Market Analysis & Consumer Survey, revised 2011
- Town of Menasha Business Profile, 2013
- Town of Menasha Bicycle and Pedestrian Plan, 2015
- Incorporation Submittal, 2015
- Village of Fox Crossing Zoning Map, 2016
- Village of Fox Crossing Comprehensive Outdoor Recreation Plan, 2017-2021

## NOTABLE NEIGHBORING COMMUNITY PLANS & STUDIES

- City of Appleton Comprehensive Plan, 2016
- City of Menasha Comprehensive Plan, 2008
- City of Neenah Comprehensive Plan, 2017
- Town of Clayton Comprehensive Plan, 2016
- Town of Grand Chute Comprehensive Plan, 2010
- Town of Greenville Comprehensive Plan, 2009
- Town of Neenah Comprehensive Plan, 2009



# Chapter 2

## Planning Process & Public Input

### Chapter 2 Contents

#### Planning Process & Public Input Summary

Chapter 2 provides a summary of the planning process, public participation plan and summaries of key takeaways from the two public involvement meetings and public hearing that were held during the planning process.

- » Planning Process
- » Public Participation Plan
- » Public Input Summary

# PLANNING PROCESS

- MAY 8, 2017 - VILLAGE BOARD MEETING #1**

  - *Public Participation Plan Adopted*
- JUNE 21, 2017 - PLANNING COMMISSION (PC) MEETING #1**

  - *Review project scope & schedule*
  - *Review draft survey*
- JULY - SEPTEMBER, 2017 - COMMUNITY SURVEY**
- JULY 25, 2017 - PUBLIC INVOLVEMENT MEETING #1**

  - *Review project scope and schedule*
  - *Identify issues, opportunities and aspirations*
- AUGUST 16, 2017 - PC MEETING #2**

  - *Review draft Community Indicators Report*
  - *Discuss issues & opportunities*
- OCTOBER 18, 2017 - PC MEETING #3**

  - *Review survey responses*
  - *Discuss draft Goals, Objectives and Policies*
- JANUARY 17, 2018 - PC MEETING #4**

  - *Discuss Future Land Use Map & policies*
- MARCH 21, 2018 - PC MEETING #5**

  - *Review first draft 2018-2038 Comprehensive Plan*
- APRIL 30, 2018 - PUBLIC INVOLVEMENT MEETING #2**

  - *Review draft 2018-2038 Comprehensive Plan*
- MAY 16, 2018 - PC MEETING #6**

  - *Review input received at Public Involvement Meeting #2*
  - *Review revised draft 2018-2038 Comprehensive Plan*
- JULY 18, 2018 - PC MEETING #7 & PUBLIC HEARING**

  - *Review final draft of 2018-2038 Comprehensive Plan*
  - *Plan recommendation*
- JULY 9, 2018 - VILLAGE BOARD MEETING #2**

  - *Ordinance to approve Fox Crossing*

The Village of Fox Crossing engaged MSA Professional Services, Inc. to assist in updating its Comprehensive Plan, complying with Wisconsin's Comprehensive Planning requirements, §66.1001. This plan was drafted through a series of working meetings with the Planning Commission whereby individual chapters of this plan were drafted and discussed. Major project milestones and project meetings are summarized in the adjacent graphic.

As required by §66.1001, every community must adopt a Public Participation Plan at the beginning of the planning process. The purpose of the plan is to define the procedures for public involvement during every stage of the planning process (See page 2-3 and 2-4).

Highlights of the public participation plan include:

- A community online survey to gather input on all planning issues.
- An initial public involvement meeting to identify issues, opportunities and aspirations for the community.
- A second public involvement meeting to gather input on the draft comprehensive plan.
- A public hearing to gather input on the revised draft comprehensive plan prior to adoption by the Village Board.

# PUBLIC PARTICIPATION PLAN



## Village of Fox Crossing 2017 Comprehensive Plan Update Public Participation Plan

The Village of Fox Crossing last updated its comprehensive land use plan in 2003. State Statute 66.1001 requires municipalities to update their comprehensive plan every 10 years. The Village of Fox Crossing has elected to use the Village's Planning Commission to work with MSA Professional Services, Inc. to update the Village's Comprehensive Plan. The Planning Commission will have the responsibility for reviewing and recommending the draft Comprehensive Plan prepared by MSA and Village Staff. The Village Board shall have the authority to adopt the new updated Comprehensive Plan.

The Village of Fox Crossing has developed guidelines for informing and involving the public as part of the requirements of the Comprehensive Planning Process (Wis. Stat. 66.1001(4)a). The goal of a public participation plan is to foster public participation, including open discussion, communication programs, information services, and public meetings for which advance notice has been provided, in every stage of the preparation of a comprehensive plan.

### **Public Participation Opportunities:**

The Village of Fox Crossing will develop its Comprehensive Plan with opportunities for public participation as follows:

- **Project Meetings:** The project will include 11 project meetings. All meetings which involve agenda items related to the Comprehensive Plan update are anticipated to occur in open session and will be noticed according to Village's agenda posting practices.
  - **Plan Commission Meetings.** The Plan Commission will hold seven meetings, six of which will be working sessions with the Village's consultant to review, discuss, and create project material related to the creation of the draft Comprehensive Plan. A seventh meeting with the Planning Commission will include a formal public hearing held on the draft Comprehensive Plan.
  - **Public Involvement Meetings.** The project will include two public involvement meetings, the first at the beginning of the project to share an overview of the project scope and schedule and engage people in exercises to identify issues, opportunities and aspirations for the future of the Village. A second public involvement meeting will be held to provide an opportunity for the public to comment on the draft Comprehensive Plan.
  - **Public Hearing:** One public hearing will be held on the updated Comprehensive Plan prior to adoption.
  - **Village Board Meeting.** An initial Village Board meeting will be held to adopt this public participation plan. A final meeting will occur before the Village Board to adopt the Comprehensive Plan.
- **Project Website:** The Village of Fox Crossing maintains its own website ([www.foxcrossingwi.gov](http://www.foxcrossingwi.gov)). The website may be used to post draft plan materials, meeting notices, and meeting minutes as they become available.
- **Project Comment Form:** A general project comment form will be created to enable members of the public to submit written comments regarding the Comprehensive Plan at any time during the planning process. The comment form will be available at Village Hall and can be made available on the Village website.
- **Community Survey:** Using an online web survey the Village will invite the public to submit ideas for making Fox Crossing a better place to live, work shop, play, and stay. The results of the survey will be incorporated into the updated Comprehensive Plan.

*Other public participation activities may be added as deemed necessary by Village Staff, the Plan Commission, or Village Board.*



**Plan Adoption Procedures:**

- The Planning Commission shall, by majority vote, adopt a resolution recommending that the Village Board pass an ordinance to adopt the Draft Comprehensive Plan (Wis. Stat. 66.1001(4)b). Prior to taking action on the resolution the Planning Commission shall hold a Public Hearing on the Draft Plan, as stated in Wis. Stat. 66.1001(4)d. The hearing must be preceded by a Class 1 notice under ch.985. a minimum of 30 days prior to the hearing.
- At least 30 days before the public hearing is held the Village shall provide written notice to all of the following, as stated in Wis. Stat. 66.1001(4)e:
  - An operator who has obtained, or made application for, a permit that is described under s. 295.12(3)d, within the jurisdiction of the Village.
  - A person who has registered a marketable nonmetallic mineral deposit under s. 295.20 within the jurisdiction of the Village.
  - Any other property owner or leaseholder who has an interest in property pursuant to which the person may extract nonmetallic mineral resources, if the property owner or leaseholder requests in writing that the Village of Fox Crossing provide the property owner or leaseholder notice of the hearing.
  - Any person who has submitted a request to receive notice of any proposed ordinance that affects the allowable use of property owned by the person.
- An electronic (CD) copy of the Draft Plan, or notification on how to view/download a copy of the plan online, will be disseminated to neighboring jurisdictions and appropriate governments, as stated in Wis. Stat. 66.1001 (4)b, providing 30 days for written comments. A copy of the Draft Plan will be sent to:
  - The Clerk for the following local governmental units shall receive a copy of the plan:
 

• City of Neenah	• Town of Clayton
• City of Menasha	• Town of Neenah
• City of Appleton	• Winnebago County
• Town of Grand Chute	• Outagamie County
• Town of Greenville	
  - Administrators for the Neenah, Menasha, and Appleton School Districts
  - Appleton, Menasha, and Neenah Public Libraries
  - East Central Regional Planning Commission
  - The Wisconsin Department of Administration – Division of Intergovernmental Relations
- Any written comments submitted to the Village by the above-mentioned governing bodies, property owners, or public, will be read into the minutes during the Public Hearing, evaluated, and incorporated as determined by the Plan Commission into the Comprehensive Plan. A summary of comments and subsequent action will be provided upon request.
- The Village Board, by a majority vote, shall enact the ordinance adopting the recommended plan (Wis. Stat. 66.1001(4)c). An electronic (CD) copy of the adopted plan and ordinance, or notification on how to view/download a copy of the plan online, will be disseminated to the above-mentioned governing bodies, as stated in Wis. Stat. 66.1001(4)b.

Vote: Yes \_\_\_\_\_ No \_\_\_\_\_

Adopted this \_\_\_\_\_ day of \_\_\_\_\_, 2017. Attest:

\_\_\_\_\_  
Village President, Dale Youngquist

\_\_\_\_\_  
Village Clerk, Karen Backman



# PUBLIC INPUT SUMMARY

The planning process provided four specific opportunities for public input on the comprehensive plan update outside of monthly Planning Commission meetings.

## COMMUNITY SURVEY

An online community survey was completed from July through September of 2017. The survey was hosted online on Survey Monkey and hard copies were available at Village Hall. Information regarding the availability of survey was provided via the water billing mailing cycle, press releases, emails to recreation program users, Facebook posts, and announcements at Village Meetings. In total, 438 individuals responded to the survey. Highlights of survey responses are provided throughout Chapter 3 and a complete copy of the survey results is provided in Appendix B.

## PUBLIC INVOLVEMENT MEETING #1

An initial public involvement meeting was held on July 25th, 2017 to provide the public with an overview of the planning project, schedule, objectives, and schedule. In addition, several visioning exercises were completed to gather resident feedback on issues and opportunities of the community. Approximately 20-30 people attended the meeting. The following is a summary of the input gathered at the meeting.

The initial exercise asked participants **"how would you describe Fox Crossing to someone not from the region? What is our current identity?"** Common responses or themes that emerged include:

- A growing community/growing with room to expand

- Family friendly/oriented
- Strategically located in the Fox Valley between Appleton and Neenah
- Close to regional retail and entertainment areas but with a more rural/quaint feel than surrounding cities
- Bordering both sides of Little Lake Butte Des Morts
- A community that values conservation, nature, environment
- Mostly residential with larger office/ industrial companies. Most retail needs served by surrounding communities.
- No traditional downtown or Village Center

A second question asked participants **"what do you love about Fox Crossing? What would you protect, enhance, or replicate?"** Common responses or themes that emerged included:

- Its country feel (west-side). Small town feel. Small nature of community
- The park system/recreation programs
- Bicycle and pedestrian trails/ facilities. Wide & off road trails
- The small feel of the community/ doesn't feel like a big city.
- Open spaces, green spaces, woodlands, water resources, wildlife habitat
- Dark skies
- Quality of landscaping/design of newer office buildings

A final question asked participants **"looking 20 years into the future, what are your big ideas and aspirations for our community? What would you change or improve?"** Common responses or themes that emerged included:

- Carefully manage new development to protect natural resources and community feel. Ensure new development meets (or exceeds) codes/regulations
- Add some additional neighborhood retail businesses (e.g. small to mid-sized grocery or speciality grocery store), but no "big box" or "mall" developments
- Diversify housing options (e.g. 55+, affordable housing, mix of housing sizes)
- Maintain a sense of community (keep the west and east sides of Village "connected")
- Make sure that community investment is balanced between west-side new growth and east-side redevelopment
- Improve communications to the public

Full descriptions of comments to each question can be found in Appendix C.

A second map-based activity provided participants an opportunity to provide specific comments regarding:

**A. Road Improvement.** Areas that you feel are in need of a transportation improvement (e.g., road reconstruction, road widening, road narrowing, intersection improvement, etc.)

**B. Bike/Pedestrian Improvement.** Areas that you feel need a better connection, access or crossing for pedestrians or bike facilities (e.g., on-road bike lane, off-road path, etc.)

**C. Public Safety Concern.** Nodes or Areas that you feel pose a concern to public safety

**D. Community Assets.** Assets in the Village that should be maintained, enhanced, or replicated

**E. (Re)Development Sites.** Parcels or blocks you feel should be (re)developed and for what uses.

**F. Preservation Sites.** Parcels or areas you feel should be preserved as undeveloped land over the next 10-20 years or beyond.

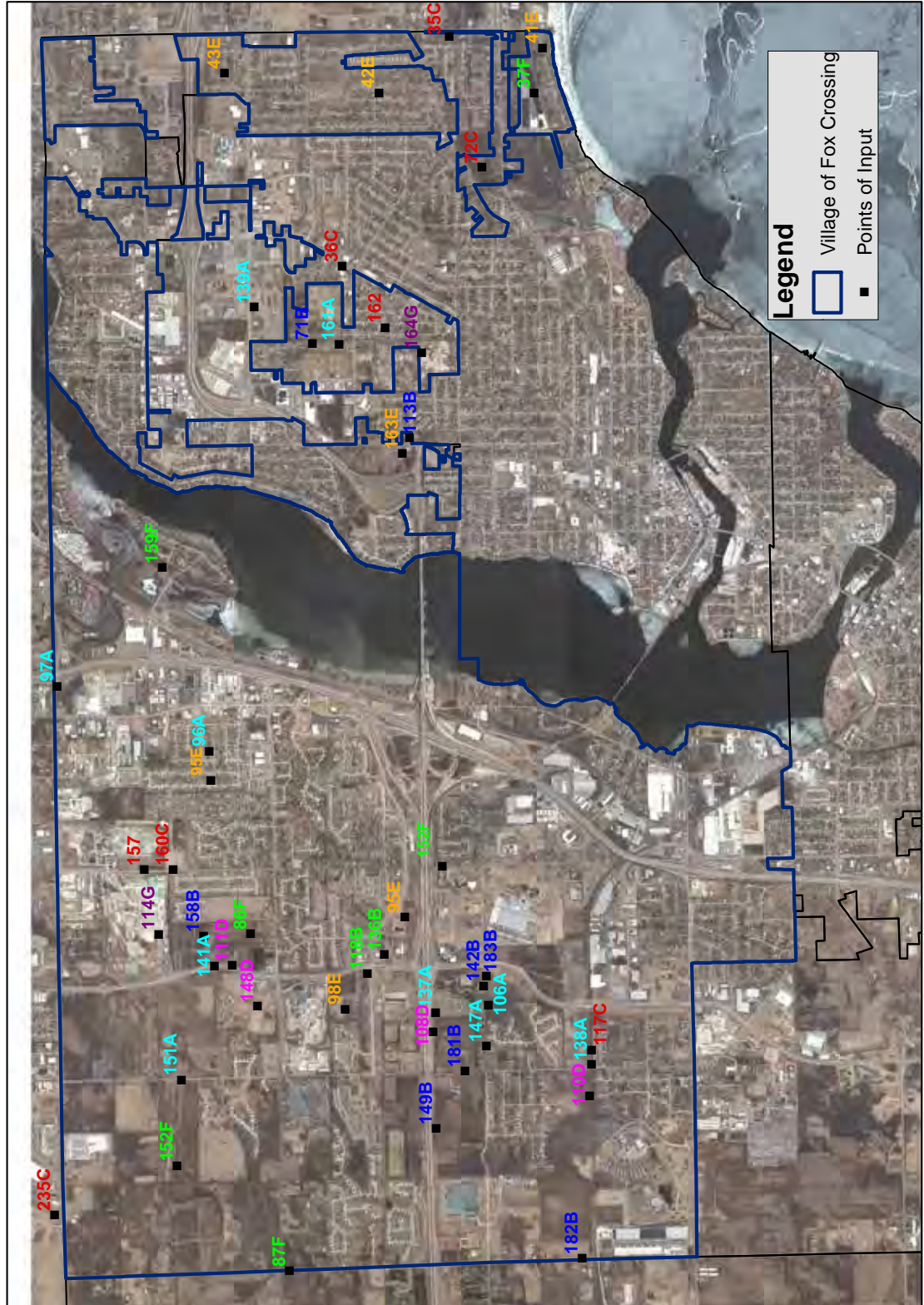
**G. Future Land Use Changes.** Parcels or areas you feel should be a different use than is presented on the Village's current Future Land Use Map.

The map on page 2-7 provides an overview of the location of all comments received color coded to the categories above. In total there were:

- 10 comments related to Road Improvements,
- 10 comments related to Bike/Pedestrian Improvements,
- 5 comments related to Public Safety Concerns,
- 4 comments related to Community Assets,
- 6 comments related to (Re) Development Sites,
- 4 comments related to Preservation Sites,
- 2 comments related to Future Land Use Changes.

Full descriptions of each comment can be found in Appendix C.

# Points of Interest from the Public Input Meeting July 25th 2017



## PUBLIC INVOLVEMENT MEETING #2

A second public involvement meeting was held on May 16th, 2018 to provide the public with an overview of the draft comprehensive plan. In addition, two hands on activities allowed participants an opportunity to provide input on the draft Future Land Use Map and the draft actions items from Chapter 5. Approximately 30-40 people attended the meeting. The following is a summary of the input gathered at the meeting.

### Implementation Comments

Participants were provided a list of 10 action items for the Village to pursue over the next 10 to 20 years. Participants were asked to rate each action item individually in terms of its importance on a scale of 1 to 5 (1 = high priority, 5 = low priority). Participants were also asked to circle their top three actions items. The following is a summary of the comments received. Average ratings for each action item are provided, sorted by highest priority. The numbers in parenthesis represent the number of times a respondent indicated an action item was in their top three.

Rate # | Action:

- 1.7 (11) Implement the recommendations found within the Village's 2015 Bicycle and Pedestrian Plan (recommended routes are shown on the Future Land Use Maps on each table).
- 1.9 (7) Strengthen the Village's Zoning Ordinance relating to site and building design, lighting, landscaping and signage to promote higher

quality design and aesthetics especially for properties along major transportation corridors, multi-family developments, non-residential uses adjacent to single-family residential land uses, and within commercial/retail areas.

- 2.2 (3) Improve the sustainability and energy efficiency of Village facilities and services.
- 2.4 (4) Develop an outdoor community event space within a Village park for community festivals/events.
- 2.9 (2) Consider alternative funding methods to close transportation funding gaps (e.g. impact fees, wheel tax, grants, etc.) to maintain high-quality streets, bicycle and pedestrian facilities.
- 3.0 (1) Redevelop blighted and under-utilized waterfront properties for higher density residential, commercial or mixed uses.
- 3.1 (3) Develop a mixed-use, pedestrian oriented residential, retail and entertainment Village Center.
- 3.1 (1) Identify and implement ways in which Fox Crossing can brand its own unique identity within the broader Fox Valley region (e.g. stronger "gateway" features along major roadways, outdoor public art and mural installations, unique street signage, community festivals/events, etc).

- 3.3 (5) Redevelop blighted and under-utilized properties along older commercial corridors (e.g. Appleton Road, Valley Road, Oneida Street).
- 3.8 (0) Improve public transit services within the Village.

A copy of all comments received for this activity can be found in Appendix C. The feedback from this activity was reviewed by the Plan Commission and incorporated into the final Comprehensive Plan.

### Future Land Use Comments

A second map-based activity provided participants an opportunity to provide specific comments regarding the draft Future Land Use Map. Copies of each the five Future Land Use - Neighborhood Planning District Maps (refer to Chapter 4) were available for review and participants were given pre-numbered comment dots to place on the maps along with comment forms. Submitted comments were generally grouped according to the following topics:

#### A. Road Improvement.

Areas that are in need of a transportation improvement (e.g., road reconstruction, road widening, road narrowing, intersection improvement, etc.). Total responses = 9.

#### B. Bike/Pedestrian Improvement.

Areas that need a better connection, access or crossing for pedestrians or bike facilities (e.g., on-road bike lane, off-road path, etc.). Total responses = 14.

**C. Public Nuisance/Safety Concern.** Nodes or Areas that pose a concern to public safety or are a public nuisance. Total responses = 9.

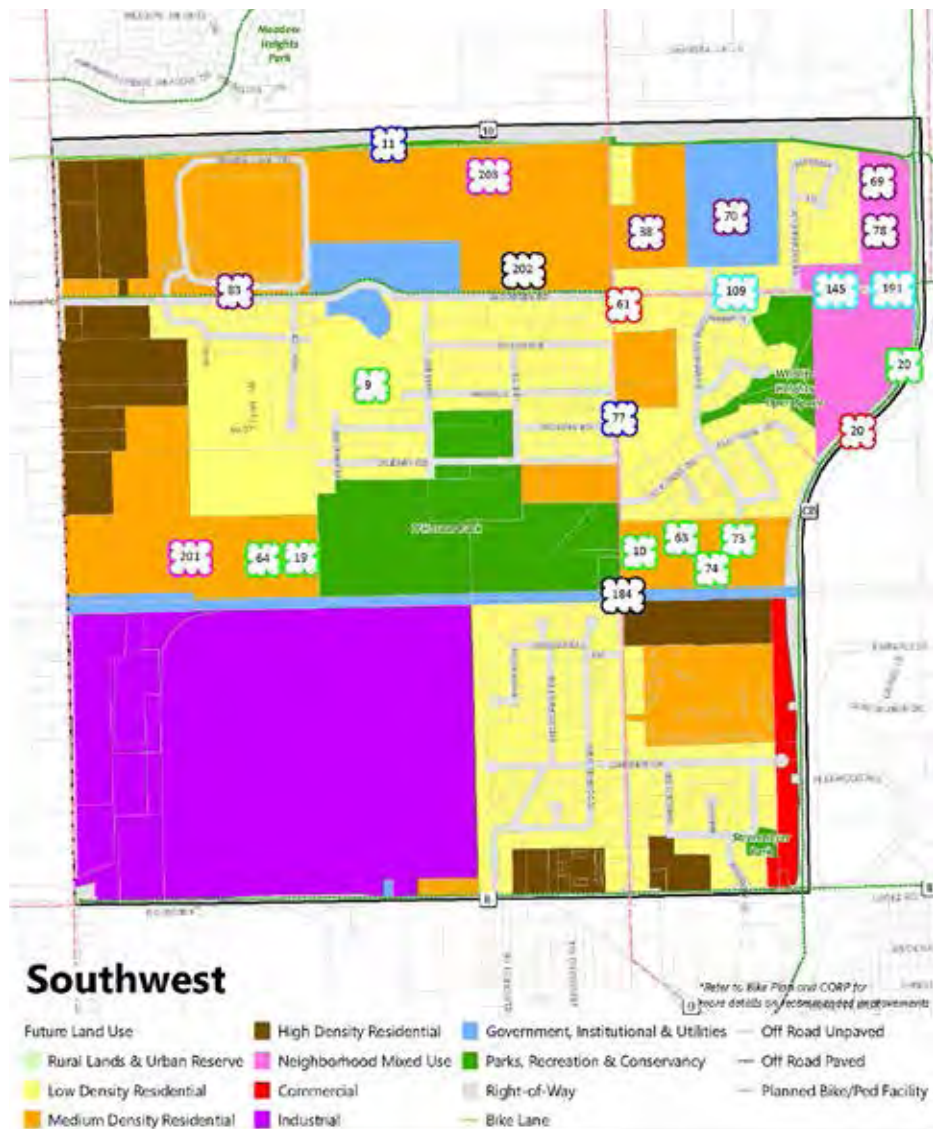
**D. Community Assets.** Assets in the Village that should be maintained, enhanced, or replicated. Total responses = 3

**E. (Re)Development Sites.** Parcels or blocks should be (re) developed and for what uses. Total responses = 3

**F. Preservation Sites.** Parcels or areas that should be preserved as undeveloped land over the next 10-20 years or beyond. Total responses = 15.

**G. Future Land Use Changes.** Parcels or areas that should be a different use than is presented on the Village's draft Future Land Use Map. Total responses = 20.

The figure to the right highlights the location of comments received within the Southwest Planning District. The comments are color coded based on the categories above. Maps for each planning district and full descriptions of each comment can be found in Appendix C. The feedback from this activity was reviewed by the Plan Commission and incorporated into the final Comprehensive Plan.







# Chapter 3

## Goals, Objectives, Strategies

### Chapter 3 Contents

#### Goals, Objectives, Strategies

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Chapter 3 presents a general vision for the future of the community and describes the goals, objectives and strategies to achieve the vision for various planning elements including:

- » Housing
- » Mobility and Transportation
- » Economic Prosperity
- » Natural and Agricultural Resources
- » Community Facilities and Services
- » Collaborations and Partnerships
- » Community Character
- » Land Use

# Vision Statement

Chapter 3 identifies the overall planning vision that will guide Fox Crossing land use related decisions over the next ten to twenty years, along with goals, objectives and strategies to assist the community in achieving the vision. Each element of the Comprehensive Plan contains goals, objectives and strategies established during the planning process based on Plan Commission, Village Staff and public input, and the Community Indicators Report (Appendix A). Refer to Chapter 4 for specific policies related to the Village's Future Land Use Plan. Definitions for goals, objective and strategies are given below.

**Goal:** An ideal future condition to which the community aspires. It is usually expressed in general, not quantifiable, terms.

**Objective:** An objective is a statement that identifies a course of action to achieve a goal. They are more specific than goals and are usually measurable and attainable through planning and implementation activities.

**Strategy:** A strategy is a plan of action or policy statement designed to achieve the goals and objectives of the plan. Not all strategies will be implemented by the Village and some may require collaboration

with other entities. Policies typically use words like "shall" or "will" to designate firm commitments by the Village. All future actions and decisions made by the Village should be consistent with these policies, unless unforeseen circumstances arise, which make a policy impractical or impossible to adhere to. Such occasions should be rare and probably indicate a need to amend this plan according to the procedures identified in Chapter 5, Implementation. Policies using the words "should," "encourage," "discourage," or "may" are intended to serve as a guide for Village decisions and actions.

## COMMUNITY VISION

The Village of Fox Crossing is a model of sustainable growth and development. The Village is a regional employment center with a diversity of large office and light industrial businesses that provide for a resilient local economy. Retail developments are modest in size, unique in design and accessible by foot and bike. A variety of housing choices exist and every neighborhood has high-quality parks linked by a network of bike and pedestrian facilities. The Village is a safe and family-friendly community.



# HOUSING

## GOAL

Households and individuals with different needs and income levels will be able to find housing in Fox Crossing.

## OBJECTIVES

- a. Provide a diversity of housing opportunities in the Village.
- b. Identify the most suitable areas for new residential uses on the Future Land Use Map and guide the density and unit mix of new residential development to those areas.
- c. Maintain attractive neighborhoods that have safe and convenient access to daily education, retail and recreation needs.

## STRATEGIES

1. Within the Future Land Use plan and Village Zoning Ordinances, provide opportunities for a variety of housing densities, styles, lot sizes, building sizes and unit mixes.

2. Encourage housing diversity and affordability. Consider the use of both regulatory measures and incentives to encourage the development of affordable and senior housing integrated with market-rate housing. Inclusionary housing ordinances can provide incentives to developers for certain percentages of affordable or senior housing units (e.g. a density bonus allowing for more total units than otherwise permitted).
3. When new residential developments are proposed, require a cohesive mix of lot sizes and unit types and incorporate more flexibility into residential zoning districts in an effort to promote and expand the diversity of housing options in the Village. For example, rather than create uniform residential subdivisions, incorporate higher density developments such as duplexes, triplexes or four-plexes along major roadways and intersections within a single family subdivision. In addition, developers should vary the sizes of single family lots and buildings within large subdivisions to provide a variety of housing and affordability options. Also, when new multi-family apartment buildings are proposed, require inclusion of a mixture of efficiency, one-bedroom, two-bedroom and three-bedroom units within the building.
4. Higher density residential uses should typically be placed along collector roads and as transitions between single-family and commercial developments.

## ISSUES & OPPORTUNITIES

The planning process revealed the following issues and opportunities related to housing that inform this plan for the future of Fox Crossing. These statements are drawn from Plan Commission discussions and public input and do not represent policy decisions. The list is meant as a summary of key points and not a list all issues or opportunities raised during the planning process.

### Issues/Weaknesses/Liabilities:

- Stratification of housing quality between older and newer portions of the Village.
- Raising cost of housing, including rental costs may make it difficult for segments of the population to find affordable housing.
- Regulation of restrictive covenants not being enforced by neighborhood associations. Lack of knowledge regarding covenants for new home buyers.
- Mixed-use housing options are limited. Lack of senior housing.

### Opportunities/Strengths/Assets:

- Lots of room for new housing expansion on the west side.
- Wide variety of existing housing choices.
- Neighborhoods are safe and most of convenient access to parks.
- Incorporation provides greater zoning authority to regulate housing at the local level.

59%

of survey respondents "agree" or "strongly agree" the Village should provide opportunities for affordable housing

5. New residential developments should be located in areas of the Village where there is safe pedestrian and bicycle access to commercial and recreational facilities, transportation systems, schools, employment opportunities and other necessary facilities and services. Sidewalks or paved multi-modal trails shall be integrated and provided by developers in new subdivision proposals.

6. Areas not within the Village, but within the Village's extraterritorial plat review area, should not be subdivided or developed for housing in a manner which will prevent the logical, cohesive and cost efficient expansion of the Village. Preserving land areas around the Village for urban development will allow more logical and cost efficient extensions of municipal utilities and will help to avoid suburban sprawl and leap frog development. The creation of unsewered subdivisions within the Sewer Service Area shall not occur within the Village.

7. Encourage the preservation and rehabilitation of the community's existing housing stock, particularly historical structures, through the creation of a local housing rehabilitation program.

8. Stabilize and maintain the existing housing stock in a safe, healthy and attractive manner by creating and enforcing property maintenance codes, developing funding programs, applying for grants that are geared toward housing rehabilitation and maintenance, and buffering residential areas from incompatible land uses.

26%

of survey respondents who identify as renters spend 30% or more of their gross monthly household income on rent

78%

of survey respondents would seek single family housing if they were to move in the next 5 years



# MOBILITY AND TRANSPORTATION

## GOAL

Provide and maintain a safe, convenient, efficient and environmentally sound multi-modal transportation network that balances the needs of all users.

## OBJECTIVES

- a. Local transportation systems will be well coordinated with regional systems and investments.
- b. Ensure adequate and appropriate right-of-way dedication for existing and future streets, bicycle and pedestrian facilities as land is platted.
- c. Future land uses should be located to compliment adjacent existing and proposed transportation facilities.
- d. Transportation facilities and investments will balance the needs of all users.
- e. Grow the Village's network of off-road bike and pedestrian facilities. Biking and walking in the Village will be safe, enjoyable and efficient.



- f. Increase access to transit facilities.
- g. Maintain local transportation facilities in a good and safe condition.

## STRATEGIES

1. Coordinate transportation projects with the Village's Comprehensive Plan as well as with the regional transportation system through coordinated intergovernmental long-range transportation and land use planning.
2. Utilize Official Mapping powers to coordinate long-term facility planning in the Village and surrounding extraterritorial plat review area. At a minimum, the Village will review and update the Village's Official Street Map on an annual basis in order to reserve adequate rights-of-way for future reconstructed or newly constructed streets, and pedestrian and bicycle facilities.
3. Encourage a connected, flexible street grid that promotes Complete Street principles and Safe Routes to Schools. Dead-end streets and cul-de-sacs should be avoided to the extent possible. An area development plan must be submitted as a condition of all subdivision review in order to ensure that proposed new streets can connect to adjacent properties in a logical method and to avoid unnecessary cul-de-sacs and loops that increase maintenance costs and reduce mobility.

## ISSUES & OPPORTUNITIES

The planning process revealed the following issues and opportunities related to mobility and transportation that inform this plan for the future of Fox Crossing. These statements are drawn from Plan Commission discussions and public input and do not represent policy decisions. The list is meant as a summary of key points and not a list all issues or opportunities raised during the planning process.

### Issues/Weaknesses/Liabilities:

- Condition of local roadways, inadequate funding/state aid.
- Existing paved trails do not all connect to form an integrate loop.
- Train horns/noise in residential areas.
- Poor cross-town connection due to lake and Village borders.
- Adequate funding for expansion of transit services.

### Opportunities/Strengths/Assets:

- Reconstruction of STH 41/441 to improve access and development in the Village.
- Proximity to Appleton International Airport, railroads, recreational trails, etc.
- Village has been expanding its network of off-road recreational trails. Existing Bike & Pedestrian Plan and Comprehensive Outdoor Recreation Plan to continue to build on this momentum.

4. New roads, sidewalks and trails shall be built according to Village standards and inspected before accepted for dedication.
5. When considering new development proposals, the Village may require development agreements that define the responsibilities of the Village, the developer and other agencies regarding any required improvements (e.g. turn lanes, traffic lights, etc.) to Village streets and funding of such improvements. The Village may also require that the property owner, or their agent, fund the preparation of a traffic impact analysis by an independent professional prior to approving new development to assess traffic impacts from proposed development.
6. Where appropriate, the Village may designate weight restrictions, truck routes, access restrictions and speed limits to protect local streets and improve traffic flow and safety.
7. Require all new development along existing and proposed transit corridors to be designed so that it can be easily and conveniently served with bus or other transit systems. Site plan reviews should include a thorough analysis of whether or not the proposed development is designed in a manner that will allow it to be served by transit vehicles (e.g. buses, car pools, vans, rail, etc.).
8. Maintain a rolling 5-year Capital Improvement Plan to plan for the annual construction and

maintenance of roads and other transportation facilities. Annual transportation investments should include funding for both traditional road improvements and alternative transportation modes, such as on-road bicycle accommodations, off-road bike and pedestrian trails, sidewalks and transit facilities.



9. Implement the recommendations found within the Village's 2015 Bicycle and Pedestrian Plan.
10. Improve walk ability and sidewalks in existing neighborhoods that lack these amenities, with a priority toward installing or repairing existing sidewalks or multi-modal trails along collector streets or near schools and parks. The Village may accept the use of multi-modal trails in lieu of sidewalks in new developments.
11. Promote multi-modal trail development that will ensure that most neighborhoods in the Village are located within ¼ to ½ mile (five to ten minute walk) of a public park facility.

12. Ensure that pedestrian crossings at major intersections are properly designed to provide safety and convenience to those crossing these heavily traveled streets. Consider the use of traffic calming measures and crosswalk enhancements such as Rectangular Rapid Flash Beacons, Hawk Beacons, painted crosswalks, raised crosswalks, speed tables, speed bumps, pedestrian crossing signage, sidewalk bumpouts, or crossing flags.
13. Require new development to provide off-street parking and loading facilities. Encourage shared parking arrangements between adjacent land uses whenever possible. Consider the use of both reduced minimum and maximum off-street parking requirements in Zoning Ordinances to reduce the development of under utilized parking lots.
14. Consider alternative funding methods to close transportation funding gaps (e.g. impact fees, wheel tax, grants, etc.) to maintain high-quality streets, bicycle and pedestrian facilities.
15. Require off-site improvements for new developments that ensure that these new developments do not degrade the service levels of the public roads they will impact.
16. Establish minimum levels of service for all transportation facilities within the Village.

# ECONOMIC PROSPERITY

## GOAL

Retain, expand, create and attract businesses that strengthen and diversify the local economy, grow the tax base and enhance employee wages and benefits.

## OBJECTIVES

- a. Support the development of high quality business parks and the development of a mixed-use pedestrian-oriented community commercial center.
- b. Retain and expand existing commercial establishments and industries.
- c. Take full advantage of the economic development possibilities associated with the Village's access and proximity to regional rail lines, Appleton International Airport, the regional highways and waterway systems.
- d. Fox Crossing's retail sector will continue to expand and diversify thereby reducing consumer spending leakage, increasing consumer choices and

enhancing the quality of life of the community.

- e. Diversify the local economic base so that it keeps pace with the realities of a rapidly changing world economy and does not become threatened by economic down turns in various sectors of the industrial economic base (e.g. paper industry).
- f. Create economic development opportunities along the riverfront for higher density residential and mixed uses.

## STRATEGIES

- 1. The Village may consider the use of public land acquisition to expand the industrial and commercial tax base or to rehabilitate blighted or contaminated properties. The Village may offer incentives such as grants, low interest loans, low cost land sales, public infrastructure improvements and tax increment financing to encourage economic development (i.e. business retention, expansion and attraction). Incentives should not exceed public benefits received.
- 2. Ensure industrial or commercial businesses that generate large volumes of traffic or wastewater, or have a high water demand locate where a full range of compatible utilities, services, roads and other infrastructure can be provided to adequately support such developments.

## ISSUES & OPPORTUNITIES

The planning process revealed the following issues and opportunities related to economic prosperity that inform this plan for the future of Fox Crossing. These statements are drawn from Plan Commission discussions and public input and do not represent policy decisions. The list is meant as a summary of key points and not a list all issues or opportunities raised during the planning process.

Issues/Weaknesses/Liabilities:

- Limited tourism to support the local economy.
- Limited neighborhood/daily services businesses (e.g. grocery store). Most retail development is in adjacent communities. Lack of retail within walking or biking distance from most neighborhoods.
- As a new Village, there is limited name recognition outside of the fox valley.

Opportunities/Strengths/Assets:

- Solid base of industrial and office development within the community.
- Lots of room for growth of businesses on the west side. Attracting new large businesses such as Secura Insurance headquarters.
- With incorporation the ability to leverage the use of tax increment financing to create new business parks or redevelop older portions of the Village in need of rehabilitation.
- Business friendly climate .
- Restaurant/brew pub on waterfront. Desire to attract strategic small-scale retail development.

67%

of survey respondents think the Village should develop a mixed-use, pedestrian oriented retail and entertainment "Village Center"

- 3. Areas not within the Village, but within the Village's extraterritorial plat review area, should not be subdivided or developed for non-agricultural based businesses in a manner which will prevent the logical, cohesive and cost efficient expansion of the Village. Preserving land areas around the Village for urban development will allow more logical and cost efficient extensions of municipal utilities and will help to avoid urban sprawl and leap frog development.
- 4. Create a marketing plan to recruit new industries based on the Village's unique locational attributes, skilled labor force and full range of municipal services.
- 5. Diversify the mixture of commercial and service uses in the Village to meet unmet market niches and better serve existing neighborhoods.

- 6. Encourage the use of innovative regional economic development strategies and tax base sharing tools in the Fox Cities region.
- 7. Encourage intergovernmental cooperation and coordination in the area of economic development.
- 8. Identify opportunities to redevelop blighted and under utilized waterfront properties for higher density residential and mixed uses, including commercial developments such as restaurants.

Top Six Desired  
Retail Businesses  
According to the  
Community Survey:

1. Sit-down Restaurants
2. Grocery Store
3. Coffee Shop
4. Bakery
5. Specialty/Local Food Store
6. Brew Pub



# NATURAL AND AGRICULTURAL RESOURCES

## GOAL

Preserve and improve natural features and amenities for the benefit of present and future generations.

## OBJECTIVES

- a. Protect environmental corridors (e.g. floodplains, natural drainage ways, wetlands, open water, steep slopes >20%, mature woodlands > 1 acre) from development to improve fish and wildlife habitat, water quality and reduce stormwater management problems and other environmental problems caused by improper development.
- b. Maintain and improve air, land and water quality to ensure compliance with state and national standards.
- c. Support urban agricultural practices compatible with their surroundings.

## STRATEGIES

1. Utilize the Future Land Use Map and local Zoning Ordinance, Subdivision Ordinance, Shoreland and Shoreland-Wetland Zoning Overlays, Floodplain Ordinance and Official Map to identify and protect environmental corridors from incompatible development.
2. Require (re)development projects to include stormwater management facilities as approved by the Village, to meet applicable local and state regulations.
3. Native landscaping shall be installed around stormwater ponds to provide wildlife habitat and to improve the aesthetics of the ponds.
4. All site plans, preliminary plats and certified survey maps shall accurately depict all natural resource features that are found on the site for the purpose of determining compliance with this plan and local ordinances.

## ISSUES & OPPORTUNITIES

The planning process revealed the following issues and opportunities related to natural & agricultural resources that inform this plan for the future of Fox Crossing. These statements are drawn from Plan Commission discussions and public input and do not represent policy decisions. The list is meant as a summary of key points and not a list all issues or opportunities raised during the planning process.

### Issues/Weaknesses/Liabilities:

- Limited public access to waterfront.
- Water clarity of Little Lake Butte des Morts
- Limited managed natural areas.
- Noise from quarry blasting.

### Opportunities/Strengths/Assets:

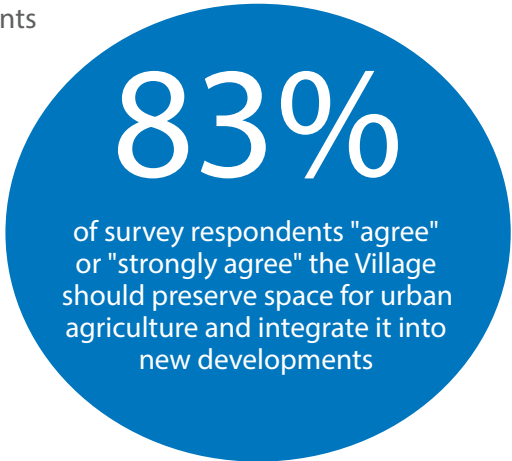
- Village has been making allowances for community gardens, urban bees and chickens to support local agriculture.
- Good land ethic of the public. Community values sustainable development, conservation of natural resources and the environment.
- Amble green space/parks.
- Fox River and Little Lake Butte des Morts.
- Future reuse of existing quarry operations for natural and recreational uses.
- West side has a country feel. Village doesn't feel like a large city.



95%

of survey respondents "agree" or "strongly agree" the Village should identify and protect environmentally sensitive areas

5. Encourage the preservation of mature woodlands and heritage trees through the use of cluster development zoning techniques and landscaping ordinances that minimize impacts to these resources during site design and construction of new development.
6. Maintain a list of preferred native plants and trees for installation on public and private properties. When installing new street terrace trees, trees within parks or when approving private development plans, encourage a mix of at least three types of native tree species to mitigate future complete tree loss from one specific insect or disease.
7. Employ a comprehensive management approach for solid and organic wastes and recyclable materials.
8. Implement ordinances that encourage urban agriculture (e.g. urban bee keeping, keeping of chickens, etc.) while minimizing nuisances to adjacent land owners.
9. Support the development of community gardens, farmer's markets, road side stands, on-site accessory farm sales and similar initiatives that connect residents to local food.





# COMMUNITY FACILITIES AND SERVICES

## GOAL

Provide residents and businesses with sufficient, reliable and high quality public services, utilities and facilities.

## OBJECTIVES

- a. Public/private utilities and facilities will be managed to meet or exceed professional and governmental standards to protect and enhance public health and the natural environment.
- b. Public facilities will continue to meet the needs of residents and businesses, especially as new development increases the demand for those facilities and services.
- c. Land use planning and development will support the efficiency and fiscal sustainability of energy, sewer, water and stormwater systems.
- d. All residents will have access to open space and recreational activities.
- e. Infrastructure maintenance and construction projects will be scheduled and financed to maximize cost efficiency and minimize cost fluctuation for taxpayers.

## STRATEGIES

1. Sanitary Sewer: Encourage logical, cost-efficient expansion of sanitary sewer to serve compact development patterns. Plan for sewer extensions on a system

basis, rather than as a series of individual projects, and locate and size utilities with enough capacity to serve adjacent future growth. Continue to clean, repair or replace undersized or outdated sewer mains as part of capital improvement planning. Prior to approving new development proposals, review sewer service treatment capacities to ensure sufficient capacity is available to serve existing and projected development.

2. Water: Water quality standards will be strictly adhered to, including both drinking water standards and standards for stormwater returned to the source. Monitor the quality and quantity of water pumped from municipal wells to ensure the needs of the community are met in terms of health and sustainability. Encourage programs and development techniques that support water conservation and both groundwater protection and recharge. The Village may restrict certain types of land uses from locating within proximity of municipal wells if they pose a threat to the water supply. The Village will continue to repair and replace undersized or outdated water mains and water meters following a capital improvement plan.
3. Stormwater: Require new development to include storm drainage as part of the development proposal. Developers will be responsible for erosion control and stormwater quality and quantity control both during and after site preparation and construction activities in

## ISSUES & OPPORTUNITIES

The planning process revealed the following issues and opportunities related to community facilities and services that inform this plan for the future of Fox Crossing. These statements are drawn from Plan Commission discussions and public input and do not represent policy decisions. The list is meant as a summary of key points and not a list all issues or opportunities raised during the planning process.

### Issues/Weaknesses/Liabilities:

- Limited awareness of existing facilities and services available in the community.
- Lack of social media presence.
- No library within the Village.
- Lack of a center community park/ community recreation complex for civic events, indoor and outdoor recreation.

### Opportunities/Strengths/Assets:

- The use of renewable energy initiatives within the community. Active Sustainability Committee leading initiatives.
- Fox Crossing provides phenomenal community services at a high value compared to taxation. Great police, fire, utility, refuse collection, parks, etc.
- Great public and private schools
- Low debt
- Growing recreational trail system.

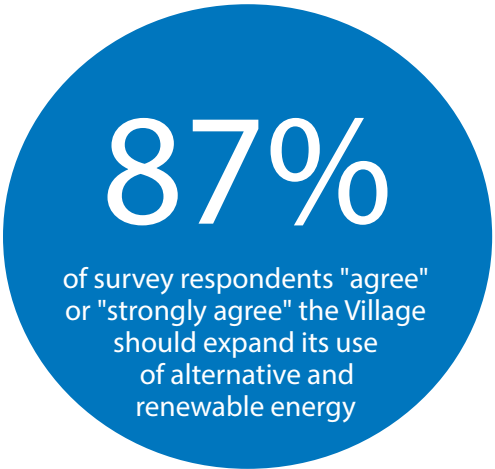
accordance with applicable local and state regulations. Encourage the use of best practice stormwater management devices that improve the quality and reduce the quantity of runoff (e.g. rain gardens, infiltration basins, vegetated swales) in the design of stormwater management plans and a general effort to reduce the amount of impervious surfaces within new or existing developments.

4. Utility Services and Extensions: New utilities and municipal infrastructure will not represent an unreasonable cost to the Village - development will pay its fair share. Urban services will be required for all new developments in the Village, including municipal water, wastewater and stormwater management systems. Non-farm development not served by public sanitary sewer and water is discouraged within the plat review jurisdiction of the Village, except as approved through intergovernmental planning or related agreements, consistent with adopted Comprehensive Plans and designed to potentially accommodate the long-term retrofitting of public services into the development. In areas not served by municipal sewer and water, the Village requires adherence to the Wisconsin Sanitary Code.

5. Solid Waste and Recycling: Annually review levels of service provided by the contracted solid waste disposal and recycling services and meet with them as necessary to address any concerns raised by residents or

local businesses. Consider the creation of a leaf composting facility. Encourage participation in recycling and clean-up programs for the disposal of expired medicines, paint and hazardous materials. Provide information about clean-up programs to residents and businesses at least once annually.

6. Power Plants, Transmission Lines and Telecommunication Facilities: Work with representatives from the various providers to raise awareness of local concerns during the planning and siting of any major transmission lines, facilities, natural gas lines, wind towers or telecommunication towers in the area. If such facilities are proposed, they should be located in an area safely away from existing or planned residential areas and should avoid environmentally sensitive areas. Underground placement and co-location (or corridor sharing) of utilities is encouraged and the Village may investigate the costs of burying utility lines as part of street (re)construction projects to improve the aesthetics of the community.



7. Energy

Conservation: Support the efforts of energy providers, government agencies and others, to inform residents about energy conservation measures. The use of energy-efficient materials or designs is highly encouraged for new building construction. Consider the use of energy efficient alternatives when upgrading public buildings or equipment. Work with energy providers and land owners to support appropriate applications of renewable energy and utilization of on-site distributed energy generation (e.g., solar, wind, geothermal, biomass, solid



waste) as a means of protecting the Village against future fluctuations in energy costs, in accordance with WI State Statute 66.0401.

8. Schools: Collaborate with the Menasha and Neenah School Districts and post-secondary institutions, such as technical colleges, to provide high quality educational facilities and opportunities for Village residents. Actively participate in the planning and siting of any new school facility in the community or the adaptive reuse of decommissioned school properties. Collaborate with area schools to maximize the community's capital investment in school facilities by making those facilities readily available, as feasible, for other uses that support social interaction and health within the community, such as community meetings, neighborhood festivals, youth and adult sports. Support community improvement projects that promote Safe Routes to Schools.

9. Libraries: Collaborate with the surrounding local Public Libraries -- Appleton, Neenah and Menasha -- to maintain and improve access to public library facilities and services for Fox Crossing residents.

10. Emergency Services: The Village will work through its Police Department, Fire Department and EMS staff and volunteers to maintain adequate provision of emergency services (i.e. police, fire, ambulance) for residents and businesses. Review service provision

levels with the appropriate departments/agencies annually. New equipment purchases will be coordinated through capital improvement planning. Encourage opportunities for cost sharing and intergovernmental cooperation on emergency services with adjacent municipalities.

11. Special Needs Facilities: Work with adjacent communities to maintain and improve access to special needs facilities (e.g. health care, senior care, etc.) for area residents. Collaborate with local non-profits and social service agencies to ensure there are adequate resources for all residents and that service is fair and equitable.

12. Parks: Implement the recommendations within the Village's 2017-2021 Comprehensive Outdoor Recreation Plan (CORP) and update the plan every five years to maintain eligibility for park acquisition and improvement grants. Encourage the

connectivity of local parks and recreational facilities with regional facilities, via bicycle and pedestrian trails or marked routes on existing roads. Require all proposed residential subdivision developments to dedicate land, or pay a fee in lieu thereof, for public parks, recreation and open space acquisition and development (in accordance with State Statute) to ensure all neighborhoods have access to public park facilities or trails. Refer to the Village's CORP for additional guidance on park policies and strategies for implementation.

13. Capital Improvement Planning: Maintain a rolling five year Capital Improvement Plan to assist with annual scheduling and budgeting of infrastructure and equipment maintenance, repair and replacement.



# COLLABORATIONS AND PARTNERSHIPS

## GOAL

Maintain mutually beneficial relationships and partnerships with neighboring municipalities, counties, State and Federal Agencies, non-profit groups, and the schools, colleges and universities serving Fox Crossing residents.

## OBJECTIVES

- a. Work with neighboring communities to limit sprawl and promote orderly development.
- b. Foster cooperation and coordination in the provision of services where efficiency, equity and economies of scale can be obtained with other entities.
- c. Reduce costs and improve quality of municipal services through partnerships with neighboring towns, municipalities and counties.
- d. Support public involvement in Village meetings and the development of Village plans and ordinances.

## STRATEGIES

1. Encourage an efficient and compatible land use pattern that minimizes conflicts between land uses across municipal boundaries and preserves natural resources in mutually agreed areas.
2. Coordinate Official Mapping in extraterritorial plat review areas with adjacent municipalities.

3. Provide adjacent municipalities, Outagamie and Winnebago counties, with a copy of this land use plan and an opportunity to provide comments prior to adoption or future amendments.
4. Where intergovernmental cooperation efforts do not yield mutually agreeable results, the Village may utilize its zoning, subdivision, official mapping and extraterritorial zoning and plat review powers where necessary to protect Village interests and coordinate development in the Village's extraterritorial plat review area.
5. Develop urban service phasing plans that are coordinated with the land use, utility and transportation plans prepared by the East Central Wisconsin Regional Planning Commission (ECWRPC) and Chapter 4 of this plan.
6. Coordinate the installation of bike and pedestrian infrastructure with adjacent municipalities to provide interconnectivity consistent with the Appleton Transportation Management Area & Oshkosh Metropolitan Planning Organization Bicycle and Pedestrian Plan prepared by ECWRPC.
7. Participate, review, monitor, and comment on pending plans from neighboring municipalities, counties, regional and state agencies on land use and planning activities that would affect Fox Crossing.

## ISSUES & OPPORTUNITIES

The planning process revealed the following issues and opportunities related to collaborations and partnerships that inform this plan for the future of Fox Crossing. These statements are drawn from Plan Commission discussions and public input and do not represent policy decisions. The list is meant as a summary of key points and not a list all issues or opportunities raised during the planning process.

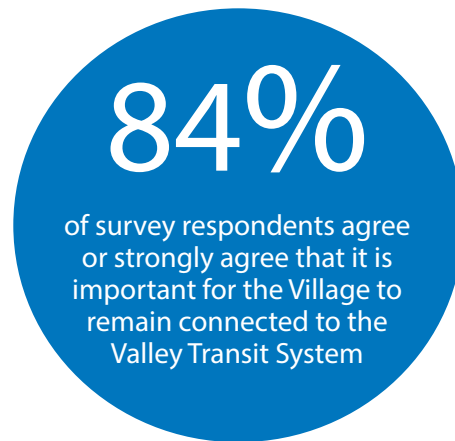
### Issues/Weaknesses/Liabilities:

- Lawsuits filed by adjacent communities during the Village's incorporation process creating tension between communities.
- Impacts on development due to Outagamie County Airport Overlay Zoning Ordinance.
- Finding/engaging residents in community projects or filling committees.
- Irregular municipal boundaries on the east side of the Village difficult to discern which community you are in and presents challenges for service delivery.

### Opportunities/Strengths/Assets:

- The ability to reduce redundancy of services because of proximity to neighboring communities.
- Existing service agreements and partnerships with adjacent communities for fire, police, sewer services.
- Road repair cost sharing.
- Municipal Boundary Agreements

8. The Village shall designate staff to act as liaisons with adjacent municipalities, Outagamie and Winnebago counties and other regional, state and federal agencies and attend regional meetings to represent the interests of the Village.
9. Collaborate with local and regional service organizations on fundraising and community improvement projects.
10. Pursue coordination with school districts to include student representation and involvement in Board, commission and committee meetings to foster the next generation of Village leaders.
11. Encourage the creation of a business association that will support the Village of Fox Crossing.



# COMMUNITY CHARACTER

## GOAL

Preserve the quaint character of Fox Crossing and enhance the community's identity within the Fox Valley as a model for sustainable growth and development.

## OBJECTIVES

- a. Maintain safe buildings and properties, which support the health of Village residents.
- b. Improve the aesthetics along key community entry ways such as STH 441/USH 10, USH 41 and CTH CB.
- c. Improve the aesthetics and quality of new and existing sites and buildings within the Village.

## STRATEGIES

1. Enforce zoning and building codes that require inspection of new structures and remediation of unsafe and unsanitary property or housing conditions. Work with property owners to improve the appearance of properties,

including removal of "junk" materials. In cooperation with the Village Police Department, actively enforce code violations related to building, zoning and property maintenance ordinances.

2. When restrictive covenants are proposed by developers require copies to be filed with the County Register of Deeds and maintain copies on file with the Village. Create a map of properties that are included under existing restrictive covenants with hyperlinks to those covenants. Make the map available under the Community Development portion of the Village's website.
3. Develop a cohesive and attractive sense of place along community gateways by implementing unique public streetscaping improvements (e.g. decorative lighting, landscaping, wayfinding, street and gateway signage) and requiring higher quality private development site and building designs.
4. Enforce development design guidelines and standards for new development, especially multi-family, commercial and industrial developments to ensure high quality design that will maintain neighborhood character, property values and aesthetics over time. Strengthen the Village's Zoning Ordinance relating to site and building design, lighting, landscaping and signage to promote higher quality design and aesthetics especially for properties along transportation corridors, adjacent

## ISSUES & OPPORTUNITIES

The planning process revealed the following issues and opportunities related to community character that inform this plan for the future of Fox Crossing. These statements are drawn from Plan Commission discussions and public input and do not represent policy decisions. The list is meant as a summary of key points and not a list all issues or opportunities raised during the planning process.

### Issues/Weaknesses/Liabilities:

- Lack of a singular identity to the community, especially with new incorporation.
- No annual community events aside from Summer Safety Night.
- Limited tourism.
- No cultural center, museum or historical society.
- No true "Village Center" or mixed-use gathering place.

### Opportunities/Strengths/Assets:

- Rebrand the community with a new identity, logo, tagline, etc.
- Variety or parks and recreation programs.
- Implement zoning ordinance amendments such as non-intrusive outdoor lighting and high-quality site and building designs the maintain attractive properties and buildings.



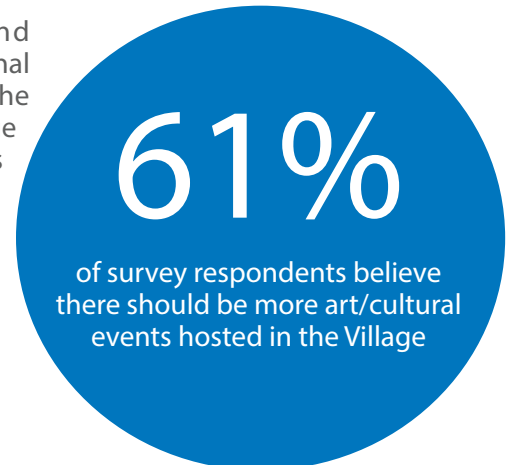
64%

of survey respondents believe Fox Crossing should do more to visually set itself apart from surrounding

to single-family residential land uses, and within the Village Center.

5. Support year round community events and programs that celebrate the Village of Fox Crossing and promote community pride while providing opportunities for business tourism.

6. Provide a distinctive and consistent street and directional signage system throughout the Village. The directional signage system should guide travelers to key activity centers such as the new Village Center, waterfront recreation areas, commercial districts, parks, schools, office centers and industrial parks.



# LAND USE

## GOAL

Maintain an adequate supply of municipally serviced land to accommodate growth, in residential, commercial and industrial uses, located in an orderly, planned and sustainable manner.

## OBJECTIVES

- a. Grow the tax base and population of the Village at a moderate and sustainable pace.
- b. Protect areas identified in this plan for future Village expansion from development that is incompatible with this plan or that would encumber orderly Village expansion.
- c. Use land, utilities and community services as efficiently as possible.
- d. Ensure high quality and aesthetically pleasing development compatible with surrounding land uses.
- e. Redevelop vacant, blighted or under-utilized properties.

## STRATEGIES

1. Maintain a Future Land Use Plan (Chapter 4) to identify appropriate areas for residential, commercial, industrial, institutional and environmental uses within the Village and its extraterritorial plat review jurisdiction based on proximity to compatible land uses, transportation facilities and public utilities.
2. Review proposed developments within the Village's extraterritorial plat review jurisdiction for consistency with this plan and the Village's subdivision ordinances and provide comments to neighboring communities as necessary in the interests of the Village.
3. Maintain an Official Map to coordinate long-term facility planning (e.g. roads, utilities, parks, drainage areas, etc.) in the Village and surrounding extraterritorial plat review area and to protect these areas from development.
4. Any development with uses more intensive than neighboring uses, particularly residential uses, will utilize architecture, siting and

## ISSUES & OPPORTUNITIES

The planning process revealed the following issues and opportunities related to land use that inform this plan for the future of Fox Crossing. These statements are drawn from Plan Commission discussions and public input and do not represent policy decisions. The list is meant as a summary of key points and not a list all issues or opportunities raised during the planning process.

