master plan

Joliet ILLINOIS

JOLIET PLAN COMMISSION

• volume I

population
economy
land use
housing
major streets
parking
public schools
parks
land use plan
urban renewal
annexation
downtown rehabilitation

LADISLAS SEGOE AND ASSOCIATES
city planners • consulting engineers
cincinnati, ohio

1959

STRAPPAZON PHOTO

COMPREHENSIVE MASTER PLAN

Joliet, Illinois

VOLUME I

July, 1959

LADISLAS SEGOE & ASSOCIATES

Charles W. Matthews - Principal Associate
Head of Project Staff

Roger F. Pfeil - S. W. Eberhardt
Associate Planners

SPONSORING AGENCIES

City of Joliet

Joliet Park District

Joliet Public Schools
School District 86

Joliet Township High School
School District 204

Joliet Township

CITY OF JOLIET

- - - - - -

MAYOR
JAMES P. HENNESSY 1955-1963

- - - - - -

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James C. Bell	1957-1961	Paul W. Friedrich	1955-1961
Edward J. Daniel[1]	1955-1959	William H. Wilson	1955-1961

Arthur Biederman 1955-1957

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James M. Bartley	City Attorney
Paul F. Brumund	Corporation Counsel
George L. Comerford	Purchasing Agent and City Comptroller
Bernard Prola	City Engineer
Ann Ulrich	City Clerk
Leonard O. Randles	Building Inspector
Joseph R. Trizna	Police Chief
Harold Rasmussen	Fire Chief
James W. Lavely	Assistant to City Manager and Civil Defense Director
Robert Murphy	Superintendent of Water Works
Charles Hall	Superintendent of Treatment Plant

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[1]Succeeded by:
J. Walter Lowrey 1959-1963
Maurice Berlinsky 1959-1963

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Dr. L. L. Fatherree[5]

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Francis P. Kelly

Albert A. Krzywonos

James P. McCarthy[6]

James B. McIntyre[7]

Morrill Palmer

Bernard Prola[8]

Charles M. Robson[9]

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[1]Succeeded Arthur J. Lumsden
[2]Succeeded Frank J. Turk, Sr.
[3]Succeeded by A. A. Wills
[4]Succeeded Dr. Gayle N. Hufford
[5]Succeeded by Dr. Felix Tornabene
[6]Succeeded Bert K. Preston
[7]Succeeded by Melvin E. Pohl
[8]Succeeded Harold R. Goodspeed
[9]Succeeded by William J. Joyce

JOLIET PUBLIC SCHOOLS

- - - - - -

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Louis R. Bertani, Vice President
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Raymond Fahr

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Dr. John W. English, Superintendent of Schools[3]
Louis F. Bottino, Administrative Assistant
Roy H. Doll, Business Manager

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- - - - - -

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Ray Lichtenwalter
W. Howard Lloyd
Walter Mertz

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Hugh S. Bonar, Superintendent
James H. Cherry, General Assistant Superintendent

---

[1]Succeeded by Melvin C. Schroeder
[2]Succeeded William H. Starner
[3]Succeeded Dr. Gayle N. Hufford
[4]Former members:
William Grinton
Dr. Suren M. Seron

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- - - - - -

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A. A. Wills,[2] Vice President
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Dr. Lawrence D. Furlong[3]
Robert E. Pilcher

Raymond A. Pilcher, Commissioner Emeritus

Jack P. Tabor, Secretary
W. F. Meyer, Treasurer
Charles J. McKeown, Attorney

Samuel Basan, Superintendent of Parks and Recreation[4]
John H. Woodworth, Jr., Director of Recreation

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John Rogers, Township Clerk
Ervin Boe[5]
William Frew[5]
Anthony Lilek[5]
Anthony R. MacKay[5]
George Williams[5]

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1 Succeeded by Walter McKay
2 Succeeded Vance S. Cummins as President
3 Succeeded A. A. Wills as Vice President
4 Succeeded William Jasinek, Recreation Director, and George Abbott, Park Superintendent
5 Justice of the Peace

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Paul F. Brumund, Corporation Counsel
Bernard Prola, City Engineer
Albert A. Krzywonos
Melvin E. Pohl

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Andrew R. Barber
Samuel Chuk
Walter Geissler
George T. Tapella
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Mrs. John C. Kingsbury
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Hans J. Orbesen
Joseph F. Rao
Lloyd L. Spencer

Leonard O. Randles, Clerk and Enforcing Officer

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[1]Former member: Otto Weber

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Bernard L. Williams, 2nd Vice Chairman
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A. J. Collins, Executive Director

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A. J. Felman, Chairman
John O. Holmes, Vice Chairman
John C. Murphy, Treasurer
Albert Jackson
Raymond Shea

Mrs. Frances Ziegler, Secretary and
Executive Director

July 31, 1959

Joliet Plan Commission
Joliet
Illinois

Gentlemen:

In accordance with our Contract of June 21, 1956, as extended August 28, 1957, we have completed and are pleased to submit herewith in this and other volumes our report on the Comprehensive Master Plan for Joliet and Environs. Submitted also are other items secured or prepared as a part of the undertaking.

Volume I contains the following reports:

Population · Economy · Land Use · Housing

Major Street Plan · Parking Facilities

Public Schools · Parks and Playgrounds

Land Use Plan · Annexation

Urban Renewal · Downtown Rehabilitation

Included in Volume I, as parts of the Major Street Plan, are sections on Street Details, Railroad Grade Separations, Downtown Improvements and Street Cross-Sections. In addition, Public Buildings, including fire stations, are discussed under major subjects such as the Land Use Plan and Downtown Rehabilitation.

Volume II comprises the following administrative items:

Subdivision Control · Zoning

Planning Administration · Zoning Administration

Statement of Basic Principles - Zoning Board of Appeals

Rules of Procedure - Zoning Board of Appeals

Public Improvements Program

Subdivision Regulations - in the form of an ordinance - were prepared in 1957 and enacted by City Council during 1958. A proposed Revised Zoning Ordinance and Zoning Map - submitted in the fall of 1958 - are under consideration by the Zoning Board of Appeals and others.

Besides the foregoing, the various original exhibits prepared as part of the work and certain items secured especially - including aerial photos, Sanborn maps, topographic maps - are being submitted. In addition to original base maps and the Master Plan exhibits reproduced in the above-mentioned volumes, original illustrations in color include 26 detailed Land Use Maps, a Generalized Land Use Map of the city and its environs, also the Land Use Plan, the latter also reproduced in black and white and contained in Volume I.

We wish to acknowledge our debt and express our sincere appreciation to all who aided in supplying data or reviewing our findings and conclusions. Included, besides the Plan Commission are the Mayor and Council, administrative officers of the City, plus the several taxing bodies, which, along with the City, financed the undertaking: namely, the Board of School Inspectors, the Township High School and Junior College Board, the Park District and Joliet Township. Others who assisted included the Parking Commission and the Zoning Board of Appeals.

At the risk of overlooking certain individuals or organizations, the following should be especially recognized for their cooperation and assistance: Messrs. George P. Lloyd and James R. Keck, Chairman and Vice-Chairman, respectively, of the Joliet Plan Commission; also, in addition to those listed herein under various agencies, Dr. George H. Woodruff, Messrs. Al Baskin, Arthur E. Kelly, Paul O. McKeown, Robert Murphy and S. L. Reinschreiber; and the Will County Bar Association, Will County Board of Realtors, Joliet Contractors' Association, Subdividers and Architects, Public Utilities representatives, and the Mayor's Committee on Urban Renewal. The assistance and cooperation of all concerned greatly aided and facilitated the preparation of the Comprehensive Master Plan.

Sincerely yours,

LADISLAS SEGOE & ASSOCIATES

Charles W. Matthews

Charles W. Matthews
gw

VOLUME I

C O N T E N T S

C O N T E N T S
(Cont'd)

CONTENTS
(Cont'd)

The following administrative items are contained separately in Volume II: Subdivision Control, Zoning, Planning and Zoning Administration, Board of Appeals, and a Public Improvements Program.

The proposed Revised Zoning Ordinance and the Subdivision Regulations also constitute separate volumes.

ILLUSTRATIONS

TABLES

Table listed are in the Appendix, at the end of Volume I.

TABLES
(Cont'd)

Table

INTRODUCTION

Joliet, the county seat of Will County, Illinois, is an important manufacturing, trade and transportation center located on the canalized Des Plaines River about 30 miles southwest of Chicago. The population of the city proper exceeds 60,000 and that of the urban area approximates 100,000. In common with other communities which experienced substantial growth since World War II, Joliet recognized in the early 1950's that a plan to guide its future development was essential. Toward this end, the Joliet Plan Commission was reorganized in 1953, with 22 members - 13 ex-officio and nine citizens.

During the fall of 1953, the Plan Commission took under consideration the engagement of a planning consultant to prepare a comprehensive plan for the city and its environs. It was not until the spring of 1956, however, that definite arrangements were consummated by the engagement of Ladislas Segoe and Associates - City Planners and Consulting Engineers of Cincinnati, Ohio - as Consultant. The work in preparing the Comprehensive Master Plan was begun in July, 1956, under an initial appropriation by the City covering the first year of a three-year program.

During the spring of 1957, it was decided that the financing of the program should be shared between the City and other taxing bodies. Subsequently, the Board of School Inspectors, the High School and Junior College Board, the Park District and Joliet Township agreed to participate with the City in financing the completion of the work over a two-year period. Early in 1959, after numerous meetings and extensive review of tentative reports of the Consultant by the Plan Commission, the taxing bodies indicated, other official agencies and administrative officials, as well as various committees and representatives of various unofficial organizations, the report on the Master Plan was produced in final form. Before final submittal, the various sections of the report again were made available to those concerned for review prior to formally submitting the final report in July, 1959.

The Comprehensive Master Plan for Joliet and Environs comprises the features or elements considered essential to assist the Plan Commission, City Council and other officials and official agencies in intelligently guiding private development and programming and carrying out public improvements for the general betterment of the community. Each of the features presented and discussed is relatively complete in itself, in that it represents a comprehensive plan for the development of a particular type of public facility or for the control of the use of private property, but they are all coordinated one with another so that collectively they form a well-integrated Master Plan for Joliet

and Environs. It is a long-range plan to be carried out gradually over a considerable period of years and is dimensioned to provide for the population anticipated by 1980 or so. The Master Plan does not imply that public improvements should be made sooner or in greater amount than would be done otherwise, but is intended to ensure that funds available to the community will be applied to meet first needs first - as part of a carefully thought out plan for the desirable development of the community.

The methods by which the Master Plan aims to achieve its primary objective - an orderly, efficient and more attractive Joliet - are both corrective and preventive. Thoroughfare widenings and extensions, new schools or additions to existing schools, provisions for additional recreational areas are examples of the first method; zoning, subdivision control, securing in undeveloped areas the right-of-ways for adequate thoroughfares are illustrations of the second method.[1] The gradual and systematic carrying out of the recommended corrective improvements will remedy over a period of years defects and deficiencies in the present physical community. Similar shortcomings in the future can be prevented by the application of the second method.

To maintain its integrity, the Master Plan should be regarded as a reasonably stable but not inflexible guide towards the development of the community. It should not be altered in any major respect unless fully warranted by the public interest or by conditions not now foreseeable. Obviously, the Master Plan will not of itself correct the defects and deficiencies of years of planless growth. Its net worth, in the final analysis, will depend on the extent that its recommendations and sound planning principles are followed. This calls for attention and collaboration on the part of the City Council, the Plan Commission and other official Boards, Commissions and administrative officers, with continuing technical advice of a full-time planning director, and, desirably, periodic assistance of a planning consultant, and last but by no means least the understanding and support of the people of the community. The Master Plan portrays a goal, the achievement of which requires vision, intelligence and industry. The benefits that are possible and may justly be expected will be ample reward for all those who exert their best efforts in planning and the implementing of sound plans for a better Joliet.

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[1]Revised Zoning Ordinance, submitted in a separate volume as part of the Master Plan, is under consideration by the City.
New Subdivision Regulations, as part of the Master Plan, were enacted by City Council as an ordinance in 1958.

POPULATION

Joliet, county seat of Will County, is an important manufacturing, trade and transportation center which is expected to play a significant role in the future development of northeastern Illinois. It is conservatively estimated that the population of the city and its steadily urbanizing environs - presently an estimated 90,000 to 95,000 - may exceed 125,000 people within a generation. Under exceptionally favorable conditions, the total by 1980 actually may be as high as 135,000.

These attractive population prospects are indicative of Joliet's generally favorable economic position. Like most midwestern communities, Joliet developed originally as a retail trade and service center, serving an extensive agricultural area. However, with the opening of the Illinois-Michigan Canal in 1848, the city's destiny changed and within a few years it became one of the principal freight handling and processing centers in its region. At the same time, it entered into its first industrial era, based on large-scale mining and shipping of the well-known local limestone.

Only four years after the opening of the Canal, the Rock Island Railroad came to Joliet, followed by other lines. These railroads may have been the primary cause for the location of the steel industry in Joliet - probably attracted by the soft coal deposits in the general

vicinity of the city. It is of interest to note in passing that during those early periods of development Joliet's municipal government was keenly aware of a number of problems of urbanization which many other communities failed to recognize in those days. As early as 1894, for example, Joliet pioneered in the elimination of railroad grade crossings, seeking to require the railroads to elevate their tracks in the city in order to eliminate dangerous crossings. After a long drawn-out contest, a compromise program finally was put into effect in 1904, separating grades at numerous crossings and consolidating passenger services in a union station appropriately placed in the southeast fringe of the central business district.

Joliet's manufacturing industry today, which largely produces durable goods, is relatively diversified, ranging from the manufacturing of various types of machinery, such as earth-moving equipment, to such items as wire products and nails, to wallpaper and horseshoes known the world over. Almost 32 per cent of Joliet's resident labor force is employed in manufacturing. The largest employers in the Joliet area are the Caterpillar Tractor Company, the Elgin, Joliet and Eastern Railway and the American Steel and Wire Division of the U.S. Steel Corporation. Many of the community's products are absorbed by the Chicago metropolitan area and other markets in Joliet's vicinity. However, Joliet's industrial output today is of far greater importance

than that of the average medium-size industrial center, and much of it is destined for distant out-of-town markets, with industrial consumers found in practically every principal region of the United States and in foreign countries as well.

While Joliet's industries and transportation facilities grew, the city's retailers and wholesalers also established themselves, serving not only the population of the city, but also a large agricultural and semi-rural hinterland. Today, some 17 department stores and over 800 retail outlets serve the Joliet retail trade area which is estimated to have a total population of more than 230,000. While the city has developed, the metropolitan area of Chicago has pushed its outskirts into Will County. During recent years an ever-increasing number of persons working in the city of Chicago proper have selected Will County, and the Joliet area in particular, for home sites. The U.S. Census includes Will County in the Standard Metropolitan Area of Chicago which comprises five counties in Illinois and one in Indiana.

Joliet is strategically located on important highways traversing Illinois: US-6, US-30, US-52, and US-66. As suburban Chicago reaches out into the Joliet-Will County area with such major projects, among others, as the Calumet-Sag Navigation Project, entirely new opportunities present themselves. It may be assumed that the early role of Joliet in respect to retail trade and as a service center

for its agricultural and semi-rural environs gradually may change to that of a major suburban retail and service center for a large segment of the rapidly urbanizing southwest Chicago area.

General characteristics of Joliet as it exists today are revealed by the various figures in Table 1, "General Characteristics of Joliet, State of Illinois, Illinois Urban and Three Selected Illinois Cities: 1950." Joliet is compared in this table and in other parts of this report with the State of Illinois and with the "average" Illinois city, (i.e., the Illinois urban population in the aggregate). It also is compared with three other cities which are considered to have somewhat similar general characteristics in regard to their location, basic economic structure and population - Aurora, Decatur and Elgin. All three of these communities selected for comparison show approximately the same basic economic characteristics as those just discussed in regard to Joliet itself - they are industrial cities and important trade centers in their respective localities. Yet, in several respects Joliet differs considerably from the State as a whole, these other cities, and the average Illinois city - in regard to recent population growth, for example.

In rates of population increase, as shown in Table 1, Joliet experienced more than twice the growth, proportionately, of that of the State as a whole from 1940 to 1950. It increased 21.8 per cent during

this 10-year period, while Elgin increased only 15.4 per cent, Decatur 11.7 and Aurora but 7.2 per cent. The gain in the State as a whole was 10.3 per cent, while the "average" Illinois city was just slightly greater - 11.7 per cent.

Of particular interest in the comparisons of Table 1 are the figures concerning the median income of families and unrelated individuals. According to these figures, Joliet's median income per family in 1950 was exceeded only slightly by Aurora and Elgin. However, compared with Decatur, the State as a whole and Illinois Urban, the median income per family in Joliet was the highest. This evidence of relative economic well-being is further substantiated by the figures on the median value of owner-occupied dwelling units which was $838 (nearly 10%) higher than the State as a whole and higher than the median value of dwelling units in the cities of Aurora and Decatur, although somewhat lower than Illinois Urban and considerably lower than Elgin.

By far the largest proportion of Joliet's employed residents, 31.7 per cent, is engaged in manufacturing. In this respect Joliet is somewhat lower than Illinois and Illinois Urban, reflecting the strong influence of highly industrialized Chicago. The proportion of 16.5 per cent in retail trade in Joliet, the second largest employment group, is lower than Decatur with 19.4 per cent. It is slightly below the Illinois Urban average, but somewhat higher than the State as a whole and

slightly higher than Aurora and Elgin. Joliet, Aurora and Elgin are somewhat comparable in this respect, all three cities undoubtedly reflecting in part the pull of the metropolitan shopping facilities in nearby Chicago, while Decatur represents a relatively higher degree of retail independence in its locality.

The third largest individual group is that of transportation, communication and utility workers, which amounted to 13.1 per cent in Joliet in 1950, exceeding considerably the State as a whole, also the State Urban and Elgin, but being ahead of Aurora and Decatur by just a slight margin. As regards professional and related services, Joliet is somewhat above the State and State Urban average in 1950, which, incidentally, holds true also for the category of "business and personal services."

Indicative of the relative maturity of Joliet is the fact that only 8.1 per cent of all dwellings existing within the city proper in 1950 were built since 1940, a considerably lower proportion of new housing than in Decatur, Elgin and the State as a whole, but higher than in Aurora. This general picture of housing construction in Joliet may be explained by the fact that the city is relatively old and stable with a substantial amount of housing already existing. Since 1950, however, the very considerable amount of housing construction has changed this picture appreciably.

In summary, Joliet's growth has been typical of that of a mature community, reflecting at the same time the substantial post-war expansion which has occurred in most other American communities. It is a comparatively prosperous city and its future development prospects appear promising. If full advantage is to be taken by Joliet of these prospects, it is important that sound comprehensive long-range plans be prepared, adopted and followed, thereby to assist in providing the most favorable physical environment and the most efficient physical facilities for accommodating and serving the various economic, social and cultural activities already established and those yet to come. The comprehensive Master Plan outlines such a program for the general guidance of those who will have a part in the building of the future Joliet.

Past Population Growth

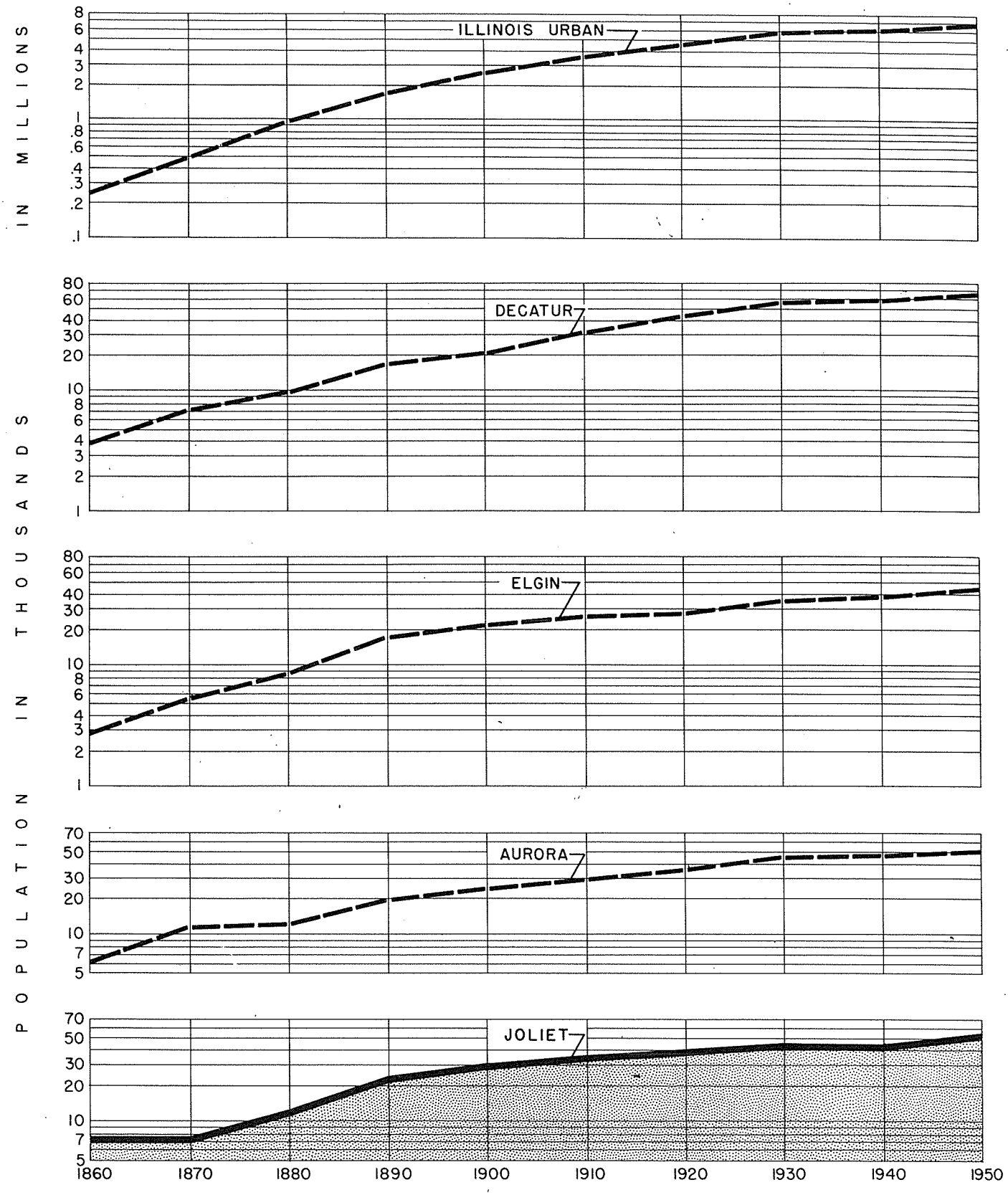
The city of Joliet proper, with a population of nearly 62,000 in 1958,[1] has grown by almost 20 per cent since 1950 when the U.S. Census reported a total of 51,601. Between 1940 and 1950, as may be seen in Table 2, "Population Growth - Joliet, Aurora, Decatur and Elgin: 1850 to 1950," Joliet gained over 9,200 people or nearly 22 per cent - a considerably higher percentage than experienced in Aurora, Decatur and

[1] 60,529 in 1957, as determined by special U.S. Census

Elgin - cities used herein for comparison. From 1930 to 1940, however, there was a decline in Joliet's population of one and one-half per cent.

Since the 1830's, when Joliet was founded, the city's population growth rate has fluctuated considerably from decade to decade, ranging from 167 per cent for the period 1850 to 1860, to the decline during the 1930's. The figures in Table 2 and the graph, "Population Growth Trends: 1860 - 1950," reveal the comparative course of Joliet's population growth.

The striking fluctuation of growth rates reflects the impact of specific political or economic events on the development of Joliet. During the 1850's, it was no doubt the opening of the Canal and the arrival of the Rock Island and other railroads which were a considerable stimulus to growth. Industrial expansion during the latter 1870's and '80's may have been responsible for the above-average growth of those two decades; while, of course, the depression of the 1930's caused the sudden decline of the growth rate from which the city did not rebound until World War II. Since the War, general prosperity, nation-wide population increase, and particularly the rapid continued expansion of the metropolitan area of Chicago are considered to be the prime factors which have caused the city of Joliet to experience its most remarkable expansion since the turn of the century.



POPULATION GROWTH TRENDS 1860 - 1950

JOLIET · 3 SELECTED CITIES · ILLINOIS URBAN

JOLIET · ILLINOIS
JOLIET PLAN COMMISSION
LADISLAS SEGOE & ASSOCIATES
CITY PLANNING CONSULTANTS
CINCINNATI · OHIO 1956

Present Population Distribution

As may be seen on the map, "Population Distribution: 1957," the population of Joliet and environs is rather evenly distributed among the various sections of the community. Except for several areas of limited size, where above average rates of dwelling unit occupancy are found, the density pattern throughout the residential parts of the Joliet area is fairly uniform.

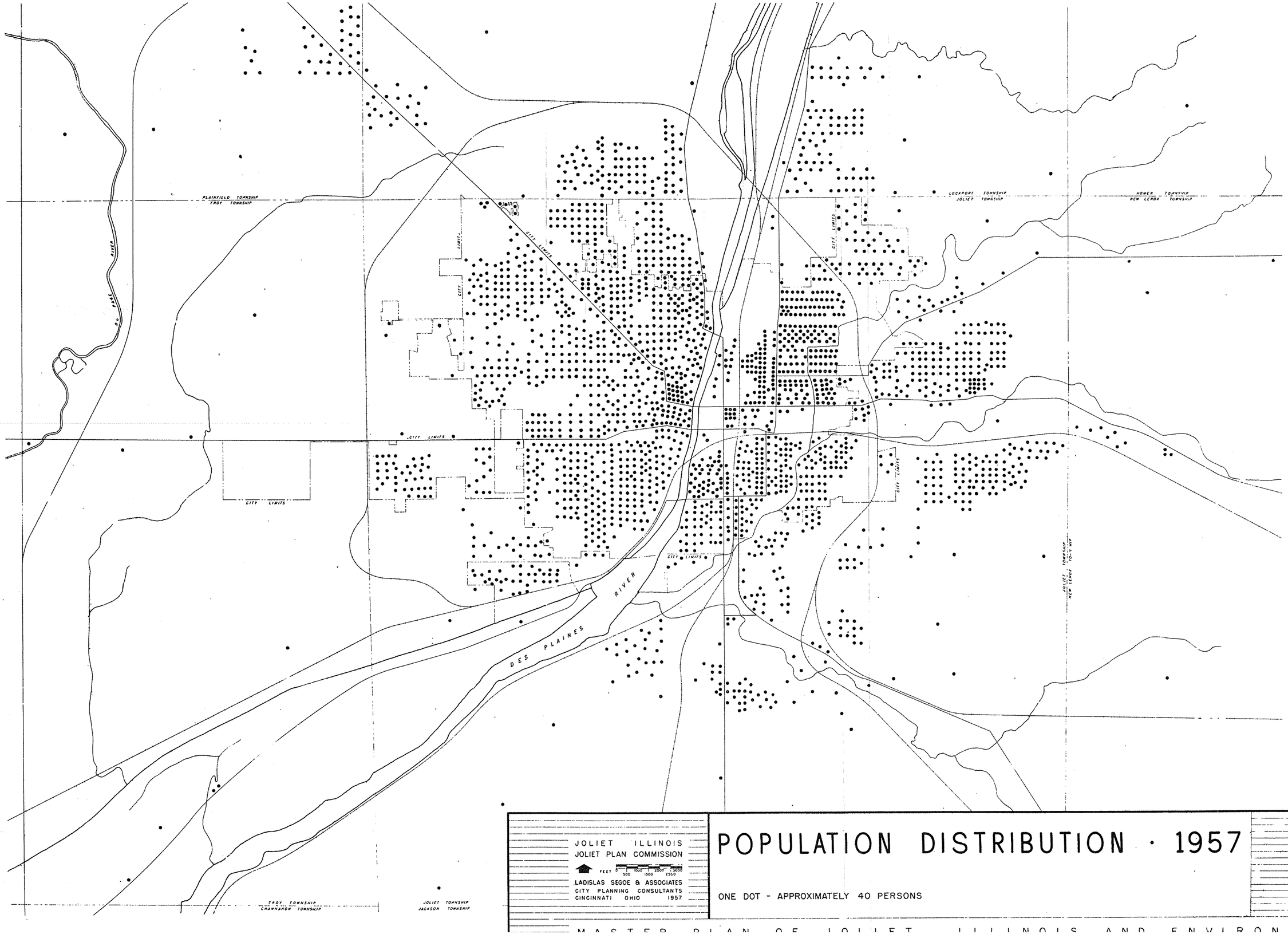
Of the total population of 51,601 as reported by the 1950 Census, approximately 25,000 resided east of the Des Plaines River, and, of this group, some 1,700 lived in the general downtown area. Of the nearly 27,000 persons living west of the River, some 9,500 resided west of Raynor Ave. By 1957, as revealed by the special census, the population east of the Des Plaines River had increased but slightly to about 26,500, despite annexation which offset losses in the city as of 1950. On the other hand, substantial growth had occurred on the west side - where the population increased to more than 35,000. The permanent resident population of the general downtown area evidently decreased to about 1,000.

Population Prospects

The graph, "Population Growth Projections: 1950 - 1980," shows forecasts for the State of Illinois, the northeastern region of the

State (comprising five selected counties), Will County, the general Joliet-Lockport urban area and the "urban service area" of Joliet itself.

Several different methods were used in arriving at the estimates of the probable future population of Joliet, one of the most reliable of these involving the step-by-step breaking down from the long-range projections for the United States, as prepared by the U.S. Census, to the population of the State, to the urban population of the five-county northeast region of the State, and, finally, to the Joliet urban area and the city of Joliet itself - by projecting into the future the proportions of the population which each of the smaller units held in the past of the next higher one. However, such mechanical projection in itself is not sufficient; regional and local factors likely to affect local population trends must be taken into account. Involved is a weighting of the relative drawing power of Joliet compared with other communities in the general northeast section of the state, and, more particularly, in the general greater Chicago expansion area; consideration of readily available, accessible and developable land reserves; the ability of the city to provide services for additional population; and a number of other related factors. The final estimates were compared with those of other agencies and private organizations. Forecasts of prospective population growth are at best "educated guesses" and it

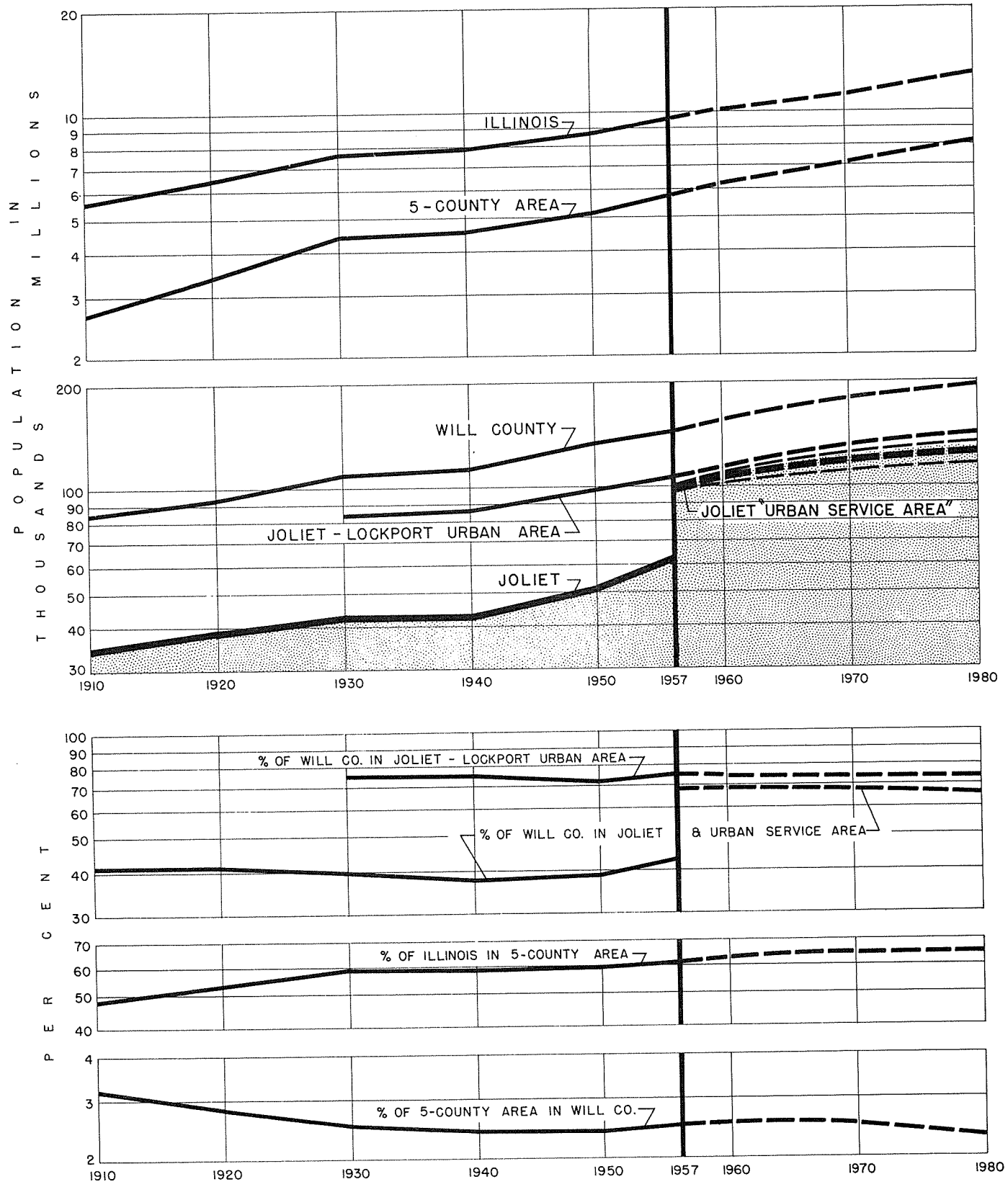


JOLIET ILLINOIS
JOLIET PLAN COMMISSION
FEET 0 500 1000 2000 3000
LADISLAS SEGOE & ASSOCIATES
CITY PLANNING CONSULTANTS
CINCINNATI OHIO 1957

POPULATION DISTRIBUTION · 1957

ONE DOT - APPROXIMATELY 40 PERSONS

MASTER PLAN OF JOLIET ILLINOIS AND ENVIRONS



POPULATION GROWTH PROJECTIONS 1950 - 1980

JOLIET URBAN SERVICE AREA · JOLIET - LOCKPORT URBAN AREA
WILL COUNTY · 5-COUNTY AREA · STATE OF ILLINOIS

JOLIET · ILLINOIS
JOLIET PLAN COMMISSION
LADISLAS SEGOE & ASSOCIATES
CITY PLANNING CONSULTANTS
CINCINNATI · OHIO 1956

MASTER PLAN OF JOLIET · ILLINOIS AND ENVIRONS

should be appreciated that the smaller the unit the less reliable are even the most carefully prepared forecasts. Consequently, the indicated prognostications for Joliet must be regarded merely as working figures of sufficient reliability to be useful as a basis for planning.

In order to fully comprehend the population growth potential of Joliet, it was necessary to analyze not only the city of Joliet itself but the entire complex of urban development in the Joliet-Lockport area. For purposes of this study, all of Joliet and Lockport Townships and the easterly sections of Troy and Plainfield Townships were considered part of the Joliet-Lockport urban area, encompassing some 75 square miles. The 1957 population of this area - including the incorporated cities of Joliet, Lockport and Rockdale, was estimated as nearly 110,000 representing perhaps two-thirds or more of Will County's total population.

This entire urban area must be considered a unit, socially and economically centered and dependent in major degree upon the activities and facilities of the City of Joliet. It is estimated that about 95,000 persons now are, and will no doubt to an ever-increasing extent continue to be of concern, directly or indirectly, to the City of Joliet from the standpoint of public facilities and services. These people reside in that portion of the general urban area into which - by virtue of its physiographic make-up - public facilities such as sewer and water mains

may most readily and economically be extended. This segment of the general urban area - the Joliet "urban service area" - constitutes the logical planning area for Joliet as the principal or central city in the larger Joliet-Lockport urban area, and should be the area of primary concern in connection with municipal policy decisions as regards physical as well as political expansion.

Obviously, it is impossible to predict what proportion of the anticipated Joliet urban service area population will reside within the political boundaries of Joliet proper. However, the growth which the city has experienced in the past, particularly during recent decades, may be indicative of future prospects. The rate of Joliet's population growth from 1940 to 1950, 21.8 per cent - referring now to the city proper as reported by the U.S. Census - was the largest decennial increase since 1900. This upward surge has continued during the seven years from 1950 to 1957 at the decennial rate of almost 25 per cent.

It is conservatively estimated that the 1980 population within the Joliet urban service area will exceed 125,000 and may reach almost 135,000 under very favorable conditions. The projections underlying this estimate are presented in three series in Table 3, "Prospective Population Growth - Joliet Urban Service Area: 1950 - 1980," namely: High, assuming very favorable conditions; Medium, assuming moderately

favorable conditions; and Low, assuming rapid decline in birth rates and in-migration. However, even the low series of the projections yields approximately 117,500 for the year 1980.

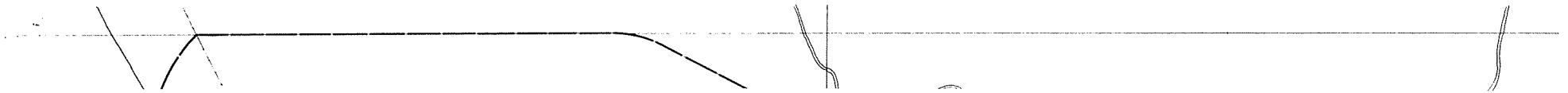
It will be noted that the 1957 population of the city proper was found by special U.S. Census to be more than 60,500, while that of the Joliet urban service area, as mentioned previously, was estimated at about 95,000. The latter figure is based on field counts of dwellings, building permits issued for residential construction and the weighted average number of persons per family in the various sections of Joliet and environs. In the light of the medium series of projections in Table 3, it may be assumed that the Joliet urban service area will approach, if not pass, the 100,000 mark before 1960. By 1970 a population of anywhere between 115,000 and 122,500 may be expected, and the decade from 1970 to 1980 may well lift Joliet and its environs into the 130,000 to 135,000 population class.

Only a small proportion of the indicated growth will occur within the present city limits. The total population holding capacity of the incorporated area of Joliet as it exists at the present time is estimated to be less than 70,000. This means that not more than some 8,000 people can be accommodated in addition to those now residing in the city. This estimate, of course, is based on the assumption that density

patterns and controls will remain similar to those observed and in effect at the present time. Consequently, increases in population beyond the indicated holding capacity of the city proper will take place in the now unincorporated suburban fringe. In the light of prevailing trends in Joliet and elsewhere, it is reasonable to assume that certain city areas will be by-passed - at least temporarily - as outlying sections may be considered more desirable, thereby causing the more accelerated rate of growth in the suburban fringe suggested by the accompanying map, "Present and Potential Population by Sections - Joliet, 1950-1980."

Prospective Population Distribution

The map just referred to shows the expected increase of residents in 11 identifiable sections or study areas of the community. These sections were delineated for purposes of statistical and land use analysis on the basis of Census enumeration districts, natural or man-made dividing lines, such as major traffic arteries, ridges and valleys, and other criteria. Proportionately, the bulk of expansion is anticipated in a westerly direction insofar as facilities and services, particularly utilities, can be provided economically for that area. However, substantial residential growth also may occur in the southeast and to a lesser extent in the northeast provided development is induced and made attractive by installation of necessary public facilities.



Although most of the anticipated growth is expected to take place in the as yet undeveloped parts, some increase will occur in the already predominantly developed urban area. Careful analysis of existing vacant land and its suitability for various uses, and some consideration of replacement of existing single-family dwellings by multiple-family units were made in order to estimate the approximate increase within the present urban area.

If the estimated 1980 population of the medium series of projections is tabulated on the basis of the analysis of available land within and outside the present city, the distribution for the Joliet urban service area, as a whole, and for the 11 study areas may be expected to show the pattern portrayed in the map above referred to.

Age Composition and Forecasts

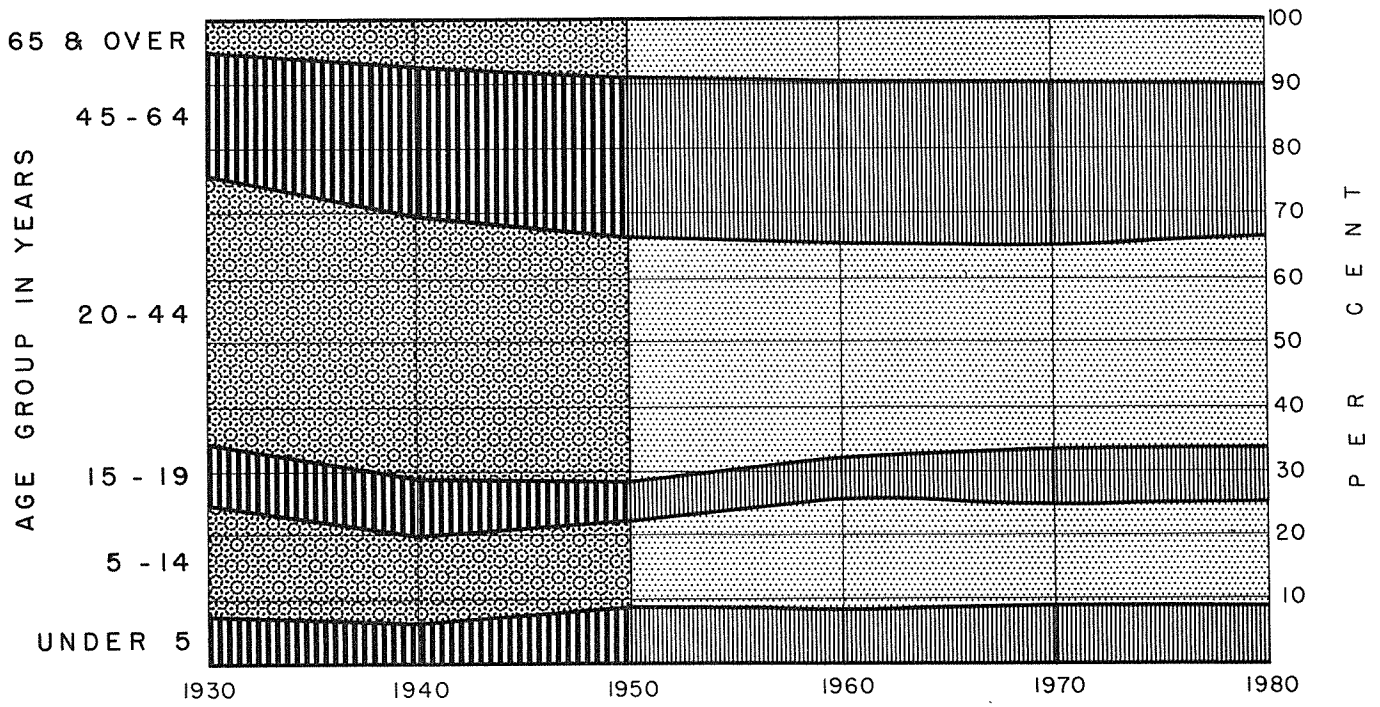
The present and probable future age composition of the population of Joliet, as contained in Table 4, "Population Age Composition Trends and Projections, United States and Joliet: 1930 - 1980," and in Table 5, "Age Composition - Illinois, Joliet and Three Selected Cities: 1940 - 1950," as well as in the accompanying graph, "Age Composition Trends and Projections, 1930 - 1980."

Generally speaking, trends in age composition of the population of the city differ somewhat from those for the United States as a

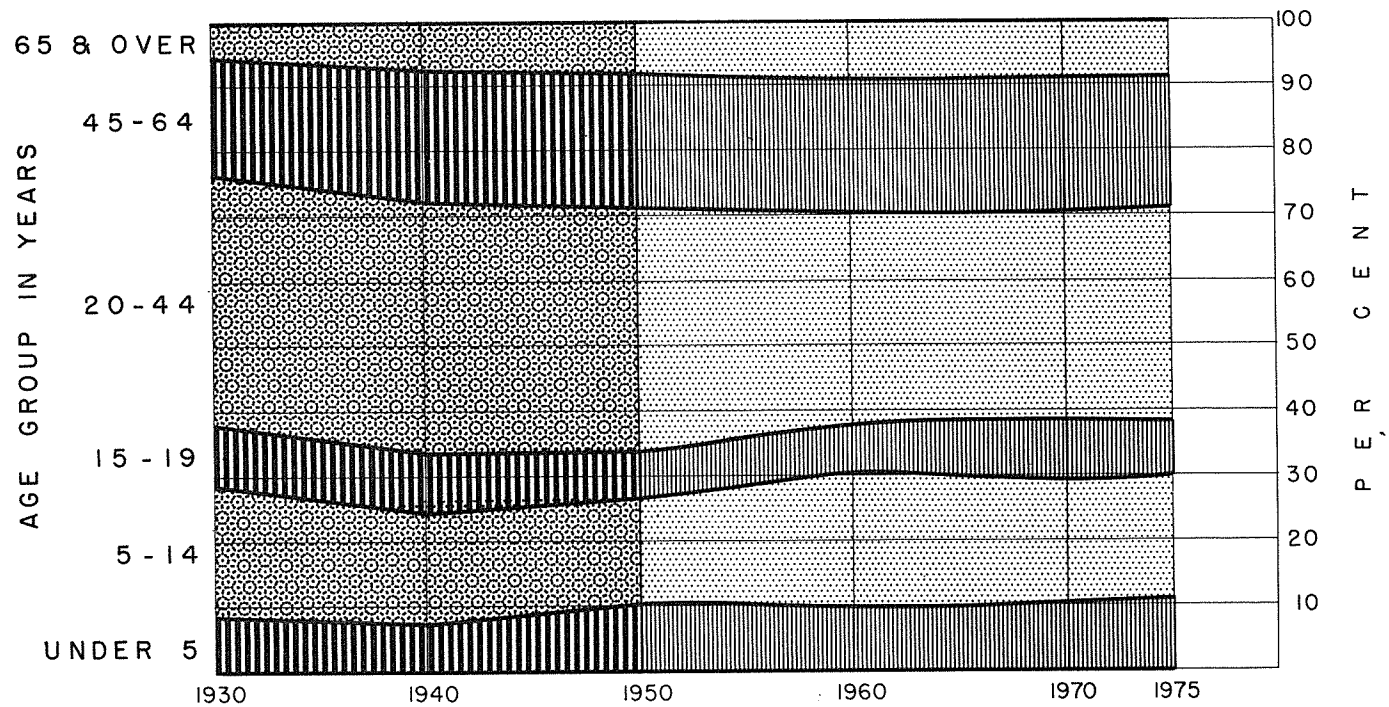
whole. Joliet's proportion of children under 14 years of age was substantially lower in 1950 than the average of the United States. In the proportion of the population in the age groups 0 to 4 and 5 to 14 years, Joliet held 8.8 and 13.4 per cent respectively as against 10.7 and 16.1 per cent for the United States. As shown in Table 5, Joliet also was lower than Aurora and Decatur in these age groups but somewhat higher than Elgin.

