A large, multi-story stone tower of the Joliet Correctional Center, featuring decorative stone corbels and windows, set against a blue sky with light clouds.

CITY OF JOLIET JOLIET CORRECTIONAL CENTER AND U.S. STEEL REDEVELOPMENT PLAN

DRAFT EXISTING CONDITIONS REPORT

JANUARY 11, 2012


A view of the prison's perimeter, showing a green hillside, a chain-link fence topped with multiple strands of barbed wire, and several guard towers in the distance.

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Funding Acknowledgement

CMAAP would like to thank the U.S. Department of Housing and Urban Development (HUD) for funding the development and production of this document. This project is funded through HUD's Sustainable Communities Regional Planning grant, which supports CMAAP's Local Technical Assistance (LTA) program.

With technical assistance provided by



Acronyms

AADT - Average annual daily traffic

CATS - Chicago Area Transportation Study

CMAP - Chicago Metropolitan Agency for Planning

CMAQ - Congestion Mitigation and Air Quality Program

FHWA - Federal Highway Administration

GIS - Geographic Information System

HUD - U.S. Department of Housing and Urban Development

IDNR - Illinois Department of Natural Resources

IDOT - Illinois Department of Transportation

JJC - Joliet Correctional Center

LTA - Local Technical Assistance Program

NRPA - National Recreation and Parks Association

ULI - Urban Land Institute

USS - U.S. Steel

Introduction

The City of Joliet has decided to work with the Chicago Metropolitan Agency for Planning (CMAP) and the Urban Land Institute (ULI) to create a new Redevelopment Plan for its iconic Joliet Correctional Center and U.S. Steel sites. The intent of this effort is to develop a vision of what the City and community wants at both sites and identify the steps needed to achieve the vision. Having an accurate understanding of the existing conditions surrounding the sites is vital in order to develop the appropriate strategies for the effective redevelopment of these unique Joliet assets.

This Existing Conditions Report—representing the accumulation of approximately three months of research, analysis, and public outreach activities—provides an overview of the current conditions surrounding and including the JCC/USS sites and is designed to provide an agreed upon “starting point” by which to move forward with the community to create a shared vision.

The Existing Conditions Report is organized in the following sections:

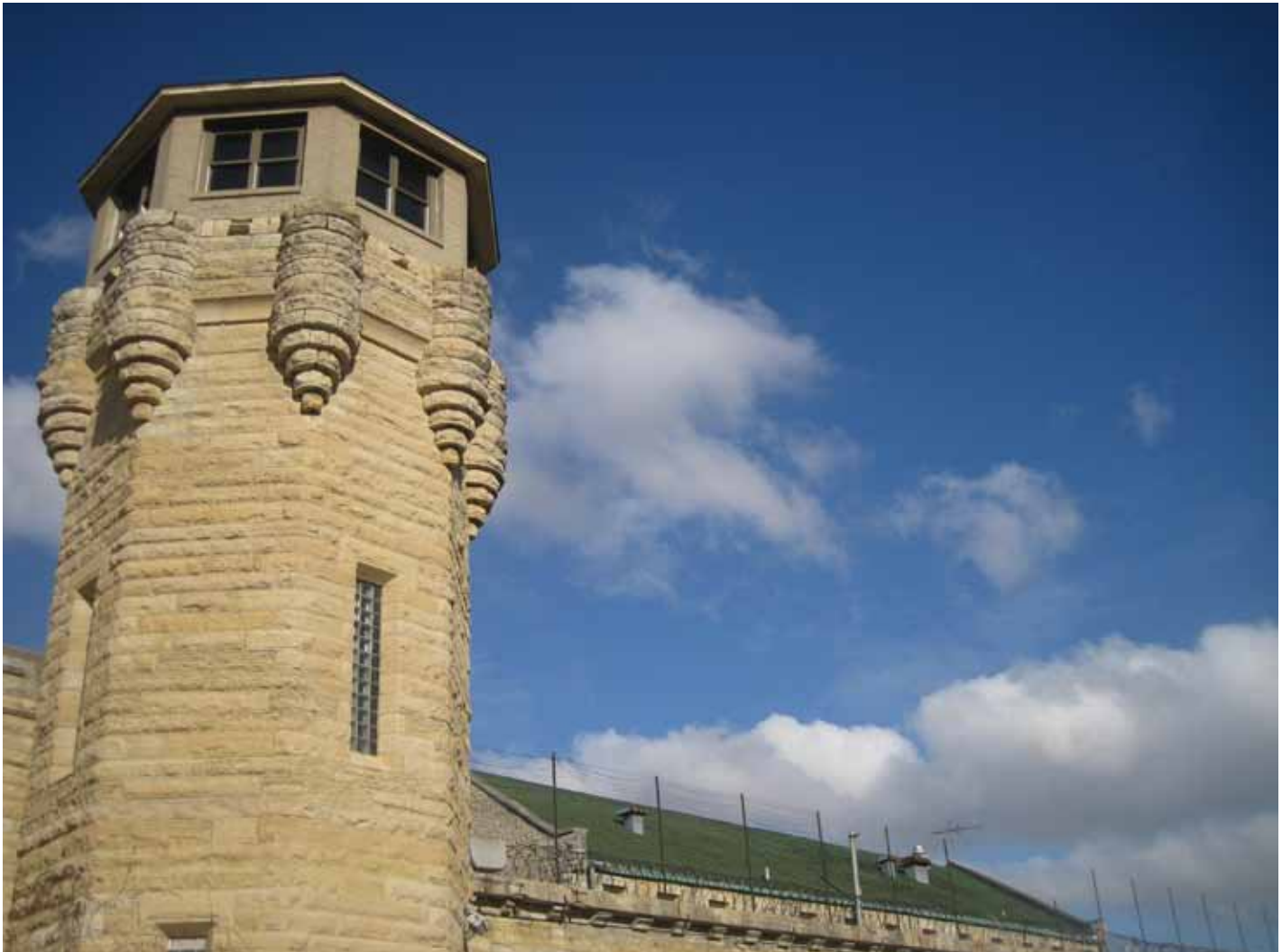
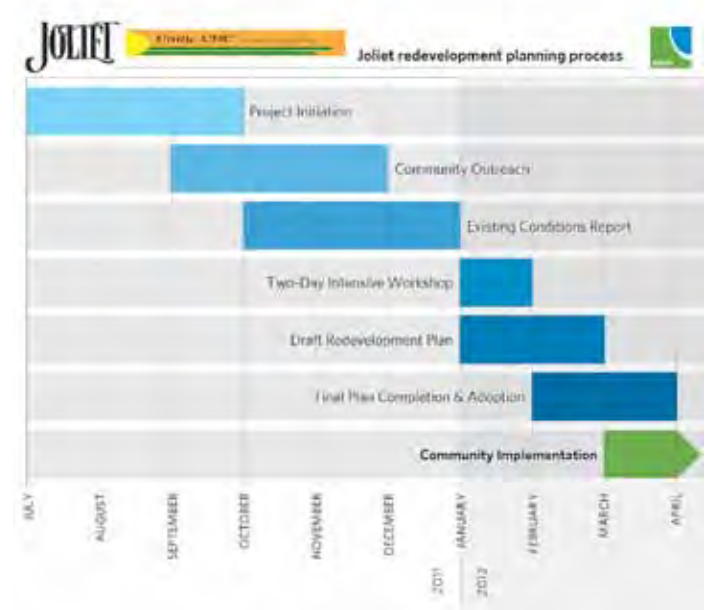
- Introduction
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This Existing Conditions Report examines as many factors as is feasible to gain an understanding about the JCC/USS sites and the surrounding area. It identifies advantages as well as constraints related to the JCC/USS sites that will impact, positively or negatively, its redevelopment potential. Ultimately the data is gathered so that the City, CMAP, ULI and the community will be able to answer the following questions:

- What recreational use potential exists for the sites?
- What commercial use potential exists for the sites?
- What residential potential exists for the sites?
- How can the sites be integrated into the framework of the surrounding community?

The answers to these questions will be the subject of a two-day, intensive workshop to be conducted by ULI in January 2012.

Figure 1. Planning Process



Section One

Regional Context

This section provides an overview of how Joliet and the prison and steel mill sites fit into the larger region. Having a larger perspective of how these pieces are situated in the region will aid in both the understanding of existing conditions and in identifying potential opportunities or issues that may be created with potential capital projects in other communities.

Joliet, the Prison and Steel Mill Locations

Joliet is located in Will County, approximately 40 miles southwest of downtown Chicago. The city is one of four “satellite cities” in the Chicago region – independently developed industrial centers that have recently become suburban communities – and shares that status with Waukegan, Elgin and Aurora. Joliet enjoys access to Interstates 80, 55 and 355, and its downtown is the terminal station for the Metra Rock Island and Metra Heritage commuter rail lines.

Joliet and other far southwest municipalities have witnessed unprecedented growth over the last twenty years. During that time residential development spilled over from southern DuPage County into northern Will County, causing towns such as Naperville, Bolingbrook, Plainfield, Romeoville, Shorewood and Joliet to nearly double in population since 1990. The Prison and Steel Mill sites are located just under two miles northeast of downtown Joliet, largely situated between Collins Street and the Des Plaines River on Joliet’s East Side. The study area is illustrated in Map 2.

The following are some approximate driving distances from the Prison and Steel Mill sites to key local and regional destinations:

Interstate Access

- I-80 (Chicago Street Interchange) – 2.7 miles
- I-355 (159th Street Interchange) – 5.8 miles
- I-55 (Route 30 Interchange) – 7.3 miles

Metra Stations

- Joliet Union Station (Rock Island/Heritage) – 1.9 miles
- Lockport Metra Station (Heritage) – 3.1 miles

Airports

- Joliet Regional Airport – 6.5 miles
- Chicago Midway International Airport – 31.7 miles
- Chicago O’Hare International Airport – 37.7 miles

Cities

- Chicago/Loop – 39.0 miles
- Naperville – 20.6 miles
- Orland Park – 16.1 miles

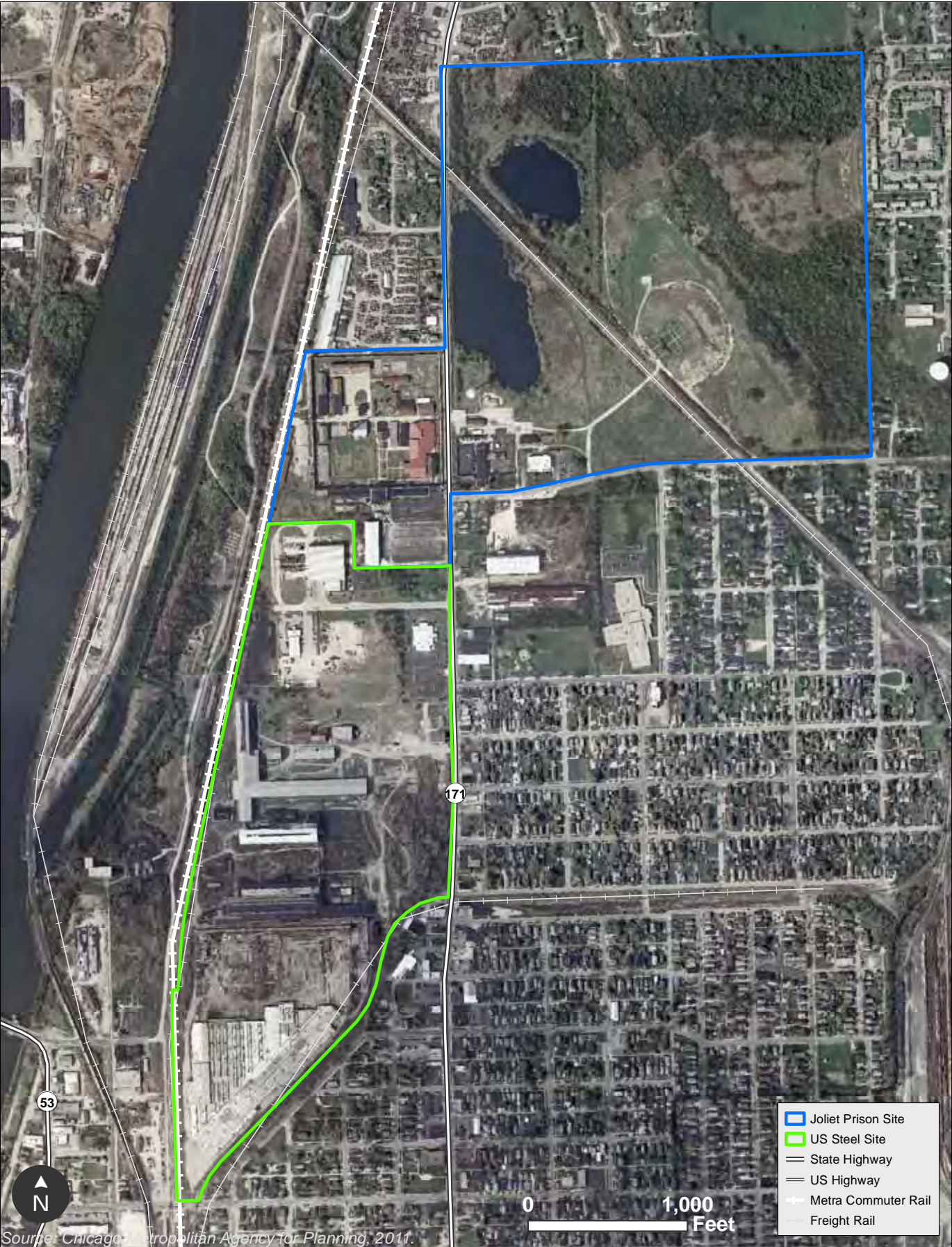
Entertainment/Shopping

- Downtown Joliet – 1.9 miles
- Louis Joliet Mall – 7.3 miles

Map 1. Regional Location



Map 2. Study Area



Section Two

History and Character

Originally settled in 1832 with log cabins on either side of the Des Plaines River near the present-day downtown, Joliet is one of the oldest communities in the greater Chicago region. Located some 40 miles southwest of Chicago, Joliet's development is closely linked to Chicago's because of its river location. Chicago was founded largely because of its location at the Lake Michigan terminus of the waterway connection to the Illinois and Mississippi rivers. Joliet, just northeast of the confluence that creates the Illinois River, is located at the opposite end of the same waterway connection. It is this connection that helped establish the industrial and manufacturing legacy that both cities share.

Joliet's early development is very closely connected to the Prison and U.S. Steel sites. Both sites developed due to two natural resources – the aforementioned Des Plaines River, and the availability of limestone, particularly east of the river. The river made early transportation access easy for steel production; abundant limestone resources made Joliet an easy choice for the location of a state prison. The prison began accepting inmates in 1858, and steel mill operations began in 1869.