### Issues/Weaknesses/Liabilities:

- Minimum waterfront commercial and recreation areas.
- Aging commercial and industrial properties and businesses that may be negatively impacting surrounding neighborhoods.
- Knowledge and compliance with neighborhood association restrictive covenants.
- Challenges due to division of community by Little Lake Butte des Morts.
- No true "Village Center" or mixed-use gathering place.

### Opportunities/Strengths/Assets:

- Plenty of opportunity to expand on west side.
- Business friendly community.
- Control of local zoning, annexation and extraterritorial review.
- Location to larger metro areas but still save and family oriented neighborhoods.



20%

of survey respondents believe noise control in Fox Crossing is "poor"



screening techniques to minimize negative impacts on neighboring properties due to noise, light, traffic, etc. or incompatible architectural designs.

5. Work with property owners to clean up contaminated or blighted sites that threaten the public health, safety and welfare and to redevelop these sites to productive uses. Prevent new occurrences of these types of properties.
6. Infill development and redevelopment of under-utilized properties where Village roads and utilities already exist is a priority for the Village and is strongly encouraged.
7. Update the Village's Official Zoning Map at least once per year to ensure the map accurately reflects any zoning amendments completed in the prior year.

Include the map on the Village's website along with zoning permit application forms.

8. Encourage efficient and sustainable development patterns through the use of innovative zoning techniques, land use, transportation and utility planning tools such as planned unit developments and cluster zoning.
9. Consider the use of both regulatory measures and incentives to encourage the incorporation of energy efficiency, alternative energy, or other sustainability measures within proposed developments. For example, providing density bonuses for the use of on-site solar panels, geothermal buildings, rain gardens, or community gardens.

10. Through detailed land use plans, determine the highest and best use of vacant or under-utilized properties within the Village (e.g. Valley Road corridor, Appleton road corridor, former quarries) and prioritize these properties for (re)development and investment through the creation of new TIF districts.

56%

of survey respondents think the pace of Retail development in the Village is too slow







# Chapter 4

## Future Land Use

## Chapter 4 Contents

### Future Land Use

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Chapter 4 outlines the desired future land use for Fox Crossing and the surrounding planning area, including categories of land uses, development densities and design strategies consistent with the goals, objectives, and strategies of Chapter 3. This chapter includes the following sections:

- » Future Land Use Guide
  - » Using the Future Land Use Map
  - » Amending the Future Land Use Map
  - » Interpreting Boundaries
  - » Planning Districts
- » Future Land Use Categories
  - » Rural Lands & Urban Reserve
  - » Low Density Residential
  - » Medium Density Residential
  - » High Density Residential
  - » Neighborhood Mixed Use
  - » Commercial
  - » Industrial
  - » Government, Institutional & Utilities
  - » Parks, Recreation & Conservancy
  - » Natural Resource Protection Overlay

# FUTURE LAND USE GUIDE

## USING THE FUTURE LAND USE MAP

The Future Land Use Map (refer to page 4-4 and Appendix C) contains different land use categories that together illustrate the Village's land use vision. These categories, and associated policies, are described in the succeeding pages, including explanation of the Village's intent, zoning, design and development strategies for each.

This plan includes one Village-wide Future Land Use Map (refer to Appendix C) along with several "District Maps". District Maps are scaled to enable more detailed illustrations of the locations throughout the Village where residential, mixed-use, commercial, industrial, public, open and park spaces should be located (refer to pages 4-5 through 4-10). Other than the difference in layout design the location of future land uses on the District Maps are identical to the Village-wide Map.

The Future Land Use Map presents recommended future land uses for the Village of Fox Crossing and its extraterritorial jurisdiction. This map, along with the associated policies, will be a basis for land development decisions and are to be consulted whenever development is proposed, especially when a zoning change or land division is requested. Zoning changes and development shall be consistent with the future land use category shown on the map and the corresponding plan text.

## STATEMENT OF INTENT & TYPICAL USES

The future land use categories identify areas by their primary intended uses, character and densities (herein described as "Statement of Intent & Typical Uses"). These classifications are not zoning districts - they do not legally set performance criteria for land uses (i.e. setbacks, height restrictions, etc.) nor are they intended to list every possible use that may be permitted within the future land use classification.

Parcels on the Future Land Use Map are identified by their primary intended uses; however, some of the parcels on the Future Land Use Map have yet to be platted or subdivided. The Village recognizes that detailed site planning to identify precisely how larger unplatted parent parcels (herein referred to as "unplatted new development areas") may be subdivided, zoned and developed is outside of the scope of a comprehensive plan. Given this limitation, the Village's desire to provide developers site planning flexibility, and the desire to encourage compatible mixed use developments, the Village has identified the maximum percentage of secondary future land use categories that may be included in future site specific development proposals. The Village may create neighborhood plans for these areas as part of future amendments to this Comprehensive Plan to further illustrate and guide development within these areas. The Village may also require that developers create neighborhood plans for these areas prior to submitting requests for rezonings or preliminary plats.

## POTENTIALLY ACCEPTABLE ZONING DISTRICTS

The future land use classifications identify those existing Village of Fox Crossing Zoning Districts that are "consistent" within each future land use category (herein described as "Potentially Acceptable Zoning Districts"). The list of potentially acceptable zoning districts will be used by the Village to confirm whether requests for rezoning of property are generally consistent with this plan. Areas subject to Village zoning districts include all lands located within the Village of Fox Crossing municipal boundary. Areas outside the municipal boundary, but within the Village's extraterritorial plat review jurisdiction are subject to the Village's Subdivision Ordinance in addition to applicable county or local township zoning and land division regulations.

The list of potentially acceptable zoning districts includes an identification of "primary", "secondary", or "tertiary" zoning districts. These notations provide additional guidance to the Village and applicants regarding the relative mix, or priority of acceptability/consistency of zoning intended within each future land use category. Proposed zoning amendments to a zoning district identified as "secondary" or "tertiary" requires the need to incorporate even higher quality site and building design strategies to mitigate potential incompatibilities with adjacent uses when considering rezoning to these districts.

## **BEST PRACTICE DESIGN STRATEGIES**

The Best Practice Design Strategies listed within each category, and those found on pages 4-23 to 4-26, are provided to help developers and Village officials make design decisions during the development process consistent with the intent of the future land use category and the general desire for high quality site and building design. These strategies may be used to help determine whether to approve a rezoning, conditional use permit, site plan, or planned unit developments. The illustrations and photos are not an exhaustive list of best planning practice and do not constitute the whole means by which high quality site and building design can occur.

**The identification of future land use categories and associated typical uses and potentially acceptable zoning districts does not compel the Village to approve development or rezoning petitions consistent with the future land use category or map. Other factors will have to be considered, such as the quality of the proposed development, its potential effect on adjacent properties, its potential effect on Village transportation infrastructure, the capacity and ability to provide services to the site, and the phasing of development, before any development applications are approved. In addition, it is not anticipated that all areas suggested for future (re) development on the Future Land Use Map will develop or be rezoned for development immediately following adoption**

**of this Comprehensive Plan. In some cases it may be years or decades before (re)development envisioned in the plan occurs due to market conditions, property owner intentions, and Village capacity to serve new (re) development.**

## **AMENDING THE FUTURE LAND USE MAP**

It may from time to time be appropriate to consider amendments to the Future Land Use Map, usually in response to a type of development not originally envisioned for an area when this plan was adopted. See Chapter 5 for a description of the procedural steps for amending any aspect of this plan. The following criteria should be considered before amending the map.

**Compatibility** - The proposed amendment/development will not have a substantial adverse effect upon adjacent property or the character of the area, with a particular emphasis on existing residential neighborhoods. A petitioner may indicate approaches that will minimize incompatibilities between uses.

**Natural Resources** - The land does not include natural features such as wetlands, floodplains, steep slopes, scenic vistas or mature woodlands (1 or more acres, especially those consisting of heritage trees), which will be adversely affected by the proposed amendment/development. Any proposed building envelopes are not located within the setback of Shoreland and Floodplain zones (or is raised above

regional flood line). The proposed development will not result in undue water, air, light, or noise pollution. Petitioners may indicate those approaches they intend to use to preserve or enhance the most important and sensitive natural features of the proposed site and mitigate impacts to surrounding properties.

**Transportation** - The lay of the land will allow for construction of appropriate roads and/or driveways that are suitable for travel or access by emergency vehicles. The proposed amendment/development will not create a significant detriment to the condition of adjacent transportation facilities or cause significant safety concerns for motorists, bicyclists, or pedestrians. Petitioners may indicate those approaches they intend to use to mitigate transportation compatibility concerns.

**Ability to Provide Services** - Provision of public facilities and services will not place an unreasonable financial burden on the Village. Petitioners may demonstrate to the Village that the current level of services in the Village, or region, including but not limited to school capacity, emergency services capacity (police, fire, EMS), parks and recreation, library services, and potentially water and/or sewer services, are adequate to serve the proposed use. Petitioners may also demonstrate how they will assist the Village with any shortcomings in public services or facilities.

**Public Need** - There is a clear public need for the proposed change or unanticipated circumstances have resulted in a need for the change. The proposed development is likely to have a positive social and fiscal impact on the Village. The Village may require that the property owner, or their agent, fund the preparation of a fiscal impact analysis by an independent professional.

**Adherence to Other Portions of this Plan** - The proposed amendment/development is consistent with the general vision for the Village, and the other goals, objectives, and strategies of this plan.

## INTERPRETING BOUNDARIES

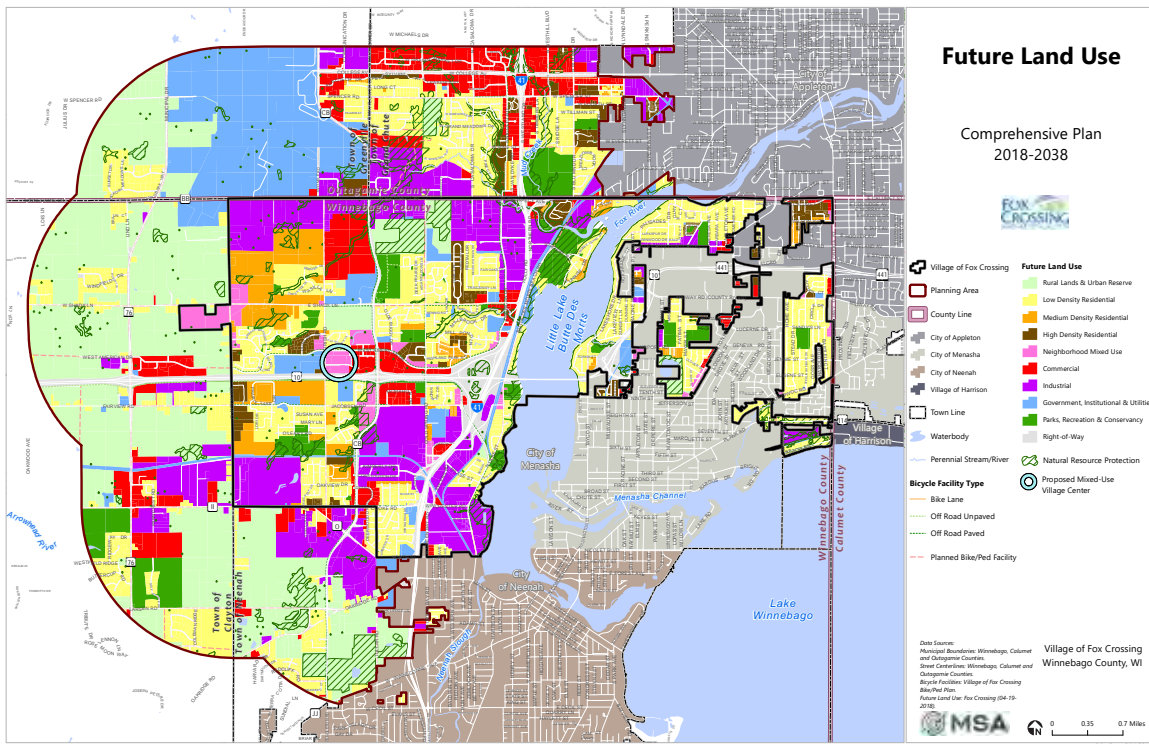
Where uncertainty exists as to the boundaries of future land use categories shown on the Future

Land Use Map, the following rules will apply. If uncertainty still exists, the Village Board shall decide any inquires related to map boundaries upon recommendation of the Planning Commission.

1. Boundaries indicated as approximately following the center lines of streets, highways, or alleys will be construed to follow such center lines.
2. Boundaries indicated as approximately following platted lot lines or U.S. Public Land Survey lines will be construed as following such lot lines.
3. Boundaries indicated as approximately following municipal boundaries will be construed as following such boundaries.
4. Boundaries indicated as following railroad lines will be construed

to be midway between the main tracks.

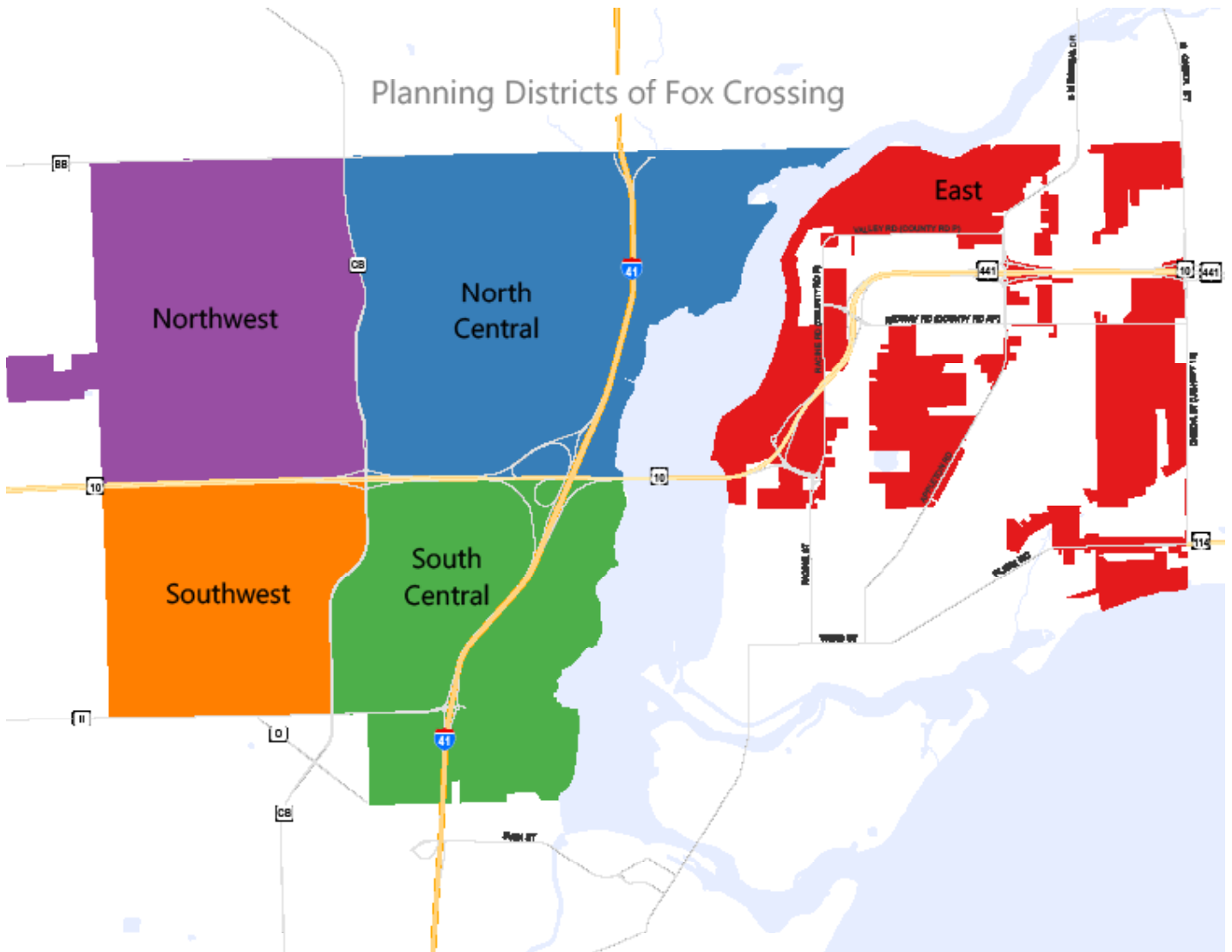
5. Boundaries indicated as following shorelines and floodplains, will be construed to follow such shorelines and floodplains, and in the event of change in the shorelines and floodplains, it will be construed as moving the mapped boundary.
6. Boundaries indicated as following the center lines of streams, rivers, canals, or other bodies of water will be construed to follow such center lines.
7. Boundaries indicated as parallel to extension of features indicated in the preceding above will be so construed. The scale of the map will determine distances not specifically indicated on the map.

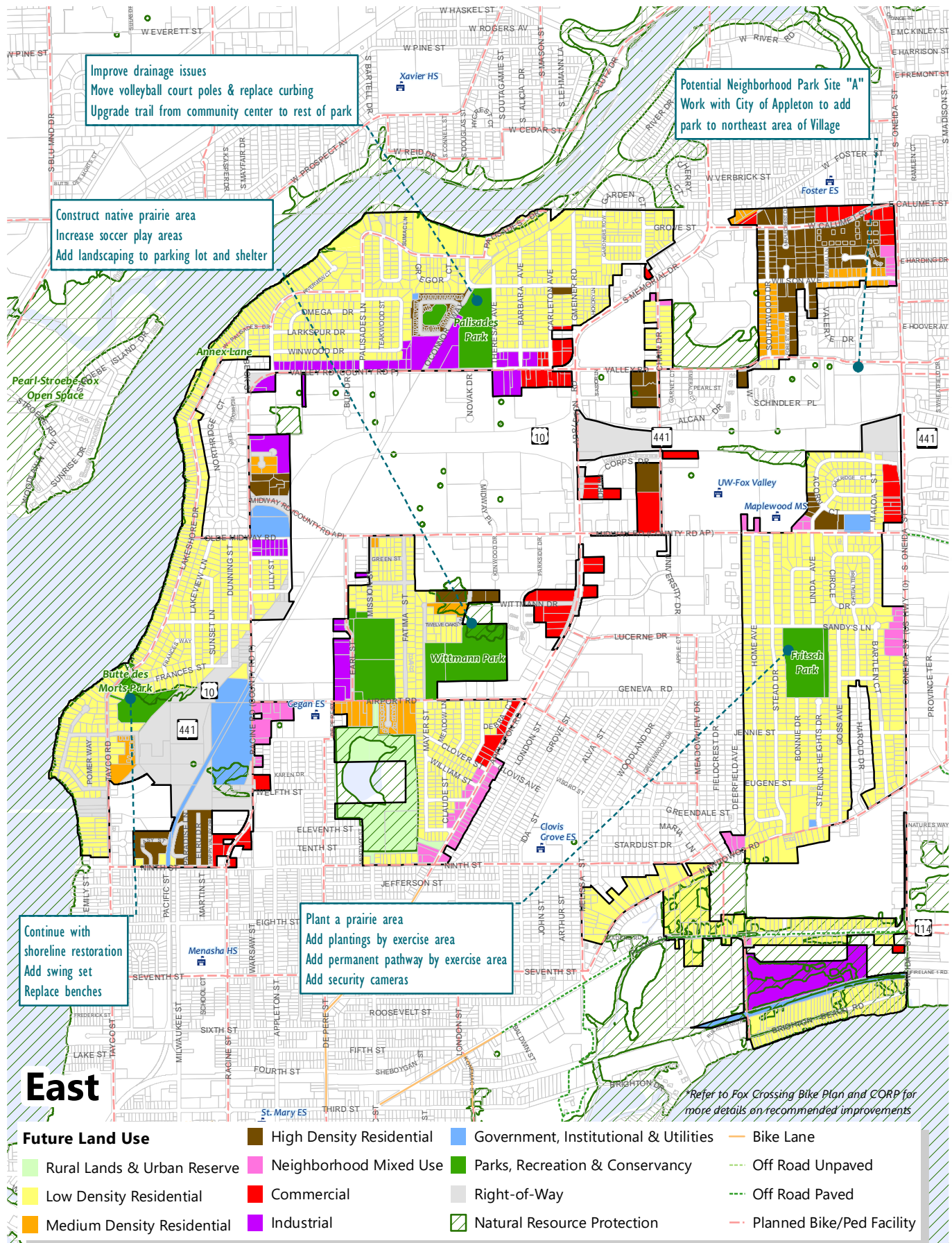


## PLANNING DISTRICTS

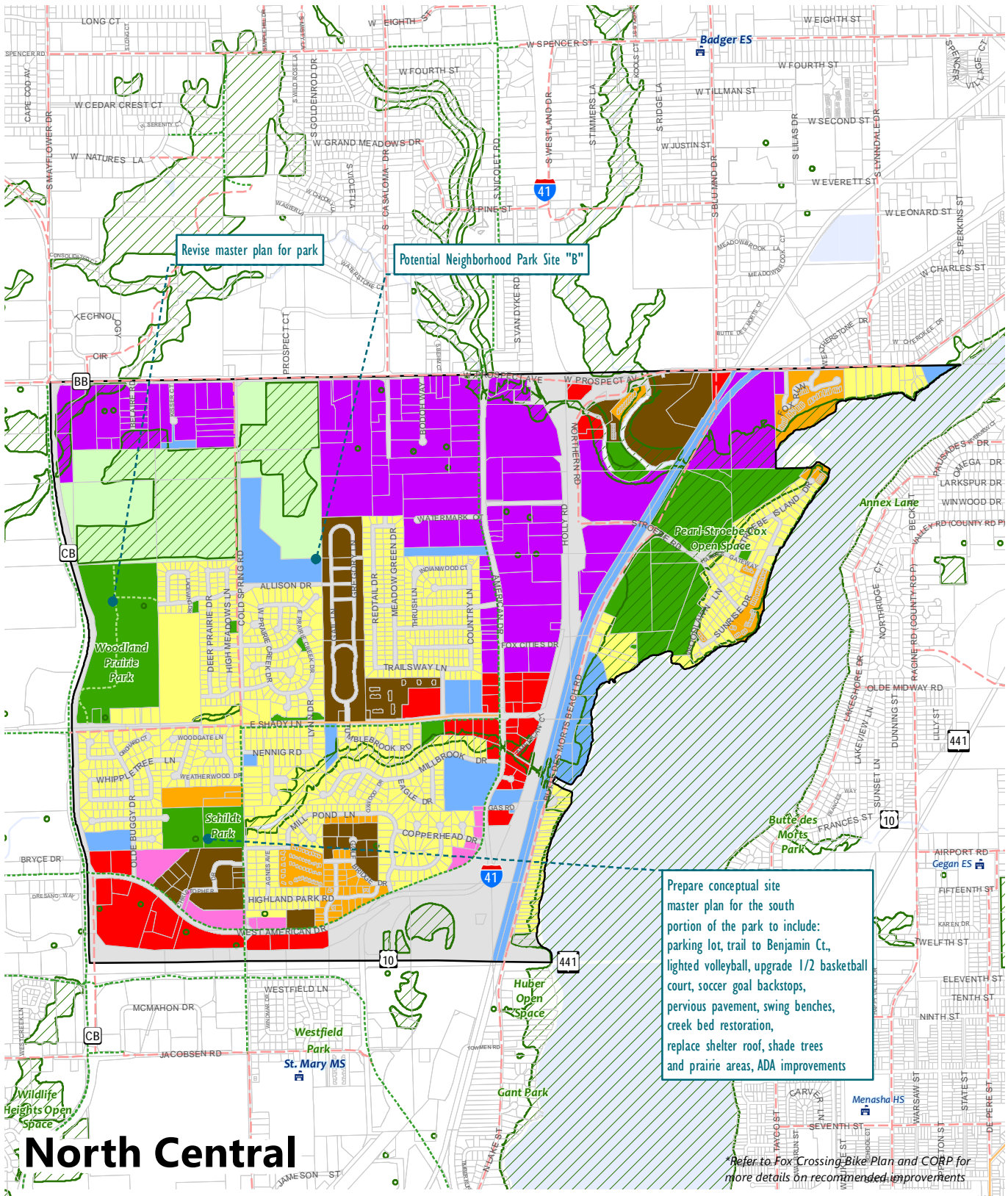
This plan includes one Village-wide Future Land Use Map along with several “Planning District Maps”. District Maps are scaled to enable more detailed illustrations of the locations throughout the Village where residential, mixed-use, commercial, industrial, public, open and park spaces should be located (refer to pages 4-6 through

4-10). Other than the difference in layout design the location of future land uses on the District Maps are identical to the Village-wide Map.





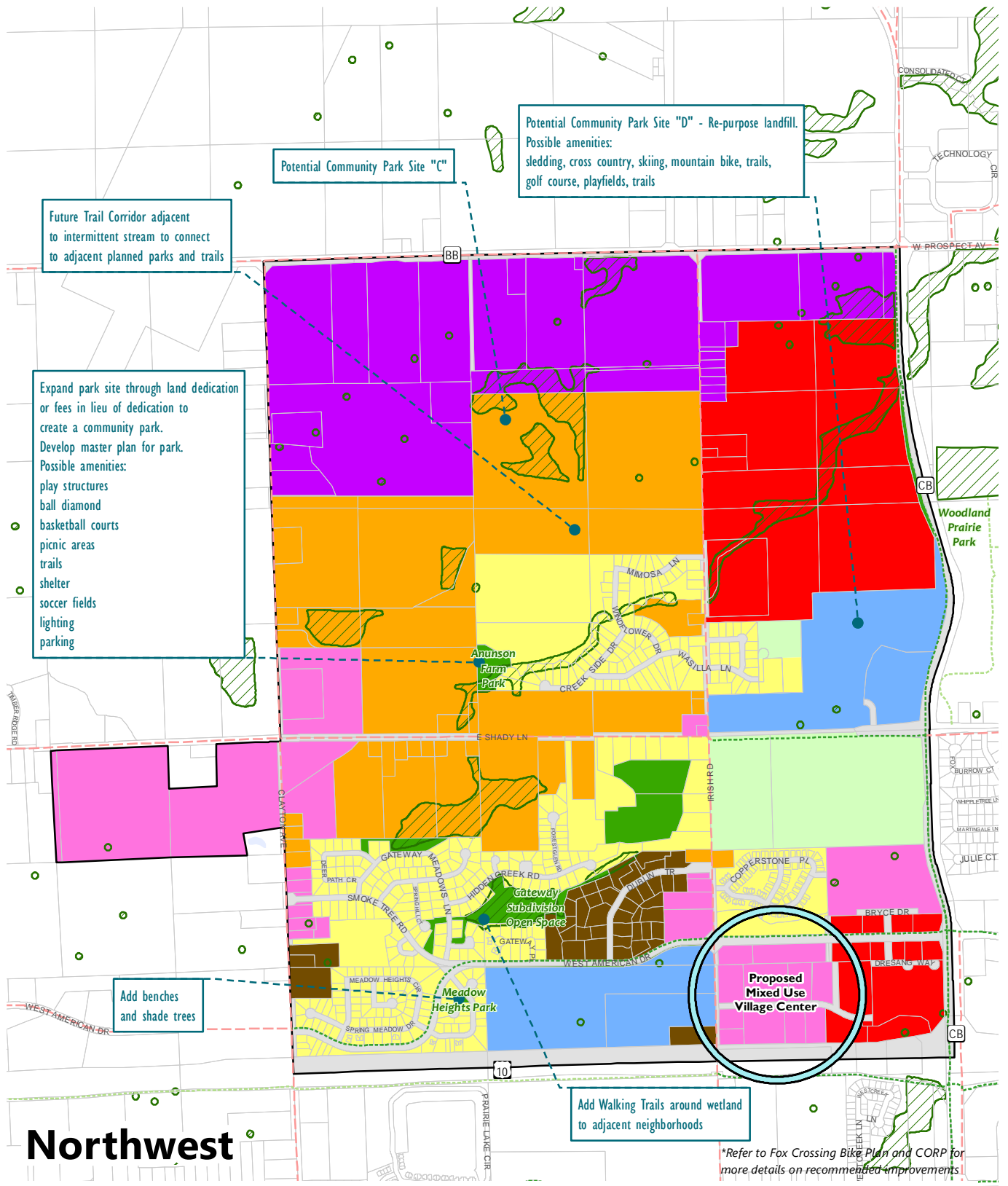




# North Central

Rural Lands & Urban Reserve	High Density Residential	Government, Institutional & Utilities	Bike Lane
Low Density Residential	Commercial	Parks, Recreation & Conservancy	Off Road Unpaved
Medium Density Residential	Industrial	Right-of-Way	Off Road Paved
Natural Resource Protection		Planned Bike/Ped Facility	

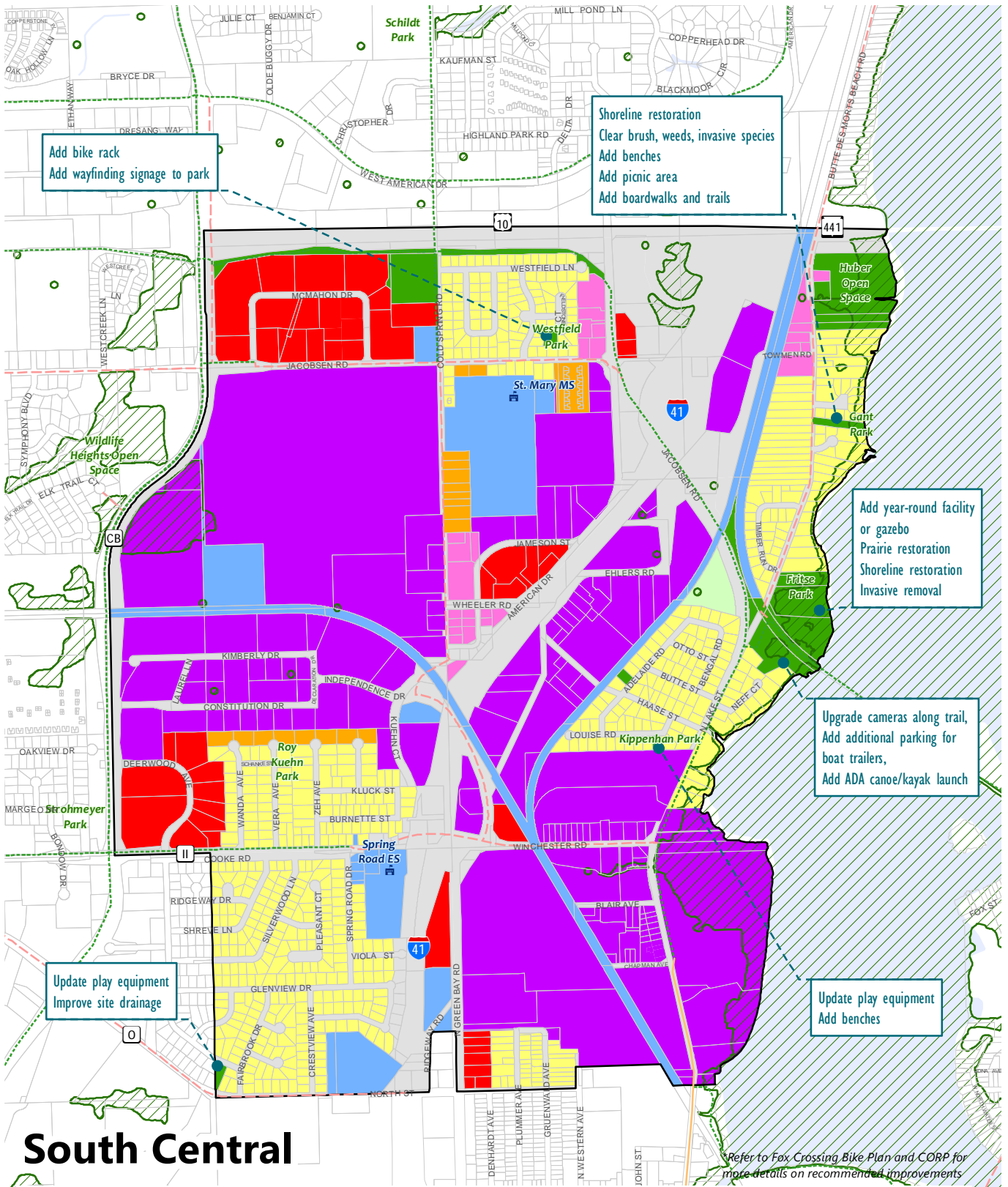
Refer to Fox Crossing Bike Plan and CORP for more details on recommended improvements



# Northwest

- |                             |                          |                                       |                           |
|-----------------------------|--------------------------|---------------------------------------|---------------------------|
| <b>Future Land Use</b>      | High Density Residential | Government, Institutional & Utilities | Bike Lane                 |
| Rural Lands & Urban Reserve | Neighborhood Mixed Use   | Parks, Recreation & Conservancy       | Off Road Unpaved          |
| Low Density Residential     | Commercial               | Right-of-Way                          | Off Road Paved            |
| Medium Density Residential  | Industrial               | Natural Resource Protection           | Planned Bike/Ped Facility |

\*Refer to Fox Crossing Bike Plan and CORP for more details on recommended improvements



Add bike rack  
Add wayfinding signage to park

Shoreline restoration  
Clear brush, weeds, invasive species  
Add benches  
Add picnic area  
Add boardwalks and trails

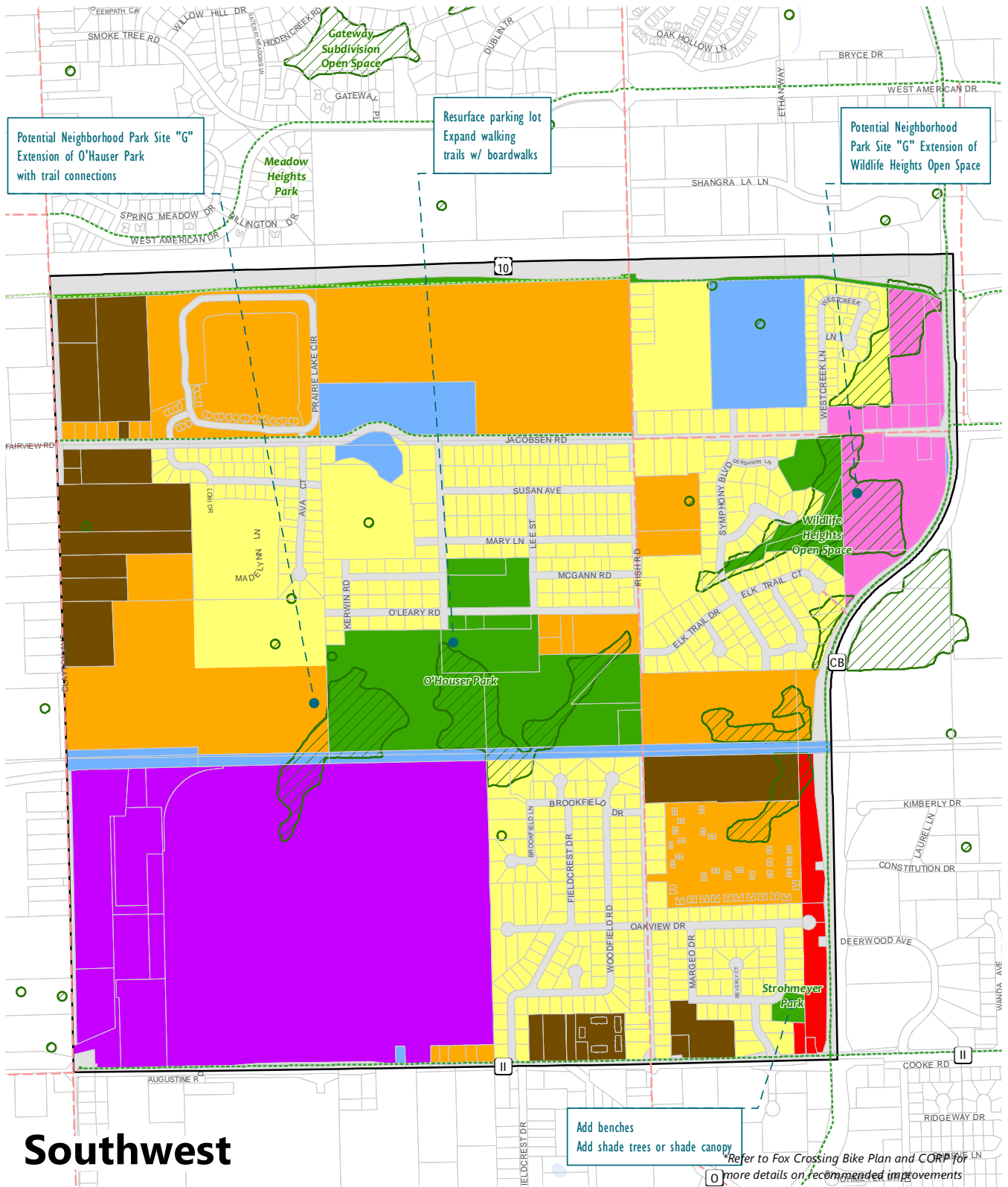
Add year-round facility or gazebo  
Prairie restoration  
Shoreline restoration  
Invasive removal

Upgrade cameras along trail,  
Add additional parking for boat trailers,  
Add ADA canoe/kayak launch

Update play equipment  
Improve site drainage

Update play equipment  
Add benches

<b>Future Land Use</b>	High Density Residential	Government, Institutional & Utilities	Bike Lane
Rural Lands & Urban Reserve	Neighborhood Mixed Use	Parks, Recreation & Conservancy	Off Road Unpaved
Low Density Residential	Commercial	Right-of-Way	Off Road Paved
Medium Density Residential	Industrial	Natural Resource Protection	Planned Bike/Ped Facility



# Southwest

- |                             |                          |                                       |                           |
|-----------------------------|--------------------------|---------------------------------------|---------------------------|
| <b>Future Land Use</b>      | High Density Residential | Government, Institutional & Utilities | Bike Lane                 |
| Rural Lands & Urban Reserve | Neighborhood Mixed Use   | Parks, Recreation & Conservancy       | Off Road Unpaved          |
| Low Density Residential     | Commercial               | Right-of-Way                          | Off Road Paved            |
| Medium Density Residential  | Industrial               | Natural Resource Protection           | Planned Bike/Ped Facility |

# FUTURE LAND USE CATEGORIES

## RURAL LANDS & URBAN RESERVE

### STATEMENT OF INTENT & TYPICAL USES

The Rural Lands & Urban Reserve (RLUR) category is intended to preserve land and rural character in areas deemed unlikely, inappropriate, or infeasible for non-agriculturally based development at the time this plan was developed. Typical uses in these areas include, but are not limited to:

- Farming & farmsteads
- Agricultural based business (e.g. farm implement sales)
- Bed and breakfast
- Veterinary clinic, animal shelter/kennel
- Nurseries, greenhouses, & landscaping businesses
- Forestry operations
- Non-metallic quarry
- Open spaces, prairies and woodlands
- Hunting preserves and shooting ranges
- Limited residential non-farm developments (i.e. excluding subdivisions and public water and sanitary utilities)
- Government and Utility Facilities (e.g. civic use facility, substations, etc.)
- Parks, trails, and recreational facilities (e.g. golf course, campgrounds, etc.)

The development of residential subdivisions is strongly discouraged in areas designated as RLUR until such time as the Comprehensive Plan is amended to identify these areas for Low, Medium or High

Density Residential land uses. The preferred development density for non-agricultural residences is one (1) dwelling unit per twenty (20) acres, or less, of contiguous land under single ownership rounded to the nearest whole number. In limited cases, the use of conservation subdivisions or cluster developments may be permissible with potential group sewage disposal systems. The development of non-agriculturally based commercial and manufacturing uses is also strongly discouraged in RLUR areas until such time as the Comprehensive Plan is amended to identify these areas for Neighborhood Mixed Use, Commercial or Industrial land uses.

Development in RLUR areas should be limited in order to preserve rural vistas, open spaces, woodlands, and agricultural lands. In addition, limiting development in these areas serves to reduce urban sprawl and inefficient land development. Non-agriculturally based uses should be targeted for development adjacent to existing developed lands within the Village where a full range of urban services can be provided and developments can occur at greater densities.

Those new developments and land divisions which are deemed appropriate for approval in RLUR areas should be located and designed in order to accommodate integration into future Village neighborhoods. New access points onto county and state highways should be avoided when possible, particularly those intended to serve only one property. New developments that would pose a threat to the efficient and logical

expansion of the Village should be prohibited.

### POTENTIALLY ACCEPTABLE ZONING DISTRICTS:

- A-2 General Agriculture (primary)
- R-1 Rural Residential (secondary)
- R-2 Low Density Residential (tertiary)



## LOW DENSITY RESIDENTIAL

### STATEMENT OF INTENT & TYPICAL USES

Low Density Residential (LDR) areas are intended for primarily single-family housing with densities up to 4 units per acre. Areas classified as LDR will typically be predominately single-family detached units with the potential for some duplex developments. Though single-family housing is the predominant use in most neighborhoods, healthy, balanced neighborhoods may also include other uses that support the needs of residents, including but not limited to:

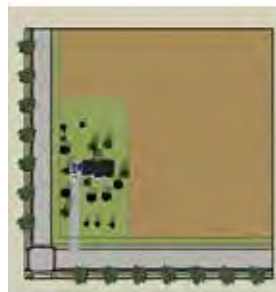
- Community centers
- Places of worship
- Schools
- Day care centers
- Small pockets of Medium Density Residential uses, less than 10% of total unplatted new development areas, typically located as a buffer to non-residential uses or along major roadways/intersection to a single-family housing subdivision. The density within these areas shall be as prescribed within the MDR future land use category.
- Small commercial uses that serve neighborhood needs, less than 5% of total unplatted new development areas, typically located as a buffer to non-residential uses or along major roadways/intersections to a single-family housing subdivision.

- Parks, trails and recreational facilities
- Municipal and utility facilities (e.g. well house, lift stations, substation, etc.)

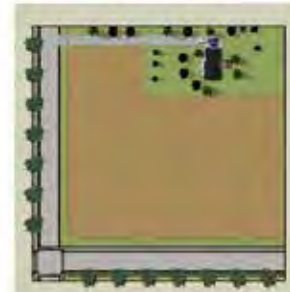
### POTENTIALLY ACCEPTABLE ZONING DISTRICTS:

- R-1 Rural Residential (primary)
- R-2 Low Density Residential (primary)
- R-3 Medium Density Residential (secondary)
- A-2 General Agriculture (tertiary)
- B-1 Neighborhood Business (tertiary)
- PDD Planned Development District (tertiary)

### BEST PRACTICE DESIGN STRATEGIES



Desirable Layout #1



Desirable Layout #2

*Placing the property at the corner of the parcel (property) maximizes productive agricultural land.*



*Conservation development layout example: Emphasis on minimal roadways with a large amount of conserved land for public use and trails.*



## MEDIUM DENSITY RESIDENTIAL

### STATEMENT OF INTENT & TYPICAL USES

Medium Density Residential (MDR) areas are intended for primarily single-family housing with densities of 4 to 9 units per acre. Areas classified as MDR will typically be predominately single-family detached units with the potential for some duplex, four-plex, and other lower density attached housing developments such as courtyard apartments, bungalow courts, and townhouses. Though single-family housing is the predominant use in most neighborhoods, healthy, balanced neighborhoods may also include other uses that support the needs of residents, including but not limited to:

- Community centers
- Places of worship
- Schools
- Day care centers
- Small pockets of Low Density Residential uses, less than 20% of total unplatted new development areas, typically located adjacent to existing developed or planned Low Density Residential areas. The density within these areas shall be as prescribed within the LDR future land use category.
- Small pockets of High Density Residential uses, less than 15% of total unplatted new



development areas, typically located as a buffer to non-residential uses or along major roadways/intersection to a single-family housing subdivision. The density within these areas shall be as prescribed within the HDR future land use category.

- Small commercial uses that serve neighborhood needs, less than 10% of total unplatted new development areas, typically located as a buffer to non-residential uses or along major roadways/intersections to a single-family housing subdivision.
- Parks, trails and recreational facilities
- Municipal and utility facilities (e.g. well house, lift stations, substation, etc.)

### POTENTIALLY ACCEPTABLE ZONING DISTRICTS:

- R-3 Medium Density Residential (primary)
- R-2 Low Density Residential (secondary)
- R-4 High Density Residential (secondary)
- PDD Planned Development District (secondary)
- B-1 Neighborhood Business (tertiary)
- M-1 Mixed-Use (tertiary)

## BEST PRACTICE DESIGN STRATEGIES

The graphic and text below illustrate design techniques that can be used in new developments to replicate traditional neighborhood design based on good planning and design practices. See pages 4-16 and 4-18 for additional development guidelines as applicable.



A. Building setbacks will vary according to building type and lot size but should generally be consistent within a given block. In traditional neighborhoods, setbacks should not exceed 35 feet from the front property line or 45 feet from the curb, whichever is less.

B. Homes should be designed with architectural details that provide visual interest and human scale for the street and the neighborhood. The mix of architectural themes or styles should generally be consistent within a neighborhood or development, but there should be variation in floor plan, facade design, and color choice to avoid monotony. Overly complicated rooflines with multiple pitches and hips and/or excessive gables can negatively impact a street and should be discouraged (see bad and better design examples on the right).

C. Utilize low fences, hedges or other landscaping to establish a layer of privacy behind a sidewalk and residence, if a sidewalk is present.

D. Incorporate covered front porch or at least a raised stoop, preferably covered and constructed with materials that relate to the overall design of the home.

E. Decorative fencing and/or landscaping that visually defines the single family lot at the street edge are encouraged.

F. Consider garage location and scale to avoid a “garage-scape” street appearance. Garages should extend no further than the front facade of the residence. If this is not feasible garages should be turned 90 degrees with windows provided on the side of the garage facing the street.

## BAD DESIGN



## BETTER DESIGN



## BEST DESIGN







## HIGH DENSITY RESIDENTIAL

### STATEMENT OF INTENT & TYPICAL USES

High Density Residential (HDR) areas are intended for housing with densities exceeding 9 units per acre. Areas classified as HDR will typically be predominately multi-family attached units (i.e. courtyard apartments up to mid-rise apartments) with the potential for some single-family attached, single-family detached, duplex, four-plex, and other lower density housing developments. Though multi-family housing is the predominant use in most neighborhoods, healthy, balanced neighborhoods may also include other uses that support the needs of residents, including but not limited to:

- Assisted living and nursing home facilities
- Community centers
- Places of worship
- Schools
- Day care centers
- Small pockets of Medium Density Residential uses, less than 25% of total unplatted new development areas, typically located adjacent to existing developed or planned Low Density Residential areas. The density within these areas shall be as prescribed within the MDR future land use category.
- Small pockets of commercial

uses that serve neighborhood needs, less than 15% of total unplatted new development areas, typically located along major roadways/intersections to the development area.

- Parks, trails and recreational facilities
- Municipal and utility facilities (e.g. well house, lift stations, substation, etc.)

### POTENTIALLY ACCEPTABLE ZONING DISTRICTS:

- R-4 High Density Residential (primary)
- R-3 Medium Density Residential (secondary)
- PDD Planned Development District (secondary)
- R-8 Manufactured/Mobile Home Community (tertiary)
- B-1 Neighborhood Business (tertiary)
- M-1 Mixed-Use (tertiary)



## BEST PRACTICE DESIGN STRATEGIES

The graphic and text below illustrates how a multi-family building can use varying techniques to create a look and feel that is compatible with adjacent single-family development and best planning practice. See page 13 for single-family and duplex guidelines, as well as general guidelines on 23 through 26.



A. The front door should face the street and there should be a clear route to the door from the street or sidewalk.

B. The mix of architectural themes or styles should generally be consistent within a neighborhood or development, but there should be variation in floor plan, facade design, and color choice to avoid monotony. When adjacent to lower density residential buildings, larger buildings should incorporate strategies to minimize the apparent size of the building, including flat roofs instead of pitched roofs, deeper setbacks for upper stories, and/or variation in the depth of the setback along the building facade. Large, undifferentiated building walls and rooflines are strongly discouraged. Desired architectural details include projecting bays/porches and upper-level set-backs and offsets to the primary facade(s).

C. Building setbacks will vary according to building type and lot size but should generally not exceed 40 feet.

D. Utilize low fences, hedges or other landscaping to establish a layer of privacy behind the sidewalk.

E. Off-street parking is located in the side and rear yard.

F. Services areas and refuse containers should be located at the rear end of the site and screened from public view. Also ground mounted or wall mounted mechanical equipment shall be screened.

G. Garage doors facing the primary street is discouraged. If unavoidable, recess it from the front facade(s) to minimize their visual impact on the design.

## BAD DESIGN



## BETTER DESIGN



## BEST DESIGN



## NEIGHBORHOOD MIXED USE

### STATEMENT OF INTENT & TYPICAL USES

The Neighborhood Mixed Use (NMU) areas are intended to provide a unique mix of small scale commercial, medium to higher density residential, public and related uses in a bicycle and pedestrian-friendly environment. Areas identified as NMU often serve as a buffer between Medium or High Density Residential developments and Commercial or Industrial uses. Often these parcels are not located adjacent to primary arterials or collectors roadways like properties in the Commercial category. The purpose of the NMU category is to provide flexibility in determining the most appropriate mix of complementary land uses in close proximity to one another. Example uses include but are not limited to:

- Attached single-family residential
- Multi-family residential
- Senior housing
- Assisted living facilities
- Bed and breakfasts
- Mixed-use residential/commercial
- Restaurants and entertainment
- Small scale retail sales and service
- Professional offices
- Civic and institutional
- Parks, trails and recreational facilities
- Municipal and utility facilities (e.g. well house, lift stations, substation, etc.)

Neighborhood Mixed Use areas are intended to provide areas for both vertical mixed uses (i.e. buildings

with multiple uses) or horizontal mixed uses (compatible uses adjacent to one another). Most residential uses should occur as single-family attached units, multi-family units, or above ground floor units in buildings with ground floor retail or office uses. New detached single family residential uses are discouraged in these areas, especially if adjacent to non-residential uses.

Large Retail Developments (those exceeding 20,000 square feet) are discouraged in these areas unless they are part of a highly integrated, well planned mixed-use development. Single story strip commercial developments are also discouraged in these areas. If either of these types of development are proposed high quality site and building design features/materials should be utilized to achieve the Village's intent for these areas. Outdoor storage of raw materials should be prohibited and outdoor display of retail merchandise should be minimized. Outdoor areas for dining are encouraged. Uses that require large parking lots, or have a high frequency of semi-truck deliveries, are highly discouraged in these areas.

Single story buildings are discouraged in these areas. Where single floor buildings are proposed exterior building facades should give the appearance of at least a 1.5 story building at building corners or primary customer entrances and include variations in building facade colors, materials, articulation and depths to promote a higher standard of aesthetics. The use of gabled roofs to blend with residential buildings is also encouraged when new commercial developments are



proposed near existing or planned residential areas.

This category is intended to foster mixed-use development areas that are characterized by quality architecture, signage, landscaping, and site design.

### POTENTIALLY ACCEPTABLE ZONING DISTRICTS:

- M-1 Mixed-Use (primary)
- PDD Planned Development District (primary)
- B-1 Neighborhood Business (primary)
- R-4 High Density Residential (secondary)
- B-2 Community Business (secondary)
- B-3 Community Business (tertiary)

Refer to the next page, and pages 4-26 through 4-29, for design strategies.

### MIXED USE VILLAGE CENTER

The Future Land Use Map identifies an area located north of WIS 10, east of Irish Road, south of West American Drive, and east of Towne Center Road as a "Proposed Mixed Use Village Center." This area consists of 11 parcels, under nine different owners,

## BEST PRACTICE DESIGN STRATEGIES

The images and text below describe design strategies for Neighborhood Mixed Use. See page 4-26 through 4-29 for additional development guidelines.



*Incorporating generous amounts of landscaping, smaller scale building signage*



*First floor retail with second story office or residences with shallow setbacks to promote walkability*



*Single family home conversions (such as a bed and breakfast business) provide a good transition between single family residential and non-residential uses*



*Monument sign with decorative wall and planter at pedestrian scale*



*Two story commercial building with gabled roof to blend with residential development*



*Town homes with zero front- and side-yard setbacks are appropriate in the Neighborhood Mixed Use area*



*Incorporation of decorative stone and wood building materials. Pitched roofs and gables should be considered for all buildings adjacent to residential development*



*Home-to-office conversions are a good transition use and design as a buffer between single family residential neighborhoods and non-residential uses*



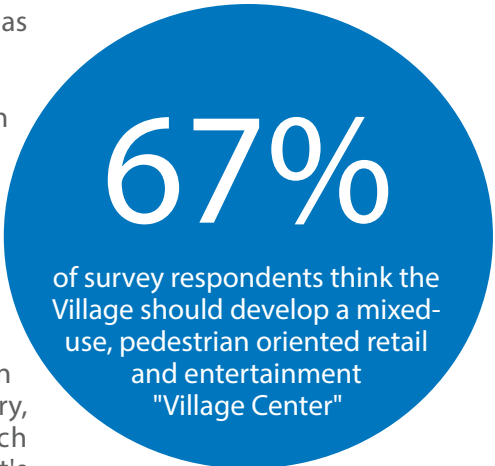
*One and half to two story neighborhood commercial*

totalling 32 acres in area, excluding right-of-way including Shangra La Lane which bisects the area. Only three of the properties currently have improvements and the entire area has a total property assessment value of approximately \$1.25M. The land is adjacent to the Village's Tax Increment Finance District #1, which includes the new Community First Credit Union development.

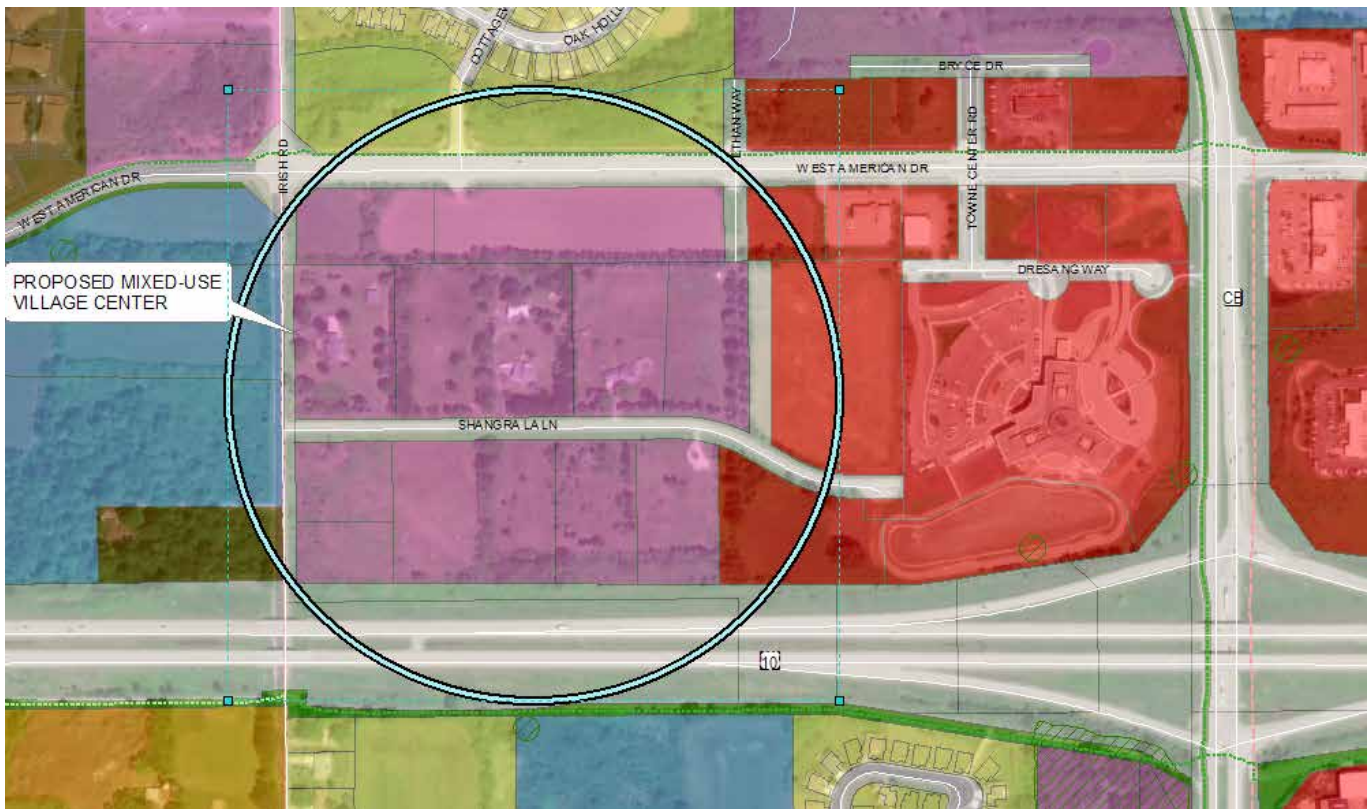
Throughout the process to create this plan members of the public, Plan Commission, and Village Community Development Staff expressed their desire to develop a mixed-use "Village Center;" a pedestrian oriented residential, retail, entertainment and civic district that would be unique, not

just to the Village, but the region as well.

Unlike many communities in Wisconsin, the Village currently does not have a downtown area that provides a central focal point for the community to gather, live, work, and shop, in a pedestrian oriented mixed-use district. Most of the existing commercial development within the Village consists of single story, single use buildings, with each separate business located on it's own lot with individual access points to roadways and front yard parking. This type of development is very auto-oriented, tends to contribute to a feeling of urban sprawl and lacks a defining unique sense of place.



While the Future Land Use Map identifies a number of locations for Neighborhood Mixed Uses under the policies of this plan, this location has the best potential to serve as a



defining planned "Village Center" considering the following factors:

- Convenient location. The site is adjacent to WIS 10 and CTH CB, two of the most heavily traveled roadways in the Village, and only 1 mile from USH 41.
- West American Drive is also already improved as a four lane collector with a central turn lane.
- Existing regional off-road trails are adjacent to the site on both the north side of West American Drive and the west side of CTH CB.
- Water and sewer utilities are already within the vicinity of the site.

- Most of the land area is currently undeveloped.
- The development of a mixed-use Village Center at this location would be compatible with surrounding uses including the existing and planned commercial development near the intersection of WIS 10/CTH CB and the existing residential development on the north side of West American Drive.

