

F. Land Use & Neighborhood Character/Infrastructure

Overview

As in other section of this Quality of Life (QOL) Plan, this Land Use & Neighborhood Character/Infrastructure element of the Plan focuses on Joliet City Council Districts 4 and 5, which is the Planning Area for this project. This portion of the Plan is a tool to provide direction to the City and Planning Area neighborhoods in planning to address issues related to land use, neighborhood character, and infrastructure. This section of the Plan summarizes the process undertaken to evaluate existing conditions, identify potential solutions, and outline action steps that are necessary to achieve the Plan's objectives and implement its proposals. As the framework that establishes the policies that should direct a comprehensive master planning process for the Planning Area, this Plan provides the foundation for further planning and specific studies to thoroughly address the issues cited herein.

Land use, neighborhood character, and infrastructure issues were identified through interviews with key neighborhood stakeholders, community meetings, and continuous discussion with City staff and other local organizations. Based on these findings, objectives and proposals were established to address the identified issues. In addition, the objectives and proposals were visually illustrated on two maps (Land Use Policy Framework Plan and Neighborhood Character & Improvements Plan) to emphasize the spatial relationship between recommendations, illustrating how they work together to build a cohesive resolution to the issues and opportunities facing the Planning Area.

Key Findings

Based on information gathered from stakeholder interviews, meetings with the community and City staff, and data analysis, the Planning Area is characterized by the following traits:

- Older industrial sites are not well maintained and are often incompatible with adjacent residential neighborhoods. Many older industrial sites are generally characterized by deterioration, vacancies, and overall lack of maintenance. The magnitude of this problem is exacerbated by the fact that many of these old industrial sites are located adjacent to residential neighborhoods, which not only raises incompatible land use issues but also adversely impacts the property values of the adjacent residential properties. While some of the old industrial sites are vacant and abandoned, others are under-utilized and could be relocated to more appropriate locations. Whether the industrial sites are vacant or warrant relocation, these properties present redevelopment opportunities that will enhance property values, create a neighborhood unified by compatible uses, enhance the overall character of the neighborhoods, and attract further reinvestment into the community.
- Planning Area neighborhoods lack a well-established retail center. The City's more well-established retail centers are generally located outside of the Planning Area. Although the

City Center, Collins Street and Cass Street corridors are prominent City destinations offering some retail options in the Planning Area, the other commercial districts are generally characterized by a piecemeal assembly of varying businesses offering limited retail options. Although the commercial districts in the Planning Area lack the attractive and cohesive appearance of their counterparts outside of the Planning Area, they provide opportunities for enhancement through redevelopment or revitalization projects that will improve the character and appeal of the Planning Area commercial districts. In the process, redeveloped or revitalized commercial properties will also generate employment opportunities for the local workforce, provide essential goods and services to residents, and attract further reinvestment into the community.

- Employment centers are in varying states of transition. Many employment centers in the Planning Area are in transition, characterized by vacant or poorly maintained buildings and under-utilized properties. In addition, they are located along major road corridors such as Cass Street and Collins Street, creating a negative impact on the character of the commercial corridors and surrounding neighborhoods. Similar to the enhancement of the Planning Area's commercial districts, vacant and under-utilized properties present opportunities for redevelopment or revitalization projects that will enhance the values of the properties, generate more employment opportunities for the local workforce, provide essential goods and services to residents, and attract further reinvestment into the community.
- Some properties are troubled by flooding problems. Flooding was expressed as a significant issue for residences along the floodplain, particularly those in the Southeast and Northeast Side Neighborhoods. Flood mitigation is needed in these areas to help relieve property owners of water damage. Arthur Avenue on the north side of the Northeast Side Neighborhood is also a target area for flood mitigation.
- The Ridgewood Neighborhood is burdened with water, sewer, and stormwater issues. The Ridgewood Neighborhood, which is generally located along Cass Street and south of the Silver Cross Hospital campus, has long been troubled by water, sewer, and stormwater infrastructures problems. Much of the problem is rooted in the fact that several of the Ridgewood properties are not annexed into Joliet resulting in inadequate municipal water, sewer, and stormwater service. Although steps have been taken to address the specific infrastructure problems burdening the Ridgewood Neighborhood, efforts need to continue, particularly cooperative efforts undertaken by local, County, State, and Federal agencies, to adequately provide infrastructure improvements for the Ridgewood Neighborhood.
- The USX and prison sites provide significant redevelopment opportunities. With their locations near the City Center and Joliet's historic core, the USX and prison sites present redevelopment opportunities for mixed use projects, including open space and recreation uses. Such development should reflect the development patterns and historic character of



Prison site presents redevelopment opportunity

the City Center. Proximity to the riverfront, combined with new housing and recreation uses in the potential redevelopment projects will create an immediate local walk-in market for existing businesses and new retail centers.

- The proposed relocation of Silver Cross Hospital would have major land use and quality of life impacts. Late in the QOL Planning Process Silver Cross Hospital announced a plan to relocate its campus outside of the city limits of Joliet. If implemented this proposal would powerfully impact medical services, job opportunities, and market conditions in the Planning Area. These impacts include difficulties for patients and staff who are not highly mobile and the depression of surrounding property values and retail markets, which may not have been fully considered to date, as well as opportunities for the tax-generating reuse of the present campus. Accordingly, the alternatives for Planning Area development related to this proposed relocation should be thoroughly studied, per proposals for “Planned Development of Major Land Blocks” presented later in this section of the Plan.
- Most major infrastructure improvements have been addressed by the City through their multi-year Neighborhood Improvement Program (NIP). Improvements have consisted of stormwater, street reconstruction, sewer, tree planting, including streetscape improvements on major roads. Most resident concerns and conditions observed indicate that more attention needs to be paid to maintenance of existing facilities, filling in gaps in the sidewalk network, continuation with flooding, stormwater and street improvements.