Like the country as a whole, Joliet experienced between 1930 and 1940 a considerable proportional decline in these young age groups. This is to an extent reflected also in the relatively high proportion of older people in 1940 and 1950. The group of 45 to 64-year old persons, which in 1950 amounted to 20.3 per cent in the United States, was 24.7 per cent in Joliet, and the group of 65-year old and older persons was 8.3 for the country as a whole and 9.4 for Joliet. However, in line with nation-wide trends of high post-war fertility rates, by 1950 Joliet reported a substantial increase to 8.8 per cent in the 0 to 4 age group from its low of 6.1 per cent of 1940.

As concerns age composition, Joliet may be considered a relatively mature community. The median age of its 1950 population of 34.4 years was 1.3 per cent higher than in the average urban community of Illinois (see Table 1). The economically important age group of 20 to 44 was just



J O L I E T



U N I T E D S T A T E S

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AGE COMPOSITION TRENDS & PROJECTIONS · 1930 - 1980

J O L I E T · U N I T E D S T A T E S

slightly higher than the United States average, while the middle age group of 45 to 64 was substantially higher (see Table 4).

Generally, it is estimated that by 1980 a substantial proportion of the population, perhaps 60 to 70 per cent, will consist of persons born before 1955. The U.S. Census estimates that persons in their late teens and early 20's, representing roughly the college age group of 18 to 24 years, will increase very rapidly between 1960 and 1970 and may number almost twice its present total by 1980. The same general assumption may be made for the Joliet area. Although in 1950 the proportion in the 20 to 44 age group in Joliet was just slightly higher than in the United States as a whole - following a period of about 20 years during which it had been substantially higher than the country - it may be assumed that the community will improve its position again and exceed the U.S. average by an appreciable margin as it continues to attract new industries and other businesses, causing the in-migration of a higher proportion of persons in this particular age group, as well as providing an incentive to native younger people to remain in the city or general urban area of Joliet. At the same time, it may be expected that the age group of 65 years and over will remain to be of substantial economical and social significance.

These trends and working estimates of age composition and population projections generally have significant implications in the preparation of the Master Plan, especially in connection with the surveys and

studies concerning specific age groups, such as schools of various grades or certain types of recreation facilities. Recommendations concerning school plans, for example, presented in the report on Public Schools, were based principally on estimates of prospective school enrollment, which in turn were derived from the studies of population growth and age composition discussed in this part of the Master Plan.

Sex Composition and Nativity

In 1950 the number of female residents was somewhat higher in Joliet than the number of males. In younger age groups under 15, male and female residents were rather evenly distributed, while in the age group from 15 to 40, the females outnumbered the males. Also in the older age group of 65 and over, the number of females was considerably higher than the number of males. An explanation for the relatively high proportion of women of child-bearing and employable age may be found in the employment of substantial numbers of women in the apparel, textile and wallpaper industries.

According to the 1950 census, 4,893 persons among Joliet's residents, or 9.5 per cent, were foreign born. However, 3,938 of these were naturalized American citizens. Of the total foreign-born, 23.2 per cent were of Italian descent, 12.2 per cent reported Yugoslavia as their country of birth, just under 10 per cent came from Czechoslovakia.

Family Size

As in most cities, the state and the nation, the average size of family has been fluctuating mainly due to changes in economic conditions. It also may be said that the long-range trends over the past 40 to 50 years have been toward smaller and smaller families. The average number of persons per household in Joliet was approximately 3.7 in 1940 and 3.26 in 1950, explained in part, perhaps, by newly formed families moving into their own homes after the depression of the '30's. The corresponding number of persons per family - not including unrelated individuals - was 3.41 in 1950, which coincided with Illinois Urban, but was just below State average. The present (1957) average number of persons per family is estimated to be about 3.5. The figures concerning persons per household are slightly higher than the corresponding ones for the State, as well as for Illinois Urban. The number of persons per household for the State was 3.2 in 1950, which coincided with the figure for Illinois Urban.

It is difficult to predict whether or not the long-term general trend toward smaller and smaller families may be expected to reassert itself in Joliet, or rather whether it is to be assumed that the recent trend toward somewhat larger families will continue for any significant period of time. The numerous factors affecting family size can, of course, not be predicted. For purposes of this study, however, it may

be reasonable to expect that the average number of persons per family by 1980 will be approximately the same as estimated for 1957, based on the assumption that the present trend toward larger families will continue for a number of years until it reaches four persons or more and then likely decline again to reach its present level and thereby complete the cycle by about 1980.

Inquiries into family and household size and other primary group relationships have a definite bearing on several aspects of a community's future development. The most obvious, perhaps, is the relationship to housing. Obviously, with an increase in the average family size, fewer dwelling units than otherwise will be needed to accommodate the prospective population of the community. Then, too, experience prior to the present trend toward larger families made it logical to expect the need for more apartments and smaller dwelling units. With the reversal of the trend in recent years the question presents itself as to what extent it will be necessary in the planning of new subdivisions and homes to recognize the demand for larger dwellings and home sites to accommodate the larger families. Furthermore, with an increase in the proportion of aged persons, the question may be considered whether the laying out of perhaps entire subdivisions with smaller homes or the providing of other apartment-type facilities may be needed to accommodate this segment of the potential housing market. The effects of these trends and prospects

have been taken into account in pursuing the various studies in the Master Plan, especially in estimating housing needs and land requirements for residential purposes.

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An understanding of trends in the growth and characteristics of the population and of the community and future prospects in regard to these trends are prerequisite to the preparation of sound plans and programs for public improvements, as well as private developments in the community. Estimates of future revenues, capital budgeting, programming of public facilities and services, including streets, parks, playgrounds, schools, sewers, water, and the planning of land uses cannot be made without such appraisal of the prevailing and anticipated future situation in respect to population. For it is the impact of population growth, especially of rapid population growth, which causes most of the acute problems with which municipalities and other levels of government are confronted from time to time. Estimates of overall population growth and distribution are essential for assessing the need and preparation of plans for facilities which are to serve the entire community, as well as specific sections, while more detailed analysis of the composition of the population, such as that of age

composition, is required for the programming of facilities intended for particular segments of the population, such as children of school age or the aged.

ECONOMY

The functions of most cities are varied and numerous, but they generally are known for the predominant economic and social functions which characterize their role in the regional or national economy. Thus cities are referred to as manufacturing, trade or transportation centers, university towns, mining or lumber communities, recreation centers, health resorts, government centers, etc. More often than not, several of these and other functions and activities are found in various combinations in cities of even moderate size.

However, whatever the economic characteristics of the city, the basic functions common to all communities, large or small, are the production and distribution of goods and the rendering of services. These functions provide the incentive for people to settle in cities where they have the widest range of opportunities to apply their talents and skills to maximum advantage. The aggregate of the multitude of their activities, ventures and enterprises make up the economy of the city.

This economy and its principal component parts can be diagnosed qualitatively and measured quantitatively and thus can serve as a "yardstick" in assessing the strength and weaknesses of a city's economic base and its prospects in relation to other cities and to its regional setting. While itself conditioned by local physical and other characteristics, features and resources, the city's economic base

becomes the most important element in determining and anticipating the future physical development of the community, as well as the well-being of its inhabitants.

Therefore, inquiring into the city's economic base, the composition and characteristics of income-producing activities and potentialities, as these bear on plans for future community development and improvement, is manifestly as important a basic study as those of the growth and characteristics of the population and the use of land. It is impossible, in fact, to evaluate realistically the growth potential of population without consideration of the city's economic prospects. Furthermore, the standard of living of the people in a community and their ability to finance needed or desired community facilities are dependent in the final analysis upon the present condition and future potential of the community's economy.

Accordingly, a study of the economy of the community serves a two-fold purpose: first, to determine the principal means of livelihood of the people in the community, with the view of pointing out means of strengthening, expanding or supplementing these activities; and, second, to help establish a proper scale or dimension for the Master Plan as a whole, and particularly for public facilities and services of various categories in terms of the community's prospective requirements and financial resources.

Joliet is a community of diversified economic activities. The proximity of metropolitan Chicago notwithstanding, Joliet has established a place for itself over the years as an independent manufacturing and trade center of regional importance. The people of Joliet are not greatly dependent on metropolitan Chicago for employment, although an increasing number of Joliet residents do work in that metropolitan city and its immediate environs.

The employment opportunities in Joliet are as diversified, of course, as the city's economy: in the stores, business and professional offices; in the various industrial plants; and to a lesser extent in government and institutional work. It is the purpose of this report to describe and evaluate the occupations of Joliet's residents and the sources of employment in Joliet and to appraise potential opportunities for expansion and improvement. Following a general review of labor force and employment conditions, occupations of the resident population and the principal economic activities - manufacturing and trade - will be discussed in some detail, preparatory to presenting a general evaluation of the community's economic outlook.

This analysis of trends and projections of Joliet's economy is based on primary and secondary sources of information, including a comprehensive field survey, data from the Joliet Association of Commerce, spot checks of manufacturing and trade establishments, the latest available U.S. Census statistics, various reports previously prepared,

including the report by the Real Estate Research Corporation of Chicago entitled "Central Area Improvement Analysis and Action Program," and information from other local, state and federal government sources.

The Labor Force

It is estimated that approximately 27,500 persons are in Joliet's labor force at this writing. This represents an increase of more than 20 per cent over 1950, the year for which the latest U.S. Census statistics of this sort are available. By labor force is meant those persons living in Joliet proper who customarily work for a living, either in the city or elsewhere, including those who happen to be unemployed at the time. It includes persons who are self-employed, as well as those who work for others, but it does not include persons who work but do not live in Joliet.

In 1950, there were 40,805 persons 14 years old and over residing in the city. Of these 19,461 were men and 21,344 were women. This age group generally includes all those actively participating in the economic life of the community. The labor force itself consisted of 22,630 persons, accounting for over 55 per cent of all persons 14 years old or over. In Table 6, "General Characteristics of Labor Force: Joliet and Illinois Urban: 1950," the characteristics of Joliet's labor force are shown in some detail. Unemployment until the recent recession has been small - for example, only 4.0 per cent of the labor force was without work in 1950.

The majority of those employed (82.0 per cent), were reported in 1950 as private wage and salary workers, while 8.2 per cent were self-employed and 9.5 per cent were in government service. The relatively high proportion of government workers reflects the fact that Joliet is not only the County seat, but that the city or its environs also accommodate such State institutions as the penitentiary and branches of other State agencies, such as the State Employment Service, for example.

In the State-wide picture, Joliet's employment and labor force situation appears to be comparable with other similar communities. The proportion of its labor force employed was slightly lower, however, than in the average Illinois city. Persons 14 years old and over, not in the active labor force in Joliet, amounted to 44.5 per cent of all persons in this age group, as against 42.8 per cent in the average Illinois city. As would be expected, this group consisted largely of women keeping house, children and youths in school, disabled people or people in retirement, and inmates of institutions.

Industry Groups

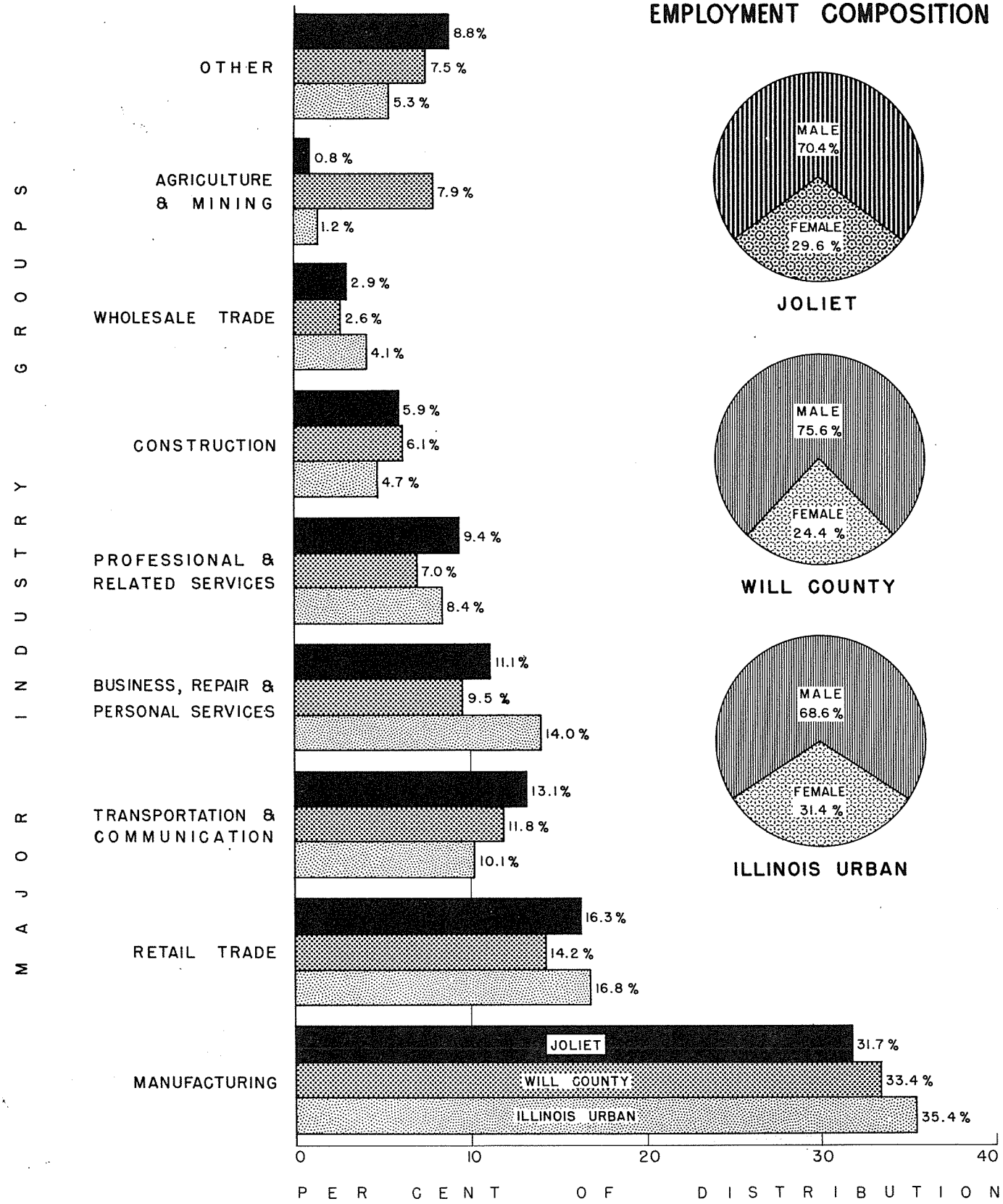
Of primary importance in this analysis, of course, if the group of employed persons in the active labor force. Although a substantial overall increase in employment has occurred in Joliet since 1950, spot checks indicate that the proportional distribution has not changed materially among the various categories of employment presented in Table 7, "Persons Employed, 14 Years Old and Over, by Industry Groups -

Joliet: 1950" and the chart, "Population by Major Industry Groups - Joliet, Will County and Illinois Urban: 1950."

By far the most significant individual industry group is manufacturing, this accounting for 6,886 or 31.7 per cent of the total of 21,718 employed residents. The second largest is the trade group, aggregating 19.4 per cent - 16.5 per cent in retail trade and 2.9 per cent in wholesale trade. Third in rank is the group of transportation and communication with 13.1 per cent, and next is that of business, repair and personal services with 11.1 per cent. Of unusual significance in Joliet is the transportation industry, which accounts for nearly nine per cent of the resident labor force.

While the proportion employed by manufacturing was almost as high as the State average in 1950, although less than 90 per cent of the average Illinois city, employment in retail trade was higher than in the average Illinois city. It was lower, however, than in the city of Decatur, among Illinois cities used for comparison. This may be explained by the fact that Decatur is a more nearly self-contained urban center not affected by any nearby large metropolitan concentration such as Chicago. Employment in medical, educational, and other professional services was higher in Joliet than in the average city, 9.4 as against 8.4 per cent.

Women accounted for 29.6 per cent of the total employed residents of Joliet in 1950, this being somewhat lower than in the average Illinois city.



POPULATION BY MAJOR INDUSTRY GROUPS · 1950

JOLIET · WILL COUNTY · ILLINOIS URBAN

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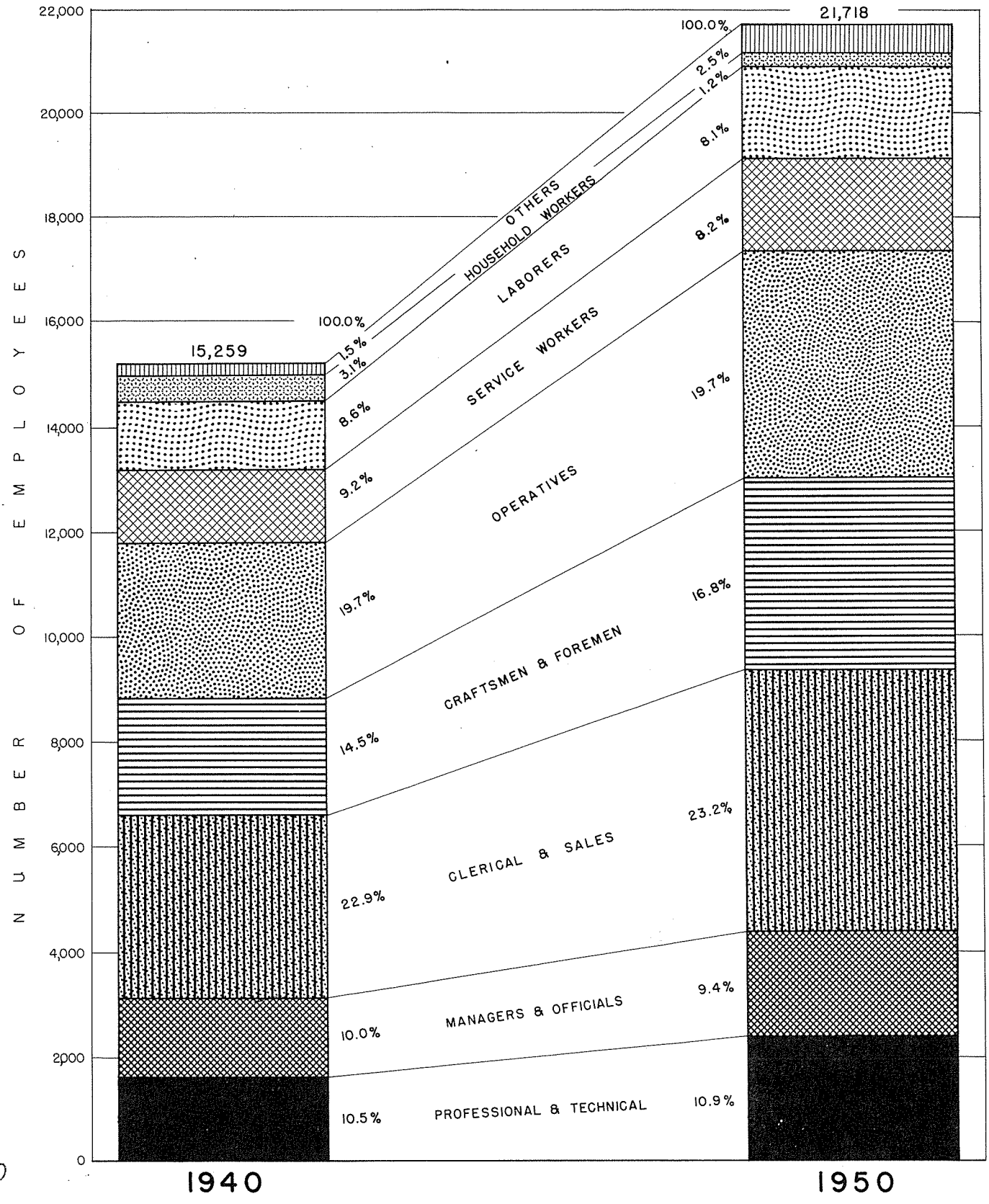

28 B

POPULATION BY MAJOR OCCUPATION GROUPS · 1940 - 1950

JOLIET

JOLIET · ILLINOIS
JOLIET PLAN COMMISSION
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Occupations

The largest occupation group in Joliet, male and female, is the one known as clerical, sales and kindred workers, as may be seen in Table 8. This category accounted for 5,024 of the city's total of 21,718 gainfully employed, which is over 23 per cent. In other words, almost one out of every four employed Joliet residents belongs to this group. This category is followed by operatives and kindred workers, a category which accounted for almost 20 per cent. The third largest group is that of craftsmen, foremen and related occupations, comprising 16.8 per cent of all the employed residents.

The three major occupation groups just listed contain three-fifths of the employed population of Joliet. Next in line is the group of professional and technical workers, almost 11 per cent, reflecting the presence of engineers and other technical personnel in the various industries of the community. Changes in occupational composition in Joliet between 1940 and 1950 may be noted and the accompanying chart, "Population by Major Occupation Groups: 1940-1950."

Generally speaking, the occupational composition of Joliet appears to be well-diversified and balanced and is conducive to relative economic stability of the community. The larger the proportion of gainful workers and those in the more remunerative and stable occupations, the higher will be the average family income and consequently the higher the average

standard of living and spending power. All this, of course, would be reflected in public facilities and services the people of the community should be able to afford.

Among female occupations, as would be expected, the largest single group is the clerical one, accounting for approximately two-fifths of the total employed female residents of Joliet. Surprisingly enough, however, this group is followed by professional and technical women workers and operatives - in approximately equal numbers - each containing approximately 15 per cent of the total employed females in the resident population.

Manufacturing

The Joliet area is recognized as a diversified manufacturing center of regional importance. Among the principal products are earth-moving equipment, woven wire products and nails, petroleum production, asphalt siding and roofing, refractories, sodium phosphates, greeting cards, apparel, wallpaper and horseshoes. According to recent Industrial Directory of the Joliet Association of Commerce, there are more than 250 industrial establishments in Joliet and environs normally employing 17,000 to 18,000 people. The following table shows these industries classified by number of employees:

Industries by Number of Employees: Joliet, Illinois

From 1 to 10	96
From 10 to 25	55
From 25 to 50	34
From 50 to 100	23
From 100 to 250	18
From 250 to 500	9
From 500 to 1,000	12
From 1,000 to 2,000	4
From 2,000 to 3,000	2
Over 3,000	1

More significant, perhaps, than the actual number of establishments is the very substantial pattern of industrial growth reflected in the following tabulation based on data published by the Territorial Information Department, Commonwealth Edison Company, 1956:

New Industries in Joliet and Rockdale, Illinois: 1945 - 1955

	Total County		Joliet			Rockdale		
				Employees			Employees	
	Firms	Emplys.	Firms	No.	% County	Firms	No.	% County
1945	3	315	2	300	95.0	-	-	-
1946	11	1,070	6	920	85.0	1	50	5.0
1947	7	225	5	195	87.0	-	-	-
1948	11	800	6	300	38.0	2	350	44.0
1949	3	115	2	25	22.0	-	-	-
1950	8	3,120	3	2,630	84.0	4	480	15.0
1951	9	1,305	5	995	77.0	3	210	15.0
1952	3	310	-	-	-	1	20	6.5
1953	6	555	3	280	40.0	-	-	-
1954	4	125	1	30	24.0	1	30	24.0
1955	3	95	2	75	79.0	-	-	-
	68	8,035	35	5,750	72.0	12	1,140	14.0

Nearly 70 per cent of all new industrial plant locations in Will County during the 10 year period from 1945 to 1955 occurred in the Joliet urban service area, which includes Rockdale, as defined in the report on Population. Measured in terms of additional employment resulting from the development of these new establishments, the relative share of this area was almost 86 per cent.[1]

Although diversified, Joliet's manufacturing industry is to considerable extent durable goods industry. According to the 1950 Census, about 56 per cent of the total employed was in durable goods manufacturing. It has been the experience that durables represented by heavy capital items such as machinery, industrial tools, steel products, and similar goods are more readily and severely affected by fluctuations of the business cycle than the non-durables, such as clothing, food, soft drinks, apparel, chemical products and other consumer products. Therefore, it is fortunate that Joliet also has an appreciable number of industries manufacturing non-durable consumer commodities.

Recent State Employment Office publications suggest that the employment in Will County as a whole has increased by approximately 20 per cent since 1950, to an average annual employment approaching 60,000. Assuming that employment distribution in Will County bears reasonable relation to that of the population in general, it is estimated that about 40,000 are employed in the Joliet urban service area, as described in the report on Population.

[1] If Lockport were included, the percentages would be about 77 and 91, respectively.

Manufacturing employment in 1950 accounted for almost 34 per cent of the total county employment as against approximately 40 per cent or an estimated 24,000 in 1957. Of this, over three-fourths is estimated to be in the Joliet urban service area.

For purposes of appraising future industrial land requirements, these estimated ratios may be related to population projections. Expressed in terms of such ratios, about 19 per cent of the previously estimated Joliet urban service area population, or some 18,000 persons were employed in manufacturing in 1957. Assuming this ratio will increase slightly during the next 20 to 25 years, the following increases in manufacturing employment may be anticipated - based on the medium series of population projections presented in the report on Population:

1960 - 19,500 manufacturing employees
1970 - 22,000 " "
1980 - 24,000 " "

Industrial growth, however, is measured not only in terms of employment and new plants. Perhaps even more revealing are the statistics which the U.S. Census refers to as "Value Added by Manufacture." This represents the approximate dollar value created in the process of manufacture by all the manufacturing industries in a given area. In 1954 - the latest Census of Manufacturers - the "Value Added by Manufacture" in Will County was

$167,838,000, whereas in 1947 the County added by manufacture $101,448,000. The County's increase of 65 per cent in dollar value over this seven-year period must be credited largely to the dynamic industrial expansion in the Joliet-Lockport urban area.

Retail and Wholesale Trade

Trade in Joliet consists predominantly of retail trade. As already noted, in 1950 only 2.9 per cent of the total employment in the city was reported in wholesale trade, while employment in retail trade accounted for 16.5 per cent. As shown in Table 9, "Retail Trade - Joliet, State of Illinois, Chicago, Chicago Standard Metropolitan Area and Three Selected Cities: 1939 - 1954," there were 917 retail establishments in the city in 1954, an increase since 1939 of about 30 per cent.

Joliet's retail sales in terms of dollar volume totaled nearly 120 million dollars in 1954[1] - representing an increase of 383 per cent over 1939. During that same period, the city's population increased approximately 30 per cent. In interpreting these figures, it must be remembered that the period in question was characterized by general rise in the price level which obviously accounted for the major part of the increased dollar volume of sales. Using the 1937-39 base, the general retail price index for all commodities increased about 110 per cent between 1939 and 1954.

As would be expected, the number of establishments, proprietors, employees and the total payroll also have increased. Since 1939, employment in retail trade has increased nearly 58 per cent. This was the result of both expansion

[1]Not including manufacturer's sales.

of established shops and opening of new establishments, providing generally greater variety of merchandise. This trend undoubtedly will continue with resulting demand for additional sites for stores and other retail and service establishments, either within the city or its suburbs.

As the city's population and the population in the city's trade area increase, as additional industries move into the Joliet area and as the metropolitan area of greater Chicago continues to expand, the city's retail trade should have opportunities to rise in significance in the region. This derives principally from the city's location in several respects. Joliet is strategically located on major highways connecting Chicago with the west and south; it is just far enough away from the established competing shopping centers, including downtown Chicago, to maintain its own retail integrity, not only for the population residing immediately within the city, but also for those located within reasonable driving distance.

Despite the generally favorable situation just described, considerable improvements of Joliet's business district and supporting facilities will be necessary if the downtown area is to succeed in developing and sustaining its position in this very promising market in competition with suburban centers coming into the picture. Improvements in the thoroughfare approaches to the downtown district and minimizing traffic congestion within the core of the district are prerequisite to such development program. Additional conveniently located parking areas, modernization of stores, store fronts

and other buildings to make the district more attractive are the kinds of major physical improvements that will be needed. As proposed by the Real Estate Research Corporation of Chicago, a strong organization should guide actively and implement the plans proposed.

Some of the strength and weaknesses concerning Joliet's retail trade are brought to light by the data prepared and presented in Table 10, "Principal Retail Trade Groups - Joliet, Will County, Aurora, Decatur and Elgin: 1954," which shows comparisons with 1948. Retail sales in Joliet in 1954 amounted to almost 74.5 per cent of all sales in Will County, which was almost 10 per cent higher than the city's share of the county's population, an indication of Joliet's important retail position in the region. On the other hand, as the primary city in the County, a greater share of the total sales might well be expected.

The situation just described is further evidenced by the fact that in 1954 over 15 per cent of Joliet's retail sales was made by stores of the general merchandise group. The Bureau of the Census includes in this group the typical department store, which, of course, constitutes the hard core of any regional shopping concentration. While suburban areas and small towns can effectively compete in the field of food distribution, for example, the strength of a regional, or downtown shopping center derives from the general merchandise group - the department stores, the dry goods and variety stores, also household furniture and appliance stores, and other retail establishments featuring "shopping goods" primarily.

Considering the prospect of as many as 200,000 people residing in Will County by 1980, there is little wonder that a major outlying shopping center is being developed in competition with Joliet's downtown business district.[1] If the existing downtown establishments of Joliet are to prosper, bold steps must be taken toward modernizing the business district, to make it effectively competitive. The established downtown area may well be transformed into a shopping facility with most - if not all - the conveniences offered by a typical shopping center of the post-war era, which, of course, would aid materially in meeting the competition of other business centers.

Among the major retail groups in Table 10, the food store group ranked highest in Joliet with 25.5 per cent of the total sales. The automotive group ranked second with 15.2 per cent and, as already indicated, the general merchandise group was third, with 15.1 per cent. The fourth largest sales were reported by the eating and drinking establishments. Other retail establishments, including furniture stores, gasoline stations, drug stores, lumber yards, and non-store retailers accounted for relatively small proportions of the total sales volume.

In some ways, retail business in Joliet is becoming increasingly more important. The downtown area had established itself as a regional shopping

[1]When this report was issued in preliminary form two years ago, it stated that "there can be little doubt that somewhere in this general area a regional shopping center is likely to open . . . "

center and the general outlook for Joliet's regional retail and service potential was very good prior to the emergence of a competing center at the edge of the city. Business in Joliet, of course, will increase as population grows; however, well-planned measures, some of which already have been indicated, will have to be taken if the promising projects and prospects are to be realized and if downtown Joliet is to maintain and improve its regional trading position in successful competition with other major retail developments, not only in the immediate environs, but in the Chicago suburbs to the east of Joliet.

This section on trade in Joliet cannot be concluded without a word about wholesale trade, covered to some extent in Table 11. The dominant position of Chicago in this field is heavily felt, and it is reasonable to assume that this situation will continue. In 1954, for example, Cook County and the city of Chicago together did 78 per cent of the State's wholesale business, as against 0.6 per cent in Will County and 0.3 per cent in the city of Joliet proper. In Joliet's economy, wholesale sales amounted to slightly over 36 per cent of the combined retail-wholesale sales, in dollar volume.

The wholesale sales per capita in the city amounted to $1,300. While retail trade, computed on the basis of the 1937-39 dollar, increased by some 124 per cent from 1939 to 1954, wholesale trade increased by 154 per cent. As may be seen in Table 11, during this same period the number of

wholesalers rose from 69 to 123 and the number of employees increased from 481 to 1,031.

Compared with the other three Illinois cities used in this report for comparison, Joliet was over twice as high in wholesale sales volume as Elgin, slightly higher than Aurora, but very considerably lower than Decatur. As Joliet's economic importance increases, wholesale trade no doubt will continue to grow. However, although of importance as a segment of the urban area's economy, it will continue to remain of relatively minor significance in the regional picture.

Family Income

Family incomes in Joliet, as disclosed by Table 12, "Family Income - Joliet, Illinois Urban: 1950," based on the latest U.S. Census statistics, are relatively high. The median income of families and unrelated individuals reported for 1949 (namely $3,469) was above that for the average Illinois city. As previously disclosed in the report on Population, it also exceeded by a respectable margin the median income in the city of Decatur and was approximately the same as Aurora and Elgin. Of all families residing in the city of Joliet, almost 26 per cent earned more than $5,000 in 1949.

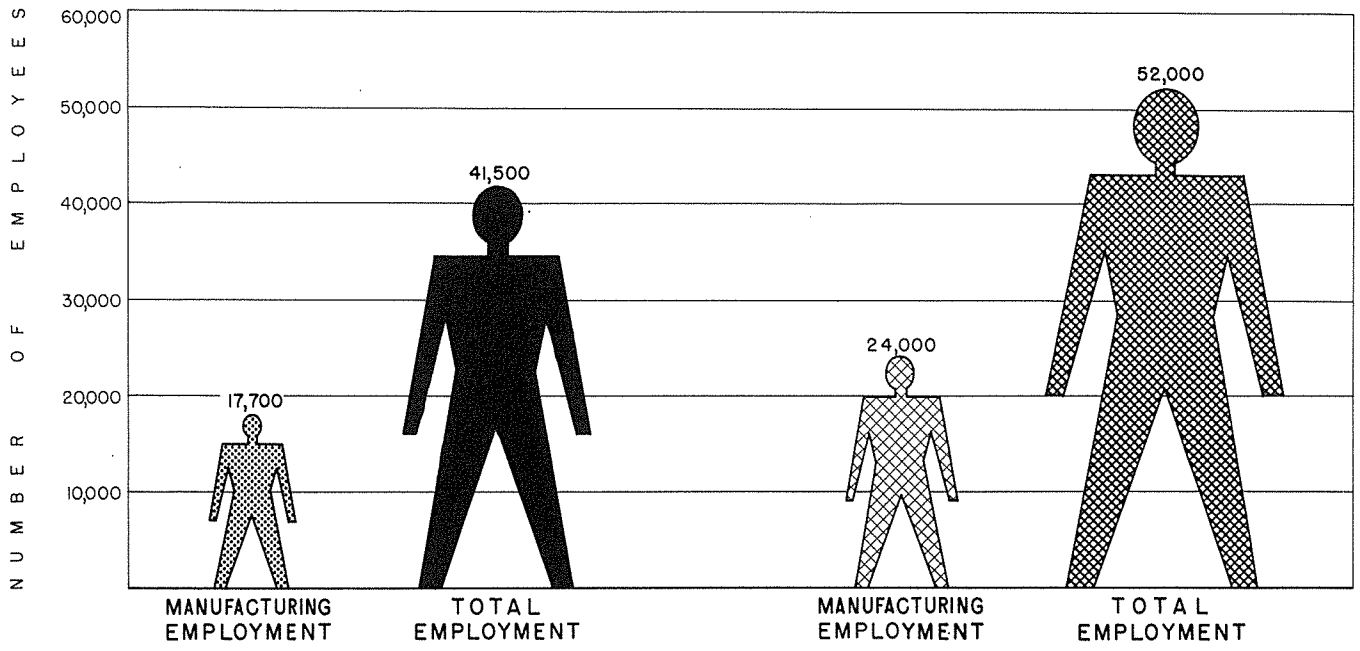
Economic Outlook

Economically as in other respects, Joliet is an integral part of the northeastern region of the State of Illinois, centered on the city of

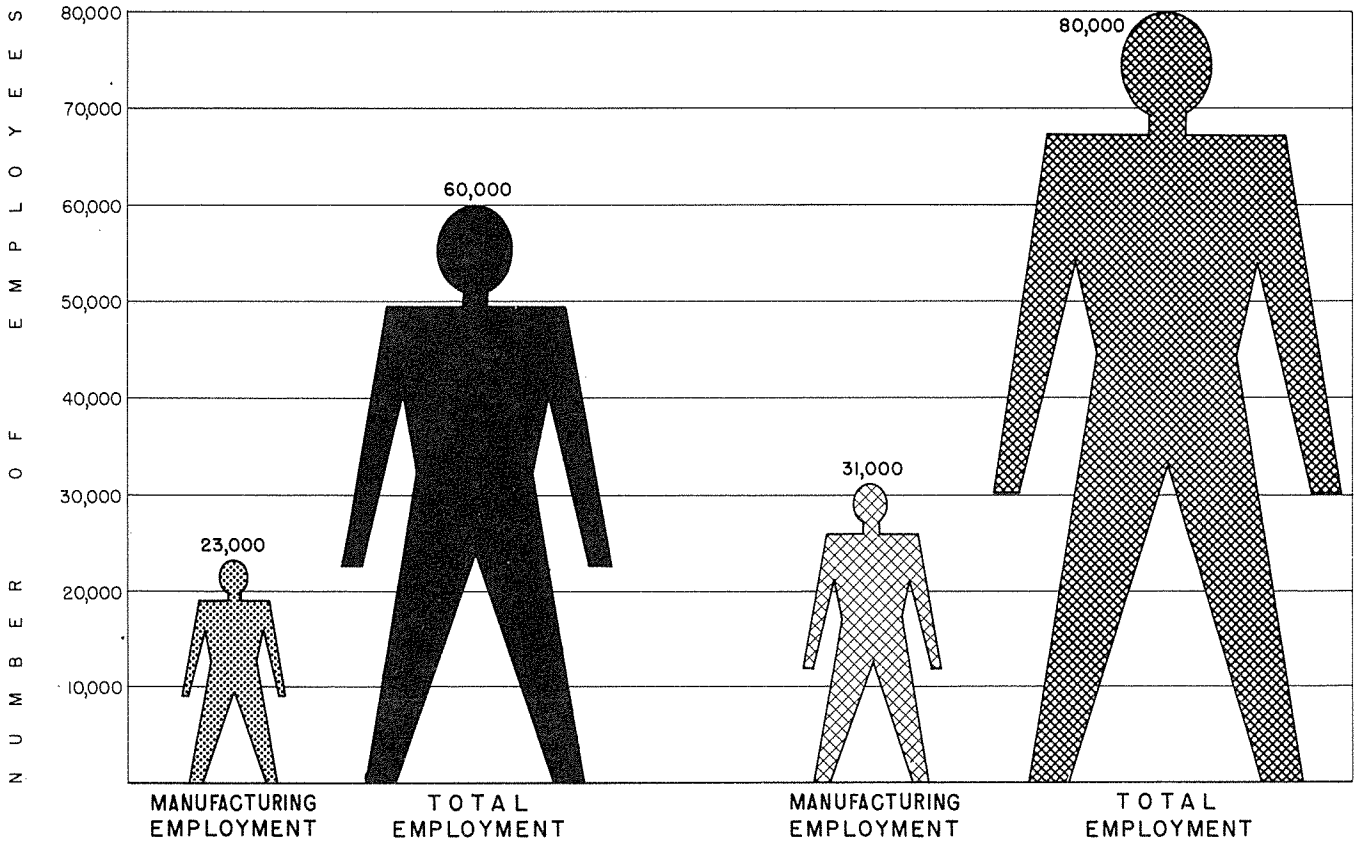
Chicago. The economic strength of this region and of the east north-central division of the United States (Illinois, Indiana, Michigan, Ohio and Wisconsin) in general constitutes the foundation and framework of the future prosperity of the Joliet area. Even though Joliet is strongly developed industrially and commercially, it may be desirable to devise and pursue a program of selective industrial development seeking new industries to complement those now established here.

Increase in non-durable goods production seemingly would help utilize more fully the available labor force and strengthen the manufacturing economy of the community. Additional job opportunities in basic employment will produce the anticipated population increase as a result of both in-migration of workers in basic industries and their families and in-migration of service industry workers and their dependents. It will, of course, help also to provide the municipal revenues needed for financing of public facilities that will be required by the increased population. The chart, "Employment Prospects: 1957 - 1980," and Table 13, "Trends and Projections in Total and Manufacturing Employment," show trends and long-range employment estimates for Joliet, the Joliet urban service area and Will County.

Both manufacturing and total employment in Joliet are expected to increase gradually as population continues to grow. While gains in actual numbers will be substantial, proportionately Joliet's share of the County's employment as a whole is expected to remain generally constant, with minor



1957 · JOLIET URBAN SERVICE AREA · 1980



1957 · WILL COUNTY · 1980

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EMPLOYMENT PROSPECTS 1957 - 1980

JOLIET URBAN SERVICE AREA · WILL COUNTY

variations and adjustments. In a growing city, other activities, such as personal and professional services, retail and wholesale trade, government functions, etc., tend to absorb an increasing proportion of the total employment.

Carefully devised long-range programs of industrial development on a selective basis are coming to be more and more widely pursued by forward-looking communities. Such selectivity is aimed at variety of products, variety of job opportunities and occupational skills, reduced seasonal and cyclical fluctuations of production and employment, among other means of strengthening the industrial make-up of the community. Account must be taken not only of possible benefits to the community of a new industry, but also of the obligations to be assumed by the community in terms of facilities and services that will have to be provided and possible problems or difficulties that may be induced by a new industry. It goes without saying that no industry is likely to be good for the community in the long run if the community is not a good place for the industry.

In determining the type of industry which might successfully be established in Joliet, a study might well be made to determine the various locational factors, of concern to industry, which prevail in the Joliet area, such factors including: raw materials and markets, transportation facilities and rates, availability and cost of industrial sites, labor, utilities, fuel and power, tax rate, and others.

The U.S. Department of Commerce, the Industrial Dispersion Administration, the State of Illinois and other public and private agencies have helpful publications available on the subject and will render advice to communities and industries in regard to locational problems. Much data has already been compiled by the Association of Commerce, but probably needs to be geared to appeal particularly to those industries which the local units of government and business leaders consider most desirable for future industrialization in the area.

An effective and selective industrial development program involves a great deal more, of course, than merely determining what industries are suitable to a community, including the suitability of the community for the industry. It requires vigorous and sustained promotion based on realistic assessment of specific advantages that the community can offer to particular types of industries compared with other competing localities. It means presenting these facts and figures in a persuasive way to industrial executives and prospective investors.

As regards retail trade, it will be most important, as was previously mentioned, to provide improved means of access for the central business district and a more ample supply of conveniently located parking facilities, to improve internal traffic circulation, to improve the appearance of the district by appropriate landscaping and control of signs, by attractive architectural treatment of building facades; and to eliminate or minimize by improved

traffic regulations and other means the conflicts between vehicular and pedestrian traffic.

To help strengthen and expand the trade and service facilities of the city, no effort should be spared to improve all facilities which are essential to make doing business and obtaining services attractive, not only for the city's own residents, but especially for those elsewhere in the trade territory. If Joliet's downtown area is to compete successfully in the future, drastic measures will be needed to bring about a gradual transformation from the existing traditional shopping area into a modern, efficiently designed, regional shopping center. A corporation - perhaps spearheaded by or within the framework of the Greater Joliet Committee - should be formed and plans considered in conjunction with this report, to evaluate its proposals and develop detailed programs and suggestions for effective implementation.

In respect to both manufacturing and trade, it must be recognized that competition in the greater Chicago area is extremely keen. Promoting industrial development and likewise expanding of retail markets will require aggressive salesmanship, based on real superior advantages in Joliet, compared with competing communities.

Last but not least, active consideration also should be given to a realistic annexation program aimed at bringing within the corporate limits

of Joliet, at the appropriate time, all those areas which are specifically desirable for industrial, commercial and residential development. General streamlining and possible consolidation of government functions, services and taxing jurisdictions within the whole of the present and potential urban area would be most desirable so that the people of Joliet may secure and enjoy to fullest extent the advantages which they may rightfully expect to result from the continued economic growth of the Joliet area.

LAND USE

Fundamentally, urban development and growth is land development, and it is the composite of land uses of various kinds in relation to one another which make up the urban pattern. The way land is being developed and used obviously is of great importance to the property owners and residents of the community. The providing of facilities and services needed by various land uses is one of the major functions and generally a major problem of local government.

Indiscriminate or inappropriate uses of land militate against a community's prosperity and welfare, against desirable living conditions, the economical and efficient conduct of business, industry and government and against the city's attractive appearance. Conversely, the orderly and well-balanced use of land, with different types of uses appropriately located, is conducive to the protection and enhancement of property values, the efficiency of private enterprise, the economical provision of public facilities and services by government, the minimizing of traffic difficulties and the enhancing of the general appearance of the community.

In order to plan for a community, its land uses and public facilities, it is necessary to determine first how the community uses its land at present. Such determination is made on the basis of land use surveys and detailed analyses. Data concerning existing physical conditions throughout the community must be gathered and studied to acquire thorough knowledge of

and to diagnose the prevailing situation. For purposes of effective land use controls by means of zoning and subdivision regulations, records of existing land use must be established. The use of all parcels of land, the use, character, size and occupancy of all structures and the open spaces about them, the location and extent of all public facilities are details indispensible in the preparation of a realistic community plan and subsequent improvement program, as well as in the formulating of fiscal policies, land policies, ordinances, and regulations. Equally essential are analyses of the distribution throughout the community of different types of land uses, building practices and trends, housing conditions, public and private open spaces, vacant parcels and sections, areas served by different kinds of utilities, to mention just the more important ones.

Base Maps

Preparatory to a land use survey and the recording of land use information in Joliet and environs, it was necessary to prepare new base maps at scales suitable for portraying field survey data, as well as recommended public improvements. Since an undistorted base map of the city was not available, extensive checking was done with the help of the City Engineer's office to produce a completely new base map of Joliet. This map - drawn at a scale of 500 feet to the inch - not only is adequate for planning purposes, but also will serve many other purposes. The map was drawn to include not only the city proper but also the city's immediate environs and covers an area totaling more than 45 square miles. This base map was supplemented by

another detailed map drawn at a scale of 1,000 feet to the inch which includes, in addition to Joliet and its immediate environs, those outlying suburban and rural areas which may be expected to become part of the "urban service area" in the foreseeable future. This map covers an area of approximately 80 square miles. Both maps were drawn with great care from the most accurate sources available and checked by the City Engineer and the County Superintendent of Highways.

Primarily for presentation of Census statistics and other general research data a skeleton base map was prepared at 1,500 feet to the inch, showing principal thoroughfares, railroads, water courses, the city limits of Joliet and other political boundaries. Geological survey and topographic maps were obtained and used in connection with this study. A set of Sanborn maps, supplemented by subdivision plats, were used for the land use field survey and in connection with various other studies. Also used to supplement these were recent aerial photographs covering the city and outlying environs of Joliet.

Land Use Survey and Analysis

A comprehensive land use survey of Joliet and outlying areas was conducted by several field crews during July and August of 1956.[1] The survey consisted principally of a lot by lot canvass - on foot in the downtown and other more intensively developed areas and by automobile elsewhere - covering the urban and urbanizing area of Joliet within and outside the corporate limits, and a more generalized survey of adjacent semi-rural and rural areas.

[1]Subsequent checks to determine significant changes were made during 1957 and 1958.

The use of every lot and building, as well as each undeveloped parcel of land within the urbanized sections of Joliet, was recorded on Sanborn and subdivision maps; and within the as yet unurbanized area, uses were recorded on aerial photographs. Sanborn maps and - in areas not covered by the Sanborn maps - subdivision maps and aerial photographs were used to determine the dimensions of lots and yards about buildings. Subsequently, the information gathered in the field was transferred to sectional maps, and a detailed inventory of land uses was compiled.

Land Use Maps

The field survey information within the urbanized sections of Joliet was transferred to quarter-section maps especially obtained for this purpose. These maps, at a scale of 200 feet to the inch, show in detail by means of colors and symbols the present land uses in Joliet and its urbanized suburbs as recorded by the field crews.