The images below and on the next page provide an example of how this area of the Village could be developed to serve as a pedestrian oriented, mixed-use Village Center. The images are from the Hilldale Shopping Center in Madison, WI. The site was a former regional mall

that was redeveloped into a mixed-use pedestrian oriented commercial center. The site is comparable in size to the location in Fox Crossing (approx. 30 acres). Uses within the development include:

- 3-story townhouses
- smaller liner retail stores and restaurants
- movie theatre
- 30,000 square foot grocery store
- larger anchor retailer
- pocket parks and plazas
- combination of surface and parking garages



The images below highlight some of the best design strategies for this development that could be applicable for Fox Crossing. The Hilldale development is but one

example of how the Village Center in Fox Crossing could be developed to meet the goals of the Village. A detailed master plan for the site in Fox Crossing should be developed

in order to guide future investments to accomplish the Village's goal to create a pedestrian orientened mixed-use Village Center.



*Three story townhouses with shallow front setbacks line the front of the development. The townhouses are buffered from the retail components of the development by a public parking garage. Similar townhouse developments could line along West American Drive.*

*The main street through the development features:*

- narrow 12' drive lanes with parking on one-side
- wide sidewalks with landscaping and decorative planters
- cross walk bump outs, raised cross-walk tables, pavement painting and markers for pedestrian safety
- pedestrian scaled street lighting with light posts shorter than building heights
- decorative pavement and street furniture
- zero setback buildings with high quality facades including signages, awnings, and lighting



*The development is broken up by several mid-block partitions that provide access to rear parking lots and parking garages. The partitions provide space for public plazas and additional liner shops.*

*Surface parking lots provide ample landscaping and marked crosswalks.*

*Restaurants serve as corner tenants to provide areas for outdoor dining.*



## COMMERCIAL

### STATEMENT OF INTENT & TYPICAL USES

Commercial (C) areas are intended for retail, service, and office uses that serve neighborhood, community and regional markets. These parcels are typically adjacent to principal arterial and collector roadways. Example uses include but are not limited to:

- Professional Offices
- Retailers and shopping centers
- Clinics and health care facilities
- Hotels
- Restaurants and entertainment businesses
- Gas Stations and convenience stores
- Automobile sales and services
- Parks, trails and recreational facilities
- Municipal and utility facilities (e.g. well house, lift stations, substation, etc.)

The type and size of use will be determined by location and business characteristics (e.g. size, hours of operation, traffic impacts, etc.) For example, areas near major transportation routes or near highway intersections are generally better suited for larger retail uses (e.g. exceeding 20,000 square feet in size).

Those areas located along local streets or adjacent to residential neighborhoods are better suited for smaller commercial uses that serve neighborhood needs. These uses typically require smaller building footprints and parking lots and are less likely to have intensive truck and delivery needs.

Outdoor storage of raw materials is discouraged particularly if materials are not screened by a solid wall fence or landscaping. Outdoor areas for dining are encouraged while outdoor display of retail merchandise should be minimized.

### POTENTIALLY ACCEPTABLE ZONING DISTRICTS:

- B-2 Community Business (primary)
- B-3 Community Business (primary)
- B-1 Neighborhood Business (secondary)
- M-1 Mixed-Use (secondary)
- PDD Planned Development District (secondary)
- I-1 Light Industrial (tertiary)

Refer to the next page, and pages 4-26 through 4-29, for design strategies.





## BEST PRACTICE DESIGN STRATEGIES

The images and text below describe design strategies for highway commercial and mixed use business. See page 4-26 through 4-29 for additional development guidelines.



The images above illustrate techniques used to vary the facade heights along a long facade.



This example shows an office building with a primary facade using brick with stone as an accent material, meeting desired natural color palette.



Desired design for a retail building. The color palette includes natural and earth tones. Building has uses brick (primary) and EIFS (secondary), with architectural details that breakdown the facade to human scale. There are varying building planes and heights.



Left, retail building with primary facade using fiber cement siding with stone as an accent material. Right, retail building with primary facade using stone and brick with EIFS as an accent material. Both meeting a desired natural color palette.



An example of a commercial building using earth tones as the primary color with brighter accent color for awnings and roofing.



The example above shows a raised parapet wall and cornice that extends back to give the perception of three-dimensional facade (desirable). The example on the right shows a "fake" parapet wall and cornice that is not three-dimensional (as it lacks depth).



An example of a high quality office building using variations in building color, projections and windows to break up long walls.

## INDUSTRIAL

### STATEMENT OF INTENT & TYPICAL USES

Industrial (I) areas are intended for business uses that typically require outside storage of raw materials or merchandise display, processing and assembly of materials, and warehousing of goods. Businesses typically require large single floor clear span buildings and may have higher semi-truck traffic demand or require rail road access. Typical uses in these areas have one or more characteristics which do not make them conducive to being located adjacent to residential development, particularly if no or minimal on-site mitigation is provided. Example uses include but are not limited to:

- Manufacturing
- Parts assembly
- Packaging and bottling
- Warehousing
- Distribution Centers

- Wholesale trade
- Laboratories
- Mini-storage
- Animal hospitals, shelters, and kennels
- Lumberyards
- Professional Offices
- Small municipal and utility facilities (e.g. well house, lift stations, substation, etc.)
- Large municipal facilities (e.g. public works garage or yard waste center)
- Parks, trails and recreational facilities

### POTENTIALLY ACCEPTABLE ZONING DISTRICTS:

- I-1 Light Industrial (primary)
- I-2 Heavy Industrial (primary)
- B-3 Community Business (secondary)
- PDD Planned Development District (secondary)
- B-2 Community Business (tertiary)

### BEST PRACTICE DESIGN STRATEGIES

The images and text below describe design strategies for Industrial. See page 4-26 through 4-29 for additional development guidelines.

#### Weak Design



#### Better Design



Left, a metal-faced (or concrete panel) building devoid of any architectural merit or character. Right, an industrial building using stone as a base material and metal siding making up to 75% of the remaining facade.



Using generous amounts of landscaping to screen large industrial buildings from street view



Variations in facade depth and heights for industrial buildings to break up long monotonous walls



Monument signs are encouraged in all settings instead of pole signs

## GOVERNMENT, INSTITUTIONAL & UTILITIES

Government, Institutional & Utilities (GIU) areas include places of worship, cemeteries, schools, community centers, government facilities, railroads, utilities and other parcels that are owned by a public, quasi-public, utility, or religious entity. Park and recreational uses are sometimes a primary or secondary use on these sites.

### POTENTIALLY ACCEPTABLE ZONING DISTRICTS:

- The Village does not maintain a standalone government or institutional zoning district. Such uses are typically considered as permitted or conditional uses in another zoning district.

## PARKS, RECREATION AND CONSERVANCY

### STATEMENT OF INTENT & TYPICAL USES

Parks, Recreation and Conservancy (PRC) areas are intended for active and passive recreation uses or preservation of natural areas, stormwater facilities, or drainage basins. Areas identified as PRC should be preserved for passive and active recreational uses. Some stormwater management or other utility/institutional uses (e.g. water towers) may be located within these areas.

### POTENTIALLY ACCEPTABLE ZONING DISTRICTS:

The Village does not maintain a standalone parks or recreation zoning district. Such uses are typically considered as permitted or conditional uses in another zoning district.

## NATURAL RESOURCE PROTECTION

The Natural Resource Protection (NRP) overlay classification identifies sensitive lands that may be subject to development restrictions enforced by Village, County, State, or Federal agencies. Mapped NRP areas include lands that meet one or more of the following conditions:

- Water bodies and wetlands mapped as part of the WDNR Wetland Inventory
- 100-Year Floodplains based on FEMA maps
- Areas with slopes averaging 12% or more based on USDA-NRCS Soils data

Areas shown as NRP on the Village's Future Land Use Map do not constitute the limits of all wetlands, floodplains, or steep slopes that may be present within the Village's planning area. Mapped NRP areas are derived from third party sources and are generally considered sufficient for the intent of this planning document. They are not a substitute for field or site level delineations that may be required by local, county, state, or federal agencies prior to development approval. The NRP areas illustrated on the Future Land Use Map are not a substitute for official Shoreland-Wetland and Floodplain zoning maps.

The primary intent of these areas is to retain sensitive natural areas in either public or private ownership for the benefit of maintaining fish and wildlife habitat, preventing and controlling water pollution, preventing erosion and sedimentation, preventing property damage caused by flooding, preserving areas of natural beauty, and providing areas for outdoor recreation. A majority of the NRP represents areas that are vital to the region's ecosystem and are key ingredients of the character and image of Fox Crossing. Thus, development in areas designated NRP shall be limited based on underlying local, county, state or federal environmental regulations.

This classification is intended to function as an overlay district, such that the underlying future land use classification (Medium-Density Residential, Commercial, etc.) remains in place, but the overlay classification indicates the possibility of additional restrictions on development.

Landowners and developers are advised that land within NRP areas may be restricted from building development, site grading, or vegetation clearing under the local, county, state, or federal regulations. Where building development is permissible additional building setbacks and buffer yards beyond the minimum requirements are encouraged. Recreational uses, agricultural and silviculture operations may be permitted in accordance with local, county, state, and federal laws. Best Management Practices are highly encouraged in these areas.

## GENERAL DESIGN GUIDELINES

### BUILDING DESIGN

1. Buildings should establish vertical proportions for the street façade, and for the elements within that façade, rather than long, horizontal blank walls. Verticality can be emphasized using the following techniques: expression of structural bays, variation in material, variation in building plane (projections or recessed bays), articulation of the roofline or cornice, and use of vertically-proportioned windows.



2. All building faces visible from a public street should use design features similar to the primary front facade.



3. A positive visual termination at the top of the building should be established (e.g., pitched roofs with gable(s) facing the street or a flat roof with a defined cornice).



4. Pitched roofs should have a slope no less than 5:12.



5. Accessory buildings and structures should be compatible with the principal building in terms of building facade character, roof shapes, materials, colors and architectural details.



## EXTERIOR MATERIALS & COLORS

1. Material should be of durable quality, especially along street-facing facades (e.g., kiln-fired brick, terra cotta, wood siding / details, fiber cement siding, engineered wood siding, and high-quality natural cut stone or brick veneer). The use of low reflectance materials with subtle, neutral, or earth tone colors on the facade is encouraged.
2. A schema that incorporates more than one material and color is encouraged, especially in highlighting expression lines or details that provides visual interest.
3. Secondary facade facing a public street (such as on corner buildings) should utilize the same materials as the primary front facade transitioning at an architectural feature (e.g., column, structural bay articulation, protruding/receding building plane).



4. Fluorescent colors are strongly discouraged with bright colors acceptable as a secondary (accent) color.

## STREET RELATIONSHIP

1. The building's primary entrance should be connected to the public sidewalk and/or street by an attractive and accessible path/walkway.



## LANDSCAPING & PARKING

1. Interesting or creative landscape architectural designs that use a diverse variety of native plants integrated with other landscaping materials or features should be provided to avoid uncreative and monotonous landscaping.
2. Parking lots should be landscaped in order to minimize the impact of large expanses of pavement. Plantings and low fences located between parking areas and the public right-of-way are strongly encouraged; however, for pedestrian safety, these features should not obscure vision between three and six feet above ground.



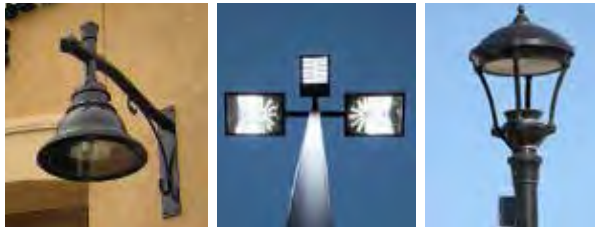
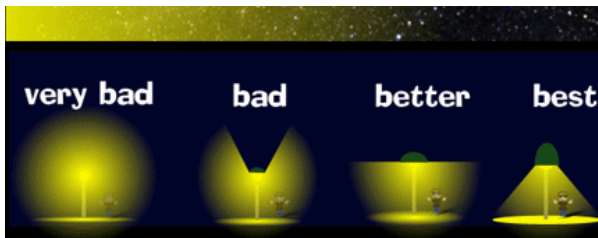
3. Shared parking lots are encouraged as a means to reduce total impervious surfaces, reduce access points to the street (and across sidewalks), and provide more convenient access for customers. Side and rear parking is encouraged.



The above concept illustrates shared parking between two developments connected by an access drive, and includes vegetative buffers along all pedestrian routes.

## EXTERIOR LIGHTING & SIGNAGE

1. Exterior lighting should be designed to complement the character of the building, and should not adversely impact neighboring properties or streets (i.e. light trespass, excessive lighting, direct glare). Use of dark-sky compliant / full cutoff lighting fixtures is preferred.



2. Signage should be integrated with the architectural concept of the development in scale, detailing, use of color and materials, and placement.



3. Any exterior signage lights are encouraged to be mounted above the sign and directed downward to minimize light pollution.



## SERVICE AREAS & SCREENING

1. Screening should be compatible with building architecture and other site features.



2. Trash and recycling containers should be located or screened so they are not visible from the public street or adjacent properties.



3. Placement of service boxes and gas meters should be located away from the pedestrian zone, such as in the rear yard, in the side yard set behind the front building plane, or in the front yard following the minimum building setback restrictions.

4. Rooftop mechanical equipment should be located or screened so that they are not visible from a public street or adjacent properties.



## SUSTAINABILITY

1. Consider using green roof technologies, wherever feasible.

2. Use non-intrusive outdoor lighting (e.g. minimum wattage necessary to safely light areas, full cut-off fixtures, no light spillage to adjacent properties) and LED technologies.

3. Wherever feasible, include bio-filtration basins and swales as a part of the stormwater systems on site to promote infiltration and groundwater recharge and reduce sediment runoff.

4. Consider using porous paving materials (e.g., asphalt, concrete and pavers) in parking areas, walkways, etc.

5. Use drought tolerant landscaping materials to limit water use.

6. Incorporate solar panels to reduce fossil fuel energy needs.









# Chapter 5

## Implementation

### Chapter 5 Contents

#### Implementation

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Chapter 5 outlines how the vision, goals, objectives, and strategies of the plan will be implemented in everyday decisions and annual goal-setting and budgeting and how the plan should be updated and amended when necessary. This chapter includes the following sections:

- » Guiding Decisions
- » Implementation Tools
- » Plan Adoption & Amendments
- » Plan Consistency & Severability
- » Action Plan

# GUIDING DECISIONS

## GUIDING DECISIONS DAILY

Responsibility for implementing this plan lies primarily with the Village Board, Planning Commission, and Village Staff.

### VILLAGE BOARD

The Village Board sets priorities, controls budgets and tax rates, and usually has the final say on key aspects of public and private development projects. The value and legitimacy of this plan is directly related to the degree to which Board members are aware of the plan and expect Village actions to be consistent with this plan. Each Board member should have a copy of this plan and should be familiar with the major goals, objectives, and strategies described herein. The Village Board should expect and require that staff recommendations and actions both reference and remain consistent with this plan.

### PLAN COMMISSION

Land use and development recommendations are a core component of this plan, and the Planning Commission has a major role in guiding those decisions. Planning Commission members must each have a copy of this plan and must be familiar with its content, especially Chapter 4, Future Land Use. It is generally the responsibility of the Planning Commission to determine whether proposed development projects are consistent with this plan, and to make recommendations that are consistent with this plan. In cases

where actions that are inconsistent with this plan are deemed to be in the best interest of the Village, the Planning Commission should initiate efforts to amend the plan to better reflect Village interest. This will help to reinforce the legitimacy of the plan as an important tool in Village functions.

### OTHER VILLAGE BOARDS/ COMMISSIONS

In some cases, particular initiatives and action items listed in this plan may be more appropriately carried out by another Village commission such as the Park Commission, or in cooperation with other units of government, business and service organizations, or non-profit agencies. In such cases, this plan should serve as a foundation for Village-related decision making. Village staff and officials should take an active lead role in sharing this plan with other organizations, communicating the intent of relevant objectives and policies.

### VILLAGE STAFF

Key Village staff have a significant influence on the selection and completion of all kinds of capital and operational projects. It is imperative that individuals in key roles know about, support, and actively work to implement the various strategies and actions in this plan. Department Heads should consult and reference the comprehensive plan during goal-setting and budgeting processes, during planning for major public projects, and in the review of private development projects:

Department Heads should be expected to know and track the various goals, objectives, policies and actions laid out in this plan, and to reference that content as appropriate in communications with residents and elected and appointed officials. All of the Village's contracted staff should also be aware of the plan and the connections between the plan and Village projects. The purpose of this extra effort is to strengthen staff recommendations and reinforce the plan as a relevant tool integral to Village functions.

## GUIDING DECISIONS ANNUAL

To provide lasting value and influence, this plan must be used and referenced regularly, especially during annual goal-setting, budgeting and capital planning processes. To inform these annual processes, the Planning Commission should prepare, with input from Village Department Heads, a concise Comprehensive Plan Annual Report with the following information:

- Action items in progress or completed during the prior 12 months (celebrate success!)
- Planning Commission recommendations for action items to pursue during the next 12 months.
- Staff recommendations for any amendments to the adopted plan.

# IMPLEMENTATION TOOLS

The Comprehensive Plan Annual Report/Working Action Plan should be maintained on an annual basis, starting with the actions in this plan and evolving over time. Completed actions should be celebrated and removed, while those actions not yet carried out should be given new deadlines (if appropriate) and assigned to specific individuals, boards or commissions for completion per the new schedule and Village Board directive. If the updated action plan is consistent with the goals, objectives, and policies of the comprehensive plan, updating the action plan should not require an amendment to the plan and can be approved simply by Village Board action.

## IMPLEMENTATION TOOLS

Many of the strategies identified in this plan presume the use of existing Village ordinances and programs. The Village's key implementation tools include:

### OPERATIONAL TOOLS

- Annual Budget Process
- Capital Improvement Plans

### REGULATORY TOOLS

- Land Use Regulations (including zoning, land division, subdivision and extraterritorial land use controls)
- Building Codes (including plumbing and electrical codes)

- Erosion and Stormwater Ordinances
- Official Maps

### FUNDING TOOLS

- Tax Incremental Financing (TIF) Districts
- Grant Programs
- General Fund Revenues
- Fees & Special Assessments
- Fundraising/Private Donation
- Utility Revenues



# PLAN ADOPTION AND AMENDMENTS

## ADOPTION, AMENDMENTS AND UPDATES

The procedures for comprehensive plan adoption or amendment are established by Wisconsin's Comprehensive Planning Law (66.1001, Stats.). This comprehensive plan and any future amendments must be adopted by the Village Board in the form of an adoption ordinance approved by a majority vote. Two important steps must occur before the Village Board may adopt or amend the plan: the Planning Commission must recommend adoption and the Village must hold an official public hearing.

## PLANNING COMMISSION RECOMMENDATION

The Planning Commission recommends adoption or amendment by passing a resolution that very briefly summarizes the plan and its various components. The resolution should also reference the reasons for creating or amending the plan and the public involvement process used during the planning process. The resolution must pass by a majority vote of the Planning Commission, and the approved resolution should be included in the adopted plan document.

## PUBLIC HEARING

Prior to adopting this plan, or plan amendment, the Village (either Village Board or Planning Commission) must hold at least one public hearing to discuss the proposed plan. At least 30 days prior to the hearing a Class 1 notice must be published that contains, at minimum, the following:

- The date, time and location of the hearing,
- A summary of the proposed plan or plan amendment,
- The local government staff who may be contacted for additional information,
- Where to inspect and how to obtain a copy of the proposed plan or amendment before the hearing.

The notice should also provide a method for submitting written comments, and those comments should be read or summarized at the public hearing.

## DRAFT DISTRIBUTION AND PUBLIC HEARING NOTIFICATIONS

The Village is required to provide direct notice of the public hearing to all of the following as they apply to the municipal limits:

- An operator who has obtained, or made application for, a permit that is described under s. 295.12(3)(d).
- A person who has registered a marketable nonmetallic mineral deposit under s. 295.20.
- Any other property owner or leaseholder who has an interest in property pursuant to which the person may extract nonmetallic mineral resources, if the property owner or leaseholder requests in writing that the local government unit provide the property owner or leaseholder notice of the hearing.

- Any individuals who request, in writing, notification of the proposed comprehensive plan ordinance or public hearing. Each such individual must be sent a notice of the public hearing and a copy of the ordinance at least 30 days prior to the public hearing. The Village may charge a fee equal to the cost of providing such notice and copy.

Finally, the Village should send the notice and a copy of the proposed plan, or plan amendment, to the Plan Distribution List (see next page). These draft distributions are not required by statute prior to adoption, but are strongly recommended as a matter of courtesy and good planning practice. The Village should coordinate directly with the local public library serving the Village to make a copy of the proposed plan, or plan amendment, available for viewing by any interested party.

## PLAN ADOPTION

This plan and any future amendments become official Village policy when the Village Board passes, by a majority vote of all elected members, an adoption ordinance. The Village Board may choose to revise the plan after it has been recommended by the Planning Commission and after the public hearing. It is not a legal requirement to consult with the Planning Commission on such changes prior to adoption, but, depending on the significance of the revision, such consultation may be advisable.

## **ADOPTED PLAN DISTRIBUTION**

Following final adoption of this plan, and again following any amendments to the plan, a copy of the plan or amendment must be sent to each of the following:

1. Every governmental body that is located in whole or in part within the boundaries of the Village, including any school district, sanitary district, or other special district.
2. The clerk of every town, city, village, and county that borders the Village.
3. The regional planning commission in which the Village is located.
4. The public library that serves the area in which the Village is located.
5. The Comprehensive Planning Program at the Department of Administration.

Electronic copies of the plan or plan amendment, or notification of how to download the plan from the Village's website shall be deemed sufficient.

## **AMENDMENT VS. PLAN UPDATE**

### **PLAN AMENDMENT**

From time to time the Village may be faced with an opportunity, such as a development proposal, that does not fit the plan but is widely viewed to be appropriate for the Village. Should the Village wish to approve such an opportunity, it must first amend the plan so that the decision is consistent with the plan. Such amendments should be carefully considered and should not become the standard response to proposals that do not fit the plan. Frequent amendments to meet individual development proposals threatens the integrity of the plan and the planning process and should be avoided.

Any change to the plan goals, objectives, policies or maps constitutes an amendment to the plan and must follow the adoption/amendment process described in this section. Amendments may be proposed by either the Village Board, Planning Commission, Village Staff, village property owners or developers. Amendments may be made at any time using this process.

### **PLAN UPDATE**

Wisconsin's comprehensive planning statute (66.1001) requires that this plan be updated at least once every 10 years. Unlike an amendment, the plan update is a major re-write of the plan document and supporting maps. The purpose of the update is to incorporate new data and ensure that the plan remains relevant to current conditions and decisions. The availability of new Census or mapping data and/or a series of significant changes in the community may justify an update after less than 10 years. Frequent requests for amendments to the plan should signal the need for a comprehensive update.

# PLAN CONSISTENCY AND SEVERABILITY

## PLAN CONSISTENCY

Once formally adopted, the plan becomes a tool for communicating the Village's land use policies and for coordinating legislative decisions. Per the requirements of Wisconsin's Comprehensive Planning Law, after January 1, 2010, if a local government unit enacts or amends any of the following ordinances, the ordinance must be consistent with that local governmental unit's comprehensive plan:

- Official maps
- Local subdivision regulations
- General zoning ordinances and zoning maps
- Shoreland/wetland zoning ordinances

An action will be deemed consistent if:

- It furthers, or at least does not interfere with, the goals, objectives, and policies of this plan,

- It is compatible with the proposed future land uses and densities/intensities contained in this plan,
- It carries out, as applicable, any specific proposals for community facilities, including transportation facilities, other specific public actions, or actions proposed by nonprofit and for-profit organizations that are contained in the plan.

The State of Wisconsin planning legislation requires that the implementation element describe how each of the nine-elements will be integrated and made consistent with the other elements of the plan. Prior to adoption of the plan, the Village reviewed, updated, and completed all elements of this plan together, and no inconsistencies were found.

## SEVERABILITY

If any provision of this Comprehensive Plan will be found to be invalid or unconstitutional, or if the application of this Comprehensive Plan to any person or circumstances is found to be invalid or unconstitutional by court of law, such invalidity or unconstitutionality will not affect the other provisions or applications of this Comprehensive Plan, which can be given effect without the invalid or unconstitutional provision or application. If any requirement or limitation attached to an authorization given under this Comprehensive Plan is found invalid, it shall be presumed that the authorization would not have been granted without the requirement or limitation and, therefore, said authorization shall also be invalid.

# ACTION PLAN

The following section provides a list of the top actions items to pursue over the next 10 years in order to implement the vision, goals, and objectives of this plan. This list was developed in-part from the issues and opportunities and list of strategies outlined in Chapter 3, and from the results of the Community Survey (refer to Appendix B). These action items supplement other strategies described for each planning element within Chapter 3.

## PRIORITIES, TIMELINES & RESPONSIBILITIES

Accompanying each action are recommended timeframes for completion (i.e. on-going/annual, short-term, mid-term and long-term) and the entity (or entities) with primary responsibility in pushing the action item forward. Since this is a planning document it is assumed that most action items will be initiated by Community Development Department Staff (CDDS) with some level of involvement by the Planning Commission (PC), and in most cases final approval by the Village Board. The action items are not listed sequentially and multiple actions may be pursued at the same time. Short-term actions are generally defined as actions to be completed within two years of adoption of this plan. Mid-term action actions are to be completed within five years of adoption of this plan and long-term actions are to be completed within 10 years. The characterization of an action as mid- or long-term does not imply that efforts towards completion of those actions should, or can't, beginning immediately after adoption of this plan. It is simply an indication that due to the complexity, cost, or coordination efforts needed to implement the action item

additional time may be necessary. All action items are perceived to have a deadline of 10 years; the timeline before the next statutory update of this plan.

Decisions regarding the timing, budgeting, and coordination of each action item within the next 10 years will be reviewed at least once annual by the Planning Commission and Village Board as part of the municipal budget setting process or the Comprehensive Plan Annual Report.

## MEASURING SUCCESS

Success in implementing the action plan will vary. In some cases, success is evaluated based on whether a facility is ultimately built (e.g. a niche/small grocery store) or if a study or zoning code amendment is completed. In other cases, success may be judged by whether interim implementation tasks have been completed or the degree to which change has occurred. Change can be measured both quantitatively (e.g. the number of new business or jobs created since plan adoption) or qualitatively (e.g. degree to which residents are satisfied with improvements).

## ACTION ITEMS

1. Maintain a rolling 5-year Capital Improvement Plan to plan for the annual construction and maintenance of Village transportation facilities, public buildings, Village equipment, and Village utilities.

- Timeframe: On-going/Annual
- Responsibility: Village Administrator/Department Heads

2. Implement the recommendations found within the Village's 2015 Bicycle and Pedestrian Plan. The Village's Bicycle and Pedestrian Plan contains a number of infrastructure and non-infrastructure recommendations. All planned bike/ped facilities are shown on the Future Land Use Map of this plan. Non-infrastructure recommendations have not be reprinted within this plan but instead referenced as a component of this plan.

- Timeframe: Long-term
- Responsibility: Streets, Parks, and Community Development Staff

3. Install or repair existing sidewalks or multi-modal trails along collector streets or near schools and parks. This action item is a sub-action to the previous action item and serves to prioritize the installation of new sidewalks and bike facilities to promote connectivity to community destinations and regional trail networks.

- Timeframe: Mid-term
- Responsibility: Streets, Parks, and Community Development Staff

4. Consider alternative funding methods to close transportation funding gaps (e.g. impact fees, wheel tax, grants, etc.) to maintain high-quality streets, bicycle and pedestrian facilities. Either the Planning Commission, or an ad-hoc committee, should meet to review, discuss, and make recommendations to the Village Board regarding the establishment of a wheel tax to aid in funding transportation infrastructure

<p>improvements.</p> <ul style="list-style-type: none"> <li>• Timeframe: Short-term</li> <li>• Responsibility: CDDS/PC or other ad-hoc committee</li> </ul>	<p>available under the Community Development portion of the Village's website.</p>	<p>Department/Parks Committee</p>
<p>5. Establish minimum levels of service for all transportation facilities within the Village. To aid in capital improvement planning, the Village should annually rate the condition of all Village streets and paths.</p> <ul style="list-style-type: none"> <li>• Timeframe: On-going/ Annual</li> <li>• Responsibility: Streets Department</li> </ul>	<ul style="list-style-type: none"> <li>• Timeframe: Short-Term</li> <li>• Responsibility: CDDS</li> </ul>	<p>12. Revise the Woodland Prairie Park master Plan. Include areas in the park for both active and passive recreational opportunities. In addition, consider the inclusion of facilities that could be used to host community events/festivals.</p>
<p>6. Work with Valley Transit to improve the service for Fox Crossing residents. Discussions should include the possibility of additional bus stops, more benches/shelters at stops, and more education about bus routes and how to utilize the system.</p> <ul style="list-style-type: none"> <li>• Timeframe: On-going/ Annual</li> <li>• Responsibility: CDDS</li> </ul>	<p>9. Consider creation of a leaf composting facility.</p> <ul style="list-style-type: none"> <li>• Timeframe: Short-Term</li> <li>• Responsibility: Sustainability Committee</li> </ul>	<ul style="list-style-type: none"> <li>• Timeframe: Short-term</li> <li>• Responsibility: Parks Department/Parks Committee</li> </ul>
<p>7. Create and enforce property maintenance codes, develop funding programs and apply for grants that are geared toward housing rehabilitation and maintenance.</p> <ul style="list-style-type: none"> <li>• Timeframe: On-going/ Annual</li> <li>• Responsibility: CDDS</li> </ul>	<p>10. Provide information about clean sweep programs, garage and recycling, services, yard waste collection, and other similar programs and services to residents and businesses at least once annually.</p> <ul style="list-style-type: none"> <li>• Timeframe: On-going/ Annual</li> <li>• Responsibility: CDDS</li> </ul>	<p>13. Create a marketing plan to recruit new industries based on the Village's unique locational attributes, skilled labor force and full range of municipal services.</p> <ul style="list-style-type: none"> <li>• Timeframe: Short-term</li> <li>• Responsibility: CDDS/PC</li> </ul>
<p>8. Create a map of properties that are included under existing restrictive covenants with hyperlinks to those covenants. Make the map</p>	<p>11. Implement the recommendations within the Village's 2017-2021 Comprehensive Outdoor Recreation Plan (CORP) and update the plan every five years. The Village's CORP contains a number of infrastructure and non-infrastructure recommendations. All recommended improvements to existing and planned parks are shown on the Neighborhood District Future Land Use Maps in Chapter 4. Non-infrastructure recommendations have not been reprinted within this plan but instead referenced as a component of this plan.</p> <ul style="list-style-type: none"> <li>• Timeframe: Mid-term</li> <li>• Responsibility: Parks</li> </ul>	<p>14. Encourage the creation of a business association that will support the Village of Fox Crossing. Consider hosting an annual meeting for leaders of local businesses to meet and discuss common issues, trends, and opportunities in Fox Crossing.</p> <ul style="list-style-type: none"> <li>• Timeframe: On-going/ Annual</li> <li>• Responsibility: Village Administrator/CDDS</li> </ul> <p>15. Identify opportunities to redevelop blighted and underutilized waterfront properties for higher density residential or mixed uses. The Village should study existing properties along the waterfront and identify those locations that may provide the</p>



best opportunity to redevelop for mixed-use to provide greater public access and enjoyment of the waterfront.

- Timeframe: Short-term
- Responsibility: CDDS

16. Provide adjacent municipalities, Outagamie and Winnebago counties, with a copy of this land use plan and an opportunity to provide comments prior to adoption or future amendments.

- Timeframe: On-going/Annual
- Responsibility: CDDS

17. Develop urban service phasing plans that are coordinated with the land use, utility and transportation plans prepared by the East Central Wisconsin Regional Planning Commission (ECWRPC) and the Future Land Use Map of this plan.

- Timeframe: Short-term
- Responsibility: CDDS

18. Pursue coordination with school districts to include student representation and involvement in Board, commission and committee meetings to foster the next generation of Village leaders.

- Timeframe: On-going/Annual
- Responsibility: Village Administrator/Department Heads

19. Update and maintain an Official Map to coordinate long-term facility planning. Section 62.23(6) (b) of the Wisconsin Statutes provides that the village board of any village may establish an official map for the precise designation

of right-of-way lines and site boundaries of streets, highways, parkways, parks, and playgrounds. The Village may also include on its official map the locations of railway rights-of-way, public transit facilities, and those waterways which have been included in a comprehensive surface water drainage plan. Such a map has the force of law and is deemed to be conclusive with respect to the location and width of both existing and proposed streets, highways, waterways, and parkways and the location and extent of existing and proposed railway rights-of-way, public transit facilities, and parks and playgrounds shown on the map. The Statutes further provide that the official map may be extended to include areas beyond the corporate limits lines but within the extraterritorial plat approval jurisdiction of the municipality.

- Timeframe: Short-term
- Responsibility: CDDS/PC

20. Meet with adjacent communities to coordinate Official Maps along shared boundaries.

- Timeframe: On-going/Annual
- Responsibility: Village Administrator/Department Heads

21. Maintain/update existing boundary and service agreements with adjacent communities as needed and create new boundary and serve agreements with adjacent communities where none currently exist.

- Timeframe: Mid-term

- Responsibility: Village Administrator and CDDS

22. Identify ways in which Fox Crossing can visually set itself apart from surrounding communities (e.g. stronger "gateway" features, public art, unique signage, unique street lighting, etc.) and implement these techniques. Either the Planning Commission, or an ad-hoc committee, should meet to review, discuss, and make recommendations to the Village Board regarding techniques the Village can use to further this objection. Discussions should include methods to promote a unique community identity through both public investments and as part of private development.

- Timeframe: Short-term
- Responsibility: CDDS/PC or other ad-hoc committee

23. Strengthen the Village's Zoning Ordinance relating to site and building design, lighting, landscaping and signage to promote higher quality design and aesthetics especially for properties along transportation corridors, adjacent to single-family residential land uses, and within the Village Center. The following are specific recommendations:

Section 31.7-34(b). Consider adding a requirement to install off-road bike facilities where development sites include or are adjacent to existing or planned off-road trails identified in this plan or on the Village's Official Map.

Revise Section 31.7-35(b)(2) to apply to multi-family and mixed

use buildings.

Revise Section 31.7-35(b)(4) to apply to all commercial buildings regardless of the zoning district they are located in.

Add Section 31.7-36 to address minimum and maximum requirements for outdoor lighting on private properties.

Revise Section 31.7-4(a)(10) to remove the recommendation that parcels in the M-1 District should be a minimum of five acres.

Revise Table 7-1 to allow Multi-family Buildings, Townhouses, and General Retail Sales as a permitted uses in the M-1 District.

Revise Exhibit 8-7 in Section 31.8-16 to include buffer yard requirements for B-1, B-2 and M-1 districts where adjacent to residential properties.

Include provisions that would allow the Village to provide incentives for developments that utilize on-site solar, wind, or geothermal energy technologies or other energy efficiency or sustainability measures.

- Timeframe: Short-term
- Responsibility: CDDS/PC

24. Create an illustrative handbook of best site and architectural design strategies to provide to developers and builders. Separate the handbook by types of development.

- Timeframe: Short-term

- Responsibility: CDDS/PC

25. Develop a detailed master plan for the area identified on the Future Land Use Map for the Proposed Mixed-Use Village Center. Chapter 4 includes some preliminary design guidelines for the development of this area. The Village should develop a more detailed plan for the area that would provide recommendations regarding land assembly; site layout and uses; public infrastructure improvements; site and building design standards; and potential funding mechanisms.

- Timeframe: Short-term
- Responsibility: CDDS/PC

26. Develop corridor redevelopment plans for Valley Road and Appleton Road. The Redevelopment Opportunities Maps in Appendix A highlights the concentration of residential and commercial properties along these corridors that are in need of redevelopment. To facilitate

reinvestment in these areas the Village should develop corridor redevelopment plans along with creating new TIF districts to provide a funding mechanism. These actions could be coordinated with the City of Menasha.

- Timeframe: Mid-Term
- Responsibility: CDDS/PC

27. Develop detailed master plans for all properties within the Village that are former or current quarrying operations to guide redevelopment of these properties after quarry operations are completed. Jointly work with the City of Menasha to develop a plan for the former quarry near Appleton Road and Ninth Street. This could include creation of a joint TIF district to provide a funding mechanism to aid in redevelopment of the site.

- Timeframe: Long-Term
- Responsibility: CDDS/PC





# Appendix A

## Community Indicators Report

### Appendix A Contents

#### Community Indicators Report

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The Community Indicators Report is a summary of current conditions and recent trends in the Village of Fox Crossing based on the best available data. The purpose of these indicators is to enable informed choices about the future of the Village. This report is included as an appendix to the Comprehensive Plan so that it may be easily updated from time to time as new data becomes available.

- » Demographics
- » Housing
- » Mobility & Transportation
- » Economic Prosperity
- » Agriculture & Natural Resources
- » Community Facilities & Services
- » Community Character
- » Collaborations & Partnership
- » Land Use

## ABOUT THE DATA

These indicators utilize a mixture of local, county, state, and federal data sources. The U.S. Census has historically been a key source of data for many community indicators. Much of the information previously collected by the decennial U.S. Census is now collected only by the American Community Survey (ACS). The ACS is an ongoing survey that collects sample data every year and reports estimates of population and housing characteristics. For communities smaller than 20,000 people, the best available estimates are reported as rolling averages over 5-year periods – they indicate average conditions over the reporting period rather than a snapshot of a single point of time.

Because the ACS estimates are based on a sample of the population, they include some error. The margin of error is reported for each estimate, and is an indication of how reliable the estimate is. As a general rule, the ACS data is quite reliable at the State level, generally reliable at the County level, and less reliable at the municipal level. The margin of error makes the data much more difficult to interpret. To simplify tables in this plan, the reliability of each value is indicated simply by the formatting of the text. For each ACS estimate, the margin of error is divided by the estimate. If the error is 10% or greater than the estimate, the value in the table is **bolded** and underlined. In graphs, the ACS data exceeding this 10% error threshold will be denoted at the bottom of the graph.

The second important note when using ACS estimates is that they cannot be compared to decennial census data because they are measured in different ways. While some of the tables in this report show both decennial census data and ACS data, caution should be used when trying to draw conclusions about trends by comparing the two sets of numbers.

	Village of Malibu		Chevrolet County		
	Number	%	Number	%	
1980	124	2.2	79,564	5.0	
1990	138	3.4	100,601	6.0	
2000	145	10	145,452	7.0	
2010	150	12.3	179,638	8.0	← Census data
Avg. 2009-2013	<b><u>378</u></b>		253,053		← ACS data
	↑		↑		
	error exceeds 10%		error less than 10%		

**N**ote: This report is a summary of current conditions and recent trends in the Village of Fox Crossing, based on the best available data. The purpose of these indicators is to enable informed choices about the future of the Village.

# DEMOGRAPHICS

## POPULATION

The Village of Fox Crossing is located in Winnebago County, in eastern Wisconsin. The Village is bisected by USH 41 and USH 10/441, and divided east/west by Little Lake Butte des Morts.

The Village is surrounded by four incorporated communities: the City of Appleton (to the north), City of Menasha (to the east and south), the Village of Harrison (to the east), and the City of Neenah (to the south). Fox Crossing is also surrounded by the Towns of Grand Chute and Greenville to the north, Town of Neenah to the south, and the Town of Clayton to the west.

From 1980 to 2010 the population in the Village of Fox Crossing grew by 51.3%, or an average of 1.7% per year. This surpassed the growth rate

for the average of the Fox Cities (11.9%), Winnebago County (6.5%) and the State (6.0%). Yet, some of the communities surrounding Fox Crossings saw even greater growth rate, including Town of Grand Chute (120%), Town of Greenville (233%) and Village of Harrison (629%) during the same period.

From 2010 to 2015, the population in the Village has grown by 2.4%, or 0.5% per year. This lower growth rate can be partially explained due to the Great Recession, which impacted most communities across the Nation.

Based on Wisconsin Department of Administration (WIDOA) data, the Village's 2040 population is projected to be 23,140, which is an increase of 25.1% since year 2010, (0.8% per year). This exceeds the average for the Fox Cities (23.5%),

Winnebago County (15.7%) and State's (14.1%) projected growth rates.

## AGE & SEX

In 2010, the median age in the Village was 38.5, which is slightly higher than the average in the Fox Cities (38.2) and Winnebago County (37.9). The largest age cohort in Fox Crossing is that of 35-54 year olds. They comprise 28.4% of the total population. The Village of Fox Crossing has a higher proportion (13.8%) of "senior citizens" (i.e. 65 and over) as compared to average of the Fox Cities (11.6%) and Winnebago County (13.4%). In the future, the cohort of those 65 and older is expected to increase as baby boomers age.

In 2010, 50% of the population was male and 50% female.

### Population Trends & Projections

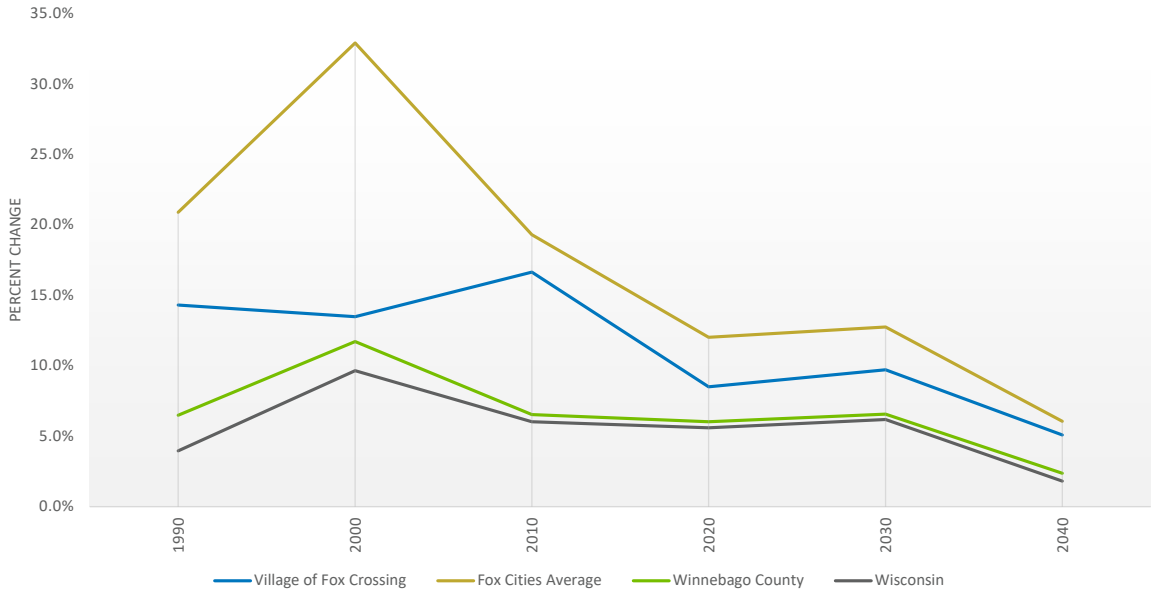
Source: U.S. Census Bureau & WI DOA Projections

	Village of Fox Crossing	Village of Harrison*	Town of Grand Chute	City of Neenah	Winnebago County	Wisconsin
1980	12,226	3,541	9,529	22,432	131,772	4,705,642
1990	13,975	3,195	14,490	23,219	140,320	4,891,769
2000	15,858	5,756	18,392	24,507	156,763	5,363,675
2010	18,498	10,839	20,919	25,501	166,994	5,686,986
2015	18,950	10,200	22,080	26,010	169,925	5,783,015
2020	20,070	11,760	23,980	26,990	177,050	6,005,080
2025	21,080	13,190	25,700	27,810	183,230	6,203,850
2030	22,020	14,600	27,320	28,520	188,680	6,375,910
2035	22,680	15,700	28,500	28,870	191,710	6,476,270
2040	23,140	16,550	29,270	28,970	193,130	6,491,635

\*Incorporated in 2013

## Population Trends & Projections

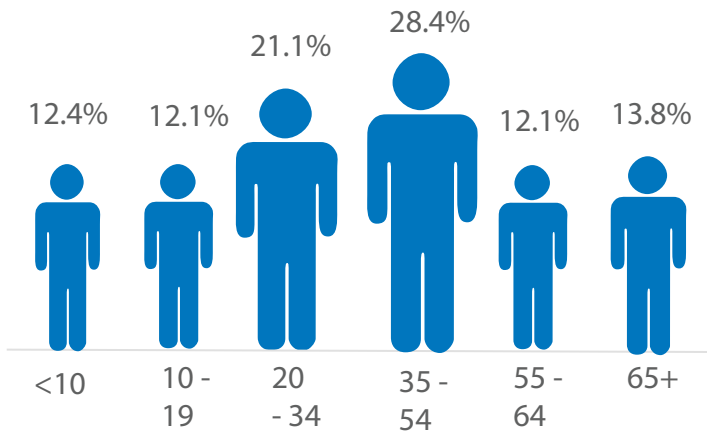
Source 2010 Census; Wisconsin Dept. of Admin.



\*The Fox Cities Average includes the Cities of Neenah, Menasha, Appleton, Kaukauna; the Villages of Kimberly, Combined Locks, Harrison, Sherwood, Little Chute; and the Towns of Kaukauna, Buchanan, Grand Chute, Greenville, Neenah, Vandenbroek, Harrison.

## Age Profile, 2010

Source 2010 Census



**N**ote: According to the WIDOA, predictions of the population are based on the primary assumption that past demographic and economic patterns, on a large scale, will hold true into the future. Population projections are not a statement of what will happen, but an inference of what might happen, if past patterns and probable future trends hold true.

# HOUSING

## HOUSEHOLD COUNTS

From 1990 to 2010 the number of households in the Village of Fox Crossing grew by 48.5%, or 1.6% per year. From 2000 - 2010, a 26.2% increase in the number of households occurred in the Village, or 2.6% per year. This was greater than the increases seen in the average of the Fox Cities (17.5%) and Winnebago County (11.0%).

The Village's "persons per household" dropped from 2.61 in 1990 to 2.33 in 2010, which is an overall reduction of 10.9% (averages to 0.5% per year). This trend is consistent with national trends over the past several decades and can be attributed to smaller family sizes, increases in life expectancy, and increases in single parent households.

As shown, the Village of Fox Crossing may see an increase of 2,298 households between 2010 and

2040. This equates to an addition of 2,417 housing units, an increase of 28.9%, or 1.0% per year. This growth projection exceeds population growth projections indicating that the average population per household will continue to decline to 2.26 by year 2040.

## OCCUPANCY & HOUSING STOCK

The housing stock in the Village of Fox Crossing is similar to the typical housing stock found in a community with a population of similar size in the Midwest. The most prevalent type of unit is single family homes (66.4%), followed by 22.5% multi-family unit buildings.

As of 2010, approximately 60% of Village residents live in owner-occupied housing with a vacancy rate of 2.2%, as compared to 1.1% in year 2000. The 2011-2015 rolling estimates suggests the homeowner

vacancy rate is holding around 2.9%. A healthy balance of owner-occupied vacancy rates is typically 1-2% reflecting the fact that sellers typically live in their homes while they are on the market and units are rarely vacant.

The graphs on pages A-6 - A-7 provides several insights to the Village of Fox Crossing's housing stock, as listed below:

- Approximately 28% of the Village's housing stock was built prior to 1970. These older homes are prone to needing more maintenance and are likely to have components known to be unsafe due to structure/product make-up (e.g. lead pipes, lead paint and asbestos).
- Between 1990-1999, the Village saw a fairly significant increase in home construction. This correlates to a 14%

## Household Trends & Projections

Source: U.S. Census Bureau & WI DOA Projections

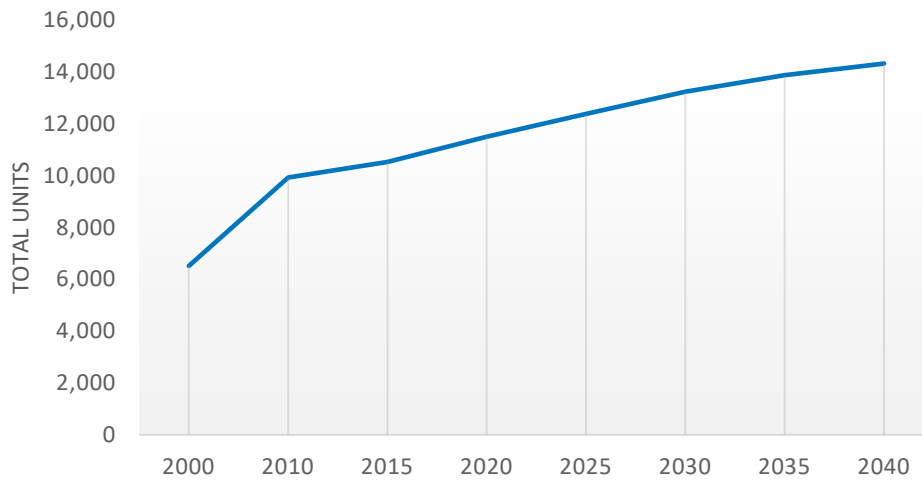
	Village of Fox Crossing		Village of Harrison*		Town of Grand Chute		City of Neenah		Winnebago County		Wisconsin	
	Number	Persons Per	Number	Persons Per	Number	Persons Per	Number	Persons Per	Number	Persons Per	Number	Persons Per
1990	5,351	2.61	1,059	3.02	5,465	2.65	9,024	2.57	53,216	2.64	2,055,774	2.38
2000	6,298	2.52	1,998	2.88	7,586	2.42	9,834	2.49	61,157	2.56	2,084,544	2.57
2010	7,948	2.33	3,644	1.58	9,378	2.23	10,694	2.38	67,875	2.46	2,279,768	2.49
2015	8,183	2.32	3,980	1.57	10,146	2.22	11,012	2.37	69,413	2.45	2,371,815	2.44
2020	8,710	2.30	4,675	1.56	11,198	2.21	11,505	2.36	72,687	2.44	2,491,982	2.41
2025	9,195	2.29	5,344	1.56	12,150	2.20	11,935	2.35	75,603	2.42	2,600,538	2.39
2030	9,653	2.28	6,040	1.55	13,081	2.19	12,321	2.34	78,242	2.41	2,697,884	2.36
2035	9,992	2.27	6,619	1.54	13,819	2.18	12,573	2.33	79,898	2.40	2,764,498	2.34
2040	10,246	2.26	7,075	1.53	14,356	2.16	12,682	2.31	80,895	2.39	2,764,498	2.35

\* Incorporated in 2013.

\*\*Forecasted years (2015-2040) assumes a 1.0% decline per decade (past decline ranged from approximately 0.3% to 8.0%, excluding State figures)

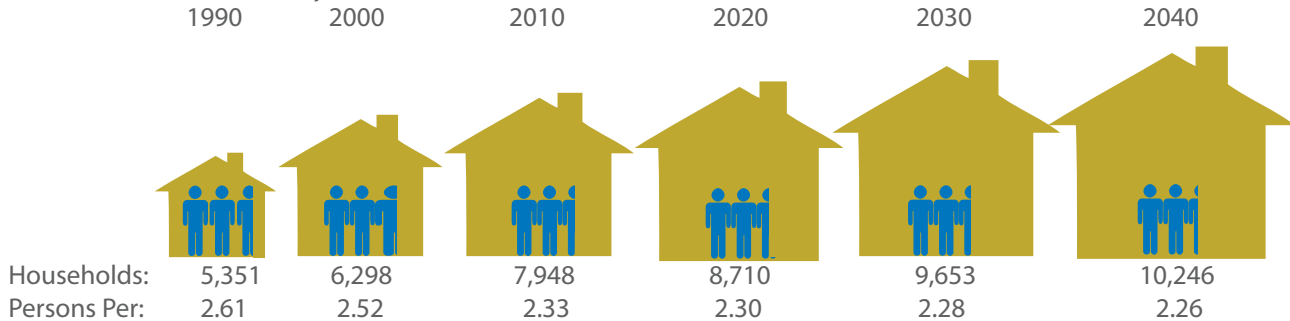
## Housing Units Projections 2000-2040

Source: U.S. Census Bureau & MSA Projections



## Household Trends & Projections

Source: U.S. Census & MSA Projections



increase in population the Village saw during the same period. However, since 2010 there has been limited new home construction within the Village. A major contributor to the lack of home construction can be attributed to the Great Recession, which has impacted the entire nation since the late 2000s.

- The 2011-2015 rolling estimates suggest the rental vacancy rate is holding around 3.1%. A

healthy balance of rental units is around 5% allowing renters options in the market and the ability to move in immediately.

- The percentage of renter occupied units in Fox Crossing increased from 28% in 2000 to 35% in 2010. This reflects a decrease in home ownership of single-family houses, detached houses and condominiums. The 2011-2015 rolling estimates suggest unit occupancy has not changed much.

## BUILDING PERMIT DATA

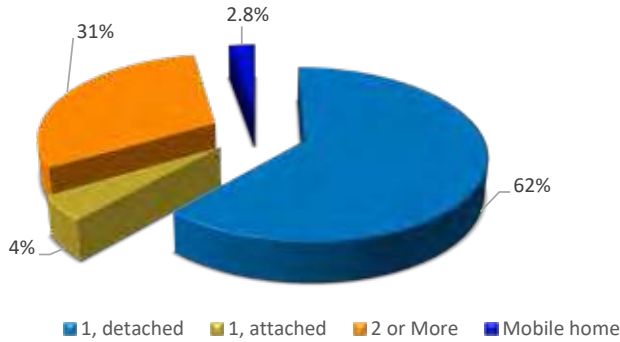
The figures on page A-8 show regional building permit data from 2016. In 2016 Fox Crossing had a total of 102 permits issued. Of these 14 were for commercial, 2 for apartments, 41 for single-family residences, 5 for duplexes and 40 for remodel/additions.

As compared to the average of the communities in the region, Fox Crossing was below the average



### Unit Type, 2011-2015 Average\*

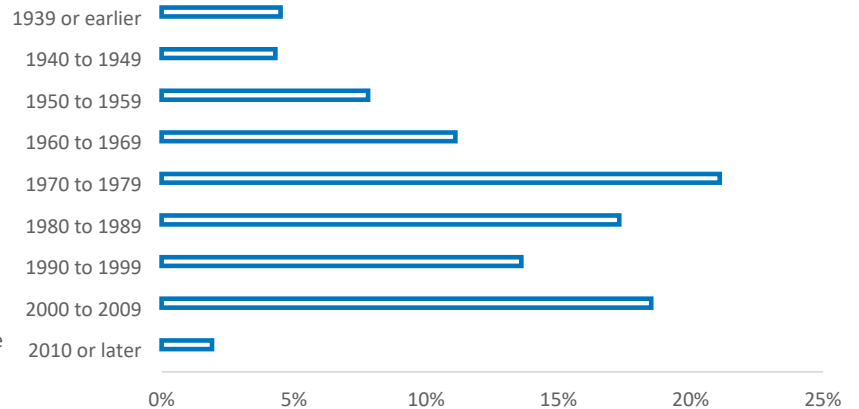
Source: American Community Survey



\* error exceeds 10% for all estimates

### Year Structure Built, 2011-2015 Average\*

Source: American Community Survey



\* error exceeds 10% for all estimates

### Unit Occupancy

Source: U.S. Census Bureau & American Community Survey

	2000		2010		Avg. 2011-2015	
	Number	Percent	Number	Percent	Number	Percent
Owner Occupied	4,485	68.8%	5,018	60.0%	5,275	59.7%
Renter Occupied	1,813	27.8%	2,930	35.1%	<b>2,919</b>	<b>33.1%</b>
Vacant	223	3.4%	410	4.9%	<b>636</b>	<b>7.2%</b>
Homeowner Vacancy Rate		1.1%		2.2%		<b>2.9%</b>
Rental Vacancy Rate		5.5%		5.4%		<b>3.1%</b>
TOTAL	6,521		8,358		8,830	

on number of commercial permits, apartments and remodels/additions. Fox Crossing was above average on total number of single-family and duplex permits issued.

Historical data from Fox Crossing (see page A-9) shows that single-family building permits were high in 2004 (115), declined through the Great Recession/recovery and are now just starting to rise again.

Commercial/Industrial building permits (both new and additional developments) were at 20 in 2004 and then reached a low (2 new developments) in 2009, but have since increased to 14 total permits (including new and additional developments) in 2016.

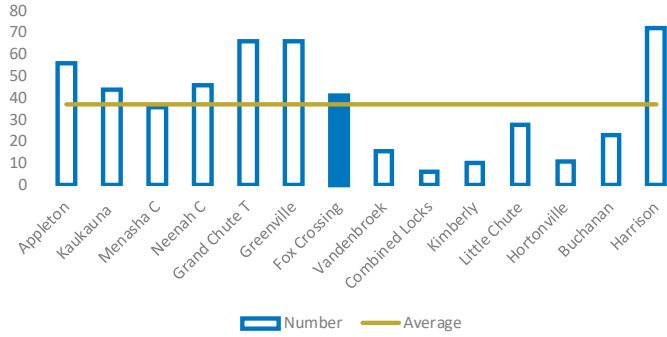
Other building permits (including renovations and anything not included in residential or

commercial/industrial permits) were at 1,282 permits in 2004, decreased and then spiked in 2010 to 1,849 permits. Currently, other types of building permits have decreased to 890 permits in 2016.