The prison and steel mill were the catalysts that brought thousands of residents, entrepreneurs, and investors to the city during the late 1800's and early 1900's. Businesses thrived and several residential neighborhoods were established during this period that exist and prosper to this day. The availability of low-skilled yet high-wage jobs at both locations lured immigrants from southern and eastern Europe. The steady inflow of people and investment during this time resulted in the creation of a thriving Collins Street with various cultural, retail, and recreational attractions. Indeed, the prison and steel mill became iconic representations of Joliet – physically imposing structures where hard-working immigrants made an honest living.

After reaching a peak in employment and activity in the 1920's, both sites began a slow decline that ended with their respective closings decades later. The prison suffered severe overcrowding that led to the construction of the nearby Stateville Correctional Center in Crest Hill in 1925, just 2.5 miles north of the Joliet prison. Although additions and renovations were made to the prison in later years, staff and inmates were transitioned to the Stateville facility over time, until the Joliet prison's closing in 2002. The steel mill site grew to become the second largest steel production facility in the world by the 1920's, but the site's physical constraints and older buildings, poorly suited to automated production, led to it being passed over in favor of newer sites across the country and around the world. U.S. Steel closed production at the facility in 1983.

Since the closing of the two facilities, the Joliet neighborhoods surrounding the sites have been in a state of transition. The Collins Street retail corridor has experienced a renaissance over the last 15 years, due to the recent strong influx of Latino residents into the area. Collins Street has now become an ethnic shopping destination serving Latino residents for much of the southwestern Chicago region. However, the prison and steel mill sites still sit vacant.

Image and Identity

During CMAP staff's many interactions with Joliet residents, City staff and stakeholders, it became clear that the JCC/USS sites are of great importance to those who call Joliet home. Joliet has embraced its image as the home of a steel mill and prison – Joliet Central High School's sports teams have used the nickname "Steelmen" for more than 100 years, and the minor-league baseball team is nicknamed the "Slammers". However, Joliet has been less successful in turning its past icons into present and future assets. This section details the distinguishing physical characteristics and defining elements of the area surrounding the JCC/USS sites.

Key Findings

- Historic Area.** Joliet's East Side has a rich history, easily reflected in the architecture of its buildings. While the area surrounding the JCC/USS sites does not contain any national or local historic landmarks, it is the location of the earliest growth, largely developed between the 1890's and 1920's, and maintains a sense of Joliet's early blue-collar history
- Urban Character.** During its expansive growth phase of the last twenty years, Joliet has become a low-density community with a strong single-family detached home character. However, the areas surrounding the JCC/USS sites represent the City's strongest presence of urban fabric – smaller residential lots, more multifamily uses, and traditional shopping districts. This type of character may be able to provide the area with a distinct economic advantage.
- Des Plaines River.** One of the area's most important environmental and visual assets is the Des Plaines River. An extensive trail network winds adjacent to the river behind the JCC/USS sites. Unfortunately, few residents appear to take advantage of the trails because they are hidden behind the sites.



Section Three

Previous Plans and Studies

The Chicago region's GO TO 2040 Regional Comprehensive Plan, a document that provides broad policy direction for the seven counties of northeastern Illinois, is referenced in this section. In addition, two previous plans were completed during the last five years that address conditions and proposed uses for the JCC/USS sites. All plans are outlined below.

GO TO 2040 Regional Comprehensive Plan

The GO TO 2040 Plan was completed by CMAP in 2010. The Plan is organized around four broad planning themes – Livable Communities, Human Capital, Efficient Governance and Regional Mobility – with twelve priority recommendations flowing from them. The effective redevelopment of the JCC/USS sites would represent the achievement of one of the highest priority recommendations of GO TO 2040 – Achieve Greater Livability through Land Use and Housing – and would specifically address reinvestment and redevelopment of underutilized properties, a particular area of concern noted in the Plan.

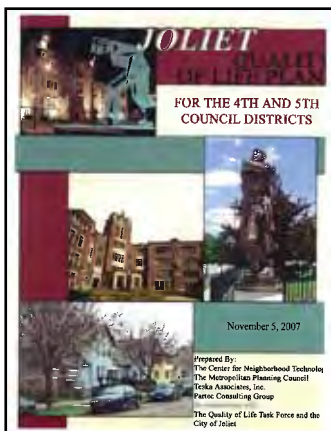
According to estimates developed by CMAP for GO TO 2040, there are more than 100,000 acres of vacant or underutilized land within municipal boundaries in the seven-county Chicago region. Infill development will likely grow in importance over the upcoming decades as the region seeks to accommodate a growing population where infrastructure is already available.

By undertaking a planning process to recreate the JCC/USS sites, the City of Joliet has taken responsibility for guiding its future and demonstrated its commitment to helping shape the future of the region as well.

Joliet Quality of Life Plan for Districts 4 and 5

In 2006, the City of Joliet commissioned a consulting team led by the Center for Neighborhood Technology and Teska Associates to prepare the Joliet Quality of Life Plan for Districts 4 and 5. The respective City Council districts, which comprise the East and Near West Sides of Joliet, were given special attention in a planning effort designed to identify community assets and opportunities for catalytic redevelopment.

The Plan offered no specifics on proposed uses for the JCC/USS sites. However, it did state that a combination of residential, commercial, recreational and manufacturing uses on the sites would be critical to the revitalization of the East and Near West sides, and that further study of the sites was warranted. Furthermore, the Plan stated that a community development corporation should be chartered to provide non-profit assistance to development activities in Districts 4 and 5. That ultimately led to the creation of Joliet's Unity Community Development Corporation.



Collins Street Task Force Market Analysis and Implementation Strategy

The Collins Street Task Force, an assembled group of elected officials deeply interested in the future of the JCC/USS sites, teamed with the Will County Center for Economic Development in 2007 to commission the Collins Street Task Force Market Analysis and Implementation Strategy. This effort, prepared by URS Corporation, was completed approximately five years after the closure of the Prison, and represents the only study done for the sites since that time.

The study identified three redevelopment goals:

- Provide Expansion Area for Downtown Joliet
- Connect the East and West Sides of Joliet
- Connect Joliet to the I-355 Extension (since completed)

The Market Analysis and Implementation Strategy includes a broad site program concept for the sites that includes a mix of residential, recreational, institutional and office uses on the JCC site and office, retail and site detention uses on the USS site. Proposed uses for the sites include:

- Government offices
- Community College expansion
- Hospital expansion
- Community-Scale or “Big Box” Retail
- Professional Offices
- Master-Planned Residential Community
- Regional Park/Recreational Amenity
- Educational Resources/Public Service Uses

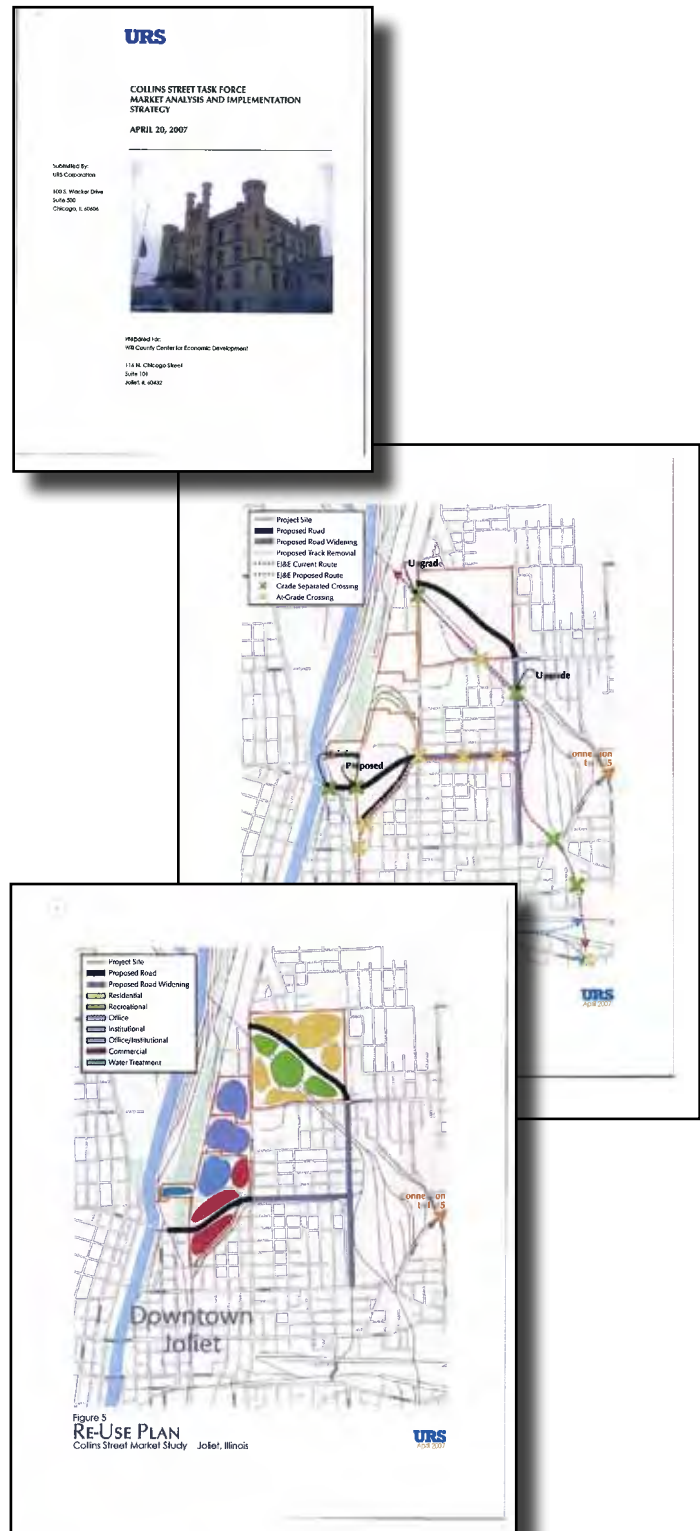
The Study notes the relative isolation of the JCC/USS sites from downtown Joliet and the surrounding environs, so special attention was given to site connectivity. Chief among the recommendations outlined to improve connectivity:

- A frontage road on the southern boundary of the USS site that would connect to downtown;
- An overpass or underpass at the existing Ruby Street Bridge that would connect with a new roadway that would bisect the USS site and connect with Collins Street;
- A new roadway extending from the Collins Street intersection with the EJ&E rail line at the north end of the JCC site to the south end to eliminate at-grade crossings at Woodruff Road.

Underscoring the complex nature of the site’s redevelopment, the Study recommends a series of implementation strategies to accomplish the development and infrastructure goals. They include:

- Establishing a Federal, State and Local Partnership
- Local Collaboration with Railroads
- Pursuing Public/Private Ventures with Current Property Owners

The Study estimates that the sites could accommodate 400-500 new residential units and over 1,000,000 square feet of new commercial, office and industrial space, all served with better connections to downtown Joliet and the Chicago region.



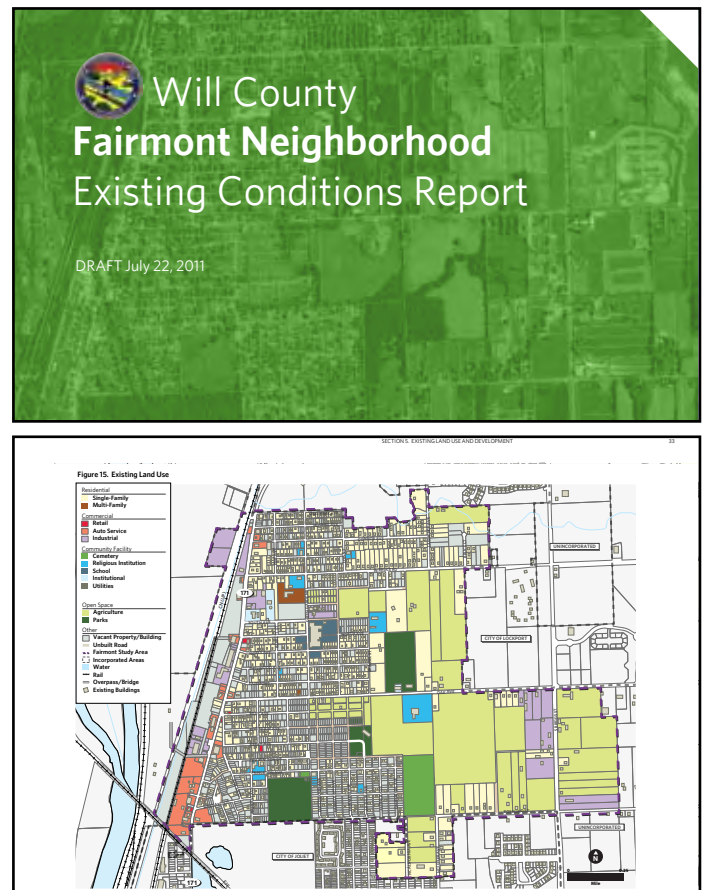
Nearby Planning Efforts

Openlands, a nonprofit organization seeking to promote and protect open space in northeastern Illinois, prepared the **Heritage Park Trail Concept Plan** in 2008. The planning effort built off of the creation of the Illinois and Michigan Canal National Heritage Corridor, established by Congress in 1984. The national Heritage Corridor stretches 100 miles from downtown Chicago to the LaSalle-Peru area along the Illinois River, but the Openlands planning effort focused on expanding the trail network through an eight-mile section of the Des Plaines River Valley between Romeoville and Joliet. A proposed trail network was established that would connect parks and forest preserves in the area, and includes proposed trails that bypass the JCC/USS sites. The Plan was adopted by Joliet, Lockport and Will County in 2008.



THE HERITAGE PARK TRAIL CONCEPT PLAN PREPARED BY OPEN LANDS IN 2008 THAT SHOWS EXISTING AND PROPOSED REGIONAL TRAILS WITHIN AND NEAR THE JCC/USS SITES.

Will County, with staff assistance from CMAP, is preparing a neighborhood plan in the unincorporated **Fairmont community**, immediately north of the JCC/USS sites. Sandwiched between Joliet and Lockport, the community has experienced decline and disinvestment similar to that of the JCC/USS study area. The County has been working with residents and stakeholders of the community to examine and evaluate land use options and priorities. Through its oversight of the Fairmont project and this effort, CMAP has addressed coordination and consistency matters related to both projects.



THE ABOVE IS THE EXISTING LAND USE AND DEVELOPMENT PLAN THAT IS INCLUDED IN THE FAIRMONT NEIGHBORHOOD PLAN EXISTING CONDITIONS REPORT, PREPARED IN 2011 BY THE WILL COUNTY LAND USE DEPARTMENT WITH ASSISTANCE FROM CMAP.