Land uses on these maps were plotted by the following categories and sub-categories:

1. Residential - one-family, two-family and multi-family;
2. Commercial (in buildings and on open lots - neighborhood and community type);
3. Light and heavy industrial;
4. Railroads;
5. Institutional - private schools, churches, cemeteries, clubs, etc.;

6. Government buildings, schools and other public buildings and properties;

7. Recreation - public, semi-public and private;

8. Utilities - public and private;

9. Streets and alleys;

10. Vacant land.

A generalized land use map covering the entire urban and urbanizing area at a scale of 1,000 feet to the inch also was prepared for convenient reference and as a guide in later preparing the Land Use Plan and the Zoning Map as well as other features of the Master Plan. This map shows in more general form the present land uses of Joliet and environs and portrays an overall picture of the land use pattern in the area.

Land uses on this generalized map were summarized and shown by the following categories:

1. Residential - one-family, more than one-half developed; one-family, less than one-half developed; two-family and multi-family;

2. Commercial;

3. Industrial and railroads;

4. Institutional and cemeteries;

5. Public, including schools and public utilities;

6. Parks and playgrounds;

7. Streets and alleys;

8. Vacant and agricultural land.

The information portrayed on the 26 Detailed Land Use Maps, and on the Generalized Land Use Map, is of fundamental importance for the preparation of the various elements of the Master Plan.[1] Among the major purposes served are the following:

1. To obtain information about the size and actual use of each parcel of property; and the use and occupancy of each building;

2. To gain a complete picture of physical conditions and activities in each neighborhood and section of the community;

3. To obtain a broad overall view and understanding of the entire city and surrounding area, in terms of predominant uses and activities in their true locations and inter-relationships;

4. To gain better understanding of relationships between the various types of land uses and activities;

5. To ascertain the amount of land used for various types of activities and purposes as one of the bases for estimating the amount of land that will be required in the future to accommodate the anticipated increase in population and economic growth; to determine the areas and locations in the community best suited for the various types of activities and land uses; and to delineate the appropriate boundaries of different zoning districts;

6. To establish the proper general location and approximate sites of needed public facilities and services;

7. To gain clear insight into existing conditions and relationships pre-requisite to the best practical application of sound planning principles; and

8. To aid all the inter-related studies leading up to the formulating of the Land Use Plan for the Joliet urban service area.

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[1]These maps, which are originals in color, may be inspected upon request of the Plan Commission.

The Present Uses of Land

The corporate area of Joliet at the time of the land use field survey comprised just over 5,850 acres (approximately 9.1 square miles). Nearly 90 per cent of this total city area was developed, almost one-half of it residentially. The proportions of total land area of the city and of its total developed area in the various types of uses are presented graphically on the accompanying chart, "Land Use in Joliet - 1956."

Of the total land area (total city area less water areas), only 11.5 per cent was undeveloped at the time of the survey; a marked difference when compared with 39.7 per cent of undeveloped land in the "average" self-contained city in Joliet's population class. The proportions of the city's developed area (total city area less all vacant land and water areas) in the various uses are more significant indices of land use relationships than the proportions based on its total land area. The table below, and the chart referred to above, show these major urban land uses by comparison with the "average self-contained city."

Percentages of Developed Land Areas Occupied by Major Land Uses

Joliet - Average Self-Contained City

Use	Joliet	Average Self-Contained City[1]
Residential	48.1	37.1
Commercial	4.2	2.6
Industrial and Railroads	10.2	9.7
Parks and Playgrounds	6.4	6.5
Public, Institutional and Public Utilities	6.9	10.8
Streets and Alleys	24.2	33.3
Total	100.0	100.0

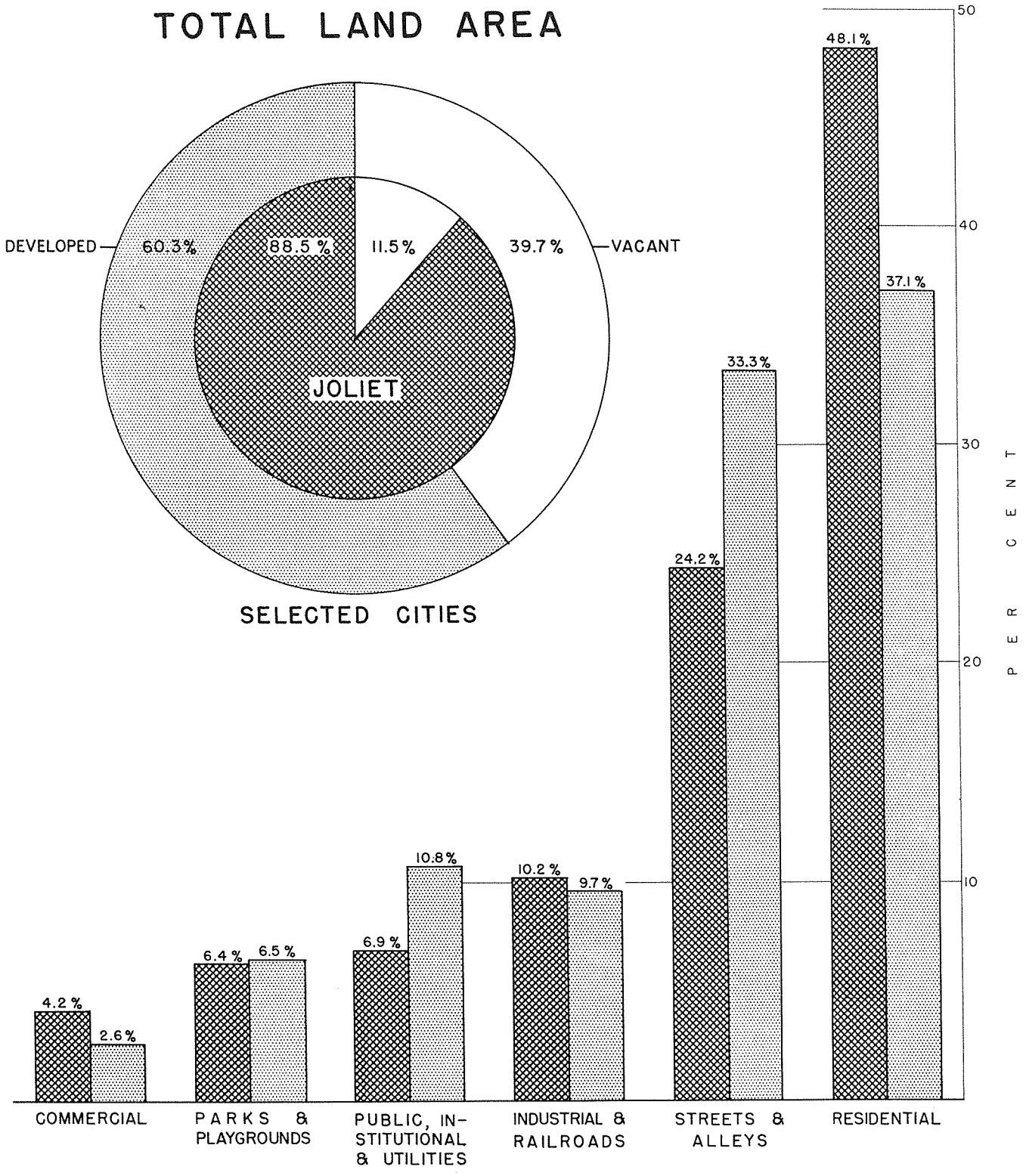
[1]Average of 13 selected self-contained communities in the 50,000 to 100,000 population range.

It may be seen from this comparison that there is a marked difference in four of the six major land use categories listed, revealing specific local characteristics and trends. Joliet has about one-third more of its land in residential use - largely due to the accelerated residential growth and annexation of previously developed residential sections. The higher percentage in commercial use, almost two-thirds more in proportion, may be attributed to the city's relatively large trade area strategically located in a fast urbanizing region.

The lower percentage in public and institutional uses, being only about two-thirds that of the average city, may be accounted for by the location of large holdings such as cemeteries outside the city limits. Joliet also has about one-fourth less of its land devoted to streets - this difference being due primarily to long residential blocks in certain sections, and the presence of relatively large tracts of land in industrial uses.

Industrial uses, including railroad holdings, and lands devoted to parks and playgrounds are comparable with those in the other cities, despite the fact that extensive industrial as well as recreational areas are found outside the corporate limits.

The detailed land use inventory is presented in Table 14 appended hereto. In this table are listed the principal land use categories and sub-categories for the city and its urban and urbanizing environs as a whole, and for the



DEVELOPED AREA BY PRINCIPAL LAND USES

JOLIET · 13 SELECTED CITIES WITH 50,000 - 100,000 POPULATION

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LAND USE IN JOLIET · 1956

11 sections into which the overall area was divided for study purposes. The boundaries of these sections coincide with those used in previous population studies and are shown on the accompanying map, "Generalized Utility Service Areas - 1956."

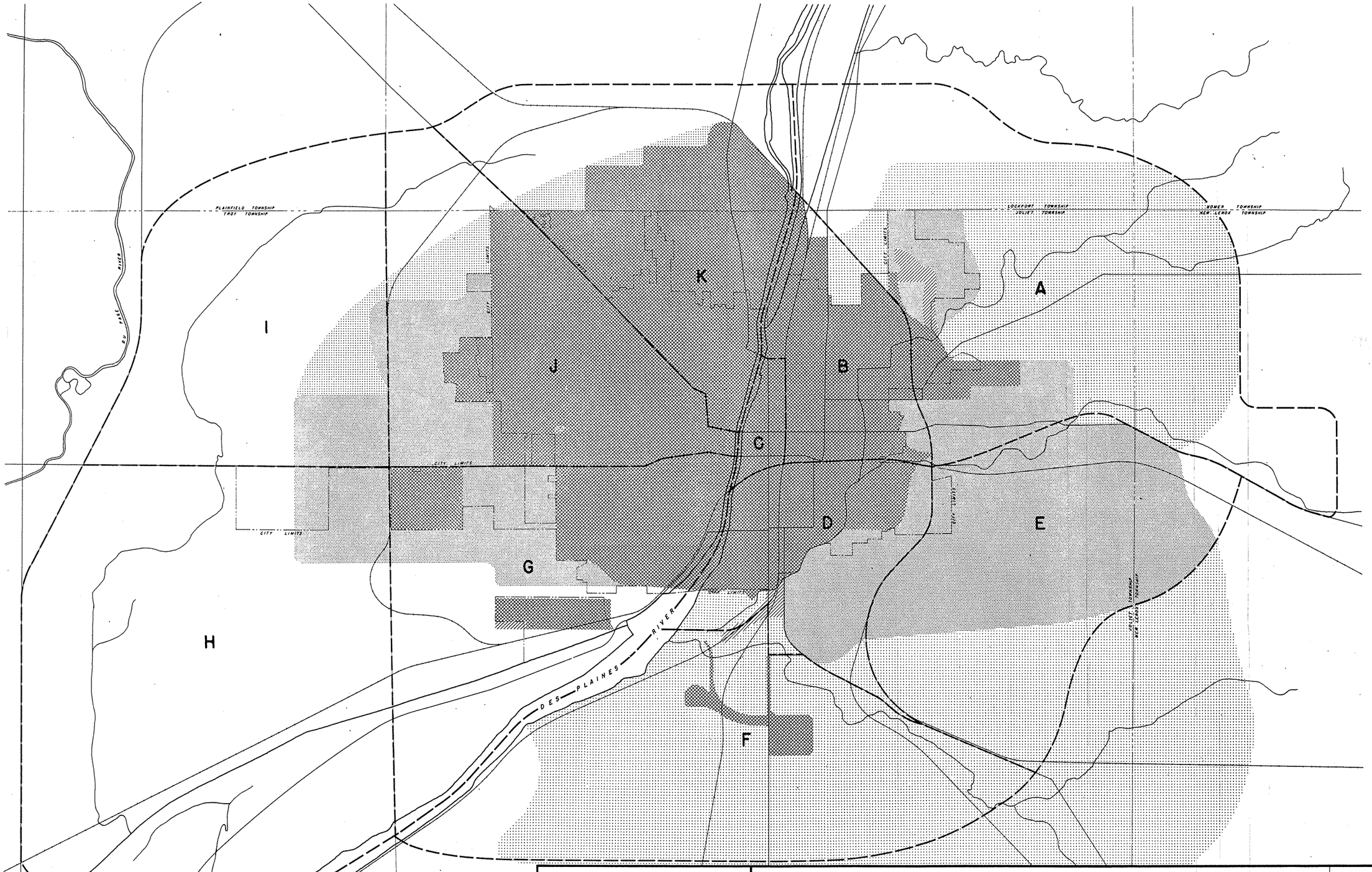
The urban and urbanizing area of Joliet covers some 53 square miles of which, as previously indicated, just over nine square miles is within the city limits. The approximately 44 square-mile area outside the city contains over 8,700 acres of developed land, approximately two-thirds more land than is developed within the city. In comparing the proportions of the major land use categories of developed land within and outside the city, several differences appear. The amount of land in commercial use outside the city is about three-fifths that so used inside the city - obviously reflecting the influence of the central business district. Perhaps most striking is the amount of land used for industrial purposes (including stone or gravel extraction) outside the city limits - totaling in the aggregate almost eight times the industrial area within Joliet itself (2,133 acres as against 276), when including the extensive areas of stone or gravel extraction south and southwest of the city and other smaller areas similarly used. Even with the latter excluded, there is about four times as much land in industrial use outside the city as inside.

Land devoted to park and recreational purposes outside the city amounts to 78 per cent of the total park and recreation lands in the whole of the area inventoried. Institutional uses outside the city include Joliet's

large cemeteries. Outside the city residential uses account proportionately for only about half as much of the total developed area as inside Joliet - to be expected in view of the large proportion of land area in the other uses outside the city, just pointed out, and also due to the previously mentioned annexations by Joliet of residential areas. However, considering the area as a whole, it is rather revealing to find nearly 48 per cent of all residential development (area-wise) outside the city proper.

Of particular value for planning and zoning of more specific nature are the sectional land use inventories. These highlight and provide a factual basis for the better understanding of various conditions of significance - for example that business uses are not at all confined altogether or even predominantly to the central business district - which occupies the better part of Section C - but are also found in substantial amount dispersed throughout the urban area. Most of these scattered business uses are located along the principal traffic arteries of the city, particularly along Plainfield Avenue and Jefferson, Chicago and Cass Streets.

Most of the industrial uses within the city are located on the east side, along the railroad lines which bisect that part of the city and urban area. Section B has the largest amount of land devoted to industrial uses, including the E.J. & E. Railway yards and the American Steel and Wire Company. The remaining major industrial uses in the area are situated along the Des Plaines River to the north and southwest of Joliet.



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GENERALIZED UTILITY SERVICE AREAS · 1956

- AREAS WITH WATER AND SEWER SERVICE
- AREAS WITH WATER SERVICE ONLY
- AREAS PRESENTLY PLANNED FOR SEWER SERVICE
- AREAS SEWERABLE WITHOUT ADDITIONAL PUMP STATIONS

A LAND USE INVENTORY SECTION

LAND USE INVENTORY SECTION BOUNDARY

MASTER PLAN OF JOLIET · ILLINOIS AND ENVIRONS

It is indicative of the need for park and recreation planning and programming that half of the sections within the city have very small amounts and proportions of park and recreation areas, and that approximately 92 per cent of the total land devoted to such uses within Joliet is found on the west side of the city. Pilcher Park and other park areas outside the city limits to the east help offset this deficiency. However, these do not provide for neighborhood recreation facilities considered essential by most authorities.

Most of the institutional land uses are found on the west side, including St. Francis Academy and all the cemeteries located within the city. Vacant land within the city, as previously stated, is very limited. It is calculated that approximately two-thirds of this vacant land is west of the River, with the greater part being in Sections G and J - as a result primarily of recent annexation of partially-developed areas. However, this situation soon will cease to exist should residential development continue at or near its past rate. In general, Joliet's development in recent years has been rather lopsided, due to the availability of desirable residential land contiguous to similarly developed areas and utility facilities to the west.

The direction of residential growth just referred to may tend to be reversed by sewer improvements now underway on the east side. As residential development has already bridged the gap of sizeable areas not readily

suitable for residential or other construction, and with the economic feasibility of equipping the areas beyond that are residentially desirable with sewers and other services, a better balanced urban development may be expected to result.

Utilities

The land use and development potentialities of the various areas in the community are conditioned in a considerable degree by the availability of utilities of various kinds: water, sanitary sewers, storm sewers, electricity, gas and telephone. The present service areas of these and problems attendant upon their extension were ascertained and investigated.

In general, there should be little difficulty in extending such utilities as electricity and gas, likewise telephone, wherever there will be a sufficient number of customers to justify such extension. Obviously, however, it will be more profitable to the public utilities furnishing power, heating or communication services and, in turn, should be more economical to the user when community growth and expansion are orderly and reasonably compact, rather than haphazard and widely scattered, so that facilities and services may be extended efficiently and economically. It is one of the principal objectives of the Master Plan to aid in furthering and inducing such growth and development.

As shown on the map, "Generalized Utility Service Areas - 1956," practically the entire area of the city of Joliet is served at the present time by public water and sanitary sewer systems. No serious difficulties are likely to be encountered in extending the water system, except for gaining supplementary sources of supply and for providing additional facilities for storage. In 1947 the city developed additional wells and modernized its water distribution system at a cost of nearly five million dollars. At present, Joliet's water supply is obtained from rock-sandstone wells augmented by gravel wells east of the city, and the system supplies an average of 7.5 million gallons per day from 13 wells to almost all of the city and to some areas outside the corporate limits.

Some industries which use large supplies of water have their own wells or obtain water from the Des Plaines River. It is evident, however, that as the region continues to develop and as more industries locate in the area, the water obtainable from local wells may not be sufficient to supply all potential consumers. It is entirely conceivable that further consideration will have to be given to tapping the resources of Lake Michigan at a future date, particularly if industries which use large supplies of water should desire to locate in considerable number in the Joliet area.

The problem of water supply is by no means unique to Joliet. Many, if not the majority, of the communities in the country will be confronted sooner or later with the necessity of finding sources of supply, other than the

traditional local sources, to satisfy the ever-increasing demand for water. It would seem unlikely that any of these communities, including Joliet, will be financially capable of solving this problem alone. Solutions seemingly will have to be found on a regional basis, and whether they will involve construction of various trunk mains between Joliet and Lake Michigan, or otherwise augmenting existing facilities, are questions which will have to be answered by engineering and financial studies later, in the light of coming developments and increasing demand.

As regards sewers, the sanitary sewer system of Joliet covers practically all developed or nearly developed parts of the city. A new sewage disposal plant has recently been completed. This plant is designed to process an average load of 15 million gallons per day with a possible maximum capacity of 22 million gallons. Upon the completion of interceptor sewers now under construction and other planned lines, large areas to the east and considerable territory west of the city can be served. It should be noted that new sewer lines when built to the east and south also will be able to serve with gravity flow additional areas to the northeast, southeast and south of the city as urban development occurs in those directions. These areas, together with areas presently served with sewer and water are shown on the map previously referred to, namely, "Generalized Utility Service Areas - 1956."

To the west of the city the situation in respect to sanitary sewerage differs from that to the east. In recent years most of the residential growth occurring in Joliet has taken place to the west and, other things being equal, it would seem likely to continue in that direction in the near future. However, sewer service with gravity flow in that direction has about reached its outer limits; in fact, some of the area now is served with lift stations.

Considering only the immediate needs, sewering of certain areas to the west can be accomplished by extension of the limited existing gravity flow lines and use of the existing lift stations to their capacity. But if development continues to the west as it has in recent years, it may soon advance beyond these limits. Appropriate sanitary studies ought to be made to determine whether additional lift stations should be installed or a new sewage disposal plant be located to serve potential urban development beyond the limits of the presently planned sewer system west of the city.

The basic studies under the Master Plan, and especially the Land Use Plan,should prove useful guides to the extension of sewers as well as water supply, and should aid measurably in determining quantitative requirements.

HOUSING

Almost half of the land used for urban purposes in Joliet is occupied by residential structures. By far the greatest part of this - over 90 per cent - is occupied by single-family homes, seven per cent by two-family dwellings, and only two per cent by multi-family dwellings.

The importance of protecting, conserving and improving where necessary these residential areas throughout the community should seem quite obvious. While the design and general appearance of individual homes are largely matters of personal taste and private concern, the creating and maintaining of good residential neighborhoods is dependent on many factors over which the individual home owner has little or no control. These include the provision of adequate streets and utilities, as well as playgrounds and other open spaces, protection against incompatible land uses, and enforcement of satisfactory standards of building construction and sanitation in all parts of every residential neighborhood. Thus, the City, by proper regulatory measures, including building and zoning laws and housing and sanitary codes, by providing adequate public facilities, and by other means, can help greatly in making housing more than mere shelter against the elements.

Housing conditions in Joliet leave a good deal to be desired - by comparison with other cities of comparable size elsewhere in the state. Statistical data concerning housing conditions in the city from the 1950 Census

of Housing in comparison with conditions in Aurora, Decatur, Elgin, Moline, Quincy and Rock Island are contained in Table 15.

Housing Conditions

In regard to the comparisons revealed by Table 15, differences are more significant than similarities. Accordingly, the discussion in the following deals mainly with those indices by which Joliet stands at or near one extreme or the other.

Despite the high proportion of land in Joliet occupied by single-family dwellings, as already noted, the proportion of such units is lowest among the selected cities. There has been less recent residential construction, percentage-wise, in Joliet proper than in the other cities - with one out of 12 of the units existing in 1950 having been built between 1940 and 1950. The average number of persons per dwelling unit is higher in Joliet than any of the other cities. The proportion of dwelling units occupied by non-white families is higher than in any of the cities but Decatur. The proportion of owner-occupied homes in Joliet is below average, and the per cent of mortgaged units occupied by the owners is lowest among the cities. For renter-occupied units, the median monthly rent, based on 1950 data, is about average.

In respect to sanitary facilities, Joliet stands below most of the others, being ahead of only Quincy in dwelling units equipped with hot and cold piped running water; second to Quincy in the proportion of units with cold piped

running water only; and second to Decatur in the proportion of dwelling units without piped water. The situation is somewhat better in respect to toilet facilities. Joliet stands third, behind Elgin and Aurora, in units equipped with inside flush toilets for exclusive use; lowest in respect to the proportions of shared toilets; third, to Quincy and Decatur, in other toilet facilities; highest in the proportion with no toilet. Joliet is about average in the proportion of units with installed bath for exclusive use; and second to Quincy in the proportion of units without bath. From the standpoint of structural conditions, Joliet has more units, percentage-wise, classified as dilapidated than have Aurora, Elgin, Decatur or Moline, and thus the proportion in the other cities in this respect is higher only in the case of Rock Island and Quincy.[1]

Sectional Variations

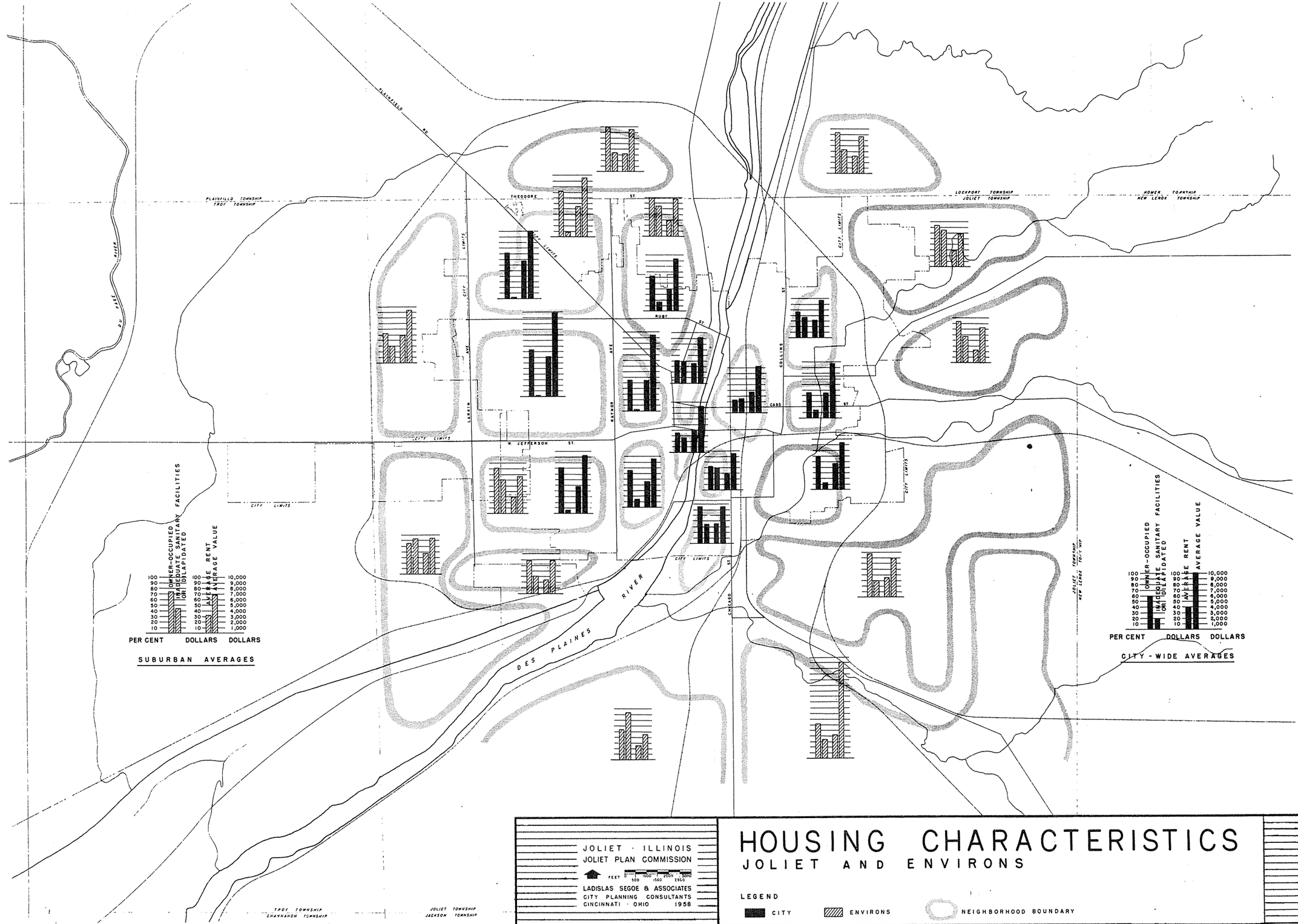
Within the city proper (as of 1950), as may be seen on the illustration entitled "Housing Characteristics," the sections west of Raynor stand highest in respect to owner-occupied dwellings (about 80% of the total dwelling units). These sections are lowest - along with that immediately

[1]In these and other data, it should be borne in mind that "units" refers to "dwelling unit" as defined by the Bureau of the Census, as follows: "a group of rooms or a single room occupied, or intended for occupancy, as separate living quarters by a family or other group of persons living together or by a person living alone. Ordinarily, a dwelling unit is a house, an apartment, or a flat. A dwelling unit may be located in a structure devoted to business or other non-residential use . . . "

east of Raynor, between Jefferson and Plainfield - in dilapidation or inadequate sanitary facilities. Average rents in these sections also are higher in general than elsewhere in the city. As regards value of owner-occupied homes, again the sections west of Raynor stand high, along with the above-mentioned section directly east, as well as the section north of Ruby and east of Raynor. On the east side, the section east of Collins, north and south of Cass, shows a relatively high value of owner-occupied homes.

In the environs (again, as of 1950), the highest proportions of owner-occupied dwellings are found in the sections adjacent to Theodore Street, also southeast of Jefferson and Larkin. On the east side, the highest proportion of owner-occupied homes is to the southeast of the city. In general, in the environs, proportions of units with inadequate sanitary facilities or dilapidated are higher than in the city. Only in the section between Plainfield, Theodore and Raynor do conditions in this respect compare with the better sections inside the city. With the exception of the section just mentioned and that to the west of the city, north of Jefferson, rents in the environs are substantially lower than in the better sections of the city. As regards value of owner-occupied homes in the environs, the section on the east side, to the southeast of the city, is highest - exceeding any section of the city (again, as of 1950). Following this are the aforementioned sections between Plainfield, Theodore and Raynor, and that to the west of the city.

HOUSING CHARACTERISTICS
JOLIET AND ENVIRONS



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At the other end of the scale, in the city, sections directly west of the Des Plaines River, also north and south of the downtown district and to the northeast have the poorest standing by the indices used. In the environs, on the east side, below standard sections are north and northeast (part now in the city), also south of the city; whereas, on the west side, the poorest sections are to the southwest.

Since 1950, one area of generally substandard housing, namely Forest Park, has been annexed to the city. It is only in this area and other substandard areas within the city where action on a broad scale can be employed by the City to improve the situation.

The map, "Areas Containing Substandard Housing," shows 18 areas (enumeration districts as set up by the U.S. Census) where inadequate sanitary facilities or dilapidation are found in more than 30 per cent of the units. In the first 13 of these, as numbered on the map, over 40 per cent of the dwelling units are so classed. It should be noted that the order assigned to the areas in question is based on proportions - in descending order. When considering the absolute numbers of units indicated as substandard by the Census, the first 13 areas array as follows:

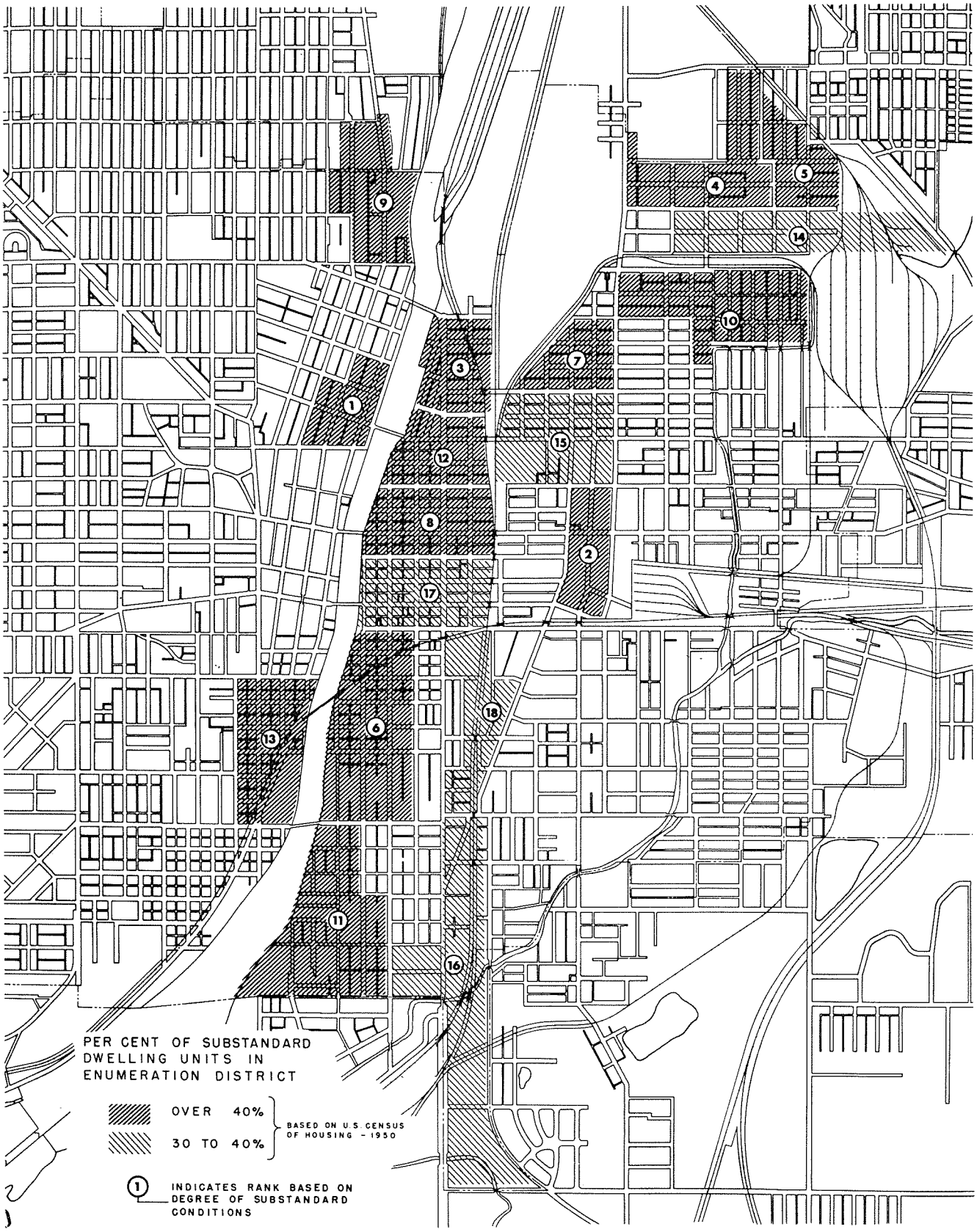
Number of Dwelling Units with Inadequate Sanitary Facilities or Dilapidated

Area	No. of Units	Area	No. of Units
10	190	7	85
4	163	2	77
6	156	5	52
1	123	13	45
11	102	8	33
9	101	12	33
3	92		1252

In addition to the foregoing, the 1950 census listed over 250 substandard units in the Forest Park area which was subsequently annexed to the city. This area should be considered for special treatment, along with the 13 areas listed above, and possibly others of the 18 as well.

. . . . . .

On the credit side, it should be noted that since the Census of 1950, through 1958, some 2,800 new homes have been built in Joliet proper. In addition, about 100 residential units have been demolished and permits have been issued for the repair of more than 2,000 homes. Hence, along with improvements generally in sanitary facilities during the period, housing conditions overall in Joliet are decidedly improved. Nonetheless, in older sections substandard conditions are prevalent. Thus, in these sections and in areas tending toward deterioration, the measures described hereinafter should be employed toward the further improvement of housing conditions in general.



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0' 1000' 2000' 3000'

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AREAS CONTAINING SUBSTANDARD HOUSING

MASTER PLAN OF JOLIET · ILLINOIS AND ENVIRONS

Measures to Maintain and Improve Housing Conditions

Although much of the housing in Joliet is of high quality, conditions of deterioration are rather extensive - seemingly calling for such drastic operations as clearance and redevelopment under an urban renewal program as will be explained later. Desirably such a program should be approached on a city-wide basis - conserving areas that are good, rehabilitating those which are declining, and clearing and redeveloping selected areas where warranted. More specifically:

In developed residential areas that are satisfactory, protection and other conservation measures should be adequate, these including continuous and consistent application of zoning and building regulations, along with proper maintenance of existing public facilities, such as schools, parks and playgrounds. However, in certain of these areas, environmental improvements also will be needed, these including new or modernized facilities of the kind just named, also street improvements in some cases.

Partially developed and developing areas should be provided with all essential public facilities such as sewers and water supply, street paving of a satisfactory standard, sidewalks, recreation areas, and others, and should be protected by careful enforcement of modern zoning and building laws.

In areas tending toward deterioration, the downward trend should be arrested and if possible reversed by the elimination of objectionable non-residential uses and of structures which are deteriorated beyond repair, and by the rehabilitation of remaining individual structures, plus improvements in public facilities and services where needed. Strict enforcement of zoning regulations, building and sanitary laws is an essential part and one of the first steps in such rehabilitation operation.

In addition to strict enforcement of building and sanitary laws, particularly to require compliance with minimum standards of repair and sanitation, it has been found in some cities that neighborhood associations can be very helpful in bringing about concerted action toward improving private dwellings and even securing the removal of isolated substandard structures and non-conforming uses.

Areas already blighted will need more intensive treatment, including clearance and redevelopment. Owners of dwellings seriously defective structurally, deficient in sanitary facilities or other respects, should be required to bring them up to acceptable standard within reasonable time. Structures beyond reasonable repair will have to be removed. Strict enforcement of building and sanitary codes, including the condemnation of structures unfit for use are called for in this connection. Provisions of better or additional public

facilities may be necessary in certain cases. In others, some street changes and the re-routing of through traffic also may be needed to help to restore the desirability of certain residential neighborhoods.

Urban Renewal

Federal legislation was enacted in 1949 to enable the federal government to assist cities in eliminating slums and redeveloping or rehabilitating blighted areas. Illinois, like most other states, enacted legislation under which cities could proceed toward these objectives and take advantage of financial and other assistance under the federal act. This subject is discussed further in the report on Land Use Plan as regards urban renewal generally and the suggested treatment of substandard residential areas to provide for more appropriate and otherwise desirable land utilization.

MAJOR STREET PLAN

Regional Considerations

Joliet is located some 30 miles southwest of Chicago on the canalized Des Plaines River. It is served by five state or federal highways, as follows: US-6, a major transcontinental route which enters the city from the northeast by way of Maple Road and leaves via Channahon Road to the southwest; US-30, another important east-west highway which enters the city from the east along Cass Street and leaves by way of Plainfield Road to the northwest; US-52, which enters from the southeast, along Manhattan Road, and leaves by way of Jefferson Street to the west; US-66A, which provides local service to Joliet and vicinity as an internal loop of US-66 which by-passes the city on the north and west; and Illinois-4A which traverses Collins Street in Joliet and terminates near the Chicago loop - this highway and US-66 providing connections with Chicago proper.

Joliet seemingly is well served by numbered highways, but the convergence and junctions of several of these in the city, traversing the same streets in the downtown district and occasioning turning movements at several congested intersections contribute to the city's traffic difficulties. Consequently, local traffic requirements of the community are not best served by these highways; but on the contrary, the through traffic superimposed on the local movements places an added burden on already heavily used streets, especially in the central part of the city, creating excessive congestion and hazard.

Traffic Characteristics

In Joliet, of the total traffic entering the city on an average weekday, approximately 30 per cent is through traffic[1] - that is, traffic passing completely through the Joliet area without intermediate stops. Of this proportion, representing some 12,000 vehicles, the heavier movements are along US-30 (Plainfield-Cass), US-66A, and US-6. The accompanying illustration, "Through Traffic Movements," portrays through traffic volumes in the form of desire bands, and in addition points up significant interchanges between Illinois-4A (north) and US-66A (south); US-66A (north) and US-6 (southwest); US-30 (east) and US-52 (west); among others.

Traffic through the general downtown area of Joliet is shown on the illustration entitled "Traffic Passing Through Central Section." This traffic is made up of "internal" movements - originating and terminating within the Joliet urban area - and "external-internal" traffic - sometimes referred to as "local" traffic - comprising movements between Joliet and points outside the city. The heaviest of these movements is in an east-west direction along West Jefferson and Jackson and Cass Streets, followed by movements between the west and southeast along Jefferson and Washington Streets. For through movements, the traffic along US-30 has the heaviest impact on the downtown district.

As can be seen on the illustration entitled, "Traffic To and From Downtown District," the heavier movements are to and from the west side, also those

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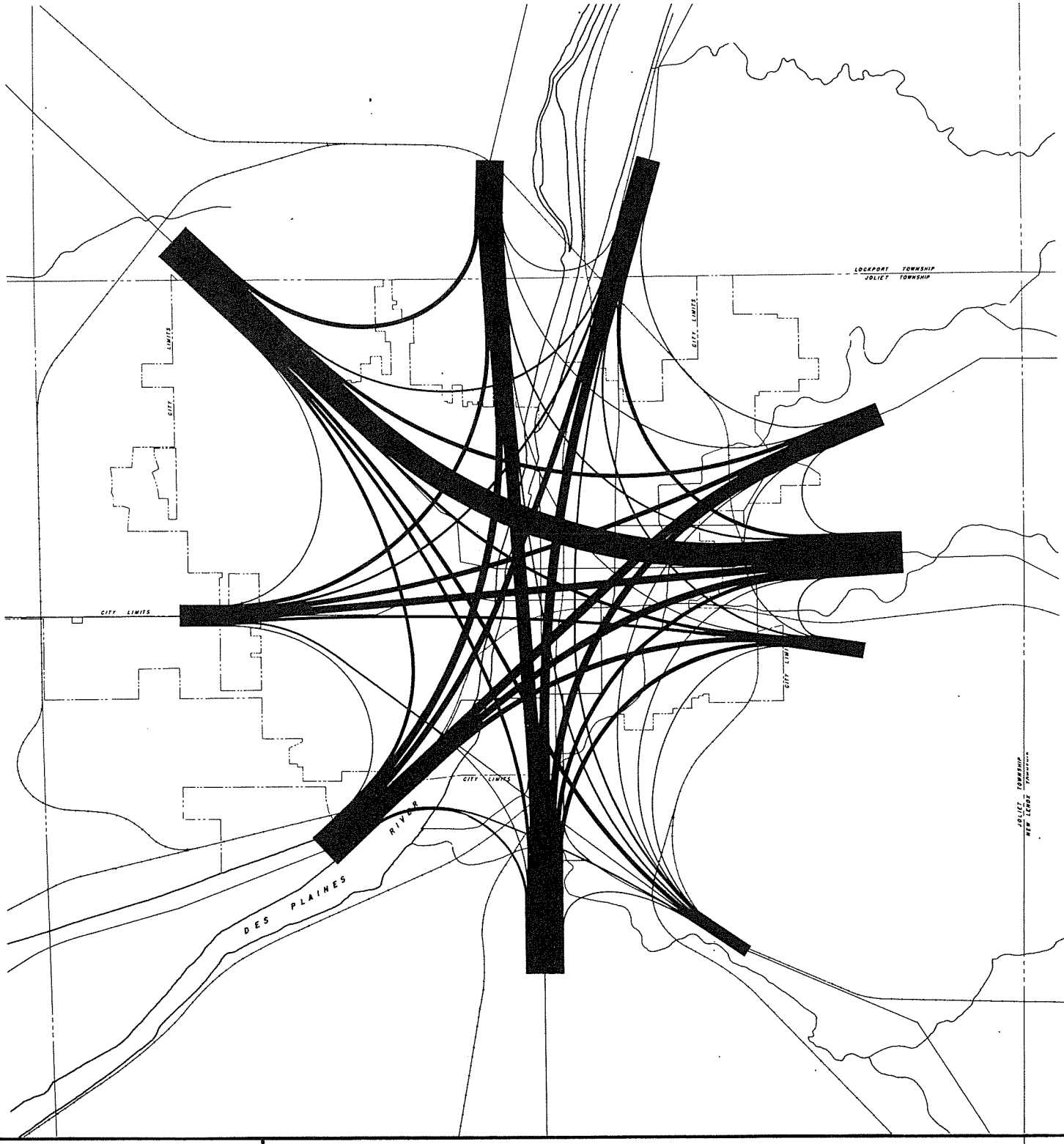
[1]Based on Traffic Survey - Joliet Urban Area, 1953, by Illinois Division of Highways.



