

JOLIET

CHICAGO STREET CORRIDOR PLAN

Creating a nationally known urban street & square

CITY OF JOLIET, 2018

Acknowledgements

City of Joliet Mayor and City Council
Mayor Bob O'Dekirk
Don "Duck" Dickinson, At-Large
Jan Hallums-Quillman, At-Large
Larry Hug, District 1
Bettye Gavin, District 4
John Gerl, District 3
Terry Morris, District 5
Pat Mudron, District 2
Michael Turk, At-Large

Project Representatives
Michael Schwarz, AICP, City of Joliet Planning Director
Kendall Jackson, AICP, City of Joliet Community Development Director

City of Joliet Administration and Staff
David A. Hales, City Manager
Steve Jones, Deputy City Manager/ Economic Development Director
Marty Shanahan, Jr., Corporation Counsel
Jim Trizna, P.E. Director of Public Works
Greg Ruddy, P.E. Public Works Administrator
Scott Gapsevich, Engineering Supervisor
Russ Lubash, P.E. Traffic Engineer
Lisa Dorothy, Civil Engineer I
Jim Torri, Planner II
Jayne Bernhard, Planner

Joliet City Center Partnership Board
Jim Roolf (Chair) First Midwest Bank
Bryan Kopman (Vice-Chair) Kavanagh Grumley & Gorbold, LLC
Rod Tonelli (Economic Development Comm. Chair) Ruettiger, Tonelli & Associates, Inc.
Mike Brick (Marketing Comm. Chair), Joliet Area Historical Museum
Megan Millen (Owners & Managers Assoc. Chair), Joliet Public Library
Sue Pritz-Bornhofen, Jacob Henry Mansion Estate
John Greuling, Will County Center for Economic Development
Mary Jaworski, Joliet Area Chamber of Commerce
Sue Moore, Moore Glass
Bob O'Dekirk, Mayor, City of Joliet
James V. Smith, James V. Smith & Associates
Dan Stevenson, Midland States Bank
Larry Walsh, Will County Executive
Denise Winfrey, Will County Board

Chicago Street Corridor Plan Advisory Committee
Quinn Adamowski, Commissioner, Joliet Historic Preservation Commission
Jack Ericksen, Director of Development, Rialto Square Theatre
William Kelly, Executive Director, Illinois Route 66 Scenic Byway
Bryan Kopman, Past Board Chair, Joliet City Center Partnership, LLC
Mary Jaworski, President, Joliet Region Chamber of Commerce
Katie Marcoux, Past Vice President of Marketing, Harrah's Joliet Hotel and Casino
Megan Millen, Executive Director, Joliet Public Library
Amy Murphy, Dean of Applied Arts, Workforce Education and Training, Joliet Junior College
Greg Peerbolte, Executive Director, Joliet Area Historical Museum
Mike Petry, Downtown Joliet Restaurant Owner/Property Owner/ Residential Developer
Emma Prucha, Student, Joliet Junior College
Bob Navarro, President and CEO, Heritage Corridor Convention and Visitors Bureau
Katie Smith, Communications Content Manager, University of St. Francis
Denise Winfrey, Will County Board District 8 and Joliet City Center Partnership Board Member

Chicago Metropolitan Agency for Planning (CMAP)
Stephen Ostrander, Senior Planner (Local Planning)

Will County Center for Economic Development
John E. Greuling, President and CEO

Consultant Team
LEAD CONSULTANT
GINKGO PLANNING & DESIGN, INC.

LANDSCAPE ARCHITECTURE & STREETSCAPING
Wolff Landscape Architecture, Inc.

CIVIL, ROADWAYS & COSTS
TranSystems

TRAFFIC & MULTIMODAL CONNECTIONS
KLOA, Inc.

WAYFINDING & SIGNAGE
Carol Naughton + Associates, Inc.