- Major road corridors in the Planning Area present opportunities to strengthen neighborhood identity through streetscape enhancements and gateway features. The Planning Area is home to many of Joliet’s oldest and historically significant neighborhoods. The other characteristics described above indicate that the lack of maintenance and under-utilization of certain areas in the Planning Area have adverse impacts on the character of the neighborhoods. While some neighborhoods have more positive and distinct characters than others, the Planning Area as a whole has opportunities to strengthen the character of its neighborhoods by enhancing streetscape design, providing gateway features along prominent corridors, and maximizing the value and use of properties to create an attractive community.



St. Mary Nativity Area

- New land uses are proposed for areas south of I-80. Per the City’s *South Side Comprehensive Plan* developments will occur in the southern portion of District 5 and surrounding lands to be annexed by Joliet. The predominant proposed use is for large scale, logistics-based industrial parks with some residential neighborhoods and commercial corridors extending south from the established neighborhoods of the Planning Area.

Proposals

The objectives and proposals outlined below were established to address the issues outlined in the key findings. An Implementation Action Plan is provided to ensure the objectives are met and the proposals are carried out. For each proposal, the Implementation Action Plan specifically outlines responsibility, priority, phasing, and anticipated completion date. The objectives and proposals are also visually illustrated on two maps:

- Land Use Policy Framework Plan. The Land Use Policy Framework Plan is a guide for identifying future development of vacant land or redevelopment/ revitalization of land in the Planning Area that has higher development potential than its current use. .
- Neighborhood Character & Improvements Plan. The Neighborhood Character & Improvements Plan sets the foundation for the enhancement of the identities of Planning Area neighborhoods by establishing basic organizational design principles and elements that define each neighborhood. The plan is designed to assist the community in evaluating ways to improve the quality of life through the enhancement and protection of the visual appeal of the neighborhood's physical environment by increasing awareness of the importance of neighborhood character and encouraging proper steps to protect, improve, and sensitively add to existing community resources.

The objectives, recommendations are provided first, followed by a summary of basic elements of the Land Use Policy Framework Plan and Neighborhood Character & Improvements Plan, and Implementation Action Plan.

Objectives

Land Use Objectives

The objectives for land use are summarized below and incorporated in the description of the Land Use Policy Framework Plan.

- Expand transit oriented development near the Metra Station.
- Expand commercial offerings for the neighborhoods south of the railroad.
- Enhance the image and function of commercial corridors.
- Create more pedestrian-friendly neighborhood commercial and mixed-use areas.
- Remove incompatible land uses.
- Provide high quality community and neighborhood level retail centers.
- Pursue mixed use development on the USX and prison sites.
- Pursue industrial development per the City's *South Side Comprehensive Plan* and the proposals of the QOL Plan.

Neighborhood Character & Infrastructure Objectives

The objectives for neighborhood character and infrastructure are summarized below and incorporated in the description of the Neighborhood Character & Improvements Plan.

- Enhance gateways to the City Center and neighborhoods.
- Strengthen neighborhood identity.

- Provide adequate infrastructure improvements, focusing on primary areas of health concern.
- Ensure safe pedestrian access to all education, civic, commercial, and recreational uses.
- Maximize public funding through a unified capital improvements and redevelopment plan.

Proposals

The proposals below are designed to address the issues described in the findings and to implement the objectives defined above. These proposals are also contained in the Implementation Action Plan section of this report.

Land Use Policy Framework Plan

Purpose

The Land Use Policy Framework Plan is a guide for identifying future development of land in the Planning Area that is vacant or has higher potential use. Although the Land Use Policy Framework Plan recommends land use development opportunities for certain properties, it does not recommend wholesale changes to the overall land use composition of the Planning Area. Many of the residential neighborhoods and commercial districts are fairly well established, particularly north of I-80 and west of the river, which suggests that the Planning Area does have community strengths upon which it can build. However, some areas would benefit from redevelopment or revitalization efforts. Also, vacant land presents opportunities for new development that can help shape the establishment of new neighborhoods, commercial districts, and employment opportunities in the Planning Area.

The land use policies defined in the Land Use Policy Framework Plan are meant to establish the appropriate placement of land uses in the Planning Area. However, the land use policies are not meant to provide a direct, immediate indication of the appropriate zoning regulations to apply to a specific parcel of land. Rather, the land use development opportunities are intended to be a guide to subsequent zoning decisions for existing developed areas in the Planning Area and new growth areas, particularly south of I-80.



St. Josephs Area

Overall Land Use Policy Framework Plan

The Land Use Policy Framework Plan is intended to provide general guidelines for managing new development to insure that the character of the community is maintained, while exploring new ways to provide more opportunities for housing, recreation, business and commerce, shopping, and employment in the Planning Area. The primary objectives of the Land Use Policy Framework Plan are to:

- Establish land use policy direction for various vacant and under-utilized parcels within the Planning Area that is consistent with the existing fabric of the community;
- Capitalize on new economic development opportunities; and
- Ensure that the Planning Area remains a vital and attractive place to live, work, and recreate.

The Land Use Policy Framework Plan defines development opportunity areas for four primary land uses:

- Residential Development Opportunities
- Commercial Development Opportunities
- Employment Development Opportunities
- Mixed Use Development Opportunities
- Planned Development of Major Land Blocks

The land use policy for each of the four types is defined below.

Land Use Policy: Residential Development Opportunities

Objective: The objective of the residential component of the Land Use Policy Framework Plan is to protect and foster residential neighborhoods built upon community, safety, attractiveness, and accessibility while maintaining stable property values and a variety of residential housing types.

Strategy: Certain parts of the Planning Area are suitable for new residential development. While the areas north of I-80 are comprised of Joliet’s oldest and most well-established residential neighborhoods, there still are some vacant parcels that have the potential for new residential development. Areas south of I-80 have substantially more vacant land available for development. The major thrust of new residential growth will consist of single family detached homes planned for vacant properties within or adjacent to existing single family neighborhoods and “infill” housing occurring on vacant lots and resulting from redevelopment of existing homes. Some multiple-family, mixed use housing projects are recommended for the Metra station area and commercial corridors, particularly within and north of the downtown area. Such uses should also be considered as an alternative for the



Rivals Neighborhood

development of the USX and prison sites for which a concurrent report is being prepared.