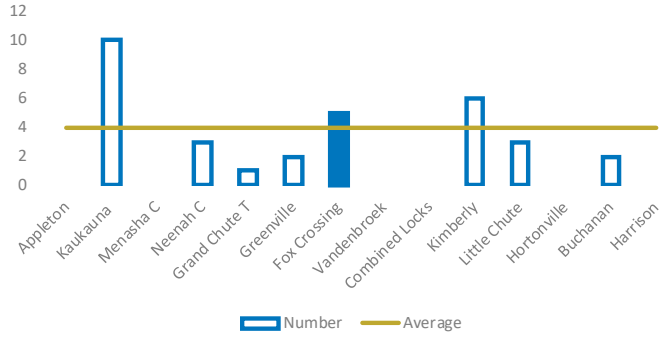
## Regional Building Permit Data, 2016

Source: 2016 Growth Report (City of Appleton, WI)

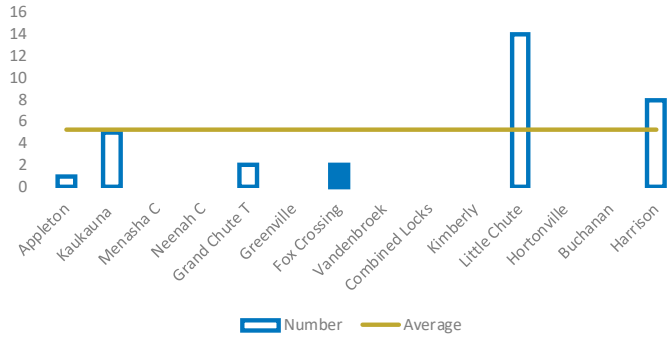
### Single-Family



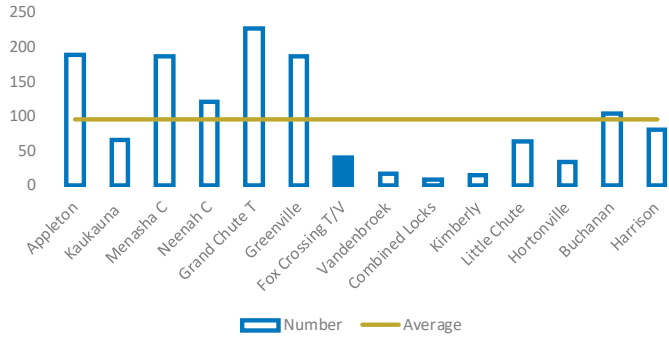
### Duplex



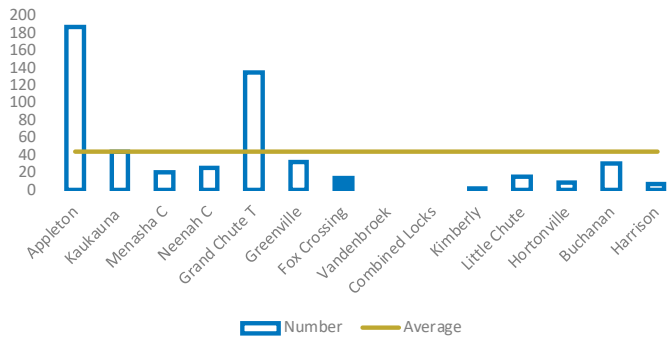
### Apartments



### Remodel/Additions

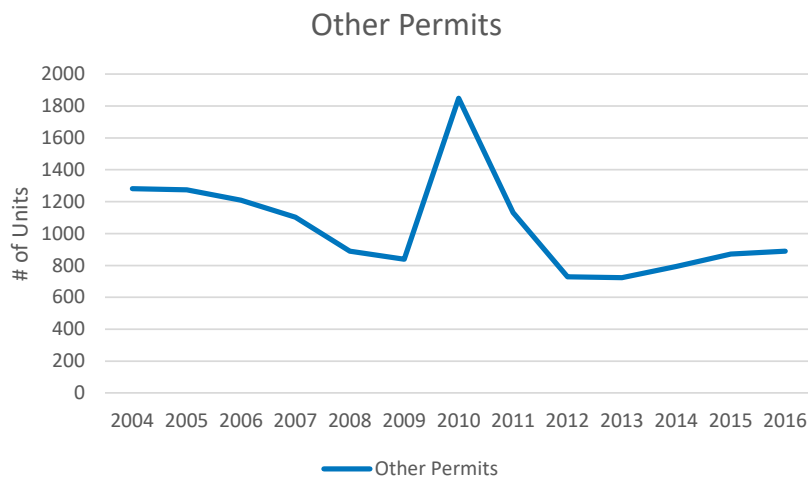
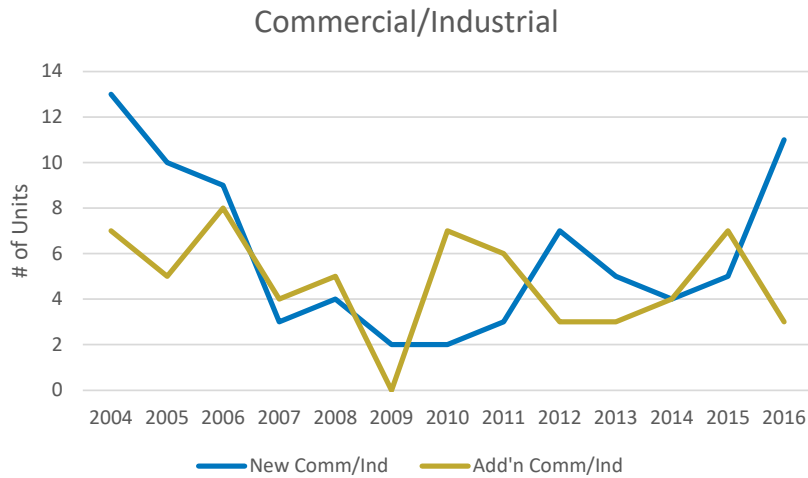
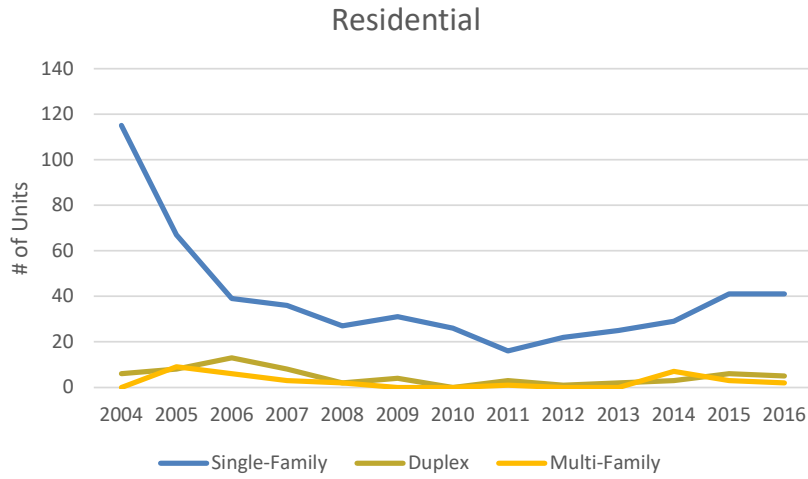


### Commercial



## Fox Crossing Historical Building Permit Data, 2004-2016

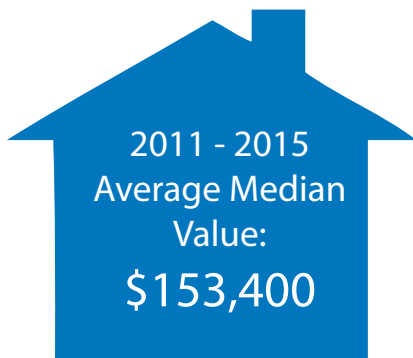
Source: City of Fox Crossing



## AFFORDABILITY & VALUE

Affordable housing opportunities are often provided through the sale of older housing units. Housing is generally considered “affordable” when the owner or renter’s monthly housing costs do not exceed 30% of their gross monthly income. Based on the rolling average between 2011-2015, roughly 21% of Village homeowners and 33% of renters exceeded the “affordable” threshold. While these numbers are important indicators of affordability, it is also important to note that some residents may consciously choose to devote more than 30% of their income to household and lifestyle expenses, homeowners in particular.

The median value of a home in the Village is assumed to be around \$153,400 (based on the rolling average from 2011-2015), which is lower than the Town of Grand Chute (\$172,400) but is higher than the City of Menasha (\$118,400), City of Neenah (\$132,400) and the County’s (\$143,100) median home values.



### Gross Rent as Percentage of Income, Average 2011-2015

Source: American Community Survey

	Percent
Less than 20 percent	<b>43.1%</b>
20.0 to 24.9 percent	<b>13.6%</b>
25.0 to 29.9 percent	<b>7.8%</b>
30.0 to 34.9 percent	<b>4.3%</b>
35 percent or more	<b>28.9%</b>
Not Computed	<b>2.3%</b>

### Selected Monthly Owner Costs, Average 2011-2015

Source: American Community Survey

	Percent
Less than 20 percent	<b>45.6%</b>
20.0 to 24.9 percent	<b>21.7%</b>
25.0 to 29.9 percent	<b>11.6%</b>
30.0 to 34.9 percent	<b>4.8%</b>
35 percent or more	<b>16.2%</b>
Not computed	<b>0.0%</b>

### Gross Rent

Source: U.S. Census Bureau & American Community Survey

	2000	Avg. 2011 - 2015
Less than \$500	38.1%	<b>8.2%</b>
\$500 to \$999	56.3%	80.3%
\$1,000 to \$1,499	0.7%	<b>9.1%</b>
\$1,500 or more	1.3%	<b>1.5%</b>
No Cash Rent	3.6%	<b>0.9%</b>
Median Rent	\$539	\$708

### Value (For Homes with Mortgages)

Source: U.S. Census Bureau & American Community Survey

	2000	Avg. 2011 - 2015
Less than \$50,000	2.2%	<b>6.5%</b>
\$50,000 to \$99,999	35.3%	<b>8.2%</b>
\$100,000 to \$149,999	40.9%	<b>32.5%</b>
\$150,000 to \$199,999	12.2%	<b>26.6%</b>
\$200,000 to \$299,999	6.9%	<b>17.6%</b>
\$300,000 to \$499,999	1.6%	<b>6.5%</b>
\$500,000 or more	0.8%	<b>2.1%</b>
Median Value	\$112,100	\$153,400

## HOUSING PROGRAMS

**Public Housing:** Public housing programs provide publicly-owned and publicly-operated housing for low-income families and individuals. Local housing authorities set income limits, and rent may not exceed 30% of income. Contact the Oshkosh/Winnebago County Housing Authority for information.

**Section 8 Housing Subsidies:** The federal Department of Housing and Urban Development (HUD) contracts, either directly or through a local housing authority, with owners of new, existing or rehabilitated housing units. HUD pays the difference between rent charged on the private market and the tenant's contribution, which is based on income. The participating owners may be public or private. Apartments, houses and rented mobile homes may be eligible. Another type of Section 8 program provides a rent subsidy certificate to a qualified applicant who then finds a landlord who is willing to participate. Sometimes it is possible to obtain a subsidy for the tenant's current dwelling. Contact the Oshkosh/Winnebago County Housing Authority for details.

**Rural Rent Assistance:** In rural areas, the Rural and Economic Development office administers a rent assistance program similar to the Section 8 program. The rural program uses the same income guidelines to establish eligibility. The rent charged to the tenant is generally limited to 30% of the tenant's income. Priority is given to tenants in program-sponsored projects who are paying the highest

percentage of their income toward rent. Contact the local Rural and Economic Development office for details, which is generally located at the county seat.

**Rural & Economic Development Loans:** Rural and Economic Development "Section 502" loans are available to rehabilitate homes that fail to meet minimum standards for "decent, safe and sanitary" housing, and to make homes accessible to persons with disabilities. Contact the local Rural and Economic Development office.

**Home Improvement Loan Program:** The Wisconsin Housing and Economic Development Authority (WHEDA) administers the Home Improvement Loan Program (HILP) and the Home Energy Loan Program (HELP). These programs are designed to enable homeowners with low or moderate incomes to repair and improve their homes. The program makes FHA-insured home improvement loans available at an interest rate below the market rate. A third program, the Home Energy Incentive Program, is used with HILP for energy conservation projects. To apply for a loan, visit a participating lending institution, or call 800-334-6873.

**Low-Income Energy Assistance Program:** The Low-Income Energy Assistance Program provides energy assistance for low-income renters and homeowners. Eligibility is limited to households that have an income not greater than 150% of the poverty level, and that show an "energy burden". This means the household must directly pay a fuel provider or pay rent that includes

heat. Applications usually must be made through the county Energy Assistance Office. Payments are made based on a multi-tier schedule depending on income, household size, and fuel type. One payment at the appropriate benefit rate is made for the entire heating season.

**Weatherization Programs:** Winnebago County's Weatherization program helps low-income households realize significant savings in energy bills. Common services include insulating attics and sidewalls, air-sealing the structure, furnace inspections, and energy conservation measures such as lighting and refrigerator replacement. Call Energy Services Inc. at 800-506-5596 for further information.

**Home Rehabilitation Loans:** In partnership with the Winnebago Homebuyer Program, the Brown County Planning and Land Services Department administers a Home Rehab program in Winnebago County to income eligible homeowners. Focus is on repair of important structural and safety needs, as well as code issues. Call Brown County at 920-448-6485 for further information.

**Downpayment Assistance:** The Winnebago Homebuyer Program provides financial assistance to make homeownership possible for income eligible families. Assistance is provided for closing costs and downpayment assistance up to \$14,500. For more information on the program contact the Winnebago County Homebuyer Program at 920-424-1450.

# MOBILITY & TRANSPORTATION

## COMMUTING

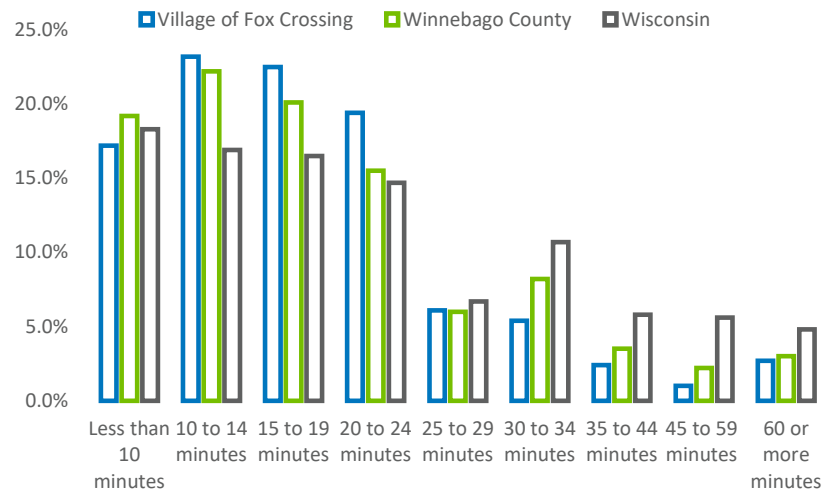
In general, the Village of Fox Crossing's workforce (16 years or older) is commuting shorter distances than the workforce within Winnebago County and the State as a whole. Below are a couple notable differences between these geographies.

- Approximately 43% of the Village's workforce commutes outside of the County, which is less than the workforce within the County.
- Only 12% of the Village's workforce commutes 30 or more minutes to work, which is lower than the County's workforce (17%) and the State's (27%).

Commuting in the Village of Fox Crossing is mostly done by car, with 88.2% of commuters traveling in a single occupant vehicle. This number is higher than both the County (85.5%) and the State as a whole (80.6%). One difference in commuting methods is by those who carpool with 4.5% of the Village of Fox Crossing's workforce carpooling compared to 6.8% of Winnebago County and 8.4% of the State as a whole.

### Commuting Time to Work, Average, 2011-2015

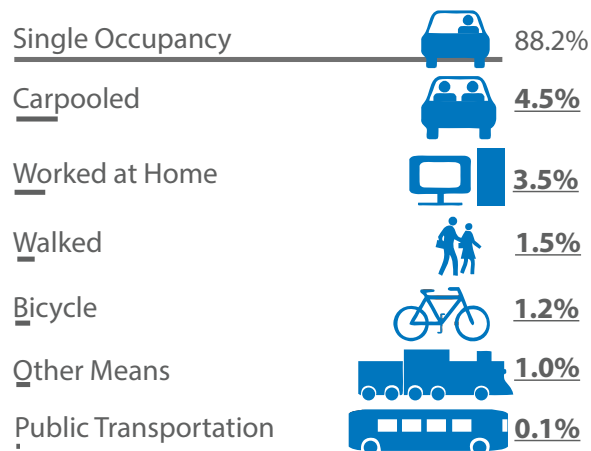
Source: American Community Survey



\* error exceeds 10% for all estimates for Fox Crossing and

### Percentage of Residents Commuting, 2011-2015

Source: American Community Survey



### Place of Work, 2011-2015

Source: American Community Survey

	Village of Fox Crossing	Winnebago County
Within Winnebago County	56.4%	72.6%
Outside of County, Within State	<b>43.3%</b>	27.0%
Outside of State	<b>0.3%</b>	<b>0.5%</b>

## MAJOR MODES OF TRAVEL

**Aviation Service:** The Village of Fox Crossing is served by the Appleton International Airport (formerly Outagamie County Regional Airport). It is located in the Town of Greenville, just north of Fox Crossing. The airport has significant land use implications because some of its landing patterns occur over the Village. Accordingly, Fox Crossing has adopted Outagamie County Regional Airport's Airport Overlay Zoning Ordinance. The airport has a 8,002-foot and 6,501-foot concrete runway. Allegiant Air, American Airlines, Delta and United offer service at the airport. The airport is owned by Outagamie County.

Winnebago County operates the nearby Wittman Regional Airport, located in the City of Oshkosh. The airport is not served by commercial airlines, but provides aircraft rental and charter flights. The Wittman Regional Airport becomes the busiest airport in the world the last weekend in July when the Experimental Aircraft Association (EAA) holds its annual Fly-In Convention. The airport has an 8,000-foot concrete runway that accommodates the larger aircraft that fly in for the EAA convention and a 6,000-foot concrete runway that is used for smaller aircraft take-off and landing.

**Railroad Service:** Canadian National Railroad operates two routes that run through the Village of Fox Crossing. Freight transfers and switching operations for Canadian National take place in rail yards located in Appleton, Menasha, Neenah and Oshkosh. A north-south route connects the Oshkosh Area with Fond du Lac, Milwaukee and the Chicago Rail Yards to the south and the northern segment connects Oshkosh to the Appleton/Fox Cities Area and Green Bay. An east-west route connects the Neenah Yard with Stevens Point and Marshfield in central Wisconsin, as well as the major railroad terminals located further west in the Twin Cities and Duluth, MN.

The nearest passenger service (AMTRAK) station is located 75 miles southwest in Columbus. This stretch of rail is part of Amtrak's Empire Builder Route, which is a major east-west route that runs between Chicago and the Pacific Northwest.

**Water Transit:** There are no port facilities in the Village of Fox Crossing.

**Truck Routes:** Trucking is used extensively throughout the region because of the intermodal transfer options, including the Interstate and National Highway network, Wisconsin River, freight rail and aviation facilities. Fox Crossing has five major truck freight terminals. Truck routes exist in Fox Crossing

immediately adjacent to, or within a few blocks of, the major and/or minor arterials in the Village. Within the region there are over 50 trucking and 10 warehousing firms. Services include local and long distance motor freight, contract and heavy hauling and liquid or dry bulk trucking.

**Road Classifications:** All federal, state, county, and local roads are classified into categories under the "Roadway Functional Classification System" based upon the type of service they provide (see map on the next page). In general, roadways with a higher functional classification should be designed with limited access and higher speed traffic.

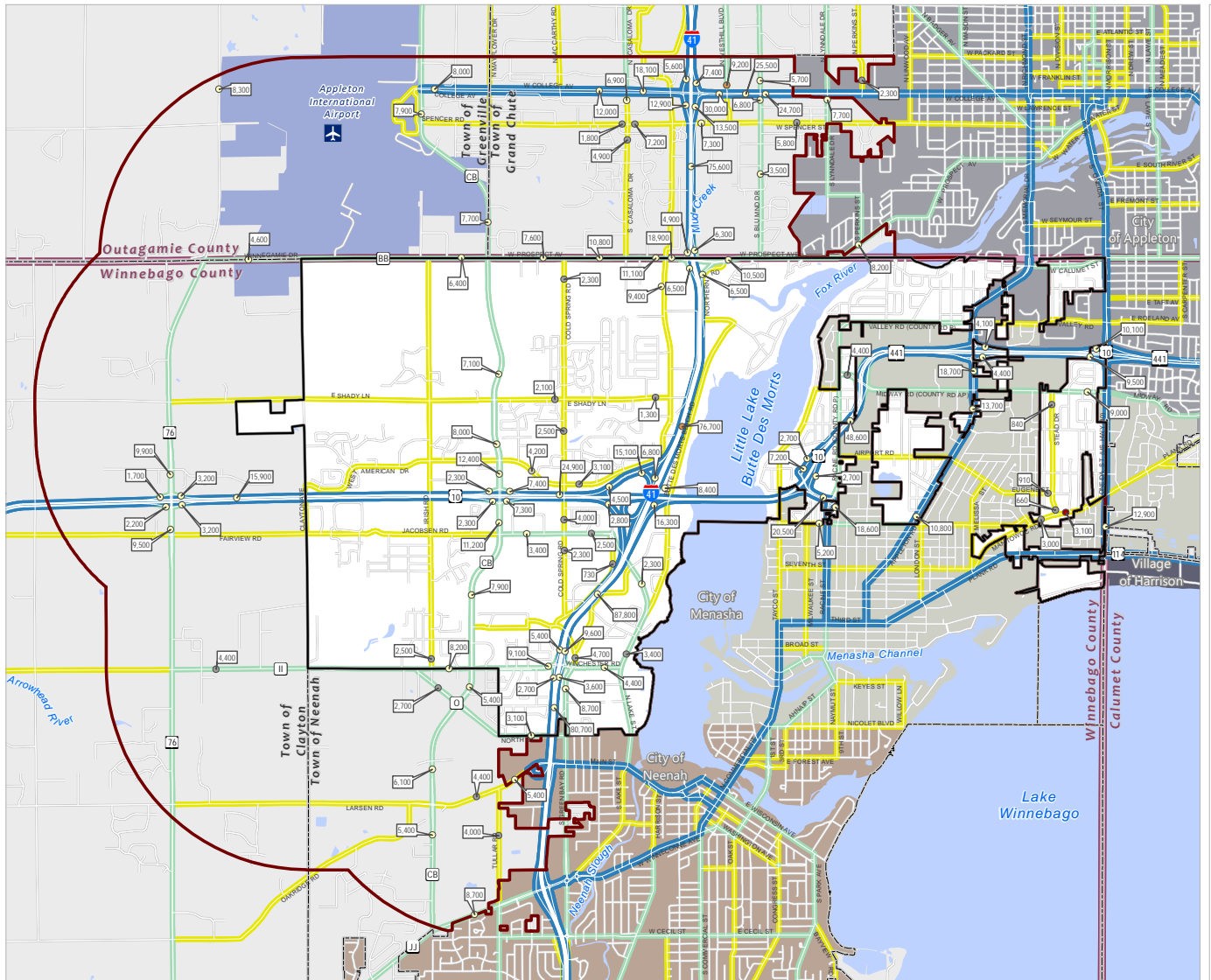
**Roadway Improvement Projects:** Wisconsin's Six Year Highway Improvement Program identifies projects by county and project limits. This list provides projects to be completed between 2017 and 2022. The Village of Fox Crossing will be impacted by one major project during this time frame: the Tri-County project which will reconstruct and expand US 10/WIS 441 from 4 lanes to six lanes and reconstruct five interchanges. The Tri-County project is a major driver of new economic development in Fox Crossing as the lack of a full interchange has historically limited commercial development in the area.

### Planned Road Improvements

Source: Wisconsin Department of Transportation

Hwy	County	Project Title/Limits	Miles	Year	Project Description
10	Winnebago	USH 10 - USH 10/STH 441 (County CB - Oneida St)	20.61	2017-2022	USH and USH 10/STH 441 extending approximately 5 miles from CTH CB in Winnebago County to Oneida Street in Calumet County.

# Existing Transportation Facilities Map



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Data Sources:  
 Municipal Boundaries: Winnebago, Calumet and Outagamie Counties.  
 Street Centerlines: Winnebago, Calumet and Outagamie Counties.  
 Functional Classification: WisDOT Function Classification map for the Urbanized Area of Appleton (08/1/2016)  
 Annual Average Daily Traffic Count: WISDOT (2010 to 2015)

Village of Fox Crossing  
 Winnebago County, WI



Village of Fox Crossing	Waterbody	<b>Traffic Count Year</b>
Planning Area	Functional Classification	2010
County	Principal Arterial	2012
City of Appleton	Minor Arterial	2013
City of Menasha	Collector	2014
City of Neenah	Local	2015
Village of Harrison	Annual Average Daily Traffic	Airport
Town		



## BIKE, PEDESTRIAN & TRANSIT

**Sidewalks, Trails, & Routes:** The Village lacks sidewalks in most areas and has tried to address this issue through the development of multi-use trails. The Village has approximately 20 miles of trails. The backbone of the trail system is the "Fox Cities Trestle-Friendship Trail" which will ultimately connect Manitowoc, WI with Stevens Point, WI. Additional trails are located along American Drive, West American Drive, CTH II, Cold Spring Road, CTH CB, Shady Lane/Michel's Way, Jacobsen Road, and North Lake Street.

Fox Crossing has approximately three miles of on-road bike routes. Bike routes are located along Valley Road, Manitowoc Road and North Lake Street. The WisDOT Wisconsin Bicycle Map to the right shows existing trails as well the suitability of major roads for bicycling.

**Transit Service:** Valley Transit provides fixed-route service and specialized transit services for those with disabilities in Fox Crossing and throughout the Fox Cities. Route 41 provides service on the west side of Little Lake Butte des Morts, and a number of routes provide service on the East side of Little Lake Butte des Morts. Route 41 runs from the City of Neenah Transit Center to the Fox River Mall. This route connects through the City of Neenah to the City of Oshkosh. The east side routes connect to the City of Appleton Transit Center, which connects to cities throughout the United States through regional bus service. Valley

Transit service hours are Monday - Friday 6:15 AM - 10:30 PM and Saturday 8:15 AM - 10:30 PM.

One-way fares are \$2 for adults, \$1 for seniors and those with disabilities, and \$0.75 for youth. Bus passes are also available. A 30 day pass is \$60 for adults, \$40 for seniors and those with disabilities, and \$22 for youth.

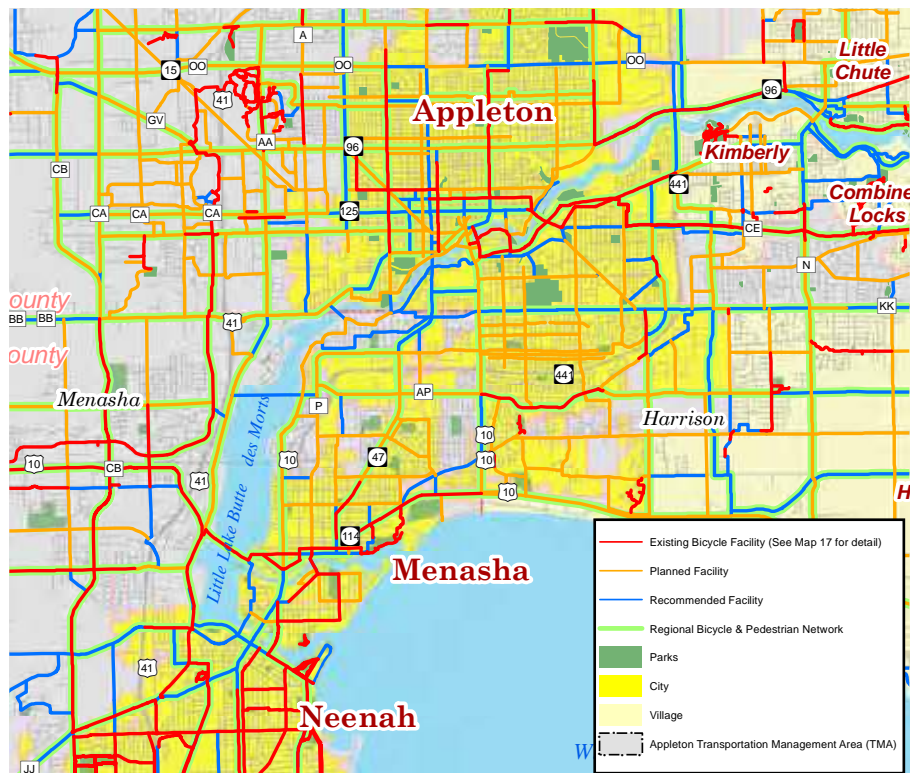
In addition to the paratransit services offered by Valley Transit, Northern Winnebago Dial-a-Ride offers reduced fare taxi service for individuals sixty and over. This service is provided through Fox Valley Cab.

The Aging and Disability Resource Center of Winnebago County also offers local and long distance transportation for clients of Winnebago County Department of Human Services, or non-clients ages sixty and over. This program is staffed by volunteers.

The nearest regional bus stops are located in Appleton and Oshkosh. Both cities are served by Lamers and Greyhound.

### Appleton TMA: Existing, Planned & Recommended Bicycle Facilities Map

Source: Appleton (Fox Cities) Transportation Management Area - Bicycle and Pedestrian Plan (2014)



# ECONOMIC PROSPERITY

## EDUCATION AND INCOME

Educational attainment can provide valuable insight into the existing labor force, including availability of skilled and professional workers and demand for training opportunities. In the year 2000, approximately 88% of Village of Fox Crossing residents 25 years or older had at least a high school diploma, which is higher than Winnebago County (86%) and the State as a whole (85%). Looking at higher education, 18% of residents obtained a bachelor's degree which is higher than the County (16%) and the State (15%). More recent data from the American Community Survey (2010-2014) suggests that Village residents have continued

to outpace the County and State in having at least a high school diploma. The percentage of people county-wide (19%) and statewide (18%) with a bachelor's degree has caught up to or surpassed Fox Crossing (18%).

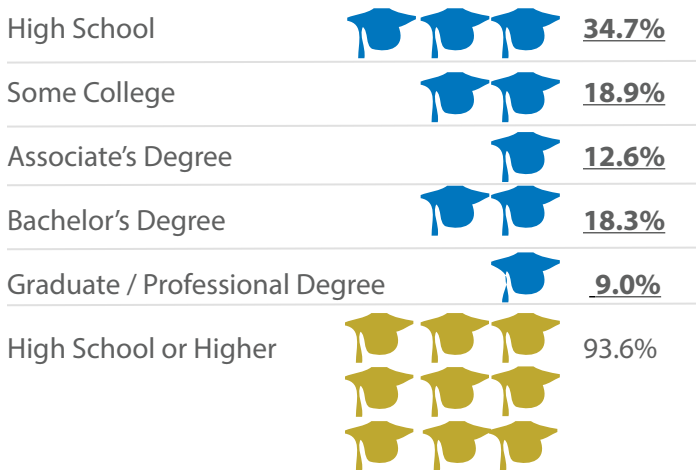
In 2000, the Village of Fox Crossing's per capita, median family and household income levels were higher than the County and State's income levels. More recent data from the American Community Survey (ACS) suggests that the Village has continued to outpace the County and the State in these two income indicators. The ACS data also suggests the number of persons below the poverty level has increased in all geographies from

2000 to present with the Village of Fox Crossing increasing from 4.4% to 8.1% (an 84% increase). This change was slightly higher than the rate of change for the County (79%) and much higher than the rate of change for the State (49%).

**N**ote: The Census Bureau uses a set of income thresholds that vary by family size and composition to detect who is “poor”. If the total income for a family or unrelated individual falls below the relevant poverty threshold, then the family or unrelated individual is classified as being “below the poverty level”.

### Educational Attainment, 2011-2015

Source: U.S. Census Bureau, American Community Survey



### Income Trends

Source: U.S. Census Bureau, American Community Survey

		2000	Avg. 2011-2015
Village of Fox Crossing	Per Capita	\$24,393	<b>\$32,809</b>
	Median Family	\$60,097	\$73,212
	Median Household	\$50,887	\$56,319
	<i>Below Poverty</i>	4.4%	<b>8.1%</b>
Winnebago County	Per Capita	\$21,706	\$27,770
	Median Family	\$53,932	\$67,477
	Median Household	\$44,445	\$52,018
	<i>Below Poverty</i>	6.7%	12.0%
Wisconsin	Per Capita	\$21,271	\$28,340
	Median Family	\$52,911	\$68,064
	Median Household	\$43,791	\$53,357
	<i>Below Poverty</i>	8.7%	13.0%

## EXISTING LABOR FORCE

Based on the tables and graphs below, the following can be inferred regarding the Village's existing labor force:

- Based on the American Community Survey (avg. 2011-2015), the Village of Fox Crossing's unemployment rate (4.8%) is similar to the County (4.7%) and lower than the State's (6.3%). Unemployment rates are nearing pre-Great Recession rates in the year 2000. According to the Wisconsin Department of Workforce Development, as of March 2017, the unemployment rate in Wisconsin has fallen to 3.7% and 3.1% in Winnebago County. Therefore, the 2017

actual unemployment rate for the Village is likely less than 4.8%.

- According to the 2016 Leading Indicators for Excellence (LIFE) report completed for the region, the 2014 unemployment rate for the region was 4.81% compared with 5.51% statewide.
- A majority (86.6%) of workers in the Village of Fox Crossing earn a private wage and salary, slightly higher than the County at 84.9% and the State at 82.3%.
- Approximately one-third (32%) of the population in Fox Crossing is considered in "Management, Professional & Related" occupations; 25%

are considered in and "Sales and Office"; and 21% are in "Production, Transportation and Material Moving" occupations. The "Service" occupation is lower in the Village of Fox Crossing (14.9%) than the County (17.6%) and the State (17.0%).

- The largest occupations by industry in the Village are "Manufacturing"; "Educational Services, and Health Care and Social Assistance"; and "Retail Trade". Those in the "Manufacturing" category make up 26.3% of the Village, which is similar to the County (25.0%) and higher than the State (18.5%). This is consistent with expectations given the region is recognized as one of the top manufacturing centers in the country.

### Employment Status

Source: U.S. Census Bureau, American Community Survey, WI Workforce and Labor Market Information System

	Village of Fox Crossing	Winnebago County	Wisconsin
In Labor Force (2000)	9,071	85,820	2,869,236
Unemployment Rate	3.1%	3.7%	3.2%
In Labor Force (avg. 2011-15)	10,535	90,212	3,077,153
Unemployment Rate	<b>4.8%</b>	4.7%	6.3%

### Class of Worker, 2011-2015

Source: American Community Survey

	Village of Fox Crossing	Winnebago County	Wisconsin
Private Wage & Salary	86.6%	84.9%	82.3%
Government Worker	<b>9.8%</b>	11.4%	12.4%
Self-employed & Not-for-Profit Worker	<b>3.7%</b>	<b>3.6%</b>	5.1%
Unpaid family Worker	<b>0.0%</b>	0.1%	0.2%

**Note:** A community's labor force includes all people over the age of 16 classified as employed or unemployed as well as members of the U.S. Armed Forces. Those not included in the labor force statistics include students, homemakers, retired workers, seasonal workers not currently looking for work, institutionalized people, and those doing only incidental unpaid family work.

## MANUFACTURING

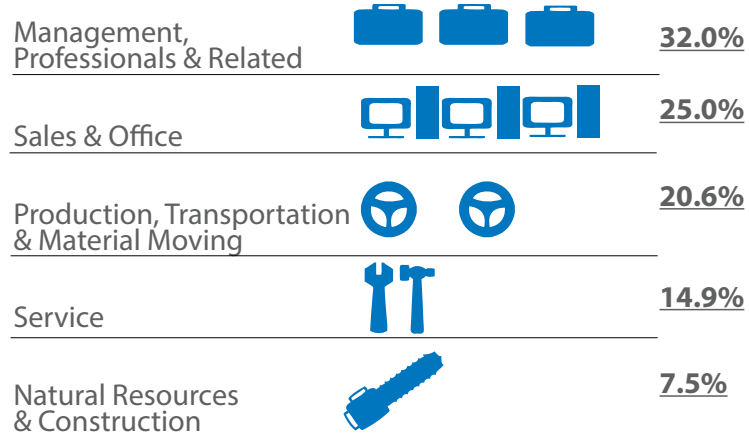
According to the Fox Cities Regional Partnership, manufacturing comprises 21.2% of the region's employment and provides 46,634 jobs. Over the next ten years, the region is expected to gain 10,284 manufacturing jobs.

The overall location quotient (LQ) for manufacturing in the Fox Cities is 25.2 meaning that manufacturing jobs are approximately 25 times more concentrated in the region than average. This higher LQ indicates that manufacturing is an export industry which brings money into the region rather than simply circulating money already in the region. LQs for particular types of manufacturing within the Fox Cities are as follow:

- Plastics Packaging Film and Sheet Manufacturing (LQ=116)
- Sawmill, Woodworking, and Paper Machinery Manufacturing (LQ=50)
- Heavy Duty Truck Manufacturing (LQ=48)

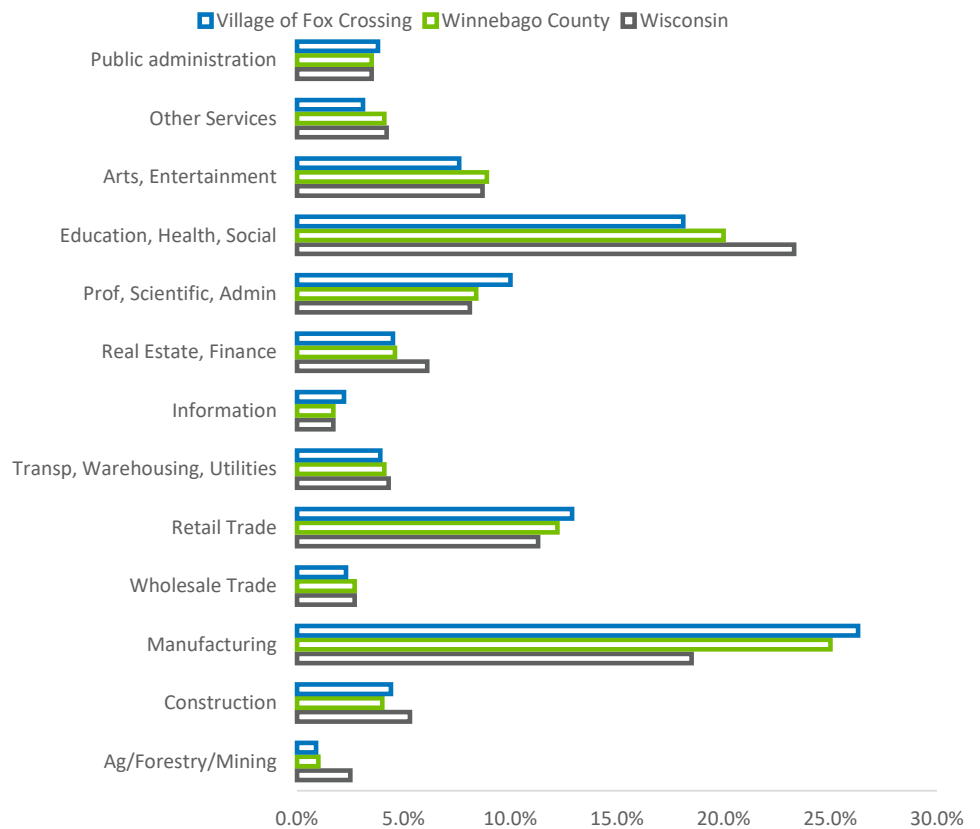
### Employment by Occupation, 2011-2015 Average

Source: American Community Survey



### Employment by Industry, 2011-2015 Average

Source: American Community Survey



\* error exceeds 10% for all estimates for Fox Crossing and Ag/Forestry/Mining; Wholesale Trade; Transp, Warehousing, Utilities; Information; Real Estate, Finance; Other Services; and Public Administration for Winnebago County

## LABOR PROJECTIONS

Based on Wisconsin’s Department of Workforce Development (WI DWD), the projected fastest growing industries in Winnebago County between 2012 and 2022 are “Construction” and “Professional & Business Services”. The “Health Services” industry in general is growing rapidly, both regionally and statewide due in part to the aging population. The only industry that is projected to decline in Winnebago County is “Information”.

For the entire State of Wisconsin, the WI DWD estimates the following will be the top three high-growth occupations between 2012-2022: “Interpreters and Translators” (44.3% increase), “Diagnostic Medical

Sonographers” (41% increase) and “Physician Assistants” (36.9% increase). Note that highest growth does not translate to greatest number of jobs.

## MAJOR EMPLOYERS

The top ten regional employers in Fox Crossing are shown in the table below.

According to the Fox Cities Regional Partnership, the region has a total of 9,915 businesses. In 2016 the leading employment industries in the metro area were retail (33,280 jobs); health care and social services (31,242 jobs); manufacturing (18,361 jobs); and banking, finance and insurance (15,663 jobs).

A Leading Indicators for Excellence (LIFE) Study was completed for the Fox Cities in 2016. This study provides a data-focused overview of quality of life in the Fox Cities. This report discusses manufacturing industry trends and states that between 2004 and 2014 the manufacturing industry saw an overall reduction in number of jobs. This was similar to statewide and national trends. Since manufacturing jobs still make up a large number of jobs in the Fox Cities, this indicates that the manufacturing jobs are reliant on large employers.

### Fastest Growing Industries in Winnebago County

Source: WI DWD, Bureau Workforce Training, QCEW, 2015

Industry	2012 Employment	Projected 2022 Employment	% Change
Construction	13,976	16,736	20%
Professional & Business Services	25,256	29,584	17%
Education & Health Services	39,768	45,668	15%
Leisure & Hospitality	25,856	28,361	10%
Natural Resources	2,251	2,442	8%
Financial Activities	13,177	14,204	8%
Other Services	9,333	10,023	7%
Public Administration	16,425	17,325	5%
Trade, Transportation & Utilities	51,266	53,891	5%
Manufacturing	65,617	67,889	3%
Self-Employed & Unpaid Family Workers	17,091	17,406	2%
Information	4,619	4,170	-10%

### Top Regional Employers Located in Fox Crossing

<http://www.foxcitiesregion.com/major-employers/>

Establishment	Service or Product	# of Employees
Kimberly-Clark Corp.	Consumer paper products	3,200
Faith Technologies	Electrical contractors	1,700
Pierce Manufacturing	Fire truck manufacturing	1,500
SCA Tissue	Paper products	1,000
Miron Construction	Construction	1,000
RR Donnelly	Printing & packaging	1,000
Clearwater Paper	Paper products	500
Outlook Graphics	Printing & mailing	480
Warehouse Specialists	Storage	350
Sonoco Products	Spiral paper core manufacturing	160

## MARKET ANALYSIS

In 2011 the Village completed a market analysis in order to better understand its economic structure. The study concentrated on a one-mile trade area around the intersection of USH 10 and County Road CB (the Town of Menasha Commercial Center, or TMCC). The study used Esri's Business Analyst online to prepare a retail market place profile analysis which revealed the following sectors have retail gaps of over one million dollars not being met within the Village: electronics and appliance stores, building material and supplies

stores, department stores, gas stations, grocery stores, health and personal care stores and limited-service eating establishments.

In addition to this quantitative analysis, the market analysis also included qualitative analysis in the form of a consumer survey. The survey revealed residents head to surrounding cities for their retail and service needs because there is little retail development within Fox Crossing and there are many surrounding facilities that have a heavy draw on consumers, such as the Fox River Mall. The survey identified demand for the following

within the Village: grocery store, gas station, bank, hair salon, clothing store, bakery, hardware store, sit-down restaurants and a pizzeria. Grocery store was the development most desired by survey respondents.

The results of the market analysis combined with the survey results confirmed there is demand for retail and restaurants in Fox Crossing.

In 2017, Esri Business Analyst Online shows similar retail gaps as compared to the 2011 market analysis (see table on the right): auto dealers, furniture stores, electronics and appliance stores, building materials and supplies dealers, grocery stores, health and personal care stores, gas stations, clothing stores, sporting goods/ hobby/musical instrument stores, department stores, other generalized merchandise stores, electronic shopping and mail-order houses, and restaurants.

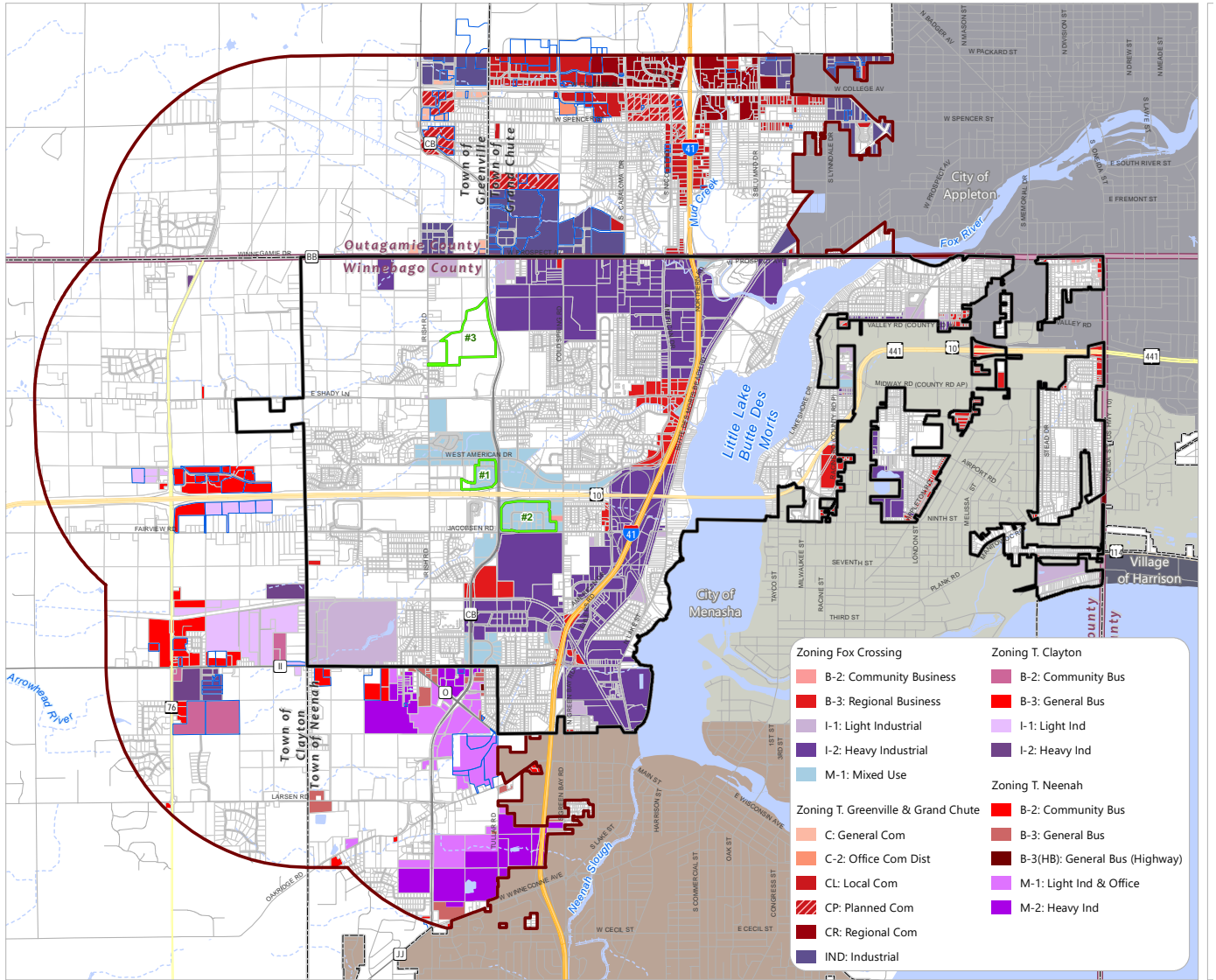
With some of these industries, such as auto dealers, furniture stores, electronics and appliance stores, department stores, etc., consumers will typically travel a greater distance for brand loyalty or to comparison shop. Therefore, these types of industries may not be as viable in Fox Crossing if these stores already exist within the region. Overall, findings from the retail market place profile are consistent with recommendations from the 2011 market analysis that there is additional demand for retail and restaurants in Fox Crossing.

### Fox Crossing 2017 Retail Market Place Profile

Source: Esri Business Analyst Online

Industry Group	NAICS	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap
Motor Vehicle & Parts Dealers	441	\$13,904,272	\$1,569,218	\$12,335,054
Automobile Dealers	4411	\$11,273,758	\$0	\$11,273,758
Other Motor Vehicle Dealers	4412	\$1,778,121	\$599,112	\$1,179,009
Auto Parts, Accessories & Tire Stores	4413	\$852,394	\$970,106	-\$117,712
Furniture & Home Furnishings Stores	442	\$1,754,923	\$0	\$1,754,923
Furniture Stores	4421	\$1,094,011	\$0	\$1,094,011
Home Furnishings Stores	4422	\$660,912	\$0	\$660,912
Electronics & Appliance Stores	443	\$3,083,832	\$0	\$3,083,832
Bldg Materials, Garden Equip. & Supply Stores	444	\$3,571,572	\$955,018	\$2,616,554
Bldg Material & Supplies Dealers	4441	\$3,158,387	\$0	\$3,158,387
Lawn & Garden Equip & Supply Stores	4442	\$413,185	\$880,548	-\$467,363
Food & Beverage Stores	445	\$9,718,059	\$2,751,423	\$6,966,636
Grocery Stores	4451	\$8,317,033	\$2,751,423	\$5,565,610
Specialty Food Stores	4452	\$928,303	\$0	\$928,303
Beer, Wine & Liquor Stores	4453	\$472,723	\$0	\$472,723
Health & Personal Care Stores	446,4461	\$3,440,091	\$0	\$3,440,091
Gasoline Stations	447,4471	\$4,350,030	\$0	\$4,350,030
Clothing & Clothing Accessories Stores	448	\$2,315,547	\$0	\$2,315,547
Clothing Stores	4481	\$1,526,556	\$0	\$1,526,556
Shoe Stores	4482	\$313,461	\$0	\$313,461
Jewelry, Luggage & Leather Goods Stores	4483	\$475,530	\$0	\$475,530
Sporting Goods, Hobby, Book & Music Stores	451	\$1,419,029	\$0	\$1,419,029
Sporting Goods/Hobby/Musical Instr Stores	4511	\$1,177,506	\$0	\$1,177,506
Book, Periodical & Music Stores	4512	\$241,523	\$0	\$241,523
General Merchandise Stores	452	\$11,464,340	\$142,795	\$11,321,545
Department Stores Excluding Leased Depts.	4521	\$9,098,461	\$0	\$9,098,461
Other General Merchandise Stores	4529	\$2,365,878	\$142,795	\$2,223,083
Miscellaneous Store Retailers	453	\$2,522,974	\$2,430,768	\$92,206
Florists	4531	\$105,940	\$0	\$105,940
Office Supplies, Stationery & Gift Stores	4532	\$509,233	\$0	\$509,233
Used Merchandise Stores	4533	\$471,943	\$0	\$471,943
Other Miscellaneous Store Retailers	4539	\$1,435,857	\$1,194,702	\$241,155
Nonstore Retailers	454	\$1,896,993	\$0	\$1,896,993
Electronic Shopping & Mail-Order Houses	4541	\$1,471,172	\$0	\$1,471,172
Vending Machine Operators	4542	\$149,172	\$0	\$149,172
Direct Selling Establishments	4543	\$276,649	\$0	\$276,649
Food Services & Drinking Places	722	\$6,236,244	\$3,117,130	\$3,119,114
Special Food Services	7223	\$151,162	\$0	\$151,162
Drinking Places - Alcoholic Beverages	7224	\$439,279	\$886,708	-\$447,429
Restaurants/Other Eating Places	7225	\$5,645,803	\$2,230,421	\$3,415,382

# Economic Prosperity Map



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Data Sources:  
 Municipal Boundaries: Winnebago, Calumet and Outagamie Counties.  
 Street Centerlines: Winnebago, Calumet and Outagamie Counties.  
 Zoning: Fox Crossing (date?), Town of Neenah (2009), Town of Clayton (2013) and Outagamie County (2017).



## ECONOMIC DEVELOPMENT PROGRAMS

**Tax Increment Financing (TIF):** TIF is a tool to build the local tax base - it allows the Village to borrow money to build infrastructure or assist development projects, and then pay off those loans with the new tax revenue. The Village has three active TIF districts (#1, #2 and #3), all created between 2015 and 2017. District boundaries are shown on the following page.

**Winnebago County Revolving Loan Fund:** Winnebago County manages a revolving loan fund and makes loans to businesses in the County that promote economic development and job creation/retention. These loans have low fixed interest rates. Principle and interest are required to be repaid within five years. The total amount in the fund is \$2.7 million.

**Wisconsin Economic Development Corporation:** As the state's lead economic development organization, the Wisconsin Economic Development Corporation (WEDC) nurtures business growth and job creation in Wisconsin by providing resources, technical support, and financial assistance to companies, partners and the communities they serve. The WEDC administers a variety of economic and community development programs for private businesses and municipalities. Visit [www.inwisconsin.com](http://www.inwisconsin.com) to learn more.

**Community Development Block Grant - Public Facilities for Economic Development (CDBG-PFED) Program:** The CDBG-PFED is a federally funded program administered by the Wisconsin Department of Administration (WIDOA). This grant is designed to assist communities that want to expand or upgrade their infrastructure to accommodate businesses that will create new jobs.

**Community Development Block Grant - Economic Development (CDBG-ED) Program:** The CDBG-ED is a federally funded program administered by the Wisconsin Department of Administration (WIDOA). It is designed to assist businesses that will invest private funds and create jobs as they expand or relocate to Wisconsin. WIDOA awards funds to a local unit of government as a grant, which then loans the funds to a business that commits to create jobs for low- and moderate-income residents. When the business repays the loan, the community retains the funds to start a revolving loan fund.

**Community Development Zones:** These are special designated areas in the State. Once created they exist for twenty years with a potential for extending the zone for another five years. The zones range from small rural areas to large metropolitan areas. A certified employer in a zone can earn a tax credit against a Wisconsin income tax liability for job creation and for environmental remediation.

**Rural Economic Development (RED) Early Planning Grant Program:** The RED grant is a program designed to assist rural business with twenty-five employees or less. Grants may only be used for professional services such as preparation of a feasibility study, market study, or business plan.

**WI Development Fund (WDF) Programs:** There are two WDF programs: the Technology Development Fund and Major Economic Development Program. The Technology Development Fund helps finance products research and development, and commercialization. The Major Economic Development Program provides financial assistance for business startups or expansions that can create or retain a significant number of jobs and to leverage private capital investment.

**Transportation Facilities Economic Assistance and Development Program:** This funds transportation facility improvements (e.g. road, rail, harbor and airport) that are part of an economic development project. This grant program is administered by the Wisconsin Department of Transportation.



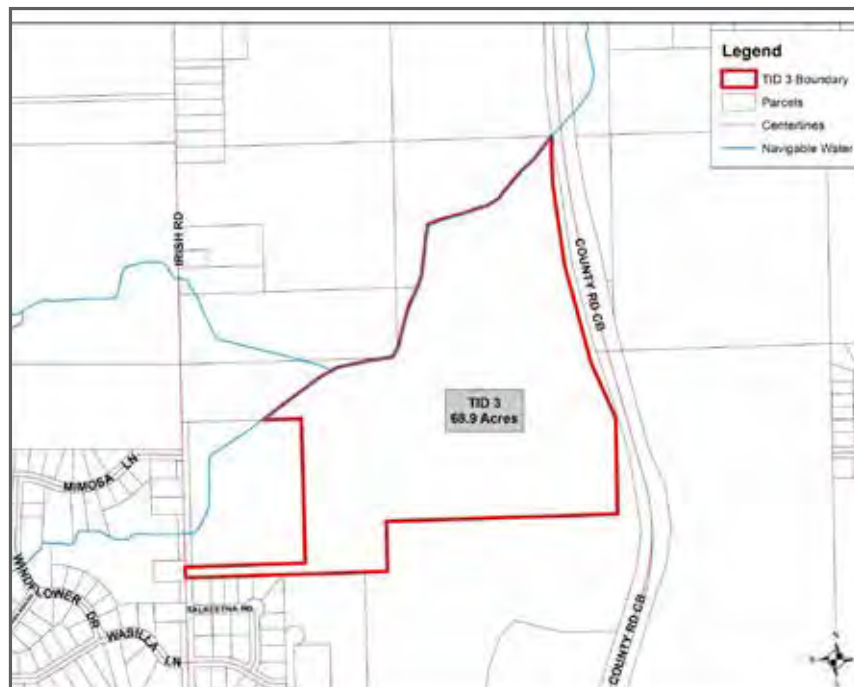
TID #1



TID #2



TID #3



# AGRICULTURAL & NATURAL RESOURCES

## NATURAL RESOURCES

### PHYSIOGRAPHY

The Village is geographically divided in two by Little Lake Butte des Morts, also known as the Fox River.

The bedrock in the Village is Platteville-Galena limestone, which can be blasted and removed for sub-grade foundations. The largest concentration of this bedrock is in the south-central section of the west side of the Village. High bedrock (ranging in depth from surface level to thirty inches below the surface) can be found at the intersection of County BB and Cold Spring Road, south USH 10, and the intersection of 9th Street and Manitowoc Street.

### VEGETATION

Woodland areas can be found in varying degrees throughout the Village. On the eastside pockets of woodlands can be found in undeveloped or undevelopable lands such as areas of steep slopes. The largest stands of forested lands can be found on the west side of the Village in the Stroebe Island Marsh, in park lands, around the Municipal Complex, north of Shady Lane and west of Cold Spring Road. Smaller pockets can be found dispersed throughout the remainder of the west side.

### SOILS

According to the Soil Survey of Winnebago County prepared by the Natural Resources Conservation Service of the US Department of Agriculture, the predominant

soil associations in the Village are Hortonville, Manawa, Winneconne, Neenah and Whalen. Hortonville soils are well-drained and most areas are used for crops or pasture. Manawa soils are nearly level and somewhat poorly drained. Many areas of these soils are drained and used for crops. Winneconne soils are well-drained, slowly permeable and nearly level. Most areas are used for cultivated crops. Neenah soils are somewhat poorly drained soils and can be drained and used for cropland. Whalen soils are well-drained and moderately permeable. Refer to page A-26 for a map of Productive Agricultural Areas based on average soil conditions.

### TOPOGRAPHY

The Village of Fox Crossing is relatively flat, with only eighty feet of change in elevation from the highest area to the lowest area. Elevations along Little Lake Buttes des Morts are around 750 feet and reach 830 feet at the far west side of the Village, and 810 feet on the east side. With the exception of the eastern shoreline of Little Lake Butte des Morts, which is developed, steep slopes are not an issue in Fox Crossing based on average soil conditions as shown on the Development Limitations Map (refer to page A-27).

### METALLIC & NON-METALLIC RESOURCES

There are no metallic mineral mining operations within the Village. The Village does have five active non-metallic mining sites.

## AGRICULTURAL LAND & OPEN SPACE

There is approximately 4,560 acres of agricultural and open space in the planning area. This is approximately 24% of the land area. A map of prime farmland areas within the planning area is shown on page A-26. "Prime farmland" designates land that has the best combination of physical and chemical soil characteristics for producing food, feed, forage, fiber, and oilseed crops according to the Natural Resource Conservation Service.

## RARE SPECIES

The Wisconsin Department of Natural Resources monitors a Wisconsin Natural Heritage Database, which provides generalized information about endangered and threatened species by occurrence by County, Town, Range and Section. The table on the following page identifies those that have been found within the Village of Fox Crossing area (i.e. T20R17E).

## WATER RESOURCES

### DRAINAGE BASIN & WATERSHED

The Village of Fox Crossing is located within the Lower Fox River Basin, which is further divided into watersheds and sub-watersheds. The majority of the Village falls within the Fox Mainstream sub-watershed. The Lower Fox River empties a drainage basin of 6,349 square miles, flowing northeast from the outlet of Lake Winnebago to the bay of Green Bay. The Fox

River Valley is one of Wisconsin's most urbanized and industrialized areas. Most of these urban and industrial areas are close to the river and have contributed to water quality problems such as degraded aquatic habitat and low population, limited fish diversity, sedimentation and excessive nutrient levels, high levels of toxic materials in bottom sediment, and invertebrate organisms that are consumed by fish. The water quality of the basin is improving; the Lower Fox River Basin has been given statewide attention for improving and protecting water quality.

