

INTRODUCTION

LOCATION AND OVERVIEW

The Village of Fox Point is located in the northeastern portion of Milwaukee County, Wisconsin. Situated along the shores of Lake Michigan, the Village encompasses 2.8 square miles and shares boundaries with the Village of Bayside to the north, the Village of River Hills and the City of Glendale to the west, and the Village of Whitefish Bay to the south. See Figure 1.1. Fox Point is considered part of the Milwaukee Urbanized Area, as listed in the 2000 United States Census and as shown in Figure 1.2.

Visitors to the Village website learn that Fox Point is considered “a stable community of quiet tree-lined lanes and wooded areas, beautiful ravines, and stunning Lake Michigan vistas. Residents enjoy top-notch schools, high quality Village services, a wide range of housing options, a variety of local businesses to serve their needs, and a convenient location to downtown Milwaukee.” Major transportation arterials located near the Village include: Interstate Highway 43 (runs north-south to the west of the Village), Port Washington Road (runs north-south in the western portion of the Village), and State Trunk Highway 32/North Lake Drive (runs north-south through the eastern portion of the Village).

Most of the land in the Village of Fox Point is comprised of residential neighborhoods. Figure 1.3 illustrates these neighborhoods in context with the Village’s nine wards. Limited commercial areas are located at the intersections of Port Washington Road with Brown Deer Road and Bradley Road, and the intersection of Santa Monica Boulevard with Green Tree Road.

PURPOSE OF THE COMPREHENSIVE PLAN

In October 1999, the Wisconsin Legislature enacted a new comprehensive planning law, which is set forth in Section 66.1001 of the Wisconsin Statutes. The new requirements supplement earlier provisions in the Statutes for the preparation of county development plans (Section 59.69(3) of the Statutes) and local master plans (Section 62.23 of the Statutes). The new requirements, which are often referred to as the “Smart Growth” law, provide a new framework for the development, adoption, and implementation of comprehensive plans in Wisconsin. The comprehensive planning law effectively requires that comprehensive plans be completed and adopted by the governing bodies of counties, cities, villages, and towns prior to January 1, 2010, in order for a County or local government to engage in any of the following activities:

- Official Mapping, per Section 62.73(6)
- Local Subdivision Regulations, per Sections 236.45 or 236.46
- County Zoning Ordinances, per Section 59.69
- City or Village Zoning Ordinances, per Section 62.23(7)
- Town Zoning Ordinances, per Section 60.61 or 60.62

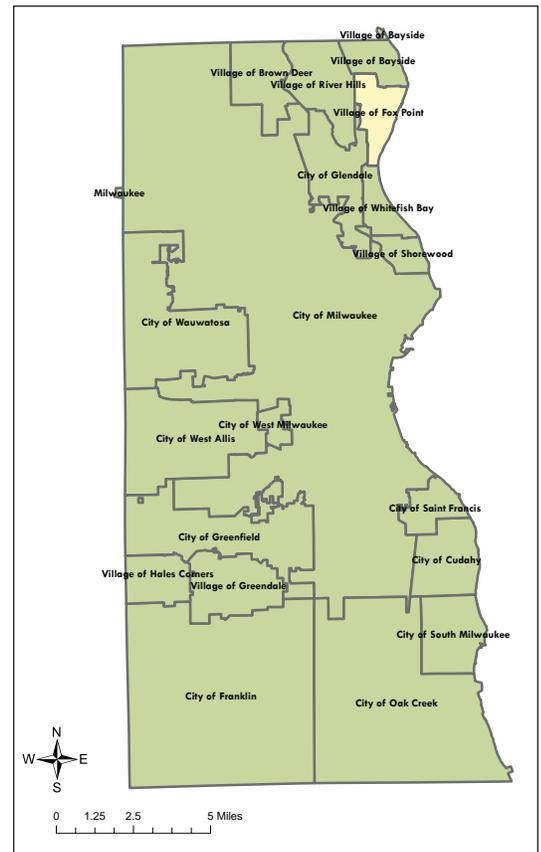
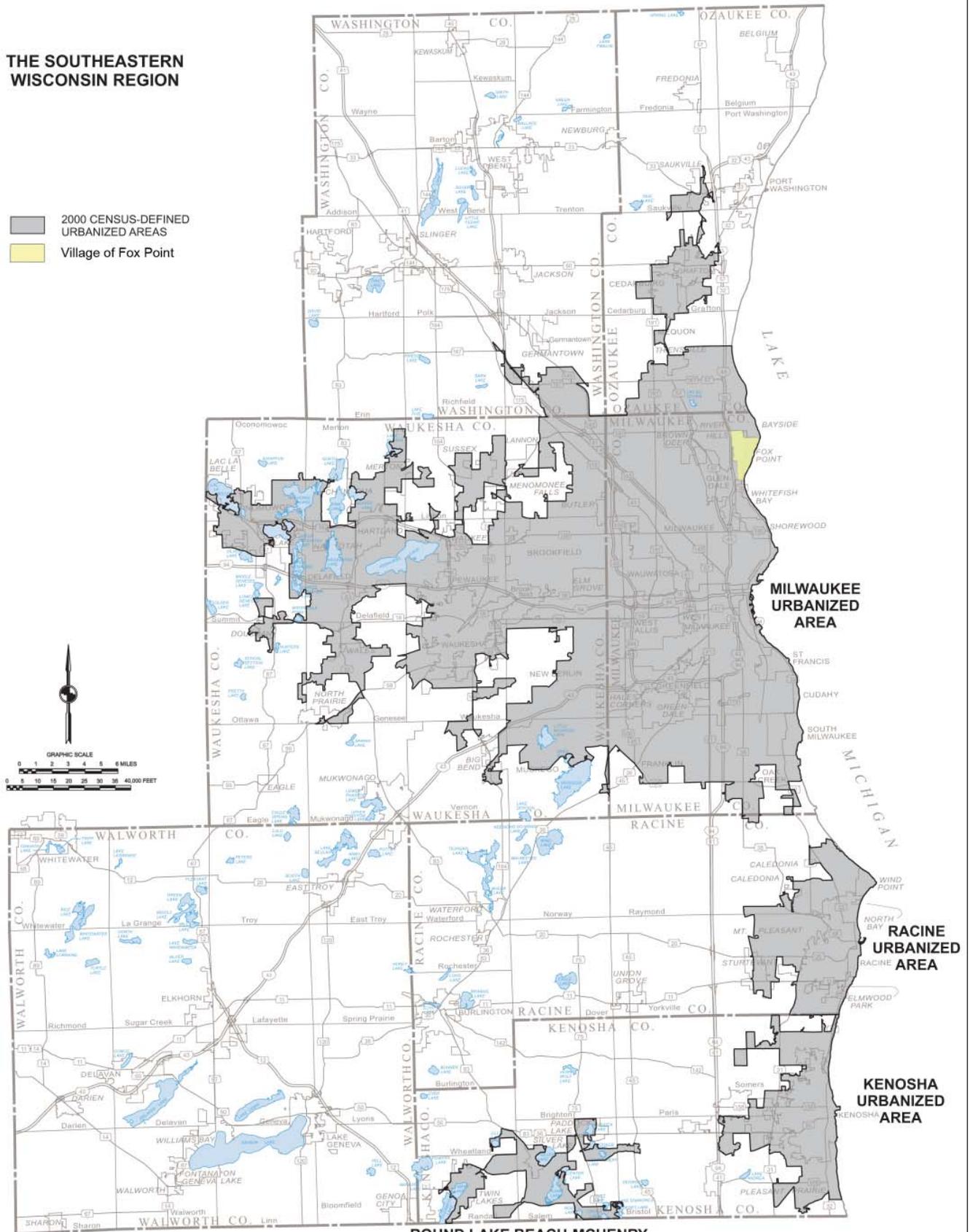
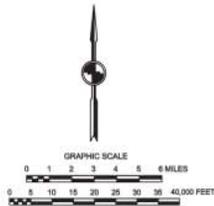


Figure 1.1. The Village of Fox Point in Milwaukee County.

THE SOUTHEASTERN WISCONSIN REGION

- 2000 CENSUS-DEFINED URBANIZED AREAS
- Village of Fox Point



Source: U.S. Bureau of the Census and SEWRPC.

ROUND LAKE BEACH-MCHENRY-GRAYSLAKE, IL-WI URBANIZED AREA (WISCONSIN PORTION)

Figure 1.2: Urban Areas as Defined by 2000 US Census





Figure 1.4: Community Listening Workshop #2
December 14, 2009

- Shoreland or Wetland Zoning Ordinances, per Sections 59.692, 61.351, or 62.231

The comprehensive plan is required to address nine elements: Issues and Opportunities; Housing; Transportation; Utilities and Community Facilities; Agricultural, Natural and Cultural Resources; Economic Development; Intergovernmental Cooperation; Land Use; and Implementation. Public participation is required at every stage of the comprehensive planning process. Per the requirements, the Village Board adopted a resolution establishing the public participation procedures for Fox Point (Figure 1.5). Website information, email feedback, meetings for the public to review and comment on the draft plan, and a required public hearing are included in the public participation plan provided in Figure 1.6. A public comment summary is provided in the Issues and Opportunities element of this Plan.