JOLIET

CHICAGO STREET CORRIDOR PLAN

CITY OF JOLIET, 2018

1 PLAN SCOPE & CONTEXT 3

2 THE SQUARE 9

3 THE STREET 39

4 COST OPINION 54

5 APPENDICES 58



A graphic document showcasing design concepts

1 PLAN SCOPE & CONTEXT



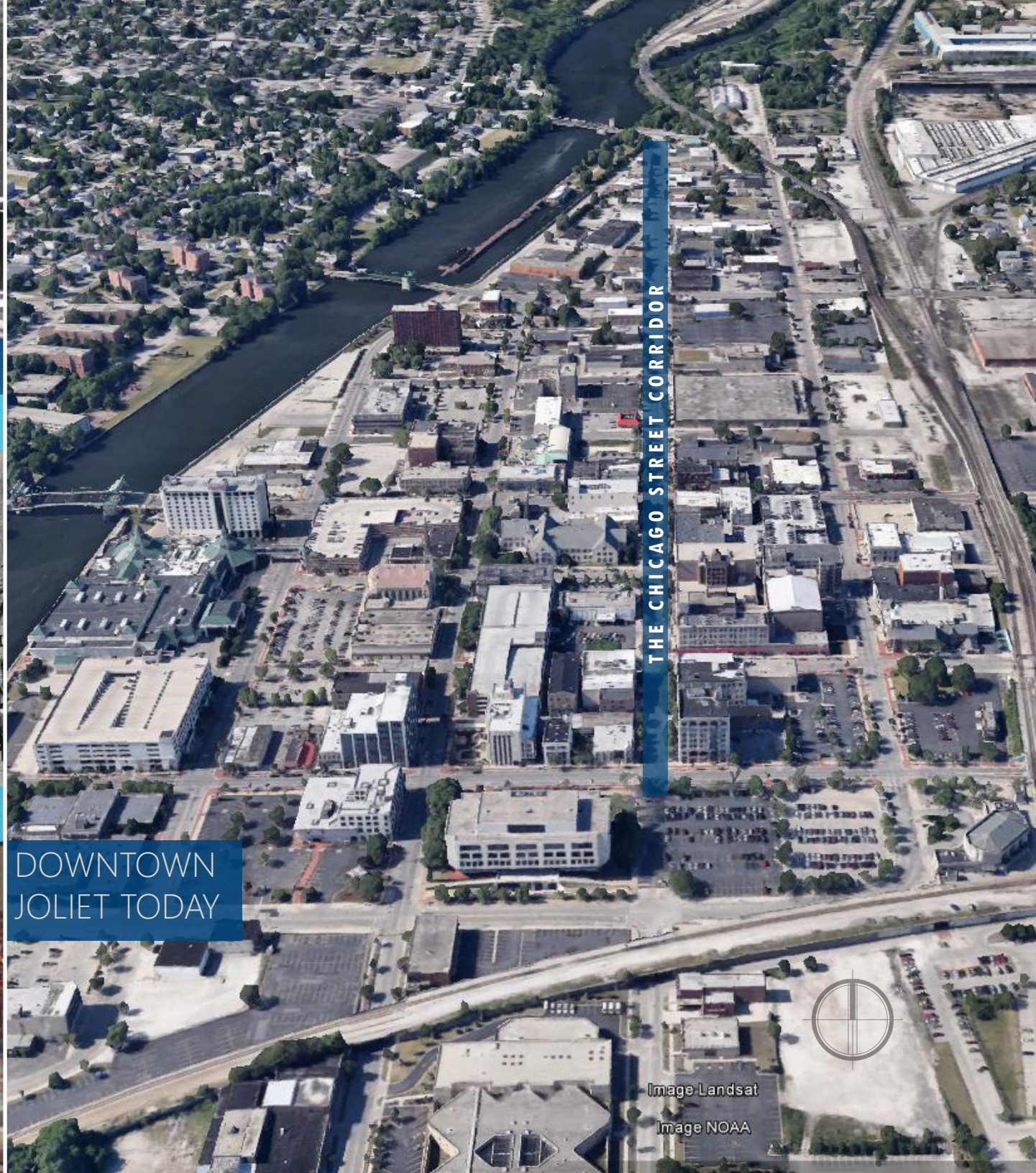
1880



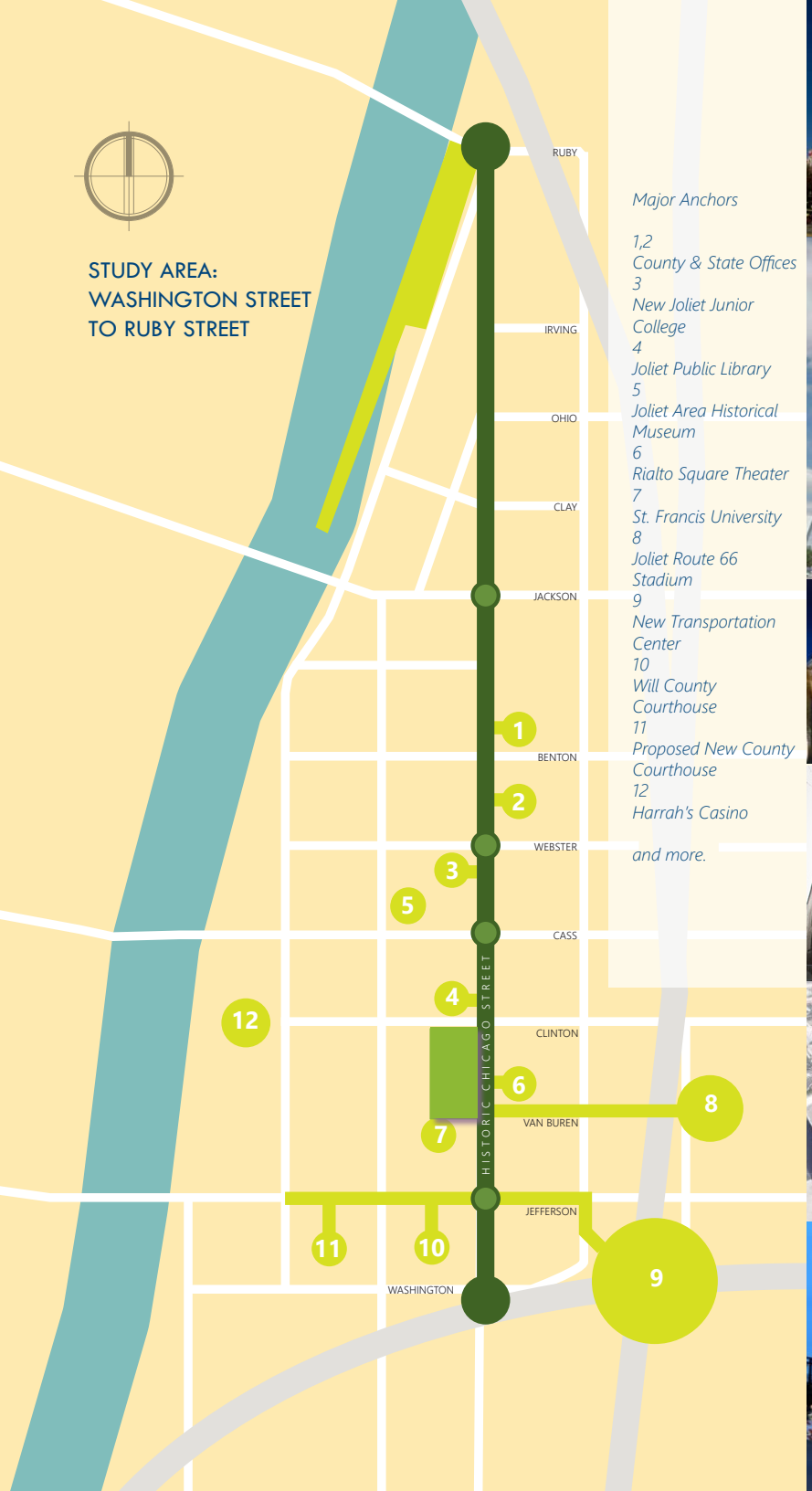
1920



1969



DOWNTOWN
JOLIET TODAY

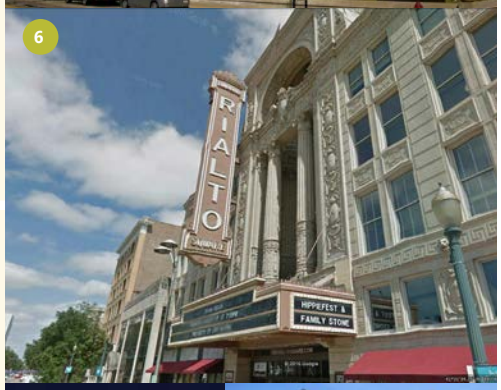


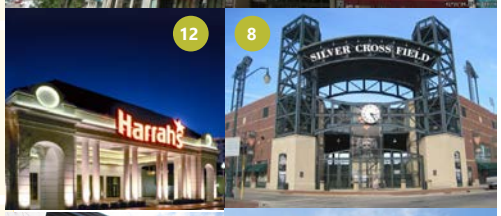
Major Anchors

1,2
County & State Offices
3
New Joliet Junior College
4
Joliet Public Library
5
Joliet Area Historical Museum
6
Rialto Square Theater
7
St. Francis University
8
Joliet Route 66 Stadium
9
New Transportation Center
10
Will County Courthouse
11
Proposed New County Courthouse
12
Harrah's Casino

and more.













Chicago Street is Downtown Joliet's historic central spine and the original path of Route 66 as it made its way through the heart of the city. Today major centers of activity are still within or adjacent to the corridor, including civic institutions such as the Joliet Public Library, Will County Court House, the University of St. Francis, entertainment venues such as the Rialto Square Theatre and Harrah's Casino, and the public transportation center of Joliet's Union Station.

However, Chicago Street is currently bypassed by much of the traffic entering Downtown due to the disconnected roads between Jefferson Street and Washington Street and the one-way couplet of Scott Street (US6/IL 53) to the east and Ottawa Street to the West.