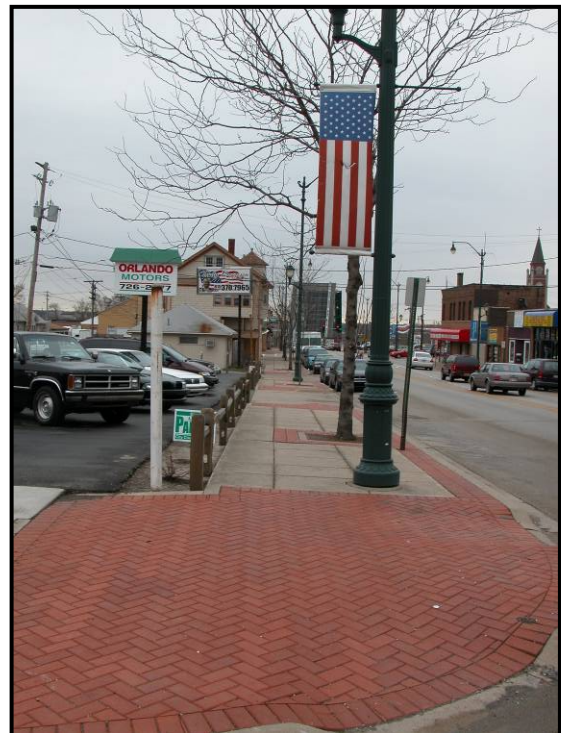
This Plan recognizes the value and importance of many existing, older single family residential neighborhoods in the Planning Area, particularly in terms of their quality, stability, and affordability for starter families. These areas are, and should continue to be, the entry point for young individuals and families who wish to remain residents of the Planning Area and newcomers who move here to live in affordable, established residential neighborhoods.

The Land Use Policy Framework Plan Map illustrates residential development opportunities in areas that are generally vacant and provide ample space for new development. Infill development is also encouraged; however, such opportunities are not labeled on the map given their relatively small size and sporadic distribution. To insure that residential development opportunity areas are maintained as stable residential areas, certain public improvements and programs should be established that will provide necessary public services and infrastructure, including sidewalks, curb and gutter, street trees, open spaces/parks, and other utility improvements, where necessary. The City's building code and property maintenance enforcement programs should recognize the special needs of these areas to insure appropriate levels of maintenance.

Land Use Policy: Commercial Development Opportunities

Objective: The objective of the commercial component of the Land Use Policy Framework Plan is to maintain and expand the range of business and shopping activities to meet the needs of Planning Area residents and to diversify the City's tax base in attractive and convenient locations designed to minimize impact on residential areas.

Strategy: The City Center is Joliet's historic retail and civic core. The City's largest concentration of commercial uses has historically existed in the City Center. In addition to the City Center, the Planning Area also includes other commercial areas. Many of these commercial areas are defined by road corridors, such as the neighborhood retail corridor along Ruby Street, auto-oriented commercial corridors along Cass Street, Collins Street, and Jackson Street, and the small commercial district around the Broadway Street/Theodore Street intersection. While these commercial areas can be readily identified in relation to a specific street, intersection, or neighborhood, most of them do not have a cohesive identity like the City Center. Many of these commercial areas are comprised of businesses brought together in a piecemeal manner, creating a random collection of businesses with little relation to each other in terms of use, site design, pedestrian and vehicular access. There are some



Ruby Street Commercial Corridor

exceptions, though, such as the businesses along the Ruby Street corridor, which have neighborhood-focused businesses with buildings oriented toward the pedestrian. The Land Use plan proposes the development of new commercial uses with common characteristics in site design (building and parking placement, landscaping, and other streetscape elements) and accessibility (road access, cross access, and pedestrian access) to create an attractive and cohesive identity for the Planning Area.

The Land Use Policy Framework Plan Map illustrates commercial development opportunities in areas that are generally vacant and provide ample space for substantial development. Opportunities for redevelopment of under-utilized commercial uses are also identified in limited instances. Commercial uses may also be integrated into the mixed use development opportunities within the City Center, along the commercial development corridors proposed in the Retail Development Section of this plan and as part of the potential redevelopment of the USX and prison sites.

Land Use Policy: Employment Development Opportunities

Objective: The objective of the employment component of the Land Use Policy Framework Plan is to maintain and enhance employment-generating industrial uses, particularly in the growing logistics industry, to not only provide employment opportunities to the community but also diversify the City's tax base.

Strategy: Despite the decline of Joliet's industrial job base in the 1980's, more recent trends identify Joliet and Will County as a whole as leading the Chicago metropolitan area in the retention and addition of the most industrial jobs. In particular, increased employment opportunities are expected to continue in the medical services, financial services, building construction and maintenance, and logistics industries. With its convenient access to I-80 and the future I-355 extension to the east and the availability of vacant and under-utilized land, the Planning Area is poised to play a significant role in providing the access and land needed to attract industrial uses and the employment opportunities they offer to the area.

The Land Use Policy Framework Plan Map illustrates employment development opportunities south of I-80, which generally provides adequate interstate access and ample vacant land for substantial development. Some of the employment development opportunities are located along the railroad as well to encourage truck and rail-served options. Given the impact of truck traffic typically generated by industrial uses, particularly the logistics industry, employment development opportunities are not recommended north of I-80 where the Planning Area's more established residential neighborhoods are located.

Land Use Policy: Mixed Use Development Opportunities

Objective: The objective of the mixed use component of the Land Use Policy Framework Plan is to provide unique development opportunities that incorporate a mix of residential, retail, office, and recreational uses that reflect the mixed use quality of Joliet's older neighborhoods. These areas are intended to create distinct places to live, work, and play in the Planning Area.