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THROUGH TRAFFIC MOVEMENTS

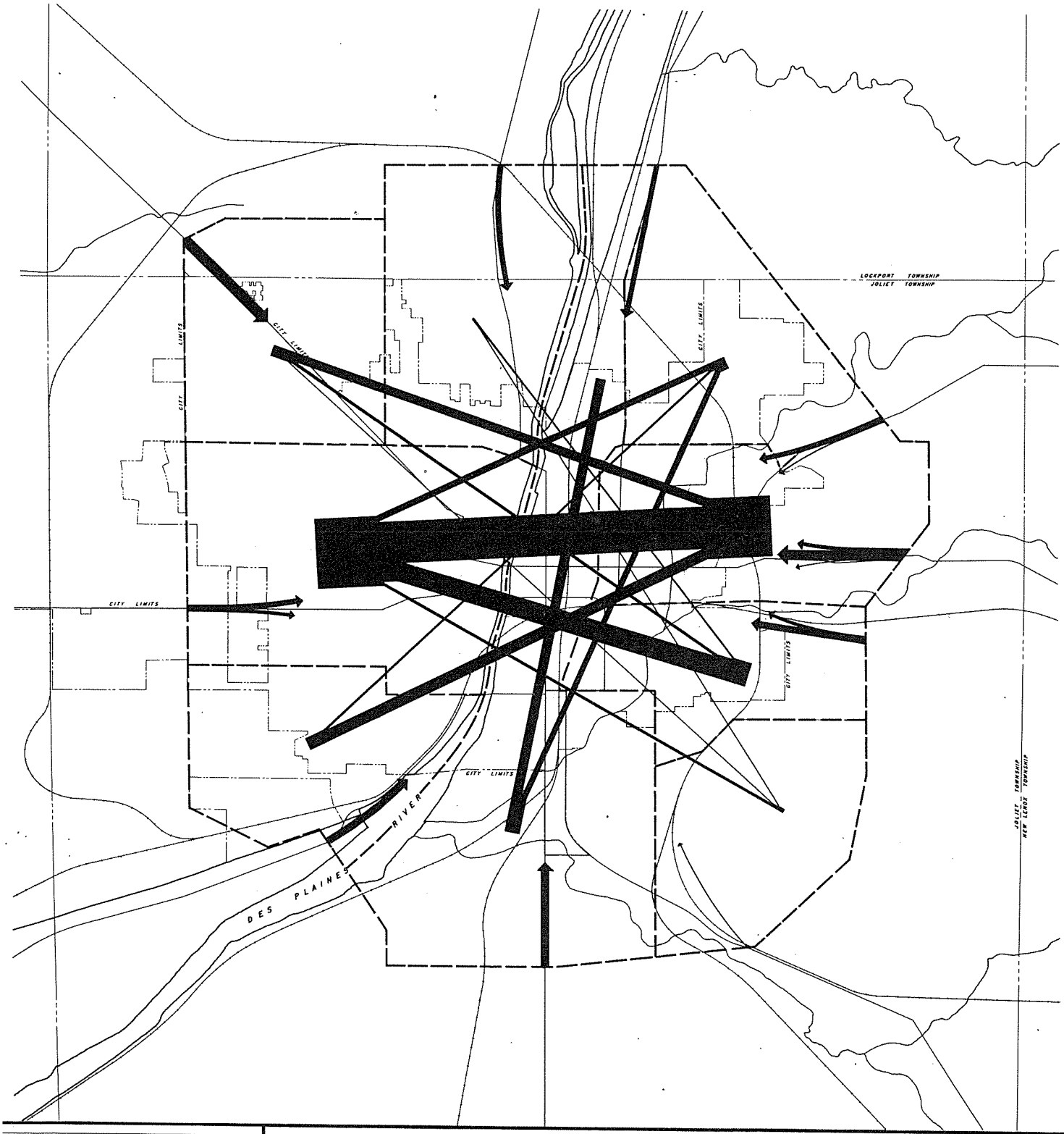
BETWEEN CORDON STATIONS

SCALE OF VEHICLE MOVEMENTS

4000 3000 2000 1000 500

SOURCE: TRAFFIC SURVEY JOLIET URBAN AREA - 1953; ILLINOIS DIVISION OF HIGHWAYS

MASTER PLAN OF JOLIET · ILLINOIS AND ENVIRON



TRAFFIC PASSING THROUGH CENTRAL SECTION

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SCALE OF VEHICLE MOVEMENTS

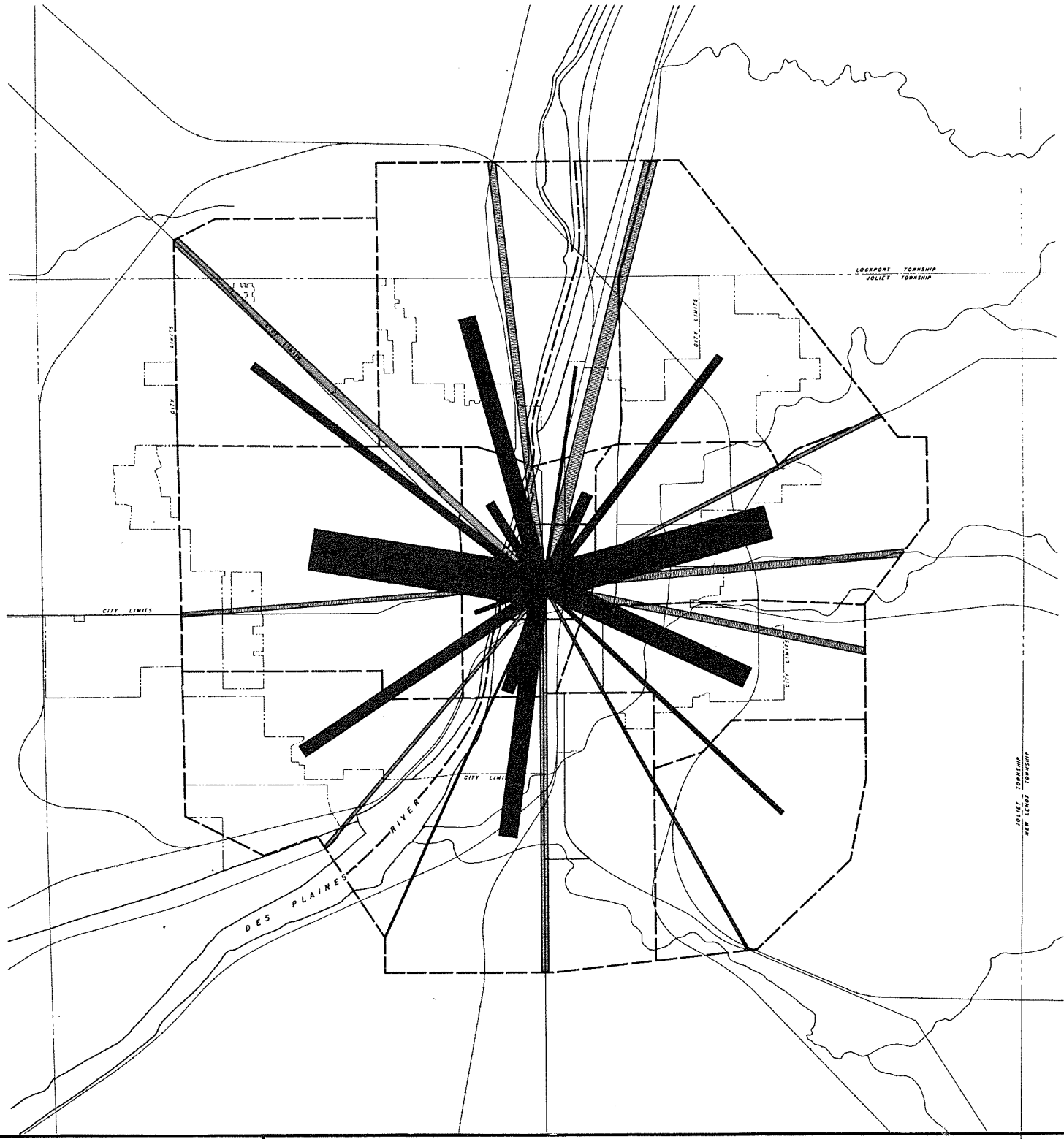
4000 3000 2000 1000 500

INTERNAL TRAFFIC

EXTERNAL - INTERNAL TRAFFIC

SOURCE: TRAFFIC SURVEY JOLIET URBAN AREA - 1953; ILLINOIS DIVISION OF HIGHWAYS

MASTER PLAN OF JOLIET · ILLINOIS AND ENVIRONS



TRAFFIC TO AND FROM DOWNTOWN DISTRICT

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SCALE OF VEHICLE MOVEMENTS 1" = 10,000

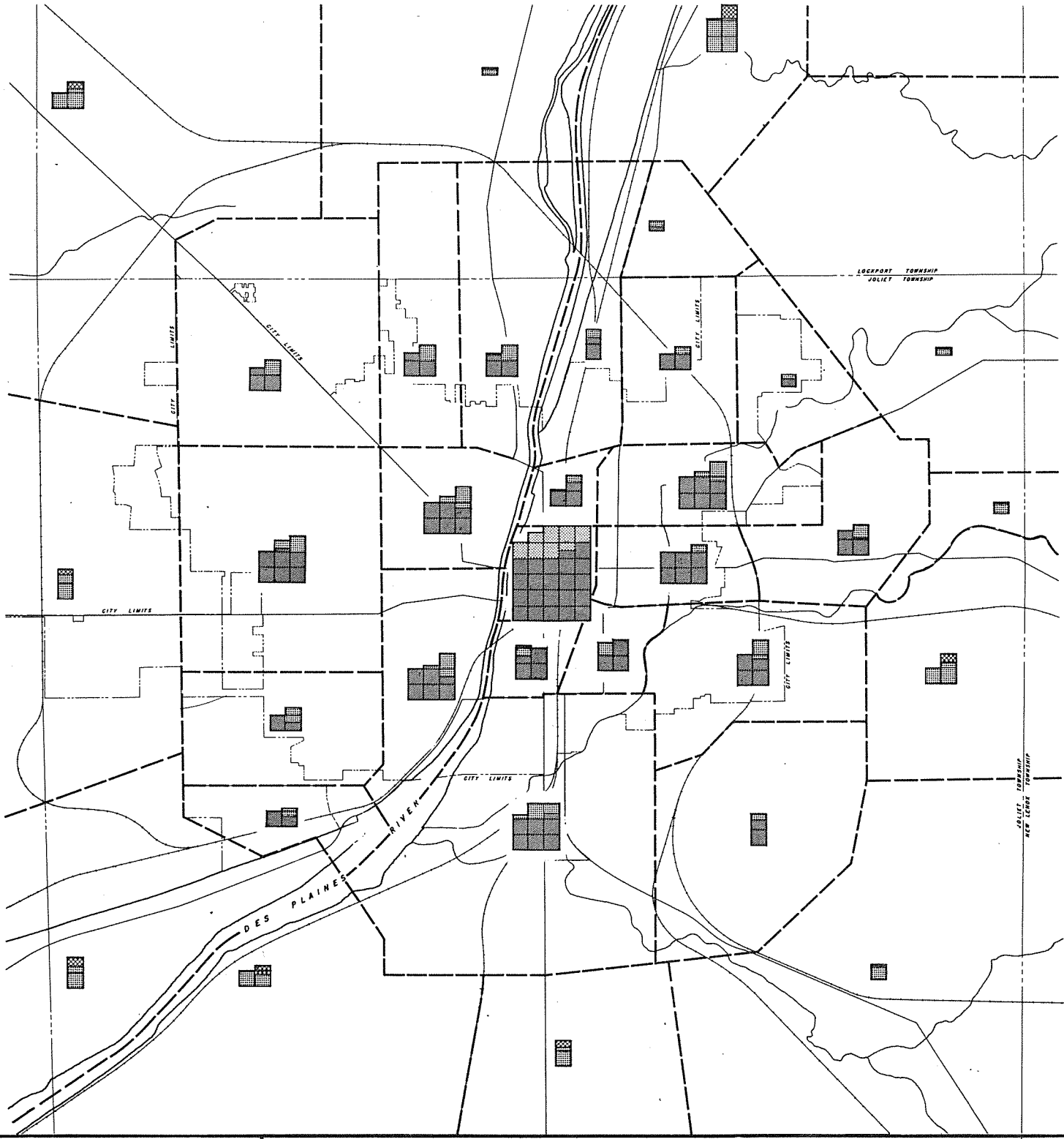
10,000 5000 2500 1000

INTERNAL TRAFFIC

EXTERNAL - INTERNAL TRAFFIC

SOURCE: TRAFFIC SURVEY JOLIET URBAN AREA - 1953; ILLINOIS DIVISION OF HIGHWAYS

MASTER PLAN OF JOLIET · ILLINOIS AND ENVIRONS



TRAFFIC GENERATION BY ZONES

EACH FULL SQUARE REPRESENTS 2000 TRIPS

EXTERNAL - INTERNAL TRIPS

INTERNAL TRIPS

THROUGH TRIPS

EXTERNAL INTERNAL TRIPS

SOURCE: TRAFFIC SURVEY - JOLIET URBAN AREA - 1953; ILLINOIS DIVISION OF HIGHWAYS

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to and from the east side, the latter distributed about 60 per cent on Jackson and Cass Streets and about 40 per cent on Washington Street. Other fairly heavy movements to and from downtown are those between the south, also southwest and north (west of the Des Plaines River). Heavier "external-internal" movements involving the downtown district are to and from the north along both sides of the River, also to and from the northwest.

Traffic congestion, despite relatively heavy through movements, is caused mainly by travel to and from the principal traffic generating areas of the city. In Joliet proper, the principal traffic generator is the downtown business district - about 3.5 times the next highest. Other sectors with fairly heavy traffic generators are on the near west and farther west side and to the south and east. These are shown graphically on the illustration entitled "Traffic Generation by Zones." Elsewhere, in the environs, heavy traffic generators are found to the north in the Lockport area and to the southwest where manufacturing concentrations are located.

Shortcomings of Joliet's Street System

In Joliet, most traffic, including much extraneous traffic, is channeled into and through the downtown district with crossings of the Des Plaines River dictated by the locations of the existing movable bridges adjacent to the downtown loop. The situation is further aggravated by the interruption of traffic when the bridges are opened to accommodate passing barges. Furthermore, the extensive railroad lines and switching yards disrupt the street pattern and further worsen the situation.

There are practically no direct routes of adequate capacity to serve the major traffic movements in the city. The lack of a logical network of streets properly related to the city's central area and so designed as to encourage the gradual and effective development of the as yet undeveloped sections of Joliet seriously hampers not only present day traffic circulation but has an adverse effect on desirable future urban growth as well. Short blocks, and frequent intersections along streets of traffic importance, railroad crossings at grade, numerous driveway entrances and exits, conflicting intersectional turning movements and inadequate intersectional capacity at main cross-streets are severe shortcomings of the existing street system.

It is evident on the basis of past experience that mere pavement or even right-of-way widening and otherwise improving of existing major streets, such as by their operation as one-way pairs, usually will not provide a lasting and otherwise satisfactory solution to the problem. More decisive and imaginative plans are called for in order to meet present day transportation requirements and prepare for future needs.

Major Street Plan

The thoroughfare system of the community must be conceived as one to serve a functional and well defined land use pattern for the area. The urban area, as envisioned under the "Land Use Plan," described herein under the report of that name, is composed of different non-residential and residential land uses and the public and semi-public facilities to serve them. Thoroughfares carry people and goods between the various areas of economic and social activity and must necessarily be carefully related thereto. Correctly located, new traffic facilities will afford direct transportation routes, enhance the stability and desirability of existing residential, commercial and industrial developments, and promote orderly future expansion in the as yet open or relatively undeveloped areas.

The proposed Major Street Plan has been designed to serve the growing traffic volumes of both inter-urban and intra-urban character. The Plan recognizes the different classes of traffic - through, external-internal, and internal - and provides a system of trafficways to accommodate all. In the process of analyzing the traffic of different classes, an acetate overlay was prepared and related to the various traffic diagrams above described in brief, this showing by various colors how each of the different types of traffic is proposed to be handled.[1]

> Black lines on the overlay indicate through trafficways, such as the Interstate Highway which is planned with a high-level bridge across the Des Plaines River, plus circumferential routes in the expanding periphery of the community. Orange lines indicate those trafficways intended to accommodate local movements primarily - zone

[1]The overlay may be inspected in the office of the Plan Commission.

to zone and also external-internal movements. Red lines designate those existing and proposed streets associated primarily with downtown traffic. Among the latter are: the proposed north-south "Distributors," east and west of the downtown district; and the East-West Relief Route (Bridge-Jackson Street), including a fixed high-level bridge over the River, this Relief Route designed in part to pick up and distribute downtown traffic to the north of the loop. These and other features of the Plan are discussed in some detail later.

The functional adequacy of each of the primary elements of the Plan with respect to types of traffic to be carried, as well as prospective volumes, was tested by assignment of traffic to the various routes. This revealed that the heaviest volumes of through traffic could be expected to be handled by the Interstate, the East-West Relief Route and the East and West Side Distributors, described in some particular later. In addition, "internal" traffic entering and leaving the downtown district also would be accommodated by the two Distributors plus the East-West Relief Route. While the Interstate Highway would to some extent serve "internal-external" traffic to and from the downtown business district, the greater proportion of this traffic still would be accommodated as at present by Jefferson Street, Plainfield Road, Broadway, Collins Street, Maple Road-Jackson Street, Washington Street and Chicago Street.

Major Features of the Plan

The design and scale of the Plan is based in part on the characteristics and volumes of traffic estimated under a study made for the State Division of Highways and published in 1956. In addition, prospective growth of population, vehicle registration and vehicle miles of travel were taken into account in determining future requirements.

The accompanying illustration entitled "Major Street Plan" shows the recommended general locations, right-of-way widths and pavement widths of the various major streets and highways, also the nature of the recommended improvements - widening, connection or extension, new street or highway. In brief, the "Major Street Plan" shows all the highway and major street improvements, the gradual and systematic carrying out of which will provide an adequate major street and highway system for Joliet and the surrounding area in the years to come.

As mentioned previously, the area is well served with state and federal highways. This network is an advantageous one from the standpoint of trade and service activities in Joliet, but needs to be improved within the city and its immediate environs. In general, by-passing of the urban area altogether by relocating the routes now passing through the city would not be justified or advisable for a number of reasons, including the fact that although these routes are much used throughout they carry but a fraction of the total traffic outside the urban area that they handle in the city and its immediate environs.

One of the major elements of the highway network is the proposed Interstate Highway (F.A.I.80). When work was begun on the Major Street Plan during 1957, this Highway was envisioned by the Illinois Division of Highways along an east-west route, passing a short distance south of McDonough Street, crossing the Des Plaines River on a high-level bridge and taking a westward course generally along the line of Kammerman Avenue, West Park Front and Kinsey Avenue. It was felt at the time that a better west side location from the land planning standpoint would be one adjacent to the industrial district

south of Moen Avenue - along an "industrial-transportation corridor," as it were - and such alignment was shown as an alternate on the "Tentative Plan of Major Streets and Land Uses," prepared in 1957.

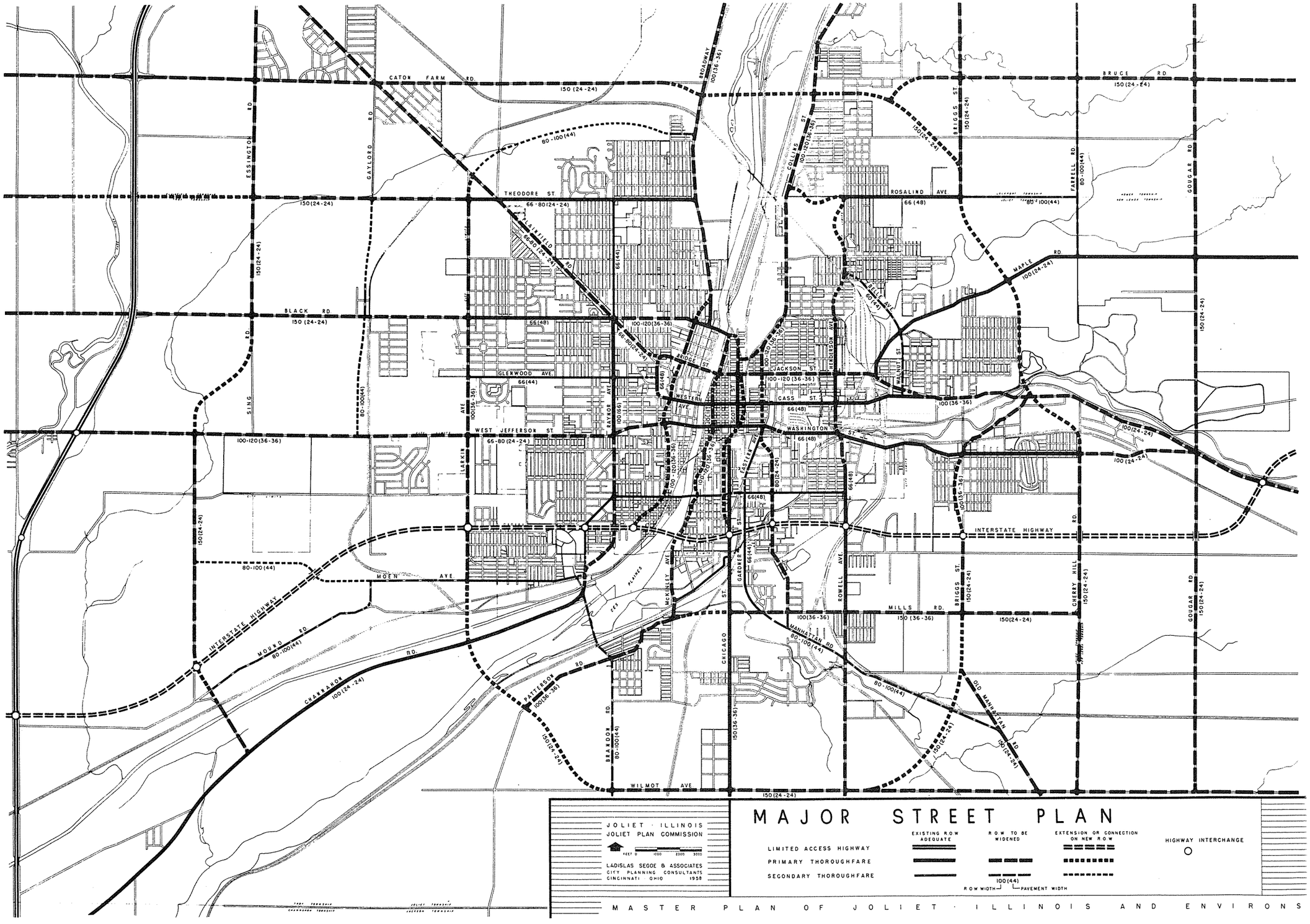
After considerable study and conferences between State and local officials, it was agreed to retain the original west side alignment, although the route was shifted southward on the east side to a location in the vicinity of Duncan Street. After further conferences, interchange locations were designated within the city or its immediate environs at Larkin Avenue; Wheeler-West Park Avenue (associated with Raynor Avenue); just west of the River; at Chicago Street; Richards Street; and Briggs Street.[1]

Besides the Interstate Highway, now more or less fixed as regards alignment in an east-west direction across the southerly part of the city, two of the most important necessary improvements are the East and West Side Distributors, running north and south to the east and west of the downtown district: the former east of the G.M.& O. and Santa Fe tracks; the latter, west of the River, intended as an improved route for US-66A - with traffic diverted from the downtown loop - and to accommodate internal traffic as well.

For the West Side Distributor, several alternatives were studied in detail and carefully checked on the ground:

> Consideration was given to the possibility of a location on entirely new right-of-way along the general line of Center and Summit Streets - north from the Interstate Highway to a connection with Broadway north of Ruby Street. A variation of the foregoing was studied and selected as preferable,

[1]In addition to these and others some distance beyond the corporate limits, a future interchange would be desirable, and is shown on the "Plan," at Rowell Avenue, to serve the industrial developments in the general vicinity of Rowell and Henderson Avenues.


CATON FARM RD.
150 (24-24)
BROADWAY
100(36-36)
BRUCE RD
150(24-24)
ESSINGTON RD
GAYLORD RD
80-100(44)
COLLINS ST
100-120(36-36)
BRIGGS ST
150(24-24)
FARRELL RD
80-100(44)
GOUGAR RD
THEODORE ST
66-80(24-24)
ROSALIND AVE
66(48)
80-100(44)
PLAINFIELD RD
66-80(24-24)
66(44)
MAPLE RD
100(24-24)
BELLEVUE AVE
60(44)
BLACK RD
150 (24-24)
66(48)
100-120(36-36)
66-80(24-24)
BRIDGE ST
HENDERSON AVE
100-120(36-36)
JACKSON ST
MAIN ST
GLENWOOD AVE
66(44)
WESTERN AVE
100(36-36)
CASS ST.
66(48)
100(36-36)
SING RD
80-100(44)
WEST JEFFERSON ST
65-80(24-24)
LARKIN AVE
100(36-36)
BAYNOR AVE
100(66)
WASHINGTON ST.
66(48)
100(24-24)
100(24-24)
100-120(36-36)
EASTERN AVE
80(24-24)
66(48)
66(48)
100(36-36)
INTERSTATE HIGHWAY
150(24-24)
MOEN AVE.
80-100(44)
INTERSTATE HIGHWAY
MOUND RD
80-100(44)
CHANNAHON RD.
100(24-24)
DES PLAINES
MCKINLEY AVE
GARDNER ST
66(44)
ROWELL AVE
MILLS RD.
150 (36-36)
150(24-24)
BRIGGS ST.
150(24-24)
CHERRY HILL RD
150(24-24)
GOUGAR RD
150(24-24)
CHICAGO RD
150(36-36)
MANHATTAN RD
80-100(44)
PATTERSON RD
100(36-36)
150(24-24)
BRANDON RD
80-100(44)
OLD MANHATTAN RD
150(24-24)
150(24-24)
WILMOT AVE
150(24-24)
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MAJOR STREET PLAN
EXISTING R.O.W ADEQUATE
R.O.W TO BE WIDENED
EXTENSION OR CONNECTION ON NEW R.O.W
LIMITED ACCESS HIGHWAY
PRIMARY THOROUGHFARE
SECONDARY THOROUGHFARE
HIGHWAY INTERCHANGE
100(44)
R.O.W WIDTH
PAVEMENT WIDTH
MASTER PLAN OF JOLIET · ILLINOIS AND ENVIRONS

this on a new right-of-way to the west of Center, and along Summit Street (widened), as shown on the "Plan." A further alternative, Bluff Street (also proposed to be widened), was studied in detail as a possibly acceptable substitute.

Either of the foregoing (as a substitute for a one-way "couplet" via Hickory Street and Broadway, as proposed by others) is envisioned as of semi-controlled access design, probably with intersections at grade, except in the case of Bluff Street where grade separated connections with the bridges would be needed to avoid backing up of vehicles across the bridges.[1]

Complementing the west side improvement is the proposed East Side Distributor which also would serve to divert extraneous traffic around the downtown district while at the same time picking up and distributing downtown traffic. The east side facility (of secondary importance to the west side route) is proposed - also as semi-controlled access - along a north-south line west of Eastern Avenue, involving the widening and extension southward of Franklin Street, with a connection from Franklin northeastward to Collins Street at Ward Avenue. To the south, this facility would connect with Eastern Avenue at Jefferson and Washington Streets and would swing southeastward on new right-of-way, in the vicinity of First Avenue, to Richards Street which, in turn, would be widened and connected with the Interstate Highway to the south. Beyond the Highway, Richards Street would be widened southward to Mills Road.

Another improvement of exceptional importance is the East-West Relief Route along Bridge and Jackson Streets (proposed to be widened) connecting with Cass Street to the east of the viaduct over the E.J.& E. tracks. This

[1]The Hickory Street-Broadway route is considered undesirable, among other reasons, because of the considerable number of institutional properties that would be affected by such routing, including four schools, four churches and a hospital.

facility is proposed in part to accommodate US-30 traffic until a by-pass may be justified in the more distant future as the community expands outward and the growing local traffic in peripheral areas plus greater volumes of through traffic warrants circumferential routes. At the same time this thoroughfare would function as the principal east-west connection with the downtown loop, tying into the East and West Side Distributors. A further description of this facility is presented under the discussion of Downtown Improvements.

To more adequately accommodate growing traffic throughout the community, a number of thoroughfares are proposed to be widened. Among these are Plainfield Road, Bridge Street (as already mentioned) and Broadway, the latter north of the connection with the West Side Distributor. Not alone should pavements be widened, but right-of-ways as well, at least in selected locations - such as at major intersections in developed areas - where wider pavement may be needed to provide extra lanes for turning movements. Other right-of-way (and pavement) widening is proposed, as follows: on Cass Street, east of its connection with Jackson Street east of the viaduct; Collins Street, north of Ward Avenue; West Jefferson Street, at least at selected locations; Black Road west of the city limits; and Raynor Avenue, south of West Jefferson. Additional widenings are proposed, but of lesser importance at this time: along Larkin Road; Theodore Avenue, in part; Rowell Avenue, in part; and others, both within the city and, more extensively, in the environs, as may be seen on the "Plan." The timing of these latter improvements will depend considerably on the pace of development of the outlying areas and in part the relative justification or demand for certain of the new connections proposed. However, steps should be taken, by establishing building lines and otherwise, to preserve the needed right-of-ways.

With regard to extensions or connections - in addition to those specific improvements discussed previously - important close-in primary routes, but not necessarily in order of importance, are as follows: extension of Henderson Avenue north, tying into Rosalind Avenue; extension of Rosalind west to a connection with Collins Street; connection of downtown Joliet Street with Des Plaines Street to the south, thence along new right-of-way underpassing the Interstate bridge approach to a connection with McKinley Avenue; new right-of-way west of South Chicago Street, to operate one-way south coupled with South Chicago which would be operated one-way north as a connection with the Interstate Highway;[1] new right-of-way east of Scott Street (adjacent to the railroad elevation), as described later under Downtown Improvements, this to operate one-way paired with Scott Street.

Principal outlying primary connections proposed include an eventual link between Caton Farm Road, north of the City and west of the river, with Cherry Hill Road, east of the city, via a section of Briggs, north of Rosalind Avenue; and the connection of Wilmot Avenue, south of the city, with Larkin Road on the west as parts of the circumferential system. Other proposed primary connections are the extension of Briggs Street southward to Wilmot Avenue, as part of the circumferential system, and a connection on new right-of-way, west of Briggs Street between Washington Street and the proposed connection with the Interstate Highway.

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[1]Initially Ottawa Street would be used, with the new street to be built if and when extensive clearance and redevelopment occurs here - such new street, as a secondary function, providing access to future parking lots supporting the business frontage along South Chicago.

Among principal secondary improvements contemplated are the connection on new right-of-way linking Larkin Road and Broadway, on the west side, and the Walnut Street-Belle Avenue improvement, on the east side. A possible connection is that indicated between Glenwood Avenue and Nicholson Street, on the west side. Certain other widenings and connections may be seen by an inspection of the "Plan."

Street Details

In connection with studies of the East and West Side Distributors, relatively precise right-of-way lines were worked out for the various alternatives to determine, among other things, what buildings would be involved in the development of these facilities. The Bluff Street alternative on the west side was studied in considerable detail, not only to determine right-of-way requirements but from the standpoint of the possible arrangement of interchanges needed at the bridge approaches. These details, which may be inspected in the office of the Plan Commission, were submitted to the City's engineering department and, in turn, made available to district officials of the Illinois Division of Highways.

Besides the foregoing, selected locations - such as along Jackson Street and at the proposed interchange locations along the proposed Interstate Highway - were studied in some particular. The downtown area, in general, was studied in detail as described hereinafter.

Railroad Grade Separations

Associated with various improvements under the Major Street Plan are a number of railroad grade separations - some new and others existing. All

railroad crossings of the proposed Interstate Highway will, of course, be separated. A major change is called for on Jackson Street, involving shifting of the Santa Fe structure just east of Scott Street and separating grades of the tracks to the east, as described under "Downtown Improvements." In connection with the latter, a survey was made during a typical day at both the Jackson and Ohio Street crossings of the G.M.& O. and E.J.& E. tracks to determine the types and amount of rail traffic and the delays to vehicular traffic on these streets. Among other things, the survey revealed the apparent essentiality of separating grades at Jackson Street if the "sorter" called for under "Downtown Improvements" is to function adequately.

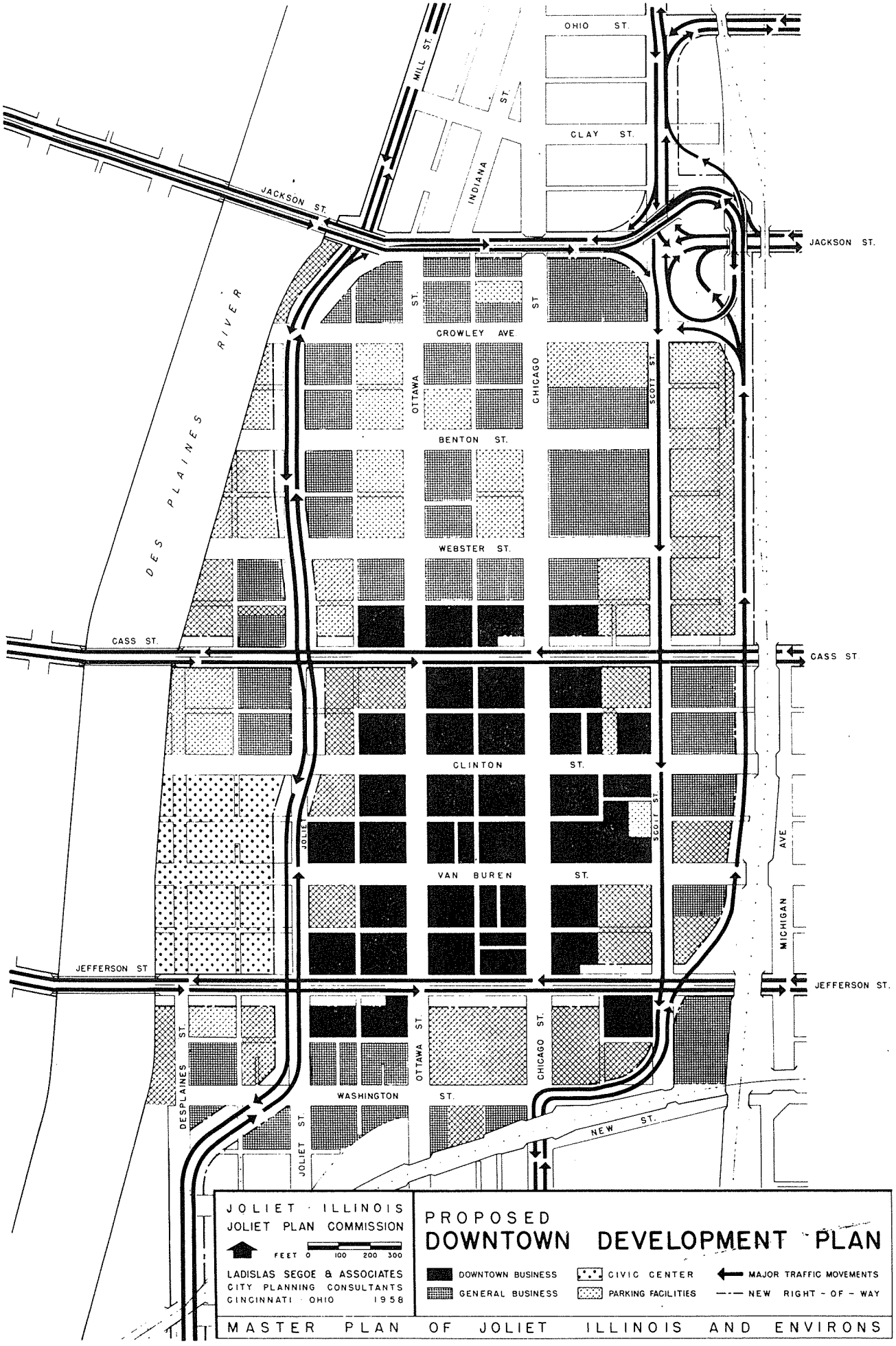
Besides separations along the Interstate and at Jackson Street, desirably a grade separation structure should be built on Collins Street at the E.J.& E. tracks between Ward and Cleveland Avenues; the Jackson Street viaduct at the south end of the E.J.& E. yard ultimately should be replaced by a wider structure; improvements desirably should be made elsewhere, such as at underpasses of the Rock Island tracks, east of the River, but not, however, by separating grades at the south end of Bluff Street unless this is to be developed as the West Side Distributor because, otherwise, the traffic thus induced here would conflict with the heavy east-west movements across the bridges.

Downtown Improvements

With most "loop" streets now serving as all-purpose trafficways, and some of these carrying federal highways, the downtown area is critically overloaded and "loosening up" is badly needed. Besides relief to be afforded by the Interstate Highway, which may be expected to drain off some of the vehicles now using Jefferson and East Washington Streets, further relief will be gained from the East and West Side Distributors and the Jackson Street improvement (East-West Relief Route).

As shown on the accompanying illustration, "Downtown Development Plan," a major traffic "sorter" is provided at Jackson, tying into Scott Street and a new street connection proposed along the Santa Fe tracks, the latter to operate with Scott as a one-way pair. Investigation was made of the apparent possibilities of separating grades at the railroad crossing east of the Santa Fe overpass of Jackson Street. This included the special survey of rail and street traffic discussed in brief above and, among other things, involved checking the possibility of either raising the G.M.& O. and E.J.& E. tracks (now at grade), or lowering the elevated Santa Fe running tracks to grade so as to gain a direct east-west connection. The latter proved impracticable because, in addition to creating heavy grades on the Santa Fe, it would result in the discarding of existing grade separation structures and the blocking of streets north of Jackson.

The other alternative, investigated by the City Engineer some 10 years ago, proposed a railroad overpass, with the E.J.& E. tracks relocated west, crossing Jackson on a structure with the G.M.& O. tracks, and the Santa Fe


OHIO ST.
MILL ST.
CLAY ST.
INDIANA ST.
JACKSON ST.
JACKSON ST.
DES PLAINES RIVER
CROWLEY AVE.
OTTAWA ST.
CHICAGO ST.
SCOTT ST.
BENTON ST.
WEBSTER ST.
CASS ST.
CASS ST
CLINTON ST.
JOLIET ST.
VAN BUREN ST.
MICHIGAN AVE
JEFFERSON ST.
JEFFERSON ST.
DESPLAINES ST.
WASHINGTON ST.
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PROPOSED
DOWNTOWN DEVELOPMENT PLAN
DOWNTOWN BUSINESS
GENERAL BUSINESS
CIVIC CENTER
PARKING FACILITIES
MAJOR TRAFFIC MOVEMENTS
NEW RIGHT - OF - WAY
MASTER PLAN OF JOLIET ILLINOIS AND ENVIRONS

tracks (i.e., those now at grade) moved slightly east and also placed on the structure. Such an improvement leaves a good deal to be desired but appears to be the only choice. A major revamping of the yards here may be needed, even if Jackson Street is depressed a maximum and the tracks held to the lowest elevation possible, in order to satisfactorily accommodate switching operations of the E.J.& E. and at the same time limiting the structure to a reasonable width. The presently elevated running tracks of the Santa Fe, under this scheme, would be shifted eastward to the new structure in order to gain space for the "sorter" above mentioned.

Under this scheme, east-west traffic would make rotary movements at the "sorter." North and southbound traffic on Scott Street and the new roadway adjacent to the railroad would be handled expeditiously, and, although some conflicts would exist, these have been held to a minimum. Circulation is superior to the scheme proposed by others, this involving a grade connection at Scott Street, grade crossing of tracks to the east of the Santa Fe overpass, as well as necessitating a major depression of Chicago Street.

Another proposed feature in the downtown area is the "internal distributor" along Joliet Street as proposed to be widened. The relationship of this - as well as Scott and the parallel street proposed to the east - with potential parking garages or areas, including garage in the proposed Civic Center is apparent from the accompanying illustration and that showing proposed parking facilities in the report on "Parking."[1]

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[1]Further discussion concerning downtown Joliet is contained in the report on the Land Use Plan.

Street Cross-Sections

The proposed right-of-way widths and the recommended pavement widths are shown on the proposed "Major Street Plan." In order to indicate in greater detail the type of improvement contemplated in each case, standard street cross-sections, shown in the diagram entitled "Street Cross-Sections," were designed.[1]

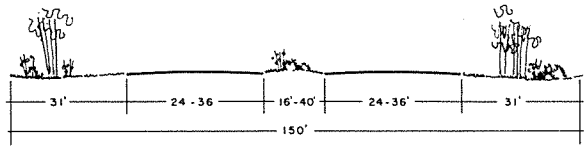
The appropriate cross-section for a given street is determined by the following: (1) amount of traffic anticipated, which establishes the number of traffic lanes required; (2) standard widths for traffic lanes, for moving traffic and for parking, where permitted; (3) present and desirable future use of abutting properties; and (4) provision for sidewalk spaces, including strips between sidewalks and curbs to be used as grass plots and for street trees to accommodate pedestrian traffic and produce a balanced street picture of attractive appearance.

Naturally, overall pavement widths should be multiples of standard traffic lane widths; and in arriving at the recommendations herein, modern standards of lane widths were used as follows: (1) moving lanes on limited-access highways and primary thoroughfares, 12 feet ordinarily; and parking or accessory lanes, where necessary or desirable, eight or nine feet; (2) moving lanes on secondary thoroughfares, 11 feet generally; whereas (3) on minor residential streets, moving lanes of nine or 10 feet, with parking or accessory lanes of eight feet, generally are considered adequate. Generous distances between the

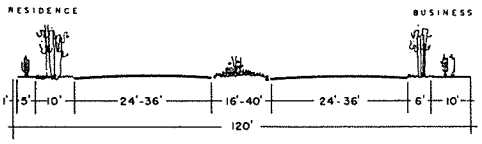
[1]This diagram should serve as a guide for the Plan Commission and other officials in establishing standard pavement widths, right-of-way widths required for such pavement widths, and the appropriate arrangement within the right-of-way of pavements, sidewalks and planting strips for different streets or types of streets.

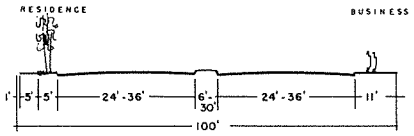
PRIMARY THOROUGHFARES

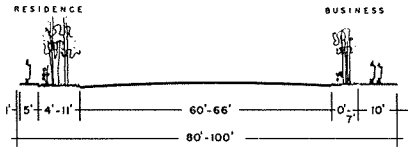
IN OUTLYING AREAS

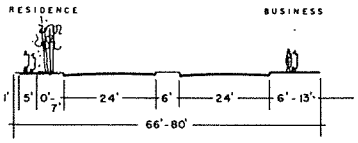


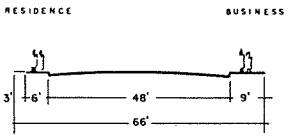
NOTE: WHERE MAJOR STREET PLAN CALLS FOR 36 - FOOT ROADWAYS, 24 FEET MAY BE ADEQUATE INITIALLY





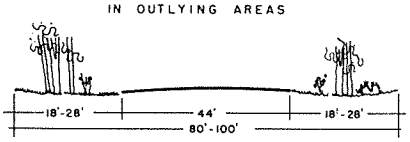


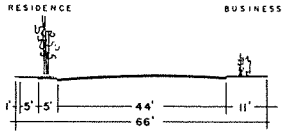




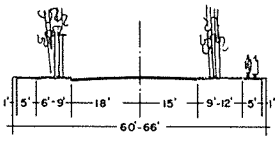
SECONDARY THOROUGHFARES

IN OUTLYING AREAS

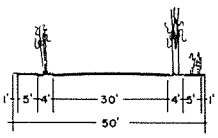




LOCAL OR COLLECTOR STREETS



MINOR STREETS



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RECOMMENDED
STREET CROSS-SECTIONS

MASTER PLAN OF JOLIET · ILLINOIS AND ENVIRONS

curb and property lines always is desirable: in the case of abutting residential property, this space when planted with trees and shrubs will enhance the general appearance of a street and protect against noise, fumes and dust occasioned by traffic; where the abutting property is to be used for business, ample sidewalks can be provided to the obvious commercial advantage of property owners and for preventing pedestrian congestion.

Pavements should not be narrower on any street than 20 feet, and more desirably should be 22 feet - this width to provide one moving lane in each direction - and no parking should be permitted on such pavement. Widths of 27, 30 or 36 feet are considered appropriate on residential streets of little or no traffic importance, but wider pavements than these should be established on the more important traffic streets - as multiples of standard lane widths.

Sidewalks in residential sections generally should be five feet in width, although in the case of minor streets or service roads four-foot sidewalks might suffice. Where it is necessary for the sidewalk to be placed adjacent to the curb, a width of six feet is desirable to offset the psychological effect of vehicular traffic. Sidewalks in business districts desirably should not be less than 10 feet, and preferably 12 feet or more in width. Planting strips on residential streets may vary, but ordinarily should not be less than four feet wide.

Divided roadways with center plots or malls are coming to be more and more common, and are particularly desirable on important highways or other

major streets carrying large volumes of traffic.[1] In addition to other advantages, such as separating traffic moving in opposite directions and protecting against headlight glare, this feature affords increased safety to pedestrians crossing the street, the opportunity for placing light standards in the middle of the street, and the possibility of planting for increased attractiveness. Quite commonly where the right-of-way is adequate center malls are made wider between intersecting streets, and are narrowed down near intersections to provide an additional lane for holding vehicles about to make left-hand turns, thus freeing the other lanes for through movements.

In built-up sections of Joliet, existing right-of-way widths of 66 feet in some instances will of necessity have to be accepted (although 80 feet would be better), and are the minimum for primary or secondary thoroughfares in developed areas. Such right-of-ways would be developed with 44-foot pavements in the case of secondary thoroughfares, or 48-foot, undivided, or two 24-foot, divided, roadways in the case of primaries.

Unfortunately, an 80-foot right-of-way allows no more than a four-lane divided pavement, unless a 60 or 66-foot undivided roadway is accepted. However, the 80-foot width (as against a 100-foot width which would accommodate six lanes with a center plot) is better than the 66-foot width in that sidewalks can be separated from the curbs. Unfortunately, few of the 66-foot streets can be widened to 100 feet without involving numerous structures. Hence, the 80-foot width is recommended where possible.

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[1]The standard lane widths given above also apply to divided pavements - with the higher standard of 12 feet (and even 13 feet per lane on exceptionally high-speed highways) being desirable because of the tendency of drivers to shy away from a curb.

The 80-foot right-of-way proposed for primary thoroughfares can be developed with either a 60 or 66-foot pavement, as indicated, or two 24-foot roadways. The former of these does not function as well as a six-lane divided highway, and, if parking is permitted, the parking tends to slow down traffic; however, in some cases such a section may be in order and is shown, both for an 80-foot and 100-foot right-of-way.[1] On the other hand, the 80-foot right-of-way developed with two 24-foot roadways and center divider has the advantage of limiting left turns and cross-traffic, of providing for wider sidewalks, greater distance to the property line, thus permitting widening of the roadways to accommodate holding lanes for left-turning vehicles at selected intersections.

In undeveloped sections and wherever possible in developed sections, primary thoroughfares should be at least 100 to 120 feet wide and secondaries 100 feet wide except where frontage is already developed to such an extent that it would be excessively costly to gain these widths. On highways or primary thoroughfares beyond the limits of urban development the 150-foot primary right-of-way will permit divided roadways (when traffic justifies) with a generous center island. In addition, adequate shoulders or grass plots, as the case may be, will serve to soften the traffic impact on the surrounding area. The 80 to 100-foot secondary section is sufficient to accommodate a 44-foot (four lane) pavement, plus generous planting strips, although initially a number or these "secondaries" will need only 22-foot (two lane) roadways.

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[1] A section of Raynor Avenue - with a 100-foot right-of-way - now is so developed.

The ultimate design of both the East and West Side Distributors, as well as the East-West Relief Route, calls for two 36-foot roadways. These improvements could be built in stages, with two 24-foot roadways provided initially and placed so as to fit into the ultimate section, with the center plot accommodating an extra lane for left-turning vehicles. Right-of-ways would vary from 100 to 120 feet, depending on conditions and requirements. In some instances, in restricted areas or in business sections it may be necessary to reduce the right-of-way to 90 or 100 feet respectively, in which case sidewalks, if otherwise justified, or shoulders will need to be reduced in order to accommodate the section.

For residential streets, right-of-ways of 60 to 66 feet are desirable in the case of those intended to function as so-called local or collector streets, such as Midland Avenue, for example. Where buildings front both sides of such a street, a 36-foot pavement ordinarily is justified - allowing parking on both sides, plus two lanes for moving traffic. Where the building development is limited to one side of the street or the lots are exceptionally wide, a 30-foot pavement, which is the minimum acceptable in Joliet, will suffice - with parking ordinarily restricted to one side.

For minor residential streets - those which provide access only to properties fronting thereon - a right-of-way width of 50 feet is adequate, although wider right-of-way may be desired in certain cases to gain additional width of grass plots. For such streets, a pavement width of 26 to 27 feet ordinarily suffices - with parking limited to one side. However, in the case of Joliet, the 30-foot pavement is the minimum acceptable and hence is shown on the exhibit of "Street Cross-Sections."

PARKING FACILITIES

To maintain and enhance its position as a trade and service center, Joliet is faced with the need of further improving the accessibility of its downtown district and of providing within this district increasingly adequate traffic and parking facilities.

One of the principal objectives of the Major Street Plan is to afford better access to, and at the same time minimize traffic congestion in the downtown district. Several of the major street proposals are intended to accomplish these ends. Increased accessibility, however, and greater freedom of traffic movement will not be fully effective without adequate or properly located facilities for the loading and unloading of commercial vehicles[1] and for the parking of passenger vehicles so that their occupants may be free to pursue business, shopping or recreation activities.

Present Conditions

The parking survey and study described and discussed in the following was undertaken primarily to obtain the facts about the parking situation in the central area; as a guide to determining what can be done to more effectively use existing parking facilities with the view toward meeting more adequately present needs and to prepare for anticipated future requirements.

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[1]As called for under the revised Zoning Ordinance.

The Parking Problem

Within the downtown business district, besides affording convenient access and free circulation, it is of vital importance that adequate spaces be available for terminal operations and for shorter and longer-time parking of all vehicles which are destined to this district. The demand for such spaces has grown with the steady rise in automobile ownership and use, and the difficulties of meeting this demand have become a matter of serious concern to public officials and business interests alike.

The ability of the downtown business district to attract trade from within the city, as well as from outlying rural sections and nearby communities, depends in no small measure on the availability of adequate and convenient parking spaces, and failure to meet the demand for parking in a manner satisfactory to shoppers, among others, will result in loss of trade to other business districts better provided with parking spaces, thereby depleting trade in the downtown district and even in the city as a whole.

Parking Restrictions

Cities have resorted to progressively more severe parking restrictions which have been extended to larger and larger areas within and surrounding the downtown business districts, in an effort to cope with the ever-growing pressure for parking spaces on the streets. In general, long-time parking of vehicles has been discouraged and an increasing car turnover promoted, thus distributing more equitably the spaces available on the streets among those who desire to park. However, in most cities such restrictions do not suffice to meet the demand.

A great many cities, including Joliet, have installed parking meters in an effort to increase the car turnover and reduce the cost of enforcing parking restrictions. A growing number of communities have established municipal parking lots, as has Joliet, and even parking garages near the downtown business district - on the theory that the provision of adequate parking spaces for the downtown district is of concern to the whole community, and that only through municipal ownership will such facilities be appropriately located and of permanent tenure.

In Joliet the parking problem in the downtown business district has been alleviated considerably by the development of a number of off-street facilities, both public and private, although everyone cannot park within a block of his destination. However, with a limited number of strategically-located street spaces, a considerable proportion of these "short-time" spaces are pre-empted by "longer-time" parkers. In view of the importance to the future welfare of Joliet of not only holding its present trade, but to attract as much additional trade as possible, continuing attention should be given to gaining the most efficient use of street parking spaces and the further development of adequate off-street parking facilities in and adjacent to the downtown business district.

Parking Survey

During the summer of 1958, a comprehensive field survey of street and off-street parking was carried out in the central area of Joliet to determine the current supply of parking spaces - street and off-street; the use of these spaces including patterns of use; and parking regulations in effect and contemplated.