Section Four

Community Outreach Summary

For this redevelopment plan, a primary goal is to optimize community engagement, focusing particularly on populations that have typically been underrepresented or harder to reach in previous planning initiatives. A public outreach strategy was formulated by CMAP staff to emphasize broad-based inclusion of Joliet residents and other stakeholders, such that the concerns and interests of the community will be reflected in the goals of its comprehensive plan.

Part of this community engagement process to determine the JCC/USS site's existing conditions includes meeting with City officials, conducting public meetings to ascertain ideas from the wider community in Joliet, and conducting a stakeholder meeting with key leaders of the community.

Joliet City Council Land Use Committee Meetings

CMAP staff conducted two presentations to the Joliet City Council's Land Use Committee in July and August of this year. The intent of the presentations was to introduce City Council members to the JCC/USS Redevelopment Plan, and solicit input from Council members on issues and opportunities impacting the sites.

Issues

City Council members, City staff and other Committee Meeting participants noted several issues during the presentations. The site's relative isolation and poor connectivity, in particular with downtown Joliet and neighborhoods to the west across the Des Plaines River, were viewed as having a detrimental impact on development. Members also expressed concern about the structural and environmental conditions of both sites. Council members also noted their desire to gather more information about the appropriate implementation of redevelopment tools needed to prepare the site for future development, and their desire to find a capable master developer to redevelop the sites.

Opportunities

Council members noted several opportunities they believe exist for the JCC/USS sites:

- Recreational and tourism potential for the JCC site;
- Possible big box retail for the USS site;
- The introduction of more light manufacturing uses (in particular green manufacturing) that could produce jobs for local residents.

Joliet Public Workshops

CMAF staff worked with City of Joliet staff to conduct two public workshops held on September 7 and 8 at Forest Park and Sator Sanchez schools, respectively. While the workshops were held in locations near the JCC/USS sites, the meetings were advertised citywide and open to all Joliet residents. Approximately 60 persons were in attendance at each meeting.

Numerous ideas flowed regarding potential future uses for both sites. Quoted directly from workshop participants, proposed uses included:

- “Public Gathering Place/ Community Plaza”
- “Park District Satellite Facility”
- “Other Recreational Uses (bowling, skating, amusement park”
- “Grocery Store”
- “Alcatraz-style tourism”
- “Hotel/Hostel”
- “Multipurpose social service center”
- “Heavy Industry/Light Industry/Manufacturing”
- “Music/Entertainment Venue”
- “Community Garden/Farmer’s Market”
- “Retail Center”
- “Mixed Use”
- “High Speed Rail Station”
- “Hardware Store”
- “Bridge Connection/Location”
- “Renaissance Fair site”
- “Medical Camp site”



CMAF’s analysis of community input yielded the following table of proposed uses. Similar uses were combined and aggregated into broader categories.

	Prison Site	Pct. Of Comments	US Steel Site	Pct. Of Comments
Community/ Institutional Uses	5	16.7%	2	11.8%
Social Service Uses	1	3.3%	1	5.9%
Tourism Uses	6	20.0%	0	0.0%
Retail/ Commercial Uses	2	6.7%	5	29.4%
Industrial/ Manufacturing Uses	2	6.7%	2	11.8%
Entertainment Uses	3	10.0%	1	5.9%
Transportation Uses	1	3.3%	2	11.8%
Recreation Uses	10	33.3%	4	23.5%

The analysis found that workshop participants’ top three proposed uses for the JCC site were:

- Recreational Uses (33.3%)
- Tourism Uses (20.0%)
- Community/Institutional Uses (16.7%)

In general workshop participants commented less frequently on proposed uses for the USS site. However, consensus did emerge on the future of that site as well. The top three proposed uses for the USS site were:

- Retail/Commercial Uses (29.4%)
- Recreational Uses (23.5%)
- Community/Institutional Uses; Industrial/Manufacturing Uses; Transportation Uses (11.8%)

Key Stakeholder Meeting

CMAF’s project partner in this effort, ULI, conducted a Key Stakeholder Meeting at Joliet City Hall on November 16. The goal of the meeting was to bring together key business, community and political actors familiar with the sites to meet with some of the ULI panelists who will lead the TAP in January. While earlier outreach activities involved soliciting input on future uses of the JCC/USS sites, the Stakeholder Meeting focused on the planning process for the project, discussion on redevelopment tools necessary for implementation, and establishing greater coordination between stakeholders.

Section Five

Demographic Profile

To gain insight into the market and demographic dynamics that impact the JCC/USS sites, data from the U.S. Census was gathered for analysis. Data discussed in this section comes from the 2010 U.S. Census and the 2000 U.S. Census, both collected by the U.S. Census Bureau. For comparisons and trend analysis, data was also gathered for the same periods for Will County and the seven-county Chicago, IL region.

Key Findings

- ***Joliet has witnessed astounding population and household growth over the last decade.*** Joliet's growth of nearly 40 percent since 2000 is among the most significant of large communities in the metropolitan region.
- ***Joliet has seen significant growth in Latino residents.*** Joliet more than doubled its number of Latino residents since 2000, who now comprise more than one-quarter of the city's total population.
- ***Joliet's educational attainment levels lag when compared to Will County or the region.*** The number of persons in Joliet with a bachelor's degree or higher is about one-third less than that in Will County, and more than 40 percent less than that of the region.
- ***Joliet residents are chiefly employed in the service and manufacturing sectors.*** The top five industry sectors for Joliet residents – health care and social assistance, retail trade, educational services, manufacturing and accommodation and food services – account for 51 percent of Joliet resident employment.

Demographic Analysis

Joliet can be characterized as a moderate income community, with significant pockets of middle-class and working-class family households.

Joliet's East Side, surrounding the JCC/USS sites, has a greater concentration of working-class and low-income households than found elsewhere in the City. Analysis of U.S. Census data yields the following findings.

Joliet's population experienced a substantial increase in the last decade.

The Chicago region's far southwest suburbs, including Joliet, were the beneficiaries of huge population growth since 2000. Between 2000 and 2010, Joliet's population increased by nearly 40 percent (from 106,221 to 147,433 residents). This growth rate is consistent with that of Will County, which grew by 35 percent over the same period, and considerably higher than the region as a whole (just 3.5%).

The average household size in Joliet is relatively high compared to the Chicago region. Joliet's average household size of 3.01 is similar to Will County's 2.97, but both are higher than the regional figure of 2.73. This can likely be attributed to the growth of single-family housing in Joliet and Will County, which generally produce larger household sizes than multifamily units.

Table 5.1. Population, Households, and Household Size, 2010

	Joliet	Will County	Chicago Region
Population	147,433	677,560	8,431,386
Households	48,019	225,256	3,088,156
Average Household Size	3.01	2.97	2.73

Source: 2010 U.S. Census.

Table 5.2. Population and Change in Population, 2000 and 2010

	Joliet	Will County	Chicago Region
Population, 2000	106,221	502,266	8,146,264
Population, 2010	147,433	677,560	8,431,386
Change, 2000-10	41,212	175,294	285,122
Change as %, 2000-10	38.8%	34.9%	3.5%

Source: 2000 U.S. Census; 2010 U.S. Census.

Joliet is becoming a more diverse community. In 2000, non-Hispanic whites represented 61% of the population in Joliet. Despite growth within that group (nearly 21 percent since 2000), surging growth in the Hispanic and Asian populations has more than doubled their representation in Joliet over the last decade. In 2010, non-Hispanic whites made up 53% of the population. The Latino population increased by 110 percent and now constitutes nearly 30 percent of Joliet's population.

Table 5.3. Race and Ethnicity, 2010

	Joliet		Will County		Chicago Region	
	Count	%	Count	%	Count	%
White	78,159	53.0%	455,577	67.2%	4,486,557	53.2%
Hispanic or Latino*	41,042	27.8%	105,817	15.6%	1,823,609	21.6%
Black or African American	23,025	15.6%	74,419	11.0%	1,465,417	17.4%
Asian	2,747	1.9%	30,458	4.5%	513,694	6.1%
Other**	2,460	1.7%	11,289	1.7%	142,109	1.7%

Source: 2010 U.S. Census.

* includes Hispanic or Latino residents of any race

** includes American Indian and Alaska Native, Native Hawaiian and Other Pacific Islander, Some Other Race, and Two or More Races

Table 5.4. Change in Race and Ethnicity, 2000-2010

	Joliet		Will County		Chicago Region	
	Change in Population	Percent Change	Change in Population	Percent Change	Change in Population	Percent Change
White	13,348	20.6%	67,054	17.3%	-200,702	-4.3%
Hispanic or Latino*	21,490	109.9%	62,049	141.8%	414,407	29.4%
Black or African American	3,900	20.4%	22,439	43.2%	-72,117	-4.7%
Asian	1,557	130.8%	19,437	176.4%	137,701	36.6%
Other**	917	59.4%	4,315	61.9%	5,833	4.3%

Source: 2000 U.S. Census; 2010 U.S. Census.

* includes Hispanic or Latino residents of any race

** includes American Indian and Alaska Native, Native Hawaiian and Other Pacific Islander, Some Other Race, and Two or More Races

Joliet is a younger community. With more than a third of the population less than 19 years old and more than three-quarters of the population less than 50 years old, Joliet has a median age of 31.7 years. The median age for Will County is 35.4 years, slightly more than that for Joliet.

Table 5.5. Age Cohorts and Median Age, 2010

	Joliet		Will County		Chicago Region	
	Count	Percent	Count	Percent	Count	Percent
Under 19 years	49,719	33.7%	215,132	31.8%	2,346,937	27.8%
20 to 34 years	31,986	21.7%	119,370	17.6%	1,790,049	21.2%
35 to 49 years	33,488	22.7%	163,084	24.1%	1,807,886	21.4%
50 to 64 years	19,925	13.5%	117,160	17.3%	1,534,488	18.2%
65 to 79 years	8,381	5.7%	47,240	7.0%	679,470	8.1%
80 years and over	3,934	2.7%	15,574	2.3%	272,556	3.2%
Median Age (2010)	31.7		35.4		N/A	

Source: 2010 U.S. Census.

Household incomes in Joliet are consistent with those of the region, but remain lower than those of the rest of Will County. The median household income for Joliet is \$56,817, which is significantly lower than the county's median household income of \$74,118, and slightly lower than the region's median household income of \$60,289. Where Joliet deviates from household income patterns for the county and the region is in the number of higher income residents. Only five percent of the households in Joliet earn more than \$150,000; whereas a larger number of households in the county and the region (both at twelve percent) make this amount or greater.

Table 5.6. Household Income, 2009

	Joliet		Will County		Chicago Region	
	Count	Percent	Count	Percent	Count	Percent
Less than \$25,000	8,566	19.0%	25,353	11.9%	590,496	19.5%
\$25,000 to \$49,999	11,091	24.7%	39,894	18.8%	647,461	21.4%
\$50,000 to \$74,999	9,514	21.2%	42,395	19.9%	560,678	18.5%
\$75,000 to \$99,999	6,802	15.1%	36,787	17.3%	413,233	13.7%
\$100,000 to \$149,000	6,852	15.2%	42,427	20.0%	453,565	15.0%
\$150,000 and over	2,156	4.8%	25,773	12.1%	359,250	11.9%
Median Inc. (2009)	\$56,817		\$74,118		\$60,289	

Source: 2005-2009 American Community Survey

There is a gap in the number of Joliet residents with a higher education degree compared to the county and the region. More than eighty percent of Joliet residents who are 25 years or over hold high school diplomas. This is roughly consistent with the Chicago region, yet lower than Will County. Nineteen percent of this population has earned a bachelor's degree or higher in Joliet, compared to 29% in Will County and 34% in the Chicago region. The number of Joliet's residents achieving a higher education degree is significantly less than for the county or region.

Table 5.7. Education Levels, 2010

	Joliet		Will County		Chicago Region	
	Count	Percent	Count	Percent	Count	Percent
Population, 25 years and over	86,061	100.0%	413,708	100.0%	5,474,185	100.0%
High school diploma or higher	69,844	81.2%	368,362	89.1%	4,656,235	85.1%
Bachelor's degree or higher	16,709	19.4%	120,111	29.0%	1,873,198	34.2%

Source: 2010 U.S. Census.

Unemployment rates in Joliet are comparable to the region. Joliet's unemployment rate of 8.9% in 2009 is slightly higher than that of the Chicago region and significantly higher than that of Will County.

Table 5.8. Employment Status, 2009

	Joliet		Will County		Chicago Region	
	Count	Percent	Count	Percent	Count	Percent
Population, 16 years and over	103,094	100.0%	492,110	100.0%	6,508,852	100.0%
In labor force	71,979	69.8%	350,731	71.3%	4,438,726	68.2%
Employed	65,561	91.1%	325,748	92.9%	4,062,466	91.5%
Unemployed	6,385	8.9%	24,835	7.1%	364,544	8.2%
Not in labor force	31,115	30.2%	141,379	28.7%	2,070,126	31.8%

Source: 2005-2009 American Community Survey

Jobs in the services sectors account for four in ten jobs among Joliet residents. The health care and social assistance industry sector employed twelve percent of Joliet residents in 2009, reflecting the presence of Provena St. Joseph's and Silver Cross hospitals and related employers. The top five industry sectors for Joliet residents – health care and social assistance, retail trade, educational services, manufacturing and accommodation and food services – account for 51 percent of Joliet resident jobs.

Table 5.9. Employment of Joliet Residents by Industry Sector, 2009

	Count	Percent
Total Employed Population*	53,515	100.00%
Health Care and Social Assistance	6,403	12.0%
Retail Trade	6,281	11.7%
Educational Services	5,605	10.5%
Manufacturing	5,349	10.0%
Accommodation and Food Services	3,782	7.1%
Wholesale Trade	3,357	6.3%
Administration & Support, Waste Management and Remediation	2,956	5.5%
Professional, Scientific, and Technical Services	2,829	5.3%
Construction	2,746	5.1%
Transportation and Warehousing	2,730	5.1%
Public Administration	2,473	4.6%
Finance and Insurance	2,454	4.6%
Other Services (excluding Public Administration)	1,797	3.4%
Arts, Entertainment, and Recreation	1,313	2.5%
Information	1,197	2.2%
Management of Companies and Enterprises	879	1.6%
Real Estate and Rental and Leasing	684	1.3%
Utilities	492	0.9%
Agriculture, Forestry, Fishing and Hunting	101	0.2%
Mining, Quarrying, and Oil and Gas Extraction	87	0.2%

Source: Longitudinal Employer-Household Dynamics, U.S. Census Bureau.