### SURFACE WATER

The Village of Fox Crossing has a significant amount of surface water. There is a large amount of water frontage in and along Little Lake Buttes Des Morts. Little Lake Butte Des Morts is a 1,200 acre lake with a maximum depth of 18 feet. Lake fish include panfish, largemouth bass, smallmouth bass, northern pike, walleye, sturgeon and catfish. There are two boat landings on the lake; both of which are located in the Village.

### GROUNDWATER

While there is some correlation between the location of surface water and high ground water levels, there are numerous areas of high ground water in the Village where there are no apparent surface indications of it, such as a stream corridor or a wetland.

The Village is located in an Arsenic Advisory Area, which is a five mile

### Endangered & Threatened Species

Source: Wisconsin Department of Natural Resources

Common Name	Scientific Name	Protection Status
Lake Sturgeon	Acipenser fulvescens	SC/H
Yerba-de-tajo	Eclipta prostrata	SC
Peregrine Falcon	Falco peregrinus	END
Migratory Bird Concentration Site	Migratory Bird Concentration Site	SC

Protection Status: Endangered (END), Special Concern (SC), Take Regulated by Establishment of Open Closed Seasons (SC/H)

boundary surrounding several areas of St. Peter Sandstone. This area was identified by WDNR in the 1990's. Wells drilled in this area have the potential to produce water contaminated with arsenic. The Village's four wells are routinely tested, and have all been deemed safe for drinking.

### WETLANDS

Wetlands provide valuable wildlife habitat and contribute greatly to the aesthetic appeal of an area. The Village's major wetland is in the Stroebe Island area. Significant residential development has already taken place on the Island, but it is expected that little, if any, further development will take place because of the importance of this environmentally sensitive area. There is 693 acres of wetland in the planning area and 345 acres within the Village.

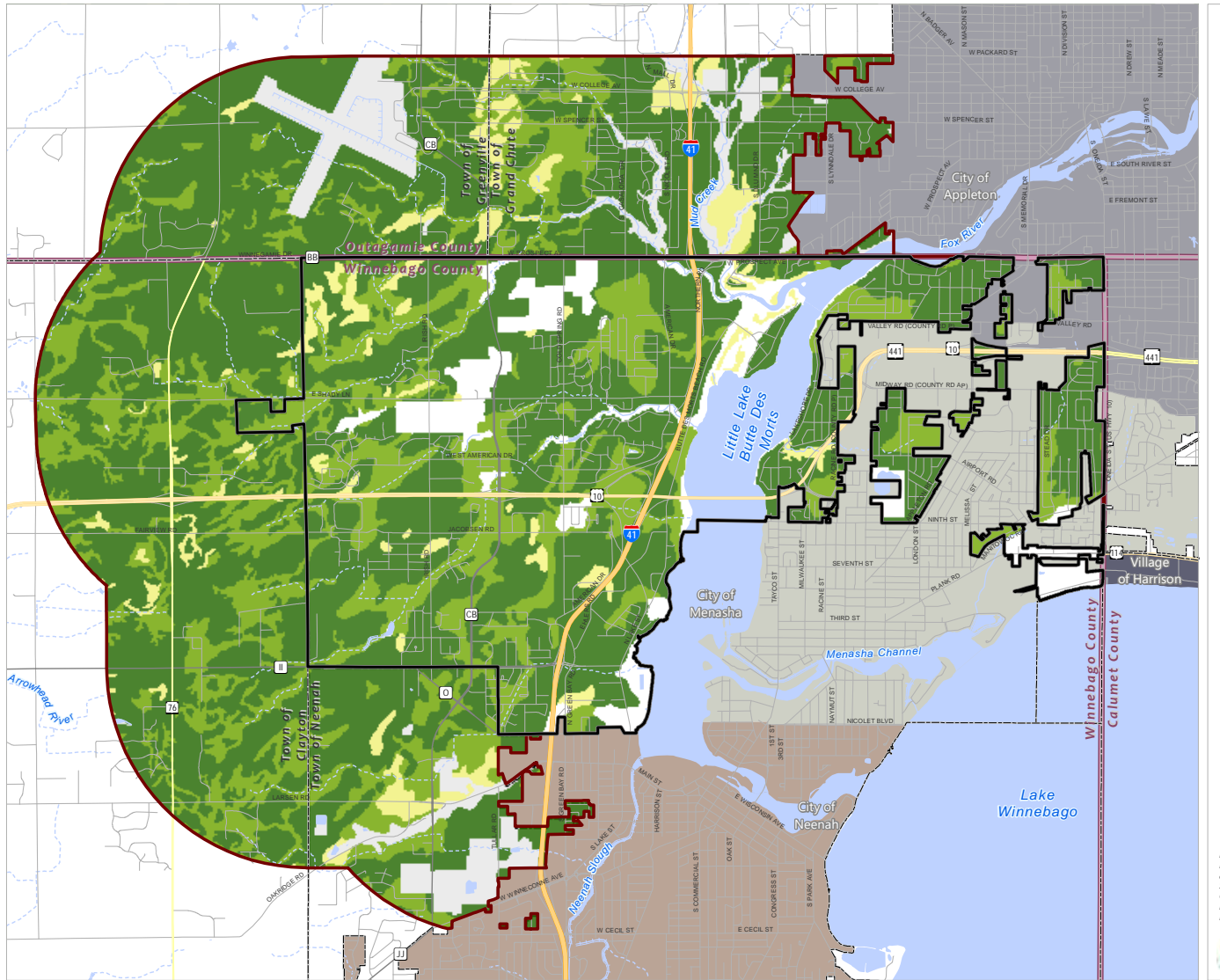
These lands are generally not conducive for intensive development due to erosive character, high compressibility and instability, low bearing capacity, and high shrink-swell potential of the soil.

### FLOODPLAINS

Floods are the nation's most common natural disaster and therefore require sound land use plans to minimize their effects. Benefits of floodplain management are the reduction and filtration of sediments into area surface water, storage of floodwaters during regional storms, habitat for fish and wildlife, and reductions in direct and indirect costs due to floods.

Federal Emergency Management Agency (FEMA) designated 100- and 500-year floodplains within the planning area. The Development Limitations Map (on A-27) displays the 100-year floodplain in the planning area. Within the planning area there are 1,082 acres of floodplain (6% of the planning area). Within the Village of Fox Crossing there are approximately 954 acres of floodplain (11% of the Village). All of the floodplain lie along Little Lake Butte des Morts and its tributaries.

# Productive Agriculture Map



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Data Sources:  
 Municipal Boundaries: Winnebago, Calumet and Outagamie Counties  
 Street Centerlines: Winnebago, Calumet and Outagamie Counties  
 Farmland Classification: Based on USDA-NRCS Soils (SSURGO)

Village of Fox Crossing  
 Winnebago County, WI

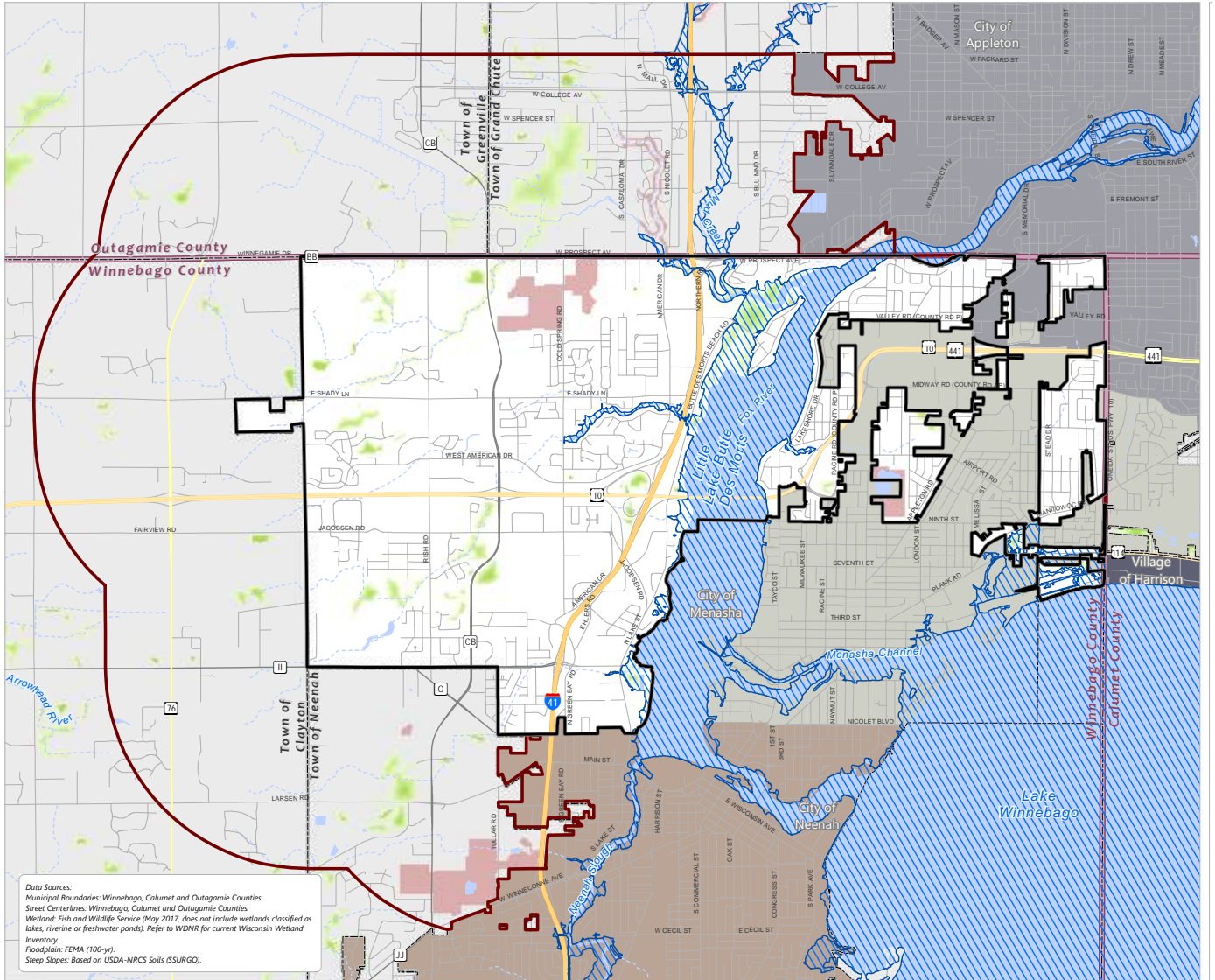


0 0.35 0.7 Miles

Print Date: 6/6/2018

- Village of Fox Crossing
- Planning Area
- County
- City of Appleton
- City of Menasha
- City of Neenah
- Village of Harrison
- Town
- All areas are prime farmland
- Prime farmland if drained
- Prime farmland if protected from flooding
- Farmland of statewide importance
- Waterbody
- Perennial Stream/River
- Intermittent Stream/Rive
- Artificial Path/Ditch

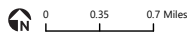
# Development Limitations Map



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- Village of Fox Crossing
- Planning Area
- County
- City of Appleton
- City of Menasha
- City of Neenah
- Village of Harrison
- Town
- Waterbody
- Floodplain
- Average Slope Grade Greater than 12%
- Wetland
- Perennial Stream/River
- Intermittent Stream/Rive
- Artificial Path/Ditch

Village of Fox Crossing  
Winnebago County, WI



Print Date: 6/6/2018

# COMMUNITY FACILITIES & SERVICES

## GENERAL FACILITIES

### HEALTH CARE FACILITIES

There are currently no hospitals within the Village. The hospitals that serve the Village are St. Elizabeth in Appleton and Theda Clark in Neenah. Outpatient surgery is performed at the Affinity Clinic on Midway Road in the City of Menasha. There are a number of doctors and dentists offices located either within the Village or in close proximity.

There are 14 Community-Based Residential Facilities (CBRFs) located in Fox Crossing. A CBRF is a place where five or more unrelated people live together in a community. Room and board, supervision, support services and up to three hours of nursing care per week are provided. Typically these facilities are for seniors, dementia/alzheimer's patients or those with disabilities.

### POLICE & EMERGENCY FACILITIES

The Village is served by the Fox Crossing Police Department. The Department employs three (3) administrative, five (5) investigative, 20 patrol and six (6) support staff. The police station and administrative offices share the same building - the Municipal Complex located at 2000 Municipal Drive. The facility was constructed in 1996 and is in good condition. There are no upcoming plans for repairs, improvements or construction of a new station.

The Village is served by the Fox Crossing Fire Department, which

also provides emergency 911 services. The Department employs five (5) administrative positions, 48 part-time and paid-on-call firefighters and one (1) part-time administrative assistant. All fire fighters are Wisconsin state certified EMS First Responders. The Department operates two (2) fire stations - Fire Station #40 is located at 1326 Cold Spring Road (on the west side of the Village) and was built in 1982. The facility is still in good condition. Fire Station #41 is located at 1000 Valley Road (on the east side of the Village, the same building as the Community Center). The original building was likely built in the late 1950's. This facility is also in good condition.

### CEMETERIES

There are four cemeteries in the Village of Fox Crossing.

- *Resthaven Cemetery, located at 206 North Street*
- *St. John's Catholic Cemetery, located at 566 Midway Road*
- *St. Mary's, located on Racine Street*
- *St. Patrick's Catholic Cemetery, located at 350 Green Bay Road*

### LIBRARY FACILITIES

The libraries in the cities of Appleton, Menasha and Neenah are the ones most commonly used by the people in the Village. Additionally, there exists an inter-county agreement whereby patrons may use one library card to check out books from any library in the system. Patrons may also request books

to be sent from one library in the system to another for convenience in obtaining materials.

### GOVERNMENT FACILITIES

- *Municipal Complex, located at 2000 Municipal Drive*
- *Community Center, located at 1000 Valley Road*

### PUBLIC SCHOOL FACILITIES

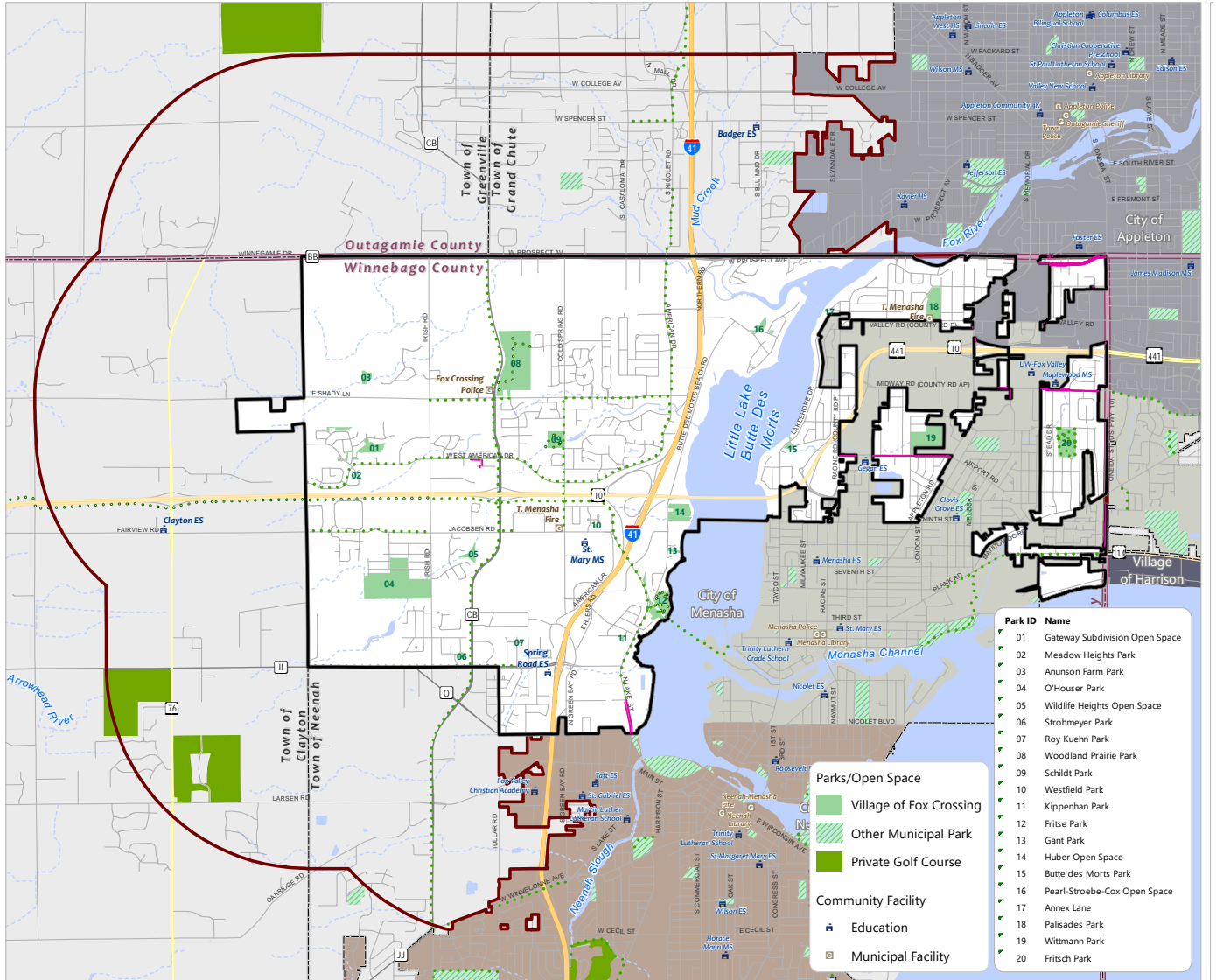
The west side of the Village is served by the Neenah School District. The east side is served by the Menasha Joint School District with the exception of a small portion of the northeastern portion of the Village that is served by the Appleton School District.

The Neenah School District has seen minimal growth over the past ten years. There has been an increase in enrollment of 3.2% from 2006 to 2015. Enrollment for the 2015-2016 school year was 6,538.

The Menasha Joint School District has seen a decline in growth over the past ten years. There has been a decrease in enrollment of 4.1% from 2006 to 2015. Enrollment for the 2015-2016 school year was 3,595.

The Appleton Area School District has seen some growth over the past ten years. There has been an increase in enrollment of 7.1% from 2006 to 2015. Enrollment for the 2015-2016 school year was 16,331.

# Community and Public Facilities Map



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Data Sources:  
 Municipal Boundaries: Winnebago, Colomet and Outagamie Counties.  
 Bike Trail/Path and sidewalks: East Central Wisconsin Regional Planning Commission  
 Street Centerlines: Winnebago, Colomet and Outagamie Counties.

Village of Fox Crossing  
 Winnebago County, WI



0 0.35 0.7 Miles

Print Date: 6/6/2016

- Village of Fox Crossing
- Planning Area
- County
- City of Appleton
- City of Menasha
- City of Neenah
- Village of Harrison
- Town
- Waterbody
- Perennial Stream/River
- Intermittent Stream/Rive
- Artificial Path/Ditch
- Paved Bike Trail/Path
- Unpaved Bike Trail/Path
- Sidewalks

## PUBLIC ELEMENTARY SCHOOL (K-5) WITHIN VILLAGE

- *Spring Road Elementary (within the Neenah Joint School District), located at 1191 County Road II, built in 1936*

## PRIVATE SCHOOLS WITHIN VILLAGE

- *New Hope Christian School (preschool - 8th grade), located at 1850 American Drive, built in 2002*
- *St. Mary Middle School, located at 1050 Zephyr Drive, built in 2015*
- *St. Mary High School, located at 1050 Zephyr Drive, built in 1996*

## HIGHER EDUCATION FACILITIES

There are three higher education facilities located near the Village of Fox Crossing:

- *Fox Valley Technical College, located in Appleton*
- *Lawrence University, located in Appleton*
- *University of Wisconsin - Fox Valley, located in Menasha*

## CHILD CARE FACILITIES

There are two licensed childcare providers in Fox Crossing and numerous located throughout the Fox Cities (see table on the right).

## PARKS & RECREATION

The parks, recreational facilities and open spaces shown in the table on the following page are located within the Village. In total there are over 260 acres of public park and open space in the Village.

The map on page A-29 displays the neighborhoods in the Village that are within a quarter-mile of a school or park.

## UTILITIES & SERVICES

### STORMWATER MANAGEMENT

The Village also maintains a full stormwater system including stormwater mains and laterals. The Village has seven ponds, three on the east side of Little Lake Butte des Morts and four on the west side. The Village contracts with a pond maintenance company to maintain many of its ponds and has an established program for maintenance and inspection. All new subdivisions within the Village require curb, gutters and ponds.

The Village is working with WisDOT to incorporate stormwater ponds as part of the expansion of I-41 and US 10 and US 441. There are additional joint ponds either planned or under

construction in joint efforts with developers. The 2017 CIP (Capital Improvement Plan) includes approximately 11 projects related to pond maintenance or construction between 2017 and 2021.

The Village also encourages innovative ways to manage stormwater. For example, if businesses install some type of pervious pavement, they get a reduction in their stormwater utility charge.

The Village created a Stormwater Utility in 2009 in order to better manage stormwater and create a revenue source to meet the WDNR mandates for stormwater particulate reduction. The Stormwater Utility charges an ERU (Equivalent Residential Unit) fee. An ERU is classified as an average single-family home lot consisting of 4,177 square feet of impervious area. The current fee is \$100 per ERU. Every single-family home lot is charged 1 ERU per year. The ERU is used as a multiplier for all other commercial and industrial development with impervious surface. Vacant parcels are charged 0.25 ERU.

The Village has an MS4 permit from WDNR which requires multiple methods to minimize the impact of stormwater pollution. The

### Licensed Child Care Facilities in Fox Crossing

Source: Wisconsin Department of Children and Families

Facility	Class	Capacity	Age Served
A Child's Imagination Inc	Licensed Group	120	6 weeks - 13 years
Twinkeling Stars Child Care	Licensed Family	8	6 weeks - 11 years



## Park Facilities in Fox Crossing, 2017

Source: Village of Fox Crossing Parks and Recreation website

Name	Size	Amenities
Anunson Farm Park	3.5	Undeveloped - projected to include open space, a play area and small basketball court
Butte des Morts	1.6	Natural area, trail and playground
Fritsch Park	18.5	Ice rink, tennis court with pickle ball lines and half court for basketball, group fitness area, pavilion with kitchen, picnic tables and warming shelter, playground equipment, restrooms, sledding hill, athletic fields, ping pong and walking trails
Fritse Park/Rydell	15.3	Boat launch, boat wash station, picnic tables, grills, playground equipment, restrooms and sledding hill
Gant Park	1.1	Undeveloped
Glenview Park	0.6	Playground, picnic tables and grills
Kippenhan Park	0.3	Playground, picnic tables and grills
Meadow Heights Park	0.2	Tot-lot with climbers and slides
O'Hauser Park (north/south)	64.4	Baseballs/softball fields, disc golf course, wooded natural area with trails, pavilions with kitchens, picnic tables, grills, restrooms, playground, sledding hill, soccer field, tennis courts and volleyball court
Palisades Park	14.9	Baseball fields, basketball court, neighborhood connecting trail, picnic tables, grills, restrooms, tennis courts, volleyball court, tot-lot play area and gazebo
Roy Kuehn	0.2	Playground and sandbox
Schildt Park	10.0	Basketball hoop, pavilion with kitchen, restrooms, picnic tables, grills, playground equipment, volleyball court, trail, and 30 community garden plots
Strohmeyer Park	1.4	Playground and basketball court
Westfield Park	0.5	Playground equipment
Wittmann Park	25.0	Tree house themed playground equipment with a climbing wall and rock feature, pavilion, restrooms, kitchen, soccer storage, tennis/pickleball/basketball courts, trail.
Woodland Prairie Park	63.0	Undeveloped
Annex Lane	0.6	Open space
Brighton Beach Open Space	9.0	Open space
Gateway Meadows Open Space	13.6	Open space
High Plain Meadows Open Space	0.7	Open space
Stroebe-Pearl-Cox Open Space	12.3	Open space
Wildlife Heights Open Space	4.1	Open space

Village couples its public education and outreach about stormwater with the Northeast Wisconsin Storm Water Consortium (NEWSWC). The Village conducts an annual Summer Safety Night, distributes promotional materials and talks to residents and visitors about stormwater. The Village also provides street sweeping and leaf pickup.

### **WASTE WATER & SANITARY SEWER SYSTEM**

The Village of Fox Crossing does not have its own treatment plant. The east side of Little Lake Butte des Morts is served by the Neenah Menasha Sewage Treatment Plant. The average wastewater flow in gallons per day is 219,000 from the east side. The west side is treated by Fox West Sewage Treatment Plant. The average wastewater flow in gallons per day is 278,000 from the west side. Both plants are shared plants with some restrictions on capacity and have ongoing programs to replace aging sewer mains and reduce infiltration.

The only private sewage treatment in the Village is for a few single-family homes not yet connected to the Village system.

The only elevation limit for sewer service is just west of State Road 76, which would require a lift station.

### **WATER SUPPLY**

The Village of Fox Crossing is served by several wells and water towers. The annual number of gallons used in Fox Crossing is 866,870,000 gallons. The average daily gallons used is 2,374,000 gallons and the high daily

gallons is 3,349,000. The Village plans to replace old water mains and has included approximately \$4.3 million dollars in water main projects in its 2017-2021 CIP.

The west side system consists of four wells, two treatment plants, two one million gallon reservoirs and two 300,000 gallon water towers.

The east side system consists of two wells, a treatment plant, a one-million gallon reservoir, one 300,000 gallon water tower and a metering station. Fifty percent of water for the east side of Fox Crossing is purchased from the City of Menasha and blended in the reservoir with the Village's well water. The City of Menasha's water service area on the east side is near the lakeshore and USH 10.

### **SOLID WASTE & RECYCLING FACILITIES**

Municipal solid waste services for garbage and recycling pickup are provided to Village residents through Advanced Disposal, a private hauler. Solid waste is disposed of at the Winnebago County Landfill and recycling is taken to the Tri-County Recycling Facility in Outagamie County. There are no open landfills within the Village, however the Municipal Complex is located on the one closed landfill within the Village.

The Village also holds an electronics recycling event twice a year in April and October where residents can drop electronics off at the Municipal Complex. The Village works with Recycle That Stuff to make the event possible.

### **TELECOMMUNICATIONS FACILITIES**

Spectrum and AT&T U-verse currently provide cable to the Village. There are 11 cellular towers primarily on water towers or on Village property. Currently there are two additional towers being installed in the right-of-way.

### **GAS & POWER**

Electrical power and gas are provided by We Energies to residents on the west side of the Village. East side residents' electrical power is provided by Menasha Utilities and gas is provided by We Energies.

# COMMUNITY CHARACTER

## CULTURAL RESOURCES

In late 2016, the Town of Menasha incorporated to become the Village of Fox Crossing. Since its foundation in the mid 19th century, the Town of Menasha had been occupied almost exclusively by farms. However, the early metropolitan Fox Valley area soon became known for the lumber business and the paper mill industry which spurred the Village to become more urbanized in the 1940s. After this, the population of the Village continued to increase until it became a suburban bedroom community in between Appleton and Menasha. Eventually more homeowners and corporations began to locate in the Village. In turn, the Village invested in municipal services beyond the scope of most towns, which facilitated additional increases in homeowners and businesses coming to the community.

The physical layout of the Village of Fox Crossing has been heavily influenced by the presence of Lake Butte des Morts. The lake splits the community into a west side and an east side, which are connected by the Roland Kampo Bridge.

## HISTORICAL RESOURCES

### WISCONSIN HISTORICAL MARKERS

Wisconsin Historical Markers identify, commemorate and honor the important people, places, and events that have contributed to the state's heritage. The Wisconsin Historical Society's Division of Historic Preservation administers the Historical Markers Program.

The following historic marker is located within the Village:

- *Fox-Irish Cemetery, located at 9088 Clayton Avenue*

### STATE & NATIONAL REGISTER OF HISTORIC PLACES

There are no registered State or National Historic Places within the Village of Fox Crossing.

## REGIONAL PRIORITIES

The 2016 Fox Cities LIFE (Leading Indicators for Excellence) Study provides a look at quality of life in the Fox Cities area through a data-focused overview. As part of the study, communities of the Fox Cities came together and identified priorities for the region. The following were identified:

- **Poverty** - While there appears to be no significant climb in child and overall poverty rates in the past three years, there has been a steady increase in Wisconsin Works (W-2) program participants, alongside an increase in the percentage of the population receiving food stamps. Additionally, slow growth in household income alongside an increase in median gross rent in the Fox Cities' counties suggests an increase in the working poor, who may be marginally above the poverty threshold, but are susceptible to food insecurity.
- **Youth Health** - The region saw a reduction in alcohol consumption and binge

drinking among high schoolers between 2009 and 2015. Also, the percentage of high schoolers who have attempted suicide (12%) compared to those who have seriously considered suicide (15.3%) seems high when viewed alongside the 2013 state and national average. In 2013, 13.2% of Wisconsin high schoolers considered suicide, with 6% attempting suicide. Nationally, 17% high schoolers considered suicide while 8% attempted suicide. These trends may highlight a need for more intervention programs and supportive services in the Fox Cities.

- **Student Performance** - Student performance in the Fox Cities is above the state average despite growing economic challenges as measured by free and reduced lunch participation rates. The Fox Cities has a 40% reading proficiency and just over 50% math proficiency. The gap is closing between economically disadvantaged and non-economically disadvantaged students, however the gap remains significant.
- **Youth Safety** - In the Fox Cities, 27% of high schoolers face bullying at school and 18% have experienced electronic bullying. Both rates are higher than the state and national averages. Additionally, while child abuse and neglect rates decreased, they exceeded the state average in Outagamie and Winnebago Counties. Calumet County is well below the state average.

# COLLABORATION & PARTNERSHIPS

## EXISTING AREAS OF COLLABORATION

The table below lists existing areas of collaboration between Fox Crossing and other local units of government.

## POTENTIAL AREAS OF COLLABORATION

As listed in the table below, the Village has established several boundary agreements with surrounding communities. At some point in the future coordination may be needed in order to update the Village's existing boundary agreements. The Village may also consider preparing

boundary agreements with the Towns of Clayton, Grand Chute and Greenville.

Fox Crossing also has interest in a regional official mapping process to identify and establish a well connected regional road and bike facility network.

Local Unit of Government	Existing Cooperation Efforts
City of Neenah	Boundary agreement
Town of Neenah	Boundary agreement
City of Menasha	Intergovernmental agreement
City of Appleton	Intergovernmental agreement
City of Neenah	Utility agreement
Town of Neenah	Utility agreement
Town of Neenah	Automatic aid agreement
Town of Grand Chute	Automatic aid agreement
Town of Greenville	Automatic aid agreement
Clayton/Winchester	Automatic aid agreement
Executive Board of MABAS	MABAS agreement
Winnebago County & City of Menasha	Traffic jurisdiction boundaries on State Highway 441
Winnebago County	911 Emergency System
Winnebago County	Transaction Information for the Management of Enforcement System
Cities of Appleton, Kaukauna, Menasha and Neenah; Town of Grand Chute; and Villages of Combined Locks, Kimberly and Little Chute	Agency Agreement Fox Valley Mutual Aid Agreement
Counties of Winnebago, Outagamie, Fond du Lac, and Calumet; Cities of Oshkosh, Appleton, Fond du Lac, Neenah, New London, Menasha and Kaukauna; and Town of Grand Chute	Lake Winnebago Area MEG Drug Unit Agreement

# LAND USE

## EXISTING & PROJECTED LAND USE

The Village of Fox Crossing includes approximately 8,400 acres. Residential makes up a quarter of the Village, including 23% of which is single family lots. Overall developed lands (i.e. commercial, institutional, manufacturing, transportation and residential) make up 55% of the Village. Refer to the map on page A-36.

There are several limitations to building development (i.e. steep slopes, wetlands, and floodplain), reducing the potential for future development. In total there are approximately 1,323 acres of land with development limitations (16% of the Village), including 710 acres of water resources. Therefore, there is roughly 1,000 acres that remain “developable” (free of development limitations).

The table below provides the projected land use needs of the Village in five year increments through 2035. Note: Residential use projections were calculated by multiplying the change in projected housing units by the minimum residential lot size, and then added to the existing residential acreage. Projections for commercial and manufacturing acreage assume that these land uses will grow at a similar rate to the current proportion of commercial or manufacturing land to residential land (i.e. maintaining status quo). Actual needs may differ based on market conditions and the land use policies of the Village.

### Existing Land Uses within the Village

Source: MSA Mapping

	Acres	%
Agricultural	197.1	2%
Open Space	1,427.0	17%
Single Family Res	1,917.6	23%
Multi-Family	206.8	2%
Commercial	276.0	3%
Industrial	1,021.5	12%
Institutional Facilities	255.5	3%
Recreational Facilities	1,438.2	17%
Transportation	955.1	11%
Water	710.0	8%
<b>Total</b>	<b>8,404.7</b>	<b>100%</b>

### Development Limitation within the Village

Source: MSA Mapping

	Acres	%
Developed	6,070.7	72%
Development Limitations	1,323.3	16%
Developable	1,010.8	12%
<b>Total</b>	<b>8,404.7</b>	<b>100%</b>

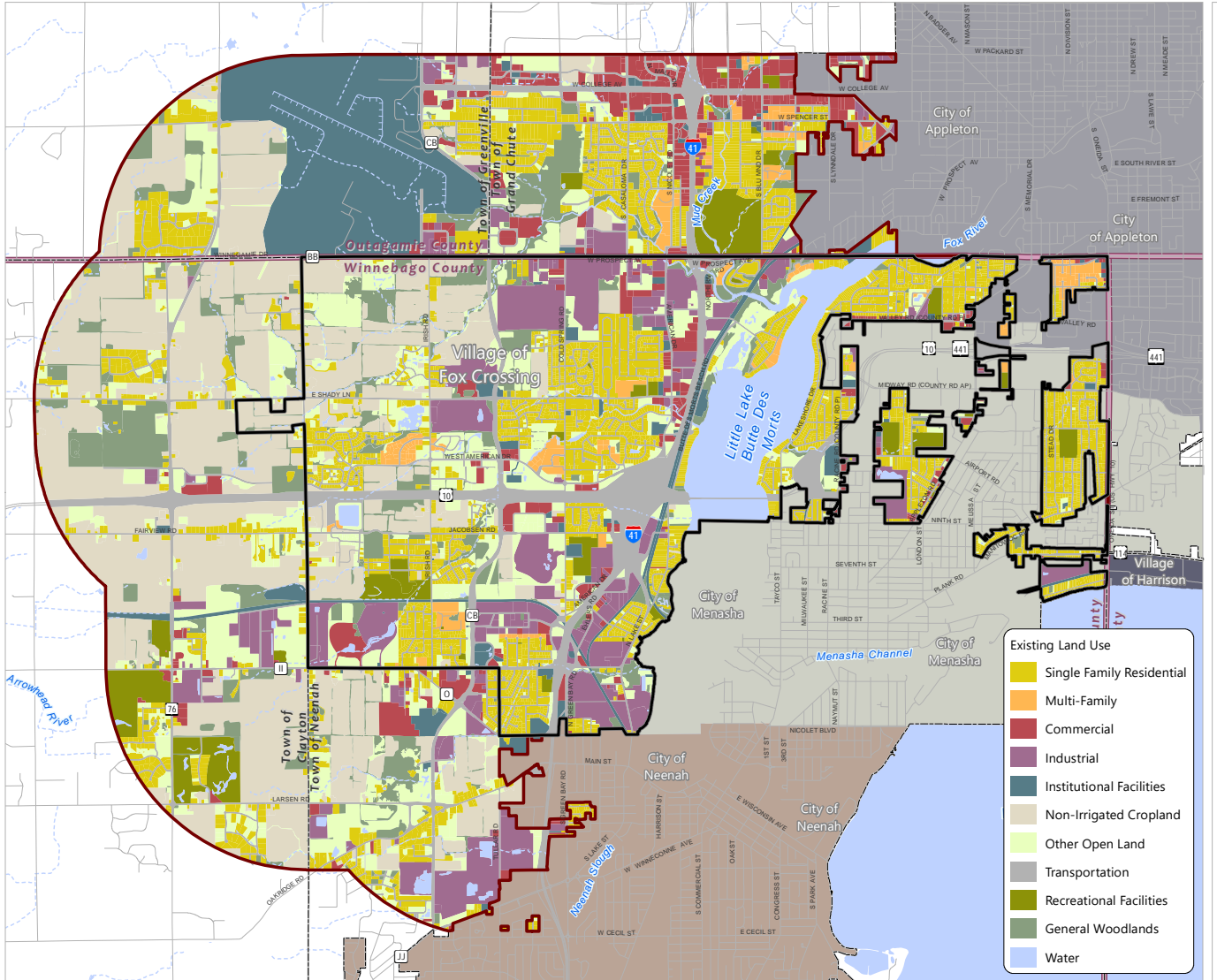
### Projected Land Use Needs, 2015-2035

Source: DOA and MSA Projections

Projected Land Demand *	2015	2020	2025	2030	2035	20 Yr Change
Population	18,950	20,070	21,080	22,020	22,680	3,730
Household Size	2.32	2.30	2.29	2.28	2.27	-0.05
Housing Units	8,605	9,160	9,669	10,151	10,508	1,902
Residential (acres)	2,124	2,241	2,348	2,449	2,524	400
Commercial (acres)	276	291	289	288	284	8
Manufacturing (acres)	1,021	1,077	1,129	1,178	1,214	192
Undeveloped Land (acres)	1,011	823	667	518	411	-600.0

\* Based on minimum residential lot size of 0.21 acres or 9,000 square feet for a single-family residence (Village Zoning Code R-2 District - Sewered)

# Existing Land Use Map



**Existing Land Use**

- Single Family Residential
- Multi-Family
- Commercial
- Industrial
- Institutional Facilities
- Non-Irrigated Cropland
- Other Open Land
- Transportation
- Recreational Facilities
- General Woodlands
- Water

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**Data Sources:**  
 Municipal Boundaries: Winnebago, Calumet and Outagamie Counties.  
 Street Centerlines: Winnebago, Calumet and Outagamie Counties.  
 Existing Land Use: Winnebago County (2010) and East Central Wisconsin Regional Planning Commission (Outagamie and Calumet Counties, 2015).

**Village of Fox Crossing**  
 Winnebago County, WI

0 0.35 0.7 Miles

- Village of Fox Crossing
- Planning Area
- County
- City of Appleton
- City of Menasha
- City of Neenah
- Village of Harrison
- Town
- Waterbody
- Perennial Stream/River
- Intermittent Stream/Rive
- Artificial Path/Ditch

## REDEVELOPMENT OPPORTUNITIES

Redevelopment opportunities are buildings or parcels that have fallen into disrepair and are no longer contributing positively to the social or economic life of the Village. Redevelopment is typically synonymous with commercial or industrial infill development.

## CONTAMINATED SITES

The Bureau of Remediation and Redevelopment within the Wisconsin Department of Natural Resources oversees the investigation and cleanup of environmental contamination and the redevelopment of contaminated properties. The Remediation and Redevelopment Tracking System (BRRTS) provide access to information on incidents (“Activities”) that contaminated soil or groundwater. These activities include spills, leaks, other cleanups and sites where no action was needed. Based on the BRRTS database, there are five “Open” sites within the Village. Open sites are those in need of cleanup or where cleanup is underway.

### Contaminated Sites in Fox Crossing

Source: Wisconsin Department of Natural Resources

Activity #	Name	Address	Status
02-71-563270	Neenah Cty Historic Fill	Green Bay Rd and Chapman Ave	Open ERP
02-71-536999	Busy Beas Drycleaners	1077 Racine St	Open ERP
02-71-097961	William Tiede & Sons	672 Valley Rd	Open ERP
02-71-563809	Foc River Tool Co	1084 Valley Rd	Open ERP
03-71-576776	Mikes Cycle Shop Inc	1114 Valley Rd	Open LUST

Status: Environmental Remediation Program (ERP), Leaking Underground Storage Tank (LUST)

In addition to properties with known contamination history, another indicator of potential redevelopment opportunities is the assessment value of existing developed properties. The maps on pages A-38 through A-40 illustrate the ratio of assessed improvement values to land values for properties classified as Residential (Class 1), Commercial (Class 2), and Manufacturing (Class 3). In general, properties where the value of the improvements on the property are equal to or less than double the land value indicate properties that may be under utilized and may be considered candidates for redevelopment. The maps illustrate the assessment ratios for these three classes of properties as of year 2015. In 2015 the average ratio for all Class 1 properties in the Village was 3.25, 4.52 for Class 2 properties, and 4.68 for Class 3 properties. The maps on pages A-38 through A-40 illustrate properties that are less than 75% of these averages.

Note, that a low property value ratio does not always indicate under utilized propeties. For example, many of the Class 1 properties adjacent to Little Lake Butte de Morts have low

property value ratios; however, this is due to very high land values associated with the lake front properties and does not necessarily indicat low property utilization.

## ZONING

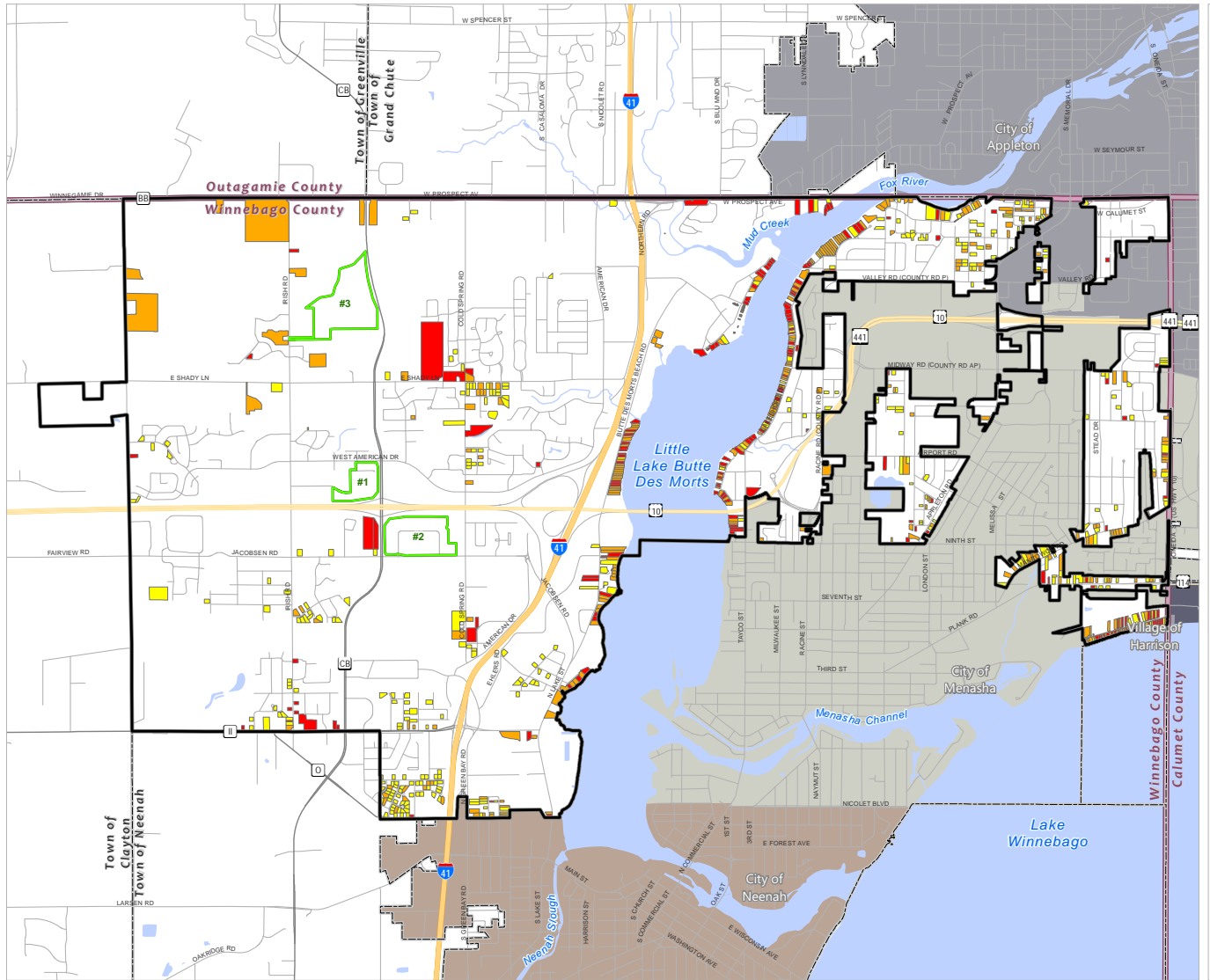
Land development and building activity within the Village are subject to the Village’s Zoning Ordinance (Chapter 31). Within the Village, requests for zoning amendments are reviewed and approved by the Planning Commission and Village Board. Existing zoning is shown on the map on page A-41.

A portion of the Village also falls within Outagamie County’s Airport Overlay Zoning Ordinance for the Appleton International Airport, which includes additional zoning regulations affecting land use and development. Refer to the map on page A-42.

## PLAT REVIEW

Land divisions and subdivisons of property within the Village and it’s surrounding extraterritorial plat review jurisdiction are subject to the Village’s Land Division Ordinance (Chapter 6). The boundaries of the Village’s extraterritorial plat review jurisdiction, at the time this plan was adopted, is shown on the map on page A-43.

# Class 1 Property Value Ratios



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	Village of Fox Crossing	<b>Property Value Ratio*</b>
	Planning Area	
	County Line	
	City of Appleton	
	City of Menasha	
	City of Neenah	
	Village of Harrison	
	Town Line	
	Tax Incremental District (TID)	

<b>Class 1</b>	
	0.00
	0.01 - 1.00
	1.01 - 2.00
	2.01 - 2.50
	2.51 - 16.67

Data Sources:  
 Municipal Boundaries: Winnebago, Calumet and Outagamie Counties.  
 Street Centerlines: Winnebago, Calumet and Outagamie Counties.  
 Assessment Values (2015).

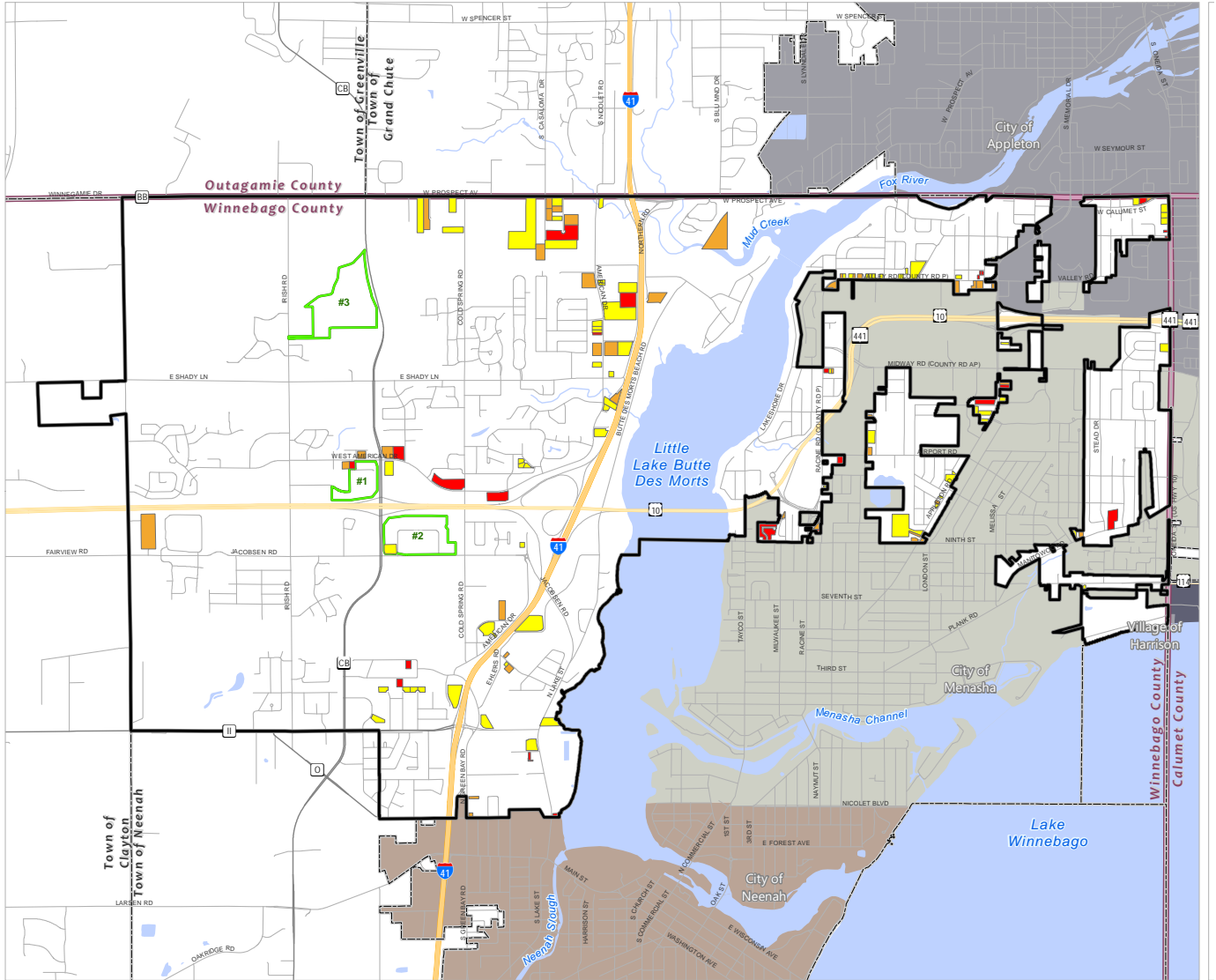
Village of Fox Crossing  
 Winnebago County, WI



Print Date: 6/6/2018



# Class 2 Property Value Ratios



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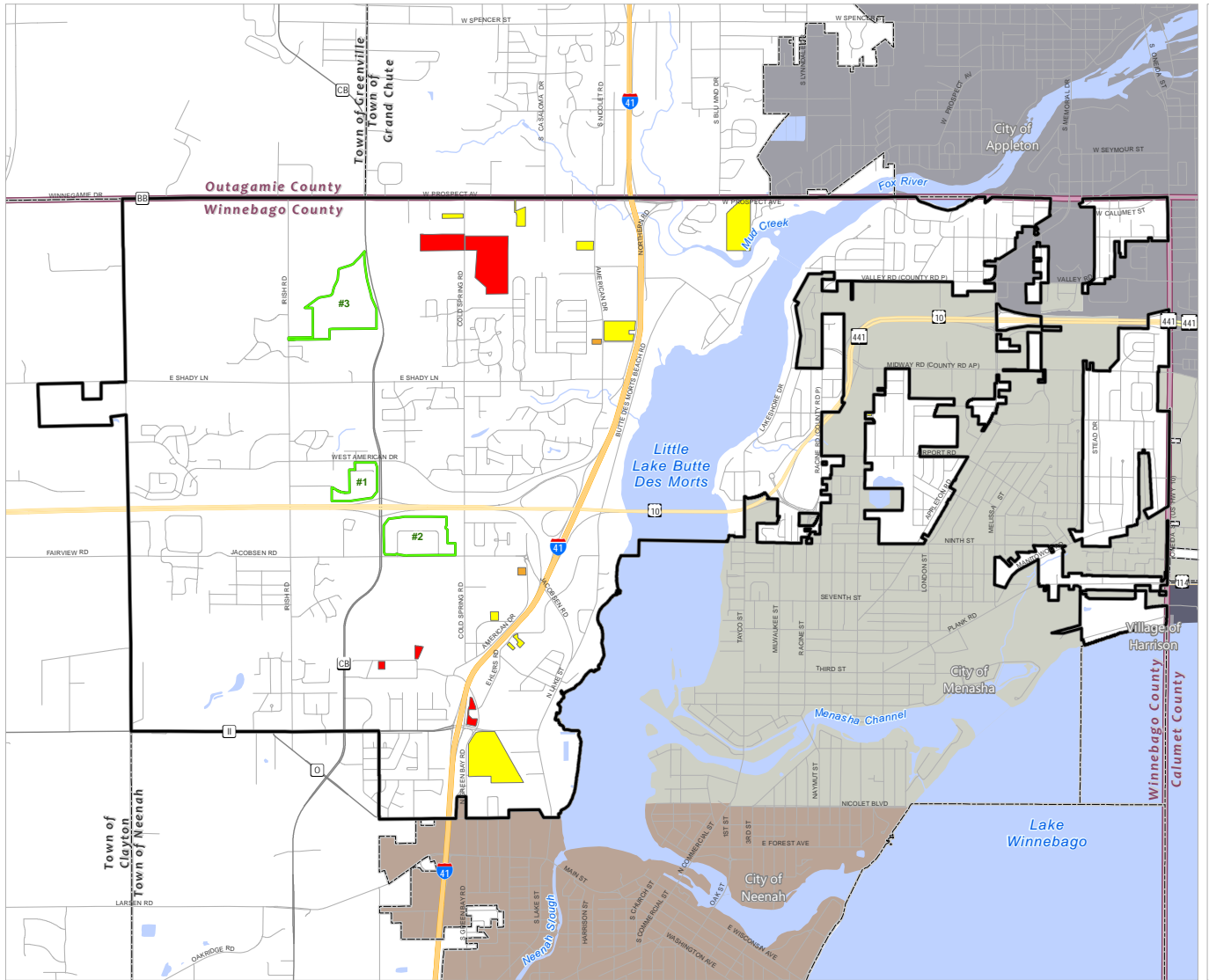
Data Sources:  
 Municipal Boundaries: Winnebago, Calumet and Outagamie Counties.  
 Street Centerlines: Winnebago, Calumet and Outagamie Counties.  
 Assessment Values (2015).

Village of Fox Crossing  
 Winnebago County, WI



	Village of Fox Crossing	<b>Property Value Ratio*</b>
	Planning Area	<b>Class 2</b>
	County Line	0.00
	City of Appleton	0.01 - 1.00
	City of Menasha	1.01 - 2.00
	City of Neenah	2.01 - 3.50
	Village of Harrison	3.51 - 67.26
	Town Line	3.51 - 67.26
	Tax Incremental District (TID)	

# Class 3 Property Value Ratios



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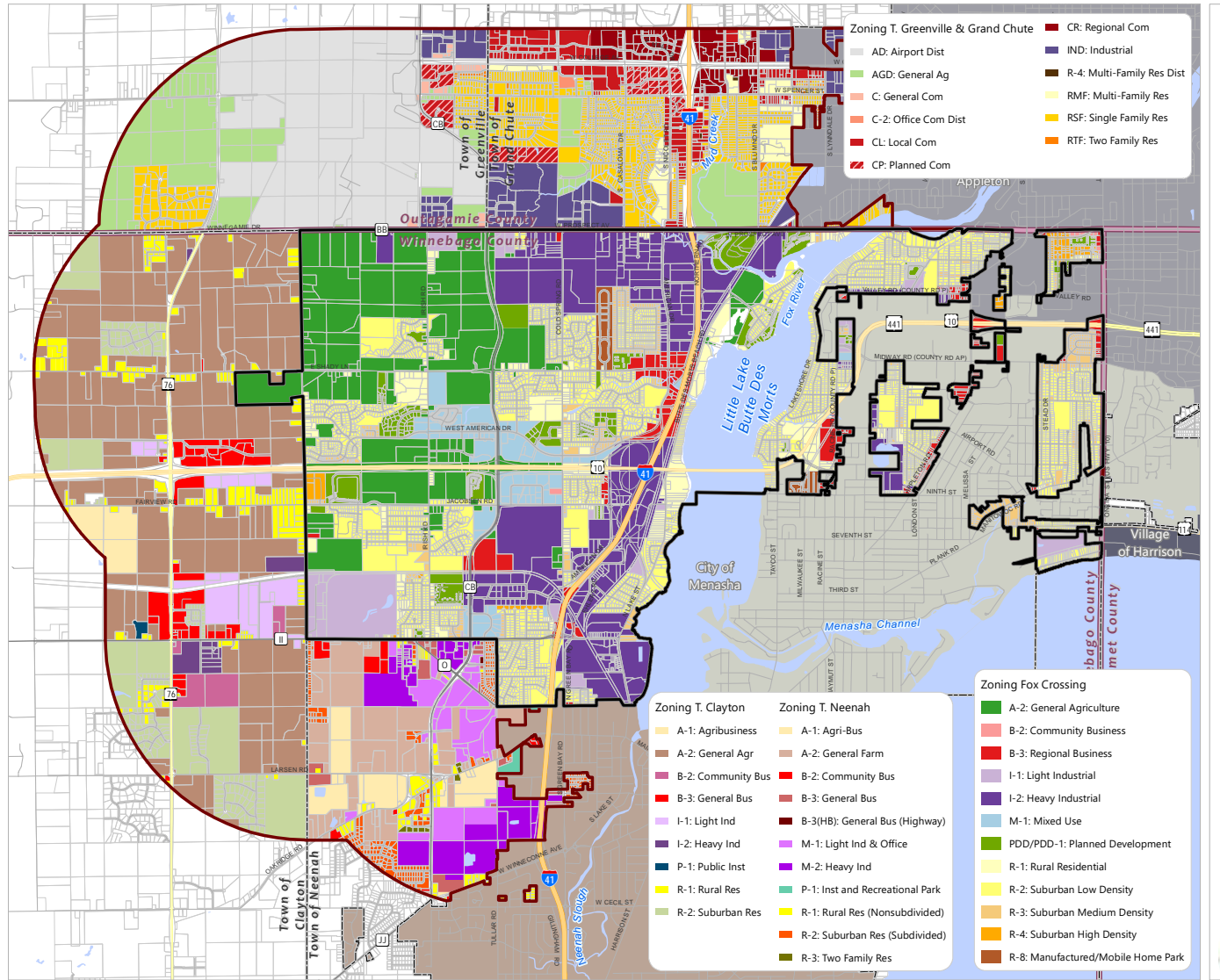
Data Sources:  
 Municipal Boundaries: Winnebago, Calumet and Outagamie Counties.  
 Street Centerlines: Winnebago, Calumet and Outagamie Counties.  
 Assessment Values (2015).

Village of Fox Crossing  
 Winnebago County, WI



	Village of Fox Crossing	<b>Property Value Ratio*</b>
	Planning Area	<b>Class 3</b>
	County Line	0.00
	City of Appleton	0.01 - 1.00
	City of Menasha	1.01 - 2.00
	City of Neenah	2.01 - 3.50
	Village of Harrison	3.51 - 18.97
	Town Line	Tax Incremental District (TID)

# Unofficial Zoning Map



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Data Sources:  
 Municipal Boundaries: Winnebago, Calumet and Outagamie Counties.  
 Street Centerlines: Winnebago, Calumet and Outagamie Counties.  
 Zoning: Fox Crossing (2016), Town of Neenah (2008), Town of Clayton (2013), Calumet County (2010), and Outagamie County (2017).