Concurrent with the check of parking practices, traffic movements in and out of the downtown area were tabulated at eight locations to determine the relative volumes on principal streets, as well as the amount of extraneous traffic in the loop bounded by Joliet, Cass, Scott and Jefferson Streets where, as determined later, street spaces representing only 12 per cent of the total spaces in the central area accommodate 26 per cent of all the parkers in the central area, both street and off-street.

Survey Findings

Traffic

Traffic movements in and out of the downtown loop were tabulated at eight entrances or exits. During the eight-hour period from 9 a.m. to 5 p.m., more than 20,000 vehicles moved in and out of the loop bounded by the above-named streets. Of these, only slightly more than one in 10 parked in the immediate area during the period.

Traffic volumes ranged from 2,000 to 3,500 vehicles per hour - the heaviest being between 4 and 5 p.m. As might be expected, heaviest volumes were on Chicago Street where between 7,000 and 8,000 vehicles were tabulated entering and leaving the loop between the hours of 9 a.m. and 5 p.m. Next heaviest volumes were those entering the loop on Ottawa at Jefferson (5920) and leaving the loop via Clinton at Scott (5195).

The situation described is occasioned in part, of course, by the routing of numbered highways through the area, and by the absence of adequate

east-west trafficways to the north and south, necessitating heavy use not only of Cass and Jefferson Streets, but their one-way complements - Clinton and Van Buren - within the loop itself.

As will be brought out later - despite the relative shortage of street parking spaces due to short blocks coupled with wide streets and numerous alleys which combine to limit the available curb space - parking bans are unavoidable if moving traffic is to be accommodated.

Supply of Parking Spaces

As may be seen from the accompanying map, "Downtown Parking - 1958," the survey covered for the most part the area between Webster and Washington Streets on the north and south, and the GM&O and Santa Fe tracks and the Des Plaines River on the east and west. In addition, less intensive checks were made of street and off-street spaces around the "fringe" beyond this general area. In all, nearly 3,000 parking spaces were checked, of which about 1,950 of the 2,200 in the "primary" area above described were checked in detail. Approximately 800 of these are street spaces, of which about 680 are metered and 120 or so unmetered.

Use of Spaces

Within the primary area, 83 per cent of the street spaces were occupied at the peak period on a Thursday. Inside the loop, about 95 per cent of the street spaces were in use at the peak period - a "saturation" condition which was approached during the balance of the day. The significance

of the foregoing should be apparent when it is understood that 80 to 85 per cent of available spaces may be taken as "practical" capacity.

Overall, approximately 84 per cent of the metered spaces were in use at the peak, while in the case of unmetered spaces approximately 76 per cent were occupied. Throughout most of the day, during periods of heavier demand, the use of metered spaces on the street ranged between 85 and 95 per cent of the peak load. On other days during afternoons of the week following, the overall load on the street varied from better than 90 per cent to about the same as that on the day of the survey, again indicating a "saturation" condition.

As can be seen on the accompanying exhibit, "Downtown Parking - 1958," most of the metered block-fronts within and bordering the loop were heavily used, a condition not only at peak period but throughout most of the day.

In the lots, more than 60 per cent of the available spaces were occupied at the period of peak parking. On other days, the use of spaces varied from about 85 per cent of Thursday's peak to about 25 per cent higher. For both street and off-street spaces, the daily variation ranged from about 90 per cent of Thursday's volume to 15 per cent above. Thus, with the lots absorbing the extra load, in the absence of any margin of supply over demand on the streets, the parking system overall is heavily used, even during an "average" period of a year when recovery from a business recession was incomplete.

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CINCINNATI OHIO

DOWNTOWN PARKING — 1958

USE OF SPACES AT PEAK DAYTIME DEMAND

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For purposes of analysis, the survey area was divided into the segments indicated in the following table which discloses the number and use of spaces in each of the parts at the period of peak parking.

Use of Parking Spaces

	Street Spaces	Per cent Use at Peak	Off-Street Spaces	Per cent Use at Peak	Total	Per cent Use at Peak
Loop[1]						
Inside of Loop	230	95	210[2]	59	440	77
Loop side of Loop Streets	130	87	-	-	130	87
Total	360	92	210	59	570	80
North (north side of Cass and north to Webster)	140	72	335	58	475	62
South (south side of Jefferson and south to Washington)	140	84	240	59	380	68
West (west side of Joliet and west to Des Plaines River)	95	63	265	68	360	67
East (east side of Scott and east to Railroad)	65	85	100	63	165	72
Total	440	76	940	62	1380	66
TOTAL	800	83	1150	61	1950[2]	70

[1]As indicated previously, the area bounded by Joliet, Cass, Scott and Jefferson.

[2]Excluding the Central Court Garage which was not included in the survey but for which comparative data was obtained subsequently.

As can be seen, of the 1950 spaces checked in the primary area, 70 per cent were occupied at the "peak," with better than four out of five of the curb spaces in use and three out of five of the off-street spaces occupied. On days when the load was heavier than on the day of the survey, the overall load (streets and lots) reached the "practical" capacity indicated.

On the "inner" side of the loop streets (Joliet, Cass, Scott, Jefferson), and on the streets within the loop, nearly 40 per cent of the parkers in the primary area were accommodated, despite the fact that the supply of spaces here represents only 18 per cent of the total.[1] Thirty per cent were accommodated on other streets in the primary area, making a total of nearly 70 per cent on the streets. The lots, then, with nearly 60 per cent of the supply, handled 30 per cent of the parkers. The foregoing relationships are not necessarily unusual - as different duration sectors of the parking market are served by different parts of the parking system. However, the greatest turnover occurs where parking operations are most difficult to perform, i.e., on heavily traveled streets.

Duration Pattern

Throughout the survey area, two out of three parkers on the streets and in the lots stayed for less than one hour. On the streets the proportion was more than three out of four parkers of less than an hour, and

[1]Within the loop, street spaces - 12 per cent of the total parking supply in the primary area - accommodate 26 per cent of all the parkers in the area.

in the lots, one out of two. In metered locations, 77 per cent parked less than one hour. Total parking operations as against available spaces indicates that, on the average, each street space is used by between five and six parkers per day.

In the loop, 53 per cent parked less than one-half hour. Longer-time parkers, in general, were found in greater proportion in the unmetered spaces around the "fringe," primarily west of Joliet Street. Durations on the street are revealed graphically on the exhibit entitled "Duration Pattern - Street Parking by Areas and Selected Streets."

Duration checks in the lots revealed that overall 53 per cent of the parkers stayed longer than one hour, while 27 per cent remained three hours or longer. In the following can be seen the off-street duration pattern for each of the areas:

Duration Pattern of Off-Street Parkers

	Less Than 1 hr. (%)	1-2 hrs. (%)	2-3 hrs. (%)	3-7 hrs. (%)	Over 7 hrs. (%)
Lots (Overall)	47	16	10	15	12
" (Loop)	49	14	12	18	7
" North	36	14	8	17	25
" South	44	19	10	15	12
" West	46	12	11	12	19
" East	60	18	8	13	1

As can be seen, in the loop nearly 50 per cent parked less than one hour while in the area east of the loop 60 per cent parked less than one hour (44 per cent less than one-half hour). Longer-time parkers, three hours or more, were 42 per cent north of the loop, 31 per cent west, and 27 per cent south of the loop.

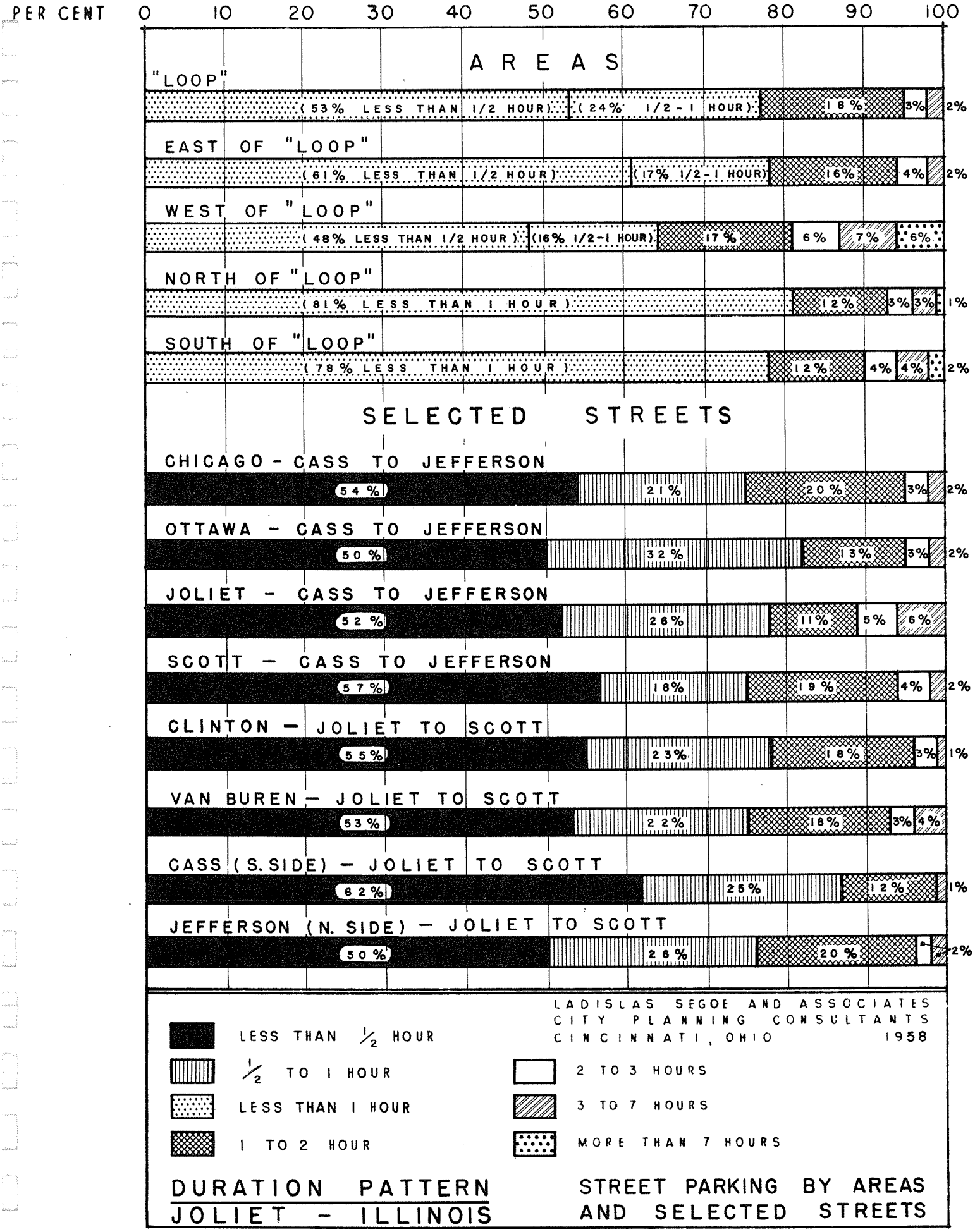
The accompanying exhibit, "Duration Pattern - Parking Lots - 1958," shows the relative duration pattern for each of the parking lots checked.

Parking Revenues

Street meter revenues over the period observed were relatively good, averaging about 30¢ per meter per day or about $90 per year. The area north of the loop produced the highest revenue - 38¢ per meter per day or around $110 per year, followed in turn by the area south of the loop and then the loop itself. The areas and the amounts produced from each are shown in the following:

1)	North of Loop	38¢ per meter per day	- $110 per year
2)	South of Loop	31¢ " " " "	- $ 90 " "
3)	Loop	30¢ " " " "	- $ 90 " "
4)	West of Loop	24¢ " " " "	- $ 75 " "
5)	East of Loop	23¢ " " " "	- $ 70 " "

In the municipal lots, revenue was highest in the lot at the southeast corner of Chicago and Jefferson Streets where meters averaged better than 38¢ per day, or again in the neighborhood of $110 per year. Elsewhere, with


PER CENT
0
10
20
30
40
50
60
70
80
90
100
AREAS
"LOOP"
(53% LESS THAN 1/2 HOUR)
(24% 1/2 - 1 HOUR)
18%
3%
2%
EAST OF "LOOP"
(61% LESS THAN 1/2 HOUR)
(17% 1/2 - 1 HOUR)
16%
4%
2%
WEST OF "LOOP"
(48% LESS THAN 1/2 HOUR)
(16% 1/2-1 HOUR)
17%
6%
7%
6%
NORTH OF "LOOP"
(81% LESS THAN 1 HOUR)
12%
3%
3%
1%
SOUTH OF "LOOP"
(78% LESS THAN 1 HOUR)
12%
4%
4%
2%
SELECTED STREETS
CHICAGO - CASS TO JEFFERSON
54%
21%
20%
3%
2%
OTTAWA - CASS TO JEFFERSON
50%
32%
13%
3%
2%
JOLIET - CASS TO JEFFERSON
52%
26%
11%
5%
6%
SCOTT - CASS TO JEFFERSON
57%
18%
19%
4%
2%
CLINTON - JOLIET TO SCOTT
55%
23%
18%
3%
1%
VAN BUREN - JOLIET TO SCOTT
53%
22%
18%
3%
4%
CASS (S. SIDE) - JOLIET TO SCOTT
62%
25%
12%
1%
JEFFERSON (N. SIDE) - JOLIET TO SCOTT
50%
26%
20%
2%
LESS THAN 1/2 HOUR
1/2 TO 1 HOUR
LESS THAN 1 HOUR
1 TO 2 HOUR
2 TO 3 HOURS
3 TO 7 HOURS
MORE THAN 7 HOURS
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1958
DURATION PATTERN
JOLIET - ILLINOIS
STREET PARKING BY AREAS
AND SELECTED STREETS

LOT	CAP.	USE AT PEAK %	PER CENT BY LENGTH OF TIME PARKED				
			LESS THAN 1 HOUR	1-2 HOURS	2-3 HOURS	3-7 HOURS	OVER 7 HOURS
A	40	80	29	7	25	35	4
B	20	70	79	12	3	6	—
C	50	64	44	4	8	22	22
D	100	45	39	25	14	16	6
E	50	52	74	17	3	5	1
F	50	74	40	18	15	25	2
G	120	82	44	11	10	13	22
H	40	35	61	16	14	9	—
I	35	89	12	10	22	21	35
J	40	55	8	—	4	15	73
K	30	53	71	14	10	5	—
L	20	45	40	12	27	21	—

LOT	CAP.	USE AT PEAK %	PER CENT BY LENGTH OF TIME PARKED				
			LESS THAN 1 HOUR	1-2 HOURS	2-3 HOURS	3-7 HOURS	OVER 7 HOURS
M	75	31	57	22	7	12	7
N	50	68	16	13	12	43	16
O	60	92	55	22	9	12	2
P	35	60	47	27	8	16	2
Q	35	43	64	24	8	3	1
R	20	45	42	—	21	11	26
S	25	52	59	16	11	11	3
T	135	42	33	16	9	21	21
U	20	40	14	22	14	29	21
V	100	93	6	4	3	27	60
W	100	59	18	17	19	17	29
X	220	80	35	35	10	14	6
TOTAL	1470	64	44	19	10	15	12

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DURATION PATTERN - 1958
PARKING LOTS

MASTER PLAN OF JOLIET ILLINOIS AND ENVIRONS

the exception of the lot north of Webster Street between Joliet and Ottawa Streets which was little used, revenue ran from about 17¢ per meter per day ($50 per year) to 25¢ per day ($75 per year), the average among six lots - discounting the above-mentioned lot on Webster Street - being 25¢ per meter per day or $75 per year.

Recommendations

On Street

Indications are clear that the present supply of short-time spaces is deficient, especially close-in "premium" spaces in the loop. The street supply within or adjacent to the survey area cannot very well be increased without extending meters beyond a reasonable distance of the center or core area. Therefore, although some additional meters may be added on the streets, any significant increase to the existing supply of spaces, if to be within close proximity of the center, will need to be provided off the street.

Within the loop and along the loop side of the peripheral or loop streets, some 2,700 parkers are accommodated on an average day. If those parking longer than two hours were to be deterred from doing so, more than 500 additional parkers could be handled (an increase of about 20 per cent). If the one to two-hour parkers were eliminated, in addition, another 700 parkers could be accommodated, making an overall increase of about 45 per cent. In view of the heavy demand for short-time spaces, changes in time limits and charges to encourage greater turnover are called for.

Thus, in order to increase turnover on the streets - thereby favoring the shorter-time parkers who need and should have available locations close to their destinations, serious consideration should be given to the conversion of existing meters in locations of heavier demand to one-half hour for a nickel with a one-hour limit. Initially, such change, it is suggested, should be made on Chicago between Cass and Jefferson Streets and on Clinton and Van Buren Streets in the first blocks east and west of Chicago. Gradually, such conversion could be extended to Ottawa and in the first blocks west of Ottawa on Clinton and Van Buren Streets; and ultimately, so long as parking is permitted on one side or another of the peripheral streets, the same conversion would be in order.

Off-Street

The "market" for additional off-street parking may be taken as made up primarily of:

(1) Medium-time and longer-time parkers who are now paying fees at metered street spaces (pre-empting spaces which could and should be available for short-time parkers who are in the large majority); and

(2) Shorter-time parkers who are using metered or unmetered spaces at considerable distances from their destinations in the absence of appropriate restrictions and sufficient supply of close-in spaces - these parkers being at greater distances in many cases than they would normally be expected to walk, considering the short duration of their parking.

Nearly all the medium and longer-time parkers now paying fees on the street may properly be considered a part of the potential off-street market, likewise those in metered and unmetered spaces some distance from their destinations. Besides these, it is not unreasonable to assume that some of the shorter-time parkers (one to two hours) in metered as well as unmetered spaces, and those now parking all day in unrestricted locations may be potential off-street parkers.

With more than 1,200 parkers staying longer than one hour in the loop and on the loop side of the peripheral streets alone, a substantial "market" for close-in off-street spaces exists. Conservatively, 500 of these - now parking two hours or more - may be considered the primary market for which spaces should be provided, desirably within the loop.

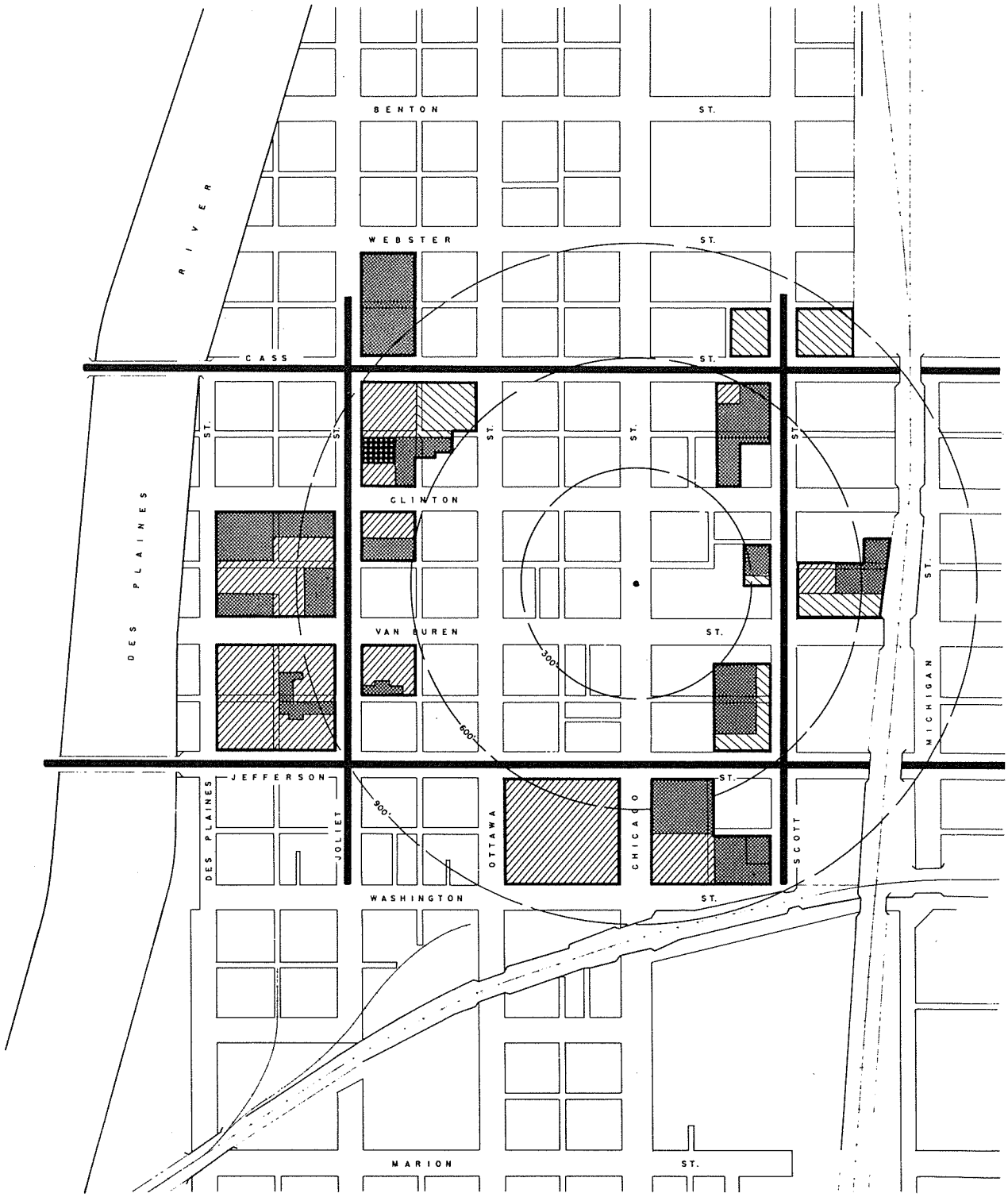
On the accompanying map entitled "Expansion of Off-Street Parking Facilities," as well as on the map entitled "Downtown Development Plan," the latter in the report on the Major Street Plan, are shown a system of off-street facilities, both within the loop and outside. The accompanying map, showing existing loop facilities and those directly adjacent to the loop streets, suggests possible priorities in the case of enlarged or new facilities.

For the lots at or near the four corners of the loop, decking rather than horizontal expansion will probably be in order at the appropriate time after these have been developed to the extent shown. In the case of the others, surface parking may suffice for some time to come, except for the blocks west of Joliet Street where a structure may be integrated with Civic Center buildings.

In addition to the existing facilities, those shown within the loop would accommodate on the surface between 200 and 300 cars, depending on whether self-parking or attendant parking were to be employed - more than enough to take care of the current "market," taking use of present facilities and turnover into account, and apparently sufficient for up to five years or so on the basis of present parking habits. Thereafter, decking would be in order.

The additional areas outside the loop would accommodate some 800 to 1,000 cars, again depending on the parking method employed. Thus, an increase of from 50 to 75 per cent in the present supply is indicated. Based on present trends in traffic, and assuming these will be reflected in a growing demand for downtown parking, the indicated additional supply may be adequate for 10 years or more. However, with increased accessibility, customer attractions which may be built into the loop area, and other changes in conditions not readily predictable, it will be in order to closely watch the operation of the system from year to year and fashion the supply, both shorter and longer-time facilities, to the emerging demand.

The arrangement shown is a reasonably well-balanced one, with access provided from the peripheral loop streets. Expansion, not only in the case of facilities within the loop, but in the case of the others as well, can, as indicated, be accomplished by decking in due course. Further expansion will involve additional facilities farther away as shown on the "Downtown Development Plan."



LEGEND

- EXISTING
- 2ND PRIORITY
- 1ST PRIORITY
- LONG-RANGE
- LOOP STREETS

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EXPANSION OF OFF-STREET PARKING FACILITIES

MASTER PLAN OF JOLIET · ILLINOIS AND ENVIRONS

Along the way, adjustments in charges, both on the streets and in the lots (or garages) will be necessary to best serve the expanding market. For maximum service to the parking public, rates desirably should be stepped down from the premium street spaces in the center to the more remote facilities. In turn, time limits should be shortest in the case of close-in street spaces, increasing progressively toward the outer limits of the general area.

As additional off-street spaces are provided, especially at close-in locations, it may prove more acceptable than at present to prohibit street parking in certain locations, at least during rush hours - until such time as improved street facilities, not only in the central area but elsewhere, can be accomplished.

PUBLIC SCHOOLS

Planning for public schools from the city planning point of view, as part of a comprehensive plan, involves determining the appropriate general locations and sizes of school sites and buildings. In making this study, existing school facilities were investigated and recent trends in enrollment were studied. Prognostications were made of probable future enrollments to 1975-80, in the light of the anticipated overall growth in population and the indicated trends in its age composition as discussed in the report on Population. Data concerning the present schools are contained in Table 16, "Existing Public Schools - 1957."

The recommended changes in the community's present school plant - the schools proposed to be built, enlarged or abandoned, the proposed location and extent of new school sites and additions to present sites to be retained - take full account of recent developments in the system, including the recent building program. The recommended changes also reflect the longer-range trends, prospects and needs as indicated by the basic studies of the Master Plan, especially those dealing with population and land use. The system of public schools, as proposed, has been fully coordinated with other features of the Plan.

Assumptions

The following assumptions were made in this study of the desirable development of public school facilities in Joliet and environs:

(1) That the Master Plan will be adopted and carried out in progressive steps;

(2) That the prognostications of population growth and age composition, on which estimates of future school enrollments were based, will not be invalidated by drastic changes in the trends now indicated;

(3) That the school system will be operated for the time being on a K-6-2-4-2 basis - kindergarten and grades one through six in the elementary schools, seven and eight in junior high, nine through 12 in the senior high school and 13 and 14 in junior college;

(4) That for a period the school system may be operated on a K-6-2-2-2-2 or K-6-2-2-4 basis, with grades nine and 10 in one, and less likely two, "feeder" high schools plus the present senior high school, and grades 11 through 14 at the present senior high school-junior college;

(5) That in due course the system may continue on a K-6-2-2-4 basis or be converted to a K-6-3-3-2 arrangement;

(6) That approximately the same proportion of the population of elementary and junior high school-age will attend the public schools as at present, while a somewhat higher proportion of that of senior high school age than at present is likely to attend public high school;

(7) That the ultimate boundaries of the school attendance areas or districts will be substantially as hereinafter proposed.

In evaluating the present schools and arriving at the conclusions and recommendations of this study, certain widely accepted standards - appropriately modified in the light of local conditions - were observed with respect to location, minimum site size, minimum and optimum building size, districting, etc., among these the following:

Elementary schools should not contain less than six classrooms and six grades, plus kindergarten, and desirably should contain 12 or 13 rooms but ordinarily not more than 20. Class sizes in elementary schools should not exceed 30 pupils per room, and the enrollment, accordingly, should not exceed 600 or so. Elementary school sites, wherever possible, ought not be less than five acres and desirably larger; and walking distances should not exceed two-thirds to three-quarters of a mile. In other words, elementary schools should be about a mile apart, other conditions being equal.

Junior high school enrollments should not be less than 300, and desirably 700 to 1500, whereas senior high schools should accommodate 1000 to 2000 or more. The average classroom in a secondary school should contain fewer pupils than in an elementary school - desirably not more than 20 to 25. Secondary school sites ought to be at least 10 acres, and preferably should be 20 to 30 acres or more in size - including an athletic field - in the case of junior high schools, and 40 to 50 acres or more in the case of senior high schools. Secondary school pupils in junior high grades ordinarily should not be required to walk more than one and one-quarter to one and one-half miles to school; whereas senior high school students may be expected to travel somewhat farther if necessary.

In arriving at the requirements which Joliet's future school system should be designed to meet, account was taken of the present distribution of population and the proportions of the prospective population in different sections which may be expected to attend public schools in the future. Enrollment factors, representing the proportions that the public school enrollment is of the total population, were determined for 1957 and checked back against various census years. Then, based on 1975-80 population prospects of the community and the probable spatial distribution of the population at that time, along with trends in age composition (discussed in the report on Population) and estimated future enrollment factors, the prospective enrollment and the required number of classrooms for the various units in the future public school system were estimated. The enrollment factors were modified in certain cases to account for parochial schools, present or projected.

In selecting the most appropriate locations for schools, full consideration was given to the age, condition and adequacy otherwise of the present units. Naturally, every effort was made to incorporate in the proposed system as many as possible of the facilities in the present system. No specific recommendations are made herein relative to special rooms or facilities (including special classrooms, auditoriums, cafeterias, gymnasiums, libraries and the like), as such are beyond the scope of this study. Also, no special mention is made of kindergartens, it being assumed that these will be included in the elementary schools - over and above the classrooms estimated as needed in the future.

Elementary and Junior High Schools

Present Public School System

The Joliet schools are set up under two boards - the Joliet Board of School Inspectors (grades 1 through 8, plus kindergarten), and the Joliet Township High School and Junior College Board of Education (grades 9 through 12 in the High School and 13 and 14 in the Junior College). The Elementary District (No. 86) embraces the City of Joliet and most of Joliet Township, whereas the High School District takes in all or parts of several townships within which are a number of underlying elementary districts.

The study of Public Schools, under the Master Plan, concerns itself with the schools, present and prospective, within the urban and urbanizing area of Joliet proper. In determining over-all requirements and those from section to section, full account has been taken of the very exhaustive studies, the findings and projections of the Citizens School Survey of 1953. Full consideration has been given to subsequent data with respect to current enrollment figures, present and estimated population distribution and indicated trends in age composition, among others. The approach has been on the basis of the "neighborhood" concept wherein elementary attendance districts, in general, reflect logical neighborhood boundaries - these in turn reflecting physical and other environmental conditions.

Elementary Schools

At present there are a total of 21 elementary schools in Joliet's public school system. Besides, there are four schools outside the Joliet district in the urban and urbanizing environs of the city - Rockdale, in the adjacent

city of Rockdale; Laraway to the south; and Chaney and Fairmont to the north. Of the 21 elementary schools in the Joliet system as of 1957, two (Reeds Wood & Longfellow) house only grades one through three, plus kindergarten, while another (Rehn) accommodates only grades one and two, along with kindergarten. The remaining schools handle grades one through six, plus kindergarten. Under the "Plan of Public Schools," certain schools are proposed to be discontinued, others are proposed to be enlarged and in a number of cases new units are proposed, either to replace existing ones or in order to accommodate anticipated population growth in areas where presently no schools exist, whether within the present district or outside.

In respect to their age, site, logical local attendance areas and other factors, the elementary schools in the Joliet District, in alphabetical order, are as follows:

T. E. Culbertson, built originally in 1925 and enlarged in 1929 and again in 1951, occupies a site of about 5.5 acres on the east side at Briggs and Washington Streets. This school is located on the edge of its attendance area. The site, on a major trafficway and adjoining a railroad, meets the minimum standard mentioned in regard to size.

M. J. Cunningham, built in 1938, is located on the west side at Moran and Nicholson Streets. The school is reasonably well located in its attendance area but the site, although giving the appearance of being adequate, actually is below standard, being 3.9 acres.

Farragut consists of three buildings, one built in 1899, another in 1915, and the third in 1925, with an addition in 1928. The six-acre site, at

Glenwood Avenue and Wilcox Street on the west side, is well located in the present attendance area. This school formerly housed grades one through eight, but now accommodates grades one through six.

Forest Park, built in 1911 and enlarged in 1956, occupies a 1.8-acre site at California Avenue and Desmond Street in northeast Joliet. The location is reasonably satisfactory, but the site is inadequate.

Keith, built in 1956, shares the site of Washington Junior High School and is located at Fourth and Mississippi Avenues on the east side. The school is fairly well located on the shared site of 13.3 acres.

Eliza Kelly, erected in 1919 is located on a 0.9-acre site at Joliet and McDonough Streets in south central Joliet. The school is well enough located as regards its attendance area but the site is inadequate.

Lincoln, built in 1919, is located on a 0.9-acre site in northeast Joliet at Royce and Williamson Avenues. The site is reasonably satisfactory in respect to location but is inadequate in size.

Longfellow, built in 1894, houses primary grades one through three at its near east side site of 0.6 acres on Grover Street between Third and Fourth Avenues.

F. E. Marsh was constructed in 1916 on a 1.3-acre site adjoining the High School on Eastern Avenue at Cass Street, east of the central business district. The site is somewhat off center as regards the attendance area and adjoins two heavily traveled thoroughfares.

A. O. Marshall, constructed in 1923 with additions in 1928, 1930 and 1951, is located on the east side at Sterling Avenue and Harwood Street. The 2.2-acre site, although inadequate in size, is fairly well located.

Marycrest, built in 1956, occupies a seven-acre site at St. Joseph and Capri Avenues on the west side. This school is somewhat off center in its attendance area but is otherwise satisfactorily situated and the site is reasonably adequate in size.

McKinley Park, built in 1911 with an addition in 1955, is situated on a 17.3-acre site on Adler Street in the southerly part of the city. The site is of generous size, being the largest for an elementary school in the District, and is reasonably well located in the attendance area.

Parks, built in 1883 and enlarged in 1917, occupies a 0.9-acre site at Parks Avenue and Ohio Street in the northeasterly part of the city. The site, although small, is fairly well located in the attendance area.

Pershing, built in 1951 and enlarged in 1955, occupies a 13-acre site on Midland Avenue at Campbell Street. The location is somewhat off center in the present attendance area.

Raynor Park, built in 1956, occupies a 4.1-acre site at Keely Avenue and Hosmer Street in the northwesterly part of the community where it is well located to serve the attendance area to the northeast of Plainfield Avenue.

Reeds Wood, built in 1956, occupies a 2.4-acre site on the west side at Reed and Morgan Streets. This school accommodates grades one through three and is well located in its attendance area.

Rehn, built in 1932, is located on a 1.5-acre site at Morris and Allen Streets on the west side. This school accommodates only grades one and two. The attendance district is rather small, and in general, the districting in this part of the community leaves considerable to be desired.

Sheridan, built in 1893 and enlarged in 1923 and 1929, is located on the near west side at Illinois and Monroe Streets. The site of 1.3 acres is inadequate in size but is reasonably well located although somewhat to the south in the attendance area.

Taft, constructed in 1930 with additions in 1951 and 1955, is located on a 4.5-acre site in the northwesterly part of the city. This school is satisfactorily located in its attendance area.

J. M. Thompson, built in 1937 and enlarged in 1953, is located on Rowell Avenue near Mills Road in the southeasterly part of the community. The 8.0-acre site is adequate in size but is located somewhat to the west in the attendance area.

Woodland, built in 1893 and enlarged in 1928, occupies a 2.4-acre site on the east side at Whitley and Rowell Avenues at a location which is reasonably satisfactory as regards the present attendance district.

Junior High Schools

Until recently, three schools in the Joliet system accommodated grades one through eight, namely: Farragut, A. O. Marshall and Washington. With the recent construction of Gompers Junior High on the east side and Hufford on the west side, along with the Keith Elementary School at the Washington

site, the new schools accommodate grades seven and eight exclusively, as does Washington, whereas Farragut and Marshall now house grades one through six.

Gompers, constructed in 1957, occupies a 24.5-acre site in the easterly part of the community at Briggs Street and Copperfield Avenue. In the absence of adequate sites closer in, that selected for Gompers must be accepted as suitable although part of the attendance district is somewhat remote.

Hufford, built in 1957, is located on an 18.2-acre site on Larkin Avenue at Ingalls in the northwesterly part of the community. Like Gompers, parts of the attendance area are somewhat remote from the school.

Washington, built in 1921, shares the 13.3-acre site of Keith Elementary at Richards Street and Fourth Avenue on the east side. The attendance district of this school is somewhat extended east and west and a good part of the district to the south will be separated from the school when the Interstate Highway is built, assuming that this will be located in the southerly part of the city as now appears to be assured.

Elementary and Junior High Schools

Proposed Public School System

In developing the plan of the proposed school system, shown on the accompanying exhibit entitled "Plan of Public Schools," the estimated resident population in 1975-1980 - overall and by "neighborhoods" - served as the basis for determining prospective enrollments and room requirements. Under the "neighborhood" concept, elementary schools along with recreational and other neighborhood service facilities are placed near the centers of neighborhoods which are residential areas bounded by traffic streets, railroads, rivers, industrial sections or other non-residential areas. However, certain of the existing schools are located on thoroughfares, rather than in the central parts of more or less natural neighborhoods. Due to the form and extent of existing development, and the indicated location of such schools, application of the neighborhood concept thus was found to be impracticable in a few cases. Nonetheless, in establishing school attendance areas, the principles of neighborhood planning were held in mind and applied generally.

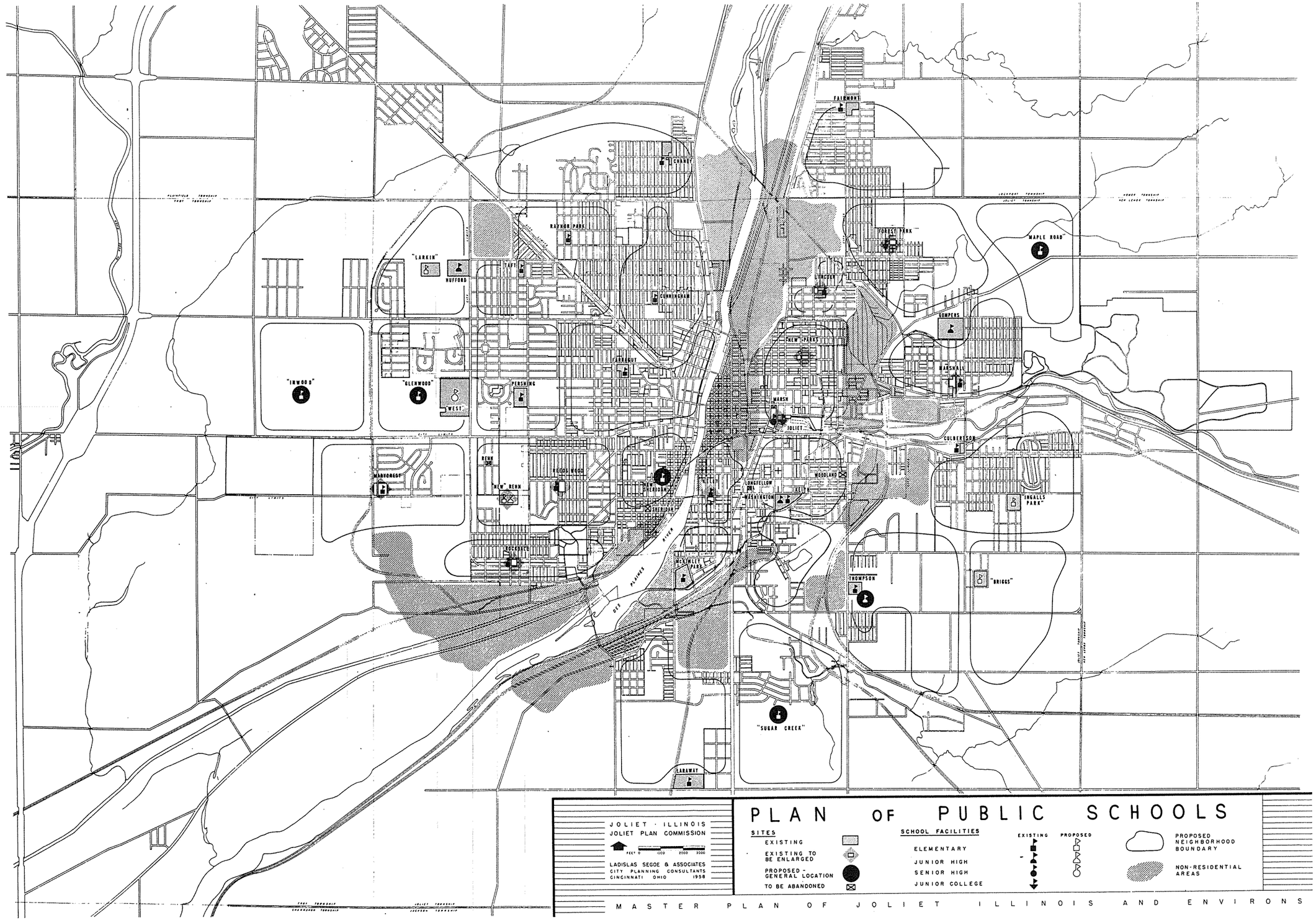
Another concept, increasingly recognized in recent years, is that of the "park-school." In a growing number of communities, there is close cooperation between school and park or recreation authorities in the acquisition, development and operation of educational-cultural-social centers. The "park-school" combines park, school and recreation facilities on a single site. By joint planning and development, and cooperative maintenance and operation, it becomes a unit that makes possible the programming of year-round, inclusive recreation and education activities, and can also serve

as a cultural and social center for the neighborhood. Such an arrangement, it has been found, produces substantial savings in the over-all cost of providing as well as maintaining and operating of the joint facilities, and makes possible their more effective use. Because the school playgrounds are considered an integral part of the overall recreation system of a community, and in view of proposals in the report on Parks and Playgrounds, wherein neighborhood parks are proposed adjacent to several schools, application of the park-school concept, it is felt, should be explored and developed in Joliet to the greatest extent found desirable and practicable.

Recommendations

The following recommendations are made on the basis of standards discussed earlier, according to which: Eliza Kelly, McKinley Park and Pershing have somewhat higher than average enrollments per room; and all of the elementary schools but Culbertson, Farragut, Marycrest, McKinley Park, Pershing and Thompson have sites deficient in area, although several others are near the minimum cited previously. Furthermore, the recommendations are consistent generally with the concepts mentioned previously. The proposed school system is portrayed on the accompanying exhibit entitled "Plan of Public Schools," and data concerning the proposed schools are summarized in Table 17, "Proposed Public School System - 1975-1980."

Under the proposed system, within the Joliet School District: two existing schools would be abandoned, one would be transferred to the High School Board; three would be replaced by new buildings on the same or new sites; five new elementary and two new junior high units would be built in



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JOLIET PLAN COMMISSION

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LADISLAS SEGOE & ASSOCIATES
CITY PLANNING CONSULTANTS
CINCINNATI OHIO 1958

PLAN OF PUBLIC SCHOOLS

SITES
- EXISTING
- EXISTING TO BE ENLARGED
- PROPOSED - GENERAL LOCATION
- TO BE ABANDONED

SCHOOL FACILITIES

	EXISTING	PROPOSED
ELEMENTARY	▶	▷
JUNIOR HIGH	◆	◇
SENIOR HIGH	●	○
JUNIOR COLLEGE	▼	▽

- PROPOSED NEIGHBORHOOD BOUNDARY
- NON-RESIDENTIAL AREAS

MASTER PLAN OF JOLIET ILLINOIS AND ENVIRONS

due course (three of the elementaries on sites already acquired and the junior high schools on enlarged sites of elementary schools); other schools would need to be enlarged. The net gain would be two elementary and two junior high schools within the District, along with enlargements called for at a number of existing schools. Outside the present District, four existing schools and two new ones are within the Joliet urban service area and there is the possible need for two or three others ultimately.

Elementary Schools

T. E. Culbertson - As was pointed our earlier, this school is located at the edge of its present attendance area. It is separated from most of the district by Washington Street, and, under the Major Street Plan, it will be separated from the rest of the attendance area by another thoroughfare which is expected to grow in importance, namely Hillcrest Road. The future population tributary to this school will require additional classrooms which might be added at Culbertson. However, in view of the present school's location, these would better be provided at a school on the site now owned by the Board and designated as "Ingalls Park" about a half-mile to the southeast. Initial construction here, it is estimated, should comprise six or eight classrooms, plus kindergarten and special rooms, so arranged as to allow for ready expansion when Culbertson becomes obsolete or the tributary school population exceeds present estimates.

M. J. Cunningham - As stated earlier, this school is reasonably well located in its attendance area which approximates that proposed for the future. Little growth in population is expected here and seemingly the present

school will be adequate in respect to number of classrooms. The site, while somewhat deficient, will probably prove adequate.

Farragut - With the transfer of grades seven and eight from this school, the classrooms should be adequate to accommodate the future enrollment here, even if the original unit of the three-building plant were to be removed. The proposed attendance area, indicated by neighborhood boundary on the "Plan," is somewhat smaller than the present and little population growth is expected.

Forest Park - If this school had not been enlarged recently, a larger site a quarter to a half-mile east would prove better for the long run. As it is, a new school apparently should be built in due course a mile or so east, adjacent to US-6 to accommodate future school population in parts of areas somewhat remote from Forest Park and Marshall, to the east of the circumferential thoroughfare proposed under the Major Street Plan. The Forest Park building should prove adequate for the future, but it is essential that the site be enlarged, probably by extension southward and closing the intervening street.

Keith - With Longfellow and Woodland Schools eliminated from the system, as hereinafter proposed, it would seem logical to accommodate pupils from the attendance areas of these schools at Keith, with those in the westerly part of the Longfellow area possibly going to Eliza Kelly. In this case, Keith apparently would need to be enlarged. However, with excess capacity at Washington Junior High School on the same site, and with the possible need to accommodate pupils living some distance to the south outside the attendance district indicated, it would seem that elementary classrooms could be re-established here, thus avoiding additional building construction.

Eliza Kelly - Future growth of population in the attendance area of this school is expected to be slight, although there may be more than now anticipated should further construction of public housing occur beyond that now underway. Accordingly, the school may prove reasonably adequate, although there is the possibility that a couple of additional classrooms will be needed. The inadequate site should be enlarged by extension southward.

Lincoln - Little future growth is anticipated in the area tributary to this school which thus should prove adequate as regards number of classrooms. The site, however, should be enlarged, seemingly by expansion eastward.

Longfellow - This school, built in 1894, should be abandoned and the pupils transferred to Keith (Washington) or Eliza Kelly.

F. E. Marsh - This school, adjoining the High School-Junior College should be transferred to the High School-Junior College Board for enlargement of the College plant as has been contemplated for some time. A new elementary school should be built to the north, replacing Parks School at or near the Parks site, this to accommodate pupils in the Marsh and Parks attendance areas, as described later.

A. O. Marshall - This school should prove adequate from the standpoint of number of classrooms to accommodate the future pupil population in its attendance area. However, the site should be enlarged.

Marycrest - The population potential in the attendance area of this school indicates that the number of classrooms will need to be increased from the present six to as many as 12 to 14. It would be desirable to enlarge the site, but doing so appears impracticable.

McKinley Park - Indications are that an additional four rooms will be needed at this school to accommodate the growing pupil population in the attendance area.

"New" Parks - This school, the original portion built in 1883 and the oldest in the system, should be replaced by a new school, probably at the present site, to accommodate pupils from the tributary area including those now attending Marsh. Apparently 14 to 16 classrooms will be needed, and the site should be enlarged, probably by extension northward.

Pershing - Growing population in the tributary area suggests the need for an additional two rooms, even if those pupils from the present Rehn district who are now accommodated at Pershing were to be housed at "New" Rehn, described later.

Raynor Park - The population potential in the attendance area of this school suggests that two to three additional classrooms will be needed.

Reeds Wood - The site of this school desirably should be enlarged and as many as two to three additional rooms constructed, if not more, to accommodate grades one through six, depending on how many rooms may be provided at "New" Rehn at the newly acquired site about a half mile to the west.

"New" Rehn - The present school is proposed to be replaced by one of nine to 10 rooms at the newly acquired site on West McDonough Street to the southeast where, as recommended later, provision should be made eventually for junior high pupils as well as grades one through six. As indicated, nine to 10 rooms, apparently, will be needed - depending in part on how many

rooms are provided at Reeds Wood nearby. If a junior high school unit is to be built here, the site should be enlarged.

