



I-94 Corridor Master Plan

Village of Yorkville, WI

Draft

November 1, 2019



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1 Background

The Village of Yorkville, previously Town of Yorkville established in 1850, incorporated as a Village in April 2018. The Town was given the opportunity to incorporate through special legislation related to planned development in a neighboring village across Interstate Highway 94 (I-94). The special legislation allowed for neighboring communities to incorporate regardless of whether or not they met state population density requirements for incorporation. On January 2, 2018, the Town of Yorkville adopted a resolution allowing for a referendum for incorporation to take place. On April 3, 2018, the referendum was held and the election results favored incorporation by a vote of 1,060 to 54.

The primary reason for incorporation was to allow the Village to have more control over their future vision and land use regulations in light of new planned industrial and manufacturing development in the neighboring Village of Mount Pleasant. Many neighboring communities, such as Yorkville, are being seen increasingly as attractive locations for development from manufacturing and industrial businesses wishing to establish themselves in the area's future supply chain. Undeveloped lands which allow development through land use regulations in these communities are prime locations for ancillary development. Planned industrial and manufacturing growth in the area would also provide Yorkville the potential opportunity to expand its currently business park or allow for other areas within its jurisdiction to become open for development to meet the demand for developable land.

The I-94 corridor, which runs along Yorkville's eastern border has seen development take place along it in recent years. This is a trend that is likely to continue, and to accommodate project increases in traffic, I-94 has been planned for expansion to eight lanes as part of the Wisconsin Department of Transportation (WisDOT) I-94 North-South Freeway Project. This project proposes expansion between College Avenue (City of Milwaukee) and State Highway 142 (Town of Paris). Construction began in 2018 and will continue through 2020.

The Village of Yorkville partnered with Short Elliott Hendrickson, Inc. (SEH) for the I-94 Corridor Master Plan (referred to in this document as the Corridor Plan). The purpose of the Corridor Plan is to establish a framework for the corridor to help guide its growth and development through the 2050 planning horizon. Having a long range plan in place for the corridor will:

- Ensure that uses throughout the corridor are appropriate for their context, considering factors such as proximity to the major I-94 transportation corridor, the existing GrandView Business Park, major development in nearby communities, the residential use of areas near the corridor, and sensitive environmental resources.
- Ensure zoning districts allow for planned uses along the I-94 corridor.
- Ensure that future developers and residents have a clear understanding of what types of land uses are allowed and encouraged throughout the corridor.
- Provide design standards that foster development with a quality and aesthetic that conforms to the vision of the community.
- Allow the Village to take the advantage of development opportunities to improve its tax base.
- Assist the Village in making informed decisions related to future transportation and utility infrastructure.

This Corridor Master Plan has been developed to serve as an amendment to the Village of Yorkville's Comprehensive Plan for the areas identified in this Plan.

2 Existing Conditions

2.1 Regional Context

The Village of Yorkville is located in south central Racine County. It is bordered by the Town of Raymond to the north, Village of Mount Pleasant on the east, Town of Dover to the west, and Town of Paris (Kenosha County) to the south. The Village of Union Grove is located in Yorkville's southwest corner, sharing nearly all of its border with the Village of Yorkville. The Village's primary road network includes a number of county, state, US, and Interstate highways. Most notably, I-94 runs the entire length of the Village's eastern border. Access to the Interstate from the Village is provided through three separate interchanges (State Highway 11, State Highway 20, and County Road KR)

I-94 is a transportation route with regional significance. It serves as an important link between larger nearby cities including Madison, Milwaukee, and Chicago, and connects to major cities in neighboring regions including Detroit, Fargo, and Minneapolis-Saint Paul. I-94 also connects these major cities to many smaller and mid-sized places that lie in between. In many cases, I-94 serves as a major economic driver, and several locations along the corridor have experienced significant growth and development in recent years, including places near Yorkville in Racine and Kenosha Counties.

Yorkville recognizes its own potential for controlled new development with its proximity and access to I-94 and current supply of undeveloped land. It also recognizes the importance of having a recommended land use plan for the I-94 corridor to help manage potential future development, ensuring that it takes place only in locations and types that fit the desires of the community.

2.2 Past Planning Efforts

In 2003, the Southeastern Wisconsin Regional Planning Commission (SEWRPC) and Racine County released a report titled A Land Use Plan for Village of Union Grove and the Town of Yorkville: 2020. This was in response to a request from the Town of Yorkville for assistance in developing a recommended land use plan for the Town's future. The plan, was intended to serve as a guide for use by town officials in making better development decisions to promote public health, safety, and general welfare.

In 2009, Racine County adopted its Multijurisdictional Comprehensive Plan for Racine County: 2035, which it helped prepare in conjunction with SEWRPC and Racine County's 18 participating local government bodies. This included an updated Recommended Land Use Plan for the Town of Yorkville for 2035.

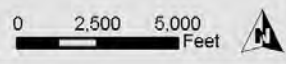
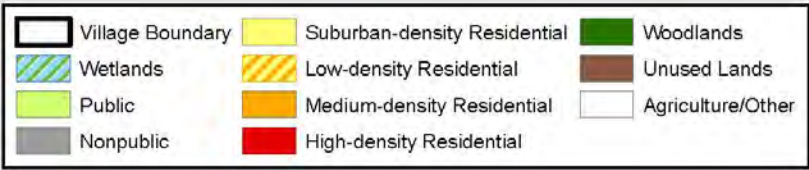
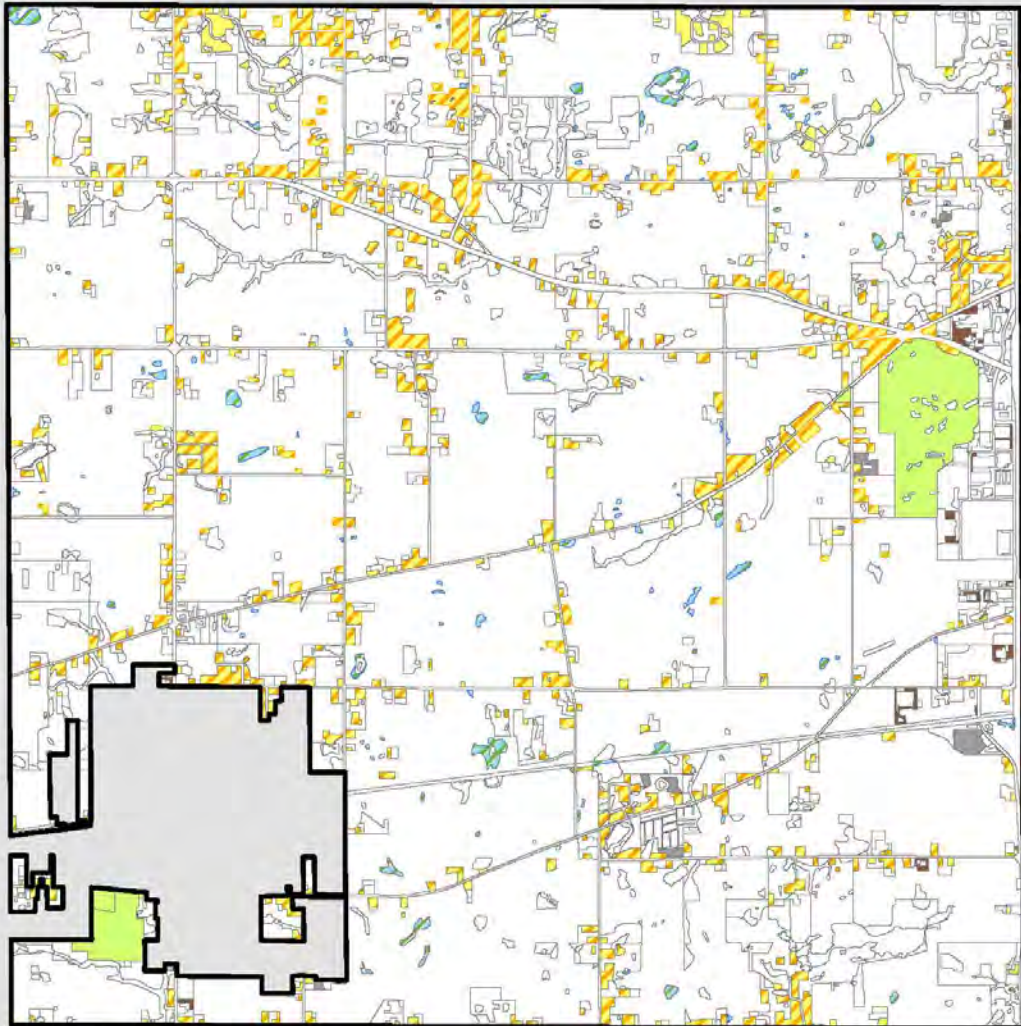
Wisconsin's Smart Growth Legislation requires that local government comprehensive plans be updated at least once every ten years. In response to this deadline and in light of its recent incorporation as a Village, Yorkville is currently in the process of writing and adopting its own Village-Wide Comprehensive Plan which will expand upon past planning efforts and include updated land use recommendations out to the 2050 planning horizon. Recent development pressures and growth of the I-94 corridor have also spurred Yorkville to develop an I-94 Corridor Master Plan alongside the development of its Comprehensive Plan, which will provide additional analysis for this critical corridor as planning recommendations are developed.

2.3 Existing Land Use and 2035 Recommended Land Use Plan

Currently, land use within the Village of Yorkville is predominantly agricultural by area, with rural residential and low density single family residential uses scattered throughout the Village, primarily along major transportation routes. Urban development, including industrial and commercial uses are concentrated in the Ives Grove area. GrandView Business Park, located just south of the Ives Grove Golf Course along the western I-94 Frontage Road, currently houses a number of industries, with little available land left for sale. Much of the commercial businesses within Yorkville are located north of GrandView Business Park along the Village's eastern edge. The Village also includes numerous areas with protected environmental and recreational resources, which are officially designated on its land use plan as Secondary Environmental Corridors, Isolated Natural Resource Areas, and Recreational Areas. In addition to streets and highways, Yorkville's transportation uses include the Canadian Pacific rail corridor and the Sylvania Airport.

The Yorkville 2035 Recommended Land Use Plan proposed a number of changes to land use for the Village in the future. This 2035 Land Use Plan, the Village's current land uses, and current Zoning Map was the platform on which changes are being recommended through this current planning process.