FOX POINT COMPREHENSIVE PLANNING PROCESS

The 2035 Comprehensive Planning process has provided an opportunity to engage residents in thinking critically about Fox Point's future. The resultant effort - this Plan - seeks to bring about enhancements that will benefit the entire community and ensure long-term viability. Throughout the two-month planning process, the Village identified past, current and projected visions of Fox Point in order to guide future decisions. The Village provided opportunities for residents and property owners to imagine how the Village should look in 2035 and beyond. The Plan was then reviewed by the Village Plan Commission and adopted by the Village Board. Several public meetings were held to encourage citizen involvement in the planning process. These meetings included the following:

- Project Kickoff and Plan Commission Meeting: November 2, 2009
- Community Listening Workshop: November 16, 2009
- Community Listening Workshop: December 14, 2009 (Figure 1.4)
- Plan Commission Meeting: December 7, 2009
- Plan Recommended for Approval at Plan Commission Meeting: January 4, 2010 (Figure 1.7)
- Public Hearing at Village Board Meeting: February 9, 2010
- Plan Adopted at Village Board Meeting: February 23, 2010 (Figure 1.8)

To guide document preparation and the public meeting process, Village staff established an Internal Project Management Team (PMT) that met regularly to discuss plan development and to review public input.



STATE OF WISCONSIN

VILLAGE OF FOX POINT

MILWAUKEE COUNTY

RESOLUTION NO. 2009-28

**RESOLUTION ESTABLISHING PUBLIC PARTICIPATION
PROCEDURES FOR THE VILLAGE OF FOX POINT
COMPREHENSIVE PLAN**

WHEREAS, the Village of Fox Point is required to prepare a Comprehensive Plan under the authority of and procedures established by Wisconsin Statutes Section 66.1001; and

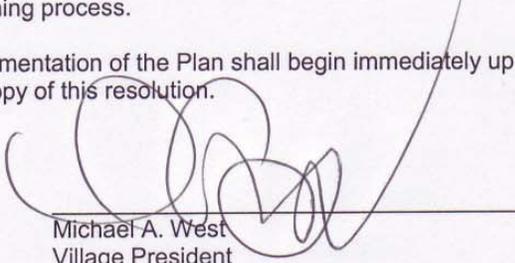
WHEREAS, public participation is critical for the development of a sound plan; and

WHEREAS, Wisconsin Statutes, Section 66.1001(4) (a) requires adoption of a local Public Participation Plan to guide the Comprehensive Plan planning process;

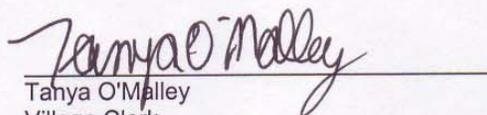
NOW THEREFORE BE IT RESOLVED, that the Village of Fox Point Board of Trustees hereby adopts the written procedures included in the Village of Fox Point Comprehensive Plan Public Participation Plan attached hereto and incorporated herein as Exhibit A to foster a high level of public participation throughout the comprehensive planning process.

BE IT FURTHER RESOLVED, that implementation of the Plan shall begin immediately upon passage and that the Village Clerk shall post a copy of this resolution.

Dated this 26th day of October, 2009.



Michael A. West
Village President



Tahya O'Malley
Village Clerk

Figure 1.5: Public Participation Resolution for the Comprehensive Plan.

EXHIBIT A

VILLAGE OF FOX POINT

COMPREHENSIVE PLAN

PUBLIC PARTICIPATION PLAN

Figure 1.6: Public Participation Plan for the Village of Fox Point.



PURPOSE

Public participation in the comprehensive planning serves an important role. It provides an opportunity to actively engage Village property owners and stakeholders in shaping the future of the Village. This public participation plan outlines the methods to be used to facilitate that engagement.

Wisconsin's Smart Growth and Comprehensive Planning law requires public participation throughout the comprehensive planning process. Wisconsin Statutes, Section 66.1001(4)(a) requires, in part, that "the governing body of a local governmental unit shall adopt written procedures that are designed 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. The written procedures shall provide for a wide distribution of proposed, alternative, or amended elements of a comprehensive plan and shall provide every opportunity for written comments on the plan to be submitted by members of the public to the governing body and for the governing body to respond to such written comments."

The Village of Fox Point will be responsive to these requirements by using this plan as a guide to enable property owners, stakeholders, and other citizens or groups interested in providing input during the comprehensive planning process to do so.

METHODS OF CITIZEN PARTICIPATION

The Village will use a number of methods to encourage public input and provide an opportunity for the public to submit comments and offer thoughts and/or suggestions throughout the comprehensive planning process. These methods for engagement follow.

Public Meetings

Public meetings provide an opportunity for education and input. All Plan Commission and Village Board meetings are open to the public. All agendas and minutes will be posted at Village posting locations and on the Village of Fox Point website. Time for public participation is set aside at each meeting.

Community Listening Workshop Events

Figure 1.6, continued: Public Participation Plan for the Village of Fox Point.

The Village will sponsor two Community Listening Workshop events to be held at Village Hall. The workshops will provide residents with an informal setting in which to interact with the Village of Fox Point's planning consultant PDI/GRAEF and Village staff regarding the comprehensive planning process, key planning issues, and general ideas regarding the comprehensive plan. The Workshops will provide an opportunity for questions and answers as well as both written and verbal feedback.

Newsletter

The Village publishes a newsletter three times a year that is sent to each resident. The comprehensive plan process will be described in an article in the Fall 2009 Village Newsletter. The article will include the dates of the two workshops and will indicate how information regarding the comprehensive plan may be accessed and reviewed.

Website

General information regarding the comprehensive plan and smart growth law, updates regarding progress on the comprehensive plan, and information regarding upcoming workshops can be posted on the Village of Fox Point's website, www.vil-point.wi.us. Meeting minutes, fact sheets, studies, and links to other websites and other material that may be relevant to the comprehensive planning process can also be posted. As draft chapters become available for review, they can be posted on the Village website as well for public input.

Public Newspaper

The Village of Fox Point is covered by the *North Shore NOW*, a subsidiary paper of the Milwaukee Journal Sentinel, which reports specifically on North Shore communities. The *NOW* is printed and distributed every Thursday with the Journal Sentinel. The *NOW* will be made aware of the dates of the Village's Comprehensive Plan Community Listening Workshop as the dates approach.

Public Hearing

The public hearing will be held at the end of the planning process consistent with the requirements established in Section 66.1001 Wisconsin Statutes and will allow residents to receive information and provide public input on the comprehensive plan. The public hearing will consist of a presentation summarizing and highlighting the major parts of the planning process and the final draft of the comprehensive plan. Participants will have the opportunity to ask questions and provide comments. An official public record of the presentation and all comments will be established. The

Figure 1.6, continued: Public Participation Plan for the Village of Fox Point.



draft plan will be available for review at the Village Hall, local libraries, and the Village's website at least 30 days before the public hearing. Participants will also have the opportunity to provide written comments. The deadline for all written comments will be one week after the public hearing. Finally, the written responses will become part of an appendix to the comprehensive plan.

Figure 1.6, continued: Public Participation Plan for the Village of Fox Point.

Resolution No. Plan 2010-01

**RESOLUTION TO RECOMMEND ADOPTION OF A COMPREHENSIVE PLAN
FOR THE VILLAGE OF FOX POINT PURSUANT TO
APPLICABLE WISCONSIN STATUTES**

WHEREAS, the Village of Fox Point has by ordinance established a Plan Commission for the Village of Fox Point pursuant to Sections 61.35 and 62.23, Wisconsin Statutes; and

WHEREAS, the Village Plan Commission is empowered to recommend to the Village Board the adoption of a Comprehensive Plan for the physical development of the Village, pursuant to Sections 62.23(1), (2) and (3), and Section 66.1001 of the Wisconsin Statutes; and

WHEREAS, Section 62.23(2) and (3) of the Wisconsin Statutes provide that it is the duty of the Plan Commission to adopt a master plan for the physical development of the Village which, together with the accompanying maps, plats, charts, and descriptive and explanatory matter, shall show the Plan Commission's recommendations for such physical development; and

WHEREAS, Section 62.23(3)(a) of the Wisconsin Statutes provides that the master plan shall be made "with the general purpose of guiding and accomplishing a coordinated, adjusted and harmonious development of the municipality which will, in accordance with existing and future needs, best promote public health, safety, morals, order, convenience, prosperity or the general welfare, as well as efficiency and economy in the process of development"; and