"New" Sheridan - The site of this school should be enlarged or, desirably, a new site to the north acquired and the building replaced. Because the Interstate Highway, as projected along the northerly line of West Park, would separate the southwesterly part of the attendance district from the balance, it would seem logical for the former part to be combined with the Rockdale district, assuming this to be practical by consolidation or otherwise. With the smaller district, it would seem that nine rooms or so would suffice for this school whereas the Rockdale School apparently would need to be enlarged to eight or 10 classrooms.

Taft - This school seemingly is adequate, from the standpoint of number of classrooms, to accommodate the future pupil population of the attendance area.

J. M. Thompson - Considerable future population growth is anticipated in the area tributary to this school, apparently necessitating an additional seven to nine rooms in due course. This location, as brought out later, may be appropriate for a junior high school as well, the site then needing enlargement.

Woodland - This school should be abandoned in due course and pupils transferred to Keith (Washington).

Outside the Joliet School District, four existing schools in the urban and urbanizing area are of concern, namely: Chaney, Fairmont, Laraway and

Rockdale. For Rockdale School, the site should be expanded and the building enlarged to eight or 10 rooms should the attendance area be enlarged as described under "New" Sheridan.

For the other schools, no specific recommendations are advanced. However, additional rooms apparently will be needed in the Chaney, Fairmont and Laraway Districts: for Chaney, at the present school or divided between it and a new one to the west; for Laraway, primarily at a new school ("Sugar Creek") to the northeast rather than the present one where additional capacity has, however, been authorized recently; for Fairmont, at the present school or on a new site which has been authorized recently.

New elementary schools proposed in the Joliet area, in addition to the replacements of Parks, Rehn and Sheridan, are the following with names selected for purpose of convenient reference.

"Briggs" - This school, of approximately six classrooms, would be located at the newly acquired site to the southeast - east of Briggs Road, between New Lenox and Mills Road.

"Glenwood" - A 10 to 12-room school is proposed to the west of the newly acquired "feeder" high school site west of Larkin Road, near the extension of Glenwood Avenue.

"Ingalls Park" - A school of eight to nine classrooms, initially, is recommended to the southeast of Culbertson School. Should the Culbertson School be abandoned at some future date, enlargement of the new school to about 20 rooms apparently will be necessary.

"Inwood" - A school of about 12 rooms is proposed to the west of "Glenwood," outside the present Joliet School District - between West Jefferson Street and Black Road, to the north of Memorial Stadium.

"Larkin" - This school, with eight or nine rooms ultimately, would be located at the newly-acquired site west of Hufford Junior High School - between Black Road and Theodore Street. Depending on the intensity of future residential development to the west (outside the present District), this school may need to be larger, assuming pupils from the west are to be accommodated here; otherwise another school may need to be built about a mile to the west.

"Maple Road" - This school, of about eight rooms ultimately, would be located adjacent to US-6 (Maple Road), about a mile and a quarter beyond the city limits.

"Sugar Creek" - Expanding development in the Sugar Creek area suggests a new school south of Preston Heights (in the Laraway District), previously mentioned. Ultimately 12 or 13 classrooms would be needed here, it appears.

Junior High Schools

Should the junior high schools continue to accommodate grades seven and eight, the present schools - excepting Hufford - appear to be adequate to handle future enrollments, this on the assumption that additional junior high schools will be built.

However, in the event that the vertical arrangement of grades is changed to 6-3-3-2, as is discussed among other things in the section of this report on the high school and junior college, Gompers as well as Hufford would need

enlargement, unless a junior high unit were reactivated at Farragut in which case Hufford might prove adequate. In any case, Washington should be able to handle its prospective junior high enrollment, plus elementary grades if need be.

New junior high schools are proposed in combination with "New" Rehn on an enlarged site where the Board has recently acquired property for a new elementary school; also at Thompson, again on an enlarged site and in combination with the elementary school.

For grades seven and eight, the room requirements (based on 30 pupils per classroom) are estimated as follows: Gompers, 16-20 (now 20); Hufford, 28-32 (now 26); "New" Rehn, 10-12; Thompson, 8-10; Washington, 12-14. If the ninth grade were to be included, the requirements are estimated as follows: Gompers, 26-28; Hufford, 40-46 (or about 30 if the difference were made up at Farragut); "New" Rehn, 14-16; Thompson, 12-14; Washington, 18-20.[1]

The foregoing requirements, as well as those of the elementary schools, may, of course, vary somewhat depending on the boundaries established for the attendance districts. However, they may be taken as reasonable approximations adequate as a basis for advance planning.

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[1]The indicated room requirements are based on the prospective school population in District No. 86, plus the attendance areas of the proposed "Inwood" and "Sugar Creek" schools (i.e., the population in the attendance areas of the elementary schools listed in Table 17). Should enrollees be accommodated from other school districts in Joliet Township, the requirements would be about as follows (with figures in parentheses indicating the inclusion of ninth graders): Gompers, 16-20 (26-28); Hufford, 30-34 (48-52); "New" Rehn, 12-14 (20-22); Thompson, 12-14 (20-22); Washington, 14-16 (22-24).

Joliet Township High School and Junior College

The Joliet Township High School, combined with the Junior College, accommodates grades 9 through 14 with enrollees mainly from Joliet and Joliet Township, plus some from areas outside. In the fall of 1957, the total enrollment approximated 3,600 of whom nearly 3,000 were in the high school grades, 9 through 12.[1] Of the high school enrollees in 1957, 2,840 resided in the city of Joliet and the Township.

The High School and Junior College are housed in buildings on the near east side to the north of Jefferson Street between Eastern Avenue and Collins Street. Various parts of the campus, including the nearby athletic field, are separated from each other by streets. During the past year the High School Board acquired a tract of some 50 acres on the west side - west of Larkin Road - for a "feeder" high school, and some consideration has been given by the Board to acquiring another site to the southeast for a second "feeder" school.

Under this study, combined with that of the elementary and junior high schools, estimates of future enrollment revealed the apparent justification for a "feeder" school on the west side - this, as planned by the Board, to house grades 9 and 10 initially, and possibly grades 9 through 12 ultimately. This study on the other hand, suggests that a second "feeder" school, under consideration for a southeasterly location, would not be needed until toward the end of the period covered, if by then.

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[1] In the fall of 1958, the total enrollment approached 3,800 with more than 3,100 in the high school grades, and almost 700 in the Junior College.

High School

Enrollment Prospects

In estimating future enrollment and for other purposes as well, Joliet and environs was divided into study areas and these in turn subdivided into neighborhoods as described in other reports on the Master Plan. Within each of the neighborhoods, present and prospective population was determined - the present from a distribution map based on the special 1957 Census within the city and a count during 1957 of dwelling units in the environs; the future from overall population projections and a distribution, among other things, in the light of the estimated population "holding capacity" from neighborhood to neighborhood. From spot maps showing the place of residence of enrollees in each of the high school grades, 9 through 12, present enrollment factors (i.e., proportions of the total population enrolled in each grade) were calculated.

The neighborhoods in the city and its environs were combined as reasonable attendance areas (tributary to the present high school, also the school in prospect on the west side, plus a possible "feeder" school to the southeast) and "attendance area" enrollment factors determined. These factors were adjusted to account for anticipated changes in age composition, as estimated in the Master Plan report on Population and reflecting the birth rate of the past 15 years or so - reflecting, in addition, possibly greater "holding power" in the higher school grades.

Applying the estimated enrollment factors to the prospective population in 1975-80, overall enrollment for grades 9 through 12 may be expected to range

from about 5,500 to 6,000 or so. While these figures are based on the anticipated population of the city of Joliet and Joliet Township, the range may prove to be sufficiently wide to include enrollees from outside the Township. The breakdown of estimated enrollment by grades is contained in the following table:

Prospective High School Enrollment

1975-80

Grade 9	1,600 - 1,800
" 10	1,500 - 1,600
" 11	1,200 - 1,300
" 12	1,200 - 1,300
	5,500 - 6,000

For purpose of convenient reference, the schools needed to accommodate the anticipated enrollment are designated as "Joliet Central" (the present High School) and "West" (at the site recently acquired on Larkin Road). As indicated, there is a possibility - should grades 9 through 12 continue to be accommodated, or perhaps even though there may be a change in vertical arrangement whereby grades 10 through 12 only were to be accommodated in senior high schools - that a third high school may be justified. The possible third school is designated as "Southeast" and probably would be located at a site in the general area north or northeast of the intersection of Briggs and Mills Roads.

"Joliet Central" would serve the territory lying east of the Des Plaines River, and, if a school were to be established to the southeast, the "Central" attendance area would be limited to the area east of the river and north of

the projected Interstate Highway. "West" would serve the area west of the River. "Southeast," if and when established, would, as indicated, serve the territory east of the Des Plaines River and south of the Interstate Highway.

Estimated Enrollment by Schools

Should "Joliet Central" be called upon indefinitely to accommodate four high school grades (9 through 12) from the area east of the river, the enrollment by 1975-80 apparently would reach or even exceed 3,000, assuming that technical or vocational students from the overall attendance area would be accommodated here. By the indicated dates, the junior college enrollment may be double or more than double that of the present, or some 1,350 to 1,500. Thus the overall enrollment at "Central" would approach 4,300 and might be as high as 4,700 - well above the 1958 figure of 3,800 and even more above the optimum capacity of 3,200 established by school consultants prior to construction of the technical-vocational building which enlarges the capacity to some 3,650 to 3,700. Accordingly, should the present vertical arrangement of grades continue, another high school east of the river seemingly would be needed.

High School (and Junior College) enrollments as projected are shown in Table 18, "Progressive Enrollments." From the table it may be seen that if four grades were to be accommodated at "West," this would approach by 1975-80 an enrollment of as many as 2,800, if not more, depending on what number from this part of the city would attend "Central" for technical and vocational training. Before investigating the implications of the figures cited, it would be well to consider progressive enrollments under the present and alternate

arrangements of grades. By about 1960, should "West" be in existence and grades 9 and 10 enrolled here initially from the "attendance area" west of the river, the "Central" enrollment would approximate 2,450 (some 3,200 with the junior college grades 13 and 14), whereas "West" would accommodate some 850.

By about 1965, with the addition at "West" of grades 11 and 12 from the west side, the enrollment here would approximate 1,850, it is estimated. At the same time, "Joliet Central" would have some 2,250 in grades 9 through 12 (and, again, a total of about 3,200 with grades 13 and 14). Thus, it may be seen that, under the indicated arrangement, "Central" would not exceed its optimum capacity.

By 1970, however - assuming four grades in the senior high schools - it is estimated that some 2,200 would be enrolled at "West" and 2,650 at "Central" plus grades 13 and 14, making a prospective total of 3,750 to 3,850, or about the same as in 1958. While this total exceeds the established optimum at "Central," evidently the load could be accommodated, depending, in part, on the division between academic and technical-vocational enrollees.[1]

Along the way, changes in the vertical arrangement of grades are a possibility, as indicated. These include a 6-3-3-2 set-up, also 6-2-2-4,

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[1] If a third high school were in existence, the enrollments would be as suggested by Table 18 for 1970 (Alternate), with an overall total of as many as 3,150 at "Central," 2,200 at "West" and 700 in grades 9 and 10 at "Southeast," the latter barely justifying a separate school by this date.

possibly even 6-4-4 with the upper four grades at "Joliet Central."[1] Should the arrangement be 6-3-3-2, obviously there would be no justification for a third high school by 1970, if this were to accommodate only grade 10. For the distant future, as brought out in Table 18 for 1975-80 (Alternate "A"), the enrollment at "Central" seemingly would not exceed 3,750 for grades 10 through 14 (combining the figures shown for "Central" and "Southeast").

Under a 6-2-2-4 arrangement - 1975-80 (Alternate "B") in Table 18 - with "Joliet Central" accommodating grades 11 through 14 from the entire attendance area, the enrollment here might exceed 4,000 - above the indicated capacity and more than the 1958 load. At the same time, "West" and "Southeast" apparently would be called upon to handle up to 1,600 and 1,800 respectively, in grades 9 and 10, with "Southeast" accommodating all 9 and 10-graders from the east side.[2]

From the foregoing certain conclusions are apparent:

1. A "feeder" high school on the west side would be justified soon;

2. A "feeder" high school in the southeast would be justified by 1970 to 1975, if grades 10 to 12, if not grades 9 to 12, were to be accommodated here;

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[1]The establishment of a 6-4-4 arrangement (with present junior high grades, 7 and 8, and senior high grades, 9 and 10, combined), among other things, would pose problems in respect to available or projected facilities - wherein there are three junior high schools at present and others proposed. In this connection were "Southeast" high school to be established, a junior high school at Thompson, as recommended in the part of this report on elementary and junior high schools, apparently would not be needed (assuming grades 7-10 at "Southeast"); also adjustments would need to be made in the capacities of the other junior high schools.

[2]If "Southeast" were called upon to serve the entire east side, students would need to travel rather long distances - more than two miles in some cases - to and from school. This may suggest a site farther north or northeast, if a second high school east of the River is otherwise found to be justified.

3. At "West," the student capacity should be planned for not more than 2,000 (if that many), until the ultimate vertical arrangement of grades is established;

4. Consideration should be given to a site for a "Southeast" high school - perhaps north or northeast of that suggested - if such school, in the light of developments during the next five years or so, is found to be justified.

The Junior College

In Joliet, attention not only was given to the public schools through grade 12, taking account of the possible effect of parochial schools on public school enrollments, but to prospective enrollments and facilities needed for the first two years of college. This was so because the junior college - founded at the turn of the century and the oldest in the country - is an integral part of the public school system and is expected to continue in growing importance.

Due to wide range of choice available to high school graduates in the selection of a college, among other things, the question of how many in the Joliet area will choose the local college in the future is difficult to predict in estimating the prospective enrollment of the Joliet Junior College. Others who have projected enrollments in the Junior College estimate variously that the growth will, on the one hand, lag percentage-wise behind the high school, and, on the other hand, exceed that of the high school.

With the growing trend toward decentralization of institutions of higher learning - involving the establishment of junior if not senior college and even full-scale university branches, along with the growing number of junior colleges in the local school systems, it may well be that the appeal of the Joliet Junior College in the years ahead may be such that its enrollment will grow substantially beyond current expectations. It is felt that reasonable projections of Junior College enrollment were used in the foregoing discussion dealing primarily with prospective high school enrollments.

On the extent of the growth of the College enrollment, and its effect on space needed for High School classrooms, would depend in part on the timing of new construction, such as at "West" high school and, in due course, the establishment of four grades there, also the ultimate districting which may occasion reducing the "Joliet Central" attendance area or transferring lower grades to a possible "Southeast" high school.

High School-Junior College Site Expansion and Development

The site of Joliet Township High School and Junior College proper, between Eastern Avenue and Herkimer Street, contains less than five acres. Separate parcels to the south of Jefferson Street and the athletic field east of Collins Street aggregate about nine acres. Property acquired or subject to acquisition between Herkimer and Collins Streets - where the new technical-vocational buildings and other facilities are located - aggregates about 4.5 acres. Adding the Marsh School site proposed to be combined with the High School-Junior College, the total area approximates 20 acres. When the railroad yards adjoining the athletic field are relocated and adjacent parcels acquired, the total will approximate 45 acres.

When enlarged to the practicable extent indicated, the campus still will leave something to be desired in that streets separate it into three major segments plus three minor ones, as well as in regard to overall site adequacy in terms of modern educational requirements. The consolidation of the site is to be desired, and toward that end serious consideration should be given to closing the section of Herkimer Street involved, or at least the bridging of this by a pedestrian way. In addition, the bridging of Collins Street - which probably cannot be closed due to its traffic-carrying role - also is indicated. Upon the completion of property acquisition north of Jefferson Street, it may be that the activities now conducted on the small parcels to the south of Jefferson Street could be transferred to the larger parts of the campus and these parcels used for parking.

Seemingly, there is no particular problem regarding the site for new "West" on Larkin Road which comprises some 50 acres and should lend itself well to development, including a full-scale athletic field. At "Joliet Central," likewise, features for athletic training and games should be consolidated, as well as expanded.

PARKS and PLAYGROUNDS

General Recreational Requirements

A balanced public recreation system to accord with present-day requirements and standards should consist of parks and play areas of several distinctive types affording a wide range of recreational opportunities - so distributed in the community as to be conveniently accessible to all. The usual types include playgrounds and playfields for active recreation for children, youths and active adults; parks for semi-active and passive recreation for older people and the very young, as well as for family groups.[1]

There are two general standards widely recognized in measuring the adequacy of recreational areas in the community. The first is that there should be one acre of recreation area available per 100 population;[2] and, the second, that 10 per cent of the land in the community should be devoted to recreational uses. However, the proper composition and distribution of the total recreational acreage is fully as important as the amount of the total acreage in determining the adequacy of the recreation system of a

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[1] Other recreational facilities, either public or private, such as golf courses, swimming pools, etc., complement the more usual facilities of a public recreation system and should be taken into account in determining overall community requirements.

[2] Of this, three-tenths to five-tenths acres per 100 population desirably should be in neighborhood playgrounds, playfields, and neighborhood parks.

community. Different types of recreation areas are required to meet the needs of different population age groups, and these should be so distributed as to be conveniently accessible to the groups they are intended to serve - otherwise they will not be used and thus will not be effective.

Types of Recreational Areas

Public recreation systems usually consist of two general types of areas: (1) playgrounds and playfields, and (2) parks. Playgrounds and playfields include - (a) children's playgrounds for children from six to 14 years of age - that is, generally of elementary and junior high school age;[1] (b) playfields for youths over 14 years of age and for active adults - including high school playfields, neighborhood playfields and athletic fields, other than those intended primarily for high school use. Parks ordinarily include (a) neighborhood parks; (b) large in-town or city-wide parks; and (c) outlying parks and reservations.[2] There are, in addition, certain special types of recreation facilities - provided generally in combination with the above-mentioned areas - such as swimming pools, tennis courts, golf courses, camp sites, picnic grounds, community centers, band shelters, outdoor theatres, and others.

Of the foregoing park and play areas, four are considered of primary importance to Joliet - namely, playgrounds, playfields, neighborhood parks

[1]Play-lots for children of pre-school age often are provided in connection with recreation areas for other age groups.

[2]Small ornamental parks and historical sites also may be parts of the system.

and the larger city or outlying parks - and a brief discussion of them, in general terms, therefore is in order.

Playgrounds are intended for children of elementary and junior high school age, as already mentioned. This age group comprises nearly 15 per cent of Joliet's population. Such playgrounds are considered logically an integral part of the public school system; and when the schools are appropriately located and spaced, and have adequate sites (conforming to standards proposed in the report on Public Schools), few children will have to walk more than one-half or three-quarters of a mile to reach a school playground of ample size for their needs. To provide space for the required or desirable play activities, along with border planting for the protection of surrounding residential areas, these playgrounds should be from two and one-half to five acres or so in size.

Playfields are intended for boys and girls of senior high school age, young men and women, and for active adults, who make up 20 per cent or more of the total population of the city, for outdoor games and active recreation.[1] These desirably should be from 15 to 25 acres or more in size if a full complement of recreation facilities and other features is to be provided - although it is possible to use an area of about 10 acres or even less for a playfield with a more limited range of recreational activities or one serving a relatively small area and population. Because

[1]Generally, one such playfield is desirable for each 15,000 to 20,000 of the total population.

of the activities customary on a large playfield, this may easily become objectionable in a residential neighborhood, unless careful attention is given to its location and layout. Accordingly, a playfield should be so designed and so screened with generous border planting as to mitigate its objectionable features.

Neighborhood parks - in combination with school sites (the "park-school," described later) or separate - should be available within a half-mile or so of all residential areas, in order to ensure their frequent, desirably daily use - especially by mothers and little children, and by elderly persons. Where naturally attractive areas cannot be found, sites for these parks should be made attractive by imaginative layout and well-designed planting of trees and shrubs. Their size should be determined to some extent by the probable utlimate population in the district to be served, but normally ought not be less than four acres and preferably larger. Neighborhood parks may be combined to good advantage with recreational areas of other types, also school sites, as indicated, but also may be located separately.

Community parks within the city are no longer as important as a type of recreation area as they once were. Now that most families own automobiles and have ready access to the open country or large outlying parks and reservations (established by federal, state, county and local governments),[1]

[1]Such as Inwood Park and Highland-Pilcher Parks of the Joliet Park District located in the environs of the city.

people prefer these when seeking natural surroundings, privacy, quiet and contact with nature. However, where unusually attractive natural features exist in the city, fair-sized city parks serving the entire city or a considerable section thereof still have their place.

Present Recreational Facilities and Needs

Theoretically, the recreational acreage presently available in Joliet and environs is adequate, measured by the standards cited earlier, mainly due to the large acreages in Inwood Park and the Highland-Pilcher complex. Overall, the park acreage, again including the parks in the environs, represents about 10 per cent of the community's developed area. There are approximately 1.5 acres per 100 population - 50 per cent above the "standard" cited - and seemingly sufficient for the population of Joliet and environs in the foreseeable future. However, only about one-fourth of the total acreage is within the city proper where the proportion of the developed area is about 6.5 per cent and the ratio to the population is about 0.5 acres per 100 persons.

More significant is the lack of balance in the present system, due mainly to shortage of playfields and neighborhood parks or playgrounds appropriately distributed throughout the community, especially in the built-up parts of the city. On the other hand, Joliet has more acreage in larger parks than is usually found.

Usually, in the planning of certain types of community facilities, including recreation areas, the city is divided into "neighborhoods" - relatively distinct residential sections separated by topography or by prominent physical features such as railroads or major traffic streets. Such a neighborhood ordinarily is centered on an elementary school. The attendance areas designated in the report on Public Schools are, in a majority of cases, more or less logical neighborhoods. In certain cases, where the neighborhood concept cannot be applied logically, the school district boundaries have been so selected as to form reasonable service areas, not only for the schools but other neighborhood facilities as well.

The principal playgrounds to serve most parts of the community will be those located at the schools. Supplementary playgrounds of modest size should, however, be established where school sites are of inadequate size and elsewhere, in combination with neighborhood parks, to serve those sections somewhat distant from the schools. On the basis of the community's population prospects, if not its physical features, five or six general playfields ought to be sufficient for Joliet, plus areas and facilities for active recreation at the outlying parks.

As a general rule, there should be a neighborhood park within each "neighborhood" - desirably adjoining a school site, where possible, as suggested later in a discussion of the "park-school" concept. Otherwise, such parks, in the case of Joliet, should be located so as to best supplement

the school play-yards in the case of residential areas somewhat isolated and distant from the schools, and, where possible, to provide facilities, as well, for passive recreation for the adult population.

In view of the considerable acreage in large parks, additional facilities of this type would seem unnecessary, although to the west, where Inwood Park is almost over-developed and heavily used, the inclusion of the Hammel Woods forest preserve in the system may be in order. On the other hand, neighborhood park-playgrounds are needed in presently developed areas and should be provided for in the expanding suburbs.

Proposed Park and Playground System

The park and playground system proposed for Joliet is shown on the accompanying map entitled "Plan of Recreation Facilities." Consistent with the desirable arrangements described above, neighborhood parks have been located adjacent to school sites where possible; and in other cases sites have been selected at some distance from the schools - to serve the residents of all parts of adjacent neighborhoods. Playfields are so located as to conveniently serve several adjoining neighborhoods.

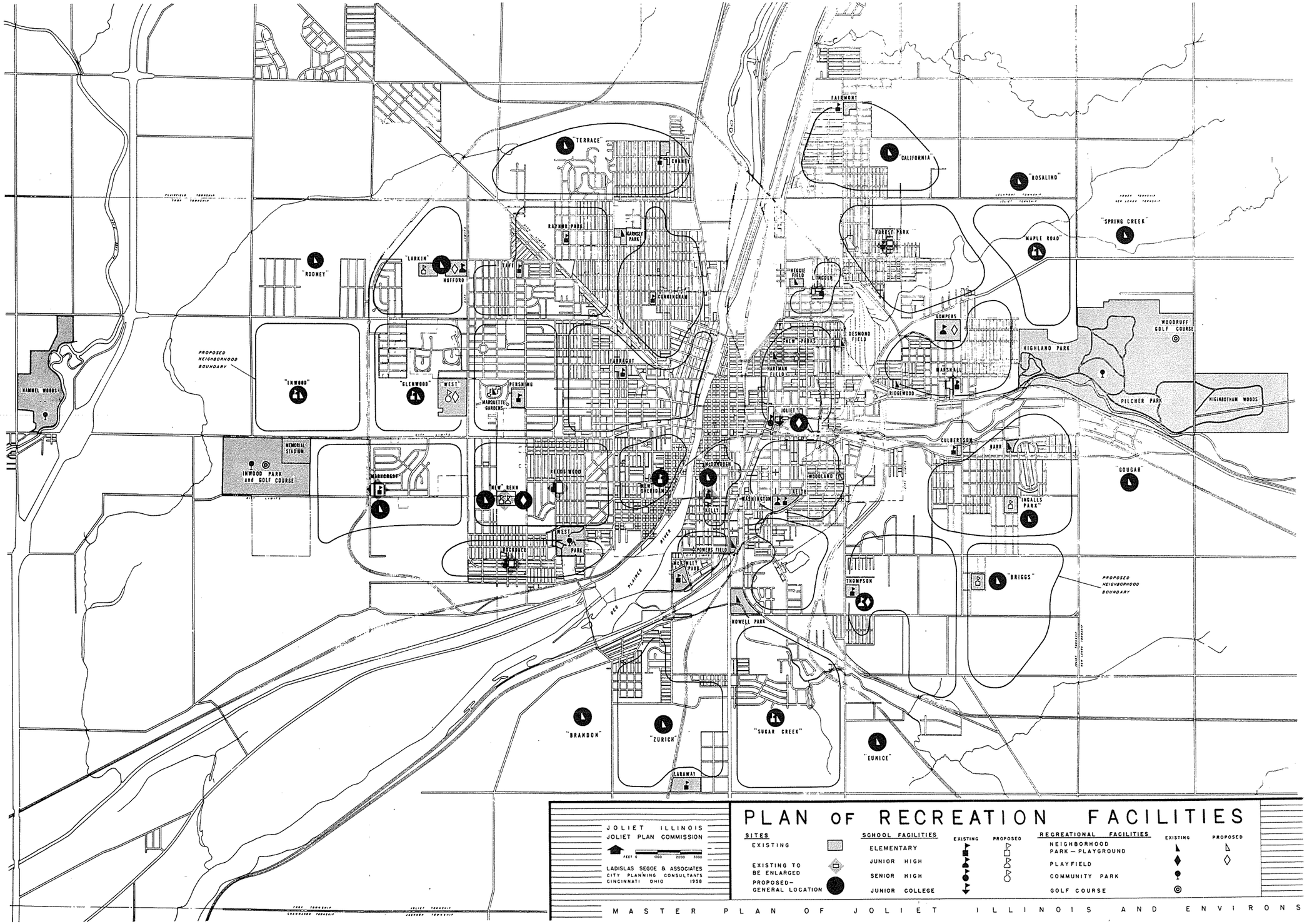
The proposed system contains a total of nearly 1,845 acres, as against about 1,555 acres at present, divided among the different types of facilities as follows:

	Proposed (approx.acres)	Present (approx.acres)
School sites	395.2	264.2[1]
Neighborhood Park-Playgrounds	152.9	56.0
Playfields	184.7	124.7
Community Parks and Reservations	820.0	820.0
Golf Courses	262.0	262.0
Memorial Stadium	29.0	29.0
	1,843.8	1,555.9

Table 19, "Present and Proposed Park and Playground System," indicates the acreages of the individual school sites, as well as the distribution of the other acreages by individual sites.

It may be noted that distinctions are made on the "Plan," by means of patterns and symbols, between existing and proposed sites and between the various types of recreation areas. The different facilities or elements have been fully integrated with one another. Existing facilities are precisely delimited, but proposed ones are shown schematically only. For convenience in describing new recreation areas and facilities, names (shown in quotations) have been selected arbitrarily - generally the same name as schools where the facility adjoins a school site, or the name of a street, stream or subdivision at or near the location.

[1]Not including undeveloped sites



JOLIET ILLINOIS
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CINCINNATI OHIO 1958

PLAN OF RECREATION FACILITIES

SITES
- EXISTING
- EXISTING TO BE ENLARGED
- PROPOSED—GENERAL LOCATION

SCHOOL FACILITIES

	EXISTING	PROPOSED
ELEMENTARY		
JUNIOR HIGH		
SENIOR HIGH		
JUNIOR COLLEGE		

RECREATIONAL FACILITIES

	EXISTING	PROPOSED
NEIGHBORHOOD PARK—PLAYGROUND		
PLAYFIELD		
COMMUNITY PARK		
GOLF COURSE		

MASTER PLAN OF JOLIET ILLINOIS AND ENVIRONS

The proposed system comprises:

a. Twenty-nine playgrounds at elementary schools (including Chaney, Fairmont, Laraway, Rockdale and future schools, such as "Inwood" and "Sugar Creek" outside present District No. 86).[1]

b. Thirty neighborhood park-playgrounds, 10 of these proposed in combination with schools, including two of the proposed schools above named ("Inwood" and "Sugar Creek") plus existing McKinley Park and Marycrest Schools. Of these, nine are existing facilities, considered for purposes of this study as park-playgrounds, namely Barr, Desmond, Garnsey, Hartman, Heggie, Marquette, Nowell, Powers, Ridgewood. Others are the Woodland School site where the school is proposed to be abandoned in due course, and McKinley Park School, where the site in part is proposed to be developed as a neighborhood park.[2] Of the 19 new sites, eight are in combination with proposed schools, namely: "Briggs," east of Briggs Road; "Glenwood," west of the proposed "West" high school; "Ingalls," in Ingalls Park; "Inwood," north of Memorial Stadium; "Larkin," west of Hufford Junior High School; "Maple Road," on US-6 east of the city; "New" Rehn, on the west side; "Sugar Creek," south

[1]Certain of these are outside the Joliet Park District, as well, and their inclusion here is not meant to imply necessarily that they should be included in the Park District.

[2]In addition to those named in Table 19, Pershing - with a larger than average site - might well be developed as a "park-school."

of Preston Heights in the Laraway school district. The others are: "McDonough," south of the downtown district; "Brandon," "Eunice" and "Zurich" in the environs to the south and southeast; "Gougar" to the east; "California," "Rosalind" and "Spring Creek" to the northeast; "Rooney" and "Terrace" to the northwest; "Marycrest" to the southwest, in combination with the present Marycrest School.

c. Six playfields at junior and senior high schools - present and proposed, with Garnsey, Heggie and Nowell "park-playgrounds" functioning as modified playfields. The existing school sites are the Joliet Township High School, Gompers, Hufford and Thompson[1] Junior High Schools; and the proposed ones are the site of future "West" high school, and the site of a future elementary-junior high school on the west side designated as "New" Rehn. From the spatial standpoint, several of these schools, as brought out later, would be appropriate as community centers.

d. Three community parks or reservations: Highland-Pilcher Park and adjacent areas, Inwood Park; West Park; and possibly Hammel Woods in the event this should be transferred to the Joliet Park District.

e. Two golf courses.

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[1]The latter is proposed to be enlarged and a junior high school built to operate in combination with the existing elementary unit.

f. Other facilities: Memorial Stadium; community centers, and swimming pools, generally in combination with other features of the recreation system.

Although the accompanying Plan and the appended table are reasonably self-explanatory, it may be desirable to elaborate on the description of the different facilities proposed.

School Sites - Park-School Concept

As indicated previously, school playgrounds are considered an integral and important part of the public recreation system. As brought out in the report on Public Schools, there is close cooperation in a growing number of communities between school and park or recreation authorities in the acquisition, development and operation of educational-cultural-social centers. The so-called "park-school" combines park, school and recreation facilities, grouping these on a single site. By joint planning, development and operation, it becomes a unit that is readily available for the programming of year-round recreation, education, cultural and civic activities.

In this connection, The White House Conference Report, Special Committee on the School Child, recommends that:

> "Provision be made for full-time utilization of the school plant for desirable leisure-time activities of youth; that boards of education arrange such coordination between playground and recreation authorities of the community and the school directors of such activities; that gymnasium facilities, playgrounds, shops, craft facilities, and other portions of the school plant be made available to all children under competent supervision in the afternoons, in the evenings when desirable (and) on Saturday . . . . . "

In the further development of Joliet's recreation system, and the provision of such facilities as community centers in the broader recreation picture, it is felt that the park-school concept, as an extension of the present cooperative arrangement between the authorities concerned in the joint use of certain playgrounds and gymnasiums, should be developed to the greatest extent found practicable.

By present-day standards, the sites of certain existing schools are inadequate in size, as brought out in the report on Public Schools; and, accordingly, larger sites are recommended. The sites concerned are those of Forest Park, Kelly, Lincoln, Marshall, Parks, Reeds Wood and Rockdale. Each of the sites is proposed to be enlarged progressively by the acquisition of adjacent developed properties as these tend to become obsolete or can be acquired from time to time at favorable prices. In addition, Sheridan is proposed to be rebuilt on a new site to the northeast of the present one.

Certain of the existing schools are so located in relation to other schools or recreation facilities that their playgrounds may not need to serve much more than the school-day requirements of the enrollees. Among these are Culbertson, Lincoln, Raynor Park, Reeds Wood and possibly Eliza Kelly and Marshall. Accordingly, it is possible that these may not be operated as part of the general recreation system.

Neighborhood Park-Playgrounds

For the developing environs of the city, sites for future schools are proposed at locations centered on logical attendance areas. In general, 10-acre sites are proposed for elementary schools, and larger sites for junior high or combination elementary-junior high schools. Certain sites already have been acquired in acreage parcels, namely "Briggs," "Ingalls Park," "Larkin" and "New" Rehn - the last named proposed in the report on Public Schools to be enlarged to accommodate a combination elementary-junior high school.

Where neighborhood parks are proposed in combination with school grounds, five-acre sites are recommended generally for the park areas. However, in view of the relatively generous size of the new school sites, smaller acreages may be acceptable, or, if need be, the school site itself might be developed for the joint purpose. In the case of neighborhood parks at separate locations, five acres is recommended as the minimum size.

In presently developed parts of the community which are deficient in recreation facilities, new or enlarged school sites (such as Sheridan) should tend to make up the shortage. Another facility would be "McDonough" park in the area of expanding public housing south of the downtown district. Part of the general area lying between Farragut, Pershing, Reeds Wood and "New" Sheridan Schools is somewhat distant from these facilities and, accordingly, a supplementary playground in the vicinity of Wheeler Avenue

and West Jefferson would be in order. However, in view of the built-up situation here, selection of a site is difficult and no specific recommendation is advanced; thus, the facilities of the schools above-named will have to be relied upon to meet the need.

Playfields

As indicated previously, certain existing recreation facilities classified herein as neighborhood park-playgrounds actually function as modified playfields - namely Garnsey Park, Heggie Field, Nowell Park and Powers Field. However, being smaller than ordinarily desirable, these provide only limited facilities and should be supplemented by general playfields so located as to serve the various sections of the community. Considering the location of present and proposed junior and senior high schools, the playing fields at these schools logically could meet the need, thus avoiding duplication of facilities.

Although provided primarily for enrolled students, the junior and senior high school playfields, to the extent necessary and agreed upon - logically, it seems - should be operated as general playfields. These comprise the facilities at the Township High School, Gompers and Hufford Junior High Schools, also the proposed "West" high school, "New" Rehn junior high school, and to the southeast where a junior high school is proposed in combination with Thompson elementary.

Community Parks and Reservations - Golf Courses

As indicated, Joliet is generously supplied, acreage-wise, with large parks and reservations, also relatively well supplied with golf courses. Accordingly, in view of the need for neighborhood parks, playgrounds and playfields within the developed and developing parts of the urban area, it is felt - as is apparent from the preceding recommendations - that these should have preference and that no further expansion of the larger facilities is in order, other than possibly bringing Hammel Woods under operation of the Park District.

Other Facilities

Besides Memorial Stadium, for which no specific recommendations are advanced, community centers are an important element of the recreation system. At present, the Park District operates the Louise Wolf center on Richards Street and carries on programs at certain of the schools. In line with the park-school concept, economies may be gained by extended use of certain schools as full-scale community centers. For reasonable distribution, it is suggested that the junior high schools - Gompers, Hufford and proposed "New" Rehn - be incorporated in a system of community centers; also the Township High School; possibly the junior high school proposed in combination with Thompson elementary to the southeast; and a facility in the "Sugar Creek" area to the south - in the general vicinity of South Chicago and Zurich Streets to serve the areas east and west of South Chicago Street.

Ordinarily, under a general plan for recreational facilities from the city planning point of view, the appropriate location and desirable size of recreational facilities are set forth. Details regarding design features or equipment are beyond the scope of such a study. Nonetheless, in view of interest in providing swimming pools in addition to that at Nowell Park,[1] a general investigation of requirements in this respect was made.

Theoretically, on the basis of population, the Joliet urban area could support as many as a dozen or more "neighborhood," or six to eight "community" pools, so-called. A realistic combination ultimately might be four to six neighborhood plus three or four community pools, assuming that experience in the operation of the Nowell Park pool or another which may be built in the near future bears this out.

The larger community pools would be appropriate, seemingly, at Highland and Inwood Parks - and, depending on policy - at the Township High School, when the playing field is enlarged, and at proposed "West" high school. The smaller neighborhood pools would be reasonably spaced if, in addition to Nowell Park, these were located at Garnsey Park, Heggie Field and West Park, among other possible locations.

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[1]Also the pool at Chaney School.

LAND USE PLAN

As determined by the land use survey conducted during the course of the work on the Master Plan, only a limited amount of land is available for further development within the corporate limits of Joliet. No large sites suitably located and in other respects appropriate or desirable for primary industrial expansion remain; however, smaller sites seemingly suitable for light industrial development, but subject generally to conditioning, are to be found, for example, along the E.J.& E. Railway, in the eastern section of the city.

Because of the limited amount of land overall and for residential expansion within the city, only an estimated 8,000 additional persons at best can be accommodated. Some vacant properties for commercial expansion are found in established business districts; beyond this, replacement of residential uses by commercial establishments is to be expected as demand for additional business development warrants.

Sections around the periphery of Joliet have been developed and are subject to further urban development and the provision of urban facilities and services. Within the overall urban and urbanizing area, i.e., the 53 square miles covered by the land use survey, some 25 square miles outside the city may most readily be equipped with utilities. The holding capacity of this outlying area is sufficient to accommodate as many as 50,000 additional persons - representing an increase of more than 50 per cent over the present city and suburban population. Land apparently suitable for industrial development in the expansion area aggregates more than six square miles, or well over twice the area used for industry (exclusive of stone or gravel extraction) within the city and its immediate environs.

In allocating land to the non-residential use categories - both on the Land Use Plan and the Zoning Map - the acreages presently used for each category were expanded in the light of population and economic prospects, as revealed by the basic Master Plan studies. In so doing, factors derived from land use studies in other communities also were taken into account, modified in consideration of special conditions and factors. Under the Zoning Plan, an aggregate area of nearly 375 acres within the city is designated for business - almost twice the area presently so zoned and about 75 per cent more than presently so used. Actually, the margin for expansion is greater than indicated, because not nearly all of the land used for business is located in business zones. The Land Use Plan provides substantially for additional business zoning, not only within the city, but more so in the expansion area outside. Nearly 600 acres within the city are assigned to industrial zones under the Zoning Plan, and somewhat more under the Land Use Plan, with the major industrial expansion areas outside the city.

In blocking out the areas subject to urban development, as suggested previously, consideration was given to the availability of utilities of various kinds - water, sanitary and storm sewers, electricity and gas. The present service areas of these, and problems attendant upon their extension, were investigated in a general way and reported on in the basic report on Land Use. Without going into detail in further discussing the subject of utilities, there should be little difficulty, as already reported, in extending such utilities as electricity and gas, likewise telephone, wherever there will be sufficient customers to justify such extensions. Apparently, no serious difficulties should be encountered in expanding the water system. With respect to sewerage, some pumping would be called for, and, as the community continues to expand,

supplementary disposal plants may be needed. If the outlying areas subject to annexation and now unsewered are to be opened for residential and other development, it is essential that these be provided with adequate sewers, and that a program of orderly, gradual sewer extensions be formulated and carried out. Desirably, no residential construction should be permitted in the city, and likewise none in outlying areas - except for developments of the most open type, unless sanitary sewer connections can be made.

The Land Use Plan

The "Land Use Plan," reproduced herein, shows the different land uses and the principal public facilities recommended by the Master Plan. Land uses of different categories are shown by means of various patterns and tones, and public facilities of various types by distinctive symbols. The areas allocated to different land uses consist of (1) those considered to be most appropriate for business and industry, and for residence; and (2) sites appropriately located and otherwise suitable for such public facilities as schools, parks, and playgrounds - both existing to be retained, and proposed. Sites for other public, semi-public, institutional and private recreational uses also are designated on the Plan. The public facilities shown, besides schools and recreational features, include highways and major thoroughfares, as well as the minor streets (discussed in some particular later) which should be provided both in developed and undeveloped sections.

The generalized land use districts outlined on the Land Use Plan are intended to serve in the years to come as a guide in amending and in extending the Zoning Map into newly annexed areas to provide for emerging needs, and in

allocating appropriate areas for public or institutional uses. In addition, indication of the desirable future use of each part of the overall area should encourage and aid in bringing about subdivision practices appropriate in each; and will be of assistance in determining the logical location and size of various utilities or extensions - such as sewers and water mains. Commercial areas generally are designated in outline form indicating their appropriate shape and size. In outlying sections, however, where the street pattern is not yet fixed, the districts are shown schematically, in circular form. As proposed under the revised Zoning Ordinance, these districts, at or near the locations shown, would be established by special procedure of the Plan Commission when sufficient development occurs or is in prospect to warrant their establishment. Such districts are shown in three categories, by relative size: sub-community; neighborhood; and convenience centers.

Certain sections under the Land Use Plan are designated for residential expansion for the reason, among others, that this is already under way or the lands are topographically or otherwise eminently suitable for such expansion. It will be most economical to provide sewer, water, street paving and other municipal facilities and services when new developments of the urban type are consolidated in certain sections - each successive one contiguous, at least in part, to an already developed area. Obviously, it would be all too costly if not impossible to provide even the minimum of municipal improvements or services to numerous small, widely scattered residential settlements. The Land Use Plan provides a basis for establishing policies by the City in respect to the extension of utilities and other municipal facilities and services that will further urban expansion along the desirable lines herein indicated.

LAND USE PLAN

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CINCINNATI · OHIO 1958

LAND USES

- RESIDENTIAL NEIGHBORHOOD
- COMMERCIAL*
- INDUSTRIAL
- PUBLIC SCHOOL OR RECREATION SITE*
- CIVIC CENTER
- OTHER PUBLIC
- INSTITUTIONAL
- CEMETERY
- PRIVATE RECREATION

FACILITIES

- LIMITED ACCESS HIGHWAY
- HIGHWAY INTERCHANGE
- PRIMARY THOROUGHFARE
- SECONDARY THOROUGHFARE
- SUGGESTED STREET LAYOUT IN UNDEVELOPED SECTIONS
- ELEMENTARY SCHOOL
- JUNIOR HIGH SCHOOL
- SENIOR HIGH SCHOOL
- JUNIOR COLLEGE
- NEIGHBORHOOD PARK-PLAYGROUND
- PLAYFIELD
- COMMUNITY PARK
- AIRPORT
- STADIUM
- GOLF COURSE
- FIRE STATION

*NOTE: CIRCULAR FORM INDICATES GENERAL LOCATION

OUTLYING COMMERCIAL TYPES

- SUB-COMMUNITY CENTER
- NEIGHBORHOOD CENTER
- CONVENIENCE CENTER

MASTER PLAN OF JOLIET ILLINOIS AND ENVIRONS

The Land Use Plan portrays the various public facilities - such as thoroughfares, schools and recreation areas - and the relationship of these and other physical features of long-range development to one another when all will have been accomplished. No distinction is made between the features existing and those proposed, except for minor streets in undeveloped sections. However, the individual plans covering facilities of different functional categories do in all cases distinguish between new facilities to be provided and existing ones to be retained, extended or otherwise improved; and these are described in considerable detail in the corresponding sections of the Master Plan.

Fire Stations

One feature of the Land Use Plan, namely fire stations, warrants special attention here. The location for the fire stations shown were selected in the light of recent Fire Underwriters report, consultations with the Fire Chief and others, also in consideration of improvements recently carried out or proposed under the Master Plan. The number of stations indicated is in line with the Underwriters' standards from the standpoint of future population in the overall area to be served and in consideration of reasonable service areas for the different stations.

In Joliet proper there are at present (fall of 1958) five fire stations, in addition to former No. 2, now used as a repair shop, as follows:

No. 1 (Headquarters) - 114 North Ottawa Street, in the downtown district;

No. 3 East Washington Street and Melchoir Place, on the east side;

No. 4 Ohio and Collins Streets, also on the east side;

No. 5 Hickory and Lime Streets, on the near west side;

No. 6 Campbell Street and Prairie Avenue, also on the west side.

In addition, there is a volunteer station to the east of the city (East Joliet) on Leach near Sterling Avenue, another in Rockdale, plus two stations in Lockport (one of these northwest and outside the "urban service area" of Joliet) and one in Plainfield.

Under the arrangement proposed, Station No. 1 would remain downtown, but would possibly be better located near the intersection of Cass and Scott Streets as the Underwriters have recommended. However, a location in a new structure on Joliet Street (which under the Major Street Plan is proposed to be widened and operated two-way) apparently would be a satisfactory alternative and may offer the possibility of a joint public safety building - housing fire and police headquarters - either in the proposed Civic Center or adjacent thereto. The size of this station and the others recommended will depend on the primary and secondary equipment, plus personnel to be housed.

Station No. 2 (a new station and probably most urgently needed in view of the rapidly expanding residential and other building development in the tributary area) would be near the intersection of Larkin and West Jefferson, on the west side, although a location some distance to the north would be an acceptable substitute.

Station No. 3 would be relocated to the east on Washington Street, near Briggs, where, among other things, it would serve to replace the East Joliet station, assuming the tributary territory would be within the Joliet fire district. The area tributary to the present No. 3 station would be subject to protection by stations to the north and south (Nos. 4 and 7).

Station No. 4 would be replaced by a new structure at or near its present site which is considered satisfactory even though rather close to Station No. 1.

Station No. 5 would be relocated to the north, in the vicinity of Ruby Street and the "West Side Distributor" proposed under the Major Street Plan. However, a location farther west, near Plainfield and Raynor, might be superior from the standpoint of serving the expanding northwesterly area. On the other hand, if operation of the Lockport Station to the northwest of the "urban service area" were to be integrated with that of the Joliet system, the indicated Ruby Street location probably is to be preferred.

Station No. 6, the newest in the present system, would remain, even though its service area would overlap those of other stations. The near west side location of this station is justified, it seems, not only for "backing up" the downtown station but because of the many institutional buildings in the service area.

Station No. 7, a new station for the somewhat distant future, would be located in the vicinity of South Chicago Street and Mills Road, the latter proposed under the Major Street to be extended westward, if and when practicable, along the north of the quarry.

The Rockdale station is indicated for retention, assuming - as would seem to be desirable to avoid duplication - that the operation of this station would be integrated with that of the Joliet system.