Village of Fox Crossing  
 Winnebago County, WI



- Village of Fox Crossing
- Planning Area
- County
- City of Appleton
- City of Menasha
- City of Neenah
- Village of Harrison
- Town
- Parcels
- Waterbody
- Perennial Stream/River

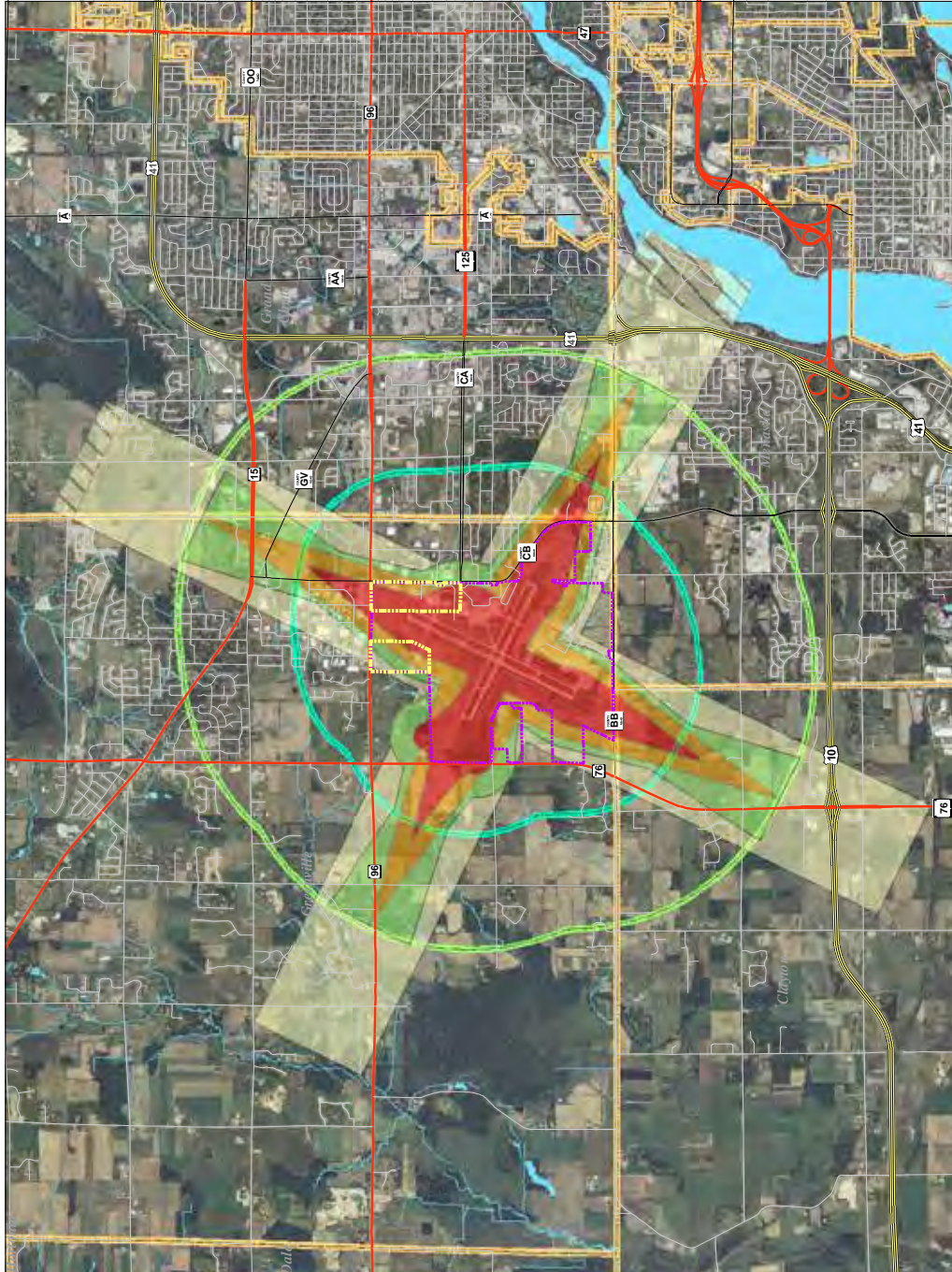
# Outagamie County's Airport Overlay Zoning Map for the Appleton International Airport

Outagamie County Regional  
Airport Zoning Map  
April 2, 2012



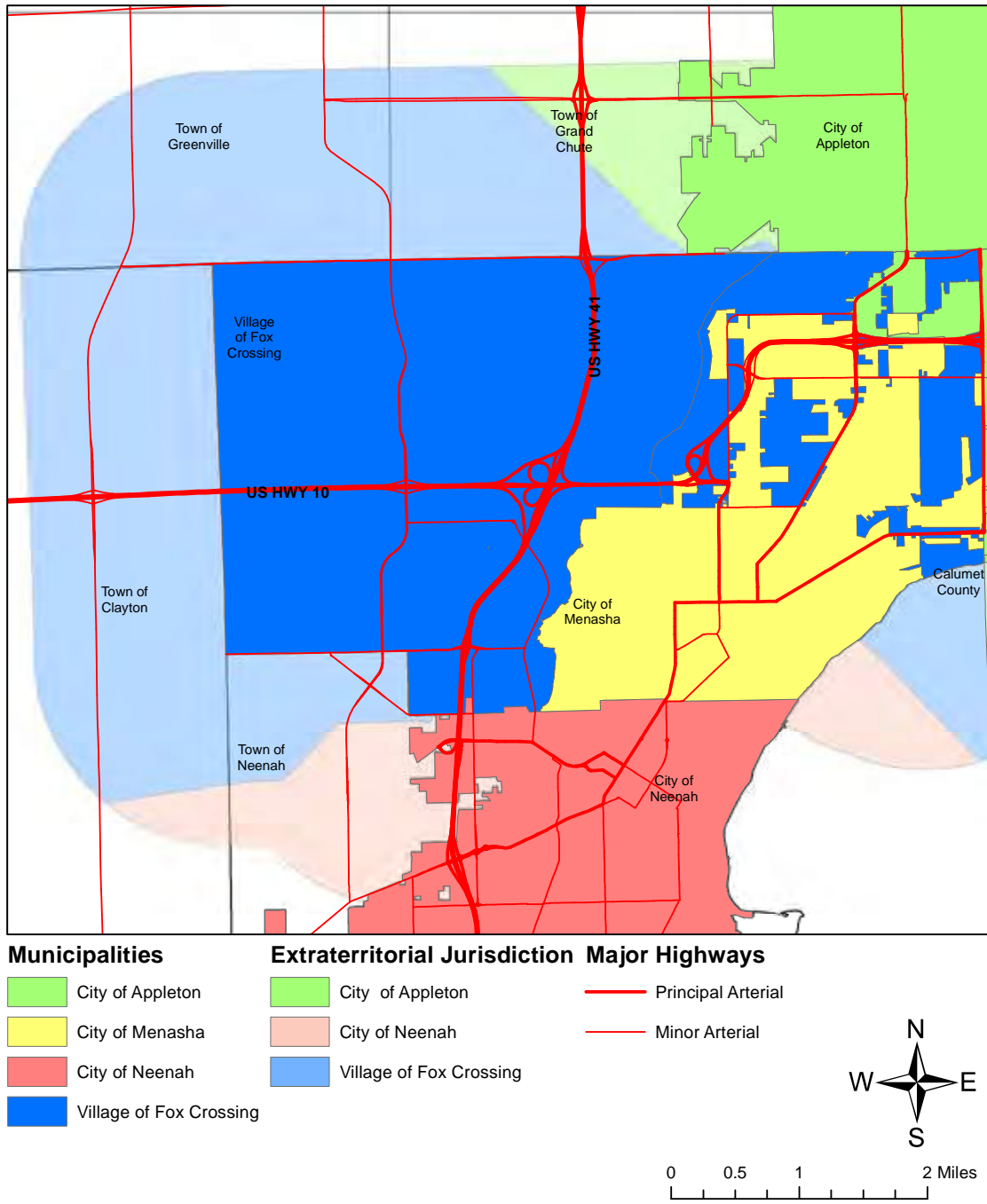
**Legend**

- Municipality
- Airport Zoning**
  - AQD Airport Overlay District Zone 1
  - AQD Airport Overlay District Zone 2A
  - AQD Airport Overlay District Zone 2B
  - AQD Airport Overlay District Zone 3
  - AQD Airport Overlay District Zone 3A
  - Airport Industrial District (AID)
  - Airport District (AD)
  - 5,000 Ft buffer from AOA
  - 10,000 Ft buffer from AOA
  - AOA = Air Operations Area



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Data Provided By: Outagamie County, Winnebago County  
Outagamie County does not guarantee the information provided for use as a general reference and is not intended for use as a legal document. The responsibility of the user and such use is the user's own. It is the user's responsibility to verify the accuracy of the information provided. Outagamie County is not liable for any loss arising from the use of these maps.

## Plat Review Jurisdiction Map







# Appendix B

## Community Survey Results

### Appendix B Contents

#### Community Survey Results

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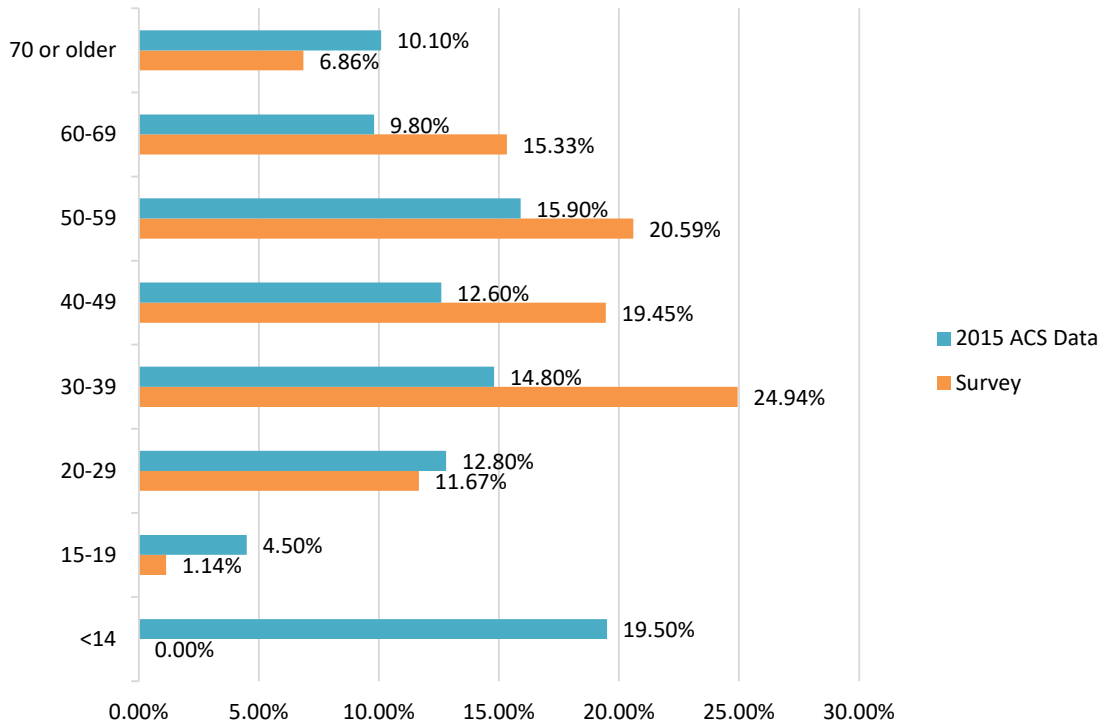
This section summarizes the Village of Fox Crossing Community Survey Results which were collected during August and September of 2017. The survey was hosted online on Survey Monkey and hard copies were available at Village Hall. Information regarding the availability of survey was provided via the water billing mailing cycle, press releases, emails to recreation program users, Facebook posts, and announcements at Village Meetings. In total, 438 individuals responded to the survey. Approximately 96% lived within the Village (29% East of Little Lake Butte Des Morts; 36% West of Little Lake Butte Des Morts AND north of Highway 10; 28% West of Little Lake Butte Des Morts AND south of Highway 10; 4% don't live in Fox Crossing; and 4% not sure).

The survey represents a diverse group demographically, though certain groups were under- or over-represented. Generally younger members of the community were under-represented and older members were over-represented.

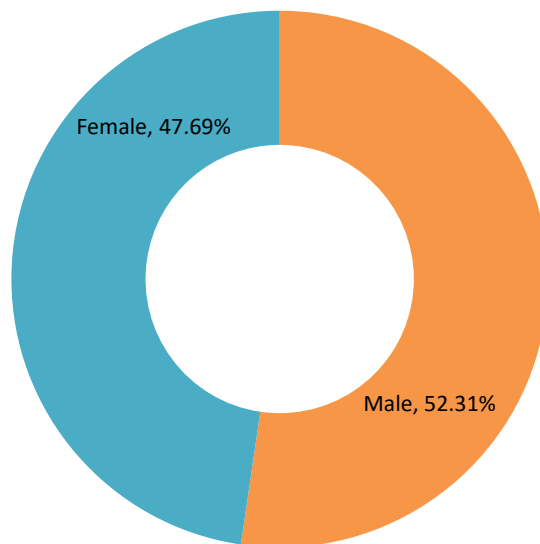
Questions with additional comment/open-ended responses are marked with an asterisk (e.g. Q1\*) along with a summary of common responses. A comprehensive list of all responses to open-ended questions is on file with the Community Development Director.

# DEMOGRAPHICS

## Q1 What is your age?

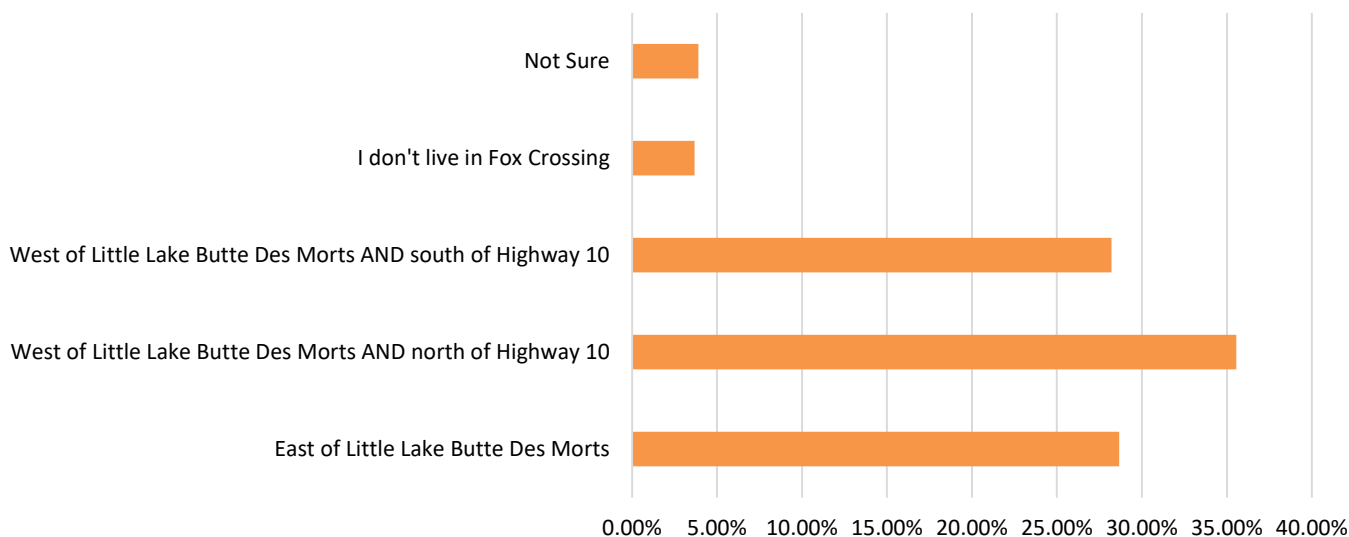


## Q2 What is your gender?



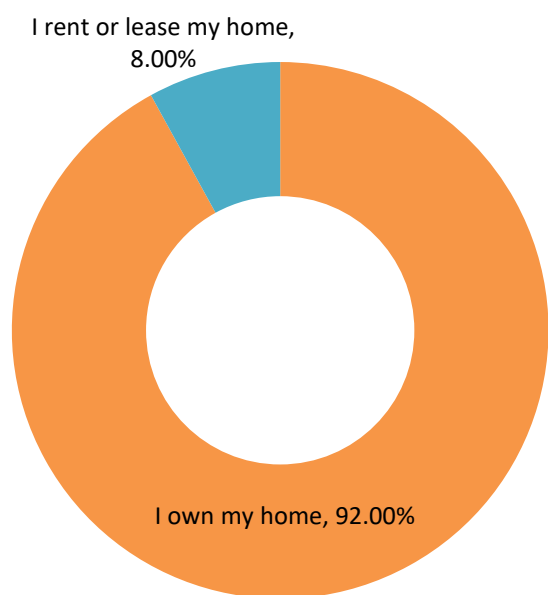


### Q3 Where do you live in Fox Crossing?\*



*\*\*Responses were filtered by those living East of Little Lake Butte Des Morts to identify any differences between the view of east and west side residents. Out of the 437 respondents taking the survey, 125 reported they live on the east side. Approximately 34% of those living east of Little Lake Butte Des Morts are age 60 or older as compared to 20% of overall survey respondents. Any additional differences considered important are noted throughout this report.*

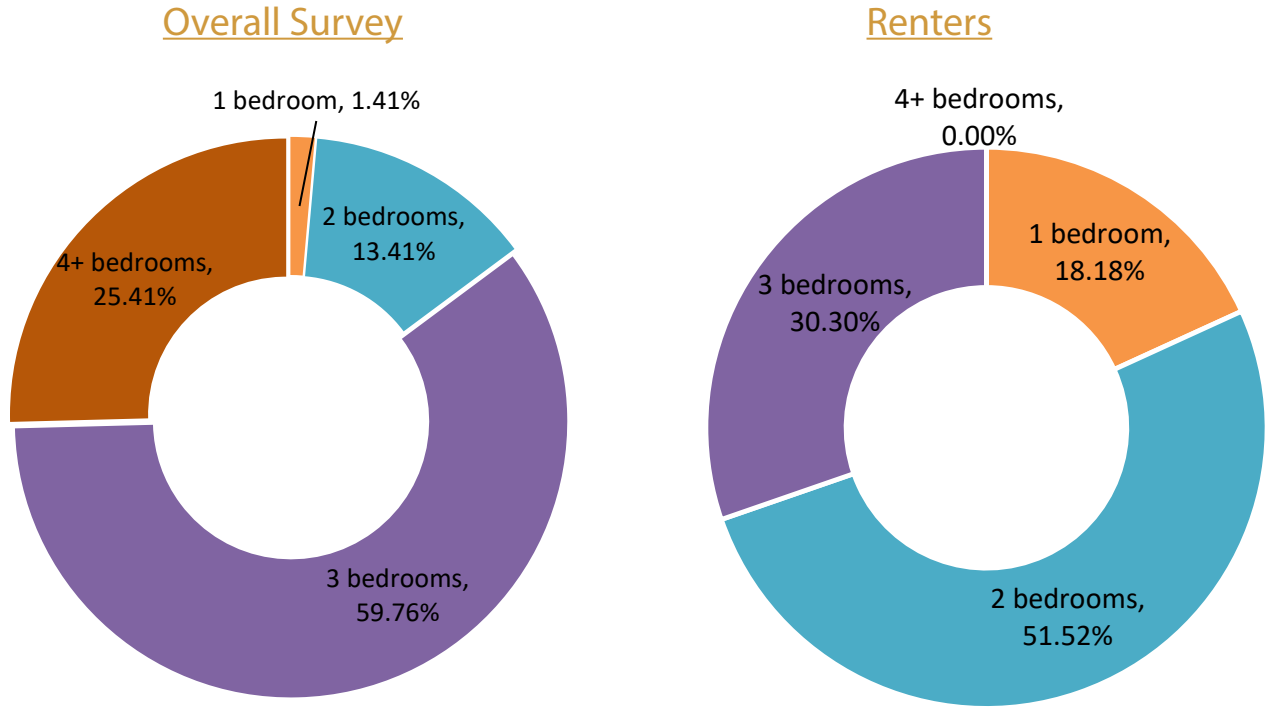
### Q4 Do you rent or own your current home?\*



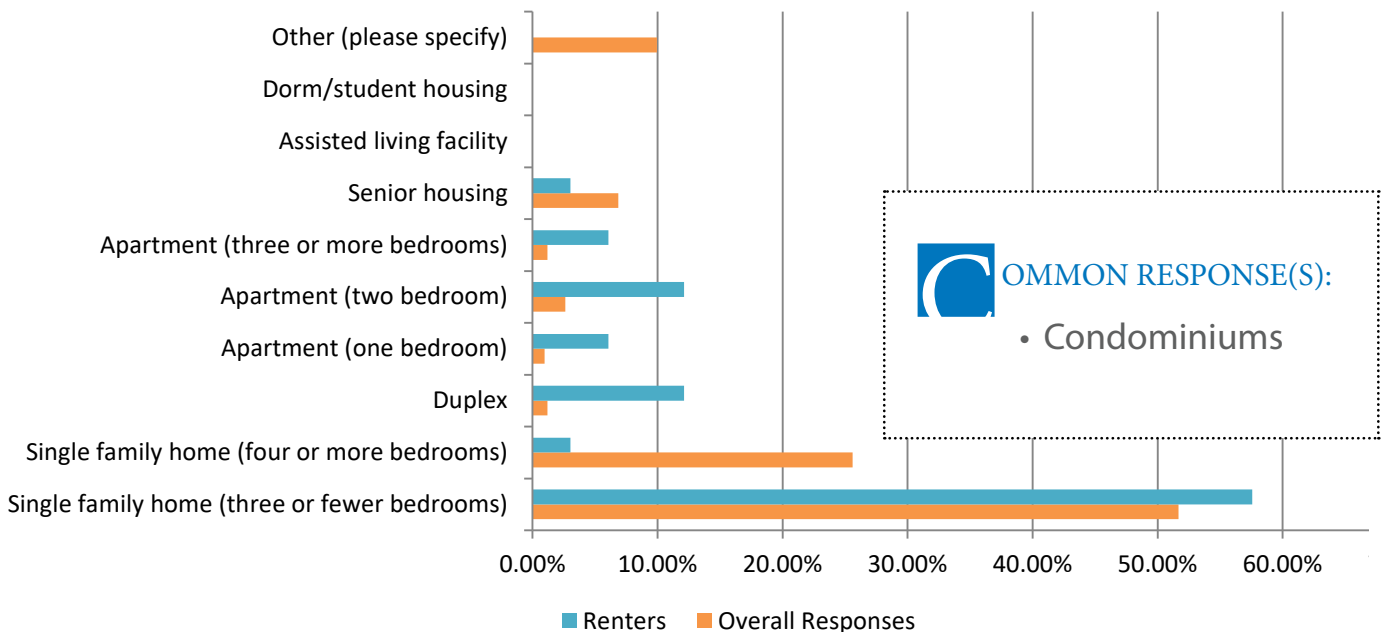
*\*\*Responses were filtered by renters to identify any differences between the view of renters and homeowners. Out of the 437 respondents taking the survey, 34 reported they rent or lease their home. Approximately 35% of those renting or leasing are age 20-29 as compared to 12% of overall survey respondents. Any additional differences considered important are noted throughout this report.*

# HOUSING

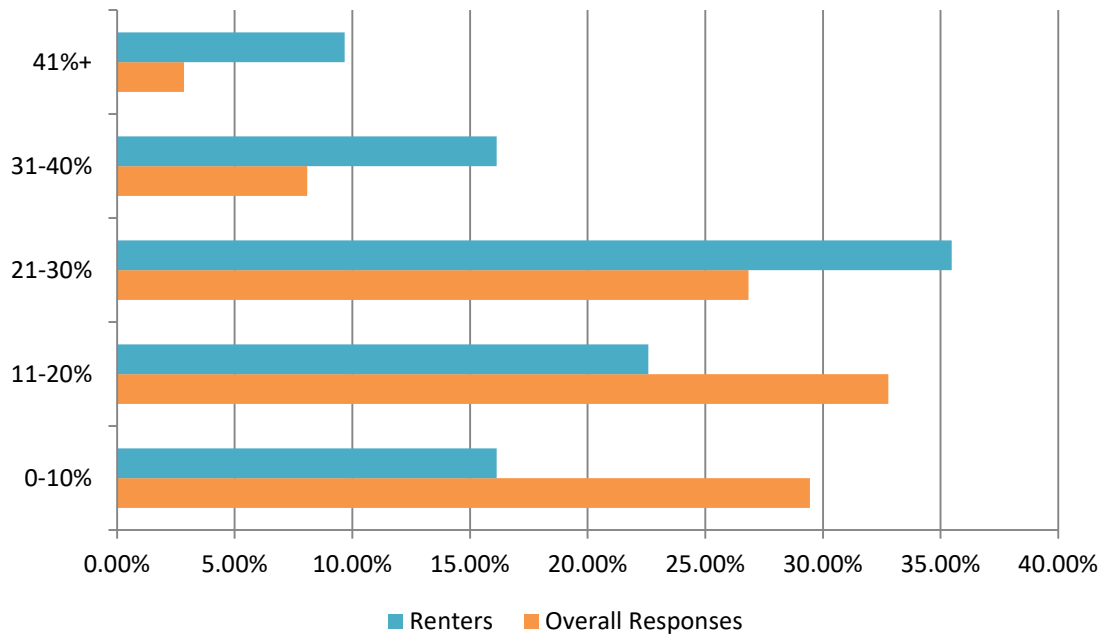
## Q5 What is the size of your current home?



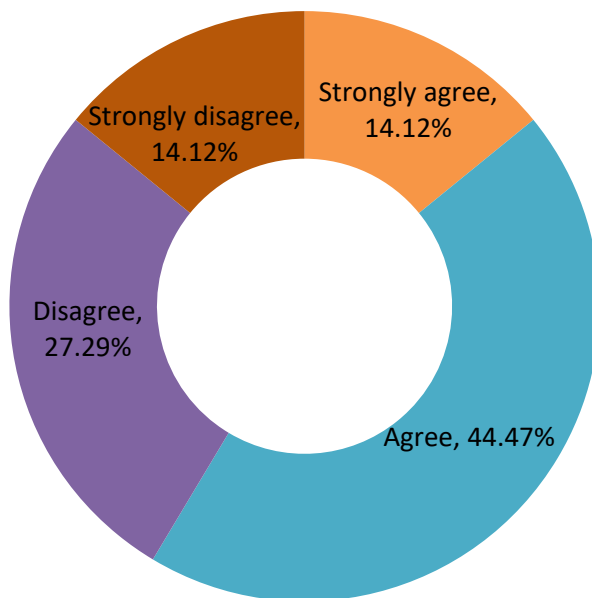
## Q6\* If you were to move in the next 5 years (within or outside Fox Crossing), what type of housing would you be likely to seek?



**Q7** How much of your gross monthly household income do you spend on housing (mortgage or rent)?



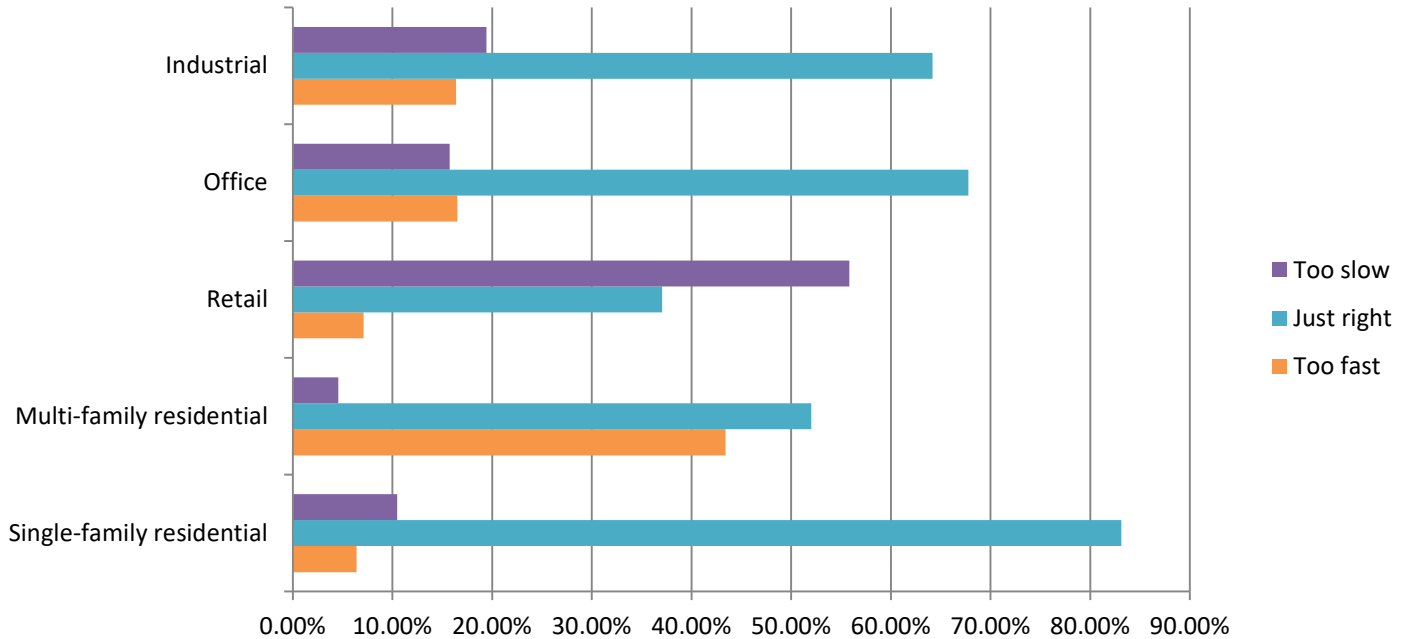
**Q8** Indicate your level of agreement: the Village should provide opportunities for affordable housing in the Village.



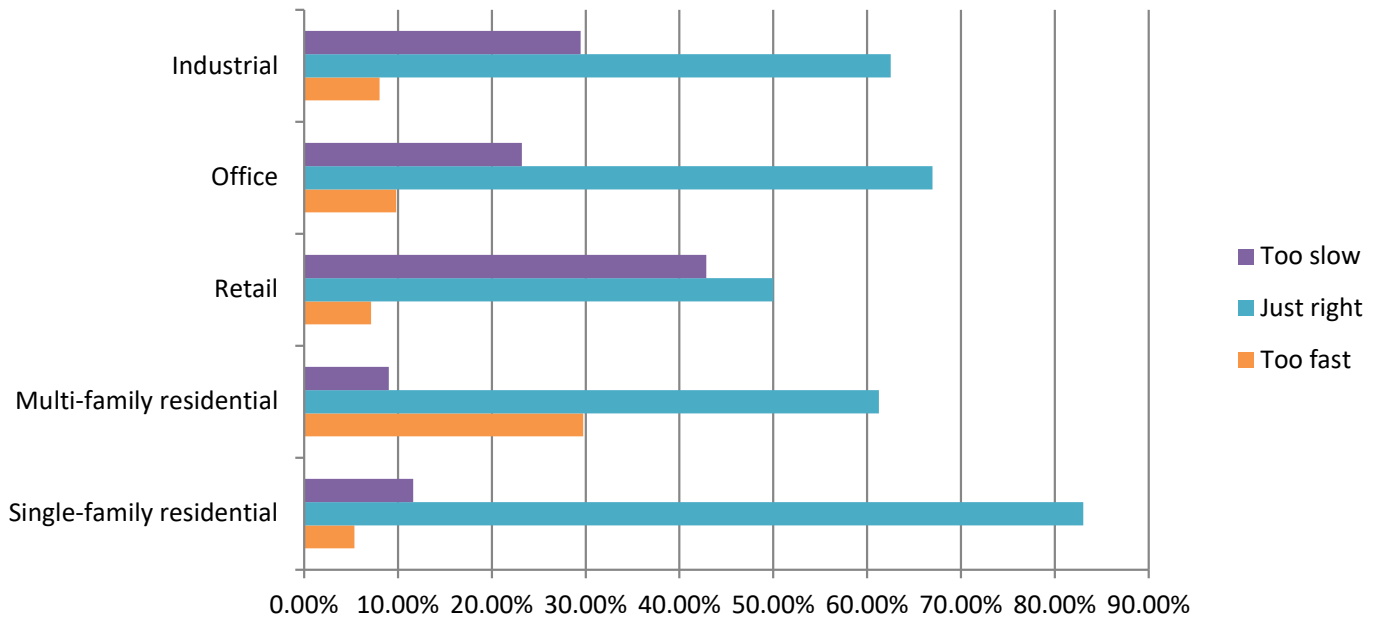
# DEVELOPMENT

Q9 Do you believe the pace of development in Fox Crossing is...

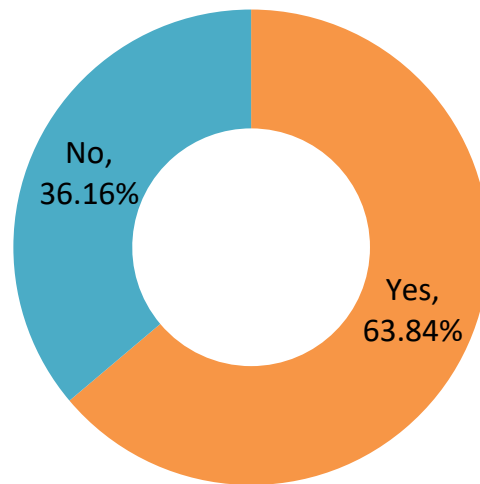
## Overall Survey



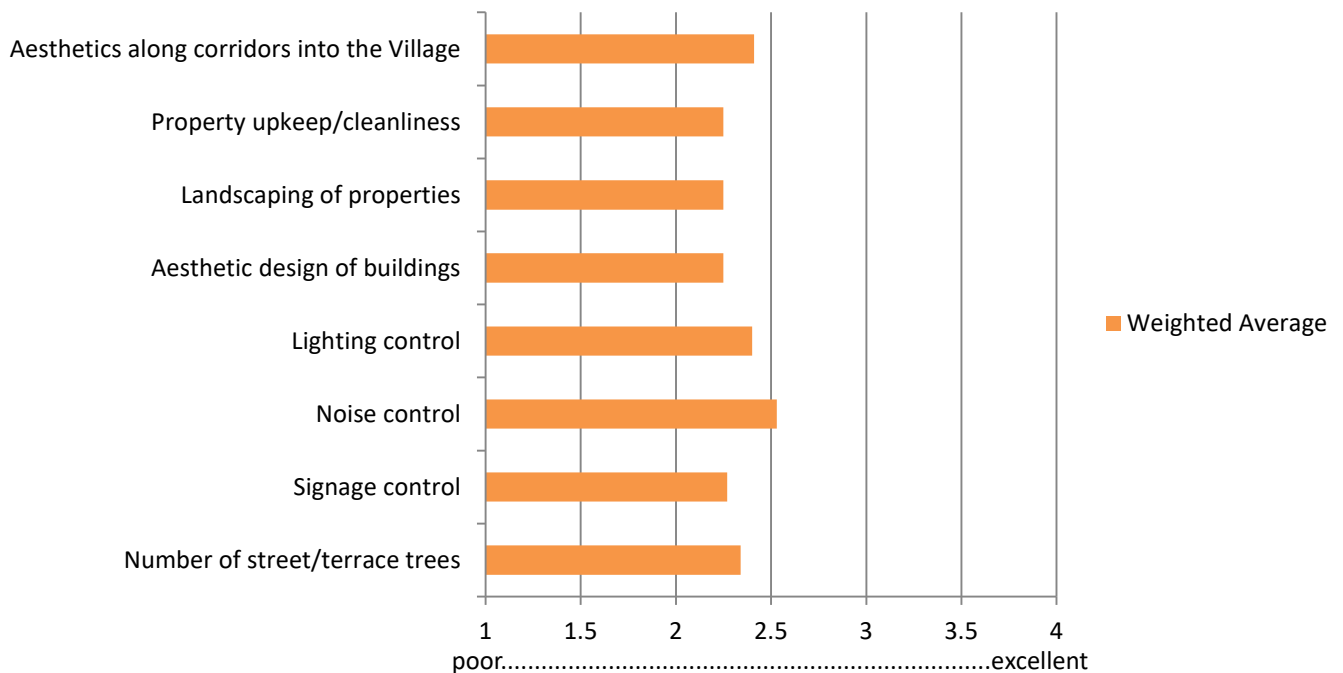
## Respondents from East Side



**Q10** As development in the Village and region occurs, sometimes it's difficult to discern whether you're in the Village or another community. Should Fox Crossing do more to visually set itself apart from surrounding communities (e.g. unique street signage, stronger "gateway" features, building design, unique street lighting, installation of outdoor public art, etc.)



**Q11** How do you rate the following aspects of the Village of Fox Crossing?

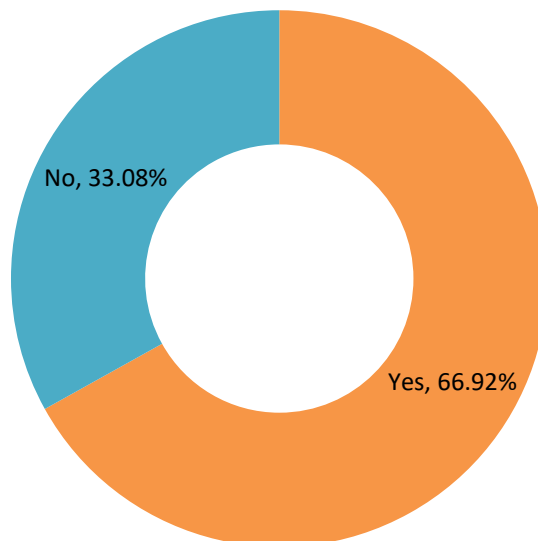


## DEVELOPMENT CONTINUED

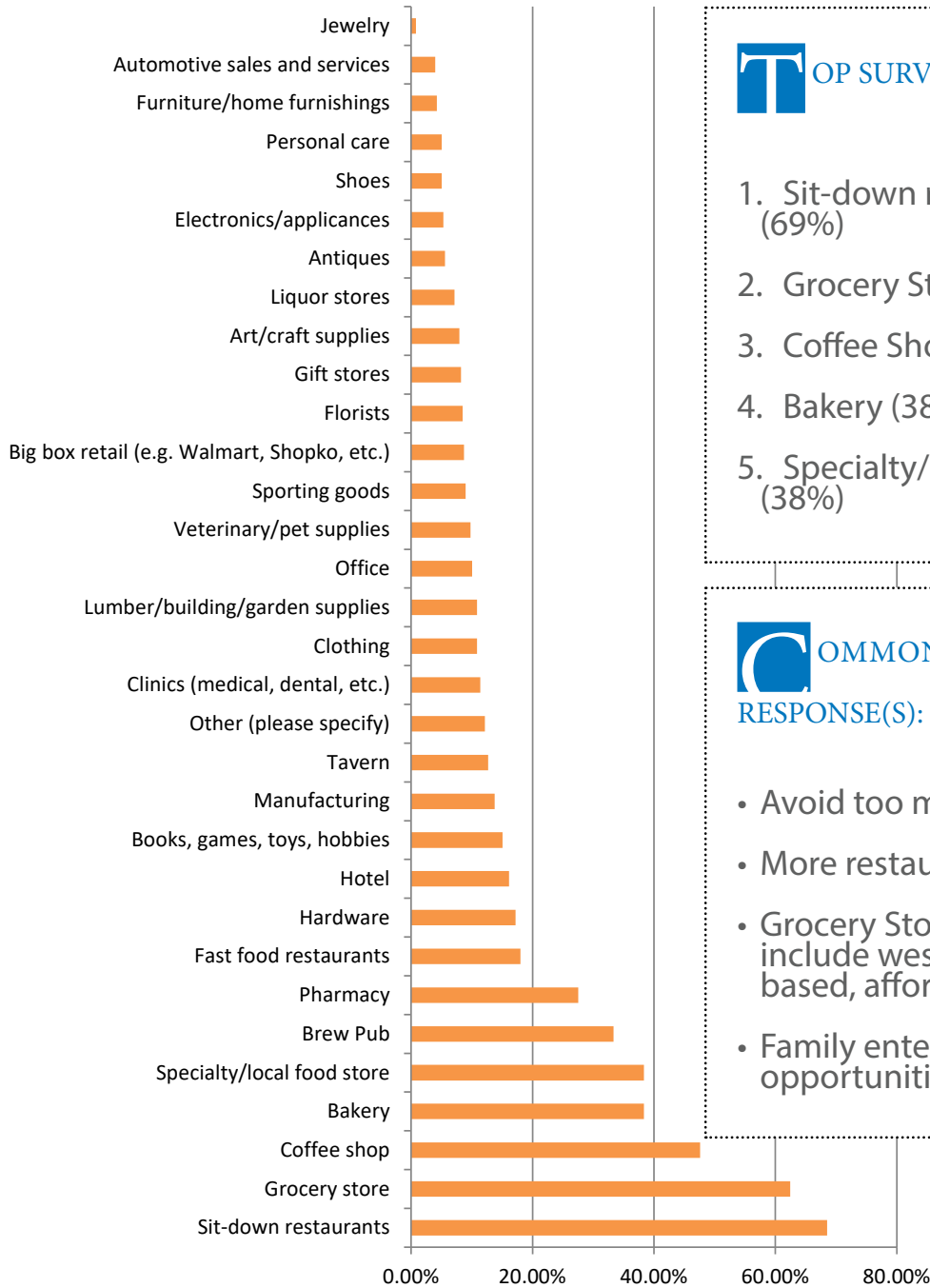
### Q11\* CONTINUED...

	Excellent (4)	Good (3)	Fair (2)	Poor (1)	Weighted Average
Number of street/terrace trees	9.30%	54.02%	30.15%	6.53%	2.34
Signage control	7.25%	62.50%	26.75%	3.50%	2.27
Noise control	10.00%	46.00%	24.75%	19.25%	2.53
Lighting control	6.47%	54.73%	30.85%	7.96%	2.4
Aesthetic design of buildings	8.71%	61.19%	26.62%	3.48%	2.25
Landscaping of properties	7.20%	63.52%	26.30%	2.98%	2.25
Property upkeep/cleanliness	11.66%	57.07%	25.81%	5.46%	2.25
Aesthetics along corridors into the Village	6.50%	51.75%	36.25%	5.50%	2.41

**Q12** Do you think the Village should develop a mixed-use, pedestrian oriented retail and entertainment Village Center that would have aspects similar to a traditional downtown (i.e. mixed use, walkable, connected buildings, residential development above ground floor retail, public plaza and outdoor spaces for dining and events, etc.)?



**Q13\*** Are there any specific new businesses or business types you would like to see in Fox Crossing? Check all that apply.



**TOP SURVEY RESPONSES:**

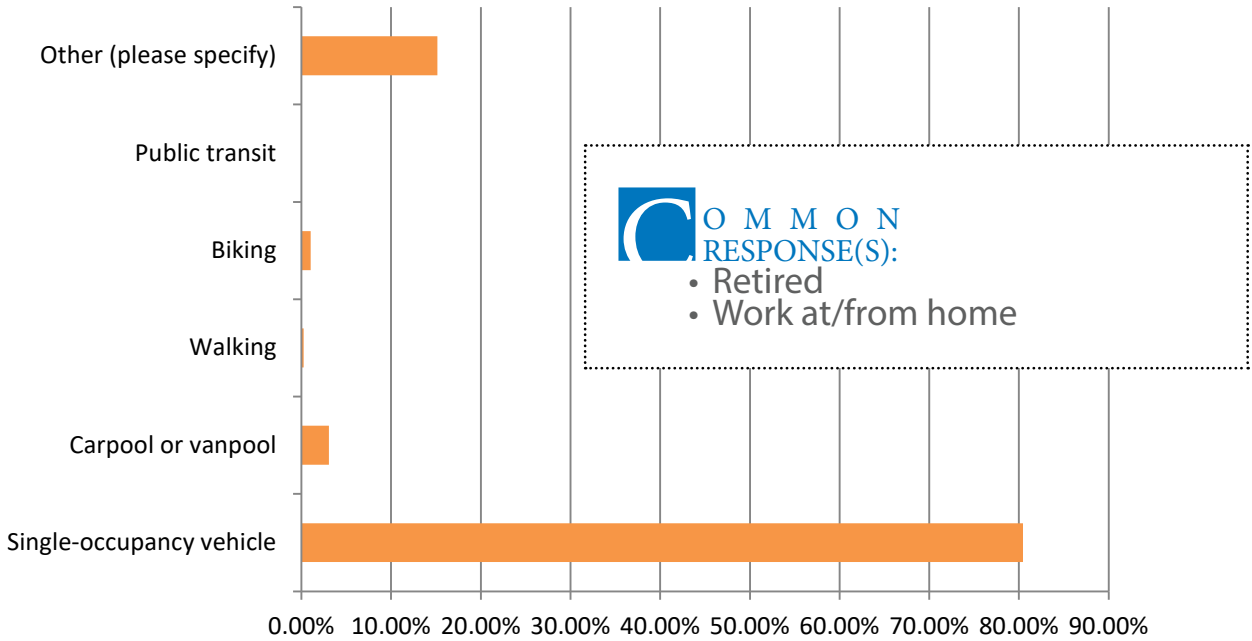
1. Sit-down restaurants (69%)
2. Grocery Store (62%)
3. Coffee Shop (48%)
4. Bakery (38%)
5. Specialty/local food store (38%)

**COMMON RESPONSE(S):**

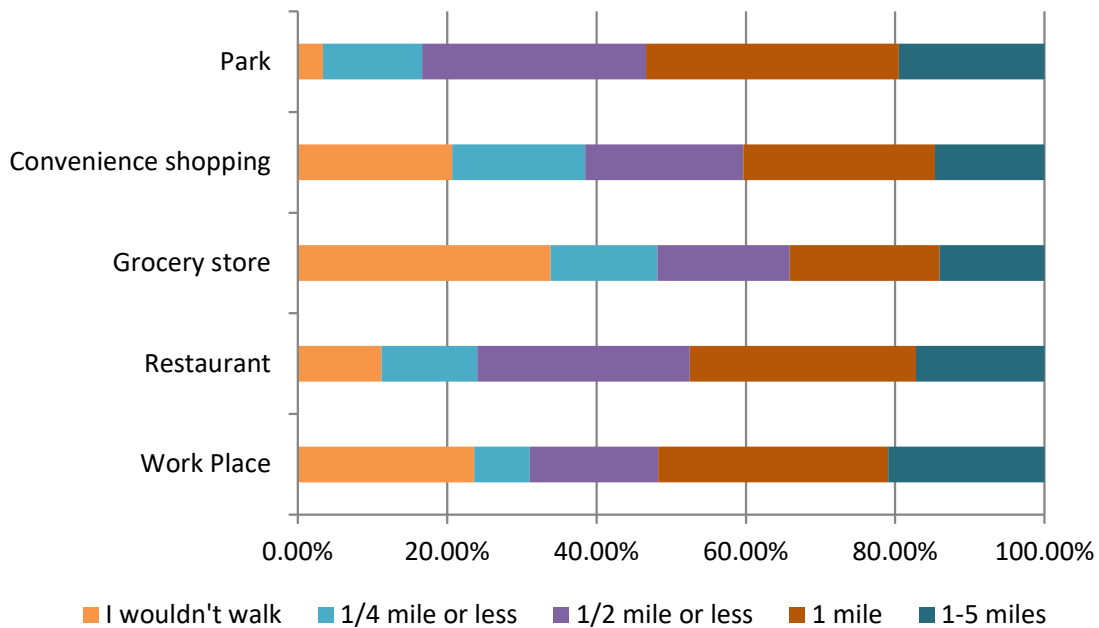
- Avoid too much Retail
- More restaurants
- Grocery Store (suggestions include west of 41, organic based, affordable)
- Family entertainment opportunities

# TRANSPORTATION + MOBILITY

## Q14\* How do you typically get to work?

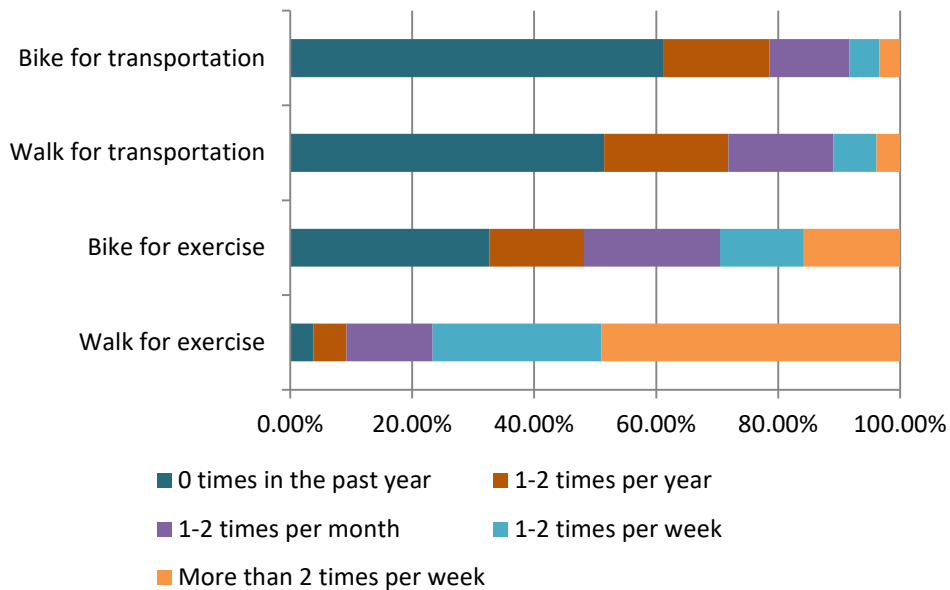


## Q15 What do you consider to be a reasonable walking/biking distance to these locations?





## Q16 How often do you:



## Q17\* Name a specific destination or location (e.g. intersection, roadway, route) in Fox Crossing that needs to be improved for bike or pedestrian use or safety.

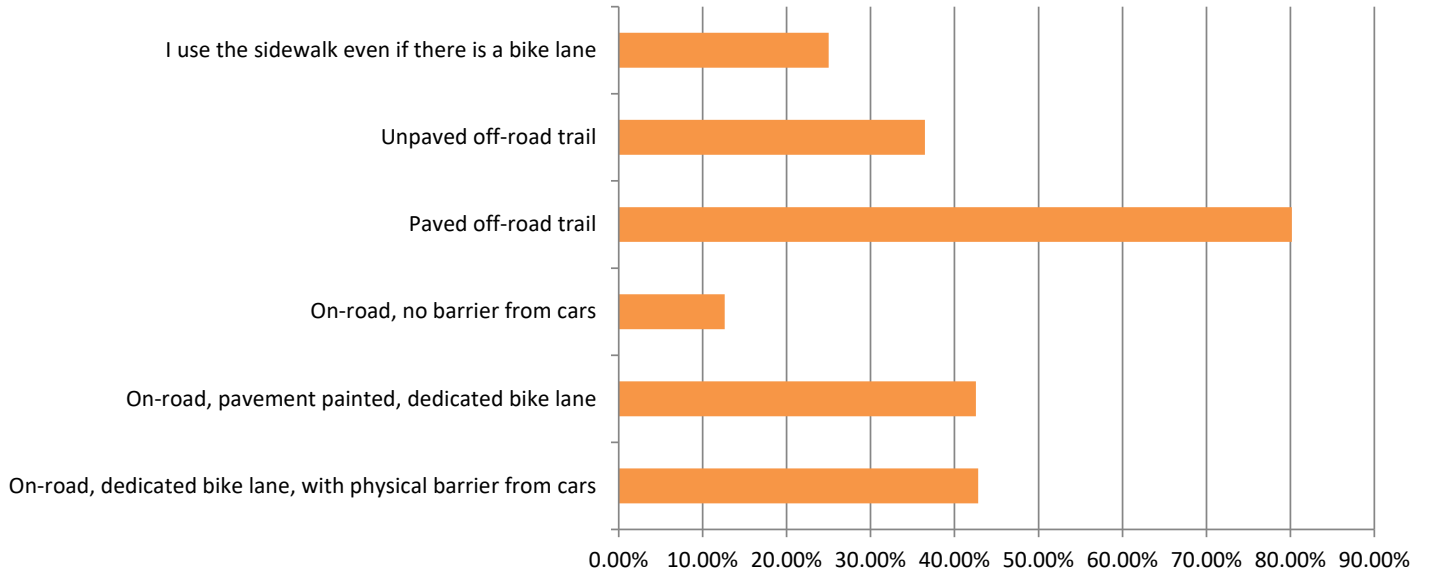


### COMMON RESPONSE(S):

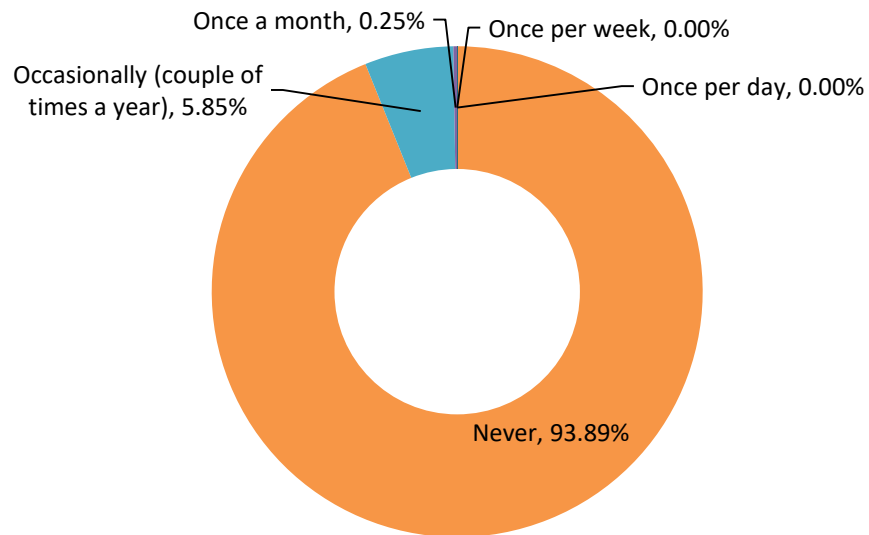
- Kaufman and Cold Spring
- Palisades area
- Valley Road
- Hwy B.B.
- 47
- Airport Road
- Irish Road
- Appleton Road
- Little Lake Butte Des Morte
- Cold Spring
- American Drive
- Shady Lane
- Midway Road
- Racine
- Winchester
- Routes to and around our parks
- Jacobsen Road
- Clayton Avenue

## TRANSPORTATION + MOBILITY CONTINUED

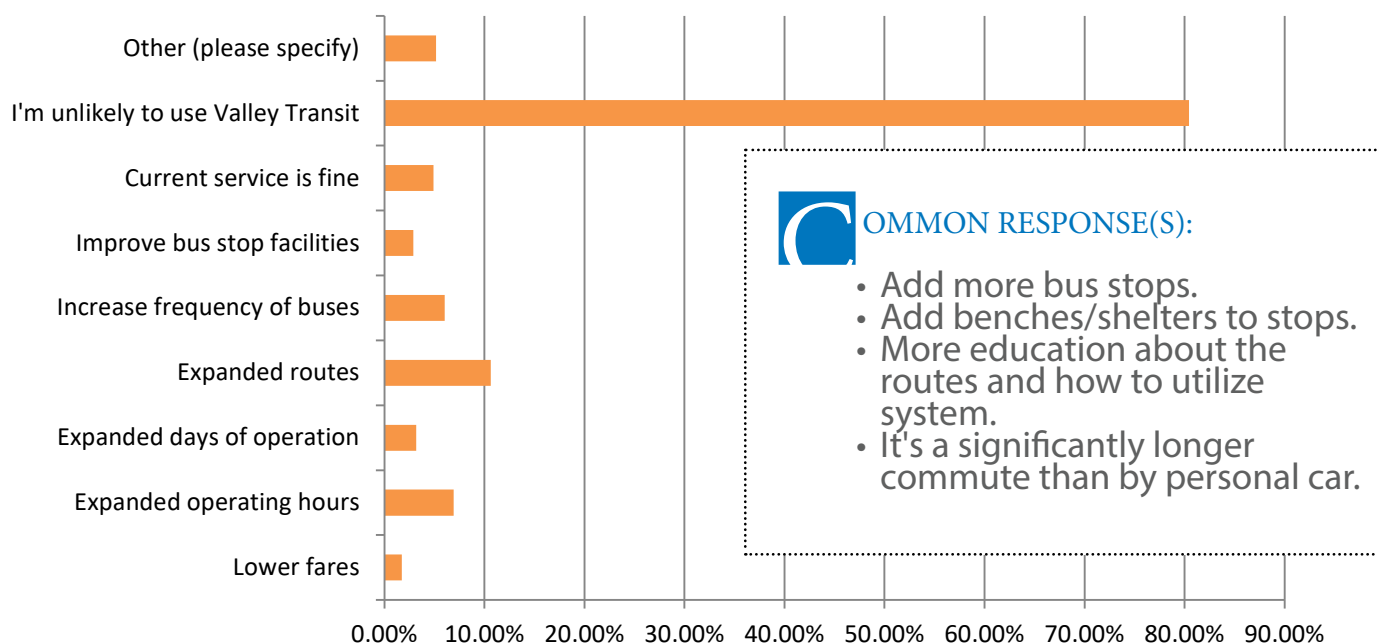
**Q18** What type of bike facility do you feel safe using? Check all that apply.



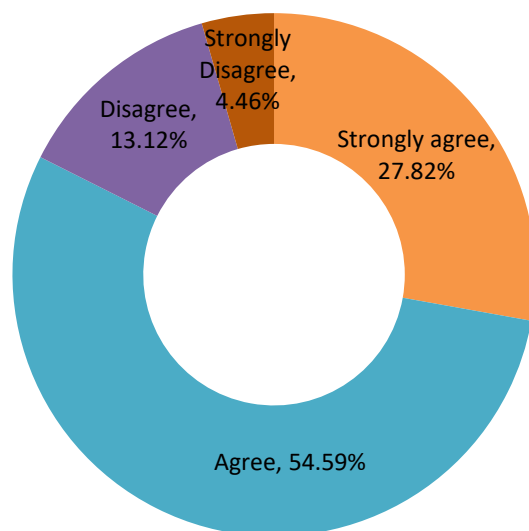
**Q19** On average, how often do you use the Valley Transit bus service?



**Q20\*** Is there anything that could be improved about Valley Transit bus service to increase your use? Check all that apply.