* Primary Jobs include public and private-sector jobs. Primary jobs represent the highest paying job for an individual worker.

Joliet residents work in an array of communities throughout the region. Nearly one-quarter of Joliet residents work in the city. Of those traveling beyond the city's boundaries, about 17 percent travel to neighboring municipalities or other locations in the greater western or southwestern Chicago region. Approximately ten percent of Joliet residents work in Chicago, and nearly half are traveling to work locations spread throughout the region.

Table 5.10. Employment Location of Joliet Residents, 2009

	Count	Percent
Total Primary Jobs*	53,515	100.0%
Joliet	12,948	24.2%
Chicago	5,441	10.2%
Plainfield	1,688	3.2%
Naperville	1,518	2.8%
Bolingbrook	1,425	2.7%
Aurora	1,275	2.4%
Romeoville	1,063	2.0%
Crest Hill	699	1.3%
Downers Grove	626	1.2%
Schaumburg	577	1.1%
All Other Locations	26,255	49.1%

Source: Longitudinal Employer-Household Dynamics, U.S. Census Bureau.

* Primary Jobs include public and private-sector jobs. Primary jobs represent the highest paying job for an individual worker.

Section Six

Economic Assessment

The assessment of economic and employment data for Joliet yields the following key findings:

- ***Joliet enjoyed strong job growth in the last decade despite job loss throughout the Chicago region.*** Jobs in Joliet grew by eleven percent between 2001 and 2011, while declining by nine percent for the Chicago region.
- ***Joliet has transitioned from being a manufacturing center to being a health care and services center for the southwest suburbs.*** Four of the top five industry sectors for Joliet workers are in the health care or service sectors (health care and social assistance, retail trade, accommodations and food service, and wholesale trade), employing 55 percent of Joliet's workforce. Manufacturing accounts for less than ten percent of Joliet jobs.
- ***Joliet is very reliant on residential property for its overall property value.*** Rapid population growth over the last decade, combined with job loss in the manufacturing sector, has made Joliet more reliant on residential property as a component of the City's overall equalized assessed valuation (EAV). Today, residential property accounts for nearly 80 percent of the total value of all property in Joliet.
- ***Joliet captures a larger share of retail sales than the county or region.*** Joliet's overall retail sales are bolstered by the presence of a regional mall, "big box" retailers, and a number of small and medium-sized shopping centers. As a result, Joliet generates about 14 percent more in retail sales per capita than Will County, and 25 percent more than the Chicago region.

Employment Analysis

The number of private sector jobs within Joliet grew over the last decade. According to the Illinois Department of Employment Security, the number of jobs in Joliet increased from 43,247 to 47,909 between 2001 and 2011, a gain of nearly eleven percent. This is likely connected to the rapid population growth experienced by Joliet over the same period. During the same period, jobs increased by 36 percent in Will County, and declined by nearly nine percent throughout the Chicago region.

Table 6.1. Private Sector Employment Estimates

	Joliet	Will County	6-County Region
Employment, 2001	43,247	119,021	3,488,894
Employment, 2011	47,909	161,330	3,192,426
Change, 2001-11	4,662	42,309	-296,468
Change as %, 2001-11	10.8%	35.5%	-8.5%

*The 6-County Region includes those counties with detailed employment data available through IDES. These counties include Cook, DuPage, Lake, Kane, McHenry and Will Counties.

Source: Illinois Department of Employment Security

Joliet's employment base is strongly tilted toward health care, retail and manufacturing industries. More than half of Joliet's workers (nearly 58 percent) are employed in health care, retail, manufacturing, or accommodations and food services. Joliet has transitioned from its earlier reliance on manufacturing and industrial uses to health care and service-related industries.

Table 6.2. Private Sector Employment of Workers by Industry Sector, 2010

	Count	Percent
Health Care and Social Assistance	12,678	26.5%
Retail Trade	6,795	14.2%
Manufacturing	4,601	9.6%
Accommodation and Food Services	3,611	7.5%
Wholesale Trade	3,410	7.1%
Administration & Support, Waste Management and Remediation	2,264	4.7%
Arts, Entertainment, and Recreation	2,056	4.3%
Construction	1,735	3.6%
Professional, Scientific, & Technical Services	1,602	3.3%
Transportation and Warehousing	1,496	3.1%
Utilities	1,480	3.1%
Other Services (excl. Public Administration)	1,446	3.0%
Educational Services	1,232	2.6%
Finance and Insurance	1,173	2.5%
Management of Companies and Enterprises	861	1.8%
Information	822	1.7%
Real Estate and Rental and Leasing	520	1.1%
Mining, Quarrying, and Oil and Gas Extraction	66	0.1%
Public Administration	n/a	--
Agriculture, Forestry, Fishing and Hunting	n/a	--
Total	47,848	100.0%

Source: Illinois Department of Employment Security

Joliet has a diversified employment base. As demonstrated in the previous table, Joliet's employment base is particularly strong in the health care, retail, manufacturing, and food service sectors. Many of the businesses that specialize in those sectors populate the list of Joliet's largest employers. According to ESRI Business Analyst and the Will County Center for Economic Development, Joliet's largest employers in 2011 are:

Table 6.3. Top Ten Joliet Employers, 2011

Employer	2011 Employment
Provena St. Joseph Hospital	2,430
Silver Cross Hospital	1,800
Hollywood Casino	1,400
Caterpillar Corp.	1,400
Will County	1,150
Harrahs Casino	1,100
University of St. Francis	1,100
Filtration Group	900
School District 86	900
City of Joliet	900

Source: ESRI Business Analyst; Will County Center for Economic Development

Joliet is a regional employment base whose businesses attract workers from throughout Will County and the west and southwest suburban portions of the Chicago region.

According to the U.S. Census Bureau's Longitudinal Employment and Household Dynamics (LEHD) database, 73 percent of Joliet's workforce resides outside of Joliet. Sixteen percent of the workforce comes from nearby western and southwestern suburbs, three percent come from Chicago, and 55 percent of Joliet workers come from other locations in the Chicago region.

Workers in Joliet come from a variety of places in the region.

Employers attract workers from a number of nearby communities in the greater western and southwestern Chicago region to jobs in Joliet. More than one-quarter of jobs in Joliet are filled with Joliet residents, and another sixteen percent are taken by residents in nearby locales. Three percent of workers come from Chicago, and 55 percent come from other locations throughout the region.

Table 6.4. Residence Location of Workers in Joliet, 2009

	Count	Percent
Total Workers	48,501	100%
Joliet	12,948	26.7%
Chicago	1,466	3.0%
Shorewood	1,346	2.8%
Crest Hill	1,297	2.7%
New Lenox	1,190	2.5%
Channahon	899	1.9%
Lockport	762	1.6%
Naperville	733	1.5%
Bolingbrook	688	1.4%
Aurora	641	1.3%
All Other Locations	26,531	54.7%

Source - LEHD

Joliet's residential properties account for nearly four-fifths of overall property value in the City. Residential properties make up 78 percent of the \$3.2 billion in property value in Joliet. The remaining 22 percent is almost solely comprised of commercial and industrial property value in the City.

Table 6.5. Joliet Equalized Assessed Value (EAV) by Property Type, 2008

Property Type	Estimated EAV
Residential EAV	\$2,479,061,851
Commercial EAV	\$561,935,745
Industrial EAV	\$144,955,983
Farm EAV	\$6,070,880
Railroad EAV	\$1,607,353
Mineral EAV	\$0
Total EAV	\$3,193,631,812

Source: Illinois Department of Revenue

Joliet has limited available retail space in its commercial real estate market, but industrial and office space vacancies are on par with those of the surrounding submarket and the Chicago region. In total, Joliet contains approximately nearly 38 million square feet of commercial real estate space, with 75 percent of that devoted to industrial uses. That proportion is similar to that of the Central Will commercial real estate submarket designated by CoStar, a commercial market analysis data source.

CoStar data shows that Joliet's retail vacancy rate is only 5.4%, significantly lower than that for the Central Will submarket (9.2%) and the Chicago region (8.4%). This may be attributed to the presence of many "big box" retailers in Joliet.

Table 6.6. Commercial Real Estate Square Footage and Vacancy by Type, 2011 3Q

	Joliet		Central Will*		Region**	
	Total RBA	Vacancy Rate	Total RBA	Vacancy Rate	Total RBA	Vacancy Rate
Retail	6,697,662	5.4%	31,215,798	9.2%	495,806,918	8.4%
Industrial	28,309,383	11.6%	112,958,727	10.0%	1,111,381,632	11.2%
Office	2,648,720	14.9%	9,188,926	16.8%	453,853,490	15.1%
Total Commercial Real Estate	37,655,765	10.8%	153,363,451	10.2%	2,061,042,040	11.4%

Source: CMAP Analysis of CoStar data

*Submarket Includes Joliet, New Lenox, Lockport, Shorewood, as well as other communities.

** CoStar's Chicago Region includes portions of Northwest Indiana and southwest Wisconsin

Joliet generates slightly more revenue from retail sales on a per capita basis compared to the county and region. In 2010, Joliet generated nearly \$1.8 billion in general merchandise retail sales, or more than \$12,000 per Joliet resident. The per capita rate of retail sales exceeds that for Will County (\$10,686 per resident) and is 25 percent more than that for the region (\$9,717 per resident). Joliet does well on this measure due to its regional mall, large number of big box retailers and midsize, community-scale shopping centers.

Table 6.7. General Merchandise Retail Sales, 2010

	Joliet	Will County	7-County Region
Retail sales	\$1,796,950,941	\$7,240,358,160	\$81,925,804,488
Retail sales per capita	\$12,188	\$10,686	\$9,717

Source: Illinois Department of Revenue

Growth in overall retail space in Joliet has slowed since 2006, but the vacancy rate has declined correspondingly. In 2006, Joliet reported 6.5 million square feet of retail space with a vacancy rate of 8.4%. By 2011, the amount of retail space increased by only 3.4% to 6.7 million square feet, but the vacancy rate for retail space declined to 5.4%.

Table 6.8. Retail Vacancy Rates, Joliet, 2006 and 2011 (3Q)

	Total Retail SF, 2006	2006 Vacancy Rate	Total Retail SF, 2011 (3Q)	2011 (3Q) Vacancy Rate
Retail Vacancy Rate	6,478,738	8.40%	6,697,662	5.40%

Source: CoStar

Joliet has added a significant amount to its industrial space inventory over the last decade, but vacancy rates have increased as well. Between 2001 and 2011 Joliet added almost 10 million square feet to its inventory of industrial space. During that same period the vacancy rate for industrial space more than doubled from 4.5% to nearly 12 percent, shifting the amount of available industrial space from 836,000 square feet in 2001 to nearly 3.3 million square feet in 2011.

Table 6.9. Industrial Vacancy Rates, Joliet, 2001 and 2011 (3Q)

	Total Industrial SF, 2001	2001 Vacancy Rate	Total Industrial SF, 2011 (3Q)	2011 (3Q) Vacancy Rate
Industrial Vacancy Rate	18,586,665	4.50%	28,309,383	11.60%

Source: CoStar

Joliet has added little to its inventory of office space during the last decade, but the vacancy rate has increased as well. Since 2001, the City increased its inventory of office space by nearly 16 percent. However, the vacancy rate for office space in the City increased as well, from 12 percent in 2001 to nearly 15 percent in 2011. There is currently about 395,000 square feet of available office space in Joliet.

Table 6.10. Office Vacancy Rates, Joliet, 2001 and 2011 (3Q)

	Total Office SF, 2001	2001 Vacancy Rate	Total Office SF, 2011 (3Q)	2011 (3Q) Vacancy Rate
Office Vacancy Rate	2,295,731	12.00%	2,648,720	14.90%

Source: CoStar



Section Seven

Site Characteristics

This section looks at land use and development characteristics from two perspectives – examining individually the characteristics of the JCC and USS sites, respectively, and also examining the general characteristics of the three-mile radius surrounding the JCC/USS sites.

Key Findings

Analysis of the JCC/USS site and surrounding areas of Joliet yields the following key findings:

- ***The JCC/USS area has a uniquely urban character, especially in contrast with the rest of Joliet.*** The areas surrounding the prison and steel mill sites are notable for their smaller lots, mix of uses, “workingman’s cottages”-type homes, tighter setbacks, and other attributes of places with a strong urban character. This stands in contrast to the more recent development that Joliet has experienced over the last twenty years. There may be an opportunity to redevelop the JCC/USS sites with special attention given to this unique character.
- ***Collins Street is an asset that could be a solid foundation for revitalization.*** Investment over the last twenty years has transformed Collins Street into a critical commercial corridor that serves Joliet’s East Side neighborhoods. Successful redevelopment of the JCC/USS sites would complement previous Collins Street investment.
- ***The JCC/USS area’s existing street network and lack of connectivity presents challenges to revitalization.*** Connectivity in the JCC/USS area has been negatively impacted by the combination of the prison, steel mill, river and rail lines, which frequently interrupt opportunities for easy connections to downtown Joliet and the West Side. Special attention should be given to connectivity between the sites, downtown Joliet, the western portions of the City and points east and north of the site to realize the full potential of redevelopment.
- ***There are existing recreational and natural environment resources in the JCC/USS area that are underutilized.*** The JCC/USS sites are adjacent to a bike and trail network that extends into Cook County and connects with the larger regional bike and trail network. However, trails are underutilized due to poor visibility and poor safety and security perceptions. Effective redevelopment possibilities may include improving the visibility, access and usage of the network.

Joliet Correctional Center Site

The Joliet Correctional Center site is approximately 180 acres in size. The site is divided into a smaller western portion and a much larger eastern portion by Collins Street.

The west side of Collins Street contains the original prison. The 20 acre prison location, built over a one hundred year period, contains 24 buildings behind the 25-foot high walls that surround the prison. The buildings include several prison inmate cell blocks, a hospital, cafeteria, gymnasium, school, chapel, laundry facility, on-site water system, and administration buildings. The most recent buildings, dating from the 1980's, are the cafeteria and gymnasium. They appear to be in the best structural condition.

The east side of Collins Street holds a 160 acre auxiliary site. The site contains two large quarries that were mined for limestone to construct the prison in the 1870's and 1880's, an operating shooting range, and an inmate cemetery. The southwest corner of the auxiliary site, closest to the main prison, includes the former women's prison and an active Illinois State Police criminal evidence lab. There are approximately seven buildings on the auxiliary site.

The auxiliary site is bisected by an old Elgin, Joliet and Eastern (EJ&E) rail line now owned by Canadian National (CN). The rail line cuts a path from the northwest to the southeast corners of the parcel. The City of Joliet has been working with CN to reroute Woodruff Road so that it no longer crosses the rail line at grade as it currently does and would intersect with Collins Street about one-half mile north of its current intersection. East of the rail line the topography changes dramatically as a bluff rises 60-80 feet parallel to the rail line. The inmate cemetery lies at the top of this bluff.