Layout of Undeveloped Sections

For the purposes of this study, undeveloped residential sections within

the urban service area, along with smaller "pockets" not yet platted inside the city, have been laid out in a manner suggestive, in each area, of economical, attractive and otherwise desirable street patterns for residential development. The layout for each area then has been entered on the Land Use Plan.

In preparing the schemes for the various areas, U.S.G.S. topographic maps, property maps, and aerial maps were utilized, and field inspections made to check conditions on the ground. Nevertheless, lacking detailed topography, some modifications in the designs shown will no doubt be necessary when these areas are actually platted, to fit the streets more closely to the contour of the land. In addition to their main purpose of helping to guide the desirable layout and development of the various areas, the street patterns shown are intended to serve as specific examples of the application of principles and standards of design set forth in the Subdivision Regulations.

In general, the street layouts of these residential sections have been designed to avoid creating through streets which would tend to encourage fast driving and the intrusion of extraneous traffic. However, the street pattern of each of the larger areas is integrated within itself and has been coordinated with streets in adjacent developed or developing areas. Such streets as already exist in the various sections have been retained - incorporated into the suggested design and extended where advantageous or appropriate. The desirability of retaining distinctive natural features has been recognized.

In certain instances, blocks in the suggested layouts are of variable width, so that some variety of lot sizes and proportions may be created to

suit buildings of different shapes and sizes. The monotony of the mechanical rectangular layouts, characteristic of all too many subdivisions, has, in part because of topography, been avoided. The suggested street patterns may be expected to provide attractive residential sections, if building construction standards are kept up and ordinary good taste observed in building design.

Annexation

In general, there are a number of factors behind the movement of population into the unincorporated fringe areas of cities. These include cheaper land, cheaper building costs because of generally lower standards of construction, lower property taxes - giving rise to the mistaken belief that home ownership costs in these areas are substantially less. Seldom is account taken of the costs of individual water supply or sewage disposal installations, higher utility costs and insurance premiums, absence or inadequacy of certain public services. Secondary reasons for moving into the suburbs are to avoid fees or licenses, city laws and regulations. In addition to the foregoing which are, in the main, financial considerations, other factors also have contributed to the rising outward trend, such as desire for more open space, more privacy and quiet, the lack of suitable vacant land or sufficient housing in the city itself.

From the broad city planning standpoint, the question of whether to annex additional areas involves primarily considerations having to do with the desirable future physical development of the city and the potential urban area: (1) whether it is necessary or desirable to provide within the corporate limits additional land in the light of prospective economic development and growth in population; and (2) whether annexation would be promotive of more desirable and sounder growth in the areas beyond the corporate limits where growth will occur in any event and in the quality of which the city has a vital interest.

To answer these questions, it is necessary, among other things, to ascertain within the present city limits the amount of land available and suitable

for various urban uses, and to estimate what additional non-residential activities, along with added population, can be accommodated. This has been done as a part of the basic studies of Population, the Economy and Land Use, as may be seen by reference to the reports so titled.

The City of Joliet now contains somewhat over 60,000 persons, and another 30,000 or so reside in the environs. Within the city proper and the contiguous area around the periphery there is sufficient land suitable for residential development to accommodate a total of as many as 150,000 persons - about 8,000, at the most, in the present city and some 30-50,000 outside. A total of about 125,000 may be reached within 20 years or so - possibly sooner - and growth beyond that will occur later.

In addition to land for residential expansion, there are areas elsewhere in the city suitable for some, although limited, industrial expansion - mainly on the east side, along the E.J.& E. Railway. Some of this and other territory of more limited extent is readily adaptable to development; parts, however, are in need of redevelopment to eliminate existing substandard housing. Hence, it may be seen that the opportunity for both residential and industrial expansion within the city is limited, and such growth will, as has been the case in recent years, occur in the environs - the city's "expansion area."

From the standpoint of physical form, Joliet's present boundaries are extremely illogical. Successive piecemeal incorporations of outlying areas, on a more or less improvised basis, have resulted in otherwise disengaged areas being connected to the city only by long corridors. Appendages of various forms are found around the periphery and there are "islands" of unincorporated territory, virtually surrounded by parts of the city.

Distances from the downtown area to the corporate limits vary from 1.5 miles to the south and east, two miles or so to the northeast, almost three miles to the northwest, to nearly 4.5 miles to the west where Inwood Park has been included. The city's boundary is about 37 miles long, encompassing an area that could be contained in a square with the sides totalling only a third of this. If the form of the city were circular, the diameter would be about 3.5 miles and the circumference only about 11 miles. By contrast, if the present city boundaries were squared off to form a rectangle, the sides would be about 4.75 by 3 miles, embracing an area of approximately 14 square miles or more than one and one-half times the present area of the city.

From the standpoint of population in the city and its environs, about 50,000 persons live west of the Des Plaines River, some beyond the "urban service area" as envisioned under the Master Plan, and about 45,000 to the east. However, 70 per cent (35,000) of those to the west live within the city, but only about 55 per cent (25,000) of those to the east. Six schools of the Joliet District (No. 86) are located outside the corporate limits, plus four schools in other districts. Four parks or playgrounds, including the 725-acre Highland-Pilcher complex are in the environs.

Effects of Suburbanization

The very factors which have occasioned development of unincorporated fringe areas have, in turn, been responsible for aggravating the problems of the city. Dwellers in the environs, in the daily movement from home to work and return, have added to the burden borne by the city street system, increasing the load in policing and traffic engineering, and have necessitated increased fire and health services, to name a few of the effects.

Problems faced by the suburbanite - e.g., the obtaining of adequate water supply, sewage and waste disposal, protection from fire - can hardly be solved by the individuals concerned; they are a community matter. Cities furnish two types of services - those which must be provided at or near the place of residence and those which are available to all by reason of their being in the city. The latter poses a financial problem for the city, as regards streets, parks and police protection which are available to all who enter the city. As regards services at or near the residence, the problem is even more serious: if municipal facilities and services are provided, the positive incentive for annexation is lessened; if these are not supplied, the community faces hazards of "health and safety."

From the standpoint of continued urban expansion under the Master Plan, the important thing is that essential urban facilities and services be made available as such expansion occurs - whether from the City, the Township or the County. However, for the Township or County to supply these to selected areas may well be financially unfeasible due to duplication of facilities and services provided by the City and generally adaptable to expansion. In any event, it would seem that Township or County residents in general would be called upon to share the costs of servicing these selected areas.

In the light of current Joliet policy, wherein municipal facilities or services generally are unavailable to unincorporated fringe areas, the most practicable means for gaining these facilities and services at reasonable costs, it seems, is through annexation. Even though certain measures in effect - such as the Subdivision Ordinance - require that adequate street and sanitary facilities be provided in suburban developments, there is no means

for avoiding the expense of duplication and the problem through the years of operating and maintaining separate facilities, Desirably, annexation of areas subject to urban development under the Master Plan should occur in advance of platting in order for the City to plan for the orderly extension of utilities and other facilities and services prior to land development. Short of this, annexation should occur progressively as acreage is subdivided.

There is no easy way, apparently, for the City to "sell" itself to suburban property owners. Hence, in the interests of the welfare of the entire community, as this continues to expand, there is little choice, seemingly, but for the City to withhold essential facilities and services from outlying areas as an element of compulsion toward gaining annexation.

As summed up by a Virginia court: " . . . it is no answer to our annexation proceeding to assert that individual residents of a county do not need or desire the governmental services rendered by the city. A county resident may be willing to take a chance on police, fire, and health protection, and even tolerate the inadequacy of sewerage, water, and garbage service. As long as he lives in an isolated situation his desires for lesser services and cheaper government may be acquiesced in with complacency, but when a movement of population has made him a part of a compact urban community, his individual preference can no longer be permitted to prevail. It is not so much that he needs the city government as it is the area in which he lives needs it."

Urban Renewal

Related to the problems of general land use is that of rehabilitating blighted sections of the community and preventing, by active conservation, the spread or recurrence of deterioration. Funds are available from the Federal Government under the 1954 National Housing Act (amending the original 1949 Act), through the Housing and Home Finance Agency, for assistance to local communities in planning and carrying out projects for the rehabilitation of blighted sections and the clearance and redevelopment of physically deteriorated areas. The arresting of blight is important, among other reasons, because blighted areas generally require a disproportionately high share of city services - especially fire and police protection, health and welfare services - yet yield but meager returns in tax revenues. Consequently, the community as a whole is continuously subsidizing its substandard areas.

During the course of the work on the Master Plan, action has been taken by the City toward the elimination of dwelling units deteriorated beyond repair. While this program has demonstrated some degree of success in eliminating unsatisfactory housing, it falls short - in the absence of certain regulatory measures and in other respects - of accomplishing an adequate measure of rehabilitation. Under a broad-scale, desirably city-wide program of urban renewal, the measures described previously in the report on Housing should be carried out.

Under an urban renewal program as envisioned by the National Housing Act, a community to be eligible for certain forms of federal assistance must have a "workable program" meeting the requirements of the law and acceptable to the Housing and Home Finance Agency.

Under such workable program the City must commit itself to attaining seven objectives with respect to:

1. Codes and ordinances
2. Comprehensive community plan
3. Neighborhood analyses
4. Administrative organization
5. Financing of projects and enforcement
6. Housing for displaced families
7. Citizens participation.

As set forth by the Federal Housing and Home Finance Agency, these objectives, paraphrased briefly, are:

1. To assure adequate minimum standards of health, sanitation, and safety through a comprehensive system of codes and ordinances;

2. Formulation of a comprehensive general plan for the community;

3. Identification of blight and logical patterns of neighborhoods as a basis for planning healthy neighborhoods;

4. A firmly established administrative responsibility and capacity for enforcement of codes and ordinances, and for carrying out renewal programs and projects;

5. Development of means for meeting the financial obligation involved in carrying out urban renewal;

6. To facilitate the rehousing of families displaced;

7. Community-wide participation to provide understanding and support necessary to insure success.

Joliet's areas of substandard housing are mainly in the central and northeasterly parts of the city and, in addition, immediately west of the Des Plaines River, also in various parts of the environs where the City lacks the authority to correct conditions. Accordingly, efforts on the part of the City to improve housing conditions will need to be confined to areas within the corporate limits.

Already Joliet has progressed to the point where the City's eligibility

to proceed under a federally assisted urban renewal program has been established and a possible project along Bluff Street, west of the Des Plaines River, is under consideration. Public housing has replaced substandard dwellings south of the downtown district in the Water Street area where more than 100 units have been provided progressively. In addition, a few units have been provided elsewhere and the building of units at other locations has been under consideration. A Mayor's Committee on Urban Renewal was organized and, subsequently, an official Land Clearance Commission established.

Under the Master Plan, certain major requirements of the HHFA have been met. Plans of Land Use, Major Streets, Public Schools and Recreation Facilities have been prepared, among other features of the Master Plan. Subdivision Regulations have been approved by the Plan Commission and enacted by Council. A revised Zoning Ordinance has been prepared. Other work on the Master Plan, including a Public Improvements Program, has been completed.

Now that the Land Clearance Commission is established, further steps are being taken toward carrying into effect a formal urban renewal program. Under this, actual projects are to be set up, adopted and implemented. Planning costs, under the program, may be charged to the actual net project cost which would be borne to two-thirds by the HHFA and to one-third by the City.

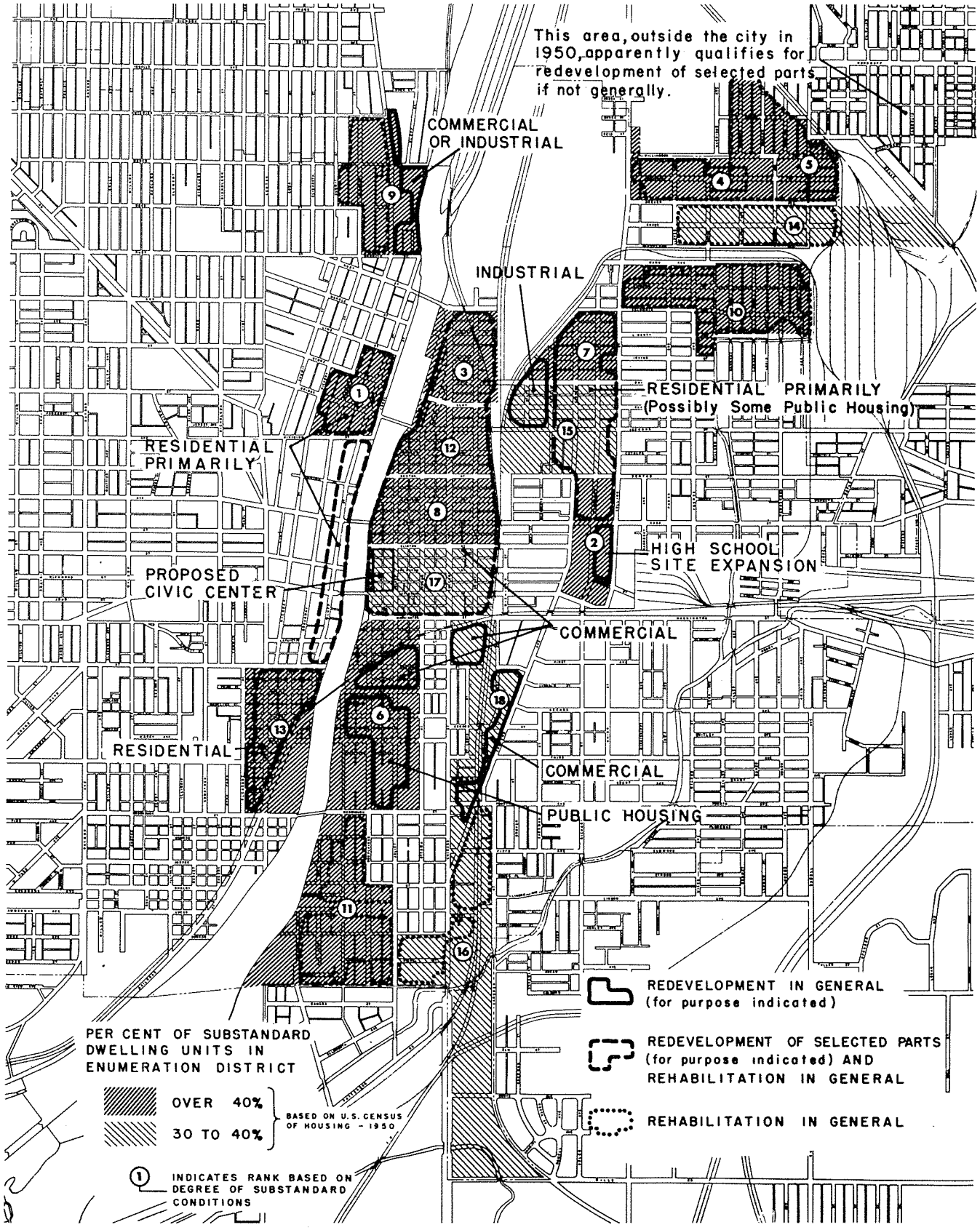
Federal assistance also is available to private individuals for home rehabilitation, under an urban renewal program. Urban renewal and redevelopment projects under a broad-scale program will facilitate the carrying out of improvements under the Master Plan and gain for the City the benefits of improved housing conditions and community betterment generally. Joliet, it would seem, is in a relatively favorable position to carry out an effective

program of urban renewal and redevelopment. With certain improvement projects in the offing, it seems highly desirable that the City proceed toward setting up such renewal and redevelopment projects as will tend to facilitate the carrying out of these improvements and gain for the City the benefit of improved housing conditions and community betterment generally. In the following, selected areas of the City are designated for suggested treatment.

Suggested Treatment of Substandard Areas

On the map entitled "Suggested Treatment of Areas Containing Substandard Housing," three degrees of treatment are indicated within residential parts of the general areas previously referred to under the report on Housing, namely: redevelopment in general, involving clearance and redevelopment for either housing or non-residential purposes as designated; redevelopment of selected parts, plus rehabilitation; rehabilitation in general. In certain areas, it will be noted, general redevelopment is suggested, whereas in others this may possibly be done on a selective basis - clearing areas of limited size or eliminating individual structures, as indicated above, and replacing these either with residential or non-residential uses, as indicated. In the general downtown area, redevelopment of the parts used for housing may occur in the natural course of events; however, some public action may be called for in selected locations.

In certain areas where new or enlarged public facilities are proposed under the Master Plan, such as major streets, playgrounds, school sites, it should be noted, redevelopment may well prove to be an aid in gaining these, and in turn such improvements would be credited to the City as part of its financial contribution to the redevelopment project costs.



JOLIET · ILLINOIS
JOLIET PLAN COMMISSION

0' 1000' 2000' 3000'

LADISLAS SEGOE AND ASSOCIATES
CITY PLANNING CONSULTANTS
CINCINNATI · OHIO 1958

SUGGESTED TREATMENT OF AREAS CONTAINING SUBSTANDARD HOUSING

MASTER PLAN OF JOLIET · ILLINOIS AND ENVIRONS

It will be noted on the map that one area - namely along Bluff Street - is not designated as containing as high proportions of substandard dwelling units as the others. This may be due to the fact that the Census enumeration districts here extend several blocks west of the waterway into areas of higher quality housing and as a result the overall proportions are lower, ranging between 20 and 30 per cent substandard. As regards commercial structures, those along Bluff Street are among the oldest in the city.

Due to steps taken toward a possible renewal or redevelopment project along Bluff Street, it may be pertinent to note that during preparation of the Major Street Plan, Bluff Street was investigated as a possible north-south traffic "distributor." Substituted for this was a route farther west - this for various reasons, including the relative elevations of parts of Bluff Street and the Des Plaines River, also difficulties that would be encountered in making grade separated intersections with the bridge approaches. Nonetheless, when considering the use of Bluff Street for the purpose indicated, not only was the necessity for considerable clearance of property apparent, but the developmental possibilities along the route - such as opening up the waterway and the downtown district to view, and redevelopment of the slopes to the west - were envisioned. Even before Bluff Street was investigated from the standpoint of serving as a trafficway, the possibility of redevelopment was considered with the thought that close-in apartments - assuming a demand therefor - might well have a place along sections of Bluff Street. The possibility of an attractive drive and walkway along the waterway - an esplanade, as it were - was recognized.

In establishing study areas and setting up projects under an urban

renewal program, the areas above indicated as subject to treatment of one kind or another should be carefully inspected on the possibility that certain of these, for reasons beyond the scope of this report, may be eliminated from further consideration at this time. For example, it may be the feeling, in this connection, that substandard housing in the general downtown area should be left to elimination by normal expansion of business or the direct application of codes or ordinances now or as may be in force.

Downtown Rehabilitation

Bold plans and broad redevelopment and rehabilitation programs aimed at refashioning and revitalizing downtown districts are emerging in a growing number of American cities.

The basic sources of the troubles besetting downtown districts from city to city are such that certain measures, such as the establishment of one-way streets and parking lots or garages, generally are insufficient to elevate downtown to a position where it can adequately protect and enhance its competitive position. With rapid population growth of cities and their suburbs, together with the even more rapid growth in the number of automobiles (coupled with the decline of use of transit vehicles), plus the emergence of the planned shopping center, extensive refashioning of downtown districts is more and more coming to be recognized as essential and of urgency.

Survival of the downtown district depends primarily on its compactness, accessibility, adequate parking, and attractiveness. In addition to the wide choice of merchandise and services offered by the commercial core, it must also provide physical comforts if it is to prosper. Downtown streets no longer can be used for general traffic not concerned with shopping, business or personal services in the downtown district. In fact, certain downtown streets seemingly no longer should be used for vehicular traffic of any sort, but reserved for the use of pedestrians who then may circulate freely without interference.

In the following is described the sort of rehabilitation or redevelopment of Joliet's downtown district which should be worked out in detail from the

standpoint of precise design, method of financing, and in other respects if Joliet is to keep pace with other forward-looking communities and improve its position as a trade and service center over others.

Land Uses in the Downtown District

Unlike the development of new shopping centers built on undeveloped land, the consolidation of the Joliet downtown business district must recognize an existing pattern of land uses; further, all vehicular circulation in the area must be related to the Major Street Plan.

In Joliet at present, most downtown business district land uses lie generally within a 25-acre "core" area comprising nine blocks bounded by Joliet Street on the west, Cass Street on the north, Scott Street on the east, and Jefferson Street on the south. A block west of the area just described lies the Des Plaines River and a block to the east are the elevated railroad tracks of the Santa Fe and the G.M.& O. Railroads. With certain exceptions, general business uses surround the downtown area, with certain industrial establishments interspersed. The Library-City Hall is located within the "core" as are the Fire and Police Stations, also three churches and a school. The Post Office is to the east and County buildings occupy sites on the south edge. Municipal as well as commercial parking lots are located near or on the edges of the nine-block "core" area. Within the area itself, department stores and related shops have tended to locate mainly along Chicago Street, with some along Ottawa and Jefferson Streets.

Land within the downtown business district is used to a relatively high degree of intensity, except in the westerly three blocks of the "core." Streets comprise the main open space, and these, following the usual pattern

of urban development, are shared by pedestrian and vehicular traffic and devoted heavily to parking.

Due to the location of the downtown business district in relation to the bridges and railroad underpasses, and the routing of State and Federal Highways through the district, the streets are extremely heavily traveled. Even local traffic, especially east-west, is forced to use streets within the "core," due to the one-way arrangement. It was found under the parking survey that of more than 20,000 vehicles traveling in and out of the "core" during eight daytime hours, only about one in 10 parked within the immediate area during the period.

Expected Effects of the Major Street Plan

It is both necessary and desirable to relate the proposals of the "Downtown Development Plan" to the proposed Major Street Plan for the city, securing the necessary right-of-ways in the area to effectuate that portion of the Major Street Plan, and applying the general benefits of the Plan specifically to the commercial uses in the downtown business district.

As the proposals of the Major Street Plan are effectuated, the downtown business district will be freed of much extraneous traffic - Jackson Street to the north and the Interstate Highway to the south draining off east-west traffic, and the East and West Side "Distributors" accommodating north-south movements. The "core" itself would be bounded by four primary access routes: on the west by Joliet Street, widened and improved for two-way travel; on the south by Jefferson; on the east by a one-way couplet along Scott Street and a new connection to the east, along the railroad elevation; and on the north by Cass Street. The proposed highway network, tied into Jackson Street,

forms an "access loop" around the business center and will tend to free from extraneous traffic the "core" of the commercial area lying within this "loop." The access routes of the "loop" will themselves afford most direct vehicular access to that portion of the commercial area adjoining these trafficways.[1]

The Generalized Plan for Downtown Development[2]

It is the purpose of the generalized "Downtown Development Plan," presented in the report on the Major Street Plan and repeated here for convenient reference, to consolidate the present downtown business district, relating it to the comprehensive Land Use Plan and Major Street Plan, and provide therein the shoppers' amenities available in first-class regional shopping centers. The Downtown Plan further suggests, as others have done, the "reclaiming" of the Des Plaines Riverfront by the establishment of a Civic Center here. Modern accommodations are needed for both the City Hall and the Court House, the former now occupying leased space on the second floor of the Library which apparently could use this space to good advantage, the latter being an antiquated and inefficient structure with a one-story addition constructed in recent years. Other city and county buildings - Jail, Central Fire Station, Police Station -

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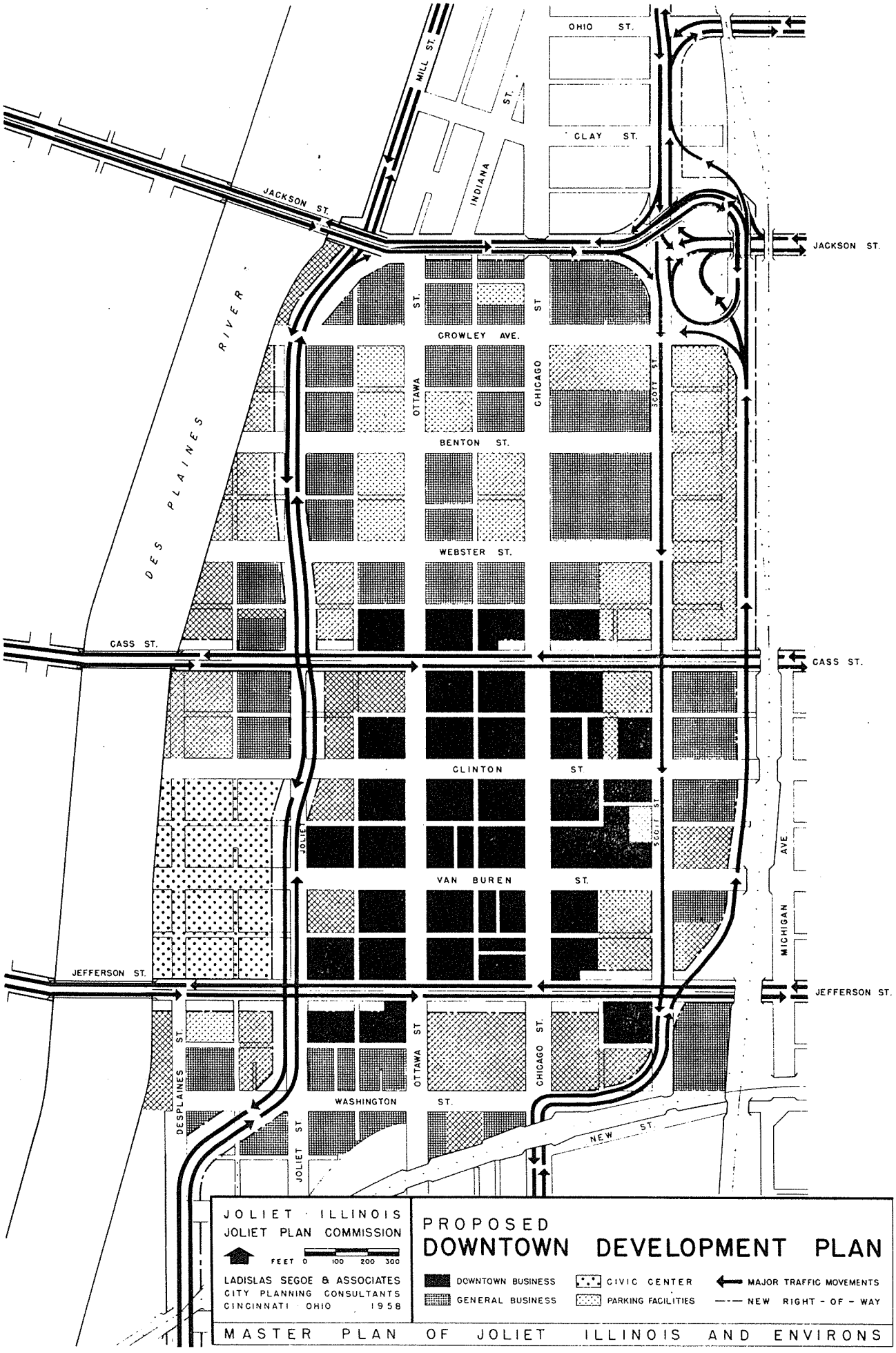
[1]It is possible that Cass and Jefferson Streets could continue to operate quite satisfactorily one-way as at present rather than two-way as proposed in the "Downtown Plan," although there are a number of advantages in the latter arrangement.

[2]During the preparation of the Master Plan, arrangements were made in 1958 between the Greater Joliet Committee and the University of Illinois School of Architecture for graduate students to study downtown Joliet and prepare a plan for its redevelopment. This plan, comprising a large scale model, along with various illustrations, including perspective drawings, was presented by the students involved in February, 1959. The plan, set in the broader framework of the Master Plan for Joliet and Environs, among other things calls for closing streets to vehicular traffic within the loop, replacing obsolete buildings and otherwise refashioning the downtown district. Although more drastic in the treatment called for, the proposals made under the University study reflect and in general are consistent with the proposals discussed herein. The plan has much to commend it and should serve as a challenge toward the refashioning and revitalizing of the district. The School of Architecture, the professor in charge and the students concerned have received deserved commendations for a job well done.


OHIO ST.
MILL ST.
INDIANA ST.
CLAY ST.
JACKSON ST.
JACKSON ST.
DES PLAINES RIVER
CROWLEY AVE.
OTTAWA ST.
CHICAGO ST.
SCOTT ST.
BENTON ST.
WEBSTER ST.
CASS ST.
CASS ST.
CLINTON ST.
JOLIET ST.
SCOTT ST.
VAN BUREN ST.
MICHIGAN AVE.
JEFFERSON ST.
JEFFERSON ST.
DESPLAINES ST.
OTTAWA ST.
CHICAGO ST.
WASHINGTON ST.
JOLIET ST.
NEW ST.
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CINCINNATI OHIO 1958
PROPOSED
DOWNTOWN DEVELOPMENT PLAN
DOWNTOWN BUSINESS
GENERAL BUSINESS
CIVIC CENTER
PARKING FACILITIES
MAJOR TRAFFIC MOVEMENTS
NEW RIGHT - OF - WAY
MASTER PLAN OF JOLIET ILLINOIS AND ENVIRONS

are antiquated and functionally inadequate. These, along with federal, state and township offices, including the Post Office, would logically have a place in the Civic Center. Redevelopment across the River, along Bluff Street, and the creation of an esplanade, as discussed in the report on Urban Renewal, would create a "back-drop" for the Civic Center and the downtown district generally.

Incidentally, the concept of a civic center on the fringe of the business district is widely accepted. Not only is such a location functionally appropriate, and the center itself a feature raising the "tone" of the district, but the "captive" market represented is extremely important from the standpoint of sales and services in the district.

To make possible the proposed consolidation of downtown business district uses, and to establish a framework for the provision of the shoppers' amenities consistent with up-to-date practices in the merchandising of retail goods, the following proposals are outlined:

1. Establish a system of parking lots or structures surrounding the downtown business district and, where possible, within the "access loop" previously described;

2. Eliminate the maximum possible volume of vehicular traffic from the "core;"

3. Ultimately use the framework of certain established street right-of-ways within the "core" to provide strategically-located pedestrian malls, affording safe and convenient pedestrian access from the parking lots or garages to the retail stores and service establishments and unrestricted pedestrian movement;

4. Refurbish and renew the buildings and store fronts in the district, providing a unified pattern of development; build covered pedestrian walks and crossovers; landscape the pedestrian malls;

5. Provide service roadways for pick-up and delivery service to the business blocks converted to pedestrian malls;

6. Improve public transit service to the district, including conveniently located loading bays or off-street terminals protected from the weather.

7. Encourage the continued development and enhancement of a retailing district and a district for hotels, theaters, etc., within the business center;

8. Recognize and work toward the proposed Civic Center along the River;

9. Develop small public parks within the downtown business district.

General Appearance

Making the downtown business district more attractive in appearance presents a somewhat different problem from that in residential sections where street trees, grass plots, and attractively landscaped grounds combine to create a pleasing appearance. Joliet's downtown district, although potentially distinguished by certain features, has a number of shortcomings from the visual point of view. Like in most other cities, the downtown district is in general a mixed assortment of structures of unrelated styles. Store facades, in general - even though numerous improvements have been made in recent years - are not in harmony and often clash with those next door. Signs of various shapes, sizes and description compete for the attention of potential customers. The effect in general is one of considerable unattractiveness.

Property owners in the downtown district might well be induced to collaborate in working out attractive, harmonious designs of modernization for each block-front, with the objective of giving whole block-fronts reasonably unified appearance while, at the same time, accenting the individuality of each establishment. Joliet's downtown business district faces growing competition not only from other cities but from outlying commercial districts - of newer and more modern type - which might be established in the general area. To meet this competition, property owners and tenants concerned cannot afford to

underestimate the drawing power of attractive appearance.

The provision of additional off-street parking facilities, the introduction of pedestrian malls attractively landscaped, the planting of some trees and shrubbery at the parking lots and bus loading zones, and other improvements will have the effect of making Joliet's downtown business district more readily accessible and more convenient to use for shopping or other purposes. Cooperative efforts on the part of individual merchants and property owners, aided by the City itself - along the lines indicated - can produce an increasingly more attractive, customer-appealing business district of obvious economic advantage to the merchants and property owners and of benefit as well to the city as a whole.

APPENDIX

Table 1

General Characteristics of Joliet, State of Illinois, Illinois Urban, and Three Selected Illinois Cities: 1950

	Joliet	Illinois	Illinois Urban	Aurora	Decatur	Elgin
Population						
Total	51,601	8,712,176	6,759,271	50,576	66,269	44,223
% Increase 1940-50	21.8	10.3	11.7	7.2	11.7	15.4
% White	96.2	92.4	90.5	97.7	94.8	98.1
Persons/Household	3.3	3.2	3.2	3.2	3.0	3.1
Total Occupied Dwelling Units	15,197	2,582,000	2,022,563	15,153	21,120	11,753
Persons/Occup. Dwelling Unit	3.0	3.0	2.9	2.9	2.7	2.8
Median Age (years)	34.4	32.7	33.1	34.3	32.9	38.3
Civilian Labor Force						
Total	22,630	3,729,096	3,021,159	22,931	28,650	17,925
% Employed	96.1	96.0	95.7	97.3	95.5	97.9
% Employed in:	100.0	100.0	100.0	100.0	100.0	100.0
Manufacturing	31.7	32.0	35.4	39.4	27.3	41.1
Wholesale Trade	2.9	3.8	4.1	2.9	4.5	2.8
Retail Trade	16.5	15.7	16.9	15.9	19.4	16.2
Business and Personal Services[1]	5.6	6.0	6.5	5.2	6.5	4.5
Professional & Related Services	9.4	7.9	8.4	9.6	9.5	14.1
Transportation, Communication, Utilities	13.1	9.4	10.1	13.0	12.8	6.6
Other Industry Groups	20.8	25.2	18.6	14.0	20.0	14.7
Income (Annual)						
Median Family Income[2]	$3,469	$3,163	$3,327	$3,477	$3,093	$3,494
% Less than $2,000	22.4	29.3	26.4	23.9	29.9	23.9
% $5,000 or more	24.2	22.6	24.9	25.6	18.7	25.1
Housing						
Total Dwelling Units	15,510	2,671,647	2,065,340	15,422	21,540	11,944
% Detached Single Family	55.0	52.2	40.4	63.6	67.8	61.0
% Owner-Occupied	58.1	50.1	45.9	64.9	64.7	60.5
Median Value Owner-Occupied Dwellings	$9,484	$8,646	$10,019	$9,413	$7,697	$10,678
% Dilapidated	29.5	33.0	24.4	18.0	26.4	13.8
% Built 1940 or later	8.1	12.3	11.0	7.3	13.9	10.2
% Vacant and Available	0.8	0.9	0.9	1.0	1.1	0.6
Area						
Square Miles	7.7	56,400		8.1	9.3	8.3
Population/Square Mile	6,701	1,540		6,244	7,126	5,328

[1]Excluding private households
[2]Families and Unrelated Individuals

Table 2

Population Growth - Joliet, Aurora, Decatur and Elgin: 1850 to 1950

Year	Joliet			Aurora			Decatur			Elgin		
	Population	Increase No.	%	Population	Increase No.	%	Population	Increase No.	%	Population	Increase No.	%
1950	51,601	9,236	21.8	50,576	3,406	7.2	66,269	6,964	11.7	44,223	5,890	15.4
1940	42,365	-628	-1.5	47,170	581	1.2	59,305	1,795	3.1	38,333	2,404	6.7
1930	42,993	4,551	11.8	46,589	10,192	28.0	57,510	13,692	31.2	35,929	8,475	30.9
1920	38,442	3,772	10.9	36,397	6,590	22.1	43,818	12,678	40.7	27,454	1,478	5.7
1910	34,670	5,317	18.1	29,807	5,660	23.4	31,140	10,386	50.0	25,976	3,543	15.8
1900	29,353	6,089	26.2	24,147	4,459	22.6	20,754	3,913	23.2	22,433	4,601	25.9
1890	23,264	11,607	99.6	19,688	7,815	65.8	16,841	7,294	76.4	17,823	9,036	102.8
1880	11,657	4,394	60.5	11,873	711	6.4	9,547	2,386	33.3	8,787	3,346	61.5
1870	7,263	159	2.2	11,162	5,151	85.7	7,161	3,322	86.5	5,441	2,644	94.5
1860	7,104	4,445	167.2	6,011	--	--	3,839	--	--	2,797	--	--
1850	2,659	101	3.9	--	--	--	--	--	--	--	--	--

Table 3

Prospective Population Growth - Joliet Urban Service Area
1950 - 1980

Year	Series	Total	Approx. % Increase	Approx. % Increase 10 Yr. Increments
1950	Estimated	85,000		
1957	Estimated	96,000	13.0 (7 yrs.)	--
1960	High	105,000	9.0 (3 yrs.)	23.5
	Medium	102,500	6.5 (3 yrs.)	20.5
	Low	100,000	4.0 (3 yrs.)	17.5
1965	High	115,000	9.5	--
	Medium	110,000	7.5	--
	Low	105,000	5.0	--
1970	High	122,500	6.5	16.5
	Medium	115,000	4.5	12.0
	Low	110,000	4.5	10.0
1975	High	130,000	6.0	--
	Medium	120,000	4.5	--
	Low	115,000	4.5	--
1980	High	135,000	4.0	10.0
	Medium	125,000	4.0	8.5
	Low	117,500	2.0	7.0

Table 4

Population Age Composition Trends and Projections - United States and Joliet: 1930 - 1980

Years	0 - 4 Years		5 - 14 Years		15 - 19 Years		20 - 44 Years		45 - 64 Years		65 Yrs.& Older	
	U.S.	Joliet	U.S.	Joliet	U.S.	Joliet	U.S.	Joliet	U.S.	Joliet	U.S.	Joliet
Trends												
1930	9.1	7.3	19.8	17.3	9.3	9.3	38.2	41.5	17.9	19.2	5.7	5.4
1940	7.8	6.1	16.6	13.7	9.3	8.8	38.8	40.6	20.4	23.2	7.1	7.6
1950	10.7	8.8	16.1	13.4	7.0	6.0	37.6	37.7	20.3	24.7	8.3	9.4
Projections												
1960	10.1	8.4	20.3	17.3	7.5	6.5	32.6	33.0	20.6	25.0	8.9	9.8
1970	10.5	8.6	18.8	15.7	9.4	8.5	31.6	32.2	20.4	24.8	9.3	10.2
1975	11.1		18.9		8.4		32.7		19.5		9.4	
1980		8.9		15.8		8.2		32.8		24.0		10.3

Sources: U.S. Census of Population 1930-50
U.S. Bureau of the Census Bulletin P-25, No. 123

Table 5

Age Composition - Illinois, Joliet, and Three Selected Cities: 1940 - 1950

Area	Year	0 - 4 Yrs.		5 - 14 Yrs.		15 - 19 Yrs.		20 - 44 Yrs.		45 - 64 Yrs.		65 Yrs. & Older		Total Population
		Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	
State of Illinois	1940	546,962	6.9	1,161,039	14.6	672,996	8.5	3,207,276	40.7	1,741,005	22.1	567,963	7.2	7,897,241
	1950	842,842	9.7	1,249,694	14.4	542,280	6.2	3,344,453	38.3	1,978,606	22.7	754,301	8.7	8,712,176
Joliet	1940	2,593	6.1	5,807	13.7	3,752	8.8	17,197	40.6	9,812	23.2	3,204	7.6	42,365
	1950	4,560	8.8	6,876	13.4	3,111	6.0	19,519	37.7	12,677	24.7	4,858	9.4	51,601
Aurora	1940	3,252	6.9	6,587	13.9	3,946	8.4	18,780	39.8	10,702	22.7	3,903	8.3	47,170
	1950	4,824	9.5	6,967	13.8	2,903	5.7	18,461	36.5	12,386	24.5	5,035	10.0	50,576
Decatur	1940	3,941	6.7	8,607	14.5	5,137	8.7	23,891	40.3	12,834	21.6	4,895	8.2	59,305
	1950	6,424	9.7	9,049	13.6	4,253	6.4	24,911	37.7	15,012	22.6	6,620	10.0	66,269
Elgin	1940	2,082	5.4	4,398	11.5	2,481	6.5	15,883	41.4	9,668	25.2	3,821	10.0	38,333
	1950	3,430	7.8	4,899	11.1	2,095	4.8	16,427	37.2	12,156	27.5	5,216	11.6	44,223

Table 6

General Characteristics of Labor Force, Joliet and Illinois Urban: 1950

	Joliet				Illinois Urban			
	Male	Female	Total Number	Total %	Male	Female	Total Number	Total %
Persons 14 yrs. old and over	19,461	21,344	40,805	100.0	2,558,751	2,726,955	5,285,706	100.0
Labor Force	15,976	6,654	22,630	55.5	2,075,706	945,453	3,021,159	57.2
Civilian Labor Force	15,956	6,652	22,608		2,066,499	944,808	3,011,307	
Employed	15,280	6,438	21,718	96.0(of Labor Fce)	1,976,016	906,711	2,882,727	95.7(of Lbr Fc)
Priv.wage & salary workers	12,372	5,437	17,809	82.0(of Employed)	1,603,838	775,388	2,379,226	82.5(of Empl.)
Government workers	1,382	688	2,070	9.5(" ")	155,495	82,972	238,467	8.3(" ")
Self-employed workers	1,495	287	1,782	8.2(" ")	214,971	41,640	256,611	8.9(" ")
Unpaid family workers	31	26	57	0.3(" ")	1,712	6,711	8,423	0.3(" ")
Unemployed	676	214	890	4.0(of Labor Fce)	90,483	38,097	128,580	4.3(of Lbr Fc)
Experienced workers	675	213	888	99.8(of Unemployed)	89,054	37,069	126,123	98.1(of Unempl)
New workers	1	1	2	0.2(of Unemployed)	1,429	1,028	2,457	1.9(" ")
Not in Labor Force	3,485	14,690	18,175	44.5	483,045	1,781,502	2,264,547	42.8
Keeping House	105	11,942	12,047	66.4(of Not in Labor Force)	12,167	1,409,126	1,421,293	62.9(of Not in Lbr Fce)
Unable to work	569	471	1,040	5.7(" " ")	108,357	80,608	188,965	8.3(" ")
Inmates of institutions	65	53	118	0.6(" " ")	22,420	21,308	43,728	1.9(" ")
Other & not reported	2,746	2,224	4,970	27.3(" " ")	340,101	270,460	610,561	26.9(" ")
14 to 19 yrs. old	1,158	1,183	2,341	47.1(of Other & not reported)	149,197	149,837	299,034	49.0(of Other & not rptd)
20 to 64 yrs. old	767	677	1,444	29.1(" " ")	124,361	90,352	214,713	35.1(" ")
65 yrs. old & over	821	364	1,185	23.8(" " ")	66,543	30,271	96,814	15.9(" ")

Table 7

Persons Employed 14 Years Old and Over by Industry Groups
Joliet: 1950

Industry Groups	Male	Female	Total
Total Employed	15,280	6,438	21,718
Agriculture, Forestry & Fishery	70	10	80
Mining	54	2	56
Construction	1,219	55	1,274
Manufacturing	5,566	1,320	6,886
(Durable Goods)	(3,331)	(541)	(3,872)
(Non-Durable Goods)	(2,235)	(779)	(3,014)
Not Specified Manuf. Industries	71	23	94
Transportation, Communications & Other Public Utilities	2,497	353	2,850
Wholesale Trade	521	98	619
Retail Trade	2,164	1,411	3,575
Finance, Insurance & Real Estate	371	349	720
Business & Repair Service	323	58	381
Personal Services	392	686	1,078
Entertainment & Recreation Services	150	49	199
Professional & Related Services	696	1,348	2,044
Public Administration	995	270	1,265
Industry not reported	232	429	661

Table 8

Major Occupation Groups - Joliet: 1940 and 1950

	Male		Female		Total		Per Cent	
	1940	1950	1940	1950	1940	1950	1940	1950
Professional, Technical and Kindred Workers	789	1,291	815	1,081	1,604	2,372	10.5	10.9
Farmers	14	18	0	1	14	19	0.1	0.1
Managers, Officials and Proprietors	1,377	1,786	144	252	1,521	2,038	10.0	9.4
Clerical, Sales, & Kindred Workers	1,785	2,332	1,707	2,692	3,492	5,024	22.9	23.2
Craftsmen, Foremen & Kindred Workers	2,171	3,553	42	110	2,213	3,663	14.5	16.8
Operatives and Kindred Workers	2,522	3,283	491	1,014	3,013	4,297	19.7	19.7
Private Household	26	15	444	229	470	244	3.1	1.2
Service Workers	913	1,094	493	678	1,406	1,772	9.2	8.2
Farm Laborers	19	25	--	--	19	25	0.1	0.1
Laborers	1,281	1,710	30	52	1,311	1,762	8.6	8.1
Occupations Not Reported	132	173	64	329	196	502	1.3	2.3
Total Residents Employed	11,029	15,280	4,230	6,438	15,259	21,718	100.0	100.0
Experienced Unemployed	1,524	675	472	213	1,996	888	13.1	4.1

Table 9

Retail Trade
Joliet, State of Illinois, Will County, Chicago Standard Metropolitan Area and Three Selected Cities
1939-1954

Subject	Year	Joliet	Illinois	Will Co.	Chicago SMA	Aurora	Decatur	Elgin
No. of Establishments	1954	917	99,001	1,454	51,878	641	889	464
	1948	784	103,537	1,500	59,654	559	797	421
	1939	705	109,132	1,441	47,832	639	887	447
% Change 1939-54		30.1	- 10.2	1.0	20.9	0	0	3.6
Sales ($1,000)	1954	119,086	11,018,913	162,680	7,539,090	88,418	121,087	68,900
	1948	80,643	8,805,257	112,695	5,924,783	71,611	92,412	54,619
	1939	24,593	2,857,646	33,471	1,514,829	22,462	32,098	17,457
% Change 1939-54		383.1	285.2	385.2	397.2	293.3	278.5	288.5
Ret. Sales per capita-1954		$2310	$1265	$1209	$1371	$1748	$1828	$1560
Active Propr.	1954	956	105,078	1,598	61,148	623	894	495
(Unincorp. Bus.)	1948	777	105,363	1,546	44,030	537	752	428
	1939	613	100,099	1,390	41,783	536	777	437
% Change 1939-54		55.9	5.0	14.2	46.3	16.2	15.1	13.3
No. of Employees	1954	4,890	463,808	6,371	323,664	3,679	5,677	2,793
(paid; full & part-time)	1948	4,466	499,660	5,766	248,763	3,822	5,491	2,708
	1939	3,105	332,003	3,924	184,449	2,731	4,096	1,867
% Change 1939-54		57.6	39.5	62.5	75.5	34.8	40.1	49.0
Total Payroll	1954	13,873	1,252,549	17,690	923,529	10,522	14,463	8,058
($1,000)	1948	9,234	1,077,253	11,588	548,496	8,310	10,768	5,991
	1939	2,959	339,072	3,577	204,193	2,677	3,685	1,968
% Change 1939-54		369.0	269.1	395.1	352.1	293.5	342.1	309.2

Source: U.S. Bureau of the Census, 1954 Census of Business.