Strategy: The Planning Area is a mixed use area, providing a mix of retail, office, recreational, civic, entertainment, and limited industrial uses. Downtowns are typically unique in their mixed use quality given their central location and gradual development over time. Mixed use developments are not exclusive to downtowns, though, and recent development trends indicate the rising prominence of mixed use developments, particularly as a means to provide affordable housing and create districts centered on accessibility, convenience, and a variety of activities.

Mixed use is generally defined as one of the following: (1) “vertical” mixed use which provides retail uses at street level and multiple-family or office uses above; and (2) standard mix of uses which provide opportunities for separate stand-alone retail, office and residential uses in a unified development. While vertical mixed uses help maximize space, the concept of mixed use is generally intended to create a high density of multiple uses that provides convenience goods and services within close proximity to residents, customers, and workers, which helps reduce vehicle trips between separate and scattered land uses.

The Land Use Policy Framework Plan Map illustrates mixed use development opportunities within and north of the City Center. Given their location and considerable amount of land, the USX and prison sites provide prime opportunities for mixed use development. Other mixed use development opportunities are proposed in conjunction with the commercial corridors proposed in the Retail Development section of this plan, e.g., along Chicago, Cass, and Briggs Streets and potentially south of I-80 along Briggs Street and Spencer Road.

Planned Development of Major Land Blocks

As noted earlier, a consultant study was commissioned specifically to examine alternatives for the redevelopment of the former prison and USX sites, and this study has proceeded concurrently with the QOL Planning Process. While awaiting the recommendations of this study, we have suggested that these large areas could be the sites of significant mixed use developments, and we have outlined the preceding land use framework, which we hope will be helpful to the community in considering recommendations for the reuse of these properties.

The proposed relocation of Silver Cross Hospital poses another major redevelopment opportunity and land use challenge for the Planning Area. Certainly, a focused consultant study of alternatives for the optimal development of the Silver Cross campus should be commissioned. This study should begin with the analysis conducted to date by Silver Cross and will hopefully enjoy the full cooperation of the Hospital. As a primary set of alternatives, the study should examine ways in which the optimal development of the Hospital at its current location or at another location within the Planning Area could be facilitated. Construction of new hospital facilities on cleared and vacant land within the Planning Area, including the former prison and USX sites, should be among the alternatives considered in this effort. The study should also consider alternatives for the reuse of the current campus for tax-generating use if Silver Cross does relocate and ways in which the Hospital could appropriately mitigate the negative consequences of its relocation.