WHEREAS, in 1999, the Wisconsin Legislature enacted a comprehensive planning law, which is set forth in Section 66.1001 of the Wisconsin Statutes, that requires that master plans (which are referred to under Section 66.1001 as "comprehensive" plans; referred to herein as "comprehensive master plan") be completed and adopted by local governing bodies in order for a town, county, city, or village to enforce its zoning, subdivision, or official mapping ordinances; and

WHEREAS, Section 66.1001(2) of the Wisconsin Statutes sets forth specific requirements affecting the contents and procedures for adoption of a comprehensive master plan under Section 62.23(2) or (3) of the Wisconsin Statutes; and

WHEREAS, as of January 1, 2010, Sections 62.23(3)(b) and 66.1001(3) of the Wisconsin Statutes require, in part, that Villages engaging in any of the following actions to take such actions in accordance with their comprehensive master plan:

- Official mapping established or amended under Section 62.23(6) of the Wisconsin Statutes;



- Local subdivision regulation under Section 236.45 or 236.46 of the Wisconsin Statutes;
- Zoning ordinances enacted or amended under Section 62.23(7) of the Wisconsin Statutes; and

WHEREAS, the Village of Fox Point intends to continue to engage in the foregoing activities and, therefore, desires to have a comprehensive master plan that fully complies with Sections 62.23 and 66.1001 of the Wisconsin Statutes; and

WHEREAS, the Village of Fox Point engaged the services of GRAEF, a professional engineering and planning firm, led by Stephanie R. Allewalt, LEED AP, to serve as consultant and assist in the preparation of a comprehensive master plan for the Village of Fox Point; and

WHEREAS, on or about October 26, 2009 the Village Board met and adopted written procedures designed to foster public participation in every stage of the preparation of a comprehensive master plan for the Village of Fox Point, which included provisions for wide distribution of the proposed elements of the Comprehensive Plan, and provided an opportunity for oral and written comments to be received from the public and for the Village to respond to such comments; and such procedures have been followed in consideration of this matter; and

WHEREAS, the Plan Commission, in conjunction with its consultant and Village Staff, has prepared the Comprehensive Plan attached hereto and incorporated herein by reference as Exhibit A, which complies with the requirements of Sections 62.23 and 66.1001 of the Wisconsin Statutes.

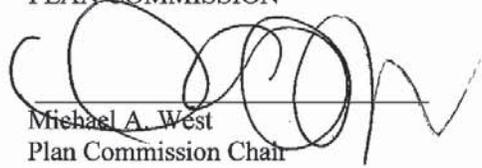
NOW, THEREFORE, be it hereby resolved by a majority vote of the entire Plan Commission of the Village of Fox Point:

- A. That the Plan Commission hereby recommends to the Village Board the Comprehensive Plan for the Village of Fox Point that is attached hereto as Exhibit A and incorporated herein by reference, and recommends that the Village Board adopt the same by ordinance, following notice and a public hearing in the manner provided for in Section 66.1001(4) of the Wisconsin Statutes; and
- B. That upon approval of this Resolution by a majority vote of the entire Plan Commission, a copy of the Comprehensive Plan for the Village of Fox Point, including all Exhibits incorporated herein, shall be sent to the Village Board for the Village of Fox Point and to each entity listed in Section 66.1001(4)(b) of the Wisconsin Statutes.
- C. That the vote of the Plan Commission concerning this Resolution shall be recorded in the official minutes of the Plan Commission.

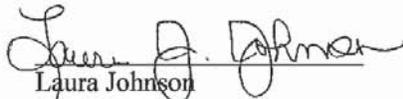
Be it further resolved that the Village Plan Commission Chair and the Secretary of the Plan Commission shall sign this resolution and shall further certify a copy to the Village Board.

Dated this 8th day of January, 2010.

BY THE VILLAGE OF FOX POINT
PLAN COMMISSION



Michael A. West
Plan Commission Chair



Laura Johnson
Plan Commission Secretary

Resolutions/Comprehensive Plan Resolution.fox point.01-05-10

Figure 1.7 continued, Plan Commission Resolution to Recommend Adoption of Comprehensive Plan; January 4, 2010



Ordinance No. 2010-04

**ORDINANCE TO ADOPT A COMPREHENSIVE PLAN
FOR THE VILLAGE OF FOX POINT PURSUANT TO
APPLICABLE WISCONSIN STATUTES**

WHEREAS, the Village of Fox Point has by ordinance established a Plan Commission for the Village of Fox Point pursuant to Sections 61.35 and 62.23, Wisconsin Statutes; and

WHEREAS, the Village Plan Commission is empowered to recommend to the Village Board the adoption of a Comprehensive Plan for the physical development of the Village, pursuant to Sections 62.23(1), (2) and (3), and Section 66.1001 of the Wisconsin Statutes; and

WHEREAS, Section 62.23(2) and (3) of the Wisconsin Statutes provide that it is the duty of the Plan Commission to adopt a master plan for the physical development of the Village which, together with the accompanying maps, plats, charts, and descriptive and explanatory matter, shall show the Plan Commission's recommendations for such physical development; and

WHEREAS, Section 62.23(3)(a) of the Wisconsin Statutes provides that the master plan shall be made "with the general purpose of guiding and accomplishing a coordinated, adjusted and harmonious development of the municipality which will, in accordance with existing and future needs, best promote public health, safety, morals, order, convenience, prosperity or the general welfare, as well as efficiency and economy in the process of development"; and

WHEREAS, in 1999, the Wisconsin Legislature enacted a comprehensive planning law, which is set forth in Section 66.1001 of the Wisconsin Statutes, that requires that master plans (which are referred to under Section 66.1001 as "comprehensive" plans; referred to herein as "comprehensive master plan") be completed and adopted by local governing bodies in order for a town, county, city, or village to enforce its zoning, subdivision, or official mapping ordinances; and

WHEREAS, Section 66.1001(2) of the Wisconsin Statutes sets forth specific requirements affecting the contents and procedures for adoption of a comprehensive master plan under Section 62.23(2) or (3) of the Wisconsin Statutes; and

WHEREAS, as of January 1, 2010, Sections 62.23(3)(b) and 66.1001(3) of the Wisconsin Statutes require, in part, that Villages engaging in any of the following actions take such actions in accordance with their comprehensive master plan:

- Official mapping established or amended under Section 62.23(6) of the Wisconsin Statutes;

- Local subdivision regulation under Section 236.45 or 236.46 of the Wisconsin Statutes;
- Zoning ordinances enacted or amended under Section 62.23(7) of the Wisconsin Statutes; and

WHEREAS, the Village of Fox Point intends to continue to engage in the foregoing activities and, therefore, desires to have a comprehensive master plan that fully complies with Sections 62.23 and 66.1001 of the Wisconsin Statutes; and

WHEREAS, the Village of Fox Point engaged the services of GRAEF, a professional engineering and planning firm, led by Stephanie R. Allewalt, LEED AP, to serve as consultant and assist in the preparation of a comprehensive master plan for the Village of Fox Point; and

WHEREAS, on or about October 26, 2009 the Village Board adopted written procedures designed to foster public participation in every stage of the preparation of a comprehensive master plan for the Village of Fox Point, which included provisions for wide distribution of the proposed elements of the Comprehensive Plan, and provided an opportunity for oral and written comments to be received from the public and for the Village to respond to such comments; and such procedures have been followed in consideration of this matter; and

WHEREAS, the Plan Commission, in conjunction with its consultant and Village Staff, has prepared the Comprehensive Plan attached hereto and incorporated herein by reference as Exhibit A, which complies with the requirements of Sections 62.23 and 66.1001 of the Wisconsin Statutes; and

WHEREAS, on or about January 8, 2010 the Village of Fox Point Plan Commission recommended the Comprehensive Plan attached hereto to the Village Board, by Resolution adopted by a majority vote of the entire Plan Commission of the Village of Fox Point; and

WHEREAS, on or about February 9, 2010, the Village Board of Trustees held a public hearing to consider public comments regarding adoption of the Comprehensive Plan, following due notice being provided in compliance with the requirements of Wisconsin Statutes Sections 66.1001(4)(b), 66.1001(4)(c), 66.1001(4)(d), 66.1001(4)(e) and 66.1001(4)(f); and

WHEREAS, pursuant to the public participation plan adopted by the Village Board, the Village Board has allowed public comments to be submitted in writing subsequent to the public hearing; and

WHEREAS, the Village Board for the Village of Fox Point, having carefully reviewed the recommendation of the Village Plan Commission, having considered all public comments received, having determined that all procedural requirements and notice requirements have been satisfied, having given the matter due consideration, including consideration of the plan components related to issues and opportunities, housing, transportation, utilities and community facilities, agricultural, natural and cultural resources, economic development, intergovernmental cooperation, land use, and implementation, has determined that the comprehensive plan will serve the general purposes of guiding and accomplishing a coordinated, adjusted and harmonious development of the Village of Fox Point which will, in accordance with existing and future

Figure 1.8 continued, Village Board Ordinance to Adopt Comprehensive Plan; February 23, 2010



needs, best promote public health, safety, morals, order, convenience, prosperity and the general welfare, as well as efficiency and economy in the process of development.