U.S. Steel Site

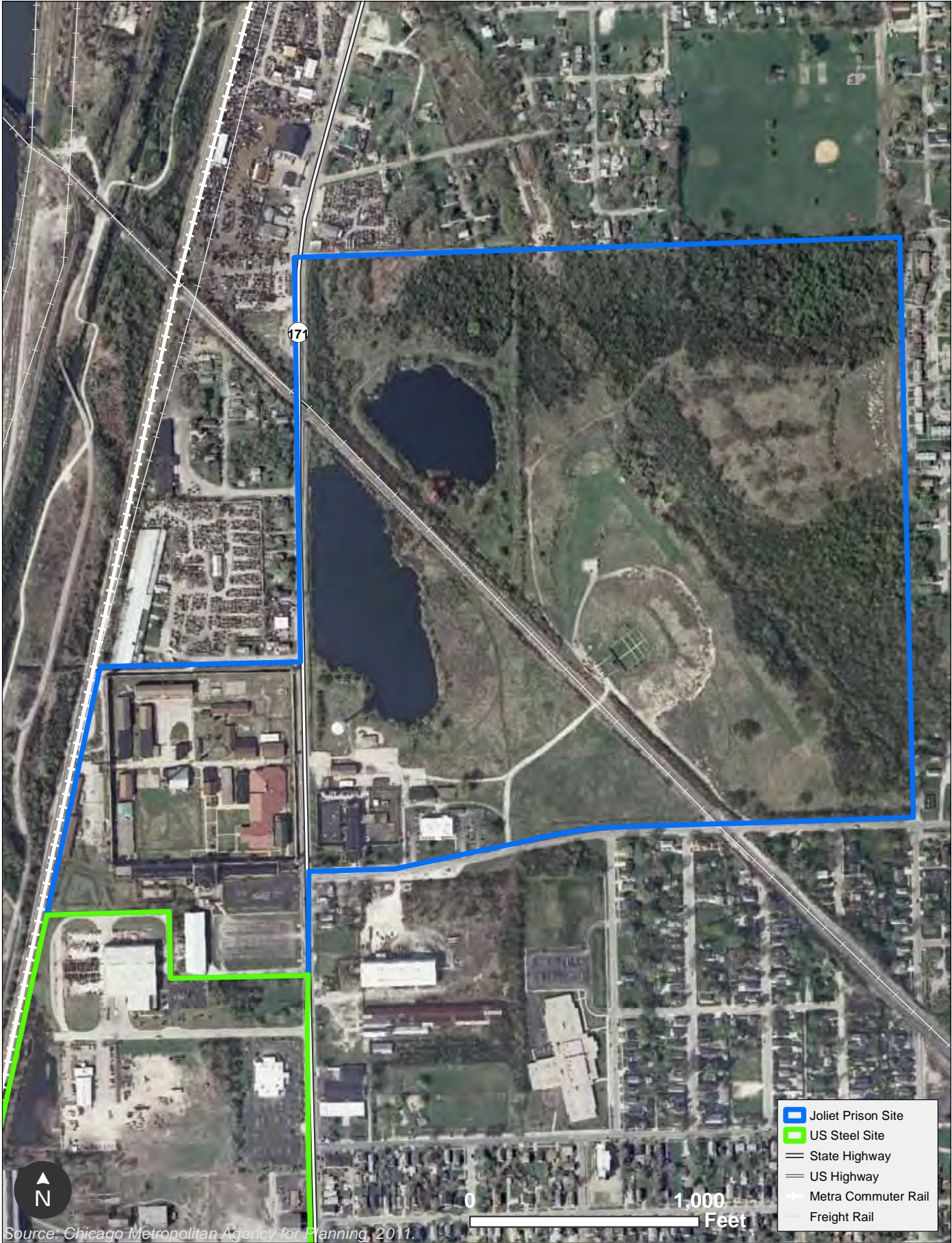
The U.S. Steel site is approximately 94 acres in size and is immediately south of the JCC site. The southern tip of the USS site, at Ohio Street, is adjacent to the northernmost point of downtown Joliet, at the Ruby Street Bridge.

Dozens of buildings remain on the site. Most are empty and still owned by U.S. Steel. However, U.S. Steel has sold off portions of the property over the years and there are a few active and occupied buildings on the site. In total, approximately 57 acres is still owned by U.S. Steel, 30 acres is owned by Gateway (IL RECO), and the remaining seven acres is owned by four smaller businesses.

The site's southern end is bounded by rail lines from Ohio Street to Cleveland Avenue, but is open to the west side of Collins Street north of that point. As with the JCC site, the USS site's western edge is the Will County Forest Preserve District property along the Des Plaines River.



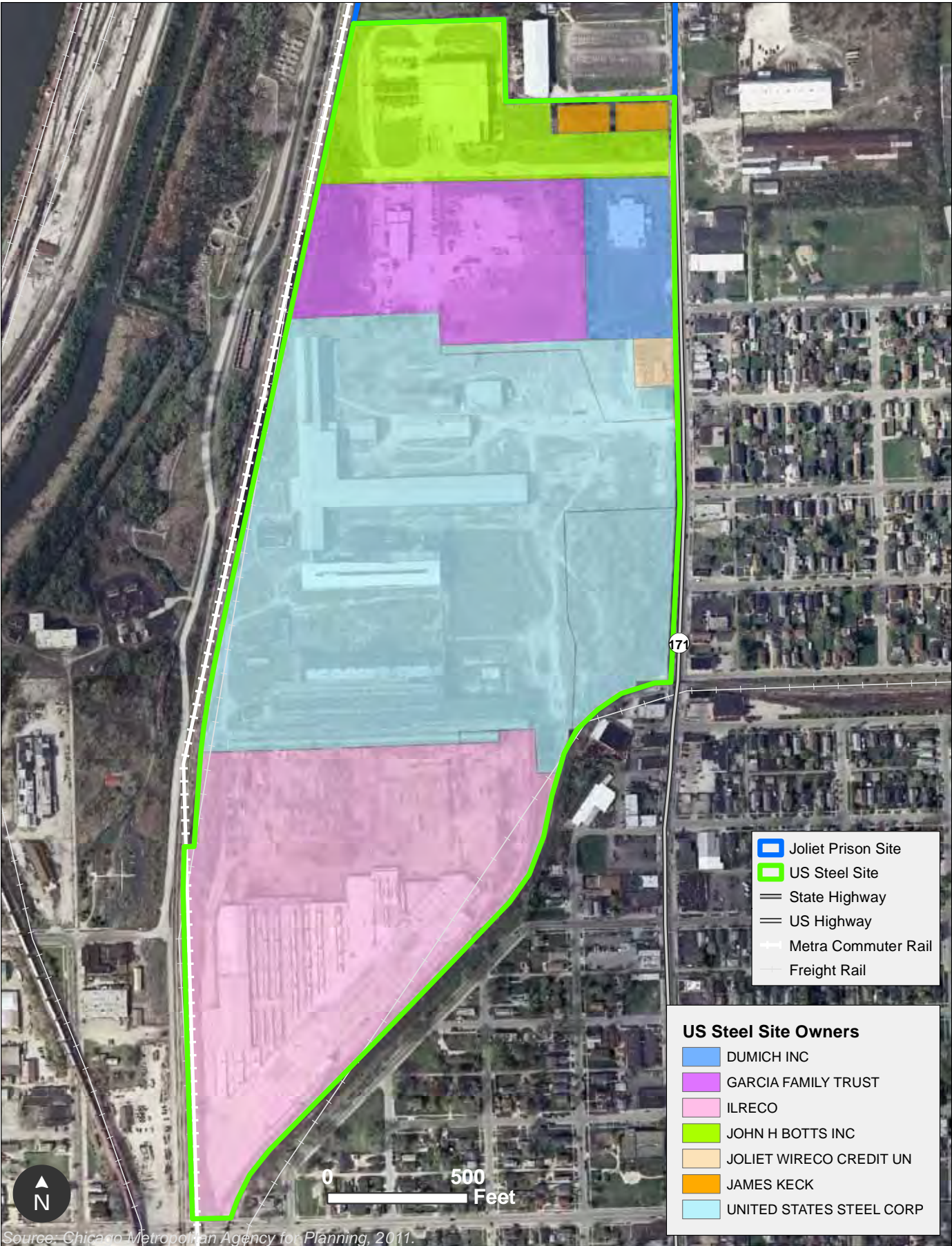
Map 3. JCC Site



Map 4. US Steel Site



Map 5. US Steel Site Ownership



Area Characteristics

The JCC/USS sites are bounded by the City of Joliet to the south, east and west, the unincorporated area of Fairmont to the north (and the City of Lockport slightly further north), and portions of the City of Crest Hill to the northwest. The focus of the evaluation of area characteristics will be on areas within Joliet. Particular focus will be given to the two neighborhoods that are adjacent to the JCC/USS site – the Forest Park neighborhood immediately to the east, and the East Side neighborhood to the east and south of the sites. Other areas will be noted as included.

Residential

Single-Family Residential: Single-family residential uses are the primary residential type in the JCC/USS area. The area has generally older homes, built between the 1900's and 1920's, on relatively smaller lots built upon a traditional grid pattern. Most homes were built as “workingman's cottages” designed to house the employers and families of the prison and steel mill. This is a much different residential character from other neighborhoods in Joliet, especially when compared to the newer and larger homes constructed further west over the last 20 years.

Multi-Family Residential: A small number of multiple-family residential units are sporadically located throughout the JCC/USS area. Multi-family residential in the area includes two- and three-unit apartment buildings, generally built into the fabric of the single-family home character. In the Forest Park neighborhood the Housing Authority of Joliet has maintained a number of units through its Fairview Homes public housing development and its Liberty Meadows mixed income development.

Commercial/Retail

Collins Street is the primary commercial and retail corridor on the East Side of Joliet. The corridor rebounded from disinvestment that began as the JCC/USS sites were closing in the 1980's to become a shopping destination for Joliet residents. Small businesses, such as grocers, bakeries, ethnic restaurants, fast-food outlets, banquet halls, and other similar uses line the street from Cass Street on the southern end to Woodruff Road, by the prison. Many of the businesses along the corridor reflect the retail needs of the rapidly expanding Latino population.

A similar commercial corridor exists on Cass Street, an east-west roadway at the southern end of the study area. In addition, the JCC/USS area is conveniently located between both downtown Joliet and downtown Lockport.

Office/Light Industrial

There are limited amounts of office and light industrial uses in the JCC/USS area. Office uses are generally small law or accounting offices. Light industrial uses include occasional auto repair or auto sales outlets.

Industrial

The presence of a prison and a steel production facility for more than a century has led to a strong industrial character in the JCC/USS area. Even though many industrial businesses have left, many more are still in the area. As noted earlier, Gateway (IL RECO) maintains an industrial presence on the USS site, as do several smaller users. North of the prison into Fairmont and Lockport, Collins Street contains a number of auto-repair, auto sales and auto scrapping uses, in addition to other general industrial uses. An operating intermodal rail facility exists one-half mile east of Collins Street and forms the eastern border of the East Side neighborhood. Additional industrial uses are found in that area.

Community Facilities

Municipal facilities that serve the JCC/USS area include the Joliet Fire Department's Station 4 located on Draper Avenue, approximately one mile from the JCC/USS site, and the East Side Water Treatment Plant on Rosalind Avenue, less than one-half mile from the JCC/USS site. To the north, the Lockport Township Highway Department garage is on Collins Street.

Just east of the JCC/USS site is Silver Cross Hospital, a 1000-bed institution that has been in Joliet for more than a century. The hospital began construction on a new facility in 2008 in New Lenox, and is scheduled to relocate to the new facility in February 2012.

The Forest Park and East Side neighborhoods contain dozens of churches, scattered throughout the area and representing a wide variety of faiths.

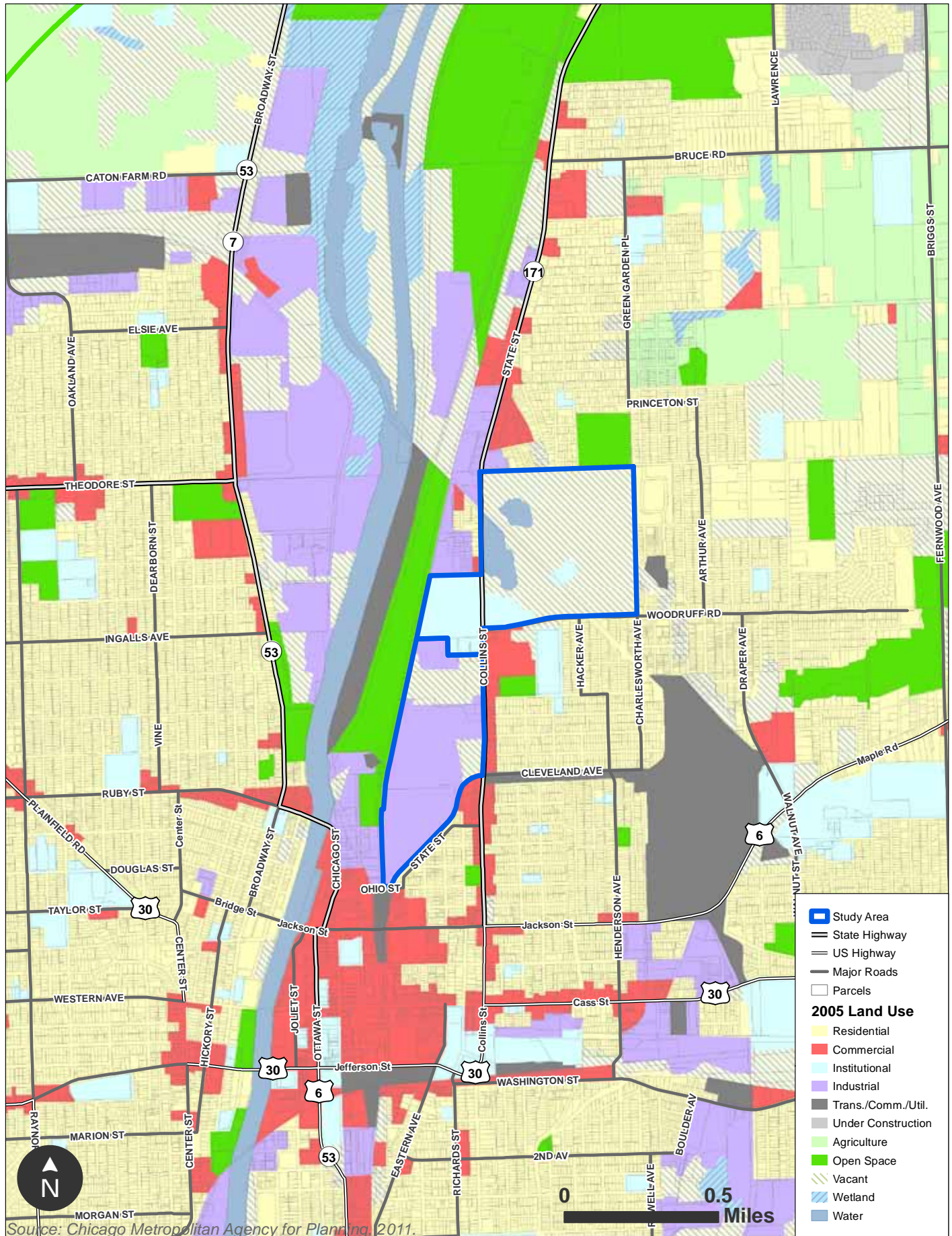
Open Space

Public Parks: The JCC/USS sites are surrounded by public open space. The Joliet Park District operates three parks within one mile of the JCC/USS site – Heggie Field and Forest Park to the east, and Columbia Park to the south – as well as the Hartman Recreation Center on Collins Street. The Joliet Park District also maintains numerous small play areas with playground equipment throughout the JCC/USS area.