Quality of Life Action Plan

Joliet Council Districts 4 & 5

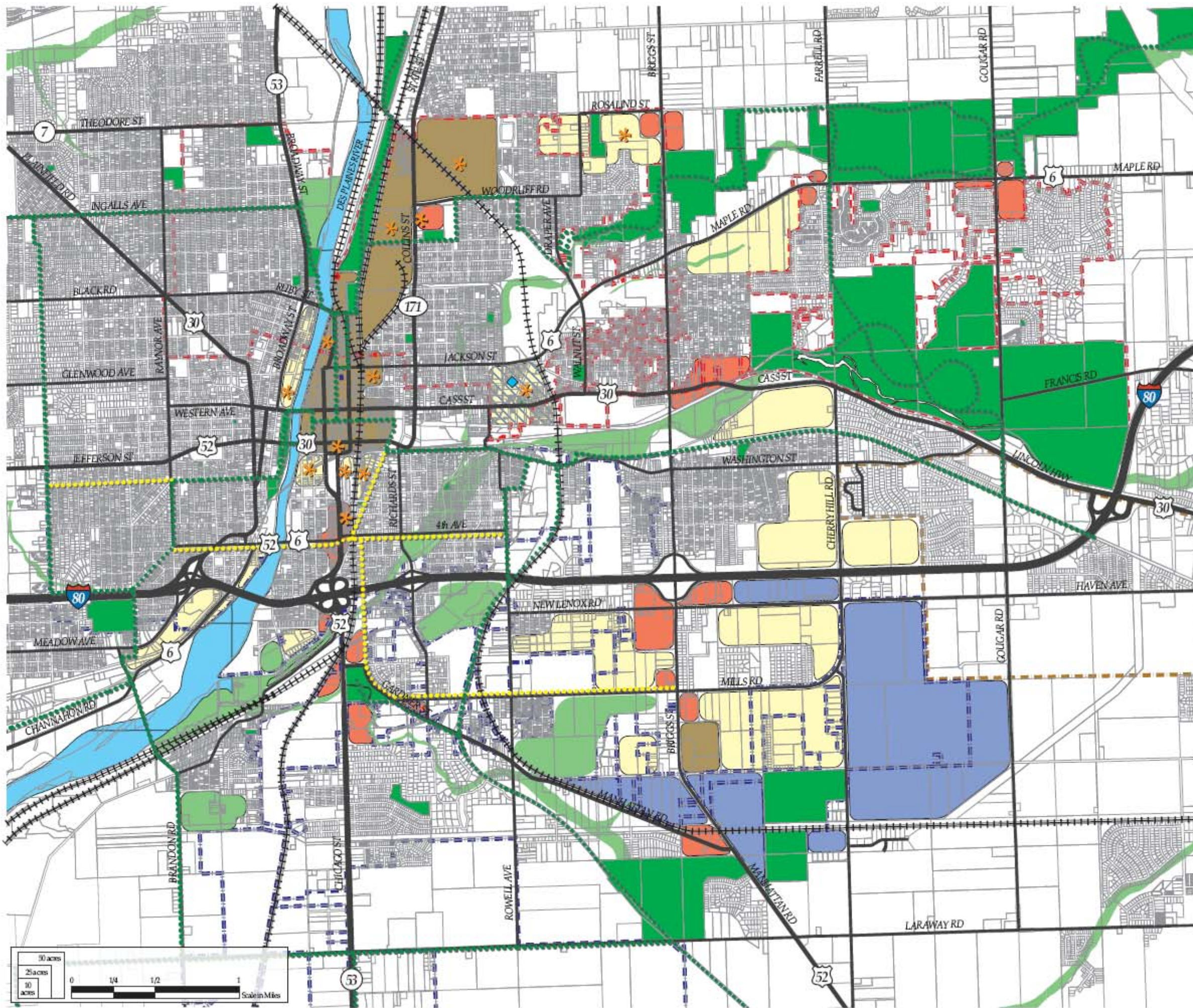
City of Joliet, Illinois

Land Use Policy Framework Plan

DRAFT

LEGEND

-  Council District 4 Boundary
-  Council District 5 Boundary
-  New Lenox Boundary
-  Parks & Forest Preserves
-  Open Space & Floodplain
-  Residential Development Opportunities
-  Commercial Development Opportunities
-  Employment Development Opportunities
-  Mixed Use Development Opportunities
* Residential / Retail / Office Uses
-  Development Opportunities
* Mixed Residential/Commercial -or- Employment
-  Target Redevelopment Area [Priority Projects]
-  Existing Trails
-  Proposed Trails



May 2007

Base map data provided by the City of Joliet

Map prepared by Teska Associates, Inc.

Neighborhood Character & Improvements Plan

Purpose

A neighborhood that has an aesthetically pleasing character is generally perceived as being more livable, adding to the neighborhood's overall quality of life. A positive neighborhood character does not happen by itself; it takes the collective efforts of city officials and citizens. The Planning Area is comprised of several distinct neighborhoods each with its own special personality, composed of districts, corridors, and special community places. However, as a neighborhood matures and experiences change through redevelopment, infill and public improvement projects, the character of the neighborhood will also change.

The purpose of the Neighborhood Character & Improvements Plan is to begin to lay the foundation for addressing the enhancement of the identities of each of the Planning Area neighborhoods by establishing basic organizational design principles and elements that define each neighborhood. The overlying objective of this plan is to assist the community in evaluating ways to improve the quality of life through the enhancement and protection of the visual appeal of the neighborhood's physical environment. It is aimed at increasing awareness of the importance of neighborhood character and intended to stimulate thinking on the need to protect, improve, and sensitively add to existing community resources.

Neighborhood Character

The identity of each of the Planning Area neighborhoods has primarily been formed over a sequence of periods and stages of development. Each subsequent development phase has generally resulted in the creation of a certain character for each neighborhood. Each major development cycle has associated with it a certain pattern of development that has its own image. A number of factors contribute to the development patterns and resulting character of each neighborhood, including land use, density, open space, private landscape, public streetscape, architecture, infrastructure, site design, and vehicular and pedestrian circulation.



Cathedral Area Neighborhood

Neighborhoods

The Neighborhood Character & Improvements Plan Map illustrates various neighborhoods in the Planning Area. It is important to emphasize the conceptual nature of the boundaries for each neighborhood as they delineate the general area of the neighborhood based on one of the following common elements:

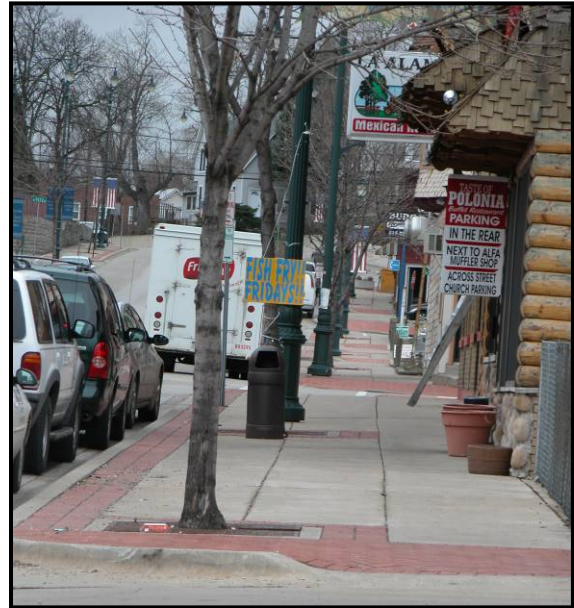
- Neighborhood church (e.g. St. Mary's, Cathedral, and St. Pat's),
- Park (e.g. Nowell, Forest Park, and Pilcher),
- Landmark (e.g. Rivals, Silver Cross, and Jacobs Historic District), or
- General location (e.g. Southside, Northeast Side, and Southeast).

While boundary lines help illustrate the general size and location of neighborhoods, the accuracy of how the boundaries are drawn is not the point of the map. The primary focus of the map is to visually depict the distribution of neighborhoods in the Planning Area and illustrate the significance of neighborhood identity, particularly how residents identify the neighborhood where they live or those that they visit.

Commercial Corridors

Commercial corridors are generally identified by the roadway along which they're located. In particular, the Planning Area is comprised of the following eight commercial corridors, which may be categorized under one of three commercial corridor types:

- Pedestrian Oriented Commercial Corridor. The Broadway Street, Ruby Street, and Jefferson Street Commercial Corridors are located west of the river and serve as gateways from the west to the City Center and the Planning Area. Although the Ruby Street Commercial Corridor has a more unified character than the Broadway Street and Jefferson Street Commercial Corridors, they all possess similar urban qualities. These corridors consist of buildings set close to the road with access oriented to the pedestrians, two to three story mixed use buildings, and attractive streetscapes.



Pedestrian-oriented commercial corridor

- Highway Oriented Commercial Corridor. The Chicago Street and Briggs Street Commercial Corridors are located east of the river and south of I-80 and are both accessible from an interchange off of the interstate. Much of the land south of I-80 has tended to develop on larger lots with larger scale commercial uses and residential developments characterized by suburban designs with curvilinear street networks and larger building setbacks rather than the traditional grid street network and shorter building setbacks that define many of the older neighborhoods north of I-80. As the area south of the interstate continues to develop, it is anticipated that commercial development along the southern portion of Chicago Street and Briggs Street will continue to mirror the emerging highway oriented development patterns of this area.
- Transitional Commercial Corridor. The Jackson Street, Cass Street, and Collins Street Commercial Corridors, located east of the river, serve as transitional areas between Joliet's central business district and adjacent neighborhoods. As these three streets move away from the City Center, commercial uses transition from specialty retail uses and smaller businesses in an urban, pedestrian friendly environment to an auto-oriented

business environment. Although these three commercial corridors have historically developed in a hybrid of urban and suburban development patterns, the long term land use strategy should be to re-create the historic, pedestrian oriented neighborhood districts found along other corridors.

