



City of Joliet

Plan Commission

Meeting Agenda

Commission Members

Jason Cox
Jeff Crompton
Mike Eulitz
John Kella
Wendell Martin
Roberto Perez
Debbie Radakovich
Brigette Roehr
Michael Turk

Thursday, June 19, 2025

4:00 PM

City Hall, Council Chambers

Citizens who are unable to attend the meeting can email comments in advance of the meeting to publiccomment@joliet.gov.

CALL TO ORDER

ROLL CALL

APPROVAL OF MINUTES

Plan Commission Meeting Minutes 5-15-25

Attachments: [Plan Commission Meeting Minutes 5-15-25.pdf](#)

CITIZENS TO BE HEARD ON AGENDA ITEMS

This section is for anyone wanting to speak regarding agenda items and are allowed a maximum of 4 minutes. It is not a question and answer period and staff, and the Plan Commission members do not generally respond to public comments. The City Clerk has a copy of the public speaking procedures; please note, speakers who engage in conduct injurious to the harmony of the meeting shall be called to order by the Presiding Officer and may forfeit the opportunity to speak.

OLD BUSINESS: PUBLIC HEARING

During the Public Hearing, members of the public will be allowed to present evidence and ask questions subject to the rules of the meeting.

OLD BUSINESS

NEW BUSINESS: PUBLIC HEARING

During the Public Hearing, members of the public will be allowed to present evidence and ask questions subject to the rules of the meeting.

FP-2-25: Final Plat of Cadence Crossings, Unit 1. (West/Northwest of Emerald Drive and South Chicago Street – IL Route 53) (PIN #'s 30-07-28-400-004-0010, 30-07-28-400-004-0020, and 30-07-28-400-004-0030) (COUNCIL DISTRICT # 5)

Attachments: [FP-2-25 \(Cadence Unit 1\) Staff Report Packet.pdf](#)

A-2-25: Annexation of 19535 NE Frontage Road, Classification to R-5 (Multi-Family Residential) Zoning and Approval of an Annexation Agreement. (19535 NE Frontage Road) (PIN # part of 05-06-10-400-034-0000) (COUNCIL DISTRICT #5)

PUD-3-25: Preliminary Planned Unit Development of The Preserve Townhomes. (19535 NE Frontage Road) (PIN # part of 05-06-10-400-034-0000) (COUNCIL DISTRICT #5)

Attachments: [A-2-25 PUD-3-25 \(Preserve Townhomes\) Staff Report Packet.pdf](#)

PUD-4-25: Preliminary Planned Unit Development of Luna Estates. (1924 Mills Road) (PIN # 30-07-24-300-042-0000) (COUNCIL DISTRICT #5)

PUD-5-25: Final Planned Unit Development of Luna Estates. (1924 Mills Road) (PIN # 30-07-24-300-042-0000) (COUNCIL DISTRICT #5)

Attachments: [PUD-4-25 PUD-5-25 \(Luna Estates\) Staff Report Packet.pdf](#)

NEW BUSINESS

M-1-25: Adoption of the Downtown Joliet Equitable Transit Oriented Development Plan

Attachments: [M-1-25 - ETOD Plan - Staff Report.docx](#)
[FINAL DRAFT Downtown Joliet ETOD Plan 06-12-2025 reduced file size.pdf](#)

NEW OR OLD BUSINESS, NOT FOR FINAL ACTION OR RECOMMENDATION

PUBLIC COMMENT

This section is for anyone wanting to speak regarding non-agenda items and are allowed a maximum of 4 minutes. It is not a question and answer period and staff, and the Plan Commission members do not generally respond to public comments. The City Clerk has a copy of the public speaking procedures; please note, speakers who engage in conduct injurious to the harmony of the meeting shall be called to order by the Presiding Officer and may forfeit the opportunity to speak.

ADJOURNMENT

This meeting will be held in an accessible location. If you need a reasonable accommodation, please contact The City Clerk Office, 150 West Jefferson Street, Joliet, Illinois 60432 at (815) 724-3780.



City of Joliet

150 West Jefferson Street
Joliet, IL 60432

Memo

File #: TMP-8604

Agenda Date: 6/19/2025

City of Joliet

150 West Jefferson Street
Joliet, IL 60432



Meeting Minutes - Pending Approval

Thursday, May 15, 2025

4:00 PM

City Hall, Council Chambers

Plan Commission

Commission Members

Jason Cox

Jeff Crompton

John Kella

Wendell Martin

Dominic Orlando

Roberto Perez

Debbie Radakovich

Brigette Roehr

Michael Turk

Citizens who are unable to attend the meeting can email comments in advance of the meeting to publiccomment@joliet.gov.

CALL TO ORDER

ROLL CALL

Present	Jason Cox, Jeff Crompton, John Kella, Wendell Martin, Dominic Orlando, Debbie Radakovich, Brigitte Roehr and Michael F. Turk
Absent	Roberto Perez

ALSO PRESENT: Community Development Director Dustin Anderson, Interim Corporation Counsel Todd Lenzie, Planner Jayne Bernhard, Planner Raymond Heitner, Planner Helen Miller, Economic Development Specialist Emily McGuire, Legal Assistant Katy Fyksen, and Community Development Administrative Assistant Lauren Helland

APPROVAL OF MINUTES

Plan Commission Meeting Minutes 3-20-25

[TMP-8500](#)

Attachments: [Plan Commission Meeting Minutes 3-20-25.pdf](#)

A motion was made by Dominic Orlando, seconded by Jeff Crompton, to approve Plan Commission Meeting Minutes 3-20-25. The motion carried by the following vote:

Aye: Cox, Crompton, Kella, Martin, Orlando, Radakovich, Roehr and Turk

Absent: Perez

CITIZENS TO BE HEARD ON AGENDA ITEMS

Planner Raymond Heitner explained Petition A-1-25 was withdrawn.

D'Annette Dodson spoke in favor of Petition SN-1-25.

OLD BUSINESS: PUBLIC HEARING

None

OLD BUSINESS

None

NEW BUSINESS: PUBLIC HEARING

**P-2-25: Preliminary Plat of City's Edge South, a Minor
Subdivision. (2631 City's Edge Drive) (PIN #'s**

[TMP-8493](#)

**05-06-35-113-006-0000, 05-06-35-113-008-0000, and
05-06-35-113-011-0000) (COUNCIL DISTRICT #5)**

**V-3-25: Vacation of 5-foot Landscape Easements and 15-foot
Public Utility and Drainage Easements on Lots 3, 4, and 5 in
City's Edge Subdivision. (2631 City's Edge Drive) (PIN #'s
05-06-35-113-006-0000, 05-06-35-113-008-0000, and
05-06-35-113-011-0000) (COUNCIL DISTRICT #5)**

Attachments: [P-2-25 V-3-25 \(City's Edge South\) Staff Report Packet.pdf](#)

Mr. Heitner read the staff report into the record. Joe Hammer with TWiG Technologies appeared on behalf of the petition. In response to Commissioner Orlando's questions, Mr. Hammer provided an overview of the redevelopment of Lots 3, 4, and 5 and explained stormwater detention was existing and multi-tenant buildings would contain tenants within the zoning regulations. No one from the public spoke in favor of or in opposition to the petition.

A motion was made by Wendell Martin, seconded by Michael F. Turk, to approve P-2-25: Preliminary Plat of City's Edge South, a Minor Subdivision. (2631 City's Edge Drive) (PIN #'s 05-06-35-113-006-0000, 05-06-35-113-008-0000, and 05-06-35-113-011-0000) (COUNCIL DISTRICT #5)

V-3-25: Vacation of 5-foot Landscape Easements and 15-foot Public Utility and Drainage Easements on Lots 3, 4, and 5 in City's Edge Subdivision. (2631 City's Edge Drive) (PIN #'s 05-06-35-113-006-0000, 05-06-35-113-008-0000, and 05-06-35-113-011-0000) (COUNCIL DISTRICT #5). The motion carried by the following vote:

Aye: Cox, Crompton, Kella, Martin, Orlando, Radakovich, Roehr and Turk

Absent: Perez

**A-1-25: Annexation of 0.26 Acres Located at 824 Gael Drive,
Classification to R-2 (Single-Family Residential) Zoning, and
Approval of an Annexation Agreement. (824 Gael Drive) (PIN
05-06-01-405-013-0000) (COUNCIL DISTRICT #2) -
WITHDRAWN**

[TMP-8494](#)

Attachments: [A-1-25 withdrawn.docx](#)

Mr. Heitner explained Petition A-1-25 was withdrawn.

NEW BUSINESS

**SN-1-25: Street Name Change for Adamic Lane to Walter
Adamic Lane. (Between Ruth Fitzgerald Drive and Frank**

[TMP-8495](#)

Turk Drive) (PIN #'s 06-03-30-203-002-0000, 06-03-30-215-001-0000, 06-03-30-201-021-0000, 06-03-30-201-001-0000, 06-03-30-201-020-0000, 06-03-30-201-022-0000, 06-03-30-201-024-0000, 06-03-30-203-014-0000, 06-03-30-215-008-0000, 06-03-30-215-007-0000, 06-03-30-215-005-0000, 06-03-30-201-028-0000, 06-03-30-201-026-0000, 06-03-30-201-025-0000, 06-03-30-201-027-0000, 06-03-30-203-001-0000, 06-03-30-203-011-0000, 06-03-30-201-029-0000, 06-03-30-201-030-0000, 06-03-30-203-013-0000, 06-03-30-201-019-0000, 06-03-30-201-023-0000, 06-03-30-215-006-0000) (COUNCIL DISTRICT #1)

Attachments: [SN-1-25 \(Walter Adamic Lane\) Staff Report Packet.pdf](#)

Mr. Heitner read the staff report into the record. Ms. Dodson, area resident, spoke again in favor of Petition SN-1-25. Mr. Heitner discussed the Will County 911 street name change notification. In response to Commissioner Turk's question, Ms. Dodson described the addresses listed on her utility bills.

A motion was made by Michael F. Turk, seconded by Dominic Orlando, to approve SN-1-25: Street Name Change for Adamic Lane to Walter Adamic Lane. (Between Ruth Fitzgerald Drive and Frank Turk Drive) (PIN #'s 06-03-30-203-002-0000, 06-03-30-215-001-0000, 06-03-30-201-021-0000, 06-03-30-201-001-0000, 06-03-30-201-020-0000, 06-03-30-201-022-0000, 06-03-30-201-024-0000, 06-03-30-203-014-0000, 06-03-30-215-008-0000, 06-03-30-215-007-0000, 06-03-30-215-005-0000, 06-03-30-201-028-0000, 06-03-30-201-026-0000, 06-03-30-201-025-0000, 06-03-30-201-027-0000, 06-03-30-203-001-0000, 06-03-30-203-011-0000, 06-03-30-201-029-0000, 06-03-30-201-030-0000, 06-03-30-203-013-0000, 06-03-30-201-019-0000, 06-03-30-201-023-0000, 06-03-30-215-006-0000) (COUNCIL DISTRICT #1). The motion carried by the following vote:

Aye: Cox, Crompton, Kella, Martin, Orlando, Radakovich, Roehr and Turk

Absent: Perez

NEW OR OLD BUSINESS, NOT FOR FINAL ACTION OR RECOMMENDATION

Downtown Joliet Equitable Transit Oriented Development Plan – Overview and Status Update

[**TMP-8499**](#)

Planner Jayne Bernhard provided an overview of the Downtown Joliet Equitable Transit Oriented Development (ETOD) Plan, which included information about the plan's background, planning process, draft plan contents, draft plan implementation, and final plan stages. In response to the Commission's

questions, there was a discussion about potential funding sources, redevelopment sites identified in the ETOD Plan, and safe travel improvements identified in the ETOD Plan.

PUBLIC COMMENT

None

ADJOURNMENT

A motion was made by Jason Cox, seconded by Brigette Roehr, to approve adjournment. The motion carried by the following vote:

Aye: Cox, Crompton, Kella, Martin, Orlando, Radakovich, Roehr and Turk

Absent: Perez

This meeting will be held in an accessible location. If you need a reasonable accommodation, please contact The City Clerk Office, 150 West Jefferson Street, Joliet, Illinois 60432 at (815) 724-3780.



City of Joliet

150 West Jefferson Street
Joliet, IL 60432

Memo

File #: TMP-8498

Agenda Date:6/19/2025

DATE: June 19, 2025
TO: Joliet Plan Commission
FROM: Ray Heitner, Planner
SUBJECT: FP-2-25: Final Plat of Cadence Crossings, Unit 1

GENERAL INFORMATION:

APPLICANT: All In Campus, LLC
STATUS OF APPLICANT: Owner
REQUESTED ACTION: Approval of a final plat and recording plat of subdivision
PURPOSE: To continue development within an existing light industrial subdivision
EXISTING ZONING: I-1 (Light Industrial)
LOCATION: West/Northwest of Emerald Drive and S. Chicago Street (IL Route 53) (07-28-400-004-0010, 07-28-400-004-0020, 07-28-400-004-0030)
SIZE: 34.43 acres
EXISTING LAND USE: Agricultural / undeveloped
SURROUNDING LAND USE & ZONING:

NORTH: Agricultural, I-1 (Light Industrial)
SOUTH: Industrial, I-1 (Light Industrial)
EAST: Agricultural, I-1 (Light Industrial) and B-3 (General Business)
WEST: Industrial, I-2 (General Industrial)

SITE HISTORY:

The subject property is a 34-acre portion of the greater, 70-acre, Cadence Crossings Subdivision Preliminary Plat, which was approved by the City Council in 2021, and reapproved for a three-year extension on January 16, 2024. At the time of the original preliminary plat approval in 2021, the City also approved annexation of the subject property and zoning reclassification to its present I-1 (Light Industrial) zoning designation.

A Special Use Permit for truck and trailer parking, freight cartage, truck repair facilities, and the sale of new and used trucks and trailers was also approved for the subject property at this time. At the November 7, 2023, meeting of the City Council, the petitioner, All in Campus, LLC, received approval to construct a temporary truck and trailer parking lot for approximately 350 trailers or tractor/trailers on the southerly 10 acres of Lot 1 of the preliminary plat of Cadence Crossings Subdivision, otherwise known as the “Interim Marshalling Area.” The petitioner wishes to proceed with Final and Recording Plat approval of the 34-acre Unit 1 portion of the subdivision to record the subject Unit 1 lots and to begin preparation for Unit 2 platting of the subdivision.

The preliminary plat was approved with the understanding that the land use plan detailed below would be pursued. Lot 1, 2, and 3 of the preliminary plat are included in the Unit 1 Final Plat.

- Lot 1: Truck and trailer “Marshalling Center” with 350 trailer stalls and 366 tractor trailer stalls (26.28 acres);
- Lot 2: Stormwater detention (5.18 acres)
- Lot 3: Stormwater detention (2.75 acres)
- Lot 4: Multi-use, 253,200 square foot “Pit Stop” facility that includes a 7-bay truck and trailer repair operation, new and used truck and trailer sales, parts storage, and restaurant. This facility will have approximately 190 vehicle parking stalls, 66 truck parking stalls, and loading docks (18.13 acres)
- Lot 5: Multi-tenant 114,308 square foot warehouse that will have approximately, 42 truck stalls, 178 vehicle stalls and loading docks (10.0 acres)
- Lot 6: Stormwater detention (7.01 acres)

SPECIAL INFORMATION:

The purpose of the three-year extension of the preliminary plat in 2024 was to allow for additional time for the extension of Emerald Drive from the Illinois Route 53 intersection to the subject property. A traffic signal is currently being installed at this intersection to accommodate increased traffic at the intersection. The petitioner is working with adjacent landowners to provide the necessary dedications to make the primary means of access to the Lot 1 marshalling yard stem off Emerald Drive. Staff is supporting the petitioner’s request for continued access to Lot 1 via Marcella Avenue, which connects to the southeast corner of Lot 1, on an interim basis, until Emerald Drive can be fully dedicated to allow direct access to Route 53.

The Final Plat shows a guardhouse that would serve as the main entry and exit point for trucks entering the Lot 1 marshalling yard. The guardhouse is positioned directly across from the planned extension of Emerald Drive. The Final Plat shows utility extensions to

service this building. A 30-foot public utilities easement has also been extended along the eastern boundary of Lot 1 and Lot 3 to facilitate utility needs for future development within the Unit 2 portion of the subdivision. Sewer and water connection fees and developer impact fees will be required upon future development. The annexation agreement applies the City's Payment In-Lieu-Of-Taxes (PILOT) fee to a portion of Lot 1.

ANALYSIS: Approval of the final plat for Cadence Crossings, Unit 1 will allow the continued development of the Cadence Crossings Industrial subdivision. The developer will begin preparing plans for final and recording plats of subsequent units of the preliminary plat upon approval.

CASE NO. _____

DATE FILED: _____

**CITY PLAN COMMISSION
JOLIET, ILLINOIS**

PETITION FOR APPROVAL OF (Check One):

<input type="checkbox"/>	Preliminary Plat
<input checked="" type="checkbox"/>	Final Plat
<input checked="" type="checkbox"/>	Recording Plat

NAME OF SUBDIVISION: Cadence Crossings - Unit 1

NAME OF PETITIONER: All In Campus, LLC

CELL #: 773-842-7393 E-MAIL: Tom@cadencepremier.com

HOME ADDRESS: N/A

CITY, STATE, ZIP: N/A

HOME PHONE: N/A

BUSINESS ADDRESS: 2250 S Chicago St

CITY, STATE, ZIP: Joliet, IL 60436

BUSINESS PHONE: SAME AS CELL

INTEREST OF PETITIONER: Owner

NAME OF LOCAL AGENT: Caylor Consulting LLC (project management consultant)

ADDRESS: 619 N Eagle St Naperville, IL PHONE: 630-881-4716

OWNER: All In Campus, LLC-Tomas Maciulis

HOME ADDRESS: N/A PHONE: _____

CITY, STATE, ZIP: N/A

BUSINESS ADDRESS: 2250 S Chicago St PHONE: _____

CITY, STATE, ZIP: Joliet, IL 60436

CELL #: 773-842-7393 E-MAIL: Tom@cadencepremier.com

ENGINEER: Jacob and Hefner Associates, Inc.

ADDRESS: 1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515 PHONE: 630-652-4600

LAND SURVEYOR: The Will Group

ADDRESS: 129 Capista Drive, Shorewood, IL 60404 PHONE: 815-744-6600

ATTORNEY: John Phillipchuck

ADDRESS: _____ PHONE: _____

LEGAL DESCRIPTION OF PROPERTY: See attachments.

COMMON ADDRESS: West/Northwest of Emerald Drive and S Chicago St (IL Rte 53)

PERMANENT INDEX NUMBER (Tax No.): 07-28-400-004-0010, 07-28-400-004-0020, & 07-28-400-004-0030

SIZE: 34.43 acres

NO. OF LOTS: 3

PRESENT USE: Agricultural EXISTING ZONING: I-1

USES OF SURROUNDING PROPERTIES: North: Agricultural

South: Industrial

East: Agricultural

West: Industrial

Name of Park District: Joliet Park District

Date Contacted Park District: N/A

Is any open space/park site being offered as part of a preliminary plat? No

If yes, what amount? N/A

(Acknowledgment by Park District Official) _____

Has the Zoning Board of Appeals granted any variance, exception, or special permit concerning this property?

Yes _____ No X If yes, list the Case number and name: _____

Is any variance from the Subdivision Regulations being requested? Yes _____ No X

If yes, describe: _____

Attach ten (10) copies of the plat to this petition.

List all contiguous holdings in the same ownership (as defined in the Subdivision Regulations) by permanent index numbers: See attachments.

Attached hereto is an affidavit of ownership indicating the dates the respective holdings of land were acquired, together with the book and page of each conveyance to the present owner as recorded in the Will County Recorder of Deeds office. This affidavit shall indicate the legal owner of the property, the contract owner of the property, and the date the contract of sale was executed.

In the event the property is held in trust: A list of all individual beneficial owners of the trust must be attached.

In the event of corporate ownership: A list of all directors, officers, and stockholders of each corporation owning more than five percent (5%) of any shares of stock must be attached.

STATE OF ILLINOIS) ss
COUNTY OF WILL)

I, Tomas Maciulis, hereby depose and say that all of the above statements and the statements contained in the papers submitted herewith are true. I agree to be present in person or by representation when this is heard by the Plan Commission.

Date:

4/16/25

Petitioner's Name

Subscribed and sworn to before me this

16th

day of

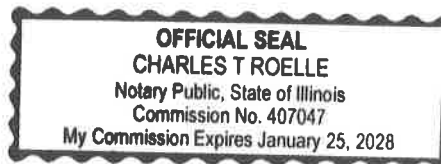
April

, 20

25

Notary Public

My Commission Expires: 1/25/28



LEGAL DESCRIPTION

CADENCE CROSSINGS – UNIT 1

ALL THAT PART OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 28, TOWNSHIP 35 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING EASTERLY OF THE EASTERLY RIGHT OF WAY OF THE ILLINOIS CENTRAL GULF RAILROAD COMPANY (FORMERLY GULF, MOBILE AND OHIO RAILROAD COMPANY) AND LYING SOUTHWESTERLY OF THE SOUTHEASTERLY RIGHT OF WAY LINE OF THE PUBLIC SERVICE COMPANY OF NORTHERN ILLINOIS AS CONVEYED BY DOCUMENT NO. 296450, IN BOOK 502, PAGE 614, AND BY DOCUMENT NO. 378968, IN BOOK 609, PAGE 81, AND ALL THAT PART OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 28, LYING EASTERLY OF THE EASTERLY RIGHT OF WAY LINE OF THE SAID ILLINOIS CENTRAL GULF RAILROAD COMPANY; AND EXCEPTING THE SOUTH 179.21 FEET THEREOF; AND FURTHER EXCEPTING THAT PART THEREOF CONVEYED TO TERRY JOHNSON AND ELAINE JOHNSON BY DEED RECORDED FEBRUARY 14, 1984 AS DOCUMENT NO. R84-04406; AND FURTHER EXCEPTING THAT PART THEREOF CONVEYED TO UNION PACIFIC RAILROAD COMPANY BY DEED RECORDED JULY 27, 2016 AS DOCUMENT NO. R2016056143, ALL IN TOWNSHIP 35 NORTH, AND IN RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS.

CONTIGUOUS LAND HOLDINGS LIST

P.I.N. 30-07-28-214-006-0000
P.I.N. 30-07-28-215-003-0000
P.I.N. 30-07-28-215-004-0000
P.I.N. 30-07-28-400-004-0010
P.I.N. 30-07-28-400-004-0020
P.I.N. 30-07-28-400-004-0030
P.I.N. 30-07-28-401-002-0000
P.I.N. 30-07-28-401-003-0000
P.I.N. 30-07-28-401-004-0000
P.I.N. 30-07-28-402-001-0000
P.I.N. 30-07-28-402-002-0000

Permanent Index Numbers (also referred to as PINs or Parcel IDs) have been obtained from the Will County GIS Data Viewer on April 16, 2025

CITY OF JOLIET OWNERSHIP DISCLOSURE FORM

The City of Joliet requires that applicants for zoning relief, subdivision approval, building permits and business licenses disclose the identity of all persons having an ownership interest in the business and the real property associated with the application. A copy of this form must be completed and submitted with other application materials. Failure to properly complete and submit this form may result in the denial of the application.

I. INFORMATION ABOUT THE APPLICATION

This form is submitted as part of an application for the following (check all that apply):

- ☐ Rezoning, Special Use Permit, Variation, or Other Zoning Relief (Complete Sections II and III)
- ☒ Preliminary Plat, Final Plat, or Record Plat of Subdivision (Complete Sections II and III)
- ☐ Building Permit (Complete Sections II and III)
- ☐ Business License (Complete All Sections)

II. INFORMATION ABOUT THE PROPERTY

The address and PIN(s) of the real property associated with this application are:

07-28-400-004-0010, 07-28-400-004-0020, & 07-28-400-004-0030

PIN(s): _____

III. PROPERTY OWNERSHIP

Select the type of owner of the real property associated with this application and fill in the appropriate contact information below:

- | | |
|---|--|
| <input type="checkbox"/> Individual: | State the names, addresses, and phone #'s of the individual owner(s) |
| <input type="checkbox"/> Corporation: | State the names, addresses, and phone #'s of all persons holding 3% or more of the stock of the corporation and the percentage of shares held by such stockholders |
| <input checked="" type="checkbox"/> Limited Liability Company: | State the names, addresses, and phone #'s of all members of the company along with the percentage of ownership held by each member |
| <input type="checkbox"/> Land Trust: | State the names, addresses, and phone #'s of the trustee(s) and all beneficiaries |
| <input type="checkbox"/> Partnership: | State the names, addresses, and phone #'s of all partners |
| <input type="checkbox"/> Other type of organization: | State the names, addresses, and phone #'s of all persons having a legal or equitable ownership interest in the organization or the right to direct the affairs of the organization |

Tomas Maciulis

E-MAIL: Tom@cadencepremier.com FAX: _____

IV. BUSINESS OWNERSHIP

If the owner of the business is different than the owner of the real property associated with the application, then the following information must be provided:

Select the type of business owner associated with this application and fill in the contact information below:

- ☐ **Individual:** State the names, addresses, and phone #'s of the individual owner(s)
- ☐ **Corporation:** State the names, addresses, and phone #'s of all persons holding 3% or more of the stock of the corporation and the percentage of shares held by such stockholders
- ☐ **Limited Liability Company:** State the names, addresses, and phone #'s of all members of the company along with the percentage of ownership held by each member
- ☐ **Partnership:** State the names, addresses, and phone #'s of all partners
- ☐ **Other type of organization:** State the names, addresses, and phone #'s of all persons having a legal or equitable ownership interest in the organization

E-MAIL: _____ FAX: _____

NOTE:

If a stockholder, member, beneficiary or partner disclosed in Section III or Section IV is not an individual, then the individuals holding the legal or equitable title to the real property or business associated with the application must also be disclosed. For example, if the real property associated with an application is owned by a land trust, and the beneficiary of the land trust is a limited liability company, then the members of the limited liability company must be disclosed. If one of the members of the limited liability company is a partnership, then the identity of the partners must be disclosed. If one of the partners is a corporation, then all persons owning 3% or more of the issued stock must be disclosed.

SIGNED: _____

DATE: 4/16/2025

Name, Title, and Telephone Numbers of Person Completing and Submitting This Form:

Tomas Maciulis, Founder/owner

Neighboring Properties within 100'

Property: Cadence Marshalling & Staging Yard
Joliet, Illinois

JHA Project #: C231bb

4/17/2025

Recorder PIN	House Number	Prefix Direction	Street Name	City	ZIP Code	Owner Name/Entity	Owner Address	Included in Subject Property
30-07-28-214-002-0000	UTILITY	S	CHICAGO ST	JOLIET	60436	COMMONWEALTH EDISON CO	ATTN TAX DEPT THREE LINCOLN CTR 4TH FL OAKBROOK TERRACE IL 60181	N
30-07-28-214-003-0000	UTILITY	S	CHICAGO ST	JOLIET	60436	NATURAL GAS PIPELINE	ATTN PROPERTY TAX DEPT PO BOX 4372 HOUSTON TX 77210	N
30-07-28-214-006-0000	V		RACHEL AVE	JOLIET	60436	ALL IN CAMPUS LLC	2250 S CHICAGO ST JOLIET IL 60436	N
30-07-28-214-010-0000	250		ZURICH RD	JOLIET	60436	SE JOLIET SANITARY DISTRICT	ATTN: OPERATING MGR 1607 MOORE AVE JOLIET IL 60433	N
30-07-28-214-011-0000	224		ZURICH RD	JOLIET	60436	FRANKLIN ROBERTA	CRUDUP BRIAN EDWARD 107 REDBUD DR JOLIET IL 60433	N
30-07-28-214-012-0000	UTILITY		ZURICH RD	JOLIET	60436	COMMONWEALTH EDISON CO	ATTN TAX DEPT THREE LINCOLN CTR 4TH FL OAKBROOK TERRACE IL 60181	N
30-07-28-300-008-0000	V	W	LARAWAY RD	JOLIET	60436	275 LARAWAY INVESTORS LLC	444 W LAKE ST STE 3500 CHICAGO IL 60606	N
30-07-28-400-004-0010	V	S	CHICAGO ST	JOLIET	60436	ALL IN CAMPUS LLC	2250 S CHICAGO ST JOLIET IL 60436	Y
30-07-28-400-004-0020	V	S	CHICAGO ST	JOLIET	60436	ALL IN CAMPUS LLC	2250 S CHICAGO ST JOLIET IL 60436	Y
30-07-28-400-004-0030	V	S	CHICAGO ST	JOLIET	60436	ALL IN CAMPUS LLC	2250 S CHICAGO ST JOLIET IL 60436	Y
30-07-28-401-002-0000	110		RACHEL AVE	JOLIET	60436	ALL IN CAMPUS LLC	2253 S CHICAGO ST JOLIET IL 60436	N
30-07-28-401-003-0000	114		RACHEL AVE	JOLIET	60436	ALL IN CAMPUS LLC	2251 S CHICAGO ST JOLIET IL 60436	N
30-07-28-403-004-0000	V	S	LARAWAY RD	JOLIET	60436	SPEEDWAY LLC	% REAL ESTATE DEPT 539 S MAIN ST FINDLAY OH 45842	N
30-07-28-403-005-0000	V	S	CHICAGO ST	JOLIET	60436	SPEEDWAY LLC	% REAL ESTATE DEPT 539 S MAIN ST FINDLAY OH 45840	N
30-07-28-503-003-0000	RR	W	LARAWAY RD	JOLIET	60436	GM & O RAILROAD	NA	N
30-07-28-503-004-0000	RR	W	LARAWAY RD	JOLIET	60437	GM & O RAILROAD	NA	N
30-07-28-503-005-0000	RR	W	LARAWAY RD	JOLIET	60438	GM & O RAILROAD	NA	N
30-07-28-506-003-0000	V		ZURICH RD	JOLIET	60435	UNION PACIFIC RR CO	NA	N
30-07-28-506-005-0000	V		ZURICH RD	JOLIET	60436	UNION PACIFIC RR CO	NA	N

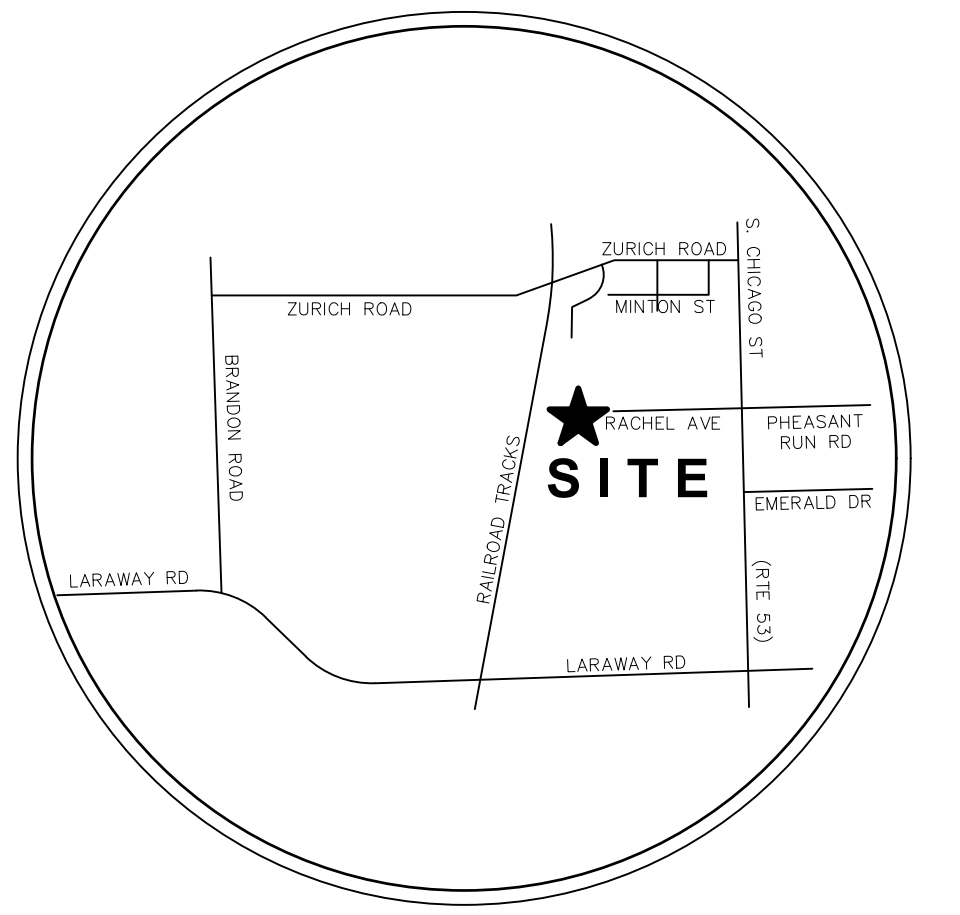
Notes:

1. Permanent Index Numbers (also referred to as PINs or Parcel IDs) have been obtained from the Will County GIS Data Viewer on April 14, 2025.
2. Owner name and address information has been obtained from the 2024 Levy Real Estate Tax Information available from the Will County Treasurer.

FINAL PLAT OF SUBDIVISION
of
CADENCE CROSSINGS - UNIT 1

A Subdivision of
Part of the East 1/2 of Section 28,
Township 35 North, Range 10 East of the Third Principal Meridian,
in Will County, Illinois.

P.I.N.: 07-28-400-004-0010
P.I.N.: 07-28-400-004-0020
P.I.N.: 07-28-400-004-0030



SITE LOCATION MAP
NOT TO SCALE

GRAPHIC SCALE
1 inch = 100 ft

BASIS OF BEARINGS IS THE
ILLINOIS STATE PLATING SYSTEM
EAST ZONE (NAD83)

PROPOSED	DESCRIPTION	EXISTING
—	STORM SEWER	—
—	WATER MAIN WITH SIZE	—
—	SANITARY SEWER	—
—	UNDERGROUND PIPELINE	—
—	FORCE MAIN	—
—	UNDERGROUND TELEPHONE	—
—	UNDERGROUND ELECTRIC	—
—	OVERHEAD UTILITY	—
—	OVERHEAD GAS LINE	—
—	ROUTE-OF-WAY/PROPERTY LINE	—
—	CONTOUR	—
—	SANITARY MANHOLE	—
—	STORM MANHOLE	—
—	STORM INLET	—
—	STORM CATCH BASIN	—
—	FIRE HYDRANT	—
—	PRESSURE CONNECTION	—
—	GATE VALVE/WALET	—
—	LIGHT POLE	—
—	STREET LIGHT W/AST	—
—	UTILITY POLE	—
—	ROAD SIGN	—
—	FENCE LINE	—

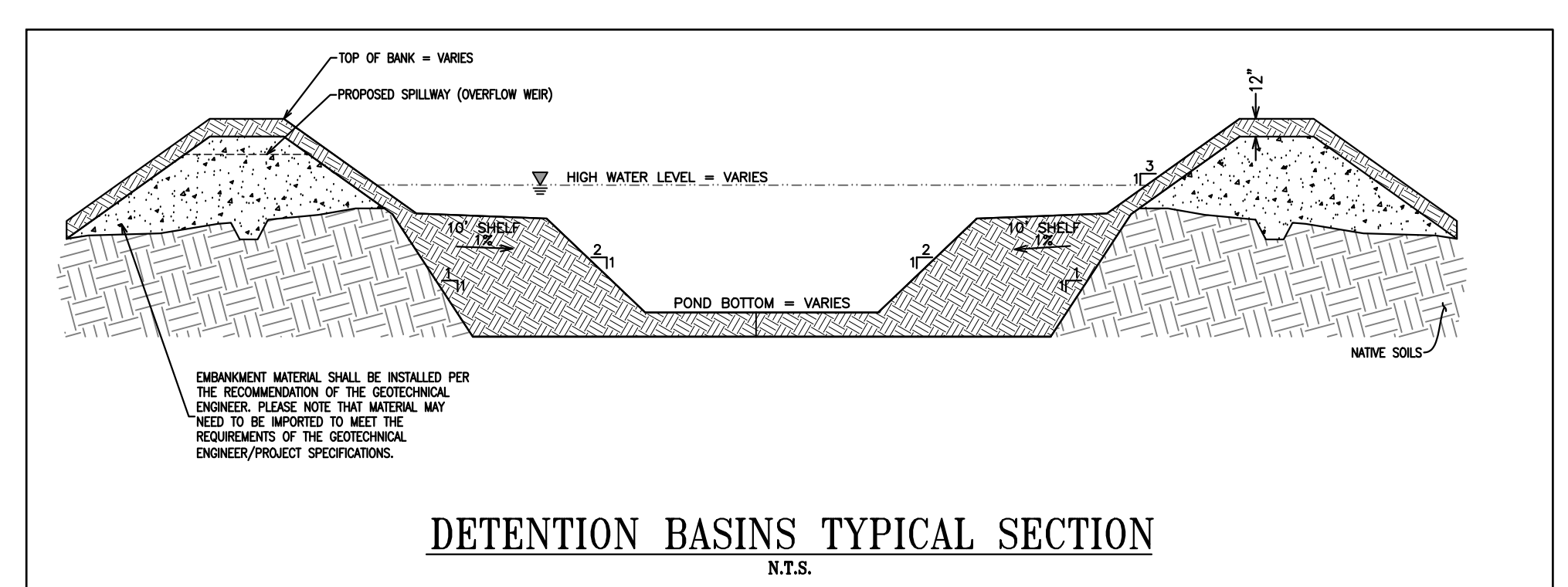
LEGAL DESCRIPTION:

ALL THAT PART OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 28, TOWNSHIP 35 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING EASTERLY OF THE EASTERLY RIGHT OF WAY OF THE ILLINOIS CENTRAL GULF RAILROAD COMPANY (FORMERLY GULF, MOBILE AND OHIO RAILROAD COMPANY) AND LYING SOUTHWESTERLY OF THE SOUTHEASTERLY RIGHT OF WAY LINE OF THE PUBLIC SERVICE COMPANY OF NORTHERN ILLINOIS AS CONVEYED BY DOCUMENT NO. 298450, IN BOOK 502, PAGE 614, AND BY DOCUMENT NO. 378865, IN BOOK 605, PAGE 81, AND ALL THAT PART OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 28, LYING EASTERLY OF THE EASTERLY RIGHT OF WAY LINE OF THE SAID ILLINOIS CENTRAL GULF RAILROAD COMPANY; AND EXCEPTING THE SOUTH 179.21 FEET THEREOF; AND FURTHER EXCEPTING THAT PART THEREOF EASTERLY RIGHT OF WAY LINE OF THE SAID ILLINOIS CENTRAL GULF RAILROAD COMPANY; AND EXCEPTING THE SOUTH 179.21 FEET THEREOF; AND FURTHER EXCEPTING THAT PART THEREOF CONVEYED TO TERRY JOHNSON AND ELAINE JOHNSON BY DEED RECORDED FEBRUARY 14, 1984 AS DOCUMENT NO. 884-04466; AND FURTHER EXCEPTING THAT PART THEREOF CONVEYED TO UNION PACIFIC RAILROAD COMPANY BY DEED RECORDED JULY 27, 2016 AS DOCUMENT NO. R2016056143, ALL IN TOWNSHIP 35 NORTH, AND IN RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS.

NOTES:

1. PROPOSED ZONING FOR ALL LOTS IS I-1, LIGHT INDUSTRIAL.
2. EXISTING ZONING WITHIN SUBJECT PARCEL IS I-1, LIGHT INDUSTRIAL.
3. WETLAND AREAS PER WETLAND DELINEATION REPORT FOR CADENCE PREMIER PREPARED BY GARY R. WEBER ASSOCIATES, INC., DATED OCTOBER 27, 2021. NO WETLANDS WERE FOUND WITHIN PROPOSED LOTS 1, 2, AND 3. PER WETLAND DETERMINATION REPORT - NEGATIVE FINDINGS, PREPARED BY GARY R. WEBER ASSOCIATES, INC., DATED APRIL 26, 2021.
4. THERE IS NO FLOODPLAIN ON SITE PER FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) MAP PANEL #1717020200, EFFECTIVE FEBRUARY 15, 2019.
5. UNLESS OTHERWISE SPECIFIED, A 5-FT WIDE LANDSCAPE STRIP EASEMENT SHALL BE PROVIDED ALONG ALL INTERNAL LOT LINES.
6. A STORMWATER DETENTION EASEMENT WILL BE GRANTED OVER THE DETENTION FACILITIES ON LOTS 2 AND 3. MAINTENANCE OF THE STORMWATER DETENTION FACILITIES WILL BE THE RESPONSIBILITY OF THE LOT OWNERS.
7. STORMWATER DETENTION FACILITIES LOCATED ON LOTS 2 AND 3 WILL BE FOR THE BENEFIT OF LOT 1.
8. PER SPEEDWAY'S ANNECTION AGREEMENT, SPEEDWAY SHALL BE REQUIRED TO DEDICATE AND CONSTRUCT EMERALD DRIVE BETWEEN CHICAGO STREET AND MARCELLA AVENUE, AND OTHER PUBLIC UTILITIES TO THE WESTERN EXTENTS OF THEIR PROPERTY.
- 8.1. CADENCE CROSSINGS UNIT 1 IS SUBSEQUENTLY REQUIRED TO COMPLETE A PRIMARY DRAINAGE CONNECTION TO EMERALD DRIVE AT SUCH REASONABLE TIME AS IS MUTUALLY AGREEABLE TO CADENCE CROSSINGS UNIT 1 AND THE CITY.
- 8.2. CADENCE CROSSINGS UNIT 1 IS NOT REQUIRED TO CONNECT TO UTILITIES WITHIN EMERALD DRIVE.
9. UNTIL SUCH TIME AS A PRIMARY DRAINAGE CONNECTION TO EMERALD DRIVE IS OPERATIONAL, PRIMARY ACCESS TO CADENCE CROSSINGS UNIT 1 IS PROPOSED FROM MARCELLA AVENUE.
10. ALL IN CAMPUS, LLC IS NOT REQUIRED TO DEDICATE ANY RIGHT-OF-WAY AS PART OF UNIT 1.
11. CADENCE CROSSINGS UNIT 1 UTILITY CONNECTIONS ARE PROPOSED WITHIN MARCELLA AVENUE.
12. AN ADEQUATE SHALL BE PROVIDED IN ANY NET BOTTOM DETENTION BASIN.
13. BEST MANAGEMENT PRACTICES WILL BE PROVIDED FOR DETENTION BASINS AS FEASIBLE.
14. WETLAND AND EROSION CONTROL PLANTINGS ARE REQUIRED AROUND THE PERIMETER OF THE DETENTION POND. A CERTIFIED CONSERVATION PLANNER SHALL ESTABLISH A MANAGEMENT PLAN FOR ONGOING MAINTENANCE OF THE DETENTION AREA.
15. VEGETATED SWALES TO BE PLACED ON ALL INFLOW AND OUTFLOW LINES FOR ALL DETENTION BASINS WHERE FEASIBLE.
16. DETENTION BASINS WERE SIZED USING CN-97.

PROPOSED LOT SCHEDULE		
PROPOSED LOTS	EXISTING P.I.N.(S)	PROPOSED AREA
LOT 1	400-004-0010	1,154,479 SQ.FT. (26.50 AC)
	400-004-0030	
LOT 2 DETENTION FACILITY	400-004-0010	225,745 SQ.FT. (5.18 AC)
	400-004-0030	
LOT 3 DETENTION FACILITY	400-004-0010	119,680 SQ.FT. (2.75 AC)
	400-004-0030	
TOTAL AREA:		1,499,903 SQ.FT. (34.43 AC)
AVERAGE LOT AREA:		499,968 SQ.FT. (11.48 AC)



DETENTION BASINS TYPICAL SECTION
N.T.S.

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

ANY DISCREPANCY IN MEASUREMENT DISCOVERED UPON THE GROUND SHALL BE PROMPTLY REPORTED TO THE SURVEYOR FOR EXPLANATION OR CORRECTION.

FOR BUILDING LINE AND OTHER RESTRICTIONS NOT SHOWN HEREON REFER TO YOUR ABSTRACT, DEED, CONTRACTS AND ZONING ORDINANCES.

LOT	SCHEDULE
LOT #1	1,154,479 SQ.FT. 26.50 AC
LOT #2	225,745 SQ.FT. 5.18 AC
LOT #3	119,680 SQ.FT. 2.75 AC
TOTAL	1,499,903 SQ.FT. 34.43 AC

OWNER:
ALL IN CAMPUS, LLC
2250 S. CHICAGO STREET
JOLIET, ILLINOIS 60436
Ph. (877) 833-3444

DEVELOPER:
CADENCE PREMIER
129 CAPISTA DRIVE
SHOREWOOD, ILLINOIS 60436
Ph. (815) 744-6600

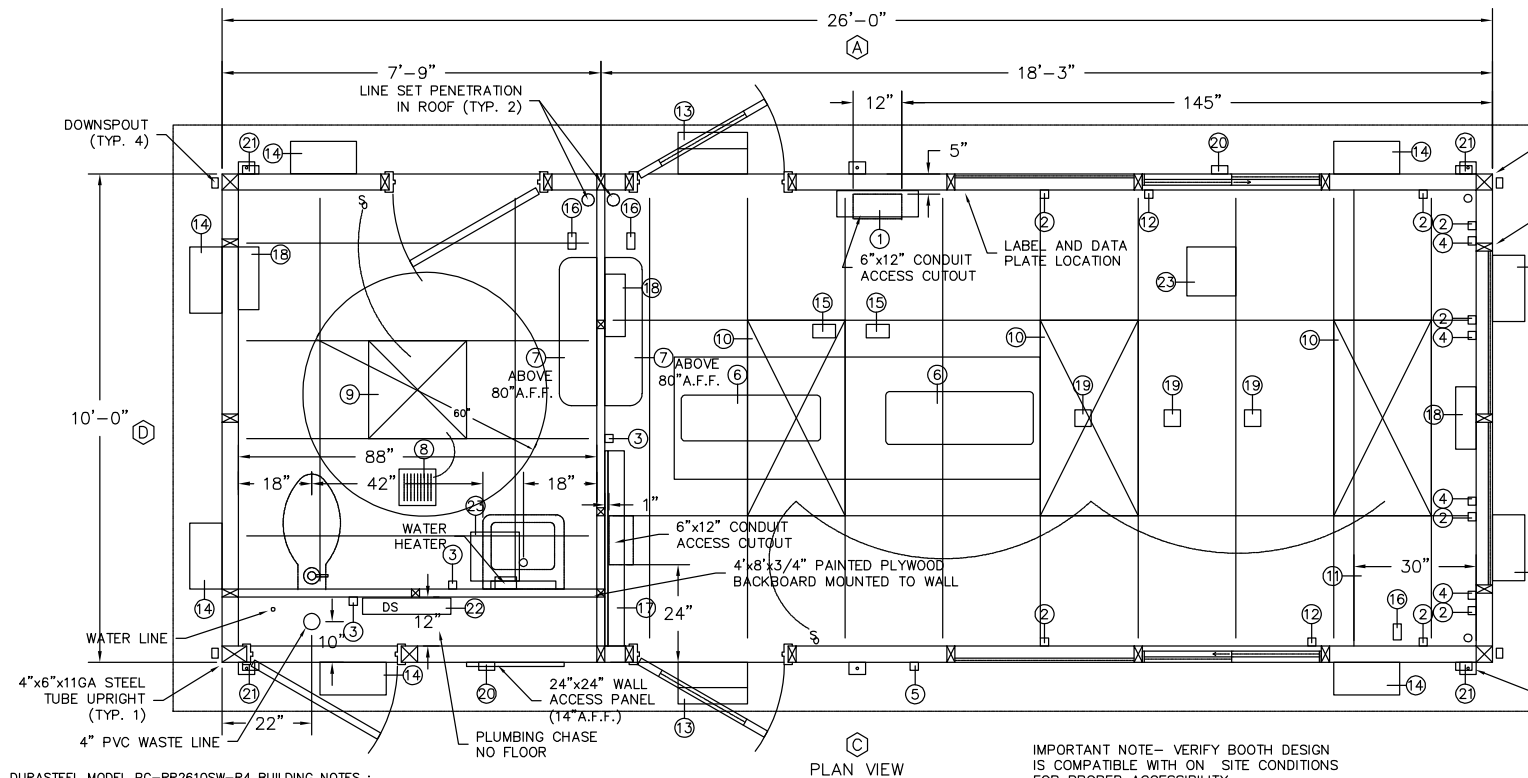
ENGINEER:
JACOB & HEFNER ASSOCIATES, INC.
1333 BUTTERFIELD ROAD
SUITE 300
DOWNERS GROVE, ILLINOIS 60515
Ph. (630) 652-4600

LAND SURVEYOR:
TWG ENGINEERING
129 CAPISTA DRIVE
SHOREWOOD, ILLINOIS 60436
Ph. (815) 744-6600

STATE OF ILLINOIS }
COUNTY OF WILL }
RUEHLE, TONELLI & ASSOCIATES, INC., ILLINOIS PROFESSIONAL DESIGN FIRM
No. 194-000251, HEREBY CERTIFIES THAT IT HAS FINAL PLATTED THE
PROPERTY DESCRIBED IN THE ABOVE CAPTION AND AS SHOWN ON THE ANNEXED
PLAT.
GIVEN UNDER MY HAND AND SEAL THIS ____ DAY OF _____, 2021.

JACOB & HEFNER ASSOCIATES
1333 Butterfield Rd., Suite 300, Downers Grove, IL 60515
PHONE: (630) 652-4600, FAX: (630) 652-4601
www.jacobandhefner.com

RT & TWiG
Ruettinger, Tonelli & Associates, Inc. & TWiG Technologies
Surveyors • Engineers • Planners • C.E.S. Consultants
129 Capista Drive • Shorewood, Illinois 60436
TEL: (815) 744-6600 FAX: (815) 744-6601
WWW: www.ruettinger.com
DATE: 04-20-2021
PROJECT: 129 CAPISTA DRIVE
SHEET: 1 OF 1
SCALE: AS SHOWN
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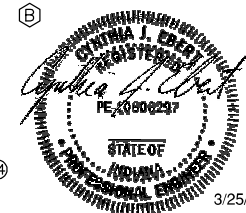
DURASTEEL MODEL PC-RR2610SW-R4 BUILDING NOTES :

- 1 100 AMP 3 PHASE, 30 SPACE, PANEL BOARD w/ 100A MAIN BREAKER, (SEE PANEL SCHEDULE) (QTY 1)
 - 2 115V DUPLEX OUTLET (QTY 8)
 - 3 115V GFI DUPLEX OUTLET (QTY 3)
 - 4 BLANK 2x4 J-BOX w/ RECESSED CONDUIT RUN & PULL WIRE TO ITEM #17 (QTY 4)
 - 5 EXTERIOR 115V DUPLEX OUTLET w/ WEATHERPROOF COVER (QTY 1)
 - 6 EXTERIOR SPLIT SYSTEM HEAT PUMP (SHIPS LOOSE, QTY 2) W/MTG. PAD ON ROOF
 - 7 18000 BTU (OFFICE), 9000 BTU (RESTROOM) WALL MTD AIR HANDLER (SHIPS LOOSE)
 - 8 80 CFM EXHAUST FAN (WIRED TO LIGHT) (QTY 1)
 - 9 2'x2' LED FLAT PANEL LIGHT w/ OCCUPANCY SENSOR SWITCH (QTY 1)
 - 10 2'x4' LED FLAT PANEL LIGHT w/ OCCUPANCY SENSOR SWITCH (QTY 3)
 - 11 30" DEEP PAINTED STEEL SHELF (QTY 1)
 - 12 4x4 J-BOX w/ RECESSED CONDUIT & PULL WIRE TO ITEM# 17 (QTY 2)
 - 13 50 WATT EXT. DOWN LIGHT (QTY 2) w/ PHOTO CELL (WST LED-P3-40K-VF-120-PE-DOBXD)
 - 14 39 WATT EXT. WALL PACK LIGHT (QTY 8) w/ PHOTO CELL (TWH LED-10C-1000-40K-T3M-120-PE-DOBXD)
 - 15 EXTERIOR DISCONNECT, ON ROOF (QTY 2, 1 w/ EXT. GFI SERVICE OUTLET-WP)
 - 16 115V DUPLEX OUTLET, CEILING MOUNTED (QTY 3)
 - 17 4"x4"x48" STEEL WIREWAY w/ SCREW COVER & KNOCKOUTS @ 90" A.F.F. (QTY 1)
 - 18 208V, 3,000 WATT WALL MOUNTED HEATER (WIRED DIRECT) (QTY 3)
 - 19 CEILING PAN MOUNTED 4x4 J-BOX (QTY 3) w/ RECESSED CONDUIT RUN & PULL WIRE TO ITEM# 17
 - 20 EXTERIOR 4x4 J-BOX (QTY 2) w/ RECESSED 1" CONDUIT RUN & PULL WIRE TO ITEM# 23
 - 21 EXTERIOR 4x4 J-BOX (QTY 4) w/ RECESSED 1/2" CONDUIT RUN & PULL WIRE TO ITEM# 17
 - 22 115V, 500W PLUMBING CHASE HEATER (QTY 1) w/DISCONNECT SWITCH (WIRED DIRECT)
 - 23 12"x12"x6" J-BOX RECESSED IN CEILING (QTY 2) w/ COVER & 3/4" CONDUIT RUN & PULL WIRE TO ITEM# 17
- * EXTERIOR ROOF w/ 12" OVERHANG, 20"H FASCIA, (4) LIFTING LUG PLATES & DOWNSPOUTS
- * 96" INTERIOR HEIGHT TO ACOUSTICAL GRID CEILING
- * 4" THICK WALL CONSTRUCTION
- * (2) 3070 STEEL SWING DOOR w/23"x29" VISION LITE, STEEL FRAME, SARGENT 70-RX-8271-12V-LNP-26D LOCKSET, BEST GREEN CONSTRUCTION CORE, VON DUPRIN POWER TRANSFER, 320-32D LATCH GUARD, CHECK CHAIN & NORTON 7500-689 CLOSER (ENTRANCE DOOR)

- * (1) 3070 STEEL SWING DOOR w/ STEEL FRAME, SARGENT 28-70-10G44-LP-26D LOCKSET, BEST GREEN CONSTRUCTION CORE, CHECK CHAIN & NORTON 7500-689 CLOSER (RESTROOM)
- * (1) 3068 STEEL SWING DOOR w/ STEEL FRAME, BEST LEVER LOCK, BEST GREEN CONSTRUCTION CORE & CHECK CHAIN (CHASE)
- * (2) SLIDING WINDOWS, BOYD 600
- * GLAZING: 1" GRAY, SOLARBAN 70XL INSULATED TEMPERED
- * INSULATION: WALLS R-17, CEILING R-38, FLOOR R-24
- * ALUMINUM TREAD PLATE FLOOR
- * 2-STANDARD FLOOR ACCESS CUTOUT
- * BUILDING PAINTED, TWO PART POLYURETHANE PAINT: PK WHITE
- * 5LB ABC FIRE EXTINGUISHER (SHIP LOOSE)
- * PLUMBING FIXTURES INSTALLED & PLUMBED TO INCLUDE:
 - KOHLER FLOOR MOUNTED REAR DISCHARGE TOILET w/FLUSH VALVE
 - ADA SINK w/ FAUCET
 - TANKLESS WATER HEATER
 - TOUCHLESS PAPER TOWEL DISP., TOUCHLESS SOAP DISP., FOUR ROLL TOILET PAPER DISP., & ADA MIRROR 16"x30", SANITARY NAPKIN DISP., AND TOILET SEAT COVER DISP.
 - ADA GRAB BARS (42", 36", 18")
 - FLOOR DRAIN (SHIPPED LOOSE, INSTALLED ON SITE BY OTHERS)

ELECTRICAL NOTES :

- * ALL ELECTRICAL ITEMS TO BE UL LISTED
- * J-BOXES TO BE SURFACE MOUNTED ON WALLS UNLESS NOTED
- * CONDUIT TO BE MC CABLE, 3/4" max., AND RECESSED IN WALLS, CEILING, & FLOOR, UNLESS NOTED OTHERWISE
- * WIRE TO BE COPPER, SIZE #12 MIN. W/THIN INSULATION



FOR STRUCTURAL ONLY



Larson Engineering, Inc.