NOW, THEREFORE, the Village Board of the Trustees of the Village of Fox Point, by a majority vote of the members-elect of the Village Board, do hereby ordain as follows:

Section 1. The Village of Fox Point Comprehensive Plan attached hereto and incorporated herein as Exhibit A is hereby adopted.

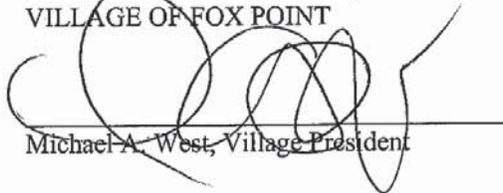
Section 2. Filing. The Village Clerk is directed to provide a copy of this ordinance and a copy of the Village of Fox Point Comprehensive Plan that is hereby adopted to the persons and entities described in Wisconsin Statutes Section 66.1001(4)(b), as required by Wisconsin Statutes Section 66.1001(4)(c).

Section 3. Severability. The several sections and portions of this ordinance are declared to be severable. If any section or portion thereof shall be declared by a court of competent jurisdiction to be invalid, unlawful or unenforceable, such decision shall apply to the specific section or portion thereof directly specified in the decision, and shall not affect the validity of any other provisions, sections or portions thereof of the ordinance. The remainder of the ordinance shall remain in full force and effect. Any other ordinances whose terms are in conflict with the provisions of this ordinance are hereby repealed as to those terms that conflict.

Section 4. Effective date. This ordinance shall be in full force and effect from and after its passage and posting or publication as provided by law.

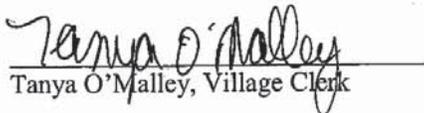
ADOPTED THIS 23rd day of February, 2010

BY THE VILLAGE BOARD,
VILLAGE OF FOX POINT



Michael A. West, Village President

ATTEST:



Tanya O'Malley, Village Clerk

Published and/or posted this 2nd day of March, 2010

VILLAGE OF FOX POINT MISSION STATEMENT

The mission of the Village of Fox Point is to protect and enhance the quality of life of its residents by providing cost-effective, efficient and innovative services, preserving and maintaining Village neighborhoods and public amenities, fostering community pride and spirit, and encouraging active citizen participation. This Comprehensive Plan seeks to serve the mission statement of the Village by aligning recommendations with these goals.

HISTORY OF THE VILLAGE

Geology and Native American Cultures

The area that is now Fox Point laid beneath the Lake Michigan glacial lobe until approximately 9,300 B.C., at which time the glacier retreated leaving a layer of clay and sand known as Valdres Till. The landscape evolved to include small lakes and swampland. Water levels in Lake Michigan fluctuated from 595 feet above sea level to a low of 230 above sea level before reaching its present level (577 feet above sea level) around 500 B.C.

The type of predominant vegetation evolved numerous times as the climate warmed, from spruce to fir/pine to sugar maple and hemlock. These changes made the area more attractive to native cultures. The Archaic Copper Culture peoples occupied areas of Wisconsin around 3,500 B.C. They were among the first people in the world to utilize metal, using copper to fashion tools such as spear heads, fish hooks, and knives. Examples of these copper tools have been discovered in Fox Point.

The Mound Builder people followed the Archaic peoples. This group is known for constructing mounds shaped like birds and animals throughout Wisconsin. Several such mounds existed in the area. Unfortunately these mounds were destroyed by farming and gravel operations between 1850 and 1926. The Hopewell Culture, centered in Illinois and Ohio, also occupied the Fox Point area for a time. This culture employed a vast trading network throughout the continent, and Hopewell artifacts have been discovered along Indian Creek in Fox Point.

Various Native American tribes have occupied the Milwaukee area since initial European exploration, including the Mascoutin, Fox, Potawatomi, Ho-chunk, Ojibwe, Menominee, and Ottawa.

European Settlement

The way to European settlement of the Fox Point area was paved by two Native American land cessions. The Menominee tribe ceded all of its land east of Lake Winnebago and the Milwaukee River to the United States government on February 8, 1831. The Potawatomi tribe ceded all of its Wisconsin land holdings to the federal government on September 26, 1833. These lands were put up for sale in Green Bay in September and October of 1835 in tracts of 160 acres or more, at a price of \$1.25 per acre. Much of this land was purchased by eastern land speculators with the sole intent of clearcutting the forest, subdividing the land, and reselling it for a profit (as much as \$20 to \$30 per acre).

The following paragraphs detailing the history of Fox Point are



quoted directly from 'Fox Point - A Planned Village and Its History, 1843-1976' published by the Bicentennial Committee and the Village Board of Fox Point in 1978, and prepared by the Fox Point Heritage Committee.

First Settler

"Joel Buttles bought 560 acres of land at the Green Bay land sale. This land was located in the present villages of River Hills, Fox Point, Whitefish Bay, and the City of Glendale. Joel's cousin Cephas Buttles acquired 160 acres from him in the present village of River Hills. Cephas became the first settler in this area when he moved here with his family in 1843."

Anson Buttle's Important Influence

"One of the most influential people in the early development of Milwaukee's North Shore was Anson W. Buttles. Buttles was born in Milton, Pennsylvania on June 22, 1821. Before coming to Milwaukee in 1843 he had attended Northumberland College in Pennsylvania and had already had some experience as a civil engineer and surveyor.

The Buttles family settled on a site which is now the intersection of Highway I-43 and Bradley Road. A log cabin was constructed at a cost of about \$60. A.W. Buttles worked as a surveyor and surveyed the first two railroads in the State of Wisconsin under the direction of Byron Kilbourn in 1846. The first was the Milwaukee and LaCrosse Railroad, now the Milwaukee Railroad.

His parents and brothers worked the farm. After several years he returned to the farm and in 1850 married Cornelia Mullie, a Dutch immigrant. The Buttles family successfully raised a family of eleven children. Buttles was elected Town Clerk of the Town of Milwaukee in 1849 and also served as Justice of the Peace. He was repeatedly elected to both offices for some fifty years. In addition to this he served as a Milwaukee County surveyor and Milwaukee County Superintendent of Schools for about six years. In spite of his busy life, Buttles kept a series of diaries starting from about 1850 until his death in 1905. Not a day passed without an entry summarizing the events of that day. Most of the information concerning early Fox Point history comes from the Buttles diaries, and other records of his which have been carefully preserved.

Name Acquired for the Village

"Fox Point acquired its name from the early surveyors who noted that the point of land jutting out into the lake at Doctor's Park resembled the head or nose of a fox. For many years the early settlers used the expression "Foxes Point" until it finally became Fox Point."

Hollanders Arrive

"For some years after the financial panic of 1837, very few settlers moved to the Fox Point area. Around 1844 Dutch immigrants arrived in Milwaukee looking for land to farm. They referred to themselves as Holland Dutch but most were actually descendents of French Huguenots who fled France during religious persecutions and settled in Holland.

The first Hollander to locate in Fox Point was John Cappon, who emigrated from Holland to New York State and then with an ox team and wagon, came to Milwaukee. Cappon built a log cabin in 1846 on



Figure 1.9: 1858 Plat Map of lands that would become Fox Point.
 Source: Fox Point - A Planned Village and Its History, 1843-1976.

the property that is now 7250 N. Beach Road.

On April 10, 1848 a shipload of Dutch emigrants set sail from the Netherlands and arrived in New York 33 days later. Aboard this ship were four families who chose the Fox Point area for their new home. They were the DeSwarte, Tellier, Vruwink, and Koeslag families. It took these Milwaukee bound immigrants an additional 12 days to reach their new homes in what are now the villages of Fox Point and Bayside.

These early Dutch settlers were for the most part farmers, who over the years built up very prosperous farms in spite of the clay soil. Wheat, barley, rye, and corn were grown along with some dairy farming.”

First School

“The earliest school serving this area, the Lyons School, was a log cabin built about 1848. It was located within the cemetery just north of the Bay Shore Shopping Center. This school originally served the area from Hampton Road north to Green Tree Road and from the Milwaukee River east to the lake.

In 1852 a log school house was built at the northeast corner of Port Washington and Bradley Roads. This school was in operation until 1871 when a new school was built at the present Mapledale site. These early schools were of one room construction with a wood burning stove to provide heat. The children sat on backless wooden benches. The school term often lasted three to five months, depending on how long a teacher could be encouraged to stay. School did not begin until after harvest and generally finished in time for spring planting.”

Figure 1.9 illustrates land ownership in the Fox Point area by 1858.