The following figure identifies existing land uses from 2010.




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Existing Land Use
 Village of Yorkville, WI

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2.4 Population and Demographics

According to the U.S. Census Bureau's American Community Survey 2017 five-year estimates¹, the Population of Yorkville is 3,036, an approximately 1% decrease since the last official census count in 2010. According to the Wisconsin Department of Administration's population projections², The Village's population will grow to 3,180 (4.7% increase) by 2020, and 3,265 (7.5% increase) by 2030. The population is approximately 51.7% female and 48.3% male. The median age is 46.6, compared to 40.1 for Racine County, 39.2 for Wisconsin.

In 2017, the Village had 1,192 housing units. In 2010, it had 1,216 total housing units, meaning the number of housing units has decreased by 0.28% annually. The projection for households in 2020 is 1,242 (1.38% annual increase) and the 2030 projection is 1,314 (0.75% annual increase). In 2017, 89.7% of all households were owner-occupied, 6.0% were renter-occupied, and 4.3% were vacant. Average household size was 2.63 for owner-occupied units and 2.79 for renter-occupied units. The median value of owner occupied homes was \$242,400.

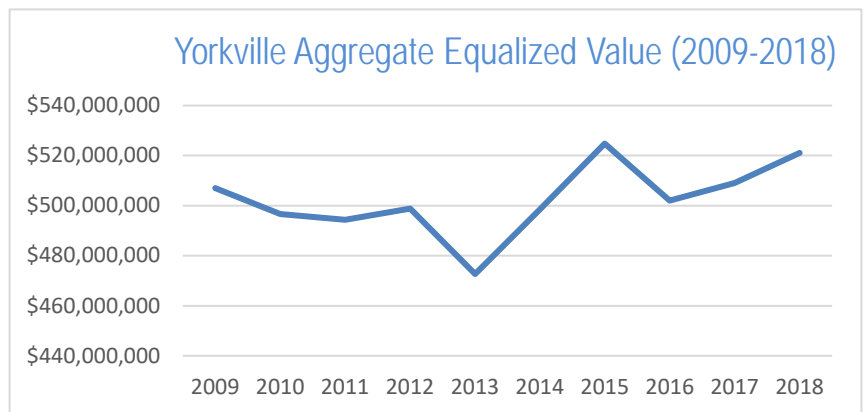
Median household income in Yorkville is \$79,453, compared to \$58,334 for Racine County, and \$56,759 for Wisconsin. Average household income in Yorkville is \$104,851, compared to \$75,049 for Racine County and \$74,372 for Wisconsin. Per capita income in Yorkville is \$39,600, compared to \$29,582 for Racine County and \$30,557 for Wisconsin.

In 2018, the five largest companies in the Village of Yorkville³ were:

1. Poclain Hydraulics Inc: 225 employees
2. Warren Industries Inc: 200 employees
3. JRS Distribution Co: 150 employees (*No longer in business.*)
4. Johnson Health Tech North America Inc: 90 employees
5. Cordstap USA: 70 employees

2.5 Municipal Growth in Net New Construction and Equalized Value

The Village of Yorkville has experienced a growth in its total equalized value in the past ten years. Between 2009 and 2018 real estate and personal property within the Village increased \$14 million, approximately a 3% increase⁴.



Source: WI Department of Revenue

¹ 2017 American Community Survey data is for the Town of Yorkville prior to its incorporation as a Village.

² The Wisconsin Department of Administration's population projections (year 2013) are for the Town of Yorkville prior to its incorporation as a Village.

³ Racine County Economic Development Corporation.

⁴ WI Department of Revenue

Looking at this growth in value by land use category, the largest percent of change occurred in the Manufacturing real estate class with a \$17.6 million gain (87%). Residential real estate grew by \$5 million (2%) while commercial grew by \$2.4 million (2%).

Yorkville Equalized Value by Land Use

Real Estate Classes	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	Change between 2009-2018	
Residential	\$274,409,100	\$268,175,500	\$269,513,100	\$253,004,200	\$240,199,200	\$251,705,500	\$261,579,600	\$249,282,000	\$260,067,300	\$279,793,400	2.0%	\$5,384,300
Commercial	\$153,930,600	\$151,011,100	\$146,977,200	\$165,119,900	\$150,735,500	\$164,025,100	\$174,353,700	\$162,636,600	\$161,965,500	\$156,359,000	1.6%	\$2,428,400
Manufacturing	\$20,316,400	\$20,031,800	\$20,932,700	\$26,117,300	\$25,583,800	\$23,943,100	\$23,916,400	\$27,182,300	\$27,422,000	\$37,882,000	86.5%	\$17,565,600
Agricultural	\$3,172,800	\$3,127,900	\$3,307,200	\$3,241,100	\$3,105,100	\$3,058,100	\$3,096,600	\$3,127,500	\$3,178,800	\$3,247,800	2.4%	\$75,000
Undeveloped	\$682,000	\$634,600	\$683,500	\$691,300	\$628,300	\$628,200	\$625,300	\$647,500	\$647,800	\$641,900	-5.9%	-\$40,100
Forest	\$2,457,000	\$2,289,900	\$2,223,600	\$2,568,000	\$2,879,500	\$2,814,500	\$2,769,000	\$2,769,000	\$2,798,400	\$2,798,400	13.9%	\$341,400
Other	\$37,301,700	\$35,766,800	\$34,995,300	\$29,759,500	\$29,399,400	\$29,136,500	\$30,036,300	\$28,539,600	\$29,044,300	\$30,328,200	-18.7%	-\$6,973,500
Real Estate Totals	\$492,269,600	\$481,037,600	\$478,632,600	\$480,501,300	\$452,530,800	\$475,311,000	\$496,376,900	\$474,184,500	\$485,124,100	\$511,050,700	3.8%	\$18,781,100
Real Estate Percent Change	-	-2.3%	-0.5%	0.4%	-5.8%	5.0%	4.4%	-4.5%	2.3%	5.3%	-	-
Personal Property Total	\$14,764,600	\$15,581,100	\$15,763,500	\$18,381,600	\$20,146,000	\$23,290,900	\$28,420,700	\$27,794,300	\$23,886,700	\$10,070,700	-31.8%	-\$4,693,900
Personal Property Percent Change	-	5.5%	1.2%	16.6%	9.6%	15.6%	22.0%	-2.2%	-14.1%	-57.8%	-	-
Aggregate Equalized Value	\$507,034,200	\$496,618,700	\$494,396,100	\$498,882,900	\$472,676,800	\$498,601,900	\$524,797,600	\$501,978,800	\$509,010,800	\$521,121,400	2.8%	\$14,087,200
Aggregate Equalized Value Percent Change	-	-2.1%	-0.4%	0.9%	-5.3%	5.5%	5.3%	-4.3%	1.4%	2.4%	-	-

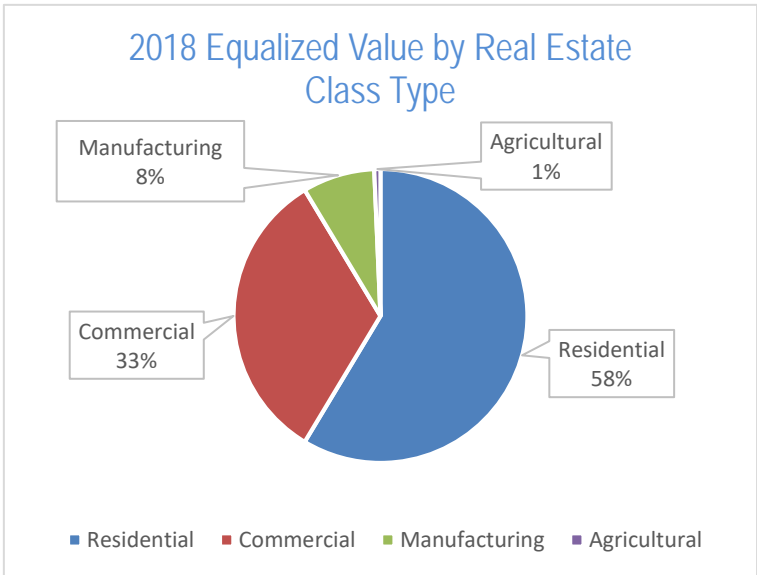
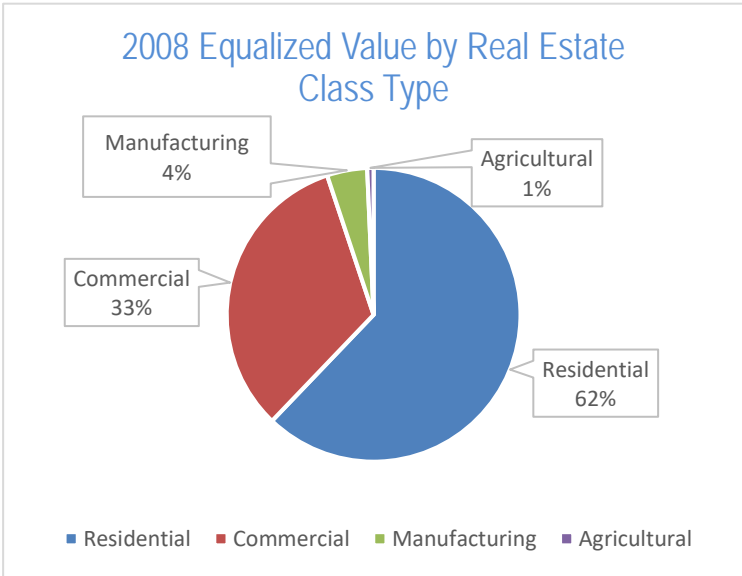
Source: WI Department of Revenue, Statement of Merged Equalized Values

The real estate portion of the Village of Yorkville's total equalized value is composed of several different land use types. The Residential class provides more than 50% of the total equalized value in the Village. Commercial provides approximately 30%. Between 2008 and 2018 Manufacturing rose from 4% of the total equalized value to 7%.