1850 Craigshire Road, Suite 300
St. Louis, MO 63146-4013
314.731.4710 Fax: 314.628.9620
www.larsonengr.com

© 2022 LEI

Project Number: 53220213.000

- * NOTES :
- EXTERIOR SPLIT SYSTEM UNIT SHIPPED LOOSE. UNITS MUST BE INSTALLED ON SITE BY QUALIFIED HVAC TECHNICIAN.
- LINE SET PENETRATIONS TO BE WEATHER-PROOFED ON SITE BY OTHERS, AFTER LINE SET IS INSTALLED BY QUALIFIED HVAC TECHNICIAN.

PROJECT:

CUSTOMER: RYAN COMPANIES

SYSTEM: DURASTEEL

MODEL: PC-RR2610SW-R4

PORTA-KING
BUILDING SYSTEMS
4133 SHORELINE DRIVE
EARTH CITY, MO 63045
1-800-456-5464
www.portaking.com

ESTIMATE:

ORDER: PK36042

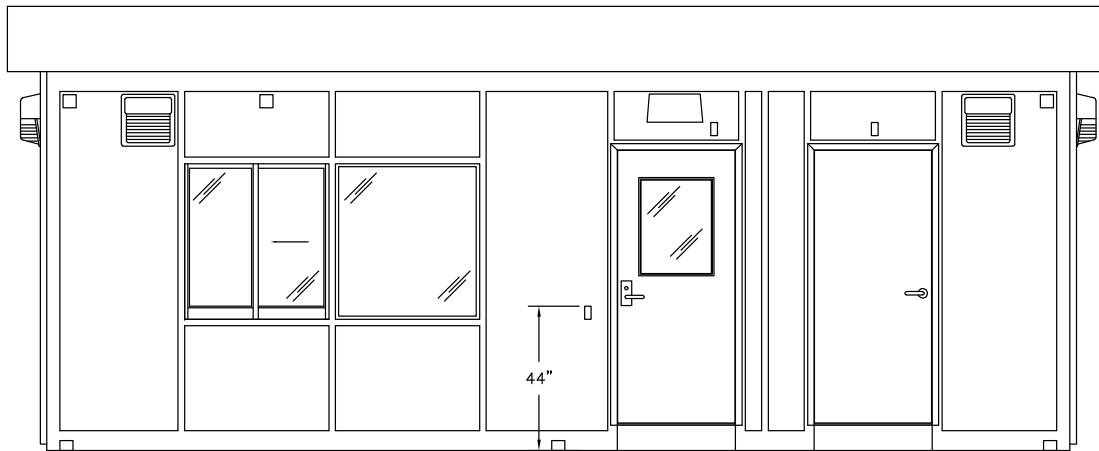
JOB: 48850

DATE: 9-11-18

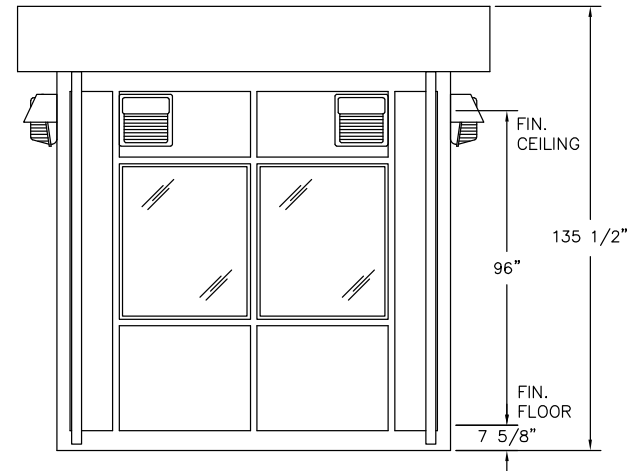
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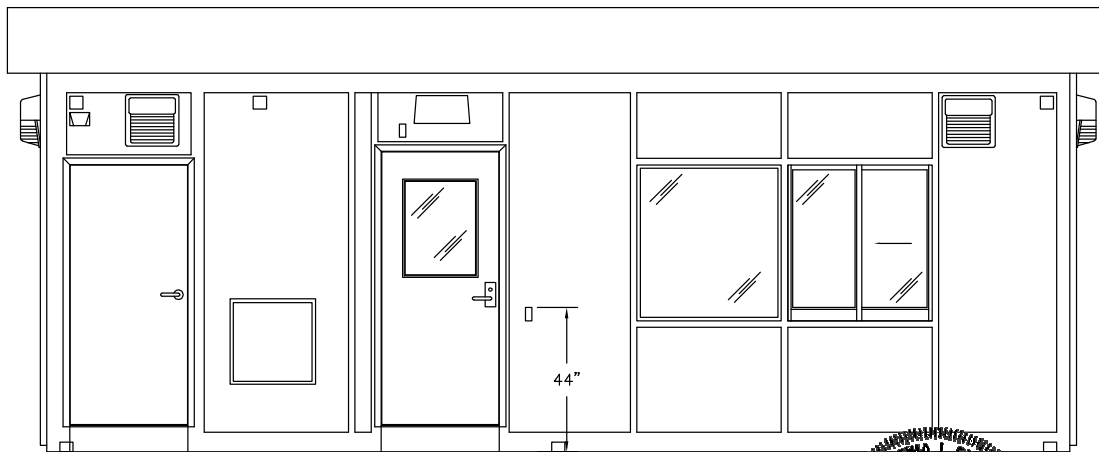
SHEET 2 OF 13



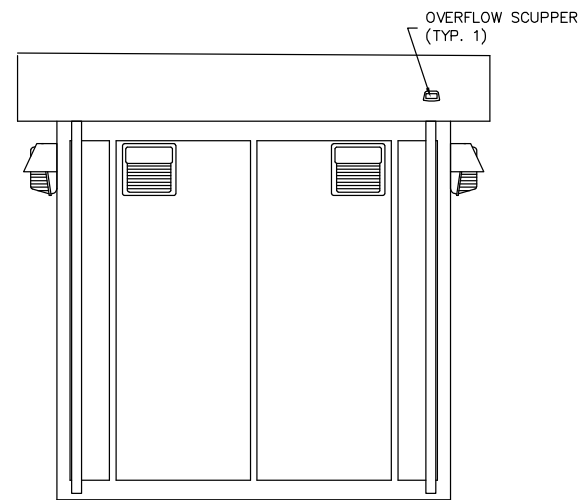
ELEVATION A



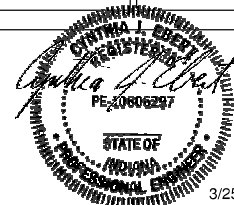
ELEVATION B



ELEVATION C



ELEVATION D



3/25/2022

FOR STRUCTURAL ONLY



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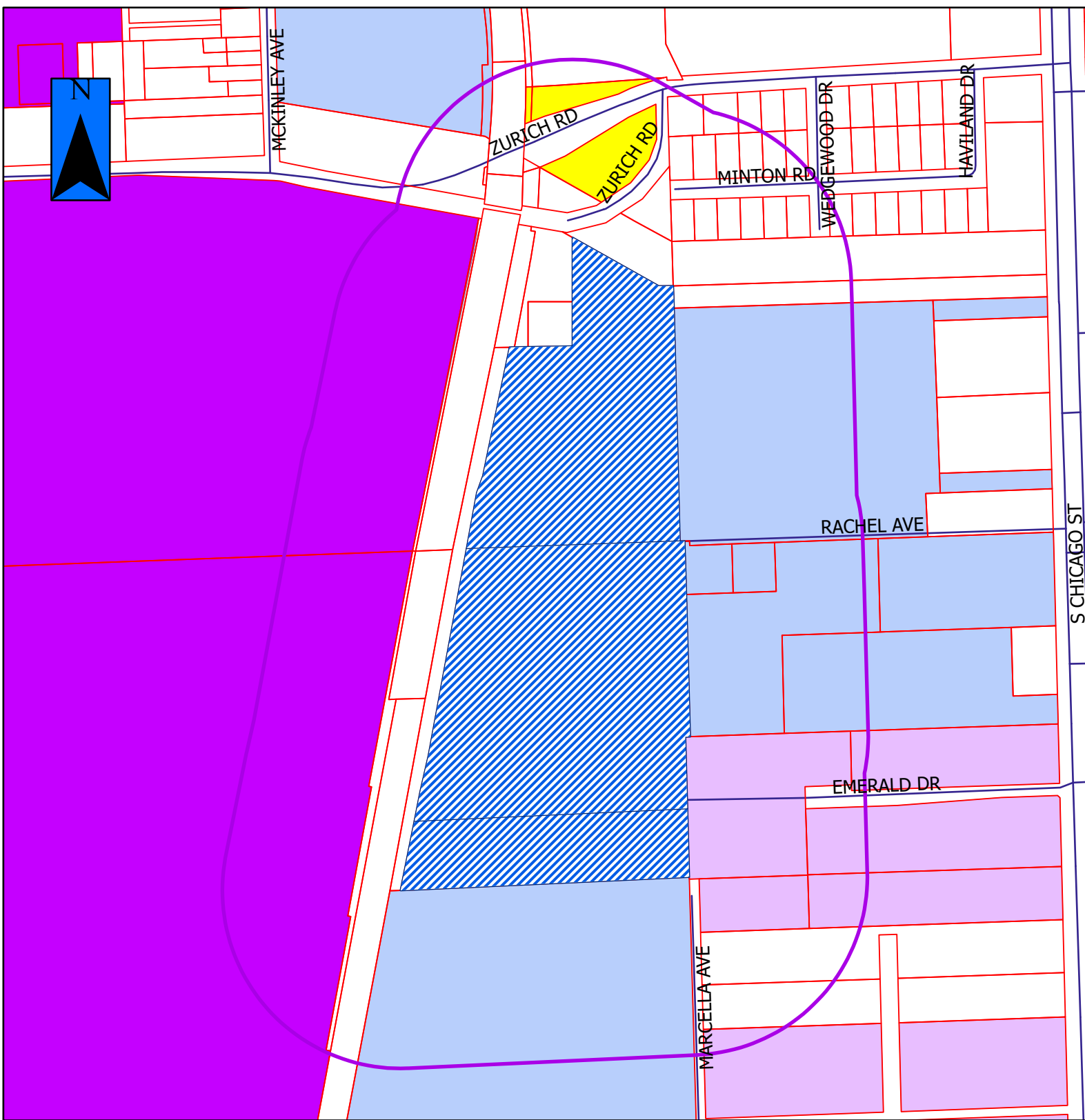
SHEET 3 OF 13






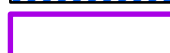







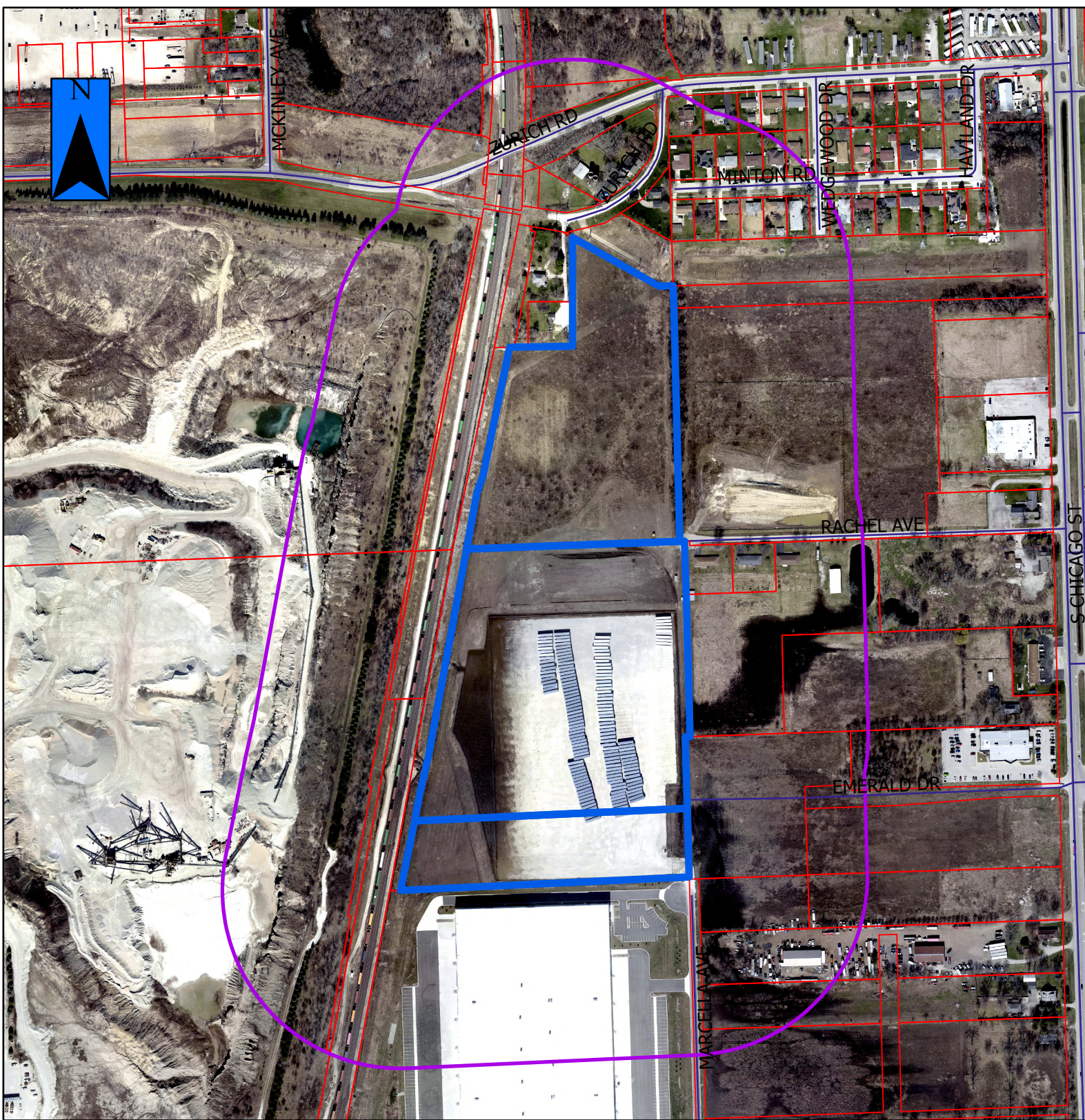


FP-2-25



-  = Property in Question
-  = 600' Public Notification Boundary

Legend					
	B-1		I-TA		R-2
	B-2		I-TB		R-2A
	B-3		I-TC		R-3
	I-1		R-1		R-4
	I-2		R-1A		R-5
	I-T		R-1B		R-B



FP-2-25a



= Property in Question / Propiedad en cuestión



= 600' Public Notification Boundary /
Límite de notificación pública de 600 ft (180 m)



City of Joliet

150 West Jefferson Street
Joliet, IL 60432

Memo

File #: TMP-8606

Agenda Date: 6/19/2025

DATE: June 12, 2025

TO: Joliet Plan Commission

FROM: Planning Staff

SUBJECT: A-2-25: Annexation of 19535 NE Frontage Road, Classification to R-5 (Multi-Family Residential) Zoning, and Approval of an Annexation Agreement

PUD-3-25: Preliminary Planned Unit Development of The Preserve Townhomes

GENERAL INFORMATION:

APPLICANT: Calc Holdings, LLC

STATUS OF APPLICANT: Owner

REQUESTED ACTION: Approval of annexation of 19535 NE Frontage Road and classification to R-5 zoning; and approval of the preliminary planned unit development of The Preserve Townhomes

PURPOSE: To allow development of a 90-unit townhome community

EXISTING ZONING: Will County A-1 (Agricultural)

LOCATION: 19535 NE Frontage Road
(05-06-10-400-034-0000)

SIZE: 7.68 acres (annexation)
8.47 acres (PUD)

EXISTING LAND USE: Undeveloped

SURROUNDING LAND USE & ZONING:

NORTH: Commercial (truck dealer), Village of Shorewood I-2 (general industrial)

SOUTH: Forest Preserve, Unincorporated Will County A-1 (agricultural)

EAST: Industrial (concrete ready-mix plant; manufacturing), Village of Shorewood I-2 (general industrial) and Unincorporated Will County A-1 (agricultural)

WEST: Residential (Deer Run Estates and Deer Run Townhouses), City R-4 (multi-family residential); and commercial (auto repair and storage units), Village of Shorewood B-3 (general commercial)

SITE HISTORY: The 8.47-acre subject site is located within unincorporated Will County and is currently undeveloped. Most of the parcel lies within the City of Joliet boundary area for annexation; however, the entrance at the northwest corner of the site lies within Shorewood's planning boundary. The annexation request includes only the 7.68 acres that lie within Joliet's boundary area. The 0.79 acres at the northwest corner will remain in unincorporated Will County. According to the petitioner, the Village of Shorewood may request that this entrance portion be annexed to Shorewood in the future if the Joliet annexation is approved.

In May 2024, the Plan Commission reviewed the same request for annexation of the subject site and preliminary and final Planned Unit Development of The Preserve Townhomes (A-2-24, PUD-3-24, and PUD-4-24). The Plan Commission voted five to one to recommend denial of those petitions. Those petitions were never brought forward to City Council so no final action was taken. Since a year has elapsed since the 2024 Plan Commission hearing, the petitioner is restarting the process for the same development proposal.

In March 2022, the Plan Commission reviewed an annexation request for the subject site in association with a development proposal for a truck and trailer repair and parking operation. The Plan Commission voted to recommend denial of that petition. The petition was subsequently withdrawn and was not heard by the City Council.

SPECIAL INFORMATION: The Planned Unit Development of The Preserve Townhomes consists of 90 townhome units on approximately 8.47 acres. There are fourteen townhome buildings: seven 8-unit buildings, four 6-unit buildings, two 3-unit buildings, and one 4-unit building. The density for the development is 10.6 units per acre; the requested zoning classification is R-5 (multi-family residential) zoning, which permits a density of 10 units per acre. As part of the PUD, the petitioner is requesting a variation to slightly exceed the density permitted in the R-5 district.

The two-story townhome units range from around 1150 to 1200 square feet and will each contain two bedrooms and two bathrooms. Units would be sold to individual owners. The petitioner anticipates that the sale price for each unit will be less than \$300,000, not including the garage units which would be sold separately. The development will have a homeowner's association which will be responsible for maintenance of all common areas. The proposal includes 180 surface parking spaces, located in front of the buildings, and

44 garage units, located along the east side of the site. The number of parking spaces provided exceeds the parking requirement for 90 units, which is 135 spaces.

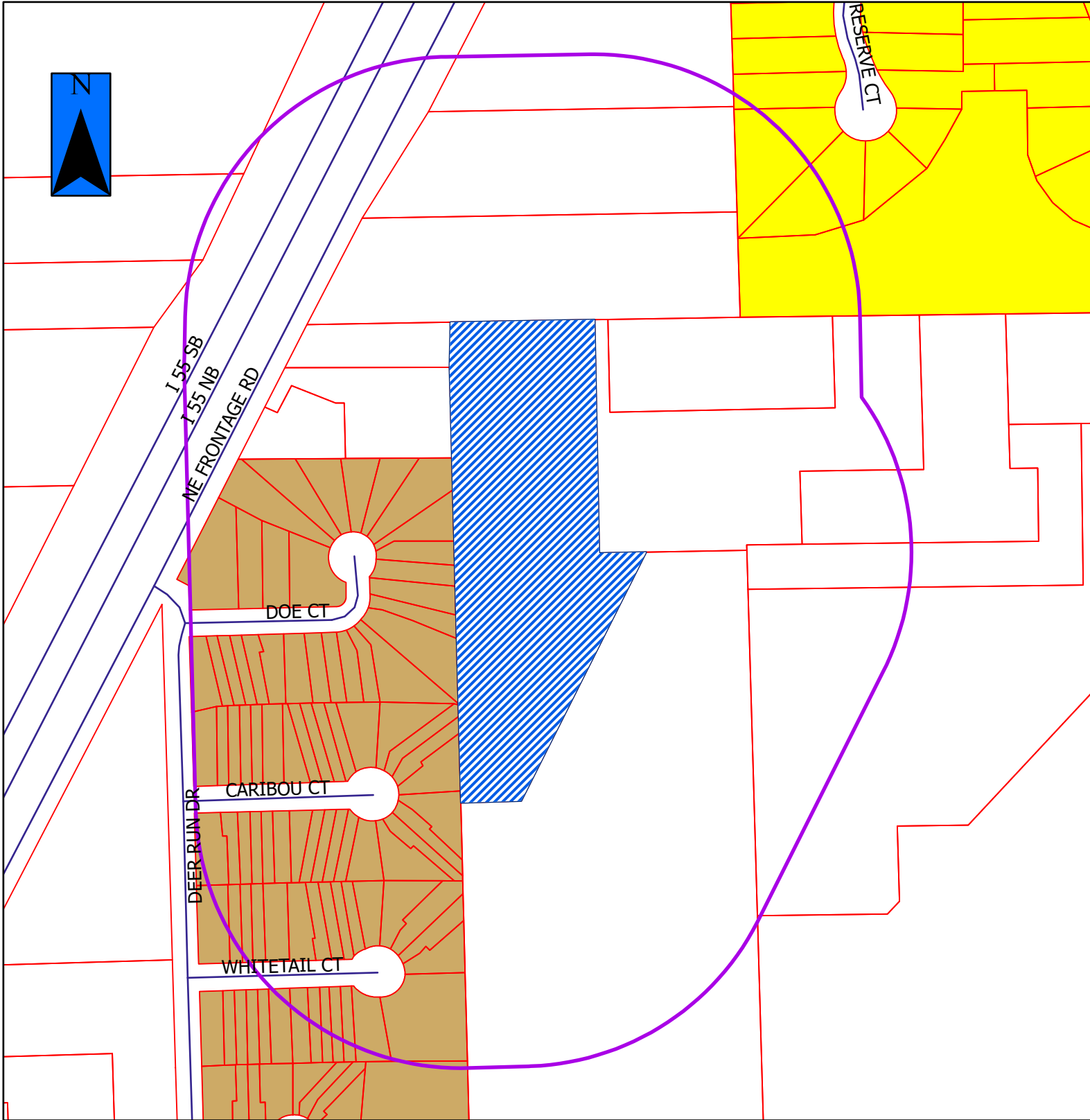
The exterior materials for the proposed two-story buildings are fiber cement board siding and stone veneer. The elevations contain less brick or stone than the Zoning Ordinance requires for multi-family structures (per Section 47-17.30(E), at least 100 percent of the front elevations and 50 percent of the side and rear elevations of multi-family buildings shall be comprised of brick or stone), so the PUD includes a variation from the residential design standards. Staff believes the elevations are acceptable and are consistent with other developments in the City. Architectural elevations, floor plans, landscaping plans, and a tree survey are attached. A narrative with phasing, financing, and marketing information is also attached.

The site is located adjacent to an industrial property containing a concrete ready-mix plant (Prairie Materials) and a manufacturing facility (Knauer Industries). The access to the property containing these facilities is a private concrete road that runs east-west along the north side of the subject site. The subject property contains an ingress / egress easement for this access road. The proposed development will also use this access road – the townhome buildings will be served by a new private road that loops off the existing road. The proposed garage buildings are designed as a buffer between the industrial property and the townhome development. The two garage buildings are located along the east property line and have a high rear roof to create the tallest barrier possible on the one-story garages. The main elevation of the garage buildings will complement the townhome buildings, while the rear elevation facing the adjacent concrete plant will use EIFS for the exterior material.

The fourteen townhome buildings and two garage buildings would each be on their own lot, with outlots for the private drive and the three storm detention areas. Water and sewer connection fees, school donation fees, and development impact fees will be required for this development. The Joliet Park District has indicated that they will require a cash contribution in lieu of land dedication for this development. The amount of the cash contribution would be determined at the time of approval of the final Planned Unit Development. Troy School District 30-C has indicated that significant enrollment from this development could be difficult to accommodate due to the capacity of the local elementary school. The petitioner does not anticipate a high number of school-aged children within the proposed development due to the size of the units.


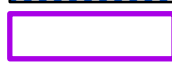
It should be noted that the petitioner held a neighborhood meeting about their proposal on April 25, 2024, prior to the May 2024 Plan Commission meeting. The petitioner sent meeting notices to residents of the Deer Run and Woodedcreek subdivisions.

ANALYSIS: Approval of the annexation of 19535 NE Frontage Road and the Preliminary Planned Unit Development of The Preserve Townhomes will allow the developer to proceed with finalizing the plans for development of a 90-unit townhome community on an undeveloped 8.47-acre property. Future approval of the Final Planned Unit Development is still required.

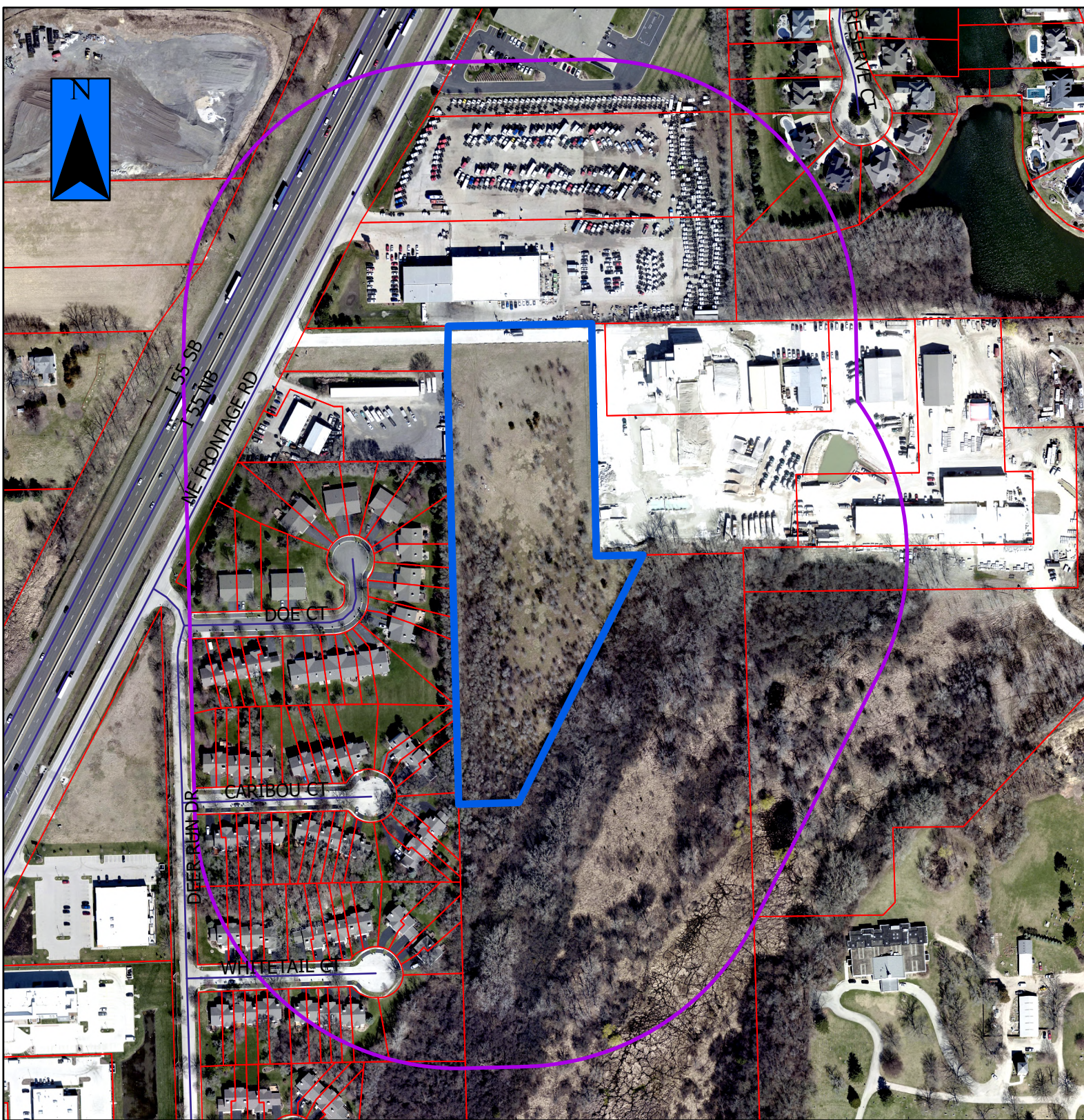


A-2-25 & PUD-3-25



 = Property in Question
 = 600' Public Notification Boundary

Legend					
	B-1		I-TA		R-2
	B-2		I-TB		R-2A
	B-3		I-TC		R-3
	I-1		R-1		R-4
	I-2		R-1A		R-5
	I-T		R-1B		R-B



A-2-25a & PUD-3-25a



- = Property in Question / Propiedad en cuestión
- = 600' Public Notification Boundary /
Límite de notificación pública de 600 ft (180 m)

SHOREWOOD

Entrance area
to remain
unincorporated

JOLIET

Joliet /
Shorewood
boundary

7.68 acres to
be annexed
into the City
of Joliet

JOLIET

INTERSTATE 55
INTERSTATE 55
NE FRONTAGE RD

DOE CT

DEER RUN DR

CARIBOU CT

WHITETAIL CT

RESERVE CT

ROCKERY CT

Figure 1: Subject site entrance off of NE Frontage Road, view east from NE Frontage Road (May 2023)



Figure 2: Private access driveway along the north side of the subject site, view east from NE Frontage Road (May 2024)



Figure 3: Subject site, view south from the private access drive (May 2024)



Figure 4: East side of site and adjacent concrete plant, view southeast from the private driveway (May 2024)



Figure 5: West side of site, view southwest from the private driveway (May 2024)



RECORDER'S CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF WILL) SS
I, THE UNDERSIGNED, AS THE RECORDER OF DEEDS FOR _____ COUNTY DO
HEREBY CERTIFY THAT INSTRUMENT NUMBER _____ WAS FILED FOR
RECORD IN THE RECORDER'S OFFICE OF _____ COUNTY, ILLINOIS, ON THE _____ DAY
OF _____, A.D., 20____ AT _____ O'CLOCK ____M.

RECORDER OF DEEDS _____

PLEASE TYPE/PRINT NAME _____

OWNER AND NOTARY CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF _____) SS
THIS IS TO CERTIFY THAT
A CORPORATION AUTHORIZED TO DO BUSINESS IN ILLINOIS, AS OWNER OF THE PROPERTY
DESCRIBED ON THE ATTACHED PLAT, HAS CAUSED THE SAME TO BE PLATTED AS INDICATED
HEREON, FOR THE USES AND PURPOSES THEREIN SET FORTH AND DOES HEREBY ACKNOWLEDGE
AND ADOPT THE SAME UNDER THE STYLE AND TITLE THEREON INDICATED.
DATED AT _____ ILLINOIS, THIS _____ DAY OF
_____, A.D., 20____.
BY: _____
TITLE: _____
ATTEST: _____
TITLE: _____

STATE OF ILLINOIS)
COUNTY OF _____) SS
I, _____, A NOTARY PUBLIC IN AND FOR
SAID COUNTY IN THE STATE AFORESAID, DO HEREBY CERTIFY THAT _____ AND
_____ OF _____ PERSONALLY KNOWN TO
ME TO BE THE SAME PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE FOREGOING INSTRUMENT
AS SUCH _____ AND _____ APPEARED BEFORE ME THIS DAY
IN PERSON AND ACKNOWLEDGED THAT THEY SIGNED AND DELIVERED THE SAID INSTRUMENT
AS THEIR OWN FREE AND VOLUNTARY ACT AND AS THE FREE AND VOLUNTARY ACT OF SAID
CORPORATION, FOR THE USES AND PURPOSES THEREIN SET FORTH AND THE SECRETARY DID
ALSO THEN AND THERE ACKNOWLEDGE THAT HE, AS CUSTODIAN OF THE CORPORATE SEAL OF
SAID CORPORATION, DID AFFIX SAID CORPORATE SEAL TO SAID INSTRUMENT AS HIS OWN
FREE AND VOLUNTARY ACT AND AS THE FREE AND VOLUNTARY ACT OF SAID CORPORATION,
FOR THE USES AND PURPOSES THEREIN SET FORTH.
GIVEN UNDER MY HAND AND NOTARIAL SEAL AT _____, ILLINOIS,
THIS _____ DAY OF _____, A.D., 20____.
BY: _____
NOTARY PUBLIC

MY COMMISSION EXPIRES _____

CITY CERTIFICATE

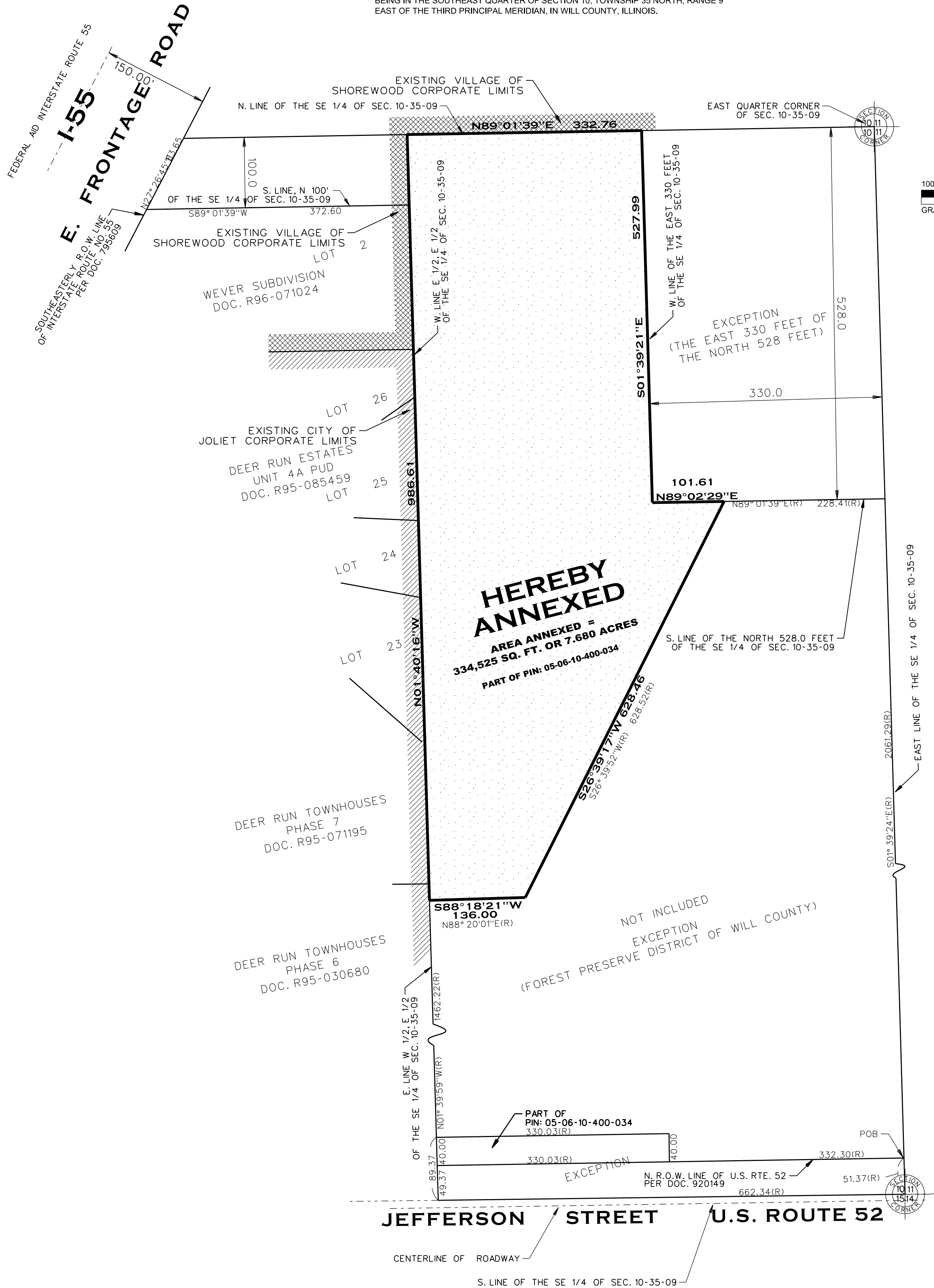
STATE OF ILLINOIS)
COUNTY OF WILL) SS
THIS IS TO CERTIFY THAT THE ATTACHED PLAT OF ANNEXATION IS IDENTIFIED
AS THAT INCORPORATED INTO AND MADE A PART OF JOLIET ORDINANCE
NUMBER _____ ADOPTED BY THE MAYOR AND BOARD
OF TRUSTEES OF SAID CITY.
BY: _____ MAYOR
ATTEST: _____ VILLAGE CLERK

SURVEYORS CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF DU PAGE) SS
THIS IS TO CERTIFY THAT WE, WEBSTER, McGRATH & AHLBERG, LTD., HAVE PREPARED
THE MAP HEREON FROM OFFICIAL RECORDS FOR THE PURPOSE OF ANNEXING THE SAME
INTO THE CITY OF JOLIET, ILLINOIS, AND THAT THIS PLAT OF ANNEXATION DEPICTS
SAID PROPERTY.
GIVEN UNDER MY HAND AND SEAL AT WHEATON, ILLINOIS THIS _____ DAY OF
_____, A.D. 20____.
WEBSTER, McGRATH & AHLBERG, LTD.
BY: _____
ILLINOIS LAND SURVEYOR NO. _____
LICENSE EXPIRES: NOVEMBER 30, 2024
2100 MANCHESTER ROAD, SUITE 203
WHEATON, ILLINOIS 60187
PHONE: (630) 668-7603

PLAT OF ANNEXATION
TO
THE CITY OF JOLIET, ILLINOIS

BEING IN THE SOUTHEAST QUARTER OF SECTION 10, TOWNSHIP 35 NORTH, RANGE 9
EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS.



LEGAL DESCRIPTION OF LAND BEING ANNEXED TO THE CITY OF JOLIET

THE EAST HALF OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 10, TOWNSHIP 35 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS.

EXCEPTING THEREFROM THE FOLLOWING TRACTS OF LAND:

THAT PART OF THE EAST HALF OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 10, TOWNSHIP 35 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE NORTH LINE OF U.S. ROUTE 52 (JEFFERSON STREET) PER DOCUMENT 920149 AND THE EAST LINE OF SAID SOUTHEAST QUARTER; THENCE SOUTH 89 DEGREES 04 MINUTES 37 SECONDS WEST ALONG SAID NORTH LINE OF U.S. ROUTE 52; A DISTANCE OF 332.30 FEET TO A POINT ON A LINE THAT IS 330.00 FEET EAST OF, AS MEASURED AT RIGHT ANGLES TO, AND PARALLEL WITH THE WEST LINE OF THE EAST HALF OF THE EAST HALF OF SAID SOUTHEAST QUARTER; THENCE NORTH 01 DEGREES 39 MINUTES 59 SECONDS WEST ALONG SAID PARALLEL LINE, A DISTANCE OF 40.00 FEET TO A POINT ON A LINE THAT IS 40.00 FEET NORTH OF, AS MEASURED AT RIGHT ANGLES TO, AND PARALLEL WITH THE NORTH LINE OF U.S. ROUTE 52; THENCE SOUTH 89 DEGREES 04 MINUTES 37 SECONDS WEST ALONG SAID PARALLEL LINE, A DISTANCE OF 330.03 FEET TO A POINT ON THE WEST LINE OF THE EAST HALF OF THE EAST HALF OF SAID SOUTHEAST QUARTER; THENCE NORTH 01 DEGREES 39 MINUTES 59 SECONDS WEST ALONG SAID WEST LINE, A DISTANCE OF 1462.22 FEET; THENCE NORTH 88 DEGREES 20 MINUTES 01 SECONDS EAST, A DISTANCE OF 136.00 FEET; THENCE NORTH 26 DEGREES 39 MINUTES 52 SECONDS EAST, 628.52 FEET TO A POINT ON A LINE THAT IS 528.00 FEET SOUTH OF, AS MEASURED AT RIGHT ANGLES TO, AND PARALLEL WITH THE NORTH LINE OF SAID SOUTHEAST QUARTER; THENCE NORTH 89 DEGREES 01 MINUTES 39 SECONDS EAST ALONG SAID PARALLEL LINE, A DISTANCE OF 228.41 FEET TO A POINT ON THE EAST LINE OF THE SOUTHEAST QUARTER OF SECTION 10; THENCE SOUTH 01 DEGREES 39 MINUTES 20 SECONDS EAST ALONG SAID EAST LINE, A DISTANCE OF 2061.29 FEET TO THE POINT OF BEGINNING, IN WILL COUNTY, ILLINOIS.

AND:

THE EAST 330 FEET OF THE NORTH 528 FEET OF THE SOUTHEAST QUARTER OF SECTION 10, TOWNSHIP 35 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS.

AND ALSO:

THAT PART OF THE EAST HALF OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 10, TOWNSHIP 35 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE NORTH LINE OF U.S. ROUTE 52 (JEFFERSON STREET) PER DOCUMENT 920149 AND THE EAST LINE OF SAID SOUTHEAST QUARTER; THENCE SOUTH 89 DEGREES 04 MINUTES 37 SECONDS WEST ALONG SAID NORTH LINE OF U.S. ROUTE 52; A DISTANCE OF 332.30 FEET TO A POINT ON A LINE THAT IS 330.00 FEET EAST OF, AS MEASURED AT RIGHT ANGLES TO, AND PARALLEL WITH THE WEST LINE OF THE EAST HALF OF THE EAST HALF OF SAID SOUTHEAST QUARTER; THENCE NORTH 01 DEGREES 39 MINUTES 59 SECONDS WEST ALONG SAID PARALLEL LINE, A DISTANCE OF 40.00 FEET TO A POINT ON A LINE THAT IS 40.00 FEET NORTH OF, AS MEASURED AT RIGHT ANGLES TO, AND PARALLEL WITH THE NORTH LINE OF U.S. ROUTE 52; THENCE SOUTH 89 DEGREES 04 MINUTES 37 SECONDS WEST ALONG SAID PARALLEL LINE, A DISTANCE OF 330.03 FEET TO A POINT ON THE WEST LINE OF THE EAST HALF OF THE EAST HALF OF SAID SOUTHEAST QUARTER; THENCE SOUTH 01 DEGREES 39 MINUTES 59 SECONDS EAST ALONG SAID WEST LINE, A DISTANCE OF 88.37 FEET TO A POINT ON THE SOUTH LINE OF THE SOUTHEAST QUARTER; THENCE NORTH 89 DEGREES 15 MINUTES 19 SECONDS EAST ALONG THE SOUTH LINE OF THE SOUTHEAST QUARTER A DISTANCE OF 662.34 FEET TO THE SOUTHEAST CORNER OF SAID SECTION 10; THENCE NORTH 01 DEGREES 39 MINUTES 24 SECONDS WEST ALONG THE EAST LINE OF SOUTHEAST QUARTER OF SECTION 10 A DISTANCE OF 51.37 FEET TO THE POINT OF BEGINNING, IN WILL COUNTY, ILLINOIS.

LINE LEGEND

- = LIMITS OF LAND HEREBY ANNEXED
- ▨ = EXISTING CITY OF JOLIET CORPORATE LIMITS
- ▩ = EXISTING VILLAGE OF SHOREWOOD CORPORATE LIMITS

Rev	Date	Description	By	PLAT OF ANNEXATION	
1	4-11-2024	REVISED PER REVIEW/SOUTH PARCEL	JCV	LOCATION: THE PRESERVE TOWNHOMES EAST FRONTAGE ROAD AND RTE. 52 JOLIET, IL	
2	4-15-2024	REVISED PER REVIEW/SOUTH PARCEL	JCV		
				PREPARED FOR: CALIC HOLDINGS LLC PO BOX 113 WHEATON, IL 60187 PHONE: 630.415.6425	
WEBSTER, McGRATH & AHLBERG LTD.				JOB #: 44515 DATE: 12-07-2021 SCALE: 1"=100'	
LAND SURVEYING - CIVIL ENGINEERING - LANDSCAPE ARCHITECTURE				SURV: JCV DRAWN: JCV DESIGN: XXX	
Over a Century of Service to our Clients				FILE #: WILL CO. 10-35-09 SHEET #: 1 of 1	
2100 Manchester Road, Suite 203 Wheaton, Illinois 60187 ph: (630) 668-7603 web: www.wmabld.com Design Firm License No. 184-003101					



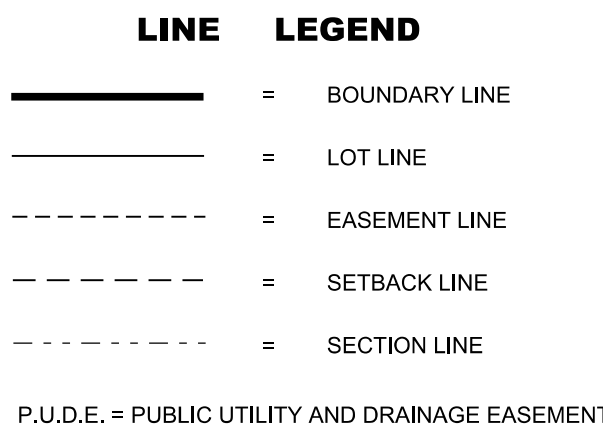
60 0 60 120

GRAPHIC SCALE - FEET

NAD 83, ILLINOIS STATE PLANE, EAST ZONE
AS DETERMINED BY TRIMBLE VRS NETWORK

BEING IN THE SOUTHEAST QUARTER OF SECTION 10, TOWNSHIP 35 NORTH, RANGE 9
EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS.