Similarly for those portions of Chicago and Briggs Streets that run north from I-80 to Downtown, the redeveloped streets should assume the character of mixed use, pedestrian-oriented corridors as they approach Downtown. These streets should become transitional as they approach the expressway. Also, per the proposals of the Retail Development section of this plan, some of the recommended larger retail uses, such as a supermarket anchoring additional stores, should be located on a transitional street.

Though they are different in character, the general design of the three commercial corridor types should consider similar elements in varying forms and scales:

- Streetscape Elements (Landscaping, Lighting & Signage)
- Entry Features/Signs
- Directional (Wayfinding) Signs
- Pedestrian Circulation
- Vehicular Access to Properties
- Traffic Circulation & Parking (On-Street & Off-Street)
- Building Setbacks & Orientation
- Screening/Buffering/Fencing

Gateways

A gateway identifies the entrance into a special district using visual elements such as signage, landscaping, monuments, and other streetscape elements. Major road corridors or intersections, traffic patterns, and distinctive physical features can often work together to create conditions for a gateway, particularly one that conveys the overall feeling that one is entering a distinct area or passing from one prominent area to another. Gateways also provide opportunities to expand the City's way-finding sign program. Creating conditions that make it easier for residents and visitors to find important tourism, commercial areas and civic uses are essential to the overall improvement of the Planning Area neighborhood. A unified sign plan that both welcomes and directs people to the Planning Area should be established. The sign plan should integrate existing identity signs. There are two types of gateways identified on the Neighborhood Character & Improvements Plan Map:

- Primary Gateway Opportunities. Primary gateway opportunities are identified at major entrances into the Planning Area and at major road intersections. Each gateway provides an opportunity to welcome visitors to the Planning Area, no matter if they're arriving from Crest Hill to the north, Manhattan to the south, or anywhere else in the region via the interstate. The other



Gateway to Cathedral Area Neighborhood

primary gateway opportunities identified are treated in much the same manner.

- **Secondary Gateway Opportunities.** Secondary gateway opportunities are also identified at significant road intersections but are generally smaller in scale and may not include a full slate of key design elements as defined below (e.g. entry signs are best located at primary gateways and in limited instances at secondary gateways). A secondary gateway also provides the opportunity to create a transition from one neighborhood to another. Each of the four secondary gateways signifies a transition from one neighborhood to another, such as the transition from the St. Pat’s Neighborhood to the City Center at the river bridge crossing gateway. The Collins Street/Richards Street gateway also has the unique quality that it signifies a transition from three different road corridors in addition to the transition from different neighborhoods. The other secondary gateway opportunities identified are treated in much the same manner.

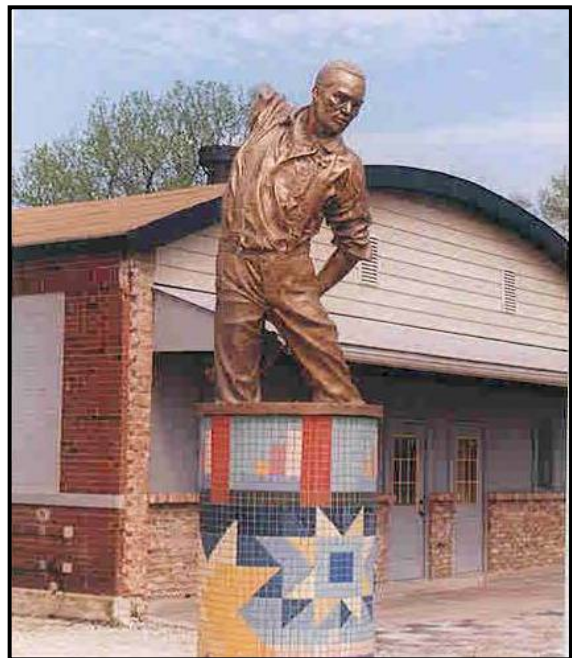
The following is a general description of the key design elements which may be used to define a gateway:

- Landscaping: distinctive accent plantings should be provided at each gateway location
- Medians: where feasible, new landscaped medians could be provided within existing rights-of-way with an approximate length of one block (or more for longer corridors)
- Entry Sign: distinctive identity signs announcing entrance to the City or specific neighborhood
- Lighting: special or unique lighting fixtures could be provided to highlight and accent each gateway feature

Trails

Trails provide alternative routes for non-vehicular transportation throughout an area, typically connecting parks, schools, and other key community elements to each other. The Neighborhood Character & Improvements Plan Map depicts both existing and proposed trails for the Planning Area. Proposed trails generally fill in any gaps in the existing trail system to help create a continuous trail network for the Planning Area, and links to the art tour routes.

The City has also worked with the Friends of Community Public Art (FCPA) to establish community public art tours along specified routes to showcase the community’s various murals, sculptures, mosaics, and other pieces of public art. The map illustrates the Route 30 and Route 66 Community Public Art Tour Routes. There is a third tour for the City Center; however, given the



“The Underground Railroad Hero” along the Route 66 Community Public Art Tour Route

scattered nature of the public art in the City Center, no specific route is defined by tour guides published by the FCPA. While there are several pieces of public art located along these routes, the Planning Area neighborhoods provide opportunities for local artists and school arts programs to establish more public art pieces for the community. The gateway opportunities described above present excellent opportunities for the integration of public art.