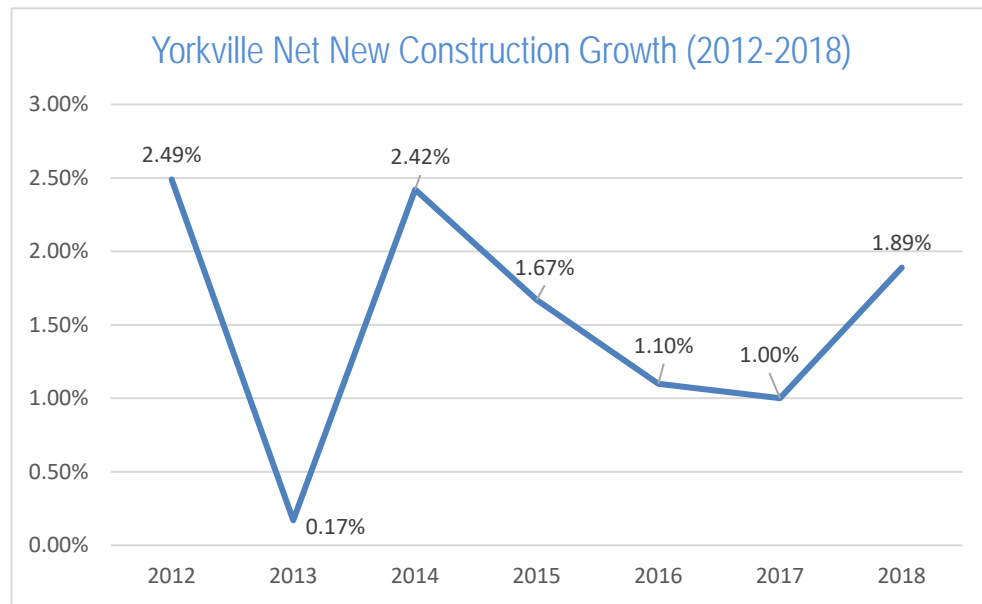
Yorkville Real Estate Value

Real Estate Classes	2008	Percent of Total Real Estate	2013	Percent of Total Real Estate	2018	Percent of Total Real Estate
Residential	\$279,164,800	57%	\$240,199,200	53%	\$279,793,400	55%
Commercial	\$146,994,600	30%	\$150,735,500	33%	\$156,359,000	31%
Manufacturing	\$19,856,900	4%	\$25,583,800	6%	\$37,882,000	7%
Agricultural	\$3,135,600	1%	\$3,105,100	1%	\$3,247,800	1%
Undeveloped	\$650,700	0%	\$628,300	0%	\$641,900	0%
Forest	\$2,046,600	0%	\$2,879,500	1%	\$2,798,400	1%
Other	\$38,756,100	8%	\$29,399,400	6%	\$30,328,200	6%
Real Estate Totals	\$490,605,300	-	\$452,530,800	-	\$511,050,700	-
Personal Property Total	\$15,620,000	-	\$20,146,000	-	\$10,070,700	-
Aggregate Equalized Value	\$506,225,300	-	\$472,676,800	-	\$521,121,400	-

Source: WI Department of Revenue, Statement of Changes in Equalized Values by Class & Item



One of the factors in the growth of the Village's equalized value is new construction. Over each of the last seven years, the Village of Yorkville has experienced growth in new construction. During six of the past seven years, net new construction was between 1% and 2% annually, with the exception of construction in 2013.



Source: WI Department of Revenue

Comparing net new construction to neighboring municipalities, Yorkville experienced higher than average growth in 2012, 2014, 2015, and 2018.

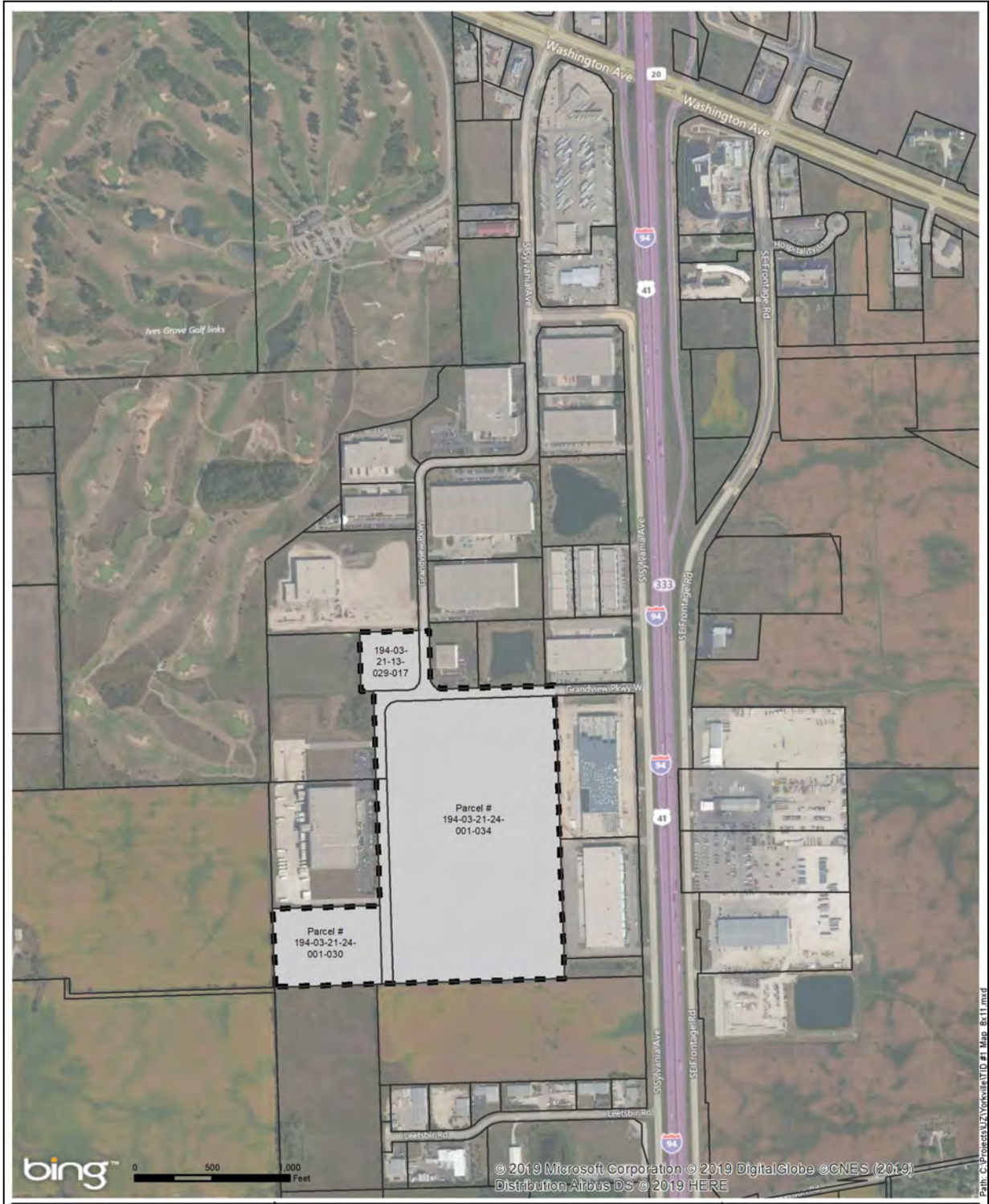
Net New Construction Growth for Yorkville and Neighboring Communities

Net New Construction	2012	2013	2014	2015	2016	2017	2018
Yorkville	2.49%	0.17%	2.42%	1.67%	1.10%	1.00%	1.89%
Town of Burlington, Racine Co	0.26%	0.37%	0.65%	1.24%	0.48%	0.61%	1.09%
City of Burlington, Racine Co	0.49%	0.52%	0.26%	1.44%	0.47%	2.03%	1.56%
Rochester, Racine Co	0.29%	0.52%	0.79%	1.46%	1.66%	1.40%	1.32%
Caledonia, Racine Co	0.43%	0.43%	1.04%	0.78%	0.48%	0.95%	0.91%
Union Grove, Racine Co	-0.23%	0.03%	0.73%	1.56%	0.83%	2.04%	0.35%
Raymond, Racine Co	0.44%	0.76%	1.07%	2.02%	1.55%	0.84%	1.24%
Paddock Lake, Kenosha Co	0.22%	0.33%	0.45%	0.57%	0.28%	0.37%	0.78%
Bristol, Kenosha Co	0.26%	0.90%	1.56%	1.62%	1.78%	2.36%	1.25%

Source: WI Department of Revenue



2.6 Tax Incremental Districts

The Village of Yorkville recently created a Tax Incremental Financing District (TID) located within the existing GrandView Business Park. The Joint Review Board adopted a resolution creating TID No. 1, on October 9, 2019. TID No. 1 has been established as an industrial district with the goal of providing infrastructure needed for new commercial and industrial development that will bring an increase in assessed valuation to benefit the entire Village. A map of the TID No. 1 boundaries follows.




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 Project Number: YORKV 149602
 Print Date: 8/16/2019
 Map by: BG

TID #1 District Boundary Map
 Village of Yorkville, WI

 Racine County Parcels
 TID #1 Boundary



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2.7 Natural Features and Topography

The Village of Yorkville contains a number of natural and topographical features which should be considered with any potential new development. The corridor is home to several areas designated as Secondary Environmental Corridors and a substantial number of additional Isolated Natural Resource Areas. These areas are identified based on the presence of one or more specific natural elements, including:

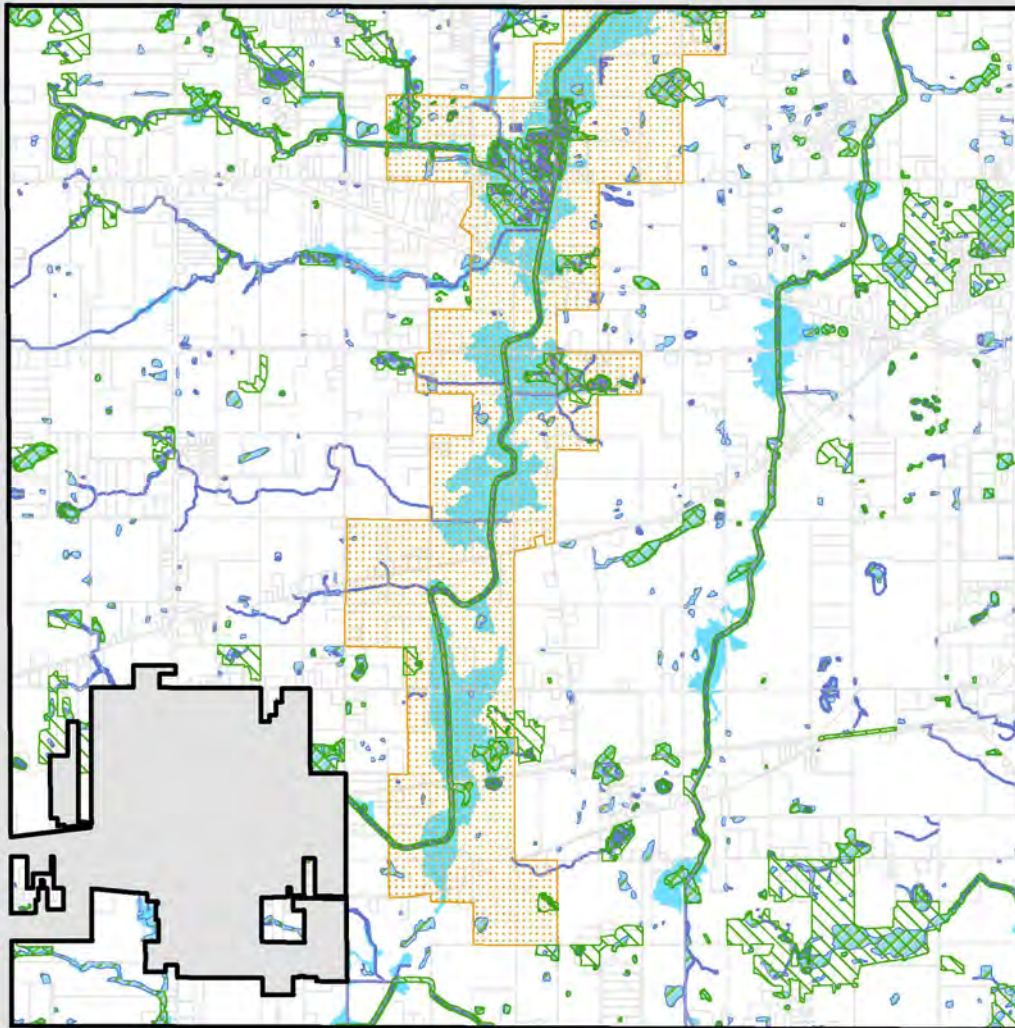
- Lakes, rivers, and streams (and their associated shorelands and floodplains)
- Wetlands
- Woodlands
- Prairies
- Wildlife habitat areas
- Areas of wet, poorly drained, and organic soils
- Areas of rugged terrain and high relief topography









While Primary Environmental Corridors are also designated within Racine County, none are present within the Village.

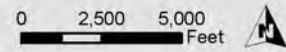
The East Branch of the Root River runs west of Yorkville's I-94 Corridor. As outlined in the Plan, *A Restoration Plan for the Root River Watershed* (SEWRPC 2013), protecting and improving the lands immediately around the river as an environmental corridor would provide important habitat, recreational areas and stormwater infrastructure. Development in Yorkville adjacent to the Root River will need to take into consideration the Root River Watershed Plan's recommendations related to land use, pollution abatement, and water quality management that are directly related to the Root River watershed including the following:


- Implementation of BMP's to reduce runoff pollution in the watershed (i.e., infiltration basins, green infrastructure);
- Erosion-control and reduction of pollution from rural runoff;
- Regulatory oversight of private-property wastewater treatment systems;
- Slowing and moderating water flow to the Root River; and
- Preservation and development of riparian buffers.

Aside from designated environmental corridors and natural resource areas, Yorkville contains many other wetland areas and areas within the 100-year flood plain. Where feasible, development should avoid impacts to all environmentally sensitive areas in order to preserve the Village's environmental health and natural aesthetic. Any future development will be dependent on new delineation of actual environmental features prior to development approvals.



	Environmental Corridors		100-year Flood Zone		Village Boundary
	WDNR Wetlands		Waterbodies		Parcel Boundaries
	Drainage Districts		Rivers and Streams		




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Existing Natural Resources Village of Yorkville, WI

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2.8 Infrastructure

2.8.1 Sanitary Sewer

The Village of Yorkville's sanitary sewer system was established in 1965 with the construction of a wastewater treatment plant. The Yorkville Sewer Utility District No. 1 operates a 0.150 million gallon per day (MGD) annual average design flow wastewater treatment facility (WWTF) servicing an approximate population of 1,000. There are not significant industrial users in the service area, but the utility district does monitor local businesses and industry through local sewer use ordinance authority.

The WWTF operates as an activated sludge treatment process with a chemical addition for phosphorus removal. Major equipment upgrades are needed to take place in the next several years to achieve better ammonia nitrogen and phosphorus removal and to address short term growth within the I-94 corridor.

2.8.2 Water

The Village of Yorkville's water system has one well and one 750,000 gallon elevated storage tank. In 2018, the Water Utility had 34 commercial customers including the Ives Grove Golf Course which is the utility's largest customer. Outside the water utility service area, water is supplied by groundwater through private wells.

The Village's water infrastructure is in need of upgrades to the system. A new water treatment plant (WTP) will be considered in future years to treat iron, manganese, radium that is being drawn from the Village's existing well #1. A new well (well #2) will also be necessary as an additional source with higher quality water for and as to provide redundancy to the existing system for water customers. Well #2 would remain in the Lake Michigan basin and would support future development within the I-94 corridor.

2.8.3 Storm Sewer

Stormwater drainage in the Village of Yorkville occurs through roadside ditches and natural watercourses, as well as formal stormwater management facilities including curb and gutter storm sewer systems with catch basins, inlets, and detention, retention and infiltration basins. In addition to these systems new development is encouraged to capture stormwater on site and then slowly release it downstream. Existing farmland drainage districts should be maintained and expanded as future need warrants.

2.8.4 Transportation Network

Three interchanges providing access to I-94 exist within the Village of Yorkville. Sylvania Avenue and West Frontage Road provide access to properties adjacent to I-94 for nearly the entire length of the Village's eastern boundary, while GrandView Parkway provides additional access within the GrandView Business Park. Additional major routes within the I-94 Corridor Plan Study Area include State:

- Highway 11;
- State Highway 20;
- County Highway A;

- County Highway C; and
- County Highway KR.

These roads act as arterial roadways between I-94 and areas further west within the Village.

The Transportation Improvement Program (TIP) for Southeastern Wisconsin: 2019-2022 and VISION 2050 are both planning documents adopted by SEWRPC which relate to transportation network improvement projects in the Region. The 2019-2022 TIP does not include any major projects for the I-94 corridor in Yorkville. VISION 2050 document calls for future planning of transportation in the I-94 corridor area per the following:

- Proposed off-street bicycle path along the Canadian Pacific rail corridor
- Major Highways designated for on street bicycle facilities where feasible:
 - State Highway 11
 - State Highway 20
 - County Highway A
 - County Highway C
 - County Highway KR
- Widen I-94 for its entire length within the Village of Yorkville (expansion to 8 lanes)

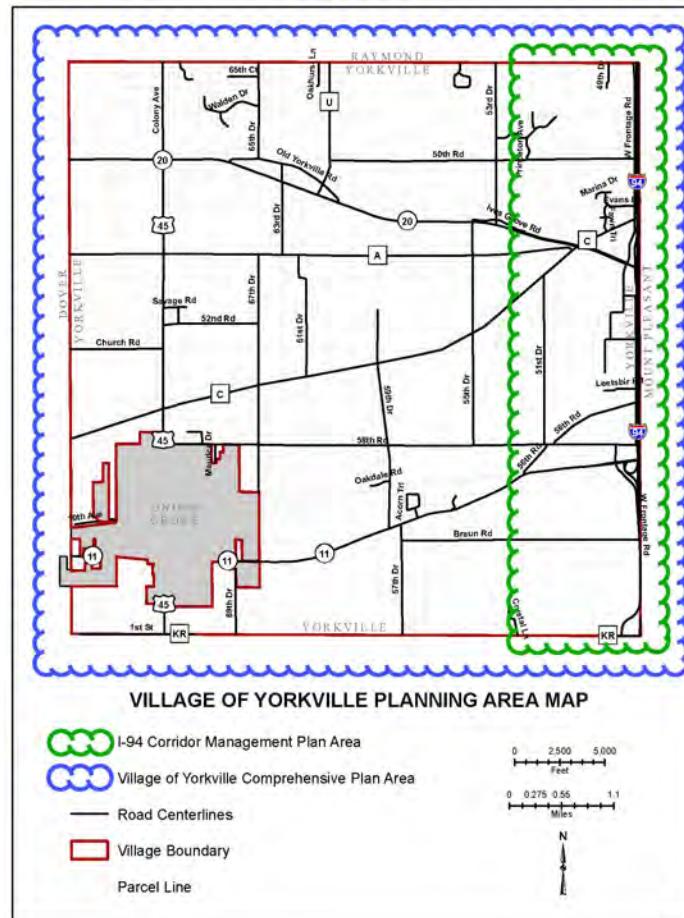
3 Future Land Use Planning and Future Transportation Needs

3.1 Process and Public Involvement

Defining the I-94 corridor was a critical factor in evaluating and determining the final recommendations of the Corridor Plan. The project utilized a broad geographical concept at the start of the process. Exact boundaries were initially not defined for the study area intentionally to keep all areas within the village open for discussion in terms of how they may be affected by land use decisions related to I-94. During the public involvement process, the boundaries of Yorkville's I-94 Corridor was discussed.

This Corridor Master Plan focuses land use decisions and recommendation on areas closer in proximity to I-94, primarily including the area between I-94 and the line created by extending 51st Street north and south to the Village border. This forms an area approximately 1 mile wide along the Village's eastern edge.

Initial Broad Geographic Representation of I-94 Corridor



Public involvement efforts played a key role in developing the Corridor Plan. As part of the planning process, The Village held one public information meeting and one public workshop. A Village-wide survey was also conducted to gain further input and ideas from Village residents and

stakeholders. Each of these public involvement efforts provided unique insights which helped to guide the development of the Corridor Plan.

3.1.1 Public Information Meeting – March 2019

The first Public Involvement Meeting for this study took place early in the study process, on March 14, 2019. The goal of the meeting was to introduce the study, lay out the project schedule and scope of the study, and gather initial input from Village community members and stakeholders. The meeting included two input exercises. General comment forms were also provided for additional questions and comments.