P.I.N. 05-06-10-400-034-0000



CURVE TABLE		
NO.1	RADIUS	ARC
C1	12.00	12.57
C2	28.00	9.42
C3	138.50	23.33

DEVELOPMENT TABLE	
ACREAGE	7.68 ACRES (ANNEXED TO JOLIET) 0.79 ACRES (UNINCORPORATED) 8.47 TOTAL ACRES
NUMBER OF LOTS	16 LOTS 4 OUTLOTS
NUMBER OF UNITS	90 RESIDENTIAL UNITS 44 GARAGE UNITS
DENSITY CALCULATIONS	10.6 DWELLING UNITS PER NET RESIDENTIAL ACRE

LOT TABLE	
LOT #	USAGE DESCRIPTION
LOT 1	RESIDENTIAL UNITS
LOT 2	RESIDENTIAL UNITS
LOT 3	RESIDENTIAL UNITS
LOT 4	RESIDENTIAL UNITS
LOT 5	RESIDENTIAL UNITS
LOT 6	RESIDENTIAL UNITS
LOT 7	RESIDENTIAL UNITS
LOT 8	RESIDENTIAL UNITS
LOT 9	RESIDENTIAL UNITS
LOT 10	RESIDENTIAL UNITS
LOT 11	RESIDENTIAL UNITS
LOT 12	RESIDENTIAL UNITS
LOT 13	RESIDENTIAL UNITS
LOT 14	RESIDENTIAL UNITS
LOT 15	GARAGE UNITS
LOT 16	GARAGE UNITS
OUTLOT A	ACCESS, PUBLIC UTILITY & DRAINAGE EASEMENT
OUTLOT B	STORMWATER MANAGEMENT EASEMENT
OUTLOT C	STORMWATER MANAGEMENT EASEMENT
OUTLOT D	STORMWATER MANAGEMENT EASEMENT

Rev	Date	Description	By	PLANNED UNIT DEVELOPMENT LOCATION: THE PRESERVE TOWNHOMES EAST FRONTAGE ROAD AND RTE. 52 JOLIET, IL PREPARED FOR: CALC HOLDINGS LLC PO BOX 113 WHEATON, IL 60187 PHONE: 630.415.6425
WEBSTER, MCGRATH & AHLBERG LTD.  LAND SURVEYING - CIVIL ENGINEERING - LANDSCAPE ARCHITECTURE <i>Over a Century of Service to our Clients</i> 2100 Manchester Road, Suite 203 Wheaton, Illinois 60187 PH: (630)696-7603 web: www.vmaill.com PeDR: Firm License No. 184-003301				JOB #: 44515 DATE: 05-02-2024 SCALE: 1"=60' SURV: JCV DRAWN: JCV DESIGN: MR FILE #: WILL CO. 10-35-09 PUD SHEET #: 2 of 2



PRESERVE TOWNHOMES

FRONTAGE ROAD & ROUTE 52 JOLIET, ILLINOIS 60431

SHEET NUMBER

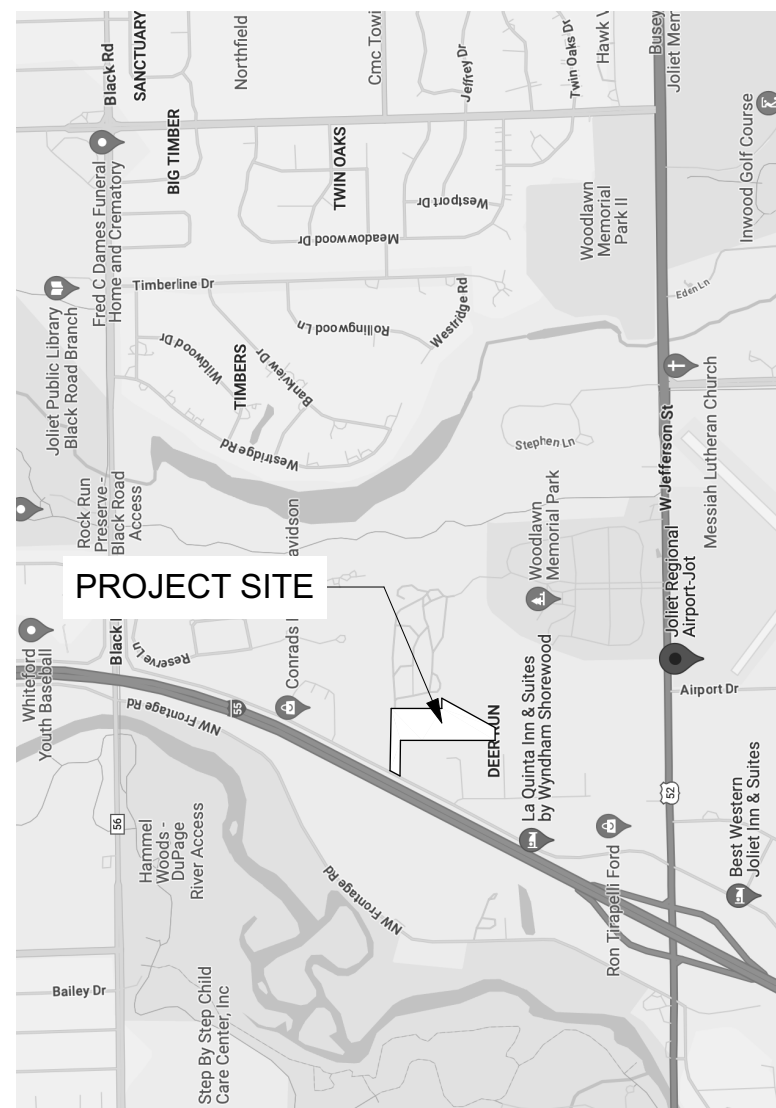
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April 19, 2024
REV- May 15, 2024

FRONTAGE ROAD & ROUTE 52 JOLIET, ILLINOIS 60431

2

April 19, 2024
REV- May 15, 2024

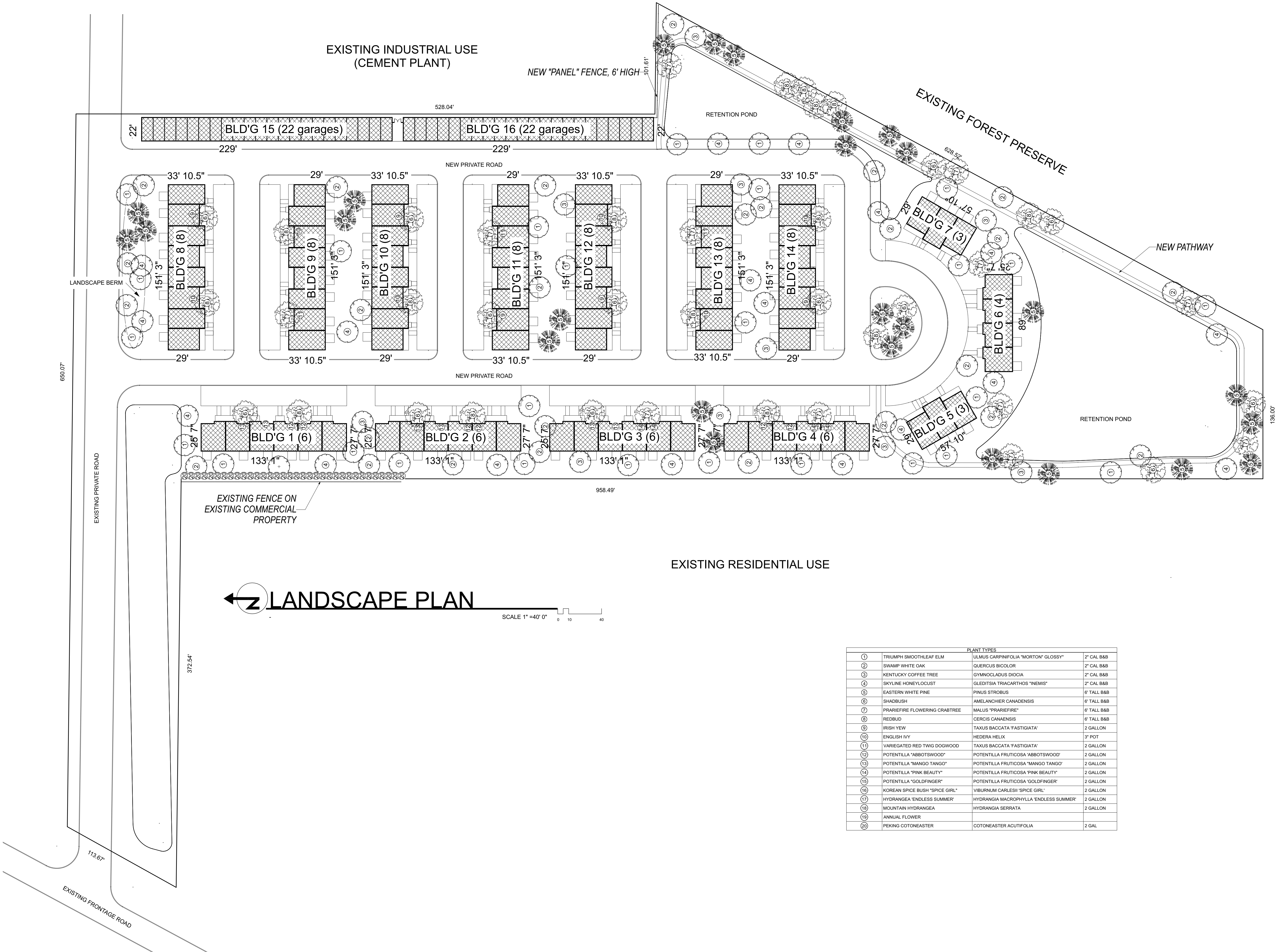


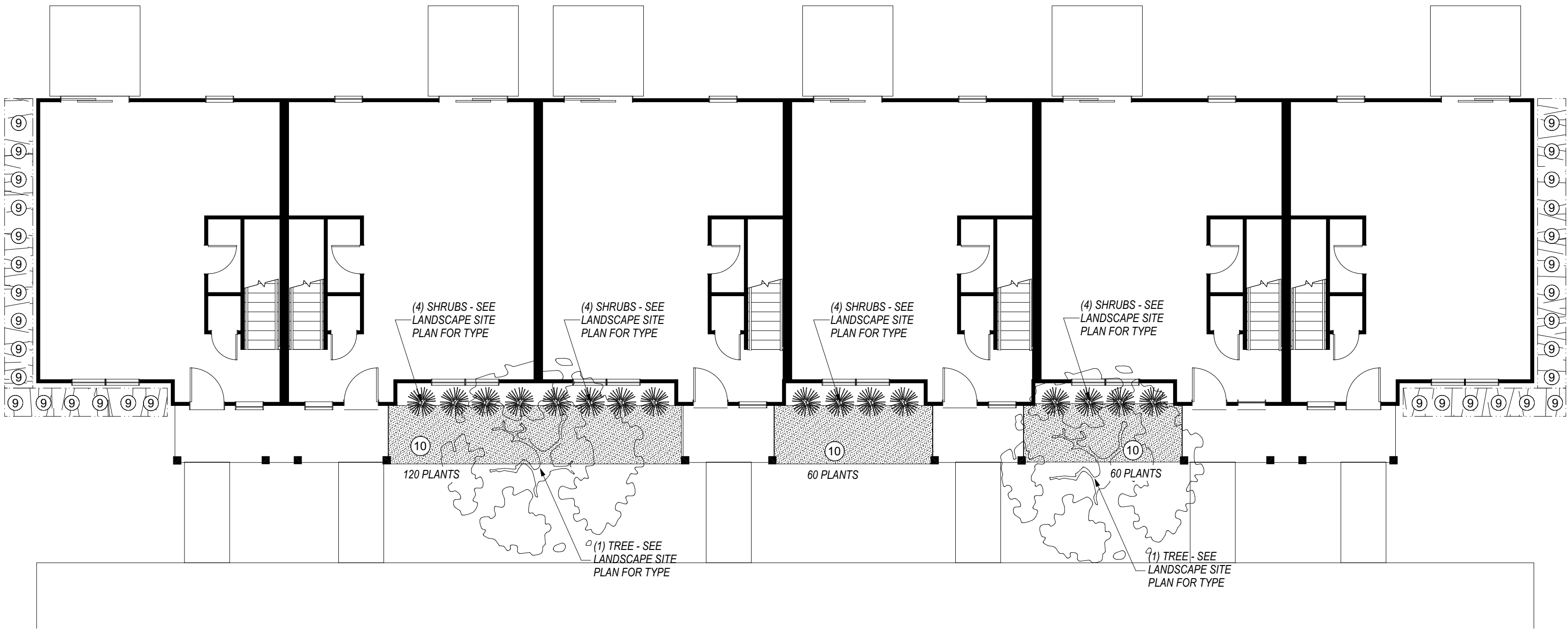
PRESERVE TOWNHOMES
FRONTAGE ROAD & ROUTE 52 JOLIET, ILLINOIS 60431

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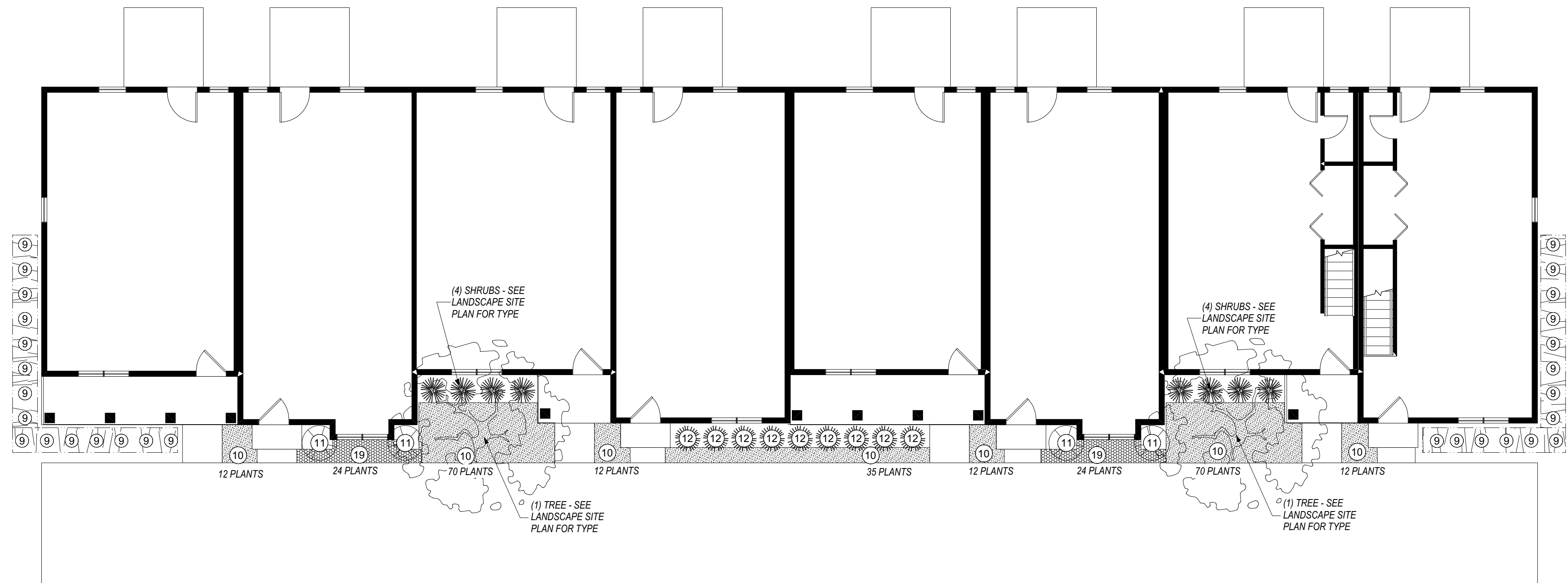
April 19, 2024
REV- May 15, 2024





PLANT TYPES			
①	TRIUMPH SMOOTHLEAF ELM	ULMUS CARPINIFOLIA "MORTON" GLOSSY"	2" CAL B&B
②	SWAMP WHITE OAK	QUERCUS BICOLOR	2" CAL B&B
③	KENTUCKY COFFEE TREE	GYMNOCLADUS DIOICIA	2" CAL B&B
④	SKYLINE HONEYLOCUST	GLEDITSIA TRIACARTHOS "INEMIS"	2" CAL B&B
⑤	EASTERN WHITE PINE	PINUS STROBUS	6" TALL B&B
⑥	SHADBUSH	AMELANCHIER CANADENSIS	6" TALL B&B
⑦	PRAIRIEFIRE FLOWERING CRABTREE	MALUS "PRAIRIEFIRE"	6" TALL B&B
⑧	REDBUD	CERCIS CANAENSIS	6" TALL B&B
⑨	IRISH YEW	TAXUS BACCATA "FASTIGIATA"	2 GALLON
⑩	ENGLISH IVY	HEDERA HELIX	3" POT
⑪	VARIEGATED RED TWIG DOGWOOD	TAXUS BACCATA "FASTIGIATA"	2 GALLON
⑫	POTENTILLA "ABBOTSWOOD"	POTENTILLA FRUTICOSA "ABBOTSWOOD"	2 GALLON
⑬	POTENTILLA "MANGO TANGO"	POTENTILLA FRUTICOSA "MANGO TANGO"	2 GALLON
⑭	POTENTILLA "PINK BEAUTY"	POTENTILLA FRUTICOSA "PINK BEAUTY"	2 GALLON
⑮	POTENTILLA "GOLDFINGER"	POTENTILLA FRUTICOSA "GOLDFINGER"	2 GALLON
⑯	KOREAN SPICE BUSH "SPICE GIRL"	VIBURNUM CARLESII "SPICE GIRL"	2 GALLON
⑰	HYDRANGEA "ENDLESS SUMMER"	HYDRANGIA MACROPHYLLA "ENDLESS SUMMER"	2 GALLON
⑱	MOUNTAIN HYDRANGEA	HYDRANGIA SERRATA	2 GALLON
⑲	ANNUAL FLOWER		
⑳	PEKING COTONEASTER	COTONEASTER ACUTIFOLIA	2 GAL

6 UNIT BUILDING - LANDSCAPE PLAN



8 UNIT BUILDING - LANDSCAPE PLAN

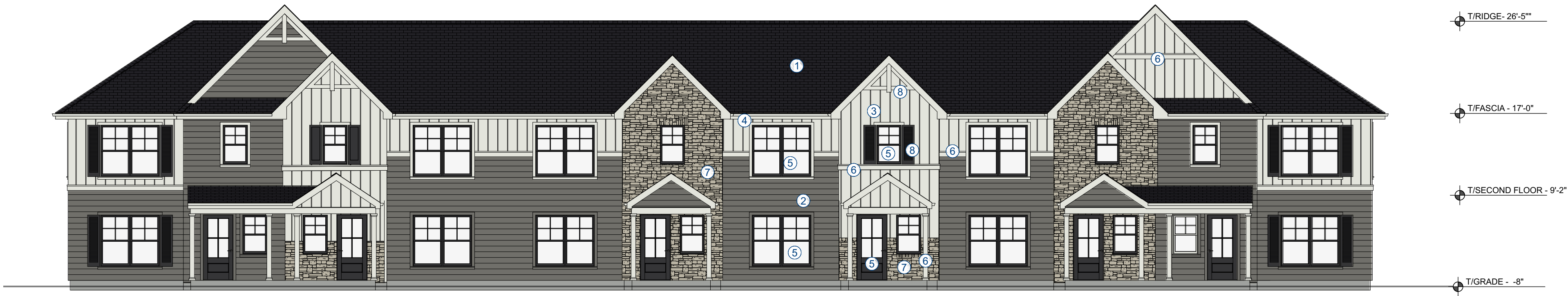
PRESERVE TOWNHOMES

FRONTAGE ROAD & ROUTE 52 JOLIET, ILLINOIS 60431

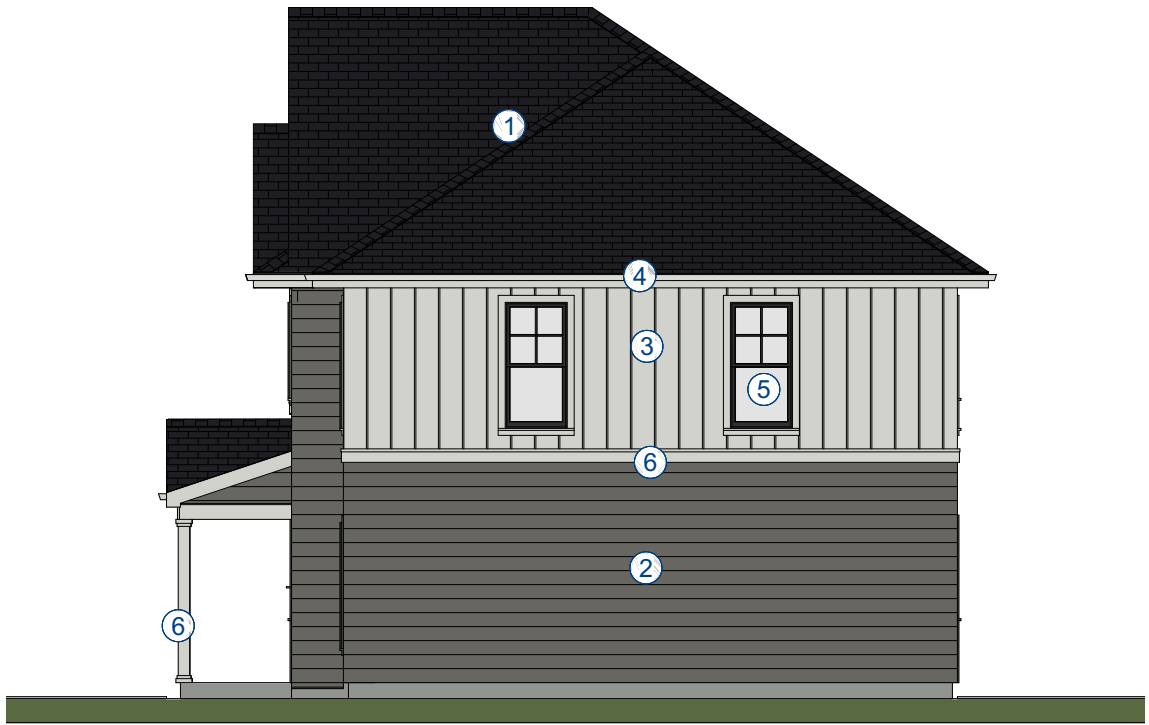
SHEET NUMBER

3A

April 19, 2024
REV- May 15, 2024



FRONT ELEVATION



SIDE ELEVATION



REAR ELEVATION

NOTE SCHEDULE	
①	ASPHALT SHINGLE
②	7" LAP SIDING - FIBER CEMENT
③	12" BOARD AND BATTEN SIDING - FIBER CEMENT
④	FIBER CEMENT FASCIA BOARD, ALUMINUM GUTTER
⑤	FIBERGLASS WINDOW OR DOOR
⑥	FIBER CEMENT TRIM BOARDS OR COLUMNS
⑦	STONE VENEER
⑧	PVC TRIM ACCESSORY, SHUTTER, BRACKET, OR V
⑨	FIBERGLASS SLIDING DOOR

6 UNIT BUILDING

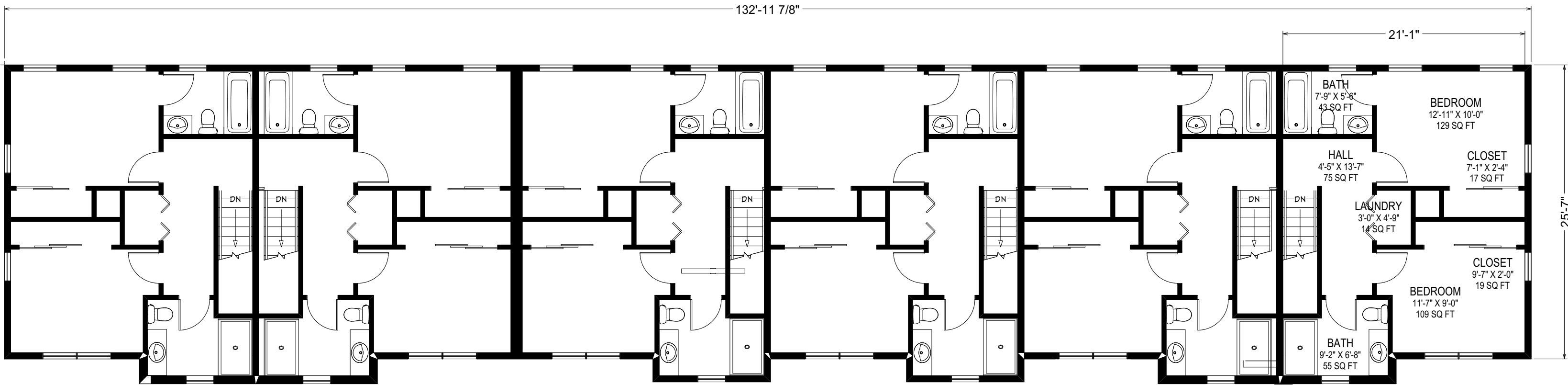
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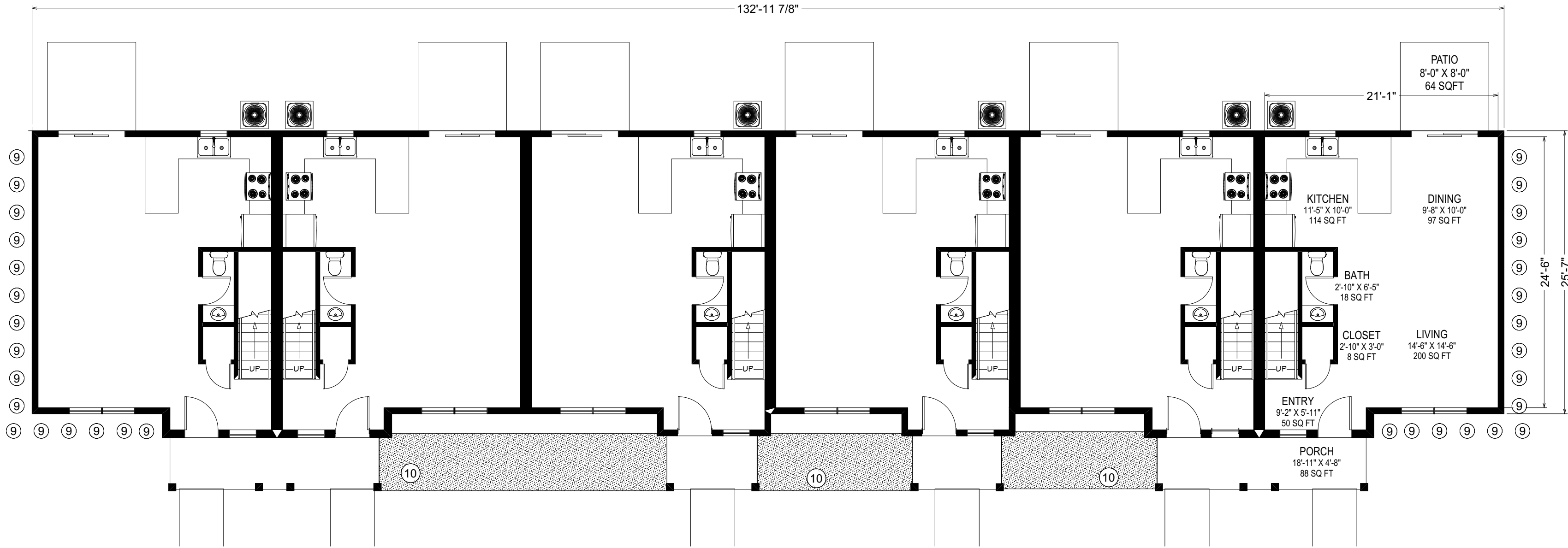
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April 19, 2024
REV- May 15, 2024

PRESERVE TOWNHOMES
FRONTAGE ROAD & ROUTE 52 JOLIET, ILLINOIS 60431



SECOND FLOOR



FIRST FLOOR

TYPICAL UNIT 1,200 SQFT TOTAL GROSS AREA
BUILDING FOOTPRINT 3,535 TOTAL SQFT

6 UNIT BUILDING

SCALE 1/8" = 1' 0"

PRESERVE TOWNHOMES
FRONTAGE ROAD & ROUTE 52 JOLIET, ILLINOIS 60431

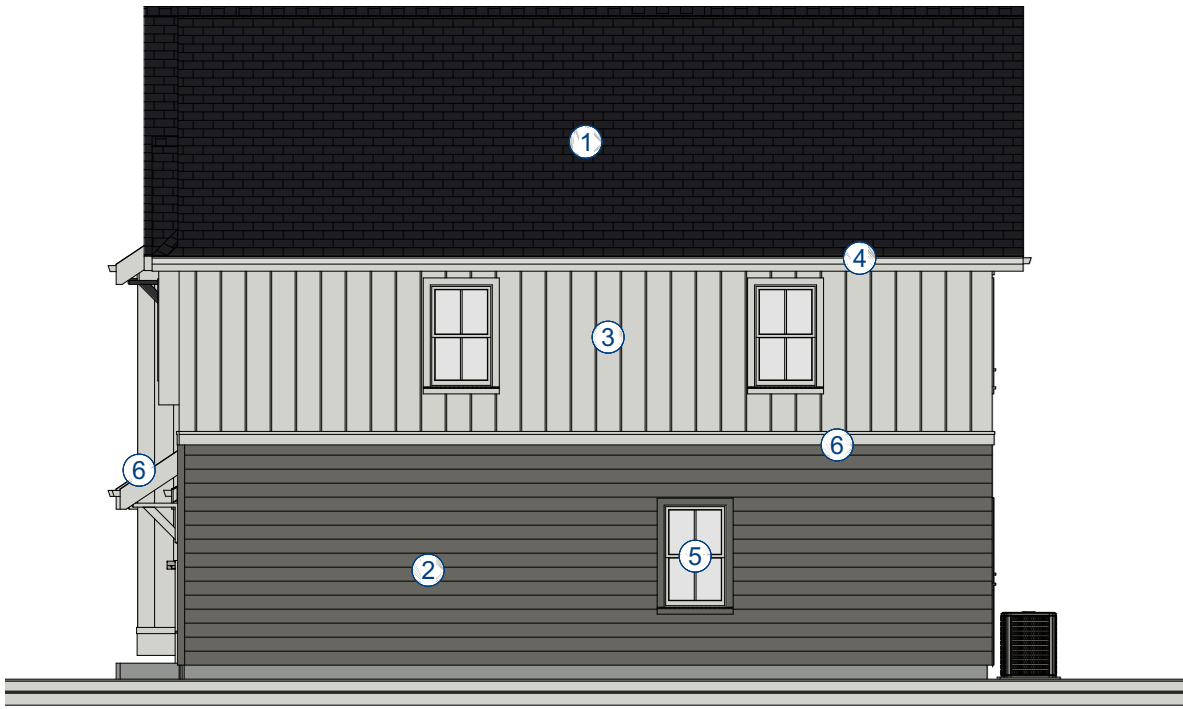
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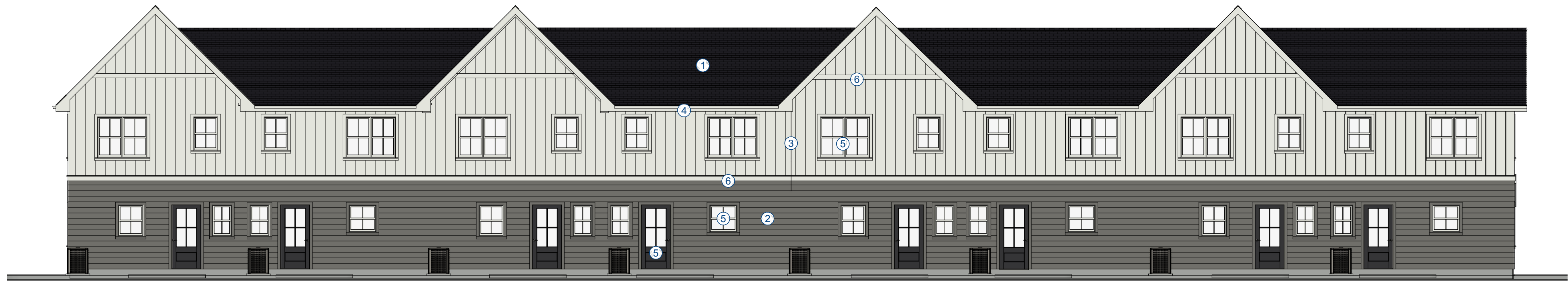
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REV- May 15, 2024



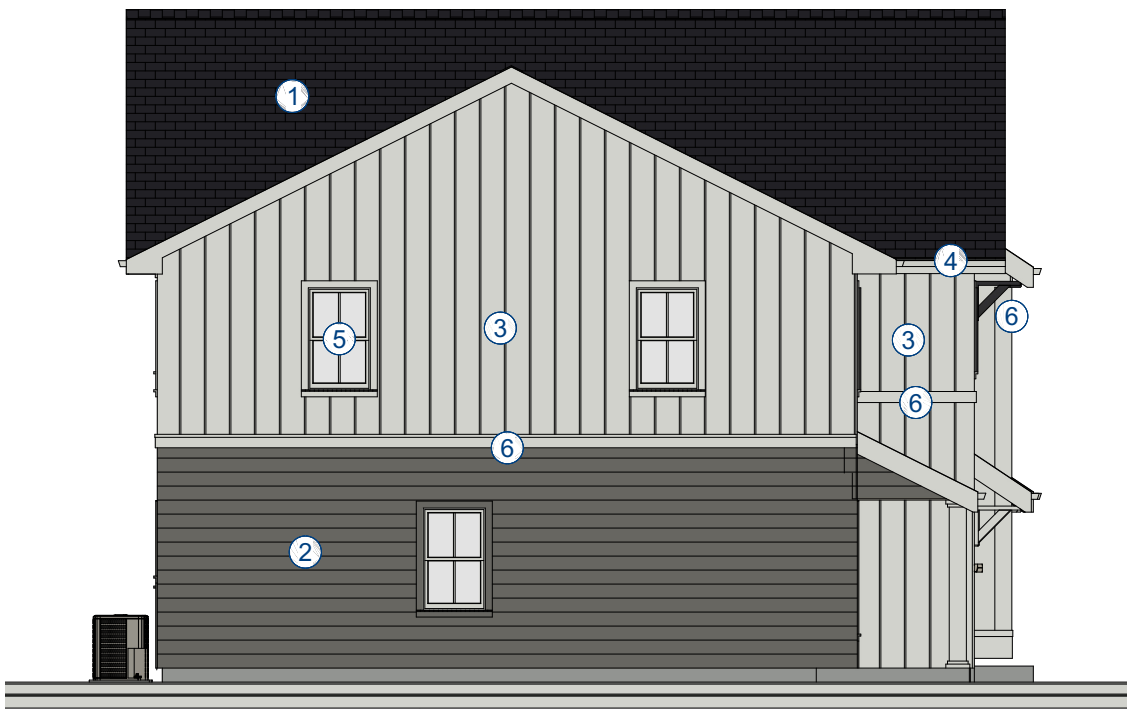
FRONT ELEVATION



RIGHT SIDE ELEVATION



REAR ELEVATION



LEFT SIDE ELEVATION

8 UNIT BUILDING

SCALE 1/8" = 1' 0"

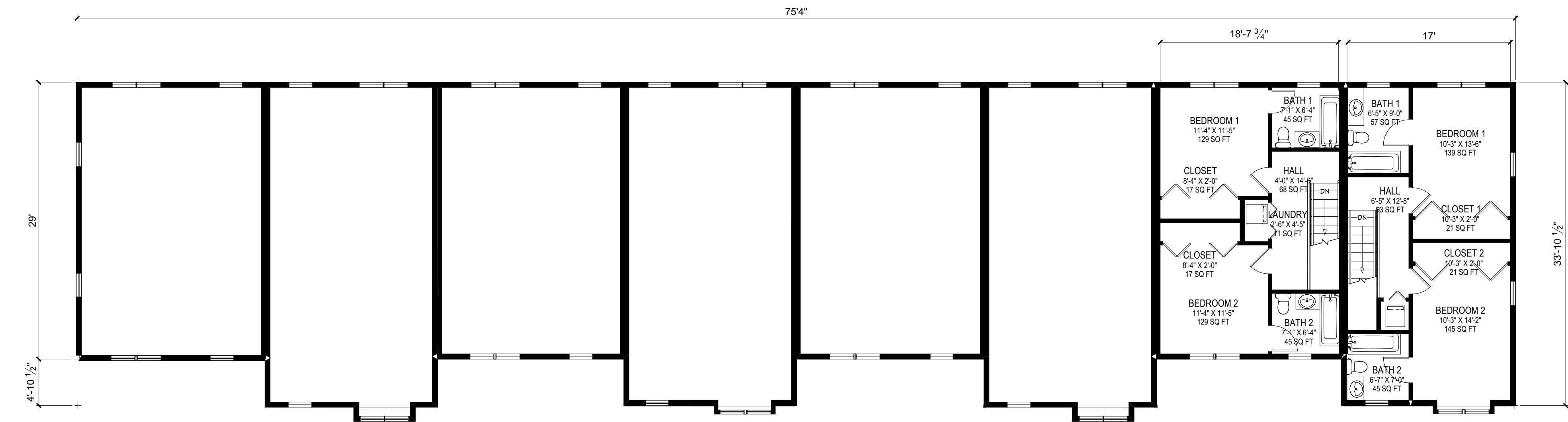
NOTE SCHEDULE	
①	ASPHALT SHINGLE
②	7" LAP SIDING - FIBER CEMENT
③	12" BOARD AND BATTEN SIDING - FIBER CEMENT
④	FIBER CEMENT FASCIA BOARD, ALUMINUM GUTTER
⑤	FIBERGLASS WINDOW OR DOOR
⑥	FIBER CEMENT TRIM BOARDS OR COLUMNS
⑦	STONE VENEER
⑧	PVC TRIM ACCESSORY, SHUTTER, BRACKET, OR V
⑨	FIBERGLASS SLIDING DOOR

SHEET NUMBER

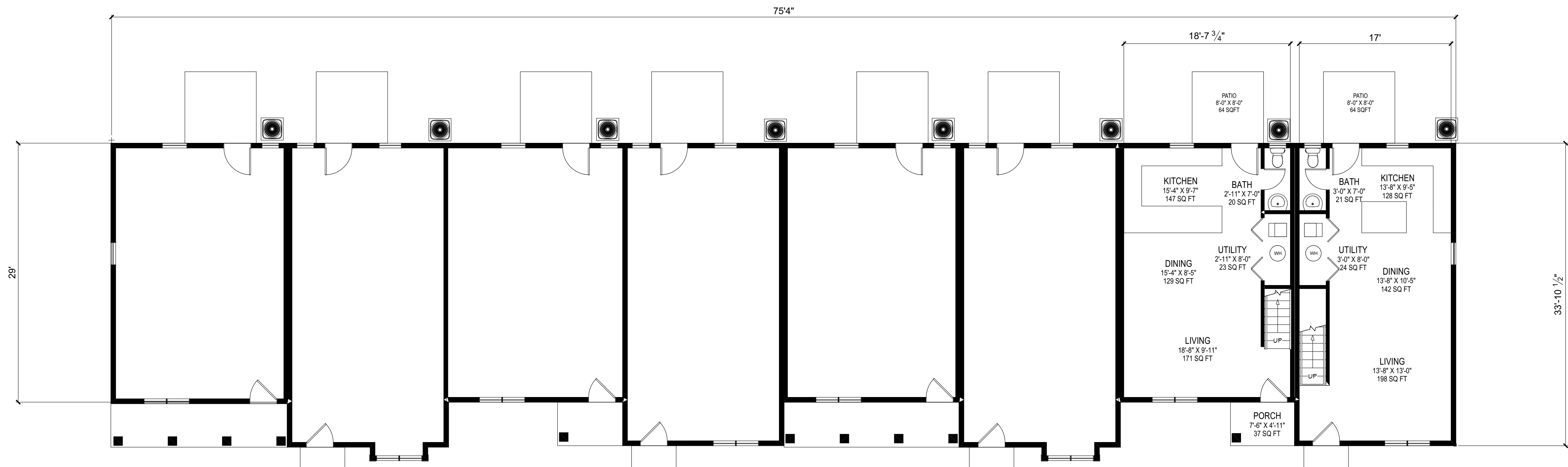
6

April 19, 2024
REV- May 15, 2024

PRESERVE TOWNHOMES
FRONTAGE ROAD & ROUTE 52 JOLIET, ILLINOIS 60431



SECOND FLOOR



FIRST FLOOR

TYPICAL 18'8" UNIT 1,150 SQFT TOTAL GROSS AREA
TYPICAL 17' UNIT 1,210 SQFT TOTAL GROSS AREA
BUILDING FOOTPRINT 4,760 TOTAL SQFT

8 UNIT BUILDING

SCALE 1/8" = 1' 0"

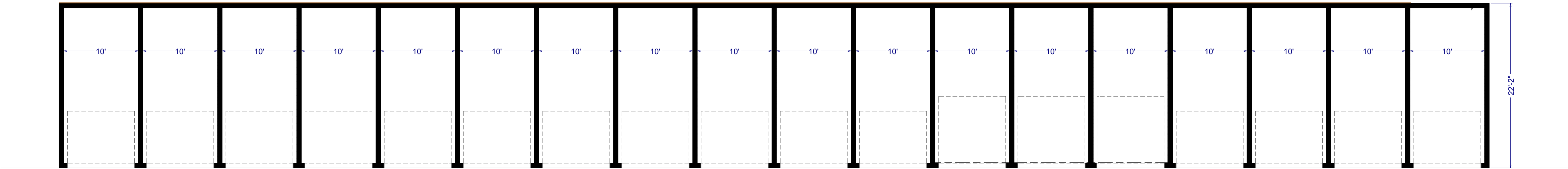
PRESERVE TOWNHOMES

FRONTAGE ROAD & ROUTE 52 JOLIET, ILLINOIS 60431

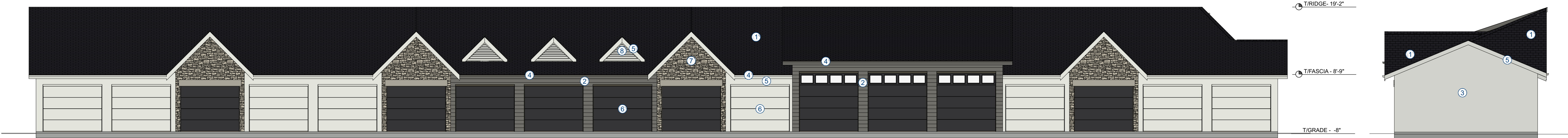
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April 19, 2024
REV- May 15, 2024

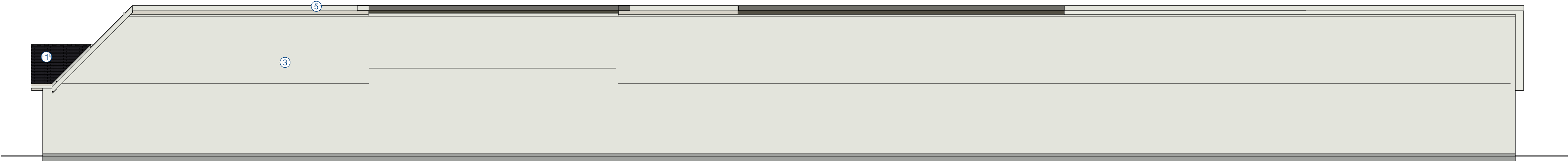


FIRST FLOOR PLAN



FRONT ELEVATION

SIDE ELEVATION



REAR ELEVATION

NOTE SCHEDULE	
①	ASPHALT SHINGLES
②	7" LAP SIDING - FIBER CEMENT
③	EIFS
④	FIBER CEMENT FASCIA W/ ALUMINUM GUTTER
⑤	TRIM - FIBER CEMENT
⑥	FIBERGLASS GARAGE DOOR
⑦	STONE VENEER
⑧	PVC ACCESSORY - VENT

GARAGE BUILDING

SCALE 1/8" = 1' 0"

SHEET NUMBER

8

April 19, 2024
REV- May 15, 2024

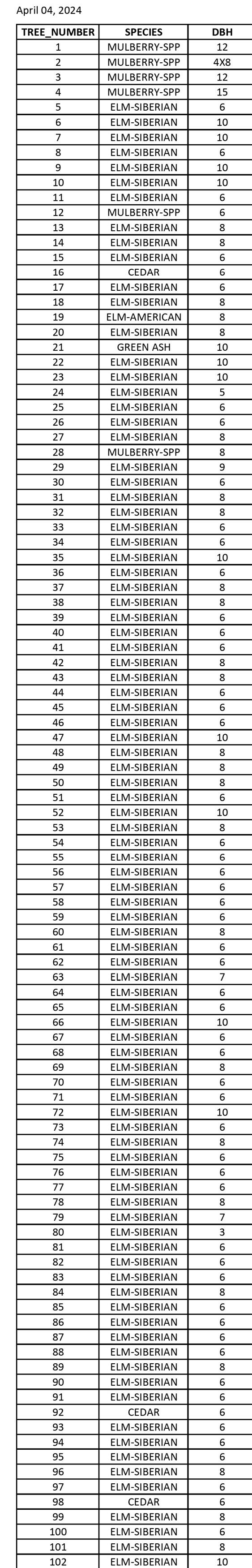
PRESERVE TOWNHOMES

FRONTAGE ROAD & ROUTE 52 JOLIET, ILLINOIS 60431

PRESERVE TOWNHOMES
FRONTAGE ROAD & ROUTE 52 JOLIET, ILLINOIS 60431

SHEET NUMBER





0 60 120

GRAPHIC SCALE - FEET

**THE PRESERVE TOWNHOMES
FRONTAGE ROAD & ROUTE 52, JOLIET, IL**

Prepared For:

CALC HOLDINGS

222 E. Roosevelt Road
Wheaton, IL 60187
630-222-0050

WEBSTER, MCGRATH & AHLBERG, LTD.



Over 100 Years of Service to Clients

2100 MANCHESTER ROAD, BLDG A, SUITE 203
WHEATON, ILLINOIS 60187
PH: (630)668-7603 WEB: WWW.NALTO.COM
DESIGN FIRM LICENSE NO. 184-003101

BY									
REVISION DESCRIPTION									
DATE									
REV#									
Section-Township-Range W1/4 SE 1/4 10-35N-09E									
JOB #	44515	SURV:			BC / JCV				
DRAWN:	MJB	REVIEW:			SMR				
SCALE:	1"=60'	DATE:			04-10-24				
SHEET NAME									

TREE SURVEY

SHEET # **TS-1**

STATE OF TENNESSEE)

) SS.
COUNTY OF DAVIDSON)

BEFORE THE MAYOR AND CITY COUNCIL
OF THE CITY OF JOLIET, ILLINOIS

PETITION FOR ANNEXATION TO THE CITY OF JOLIET

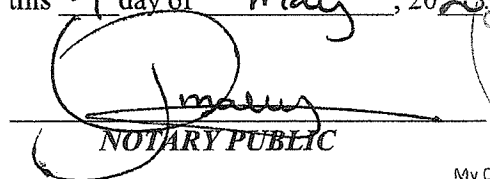
Pursuant to Section 7-1-8 of the Illinois Municipal Code, the undersigned being duly sworn, states on oath as follows:

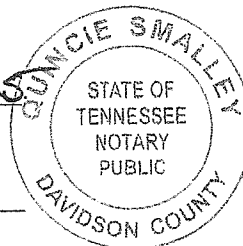
1. The undersigned is duly authorized by law to execute and file this Petition for Annexation.
2. The undersigned is the owner of record of all of the land within the territory described in Exhibit "A" ("Territory"), attached hereto and incorporated herein by reference.
3. The undersigned constitutes at least 51% of the electors residing within the Territory, if any.
4. The Territory is not within the corporate limits of any municipality.
5. The undersigned requests the annexation of the Territory to the City of Joliet, Illinois, together with that portion of any highway adjoining the Territory, which is not within any municipality.

DATE: 5-7-25


PETITIONER

Subscribed and Sworn to before me
this 7 day of May, 2025


NOTARY PUBLIC



My Commission Expires Jan. 24, 2027

CASE NO. _____
DATE FILED _____

ANNEXATION INFORMATION SHEET

(PLEASE PRINT CLEARLY)

I. Applicant's information:

NAME OF APPLICANT(S):

Calc Holdings, LLC

FN	(MI)	(LN)	(Suffix)
FN	(MI)	(LN)	(Suffix)

HOME ADDRESS (include Suite, Apt. No.)	CITY	STATE	ZIP CODE
PO Box 113	Wheaton	IL	60187
BUSINESS ADDRESS	CITY	STATE	ZIP CODE

CONTACT NUMBERS:

(H) (630) 415-6425 (W) () CELL ()

E-MAIL ADDRESS: **craig@henningergroup.com**

II. Owner's information:

NAME OF OWNER(S): (If property ownership is in the name of a partnership, corporation, joint venture, trust or other entity, please list the official name of the entity and the name of the managing power.)

Calc Holdings, LLC

FN	(MI)	(LN)	(Suffix)
FN	(MI)	(LN)	(Suffix)

HOME ADDRESS (include Suite, Apt. No.)	CITY	STATE	ZIP CODE
PO Box 113	Wheaton	IL	60187
BUSINESS ADDRESS	CITY	STATE	ZIP CODE

CONTACT NUMBERS:

(H) (630) 415-6425 (W) () CELL ()

E-MAIL ADDRESS: **craig@henningergroup.com**

In case of a land trust, attach a sheet with the name, address and telephone numbers of all trustees and beneficiaries of the trust.

III. Agent Authorization:

Please check one of the following:

☐ I will represent my petition before the Plan Commission and the City Council of the City of Joliet.

☒ I hereby authorize the person named below to act as my agent in representing this application before the Plan Commission and the City Council of the City of Joliet.

Note: The agent is the official contact person for this project and the single point of contact. All correspondence and communication will be conducted with the agent. If no agent is listed, the owner will be considered the agent.

(Please Print)

Nathaniel P. Washburn

KGG LLC

Agent's Name

Company Name (If Applicable)

111 N. Ottawa Street, Joliet Illinois 60432

Agent's Mailing Address City/State/Zip

(815) 727-4511

Agent's Phone

()

Area Code Mobile

(815) 727-1586

Area code

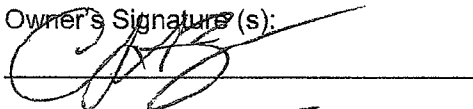
Fax

Email address: nwashburn@kggllc.com

If an agent is representing the owner of the property, please complete the following information:

I hereby authorize the person named above to act as my agent in processing this application before the City Council of the City of Joliet:

Owner's Signature(s):



Date:

5-7-25

Date:

IV. REGISTERED VOTERS RESIDING ON TERRITORY TO BE ANNEXED:

N/A

NAME

ADDRESS

()

Area Code

Phone

N/A

NAME

ADDRESS

()

Area Code

Phone

N/A

NAME

ADDRESS

()

Area Code

Phone

v. Property information:

PROPERTY ADDRESS:

Vacant NE Frontage Road Joliet Illinois Troy 60431
PROPERTY ADDRESS CITY STATE TOWNSHIP ZIP CODE

PROPERTY IDENTIFICATION NUMBER (P.I.N. or tax number(s)): _____

05-06-10-400-034-0000

LEGAL DESCRIPTION OF PROPERTY (OR ATTACH COPY OF "PLAT OF SURVEY"):

SEE ATTACHED

LOT SIZE: WIDTH _____ DEPTH _____ AREA Approx: 8.77 Acres

PRESENT LAND USE: Vacant

EXISTING ZONING: A-1 Agriculture (Will County)

PROPOSED LAND USE AND/OR PURPOSE OF ANNEXATION: _____

Residential Townhome Development

ZONING CLASSIFICATION REQUESTED: R-5

USES OF SURROUNDING PROPERTIES:

NORTH Industrial / Business (Shorewood) EAST Industrial (Will County)


SOUTH Vacant / Undeveloped (Will County) WEST Multi-Family Residential (Joliet)

IMPORTANT

You must appear before the Plan Commission and the City Council to present your annexation request. A lawyer may appear on your behalf.

The undersigned understands that they are not entitled to any City of Joliet funding for public improvements by virtue of this annexation.

I hereby depose and say that all of the above statements are true and correct to the best of my information and behalf.

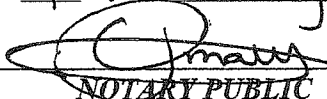

PETITIONER

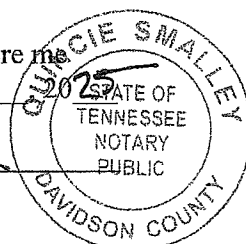
5-7-25
DATE

PETITIONER

DATE

Subscribed and Sworn to before me
this 7 day of May


NOTARY PUBLIC



My Commission Expires Jan. 24, 2027

LEGAL DESCRIPTION OF LAND BEING ANNEXED TO THE CITY OF JOLIET

THE EAST HALF OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 10, TOWNSHIP 35 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS.

EXCEPTING THEREFROM THE FOLLOWING TRACTS OF LAND:

THAT PART OF THE EAST HALF OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 10, TOWNSHIP 35 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE NORTH LINE OF U.S. ROUTE 52 (JEFFERSON STREET) PER DOCUMENT 920149 AND THE EAST LINE OF SAID SOUTHEAST QUARTER; THENCE SOUTH 89 DEGREES 04 MINUTES 37 SECONDS WEST ALONG SAID NORTH LINE OF U.S. ROUTE 52, A DISTANCE OF 332.30 FEET TO A POINT ON A LINE THAT IS 330.00 FEET EAST OF, AS MEASURED AT RIGHT ANGLES TO, AND PARALLEL WITH THE WEST LINE OF THE EAST HALF OF THE EAST HALF OF SAID SOUTHEAST QUARTER; THENCE NORTH 01 DEGREES 39 MINUTES 59 SECONDS WEST ALONG SAID PARALLEL LINE, A DISTANCE OF 40.00 FEET TO A POINT ON A LINE THAT IS 40.00 FEET NORTH OF, AS MEASURED AT RIGHT ANGLES TO, AND PARALLEL WITH THE NORTH LINE OF U.S. ROUTE 52; THENCE SOUTH 89 DEGREES 04 MINUTES 37 SECONDS WEST ALONG SAID PARALLEL LINE, A DISTANCE OF 330.03 FEET TO A POINT ON THE WEST LINE OF THE EAST HALF OF THE EAST HALF OF SAID SOUTHEAST QUARTER; THENCE NORTH 01 DEGREES 39 MINUTES 59 SECONDS WEST ALONG SAID WEST LINE, A DISTANCE OF 1462.22 FEET; THENCE NORTH 88 DEGREES 20 MINUTES 01 SECONDS EAST, A DISTANCE OF 136.00 FEET; THENCE NORTH 26 DEGREES 39 MINUTES 52 SECONDS EAST, 628.52 FEET TO A POINT ON A LINE THAT IS 528.00 FEET SOUTH OF, AS MEASURED AT RIGHT ANGLES TO AND PARALLEL WITH THE NORTH LINE OF SAID SOUTHEAST QUARTER; THENCE NORTH 89 DEGREES 01 MINUTES 39 SECONDS EAST ALONG SAID PARALLEL LINE, A DISTANCE OF 228.41 FEET TO A POINT ON THE EAST LINE OF THE SOUTHEAST QUARTER OF SECTION 10; THENCE SOUTH 01 DEGREES 39 MINUTES 20 SECONDS EAST ALONG SAID EAST LINE, A DISTANCE OF 2061.29 FEET TO THE POINT OF BEGINNING, IN WILL COUNTY, ILLINOIS.

AND;

THE EAST 330 FEET OF THE NORTH 528 FEET OF THE SOUTHEAST QUARTER OF SECTION 10, TOWNSHIP 35 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS.