Town of Milwaukee and Fox Point

“The Town of Milwaukee comprised of townships #7 and #8, was created in 1838 and encompassed all of Milwaukee County north of Greenfield Avenue. The following year 1839, the Towns of Granville and Wauwatosa were created from the western portion. In 1846 the City of Milwaukee was created from the southern portion. Whitefish Bay broke away in 1892 and East Milwaukee (Shorewood) in 1900. Fox Point continued as part of the Town of Milwaukee until incorporation in 1926. In fact, the western portion of present day Fox Point remained in the Town until 1954 when the Town of Milwaukee was completely annexed.”

Roads

“The roads in the 1850’s were extremely crude. The only routes to the city were either via Port Washington Road or the Green Bay Road. Both were essentially mud ruts which could be navigated by a wagon pulled by a team of oxen or horses.

The Township was divided into road districts with an overseer of roads, who had charge of the roads in his district. At the call of an overseer, the local citizens would meet and if there was a mud hole they would cut some green brush, throw it in the hole, and scatter over it a few shovels of earth and lo! the road was fixed. They would corduroy a marshy stretch with logs and would bridge a small stream, if it were not easily fordable, by dragging a couple of tree trunks across it and spiking planks to them. Often the roads were too muddy that the



farmers had to fell trees and lay them across the roads in order to get through. The Green Bay Road was a toll road constructed of planks made of white oak. These planks had to be replaced about every five years. Each section was supposed to be maintained by its owner but often he was only interested in collecting the toll, so the condition of this road was not much better than the Port Road.”

The Dutch Move

“By the 1890’s the Dutch who had comprised about 90% of Fox Point’s population had sold their well kept farms and moved away, some to the City and some to the Oostburg area. By 1893 Buttles noted that the congregation at the Holland Church numbered less than 20. In 1898 the church was discontinued. Many of the remaining Dutch families moved to Milwaukee and lived in the area around North Avenue and North Tenth Street. With the gradual departure of the Dutch, the Germans began to move in, many from the Duchy of Mecklenburg. Their neighbors did not hold them in very high regard initially. In spite of this initial impression, the Germans proved to be highly respected as farmers and good neighbors.”

Railroads

“In 1870 Anson W. Buttles was retained by the new Milwaukee, Lakeshore, and Western Railroad to survey a route for a railroad through the North Shore area, from Shorewood to Grafton. A number of farmers objected strenuously to having a railroad running through their property and some brandished their guns to frighten the surveyors away. In spite of this, railroad construction was underway in Fox Point by July of 1870.

In addition to the Coulson Station at Silver Spring and Marlborough in Whitefish Bay and the Dillman Station on Regent Road north of Brown Deer Road, a Fox Point Station was built on the east side of the tracks at what is now 7801 N. Boyd Way in 1894. The Fox Point Station apparently was not an important stop, in fact waiting customers and freight were sometimes ignored by passing trains. If one were fortunate enough to be picked up, he could arrive in downtown Milwaukee in 1/2 hour.”

Life in Fox Point in the 1870’s

“Life in Fox Point became a little easier during the last part of the nineteenth century. August Messeburg, John Stabelfeldt, Jacob Luy, and Frank Schoof could build a nice frame house for a little over \$800. The roads had improved so that a farmer could use horses to pull his wagon instead of oxen. Many homeowners had kerosene lamps to light their homes. At times the sky was black with the now extinct passenger pigeons, so even the poorest shot could easily bag enough for the family dinner. Pickeral Run, now called Indian Creek, was a clear, rather sizable, spring fed creek which yielded many good sized pickeral.

By 1871 farmers no longer had to walk or ride to the post office at Good Hope and Green Bay Roads. The new Lakeshore Railroad dropped off the mail at Dillman’s Station. The mail was picked up by the Postmaster and taken to the tavern known as Dillman Inn at what is now 8615 N. Port Washington Road. The Dillman Post Office was discontinued when home delivery of mail began on July 15, 1903.”

Toll Roads and Passenger Service

“By the 1890’s profound changes were taking place that would soon change the entire character of Fox Point. As early as 1869 Hamilton and Ludington’s Lake Avenue Turnpike Co. built a toll road starting at Milwaukee’s Lake Park and following the lake shore to Pabst’s Whitefish Bay Resort on Henry Clay Street in Whitefish Bay. In 1887 the Milwaukee and Whitefish Bay Railway Co. constructed a passenger railway to the resort. By 1898 the Oakland streetcar line was extended to Lake Drive and Day Ave. in Whitefish Bay. Six years earlier, in 1892, the Village of Whitefish Bay had been incorporated, breaking away from the Town of Milwaukee.”

The Calumet Land Company

“That same year, 1892, the Calumet Land Company was incorporated by Clarence J. Allen, William C. Atwater, and Grant Fitch. It proceeded to buy up most of the farm land in Fox Point. Most of the barns and farm houses were demolished and for some years much of Fox Point consisted of acres and acres of deserted farm land. The purpose was to subdivide and sell residential lots. An elaborate plan was drawn up to include landscaping and a number of winding roads.”

Financial Crisis affects Real Estate

“Unfortunately the financial crisis of 1893 slowed development for some time. Even the most respected bank in Milwaukee, Mitchell’s Bank, closed its doors in July of that year.

Strangely enough, the impetus for development was caused by a new sport called golf. The new game became so popular that John H. Tweedy Jr. and Clarence Allen received permission from the Calumet Land Co. to lease 75 acres of its land for golf links. The course was located west of Lake Drive to about 150 feet west of what is now Links Way. Hyde Way was the southern boundary and Fox Lane the northern boundary. The club house located on the east side of Lake Drive at 7822 N. Lake Drive had originally been the Fred Loke farm. A Chicago architect was retained to remodel the hay barn and farmhouse into a very respectable clubhouse. The work was completed in 1898 and the Fox Point Club became the second golf club in the state.

That same year 1898, the first group of golf enthusiasts, J.H. Tweedy Jr., Clarence J. Allen, and Miss Adelaide Steele constructed summer homes in the area east of Lake Drive along the bluff. These homes were shortly joined by the summer homes of other prominent Milwaukeeans, notably those of William Mariner, Herbert Underwood, William D. Van Dyke, and A.W. Fairchild.”

Streetcars

“The Milwaukee Electric Railway and Light Co. extended the streetcar line from Day Ave. in Whitefish Bay to Buttles Road (now Bradley Road) in Fox Point. This trolley line followed the west side of Lake Drive to Bell Road where it continued straight north along the east side of the tracks to Bradley Road.”

Industry in Fox Point

“While wealthy, fashionable Milwaukeeans were building summer homes in Fox Point during the 1890’s, only a few blocks south of these homes, in the area around Green Tree Road and east of Lake Drive or Fox Point Road as it was called then, an industrial area was taking



shape.

One of the first industries in Fox Point was powder plant in the 1860's. It was located at what is now the intersection of Lake Drive and Barnett Lane. A brick yard was established in 1889 in the area bounded by Lake Drive, Green Tree Road, and Holly Court. After 5 or 6 years it was discontinued because of the poor quality of the brick.

In 1896 the Consolidated Cement Company took over the brick yard and began to mine limestone for the manufacture of cement. This operation closed down in 1909 after the invention of the rotary kiln made the manufacture of Portland Cement cheaper and more profitable. A mine shaft was located just east of the north end of 6800 N. Barnett Lane 100 feet south of View Place. The shaft extended 22 feet below beach level where it connected with a main tunnel which extended 210 feet north and south. From this tunnel branches called gallery drifts were extended several hundred feet westward into the limestone. The shaft was filled in 1929, but the tunnels remain. The railroad ran a spur line which went as far east as the Green Tree Road and the lake bluff. At View Place and Barnett Lane the tracks became 'V' shaped. The track on the north was used to bring coal to the power plant, while the south track was for outgoing material. After 1909 the site was occupied briefly by Federal Pressed Steel.

Opposite this mill was the Fox Point Fuel and Supply Co. located between the railroad tracks and Lake Drive and extending north to Green Tree Road. This business sold coal, lumber, fence posts, and ice.

Just west of the railroad tracks, where the Fox Point Shopping Center is now located, William Stabelfeldt had quite a few acres in flowers, mainly dahlias and galidolas, which were sold as cut flowers and bulbs."

The Early 1900's

"Shorewood and Whitefish Bay had long since broken away from the Town of Milwaukee and had formed their own incorporated villages. The Town of Milwaukee refused to provide Fox Pointers with police protection, so summer residents banded together and hired a watchman to patrol the area during the winter when the homes were vacant."

1920's

"By the 1920's Fox Point residents became more and more critical of the service they were receiving from the Town of Milwaukee. Frank Antram, who built a summer home in Fox Point in 1920 recalls that there was no electricity and water had to be obtained from a spring located at the foot of Spring Road (now Beach Drive). Residents had to dispose of their own sewage and garbage. Many felt that they were receiving little or no benefit from the taxes they paid.