The first input exercise was a SWOT (Strengths, Weaknesses, Opportunities, and Threats) analysis. For this exercise, meeting attendees were encouraged to identify existing strengths, weaknesses, opportunities, and threats near the I-94 corridor, and write their ideas on boards provided at the meeting. This was an important exercise for identifying the community's likes and dislikes, values the community would like to preserve, and areas to improve while planning for the future. The exercise was a success, with the community providing over 240 ideas. Major take-aways from the exercise include:



- Strengths: Rural character with homes and agriculture, great schools, GrandView Business Park
- Weaknesses: Drainage/flooding, infrastructure (roads, internet, water, sewer), services (grocery, hardware, drug store)
- Opportunities: Maintain rural residential character/identity, recreation (parks, trails), planned economic growth (I-94 development, business park, jobs), lower taxes
- Threats: Large scale development from large businesses, loss of character/rural areas to development, increasing need for services, higher taxes

The full results from PIM #1 including the SWOT Analysis are documented in Appendix B.

The second input exercise was the Corridor Development Pulse Exercise. This used maps and dot stickers to allow meeting attendees to point out areas where they thought new development should take place, as well as areas where they would not like to see new development. This exercise also provided a lot of community input, with hundreds of dot stickers being placed by participants. General themes identified from the results include:



- New development, if any, should be focused within the existing GrandView Business Park, or to the north or south of the business Park.
- Areas where new development should not take place include areas to the west of GrandView Business Park, including areas further away from the current business park/I-94 corridor.
- Keeping new development completely outside of the Village was not supported by any of the participants, but rather was opposed by some participants.



The full results from PIM #1 including the Corridor Development Pulse Exercise are documented in Appendix B.

3.1.2 Public Planning Workshop – May 2019

A Public Planning Workshop for the study took place on May 14, 2019. The workshop was open for anyone wishing to attend, including community members and stakeholders. Exhibits of draft Future/Recommended Land Use Plans and potential alternatives for future utilities were on display for attendees review and comment. Two exercises were conducted at this workshop to gather additional input on the draft Corridor Land Use Plan and the community’s aesthetic preferences.

The first input exercise was a visual preference survey. A total of 86 images showing various buildings and development layouts were numbered and put on display. Meeting attendees were encouraged to rate each image on a scale of 1 (strongly negative/dislike) to 5 (strongly positive/like). This exercise was split into two parts; one included a group of photos to evaluate specifically for the I-94 corridor, while the other included a group of photos to evaluate for the Village as a whole. For the I-94 corridor, in general, scores were higher for more modern looking industrial buildings, single story buildings, and lower density development. Scores were generally lower for strip mall commercial, big box stores, mid-rise buildings, and higher density development.

The full results from the Public Planning Workshop including detailed results of the visual preference survey are documented in Appendix C.

Themes from 5/2019 Planning Workshop

- Visual Preference Survey: [Development Along I-94 Corridor](#)

Mode of 5 - Strongly Positive / Like
 - Office Use Along the Corridor



Mode of 4 – Slightly Positive
 - Office / Manufacturing, Rural, Maintaining Community



The second input exercise was a dot comment exercise, which was also divided into two parts to focus on both I-94 corridor specifically, and the Village as a whole. This was a more open-ended exercise for any additional comments or concerns related to the corridor. Meeting attendees were encouraged to place numbered dot stickers on maps provided by the study team, then write their comments next to their comment number on the comment forms provided. The comment form for the I-94 corridor exercise also included a question asking what types of land use the community would like to see along the corridor in the future, if any, and provided space to provide any additional comments. General themes from the responses received during the exercise include:

- Agricultural land uses received the most support from the community.
- Industrial, commercial, and mixed-use development received more support than residential development.
- Residential development should maintain large lots and rural character and be focused in location further from the I-94 corridor (e.g. Highway 20/Highway 45 intersection, east of Union Grove).
- Any commercial/industrial development should be focused near the I-94 corridor.
- Stormwater/drainage is a concern and should be properly addressed with new development.



The full results from the Public Planning Workshop including the detailed results from the dot comment exercise are included in Appendix C.

3.1.3 Village-Wide Community Survey

In March 2019 the Village of Yorkville requested community participation through a village-wide survey to help inform the I-94 Corridor Master Plan and 2050 Comprehensive Plan efforts.

A letter encouraging participation was mailed to Village property owners. The survey was also advertised at the March 14, 2019 Public Information Meeting. The Village included an article about the planning process and invited community participation in the survey in the April 1, 2019 Yorkville Newsletter. In total, 234 surveys were completed. Considering the Village's estimated population of 3,036 residents in 2017, approximately 8% completed the community survey. The survey was available between March 14th and April 16th, 2019. Community members were encouraged to complete the online version of the survey, however paper copies were available at Yorkville Village Hall and were mailed to those who requested one.

Survey results indicate that the majority of respondents would like the Village of Yorkville, over the next 30-years, to promote maintaining a friendly, small, safe community atmosphere; a good school system; promote public health, an active community and youth activities; support existing businesses; maintain and improve local roads; and protect natural areas, agricultural lands and groundwater.

One of the questions in the survey inquired about community preference for the type of development the Village of Yorkville should encourage in the next 30 years. Development types

which survey respondents indicated Yorkville “needs more of” include: Single Family Homes (49%, however 44% indicated keep at existing level).

Development types which survey respondents indicated Yorkville needs to “keep at existing level” include:

- Offices / Business Parks (55%, 32% indicated more needed);
- Retail / Shopping (50%, 34% indicated more needed);
- Neighborhood Services / Businesses (57%, 36% indicated more needed);
- Restaurants (50%, 43% indicated more needed);
- Entertainment / Attractions (56%, 30% indicated more needed);
- Hotels / Motels (53%, 24% indicated less needed); and
- Industry / Manufacturing (44%, 37% indicated more needed).

Development types which survey respondents indicated Yorkville “needs fewer of” include: Two Family Homes / Duplexes / Twin Homes – Owner or Renter Occupied (43%); Triplexes (58%); Multi-Family Apartments – 4+ units (61%); Manufactured Homes / Mobile Home Parks (62%); and Condominiums (39%).

Survey respondents, primarily Village of Yorkville residents were in favor of the Village controlling the location of new or additional development, which 73% of respondents indicating this as being “extremely important”.

The community survey also asked where respondents would like to see various types of development in the Village of Yorkville.

- “Within GrandView Business Park” was favored for:
 - Commercial Development (38%),
 - Offices (38%), and
 - Manufacturing / Industrial (36%).
- “South of GrandView Business Park” was preferred for:
 - Commercial Development (by only 22%) and
 - Manufacturing / Industrial (20%).
- “North of GrandView Business Park”:
 - Scored between 12% and 18% for all development types surveyed.
- “West of GrandView Business Park”:
 - Scored between 8% and 15% for all development types.
- “Other places outside the I-94 Corridor was preferred by survey respondents for:
 - Restaurants (22%) and
 - Grocery Stores (26%), while
 - Car Dealerships / Vehicle Services was preferred as “Do Not Encourage in the Village (43%), as was Retail (20%).

When surveyed about the importance of factors for new development,

- Extremely important factors include: traffic flow/circulation, and
- Very important factors include: architecture/building design; parking availability; walking/bike access; site landscaping; and signage.

The full results from the Community Survey are included in Appendix D.

3.1.4 Other Public Involvement Efforts

Numerous other forms of community engagement were employed in an attempt to involve as many stakeholders as possible during the planning process. In addition to the methods discussed previously, the Village routinely updated their website with project information to keep stakeholders as informed as possible. The study team also released a project newsletter after the first Public Involvement Meeting to provide an update on the project status, provide a link to the project on the Village website, provide a link to the Village-wide survey, and provide contact information for the study team for any additional questions or comments. The study team also maintained multiple threads of correspondence with individual stakeholders in order to help answer questions and provide information on an individual basis where needed.

3.2 I-94 Corridor Master Plan – Future Land Use Categories

The following land use categories were used for this Corridor Plan. These are also the categories used in the Village’s current 2035 Village-Wide Recommended Land Use Plan, and were incorporated into the Corridor Plan to maintain consistency.

3.2.1 Agriculture, Rural Residential, and Open Land

This land use category consists of agricultural lands and other open lands, such as small wetlands and woodlands not included within an environmental corridor or isolated natural resource area.

This land use category also allows the development of lands with rural residential uses, provided a minimum density of at least three acres per dwelling unit is maintained. Rural residential development is encouraged to occur utilizing cluster development designs where feasible. Steep slopes, poorly drained soils and other physical constraints can be avoided by utilizing cluster development designs, preserving large blocks of high quality environmental corridors and productive farmlands. Rural density residential development is intended to reflect the overall density within the identified rural area of at least three acres per dwelling unit (and mapped with agriculture land uses).

3.2.2 Residential Land Uses

Residential land uses include the following:

- Rural Residential – as included in the above listed land use category, *Agricultural, Rural Residential, and Open Land*.
- Suburban Residential - defined as 1.5 to 2.9 acres per dwelling unit.
- Low Density Residential - 19,000 square feet to 1.49 acres per dwelling unit
- Medium Density Residential - 6,200 to 18,999 square feet per dwelling unit

Under the Racine County multi-jurisdictional land use plan, “urban” residential development is defined as residential development which occurs at densities of less than 1.5 acres per dwelling unit. In the Village of Yorkville, this includes both the *Low Density Residential* and *Medium Density Residential* land use categories.

3.2.3 Commercial

This land use category includes commercial, limited commercial, office park, and a limited amount of mixed-use development. The type and size of commercial and mixed-use

developments will need to be reviewed on a case-by-case basis by the Village of Yorkville to determine if the projects proposed are in the best interest of the community and consistent with the Village's long-term plan objectives and policies. It is anticipated that new commercial developments would be created to be complementary with existing adjacent land uses, and may include office, commercial services, and neighborhood shopping.

3.2.4 Industrial

The industrial land use category is general in that it includes light and heavy industrial uses. The type and size of industrial developments will need to be reviewed on a case-by-case basis by the Village of Yorkville to determine if the projects proposed are in the best interest of the community and consistent with long term plan objectives and policies. The Village anticipates that industrial land use within the Village's future sewer service area will include lighter industrial uses that will have a low demand for water and sewer capacity.

3.2.5 Streets and Highways

This land use category is composed of rights-of-way for roads, streets, and highways which provide for vehicular, bicycle, and pedestrian access to abutting land uses. In some areas utility and stormwater facilities will be located within this land use category.