Table 10

Principal Retail Groups
Joliet - Will County - Aurora - Decatur - Elgin: 1954

Area	Year	Food Stores		General Merchandise		Automotive		Bldg. Materials, Lumber, etc.		All Other[1]	
		Number	Sales ($1,000)	Number	Sales ($1,000)	Number	Sales ($1,000)	Number	Sales ($1,000)	Number	Sales ($1,000)
Joliet	1954	194	30,422	20	17,989	38	18,177	41	7,236	624	45,262
	1948	213	19,893	16	16,153	44	13,508	25	2,214	486	28,875
1954 % of all establ.		21.2	25.5	2.2	15.1	4.1	15.2	4.4	6.1	68.1	38.1
Will County	1954	295	40,900	34	18,559	63	23,932	94	15,137	968	64,152
	1948	416	30,767	30	16,559	80	17,220	85	9,549	889	38,600
1954 % of all establ.		20.3	25.1	2.3	11.4	4.3	14.7	6.5	9.3	66.6	39.5
Aurora	1954	149	21,483	14	12,073	45	17,056	35	4,144	398	33,762
	1948	149	16,197	13	11,305	37	15,022	23	2,585	337	26,502
1954 % of all establ.		23.2	24.3	2.2	13.6	7.0	19.3	5.5	4.7	62.1	38.1
Decatur	1954	147	26,671	28	18,188	50	26,330	47	5,428	617	44,470
	1948	196	18,347	20	17,367	56	17,642	23	2,447	502	36,609
1954 % of all establ.		16.5	22.0	3.1	15.0	5.6	21.7	5.4	4.5	69.4	36.8
Elgin	1954	76	13,800	11	13,469	26	12,993	21	4,130	330	24,508
	1948	92	7,680	13	11,325	26	9,152		(2)	271	26,462
1954 % of all establ.		16.4	20.0	2.4	19.5	5.6	18.9	4.5	6.0	71.1	35.6

[1]Includes: eating and drinking establ., furniture, apparel, gasoline stations, drug stores, etc.
[2]Withheld to avoid disclosure

Table 11

Wholesale Trade
Joliet, State of Illinois, Will County, Aurora, Decatur, Elgin, Chicago Standard Metropolitan Area: 1939-54

Subject	Year	Joliet	Illinois	Will County	Aurora	Decatur	Elgin	Chicago SMA
No. of Establishments	1954	123	16,493	174	102	149	77	10,898
	1948	81	9,839	129	84	133	63	11,879
	1939	69	14,498	106	73	102	59	7,799
% Change 1939-54		78.2	13.8	64.1	39.7	46.6	30.5	39.7
Sales ($1,000)	1954	69,300	20,389,654	128,244	54,367	173,986	25,543	(1)
	1948	45,457	6,148,547	68,047	49,180	146,291	22,153	15,266,089
	1939	11,568	4,998,766	17,273	12,072	23,573	8,758	4,080,415
% Change 1939-54		498.0	308.1	636.5	351.1	639.8	192.6	--
Sales per capita-1954		$1,345	$2,340	$ 955	$1,075	$2,625	$ 578	--
Active Propor. (Unincorp. business)	1954	56	10,117	89	42	86	49	6,307
	1948	48	7,507	78	48	87	40	7,981
	1939	41	9,555	64	43	60	46	4,743
% Change 1939-54		36.6	5.9	39.1	- 2.3	43.3	6.5	33.0
No. of Employees	1954	1,031	186,178	1,421	890	1,559	551	151,773
	1948	807	109,687	1,019	798	1,604	534	156,899
	1939	481	122,741	639	514	876	334	95,494
% Change 1939-54		114.2	51.6	122.2	73.2	77.9	65.1	58.9
Total Payroll ($1,000)	1954	4,716	890,165	6,598	4,110	6,773	2,485	761,175
	1948	2,851	400,384	3,530	2,643	4,767	1,696	622,232
	1939	799	228,407	1,036	772	1,342	507	190,205
% Change 1939-54		495.1	289.2	150.9	432.0	403.8	354.5	300.0

[1]Not applicable
Source: U.S. Bureau of the Census, 1954 Census of Business

Table 12

Family Income - Joliet, Illinois Urban: 1950

Annual Income	Joliet				Illinois Urban			
	Families	%	Families & Unrel. Indiv.	%	Families	%	Families & Unrel. Indiv.	%
Less than $2,000	1,630	12.9	3,535	22.4	260,285	15.4	588,620	26.4
$2,000 - $4,999	7,350	58.0	8,450	53.4	900,955	53.1	1,089,400	48.7
$5,000 - $9,999	3,290	25.9	3,405	21.5	447,610	26.4	464,335	20.8
$10,000 and over	410	3.2	435	2.7	86,340	5.1	90,780	4.1
Reported Incomes	12,680	100.0	15,825	100.0	1,695,190	100.0	2,233,135	100.0
Median Income	$3,852		$3,469		$3,869		$3,327	

Source: U.S. Census of Population - 1950

Table 13

Trends and Projections in Total and Manufacturing Employment[1]
Will County - City of Joliet - Joliet Urban Service Area: 1920-1980

	Will County						Joliet Urban Service Area								
		Tot. Employment		Mfg. Employment			Total Employment								
Year	Population	Number	% Pop.	Number	% Tot. Employ.		Population	% Will Co. Population	Number	% Joliet Pop.	% Will Co. Tot. Employ.	Mfg. Employ.	% Will Co. Mfg. Employ.	Mfg. % of Tot Joliet Emplo
1920	92,911	Not available		12,707		Joliet City	38,442	41.3	15,965	41.8		7,683	60.0	48.2
1930	110,732	42,089	38.1	11,597	27.5	Joliet City	42,993	38.9	18,524	43.2	44.0	7,720	66.6	41.8
1940	114,210	36,943	32.3	11,125	30.1	Joliet City	42,365	37.2	15,295	36.1	41.5	4,010	36.0	26.3
1950	134,336	50,163	37.5	16,769	33.5	Joliet City	51,601	38.5	21,718	42.1	43.3	6,886	40.9	31.7
1957[2]	144,000	60,000	41.6	24,000	40.0	Joliet City	60,500	42.0	26,000	43.0	43.3	-	-	-
						Joliet Urban Service Area	96,000	66.6	41,500	43.2	69.1	18,000	75.0	43.4
1960[2]	155,000	65,000	41.8	25,400	39.0	Joliet Urban Service Area	102,500	66.2	45,000	44.0	69.2	19,500	76.8	43.4
1970[2]	175,000	74,000	42.2	28,500	38.5	Joliet Urban Service Area	115,000	65.8	50,000	43.5	67.5	22,000	77.2	44.0
1980[2]	190,000	80,000	42.1	31,000	38.7	Joliet Urban Service Area	125,000	65.9	52,000	41.5	65.0	24,000	77.5	46.0

[1]Refers to employment status of resident population
[2]See report on Population

Source for 1920-1950 data: U.S. Census of Population

Table 14

LAND USE INVENTORY - JOLIET and ENVIRONS - 1956

Type of Use	JOLIET URBAN and URBANIZING AREA					
	Inside City		Outside City		Total Area	
	Acres	Per cent	Acres	Per cent	Acres	Per cent
Residential Total	2431.4	48.1	2137.7	24.9	4569.1	33.3
One-family	2203.1	43.6	2094.2	24.4	4297.3	31.4
Two-family	177.9	3.5	36.2	0.4	214.1	1.5
Multi-family	50.4	1.0	7.3	0.1	57.7	0.4
Commercial Total	211.0	4.2	131.1	1.5	342.1	2.5
Industrial Total	276.3	5.5	2133.2	24.2	2409.5	17.4
Light	35.1	0.7	88.9	1.1	124.0	0.9
Heavy	241.2	4.8	2044.3	23.1	2285.5	16.5
Railroads Total	239.4	4.7	605.4	6.9	844.8	6.1
Institutional Total	204.9	4.1	666.4	7.5	871.3	6.3
Churches, Schools	158.5	3.1	199.5	2.2	358.0	2.6
Cemeteries	33.4	0.7	256.6	2.9	290.0	2.1
Hospitals, etc.	13.0	0.3	210.3	2.4	223.3	1.6
Public Total	112.5	2.2	258.5	2.9	371.0	2.6
Schools	92.8	1.8	51.1	0.6	143.9	1.0
Municipal, Other	19.7	0.4	207.4	2.3	227.1	1.6
Recreational Total	321.6	6.4	1128.9	12.8	1450.5	10.5
Public	321.6	6.4	993.6	11.3	1315.2	9.5
Semi-public	0.0	0.0	135.3	1.5	135.3	1.0
Utilities Total	32.7	0.6	116.4	1.3	149.1	1.1
Water & Sewerage Works	11.5	0.2	37.6	0.4	49.1	0.4
Gas, Elec. Tel. etc.	21.2	0.4	78.8	0.9	100.0	0.7
Streets & Alleys Total	1226.9	24.2	1585.3	18.0	2812.2	20.2
Streets	1124.4	22.2	1504.1	17.1	2628.5	18.9
Alleys	102.5	2.0	81.2	0.9	183.7	1.3
Developed Land Total	5056.7	100.0	8762.9	100.0	13819.6	100.0
Vacant Total	657.6		18807.8		19465.4	
Total Land Area	5714.3		27570.7		33285.0	
Water Areas	139.2		728.3		867.5	
Grand Total	5853.5		28299.0		34152.5	

Table 14 - Cont'd

Type of Use	SECTION A					
	Inside City		Outside City		Total Section	
	Acres	Per cent	Acres	Per cent	Acres	Per cent
Residential Total	80.3	31.4	533.3	22.9	613.6	23.6
One-family	77.9	30.4	511.3	21.9	589.2	22.6
Two-family	2.0	0.8	16.6	0.7	18.6	0.7
Multi-family	0.4	0.2	5.4	0.3	5.8	0.3
Commercial Total	11.1	4.3	30.2	1.3	41.3	1.6
Industrial Total	0.0	0.0	201.1	8.6	201.1	7.8
Light			18.1	0.7	18.1	0.7
Heavy			183.0	7.9	183.0	7.1
Railroads Total	74.3	29.0	73.5	3.1	147.8	5.7
Institutional Total	0.0	0.0	199.9	8.5	199.9	7.7
Churches, Schools			2.0	0.0	2.0	0.1
Cemeteries			78.5	3.4	78.5	3.0
Hospitals, etc.			119.4	5.1	119.4	4.6
Public Total	6.0	2.3	9.4	0.5	15.4	0.6
Schools	1.6	0.6	9.1	0.5	10.7	0.4
Municipal, Other	4.4	1.7	0.3	0.0	4.7	0.2
Recreational Total	0.0	0.0	961.2	41.3	961.2	37.3
Public			961.2	41.3	961.2	37.3
Semi-public			0.0	0.0	0.0	0.0
Utilities Total	5.8	2.3	0.0	0.0	5.8	0.2
Water & Sewerage Works	5.8	2.3			5.8	0.2
Gas, Elec. Tel. etc.	0.0	0.0			0.0	0.0
Streets & Alleys Total	78.6	30.7	322.2	13.8	400.8	15.5
Streets	67.4	26.3	302.1	12.9	369.5	14.3
Alleys	11.2	4.4	20.1	0.9	31.3	1.2
Developed Land Total	256.1	100.0	2330.8	100.0	2586.9	100.0
Vacant Total	79.2		2661.3		2740.5	
Total Land Area	335.3		4992.1		5327.4	
Water Areas	0.9		50.4		51.3	
Grand Total	336.2		5042.5		5378.7	

Table 14 - Cont'd

Type of Use	SECTION B					
	Inside City		Outside City		Total Section	
	Acres	Per cent	Acres	Per cent	Acres	Per cent
Residential Total	295.4	34.6	29.9	11.6	325.3	29.2
One-family	232.4	27.2	27.0	10.5	259.4	23.3
Two-family	51.1	6.0	2.6	1.0	53.7	4.8
Multi-family	11.9	1.4	.3	0.1	12.2	1.1
Commercial Total	48.6	5.7	2.4	0.9	51.0	4.6
Industrial Total	194.3	22.8	90.3	35.1	284.6	25.6
Light	9.8	1.1	13.3	5.2	23.1	2.1
Heavy	184.5	21.7	77.0	29.9	261.5	23.5
Railroads Total	119.5	14.0	40.6	15.7	160.1	14.4
Institutional Total	8.5	1.0	64.8	25.1	73.3	6.6
Churches, Schools	6.8	0.8	0.0	0.0	6.8	0.6
Cemeteries	0.0	0.0	0.0	0.0	0.0	0.0
Hospitals, etc.	1.7	0.2	64.8	25.1	66.5	6.0
Public Total	17.3	2.0	0.0	0.0	17.3	1.6
Schools	15.0	1.7			15.0	1.3
Municipal, Other	2.3	0.3			2.3	0.3
Recreational Total	2.9	0.3	5.3	2.1	8.2	0.7
Public	2.9	0.3	5.3	2.1	8.2	0.7
Semi-public	0.0	0.0	0.0	0.0	0.0	0.0
Utilities Total	0.2	0.0	0.0	0.0	0.2	0.0
Water & Sewerage Works	0.2				0.2	
Gas, Elec. Tel. etc.	0.0				0.0	
Streets and Alleys Total	167.1	19.6	24.6	9.5	191.7	17.3
Streets	151.7	17.8	22.9	8.9	174.6	15.8
Alleys	15.4	1.8	1.7	0.6	17.1	1.5
Developed Land Total	853.8	100.0	257.9	100.0	1111.7	100.0
Vacant Total	28.5		15.9		44.4	
Total Land Area	882.3		273.8		1156.1	
Water Areas	12.8		32.0		44.8	
Grand Total	895.1		305.8		1200.9	

Table 14 - Cont'd

Type of Use	SECTION C			
	Inside City		Total Section	
	Acres	Per cent	Acres	Per cent
Residential Total	8.4	5.4	8.4	5.4
One-family	6.7	4.3	6.7	4.3
Two-family	1.4	0.9	1.4	0.9
Multi-family	0.3	0.2	0.3	0.2
Commercial Total	52.7	33.9	52.7	33.9
Industrial Total	3.7	2.4	3.7	2.4
Light	1.7	1.1	1.7	1.1
Heavy	2.0	1.3	2.0	1.3
Railroads Total	8.7	5.6	8.7	5.6
Institutional Total	5.2	3.4	5.2	3.4
Churches, Schools	3.4	2.2	3.4	2.2
Cemeteries	0.0	0.0	0.0	0.0
Hospitals, etc.	1.8	1.2	1.8	1.2
Public Total	10.0	6.4	10.0	6.4
Schools	2.2	1.4	2.2	1.4
Municipal, Other	7.8	5.0	7.8	5.0
Recreational Total	0.2	0.1	0.2	0.1
Public	0.2	0.1	0.2	0.1
Semi-public	0.0	0.0	0.0	0.0
Utilities Total	4.6	3.0	4.6	3.0
Water & Sewerage Works	0.0	0.0	0.0	0.0
Gas, Elec. Tel. etc.	4.6	3.0	4.6	3.0
Streets & Alleys Total	61.9	39.8	61.9	39.8
Streets	55.5	35.7	55.5	35.7
Alleys	6.4	4.1	6.4	4.1
Developed Land Total	155.4	100.0	155.4	100.0
Vacant Total	5.9		5.9	
Total Land Area	161.3		161.3	
Water Areas	23.7		23.7	
Grand Total	185.0		185.0	

Table 14 - Cont'd

Type of Use	SECTION D					
	Inside City		Outside City		Total Section	
	Acres	Per cent	Acres	Per cent	Acres	Per cent
Residential Total	368.8	50.8	118.0	36.3	486.8	46.2
One-family	300.2	41.3	114.7	35.3	414.9	39.4
Two-family	52.8	7.3	3.3	1.0	56.1	5.3
Multi-family	15.8	2.2	0.0	0.0	15.8	1.5
Commercial Total	39.8	5.5	6.8	2.1	46.6	4.4
Industrial Total	42.4	5.8	28.5	8.7	70.9	6.7
Light	13.3	1.8	5.4	1.6	18.7	1.7
Heavy	29.1	4.0	23.1	7.1	52.2	5.0
Railroads Total	29.1	4.0	55.3	17.0	84.4	8.0
Institutional Total	5.8	0.8	23.7	7.3	29.5	2.8
Churches, Schools	5.2	0.7	0.0	0.0	5.2	0.5
Cemeteries	0.0	0.0	0.0	0.0	0.0	0.0
Hospitals, etc.	0.6	0.1	23.7	7.3	24.3	2.3
Public Total	19.6	2.7	3.5	1.0	23.1	2.2
Schools	18.5	2.5	2.4	0.7	20.9	2.0
Municipal, Other	1.1	0.2	1.1	0.3	2.2	0.2
Recreational Total	23.2	3.2	0.0	0.0	23.2	2.2
Public	23.2	3.2			23.2	2.2
Semi-public	0.0	0.0			0.0	0.0
Utilities Total	5.2	0.8	26.1	8.0	31.6	3.0
Water & Sewerage Works	4.8	0.7	26.1	8.0	30.9	2.9
Gas, Elec. Tel. etc.	0.7	0.1	0.0	0.0	0.7	0.1
Streets & Alleys Total	192.2	26.4	63.9	19.6	256.1	24.3
Streets	178.0	24.5	60.9	18.7	238.9	22.7
Alleys	14.2	1.9	3.0	0.9	17.2	1.6
Developed Land Total	726.4	100.0	325.8	100.0	1052.2	100.0
Vacant Total	96.0		104.0		200.0	
Total Land Area	822.4		429.8		1252.2	
Water Areas	43.2		55.2		98.4	
Grand Total	865.6		485.0		1350.6	

Table 14 - Cont'd

	SECTION E					
	Inside City		Outside City		Total Section	
Type of Use	Acres	Per cent	Acres	Per cent	Acres	Per cent
Residential Total	15.2	40.5	392.1	41.8	407.3	41.8
One-family	15.0	40.0	389.6	41.5	404.6	41.5
Two-family	0.2	0.5	1.6	0.2	1.8	0.2
Multi-family	0.0	0.0	0.9	0.1	0.9	0.1
Commercial Total	0.8	2.1	7.2	0.8	8.0	0.8
Industrial Total	12.6	33.6	16.4	1.7	29.0	3.0
Light	0.0	0.0	16.4	1.7	16.4	1.7
Heavy	12.6	33.6	0.0	0.0	12.6	1.3
Railroads Total	2.7	7.2	94.6	10.0	97.3	9.9
Institutional Total	0.0	0.0	65.5	7.0	65.5	6.7
Churches, Schools			8.9	1.0	8.9	0.9
Cemeteries			55.6	5.9	55.6	5.7
Hospitals, etc.			1.0	0.1	1.0	0.1
Public Total	0.0	0.0	10.6	1.1	10.6	1.1
Schools			10.6	1.1	10.6	1.1
Municipal, Other			0.0	0.0	0.0	0.0
Recreational Total	0.0	0.0	103.1	10.9	103.1	10.5
Public			8.5	0.9	8.5	0.9
Semi-public			94.6	10.0	94.6	9.6
Utilities Total	0.0	0.0	0.0	0.0	0.0	0.0
Water & Sewerage Works						
Gas, Elec. Tel. etc.						
Streets & Alleys Total	6.2	16.6	251.7	26.7	257.9	26.2
Streets	5.6	15.0	237.5	25.2	243.1	24.7
Alleys	0.6	1.6	14.2	1.5	14.8	1.5
Developed Land Total	37.5	100.0	941.2	100.0	978.7	100.0
Vacant Total	10.0		2348.5		2358.5	
Total Land Area	47.5		3289.7		3337.2	
Water Areas	0.0		16.3		16.3	
Grand Total	47.5		3306.0		3353.5	

Table 14 - Cont'd

Type of Use	SECTION F			
	Outside City		Total Section	
	Acres	Per cent	Acres	Per cent
Residential Total	281.4	21.1	281.4	21.1
One-family	279.1	21.0	279.1	21.0
Two-family	2.1	0.1	2.1	0.1
Multi-family	0.2	0.0	0.2	0.0
Commercial Total	22.6	1.7	22.6	1.7
Industrial Total	551.2	41.2	551.2	41.2
Light	5.3	0.4	5.3	0.4
Heavy	545.9	40.8	545.9	40.8
Railroads Total	158.5	11.8	158.5	11.8
Institutional Total	1.2	0.1	1.2	0.1
Churches, Schools	0.2	0.0	0.2	0.0
Cemeteries	1.0	0.1	1.0	0.1
Hospitals, etc.	0.0	0.0	0.0	0.0
Public Total	26.1	2.0	26.1	2.0
Schools	20.0	1.6	20.0	1.6
Municipal, Other	6.1	0.4	6.1	0.4
Recreational Total	0.0	0.0	0.0	0.0
Public				
Semi-public				
Utilities Total	65.0	4.9	65.0	4.9
Water & Sewerage Works	8.9	0.7	8.9	0.7
Gas, Elec. Tel. etc.	56.1	4.2	56.1	4.2
Streets & Alleys Total	229.7	17.2	229.7	17.2
Streets	224.9	16.8	224.9	16.8
Alleys	4.8	0.4	4.8	0.4
Developed Land Total	1335.7	100.0	1335.7	100.0
Vacant Total	2670.5		2670.5	
Total Land Area	4006.2		4006.2	
Water Areas	150.2		150.2	
Grand Total	4156.4		4156.4	

Table 14 - Cont'd

	SECTION G					
	Inside City		Outside City		Total Section	
Type of Use	Acres	Per cent	Acres	Per cent	Acres	Per cent
Residential Total	544.9	58.5	168.7	21.6	713.6	41.6
One-family	523.5	56.2	161.8	20.7	685.3	40.0
Two-family	16.6	1.8	6.6	0.8	23.2	1.3
Multi-family	4.8	0.5	0.3	0.1	5.1	0.3
Commercial Total	20.3	2.2	12.9	1.6	33.2	1.9
Industrial Total	20.7	2.2	329.3	42.1	350.0	20.4
Light	7.7	0.8	5.5	0.7	13.5	0.8
Heavy	13.0	1.4	323.8	41.4	336.8	19.6
Railroads Total	5.1	0.5	48.9	6.2	54.0	3.1
Institutional Total	13.5	1.4	3.7	0.5	17.2	1.0
Churches, Schools	5.4	0.5	3.3	0.4	8.7	0.5
Cemeteries	7.4	0.8	0.0	0.0	7.4	0.4
Hospitals, etc.	0.7	0.1	0.4	0.1	1.1	0.1
Public Total	14.0	1.5	21.7	2.8	35.7	2.1
Schools	10.9	1.2	1.8	0.2	12.7	0.7
Municipal, Other	3.1	0.3	19.9	2.6	23.0	1.4
Recreational Total	40.5	4.4	13.7	1.7	54.2	3.1
Public	40.5	4.4	4.6	0.6	45.1	2.6
Semi-public	0.0	0.0	9.1	1.1	9.1	0.5
Utilities Total	15.2	1.6	11.5	1.5	26.7	1.5
Water & Sewerage Works	0.2	0.0	1.2	0.2	1.4	0.1
Gas, Elec. Tel. etc.	15.0	1.6	10.3	1.3	25.3	1.4
Streets & Alleys Total	258.0	27.7	172.7	22.0	430.7	25.3
Streets	237.7	25.5	163.4	20.8	401.1	23.5
Alleys	20.3	2.2	9.3	1.2	29.6	1.8
Developed Land Total	932.2	100.0	783.1	100.0	1715.3	100.0
Vacant Total	185.5		1134.1		1319.6	
Total Land Area	1117.7		1917.2		3034.9	
Water Areas	40.8		215.7		256.5	
Grand Total	1158.5		2132.9		3291.4	

Table 14 - Cont'd

Type of Use	SECTION H					
	Inside City		Outside City		Total Section	
	Acres	Per cent	Acres	Per cent	Acres	Per cent
Residential Total	0.0	0.0	40.6	3.0	40.6	2.5
One-family			40.6	3.0	40.6	2.5
Two-family			0.0	0.0	0.0	0.0
Multi-family			0.0	0.0	0.0	0.0
Commercial Total	0.1	0.0	10.1	0.7	10.2	0.6
Industrial Total	0.0	0.0	791.0	58.1	791.0	49.4
Light			0.0	0.0	0.0	0.0
Heavy			791.0	58.1	791.0	49.4
Railroads Total	0.0	0.0	59.5	4.4	59.5	3.7
Institutional Total	0.0	0.0	160.0	11.8	160.0	10.0
Churches, Schools			160.0	11.8	160.0	10.0
Cemeteries			0.0	0.0	0.0	0.0
Hospitals, etc.			0.0	0.0	0.0	0.0
Public Total	0.0	0.0	180.0	13.2	180.0	11.2
Schools			0.0	0.0	0.0	0.0
Municipal, Other			180.0	13.2	180.0	11.2
Recreational Total	233.0	96.1	0.0	0.0	233.0	14.5
Public	233.0	96.1			233.0	14.5
Semi-public	0.0	0.0			0.0	0.0
Utilities Total	0.0	0.0	0.0	0.0	0.0	0.0
Water & Sewerage Works						
Gas, Elec. Tel. etc.						
Streets & Alleys Total	9.4	3.9	120.4	8.8	129.8	8.1
Streets	9.4	3.9	120.4	8.8	129.8	8.1
Alleys	0.0	0.0	0.0	0.0	0.0	0.0
Developed Land Total	242.5	100.0	1361.6	100.0	1604.1	100.0
Vacant Total	0.8		4690.1		4690.9	
Total Land Area	243.3		6051.7		6295.0	
Water Areas	0.0		145.3		145.3	
Grand Total	243.3		6197.0		6440.3	

Table 14 - Cont'd

Type of Use	SECTION I			
	Outside City		Total Section	
	Acres	Per cent	Acres	Per cent
Residential Total	12.5	6.8	12.5	6.8
One-family	12.5	6.8	12.5	6.8
Two-family	0.0	0.0	0.0	0.0
Multi-family	0.0	0.0	0.0	0.0
Commercial Total	0.0	0.0	0.0	0.0
Industrial Total	0.0	0.0	0.0	0.0
Light				
Heavy				
Railroads Total	7.9	4.3	7.9	4.3
Institutional Total	103.5	56.3	103.5	56.3
Churches, Schools	0.0	0.0	0.0	0.0
Cemeteries	103.5	56.3	103.5	56.3
Hospitals, etc.	0.0	0.0	0.0	0.0
Public Total	0.0	0.0	0.0	0.0
Schools				
Municipal, Other				
Recreational Total	0.0	0.0	0.0	0.0
Public				
Semi-public				
Utilities Total	0.0	0.0	0.0	0.0
Water & Sewerage Works				
Gas, Elec.Tel. etc.				
Streets & Alleys Total	60.0	32.6	60.0	32.6
Streets	60.0	32.6	60.0	32.6
Alleys	0.0	0.0	0.0	0.0
Developed Land Total	183.9	100.0	183.9	100.0
Vacant Total	2810.3		2810.3	
Total Land Area	2994.2		2994.2	
Water Areas	16.8		16.8	
Grand Total	3011.0		3011.0	

Table 14 - Cont'd

Type of Use	SECTION J					
	Inside City		Outside City		Total Section	
	Acres	Per cent	Acres	Per cent	Acres	Per cent
Residential Total	805.7	61.3	38.1	26.5	843.8	57.9
One-family	776.6	59.1	38.1	26.5	814.7	55.9
Two-family	21.3	1.6	0.0	0.0	21.3	1.5
Multi-family	7.8	0.6	0.0	0.0	7.8	0.5
Commercial Total	13.6	1.3	8.2	5.7	21.8	1.5
Industrial Total	1.4	0.1	6.2	4.3	7.6	0.5
Light	1.4	0.1	6.2	4.3	7.6	0.5
Heavy	0.0	0.0	0.0	0.0	0.0	0.0
Railroads Total	0.0	0.0	17.6	12.2	17.6	1.2
Institutional Total	135.2	10.3	6.0	4.2	141.2	9.7
Churches, Schools	133.2	10.1	0.0	0.0	133.2	9.2
Cemeteries	0.0	0.0	6.0	4.2	6.0	0.4
Hospitals, etc.	2.0	0.2	0.0	0.0	2.0	0.1
Public Total	41.0	3.1	0.0	0.0	41.0	2.8
Schools	40.7	3.1			40.7	2.8
Municipal, Others	0.3	0.0			0.3	0.0
Recreational Total	3.3	0.2	0.0	0.0	3.3	0.2
Public	3.3	0.2			3.3	0.2
Semi-public	0.0	0.0			0.0	0.0
Utilities Total	0.6	0.0	0.0	0.0	0.6	0.0
Water & Sewerage Works	0.5				0.5	
Gas, Elec. Tel. etc.	0.1				0.1	
Streets & Alleys Total	312.7	23.7	67.7	47.1	380.4	26.2
Streets	293.6	22.3	67.7	47.1	361.3	24.9
Alleys	19.1	1.4	0.0	0.0	19.1	1.3
Developed Land Total	1313.5	100.0	143.8	100.0	1457.3	100.0
Vacant Total	230.3		1163.8		1394.1	
Total Land Area	1543.8		1307.6		2851.4	
Water Areas	3.8		0.0		3.8	
Grand Total	1547.6		1307.6		2855.2	

Table 14 - Cont'd

	SECTION K					
	Inside City		Outside City		Total Section	
Type of Use	Acres	Per cent	Acres	Per cent	Acres	Per cent
Residential Total	312.7	58.0	523.1	47.6	835.8	51.0
One-family	270.8	50.1	519.5	47.3	790.3	48.2
Two-family	32.5	6.2	3.4	0.3	35.9	2.2
Multi-family	9.4	1.7	0.2	0.0	9.6	0.6
Commercial Total	24.0	4.5	30.7	2.8	54.7	3.3
Industrial Total	1.2	0.2	119.2	10.9	120.4	7.4
Light	1.2	0.2	18.7	1.7	19.9	1.2
Heavy	0.0	0.0	100.5	9.2	100.5	6.2
Railroads Total	0.0	0.0	49.0	4.5	49.0	3.0
Institutional Total	36.7	6.8	38.1	3.5	74.8	4.6
Churches, Schools	4.5	0.9	25.1	2.3	29.6	1.8
Cemeteries	26.0	4.8	12.0	1.1	38.0	2.4
Hospitals, etc.	6.2	1.1	1.0	0.1	7.2	0.4
Public Total	4.6	0.9	7.2	0.7	11.8	0.7
Schools	3.9	0.9	7.2	0.7	11.1	0.7
Municipal, Others	0.7	0.0	0.0	0.0	0.7	0.0
Recreational Total	18.5	3.4	45.6	4.2	64.1	3.9
Public	18.5	3.4	14.0	1.3	32.5	2.0
Semi-public	0.0	0.0	31.6	2.9	31.6	1.9
Utilities Total	0.8	0.0	13.8	1.2	14.6	0.9
Water & Sewerage Works	0.0		1.4	0.1	1.4	0.1
Gas, Elec. Tel. etc.	0.8		12.4	1.1	13.2	0.8
Streets & Alleys Total	140.8	26.2	272.4	24.6	413.2	25.2
Streets	125.5	23.3	244.3	22.2	369.8	22.6
Alleys	15.3	2.9	28.1	2.4	43.4	2.6
Developed Land Total	539.3	100.0	1099.1	100.0	1638.4	100.0
Vacant Total	21.4		1209.3		1230.7	
Total Land Area	560.7		2308.4		2869.1	
Water Areas	14.0		46.4		60.4	
Grand Total	574.7		2354.8		2929.5	

Table 15

Housing Characteristics

Joliet Compared with Six Selected Illinois Cities: 1950

	Joliet	Aurora	Decatur	Elgin	Moline	Quincy	Rock Isl.
All dwelling units	15,510	15,422	21,540	11,944	11,872	13,557	14,993
Median number of rooms	4.9	5.2	4.7	5.0	4.9	4.4	4.6
One dw. unit det. struct. (%)	55.0	63.6	67.8	61.0	62.3	55.1	61.7
Built in 1940 or later (%)	8.1	7.3	13.9	10.2	14.3	8.6	15.5
With hot running water, priv. toilet-bath, not dilap. (%)	70.5	82.0	73.6	86.2	79.1	58.9	74.4
Occupied dwelling units							
Median number persons per dw. unit	3.0	2.9	2.7	2.8	2.8	2.6	2.8
With 1.01 or more persons per room (%)	8.7	6.6	10.1	6.0	7.3	11.6	11.3
Occupied by non-white (%)	3.3	1.9	4.1	0.7	0.6	2.7	2.2
Owner-occupied (%)	58.1	64.9	64.7	60.5	61.3	55.6	57.7
With central heating (%)	84.7	89.7	82.8	90.4	89.1	66.9	86.2
With mech. refriger. (%)	94.1	94.2	89.7	93.6	96.0	78.2	95.0
Owner-occupied non-farm							
Per cent mortgaged	31.8	41.7	47.1	37.1	38.8	39.5	43.1
Median value of one-dwelling unit structures	$9,484	$9,413	$7,697	$10,678	$10,137	$6,970	$9,519
Renter-occupied non-farm							
Median contract mo. rent	$39.86	$43.11	$40.40	$41.24	$39.37	$25.74	$42.10

Table 15 Cont'd

	Joliet	Aurora	Decatur	Elgin	Moline	Quincy	Rock Isl.
Water supply							
Hot and cold piped running water inside structure (%)	74.5	87.1	85.4	90.6	90.4	66.3	87.8
Only cold piped running water inside structure (%)	21.4	11.6	10.5	7.6	8.3	30.7	10.0
No piped running water (%)	2.3	0.6	3.1	0.6	0.6	0.8	1.7
Toilet facilities							
Flush toilet inside structure, exclusive use (%)	89.1	93.0	80.7	93.5	88.3	79.1	83.3
Flush toilet inside structure, shared (%)	3.3	4.7	11.5	3.7	9.3	10.5	12.7
Other toilet facilities (incl. privy) (%)	5.0	1.2	6.5	1.5	1.2	8.9	3.3
No toilet (%)	1.5	0.4	0.5	0.5	0.4	0.6	0.3
Bathing facilities							
Installed bathtub or shower, exclusive use (%)	81.1	89.7	76.4	91.0	81.3	71.3	77.3
Installed bathtub or shower, shared (%)	2.6	5.1	10.8	4.1	9.6	9.1	12.6
No bathtub or shower (%)	14.7	4.4	12.1	4.0	8.1	18.1	9.3
Dilapidated dwelling units (%)	3.9	2.0	1.6	1.6	2.5	6.6	4.5

Source: U.S. Census

Table 16

Existing Public Schools - 1957
Joliet, Illinois

School	Original Construction	More Recent Construction	Classrooms (except Kg)	Resident Enroll. (except Kg)	Population	Enroll. Factor
Elementary (grades 1-6, unless noted)						
T. E. Culbertson	1925	1929, 1951	14	375	4,240	.089
M. J. Cunningham	1938	-	12	252	8,400	.030
Farragut	1899	1915, 1925, 1928	26	391	9,720	.040
Forest Park	1911	1956	12	248	2,040	.121
Keith	1956	-	14	163 (1-3) 239 (4-6)[1]	4,160 7,240[2]	.039 .033
Eliza Kelly	1919	-	8	246	3,080	.080
Lincoln	1919	-	10	180	2,760	.065
Longfellow (1-3)	1894	-	3	84 (1-3)	3,080	.027
F. E. Marsh	1916	-	8	225	4,680	.048
A. O. Marshall	1923	1928, 1930, 1951	26	572	6,600	.087
Marycrest	1956	-	6	174	1,640	.106
McKinley Park	1911	1955	12	382	1,440	.265
Parks	1883	1917	9	241	5,360	.045
Pershing	1951	1955	15	193 (1-3) 287 (4-6)[3]	4,080 4,680[4]	.047 .063
Raynor Park	1956	-	6	130	2,520	.051

[1]Includes grades 4, 5 and 6 from Longfellow
[2]Keith and Longfellow districts
[3]Includes grades 4, 5 and 6 from Rehn
[4]Pershing and Rehn districts

cont'd next page

Table 16 - cont'd

School	Original Construction	More Recent Construction	Classrooms (except Kg)	Resident Enroll. (except Kg)	Population	Enroll. Factor
Elementary - cont'd						
Reeds Wood (1-3)	1956	-	6	158	4,000	.039
Rehn (1-2)	1932	-	3	20	600	.032
Sheridan	1893	1923, 1929	14	258	5,000	.051
Taft	1930	1951, 1955	15	443	4,000	.110
Thompson	1937	1953	8	231	1,280	.180
Woodland	1893	1928	10	222	2,720	.082
Totals				5,714	81,400	.070
Junior High (grades 7-8)						
Gompers	1957		20	352	21,440	.016
Hufford	1957		26	529	39,960	.013
Washington	1921		29	454	20,000	.023
Totals				1,335	81,400	.0164
Senior High (grades 9-12)						
Joliet Township High School	1901	1917, 1923, 1925, 1931		2,840	85,800	.033

Table 17

Proposed Public School System - 1975-1980
Joliet, Illinois

School	Estimated Population (1975-1980)	Enroll. Factor	Future Enroll.	Rooms Needed	Present Rooms	Add'l Rooms Needed
Elementary (grades 1-6)						
"Briggs"	1,500	0.11 - 0.12	165 - 180	6	-	6
Culbertson	4,200	0.09 - 0.10	380 - 420	12 - 14	(14)	-
Cunningham	9,000	0.03 - 0.04	270 - 360	9 - 12	(12)	-
Farragut	8,000	0.06 - 0.07	480 - 560	16 - 19	(24)	-
Forest Park	3,500	0.09 - 0.10	320 - 350	10 - 12	(12)	-
"Glenwood"	3,500	0.09 - 0.10	320 - 350	10 - 12	-	10 - 12
"Ingalls Park"	2,600	0.09 - 0.10	230 - 260	8 - 9	-	8 - 9
"Inwood"	3,800	0.09 - 0.10	340 - 380	11 - 13	-	11 - 13
Keith	7,500	0.06 - 0.07	450 - 525	15 - 18	(14)[1]	1 - 4
Kelly	2,600	0.08 - 0.09	210 - 235	7 - 8	(8)	-
"Larkin"	2,500	0.09 - 0.10	230 - 250	8 - 9	-	8 - 9
Lincoln	3,300	0.07 - 0.08	230 - 270	8 - 9	(10)	-
"Maple Road"	2,300	0.09 - 0.10	210 - 230	7 - 8	-	7 - 8
Marshall	6,100	0.09 - 0.10	550 - 610	18 - 20	(26)	-
Marycrest	4,100	0.09 - 0.10	370 - 410	12 - 14	(6)	6 - 8

[1]Additional capacity may be gained at Washington (see text).

Cont'd next page

Table 17 - cont'd

School	Estimated Population (1975-1980)	Enroll. Factor	Future Enroll.	Rooms Needed	Present Rooms	Add'l Rooms Needed
Elementary (grades 1-6) cont'd						
McKinley Park	1,700	0.25 - 0.30	425 - 510	14 - 17	(12)	2 - 5
"New" Parks	8,200	0.05 - 0.06	410 - 490	14 - 16	-	14 - 16
Pershing	5,800	0.08 - 0.09	465 - 525	15 - 17	(15)	0 - 2
Raynor Park	3,300	0.07 - 0.08	230 - 265	8 - 9	(6)	2 - 3
Reeds Wood	2,700	0.09 - 0.10	240 - 270	8 - 9	(6)	2 - 3
"New" Rehn	3,000	0.09 - 0.10	270 - 300	9 - 10	-	9 - 10
"New" Sheridan	4,600	0.06 - 0.07	275 - 320	9 - 11	-	9 - 11
"Sugar Creek"	4,000	0.09 - 0.10	360 - 400	12 - 13	-	12 - 13
Taft	4,500	0.09 - 0.10	400 - 450	13 - 15	(17)	-
Thompson	5,200	0.10 - 0.11	520 - 570	17 - 19	(10)	7 - 9
	107,500	0.78 - 0.88	8350 -9490	-	-	-
Junior High (grades 7-8)						
Gompers	23,400	0.020 - 0.025	470 - 590	16 - 20	(20)	-
Hufford	40,400	0.020 - 0.025	810 -1000	28 - 32	(26)	2 - 6
"New" Rehn	14,400	0.020 - 0.025	290 - 360	10 - 12	-	10 - 12
Thompson	12,400	0.020 - 0.025	250 - 310	8 - 10	-	8 - 10
Washington	16,900	0.020 - 0.025	340 - 420	12 - 14	(29)	
	107,500	0.020 - 0.025	2160 -2680	-	-	-

Table 18

Progressive Enrollments

Joliet High Schools and Junior College
1960 - 1980

Year	School	Grades	Attendance Area	Estimated Enrollment (Grades 9-14)		(Grades 9-12)
1960	"Joliet Central"	9-10	East Side		1,100	
		11-12	Overall		1,350	
					2,450	2,450
		13-14	-		750	
					3,200	
1960	"West"	9-10	West Side		850	850
					4,050	3,300
1965	"Joliet Central"	9-12	East Side	2,250	2,250	2,250
		13-14	-	900	- 950	
				3,150	- 3,200	
	"West"	9-12	West Side	1,850	1,850	1,850
				5,000	- 5,050	4,100
1970	"Joliet Central"	9-12	East Side	2,650	2,650	2,650
		13-14	-	1,100	- 1,200	
				3,750	- 3,850	
	"West"	9-12	West Side	2,200	2,200	2,200
				5,950	- 6,050	4,850
1970 (Alternate)	"Joliet Central"	9-10	East side, north of Interstate	900	900	900
		11-12	East Side	1,050	1,050	1,050
		13-14	-	1,100	- 1,200	
				3,050	- 3,150	1,950
	"West"	9-12	West Side	2,200	2,200	2,200
	"Southeast"	9-10	East side, south of Interstate	700	700	700
				5,950	- 6,050	4,850

(Cont'd)

Table 18 Cont'd

Year	School	Grades	Attendance Area	Estimated Enrollment (Grades 9-14)	Estimated Enrollment (Grades 9-12)
1975-80	"Joliet Central"	9-12	East side, north of Interstate	1,600 - 1,800	1,600 - 1,800
		13-14	-	1,350 - 1,500 2,950 - 3,300	
	"West"	9-12	West Side	2,600 - 2,800	2,600 - 2,800
	"Southeast"	9-12	East side, south of Interstate	1,300 - 1,400 6,850 - 7,500	1,300 - 1,400 5,500 - 6,000

				(Grades 10-14)	(Grades 10-12)
1975-80 (Alternate "A")	"Joliet Central"	10-12	East side, north of Interstate	1,150 - 1,250	1,150 - 1,250
		13-14	-	1,350 - 1,500 2,500 - 2,750	
	"West"	10-12	West Side	1,850 - 1,950	1,850 - 1,950
	"Southeast"	10-12	East side, south of Interstate	900 - 1,000 5,250 - 5,700	900 - 1,000 3,900 - 4,200

				(Grades 11-14)	(Grades 9-10)
1975-80 (Alternate "B")	"Joliet Central"	11-14	Overall	3,750 - 4,100	-
	"West"	9-10	West Side	1,450 - 1,600	1,450 - 1,600
	"Southeast"	9-10	East Side	1,650 - 1,800 6,850 - 7,500	1,650 - 1,800 3,100 - 3,400

Table 19

Present and Proposed
Park and Playground System
Joliet, Illinois
1958

Name[1] or Location	Acreage Existing	Acreage Proposed	Acreage Total
SCHOOL SITES			
Elementary			
"Briggs"	-	10.0	10.0
Chaney (incl.adjacent recreation area)	7.7	-	7.7
Culbertson	5.5	-	5.5
Cunningham	3.9	-	3.9
Fairmont	6.8	-	6.8
Farragut	6.0	-	6.0
Forest Park	1.8	2.6	4.4
"Glenwood"	-	10.0	10.0
"Ingalls Park"	10.0	-	10.0
"Inwood"	-	10.0	10.0
Keith[2]	3.0	-	3.0
Kelly	0.9	1.1	2.0
Laraway	19.7	-	19.7
"Larkin"	10.0	-	10.0
Lincoln	0.9	2.1	3.0
"Maple Road"	-	10.0	10.0
Marshall	2.2	3.3	5.5
Marycrest	7.0	-	7.0
McKinley Park	17.3	-	17.3
"New" Parks	0.9	2.3	3.2
Pershing	13.0	-	13.0

[1]Names in quotation marks are assigned for purpose of convenient reference.
[2]Part of a larger site shared with Washington Junior High School.

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Table 19 Cont'd

Name or Location	Acreage Existing	Acreage Proposed	Acreage Total
SCHOOL SITES - Cont'd			
Raynor Park	4.1	-	4.1
Reeds Wood	2.4	1.9	4.3
"New" Rehn[1]	10.0	10.0	20.0
Rockdale	1.6	2.9	4.5
"New" Sheridan	-	4.8	4.8
"Sugar Creek"	-	10.0	10.0
Taft	4.5	-	4.5
Thompson[1]	8.0	20.0	28.0
Junior High			
Gompers	24.5	-	24.5
Hufford	18.2	-	18.2
Washington	10.3	-	10.3
Senior High			
Joliet High School	14.0	30.0	44.0
"West" High School	50.0	-	50.0
TOTAL	264.2	131.0	395.2

[1]Elementary-Junior High

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Table 19 Cont'd

Name or Location	Acreage Existing	Acreage Proposed	Acreage Total
NEIGHBORHOOD PARK-PLAYGROUNDS			
Barr	4.0	-	4.0
"Brandon"	-	5.0	5.0
"Briggs" (park-school)	-	5.0	5.0
"California"	-	5.0	5.0
Desmond Field	1.4	1.5	2.9
"Eunice"	-	5.0	5.0
Garnsey	8.0	-	8.0
"Glenwood" (park-school)	-	5.0	5.0
"Gougar"	-	5.0	5.0
Hartman Field	1.2	0.4	1.6
Heggie Field	5.4	-	5.4
"Ingalls" (park-school)	-	5.0	5.0
"Inwood" (park-school)	-	5.0	5.0
"Larkin" (park-school)	-	5.0	5.0
"Maple Road" (park-school)	-	5.0	5.0
Marquette Gardens	2.1	-	2.1
"Marycrest" (park-school)	-	5.0	5.0
"McDonough"	-	5.0	5.0
McKinley Park (park-school)	-[1]	-	-[1]
Nowell	24.0	-	24.0

[1]Part of existing school site.

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Table 19 Cont'd

Name or Location	Acreage Existing	Acreage Proposed	Acreage Total
NEIGHBORHOOD PARK-PLAYGROUNDS - Cont'd.			
Powers Field	3.0	-	3.0
"New" Rehn (park-school)	-	5.0	5.0
Ridgewood	4.5	-	4.5
"Rooney"	-	5.0	5.0
"Rosalind"	-	5.0	5.0
"Spring Creek"	-	5.0	5.0
"Sugar Creek" (park-school)	-	5.0	5.0
"Terrace"	-	5.0	5.0
Woodland	2.4	-	2.4
"Zurich"	-	5.0	5.0
TOTAL	56.0	96.9	152.9
PLAYFIELDS			
Joliet	14.0	30.0	44.0
Gompers	24.5	-	24.5
Hufford	18.2	-	18.2
"West"	50.0	-	50.0
"New" Rehn	10.0	10.0	20.0
Thompson	8.0	20.0	28.0
TOTAL	124.7	60.0	184.7

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Table 19 Cont'd

Name or Location	Acreage Existing	Acreage Proposed	Acreage Total
COMMUNITY PARKS			
Highland-Pilcher-Higanbotham Woods and associated areas	725.0	-	725.0
Inwood	50.0	-	50.0
West Park	45.0	-	45.0
TOTAL	820.0		820.0
GOLF COURSES			
Inwood	162.0	-	162.0
Woodruff	100.0	-	100.0
TOTAL	262.0		262.0
OTHER RECREATION AREAS			
Memorial Stadium	29.0	-	29.0