Potential Infrastructure Improvements

In addition to illustrating conceptual neighborhood areas, commercial corridors, and gateway opportunities, the Neighborhood Character & Improvements Plan Map also illustrates the locations of near term infrastructure improvements identified by community residents and leaders, and in the City's Neighborhood Improvement Program (NIP). The City has continuously over a twenty year period undertaken various types of infrastructure improvements in each Council District. The City also maintains a comprehensive inventory of long term street improvements, including projects identified as priority projects by residents, that are considered in the yearly NIP. A broad range of infrastructure improvements planned for the Planning Area in 2007 generally includes:

- Sanitary sewer
- Stormwater (curb & gutter)
- Water
- Sidewalk
- Decorative Street lighting
- Hickory Creek Cleaning
- Railroad Crossings
- Turning Lanes and Traffic Signals
- Landscape Restoration
- Flood control
- Street repair/rebuild
- Railroad grade crossing

One-Way Street System

Several community leaders observed that the one-way street system may be out-dated, and may have negative impacts on the ability of visitors to easily navigate local streets to find businesses and other tourism sites. The one-way system originally designed to facilitate movement through the City, may now be counter productive. Traffic data analyzed in the Market Assessment section of this Plan reveals that local businesses may be operating at a disadvantage due to limited traffic volume caused by one-way streets. Retailers depend on visibility and desire location on busy streets. Even though traffic counts in the downtown are high, one-way streets limit the amount of traffic passing by a store front. A comprehensive evaluation of the street system should be undertaken, including the costs of changing the current system, as significant infrastructure changes to intersections and signalization may be required.

Quality of Life Action Plan




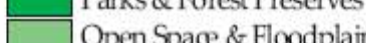
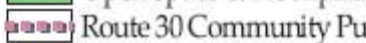
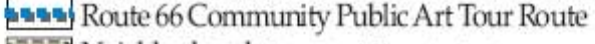
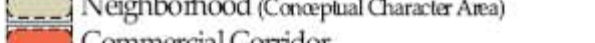
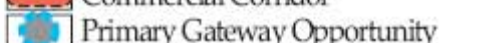
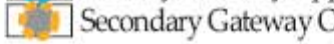

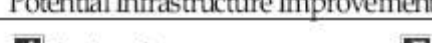
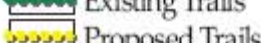
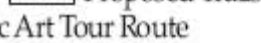
Joliet Council Districts 4 & 5

City of Joliet, Illinois

Neighborhood Character & Improvements Plan









DRAFT

LEGEND








-  Council District 4 Boundary
-  Council District 5 Boundary
-  New Lenox Boundary
-  Parks & Forest Preserves
-  Open Space & Floodplain
-  Route 30 Community Public Art Tour Route
-  Route 66 Community Public Art Tour Route
-  Neighborhood (Conceptual Character Area)
-  Commercial Corridor
-  Primary Gateway Opportunity
-  Secondary Gateway Opportunity
-  Existing Trails
-  Proposed Trails



Potential Infrastructure Improvements

- | | |
|--|---|
|  Sanitary Sewer |  Street Lighting |
|  Stormwater (Curb & Gutter) |  Flood Control |
|  Water |  Street Repair/Rebuild |
|  Sidewalk |  Grade Crossing |

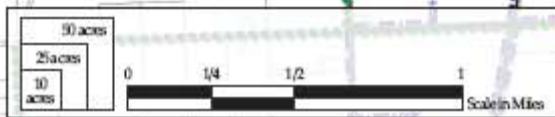
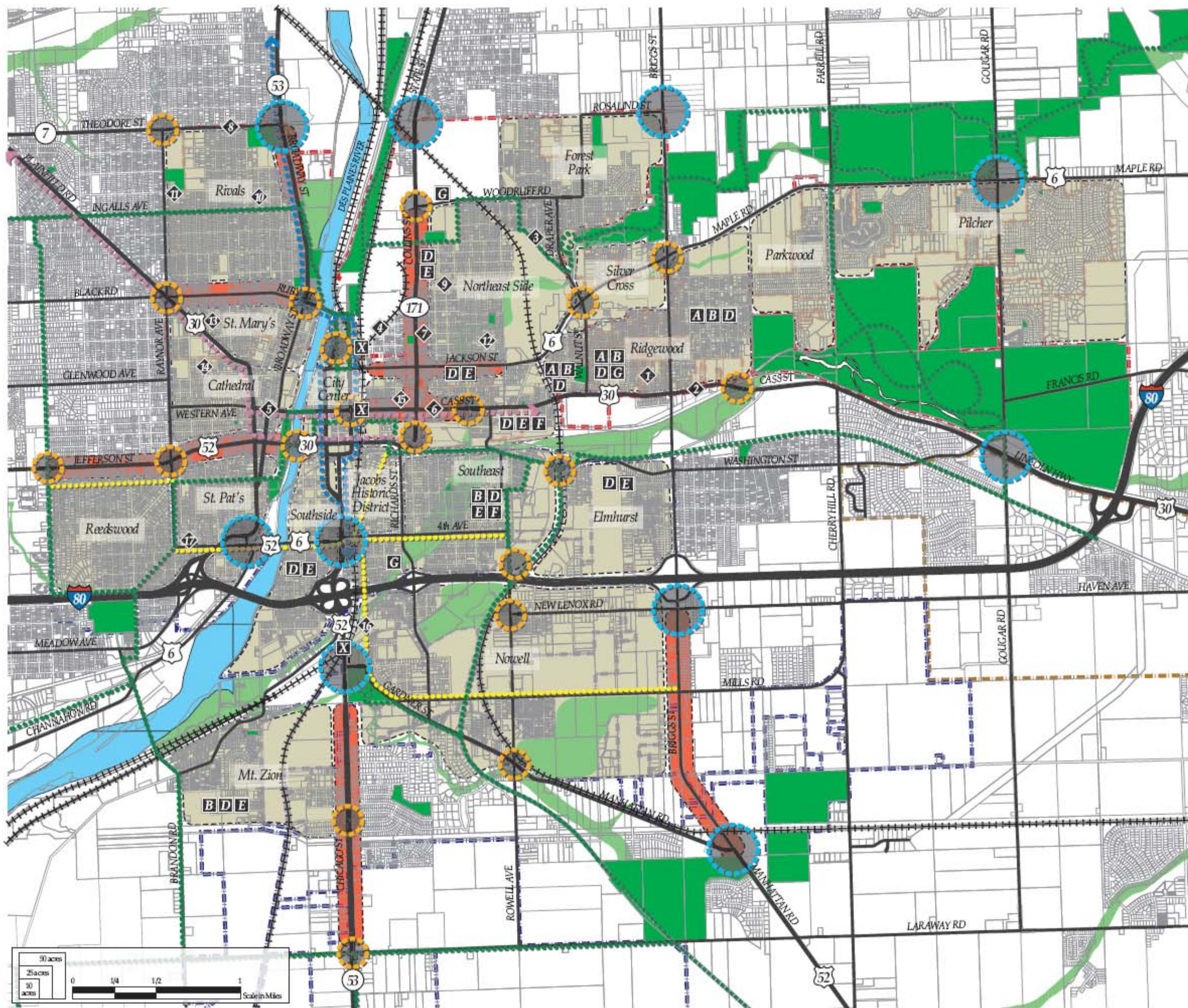
Potential Target Improvement Areas