The authorities of the Town of Milwaukee had a very large area to administer with very little man power to handle the problems caused by a rapidly increasing population. Many of these authorities were farmers or came from farming backgrounds and they weren't particularly eager to see their farmlands eaten up by creeping urbanization. About the time of World War I, the Socialist Party dominated the Town of Milwaukee politics. The Socialist Party was not

popular in Fox Point.”

Incorporation - 1926

“It was not long before Fox Pointers realized that this situation had gone far enough, and by November 1925 boundary surveys were made and a census taken to comply with state law to qualify for incorporation. In December of 1925 the Village of Whitefish Bay offered to absorb the Fox Point area. Louis Quarles turned down the invitation, stating that the possibility had been discussed but the idea had been abandoned.

On December 29, 1925, proceedings were begun in the Circuit Court of Milwaukee County for the incorporation of the Village of Fox Point. A special election was held on February 6, 1926. Of 190 qualified voters, 150 votes were cast with 125 opting for incorporation and 25 against. The village was officially incorporated February 15, 1926.”

Real Estate Reached New Pitch

“Real estate activity reached a feverish pitch during the latter part of the 1920’s. Subdividers and land speculators were active throughout the area. The Fox Point Gardens on Whitney and Regent Roads between Bradley and Dean Roads was developed by Leiberg and Safir. It sold 22 of its 126 lots in less than three weeks, while the Birchwood subdivision, at the southern limits of the village, sold out in one day. Village residents had the foresight to realize that this incipient building boom should have some sort of control and that a plan should be prepared to guide future development. Accordingly, in June 1926, a Village Plan Commission was set up.” An advertisement for real estate in the Village is shown on the following page (Figure 1.11).

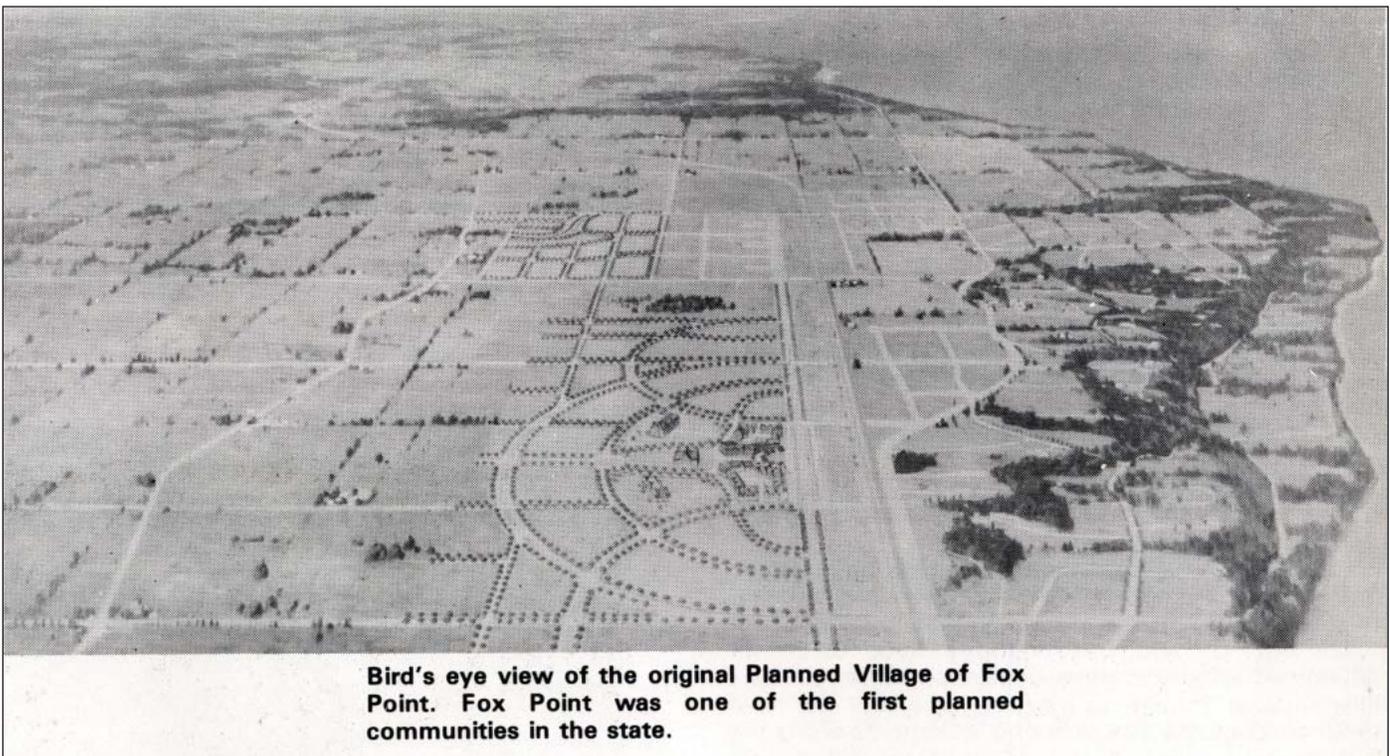


Figure 1.10: The Planned Community of Fox Point.

Source: *Fox Point - A Planned Village and Its History, 1843-1976*



FOX POINT

Calumet Land Company Properties

Situated on Lake Michigan

Without question the most exclusive suburban residence district of Milwaukee.

One large, beautiful park, with winding drives and beautiful ravines, consisting of 650 acres, of which we have 200 acres still for sale at prices ranging from \$500 to \$1800 per acre. Easy terms. All of these properties are restricted and within very easy walking distance of the T. M. E. R. & L. Co. Street Car, and the C. & N. W. Ry. Systems. They can be reached from Wisconsin Street in 50 minutes on the Electric Line, and about 25 minutes on the C. & N. W. Ry.

JUST THINK

One acre consists of over NINE 40x120-foot lots.

One acre consists of 43560 square feet.

One acre, or over NINE 40x120-foot lots, for less than the cost of one 40-foot city lot.

THESE PROPERTIES will never be congested by building on 40-foot lots. Plenty of room to raise more than enough vegetables for your table. Fresh air and large playgrounds for your children. Excellent bathing beach. Too much cannot be said of the beauty of FOX POINT and the many attractive homes already there. The WHITEFISH BAY ROAD, paved with asphalt as far as the Silver Spring Road, is the most beautiful drive in the State. The PORT WASHINGTON ROAD is concreted as far as the River Road. The SILVER SPRING ROAD, from the Whitefish Bay Road to the Port Washington Road, is concreted. All of these roads lead directly to FOX POINT. Furthermore, the roads in Fox Point will be paved very soon. When this has been done prices are bound to double in value.

Our automobiles are at your service, and we will gladly call for you when you wish to inspect these properties.

REMEMBER THE PRICES
\$500 to \$1800 Per Acre
EASY TERMS

E. WILLIAM ROSS
Exclusive Agent

Figure 1.11: Real Estate Advertisement by the Calumet Land Company in the Early 1920s.
Source: Fox Point - A Planned Village and Its History, 1843-1976