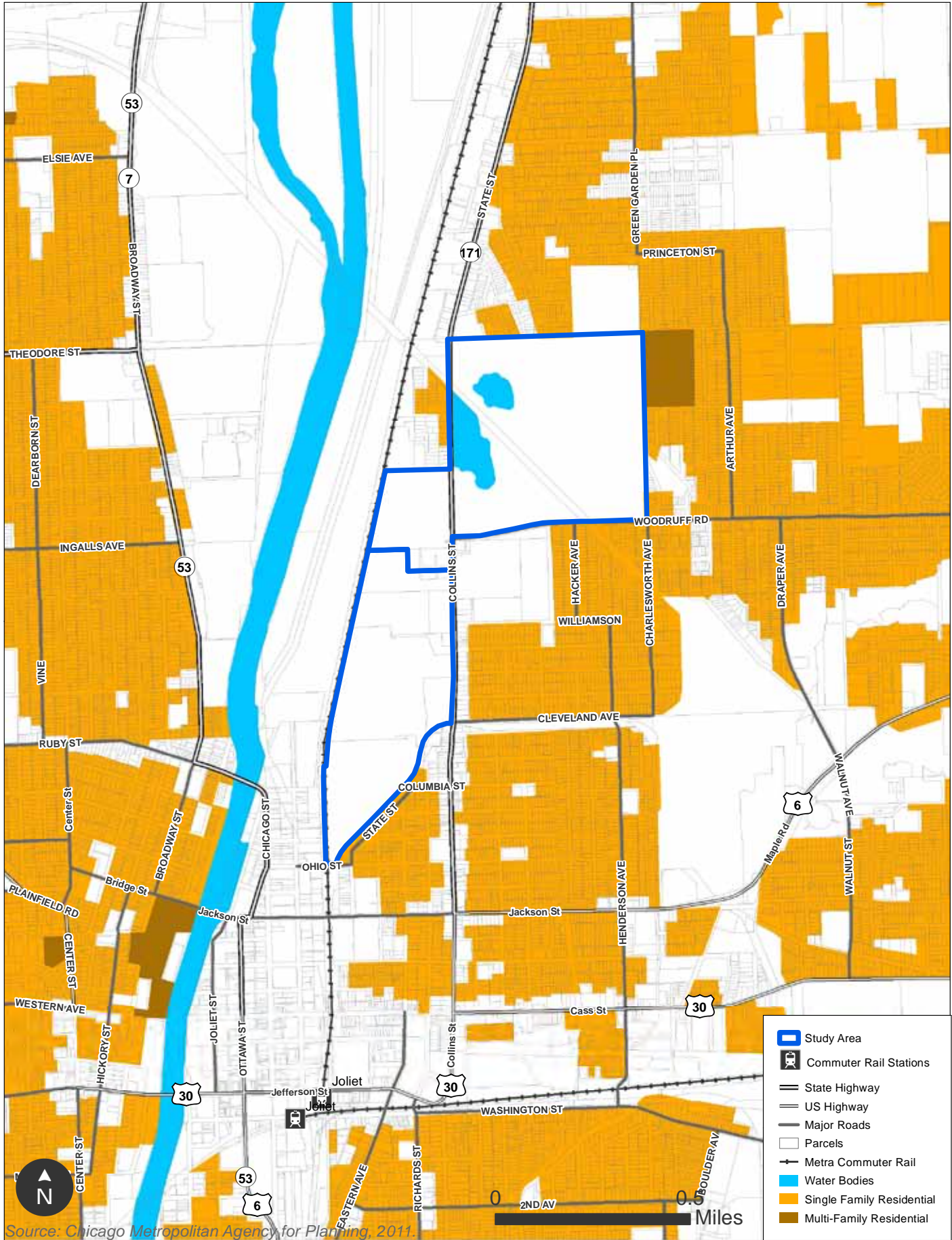
The Lockport Township Park District, whose southern boundary is adjacent to the prison site, operates three parks within one mile as well – A.F. Hill Park to the northeast, and Dellwood Park and Dellwood West Park to the north – and also operates the Fairmont Community Center in unincorporated Fairmont.

Forest Preserves: The Forest Preserve District of Will County also maintains several properties in the JCC/USS area. The Joliet Iron Works Historic Site, at the southern edge of the USS site, is an interpretive trail that allows visitors to view the history of the USS site and connect with trails along the Des Plaines River. The trails connect with the Illinois and Michigan Canal Trail, which extend into Cook County. Other Forest Preserve properties exist nearby, most notably Walnut Hollow Forest Preserve to the east and Lockport Prairie Nature Preserve to the north.

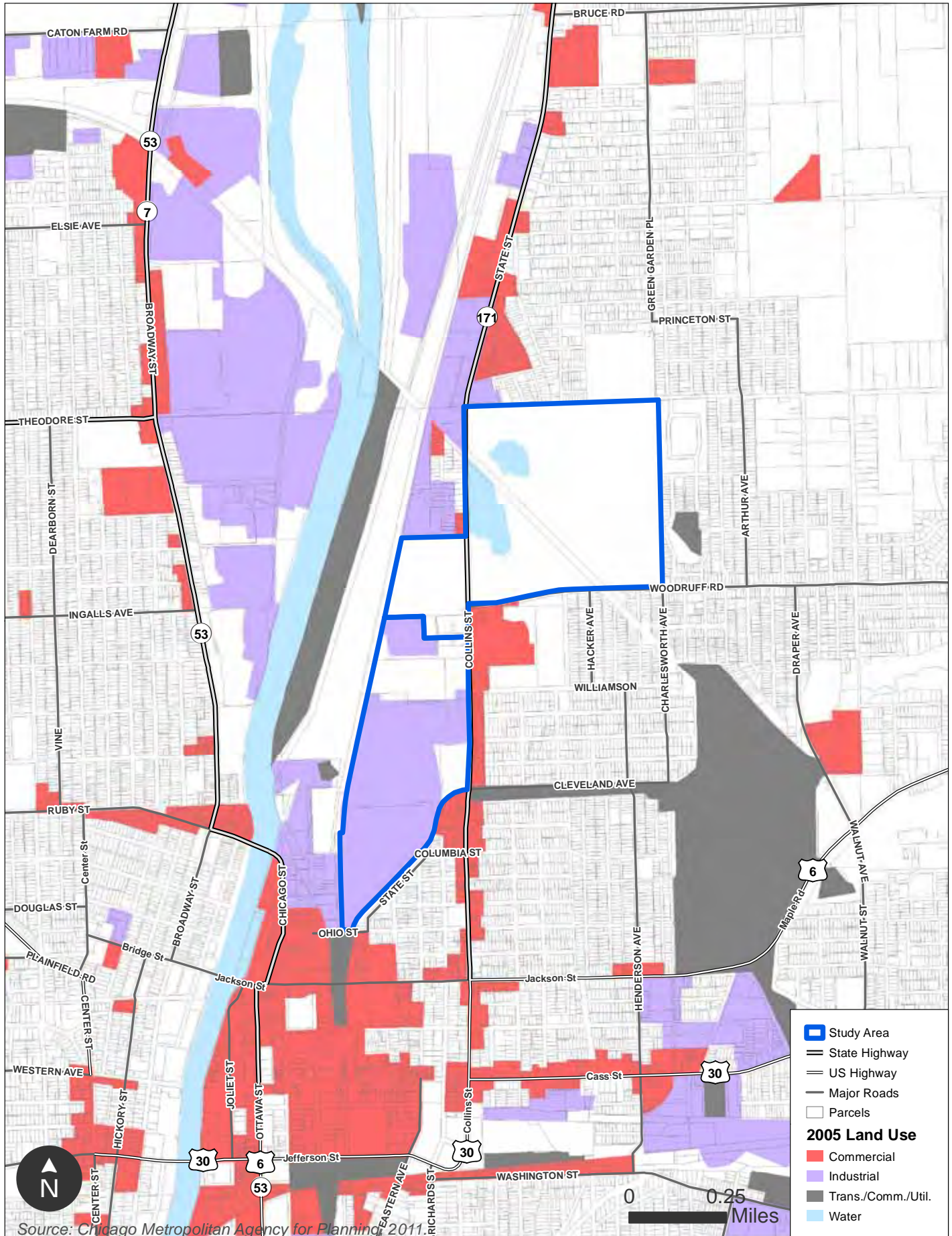
Map 6. JCC/USS Area Land Use



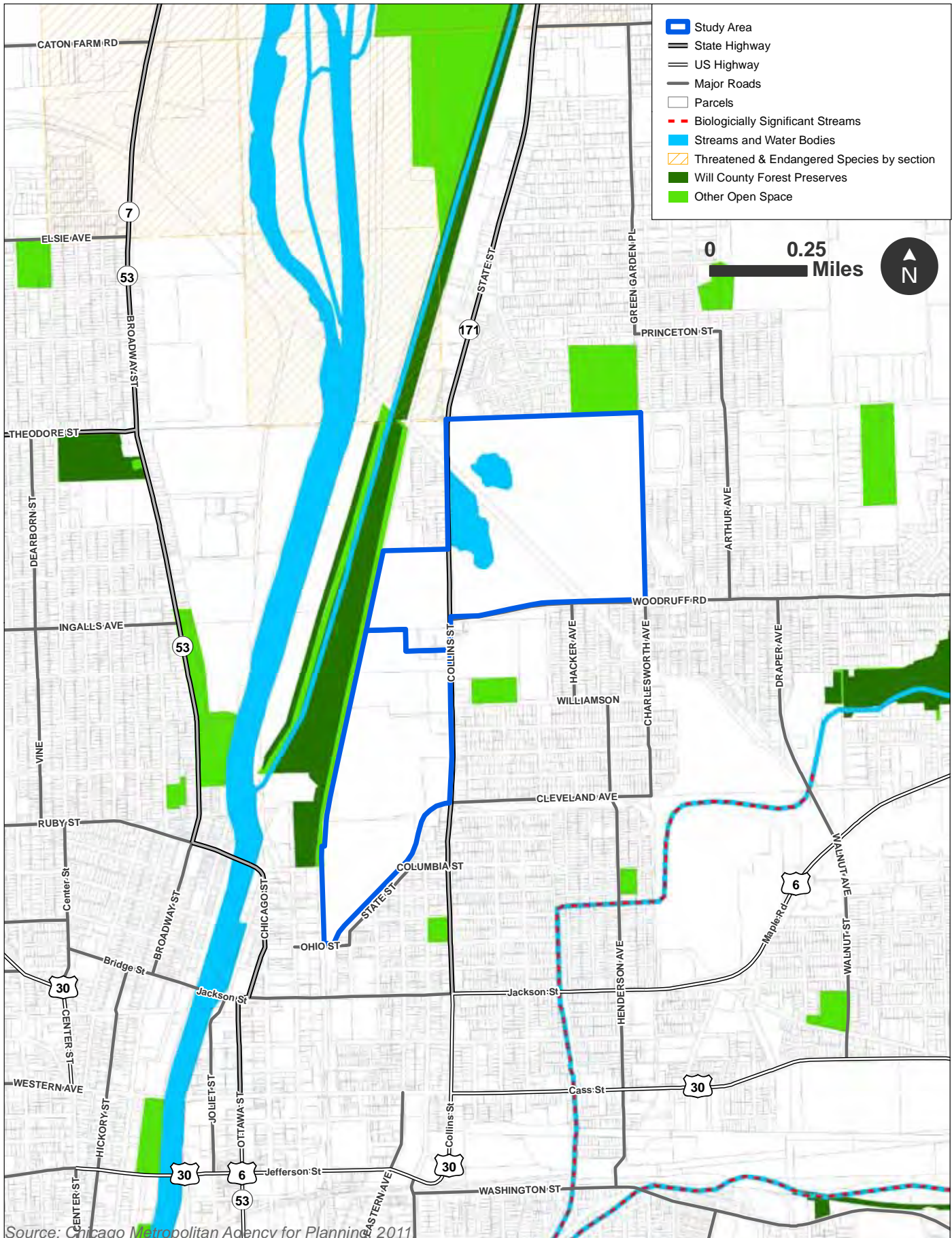
Map 7. Residential Areas



Map 8. Commercial Areas



Map 9. Parks and Open Space



Zoning

The City of Joliet Zoning Ordinance, adopted in 1968 and amended through 2011, is a fairly accurate representation of the development pattern throughout the JCC/USS area. Tables 7.1 and 7.2 summarize the zoning classifications in Joliet below.