3.2.6 Transportation, Communication, and Utilities

Land uses in this category include airports, railroad corridors, utility facilities such as a water and sanitary sewer system facilities, and electric and telecommunications facilities.

3.2.7 Governmental and Institutional

The Governmental and Institutional land use category includes government buildings and facilities as well as schools and church facilities.

3.2.8 Recreational

Land uses in this category include parks and other public recreational facilities.

3.2.9 Secondary Environmental Corridors and Isolated Natural Resource Areas

This category was included in the Village's 2035 Recommended Land Use Plan developed by SEWRPC, along with a Primary Environmental Corridor land use category. SEWRPC defines Primary Environmental Corridors as those areas that would be preserved in essentially natural open uses. This includes concentrations of important natural resources at least 400 acres in size, two miles long, and 200 feet in width. On the 2035 Recommended Land Use Map, SEWRPC did not identify any Primary Environmental Corridors in Yorkville.

Secondary Environmental Corridors are defined as being at least one mile long and 100 acres in area. Secondary Environmental Corridors within the Village of Yorkville are generally located along the perennial streams. Secondary environmental corridors should be considered for preservation as the process of urban and rural development proceeds based upon local needs and concerns. While such corridors may serve as an attractive setting for well-planned rural residential developments, they also can serve as economical drainage ways, stormwater detention basins, and provide needed open space in developing urban areas.

Isolated Natural Resource areas consist of smaller pockets of wetlands, woodlands, or surface water that are isolated from environmental corridors. They are areas with at least five acres in size. Isolated natural resource areas should be preserved in natural, open uses to the extent practicable. Lowland portions - areas that are floodplains and wetlands—are recommended not be filled and be kept free from future development.

It is recommended that the Village of Yorkville consider protection of areas in this land use category as local needs and conditions may warrant.

3.2.10 Surface Water

This land use category includes surface water resources such as streams and lakes and their associated wetlands and floodplains.

3.2.11 Urban Reserve

This category was included in the Village’s 2035 Recommended Land Use Plan to designate lands within the Yorkville planned urban service area (for future utility planning) that, while envisioned for future urban use, may prove difficult to develop due to such constraints as limited highway access and the cost of providing sanitary sewer service. This category was designed to allow the Village the flexibility to consider various future land uses as specific development proposals were forwarded to local officials. Development of residential, commercial, industrial, recreational, governmental and institutional, transportation and utility land uses could all be accommodated in the urban reserve area if local officials determine that such uses are deemed appropriate to provide an overall benefit to the community.

The Corridor Plan recommends removing the Urban Reserve category entirely from the I-94 corridor. The Urban Reserve category, while useful in providing flexibility to developers and accounting for uncertainty in future utility expansion, does not provide a clear understanding of what future land use would look like in areas with this designation. Previous land use plans for the Village generally assumed that not all urban reserve areas would become developed over the long-term planning horizon, but the large areas of urban reserve would provide more flexibility for development types and locations. However, current development pressures have created the perception that most or all of the urban reserve areas could have the potential to be developed. In many instances, this would not conform to the existing rural character of Village, a Village asset that is highly valued by the community.

One goal of the Corridor Plan was to more clearly define allowable future land use in areas near the I-94 corridor. Reclassifying urban reserve areas to more clearly defined land use categories was an important part of this process. This has provided more certainty for the community regarding recommended future land uses and will allow them to make more informed decisions on issues such as transportation network and utility improvements over the next several decades.

3.3 Land Use Scenarios

Through the various public outreach activities and input exercises, the study team identified three areas where potential development and land use changes should receive extra consideration and obtain additional input. These areas were generally undeveloped with the potential for development, were in close proximity to other land uses requiring special consideration (such as the existing GrandView Business Park and neighboring suburban residential areas), and had previously included larger areas of the Urban Reserve land use designation. Different future land

use “scenarios” were examined for these areas to help the Village, the study team, and the Village stakeholders have a better understanding on what certain types of development might look like and what the results of certain land use decisions might be in these areas. Looking at these scenarios helped inform the study team regarding other land-use related decisions such as utility planning and transportation infrastructure improvements.

A map of the boundaries of the three land use scenarios is on the following page.

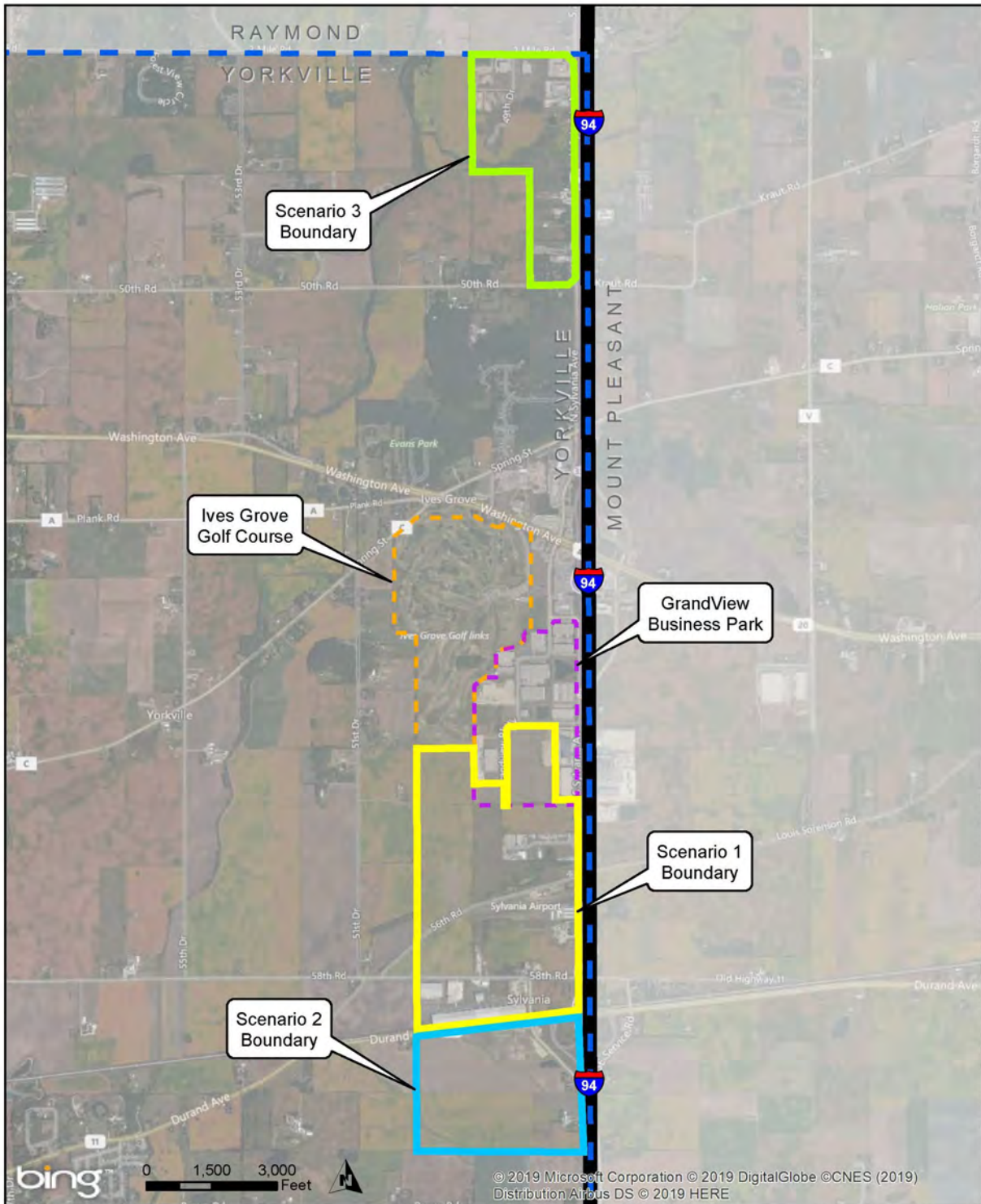
3.3.1 Future Land Use Scenario 1

Land Use Scenario 1 focused on the area immediately surrounding the GrandView Business Park. This area includes much of the Village’s current industrial land uses and was identified as one of the most preferable places for new industrial development. The area’s northern boundary runs through the existing GrandView Business Park to include much of its undeveloped area, and also runs west below the Ives Grove Golf Course to include a small amount of additional undeveloped area. The eastern boundary for this area is the western frontage road that runs along I-94. The southern boundary runs adjacent to the Canadian Pacific rail corridor to include the developed area between 58th Road and State Highway 11. The western boundary extends west to a line east of 51st Drive by 0.25 mile. The 0.25 mile strip of land between the Land Use Scenario 1 boundary and 51st street was assumed to be left as agricultural/rural residential use. The purpose of this was to maintain clear separation between rural residences (primarily west of 51st Street) and any future industrial development.

For Land Use Scenario 1, the study team looked at various mixes of industrial and commercial development. This included leaving the current Sylvania airport in its current locations, and extending the same types of industrial uses from the GrandView Business Park further south and west. The study team also looked at potential commercial use along major transportation corridors such as State Highway 11. With the communities expressed desire to keep new development near the I-94 corridor, The Highway 11 Corridor and the I-94 west frontage road were Ideal locations for new commercial development.

3.3.2 Future Land Use Scenario 2

Land Use Scenario 2 focused on the area immediately south of the Land Use Scenario 1 area. This area previously included the largest continuous area of Urban Reserve area, though much of the area is currently used for agriculture. The study team looked at mirroring the Land Use Scenario 1 uses, with commercial uses located along Highway 11 and W Frontage Road, with more industrial land uses to the south. Thus, the northern and eastern boundaries were State Highway 11 and West Frontage Road respectively. The studies western boundary was an extension of Scenario 1’s boundary maintaining at least 0.25 mile of open space between potential new development and the majority of the Village’s rural residences. This same idea of a 0.25 mile strip of open space was also applied to this areas southern boundary, which runs east/west approximately 0.25 mile north of Braun Road.



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Project Number: YORKV 149602
Print Date: 9/11/2019
Map by: BG

Land Use Scenario Boundaries
Village of Yorkville, WI

This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.