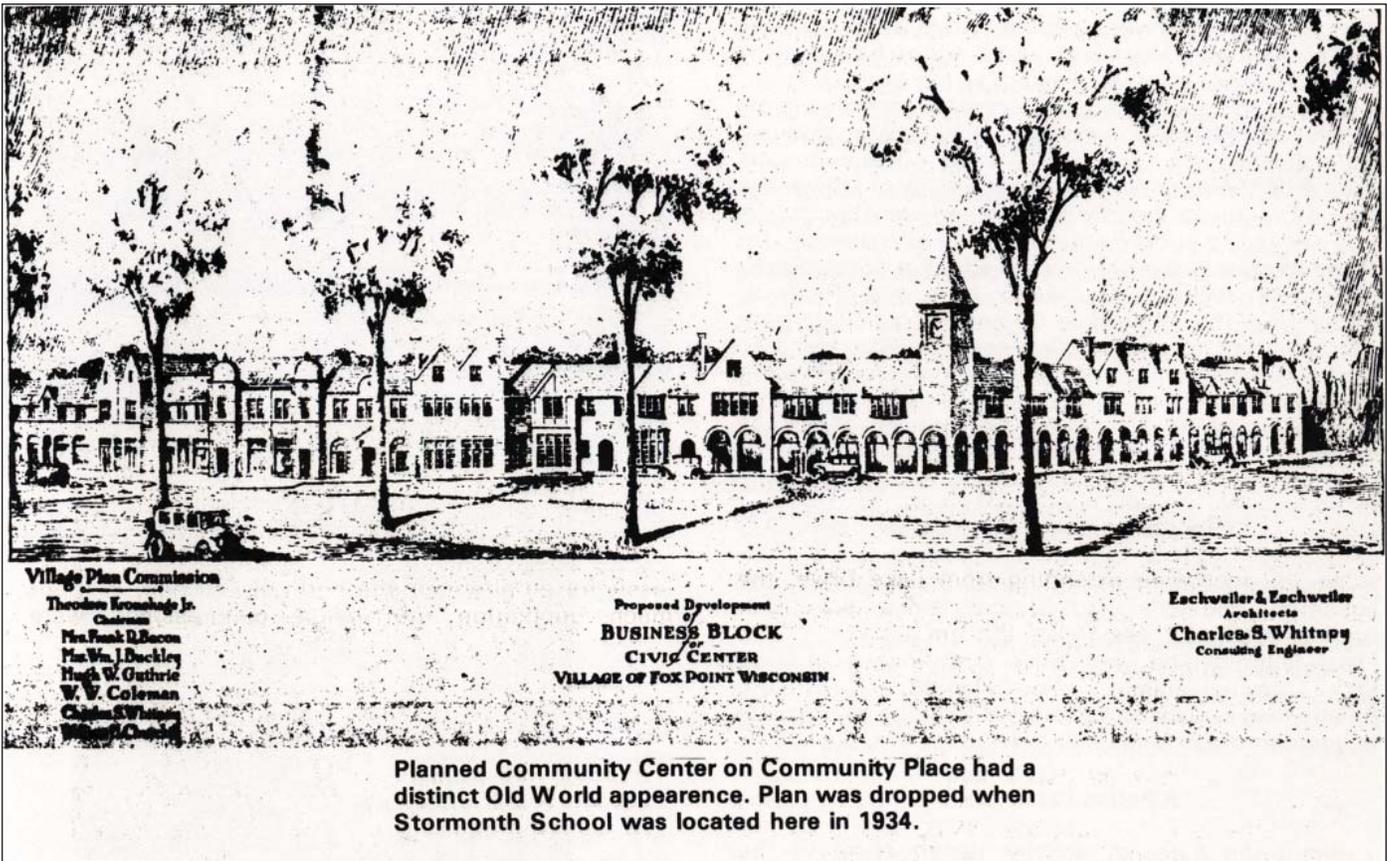


Figure 1.12: Fox Point's Planned Community Center.
 Source: Fox Point - A Planned Village and Its History,
 1843-1976

“It should be observed that many rapidly developing urban areas have been, and still are, hastily built up with little or no overall planning. The end result is esthetic chaos and tragedy. Once built it is virtually impossible to correct mistakes. The members chosen for this first Plan Commission were particularly outstanding. In creating their plan which resulted in one of the first planned communities in the state (Figure 1.10), the commission was well aware that there was a considerable amount of land available throughout Milwaukee County for home sites.

Money was available to purchase the land, and transportation was good enough so that one could live almost anywhere in the County and rather easily commute to work in the City.

Fox Point had certain natural advantages like the Lake, the temperate climate, and the beautiful ravines to attract residents, but these early planners realized that a beautiful, well planned community would attract a more discriminating population, willing and able to pay a premium for homesites in Fox Point.

The Planning Commission immediately set to work drafting a zoning ordinance. In March of 1927, plans were announced for the development of a “Village Beautiful” with an English type of architecture, grouped around a Civic Center in the area which is now Community Place. Restrictions were to be written into deeds limiting buildings to this English type. The civic center was almost totally abandoned in 1933, when the Fox Point School was located in a portion of this area while the remainder was replatted and sold as



residential lots (Figure 1.12).

The zoning ordinance, formulated by G.S. Rogers, was passed in 1926, creating A, B, and C districts. The A district was located east of Lake Drive. There must be at least 40,000 square feet around each house. The B district between Lake Drive and the railroad tracks required at least 15,000 square feet. West of the tracks was the C district with at least 7,500 square feet required. Plans were made to connect with the Metropolitan Sewage System by the winter of 1927.”

Fox Point in the 1930's

“Fox Point in the 30's was primarily vacant acreage with most of the homes located east of the railroad tracks.

Only eight homes were built in 1934, fifteen in 1935, and 27 in 1936. The average cost of the homes constructed in 1935 was \$11,600 compared to \$7,000 for a home in Whitefish Bay.

A few roads were built. Village improvements were made on a “pay as you go” basis. Both Village and School Board authorities resisted the temptation to borrow money to finance improvements. As a result of their fiscal conservatism, Fox Point taxes were kept to a minimum. Generally they were a good deal lower than most other communities in Milwaukee County.

Building After the War and New Residents

“Like the rest of the nation, there was virtually no building activity in Fox Point during the war years of the 1940's, since all building material was needed for the war effort. A tremendous pent up demand for more housing existed throughout the United States. After the end of World War II the suburbs were definitely the ‘promised land’ for crowded city dwellers.

The new Fox Point residents were not only coming from the city but also many were coming from the older suburbs. Most of the building was centered in the western portion of the village, in the area south of Calumet Road and west of Santa Monica Boulevard.

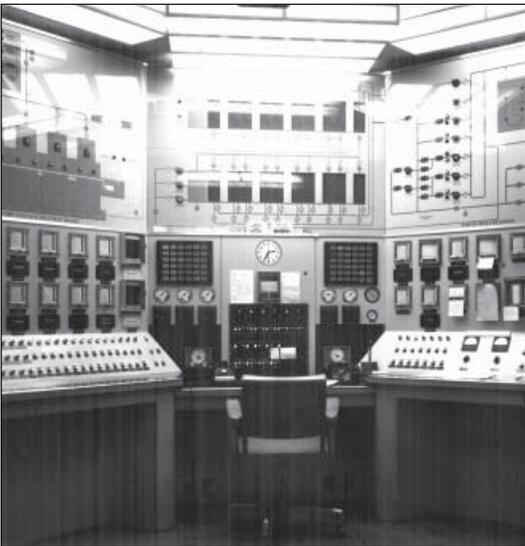
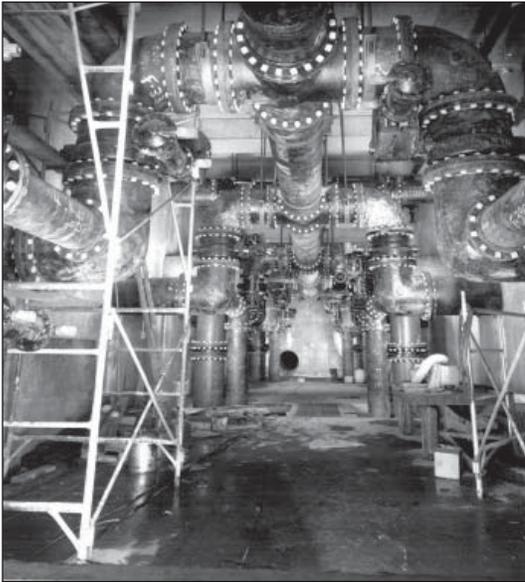
As the end of the war approached in 1945 some 22 new residence permits were issued by the Village. This was just a trickle heralding the flood of new building which was to take place during the next decade and half. In 1946, 65 building permits were issued even though building materials were still difficult to obtain.”

Running the Village - A Bigger Operation

“The Village Board, which had been solely responsible for the operation of the Village since incorporation, realized that running Fox Point was becoming a big time operation. Back in the middle 1930's the Board had seriously considered a village manager type of government but the idea was subsequently dropped. By 1946 however, a full time administrator was badly needed to supervise the day to day needs of a rapidly growing village. A city manager plan was selected because it was generally considered the most efficient way to run a municipality.

Into the 1950's

“The postwar building boom put a tremendous strain on the village.



Figures 1.13 & 1.14: Interior Views of North Shore Filtration Plant. Source: North Shore Water Commission.

New roads had to be built, water lines and sanitary sewers had to be extended, refuse collection and fire and police protection had to be increased, and it had to be increased rapidly. The strain on the school system was perhaps even more severe.

By the fall of 1953 it was reported that the Village was 70% built, with only 508 homesites unoccupied. The majority of homes had market values of \$25,000 to \$35,000 in 1953. The village which had performed 36 services in 1926, was now performing 102 services.”

Annexations

“With the incorporation of the City of Glendale in 1950 and the Village of Bayside in 1953, it became evident that the Town of Milwaukee could not be self-supporting and would have to seek annexation. The Fox Point Planning Commission realized that the west and north village limits were threatened by undesirable development. At a meeting attended by representatives of Glendale, River Hills, Bayside, and Fox Point it was decided to annex the remainder of the Town of Milwaukee. Even though Fox Point had long been opposed to annexing territory, it now felt required to do so as a self defense measure. By the end of 1954 as a result of a series of annexations, the size of the village increased by some 36% and about 300 new residents were acquired.”