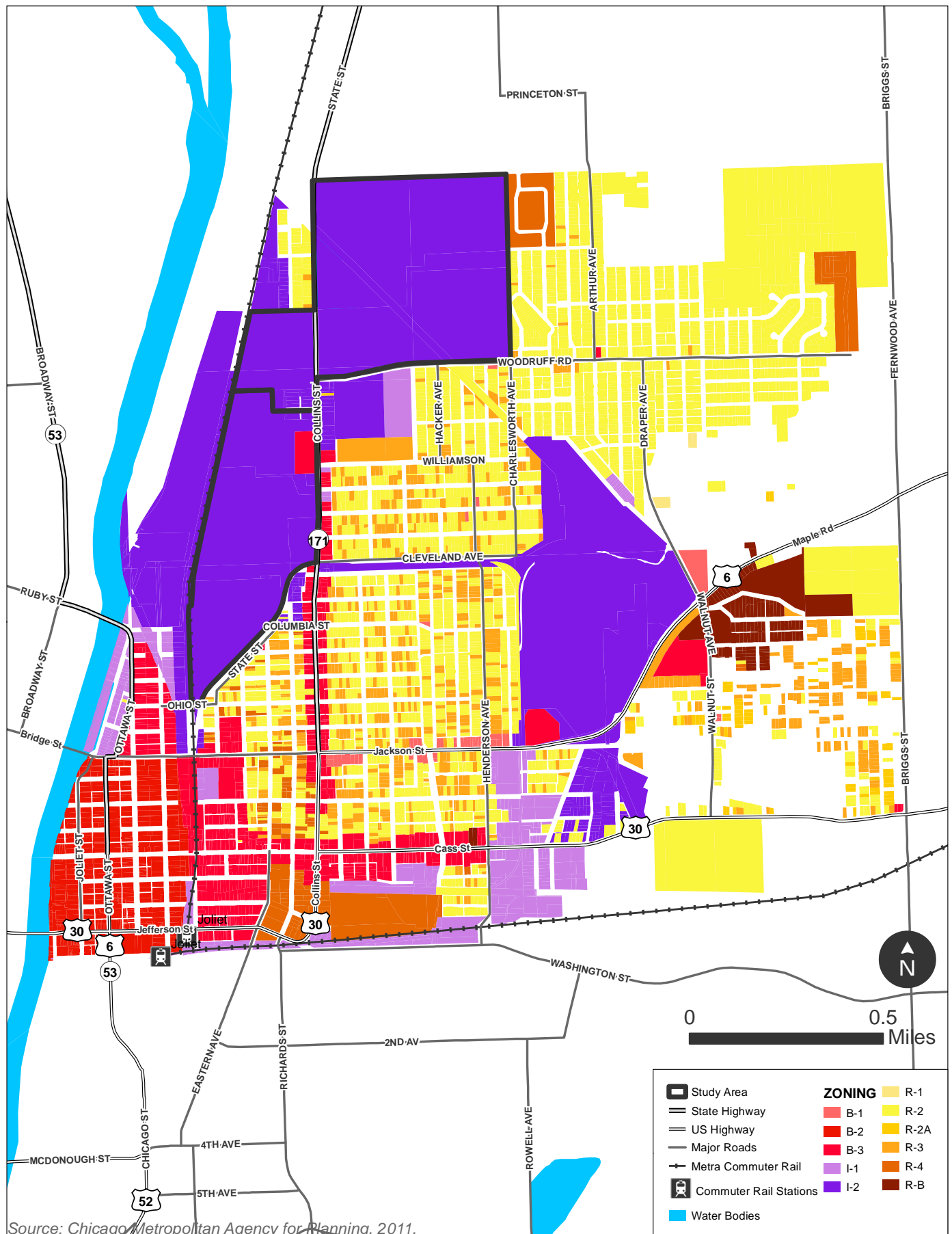
Table 7.1: Non-Residential Zoning Classifications

Zoning Classifications	Permitted Uses	Parking Requirements	Height Requirements	Area Requirements
B-1: Neighborhood Business District	Convenience-oriented retail meant to serve the immediate needs of surrounding neighbors	As per desired use, in Section 47-17.17	3 stories or 30 feet	Screening from adjacent residential districts
B-2: Central Business District	Restricted variety of retail stores and related activities, office buildings and service establishments within the Central Business District	Not required	No height requirement; however, FAR must not exceed 7.0	N/A
B-3: General Business District	Commercial, wholesale and light industrial uses that are transportation related; tend to be region-serving	As per desired use, in Section 47-17.17	3 stories or 50 feet	Screening from adjacent residential districts
R-B: Restricted Business District	Business offices, professional buildings and some multifamily dwellings	As per desired use, in Section 47-17.17	6 stories or 75 feet	25 foot front yard; 15 foot side yards on each side; 40 foot rear yard
I-1: Light Industrial District	Industrial uses with limited objectionable external effects	As per desired use, in Section 47-17.17	120 feet	Minimum 15 feet in rear and side yards
I-2: General Industrial District	Uses incompatible with residential uses due to smoke, odor, dust or unrefined appearance	As per desired use, in Section 47-17.17	120 feet	Minimum 15 feet in rear and side yards

Table 7.2: Residential Zoning Classifications

Zoning Classifications	Permitted Uses	Minimum Lot Size	Lot Coverage	Setbacks	Height
R-1: Single Family Residential District	Low density single family homes, churches, agricultural uses	10,000 sq. ft., with 75 ft. min. width	No more than 30% of lot area	30 foot min. front yard; 25 foot min. rear yard; 10 foot min. side yard; 25 foot min. sum of side yards	2 stories, or 35 feet
R-2: Single Family Residential District	Same uses as in R-1, but at slightly higher densities	7,500 sq. ft., with 60 ft. min. width	No more than 30% of lot area	30 foot min. front yard; 25 foot min. rear yard; 8 foot min. side yard; 20 foot min. sum of side yards	2 stories, or 35 feet
R-2A: Single Family Residential District	Same uses as R-1, but designed to accommodate areas platted with lots smaller than is now customary while maintaining single family character	4,800 sq. ft., with 38 ft. min. width	No more than 30% of lot area	25 foot min. front yard; 25 foot min. rear yard; 5 foot min. side yard; 10 foot min. sum of side yards	2 stories, or 35 feet
R-3: One and Two Family Residential District	Accommodate areas of two-family residences, either through conversion or new construction	7,000 sq. ft., with 50 ft. min. width	No more than 30% of lot area	25 foot min. front yard; 25 foot min. rear yard; 6 foot min. side yard; 14 foot min. sum of side yards	2 stories, or 35 feet
R-4: Low Density Multi Family District	Low to medium density multifamily uses	5,000 sq. ft., with 50 ft. min. width	No more than 30% of lot area	25 foot min. front yard; 25 foot min. rear yard; 6 foot min. side yard; 14 foot min. sum of side yards	2 stories, or 35 feet

Map 10. Current Zoning



Transportation/Circulation/Infrastructure

Functional Classification

Thoroughfares perform three vital roles in a community – the space for mobility, commerce and civic life. Streets vary on how much of each role they provide based on their design. The functional classification of a road describes the character of the road just in terms of mobility. Other classifications systems, such as thoroughfare type, can provide more information on how the street relates to the surrounding homes and businesses. The following is a breakdown of roadways by functional classification based on analysis from the Illinois Department of Transportation.

Arterials: The JCC/USS sites are linked to each other, Joliet and the Chicago region through the only north-south arterial roadway in the area, Collins Street. Designated as Illinois Route 171, Collins carries approximately 11,500 vehicles per day on average. The Collins right-of-way generally measures 50 feet in width in the area, with one travel lane and one parking lane in each direction.

Traffic on Collins is heaviest at its intersections with Jackson and Cass streets, the two main east-west arterials in the JCC/USS area. Also known as U.S. Route 6 and U.S. Route 30, respectively, the roadways carry in excess of 10,000 vehicles per day on average and have two of the three Des Plaines River bridge crossings that connect the JCC/USS area with Joliet's West Side. Both roadways are at the southern edge of the JCC/USS study area, adjacent to northern portions of downtown Joliet.

While not within the JCC/USS study area, the last arterial roadway of note is Scott Street, or Illinois Route 53. This north-south roadway travels the eastern edge of downtown Joliet before making a westward turn at Ruby Street to cross the Des Plaines River at the Ruby Street Bridge. Traffic counts near the bridge average 7,200 vehicles per day. This roadway and bridge is significant to the JCC/USS area in that it represents the closest connection between the sites, downtown Joliet and Joliet's West Side.

Collectors: The JCC/USS area has three primary collectors in Woodruff Avenue, Draper Avenue/Walnut Street, and Columbia Street/State Street. These streets perform the role of distributing traffic between local streets and arterials. At the northern edge of the study area, Woodruff links the Forest Park neighborhood with Collins Street and the rest of Joliet. The roadway has one moving lane in each direction and no parking lanes, and carries approximately 4,200 vehicles per day. The roadway has an at-grade rail crossing of an EJ&E line just east of its intersection with Collins Street, as noted in earlier sections describing the JCC site. Draper Avenue/Walnut Street forms the eastern edge of the study area. Traffic counts on the roadway range from 2,900 to 4,600 per day. Silver Cross Hospital, a key institution slated to relocate to New Lenox in February 2012, is located on this roadway. Columbia Street and State Street together function as a collector road from Columbia's intersection with Collins Street to Ohio Street. Carrying approximately 7,500 vehicles per day, the roadways collect and

disperse traffic from the Ruby Street and Jackson Street bridges.

Local Roads: The remaining streets in the JCC/USS area are local streets that generally provide access to private property. The travel speeds and traffic volumes are low and mostly consist of one moving lane in each direction with sidewalks. The City of Joliet has jurisdiction over all local streets in the JCC/USS study area. The State of Illinois has jurisdiction over roadways that carry state highway designation as listed above.

Street Network and Connectivity

Connectivity measures how easily residents, workers, and visitors can traverse the area to take full advantage of services, public spaces and transportation options within the JCC/USS area.

Overall, the JCC/USS area has a strong grid orientation to its street network. However, connectivity has been negatively impacted by the combination of the prison, steel mill, river and rail lines, which frequently interrupt opportunities for easy connections to downtown Joliet and the West Side. During the public meeting process for this project many residents noted that connectivity is a significant barrier to revitalization of the area.

Transit

The immediate JCC/USS area is served by two PACE bus routes, one regional and one local in scope. The #834 Joliet-Downers Grove route connects downtown Joliet with downtown Downers Grove. Along the route, riders gain access to Lewis University, Good Samaritan Hospital, Romeoville, Bolingbrook, Will County Courthouse, and Yorktown Shopping Center. The #509 Forest Park route connects unincorporated Fairmont and Joliet's Forest Park neighborhood with downtown Joliet. Both routes offer connections to METRA rail service on the Rock Island or Heritage Corridor lines at Joliet Union Station.

Freight

Collins and Cass streets (Illinois Route 171 and U.S. Route 30) are the only Class II trucking routes in the JCC/USS area. Scott Street, just south of the study area, is also a Class II trucking route through its connection with the Ruby Street Bridge, the southernmost point of the study area.

Active freight rail lines surround the JCC/USS sites. The Burlington, Northern Santa Fe (BNSF) Railway and Union Pacific Railway operate freight lines adjacent to the Des Plaines River on the western edge of the JCC/USS sites. Union Pacific Railway also operates a rail yard on the eastern border of the study area.

Parking

Off-street parking is limited to that provided by businesses along major business corridors such as Collins and Cass streets. As one of the first settled portions of Joliet, off-street parking was not a consideration in the early development of the area and has been addressed sporadically in recent decades. On-street parking can be found on arterial and collector streets, and additional on-street parking can be found on local roadways.

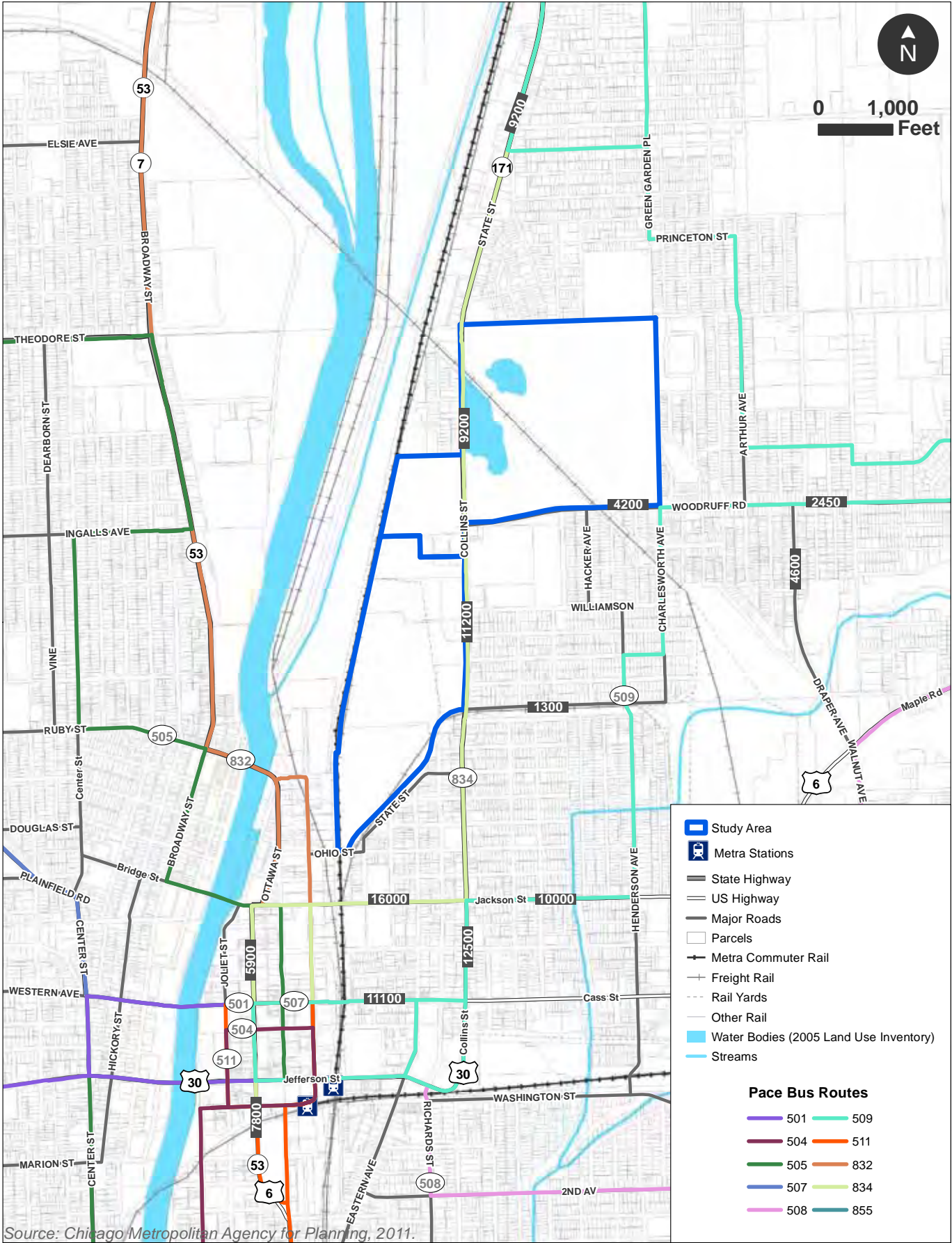
Walking and Bicycling

Sidewalks: Sidewalks are generally plentiful in the JCC/USS area. Collins Street has sidewalks along its entire route through the area on at least one side of the street, with some omissions near the prison and steel mill sites. No sidewalks go north of Woodruff Road.