The study team also looked at a scenario (Land Use Scenario 2a) in this area that would still include industrial and commercial development, but at lower densities than what were looked at for Land Use Scenario 1. The reason for this was to look at what potential new development might look like if utilities were not expanded to this area, and new transportation infrastructure was minimized as a potential cost saving strategy for the Village. Ultimately, this resulted in slight changes in the where the ideal locations for commercial and industrial development would be, but generally includes the same mix of these uses with larger lot sizes.

3.3.3 Future Land Use Scenario 3

Land Use Scenario 3 focused on the northeast corner of the Village. This area includes a number of existing commercial and industrial businesses along 2 Mile Road and W Frontage Road. The boundary follows 2 Mile Road on the north, West Frontage Road to the east, 50th Road to the south, and a number of existing commercial and industrial property boundaries to the west. The boundary for this scenario was drawn to include the existing businesses and the land currently owned by those businesses, but with no additional area included for development. This was done to encourage the expansion of these land uses closer to the existing GrandView Business Park as in Scenarios 1 and 2.

Land Use Scenario 3 looked at increasing density of commercial and industrial uses within the scenario boundary as an option for additional development. It also considered a less dense scenario (Land Use Scenario 3a) as an option that would maintain a majority of the existing property boundaries and require minimal utility improvements as a cost saving strategy.

3.3.4 Assessed Value Impacts

The Village will benefit from the increases in assessed valuation that will occur as development occurs within the I-94 Corridor. It is anticipated that at full buildout of an expanded GrandView Business Park (as in Scenario 1), an additional assessed valuation of \$110 million is estimated to occur. Scenarios 2 and 3, likewise will generate significant new assessed valuation as development of Yorkville's I-94 Corridor occurs.

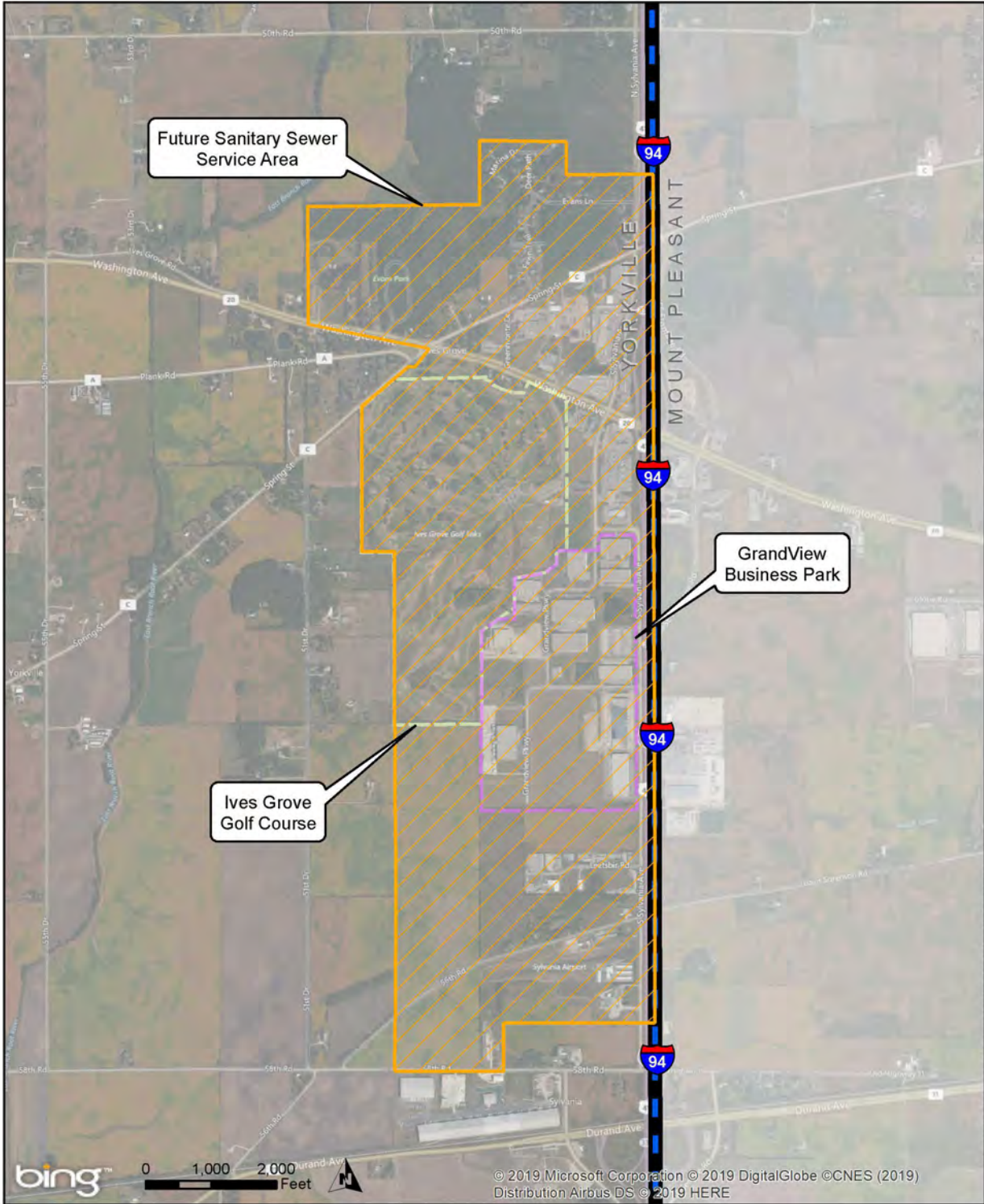
Future Valuations						
Scenario Number	Area	Municipal Water/Sanitary Sewer Service Available?	Acreage	Existing Valuation (2018)	Estimation of Future Valuation - Unsewered	Increase from 2018 Valuation
1	Grandview Extended	Yes	503	\$ 36,275,700	\$ 146,510,900	\$ 110,235,200
2a	Hwy 11 to Braun Rd - Unsewered Development	No	219	\$ 2,878,300	\$ 18,158,430	\$ 15,280,130
3a	50th Rd to 2 Mile Rd - Unsewered Development	No	206	\$ 11,237,700	\$ 16,653,310	\$ 5,415,610
NOTE: Value per Acre for Future Sewered Development: Industrial = \$400,000/ac; Commercial = \$600,000/ac						
Value per Acre for Unsewered Development: Industrial = \$70,000/ac; Commercial = \$100,000/ac						

However it should be noted that the development of any of the sites could drastically change the assessment of the Corridor. For example, the inclusion of a single \$5 million development would increase the value of the GrandView Business Park by more than 14 percent, and a \$10 million development would increase the value by 28 percent. Individual proposed projects should be vetted through the Village's development review process to ensure Village resources are available to meet the demands of proposed developments.

3.4 Sanitary Sewer Service Area

Sanitary sewer service area plans identify the outer boundary of the area within which sanitary sewers may be extended. These service area plans take into consideration avoiding environmental sensitive lands, maintaining and improving regional water quality, and providing municipal sanitary sewerage and water supply services in an efficient and effective manner.

Through this I-94 Corridor Master Plan, the Village of Yorkville is beginning the process of updating its current Sanitary Sewer Service Area to the area identified in the map that follows.




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 www.sehinc.com
 Project Number: YORKV 149602
 Print Date: 10/18/2019
 Map by: BG

Future Sanitary Sewer Service Area
 Village of Yorkville, WI

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3.5 Future Transportation Network and Transportation Plan Compliance

As mentioned previously, WisDOT has planned the expansion of I-94 between College Avenue (City of Milwaukee) and State Highway 142 (Town of Paris) as part of the I-94 North-South Freeway Project. This project will expand I-94 from six to eight lanes and includes the section of I-94 that runs adjacent to Yorkville's eastern border. The purpose of the Interstate Highway expansion is to improve safety while reducing congestion and modernizing the important 35-mile transportation artery. Construction began in 2018 and will continue through 2020.

In 2009-2010, WisDOT developed the I-94 Frontage Roads Access Management Vision, which serves as an access management plan for frontage roads along I-94 in Racine and Kenosha Counties. The plan was most recently updated in 2017. The purpose of the I-94 Frontage Road Access Management Vision is to provide WisDOT and local units of government with a unified, long range, access management vision of the corridor. The plan's intent is to be used as a comprehensive and collaborative tool for the evaluation of future access requests as development and redevelopment occurs adjacent to frontage roads. The plan will also provide a guide to local officials to determine the optimum location for developments of differing type, scale, and traffic generation. Major recommendations from this plan in Yorkville include:

- A north/south local roadway west of S Sylvania Avenue between CTH KR and STH 11. This would include numerous potential east/west connections to S Sylvania Avenue as needed.
- Potential local roadway connections between 58th Road, Grandview Parkway and W Frontage Road north of STH 11.
- A north/south local roadway west of W Frontage Road between CTH C and 2 Mile Road. This would include numerous potential east/west connections to W Frontage Road and a potential connection to Deer Path as needed.
- Numerous private access points and traffic signals along W Frontage Road and S Sylvania Avenue as warranted.

SEWRPC adopted VISION 2050: A Regional Land Use and Transportation Plan for Southeastern Wisconsin in 2017. The transportation component of VISION 2050's recommendations include six major elements, including; public transit, bicycle and pedestrian, transportation systems management, travel demand management, arterial streets and highways, and freight transportation. The majority of these elements, as they pertain to Yorkville, focus primarily on the I-94 corridor, and include (but are not limited to) Roadway Facility Improvements (i.e. the current I-94 expansion project), a rapid transit line from STH 20 north along I-94, the park and ride near State Highway 20, intercity transit services along I-94, and numerous interstate transportation systems management measures. The plan also recommends facility improvements and on-street bicycle accommodations on many highways within Yorkville. The Plan notes that many of the plans recommendations are fiscally constrained, but additional funding would be necessary for the implementation of transit-related recommendations.

As new developments are proposed in the Village of Yorkville, the Village will take into consideration the goals of these state and regional plans and implement a multi-modal transportation network that balances local and regional objectives.

4 Zoning Districts and Allowable Uses

The 2050 Recommended Land Use Map for Yorkville's I-94 Corridor was developed with the Village's zoning ordinance in mind. Implementation of this plan will be done in part through the Village's zoning ordinance and zoning map as future development is proposed and approved through the Village's development review process.

The 2050 Recommended Land Use categories were designed to align with the zoning ordinance.