AND ALSO

THAT PART OF THE EAST HALF OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 10, TOWNSHIP 35 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE NORTH LINE OF U.S. ROUTE 52 (JEFFERSON STREET) PER DOCUMENT 920149 AND THE EAST LINE OF SAID SOUTHEAST QUARTER; THENCE SOUTH 89 DEGREES 04 MINUTES 37 SECONDS WEST ALONG SAID NORTH LINE OF U.S. ROUTE 52, A DISTANCE OF 332.30 FEET TO A POINT ON A LINE THAT IS 330.00 FEET EAST OF, AS MEASURED AT RIGHT ANGLES TO, AND PARALLEL WITH THE WEST LINE OF THE EAST HALF OF THE EAST HALF OF SAID SOUTHEAST QUARTER; THENCE NORTH 01 DEGREES 39 MINUTES 59 SECONDS WEST ALONG SAID PARALLEL LINE, A DISTANCE OF 40.00 FEET TO A POINT ON A LINE THAT IS 40.00 FEET NORTH OF, AS MEASURED AT RIGHT ANGLES TO, AND PARALLEL WITH THE NORTH LINE OF U.S. ROUTE 52; THENCE SOUTH 89 DEGREES 04 MINUTES 37 SECONDS WEST ALONG SAID PARALLEL LINE, A DISTANCE OF 330.03 FEET TO A POINT ON THE WEST LINE OF THE EAST HALF OF THE EAST HALF OF SAID SOUTHEAST QUARTER; THENCE SOUTH 01 DEGREES 39 MINUTES 59 SECONDS EAST ALONG SAID WEST LINE A DISTANCE OF 89.37 FEET TO A POINT ON THE SOUTH LINE OF THE SOUTHEAST QUARTER; THENCE NORTH 89 DEGREES 15 MINUTES 19 SECONDS EAST ALONG THE SOUTH LINE OF THE SOUTHEAST QUARTER A DISTANCE OF 662.34 FEET TO THE SOUTHEAST CORNER OF SAID SECTION 10; THENCE NORTH 01 DEGREES 39 MINUTES 24 SECONDS WEST ALONG THE EAST LINE OF SOUTHEAST QUARTER OF SECTION 10 A DISTANCE OF 51.37 FEET TO THE POINT OF BEGINNING, IN WILL COUNTY, ILLINOIS.

CASE NO. PUD-3-25

DATE FILED: 5/12/25

CITY PLAN COMMISSION
JOLIET, ILLINOIS

PETITION FOR A PLANNED UNIT DEVELOPMENT
(Check One)

X Preliminary
_____ Final

NAME OF PUD: The Preserve Townhomes

NAME OF PETITIONER: Calc Holdings, LLC

HOME ADDRESS: _____

CITY, STATE, ZIP: _____

HOME PHONE: _____

CELL #: _____ E-MAIL: craig@henningergroup.com

BUSINESS ADDRESS: PO Box 113

CITY, STATE, ZIP: Wheaton, Illinois 60187

BUSINESS PHONE: 630-415-6425

INTEREST OF PETITIONER: Owner

NAME OF LOCAL AGENT: Nathaniel P. Washburn (KGG LLC)

ADDRESS: 111 N. Ottawa St., Joliet, Illinois PHONE: (815) 727-4511

OWNER: Calc Holdings, LLC

HOME ADDRESS: _____

CITY, STATE, ZIP: _____

HOME PHONE: _____

CELL #: _____ E-MAIL: _____

BUSINESS ADDRESS: PO Box 113 PHONE: _____

CITY, STATE, ZIP: Wheaton, Illinois 60187

BUSINESS PHONE: 630-415-6425

ENGINEER: Mark Richards (WMA)

ADDRESS: 2100 Manchester Road, Building A, Suite 203, Wheaton IL PHONE: 630-668-7619

LAND SURVEYOR: _____

ADDRESS: _____ PHONE: _____

ATTORNEY: Nathaniel P. Washburn (KGG LLC)

ADDRESS: 111 N. Ottawa St., Joliet, IL PHONE: (815) 727-4511

LEGAL DESCRIPTION OF PROPERTY: _____

SEE ATTACHED

COMMON ADDRESS: Vacant NE Frontage Road, Joliet, IL 60431

PERMANENT INDEX NUMBER (Tax No.): 05-06-10-400-034-0000

SIZE: Approximately 8.77 acres

NO. OF LOTS: _____

PRESENT USE: Vacant EXISTING ZONING: Will County A-1

USES OF SURROUNDING PROPERTIES: North: Commercial

South: Forest Preserve

East: Industrial and Forest Preserve

West: Residential and Commercial

Name of Park District: Joliet Park District

Date Contacted Park District: 10/21/2024

Is any open space/park site being offered as part of a preliminary PUD? No

If yes, what amount? _____

(Acknowledgment by Park District Official) Per communications with Brad Staab & Glenn Kelly a fee in lieu of park donation will be required.

Has the Zoning Board of Appeals granted any variance, exception, or special permit concerning this property?

Yes _____ No X If yes, list the Case number and name: _____

Is any variance from the Subdivision Regulations being requested? Yes X No _____

If yes, describe: Density variance to allow 90 units on 8.77 acres in requested R-5 zoning

Attach ten (10) copies of the plat to this petition.

List all contiguous holdings in the same ownership (as defined in the Subdivision Regulations) by
permanent index numbers: N/A

Attached hereto is an affidavit of ownership indicating the dates the respective holdings of land were acquired, together with the book and page of each conveyance to the present owner as recorded in the Will County Recorder of Deeds office. This affidavit shall indicate the legal owner of the property, the contract owner of the property, and the date the contract of sale was executed.

In the event the property is held in trust: A list of all individual beneficial owners of the trust must be attached.

In the event of corporate ownership: A list of all directors, officers, and stockholders of each corporation owning more than five percent (5%) of any shares of stock must be attached.

STATE OF TENNESSEE) ss
COUNTY OF DAVIDSON)

I, Craig Henninger, Manager of Calc Holdings, LLC, hereby depose and say that all of the above statements and the statements contained in the papers submitted herewith are true. I agree to be present in person or by representation when this is heard by the Plan Commission.

Date: 5-7-25 _____
Petitioner's Name

Subscribed and sworn to before me this 7th day of May, 20 25

Notary Public [Signature]
STATE OF TENNESSEE
NOTARY PUBLIC
DAVIDSON COUNTY
My Commission Expires: 01-24-27

My Commission Expires Jan. 24, 2027

CITY OF JOLIET OWNERSHIP DISCLOSURE FORM

The City of Joliet requires that applicants for zoning relief, subdivision approval, building permits and business licenses disclose the identity of all persons having an ownership interest in the business and the real property associated with the application. A copy of this form must be completed and submitted with other application materials. Failure to properly complete and submit this form may result in the denial of the application.

I. INFORMATION ABOUT THE APPLICATION

This form is submitted as part of an application for the following (check all that apply):

- ☒ Rezoning, Special Use Permit, Variation, or Other Zoning Relief (Complete Sections II and III)
- ☐ Preliminary Plat, Final Plat, or Record Plat of Subdivision (Complete Sections II and III)
- ☐ Building Permit (Complete Sections II and III)
- ☐ Business License (Complete All Sections)

II. INFORMATION ABOUT THE PROPERTY

The address and PIN(s) of the real property associated with this application are:

Vacant NE Frontage Road, Joliet

PIN(s): 05-06-10-400-034-0000

III. PROPERTY OWNERSHIP

Select the type of owner of the real property associated with this application and fill in the appropriate contact information below:

- ☐ **Individual:** State the names, addresses, and phone #'s of the individual owner(s)
- ☐ **Corporation:** State the names, addresses, and phone #'s of all persons holding 3% or more of the stock of the corporation and the percentage of shares held by such stockholders
- ☒ **Limited Liability Company:** State the names, addresses, and phone #'s of all members of the company along with the percentage of ownership held by each member
- ☐ **Land Trust:** State the names, addresses, and phone #'s of the trustee(s) and all beneficiaries
- ☐ **Partnership:** State the names, addresses, and phone #'s of all partners
- ☐ **Other type of organization:** State the names, addresses, and phone #'s of all persons having a legal or equitable ownership interest in the organization or the right to direct the affairs of the organization

Craig Henninger - 1700 Jonahs Ridge Way, Holensville, TN 37135 - 50% Interest

Sarah Henninger - 1700 Jonahs Ridge Way, Holensville, TN 37135 - 50% Interest

E-MAIL: craig@henningergroup.com

FAX: _____

IV. BUSINESS OWNERSHIP

If the owner of the business is different than the owner of the real property associated with the application, then the following information must be provided:

Select the type of business owner associated with this application and fill in the contact information below:

- ☐ **Individual:** State the names, addresses, and phone #'s of the individual owner(s)
- ☐ **Corporation:** State the names, addresses, and phone #'s of all persons holding 3% or more of the stock of the corporation and the percentage of shares held by such stockholders
- ☐ **Limited Liability Company:** State the names, addresses, and phone #'s of all members of the company along with the percentage of ownership held by each member
- ☐ **Partnership:** State the names, addresses, and phone #'s of all partners
- ☐ **Other type of organization:** State the names, addresses, and phone #'s of all persons having a legal or equitable ownership interest in the organization

E-MAIL: _____ FAX: _____

NOTE:

If a stockholder, member, beneficiary or partner disclosed in Section III or Section IV is not an individual, then the individuals holding the legal or equitable title to the real property or business associated with the application must also be disclosed. For example, if the real property associated with an application is owned by a land trust, and the beneficiary of the land trust is a limited liability company, then the members of the limited liability company must be disclosed. If one of the members of the limited liability company is a partnership, then the identity of the partners must be disclosed. If one of the partners is a corporation, then all persons owning 3% or more of the issued stock must be disclosed.

SIGNED: 

DATE: 5/12/25

Name, Title, and Telephone Numbers of Person Completing and Submitting This Form:

Nathaniel Washburn, Attorney, 815-727-4511

PRINT

The Preserve “The Townhome Community”

Planned Unit Development

The Phasing Plan for The Preserve:

There are seven 8-unit buildings, four 6-unit buildings, two 3-unit buildings and one 4-unit buildings for The Preserve development. The buildings will be constructed one at a time starting with building 6 near the detention areas southside of the project. When an occupancy permit is issued for one completed building, construction will start on the next building. It is anticipated that all buildings will be completed by the middle of 2027.

The Financial Plan:

The Preserve will secure financing from institutional debt, limited partners and high net worth individuals to satisfy the equity needed to finish the project.

The Marketing Plan:

The Preserve “A Town Home Community” has retained the services of Bill Caton from Caton Commercial as a primary broker and cooperating with Caton Residential Real Estate to handle the sale of the individual condominium units. Local advertising and social media in various other publications and magazines will be utilized to advertise the development.



City of Joliet

150 West Jefferson Street
Joliet, IL 60432

Memo

File #: TMP-8605

Agenda Date: 6/19/2025

DATE: June 12, 2025
TO: Joliet Plan Commission
FROM: Planning Staff
SUBJECT: PUD-4-25: Preliminary Planned Unit Development of Luna Estates
PUD-5-25: Final Planned Unit Development of Luna Estates

GENERAL INFORMATION:

APPLICANT: Marciano Luna
STATUS OF APPLICANT: Owner
REQUESTED ACTION: Approval of a preliminary and final Planned Unit Development
PURPOSE: To create three residential lots
EXISTING ZONING: R-1B (single-family residential)
LOCATION: 1924 Mills Road (30-07-24-300-042-0000)
SIZE: 10 acres
EXISTING LAND USE: Single-family residence with horse stables

SURROUNDING LAND USE & ZONING:

NORTH: Residential, County R-2 (single-family residence)
SOUTH: Agricultural, City R-1B (single-family residential)
EAST: Residential, City R-1B (single-family residential)
WEST: Rural residential, County A-1 (agricultural)

SITE HISTORY: The subject site was annexed and zoned R-1B (single-family residential) in 2005. At that time, the site contained horse stables and associated agricultural uses, which were permitted to continue as outlined in the annexation agreement, which expired in April 2025. The owner constructed a single-family home on the property around 2021. The home is not connected to City water and sewer services. There is currently a City water main along Mills Road but public sewer is not available in the area.

The subject site was annexed in 2005 at the same time as numerous other properties in what became the far southeast area of the City, with these properties classified to either

I-1 (light industrial) or R-1B (single-family residential) zoning. At the time of annexation, there were no plans to develop the subject site with anything but a single-family residence. The site has remained residential and agricultural; adjacent parcels have similar residential and agricultural uses.

SPECIAL INFORMATION: The Preliminary and Final Planned Unit Development of Luna Estates will create three residential lots on the 10-acre parcel. The purpose of the subdivision is to create two additional lots so that family members of the property owner can build and reside on the property. The existing house and stables would remain on proposed Lot 1, which would be 5 acres. Lots 2 and 3 would each be approximately 2.2 acres and could each be developed with a single-family residence. Lots 2 and 3 would have access off of Marigold Drive. The existing driveway access to Lot 1 off Mills Road would remain. The plats also include a 60-foot roadway dedication for Mills Road.

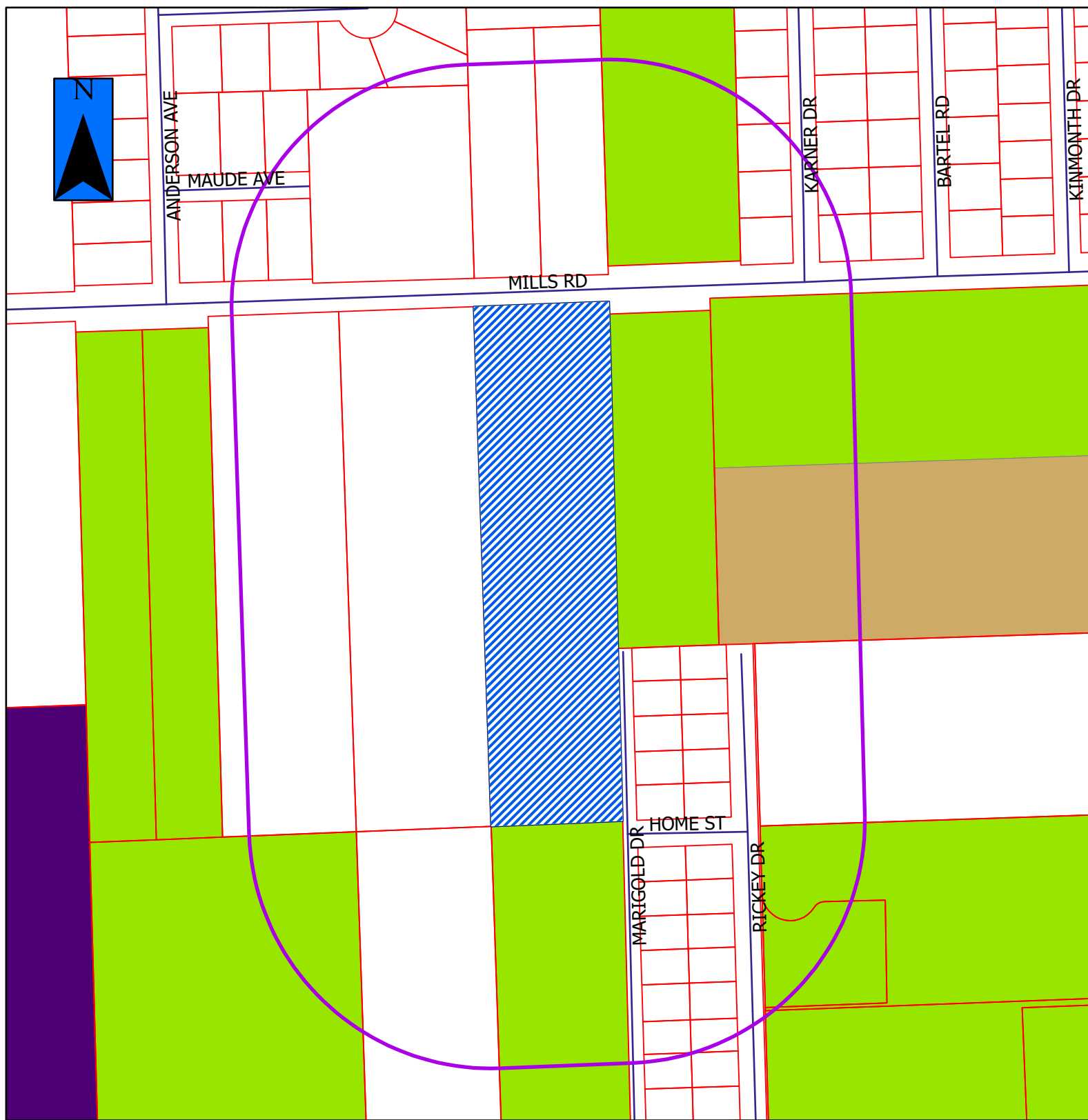
The use on Lot 1 includes the stabling of horses and a riding ring, as well as the growing of hay, for use by the owner for their personal horses. This use was permitted through the annexation agreement that was approved in 2005. The PUD will include a variance from the Zoning Ordinance to continue to allow the stabling of horses on this property as long as the PUD remains in effect.

There is no public sewer available near the site, while public water is available along Mills Road. At this time, the City is not requiring the existing house nor the proposed residences on Lots 2 and 3 to connect to City water. The PUD includes a variation from the requirement to extend water main along the property. If public water and sewer utilities were to be extended along the property line in the future, City ordinance does allow the City to require connection at that time. The plats include a 30-foot public utility and drainage easement along the east side of the property for any future utility extensions.

Due to the nature and location of the site, the petitioner is requesting additional variations as part of the PUD from the requirements for storm water detention, roadway improvements, public sidewalk, and street lighting. The petitioner and City staff are still finalizing details related to these variation requests.



School donation fees and development impact fees will be required for this development. The petitioner has reached out to the Joliet Park District to see if a cash contribution in lieu of land dedication will be required for this subdivision proposal, but has not received a response as of the writing of this staff report.





ANALYSIS: Approval of the Preliminary and Final Planned Unit Development of Luna Estates will allow two additional residential lots, for two future single-family homes, on the 10-acre parcel.

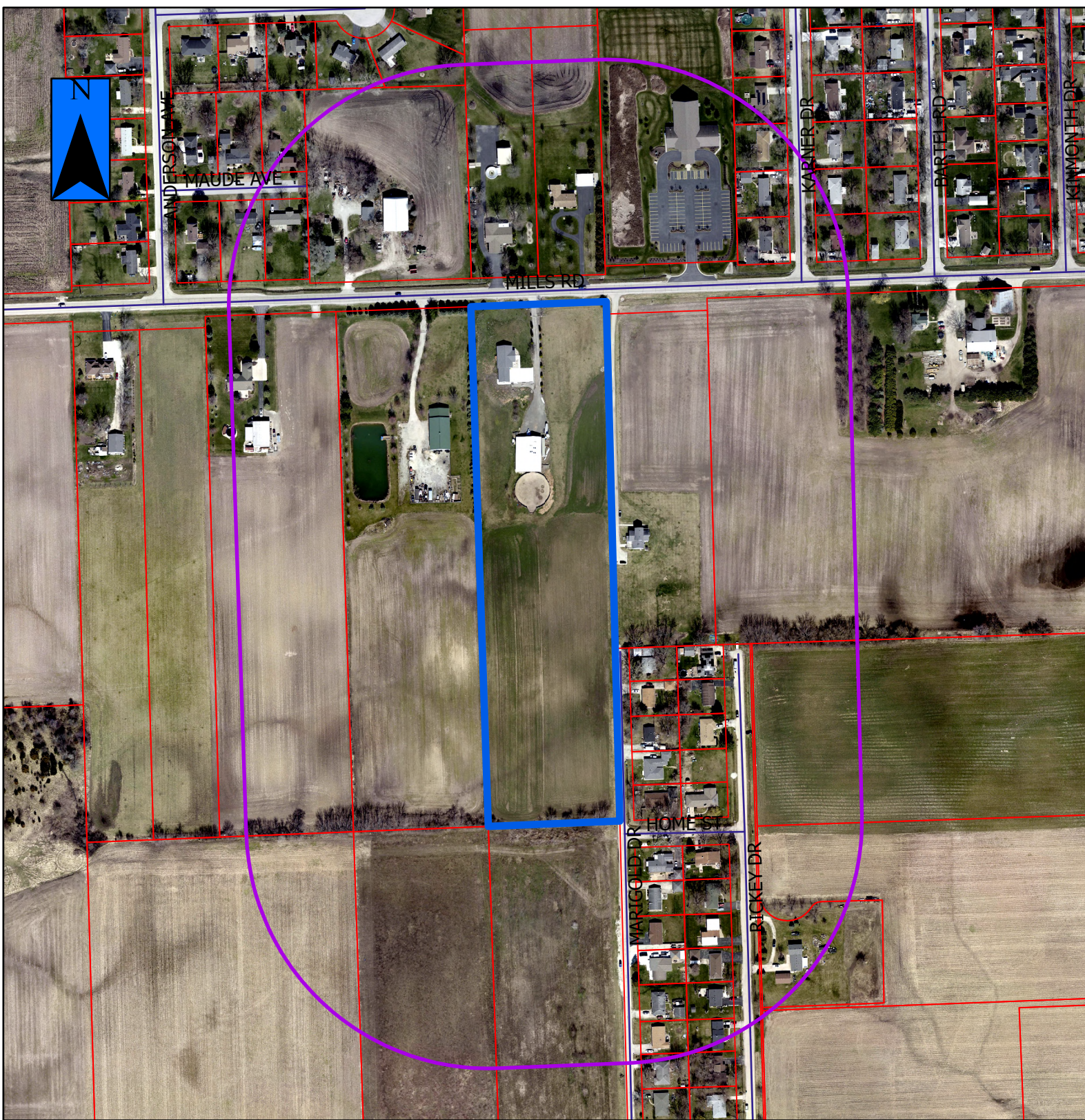


PUD-4-25 & PUD-5-25



 = Property in Question
 = 600' Public Notification Boundary

Legend					
	B-1		I-TA		R-2
	B-2		I-TB		R-2A
	B-3		I-TC		R-3
	I-1		R-1		R-4
	I-2		R-1A		R-5
	I-T		R-1B		R-B



PUD-4-25 & PUD-5-25



- = Property in Question / Propiedad en cuestión
- = 600' Public Notification Boundary /
Límite de notificación pública de 600 ft (180 m)

Figure 1: Existing house and stables at 1924 Mills Road, view southwest from Mills Road (April 2025)



Figure 2: View of 1924 Mills Road looking north from Marigold Drive, near south property line of subject site (May 2023)

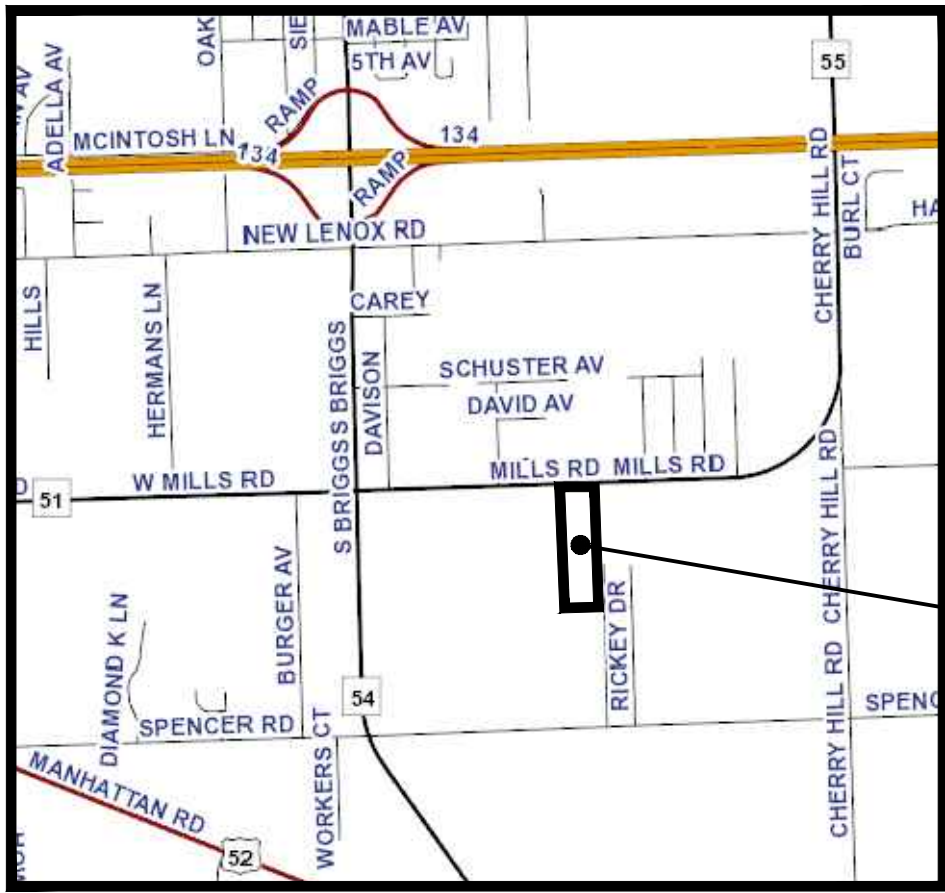


Figure 3: View of 1924 Mills Road looking north from Marigold Drive near proposed lot line between Lots 2 and 3 (May 2023). Lots 2 and 3 would have driveway access from Marigold Drive.



PRELIMINARY PLAT OF LUNA ESTATES,
A PLANNED UNIT DEVELOPMENT

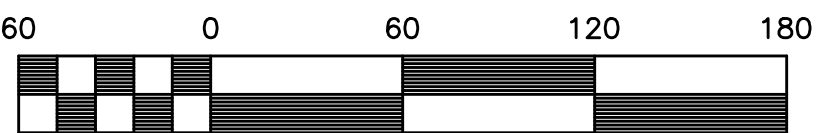
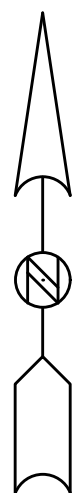
P.I.N.
30-07-24-300-042-0000
COMMON ADDRESS
1924 MILLS ROAD
JOLIET, IL 60433



VICINITY MAP

LEGAL DESCRIPTION

THE EAST HALF OF THE EAST HALF OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 24, TOWNSHIP 35 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS.



Scale: 1" = 60'

EXISTING SYMBOLS LEGEND

- FOUND SURVEY MONUMENT
- SURVEY MONUMENT - R.O.W. MARKER
- TRAFFIC SIGNAL
- TRAFFIC SIGNAL - MAST ARM
- UTILITY CONTROL CABINET
- UTILITY POLE GUY WIRE
- UTILITY POLE
- STREET LIGHT
- SIGN
- UTILITY HAND HOLE
- UTILITY DOUBLE HAND HOLE
- UTILITY HEAVY DUTY HAND HOLE
- UTILITY JUNCTION BOX
- UTILITY SPLICER BOX - GENERAL
- UTILITY SPLICER BOX - TELEPHONE
- STORM SEWER CATCH BASIN
- STORM SEWER FLARED END SECTION (FES)
- STORM SEWER MANHOLE
- STORM SEWER INLET
- SANITARY SEWER MANHOLE
- WATER - POST INDICATOR VALVE (PIV)
- WATER - FIRE HYDRANT
- WATER - VALVE BUFFALO BOX
- WATER - VALVE BOX
- WATER - VALVE VAULT
- WATER - SIAMSESE FIRE CONNECTION
- RAILROAD SIGNAL
- RAILROAD SIGNAL WITH STOP GATE
- VEGETATION - TREE STUMP
- VEGETATION - DECIDUOUS TREE
- VEGETATION - EVERGREEN TREE
- VEGETATION - SHRUB/HEDGEROW
- CONCRETE BOLLARD
- FLAG POLE
- MAIL BOX
- AIR CONDITIONER UNIT
- GENERATOR UNIT
- ELECTRICAL TRANSFORMER
- AUTOMATED TELLER MACHINE (ATM)

GENERAL NOTES

- PROPERTY IS ANNEXED TO THE CITY OF JOLIET WITH A CURRENT ZONING DISTRICT OF R-1B.
- THE BOUNDARY SURVEY WAS COMPLETED BY GEOTECH, INC. IN APRIL OF 2021 AND THE TOPOGRAPHIC SURVEY WAS COMPLETED BY GEOTECH, INC. IN APRIL OF 2025.
- THE BASIS OF BEARING FOR THE PLAT AND SURVEY, SHOWN HEREON, IS THE STATE PLANE OF ILLINOIS, EAST DATUM [NAD83 (2011)], BASED ON GNSS OBSERVATIONS UTILIZING THE TRIMBLE NOW VRS NETWORK.
- NO PART OF THIS PROPERTY IS SITUATED WITHIN A SPECIAL FLOOD HAZARD AREA AS IDENTIFIED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FIRM MAP NUMBER 17197C0170G, DATED FEBRUARY 15, 2019.
- NO PART OF THIS PROPERTY IS SITUATED WITHIN A WETLANDS AREA, AS DESIGNATED ON THE US FISH AND WILDLIFE SERVICE, NATIONAL WETLANDS INVENTORY MAPS.
- ACCESS FOR LOTS 2 AND 3 WILL BE VIA MARIGOLD DRIVE, EXTENDING NORTHWARD FROM SPENCER ROAD TO THE SOUTH. ACCESS TO LOT 1 IS EXISTING AND WILL NOT BE REVISED OR RELOCATED IN ANY WAY.
- NO WELL HEAD WAS FOUND WHILE CONDUCTING THE ONSITE FIELD WORK FOR THE PRIVATE WATER SYSTEM BEING UTILIZED FOR THE EXISTING BUILDINGS ON LOT 1.
- ALL LOTS WILL BE SERVED BY PRIVATE WATER WELLS AND INDIVIDUAL PRIVATE SEPTIC SEWER SYSTEMS. PERMITS WILL BE OBTAINED BY THE WILL COUNTY HEALTH DEPARTMENT, AT THE TIME OF CONSTRUCTION FOR LOTS 2 AND 3.
- ALTHOUGH WATER AND SEWER EXTENSIONS WILL NOT BE REQUIRED AT THIS TIME, THE CITY ORDINANCE DOES ALLOW THE CITY TO REQUIRE FUTURE OWNERS TO CONNECT TO PUBLIC WATER AND SEWER IF THEY ARE EXTENDED ALONG THE PROPERTY LIMITS IN THE FUTURE.
- PURSUANT TO THE ANNEXATION AGREEMENT, THE LAND OWNER WILL RETAIN HIS HORSE STABLES AND RIDING RING FOR HIS PERSONAL HORSES AND USES.
- IF ANY FIELD TILES ARE DISCOVERED DURING ONSITE CONSTRUCTION, THEY MUST BE REROUTED AROUND THE LIMITS OF CONSTRUCTION.

REQUESTED VARIANCES

- A VARIANCE FOR NOT PROVIDING ANY WIDENING OR REALIGNMENT OF ANY EXISTING ROADWAYS, INCLUDED BUT NOT LIMITED TO ALL ITEMS FOUND IN ZONING ORDINANCE, SECTION 5.4.C.2.
- A VARIANCE FOR NOT PROVIDING ANY STREET LIGHTING, AS INDICATED IN SECTION 5.4.A.8.
- A VARIANCE FOR NOT PROVIDING SITE RUNOFF STORAGE FOR THIS DEVELOPMENT OF THREE RESIDENTIAL LOTS WITH AN AVERAGE LOT SIZE OF 3.1 ACRES OR ANY OTHER PROVISION FOUND IN ZONING ORDINANCE, SECTION 31-205(a)(1).
- A VARIANCE FOR NOT PROVIDING ANY DRAINAGE AND STORM SEWERS ONSITE, AS INDICATED IN THE ZONING ORDINANCE, SECTION 5.5.
- A VARIANCE FOR NOT INSTALLING ANY EXTENSION OF WATER MAINS FROM MILLS ROAD ON THE NORTH, SOUTHWARD TO THE TOWNSHIP ROAD, KNOWN AS MARIGOLD DRIVE, AS INDICATED IN THE ZONING ORDINANCE, SECTION 5.6.A.2.
- A VARIANCE FOR NOT INSTALLING PUBLIC SIDEWALKS ALONG EITHER MILLS ROAD OR MARIGOLD DRIVE, AS INDICATED IN THE ZONING ORDINANCE, SECTION 5.8.
- A VARIANCE FOR NOT CONFORMING TO THE LANDSCAPE REQUIREMENTS, AS INDICATED IN THE ZONING ORDINANCE, SECTION 47-15E.
- A VARIANCE TO ALLOW THE STABLING OF HORSES IN THE R1-B ZONING DISTRICT (A VARIATION FROM PERMITTED USES IN SECTION 47-5B.1)

SCOPE OF DEVELOPMENT

EXIST. ZONING = R-1B (JOLIET)
TOTAL AREA = 9.931 ACRES
R.O.W. AREA = 0.453 ACRES
NET AREA = 9.478 ACRES
TOTAL LOTS = 3 LOTS
MIN. LOT WIDTH = 294.62 FEET
MIN. LOT SIZE = 2.234 ACRES
AVG. LOT SIZE = 3.159 Acres
GROSS DENSITY = 0.302 Lots/Acre

LINE LEGEND

- PRIMARY SURVEYED PARCEL
- ADDITIONALLY INSURED PARCEL (LOT)
- ADDITIONALLY INSURED PARCEL (EASEMENT)
- SECTION LINE
- OFF-SITE PARCEL LINE
- EASEMENT LINE
- ZONING ORDINANCE LIMITS
- OVERHEAD UTILITY LINE(S)
- UNDERGROUND UTILITY LINE
- UNDERGROUND TELECOM LINE
- UNDERGROUND FIBER OPTIC LINE
- WATERMAIN
- UNDERGROUND PIPELINE
- UNDERGROUND GAS LINE
- SANITARY SEWER
- STORM SEWER
- FENCE LINE
- GUARDRAIL

LOT #	LOT SIZE
1	5.001 ACRES
2	2.241 ACRES
3	2.234 ACRES
R.O.W.	0.455 ACRES

REFERENCE BENCHMARK:
WILL COUNTY CONTROL MONUMENT 713 IN THE NORTHWEST CORNER OF THE INTERSECTION OF CHERRY HILL ROAD AND NEW LENOX ROAD.
ELEVATION = 660.45 (NAVD 88)

SITE BENCHMARK:
"OPEN" FLANGE BOLT OF FIRE HYDRANT NORTH SIDE OF MILLS ROAD, NORTH OF THE NORTHEAST CORNER OF SURVEYED PROPERTY.
ELEVATION 659.79 (NAVD 88)

SURVEYOR & ENGINEER:
GEOTECH, INC.
1207 CEDARWOOD DRIVE
CREST HILL, ILLINOIS 60403
(815) 730-1010

OWNER & DEVELOPER:
MARCIANO LUNA
C/O JESUS (JESSIE) LUNA
1924 MILLS ROAD
JOLIET, ILLINOIS 60433
(815) 919-4992

STATE OF ILLINOIS ss
COUNTY OF WILL ss
APPROVED BY RESOLUTION OF THE CITY OF JOLIET PLANNING COMMISSION ON _____, 2025.

CHAIRPERSON

SECRETARY

STATE OF ILLINOIS ss
COUNTY OF WILL ss
APPROVED BY ORDINANCE OF THE CITY COUNCIL OF THE CITY OF JOLIET ON _____, 2025.

MAYOR

CITY CLERK

PREPARED BY:

CHRISTOPHER M. PAPER, I.P.L.S. NO. 3369
LICENSE EXPIRATION DATE 11/30/2026
cpaper@geotechnicorp.com

DATE: May 8, 2025

THIS PLAT IS NOT FOR RECORDING

GEOTECH INC.
CONSULTING ENGINEERS - LAND SURVEYORS

1207 CEDARWOOD DRIVE CREST HILL, ILLINOIS 60403 815/730-1010

LUNA ESTATES, A PLANNED
UNIT DEVELOPMENT

PRELIMINARY PLAT

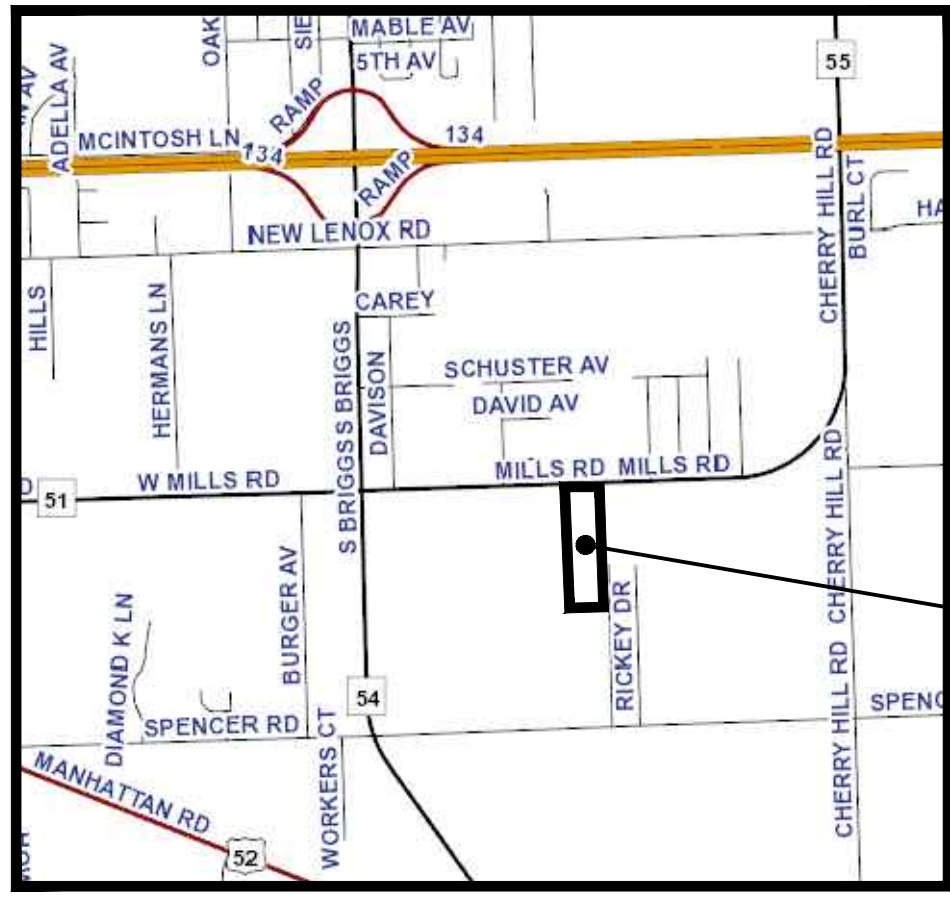
DRAWN BY: CP
CHECKED BY: CP/TC
JOB # 20910
DATE: 05/07/2025

06.09.25 CP REVISED-CITY REVIEW 1
05.28.25 CP REVISED TO PUD
DATE BY REVISION

FINAL PLAT OF LUNA ESTATES, A PLANNED UNIT DEVELOPMENT

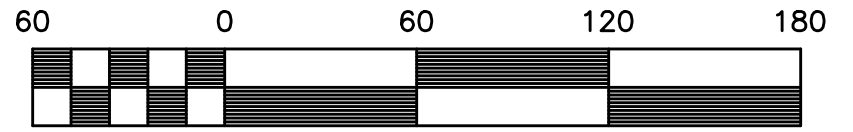
LEGAL DESCRIPTION

THE EAST HALF OF THE EAST HALF OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 24, TOWNSHIP 35 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS.



VICINITY MAP

P.I.N.
30-07-24-300-042-0000
COMMON ADDRESS
1924 MILLS ROAD
JOLIET, IL 60433



Scale: 1" = 60'

EXISTING SYMBOLS LEGEND

- FOUND SURVEY MONUMENT
- ⊗ SURVEY MONUMENT - R.O.W. MARKER
- ⊕ TRAFFIC SIGNAL
- ⊖ TRAFFIC SIGNAL - MAST ARM
- ⊗ UTILITY CONTROL CABINET
- ⊖ UTILITY POLE GUY WIRE
- ⊖ UTILITY POLE
- ⊖ STREET LIGHT
- ⊖ SIGN
- ⊖ UTILITY HAND HOLE
- ⊖ UTILITY DOUBLE HAND HOLE
- ⊖ UTILITY HEAVY DUTY HAND HOLE
- ⊖ UTILITY JUNCTION BOX
- ⊖ UTILITY SPLICE BOX - GENERAL
- ⊖ UTILITY SPLICE BOX - TELEPHONE
- ⊖ STORM SEWER CATCH BASIN
- ⊖ STORM SEWER FLARED END SECTION (FES)
- ⊖ STORM SEWER MANHOLE
- ⊖ STORM SEWER INLET
- ⊖ SANITARY SEWER MANHOLE
- ⊖ WATER - POST INDICATOR VALVE (PIV)
- ⊖ WATER - FIRE HYDRANT
- ⊖ WATER - VALVE BUFFALO BOX
- ⊖ WATER - VALVE BOX
- ⊖ WATER - VALVE VAULT
- ⊖ WATER - SIAMSESE FIRE CONNECTION
- ⊖ RAILROAD SIGNAL
- ⊖ RAILROAD SIGNAL WITH STOP GATE
- ⊖ VEGETATION - TREE STUMP
- ⊖ VEGETATION - DECIDUOUS TREE
- ⊖ VEGETATION - EVERGREEN TREE
- ⊖ VEGETATION - SHRUB/HEDGEROW
- ⊖ CONCRETE BOLLARD
- ⊖ FLAG POLE
- ⊖ MAIL BOX
- ⊖ AIR CONDITIONER UNIT
- ⊖ GENERATOR UNIT
- ⊖ ELECTRICAL TRANSFORMER
- ⊖ AUTOMATED TELLER MACHINE (ATM)

GENERAL NOTES

- PROPERTY IS ANNEXED TO THE CITY OF JOLIET WITH A CURRENT ZONING DISTRICT OF R-1B.
- THE BOUNDARY SURVEY WAS COMPLETED BY GEOTECH, INC. IN APRIL OF 2021 AND THE TOPOGRAPHIC SURVEY WAS COMPLETED BY GEOTECH, INC. IN APRIL OF 2025.
- THE BASIS OF BEARING FOR THE PLAT AND SURVEY, SHOWN HEREON, IS THE STATE PLANE OF ILLINOIS, EAST DATUM [NAD83 (2011)], BASED ON GNSS OBSERVATIONS UTILIZING THE TRIMBLE NOW VRS NETWORK.
- NO PART OF THIS PROPERTY IS SITUATED WITHIN A SPECIAL FLOOD HAZARD AREA AS IDENTIFIED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FIRM MAP NUMBER 17197C0170G, DATED FEBRUARY 15, 2019.
- NO PART OF THIS PROPERTY IS SITUATED WITHIN A WETLANDS AREA, AS DESIGNATED ON THE US FISH AND WILDLIFE SERVICE, NATIONAL WETLANDS INVENTORY MAPS.
- ACCESS FOR LOTS 2 AND 3 WILL BE VIA MARIGOLD DRIVE, EXTENDING NORTHWARD FROM SPENCER ROAD TO THE SOUTH. ACCESS TO LOT 1 IS EXISTING AND WILL NOT BE REVISED OR RELOCATED IN ANY WAY.
- NO WELL HEAD WAS FOUND WHILE CONDUCTING THE ONSITE FIELD WORK FOR THE PRIVATE WATER SYSTEM BEING UTILIZED FOR THE EXISTING BUILDINGS ON LOT 1.
- ALL LOTS WILL BE SERVED BY PRIVATE WATER WELLS AND INDIVIDUAL PRIVATE SEPTIC SEWER SYSTEMS. PERMITS WILL BE OBTAINED BY THE WILL COUNTY HEALTH DEPARTMENT, AT THE TIME OF CONSTRUCTION FOR LOTS 2 AND 3.
- ALTHOUGH WATER AND SEWER EXTENSIONS WILL NOT BE REQUIRED AT THIS TIME, THE CITY ORDINANCE DOES ALLOW THE CITY TO REQUIRE FUTURE OWNERS TO CONNECT TO PUBLIC WATER AND SEWER IF THEY ARE EXTENDED ALONG THE PROPERTY LIMITS IN THE FUTURE.
- PURSUANT TO THE ANNEXATION AGREEMENT, THE LAND OWNER WILL RETAIN HIS HORSE STABLES AND RIDING RING FOR HIS PERSONAL HORSES AND USES.
- IF ANY FIELD TILES ARE DISCOVERED DURING ONSITE CONSTRUCTION, THEY MUST BE REROUTED AROUND THE LIMITS OF CONSTRUCTION.

REQUESTED VARIANCES

- A VARIANCE FOR NOT PROVIDING ANY WIDENING OR REALIGNMENT OF ANY EXISTING ROADWAYS, INCLUDED BUT NOT LIMITED TO ALL ITEMS FOUND IN ZONING ORDINANCE, SECTION 5.4.C.2.
- A VARIANCE FOR NOT PROVIDING ANY STREET LIGHTING, AS INDICATED IN SECTION 5.4.A.8.
- A VARIANCE FOR NOT PROVIDING SITE RUNOFF STORAGE FOR THIS DEVELOPMENT OF THREE RESIDENTIAL LOTS WITH AN AVERAGE LOT SIZE OF 3.1 ACRES OR ANY OTHER PROVISION FOUND IN ZONING ORDINANCE, SECTION 31-205(a)(1).
- A VARIANCE FOR NOT PROVIDING ANY DRAINAGE AND STORM SEWERS ONSITE, AS INDICATED IN THE ZONING ORDINANCE, SECTION 5.5.
- A VARIANCE FOR NOT INSTALLING ANY EXTENSION OF WATER MAINS FROM MILLS ROAD ON THE NORTH, SOUTHWARD TO THE TOWNSHIP ROAD, KNOWN AS MARIGOLD DRIVE, AS INDICATED IN THE ZONING ORDINANCE, SECTION 5.6.A.2.
- A VARIANCE FOR NOT INSTALLING PUBLIC SIDEWALKS ALONG EITHER MILLS ROAD OR MARIGOLD DRIVE, AS INDICATED IN THE ZONING ORDINANCE, SECTION 5.8.
- A VARIANCE FOR NOT CONFORMING TO THE LANDSCAPE REQUIREMENTS, AS INDICATED IN THE ZONING ORDINANCE, SECTION 47-15E.
- A VARIANCE TO ALLOW THE STABLING OF HORSES IN THE R1-B ZONING DISTRICT (A VARIATION FROM PERMITTED USES IN SECTION 47-5B.1).

SCOPE OF DEVELOPMENT

EXIST. ZONING	= R-1B (JOLIET)
TOTAL AREA	= 9.931 ACRES
R.O.W. AREA	= 0.453 ACRES
NET AREA	= 9.478 ACRES
TOTAL LOTS	= 3 LOTS
MIN. LOT WIDTH	= 294.62 FEET
MIN. LOT SIZE	= 2.234 ACRES
AVG. LOT SIZE	= 3.159 Acres
GROSS DENSITY	= 0.302 Lots/Acre

LINE LEGEND

—	PRIMARY SURVEYED PARCEL
- - -	ADDITIONALLY INSURED PARCEL (LOT)
- - -	ADDITIONALLY INSURED PARCEL (EASEMENT)
- - -	SECTION LINE
- - -	OFF-SITE PARCEL LINE
- - -	EASEMENT LINE
- - -	ZONING ORDINANCE LIMITS
— OW —	OVERHEAD UTILITY LINE(S)
— E — E —	UNDERGROUND ELECTRIC LINE
— T — T —	UNDERGROUND TELECOM LINE
— FO — FO —	UNDERGROUND FIBER OPTIC LINE
— WM —	WATERMAIN
— PL — PL —	UNDERGROUND PIPELINE
— GAS —	UNDERGROUND GAS LINE
—) —) —	SANITARY SEWER
— > — > —	STORM SEWER
— X — X —	FENCE LINE
— — — — —	GUARDRAIL

LOT #	LOT SIZE
1	5.001 ACRES
2	2.241 ACRES
3	2.234 ACRES
R.O.W.	0.455 ACRES

REFERENCE BENCHMARK:
WILL COUNTY CONTROL MONUMENT 713 IN THE NORTHWEST CORNER OF THE INTERSECTION OF CHERRY HILL ROAD AND NEW LENOX ROAD.
ELEVATION = 660.45 (NAVD 88)

SITE BENCHMARK:
"OPEN" FLANGE BOLT OF FIRE HYDRANT NORTH SIDE OF MILLS ROAD, NORTH OF THE NORTHEAST CORNER OF SURVEYED PROPERTY.
ELEVATION 659.79 (NAVD 88)

SURVEYOR & ENGINEER:

GEOTECH, INC.
1207 CEDARWOOD DRIVE
CREST HILL, ILLINOIS 60403
(815) 730-1010

OWNER & DEVELOPER:

MARCIANO LUNA
C/O JESUS (JESSIE) LUNA
1924 MILLS ROAD
JOLIET, ILLINOIS 60433
(815) 919-4992

STATE OF ILLINOIS) ss
COUNTY OF WILL) ss
APPROVED BY RESOLUTION OF THE CITY OF JOLIET PLAN
COMMISSION ON _____, 2025.

CHAIRPERSON _____

SECRETARY _____

STATE OF ILLINOIS) ss
COUNTY OF WILL) ss
APPROVED BY ORDINANCE OF THE CITY COUNCIL OF THE
CITY OF JOLIET ON _____, 2025.

MAYOR _____

CITY CLERK _____

PREPARED BY:
CHRISTOPHER M. PAPESH, I.P.L.S. NO. 3369
LICENSE EXPIRATION DATE 11/30/2026
cpapesh@geotechincorp.com

DATE: **May 8, 2025**

THIS PLAT IS NOT FOR RECORDING

GEOTECH INC.
CONSULTING ENGINEERS — LAND SURVEYORS

1207 CEDARWOOD DRIVE CREST HILL, ILLINOIS 60403 815/730-1010

**LUNA ESTATES, A PLANNED
UNIT DEVELOPMENT**

FINAL PLAT

DRAWN BY: CP
CHECKED BY: CP/TC
JOB # 20910
DATE: 05/07/2025

06.09.25 CP REVISED-CITY REVIEW 1
05.28.25 CP REVISED TO PUD
DATE BY REVISION

CASE NO. _____

DATE FILED: _____

**CITY PLAN COMMISSION
JOLIET, ILLINOIS**

**PETITION FOR A PLANNED UNIT DEVELOPMENT
(Check One)**

 X Preliminary
 Final

NAME OF PUD: Luna Estates PUD

NAME OF PETITIONER: Marciano Luna

HOME ADDRESS: 1924 Mills Road

CITY, STATE, ZIP: Joliet, IL 60432

HOME PHONE: _____

CELL #: 815-919-4992 E-MAIL: lunagtomex@sbcglobal.net

BUSINESS ADDRESS: _____

CITY, STATE, ZIP: _____

BUSINESS PHONE: _____

INTEREST OF PETITIONER: owner

NAME OF LOCAL AGENT: Jessie Luna

ADDRESS: 1924 Mills Road, Joliet, IL 60432 PHONE: 815-919-4992

OWNER: Marciano Luna

HOME ADDRESS: 1924 Mills Road

CITY, STATE, ZIP: Joliet, IL 60433

HOME PHONE: _____

CELL #: 815-919-4992 E-MAIL: lunagtomex@sbcglobal.net

BUSINESS ADDRESS: _____ PHONE: _____

CITY, STATE, ZIP: _____

BUSINESS PHONE: _____

ENGINEER: Geotech Incorporate - Tom Carroll

ADDRESS: 1207 Cedarwood Drive, Crest Hill, IL 60403 PHONE: 815-730-1010

LAND SURVEYOR: Geotech Incorporated - Chris Papesh

ADDRESS: 1207 Cedarwood Drive, Crest Hill, IL 60403 PHONE: 815-730-1010

ATTORNEY: _____

ADDRESS: _____ PHONE: _____

LEGAL DESCRIPTION OF PROPERTY: The east half of the east half of the northeast quarter of the southwest quarter of Section 24, Township 35 North, Range 10 East of the Third Principal Meridian, in Will County, Illinois

COMMON ADDRESS: 1924 Mills Road, Joliet, IL 60433

PERMANENT INDEX NUMBER (Tax No.): 30-07-24-300-042

SIZE: 10 acres

NO. OF LOTS: 3 - 2 lots for new homes, 1 lot with existing home

PRESENT USE: residential EXISTING ZONING: R-1B

USES OF SURROUNDING PROPERTIES: North: Will County R-1 & R-2

South: Joliet R-1B

East: Joliet R-1B & Will County R-3

West: County A-1

Name of Park District: Joliet Park District

Date Contacted Park District: N/A

Is any open space/park site being offered as part of a preliminary PUD? no

If yes, what amount? _____

(Acknowledgment by Park District Official) _____

Has the Zoning Board of Appeals granted any variance, exception, or special permit concerning this property?

Yes _____ No X If yes, list the Case number and name: _____

Is any variance from the Subdivision Regulations being requested? Yes X No _____

If yes, describe: street lights, ex. road widening, drainage, utilities, trees, sidewalks, site runoff

Attach ten (10) copies of the plat to this petition.

List all contiguous holdings in the same ownership (as defined in the Subdivision Regulations) by permanent index numbers: 30-07-24-300-042

Attached hereto is an affidavit of ownership indicating the dates the respective holdings of land were acquired, together with the book and page of each conveyance to the present owner as recorded in the Will County Recorder of Deeds office. This affidavit shall indicate the legal owner of the property, the contract owner of the property, and the date the contract of sale was executed.

In the event the property is held in trust: A list of all individual beneficial owners of the trust must be attached.

In the event of corporate ownership: A list of all directors, officers, and stockholders of each corporation owning more than five percent (5%) of any shares of stock must be attached.

STATE OF ILLINOIS) ss
COUNTY OF WILL)

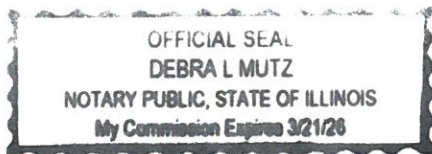
I, Marciano D. Luna, hereby depose and say that all of the above statements and the statements contained in the papers submitted herewith are true. I agree to be present in person or by representation when this is heard by the Plan Commission.