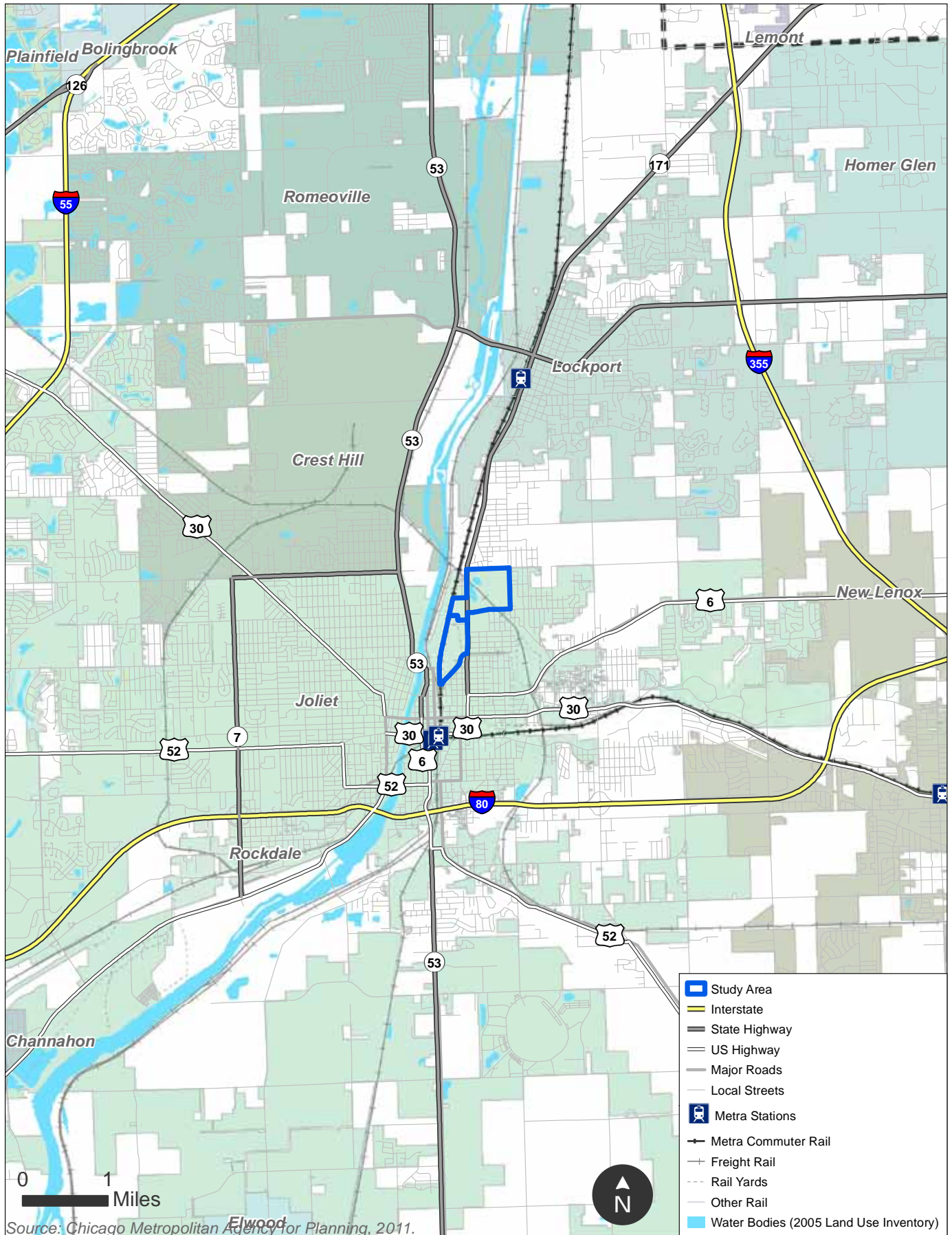
Bike Routes and Trails: As mentioned earlier, the Joliet Iron Works Historic Site, at the southern edge of the USS site, is an interpretive trail that allows visitors to view the history of the USS site and connect with trails along the Des Plaines River. The trails connect with the Illinois and Michigan Canal Trail, which extend into Cook County. Despite having this resource, few walkers or bikers use the trail. Reasons for the lack of use include a lack of knowledge about the trail's existence, poor visibility from adjacent areas, and perceived safety and security concerns.



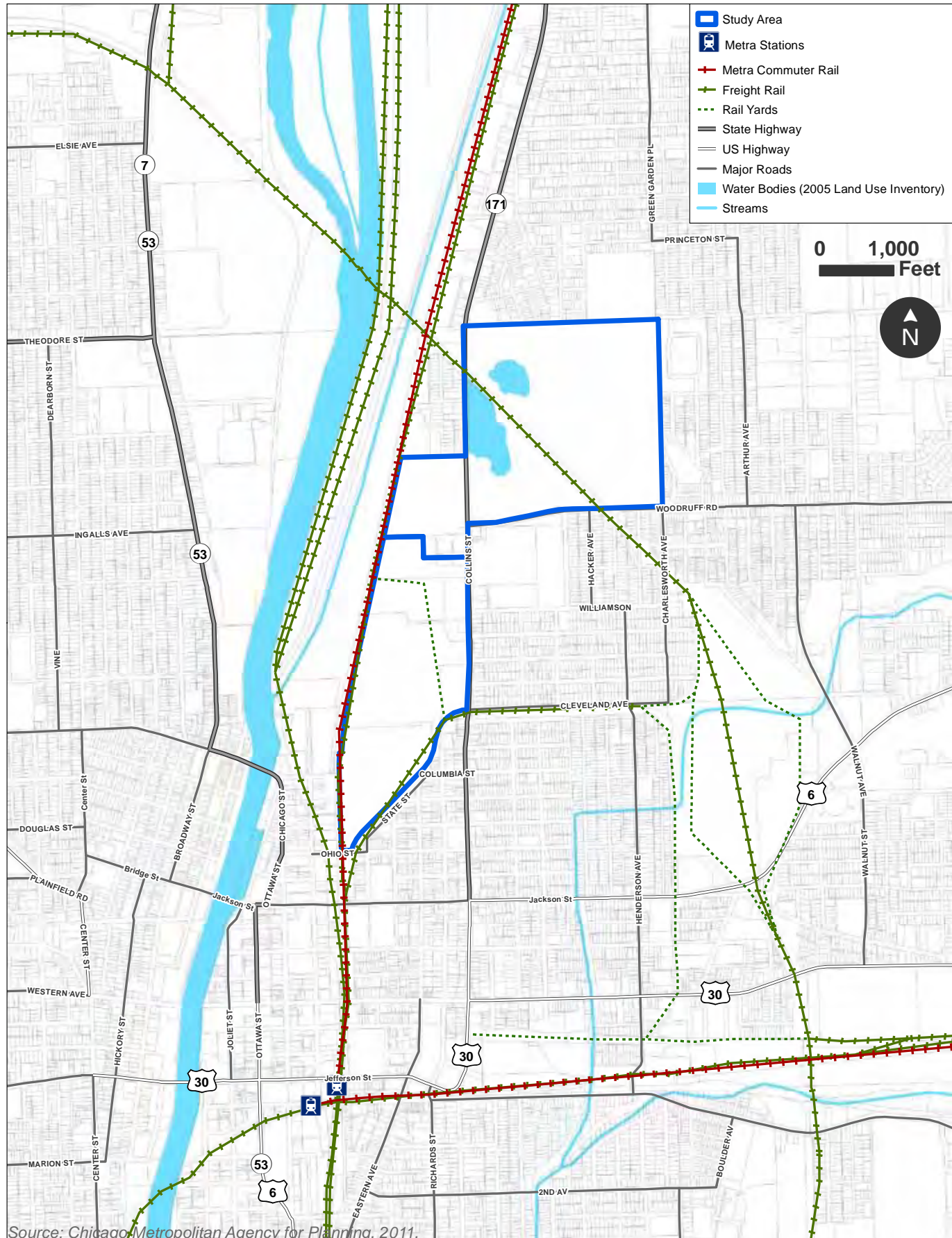
Map 11. Transportation



Map 12. Regional Transportation



Map 13. Transportation



Natural Environment

Watersheds

The natural environment of the JCC/USS area is defined by the Des Plaines River and the surrounding valley. The sites are officially designated as being located within the Maple Lake/Chicago Sanitary and Ship Canal and Spring Creek watersheds, largely due to the channelization that has occurred over the last century. Watersheds are areas of land defined by how water moves over the landscape. Areas that drain into a common point, such as a stream or river, are within the same watershed. The Maple Lake/Chicago Sanitary and Ship Canal and Spring Creek watersheds originate in southwest Cook County and flowing southwest through Will County before connecting with the Kankakee River to form the Illinois River near Channahon.

Spring Creek courses through the eastern portions of the JCC/USS study area and has an extensive floodplain that impacts much of the East Side neighborhood east of Collins Street. The floodplain has been cited by area residents as an impediment to revitalization. The JCC/USS sites are not located in the Spring Creek floodplain.

Topography

The chief topographic characteristic of the area is a large bluff that rises from the Des Plaines River approximately 60-80 feet above the river, approximately one-half mile east of the river bed. The bluff bisects the larger, 160-acre parcel of the JCC site from northwest to southeast, and is heavily wooded for large stretches. The Forest Park neighborhood sits at the top of the bluff, and the East Side neighborhood is located below the bluff. The west bank of the river rises steeply directly from the river bed, again approximately 60-80 feet in height.

Other Natural Features

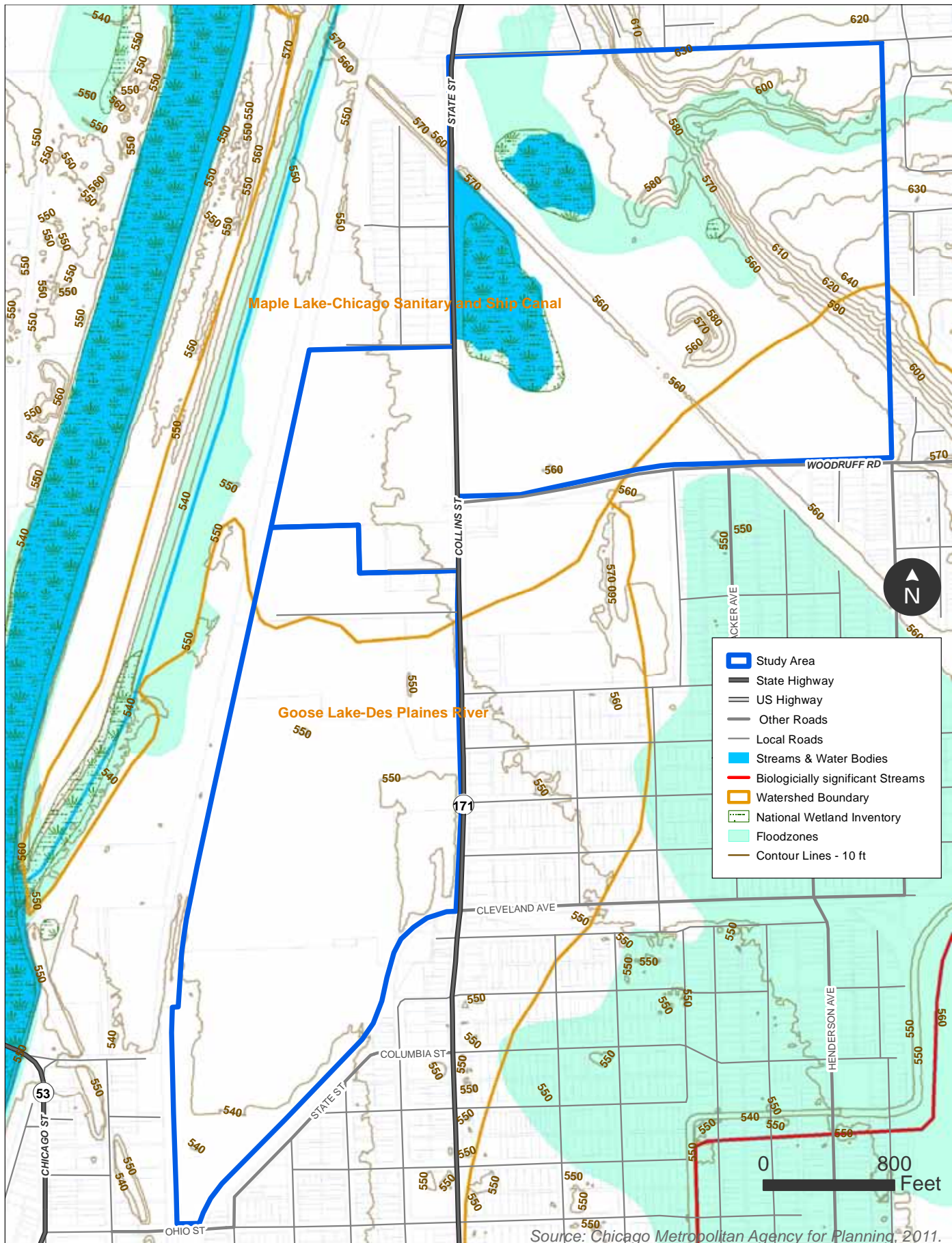
Two water-filled limestone quarries are located on the eastern portion of the JCC site. Initially dug in the 1880s to provide limestone for the construction of the prison, they can now be considered natural assets of the area. Due to their location and the natural flow of surface water in the area, they function as detention ponds for the JCC/USS site.

Water Systems

The City of Joliet relies on shallow groundwater wells for drinking water. The City's Public Utilities Department pumps water from several community wells, including one within one near the JCC/USS sites, and is treated at one of three locations in Joliet.



Map 14. Natural Environment



Section Eight

Looking Forward

The introduction to this report offered the four key questions that are expected to be answered during this planning process. They are:

- What recreational use potential exists for the sites?
- What commercial use potential exists for the sites?
- What residential potential exists for the sites?
- How can the sites be integrated into the framework of the surrounding community?

However, the questions themselves do not capture the magnitude and multitude of issues that the planning process hopes to address. Related to those listed above, other priority issues to be addressed by the JCC/USS Redevelopment Plan are as follows:

- Improved connections with Downtown Joliet
- Improved connections between the East and West Sides of Joliet
- Multi-jurisdictional coordination (Federal, State and Local governments)
- Rail Line collaboration and coordination
- Creative implementation of appropriate redevelopment tools
- Site Marketing/Developer Solicitation
- Site Acquisition
- Site Cleanup



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