-  Scribner St: Street Repair
-  Rte 30 (east of Briggs St): Lane Marking Improvements
-  Arther Ave: Flooding
-  State St: Street Repair
-  Summit/Hickory/Broadway: Sidewalk & Alley Improvements
-  Cass St: Decorative Street Lighting
-  Collins St: Decorative Street Lighting
-  Theodore St: Decorative Street Lighting
-  Cleveland/Ward: Railroad Landscaping
-  Cora St: Storm Sewer/Curb & Gutter
-  Curtis Ave: Street Repair
-  Gamsey Ave: Storm Sewer/Curb & Gutter
-  Raub St: Storm Sewer/Curb & Gutter
-  Eastern/Benton: Alley Repair
-  Willow Ave: Storm Sewer/Curb & Gutter
-  Whitney: Alley Repair
-  Gardner: Storm Sewer

May 2007

Base map data provided by the City of Joliet

Map prepared by Teska Associates, Inc.



Implementation Action Plan

Land Use

| Proposals Summary | | | | | |
|--|--|-----------------|------------------------|------------------------|--|
| Short Term (0-3 years) | Responsibility | Priority | Completion Date | Estimated Costs | Potential Funding Sources |
| 1) Expand streetscape improvement plans from the City Center along all major road corridors | City of Joliet | 2 | | | City of Joliet, Federal Transportation Grants |
| 2) Enhance screening, buffering, and landscaping between industrial and residential areas as an integral element of industrial development | City of Joliet, & Planning Area community, possibly represented by a Community Development Corporation (CDC) | 2 | | | City of Joliet, Chicago Metropolitan Agency for Planning (CMAP), IL Dept of Commerce and Economic Opportunity (DCEO), US Environmental Protection Agency (USEPA) |
| 3) Prepare a specific redevelopment plan, design guidelines, and developer recruitment process for the USX and prison sites | City of Joliet | 1 | | | City of Joliet, Will County Center for Economic Development (CED), State/DCEO, USEPA |
| 4) Prepare specific corridor plans for Cass St, Collins St, Chicago St, Briggs St, Jackson St, and Jefferson St | City of Joliet, CDC | 1 | | | City of Joliet, IL Dept of Transportation (IDOT) |
| Long Term (3+ years) | Responsibility | Priority | Completion Date | Estimated Costs | Potential Funding Sources |
| 5) Remove incompatible | City of Joliet | 2 | | | City of Joliet, |

| | | | | | |
|---|--|--|--|--|----------|
| uses, where practical, e.g. along the Chicago Street corridor | | | | | TIF, SSA |
|---|--|--|--|--|----------|

Neighborhood Character & Infrastructure

Proposals Summary

| Short Term (0-3 years) | Responsibility | Priority | Completion Date | Estimated Costs | Potential Funding Sources |
|---|---|----------|-----------------|-----------------|--|
| 1) Provide major gateway improvements along major road corridors into the Planning Area, including way-finding signs, monuments, public art, banners, landscaping, lighting, and other streetscape elements | City of Joliet | 2 | | | City of Joliet, Federal Transportation Grants, IDOT |
| 2) Provide identity signs, public art, banners, landscaping, lighting, and other streetscape improvements to each neighborhood (similar to the streetscape design for the Cathedral, St. Pat's, and St. Mary's Neighborhoods) | City of Joliet, Representative Planning Area community organization, possibly a community development corporation (CDC) | 3 | | | City of Joliet, Non-Profit foundations |
| 3) Adopt design guidelines that foster more pedestrian-friendly business areas | City of Joliet | 1 | | | City of Joliet, Regional Planning Agencies: CMAP and the Regional Transportation Authority (RTA) |

| Long Term (3+ years) | Responsibility | Priority | Completion Date | Estimated Costs | Potential Funding Sources |
|--|---------------------|----------|-----------------|-----------------|---------------------------|
| 4) Expand the City's capital improvements plan by tying to a long-term comprehensive | City of Joliet, CDC | 2 | | | City of Joliet, CDC |

| | | | | | |
|---|---------------------|---|--|--|---|
| development plan linking private and public funding to key redevelopment areas | | | | | |
| 5) Continue flood mitigation improvements | | 1 | | | Illinois Department of Natural Resources |
| 6) Continue to work cooperatively with other local, County, State, and Federal agencies to create a funding program for infrastructure improvements for the Ridgewood Neighborhood, and similar settled but unincorporated districts bordering the City | City of Joliet, CDC | 1 | | | City of Joliet, Will County, State Grants, USEPA and other Federal Grants |
| 7) Establish a complete sidewalk system to provide safe access to all parks, schools, and other major public destinations | City of Joliet, CDC | 3 | | | City of Joliet |