Date: 5/12/25 Marciano D. Luna
Petitioner's Name

Subscribed and sworn to before me this 12th day of May, 2025

Debra L. Mutz
Notary Public

3-21-26
My Commission Expires:



CASE NO. _____

DATE FILED: _____

**CITY PLAN COMMISSION
JOLIET, ILLINOIS**

**PETITION FOR A PLANNED UNIT DEVELOPMENT
(Check One)**

____ Preliminary
☒ Final

NAME OF PUD: Luna Estates PUD

NAME OF PETITIONER: Marciano Luna

HOME ADDRESS: 1924 Mills Road

CITY, STATE, ZIP: Joliet, IL 60432

HOME PHONE: _____

CELL #: 815-919-4992 E-MAIL: lunagtomex@sbcglobal.net

BUSINESS ADDRESS: _____

CITY, STATE, ZIP: _____

BUSINESS PHONE: _____

INTEREST OF PETITIONER: owner

NAME OF LOCAL AGENT: Jessie Luna

ADDRESS: 1924 Mills Road, Joliet, IL 60432 PHONE: 815-919-4992

OWNER: Marciano Luna

HOME ADDRESS: 1924 Mills Road

CITY, STATE, ZIP: Joliet, IL 60433

HOME PHONE: _____

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In the event of corporate ownership: A list of all directors, officers, and stockholders of each corporation owning more than five percent (5%) of any shares of stock must be attached.

STATE OF ILLINOIS) ss
COUNTY OF WILL)

I, Marciano D. Luno, hereby depose and say that all of the above statements and the statements contained in the papers submitted herewith are true. I agree to be present in person or by representation when this is heard by the Plan Commission.

Date: 5-12-25 Marciano D. Luno
Petitioner's Name

Subscribed and sworn to before me this 12th day of May, 20 25
Debra L. Mutz 3-21-26
Notary Public My Commission Expires:



CITY OF JOLIET OWNERSHIP DISCLOSURE FORM

The City of Joliet requires that applicants for zoning relief, subdivision approval, building permits and business licenses disclose the identity of all persons having an ownership interest in the business and the real property associated with the application. A copy of this form must be completed and submitted with other application materials. Failure to properly complete and submit this form may result in the denial of the application.

I. INFORMATION ABOUT THE APPLICATION

This form is submitted as part of an application for the following (check all that apply):

- ☐ Rezoning, Special Use Permit, Variation, or Other Zoning Relief (Complete Sections II and III)
- ☐ Preliminary Plat, Final Plat, or Record Plat of Subdivision (Complete Sections II and III)
- ☒ Building Permit (Complete Sections II and III)
- ☐ Business License (Complete All Sections)

II. INFORMATION ABOUT THE PROPERTY

The address and PIN(s) of the real property associated with this application are:

1924 Mills Road, Joliet, IL 60433

PIN(s): 30-07-24-300-042

III. PROPERTY OWNERSHIP

Select the type of owner of the real property associated with this application and fill in the appropriate contact information below:

- ☒ **Individual:** State the names, addresses, and phone #'s of the individual owner(s)
- ☐ **Corporation:** State the names, addresses, and phone #'s of all persons holding 3% or more of the stock of the corporation and the percentage of shares held by such stockholders
- ☐ **Limited Liability Company:** State the names, addresses, and phone #'s of all members of the company along with the percentage of ownership held by each member
- ☐ **Land Trust:** State the names, addresses, and phone #'s of the trustee(s) and all beneficiaries
- ☐ **Partnership:** State the names, addresses, and phone #'s of all partners
- ☐ **Other type of organization:** State the names, addresses, and phone #'s of all persons having a legal or equitable ownership interest in the organization or the right to direct the affairs of the organization

Marciano Luna

1924 Mills Road

Joliet, IL 60433

E-MAIL: lunagtomex@sbcglobal.net

FAX: _____

IV. BUSINESS OWNERSHIP

If the owner of the business is different than the owner of the real property associated with the application, then the following information must be provided:

Select the type of business owner associated with this application and fill in the contact information below:

- ☐ **Individual:** State the names, addresses, and phone #'s of the individual owner(s)
- ☐ **Corporation:** State the names, addresses, and phone #'s of all persons holding 3% or more of the stock of the corporation and the percentage of shares held by such stockholders
- ☐ **Limited Liability Company:** State the names, addresses, and phone #'s of all members of the company along with the percentage of ownership held by each member
- ☐ **Partnership:** State the names, addresses, and phone #'s of all partners
- ☐ **Other type of organization:** State the names, addresses, and phone #'s of all persons having a legal or equitable ownership interest in the organization

E-MAIL: lunagtomex@sbcglobal.net FAX: _____

NOTE:

If a stockholder, member, beneficiary or partner disclosed in Section III or Section IV is not an individual, then the individuals holding the legal or equitable title to the real property or business associated with the application must also be disclosed. For example, if the real property associated with an application is owned by a land trust, and the beneficiary of the land trust is a limited liability company, then the members of the limited liability company must be disclosed. If one of the members of the limited liability company is a partnership, then the identity of the partners must be disclosed. If one of the partners is a corporation, then all persons owning 3% or more of the issued stock must be disclosed.

SIGNED: Marciano d Luna

DATE: 5-12-25

Name, Title, and Telephone Numbers of Person Completing and Submitting This Form:

Marciano Luna

815-919-4992



City of Joliet

150 West Jefferson Street
Joliet, IL 60432

Memo

File #: TMP-8632

Agenda Date: 6/19/2025

DATE: June 12, 2025

TO: Joliet Plan Commission

FROM: Jayne Bernhard, Planning Director

SUBJECT: M-1-25: Adoption of the Downtown Joliet Equitable Transit Oriented Development Plan

GENERAL INFORMATION:

APPLICANT: City of Joliet

REQUESTED ACTION: Adoption of the Downtown Joliet Equitable Transit Oriented Development Plan

PURPOSE: To facilitate development and reinvestment opportunities in downtown and surrounding neighborhoods

BACKGROUND INFORMATION

In late 2022, the City applied for a technical assistance grant through the Regional Transportation Authority (RTA) to evaluate development opportunities for what is locally referred to as the Lyon's Lumber yard site, which is City-owned land just south of Gateway Transportation Center Train Station. The City's 2015 Downtown Joliet Plan identified this site for a transit-oriented residential development. This 2015 Downtown Plan also identified a need for a more diverse array of housing opportunities.

The grant funding request was successful. On May 16, 2024, the Joliet City Council accepted a grant award in the amount of \$114,750 from the RTA and committed a local match of \$20,250 to complete a transit-oriented development plan for not only the Lyons Lumber Yard site but all areas within a half-mile of Gateway Transportation Center. Total project budget was \$135,000.

The RTA, in conjunction with the City, engaged the consultant firm Houseal Lavigne to prepare a plan for this study area titled Downtown Joliet Equitable Transient Oriented (ETOD) Plan. The planning project started in early spring 2024. A fifteen-member steering committee comprised of downtown stakeholders and RTA officials was formed. During the Downtown Joliet ETOD Planning process, the project team held:

- Four steering committee meetings
- One Interdepartmental staff meeting
- Two Community Open Houses: June 11, 2024 & May 14, 2025
- One Community Questionnaire Survey
- One Community Mapping Survey

- Nine stakeholder focus groups
- Presentations and status updates to City Center Partnership and neighborhood councils

DISCUSSION

The Downtown Joliet Equitable Transit Oriented Development (ETOD) Plan is an implementation focused plan that evaluated existing market conditions and recommends measures that:

- create diverse housing opportunities not currently available
- preserve attainable housing options for the existing residents
- increase ridership on existing transit services
- spur new investment in proximity to the Joliet Gateway Center
- enhance economic and cultural vitality of the Downtown
- advance mobility for residents, visitors, and transit users of all abilities
- improve connectivity of the Gateway Center to the broader Downtown

The plan is divided into eight chapters:

- Introduction – reviews the plan purpose, study area, and planning process.
- Community Profile and Engagement - provides a snapshot of the study area's current conditions, demographics, and past plans as well as provides a summary of the public engagement efforts conducted throughout the planning process.
- Character Areas - outlines the distinct character areas, or geographic locations, within the study area, highlighting their unique land uses, design elements, and development opportunities.
- Land Use and Development - identifies land use and development strategies to achieve the goal of an equitable transit oriented development. This chapter also identifies opportunity sites in the study area that are well-positioned for redevelopment or revitalization. These include:
 - Aging, dilapidated buildings and structures in need of significant repair or replacement;
 - Scrapyards, warehouses, and light industrial uses that may not align with the long-term vision for the area;
 - Empty buildings or buildings with upper floor vacancies, leaving prime spaces unused;
 - Buildings that are functionally obsolete;
 - Surface parking lots that do not maximize land use; and
 - Vacant land.
- Urban Design - identifies urban design best practices that can be implemented in the study area, including building design, landscaping, public art, and plazas.

- Multimodal and Transportation – identifies opportunities for creating safe, comfortable, and accessible corridors that balance multi-modal needs – pedestrians, cyclists, transit users and vehicle drivers.
- Development Opportunity Sites – outlines specific recommendations and illustrative design concepts for three catalyst sites: Lyons Lumber Yard site, BMO Harris Drive Thru Bank site, and City Hall site. These three catalyst sites were identified based on their potential to transform the study area by spurring redevelopment or new development at other opportunity sites around it.
- Implementation – translates the ETOD Plan’s policy considerations into direct action by outlining specific steps to assist the City in realizing the Plan’s long-term vision. It includes an action matrix detailing each policy along with their priority, potential funding sources, and appropriate agency or partner.

CONCLUSION

The Gateway Transportation Center is the City’s central transit hub for Amtrak, Metra, and Pace, connecting Joliet to the Chicago metropolitan area and to cities farther away. Though the station sees hundreds of passengers pass through on a daily basis, the land around it is underutilized and disconnected from Downtown and the neighborhoods around it. The City can use the Downtown Joliet ETOD Plan to advance the area’s potential. This document creates a long-term vision and policy framework for the City to enhance the areas around the station into a vibrant, mixed-use district with housing and economic vitality for residents of all ages, income levels, and abilities.



JOLIET ETOD PLAN

Draft - June 12, 2025

WORKING DRAFT
FOR STAFF REVIEW

Acknowledgements

FORTHCOMING

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Partners



Consultant Team



WORKING DRAFT
FOR STAFF REVIEW

JOLIET GATEWAY CENTER

WORKING DRAFT
FOR STAFF REVIEW



01

INTRODUCTION

In partnership with the Regional Transportation Authority (RTA), the City of Joliet developed an Equitable Transit Oriented Development (ETOD) Plan focused around the Joliet Gateway Center. The Gateway Center is the City's central transit hub for Amtrak, Metra, and Pace, connecting Joliet to the Chicago metropolitan area and to cities farther away. Though the station sees thousands of passengers pass through on a daily basis, the land around it is underutilized and disconnected from Downtown and the neighborhoods around it. With assistance from the RTA, the City can use the Gateway Center as a catalyst to advance the area's potential. This document creates a long-term vision and policy framework for the City to enhance the areas around the station into a vibrant, mixed-use district with housing and economic vitality for residents of all ages, income levels, and abilities.

Purpose of the Plan

The *Joliet ETOD Plan* provides a strategic approach to urban planning that focuses on creating accessible and inclusive communities around public transportation hubs. The purpose of the Plan is to ensure that development around transit stations benefits everyone, including underserved and marginalized populations. This involves promoting affordable housing, enhancing economic opportunities, and providing essential services within proximity of transit. Ultimately, the Plan determines how land within a half-mile of the Joliet Gateway Center should evolve into an accessible mixed-use district and provides recommendations for achieving that vision.

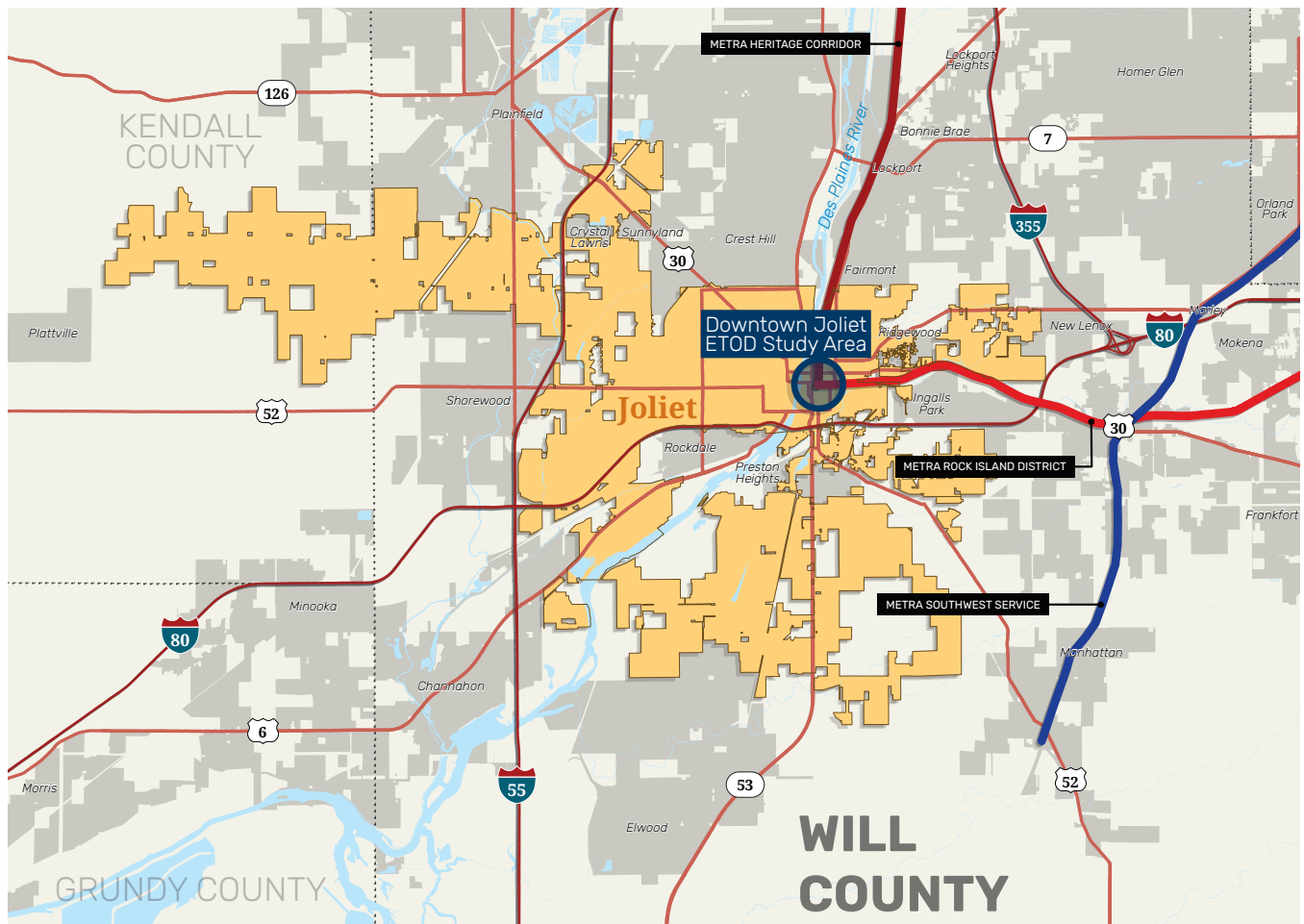
REGIONAL SETTING

Incorporated in 1852, Joliet initially thrived as a key transportation corridor for river and railroad traffic. The City's strategic location became even more significant with the rise of Chicago as the dominant commercial center in the Midwest. This led to the development of a network of heavily traveled routes, positioning Joliet as a hub for trade. Known as the "Crossroads of America," Joliet continues to leverage its robust rail, water, and highway transportation system, attracting diverse and dynamic regional industries to the City today.

With a current population of about 150,000, Joliet is the third most populous city in Illinois. It is situated 45 miles southwest of Chicago in both Will and Kendall Counties. Freight railroads such as BNSF, Union Pacific, Canadian National, and CSX operate through the area. Amtrak and Metra provide passenger and commuter rail service, connecting it to major destinations like Chicago and St. Louis.

In addition, access to major highways such as Interstate 80 (I-80) and Interstate 55 (I-55), and interchanges linking to U.S. Highway 6, U.S. Highway 30, U.S. Highway 52, and IL Route 53 means Joliet has good regional connectivity by road.

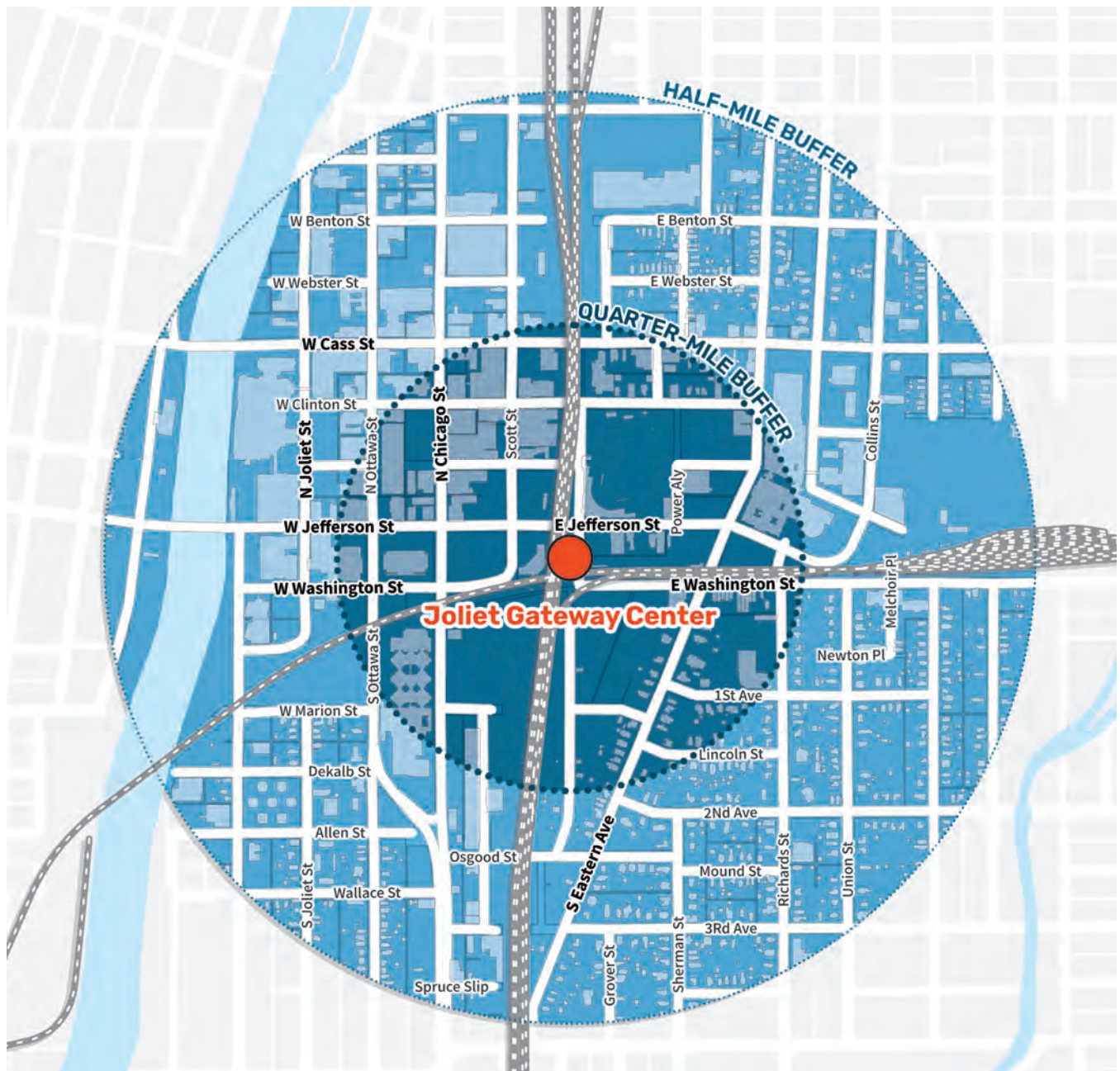
Downtown Joliet's historical and continued significance in transportation and commerce firmly establishes it as a key player in the region's economic landscape. As the county seat of Will County, the City contains multiple offices for municipal and county offices. Commercial activities extend beyond Downtown, particularly along I-55, while industrial operations are heavily concentrated along U.S. Highway 6 and IL Route 53 to the south. Surrounding Downtown, residential neighborhoods feature older homes, many of which were built prior to 1940. These historic neighborhoods provide convenient access to several of the City's notable destinations, including Slammers Stadium, Rialto Square Theater, and the forthcoming City Square Park. In contrast, residential areas farther from Downtown exhibit a more suburban character, often located within planned subdivisions.



PLANNING AREA

The ETOD Plan concentrates planning efforts around the Joliet Gateway Center. The Gateway Center, constructed in 2018, is a multimodal mass transit center for Metra, Amtrak and Pace. The new Gateway Center replaced the nearby Joliet Union Station as the City's primary commuter and passenger train station. In 2021, construction finished on a new bus terminal for Pace buses, allowing for easy transfer between trains and buses.

The Plan considers conditions within a half-mile of the station but focuses most of its recommendations within a quarter-mile of the station. This area encompasses Downtown Joliet and its surrounding residential neighborhoods. While it is mostly developed, a few sites have been identified for potential redevelopment. Catalyst sites have also been selected based on City ownership and redevelopment potential. The following chapters will offer a more detailed and in-depth analysis of the station area.





PLANNING PROCESS

To ensure the planning process achieves goals or outcomes desired by the community and regional partners, a nine-step process was created to guide the development of the Plan. A summary of the planning process is provided below.

Step 1: Project Kick-off

The planning process began with meetings with the City, RTA staff, and elected officials. A Steering Committee, consisting of community members and transit representatives, was formed to represent community interests and provide oversight of the planning process. These initial meetings gave staff and officials the opportunity to discuss their roles and involvement with the Plan and identify community issues and opportunities at the project's onset.

Step 2: Community Engagement

Both in-person and online engagement opportunities were made available throughout the duration of the project's planning process. The City hosted five community outreach events from March 2024 to March 2025 that included workshops and open houses. Over 100 residents and other community stakeholders took part in these events.

Virtual participation opportunities, such as the project's web page on the City's website, a community survey, and an interactive mapping tool, were available throughout the planning process. Online engagement sources garnered 125 points of participation.

Step 3: Existing Conditions Analysis

An existing conditions memorandum provided an inventory, summary, and analysis of existing conditions in the half-mile buffer around the Joliet Gateway Center. The memorandum's findings were based on existing data, field reconnaissance, community engagement, past planning efforts, and demographic information. Initial issues and opportunities were identified and helped direct the project's goals.

Step 4: Real Estate Market Analysis

The project team assessed current market trends and existing supply of residential and commercial uses within the Study Area. Data from the Multiple Listing Service (MLS), the RTA, Chicago Metropolitan Agency for Planning (CMAP), tax records, field reconnaissance, and other sources, was incorporated into a final market report and presented alongside the existing conditions memorandum.

Step 5: Developer Panel with Urban Land Institute of Chicago

The City worked with the RTA and Urban Land Institute (ULI) of Chicago to host a technical assistance panel with experts in multi-family housing, mixed-use, and transit-oriented development. Developers reviewed selected catalyst sites and provided feedback that helped revise recommendations for the catalyst sites and determine the best approach for developing transit-oriented housing in the Study Area.



Step 6: Draft Recommendations

This step included the preparation of the frameworks and recommendations for key topic areas including land use, urban design, and multi-modal transportation. City staff and the steering committee worked to refine draft recommendations based on findings and community outreach.

Step 7: Implementation

The implementation strategy included detailed actions to be undertaken by the City in order to achieve the Plan's recommendations. Potential funding sources, strategies, and regional partners were identified by the project team in order to prioritize development/redevelopment that best meets the goals on the Plan. Feedback on the implementation strategy was provided by City staff.

Step 8: Draft Plan

Deliverables from previous steps were compiled into a draft of the *Joliet ETOD Plan* for review by City staff, the Steering Committee, the RTA, and relevant transit agencies. Community members could comment on the draft during an open house. All feedback was incorporated into the Plan during revision processes.

Step 9: Final Draft

A revised final draft of the *Joliet ETOD Plan* incorporated all relevant feedback from the community and stakeholders. It was presented to the Steering Committee, Joliet's City Center Partnership, and City staff before being considered for adoption by the City Council.

USING THE PLAN

The Joliet ETOD Plan should be used as a guiding tool to direct future growth and development around the Joliet Gateway Center. The Plan communicates the City's vision, informs development proposals, provides a foundation for a regulatory framework, and helps coordinate initiatives. The Plan should serve as a point of reference and information for future plans, studies, and development near the Gateway Center. Only by actively utilizing the Plan will the City achieve its goals.





02

COMMUNITY PROFILE AND ENGAGEMENT

This chapter provides a snapshot of the Study Area's current conditions, demographics, and past plans. This understanding of the Study Area's existing opportunities and needs supported the development of the Plan's vision and goals. In addition, this chapter provides a summary of the public engagement efforts conducted throughout the planning process.

In This Chapter

- Demographics
- Market Snapshot
- Community Engagement

DEMOGRAPHICS

The demographic snapshot summarizes existing characteristics within the half-mile buffer around the ETOD Study Area. Understanding the area’s demographics enables the City and RTA to more adequately respond to the community’s needs, predict future demands, and support appropriate future land uses and development. The following snapshot is founded on accurate demographic data and shows existing trends, issues, and opportunities. Where appropriate, the half-mile buffer around Joliet Gateway Center was compared to the City of Joliet and Will County to provide regional context.

Population

The ETOD Study Area has a current population of 3,641 and a population density of 4,642.9 people per square mile. The total population within the half-mile buffer decreased by 10.1 percent (412 people) since 2010. At the same time, the buffer’s population density increased by 12.6% (589 people per square mile) over the same period.

For comparison, the populations of the City of Joliet and Will County are 150,221 and 696,774, respectively. The population density for the City of Joliet is 2,310.3 people per square mile, while the population density of Will County is 820 people per square mile. These lower population densities reflect the large expanses of low-density land uses throughout both geographies.

Age

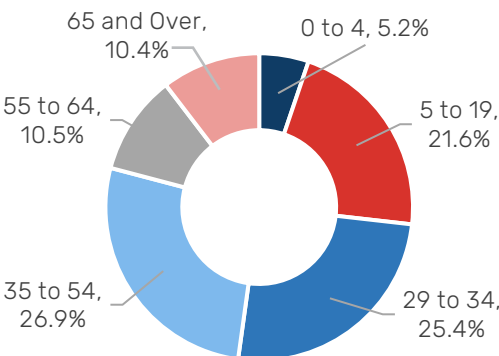
The median age of the ETOD Study Area is 33 years. The largest age group of the ETOD Study Area is 35-54 (26.9 percent of the total population), but it is closely followed by ages 20-34 (25.5 percent) and ages 5-19 (21.5 percent).

Selected Demographics of the Study Area, Joliet, and Will County (2020)

	ETOD Study Area	Joliet	Will County
Population	3,641	150,221	696,774
Population Density (people per sq mi)	4,642.9	2,310.3	820
Median Age	33.0	34.3	38.7
Median Household Income	\$38,159	\$84,971	\$96,668

Source: 2020 U.S. Census

Age Distribution
ETOD Study Area (2020)



Source: 2020 U.S. Census

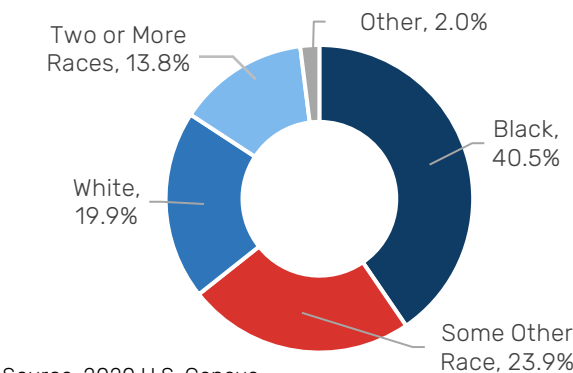
Race and Ethnicity

Residents who identify as Black (as defined by the U.S. Census Bureau) currently comprise 41.2 percent of the Study Area. Residents who identify as Some Other Race Alone currently comprise 23.8 percent of the Study Area. Residents who identify as White or Two or More Races comprise 19.4 percent and 13.8 percent of the Study Area, respectively. The U.S. Census does not consider Hispanic to be a race, but an ethnicity. For example, an individual can identify as white and Hispanic. A second chart displays the breakdown of Hispanic residents in the Study Area, Joliet, and Will County. Residents who identify as Hispanic comprise 45.3 percent of the study area. The Study Area's population contains much more diversity than the rest of Joliet or Will County. This means the Plan must strive to align with their diverse needs.

Income

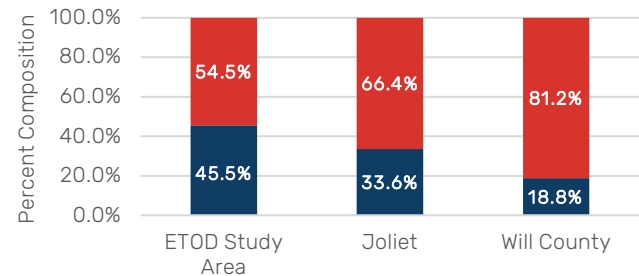
The median household income within the Study Area is \$38,159. This is comparatively lower than the median household incomes of the City of Joliet and Will County which, are \$84,971 and \$96,668, respectively. Future median incomes could rise given ESRI's (a company that provides geographic information system (GIS) software, location intelligence, and mapping) 2028 projections for decreases in all income groups under \$35,000 and increases in those income groups equal to or greater than \$50,000.

Race Distribution
ETOD Study Area (2020)



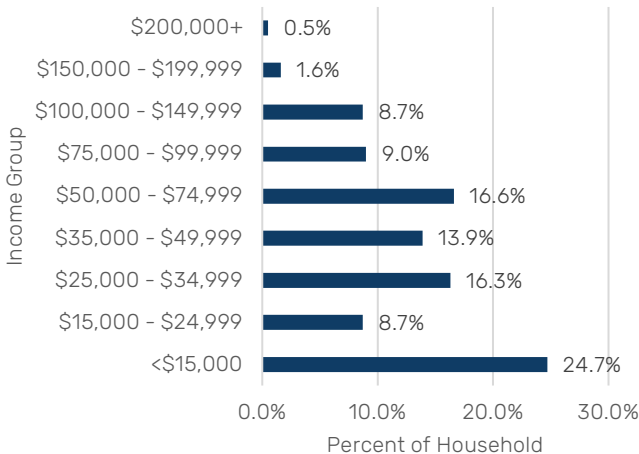
Source: 2020 U.S. Census

Percentage of Hispanic Population (2020)



Source: 2020 U.S. Census

Households by Income
ETOD Study Area (2023)



Source: 2020 U.S. Census, 2023 Esri Forecast

Employment

Forty-three percent (1,281 people) of the Study Area's labor force is employed. The top industries for the Study Area's employed residents are Health Care and Social Assistance (15.2 percent), Administration/Support/Waste Management (11.6 percent), Retail Trade (11.6 percent), Manufacturing (10.5 percent), Transportation and Warehousing (9.8 percent), Accommodation and Food Services (7.5 percent), and Educational Services (5.4 percent).

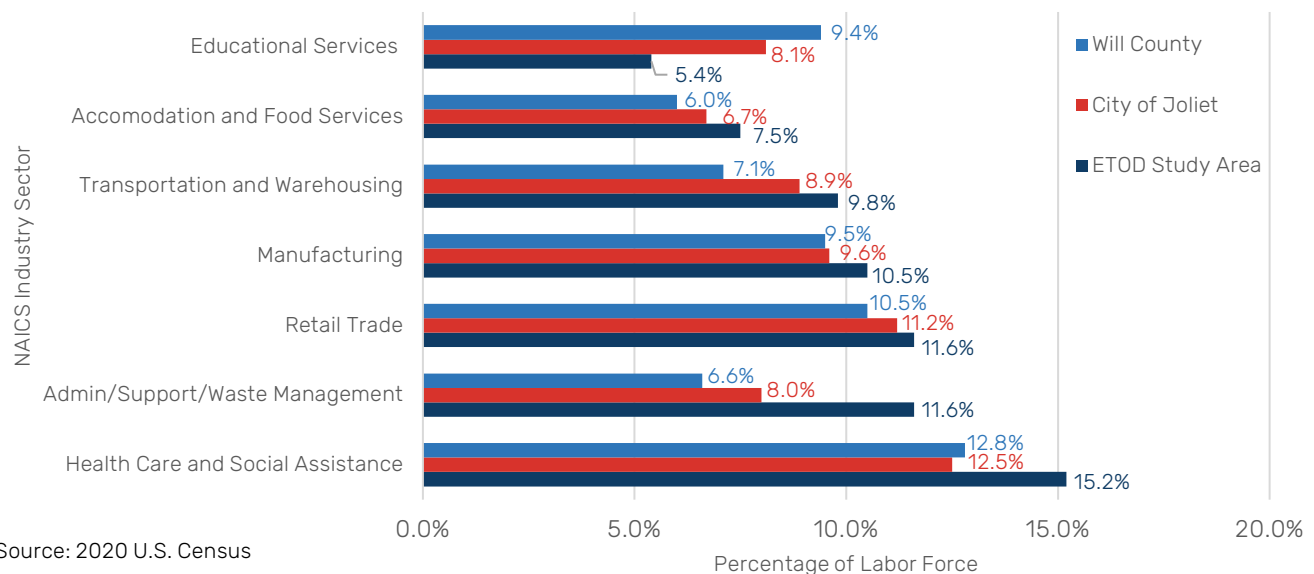
Daytime Population

Daytime population refers to the number of employees coming into the Study Area from outside and the number of residents remaining within the Study Area. The Study Area's daytime population is 9,313, which is 155.7 percent higher than its nighttime population. Workers comprise 77.8 percent of the total daytime population. There are several big employment centers in the Study Area, such as Joliet City Hall, Will County Courthouse, and Harrah's Casino.

Employment Sectors		
Industry	Employed	Percent
Total	1,281	100.0%
Agriculture/Forestry/Fishing	2	0.2%
Mining/Quarrying/Oil & Gas	0	0.0%
Utilities	11	0.9%
Construction	56	4.4%
Manufacturing	134	10.5%
Wholesale Trade	61	4.8%
Retail Trade	149	11.6%
Transportation and Warehousing	126	9.8%
Information	17	1.3%
Finance and Infrastructure	42	3.3%
Real Estate and Rental and Leasing	16	1.2%
Professional, Scientific, and Technical Services	47	3.7%
Management of Companies and Enterprises	13	1.0%
Administration & Support, Waste Management and Remediation	149	11.6%
Educational Services	69	5.4%
Health Care and Social Assistance	195	15.2%
Arts, Entertainment, and Recreation	31	2.4%
Accommodation and Food Services	96	7.5%
Other Services	32	2.5%
Public Administration	35	2.7%

Source: 2020 U.S. Census

Primary Employment Sectors of Residents in the
ETOD Study Area (2020)
Compared to City of Joliet and Will County



MARKET SNAPSHOT

In support of the ongoing development efforts for the ETOD Plan, this market analysis is designed to provide a foundational overview of the current commercial and residential real estate landscapes. The main purpose of this analysis is not to deliver exhaustive research but to furnish key insights that will help stakeholders make informed preliminary decisions about future development initiatives. The text below provides a summary of the market analysis. For an in-depth market analysis, please refer to the Real Estate Market Analysis document.

Residential Market Assessment

The existing residential market primarily consists of rental units with a high occupancy rate of 93% and an average rent of \$800. This suggests a strong demand for rental housing in the area. The market demand for housing is projected to grow by 10% over the next five years. This growth is expected to be driven by a preference for apartments and townhouses across various price ranges. There is an opportunity for the development of new residential units that are transit-oriented, mixed-use, and affordable, which aligns with the demographic and market demand analysis.

The market is experiencing a healthy appreciation in property values with the median sales price rising by 5.8% to \$245,000 and the average sales price by 7.2% to \$256,825. Properties are fetching higher prices, on average 100.8% of the list price, a slight increase from the previous year, indicating a seller's market. Additionally, the market is moving faster, with the average market time reduced by 35.7% to 36 days.

The inventory of homes has contracted by 10.6%, pointing to tighter market conditions that might drive prices upward if the demand continues to outpace supply.

This summary encapsulates significant trends in Joliet's housing market, highlighting an overall increase in activity and property values. This suggests a robust real estate environment that is likely to influence future housing policies and development projects in the area.

- **Continued Increases in Property Values.** With the median and average sales prices both showing consistent increases, it is reasonable to predict that property values in Joliet will continue to rise. This is supported by demand indicators such as increased closings and a higher percentage of the original list price being received. The upward trend in prices suggests robust buyer interest and a competitive market environment, driven by favorable local economic conditions or an influx of new residents.
- **Shorter Market Times.** The significant reduction in average time available on the market from 56 days to 36 days year-over-year indicates that properties are selling faster. This trend may continue given the reduction in inventory, especially if the current demand remains consistent or increases. This could lead to a seller's market where buyers have less negotiating power, and properties spend less time listed before sale.

- **Tightening Inventory.** The decrease in the inventory of homes by 10.6% suggests that the supply is not keeping up with demand. Unless new listings continue to increase or construction of new homes accelerates, the market could see further tightening of inventory. This would likely push prices higher and could decrease affordability for potential buyers.
- **Potential for New Development.** The growing demand and rising property values provide a fertile environment for real estate development. There could be an increased interest in both residential and commercial construction projects as developers seek to capitalize on the favorable market conditions. This is particularly relevant near key areas like transit stations and commercial hubs, where demand is typically higher.
- **Market Attractiveness to Different Demographics.** Given the diversity in property types and the trends in pricing, Joliet might attract various demographics, including first-time homebuyers looking for affordability, investors seeking profitable opportunities, and families looking for upgraded living options. Planning for a mix of housing options could be crucial to accommodate these different needs.
- **Implications for Rental Markets.** As property prices increase, the rental market may also see upward pressure on rents, especially if home affordability becomes a concern. This could enhance the attractiveness of investing in rental properties, leading to further developments in multi-family units. It could also lead to the displacement of current residents, who may not be able to afford higher resulting prices.

Projections for Potential New Residential Units

In alignment with demographic trends and market demand, the following projections for new residential units are recommended (current market rates and incentives should also be considered):

- **Apartments.** Given the growing presence of younger professionals in the area, there is a demand for modern, affordable apartments. It is projected that approximately 200 to 250 new apartment units could be supported over the next 5 years. These units should be a mix of studio, one-bedroom, and two-bedroom apartments, with price points ranging from \$1,200 to \$2,000 per month, targeting middle-income earners and young professionals.
- **Townhouses.** For those seeking more space, particularly families and higher-income residents, townhouses represent a viable option. It is projected that around 50 to 75 new townhouse units could be supported in the next 5-7 years. These townhouses should be priced between \$250,000 and \$400,000, catering to residents who prefer the proximity to downtown amenities but desire more living space.
- **Single-Family Homes.** To cater to families and long-term residents, the development of single-family homes is also recommended. Based on the amount of land available, it is projected that approximately 75 to 100 new single-family homes could be supported over the next 5-7 years. These homes should be priced between \$300,000 and \$500,000, appealing to middle and upper-middle-income families looking to own their own home with proximity to downtown amenities. This form of development should primarily be utilized to fill vacant lots within existing single-family neighborhoods and should match the density, size, and style of surrounding structures.

These residential developments should be integrated into mixed-use developments, where possible, combining residential, retail, and office spaces to create vibrant, walkable communities that align with the needs of the local population. If that is not possible, stand-alone residential developments are still recommended.

Commercial Market Assessment

The commercial real estate market within a 0.5-mile radius of Joliet Gateway Center is characterized by a stable yet increasingly vibrant environment, critical for future urban planning and economic development. Anchored by notable buildings such as City Hall, the County Courthouse, Joliet Public Library, Joliet Union Station, The Renaissance Center, and Harrah's Joliet Hotel & Casino, this area offers a blend of historical significance and modern commercial opportunities. The total inventory stands at approximately 1.7 million square feet, with no new construction or demolitions over the past year, indicating a balanced market that is well-positioned for continued growth. The aforementioned total only includes market-ready vacancies and stakeholders in this process noted that there were several additional buildings that are completely vacant or with significant vacant space.

- **Strong Demand with Room for Growth.** The declining vacancy rates and strong net absorption in both retail and office sectors indicate healthy demand for commercial space. This suggests that Downtown Joliet is well-positioned for further development, with opportunities to modernize and expand the existing office infrastructure to better meet current market needs.
- **Demographic Stability with Emerging Opportunities.** The stable population, particularly among younger professionals, presents an opportunity to tailor future developments to this demographic. Downtown Joliet can benefit from creating more vibrant, mixed-use developments that cater to the lifestyle needs of these residents, including upscale retail, dining, entertainment options, and modern office spaces.
- **Retail and Office Market Gaps.** While the current retail and office landscapes are robust, there are opportunities to address market gaps, particularly in retail, as well as flexible, tech-enabled office spaces. Filling these gaps can enhance Downtown Joliet's appeal, making it a destination for both residents and businesses.
- **Strategic Investments.** The slight decline in sale prices per square foot and the rise in cap rates suggest that while the market is strong, there is cautious optimism among investors. This creates an ideal environment for strategic investments in Downtown Joliet, where investors can take advantage of relatively lower entry costs while positioning themselves for future growth.

Retail Trends

The retail environment near Joliet Gateway Center is robust, with a mix of local businesses and national chains thriving, particularly in quick-service restaurants, specialty retail, and entertainment. The area's retail success is driven by consumer preferences for convenience and experiential offerings, with a growing demand for dining and entertainment options. The redevelopment of the former St. Mary Carmelite Catholic Church into the Matisse event and entertainment venue or renovations to the Rialto Theater are examples of projects that are taking advantage of this growing demand.

Despite the positive trends, there are gaps in the market that present opportunities for new retail developments, particularly retail, restaurants, and specialized services that could appeal to the younger professional demographic. Additionally, there is potential for growth in health and wellness retail, aligning with trends in consumer behavior focused on lifestyle and well-being. The area has benefited from Joliet's economic resilience, but national economic uncertainties could influence future retail trends. Retailers that adapt by integrating technology and offering unique, in-person experiences are likely to succeed.

Office Trends

The office market in the area surrounding Joliet Gateway Center reflects both stability and opportunity for growth, particularly in light of evolving work patterns and demand for modern office spaces. The current office inventory includes significant properties such as the Will County Office Building and Two Rialto Square Building, which play essential roles in providing space for government operations and private businesses.

The vacancy rate in office spaces has improved, indicating increased demand. With the current occupancy rate at 93.6%, the market demonstrates a strong capacity for absorbing existing office space. However, there has been no new construction of office buildings in the past year, suggesting that the current supply is adequately meeting demand, though this could also point to a potential need for modernization or redevelopment of older office properties.

The rise in remote and hybrid work models has created a shift in what tenants are seeking in office spaces. There is a growing demand for flexible, tech-enabled workspaces that can accommodate fluctuating workforce sizes and collaborative environments. This trend suggests opportunities for landlords and developers to reposition older office buildings to meet these new demands, possibly incorporating coworking spaces or shared amenities that cater to modern businesses.

Rental rates for office space have remained relatively stable, with market asking rents showing a modest increase. However, the slightly declining sale prices per square foot present a potential opportunity for investors looking to acquire office properties at competitive prices, particularly those interested in renovating or repurposing these spaces to align with current market trends.

Strategic Recommendations for Commercial Space Development

Based on the current market conditions, the following strategic recommendations are made regarding the amount and type of commercial space that is supportable:

- **Retail Space.** Given the strong demand for retail space, it is recommended that approximately 50,000 to 75,000 square feet of new retail space could be supported in the next 3-5 years. This space should be strategically located near existing landmarks like Joliet Union Station and The Renaissance Center to capitalize on foot traffic and visibility. New retail developments should focus on offering experiential and convenience-based retail options that align with consumer preferences in the area.
- **Office Space.** The office market shows stability with room for growth, particularly in modern, flexible workspaces. It is recommended that approximately 75,000 to 100,000 square feet of new or renovated office space could be supported over the next 5 years. This space should cater to small and medium-sized businesses, with an emphasis on tech-enabled, flexible office environments that can accommodate hybrid work models. Developers should consider repositioning older office buildings to meet these needs, possibly incorporating coworking spaces and shared amenities.

Implications for Planning

The increase in new listings alongside rising prices suggests a healthy demand and an attractive investment landscape in Joliet. However, the decrease in inventory and shorter market times highlight a need for further residential development to meet demand without inflating prices unreasonably.

Strategic planning should consider these trends for future housing policies and development projects, ensuring they align with the growing market demand and contribute to sustainable community growth.



COMMUNITY ENGAGEMENT

Community outreach and public engagement were the foundations of the planning process. Residents, business owners, City officials, City staff, and other key stakeholders provided feedback that gave insight to the community's values, vision, concerns, and priorities for the future. Community engagement served as the starting point for identifying the Study Area's issues, opportunities, and potential projects. The outreach process reached over 300 people across all engagement formats, from in-person meetings to online questionnaires. This section summarizes virtual and in-person outreach.

In-Person Engagement

In-person engagement was conducted through various interviews, workshops, and discussions. Below is a summary of in-person events and activities that occurred throughout the planning process.

Key Staff Workshop

The key staff workshop included several department heads and other members of City staff who provided insight into the daily operations and concerns of City employees.

Steering Committee Meetings

The steering committee was the primary oversight board for the Joliet ETOD Plan. The members of the committee provided a diverse range of opinions and interests. With committee members representing Joliet City Development, Downtown residents, the East Side Neighborhood, Metra, Will County, the Jacob Henry Mansion Estate, and local businesses and developers, this ensured the plan reflected every aspect of the community. Five meetings were held to ensure the steering committee had a chance to comment on all aspects of the Plan.

Community Workshop

The community workshop provided residents, business owners, and other key stakeholders an opportunity to discuss the issues and opportunities in the Study Area. Through a series of stations, attendees reviewed best practices for urban design and multi-modal transportation and considered different development styles for the project's catalyst sites.

Key Stakeholder Interviews

Residents, business owners, and other stakeholders were invited to provide their unique and direct insights regarding the existing conditions and potential opportunities within the Study Area. Conducted as individual confidential interviews and small focus groups in a conversational style, these discussions provided candid responses that might not otherwise be obtained in an open workshop format. A total of 10 hour-long interviews and focus groups were conducted.

Urban Land Institute (ULI) Chicago Development Dialogue Panel

The City and the RTA jointly invited ULI to facilitate a dialogue between Joliet and professional developers on the feasibility of developing catalyst sites within the Study Area. Following a presentation of the City, its developmental history, and the Study Area, panel attendees toured the sites identified for potential redevelopment and discussed the market feasibility of developing the sites. This dialogue occurred on Thursday, October 3, 2024, on the second floor of the Joliet Gateway Center.



The Development Dialogue Panel



Participants of the Community Workshop identified issues and opportunities on topics including urban design and placemaking, transportation and opportunity sites in the Study Area



Mayor D'Arcy speaks with the panel outside Union Station

Online Engagement

Online engagement helped share the project with a larger volume of residents and stakeholders. While not as immediate as in-person interaction, online options gave respondents the opportunity to provide feedback on their own time. Online outreach options included the project website, the online questionnaire, and map.social.

Project Website

The City of Joliet created a dedicated project webpage on the municipal website to inform the public and support the planning process. The webpage contained information, updates, workshop and meeting notices, and project documents such as public review drafts and memos. It also provided convenient access to other online outreach tools, such as the online questionnaire and map.social.

Online Questionnaire

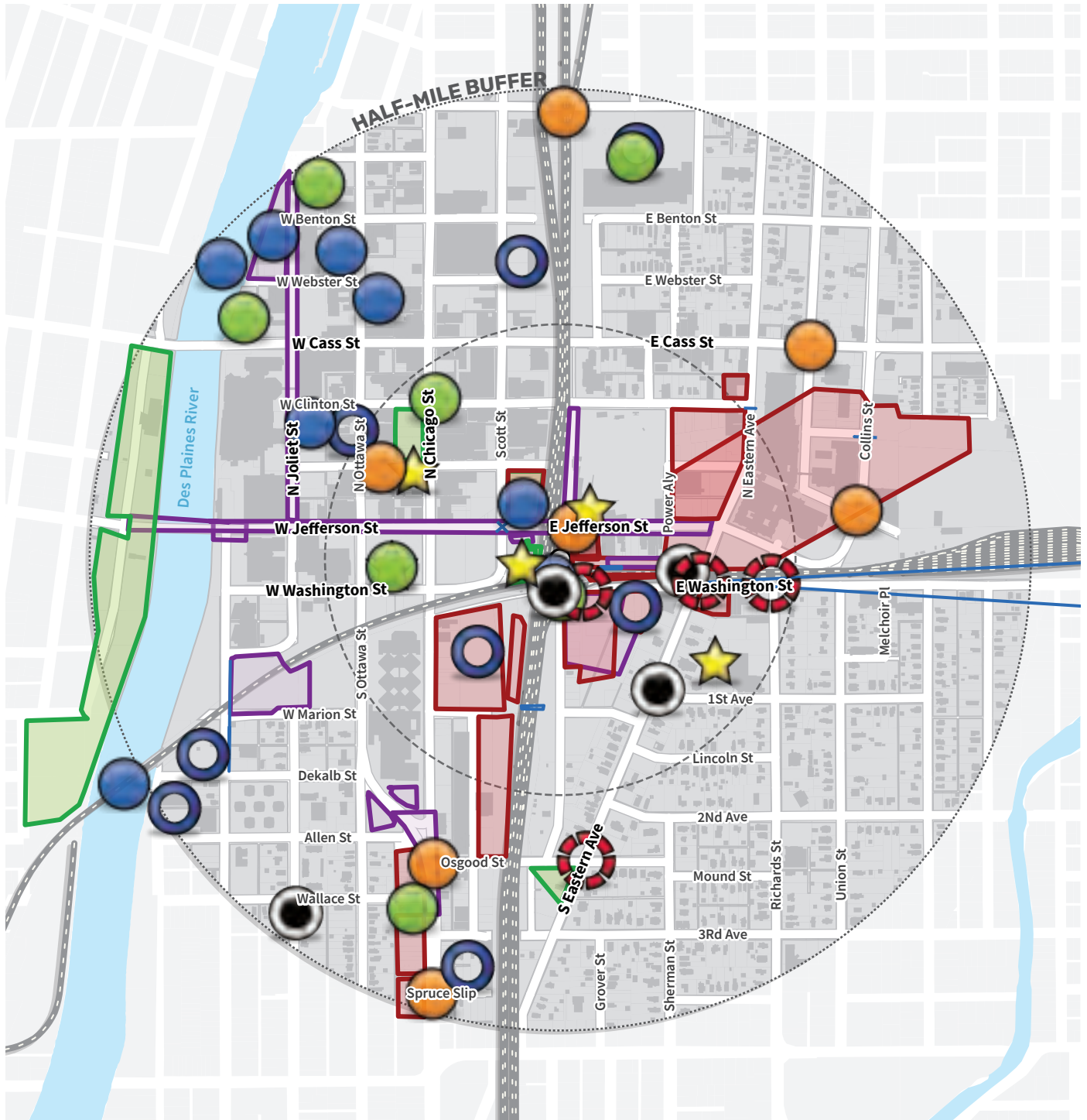
An online questionnaire was created as part of the community engagement efforts for the Joliet ETOD Plan. The questionnaire enabled stakeholders throughout the City to participate in the outreach process at their own pace. The community questionnaire asked a series of questions about the quality of housing, business development, transportation, branding, image and identity, and strengths and weaknesses of the Study Area.

Map.social

Map.social, an online mapping tool, allowed participants to pinpoint location-specific issues and opportunities on a personalized map. Users could identify where they wanted to see specific types of development or design and receive feedback from other community members through likes or dislikes.