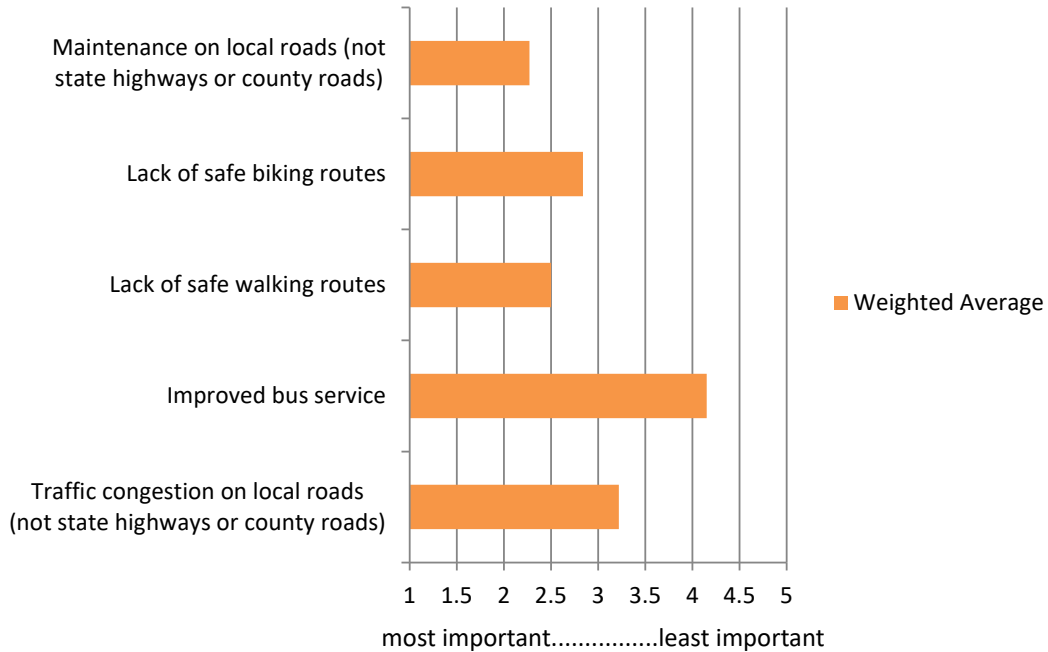


**Q21** Indicate your level of agreement: it is important for the Village to remain connected to the Valley Transit system.



## TRANSPORTATION + MOBILITY CONTINUED

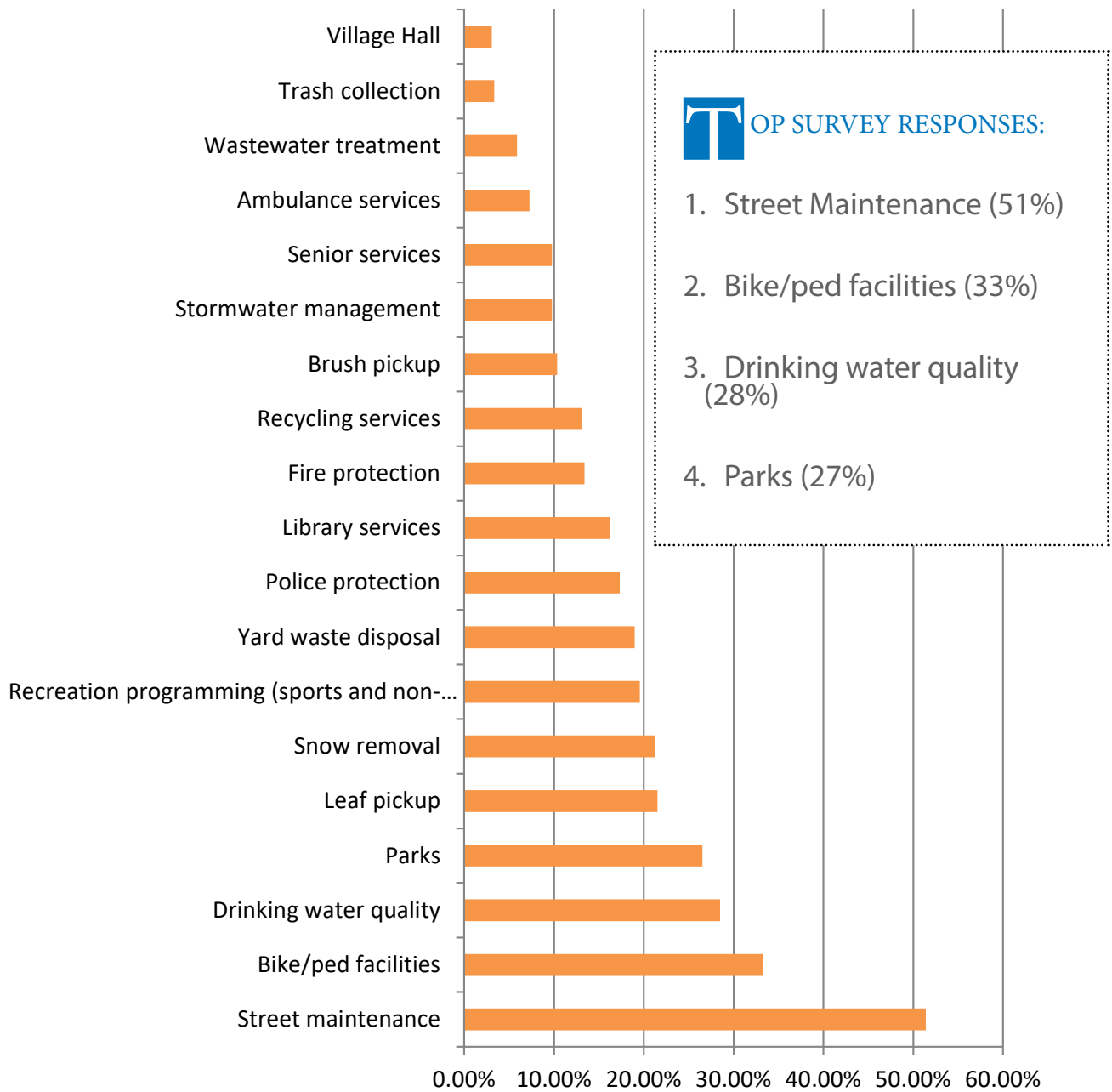
**Q22** What do you see as Fox Crossing's most pressing transportation issue? Please rank the following issues in order of importance to you, where 1 is "most important" and 5 is "least important".



	1	2	3	4	5	Weighted Average
Traffic congestion on local roads (not state highways or county roads)	14.87%	18.35%	14.56%	34.81%	17.41%	3.22
Improved bus service	7.12%	6.82%	8.61%	18.99%	58.46%	4.15
Lack of safe walking routes	22.83%	26.37%	33.76%	11.58%	5.47%	2.5
Lack of safe biking routes	14.29%	28.27%	25.60%	23.21%	8.63%	2.84
Maintenance on local roads (not state highways or county roads)	40.11%	21.17%	19.22%	10.58%	8.91%	2.27

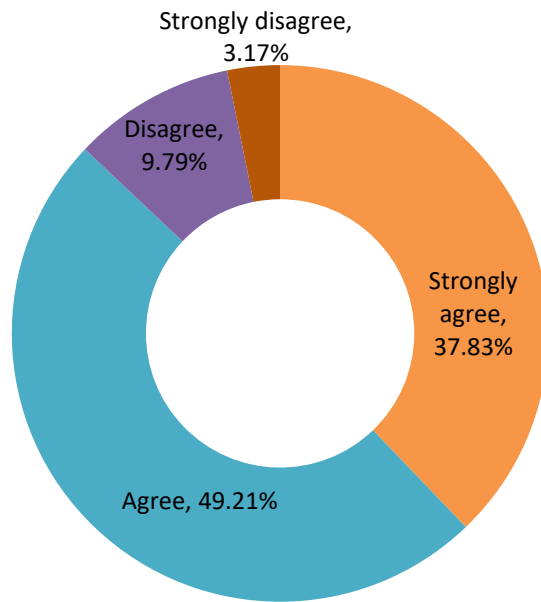
## COMMUNITY FACILITIES + SERVICES

**Q23\*** Should the Village invest more tax dollars to improve the quality of any of the following public facilities or services? Check all that apply.



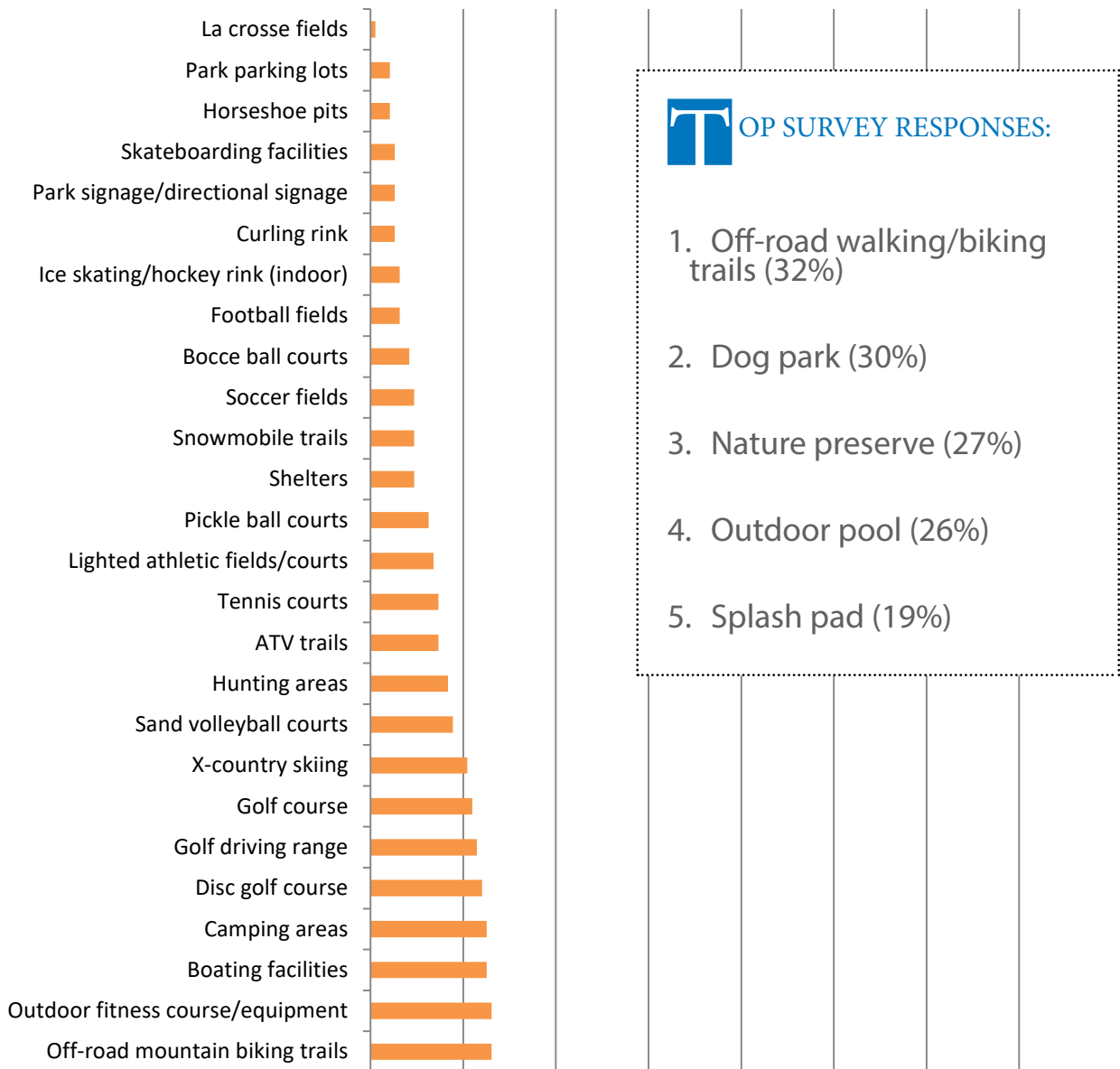
## COMMUNITY FACILITIES + SERVICES CONTINUED

**Q24** Indicate your level of agreement: the Village should expand its use of alternative and renewable energy.

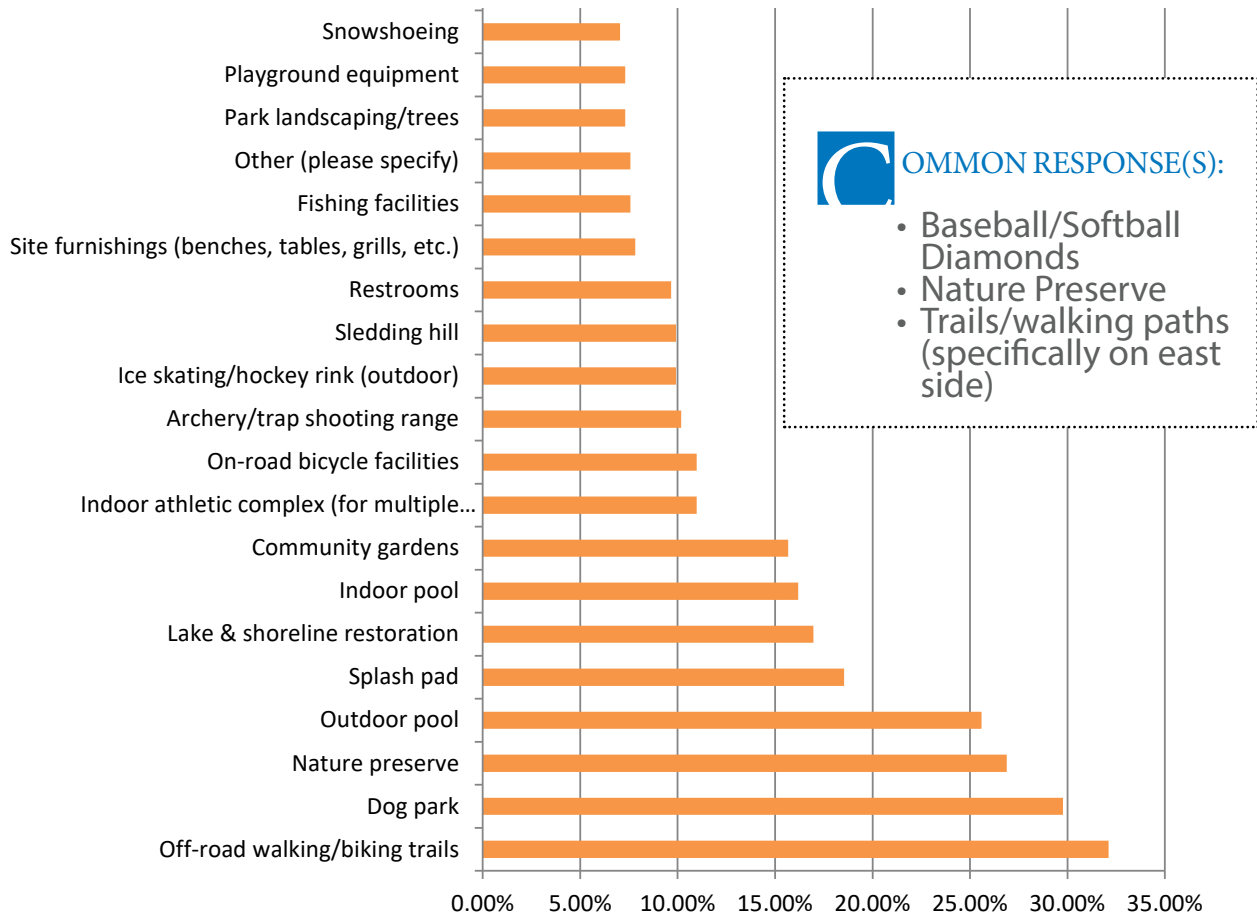


## PARK + RECREATION

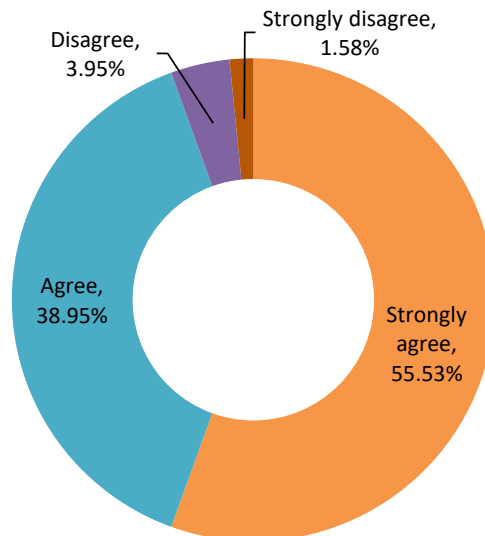
**Q25\*** Which of the following park and recreation amenities would you like to be added, improved or expanded in Fox Crossing either by the Village or other public or private entities? Mark up to five preferences:



## PARK + RECREATION CONTINUED



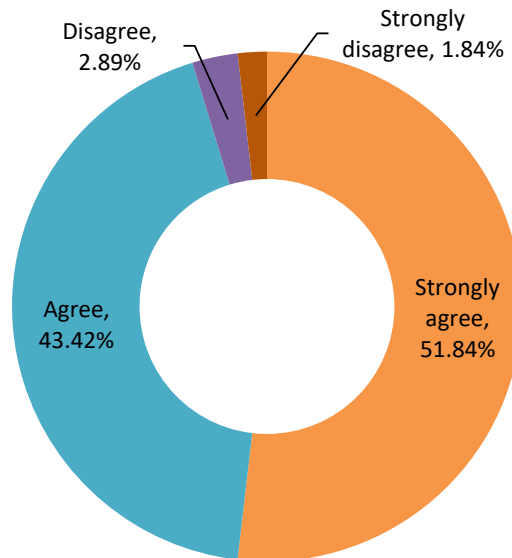
**Q26** Indicate your level of agreement: the Village provides and should continue to provide opportunities for healthy, active living.



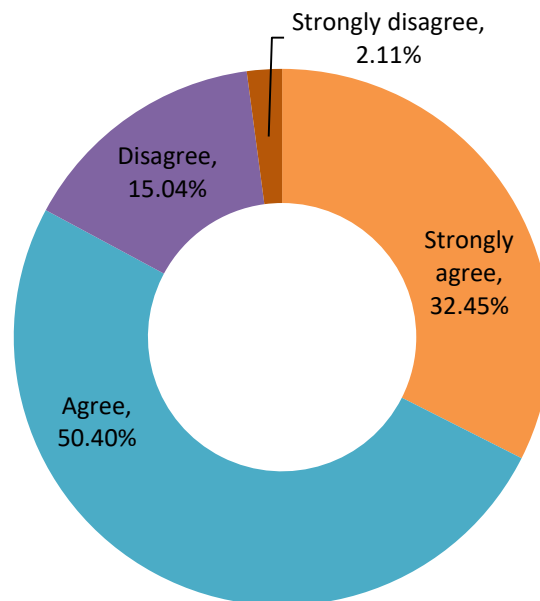


## NATURAL + AGRICULTURAL RESOURCES

**Q27** Indicate your level of agreement: the Village should identify and protect environmentally sensitive areas.

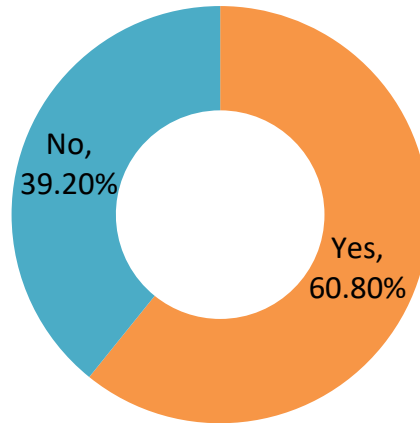


**Q28** Indicate your level of agreement: the Village should preserve space for urban agriculture (e.g. community gardens) and integrate it into new developments.

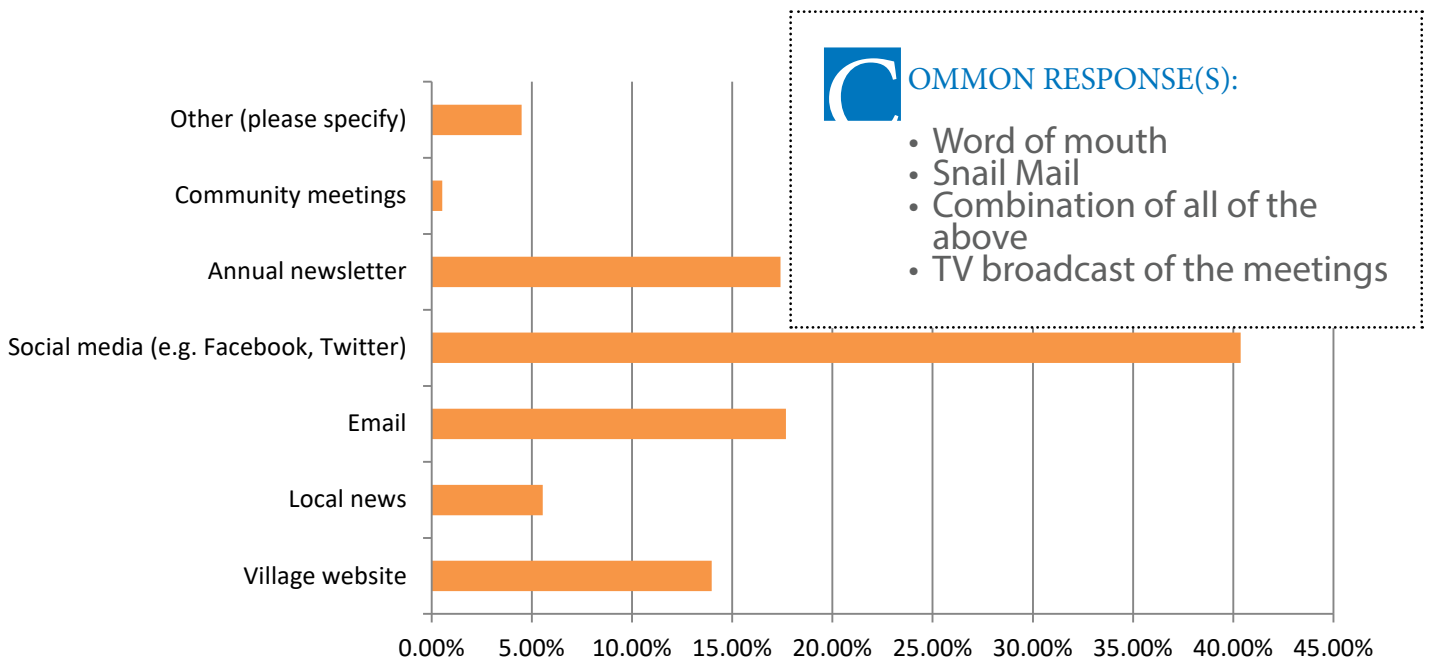


## COMMUNITY CHARACTER

**Q29** Do you believe there should be more art/cultural events hosted in the Village?



**Q30** How do you prefer to stay informed about what is going on in the community?



## COMMUNITY CHARACTER CONTINUED

**Q31** Are there any improvements you would like to see in Fox Crossing's future that were not covered in this survey?



### COMMON RESPONSE(S):

- Better access to a library system within the community.
- Attract more businesses.
- Better yard waste pick-up.
- Improve side effects of trains (whistles, speed, etc.)
- Enforcement of existing codes and regulations.
- Continue to enforce name change and new identity.
- Construction of a highway sound barrier for neighborhoods
- Garbage large item pick-up or drop off within the Village.
- More control over burning within Village limits.
- Perception/reality that the west side of town is treated better than the east.
- More streetscaping/landscaping/wayfinding to attract new residents
- Better noise control, overall.
- Better design standards for developments and apartment buildings.
- Keep small town, country feel. Utilize smart, controlled development.
- Basic street and sidewalk maintenance to reduce potholes and bumps.



# Appendix C

## Public Involvement Meeting Input

### Appendix C Contents

#### Public Involvement Meeting Input

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Appendix C provides a compilation of comment forms completed at the two public involvement meetings held during the planning project.

- » Public Involvement Meeting #1, July 25, 2017
- » Public Involvement Meeting #2, April 30, 2018

## PUBLIC INVOLVEMENT MEETING #1

An initial public involvement meeting was held on July 25th to provide the public with an overview of the planning project, schedule, objectives, and schedule. In addition, several visioning exercises were completed to gather resident feedback on issues and opportunities of the community. Approximately 20-30 people attended the meeting. The following is a summary of input gathered at the meeting.

The initial exercise asked participants **"how would you describe Fox Crossing to someone not from the region? What is our current identity?"** Responses included:

- Was the town of Menasha? It doesn't really have a town (village) center. The river; slow growth on the west side but we think it will grow.
- I love it! We have a farm, stream, woods and home only minutes from 10/41. We can get to downtown Appleton in 10 minutes and downtown Oshkosh in 20. We are close to everything, yet have privacy and 8 acres. Great location.
- A rapidly growing progressive and modern community.
- Best parks, good government, central location, friendly people, identity separate from Neenah and Menasha.
- Fox Crossing is a smaller community compared to a larger city it is a "quaint" community/ current identity-a lower tax area.
- A village that is a "suburb" of Appleton and Neenah, between the two. West side is primarily

residential. It continues to grow but at an acceptable pace. Needs some retail but strategic ones.

- Growing with room to expand good mix of residential and commercial/ industrial. Could use more multi-family quasi downtown.
- A growing new village in the Appleton Wisconsin Metroplex offering quality living along the fox river with efficient services and a responsible government dedicated to low taxes and successful business growth initiatives. Recent transportation changes make Fox Crossing the most desirable community to live, raise a family, work and play!
- Family friendly, rural feel that's still close to bigger cities and shopping. A good mix of old and newer neighborhoods.
- Where Tom's drive in is...
- Family oriented area, village officials are available to talk too and are concerned about any issues if you have any. Current identity: lower taxes and not afraid to grow.
- Suburb of Appleton WI contributing to the larger fox cities metropolitan community. Encircles a major interstate intersection and centers around both ends of the little lake butte des morts bridge.
- Village of fox crossing is successor to town of Menasha established in 1855, Village of fox crossing identity is unfolding with Westside expansion. Village of fox crossing needs to develop its identity: new businesses old supporters.
- Identity is growth sustaining community, valuing conservation/ nature, recreations and

environment.

- Area located nearest to little lake butte des morts on both sides.

A second question asked participants **"what do you love about Fox Crossing? What would you protect, enhance, or replicate?"** Responses included:

- I love the parks, bike trails, protect the parks-Natural Resources
- Have 55+ Housing, Enforce airport overlay
- The park system is exceptional for the size of the community
- Water shoreline on Fox River and Lake Winnebago and island on Fox River. It needs to be incorporated in its identity-good start Fox Crossing
- Love the small feel of Fox Crossing. It is relatively safe. People are friendly, clean, not over developed on west side. Like to maintain the small nature of town but add some strategic retailers. The walking/ biking paths are really great.
- Fox Crossing provides phenomenal community services at a high value compared to taxation. Great police, fire, utility, refuse collection, etc. Positive partnership with other municipalities, often relying on them for major offerings (school, fireworks, etc.).
- I love that the village doesn't feel like a large city. I hear birds, see trees and enjoy outdoor/country feel.
- I love all the trees and farms. I love the parks and rec programs for my kids. I would protect some of the farming areas and parks and enhance the walking/biking trails.

- Protect the woodlands and wildlife habitat areas. Pedestrian friendly crosswalks making it easier to go around the Village either walking or biking. I like the park system.
- It is not highly developed, a lot of trails to run/bike/walk, open spaces/green spaces, I don't feel like I live in a big city. Protect green space do not over develop! Fox crossing has a bit of a country feel (in some areas).
- We like the country feel yet close to city.
- Very little traffic. Lots of trees and some farms. Ease of walking and biking to get to places and wide trails so not on the road. Office buildings with nice landscaping.
- Fox Crossing has a plethora of community parks that are maintained to outstanding visual and contemporary uses. The village has easy access to all areas of the region. You can't beat the quality of police/fire protection. All because of responsible governance.
- Nature, water, and the nearness to recreation centers.
- Lots of parks country feel.
- It is a "blank slate" with tons of room to develop into a cute village close to the country and "mall" dark skies as you come out of the "city" (Appleton).
- Protect green space trails both walking and biking careful expansion into "growth" areas.
- Close enough to walk or bike to work. Great trash/recycle bin system.

A final question asked participants **"looking 20 years into the future, what are your big ideas and aspirations for our community? What would you change or improve?"** Responses included:

- Stricter rules on houses being built. Like check what is underground before digging, with all bed rock in area and blasting, don't just dig a hole and stick up a home.
- A grocery store and continued growth.
- Intergrate the old-eastside and the new Westside expansion, how to do it is job yet undone.
- Established senior housing over 55.
- Improve fire emergency services.
- Limit multi-unit dwelling (i.e. apartments) add grocery store, continue to maintain good roads, continue to share development plans, ensure builders are following regulations and codes.
- Snow plowing before 4 inches get on the road. Builders need to check their development for water issues they need to know the landscape they are building on and build accordingly.
- Does it really need a lot of changing? This group seems obsessed with growth and industrialization. I love the open fields proud of country feel, I do not want to feel like I live in Neenah or Appleton.
- More affordable housing/tiny homes, solar panels.
- Add a small grocery store I can walk or bike to on the west side (trader

joes) NO big box stores.

- Community Gardens, maintain sense of community connect people together with land.
- Expanded transportation more condo/residential. Having greater develop in mix-economics rental and services.
- I would like to see a splash pad an indoor pool/community center to use during winter. And the trails to connect better. I would like to see a little more development in residential and businesses to help the community grow. And we really need help with the open enrollment policy in the school district. All students should be able to attend the school they are zoned by, maybe its time to make schools bigger and update them.
- Fox crossing needs a powerful positioning statement reflecting a new "identity" driven by a unique and technologically advanced community park/recreation complex. This will serve as the core anchor for the Village that drives small business and economic development. Improve communications to the public.

A second map-based activity provided participants an opportunity to provide specific comments regarding:

**A. Road Improvement.** Areas that you feel are in need of a transportation improvement (e.g., road reconstruction, road widening, road narrowing, intersection improvement, etc.)

**B. Bike/Pedestrian Improvement.** Areas that you feel

need a better connection, access or crossing for pedestrians or bike facilities (e.g., on-road bike lane, off-road path, etc.)

**C. Public Safety Concern.** Nodes or Areas that you feel pose a concern to public safety

**D. Community Assets.** Assets in the Village that should be maintained, enhanced, or replicated

**E. (Re)Development Sites.** Parcels or blocks you feel should be (re)developed and for what uses.

**F. Preservation Sites.** Parcels or areas you feel should be preserved as undeveloped land over the next 10-20 years or beyond.

**G. Future Land Use Changes.** Parcels or areas you feel should be a different use than is presented on the Village's current Future Land Use Map.

The following is a summary of the responses provided by participants. The letter before each comment indicates the specific topic (i.e. A-Road Improvement, F-Preservation Sites) and the number corresponds to the location of the map on page 9.

- 35. C-Public safety concern! Appleton Road (midway too 9th St.)
- 36. C-Oneida street (Manitowoc Rd. to plank Rd.) sidewalks or bicycle paths on trails
- 37. F-Partnership with heckrodt wetland reserve to improve brighton beach open space 8.98 acres

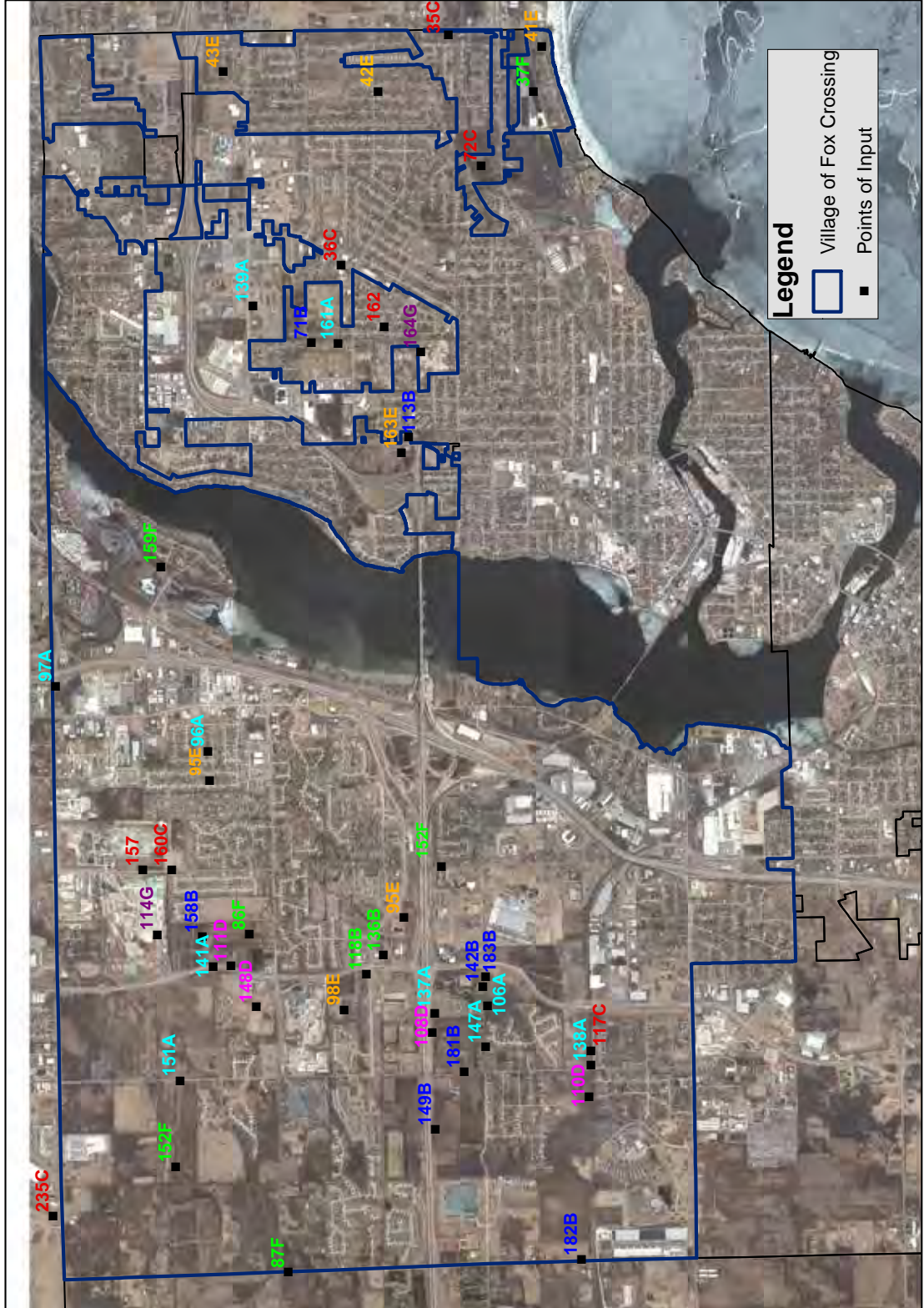
- 41. E-Identify neighborhoods of brighton beach/plank road in plan and embellish
- 42. E-Identify neighborhoods of sterling heights in plan and embellish
- 43. E-Identify neighborhoods of Midway road in plan and embellish
- 71.B-The entire east side is entirely devoid of biking and pedestrian pathways
- 72.C-The fire emergency services are lacking in response times
- 86. F-Preserve Woodland Prairie park
- 87. F-Do NOT annex into town of Clayton. We do not have any agriculture as a village (that I see here today) to preserve Fox Crossing's country feel, we must not focus on developing what is currently the towns.
- 95. E-Grocery Store C-Abandoned properties not being taken care of also have standing water in trailer parks. Have discussed with commissioner. Says nothing can be done, but it is clearly a breeding ground for mosquitos
- 96. A-Need road improvement throughout the neighborhood
- 97. A-fill pot holes or man-hole cover
- 98. E-Would like to see a grocer in the village
- 106. A/B-Finish cutoff gutter, stormwater/sidewalk

- 108. D-sound barriers on HWY 10
- 110. D-Outdoor Ice rink/free disc golf/radio controlled airplane/RC fields
- 111. D/E-Recreation park/ complex for concerts synchronized musical fireworks major events, community programming, sporting activity-co developed with private life style retail and destination projects include trails and observatory that rises above the area with views over a 5-10 mile radius
- 113. B-Need a bold Fox crossing identity signage and Racine road improvement for bikers
- 114. G-Buy out quarry for development of the recreation complex as outlined above
- 117. Train horn abatement
- 118.B-better way for pedestrians and bikes to cross
- 136.B-A sidewalk that makes it easier to get to the little stripmall that has holidays from the south side
- 137.A-Is there anyway to reduce the traffic noise from highway 10? The friendship trail is not as restful as I'd like
- 138.A-Can we stop the train horns blowing at this intersection? Aren't the bars coming down enough I accept the house rattling but the horn still wakes me up after 14 years

- 139.A/C-Initiate land swaps with the city or explore cost sharing programs to enhance road maintenance and/or services and/or co development projects when merkes is ousted
- 141. A-CB North of Shady should be 4 lanes (2 each way)
- 142. B/C-Need sidewalk/trail/shoulder on side of road. No where to walk or ride bikes. No shoulder and 6 foot deep ditches. Probably 100's of walkers and bikers per day. Jacobsen between CB and Irish
- 147. A-Jacobsen road is too narrow and dangerous for pedestrians and cyclists between CB and Irish road
- 148.D-Can we have a closer place to recycle cardboard boxes? Online shopping results in lots of boxes also styrofoam
- 149. B-Please pave the friendship trail all the way to the weyuwega the gravel shifts and isn't safe then.
- 151. A-Sidewalk/shoulder/Irish Road needs road improvement-would be nice to have sidewalk to park that's on Irish
- 152. F/D-Preserve/We moved to the area for the country feel yet close to the city. Would like to keep it quiet
- 156. A- Cold spring road to be improved/widened
- 158. B-Woodland park when developed should involve more trails for hiking and left natural for wildlife
- 159. -Strobe marsh area be worked into a nature area
- 160. C-Quarry pumping water into ditches on cold spring road either side
- 161. A-Curb and gutter on fatime, slightly wider
- 162. C-Increased street lights
- 163. E- redevelop non-cemetary portion to commercial
- 164. G-Long term strategy for property? Single family residential
- 181. B-We need sidewalks on Irish road from county Rd II to Hwy 10. People run and walk on this road all the time and there's not a safe place for them. It would be nice to connect the friendship trail with the trail on County road II
- 182. B-Same problem as 181 we need sidewalks on Clayton Ave from county road II to Highway 10
- 183. B-We also need sidewalks on Jacobsen to extend to CB its another place that people use often to walk/bike
- 235.-Noise abatement policy for ATW



**Points of Interest from the Public Input Meeting  
July 25th 2017**



## PUBLIC INVOLVEMENT MEETING #2

A second public involvement meeting was held on May 16th, 2018 to provide the public with an overview of the draft comprehensive plan. In addition, two hands on activities allowed participants an opportunity to provide input on the draft Future Land Use Map and the draft actions items from Chapter 5. Approximately 30-40 people attended the meeting. The following is a summary of the input gathered at the meeting.

### Implementation Comments

Participants were provided a list of 10 action items for the Village to pursue over the next 10 to 20 years. Participants were asked to rate each action item individually in terms of its importance on a scale of 1 to 5 (1 = high priority, 5 = low priority). Participants were also asked to circle their top three actions items. The following is a summary of the comments received. Average ratings for each action item are provided, sorted by highest priority. The numbers in parenthesis represent the number of times a respondent indicated an action item was in their top three.

#### Rate # | Action:

- 1.7 (11) Implement the recommendations found within the Village's 2015 Bicycle and Pedestrian Plan (recommended routes are shown on the Future Land Use Maps on each table).
- 1.9 (7) Strengthen the Village's Zoning Ordinance relating to site and building design, lighting, landscaping and signage to promote higher

quality design and aesthetics especially for properties along major transportation corridors, multi-family developments, non-residential uses adjacent to single-family residential land uses, and within commercial/retail areas.

- 2.2 (3) Improve the sustainability and energy efficiency of Village facilities and services.
- 2.4 (4) Develop an outdoor community event space within a Village park for community festivals/events.
- 2.9 (2) Consider alternative funding methods to close transportation funding gaps (e.g. impact fees, wheel tax, grants, etc.) to maintain high-quality streets, bicycle and pedestrian facilities.
- 3.0 (1) Redevelop blighted and under-utilized waterfront properties for higher density residential, commercial or mixed uses.
- 3.1 (3) Develop a mixed-use, pedestrian oriented residential, retail and entertainment Village Center.
- 3.1 (1) Identify and implement ways in which Fox Crossing can brand its own unique identity within the broader Fox Valley region (e.g. stronger "gateway" features along major roadways, outdoor public art and mural installations, unique street signage, community festivals/events, etc).

- 3.3 (5) Redevelop blighted and under-utilized properties along older commercial corridors (e.g. Appleton Road, Valley Road, Oneida Street).
- 3.8 (0) Improve public transit services within the Village.

The Village also received the following written comments:

- The bike /ped facilities are seen by millennials as a place where they want to live. Thank you for your leadership on this issue.
- We need a dog park.
- We appreciate all the effort and planning going into this important aspect of making our village a wonderful place to live. Thank you!
- A dog park somewhere in Fox Crossing. A grocery store possible replace the gas station near subway and put it there.
- Encourage partnership with Heckrodt. Reserve to enhance Brighton open space.
- Please explain to the community dog barking ordinances and how a citizen is to deal with this annoyance.

## Future Land Use Comments

A second map-based activity provided participants an opportunity to provide specific comments regarding the draft Future Land Use Map. Copies of each the five Future Land Use - Neighborhood Planning District Maps (refer to Chapter 4) were available for review and participants were given pre-numbered comment dots to place on the maps along with comment forms. Submitted comments were generally grouped according to the following topics:

### A. Road Improvement.

Areas that are in need of a transportation improvement (e.g., road reconstruction, road widening, road narrowing, intersection improvement, etc.). Total responses = 9.

### B. Bike/Pedestrian Improvement.

Areas that need a better connection, access or crossing for pedestrians or bike facilities (e.g., on-road bike lane, off-road path, etc.). Total responses = 14.

### C. Public Nuisance/Safety Concern.

Nodes or Areas that pose a concern to public safety or are a public nuisance. Total responses = 9.

**D. Community Assets.** Assets in the Village that should be maintained, enhanced, or replicated. Total responses = 3

### E. (Re)Development Sites.

Parcels or blocks should be (re) developed and for what uses. Total responses = 3

**F. Preservation Sites.** Parcels or areas that should be preserved as undeveloped land over the next 10-20 years or beyond. Total responses = 15.

### G. Future Land Use Changes.

Parcels or areas that should be a different use than is presented on the Village's draft Future Land Use Map. Total responses = 20.

The following lists all the comments received from participants sort by planning district, number, and general topics. Maps displaying the location of each comment follow. In addition to these area specific comments, the Village also received the following general comments:

Rural Lands & Urban Reserve:

- Would like the Village to keep as much as possible to encourage wildlife.

High Density Residential:

- Feel that apartment complexes reduce property values as residential owners prefer not to live near them. Higher end homes are going to Town of Clayton to avoid them.

Neighborhood Mixed Use:

- What is Mixed Use?

Commercial:

- Small grocery store needed. Wholefoods or Traders (even Aldi's)
- Lighting controls please (trespass)
- Light pollution regulation

General:

- Underground utilities and "standard" style of street lights.

**East Planning District:**

46. Encourage a stronger upgrade and Palaside and businesses to provide for a stronger "visual" appeal

45. Work with the city for a joint community park that sets the standard for soccer tournaments

88. Should be designated as a commercial or industrial

90. Support planned bike/ped facility

91. Support planned bike/ped facility. Hazardous travel, public safety concern

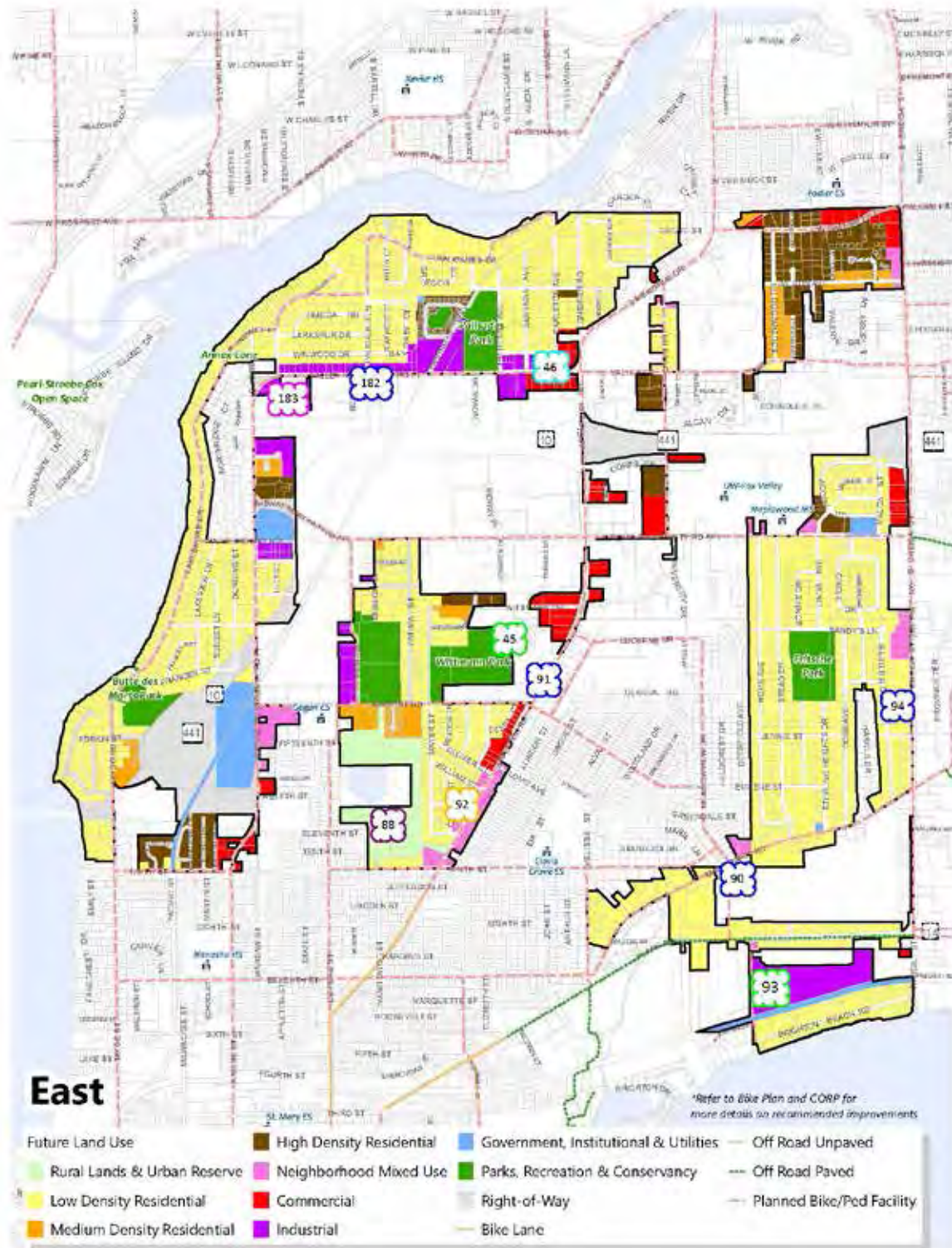
92. Support urban renewal project to upgrade property condition

93. Encourage partnership with Heckrodt Reserve to enhance open space and potential utility of 8 acres

94. Support planned bike/ped facility

182. We need a safer bike /ped path along city P. Children cannot ride safely to school via this route

183. Solar panels to power whole neighborhoods more sustainability. Senior housing with community buildings to keep people connected (like the preserve in Green Bay, but maybe not that expensive



**North Central Planning District:**

3. This area presents opportunity for a major public/private development zone to be the focal point for a recreational /entertainment/living/retail complex-anchored by an amphitheater and open space surrounded by Condo/apt. housing retail restaurant and night clubs – a convenience store and meat market. It will also include walking areas and a dog park. Parking will be available underground (residential) a surface parking around the complex. The central area is utilized for a variety of events and family gatherings (concerts, art fairs, flea markets, car shows, and general events for the community (fireworks, community celebrations, service groups, safety days, etc.). The development will be innovative, mirroring some of the finest “community” parks in the country. It will also offer technological amenities (wi-fi, digital screens and lighting) that makes the site a “marvel” of ingenuity similar to a Disneyesque adventure.

9. Empty retail space would be great for growth.

15. Referring to North Central: Light at Shady Lane and CB does not have a button for pedestrians and bicyclist to push for east crossing.

119, 120, 204. There are many agric properties that maybe open for “development” in the future. It would be great if the village could be proactive about creating alternative energy sources for the whole community- example: Plan ahead for windfarms where the “shadow track” would not interfere with homes/businesses—best done prior to homes being built

152. Entering/Leaving Olde Buggy Dr. and W. American. Very bad intersection. Remove curvature and widen. Difficult for multiple vehicles and to enter/exit and views are obstructed.

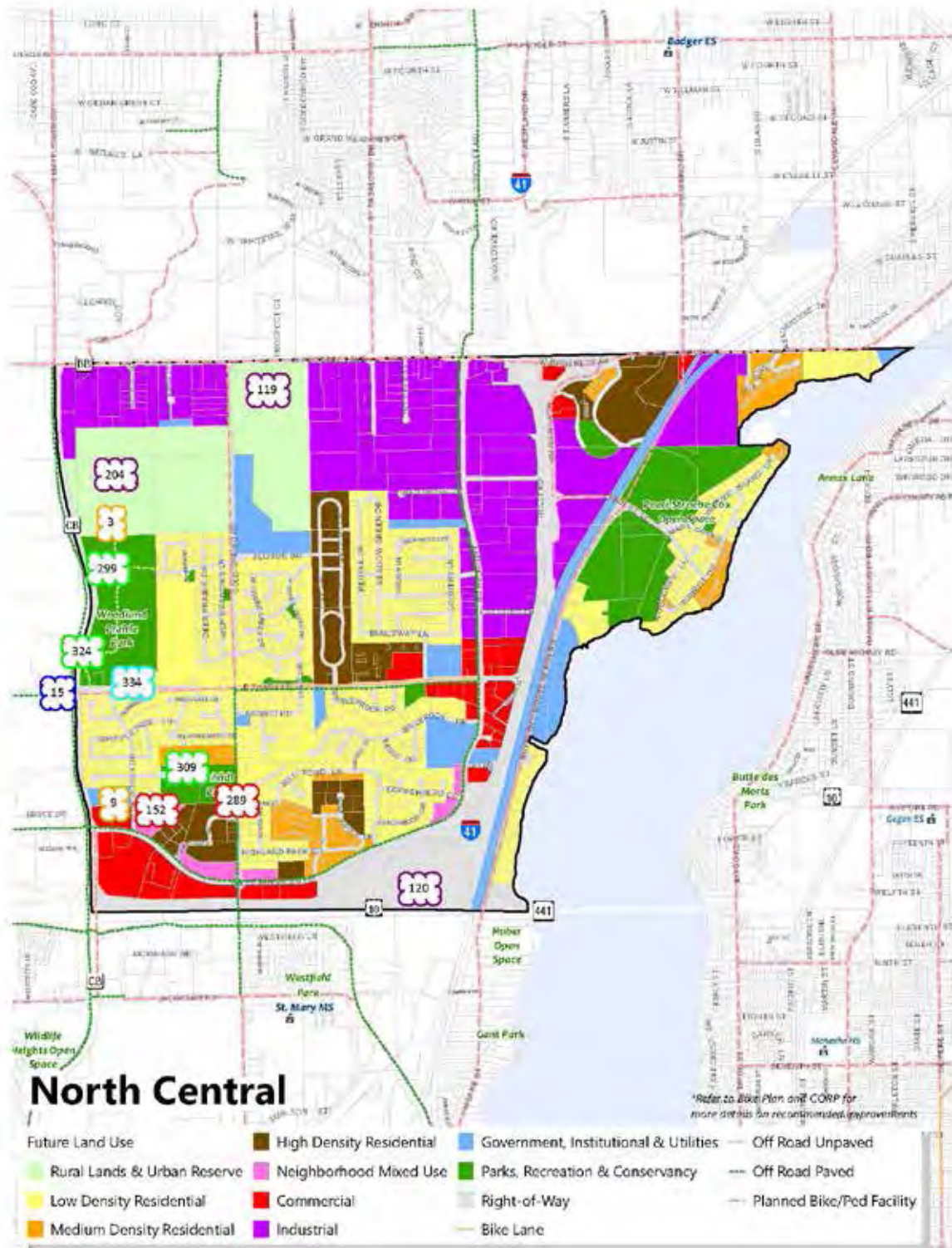
289. Millbrook estates needs a safe entryway (no curb as it is now) to get from Kaufman, across cold Spring Rd to get to Schildt Park. If children or pedestrian turn right to get to garden driveway, it takes so long to cross that a car can be now approaching from shady lane or American on Cold Spring.

299. Dog park needed in our community. Is this the best place? Our parks are (non enforced) No pets, but we need a place to go. Apt and Osh Parks are 20 minutes away.

309. A Shed for gardeners would be great. It would allow gardeners to bike or walk to gardens. Community does not necessarily need to provide tools- they could be shared by all the gardeners. Note: Existing shed is valuable for beauty. So many photographers go there. It’s loved by our community.

324. Better entrance and visibility. Great space for a dog park and more walking paths

334. Why is there a drive over median? It has been there for many years and serves no purpose.



**North West Planning District:**

31 & 32. More low density housing. The existing low density housing is a small area

33. Please no trail along stream behind existing homes. Plan a stream trail before homes are built or the lots are sold. Note: I like your "Best Practice Design Strategies"

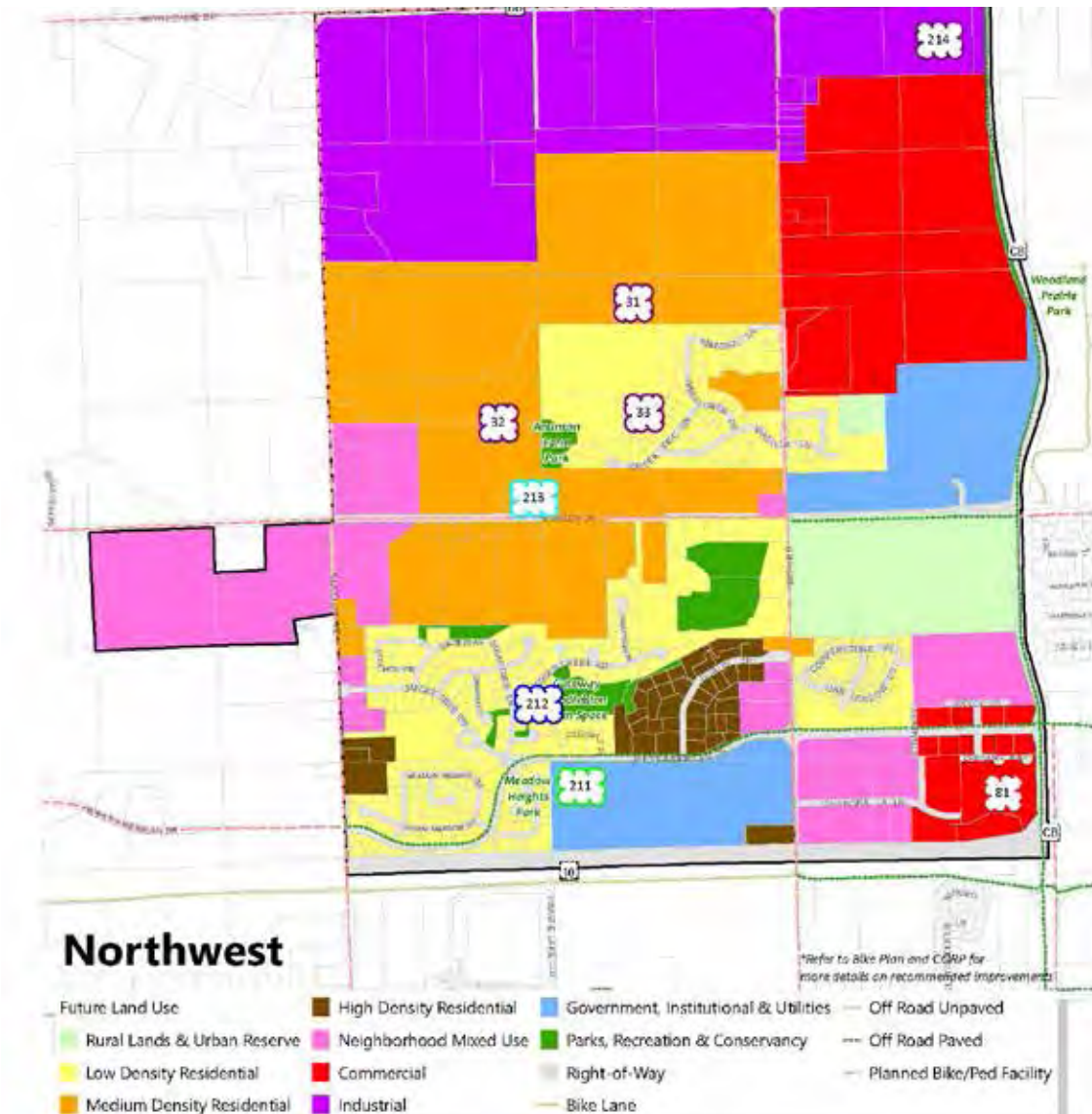
81. The neon accent lights are a nuisance and are devaluing vacant lots in view of them.

211. Community Use- park & rec would benefit the young age owners (lots of kids) and apartments nearby.

212. Walking trail/bird & nature trail or "preserve" type area would be ideal- lots of birds/feeders/trees in neighboring houses

213. Access from E. Shady would be very important to ensure easy access from other nearby neighborhoods.

214. Would be preferred to have grocery or healthcare access along CB as Secura complex begins new phase of the area.



**South Central Planning District:**

31. Construct a long fishing/boat pier and make it wide.

34. Safer to get around

62. The bike/ped path starting across from Spring Road Drive and going all the way to N. Lake St. is critical for the village development with Little Loop the Lake Trail which the Village of Fox crossing has been critical in getting started. I also support the path on Cold Spring as a safe route to connect trails is critical. Jacobson Road from CB to connect to the trail to the Trestle Trail is critical.