The Industrial land use category includes the M-1 Light Industrial Zoning District, the M-2 General Industrial Zoning District, M-3 Heavy Industrial Zoning District and M-4 Quarrying District. To understand the difference between the M-2 and M-3 Zoning Districts, following is a brief outline of allowable uses. See the Village of Yorkville's Zoning Ordinance for full details. All proposed future development is subject to approval through the Village's development review process and current municipal ordinances.

- The M-1 Light Industrial District outright permits: offices; research and testing laboratories; schools and training centers; cleaning, pressing and dyeing establishments; Commercial greenhouses; wholesalers and distributors; food locker plants and light industrial plants such as required for production of millwork, machine tools, paper containers, patterns, die castings, light metal fabrication and similar small industries.
- The M-2 General Industrial District outright permits: manufacturing, fabrication, packing, packaging, and assembly of products and foods (as defined by Sec. 20-756 of the Village's zoning ordinance); manufacturing and bottling of nonalcoholic beverages; painting; printing; and publishing.

The Commercial land use category includes the B-1 Neighborhood Business District, B-2 Community Business District, B-3 Commercial Service District, B-4 Planned Business District, and B-5 Highway Business District, as approved by the Village through the development review and ordinance permitting process.

The recommended residential land uses in the Agricultural, Rural Residential and Open Land category, aligns with the Village's R-1 Country Estate Zoning Districts which has a 5-acre minimum lot size, as the Rural Residential land use category is recommended to have a 3-acre minimum lot size.

The Suburban Residential land use category (1.5 to 3.0 acres per dwelling unit) doesn't specifically align with a particular Zoning District.

The Low Density Residential land use category (19,000 square feet to 1.49 acres per dwelling unit) aligns with the following Zoning Districts:

- R-2 Suburban Residential District (Unsewered) - One-family dwellings on lots not served by public sanitary sewer. 40,000 square feet minimum lot size.
- R-2S Suburban Residential District (Sewered – Large Lot) - One-family dwellings on lots served by public sanitary sewer. 40,000 square feet minimum lot size.
- R-3 Suburban Residential District (Sewered) - One-family dwellings on lots served by public sanitary sewer. 20,000 square feet minimum lot size.

- R-3A Suburban Residential District (Sewered) - One-family dwellings on lots served by public sanitary sewer) – 13,500 square feet minimum lot size.

The Medium Density Residential land use category (6,200 to 18,999 square feet per dwelling unit) aligns with the Village’s following Zoning Districts:

- R-4 Urban Residential District I - One-family dwellings on lots served by public sanitary sewer. 10,000 square feet minimum lot size.
- R-5 Urban Residential District II - One-family dwellings on lots served by public sanitary sewer. 7,200 square feet minimum lot size.
- R-5A Urban Residential District III - One-family dwellings on lots served by public sanitary sewer. 10,000 square feet minimum lot size.
- R-6 Two-Family Residential District I - Two-family dwellings on lots served by public sanitary sewer. 10,000 square feet minimum lot size.
- R-6 Two-Family Residential District II - Two-family dwellings on lots served by public sanitary sewer. 20,000 square feet minimum lot size.
- R-7 Multifamily Residential District - Multifamily dwellings, not to exceed eight dwelling units per structure, on lots served by public sanitary sewer.
- R-8 Planned Residential District - Two-family dwellings, multi-family dwellings and clustered one-family lot developments, all served by a public sanitary sewer system. 4,000 square feet per row-house; 8,000 square feet for one-family dwellings.

5 Development Design Standards

The Village of Yorkville should consider establishing design standards in its Zoning Ordinance that will address and be an implementation tool for the design standards recommended in this I-94 Corridor Master Plan. The design standards would be used for new construction, additions, renovations, and adaptive reuse of any existing sites within the Corridor. Design standards would address consistent facades, minimum glass requirements, sign controls, minimized curb cuts along frontage roads, parking lot location and buffering, landscape and lighting plans, stormwater management plans, and parking requirements.

Through this project’s outreach process and review of planning practices, the following design objectives are recommended to achieve the Village’s vision for its I-94 Corridor:

- ➔ Establish welcoming entrances to the Village of Yorkville on major highway corridors with signage and property appearances.
- ➔ Create enhanced gateways to the GrandView Business Park with signage on the main transportation routes to the Business Park.



- ➔ Improve multi-modal transportation throughout the Corridor.
- ➔ Install wayfinding signs in the corridor to assist those traveling through the corridor with finding their destination. Wayfinding signs should focus on establishing main travel corridors to help keep unnecessary traffic off local rural and residential roads.



- ➔ Site buildings in a manner that does not detract from the scenic and visual quality of the community and that does not impair views from public roadways.



- ➔ Encourage building materials to be of complementary colors and to break up the apparent mass and add visual interest to the site.



- ➔ Accentuate pedestrian entrances, encourage a variety of building setbacks and rooflines and the use of awnings or roof overhangs at pedestrian entrances.

- ➔ Improve the on-site pedestrian environment through the use of sidewalks and lighting along sidewalks and in parking areas (for safety and crime prevention).

- ➔ Encourage shared signs, including freestanding, directional and wall signs for multiple-tenant developments.





➔ Screening should also occur of parking lots, storage yards, trash enclosures and mechanical equipment between different land uses (i.e., residential and industrial). Specific requirements should be included in the Village's Zoning Ordinance and may include trees, shrubs, berms, fencing, and specific setbacks for buildings, parking lots and storage yards.



Wall, landscaping and berms screen industrial buildings and storage

➔ Establish lighting standards to avoid unnecessary light pollution between land uses (i.e., industrial, commercial and residential).



Landscape berm/buffer

➔ Requirements for fencing should prohibit galvanized chain-link fencing along the I-94 frontage road and other primary corridor locations identified by the Village. More substantial and high-quality fencing should be encouraged, such as masonry, wood or ornamental metal fences. Where an opaque fence is required, require masonry or wood, and prohibit vinyl-slatted fence along rights-of-way.



- ➔ Require new developments to provide landscaping that adds to the visual appeal of the site, character of the neighborhood and provides shade or stormwater benefit.
 - ➔ Integrate stormwater management solutions into street, site and building design. Best Management Practices (BMP's) include: stormwater planters; planted areas at curb extensions in parking lots, vegetated swales and raingardens, permeable pavers or porous pavement and stormwater cisterns that collect water to be used for irrigation.
- 
- ➔ Require property owners to maintain existing buildings and infrastructure including landscapes, driveways, parking areas, sidewalks, exterior building facades, lighting, stormwater treatment facilities, fencing, and signs to ensure that the appearance of the Corridor continues to be well maintained and projects a positive image for businesses in the Village of Yorkville.

6 Recommendations and Implementation

The following sections describe the implementation steps necessary to achieve the Village's vision for the future of Yorkville's I-94 Corridor. Implementation will also require execution of zoning approaches, public infrastructure projects, and coordination / partnerships on development projects, and other techniques identified in this plan. Additionally, other recommended implementation actions outlined in previous chapters of this Plan should be referenced.

6.1 2050 Land Use Plan for Yorkville's I-94 Corridor

Through this planning process, the Village of Yorkville's I-94 Corridor 2050 Land Use Plan has been developed and is attached as Appendix A. The Village encourages and is planning for the following future development patterns:

- ➔ Additional industrial / manufacturing development within GrandView Business Park, served by existing municipal water and sewer systems. New development to buffer and screen existing residences and to establish traffic patterns that utilize the I-94 frontage road.
- ➔ Industrial / manufacturing development south of Highway 11.
- ➔ Commercial development south of Highway 11 and immediately west of the I-94 frontage road.
- ➔ Continued commercial / industrial / manufacturing development north of 50th Road.

6.2 Planning Objectives for Yorkville's I-94 Corridor

Future objectives for the Village of Yorkville's I-94 Corridor include:

- ➔ Preservation of prime agricultural lands in the Village and continue to support and strengthen the agricultural community.
- ➔ Encourage development in the I-94 corridor, prioritizing within GrandView Business Park, to utilize existing infrastructure.
- ➔ Encourage commercial and industrial / manufacturing development that will provide a benefit to the community, such as long-term employment, services to the community, supply chain benefits; or other methods the business can contribute to the Village of Yorkville's quality of life. Be mindful of the type and amounts of public services each development will require of the Village to ensure that the Village has the appropriate resources that will be required by the new development (i.e., fire, police, utilities).
- ➔ Require future developments to be designed and constructed in a manner that is compatible with adjacent land uses. This could include buffering, landscaping architectural design, site aesthetics, access, traffic circulation, setbacks, noise controls, etc.
- ➔ Ensure that new development is complying with WisDOT guidelines for future roadway network and access road objectives during the development review process.
- ➔ Work with new developments to adequately plan stormwater infrastructure to capture, temporarily store and infiltrate and slowly release rainwater from more frequently occurring larger rain events.
- ➔ Encourage residential development to occur west of the I-94 Corridor in conservation subdivisions, cluster developments or other subdivision layouts that are designed and contoured around important environmental resources.
- ➔ Preserve and protect environmental corridors.
- ➔ Continue to work with the Racine County Economic Development Corporation to manage, promote and/or develop Yorkville's I-94 Corridor in a manner that is consistent with this Plan and the Village's vision for the Corridor. Building public / private partnerships will be a key for implementation of this I-94 Corridor Master Plan.

6.3 Implementation Recommendations

The Village of Yorkville has been successful at slowly growing its economy and tax base. Continuation of this growth, in a controlled and planned manner will allow the Village to retain its rural characteristics and current level of services, while benefiting from the tax base, employment, and business opportunities that new development provides.

Following the adoption of this planning document as an amendment to the Village's existing Comprehensive Plan and the adoption of the village-wide 2050 Comprehensive Plan, municipal ordinances will need to be reviewed, updated, and made compatible with the vision and objectives of this Plan.

The Village of Yorkville will need to establish a financial plan to fund the implementation of this Corridor Plan. The Village of Yorkville's Tax Incremental Financing District (TID) No. 1 will be one tool for providing financing for infrastructure and other costs associated with the development of the GrandView Business Park. This and other mechanisms of financing will need to be reviewed by the Village on an annual basis to establish an implementation schedule for recommendations in this Plan.

Appendix A

I-94 Corridor 2050 Land Use Plan

Appendix B

Public Involvement Meeting Results

Appendix C

Public Planning Workshop Results

Appendix D

Village-Wide Community Survey Results



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