Project website and survey



map.social

- | | | |
|----------------------------|---------------------------|---|
| ★ Community Asset | ● Desired Use/Development | □ Development Priority Site |
| ⊗ Problematic Intersection | ● Poor Appearance | □ Public Gathering Space |
| ● Public Safety Concern | ● Other | □ Placemaking and Urban Design Improvements |
| ⊙ Undesirable Use | — Pedestrian Improvements | |





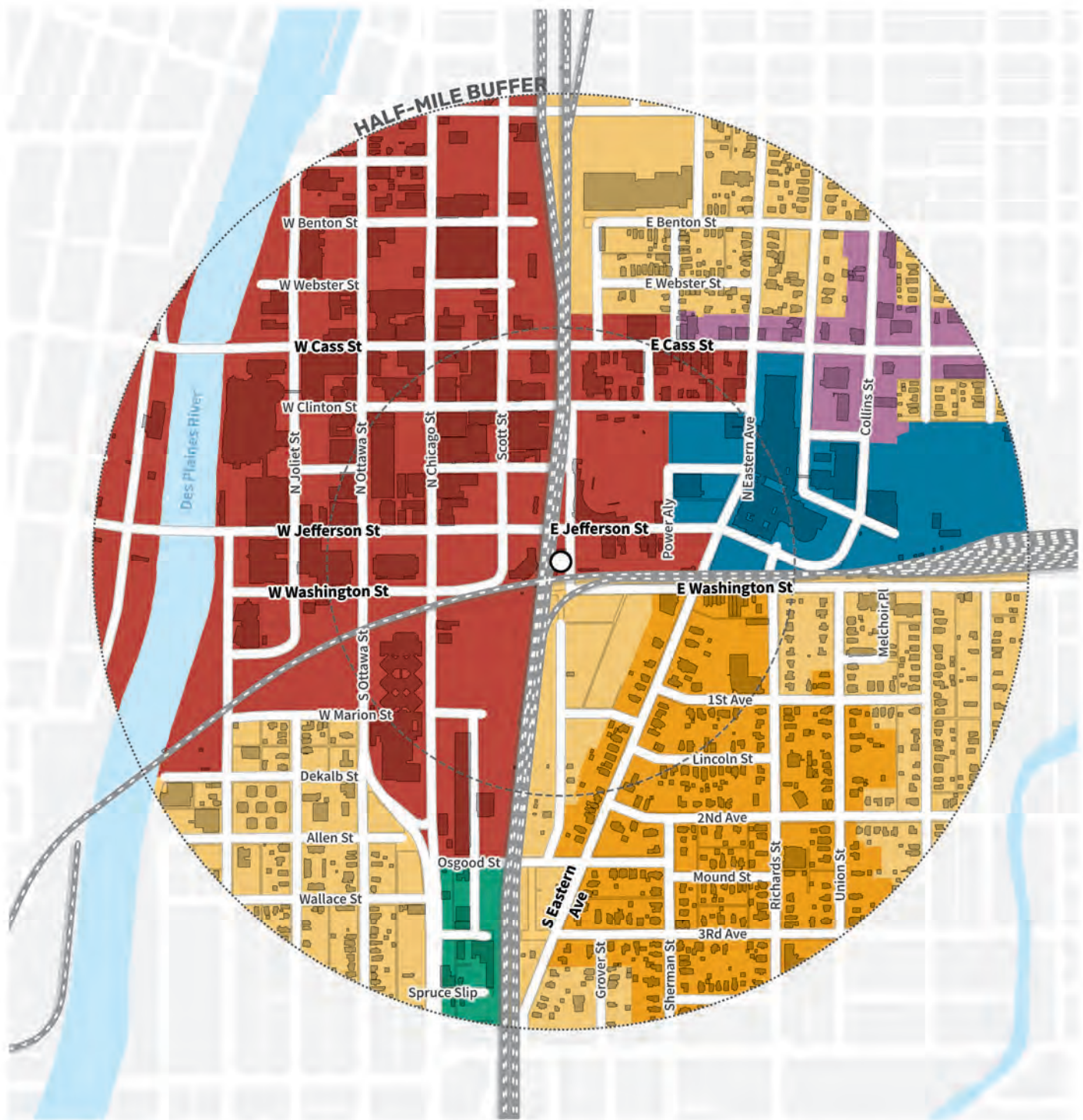
03

CHARACTER AREAS

This chapter outlines the distinct character areas within Joliet's Study Area, highlighting their unique land uses, design elements, and development opportunities. It provides an overview of key districts, including the Downtown and Civic Area, Cass-Collins Commercial Node, Residential Areas, East Side National Register Historic District, Institutional Area, and South Chicago Street Corridor. The description of each area's existing conditions, and recent developments helped inform the policy considerations to foster growth, improving infrastructure, and enhancing community character of the Study Area in the Land Use, Urban Design, , Multimodal Transportation, and Development Opportunities chapters.

In This Chapter

- Downtown and Civic Area
- Cass and Collins Commercial Node
- Residential Area
- East Side National Register Historic District
- Institutional Area
- South Chicago Street Corridor



Character Areas

- Downtown and Civic Areas
- East Side National Register Historic District
- Cass and Collins Commercial Node
- Residential Areas
- South Chicago Street Corridor
- Institutional Area





CHARACTER AREAS

Joliet's character areas are specific geographic locations within the Study Area that contain diverse land uses and unique design elements. These include the Downtown and Civic Area, the South Chicago Street Corridor, the Cass-Collins Commercial Node, the East Side National Register Historic District, the surrounding residential areas, and the Institutional Area. Development opportunities can harness the unique sense of place of each area, evolving them into destinations unlike anywhere else in the City.

Downtown and Civic Area

The Downtown and Civic Area encompasses all of Downtown and areas around East Cass Street, Slammers Stadium, and the Will County Adult Detention Facility. This area serves as the focal point of Joliet, containing many commercial and civic uses that attract customers and employees.

This area's physical landscape continuously evolved over time resulting in a range of building forms, heights, and land uses. For example, historic structures, such as the Rialto Square Theater, are neighbors to newer buildings, such as the Will County Courthouse. Recent developments also include Joliet Junior College's City Center Campus, City Square, and the renovations of Joliet Public Library and the Rialto Square Theater.

Within the character area is Jefferson Street, Cass Street, Ottawa Street, Chicago Street, and Scott Street - key corridors that contain most of Downtown's businesses, restaurants, and services. Chicago Street acts as Joliet's main street, which is reflected in the current reconstruction efforts along the corridor. Jefferson Street, Cass Street, Scott Street, and Ottawa Street were historically major commercial streets but now serve as major transportation thoroughfares.

Cass-Collins Commercial Node

The Cass-Collins Commercial Node is centered around the intersection of East Cass Street and Collins Street. This character area is primarily commercial, with several businesses providing goods and services to residents on the City's east side.

The area has both historic pedestrian-oriented structures and newer auto-oriented structures. Much of the node is covered with standalone surface parking lots or parking lots serving adjacent businesses. Of the character area's 13.5 acres, 3.63 acres (26.8%) of the area's total land consists of standalone surface parking lots. A further 7.3 acres (54%) of the area's total land consists of commercial uses with large parking areas in front or around a structure. Recent developments include renovations to Supermercado La Joliet and El Gallo De Acero.



East Side National Register Historic District

The East Side National Register Historic District consists of residential and commercial structures southeast of the Joliet Gateway Center. Created in 1980, the National Register Historic District contains 281 contributing structures.

This character area contains a collection of historic homes from the late 1800s and early 1900s. Many of these homes are considered good examples of their architectural periods. Several commercial uses are located within the character area, including a historic row of vacant commercial structures on Washington Street and auto-oriented retail along Richards Street.

Residential Areas

Residential Areas include neighborhoods located northeast, southeast, and southwest of the Joliet Gateway Center. Though located in different parts of the Study Area, these neighborhoods share similar housing forms and land uses.

This character area contains a mix of single-family and multifamily housing types that vary in age exterior materials, and design. Small-scale commercial uses are dispersed throughout this character area, primarily located at busy intersections. Recent developments include the opening of the new Supermercado El Guero de Joliet.

Planning Concepts

Missing Middle

The term “missing middle” refers to a range of housing types that are denser than single family homes, but less dense than multi-family apartment buildings. They include duplexes, townhouses, triplexes, four-plexes, live-work mixed-use structures, and more. They are considered “missing” due to their relative lack of inclusion in many residential zoning codes throughout the 20th century. As a result, they are most commonly found in historic neighborhoods.



Institutional Area

The Institutional Area covers the campus of Joliet Central High School, the Boys and Girls Club, and the Cornerstone Services Building. The school, and its related athletic facilities, stretch from Power Alley in the west to the north branch of Hickory Creek in the east, and East Cass Street in the north to the railroad viaduct in the south.

The high school was originally built in 1901 and has been expanded several times over the past 120 years. All newer additions were designed to match the architectural style of the original building. Due to its iconic design, the school was placed on the National Register of Historic Places in 1982. Many of the school's athletic facilities are relatively new, with a renovation to the football field occurring in 2023.

The school owns several surface parking lots to accommodate students, faculty, and staff driving to the campus. Most of these lots feature minimal landscaping or screening.

South Chicago Street Corridor

The area extends along South Chicago Street from Osgood Street to the southern boundary of the Study Area. Chicago Street was widened in the 1960s to accommodate new traffic entering and exiting Interstate 80 and has now become a high-traffic, high-speed corridor. Many structures that used to line Chicago Street were demolished with only vacant parcels remaining.

Today, the area contains a disjointed mix of commercial, industrial, and vacant lots as well as a mix of zoning classifications. Older commercial uses directly front Chicago Street, but most remaining commercial use are auto-oriented setback from the street.



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THEATERWORKSUSA'S PRODUCTION OF
THE MAGIC SCHOOL BUS:
LOST IN THE SOLAR SYSTEM

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04

LAND USE AND DEVELOPMENT

This chapter builds on the current growth and development patterns in Joliet and around the Gateway Center and identifies land use and development strategies to achieve the goal of an equitable transit-oriented development.

The Land Use and Development Chapter focuses on actions to ensure:

- The City capitalizes on the development potential of the Study Area;
- Ensures housing choice and housing opportunity;
- Enhances economic and cultural vitality of Downtown; and
- Spurs new investment around the Study Area.

In This Chapter

- Redevelopment and Revitalization
- Housing for All
- Complete Neighborhoods

REDEVELOPMENT AND REVITALIZATION

Encourage Redevelopment through Strategic Infill and Adaptive Reuse to Revitalize the Study Area

The Study Area includes several underutilized or vacant properties that offer untapped development and revitalization opportunities. The identified Development Opportunity Sites have one or more of the following characteristics:

- Aging, dilapidated buildings and structures in need of significant repair or replacement;
- Scrapyards, warehouses, and light industrial uses that may not align with the long-term vision for the area;
- Properties that do not fully leverage their zoning allowances, such as those with substantial unused Floor Area Ratio (FAR) or lot coverage;
- Empty buildings or buildings with upper floor vacancies, leaving prime spaces unused;
- Buildings that are functionally obsolete;
- Surface parking lots that do not maximize land use;
- Vacant land.

By focusing development efforts on these sites, in conjunction with implementing the recommendations throughout the report, the Study Area can undergo revitalization that spurs economic growth and enhances its existing character.

Catalyst Sites

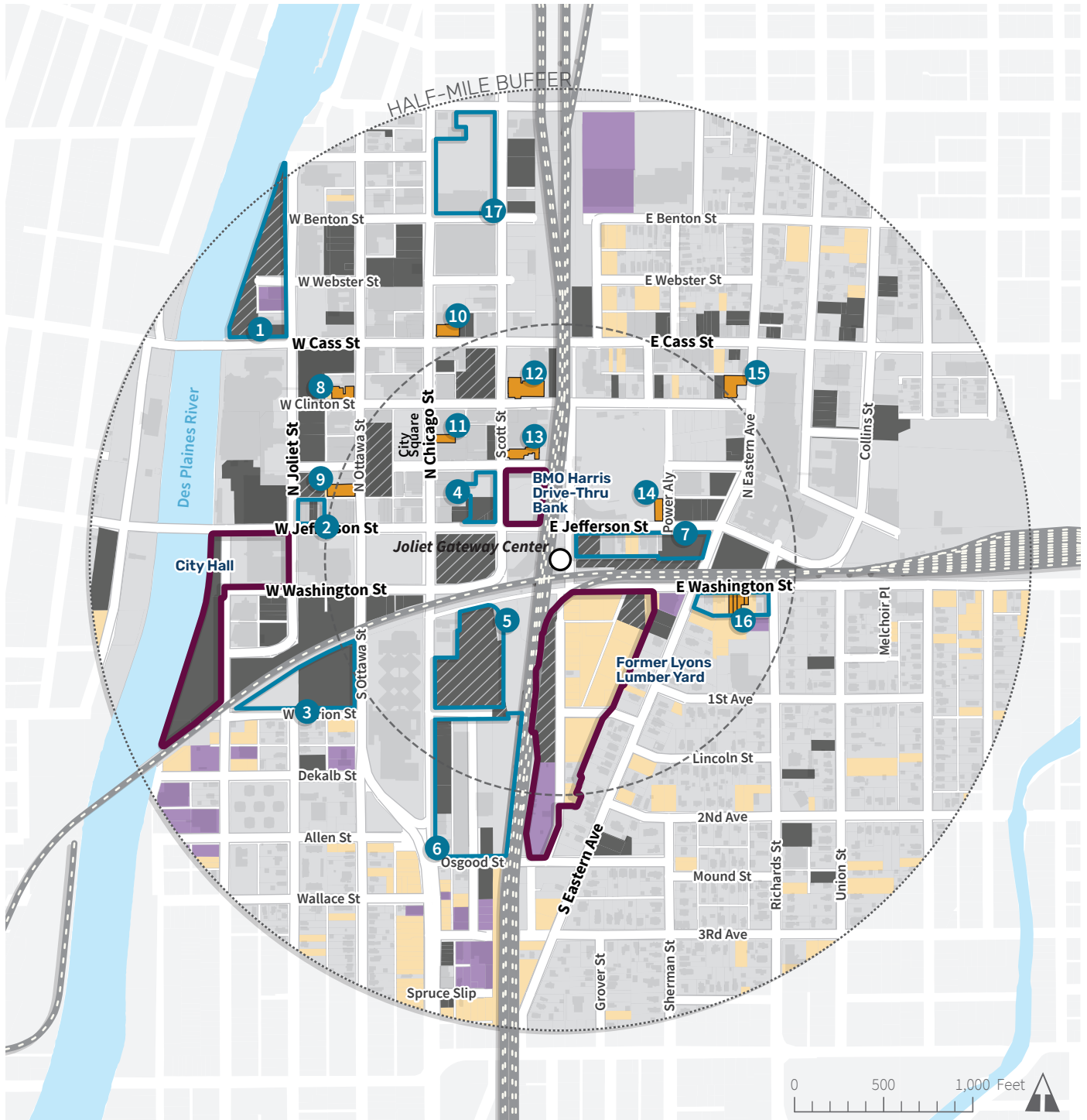
Three of these development opportunity sites have been identified as catalyst sites, which are specific sites with the potential to drive significant transformation in their surroundings, stimulating further development on adjacent properties. These three sites are discussed in detail in Chapter 07:

- City Hall Site (Pg. 76)
- BMO Drive-Thru Bank Site (Pg. 78)
- Former Lyons Lumber Yard Site (Pg. 80)

Policy Considerations

Bringing new development options to the Study Area could be accomplished with the following policies.

- Extend the B-2 (Central Business District) along Cass Street to Collins Street, along Clinton and Jefferson Streets to Eastern Avenue and to the properties within the Lyons Lumberyard catalyst site.
- Engage with key property owners to understand owner interest, potential financial, regulatory, and procedural barriers, and redevelopment opportunities to encourage adaptive reuse of vacant and underutilized buildings.
- Evaluate and update the promotion strategy for development opportunities, including financial incentives.
- Collaborate with local businesses and community organizations to activate vacant properties with temporary uses such as pop-up shops, art exhibitions, or markets to bring people to the Study Area, fostering economic activity and cultural engagement.
- Identify incompatible uses including warehouses, scrap metal storage, and light industrial workshops, and then work with property or business owners to relocate use outside the study area.
- Encourage the development of incubator and/or accelerator spaces to encourage locally grown startups, artists, and more.
- Conduct a building inventory of existing structures to determine the amount of underutilized or vacant space and prepare a more detailed action plan for each property.
- Ensure the inclusion of publicly accessible open space or a shared use path with future redevelopment projects along the riverfront.
- Create incentive programs and policies to facilitate the development of multi-family housing
- Feature existing downtown residential units as a way to promote downtown living.
- Meet with the Joliet Township High School District, Boys and Girls Club, Cornerstone Services, and Joliet Slammers to understand parking and circulation needs. Ensure future parking needs of the Stadium Club building are considered



Development Opportunities

- Catalyst Site
- Opportunity Site
- Joliet Gateway Center
- Public Parking Facility
- Parking Lots
- Industrial Use
- Vacant Land
- Vacant or Underutilized Buildings

Parking Lots or Vacant Lots

1. 99-100 W Webster St, 251-301 N Joliet St
2. 71-85 W Jefferson St
3. 63 S Ottawa St
4. 22 E Jefferson St
5. 12 New St, 55 E Marion St, 40-46-60-80 S Chicago St
6. 9-13-15 Osgood St, 126 St Louis St, 172-180 S Chicago St
7. 28-30 Mayor Art Schultz Dr, 118-142 E Jefferson St

Vacant or Underutilized Buildings

8. 59-61 W Clinton St and 151-153 N Ottawa St
9. 65 N Ottawa St
10. 1 E Cass St
11. 104 N Chicago St
12. 150 N Scott St
13. 100 N Scott St
14. 141 E Jefferson St
15. 225 E Clinton St
16. 210-250 E Washington St and 1 and 7 Richards St
17. 302 N Chicago St

HOUSING FOR ALL

Promote Inclusive and Diverse Housing Development to Support Downtown Joliet's Workforce, Residents, and Visitors

As the seat of Will County, Downtown Joliet attracts a significant number of people who come to work each day, creating activity from nine-to-five that is unique among suburban downtowns in Illinois. In addition to its workforce, Downtown Joliet draws visitors with its historic architecture and a variety of cultural and recreational attractions such as the Rialto Square Theatre, Slammers Stadium, and a variety of dining establishments.

Increasingly, Downtown Joliet is becoming a desirable place to live for a diverse range of age groups, including young professionals, families, and older adults. Many survey and workshop participants expressed interest in living Downtown due to its walkable environment, proximity to amenities, and convenient access to Chicago and surrounding areas via Metra and Pace.

Currently, Downtown residential options are limited, consisting primarily of apartments, while most of the surrounding neighborhoods are dominated by single-family homes. These limited options primarily cater to narrow demographics and income ranges, making it challenging to meet the needs of a growing and diverse population.

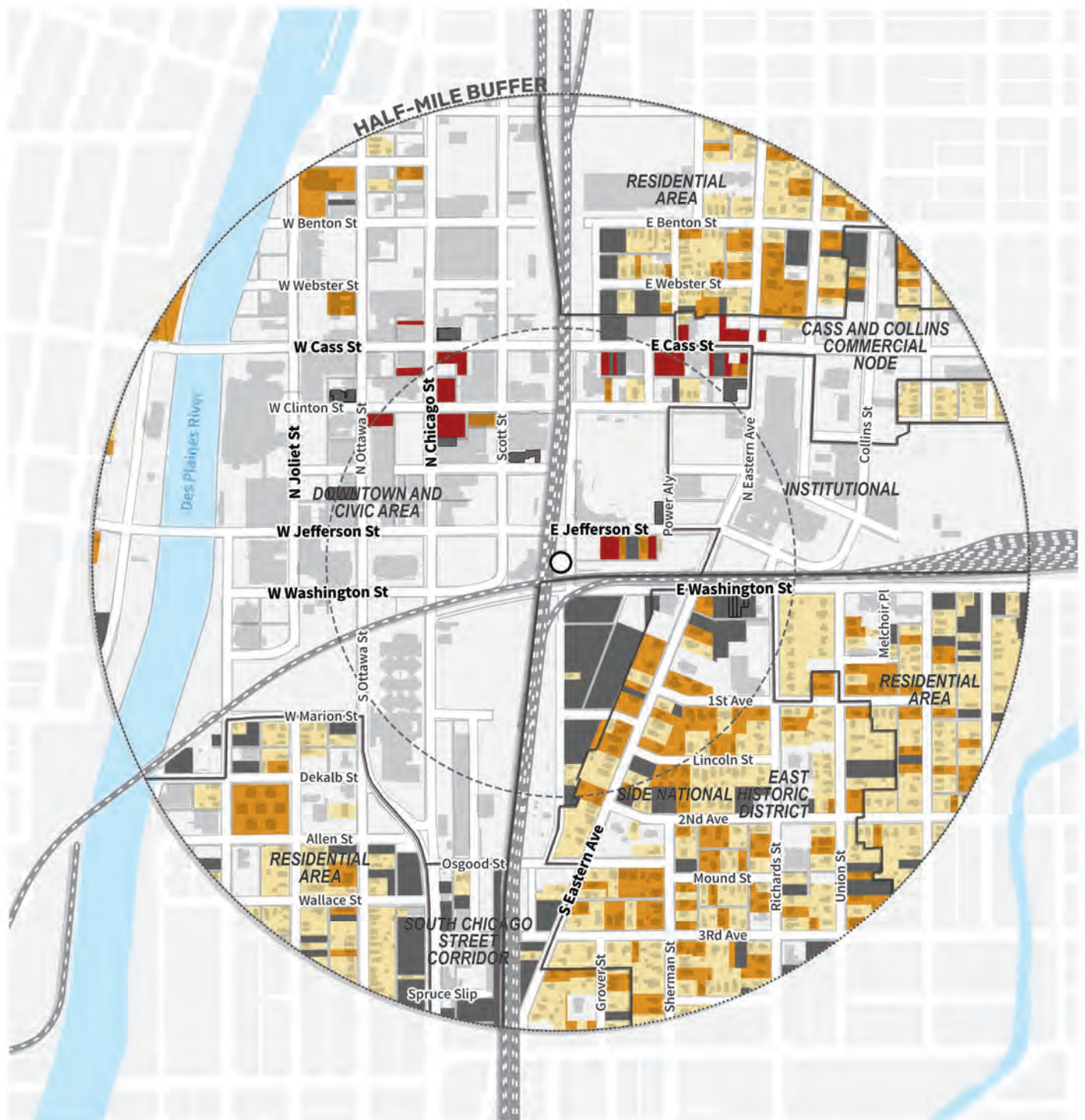
A recent Market Analysis identified a current demand for 200–250 additional housing units within the Study Area. This demand is expected to increase as development progresses, with more people seeking to live closer to jobs, transit, and the many amenities Downtown Joliet has to offer.

New development in the Study Area should create safe, attainable, and a variety of high-quality housing while fostering an inclusive neighborhood environment. By prioritizing existing residents, Joliet can minimize displacement and neighborhood gentrification, allowing longtime community members to age in place.

Policy Considerations

To address the growing demand for diverse housing options and ensure Downtown Joliet remains accessible and inclusive, the following policies should be considered.

- Connect developers with local, state, and federal funding sources (low-interest loans, land, grants, etc) to build housing types in high demand.
- Implement an inclusionary zoning policy, which would require that a portion of new residential developments within the study area be affordable for low- and moderate-income households.
- Create incentive programs and policies to facilitate the development of multi-family housing.
- Apply a zoning overlay district or rezone to a new zoning district that allows for smaller lot sizes and reduced dimensional requirements as well as two-to-four-unit buildings by-right.
- Develop a program to facilitate the transfer of city-owned vacant parcels in exchange for property improvements.
- Develop an incentive program for infill development, which may include economic incentives, zoning adjustments, and prompt and predictable permitting to attract residential developers to vacant parcels.
- Offer density bonuses or financial incentives for developers who include affordable and mixed-income housing units in TOD areas to increase housing availability for a range of income levels.



Residential Areas

- Single-Family Residential
- Multifamily
- Mixed-Use

- Vacant or Underutilized Properties
- Character Area
- Joliet Gateway Center



COMPLETE NEIGHBORHOODS

Foster Equitable, Complete Neighborhoods by Integrating Mixed-Use Development, Essential Amenities, and Community-Centered Spaces

A cornerstone of any TOD is its proximity to a transit station, enabling residents to travel without relying on personal vehicles. While access to transit is essential, true equitable development extends beyond transit and encompasses access to a broad array of community amenities, making neighborhoods connected and more livable.

A “complete neighborhood” ensures that residents can meet most of their daily needs within a short walk—typically 15 minutes—from their homes. This includes access to fresh and healthy food, recreational spaces that promote physical and mental well-being, and healthcare facilities for ongoing health and wellness. Such amenities contribute to a higher quality of life and empower residents to live sustainably, fostering a sense of community and belonging.

The Complete Neighborhood Index evaluates neighborhoods based on their proximity to key community amenities, including:

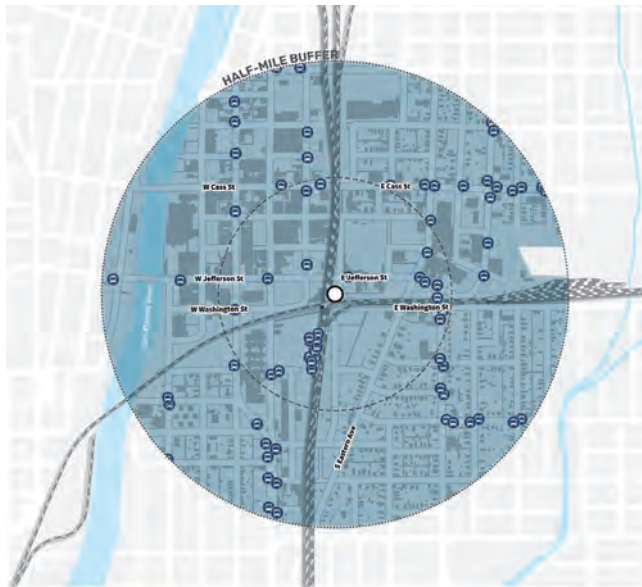
- **Grocery Stores.** Ensure access to fresh and nutritious food options.
- **Pharmacies.** Ensure access to facilities for health and wellness.
- **Parks and Open Spaces.** Provide opportunities for recreation and connection with nature.
- **Pace Bus Stops and Transit Hubs.** Ensure seamless access to public transportation networks.

Most of the study area has access to parks, though most of them are located outside the study area. City Square, currently under construction across from the Rialto Square Theater, will add additional park space when completed. Access to grocery stores and pharmacies is limited. The northeast portion of the study area contain two grocery stores and single pharmacy, but most of the rest of the study area is outside a ten-minute walkshed to grocery stores and pharmacies.



Policy Considerations

By integrating equitable development policies and prioritizing complete neighborhoods, TOD areas can serve as models of inclusive, sustainable, and community-centered urban development.

- Identify additional suitable locations for plazas, parks, and green spaces to encourage community interaction, provide areas for relaxation, enhance vitality, and improve the environmental quality of TOD areas.
- Apply for state grants to fund acquisition of properties suitable for parks, open space and recreational facilities construction.
- Upgrade pedestrians and cyclists infrastructure to encourage bicycle and foot traffic between neighborhoods and other parts of the Study Area.
- Collaborate with developers and local businesses to attract grocery stores and other essential services to enhance access to amenities in underserved areas south of the train tracks.
- Identify vacant non-city owned parcels suitable for semi-permanent alternate uses such as community gardens or small parks, with the option of formalizing their use permanently.







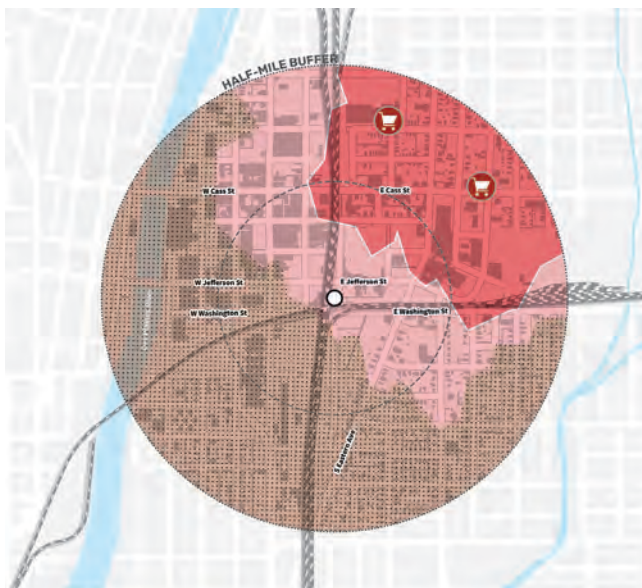
Proximity to Public Transit

-  Amenity Points - Transit Stops
-  Within 5-minute walk to a transit stop







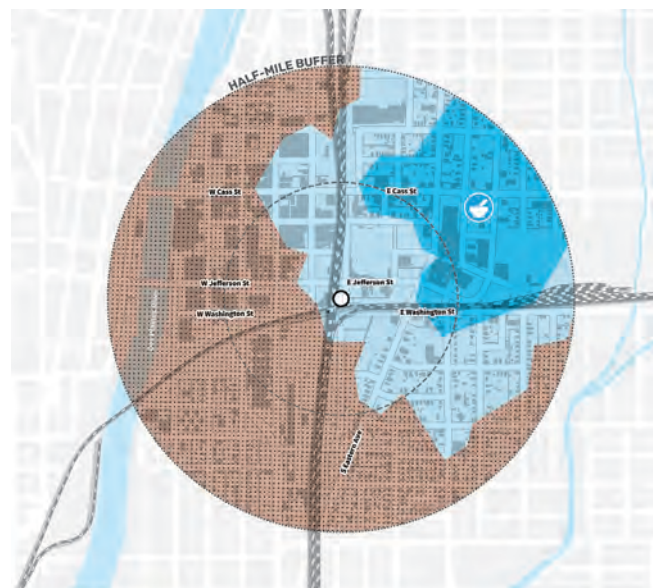
Proximity to Parks

-  Parks
-  Within a 5-minute walk to a park
-  Within a 10-minute walk to a park
-  Underserved areas outside a 10-minute walk







Proximity to Grocery Stores

-  Grocery
-  Within a 5-minute walk to a grocery store
-  Within a 10-minute walk to a grocery store
-  Underserved areas outside a 10-minute walk



Proximity to Pharmacies

-  Pharmacy
-  Within a 5-minute walk to a pharmacy
-  Within a 10-minute walk to a pharmacy
-  Underserved areas outside a 10-minute walk





05

URBAN DESIGN

This chapter covers urban design best practices that can be implemented in the Study Area. Urban design refers to the physical aesthetic of the components that make up the built environment . Urban design elements including building design, landscaping, public art, and plazas can all be designed to boost the appeal of a city. These elements can be applied to public spaces and private properties.

In This Chapter

- Public Realm Enhancements
- Private Realm Enhancements
- Safety and Perception
- Navigation and Wayfinding

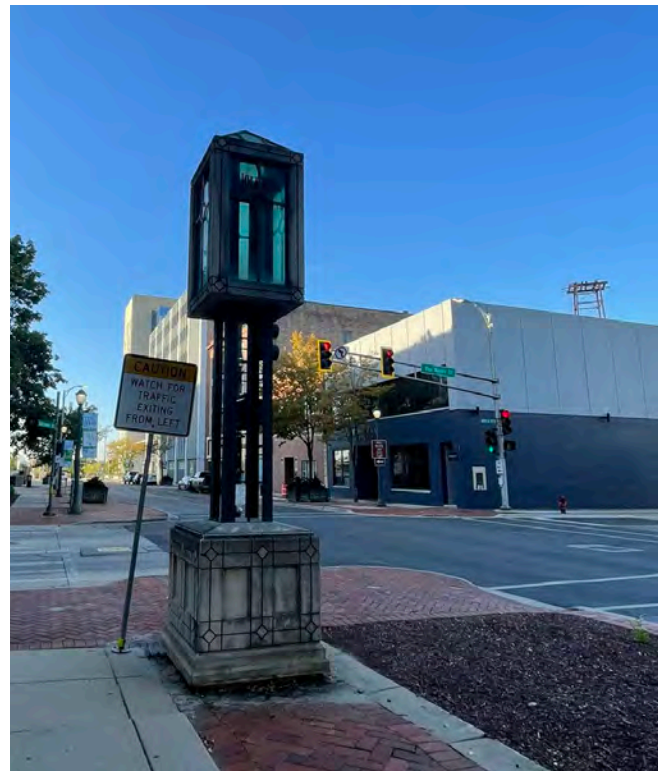
ROLE OF PUBLIC AND PRIVATE REALM

All space within a city belongs to the public realm or private realm. The public realm includes spaces that are open and accessible to everyone, regardless of ownership. Some examples include street rights-of-way, parks, plazas, squares, parking lots, and transit stops/stations. The private realm includes all privately-owned space including the land surrounding a building or space where access may be conditional, limited, or restricted entirely. The interface between these realms, including building facades, shopfronts, or outdoor areas, plays a critical role in shaping the unique character of urban environments.

Urban design strategies that enhance the public and private realms are essential for supporting an ETOD. The strategies should focus on creating safe, inclusive, and navigable environments around transit hubs to foster accessibility, economic vitality, and community pride. Public realm enhancements, such as improved lighting, widened sidewalks, public art installation, pedestrian plazas, and green infrastructure prioritize safety, comfort, and environmental sustainability. Navigation and wayfinding systems, including clear signage and accessible pathways, improve accessibility between transit, key destinations, and neighborhoods within the Study Area. Further, private realm enhancements, including active building frontages, active streets, and a variety of building materials that complement the surrounding area strengthen the interface between public and private spaces. Together, these interventions address safety and perception, facilitate navigation, and create a vibrant urban fabric that will contribute to Downtown's charm and supports diverse community needs within the Study Area.

URBAN DESIGN ELEMENTS

The following section addresses a wide range of elements to enhance the urban environment of the Study Area. Any single one of these elements will boost the appeal of an individual property or street block, but utilizing these elements in conjunction with one another will maximize their effect. A description of each element and their specific components will precede recommendations for the Study Area.





Conceptual rendering of E Washington St as a shared street

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Public Realm Enhancements

- Main Street Streetscape Character
- New Public Spaces

Tree Canopy Cover

- 1-25%
- 25-50%
- 50-75%
- > 75%



PUBLIC REALM ENHANCEMENTS

Cultivate Vibrant and Cohesive Public Spaces through Strategic Placemaking and Streetscape Enhancements

Placemaking is an integral component of urban design. It is the conscious effort of assigning unique design, activities, and culture to a specific place, street, neighborhood, and/or city. Physical design is an important aspect of placemaking, but it requires community involvement to succeed.

Placemaking acknowledges the importance of private activities but emphasizes the public realm as the primary medium for success. Public spaces set the stage for a community's character. Joliet has a combination of historic buildings and infrastructure that could be enhanced with strategic improvements. Creating a cohesive public realm will help connect Downtown with Cass Street, East Jefferson Street, and the residential neighborhoods around the Study Area.



Public Art

While façades present a building to the public realm, public art presents a city's culture, society, and interests to the public realm. Public art can include statues, murals, sculptures, and more. Public art can be something viewed from a distance, but it can also invite interaction and activity. The creative freedom of public art invites urban design that is not necessarily traditional, but still enhances interest and activity in a place.

Murals

One example of public art that is commonly implemented in cities is a mural. Murals are a form of graphic artwork that is applied directly to public or private wall or other permanent surface. They are most often utilized to brighten up a blank façade or provide color to a neutral retaining wall.

Policy Considerations

To develop a public art program that will enhance Joliet's cultural landscape and visual appeal, the following policies should be considered.

- Create a new arts and culture coordinator position to oversee public art and events within the City.
- Prepare and adopt a public art display policy that addresses sign code, zoning, and historic preservation concerns and regulations.
- Prepare and adopt a public arts plan that facilitates the installation of public art within the Study Area to enhance the visual appeal of public spaces.
- Identify locations for new murals, sculptures, and other forms of art.
- Create a rotating schedule for the display of public artwork and/or murals.
- Adopt a Percent for the Arts ordinance as a funding mechanism for further public arts projects.
- Enhance railroad viaducts with improved lighting, sidewalks, and art installations.



Public Parks, Squares, and Plazas

Public spaces, such as parks, squares, plazas, and similar areas are formally designated places for public use. Historically, they were places for public gatherings or markets, but today they are most often assigned leisure or recreational purposes. Successful public spaces provide a combination of restfulness and social engagement.

Public parks range in shapes, sizes, and functions. Parks such as the Billie Limacher Bicentennial Park are large with the intention of servicing visitors from all over a City and provide space to enjoy nature, historic sites, and other cultural features. Other parks, such as Osgood Park are smaller neighborhood parks, meant to provide a place of recreation or relaxation for resident immediately around the park.



Public squares and public plazas serve similar purposes, but come in different forms. A square, like the future City Square, are often more traditional public gathering spaces, usually with some historic significance. They tend to be larger and have the ability to accommodate more visitors and amenities. Plazas are typically smaller and often appear as add-ons to new developments. For example, a new building on a triangular parcel might reserve space for a plaza at one of the parcel's tips. Plazas are most often used for outdoor seating for restaurants or cafes and provide temporary resting spots for pedestrians.

Policy Considerations

To enhance the community's access to public spaces and create vibrant gathering places throughout the Study Area, the following policies should be considered.

- Identify vacant non-city owned parcels suitable for semi-permanent alternate uses such as community gardens or small parks, with the option of formalizing their use permanently.
- Identify additional suitable locations for plazas, parks, and green spaces to encourage community interaction, provide areas for relaxation, enhance vitality, and improve the environmental quality of TOD areas.
- Apply for state grants to fund acquisition of properties suitable for parks, open space and recreational facilities construction.



Third Places

A third place refers to the social surroundings that are separate from the social environments of the home (first place) and work (second place). They are inherently places where individuals can gather and socialize with others. Such spaces instill a sense of belonging, identity, and culture to the places and the neighborhoods in which they are located.

Common third places include bars, coffee shops, restaurants, and other service establishments. However, private third places are typically only accessible through purchasing food, drinks, or services. Having freely accessible third places ensure community members of all income levels can feel part of their communities.

Policy Consideration

To expand accessible social environments where community members can gather and connect outside of home and work, the following policy focuses on establishing new third places in strategic locations.

- Identify potential locations for semi-permanent third places as a first step in determining the location of new pedestrian-oriented uses.

Planning Examples

Connected Communities Initiative

The Connected Communities Initiative was created by the New York City Housing Authority (NYCHA) to address the lack of quality public spaces and sense of community in its properties. The initiative recognized that several decades of disinvestment has left residents without many third places in which to relax and socialize. Recognizing this disparity, the NYCHA partnered with New York City Parks to construct new public spaces with the aim of fostering social connections, improve health outcomes, and provide environmental benefits. Since the start of this initiative NYCHA opened new public spaces and playgrounds at six of its housing developments, boosting the usage of these spaces and bringing together community members.



Residents of the William McKinley Houses in the Bronx trying a newly renovated basketball court.



Tactical Urbanism

Purposeful creation of third places can be done in an easy and affordable manner. Tactical urbanism refers to the use of low-cost, temporary changes to the built environment to achieve desired goals. For third places, this could include the installation of easily movable furniture and other placemaking elements to transform a previously underutilized place into a gathering spot. Often these changes can be explored as proof of concept, with the intent to make changes permanent if they are successful.

Defining features of tactical urbanism include public participation and experimentation. Often, examples of tactical urbanism arise through grassroots efforts, such as residents of a neighborhood painting new shared intersections or bicyclists installing traffic cones along a desired bike route. These efforts typically arise from a desire to improve local places without waiting on a government entity to do so. These efforts often act as real-life experiments to see what improvements might work, without having to commit to expensive analyses.

Policy Consideration

The following policy encourages strategic activation of streets to create vibrant community gathering places.

- Temporarily close selected streets to vehicle traffic and host public events such as pop-up markets, street festivals, or outdoor performances to activate public spaces and engage the community.

Planning Examples Park(ing) Day

Park(ing) Day is an annual event in which community members of cities across the world take over on-street parking spaces and transform them into parklets. Initial Park(ing) days were more performative as residents reimagined what a parking space could become, but over time, Park(ing) Day projects demonstrated the benefits of extending pedestrian spaces into streets and highlighting the benefits that come with more places to sit, dine, and socialize. Some Park(ing) Day installations result in permanent changes like sidewalk extensions or permanent parklets.



A Park(ing) Day installation in Atlanta, Georgia.



Streetscapes

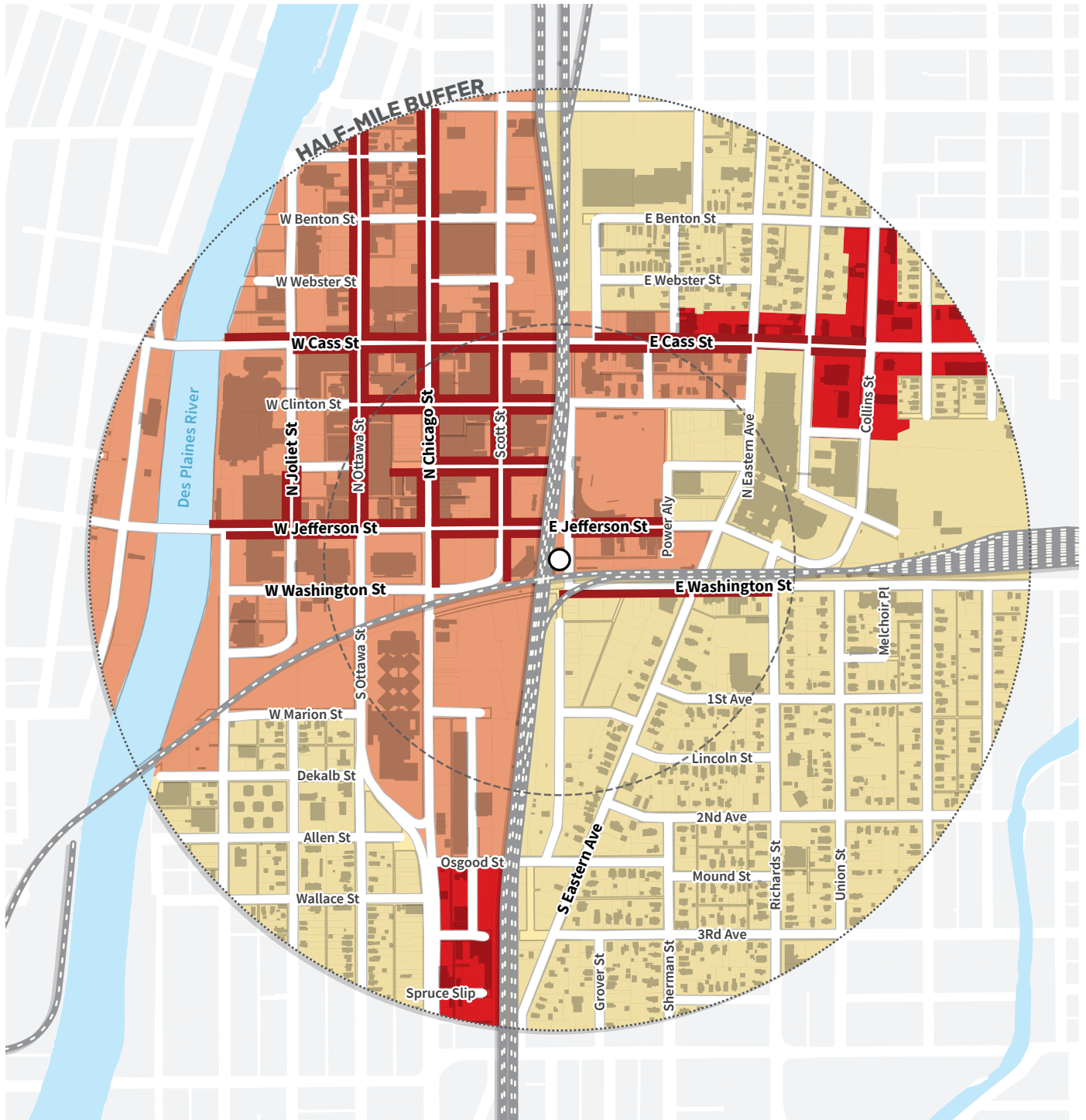
At its most basic definition, a streetscape is simply the appearance of a street. This includes the road and adjacent sidewalks or facilities on it. A good streetscape enhances the visual appeal of an area, drawing in people and visitors to businesses and other spaces along it. Elements that make up a streetscape include vertical elements, such as streetlights and street trees; surface elements, such as pavement, walking spaces, curbs, gutters, and landscaping; and small-scale elements, such as sidewalk furnishings, tree boxes/grates, wayfinding signage, perimeter security, and building/street interaction. A well designed and carefully planned streetscape will encourage higher pedestrian activity and help create a sense of place in the neighborhood.

When determining the design of a streetscape (and roadway network), the consistency of streetscape elements is important to consider. Having consistent street trees, lighting, and surface elements creates a sense of continuity across a neighborhood. Successful streetscape design helps tie the brand and sense of identity of the neighborhood and city together. The City's 2018 Chicago Street Corridor Plan developed new designs and streetscape elements for North Chicago Street. To ensure consistency moving forward, the City should apply elements of the Chicago Street corridor to other streets in the Study Area.

Policy Considerations

To address the desire for an improved sense of place and a cohesive, pedestrian-friendly environment, the following policies are recommended:

- Develop a streetscape improvement plan for the character area, utilizing similar design languages and approaches as the Chicago Street reconstruction project.
- Install sidewalk furnishings along a streetscape's pedestrian zone to provide pedestrians with seating, waste receptacles, and other amenities to improve their experience.
- Plan and implement a street landscaping program to enhance the streetscape and improve the pedestrian experience.
- Widen the sidewalks on both sides of South Chicago Street, where possible, to a minimum of six feet.



Private Realm Enhancements

- Downtown Joliet
- Commercial Area
- Residential Area

- Active Street Fronts
- Joliet Gateway Center

PRIVATE REALM ENHANCEMENTS

Encourage pedestrian-friendly design, cohesive architectural standards, and active ground-floor uses to create a vibrant and inviting urban environment.

Private realm enhancements focus on the physical improvements to privately owned properties within the City. These enhancements are critical for creating a cohesive, inviting, and pedestrian-friendly urban environment. The built environment in the Study Area includes diverse building types and uses in that define its character, which can be grouped into the following categories:

- Downtown Joliet
- Commercial Areas
- Residential Areas



Downtown Joliet

A consistent streetwall, where buildings align closely with the sidewalk, creates a sense of enclosure and pedestrian comfort. Street orientation plays a key role in reinforcing this urban character, as buildings that face the street and align with its grid enhance visibility and accessibility. Height and massing also contribute to the urban fabric, with mid-rise and high-rise buildings providing a sense of vertical enclosure while maintaining human-scale elements at the street level.

Transitions between different building heights and uses are essential to ensure compatibility and avoid abrupt visual or functional changes. Gradual stepping down of building heights near residential neighborhoods or open spaces can create a more harmonious relationship between diverse uses. The building-street relationship is another critical element, as active frontages, clearly defined entrances, and minimal setbacks encourage pedestrian engagement. Vacant lots, surface parking, and auto-oriented developments interrupt this street wall and detract from the pedestrian experience. For example, Chicago Street's consistent street wall and pedestrian-oriented streetscape provide a comfortable walking environment, while North Joliet Street's setbacks and parking lots leave pedestrians feeling exposed. Addressing these gaps is crucial to enhancing the overall urban design.

Policy Considerations

The following policies should be considered to support private property improvements and encourage redevelopment to strengthen Downtown Joliet's urban character

- Promote use of the City's Historic Design Guidelines to ensure that these guidelines facilitate attractive and active storefronts.
- Support property owners with technical assistance, grants or other economic incentives for repair or maintenance of historic structures.
- Engage with key property owners to understand owner interest; potential financial, regulatory, and procedural barriers; and redevelopment opportunities to encourage adaptive reuse of vacant and underutilized buildings.
- Update the City's 50-50 sidewalk program to potentially remove property owner participation from sidewalk replacement, reconstruction, or maintenance projects.
- Remove or reduce the minimum number of required off-street parking spaces for new structures outside of the B-2 Zoning District that are adjacent to transit stops and stations.



Commercial Areas

Commercial areas benefit from activating ground-level spaces with retail, dining, or cultural uses to foster vibrancy and encourage pedestrian activity. Street orientation of commercial buildings is vital in maintaining visibility and ensuring that storefronts are accessible directly from the sidewalk. Height and massing should align with the surrounding context, allowing for denser development while avoiding overshadowing adjacent properties. Proper transitions between commercial buildings and neighboring residential or mixed-use areas can soften the impact of higher intensity uses.

The relationship between buildings and the street is further enhanced through features such as awnings, display windows, and outdoor seating areas that invite pedestrian interaction. High-quality building materials, well-maintained facades, and inviting storefronts enhance the character of these areas. Encouraging active uses on the ground floor and providing outdoor seating or display areas can further contribute to the vitality of commercial corridors.

Policy Considerations

Enhancing commercial areas requires policies that activate ground floors, support private investment, and facilitate redevelopment.

- Update the zoning ordinance to allow for new small neighborhood commercial buildings or for the rehabilitation of former commercial buildings back to commercial use.
- Engage with key property owners to understand owner interest; potential financial, regulatory, and procedural barriers; and redevelopment opportunities to encourage adaptive reuse of vacant and underutilized buildings.
- Update the City's 50-50 sidewalk program to potentially remove property owner participation from sidewalk replacement, reconstruction, or maintenance projects.
- Support property owners with technical assistance, grants or other economic incentives for repair or maintenance of historic structures.



Residential Neighborhoods

Residential neighborhoods feature setback houses and tree-lined streets that contribute to a distinct character and a sense of security. Building orientation that prioritizes views of the street and public spaces strengthens the connection between private and public realms. Height and massing in residential areas should respect existing patterns, with new developments aligning with the scale and proportion of established homes.

Transitions between residential and higher-density areas or commercial zones require thoughtful design to preserve neighborhood character. Buffering elements such as landscaping, fences, or transitional building heights can help mitigate impacts. The building-street relationship in these areas often emphasizes private yards and porches, which create a welcoming interface between homes and sidewalks.

Creating a pedestrian-friendly environment across all these areas also requires attention to details such as facade design, building-street relationships, and private sidewalk uses like cafe seating. Thoughtful integration of street orientation, height and massing, transitions, and building-street relationships ensures a cohesive urban environment that meets the needs of diverse users.

Policy Considerations

The following policies are recommended to preserve neighborhood character, support context-sensitive infill development, and enhance the relationship between residential areas and the public realm.

- Develop infill development standards or establish a local character district to ensure future development on vacant parcels contributes to the architectural character of the national register historic district.
- Update the Zoning Ordinance to establish residential design standards for new construction or substantial redevelopments of existing structures.
- Update the City's 50-50 sidewalk program to potentially remove property owner participation from sidewalk replacement, reconstruction, or maintenance projects.
- Develop infill development standards or establish a local character district to ensure future development on vacant parcels contributes to the architectural character of the national register historic district.
- Apply a zoning overlay district or rezone to a new zoning district that allows for smaller lot sizes and reduced dimensional requirements as well as two-to-four-unit buildings by-right.
- Support property owners with technical assistance, grants or other economic incentives for repair or maintenance of historic structures.

SAFETY AND PERCEPTION

Enhance Perception, Safety, and Pedestrian Activity through Strategic Streetscape Improvements and Community Engagement

Through the community engagement process, several participants including residents, and business owners indicated that Joliet's current negative perception harms its ability to attract visitors and businesses to the Study Area. In addition, poorly maintained sidewalks, streets, and other infrastructure, combined with insufficient lighting were singled out as elements in need of improvement.

Pedestrian Activity

Many of the Study Area's economic activity revolves around the civic offices of the City and Will County. As a result, pedestrian activity is greatly influenced by office hours. Downtown feels "dead" after 5pm as the mass departure of workers causes many businesses to close around that time.

The lack of street activity lends to a sense of unease, especially after dark, and has resulted in residents and visitors avoiding the Study Area at certain times. By increasing pedestrian activity, this will indicate to residents and visitors that there are things to do and places to visit.

Policy Considerations

The following policies are recommended to enhance safety and activate the Study Area

- Continue to promote community events that temporarily utilize streets, squares, and/or sidewalks to develop consistent activity around the Study Area.
- Create a more comprehensive marketing strategy to market Joliet's unique entertainment events and venues, such as Slammers Stadium and the Rialto Square Theater.
- Enhance railroad viaducts with improved lighting, sidewalks, and art installations.
- Widen the sidewalks on both sides of South Chicago Street, where possible, to a minimum of six feet.

Maintenance

Many of the Study Area's streets and sidewalks are in need of repair. Main thoroughfares into the Study Area experience high levels of truck traffic, resulting in increased wear on the streets and poor pedestrian and driving experience.

Additionally, existing sidewalks need repair due to missing pavement or uneven walkways. They are also in need of regular cleaning or garbage, debris, and snow. Other elements of the streetscape need immediate attention to repair cracked medians, overgrown weeds, or crumbling curbs. Some underpasses of the railroad viaduct contain crumbling walls, peeling paint, and flickering lighting. This creates a perception of a poorly maintained and unsafe environment.

Policy Considerations

The following policies are recommended to improve infrastructure maintenance and enhance the perception of safety.

- Work with the SSA to keep sidewalks and gateway entrances free of debris, litter and snow.
- Target visibly deficient infrastructure to remove the perception of poor safety from the City's streets
- Revise Joliet Code of Ordinances to make explicit ownership and maintenance obligations on ROW.
- Engage property owners to discuss ownership and maintenance obligations on ROW.