Water Supply and the North Shore Water Commission

The early to mid twentieth century was a time of frequent conflict between the City of Milwaukee and its neighbors regarding water supply. This conflict was documented by Charles E. Beveridge in a 1958 report entitled ‘History of Water Supply in the Milwaukee Area.’ According to Beveridge, the City often used the supply or withholding of water as a tool to force annexations, and suburban areas complained of unfair rates and inadequate service.

In 1931 the Village of Fox Point became engaged in these conflicts when they requested water service from the City of Milwaukee. Milwaukee attempted to force annexation, but the attempt was unsuccessful. The City agreed to sell water to Fox Point through Whitefish Bay, but with no guarantee regarding volume or pressure.

Fox Point, Shorewood and Whitefish Bay initiated an effort to create their own joint water utility in 1933. The suburbs claimed Milwaukee was supplying water at discriminatory rates and the Public Service Commission approved the utility. The suburbs attempted to use this approval to leverage the City into supplying water at more favorable rates. This effort was only temporarily successful and the next five years witnessed many more court actions regarding water rates.

By the 1940s, the City of Milwaukee had lost the ability to use water supply as an annexation lever, as the City became locked in by incorporated municipalities. However, the City continued to engage in legal battles to prevent the creation of suburban water utilities. Legal battles continued into the 1950s when the North Shore suburbs hired engineers to study possible combinations of suburbs that could supply efficient water service.



On November 26, 1957 the Villages of Fox Point and Whitefish Bay, and the City of Glendale reached a formal agreement to create the North Shore Water Commission. Further litigation ensued, and in 1960 the commission was finally able to prepare the plans for a new water filtration plant and system. The plant became operational on April 10, 1963 (Figures 1.13 and 1.14).

PAST PLANNING EFFORTS IN THE VILLAGE

Prior to the adoption of this plan, the Village of Fox Point has never formally adopted a master plan. However, the Village has engaged in strategic planning activities over the years. The Village's strategic plan adopted in October of 1997 included a statement regarding the need for 'vulnerable area planning', which the strategic plan defined as "planning targeted to areas of the Village whose character is under pressure to change radically." In response, the Village appointed a task force, named the Vulnerable Areas Planning Committee, to identify vulnerable areas, develop a plan for each specific area, and present recommendations to the Village Board. The committee consisted of both elected officials and citizens.

Meetings of the Vulnerable Areas Planning Committee commenced on June 3, 1998 with an overview of existing conditions, including the current zoning code. The committee members then completed a survey to identify and prioritize targeted areas. The committee ranked the Village's vulnerable areas as follows:

1. North Port Washington Road Corridor
2. Village Property / Green Space
3. North Beach Drive Area / Intersection of E. Brown Deer Road and N. Regent Road
4. Fox Point Shops
5. Lake Michigan Bluffs
6. Ravines / Intersection of N. Santa Monica Boulevard and E. Green Tree Road
7. Doctor's Park
8. Interstate 43

The Committee determined that within its one year timeline, committee members would select two of the above areas with the purpose of analyzing issues and preparing recommendations for the Village Board. The N. Beach Drive Area (and the intersection of E. Brown Deer and N. Regent) and the N. Port Washington Road Corridor were selected for further analysis.

Upon the conclusion of its study, the Vulnerable Areas Planning Committee produced the following list of issues and recommendations to be reviewed by the Building Board and Plan Commission, then acted upon by the Village Board. Since 1998, some recommendations were not pursued, while other recommendations reached the Village Board and changes were adopted.



Figure 1.15: North Beach Drive.

North Beach Drive Area (Figure 1.15)

Issue: Size of Residential Construction

Currently, there is no height restriction for the primary dwelling in residential zoning districts. Out buildings and garages are subject to a height limitation of 25'. The F Institutional zoning district limits building heights to 35' measured from the level of the street. The D Business district limits construction to 2-story buildings with no specific limitation in feet. Alteration of the grade of a property can also impact a primary dwelling's height even if there is some type of height restriction.

Recommendation: The Village should adopt height limitations for primary dwellings in residential districts in the N. Beach Drive area and throughout the Village, taking into consideration the lot size and location.

Recommendation: The Village should place a prohibition on altering the grade of a property or place a limit on the amount that the grade of a property can be altered in the N. Beach Drive area and throughout the Village.

Issue: Retain the Existing Character of the Lakefront

There appears to be a trend toward purchasing two lots with small/medium sized residences on each lot and tearing residences down. The area of two lots is then combined to permit the building of a much larger residence with the other lot becoming the yard. This is beginning to change the "look" or character of the lakefront. In addition, this practice may impact the Village's tax base.

Recommendation: The Village should not prohibit the combining of lots in the N. Beach Drive area nor throughout the Village.

N. Port Washington Road Corridor

In addressing the complexity of the N. Port Washington Road Corridor (Figure 1.16), the Committee divided issues into four general areas of concern: traffic, zoning, environment, and aesthetics.

Issue: Traffic

Traffic generated by trips to and from work and school currently impacts the congestion level on N. Port Washington Road significantly at certain times of day. The congestion level also rises when traffic is diverted from Interstate 43 to N. Port Washington Road due to construction activities, accidents, or bad weather. Development and redevelopment activities can further impact the level of traffic congestion. In addition, areas with higher volumes of traffic may impact the type of development that occurs which can contribute to additional traffic.

Recommendation: The Village should work to alleviate congestion on N. Port Washington Road by working with Milwaukee County to see that right hand turn lanes and directional arrows be placed at the intersections of N. Port Washington Road and W. Dean Road, W. Bradley Road, and W. Calumet Road.



Figure 1.16: Intersection in the North Port Washington Road Corridor.



Recommendation: The Village should work with Milwaukee County to establish a pedestrian pathway along the entire length of N. Port Washington Road, on both sides if possible, to encourage pedestrian and bicycle traffic.

Recommendation: The Village should work to ensure that N. Port Washington Road remain as a two lane road, with the exception of the turning lanes at major intersections (Dean, Bradley, and Calumet), and not be widened to four lanes.

Issue: Zoning

The type of zoning controls what type of development and redevelopment is permitted. The type of zoning should facilitate or support the residential character of Fox Point.

Recommendation: The Village should rezone the following properties on the west side of N. Port Washington Road with single family residences on them from F Institutional to the appropriate single family zoning district: 8143 N. Port Washington Road, 8165 N. Port Washington Road, 8195 N. Port Washington Road, and 8209 N. Port Washington Road.

Recommendation: The Village should undertake a master plan for the N. Port Washington Road Corridor including the Dunwood School.

Issue: Environmental Concerns

As a Tree City U.S.A. and to mitigate environmental impacts of development and redevelopment, the Village of Fox Point should encourage environmentally friendly development and redevelopment.

Recommendation: The Village should adopt a policy that all utilities be buried underground throughout the Village, including N. Port Washington Road, when new development occurs.

Recommendation: The Village should adopt a policy that utility lines on N. Port Washington Road, other major thoroughfares, and streets where utility lines are in front yards, be of higher priority than utility lines located in other areas of the Village, when new development occurs.

Recommendation: The Village should adopt a policy requiring that all new development and redevelopment in the Village provide a substantial amount of green space, in the range of 25%.

Issue: Aesthetics

Annexed to protect the Village of Fox Point from marginal development, the N. Port Washington Road Corridor is a transition area. There is an opportunity to enhance the appearance of this area by incorporating aesthetic elements as part of any development and redevelopment activities. The incorporation of aesthetic elements may facilitate the maintenance of a community's tax base and can reflect a community's nature.

Recommendation: The Village should adopt a policy that it is of material importance that development and redevelopment on N. Port Washington Road be required to have an overall appearance that is in keeping with the residential nature of the community as a whole.

Recommendation: The Village should require that guidelines in terms of aesthetics, including but not limited to appearance, style, and materials of buildings, be incorporated as part of a master plan for the N. Port Washington Road Corridor.

Recommendation: The Village should replace the existing streetlights on N. Port Washington Road, working with Milwaukee County if appropriate, with lights that are more aesthetically pleasing and consistent in appearance and location. It is also recommended that the replacement lights be lower in height and emit a white light provided that these changes maintain or lower the existing light level and provide adequate traffic safety.

Recommendation: The Village should enter into discussions with the City of Glendale for the purpose of jointly improving the aesthetic appearance of N. Port Washington Road.

Other Recommendations

Issue: Vulnerable area at Intersection of E. Brown Deer Road and N. Regent Road

Recommendation: The Village should adopt all of the recommendations made by the Vulnerable Area Planning Committee regarding the N. Port Washington Road Corridor for the intersection of E. Brown Deer Road and N. Regent Road.

Issue: Stormwater Management and Development/ Redevelopment

Recommendation: The Village should adopt a temporary ban or prohibition on development or redevelopment in the Village, excluding single-family residences, until such time as the Village formally adopts the final stormwater management plan.

Issue: Developers' Submittals

Recommendation: The Village should require that developers submit a model or rendering of any proposed development that shows the proposed development in context to the adjacent buildings and properties.