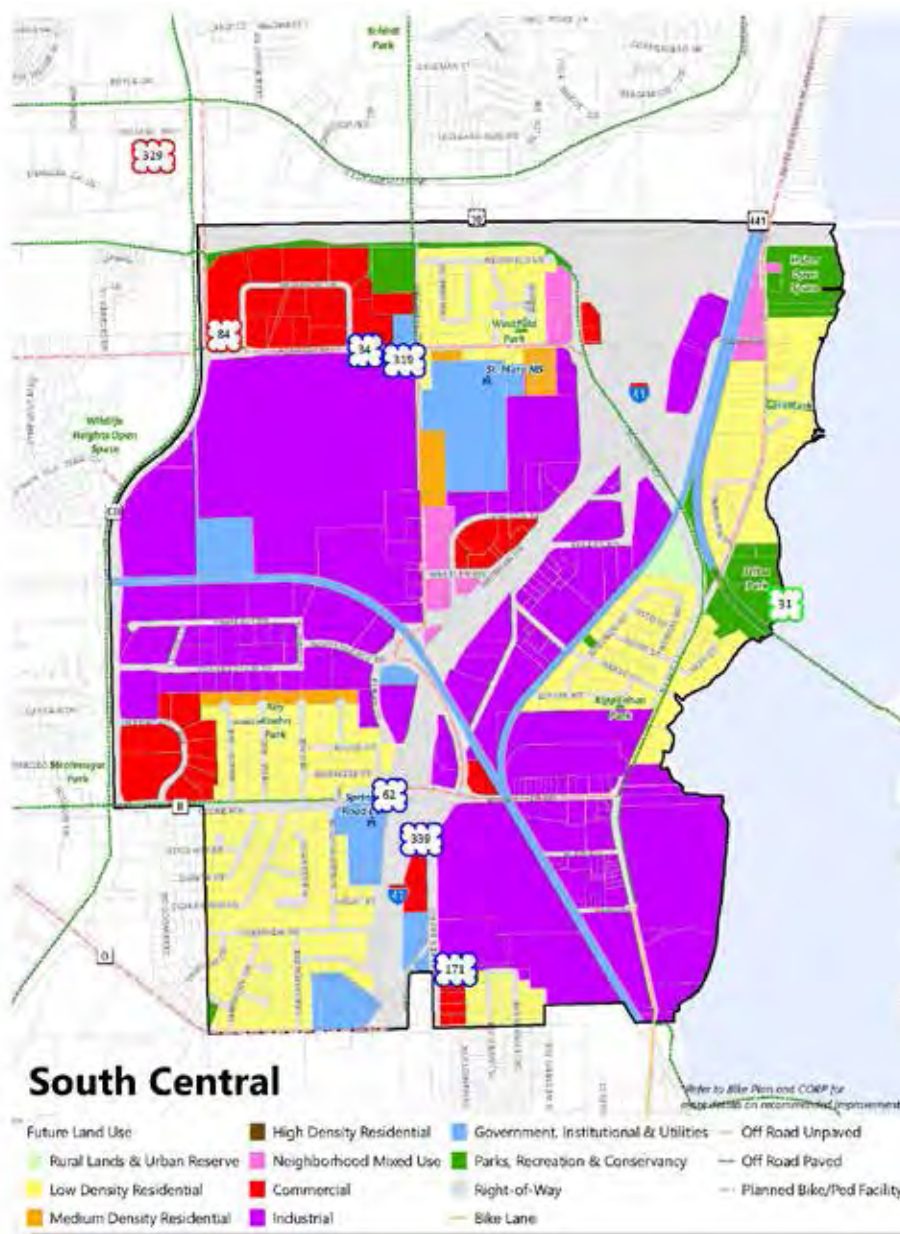
84. Flood lights trespass

171. Need safe biking/walking path to get to ThedaCare Physicians clinic. Traffic is terrible Green Bay Rd. and Winchester intersection. Have to bike/walk on the road.

319. Need a safe way for SMC bikers and walkers to get from Jacobsen/ Cold Spring into the school lot.

329. Comm. first fluorescent lights are obnoxious. After business hours it looks like a metropolitan area in dark.

339. Need bike path/pedestrian walkway on Winchester and especially on Green Bay rd. should be able to safely bike from Green Bay Rd/Winneconne Ave, all the way to West American Drive. This allows Spring Rd. students, St. Gabriel, Bus riders, small grocery trip bike rides, etc.





**South West Planning District:**

9. This area is currently “we wooded”. It has been a great buffer and green space and corridor for birds, wildlife and plants. I’m very concerned about potential development that would impact it and also the adjacent true wetland.

11. Pave all our CB trail paths. Stone and dirt limits our seasonal use and gives wear and tear on bicycles.

11. Referring to South West: Improve surface of Friendship Trail which is heavily used by bicyclists and walkers. If asphalt surface, use could be extended to winter time when plowed.

10 & 19. I recommend we try to enlarge O’Houser Park to include and enhance the wildlife corridors that occur in these areas. Would be great to have enhanced nature trails for highlighting all our ecosystems.

20. I’d like to see more shrubs and trees along our bike/ped trails. We can create a larger barrier from traffic, making the trail users experience nicer while concurrently enhancing the green, wildlife, and bird corridors.

20. The speed limit needs to be reduced on CB to 35

38. This could be a nice low density housing development leaving access to the church property behind it to the east.

38. Maintain low density. No apartments!!

38. I would like low density on this property

38. Low density to reduce noise, traffic, keep it wildlife friendly.

38. If there is a senior living complex in this area, I think high density residential should be allowed in this area.

61. There is a safety necessity to have a trail on both Irish road and Jacobson road. Many children, families and adults travel these corridors by bike and walking and there is not much shoulder on both these roads.

63. This needs to be purchased by the Village as a nature conservancy. This is a wetland.

64. This area also needs to be protected as wetlands.

69. Make this low density or rural lands no restaurants

70. It is my concern this not be sold. To high density on this property please keep it low density

70. Would prefer it to remain as farmland. If church owner develops that could be very noisy, but nice looking. Would not mind condos, but would not like to see apartments too much activity.

70. Stay as farmland to preserve the wildlife. Church ok. No apts or residual areas

70. Prefer this be zoned as rural land or keep as government, institutional and utilities

70. Stay a farmland or parkland or dog park-don’t want a lot of noise or traffic or loss of wildlife

73. Please rethink zoning here. Wetlands and much wildlife. Might be good for parks and red natural area and/or a detention pond. Leave as open space. Area has enough med and high density residential.

Back half of property (closest to CB) is very wet.

74. This area is partly wetlands and is heavily populated with wild life. Would like to see it remain largely undisturbed. Good open space/natural area for village. There is enough med. To high density residential in the area.

77. Love the idea of more paved bike paths-safer than just a painted line on the road.

78. Referring to South West: Mixed use along CB near Jacobsen should be restricted to uses with low traffic due to limited access from Jacobsen (Already too busy- see above.)

83. Consistent street lights model/style

109. This section of Jacobsen Rd. is very narrow with deep ditches on both sides. It needs widening to be safer.

109. Please widen the streets, needs lights and bike trail. Too dangerous. Just waiting for a bad accident. Lots of cars and bikes.

109. Jacobsen road needs to be wider and have walking and bike lanes

109. Jacobsen Rd is very narrow between CB and Irish Rd so dangerous when pedestrians or bikers on it. We need sidewalks and wider lanes before even thinking of building ore to the west which increases traffic.

145. Referring to South West: Jacobsen Road very narrow with ditches on sides of road. No shoulders, but high traffic including pedestrians and bicyclists, which

makes it very unsafe.

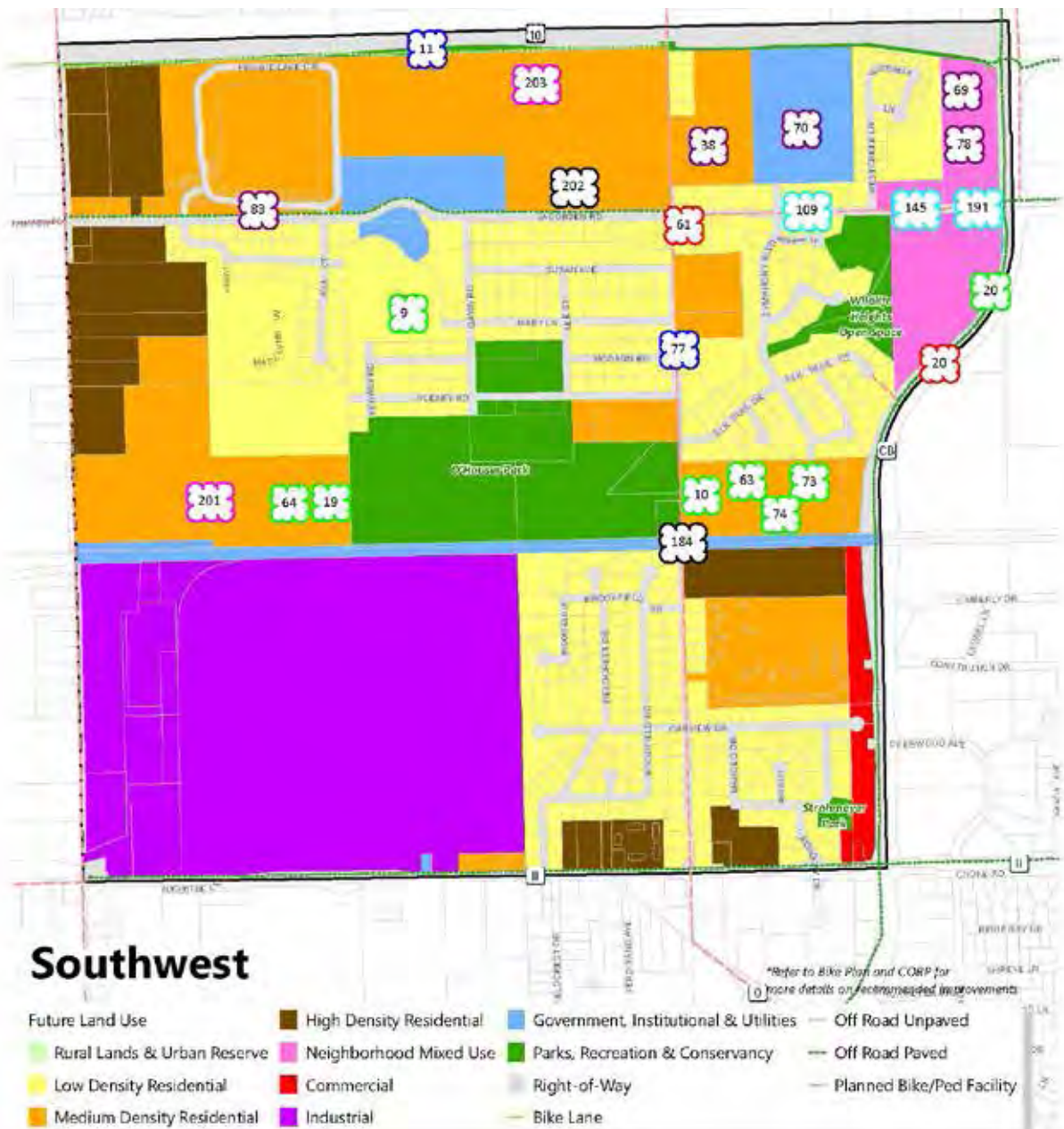
184. On Irish Road R/R crossing would prefer made no horn crossing

184. Silence the train horn-put up a safer gate.

191. Jacobsen Creek Road between CB and Irish Rd. needs to be widened to include room for walkers/bike riders and the increased traffic.

201-203. There are many agric properties that maybe open for "development" in the future. It would be great if the village

could be proactive about creating alternative energy sources for the whole community- example: Plan ahead for windfarms where the "shadow track" would not interfere with homes/businesses—best done prior to homes being built.







# Appendix D

Maps

## Appendix D Contents

### Maps

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


A compilation of all planning maps in tabloid size, including:

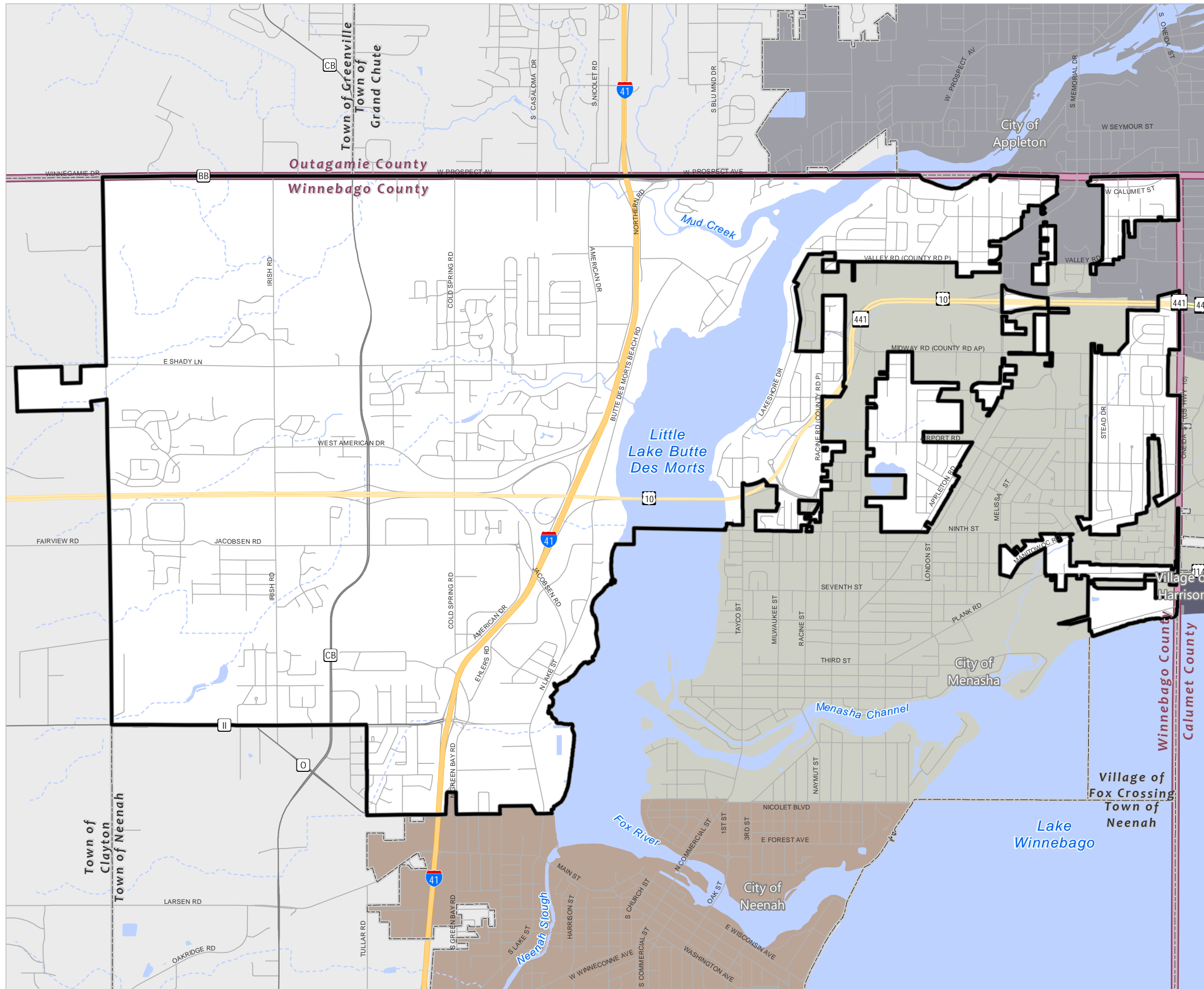
- » Corporate Limits
- » Planning Area
- » Existing Transportation Facilities
- » Economic Prosperity
- » Productive Agricultural Areas
- » Community Facilities
- » Development Limitations
- » Existing Land Use
- » Unofficial Zoning
- » Future Land Use

# Corporate Limits

Comprehensive Plan  
2018-2038



-  Village of Fox Crossing
-  County
-  City of Appleton
-  City of Menasha
-  City of Neenah
-  Village of Harrison
-  Town
-  Waterbody
-  Perennial Stream/River
-  Intermittent Stream/Rive
-  Artificial Path/Ditch



Data Sources:  
Municipal Boundaries: Winnebago, Calumet and Outagamie Counties.  
Street Centerlines: Winnebago, Calumet and Outagamie Counties.  
Aerial: ESRI










Village of Fox Crossing  
Winnebago County, WI

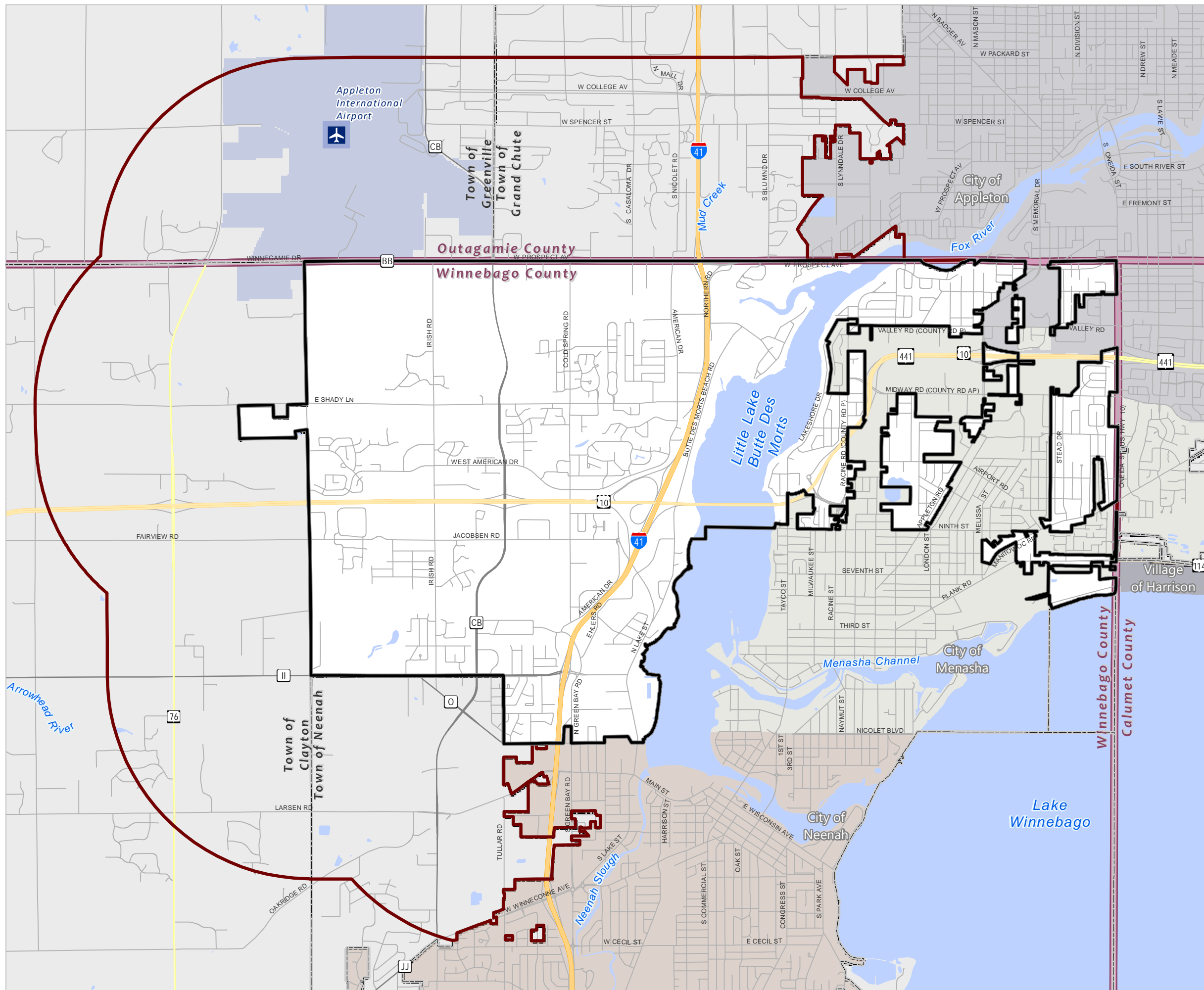
  0 0.25 0.5 Miles

# Planning Area

Comprehensive Plan  
2018-2038

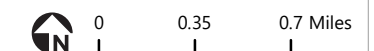


-  Village of Fox Crossing
-  Planning Area
-  County
-  City of Appleton
-  City of Menasha
-  City of Neenah
-  Village of Harrison
-  Town
-  Waterbody



Data Sources:  
Municipal Boundaries: Winnebago, Calumet  
and Outagamie Counties.  
Street Centerlines: Winnebago, Calumet and  
Outagamie Counties.

Village of Fox Crossing  
Winnebago County, WI



# Existing Transportation Facilities

Comprehensive Plan  
2018-2038



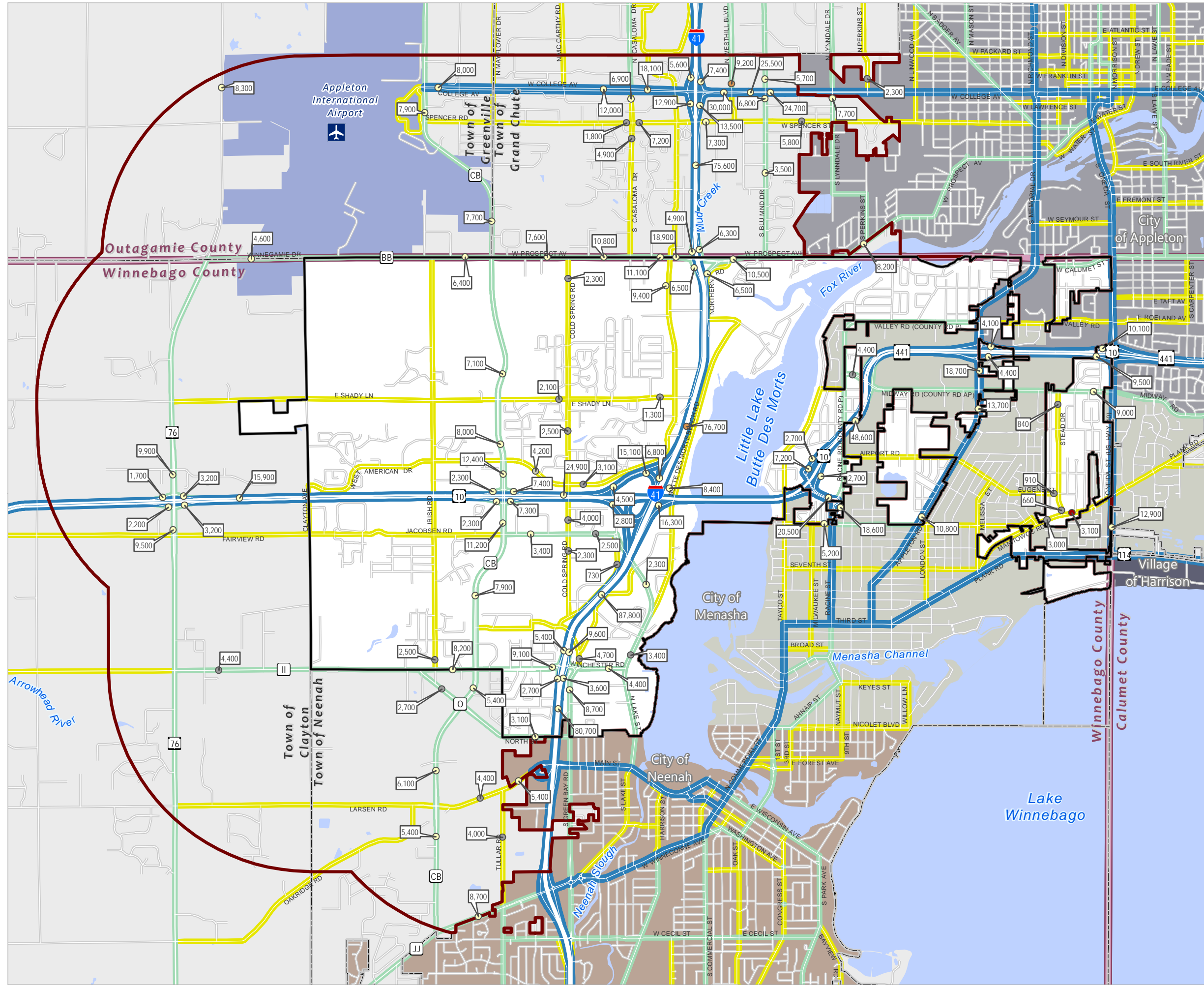
- Village of Fox Crossing
  - Planning Area
  - County
  - City of Appleton
  - City of Menasha
  - City of Neenah
  - Village of Harrison
  - Town
  - Waterbody
- Functional Classification
- Principal Arterial
  - Minor Arterial
  - Collector
  - Local
- Annual Average Daily Traffic Count

- Traffic Count Year
- 2010
  - 2012
  - 2013
  - 2014
  - 2015
- Airport

Data Sources:  
Municipal Boundaries: Winnebago, Calumet and Outagamie Counties.  
Street Centerlines: Winnebago, Calumet and Outagamie Counties.  
Functional Classification: WisDOT Function Classification map for the Urbanized Area of Appleton (08/11/2016)  
Annual Average Daily Traffic Count: WISDOT (2010 to 2015)

Village of Fox Crossing  
Winnebago County, WI

MSA 0 0.35 0.7 Miles



# Economic Prosperity

Comprehensive Plan  
2018-2038

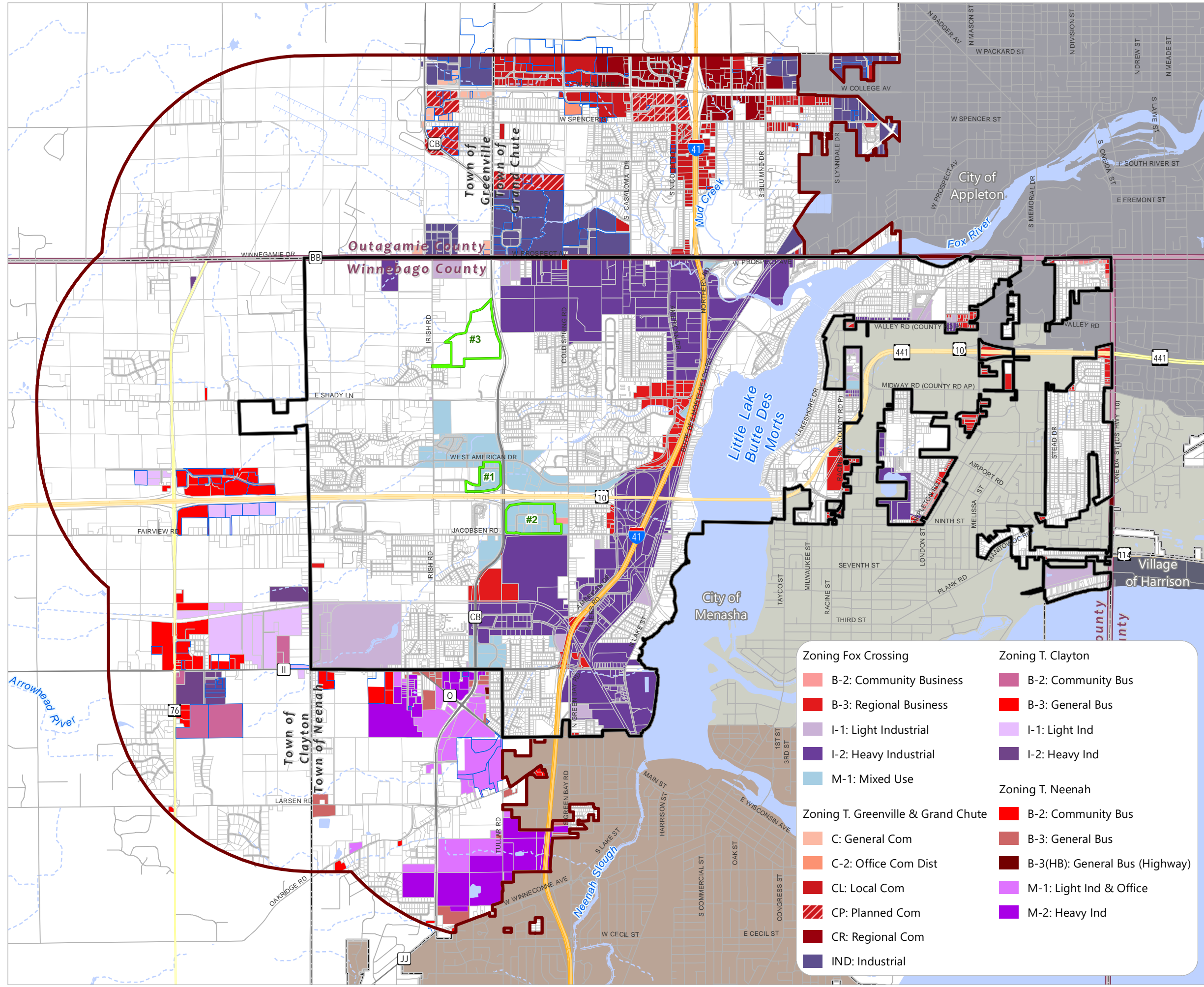


- Village of Fox Crossing
- Planning Area
- County
- City of Appleton
- City of Menasha
- City of Neenah
- Village of Harrison
- Town
- Parcel
- Undeveloped, Zoned Commercial/Industrial
- Tax Incremental District (TID)
- Waterbody
- Perennial Stream/River
- Intermittent Stream/Rive
- Artificial Path/Ditch

Zoning Fox Crossing	Zoning T. Clayton	Zoning T. Neenah
B-2: Community Business	B-2: Community Bus	B-2: Community Bus
B-3: Regional Business	B-3: General Bus	B-3: General Bus
I-1: Light Industrial	I-1: Light Ind	M-1: Light Ind & Office
I-2: Heavy Industrial	I-2: Heavy Ind	M-2: Heavy Ind
M-1: Mixed Use		
Zoning T. Greenville & Grand Chute		
C: General Com	B-3(HB): General Bus (Highway)	
C-2: Office Com Dist		
CL: Local Com		
CP: Planned Com		
CR: Regional Com		
IND: Industrial		

Data Sources:  
Municipal Boundaries: Winnebago, Calumet and Outagamie Counties.  
Street Centerlines: Winnebago, Calumet and Outagamie Counties.  
Zoning: Fox Crossing (date?), Town of Neenah (2009), Town of Clayton (2013) and Outagamie County (2017).

Village of Fox Crossing  
Winnebago County, WI





# Productive Agricultural Areas

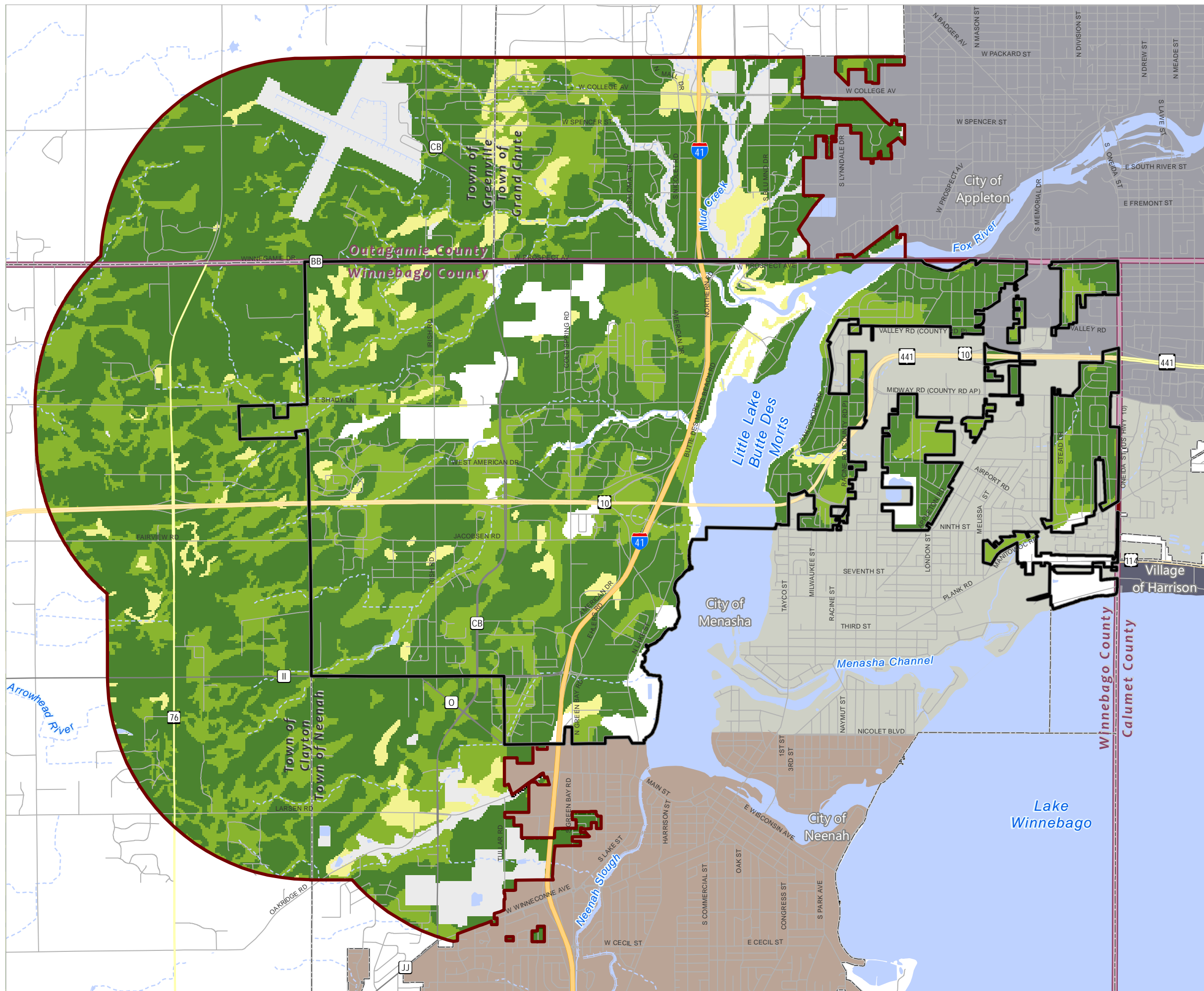
Comprehensive Plan  
2018-2038



- Village of Fox Crossing
  - Planning Area
  - County
  - City of Appleton
  - City of Menasha
  - City of Neenah
  - Village of Harrison
  - Town
- Farmland Classification**
- All areas are prime farmland
  - Prime farmland if drained
  - Prime farmland if protected from flooding
  - Farmland of statewide importance
- Waterbody
  - Perennial Stream/River
  - Intermittent Stream/Rive
  - Artificial Path/Ditch

Data Sources:  
Municipal Boundaries: Winnebago, Calumet and Outagamie Counties.  
Street Centerlines: Winnebago, Calumet and Outagamie Counties.  
Farmland Classification: Based on USDA-NRCS Soils (SSURGO).

Village of Fox Crossing  
Winnebago County, WI



# Community Facilities

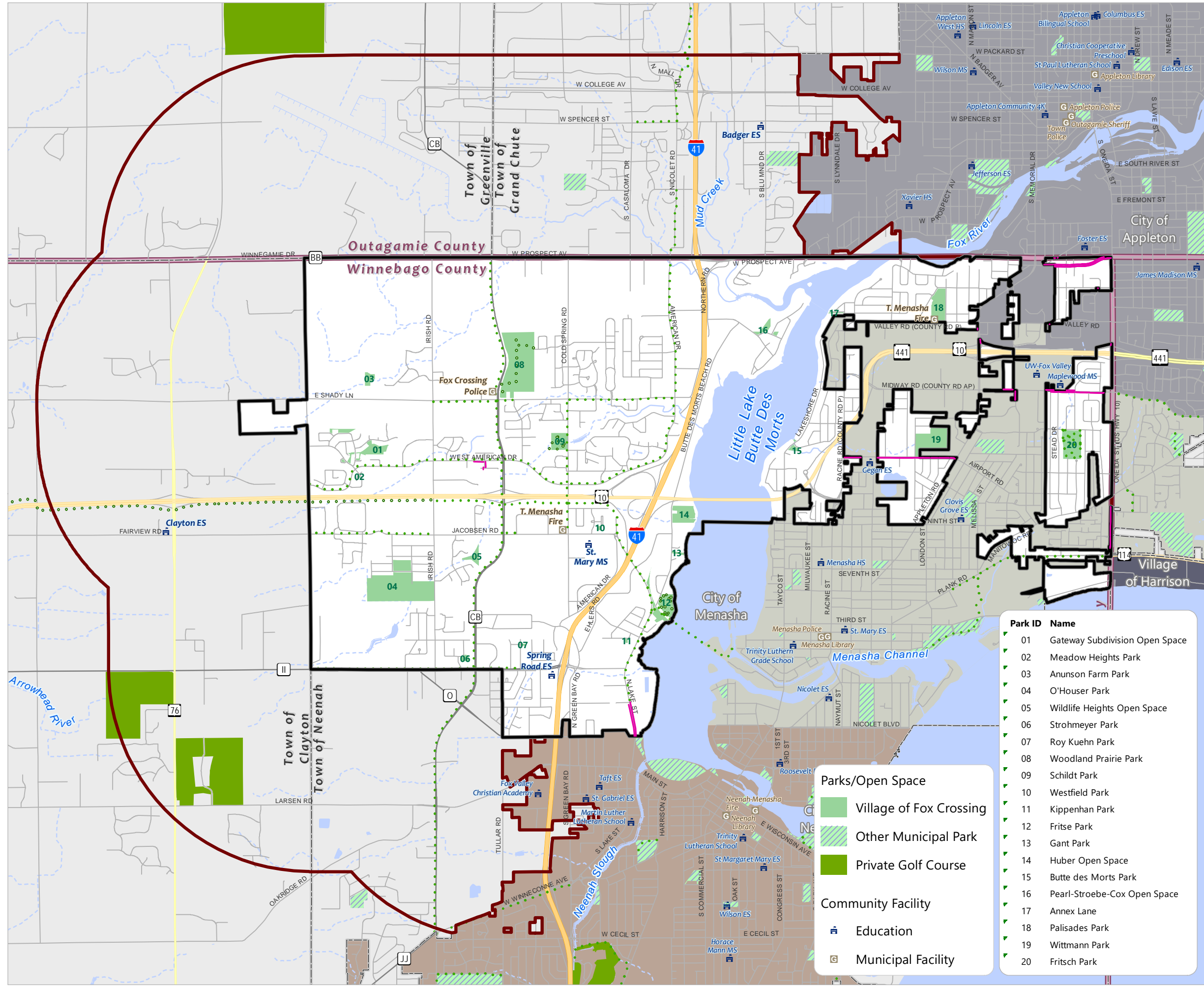
Comprehensive Plan  
2018-2038



- Village of Fox Crossing
- Planning Area
- County
- City of Appleton
- City of Menasha
- City of Neenah
- Village of Harrison
- Town
- Waterbody
- Perennial Stream/River
- Intermittent Stream/River
- Artificial Path/Ditch
- Paved Bike Trail/Path
- Unpaved Bike Trail/Path
- Sidewalks

Park ID	Name
01	Gateway Subdivision Open Space
02	Meadow Heights Park
03	Anunson Farm Park
04	O'Houser Park
05	Wildlife Heights Open Space
06	Strohmeier Park
07	Roy Kuehn Park
08	Woodland Prairie Park
09	Schildt Park
10	Westfield Park
11	Kippenhan Park
12	Fritsch Park
13	Gant Park
14	Huber Open Space
15	Butte des Morts Park
16	Pearl-Stroebe-Cox Open Space
17	Annex Lane
18	Palisades Park
19	Wittmann Park
20	Fritsch Park

- Parks/Open Space**
  - Village of Fox Crossing
  - Other Municipal Park
  - Private Golf Course
- Community Facility**
  - Education
  - Municipal Facility



Data Sources:  
Municipal Boundaries: Winnebago, Calumet and Outagamie Counties.  
Bike Trail/Path and sidewalks: East Central Wisconsin Regional Planning Commission  
Street Centerlines: Winnebago, Calumet and Outagamie Counties.

Village of Fox Crossing  
Winnebago County, WI



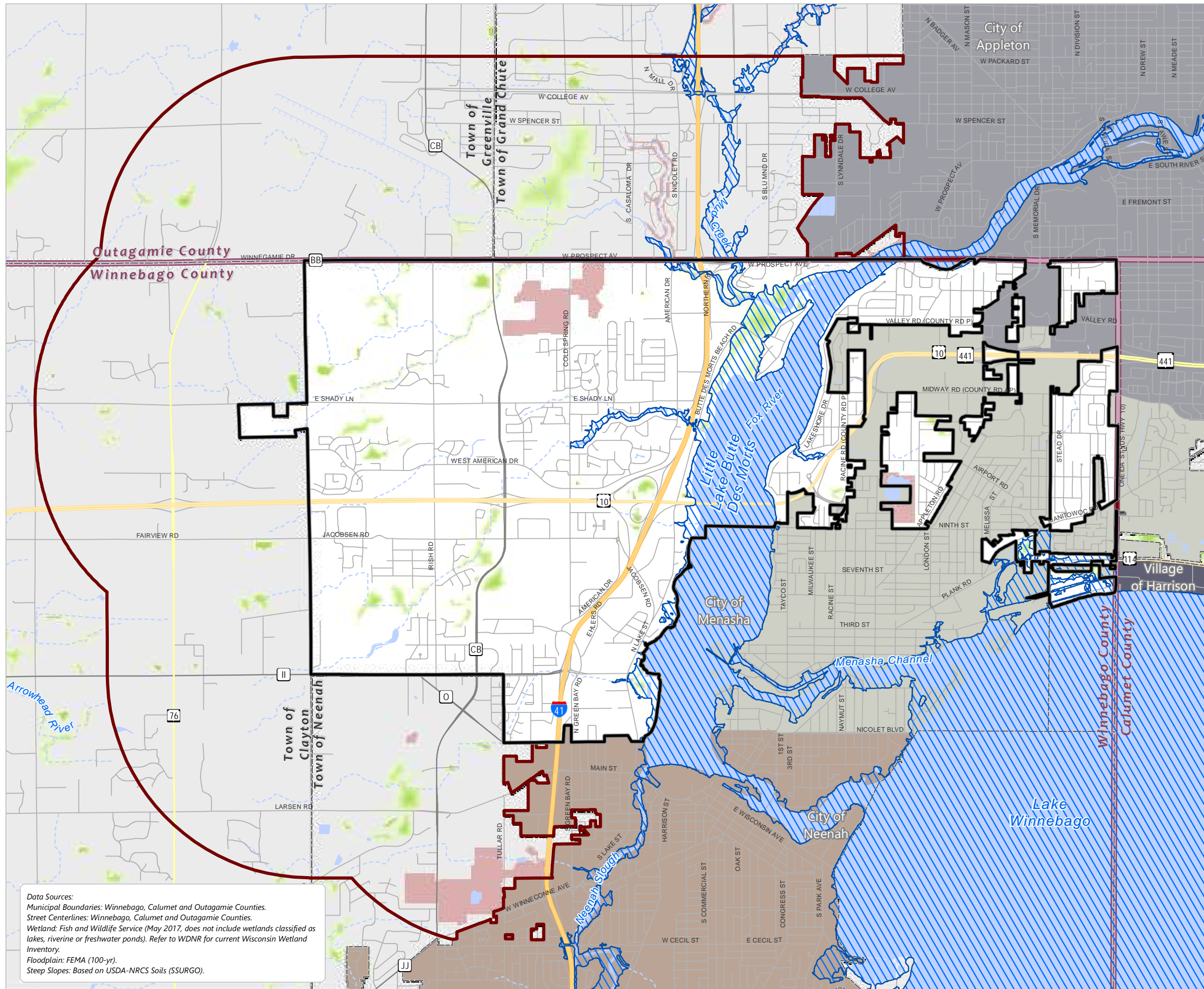
# Development Limitations

Comprehensive Plan  
2018-2038



- Village of Fox Crossing
- Planning Area
- County
- City of Appleton
- City of Menasha
- City of Neenah
- Village of Harrison
- Town
- Waterbody
- Floodplain
- Average Slope Grade Greater than 12%
- Wetland
- Perennial Stream/River
- Intermittent Stream/Rive
- Artificial Path/Ditch

Village of Fox Crossing  
Winnebago County, WI



**Data Sources:**  
 Municipal Boundaries: Winnebago, Calumet and Outagamie Counties.  
 Street Centerlines: Winnebago, Calumet and Outagamie Counties.  
 Wetland: Fish and Wildlife Service (May 2017, does not include wetlands classified as lakes, riverine or freshwater ponds). Refer to WDNR for current Wisconsin Wetland Inventory.  
 Floodplain: FEMA (100-yr).  
 Steep Slopes: Based on USDA-NRCS Soils (SSURGO).

# Existing Land Use

Comprehensive Plan  
2018-2038

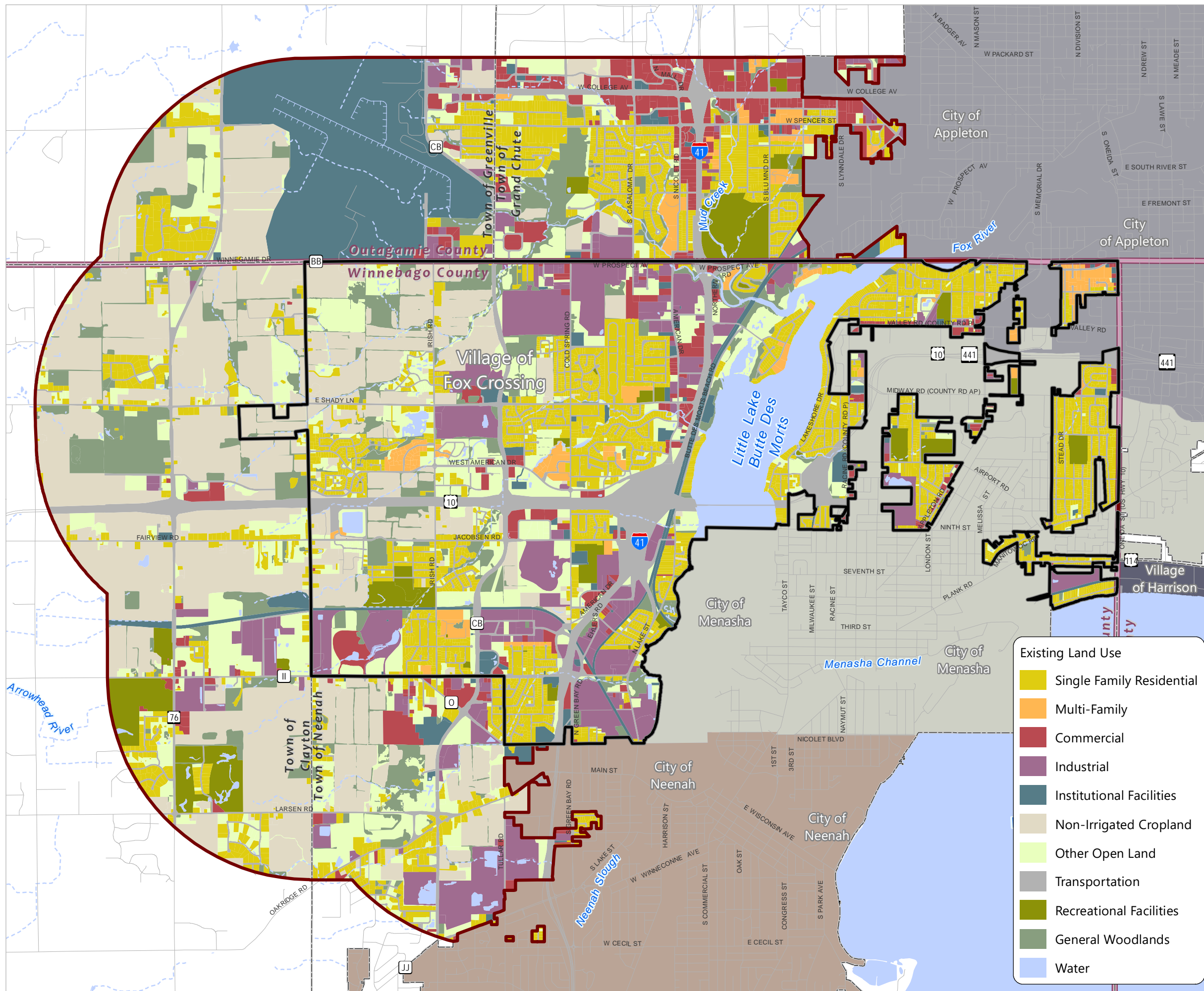


- Village of Fox Crossing
- Planning Area
- County
- City of Appleton
- City of Menasha
- City of Neenah
- Village of Harrison
- Town
- Waterbody
- Perennial Stream/River
- Intermittent Stream/River
- Artificial Path/Ditch

- Existing Land Use**
- Single Family Residential
  - Multi-Family
  - Commercial
  - Industrial
  - Institutional Facilities
  - Non-Irrigated Cropland
  - Other Open Land
  - Transportation
  - Recreational Facilities
  - General Woodlands
  - Water

*Data Sources:*  
Municipal Boundaries: Winnebago, Calumet and Outagamie Counties.  
Street Centerlines: Winnebago, Calumet and Outagamie Counties.  
Existing Land Use: Winnebago County (2010) and East Central Wisconsin Regional Planning Commission (Outagamie and Calumet Counties, 2015).

Village of Fox Crossing  
Winnebago County, WI



# Unofficial Zoning

Comprehensive Plan  
2018-2038



- Village of Fox Crossing
- Planning Area
- County
- City of Appleton
- City of Menasha
- City of Neenah
- Village of Harrison
- Town
- Parcels
- Waterbody
- Perennial Stream/River

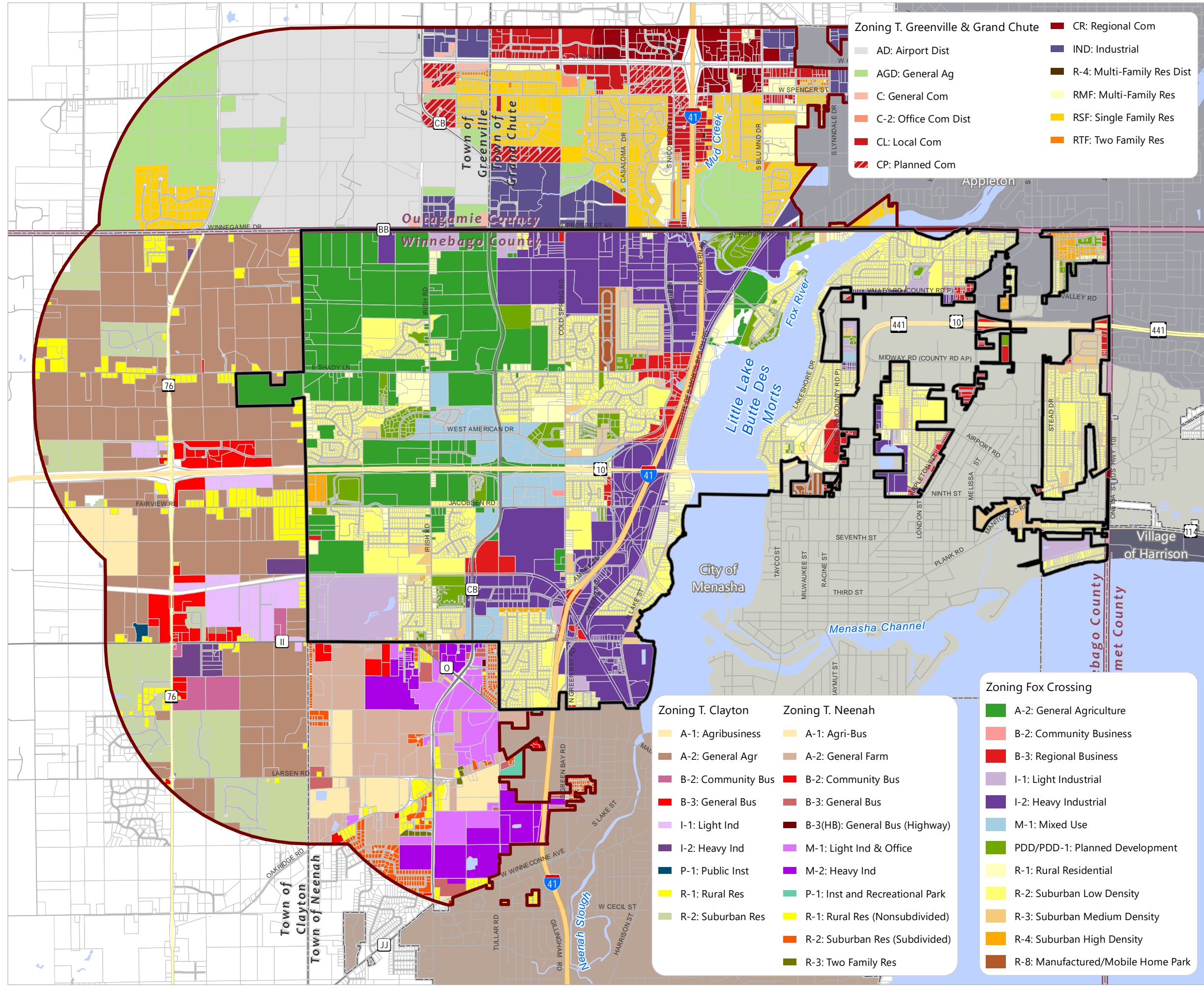
- Zoning T. Greenville & Grand Chute
- AD: Airport Dist
  - AGD: General Ag
  - C: General Com
  - C-2: Office Com Dist
  - CL: Local Com
  - CP: Planned Com
  - CR: Regional Com
  - IND: Industrial
  - R-4: Multi-Family Res Dist
  - RMF: Multi-Family Res
  - RSF: Single Family Res
  - RTF: Two Family Res

- Zoning T. Clayton
- A-1: Agribusiness
  - A-2: General Agr
  - B-2: Community Bus
  - B-3: General Bus
  - I-1: Light Ind
  - I-2: Heavy Ind
  - P-1: Public Inst
  - R-1: Rural Res
  - R-2: Suburban Res
- Zoning T. Neenah
- A-1: Agri-Bus
  - A-2: General Farm
  - B-2: Community Bus
  - B-3: General Bus
  - B-3(HB): General Bus (Highway)
  - M-1: Light Ind & Office
  - M-2: Heavy Ind
  - P-1: Inst and Recreational Park
  - R-1: Rural Res (Nonsubdivided)
  - R-2: Suburban Res (Subdivided)
  - R-3: Two Family Res

- Zoning Fox Crossing
- A-2: General Agriculture
  - B-2: Community Business
  - B-3: Regional Business
  - I-1: Light Industrial
  - I-2: Heavy Industrial
  - M-1: Mixed Use
  - PDD/PDD-1: Planned Development
  - R-1: Rural Residential
  - R-2: Suburban Low Density
  - R-3: Suburban Medium Density
  - R-4: Suburban High Density
  - R-8: Manufactured/Mobile Home Park

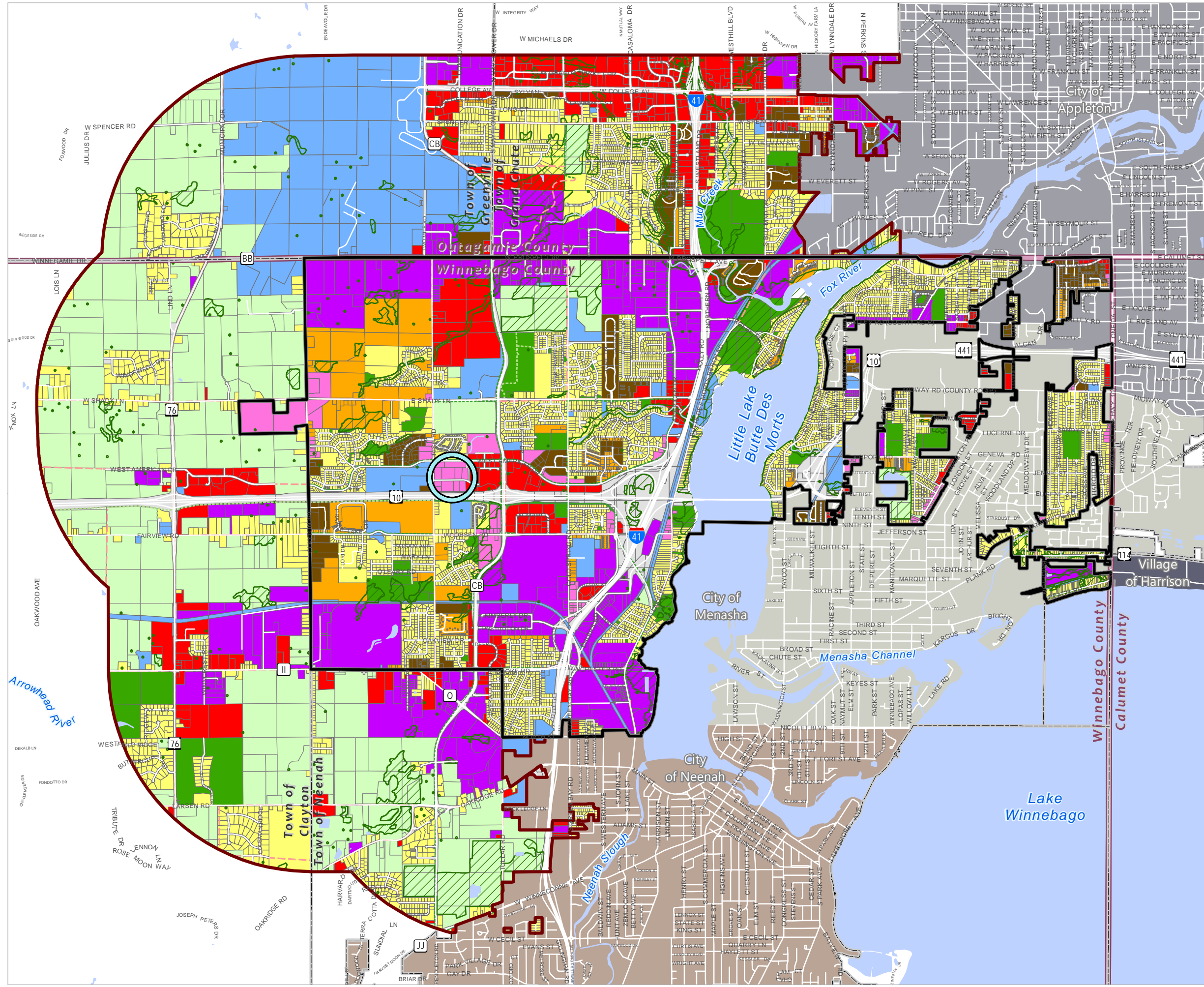
Data Sources:  
Municipal Boundaries: Winnebago, Calumet and Outagamie Counties.  
Street Centerlines: Winnebago, Calumet and Outagamie Counties.  
Zoning: Fox Crossing (2016), Town of Neenah (2009), Town of Clayton (2013) Calumet County (2010), and Outagamie County (2017).

Village of Fox Crossing  
Winnebago County, WI



# Future Land Use

Comprehensive Plan  
2018-2038



- Village of Fox Crossing
  - Planning Area
  - County Line
  - City of Appleton
  - City of Menasha
  - City of Neenah
  - Village of Harrison
  - Town Line
  - Waterbody
  - Perennial Stream/River
  - Bike Lane
    - Off Road Unpaved
    - Off Road Paved
    - Planned Bike/Ped Facility
- 
- Future Land Use**
  - Rural Lands & Urban Reserve
  - Low Density Residential
  - Medium Density Residential
  - High Density Residential
  - Neighborhood Mixed Use
  - Commercial
  - Industrial
  - Government, Institutional & Utilities
  - Parks, Recreation & Conservancy
  - Right-of-Way
  - Natural Resource Protection
  - Proposed Mixed-Use Village Center

Data Sources:  
 Municipal Boundaries: Winnebago, Calumet and Outagamie Counties.  
 Street Centerlines: Winnebago, Calumet and Outagamie Counties.  
 Bicycle Facilities: Village of Fox Crossing Bike/Ped Plan.  
 Future Land Use: Fox Crossing (04-19-2018).

Village of Fox Crossing  
Winnebago County, WI