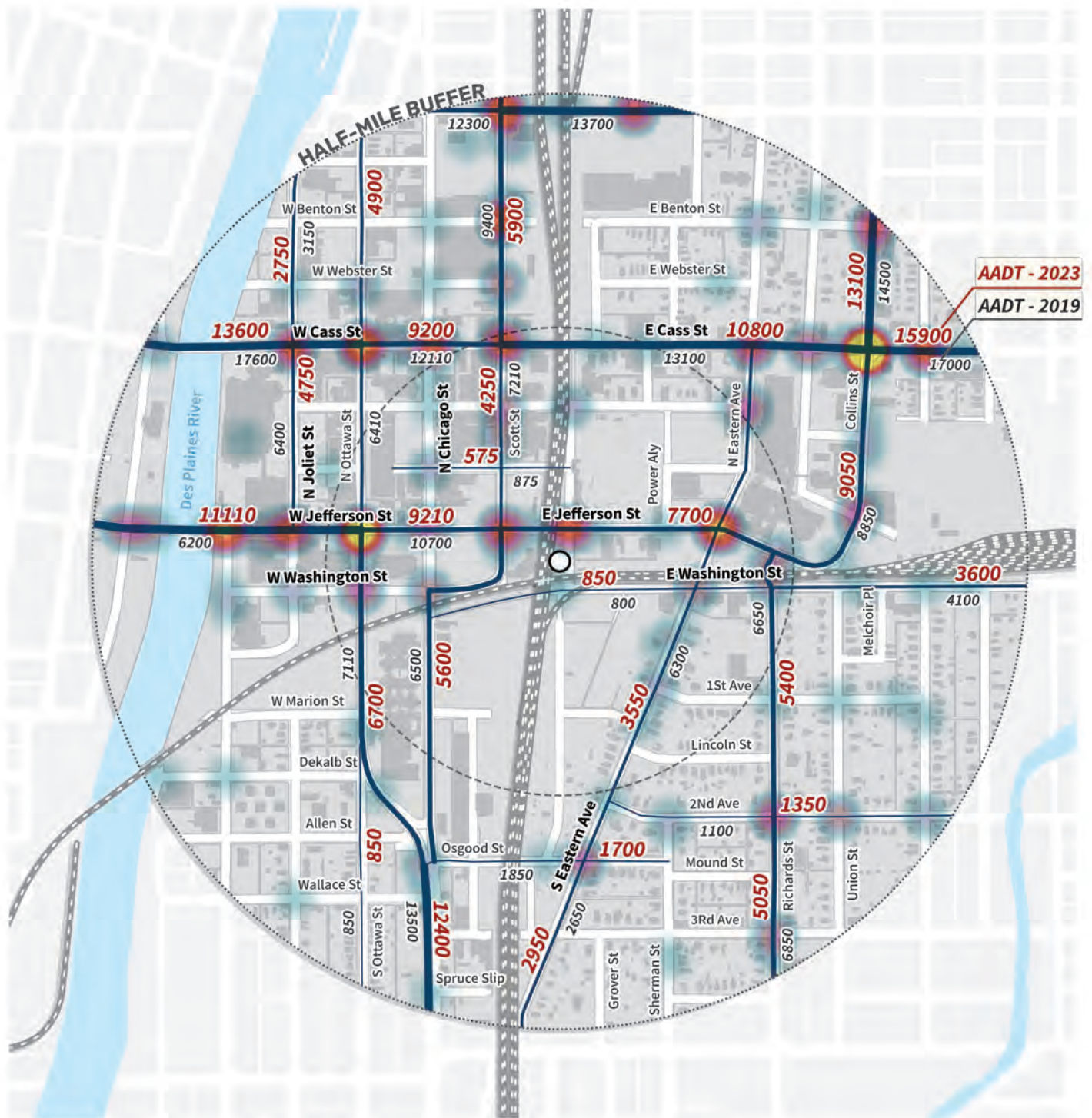
Improved Lighting

If lighting is done well, pedestrian activities can continue throughout the day into the evening. The Study Area's current sense of unease due to a lack of street activity after dark is exacerbated by areas with poor lighting. Several Downtown residents noted feeling unsafe when walking. They also noted that the lighting of viaduct underpasses is often not welcoming and discourages them from walking under the railroad viaduct. Lastly, poor lighting creates unsafe conditions for cyclists as darkness limits visibility and increases their risk of injury.

Policy Consideration

The following policy is recommended to improve lighting and enhance safety for pedestrians and cyclists.

- Enhance railroad viaducts with improved lighting, sidewalks, and art installations.



AADT and Non-Fatal Accidents

Average Annual Daily Traffic - 2023

- Less than 2,500
- 2,501 - 5,000
- 5,001 - 10,000
- Over 10,000

Non-Fatal Accidents

- Sparse
- Dense

○ Joliet Gateway Center

AADT - 2023

AADT - 2019



NAVIGATION AND WAYFINDING

Establish a cohesive system of wayfinding and gateway signage to enhance navigation, reinforce district identity, and create inviting entrances into the Study Area.

Signage is an integral component in urban design as proper signage helps residents and visitors navigate a city without needing to rely on advice from others or mapping apps on phones. Signage helps orient an individual and indicates the correct directions to important destinations. Signage can also utilize branding to mark changes in districts or purpose of a place.

In addition to navigation and wayfinding, signage can be located at gateways into a city to let travelers know when they have arrived at a community.

Signage/Wayfinding

Clear and consistent signage helps people navigate unfamiliar spaces without reliance on a smartphone or asking for directions. Being able to use the physical environment to easily navigate helps reduce stress and frustration while allowing an individual to spend more time wandering. In addition to navigation, signage can provide multiple additional benefits, such as navigational accessibility to those with disabilities, increased safety, reduced visual clutter, enhanced sense of place, and increased economic activity.

Policy Considerations

To improve the navigation and wayfinding within the Study Area, the following policies are recommended.

- Coordinate with RTA, Metra, and Pace for transit wayfinding.
- Develop a system of consistently branded wayfinding signage to provide visitors and residents with clear directions to local destinations and other points of interest.

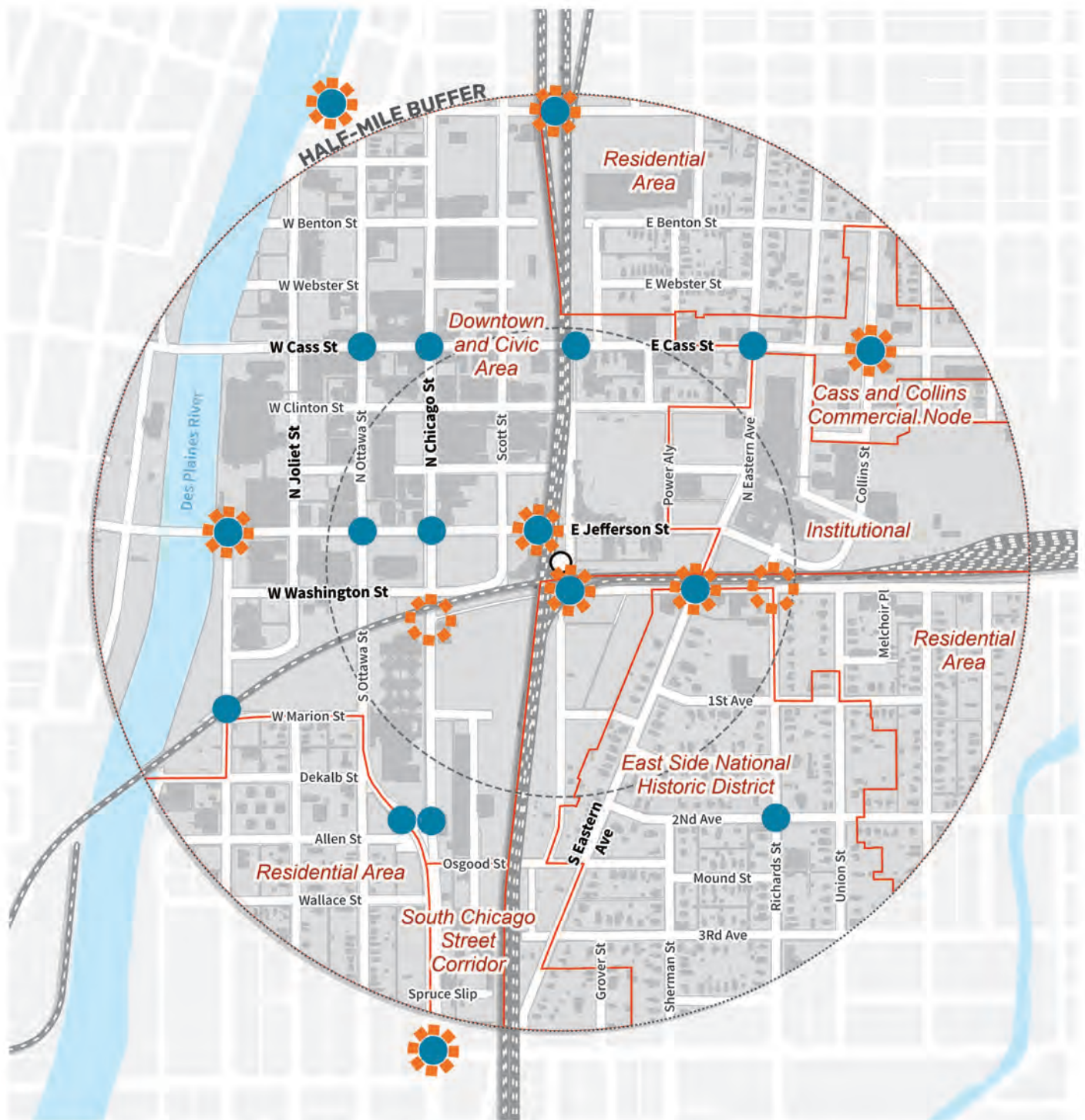
Gateways

Gateways consist of signage and/or art that delineate one's entrance into a district, neighborhood, or city. They establish a boundary signifying the character of the place one is about to enter. Cities often use gateways to welcome visitors and historic districts often use them to define the boundary of the district. The form of gateways can range from a simple sign to arches over the street to art installations. Gateways can also accompany changes to the layout of a street to indicate desired transportation modes in a new area.





Policy Consideration

Gateway signages at key intersections can enhance the sense of place throughout the Study Area.

- Install gateway signage at key entrances into different districts of the Study Area to create a stronger sense of place.



Navigation and Wayfinding

-  New Gateway Signage
-  New Wayfinding Signage
-  Character Area
-  Joliet Gateway Center





WORKING DRAFT
FOR STAFF REVIEW



06

MULTIMODAL TRANSPORTATION

Downtown Joliet has a transportation network encompassing commuter rail, intercity rail, and expansive bus services. The central hub of this transportation network is the Joliet Gateway Center train and bus stations, strategically located on East Jefferson Street. Creating a safe, comfortable, and accessible corridor requires balancing multi-modal needs while prioritizing the needs of pedestrians, bicyclists, and transit riders. Improved streetscape and public realm elements, transit priority infrastructure and amenities, and safety features support a variety of travel options that are essential for a vibrant and connected community.

In This Chapter

- Support Multi-modal Transportation
- Create Transit Friendly Streets
- Create Safe Travel Conditions

JOLIET GATEWAY CENTER

In April 2018, the Joliet Gateway Transportation Center Train Station (followed by the bus station in December 2021) opened in Downtown Joliet as a new multimodal transportation hub. This center accommodates various transportation modes, including Metra, Amtrak, Pace buses, intercity and shuttle buses, bicycles, and taxis. The two-story station includes Metra and Amtrak offices, indoor waiting areas, and elevator and stair access to Metra platforms for Rock Island and Heritage Corridor trains. Five daily commuter lots are adjacent to the Gateway Center. Commuter lots are equipped with electronic pay stations that accept cash and credit cards.

Gateway Center Ridership

Per 2023 ridership data provided by Metra, Amtrak, and Pace transit agencies, just over 1,200 average daily boardings occur at the train and bus stations, resulting in an estimated total ridership activity of nearly 2,400 boardings and alightings on an average weekday. A total of 58 weekday trains providing commuter and passenger rail connect to the Gateway Train station along with daily bus service on 10 Pace bus routes at the Gateway Bus Station, as detailed in Average Weekday Boardings at Joliet Gateway Train and Bus Stations table.

Metra

Metra's Rock Island Line extends southwest from LaSalle Street Station in Downtown Chicago, while the Heritage Corridor Line extends southwest from Chicago's Union Station. In August 2023, average mid-week ridership at the Joliet Gateway Center was reported by Metra to be 527 boardings on the Rock Island Line and 74 boardings on the Heritage Corridor Line. The Gateway Train Station offers 21 inbound and 21 outbound trains on the Rock Island Line each weekday, along with 3 trains in each direction on the Heritage Corridor. On the weekend, only Rock Island trains provide service between Joliet and Chicago.

Metra - Rock Island Weekend Service	
Saturday	Sunday
16 total daily inbound (to Chicago) and 17 daily outbound (to Joliet) trains	14 total daily inbound (to Chicago) and 15 daily outbound (to Joliet) trains

Average Weekday Boardings at Joliet Gateway Center Train and Bus Station, 2023	
Weekday Service Provided	Avg Weekday Boardings
Metra Commuter Rail	
24 total daily inbound (to Chicago) and 24 outbound (to Joliet) trains	601
Rock Island Line	
21 inbound and 21 outbound	
Heritage Corridor	
3 inbound and 3 outbound	
Amtrak Passenger Rail	
5 total daily inbound (NB) and 5 daily outbound (SB) trains	77
Lincoln Service	
3 inbound and 3 outbound	
Texas Eagle	
1 inbound and 1 outbound	
Missouri River Runner	
1 inbound and 1 outbound	
Pace Bus Service	
10 daily routes, various frequencies	528
Total Average Weekday Boardings	1,206

Amtrak

Three Amtrak routes, operated over two Amtrak lines, provide service to the Joliet Gateway Center:

- Lincoln Service
- Missouri River Runner – operates via the Lincoln Service
- Texas Eagle

The Lincoln Service is one of three state-supported routes operated under contract with the State of Illinois, and part of the four-state Amtrak Midwest network of services.

Amtrak relies heavily on the cooperation of other railroads to operate routes using tracks that Amtrak does not own or control. In Joliet, Amtrak operates on track owned by the Union Pacific Railroad.

Pace Bus Services

Pace operates 10 routes in Downtown Joliet. Posted stops for these fixed routes are located throughout Downtown . Two additional non-fixed route services are available to the City. Joliet Township provides dial-a-ride service to Central Will County, including the City of Joliet. This service is available Monday – Friday, 6AM – 5PM. The West Joliet On-Demand service does not directly serve the Downtown area or the Gateway Center Bus Station, although connections can be made to Pace Routes 501, 505, and 507 which do access the Bus Station.

Outside of the Gateway Bus Station, ridership at Downtown posted stops average less than 15 boardings per day. The highest boarding locations outside of the Bus Station are at Cass Street and Chicago Street intersection, and at the Jefferson Street and Chicago Streets intersection.

Total ridership activity on all Pace routes at the Transit Center averages nearly 1,000 boardings and alightings on an average weekday.

Metra Commuter Parking

Joliet currently operates five daily Commuter Parking Lots near the Joliet Gateway Center. Metra’s Office of Capital Planning regularly monitored usage of these lots until 2020 but stopped due to the COVID-19 pandemic. Parking data is presented in the Commuter Parking Inventory and Occupancy Data table below. According to the one day count, usage of the lots in 2024 is down by nearly 30% compared to 2019.

Commuter Parking Inventory and Occupancy Data, 2019 and 2024									
Location	Joliet Lot Number	Metra Lot Number	Daily Fee	Lot Capacity (Spaces)	Usage 2019	Percent Use 2019	Usage 2024 (Fri)	Usage 2024 (Tues)	Percent Use 2024 (Tues)
Mayor Art Schultz Parking Lot	7	18	\$5	45 (+12 ADA)	45	100%	30	43	96%
Rock Island Parking Lot	8	12	\$1.50	75 (+4 ADA)	75	100%	75	75	100%
Washington St Parking On-Street	9(a)	3/13/17	\$1.50	44 (+2 ADA)	44	100%	17	38	86%
Washington St Lot	9(b)	14	\$1.50	45	45	100%	17	45	100%
York Ave Parking Lot	10	15	\$1.50	124	81	65%	15	82	66%
Chicago / Marion St Lot (2)	11	16	\$1.50	389 (+9 ADA)	188	48%	61	90	23%
Total				722 (+27 ADA)	568	79%	215	373	52%

SUPPORT MULTI-MODAL TRANSPORTATION

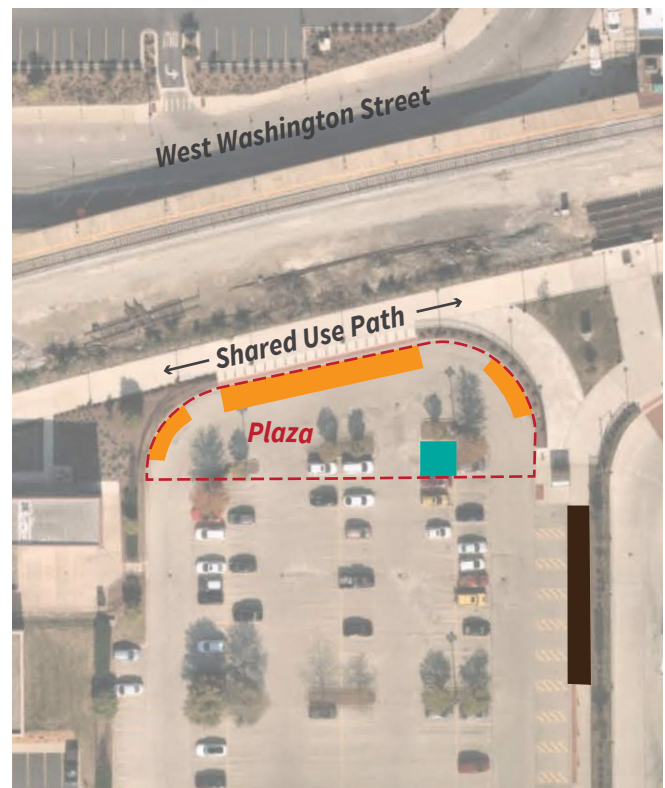
Improve downtown Joliet's connectivity by enhancing transit access and supporting multimodal transportation.

Central to the Plan's Study Area is the Gateway Transportation Center, which functions as the City's multimodal transportation facility, supporting Amtrak, Metra, and Pace bus services within the train station and bus station facilities. Strategies that prioritize access to transit capitalize on this "Transit Gateway" and enhance overall downtown transit access and connectivity.





Mobility Hub Opportunities

Mobility hubs offer innovative solutions that expand travel choices and access to transit while providing a convenient location for people to connect multiple modes of transportation. The Gateway Center Train Station serves as the hub for rail services alongside the adjacent Gateway Center Bus station, but there is an opportunity to better utilize this nexus of transportation services to expand travel options and improve connections to downtown amenities.

One opportunity lies in transforming a portion of the parking lot adjacent to the Gateway Center Bus station into a highly visible, centrally located, and accessible mobility hub. Parking spaces closest to the bus station appear to be lightly used, and with Pace ridership at about 85% of pre-pandemic levels, many bus riders are likely transferring between routes, being dropped off, or walking to the terminal rather than driving and parking. Additionally, the streetscape around the Gateway Center, while relatively new, lacks sufficient benches, bike parking, and signage. No micromobility options are currently available downtown, and entrances to the Gateway Center lack wayfinding signage. These factors create a strong opportunity for developing a mobility hub. The figure on the right presents a potential layout for a Mobility Hub located in the Pace Transit Center parking lot.



Mobility Hub - Potential Layout

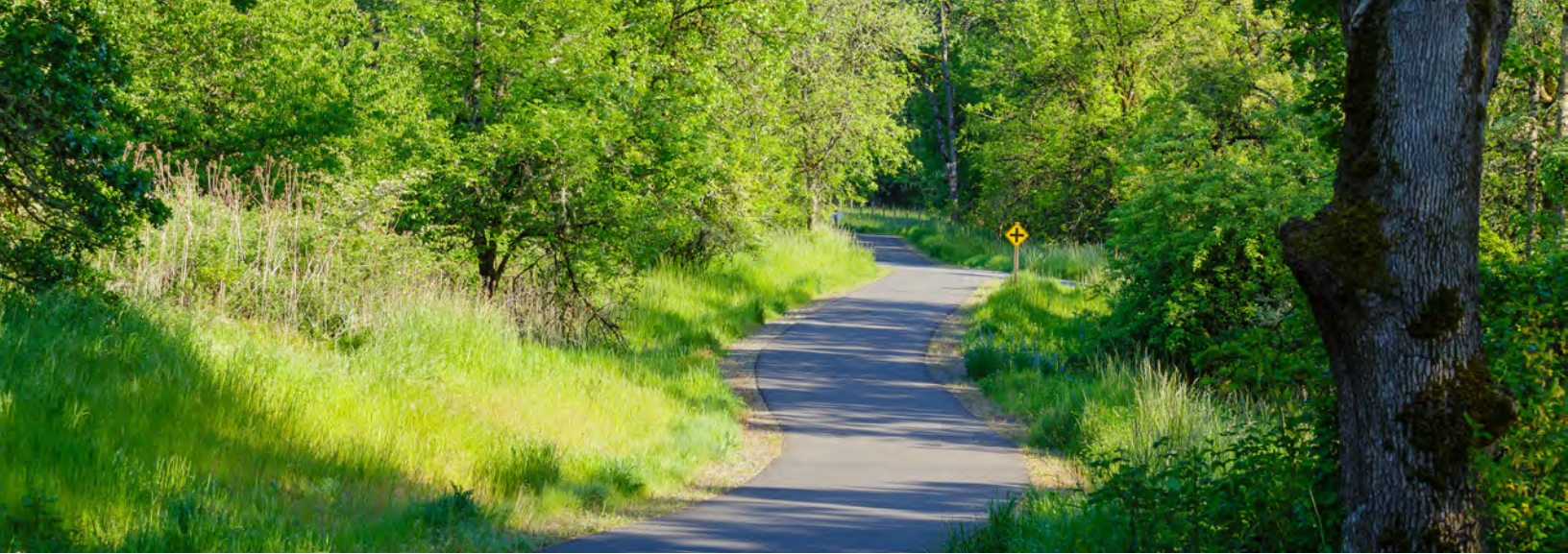
-  Potential Area to be repurposed
-  Bike Station
-  Existing Vehicle Charging Space
-  Covered Waiting Area / Loading Zone

Components of the Mobility Hub

The mobility hub could include the following elements:

- **Bike Station.** A new hub or trailhead for extending bike connections downtown, including covered bike parking, bike lockers, bike repair stations, and bike charging locations. Bike lockers would be particularly useful for commuters using Amtrak or spending the full day downtown.
- **Micromobility Shared Uses.** Regular bikes, e-bikes, cargo bikes, and e-trikes (three-wheeled vehicles).
- **Rideshare Zones.** Designated Uber, Lyft, and taxi loading zones.
- **Passenger Waiting Area.** Expanded covered spaces for passengers at drop-off/pick-up curbs.
- **Wayfinding Signage.** Clear and consistent signage to guide visitors and residents.
- **Public Space.** A shared area to enhance the overall user experience.



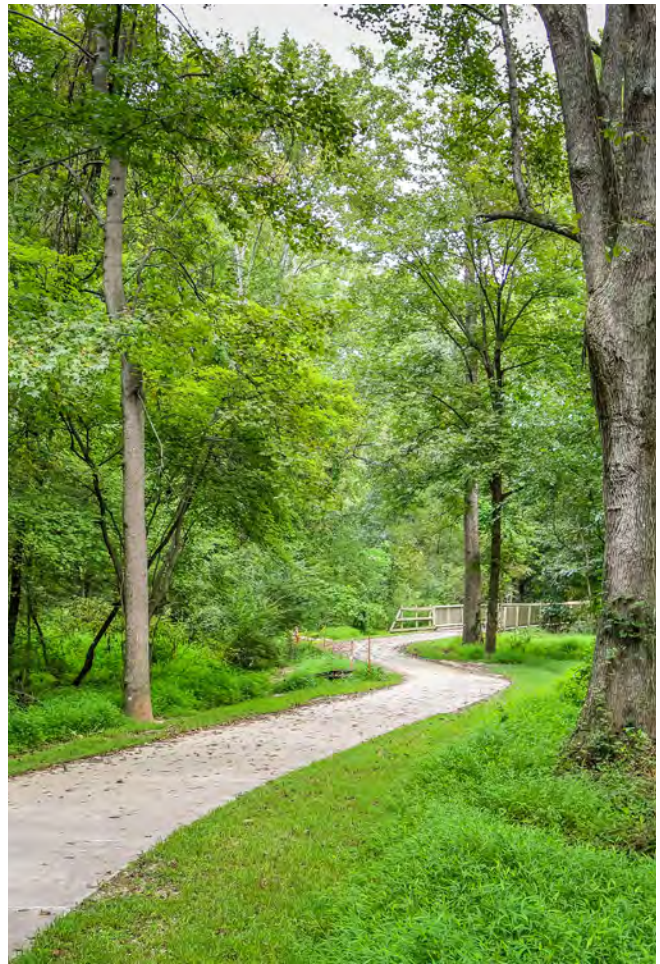


Extend Bike Network

Changes in topography, state highways, lift bridges and railroad viaducts have challenged past bicycle network planning efforts. Still, the lack of dedicated or protected bicycle infrastructure downtown limits access to key destinations and disconnects the area from regional trails that terminate just outside the Downtown. Stakeholder input highlights the need for enhanced bicycle infrastructure, noting insufficient connections between the Study Area and greater Joliet as a significant deterrent to using bicycles for trips to Downtown.

Three regional trails end near but do not extend through Downtown Joliet:

- Illinois & Michigan (I&M) Canal Trail
- Old Plank Road Trail
- Wauponsee Glacial Trail





Proposed Bicycle Network Corridors

Drawing on public input, prior studies (e.g., Will County Bike Plan, Chicago Street Corridor Plan), and data from Strava, the following proposed corridors aim to create a cohesive bicycle network connecting these trails to Downtown and enhancing overall accessibility.

Each proposed corridor requires further study to determine the appropriate bicycle facility type (e.g., on-street lanes, buffered lanes, or protected lanes), intersection treatments, and supporting infrastructure. Key design elements include pavement markings, signage, and intersection enhancements.

Joliet Street/Des Plaines Street

- Connects the I&M Canal Trail on the north to 4th Avenue on the south.
- Part of the proposed Pedestrian-Friendly Street, providing access to the Des Plaines River, I&M Trail, Harrah's Casino, City Hall, municipal offices, and Will County Courthouse.
- Streetscape upgrades, including widened sidewalks, intersection treatments, lighting, and bike lanes, will improve walking and biking conditions.

Washington Street (Old Plank Road Trail to Des Plaines Street)

- Links Old Plank Road Trail to Downtown Joliet and the I&M Trail.
- Proposed route travels via Washington Street to the Gateway Center, follows a shared-use sidewalk north of the Pace Transit Station to Chicago Avenue, and connects to Des Plaines Street via a new path along the rail right-of-way.
- Includes potential for a widened sidewalk /shared path on the south side of Washington Street.

Eastern Avenue (4th Avenue to Jackson Street)

- Provides direct access to Joliet Central High School, Gateway Center, Joliet Slammers Baseball Stadium, Metra commuter rail, and Pace bus station.
- Recommended improvements include:
- Bike-friendly treatments north of Washington Street.
- Intersection and crossing upgrades at Joliet Central High School, Cass Avenue, Washington Street, and Osgood Street.

Clinton Street (Joliet Street to Eastern Avenue)

- Includes shared 14-ft travel/bike lanes, reduced parking widths, and bike parking.
- Requires careful consideration due to the narrow roadway width.

Bicycle Network Treatments



On-Street, Conventional Bike Lanes

- Bike lanes separated through pavement markings
- Limited buffer primarily due to narrow street width
- Can be located adjacent to curb or outside of parking lane

Location

- Eastern Ave, Jackson St to 4th St
- Routes TBD based on engineering studies



Buffered Bike Lanes

- Similar to conventional bike lanes with greater buffer from vehicular traffic
- Buffers can be designated through pavement markings only or with bollards
- Provides greater clearance from the door zone and moving traffic

Location

- Washington St, Chicago St to Old Plank Road Trail
- Routes TBD based on engineering studies



Protected Bike Lanes

- Designated bike lanes separated from other traffic using physical barriers
- Barriers can be created with concrete barriers, plastic curbs and bollards, and by shifting parking lanes further from the curb

Location

- Eastern Ave/Clinton St
- Eastern Ave/VanBuren St



Shared Lanes

- Located on narrower streets where roadway space is limited
- Pavement markings and signs emphasize the presence of cyclists
- Cyclists have right to use the full travel lane

Location

- Jefferson St/Mayor Art Schultz Dr



Shared Use Path

- Designated paths and trails for walking and biking that are located off-street
- Typically located in adjacent right-of-way but can also be widened sidewalks

Location

- Washington St/York Ave



Neighborhood Greenways

- Low volume and low speed roads
- Priority for cyclists
- Treatments include traffic calming for motor vehicles, enhanced signage, and special pavement markings

Location

- Various



Bike Boxes

- Painted area at the front of a travel lane at a signalized intersection
- Provides safe and visible space
- Allow cyclists to move first through the intersection

Location

- Various

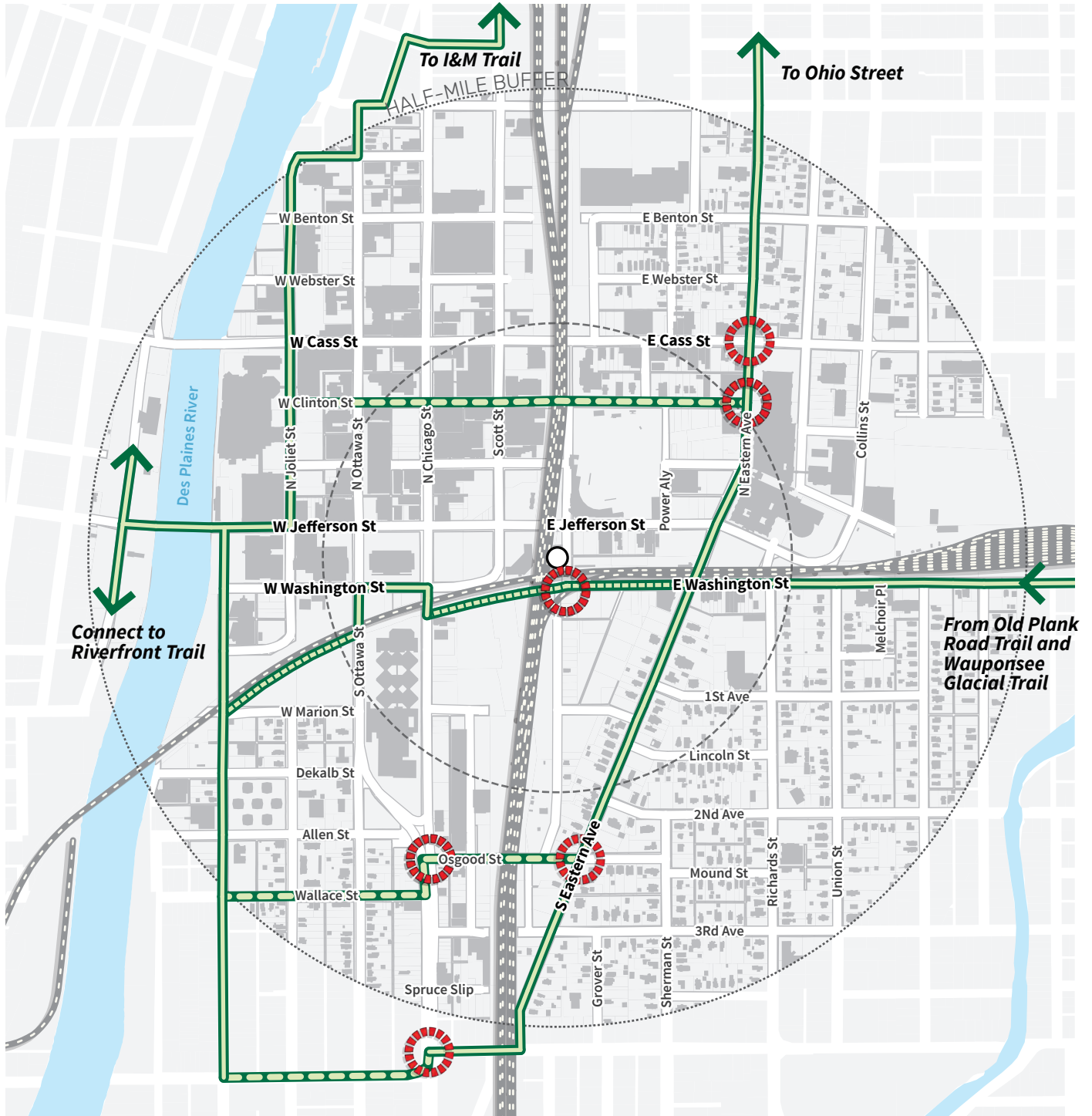


Crossing Improvements

- Intersections improvements, determined through traffic studies

Location

- Osgood St & Chicago St – potential options: new traffic signal; z-ped crossing (staggered crosswalk); or, bike/ped bridge



Proposed Bicycle Network



- Dedicated Bike Lanes and Infrastructure
- - - Shared Lanes
- · - · - Shared Use Path
- ⊘ Crossing Improvements along Bicycle Network
- Joliet Gateway Center

CREATE TRANSIT FRIENDLY STREETS

Implement transit-supportive street treatments to improve efficiency and accessibility for riders.

Transit-supportive investments can enhance the overall transit experience, from accessing bus stops to waiting, traveling, and ensuring schedule reliability. Street treatments such as bus-only lanes, transit priority at intersections, and improved bus stop designs can be implemented individually or combined with roadway and public realm improvements to maximize their effectiveness.

The foundation of transit-friendly streets often involves bus-only lanes, which can operate all day or during peak travel periods. However, additional treatments such as bus priority at signalized intersections, bus stop enhancements, and improved accessibility to transit stops also contribute to a supportive transit environment. These measures can reduce potential conflicts with other road users and streamline bus movements, improving travel times even in the absence of dedicated bus lanes.

Transit Signal Priority (TSP), queue jump traffic signals, and bypass lanes are key tools for increasing the efficiency and reliability of bus service. TSP gives buses priority at intersections, while queue jump lanes allow buses to bypass queued vehicles at traffic signals, reducing delays and improving service consistency. Dedicated right-turn lanes can also serve as queue jump or bypass lanes. Pace's Transit Supportive Guidelines offer detailed recommendations on the design and implementation of these transit priority treatments. Investments in these measures can vary depending on the characteristics of specific roadways.

Key north-south corridors, such as Ottawa Street and Scott Street, pass through Downtown Joliet's dense urban area, where roadway capacity is limited and jurisdiction lies with the Illinois Department of Transportation (IDOT). While extensive transit priority measures may be infeasible along these routes, public realm improvements such as enhanced bus stops with shelters are a preferred approach.

Beyond the north-south corridors, the area bounded by Scott Street, Cass Street, Jefferson Street, Collins Street (north of Washington Street), and Richards Street (south of Washington Street) offers opportunities for further study and investment in transit-friendly streets. This area encompasses major destinations, including the Joliet Slammers Baseball Stadium, Joliet Central High School, Joliet Gateway Center, and Union Station.

Transit-friendly Street Improvements:

The following treatments should be considered to create transit-friendly streets.

- **Enhanced Bus Stops.** Stops with shelters, seating, and lighting to improve comfort and visibility.
- **Transit Priority Treatments:**
 - **Bus Stop Bump-Outs.** Curb extensions that allow buses to pick up and drop off passengers without leaving the travel lane.
 - **Boarding Islands.** Dedicated platforms for safe and efficient boarding.
 - **Bus-Friendly Intersections.** Incorporating queue jump or bypass lanes to improve bus efficiency at signalized intersections.
- **Transit Friendly Street.** Treatments include TSP, queue jump traffic signals, and bypass lanes reduces delays and improves service consistency.



Transit Friendly Street

- ◆ Enhanced Bus Stop
- Pace Bus Stops
- Transit Priority
- Existing Pace Bus Routes
- ▬ Transit Friendly Street



Improved Bus Stops

Frequent and direct transit connections are essential, but the experience of accessing a bus stop also plays a significant role. The lack of infrastructure and amenities at transit stops—such as widened sidewalks, separation from vehicular traffic, and adequate lighting—can create an environment that feels unsafe and unwelcoming. Enhancing the safety and comfort of bus stops not only improves transit visibility but also makes transit a more attractive travel option. Bus stops equipped with shelters, seating, lighting, real-time information, bike parking, and accessible facilities provide a more welcoming environment. Additionally, shelters can enhance the character and identity of Downtown

Enhanced bus stop amenities, combined with streetscape improvements and potential intersection upgrades, expand the space dedicated to transit use and increase the distance between pedestrians and moving traffic, creating a safer and more inviting atmosphere.

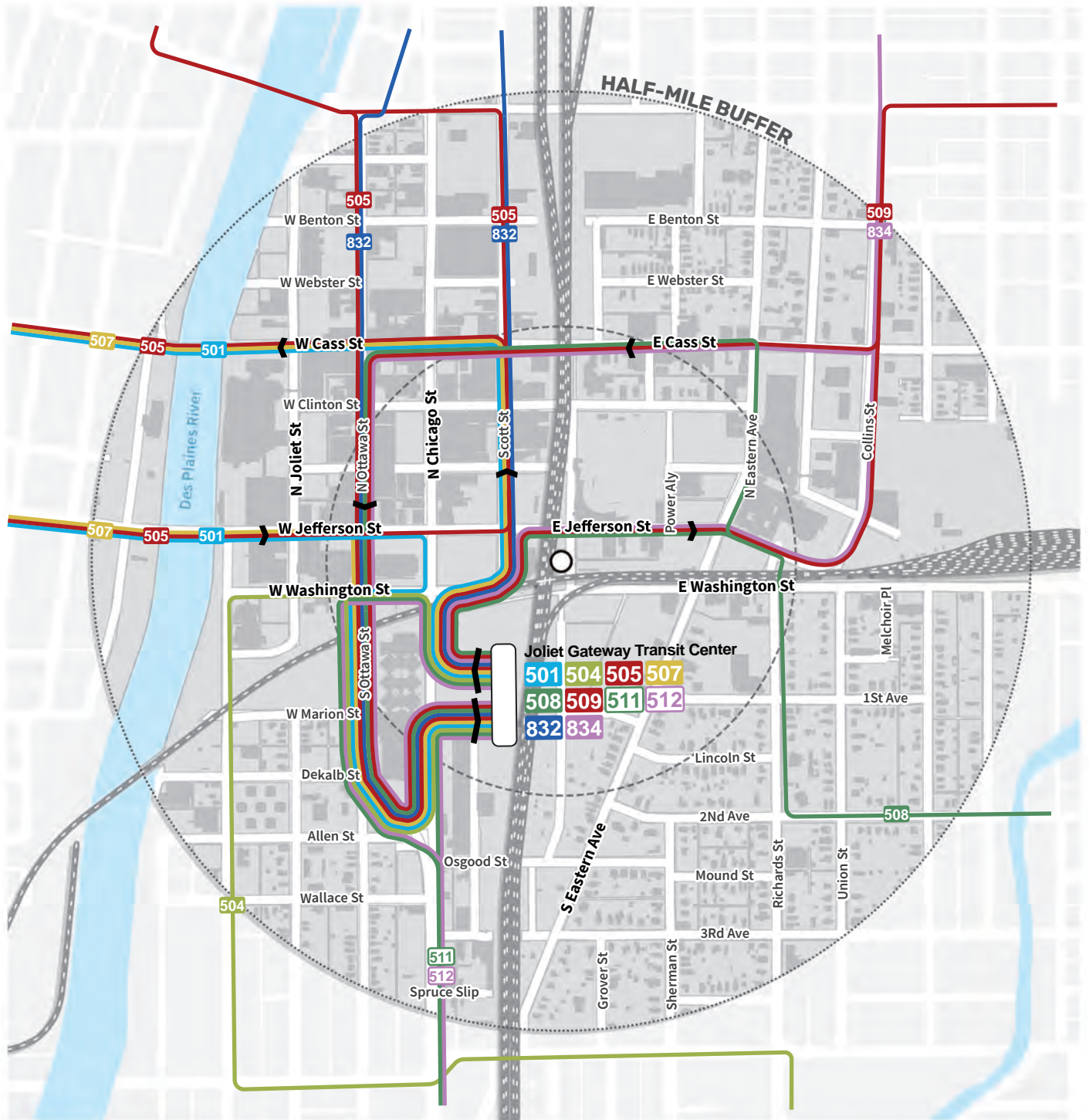
Improved bus stops are an integral component of transit-friendly street design, particularly through the implementation of bus bulbs or bump-outs/curb extensions. Bus bulbs are curb extensions that align the bus stop with the parking lane, allowing buses to remain in the travel lane for passenger boarding and alighting. This design reduces delays associated with merging in and out of traffic lanes. *See page 68 for a visualization of bump-outs/curb extensions.*

Pace's Transit Supportive Guidelines offer detailed recommendations on the use and design of bus bulbs. Similarly, the National Association of City Transportation Officials (NACTO) provides additional guidance, emphasizing that bus bulbs can be integrated with other streetscape amenities. These features are typically implemented where parking lanes exist and generally do not reduce the availability of on-street parking.

Policy Considerations

To improve transit access and connectivity, the following policies are recommended:

- Improve sidewalks, crosswalks, and pedestrian paths to facilitate safe and direct access to the Gateway Center.
- Install clear and visible signage to guide visitors and residents to transit facilities and downtown amenities.
- Provide, where practical, wider sidewalk widths, landscaping, lighting and seating at PACE bus stops to enhance comfort and create a more inviting environment.
- Work with Pace, Metra, and Amtrak to assess the feasibility of increasing service frequency to better meet user needs.
- Collaborate with Pace and Metra to remove the gates around the Marion Street parking lot to encourage the implementation and use of a future mobility hub.



Pace Routes

- Fixed Bus Route
- Part-time Service Route

CREATE SAFE TRAVEL CONDITIONS

Enhance safety, accessibility, and connectivity for pedestrians, cyclists, and transit riders through infrastructure improvements and traffic-calming measures.

The proximity of surrounding neighborhoods to the Study Area makes walking and biking feasible for many residents. However, physical constraints such as viaducts, narrow sidewalks, long crosswalks, and busy streets create travel challenges, raise safety concerns, and diminish accessibility and the appeal of active transportation modes.

A defining feature of the Study Area is the elevated railroad viaducts, which separate rail traffic from vehicles, pedestrians, and cyclists. While these structures improve traffic flow, many viaducts suffer from deteriorating conditions, including rusting metal, crumbling concrete, poor sidewalk quality, and inadequate lighting. Although recent enhancements around the Gateway Center have improved pedestrian connectivity, public input highlights ongoing concerns with viaduct conditions and difficult roadway crossings.

Improvement Toolkit

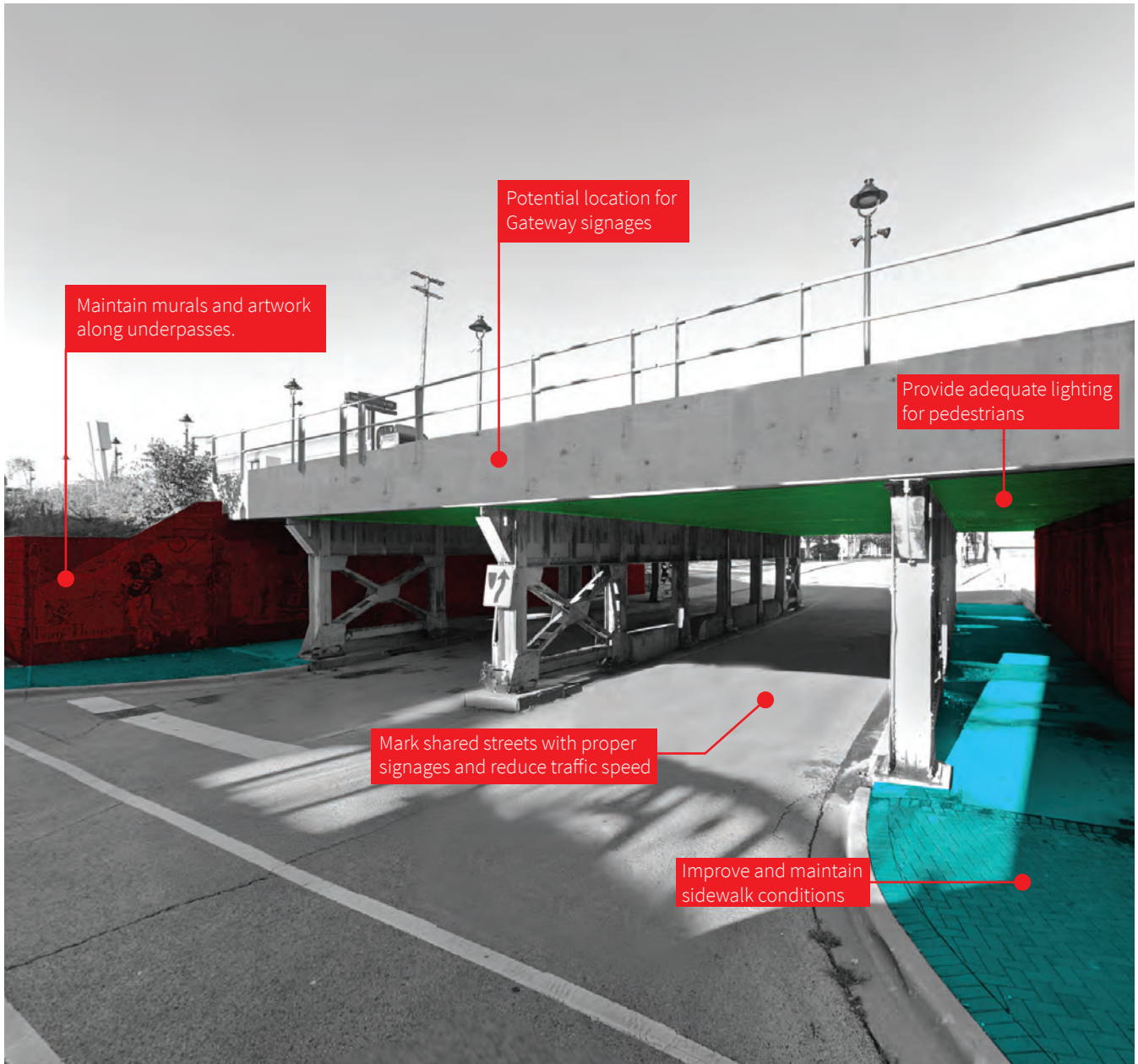
To improve safety and comfort for pedestrians and bicyclists, a variety of streetscape and roadway interventions can be implemented. Pedestrian-focused improvements should prioritize visibility, safety, and accessibility, with treatments such as those below.

- **Curb extensions (bump-outs).** Reducing crossing distances and improving pedestrian visibility
- **Corner safety islands and center pedestrian refuges.** Providing safe spaces for pedestrians at intersections and mid-crossings
- **Raised intersections and crossings.** Slowing vehicle speeds and enhancing pedestrian safety
- **Traffic calming measures.** Including protected intersections and left-turn protective bollards
- **Enhanced traffic signals.** Incorporating Leading Pedestrian Intervals (LPI) and Accessible Pedestrian Signals (APS)

For viaducts, specific enhancements to address safety and accessibility include the following.

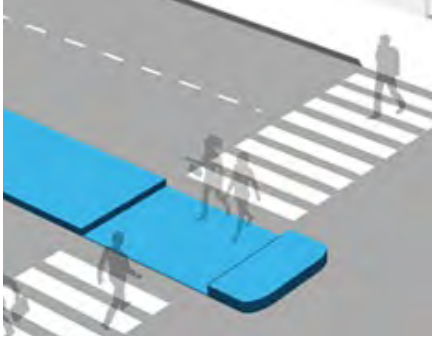
- **High-visibility pavement markings.** Improving pedestrian and cyclist navigation
- **LED lighting.** Brightening viaduct interiors for better visibility and security
- **Handrails, guardrails, and bollards.** Protecting pedestrians from vehicular traffic
- **ADA-compliant features.** Installing ramps at viaduct ends and tactile surfaces along walkway edges
- **Aesthetic upgrades.** Adding murals, decorative lighting, or other visual elements to enhance appeal.
- **Reduce traffic speeds.** Implementing the traffic calming measures to boost pedestrian safety.
- **Reduce heavy truck traffic.** Exploring potential reroute options for the truck routes through Downtown will boost comfort for pedestrians and drivers.

These improvements will mitigate barriers and create a safer, more accessible environment for pedestrians and bicyclists traveling within and around the Study Area.



Viaduct surface improvement areas

Improvements Toolkit



Pedestrian Refuge Island

- Provide shorter crossing distances for pedestrian
- Improve visibility of people crossing the street
- Easier for pedestrians to find gaps in traffic

Location

- Cass Ave/Herkimer St
- Chicago St/Osgood St
- Jefferson St/Richards S



Curb Extensions

- Widen sidewalk space
- Provide shorter crossing distances
- Improve visibility of people crossing the street
- Reduces vehicular turning speeds

Location

- Washington St/Richards St
- Washington St/Eastern Ave



Raised Intersection

- Create sidewalk-level crossing for pedestrians
- Increase visibility of people crossing the street
- Slow traffic speeds of approaching vehicles

Location

- Eastern Ave/Clinton St
- Eastern Ave/VanBuren St



Raised Crosswalk

- Create sidewalk-level crossing for pedestrians
- Increase visibility of people crossing the street
- Slow traffic speeds through the intersection

Location

- Jefferson St/Mayor Art Schultz Dr

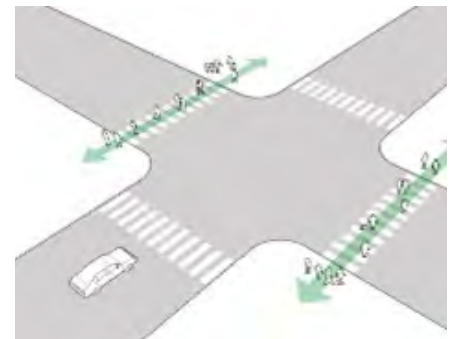


Intersection Redesign

- Simplify geometry
- Consider potential to break intersection into multiple, compact ones
- Consider roadway realignment

Location

- Washington St/York Ave



Leading Pedestrian Interval (LPI)

- Gives pedestrians a 3–7 second head start when entering an intersection
- Increase visibility of people crossing the street
- Reinforces pedestrian right-of-way over vehicular traffic

Location

- Various



Improvement Locations

- Viaduct Improvements
- Intersection and Crossing Improvements
- Joliet Gateway Center



Pedestrian Streets

Pedestrian streets prioritize comfort and safety, supporting balanced mobility for all modes of transportation while emphasizing pedestrian movement. Unlike roadways designed solely for moving vehicles, complete streets allocate more space for walking and connectivity, fostering an environment that is both safe and inviting. Key factors influencing pedestrian mobility include direct connections, clear travel paths, adequate sidewalk width, safe and visible crossings, and separation from vehicular traffic.

To address these factors, public realm improvements are recommended to support a safe and comfortable environment. These include protected pedestrian infrastructure, dedicated transit spaces, expanded sidewalks, curb extensions, ADA enhancements, and streetscape elements that create highly walkable and accessible spaces. Additionally, shared streets, which use textured paving to denote where pedestrians and vehicles can coexist, should be considered in appropriate locations.

Streetscape recommendations build on the 2018 Chicago Street Corridor Plan and its ongoing reconstruction project, providing a model for other pedestrian-focused corridors in the Downtown core. The plan emphasizes safety for all modes of transportation and includes the proposed City Square, featuring flex streets and bike parking, as a central component.

Joliet Street (Jackson Street to Des Plaines Street)

Joliet Street connects significant destinations such as Harrah's Casino, City Hall, municipal offices, and the Will County Courthouse. It also provides access to the Des Plaines River and a potential bike connection to the I&M Trail.

A complete redesign of the street should include:

- Widened sidewalks
- Intersection enhancements
- Improved lighting
- Dedicated bike lanes

Washington Street and York Avenue (Eastern Avenue to Osgood Street)

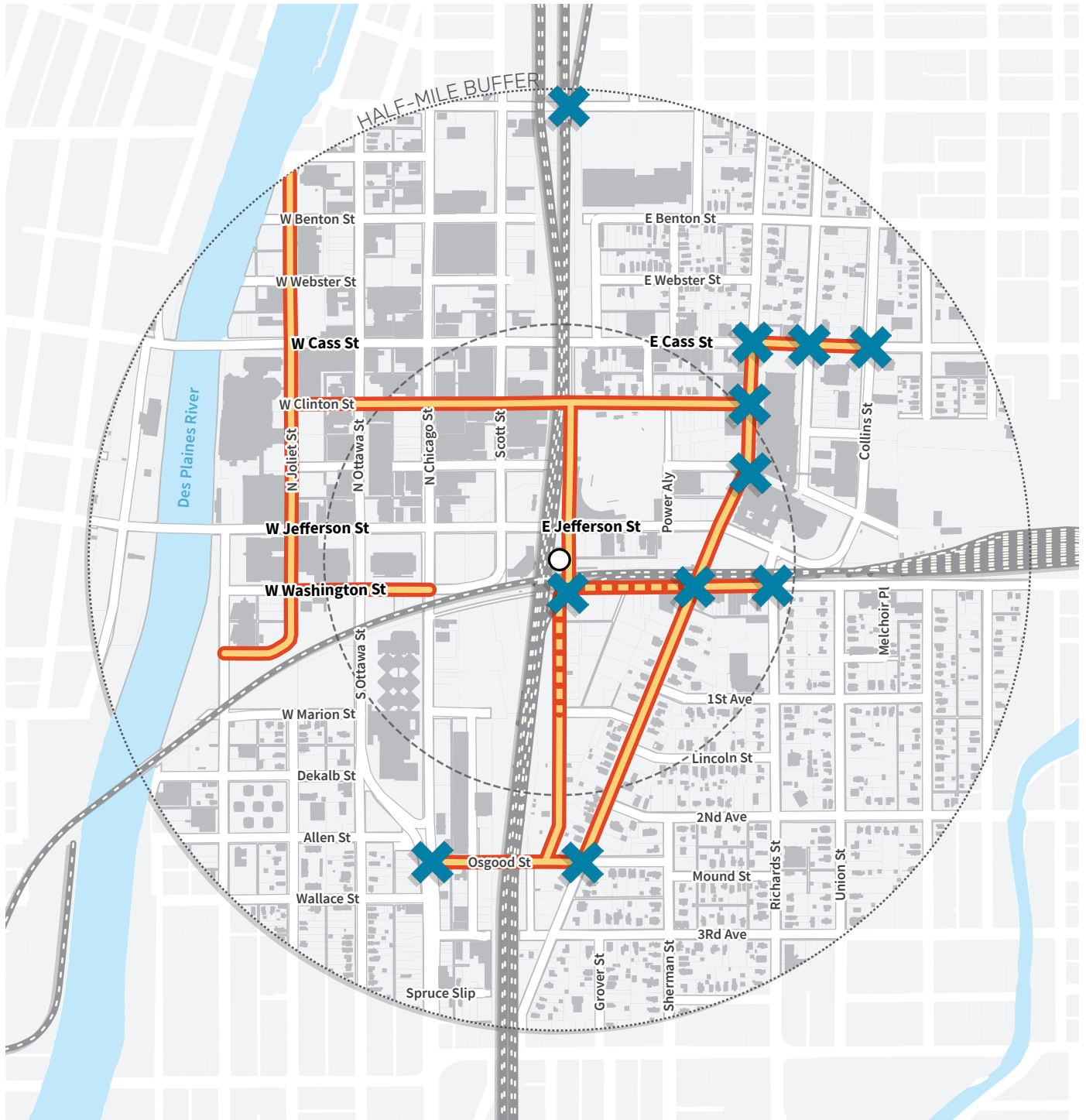
These streets travel alongside elevated railroads and provide access to the Gateway Transportation Center Train and Bus Stations, Joliet Slammers Baseball Stadium, commuter parking, and Joliet Central High School. Redevelopment and shared street designs improvements should:

- Remove on-street parking on the north side of Washington Street to create a continuous shared path.
- Conduct an analysis of the intersection under the viaduct to determine proper reconfiguration near the redevelopment area.
- Enhance the Mayor Art Schultz Drive viaduct and the small plaza near the Gateway Center bus station with the actions identified in the Urban Design chapter. *See page 50 for more details.*


Eastern Avenue (Washington Street to Cass Street)

Eastern Avenue provides direct access to Joliet Central High School and proximity to key transit hubs. Proposed treatments include:

- Intersection improvements at Eastern Avenue and Jefferson Street and Eastern Avenue and the Jacob Henry Mansion estate. Curb bump-outs, enhanced crosswalk markings, and raised crosswalks.
- Van Buren and Clinton Street intersections. Curb bump-outs and raised intersections
- Signal improvements at Cass Avenue. Incorporating Leading Pedestrian Intervals (LPIs) for pedestrian safety. *See page 68 for more details on improvements.*
- Cass Avenue and Herkimer Street intersection. Center pedestrian refuge, curb bump-outs, and a potential pedestrian flashing beacon



Pedestrian Improvements

 Potential Pedestrian Street

 Potential Shared Street

 Crossing Improvement

 Joliet Gateway Center





WORKING DRAFT
FOR STAFF REVIEW



07

DEVELOPMENT OPPORTUNITY SITES

As identified in the Land Use and Development chapter, several opportunity and catalyst sites around the Study Area are well-positioned for redevelopment or revitalization. These include outdated buildings, poor site design, vacant and/or underutilized land, and a lack of on-site improvements. These sites can leverage the proximity to transit options and enhance the image of the Study Area.

This chapter provides an overview of future development on the three catalyst sites, incorporating insights from ULI Chicago Development Dialogue Panel, which helped shape programming and assess the potential of each site. It also includes specific recommendations and illustrative design concepts for the sites.

In This Chapter

- ULI Chicago
- Catalyst Sites Overview and Illustrative Design Concepts



URBAN LAND INSTITUTE CHICAGO

As part of the planning process, the Urban Land Institute (ULI) Chicago was invited to facilitate a dialogue between the City and development professionals to discuss the market viability and development potential of various sites within the Study Area. Discussions centered around the feasibility of implementing the City's redevelopment vision of a mixed-use and mixed-income project, the incentives the City could offer to encourage redevelopment, and what additional land uses and amenities the City should invest in to catalyze residential and mixed-use development throughout the study area.

While the dialogue focused on the larger Lyons Lumber site, developers also provided input on the City Hall site and the BMO Harris Drive-Thru Bank site. The development professionals were receptive to each of the catalyst site proposals and noted that the City's initiatives and support were imperative to the successful development of the sites.

Participants noted that while the Gateway Center and nearby rail and bus transit are valuable assets to the sites, they should not be overshadowed by the importance of cultivating a vibrant environment around the City's existing assets. A larger effort to improve streetscapes, boost pedestrian activity, and develop a sense of place will make it easier for each catalyst site to develop.

The panelists discussed strategies for redeveloping the Lyons Lumber site and surrounding areas in Downtown Joliet. They recommended focusing on phased, affordable housing development to generate early activity, targeting mixed-income financing, and pursuing small-scale commercial uses. The City should prioritize nearby developments, create a unique district identity, and incorporate historic design elements. Recommendations included consolidating land ownership, providing public financial support, and leveraging existing incentives like TIF districts. Additionally, the City should explore state and federal funding for housing, and environmental remediation. The illustrative design concepts for the catalyst sites reflect the strategies and recommendations identified during the Development Dialogue.



Walking Tour of the catalyst sites with ULI Chicago Development Panel, RTA, City staff and the Project Team



CATALYST SITES OVERVIEW

The three catalyst sites were identified based on their potential to transform the Study Area. The development of these catalyst site can spur redevelopment or new development at other opportunity sites around it. Each site is strategically located near major amenities such as the Gateway Center, Slammers Stadium, and the Des Plaines River, making them great opportunities for investment in the Study Area.

City Hall Site

The City Hall Site includes the entire block containing, circa 1969, Joliet City Hall. Built in 1969 for a City with half the population and land area, this building is too small to house all of its professional staff. It is bounded by West Jefferson Street to the north, North Joliet Street to the east, West Washington Street to the south, and South Des Plaines Street to the west. The site contains the City Hall structures, a small surface parking lot, and a small patch of greenspace on its northwestern corner. The site has good access to the Des Plaines River and many amenities in and around Downtown and the Gateway Center.

BMO Harris Drive Thru Bank Site

The BMO Harris Site includes the entire block containing a drive-through BMO Harris Bank. The block is bounded by East Van Buren Street to the north, a railroad viaduct to the east, West Jefferson Street to the south, and North Scott Street to the west. The site contains the BMO Harris Bank structure, a large surface parking lot, and a patch of greenspace on its northwestern corner. The site is near the Gateway Center and Slammers Baseball Stadium and has good access to many amenities in and around the Study Area.

Lyons Lumber Yard Site

The Former Lyons Lumber Site consists of a collection of former industrial and residential parcels southeast of the Gateway Center. The site is known for the former lumber mill that used to be there, and these structures were recently demolished resulting in a sizable vacant lot. In addition to the former industrial land, the site includes a narrow Metra parking lot along the railroad viaduct, vacant parcels that used to contain Joliet Housing Authority structures, and a narrow industrial property on Osgood Street. Due to the former industrial uses on the site, brownfield grants may assist with redevelopment. New structures on this site will need to accommodate the curving railroad bridge at its north end, as that bridge may be utilized for future high-speed rail.



Catalyst Sites

1. City Hall
2. BMO Harris Drive-Thru Bank
3. Former Lyons Lumber Yard

Catalyst Site

City Hall

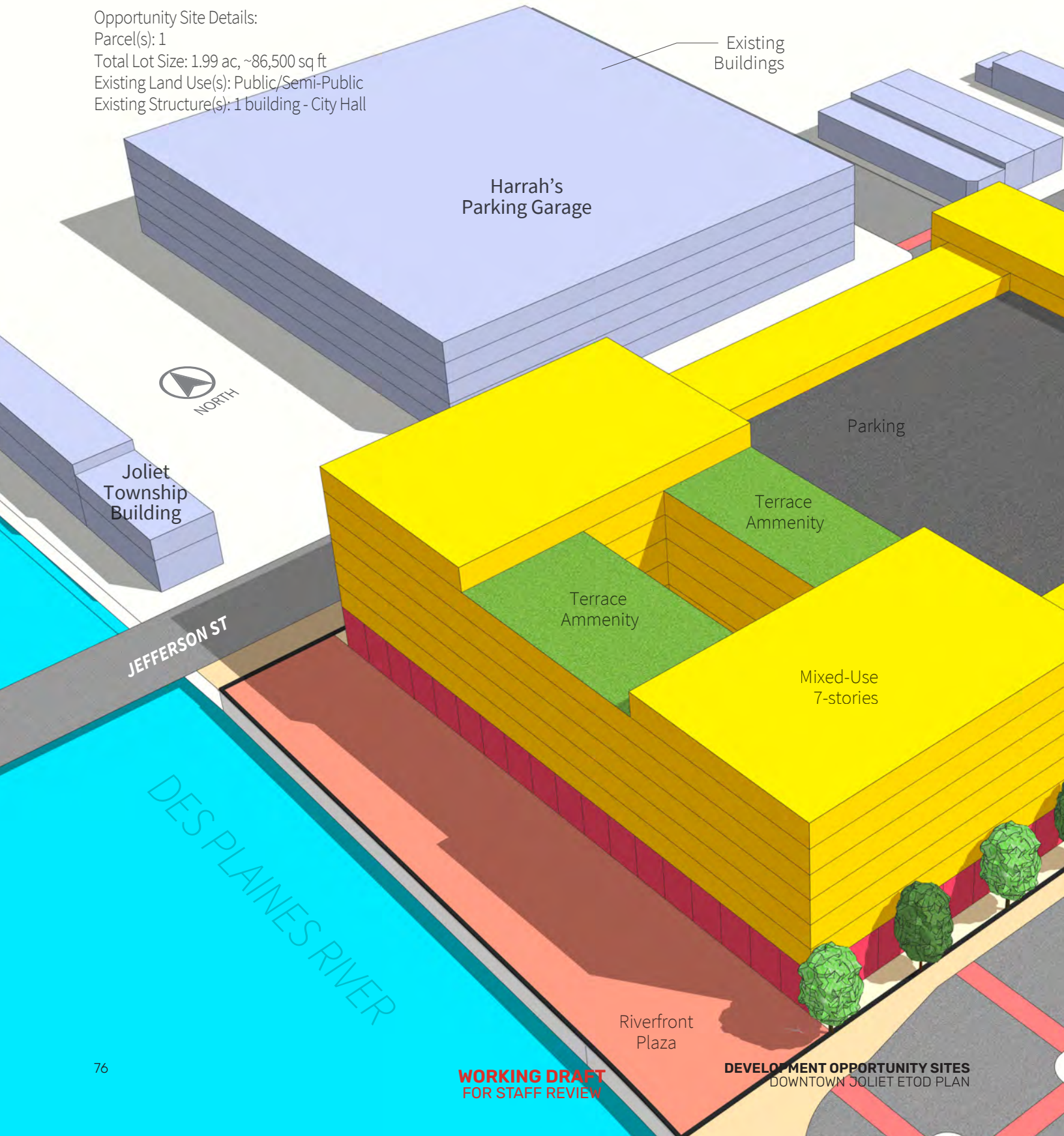
Opportunity Site Details:

Parcel(s): 1

Total Lot Size: 1.99 ac, ~86,500 sq ft

Existing Land Use(s): Public/Semi-Public

Existing Structure(s): 1 building - City Hall





Development Description

This site includes the entire block containing the, circa 1969, Joliet City Hall. The entire site model contains a mixed-use structure with seven stories facing the Des Plaines River, five stories facing Jefferson Street and West Washington Street, and six stories facing North Joliet Street. The structure contains an internal parking structure to accommodate residents and visitors to Downtown. The entrance to the parking structure is on West Washington Street to reduce traffic conflicts. To take advantage of the site's proximity to the River, this model proposes closing a portion of South Des Plaines Street so the mixed-use structure can extend further west and meet a new riverfront plaza.

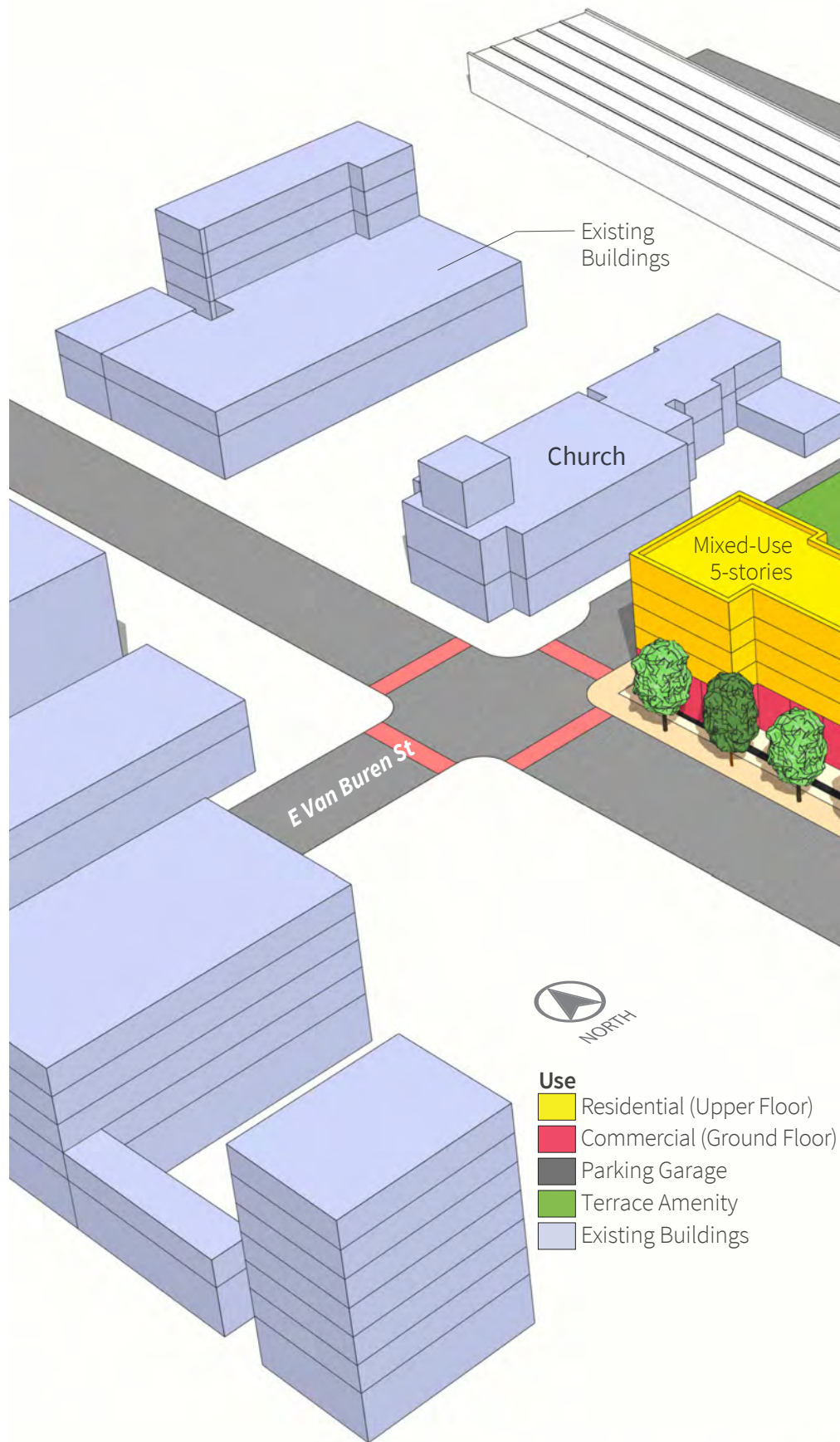
Given its Downtown location, this development features ground floor retail and/or restaurant space with residential units above. Storefronts are proposed along all four of the streets adjacent to the structure. These storefronts are intended to cater to pedestrian traffic and utilize street furniture and other streetscape amenities to boost street-level activity. The Riverfront Plaza is meant to provide public space for recreational activities along the river and accommodate the commercial uses located within the mixed-use structure. The plaza is designed to be pedestrian and cyclist only and contribute to a larger riverwalk along the entirety of the Study Area.



Development Description

The BMO Harris Drive-thru Bank Site includes the entire block on the northeast corner of East Jefferson Street and Scott Street. This site is in a prime location with proximity to the Slammers Stadium, Union Station, the Joliet Gateway Center and Downtown restaurants and shops. The site model contains a mixed-use structure wrapped around a parking garage. The height of the structure is five stories along North Scott Street and steps down to three stories along the railroad viaduct. The parking garage is exposed on the eastern side of the site. Due to the structure's step-down design, terrace amenities are possible on the lower rooftops.

The development features ground floor retail and/or restaurant space along North Scott Street and at the two corners with East Jefferson Street and East Van Buren Street. The upper floors contain residential units and building amenities. The parking garage is accessed by a driveway entrance on East Van Buren Street.



Catalyst Site BMO Bank

Opportunity Site Details:

Parcel(s): 2

Total Lot Size: 1.1ac, ~52,000 sq ft

Existing Land Use(s): Commercial, Vacant, Surface
Parking Lot

Existing Structure(s): 1 building - Drive-thru bank





Multifamily
Residential

Use

- Single-Family Attached
- Residential (Upper Floor)
- Commercial (Ground Floor)
- Parking
- Terrace Amenity
- Public Space / Plaza
- Parks and Open Space
- Existing Buildings

Catalyst Site

Lyons Lumber Yard

Opportunity Site Details:

Parcel(s): 40

Total Lot Size: 10ac, ~436,000 sq ft

Existing Land Use(s): Vacant, Single-Family Residential, Industrial, Surface Parking Lot

Existing Structure(s): 4 buildings - 3 single-family homes, 1 small warehouse



Development Description

The Lyons Lumber Yard catalyst site includes a large mixed-use building to the north, with townhomes lining the southern side of East Marion Street and both the east and west sides of York Avenue towards Osgood Street. The mixed-use building is six stories high adjacent to the railroad tracks, stepping down to four stories along East Marion Street. The building features an internal parking deck and accommodates residential and office spaces above ground-floor retail. The residential units range from studios to three-bedroom apartments. Given the site's proximity to transit, only one parking spot per every two units is planned, with additional parking available for visitors to the site's commercial and office spaces.

The development aims to activate Washington Street by taking advantage of foot traffic near the Gateway Center and Slammers Stadium. Potential retail uses include a small-scale grocery store to serve residents of the East Side neighborhood. The southern half of the site respects the character of the historic East Side neighborhood, with the placement of townhomes fostering a residential environment and reducing the visual and physical impact of re-development on existing homes. The proposed townhomes would match the size and style of similar developments in the Chicago metropolitan area, featuring bottom-floor garages accessed via alleys.

Existing parking along York Avenue will be partially retained, with park space planned for the northern and southern ends of the site. Portions of the site that are too narrow for new structures are anticipated to become green spaces or formal parks. This new green space will serve both the residents of the development and those in the surrounding neighborhood.





08

IMPLEMENTATION

The implementation chapter translates the ETOD Plan's policy considerations into direct action. This chapter outlines specific steps to assist the City in realizing the Plan's long-term vision. It includes an action matrix detailing each policy along with their potential funding sources and appropriate agency or partner.

In this Chapter

- Use of the Plan
- Reviewing and updating the Plan
- Potential Funding Sources
- Action Matrix

USE OF THE PLAN

The Joliet ETOD Plan should be used as the official policy guide for planning and development decisions made by City staff, City Council, the Plan Commission, and other local agencies regarding the Study Area. Close coordination and participation with other local departments, the RTA, Pace, Metra, Will County Division of Transportation (WDOT), the business community, property owners, developers, and residents will be crucial in the success of the Plan's implementation. When evaluating projects, planning initiatives, development proposals, and public expenditures in and around the Joliet Gateway Center Study Area, the Plan should act as the primary point of reference. This will ensure that the City's future planning efforts will align with the Study Area's long-term vision and goals. To promote regular use of the Plan, the City should:

- Publish the Plan document on the City's website and make it available as hard copies in City Hall and the Public Library for public access.
- Utilize the Plan in the development review process to ensure future (re)developments in the Study Area align with the Plan's vision and recommendations.
- Use this Plan as a reference document to coordinate with Metra, Pace, and potential developers about future and possible (re)development opportunities surrounding the Gateway Transportation Center and Pace bus stops.
- Meet with City's key department heads, officials, and commissions to explain the Plan's purpose, importance and benefits.

REVIEWING AND UPDATING THE PLAN

This Plan is not a static document and must be able to evolve and change over time. For example, if new issues arise that are beyond the Plan's current scope or transit agencies update facilities and services, the Plan should be revised and updated accordingly.

The City should review and update of the Plan every five years, and intermittent evaluations every two to three years to identify smaller changes. The City should maintain a public list of potential amendments, issues, or needs. Ideally, these reviews should coincide with the preparation and adoption of the City's budget and Capital Improvement Program. In this manner, recommendations or changes relating to capital improvements or other programs can be considered as part of the commitments for the upcoming fiscal year. The City should also coordinate and assist with the City council in the Plan amendment process, if needed. Routine examination of the Plan will help ensure that the planning program remains relevant to community needs aspirations. This Plan should also be referenced when conducting new planning efforts in and around the Study Area to ensure consistency between Plans.

REVIEW OF ZONING AND DEVELOPMENT CONTROLS

The City's Zoning Ordinance is the most direct tool in implementing the Plan's recommendations. It guides the nature and design of development throughout the Study Area. All development controls should be consistent with and complement the Plan's vision and actions. The City may have existing ordinances that contradict new or revised policies or prohibit desired improvements. The City should review all development regulations and amend them as necessary to ensure they align with the recommendations of the ETOD Plan.

POTENTIAL FUNDING SOURCES

The following is a review of potential funding sources that the City and its partners can pursue to support the implementation of the Plan. It is important to note that funding sources are subject to change over time. As such, the City should continue to research and monitor grants, funding agencies, and programs to identify deadlines, funding specifications, and new opportunities as they become available.

Federal Sources

National Aging and Disability Transportation Center (NADTC)

The NADTC invests in community solutions focused on increasing accessible transportation options as the critical link to employment, health care and other needed community services for older adults and people with disabilities. Community grants target areas with high need and limited resources. Selected projects will strengthen connections between transit and human services transportation programs, build bridges between transportation and community programs that support community living, and identify strategies for better utilization of other Federal, state and local funding opportunities to improve transportation access.

Areas of Persistent Poverty Program

This program provides grants for planning, engineering, or developing of technical or financing plans for projects that will assist “Areas of Persistent Poverty” or “Historically Disadvantaged Communities”. Eligible activities may include, planning, engineering, or development of technical or financing plans for improved transit services; new transit routes; engineering for transit facilities and improvements to existing facilities; innovative technologies; planning for low or no emission buses; planning for a new bus facility or intermodal center that supports transit services; integrated fare collections systems; or coordinated public transit human service transportation plans to improve transit service in an Area of Persistent Poverty or Historically Disadvantaged Community, or to provide new service such as transportation for services to address the opioid epidemic, as well as increase access to environmental justice populations, while reducing greenhouse gas emissions and the effects of climate change.

Better Utilizing Investments to Leverage Development (BUILD)

The Better Utilizing Investments to Leverage Development (BUILD) grant program provides grants for surface transportation infrastructure projects with significant local or regional impact. The eligibility requirements of BUILD allow project sponsors, including state and local governments, counties, Tribal governments, transit agencies, and port authorities, to pursue multi-modal and multi-jurisdictional projects that are more difficult to fund through other grant programs.

Safe Streets and Roads for All (SS4A) Grant Program

The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. The program supports the U.S. Department of Transportation’s (USDOT) National Roadway Safety Strategy and the goal of zero roadway deaths using a Safe System Approach.

Reconnecting Communities Pilot (RCP) Grant Program

The Reconnecting Communities Pilot (RCP) Program helps advance community-centered transportation connection projects, with a priority for projects that benefit low-capacity communities. RCP focuses on improving access to daily needs such as jobs, education, healthcare, food, nature, and recreation, and foster development and restoration, and provide technical assistance to further these goals. The primary goal of the RCP Program is to reconnect communities harmed by past transportation infrastructure decisions, through community-supported planning activities and capital construction projects that are championed by those communities.

Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT)

PROTECT provides funding to ensure surface transportation resilience to natural hazards including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure. A benefit-cost analysis is required for this grant program.

Highway Safety Improvement Program (HSIP)

The purpose of this program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads. The HSIP require a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.

Federal Historic Preservation Tax Incentives Program

This program provides a federal income-tax credit for owners of historic buildings that undergo substantial rehabilitations into income-producing uses. A credit equal to 20% of a rehabilitation's qualified rehabilitation expenditure may be subtracted directly from the owner's federal income taxes.

Section 108 Loan Guarantee Program

The Section 108 Loan Guarantee Program provides communities with a source of low-cost, long-term financing for economic and community development projects. Section 108 financing provides an avenue for communities to undertake larger, more costly projects, where they may have limited resources to invest in upfront. Section 108 can fund economic development, housing, public facilities, infrastructure, and other physical development projects, including improvements to increase their resilience against natural disasters.

Pathways to Removing Obstacles to Housing (PRO Housing)

Pathways to Removing Obstacles to Housing (PRO Housing) assists communities who are working to remove barriers to affordable housing such as barriers caused by outdated zoning, land use policies, or regulations, inefficient procedures, gaps in available resources for development, deteriorating or inadequate infrastructure, lack of neighborhood amenities, or challenges to preserving existing housing stock such as increasing threats from natural hazards, redevelopment pressures, or expiration of affordability requirements.

Community Development Financial Institutions Fund-Capital Magnet Fund

This fund provides competitively awarded grants to CDFIs and qualified nonprofit housing organizations to finance affordable housing and related community development projects.

Alternative Fuel Vehicle Refueling Property Credit

This program provides a tax credit for alternative fuel vehicle refueling properties for the storage or dispensing of clean-burning fuel or electricity into the vehicle fuel tank or battery. Clean-burning fuels include CNG, LNG, electricity, and hydrogen. Bidirectional charging equipment is an eligible property type. Tax credits for refueling property used in a trade or business are part of the general business credit.

State Sources

Illinois Bicycle Path Grant Program

This program was created to financially assist eligible units of government to acquire, construct, and rehabilitate public, non-motorized bicycle paths and directly related support facilities. This grant is applicable for projects including land acquisition, new path development, path renovation, and the construction of support facilities.

Illinois Transportation Enhancement Program (ITEP)

This program allocates resources to well planned projects that provide and support alternate modes of transportation, enhance the transportation system through preservation of visual and cultural resources and improve the quality of life for members of the communities. ITEP requires communities to coordinate efforts to develop and build safe, valuable and functional projects in a timely manner.

Safe Routes to School Program (SRTS)

Safe Routes to School (SRTS) is a program that promotes walking and bicycling to school through infrastructure improvements, enforcement, planning tools, safety education, and incentives to encourage walking and bicycling to school. This program provides funds to government and non-profit organizations for projects that make it is easier and safer for children to walk or bike to school, such as sidewalk and bike trail improvements, pedestrian crossing signals, and signage, or non-infrastructure projects, such as crossing guards, bicycle safety trainings, and other educational sessions.

Motor Fuel Tax (MFT)

The Illinois Motor Fuel Tax (MFT) is a statewide charge on motor fuel used to maintain the public highway system. IDOT allocates revenue from the tax to counties, townships, and municipalities each month as outlined by the MFT fund distribution statute. MFT funds may be used for accessibility projects, street improvement, pedestrian crossing signals, bicycle facilities, and wayfinding signs, among other uses. MFT revenues may be used as a local match for federal grants.

Rebuild Illinois (RIPI & FTPI)

The objective of the Rebuild Illinois Public Infrastructure (RIPI) project is to provide grants funding public infrastructure improvements that can provide an improved foundation for economic growth in Illinois communities. Funded projects include a wide range of public infrastructure improvement projects, including projects that entail new construction and/or significant renovation or improvements. The objective of this program is to stimulate the economy in the wake of the COVID-19 health crisis by quickly getting Illinoisans back to work on public infrastructure projects that are valuable to their communities.

Illinois Grocery initiative - New Stores in Food Deserts Grant Program

The Illinois Grocery Initiative, authorized by Public Act 103-0561, is intended to address inadequate access to fresh foods, especially in “food deserts.” Food deserts are defined as census tracts meeting specific criteria related to poverty and access to fresh foods. The New Stores in Food Deserts program combats food insecurity by offering competitive grants to support the establishment of new grocery stores in food deserts. Local units of government and small businesses (with fewer than 500 employees and no more than four existing grocery stores) are eligible to apply.

Low-Income Housing Tax Credit (LIHTC)

The Low Income Housing Tax Credit (LIHTC) is a dollar-for-dollar federal tax credit for affordable housing investments. It provides incentives for the utilization of private equity in the development of affordable housing aimed at low-income Americans. The program is administered at the state level by state housing finance agencies with each state getting a fixed allocation of credits based on its population.

Illinois Historic Preservation Tax Credit Program

The Illinois Historic Preservation Tax Credit Program offers a state income tax credit equal to 25% of qualified rehabilitation costs for income-producing historic properties. This program encourages private investment in the preservation and rehabilitation of Illinois’ historic structures, helping to revitalize communities and stimulate economic development. The program aims to support the preservation of Illinois’ rich architectural heritage while fostering community development and heritage tourism.

PARC Park and Recreational Facilities Construction Grant

The Park and Recreational Facility Construction Act (PARC) provides grants to eligible local governments for park and recreation unit construction projects and land acquisition. PARC grants are available to units of local government that are authorized by Illinois law to expend public funds for the acquisition and development of land for public indoor/outdoor park, recreation, or conservation purposes are eligible to apply for funding assistance. School districts are not eligible.

Open Space Lands Acquisition and Development (OSLAD) Grant Program

The Open Space Lands Acquisition and Development (OSLAD) Program is a state-financed grant program that provides funding assistance to local government agencies for acquisition and/or development of land for public parks and open space. Projects vary from small neighborhood parks or tot lots to large community and county parks and nature areas. The state program is financed by a percentage of the state's Real Estate Transfer Tax. Grant awards up to \$1,725,000.00 are available for acquisition projects, while development/renovation projects are limited to a \$600,000 grant maximum.

Recreational Trails Program (RTP)

This program provides funding assistance for acquisition, development, rehabilitation and maintenance of both motorized and non-motorized recreation trails. By law, 30% of each state's RTP funding must be earmarked for motorized trail projects, 30% for non-motorized trail projects and the remaining 40% for multi-use (diversified) motorized and non-motorized trails or a combination of either.

Urban and Community Forestry Grants

The purpose of this grant is to provide financial assistance to local units of government for the development of local urban and community forestry programs. These activities must help to establish, manage, conserve and preserve the urban and community forests from inner city to associated public lands.

Boat Access Area Development (BAAD) Program

This program provides financial assistance to local government agencies for the acquisition, construction, and expansion/rehabilitation, including necessary A/E services, of public boat and canoe access areas on Illinois' lakes and rivers. Eligible sites are limited to navigable public bodies of water. The program provides up to 100% of approved project construction costs and 90% of approved land acquisition costs. Grant awards are limited to a \$200,000 maximum for motorized launch sites and \$80,000 maximum for non-motorized launch sites. Eligible project activities include: water frontage land for public access areas and the new construction or renovation of boat/canoe launching ramps and courtesy docks, restrooms and security lighting, parking areas, access roads, and walkways, and other boating related facilities deemed appropriate by IDNR.

Creative Projects Grant

This grant offers support to Illinois artists and non-profit organizations for arts-related projects, programming, events, and/or professional development. Recipients of this grant must make reasonable effort to make any arts programs or projects publicly accessible.

Regional Sources

Congestion Mitigation & Air Quality Improvement Program (CMAQ)

This federally funded program supports surface transportation improvements designed to improve air quality and mitigate congestion. Northeastern Illinois receives CMAQ funding because the region does not meet federal air quality standards for ozone emissions.

Surface Transportation Program (STP)

This program provides federal funds for highways and bridges, transit capital improvements and projects, as well as bike and pedestrian projects.

Transportation Alternatives Program (TAP)

This program provides funding to surface transportation improvements designed to support non-motorized transportation. CMAP uses a competitive process to select bicycle and pedestrian projects to that help complete the Regional Greenways and Trail Plan. Project examples include multi-use trails, trail bridges and underpasses, and on-street bicycle facilities.

RTA Access to Transit Program

The RTA's Access to Transit Improvement program is designed to increase access to the transit through small scale capital improvements. These improvements will help to increase ridership and make the system more accessible for users, particularly persons with disabilities, older adults, and occasional riders. The Access to Transit Improvement Program is intended to leverage RTA funds with federal CMAQ funding to help implement recommendations contained in RTA funded Community Planning studies. Funding for the program is dependent on RTA supported projects being accepted into the CMAQ program.

County Sources

Home Investment Partnerships Program (HOME)

This program provides formula grants to states and localities that communities use - often in partnership with local nonprofit groups - to fund a wide range of activities including building, buying, and/or rehabilitating affordable housing for rent or homeownership or providing direct rental assistance to low-income people.

Will County Brownfield Assessment Grant Program

This program provides federal funds from the EPA for brown-fields inventories, planning, environmental assessments, and community outreach.

Local Sources

Tax Increment Financing (TIF) Districts

Illinois law allows units of local governments to designate areas within their jurisdiction as Tax Increment Financing (TIF) districts. These districts dedicate sales tax revenues and additional property tax revenues generated within the TIF for improvements within the district to encourage new economic development and job creation. Funds may be used for costs associated with the development or redevelopment of property within the TIF, allowing blighted, declining and underperforming areas to again become viable, and allowing these areas to compete with vacant land at the edge of urban areas.

Special Service Areas (SSA)

Special Service Areas (SSA) are continuous areas within municipalities or counties where additional services are provided beyond the general municipal or county services. These additional services are paid for through taxes or fees levied or imposed upon properties within the SSA. SSAs can be created by municipalities or counties. Additional services can include road maintenance; health and safety services for workers, tenants, and visitors to the SSA; public way maintenance and beautification; district marketing and advertising; facade improvements; auto and bike transit; and other economic development programs.

Community Development Block Grant Program

This program supports community development activities to build stronger and more resilient communities. To support community development, activities are identified through an ongoing process. Activities may address needs such as infrastructure, economic development projects, public facilities installation, community centers, housing rehabilitation, public services, clearance/acquisition, microenterprise assistance, code enforcement, homeowner assistance, etc

Enterprise Zones

Businesses located or expanding in an Illinois enterprise zone may be eligible for the following tax incentives: exemption on retailers' occupation tax paid on building materials; investment tax credit of 0.5% of qualified property; state sales tax exemptions on purchases of personal property used or consumed in the manufacturing process or in the operation of a pollution control facility; exemption on the state utility tax for electricity and natural gas and exemptions on the Illinois Commerce Commission's administrative charge and telecommunication excise tax. Exemptions are also available for companies that make minimum statutory investments that either create or retain a certain number of jobs. Additional local tax exemptions may also be available.

City Center Partnership's Development Incentive Program

Utilizing revenues from Downtown's special service area (SSA), an incentive grant program has been developed to stimulate private investment and to provide a tool for sustaining redevelopment within the Downtown Core. Grants are only available to businesses with physical locations Downtown and with retail or commercial uses on the first floor.

ACTION MATRIX

The action matrix offers a comprehensive list of implementation strategies, policies, and recommendations included within the *Joliet ETOD Plan*. It serves as a tool for staff to prioritize implementation tasks and projects throughout the duration of the Plan. In addition, the matrix allows the City to approve specific, actionable items on an annual basis and evaluate progress based on complete implementation strategies. The action matrix provides a concise description of each project and details the priority level, timeline estimate, and partner of each recommendation.

Category

Each action in the action matrix is assigned one or more categories based on its primary focus and intended outcome. The categories help organize the actions into distinct thematic areas, ensuring a clear understanding of how they contribute to the overall development of the Study Area. Since many actions address multiple objectives—such as land use policy, urban design improvements, and multimodal transportation enhancements—they are categorized accordingly to reflect their multifaceted impact.

- Land Use: 
- Urban Design: 
- Multimodal Transportation: 

Priority Level

Priority level is assigned with consideration for the importance to realize the Plan's vision and fundamental impact on the Study Area. Medium and Low priority actions either build on the implementation of a High priority action, indirectly impacting the implementation of a transit-oriented development or provide long-term actions that represent the community's forward-looking planning approach.

Each action in the Implementation Action Matrix is indicated with one of the following:

- High: Critical actions that must be undertaken to realize the goals of the Plan.
- Medium: Essential actions that support the goals of the Plan, but are not required.
- Low: Desirable actions that focus on specific elements within the Plan's goals or depend on the implementation of high or medium actions.

Timeline Estimate

Each action item is given a timeline estimate of short, medium, long, or ongoing, indicating, in years, how long it would take to complete a specific action.

















- Short: 0-5 years
- Medium: 5-10 years
- Long: 10+ years
- Ongoing: Is either a continuation of an existing policy or action or an action that requires immediate implementation and continued attention throughout the life of the Plan.

















Partners


















The City will require the assistance of the federal government, state government, organizations, businesses, and community groups to fully implement the Plan. Although the City is primarily responsible for initiating and implementing the Plan's policies and actions, numerous partnerships will be essential to realize the Plan's vision. The partners of each action are thought to be essential to the realization of one or multiple actions. There may be instances where an organization that is well-matched to one of the action is not listed and should be included in the implementation process.





















Potential implementation partners include:








- Federal Transit Administration (FTA)
- USDOT
- National Park Service (NPS)
- HUD
- U.S. Department of the Treasury
- U.S. Department of Energy
- Illinois Department of Transportation (IDOT)
- Illinois Department of Commerce & Economic Opportunity
- Illinois Housing Development Authority
- Chicago Metropolitan Agency for Planning
- Regional Transportation Authority
- Will County
- Landmarks Illinois
- Illinois Department of Natural Resources
- Joliet City Center Partnership
- Forest Preserve District Will County
- UICUC - Illinois Extension
- Will County Center for Economic Development
- Local Community groups
- Key Stakeholders and Businesses
- Joliet Region Chamber of Commerce & Industry
- Heritage Corridor Destinations (HCD)

#	Action	Category	Priority Level	Timeline Estimate	Key Departments and Partners
1	Update the City's zoning ordinance to address deficiencies in the TOD study area.		High	Medium	Department of Community Development, local businesses and community groups, residents
2	Amend zoning regulations to allow for taller building heights.		High	Medium	Department of Community Development, local businesses and community groups, residents
3	Implement an inclusionary zoning policy, which would require that a portion of new residential developments within the study area be affordable for low- and moderate-income households.		High	Medium	Department of Community Development, local businesses and community groups, residents
4	Update existing zoning districts or create a TOD overlay district to allow for multi-family and mixed-use development by right and denser development near transit stops and stations.		High	Medium	Department of Community Development, local businesses and community groups, residents
5	Apply a zoning overlay district or rezone to a new zoning district that allows for smaller lot sizes and reduced dimensional requirements as well as two-to-four-unit buildings by-right.		High	Medium	Department of Community Development, Neighborhood Councils
6	Extend the B-2 (Central Business District) along Cass Street to Collins Street, along Clinton and Jefferson Streets to Eastern Avenue and to the properties within the Lyons Lumberyard catalyst site.		Medium	Medium	Department of Community Development
7	Develop a streetscape improvement plan for the character area, utilizing similar design languages and approaches as the Chicago Street reconstruction project		Low	Long	Department of Community Development, Department of Public Works
8	Engage with key property owners to understand owner interest; potential financial, regulatory, and procedural barriers; and redevelopment opportunities to encourage adaptive reuse of vacant and underutilized buildings.		Medium	Short	Department of Community Development, Landmarks Illinois, local business and community groups
9	Evaluate and update the promotion strategy for development opportunities, including financial incentives.		High	Short	Department of Community Development, Joliet Chamber of Commerce, City Center Partnership
10	Collaborate with local businesses and community organizations to activate vacant properties with temporary uses such as pop-up shops, art exhibitions, or markets to bring people to the Study Area fostering economic activity and cultural engagement.		Medium	Short	Department of Community Development, Department of Public Works, Joliet Chamber of Commerce, City Center Partnership
11	Identify incompatible uses including warehouses, scrap metal storage, and light industrial workshops, and work with said property or business owners to relocate use outside the study area.		High	Medium	Department of Community Development, Local community groups and key stakeholders
12	Encourage the development of incubator and/or accelerator spaces to encourage locally grown startups, artists, and more.		Medium	Long	Department of Community Development, Joliet Chamber of Commerce, City Center Partnership
13	Conduct a building inventory of existing structures to determine the amount of underutilized or vacant space and prepare a more detailed action plan for each property.		High	Short	Department of Community Development, City Center Partnership
14	Ensure the inclusion of publicly accessible open space or a shared use path with future redevelopment projects along the riverfront.		High	Long	Department of Community Development, Department of Public Works, U.S. Army Corps of Engineers
15	Create incentive programs and policies to facilitate the development of multi-family housing.		High	Medium	Department of Community Development
16	Feature existing downtown residential units as a way to promote downtown living.		Low	Short	Department of Community Development, City Center Partnership

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17	Meet with the Joliet Township High School District, Boys and Girls Club, Cornerstone Services, and Joliet Slammers to understand parking and circulation needs. Ensure future parking needs of the Stadium Club building are considered.		Medium	Short	Department of Community Development, Joliet Township High School District, Boys and Girls Club, Cornerstone Services
18	Connect developers with local, state, and federal funding sources (low-interest loans, land, grants, etc.) to build housing types in high demand.		Medium	Ongoing	Department of Community Development
19	Develop a program to facilitate the transfer of city-owned vacant parcels in exchange for property improvements.		High	Long	Department of Community Development
20	Develop an incentive program for infill development, which may include economic incentives, zoning adjustments, and prompt and predictable permitting to attract residential developers to vacant parcels.		High	Short	Department of Community Development, Department of Public Works
21	Offer density bonuses or financial incentives for developers who include affordable and mixed-income housing units in TOD areas to increase housing availability for a range of income levels.		High	Ongoing	Department of Community Development
22	Identify additional suitable locations for plazas, parks, and green spaces to encourage community interaction, provide areas for relaxation, enhance vitality, and improve the environmental quality of TOD areas.		Low	Ongoing	Department of Community Development, Department of Public Works, City Center Partnership, Neighborhood Associations
23	Apply for state grants to fund acquisition of properties suitable for parks, open space and recreational facilities construction.		Low	Ongoing	Joliet Park District, Forest Preserve District of Will County, Department of Community Development, Department of Public Works
24	Upgrade pedestrian and cyclist infrastructure to encourage bicycle and foot traffic between neighborhoods and other parts of the Study Area.		High	Long	Department of Community Development, Department of Public Works
25	Collaborate with developers and local businesses to attract grocery stores and other essential services to enhance access to amenities in underserved areas south of the train tracks.		High	Medium	Department of Community Development, Department of Public Works, Neighborhood Associations, City Center Partnership, Local Community Groups
26	Identify vacant non-city owned parcels suitable for semi-permanent alternate uses such as community gardens or small parks, with the option of formalizing their use permanently.		Low	Ongoing	Department of Community Development
27	Create a new arts and culture coordinator position to oversee public art and events within the City.		High	Short	Department of Community Development, Joliet Arts Commission
28	Prepare and adopt a public art display policy that addresses sign code, zoning, and historic preservation concerns and regulations.		High	Short	Department of Community Development, Department of Public Works, Joliet Arts Commission
29	Prepare and adopt a public arts plan that facilitates the installation of public art within the Study Area to enhance the visual appeal of public spaces.		High	Short	Department of Community Development, Joliet Arts Commission
30	Identify locations for new murals, sculptures, and other forms of art.		Medium	Medium	Department of Community Development, Joliet Arts Commission
31	Create a rotating schedule for the display of public artwork and/or murals.		Low	Long	Department of Community Development, Joliet Arts Commission, Department of Public Works, Metra, Local community groups
32	Adopt a Percent for the Arts ordinance as a funding mechanism for further public arts projects.		High	Medium	Department of Community Development

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33	Enhance railroad viaducts with improved lighting, sidewalks, and art installations.		Medium	Long	Department of Community Development, Department of Public Works, Metra, BNSF, CN, CSX
34	Identify potential locations for semi-permanent third places as a first step in determining the location of new pedestrian-oriented uses.		Low	Medium	Department of Community Development
35	Temporarily close selected streets to vehicle traffic and host public events such as pop-up markets, street festivals, or outdoor performances to activate public spaces and engage the community.		Low	Ongoing	Department of Community Development, Department of Public Works
36	Install sidewalk furnishings along a streetscape's pedestrian zone to provide pedestrians with seating, waste receptacles, and other amenities to improve their experience.		Medium	Medium	Department of Community Development, Department of Public Works
37	Plan and implement a street landscaping program to enhance the streetscape and improve the pedestrian experience.		Low	Medium	Department of Community Development, Department of Public Works
38	Widen the sidewalks on both sides of South Chicago Street, where possible, to a minimum of six feet.		Medium	Medium	Department of Community Development, Department of Public Works
39	Promote use of the City's Historic Design Guidelines to ensure that these guidelines facilitate attractive and active storefronts.		High	Ongoing	Department of Community Development
40	Support property owners with technical assistance, grants or other economic incentives for repair or maintenance of historic structures.		Medium	Ongoing	Department of Community Development, Landmarks Illinois
41	Update the City's 50-50 sidewalk program to potentially remove property owner participation from sidewalk replacement, reconstruction or maintenance projects.		High	Short	Department of Public Works
42	Remove or reduce the minimum number required off-street parking spaces for new structures outside of the B-2 Zoning District that are adjacent to transit stops and stations.		High	Medium	Department of Community Development
43	Update the zoning ordinance to allow for new small neighborhood commercial buildings or for the rehabilitation of former commercial buildings back to commercial use.		High	Medium	Department of Community Development
44	Develop infill development standards or establish a local character district to ensure future development on vacant parcels contributes to the architectural character of the national register historic district.		Medium	Medium	Department of Community Development, Landmarks Illinois
45	Update the Zoning Ordinance to establish residential design standards for new construction or substantial redevelopments of existing structures.		High	Medium	Department of Community Development
46	Continue to promote community events that temporarily utilize streets, squares, and/or sidewalks to develop consistent activity around the Study Area.		High	Ongoing	Department of Community Development, Chamber of Commerce, City Center Partnership
47	Create a more comprehensive marketing strategy to market Joliet's unique entertainment events and venues, such as Slammers Stadium and the Rialto Square Theater. Partner with Pace and Metra to encourage transit use to reach community events.		High	Short	Department of Community Development, Joliet Chamber of Commerce, City Center Partnership, Pace, Metra
48	Work with the SSA to keep sidewalks and gateway entrances free of debris, litter and snow.		High	Ongoing	Department of Community Development, Department of Public Works
49	Target visibly deficient sidewalks and crosswalks to facilitate safe and direct access to the Gateway Center.		High	Ongoing	Department of Community Development, Department of Public Works

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50	Target visibly deficient infrastructure to remove the perception of poor safety from the City's streets.	 	High	Ongoing	Department of Community Development, Department of Public Works
51	Revise Joliet Code of Ordinances to make explicit ownership and maintenance obligations on ROW.		High	Long	Department of Community Development, Department of Public Works
52	Engage property owners to discuss ownership and maintenance obligations on ROW.		High	Ongoing	Department of Community Development, Department of Public Works
53	Coordinate with RTA, Metra, and Pace for transit wayfinding.	 	Medium	Medium	Department of Community Development, Department of Public Works, IDOT, Metra, Pace
54	Develop a system of consistently branded wayfinding signage to provide visitors and residents with clear directions to local destinations and other points of interest.		Medium	Medium	Department of Community Development, Department of Public Works
55	Install gateway signage at key entrances into different districts of the Study Area to create a stronger sense of place		Low	Long	Department of Community Development, Department of Public Works, IDOT, Metra, BNSF, CN, UP
56	Develop unique gateway signage for the historic district.		Low	Short	Department of Community Development, Department of Public Works
57	Enhance streetscape design along Eastern Avenue, South of Washington Street.		Low	Long	Department of Community Development, Department of Public Works
58	Install new gateway and wayfinding signages at the specified locations noted in the Navigation and Wayfinding Map		Medium	Long	Department of Community Development, Department of Public Works
59	Develop a new mobility hub at the north end of the Chicago Street/Marion Street surface parking lot to include a bike station with bike parking, bike lockers, bike repair stations, and bike charging locations; micromobility shared uses; rideshare zones; expanded covered spaces for passengers at drop-off/pick-up curbs; and wayfinding signage.		Medium	Medium	Department of Community Development, Department of Public Works, Pace, Metra, Amtrak, RTA
60	Provide, where practical, wider sidewalk widths, landscaping, lighting and seating at PACE bus stops to enhance comfort and create a more inviting environment.	 	Medium	Ongoing	Department of Community Development, Department of Public Works
61	Work with Pace, Metra, and Amtrak to assess the feasibility of increasing service frequency to better meet user needs.				Pace, Metra, Amtrak, RTA
62	Remove the gates around the Marion Street parking lot to encourage the implementation and use of a future mobility hub.		Low	Short	Department of Community Development, Department of Public Works, Pace, Metra, Amtrak, RTA
63	Develop a bicycle plan for the City.		Short	Ongoing	Department of Community Development, Department of Public Works, Forest Preserve District of Will County
64	Install new bike facilities and infrastructure on Joliet Street, Des Plaines Street, Washington Street, Eastern Avenue, and Clinton Street.		Medium	Long	Department of Community Development, Department of Public Works
65	Incorporate pedestrian-focused infrastructure improvements at street corners, crosswalks, and intersections.		Medium	Ongoing	Department of Community Development, Department of Public Works
66	Install an on-street bike lane along the length of Joliet Street.		Medium	Long	Department of Community Development, Department of Public Works

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67	Widen sidewalk widths as practical when roadways are reconstructed		Medium	Ongoing	Department of Community Development, Department of Public Works
68	Create a contiguous shared-use path along Washington Street with the goal of connecting the path to the Old Plank Trail.		Medium	Long	Department of Community Development, Department of Public Works
69	Install intersection and crossing improvements at Richards Street and East Jefferson Street		Medium	Long	Department of Community Development, Department of Public Works, Joliet Township High School
70	Install intersection improvements at Eastern Avenue and Jefferson Street		Medium	Long	Department of Community Development, Department of Public Works, Jacob Henry Mansion Estate
71	Install intersection improvements at on Eastern Avenue adjacent to the Jacob Henry Mansion estate.		Low	Long	Department of Community Development, Department of Public Works, Jacob Henry Mansion Estate
72	Install intersection improvements at Van Buren Street, Eastern Ave, and Clinton Street.		Medium	Long	Department of Community Development, Department of Public Works
73	Consider traffic signal timing modifications to provide leading pedestrian intervals (LPIs), particularly at Eastern Avenue and Cass Street.		Low	Ongoing	Department of Community Development, Department of Public Works