Major catalytic projects, recently completed or currently underway, are revitalizing this historic Downtown, including the new Joliet Junior College Downtown campus, a new County Court House, and the Transportation Center. Most significantly, after over 50 years since the old Courthouse was demolished, the City has undertaken the reconnection of Chicago Street between Jefferson and Washington Streets.

Today, the Chicago Street Corridor is poised to once again become one of the regions most vibrant urban spaces, well loved by the community and a memorable destination for tourists.


Joliet Gateway Center


Will County Justice Center


Joliet Junior College


Barber Building

Downtown Joliet is enjoying a wonderful renaissance. Major catalytic projects have been completed or are currently underway to bring fresh new opportunities to this historic urban center, including the following:

Joliet Gateway Center

Completed in Spring 2018, this new facility is a major regional transit hub for Joliet and the region and is a key part of the revitalization of downtown Joliet. The new facilities provide a first class transit amenity for the traveling public. The center is also planned to be a stop along the Chicago to St. Louis high speed rail corridor, which is expected to provide more convenience and additional train service for regional travelers.

Will County Justice Center

The new Will County Justice Center broke ground in December 2017. The 10-story building is being constructed on the site of the former First Midwest Bank building at the corner of Jefferson and Ottawa Streets, only a block west of Chicago Street. The 365,000 square foot facility will have improved security, 38 courtrooms, ancillary office space, a green roof, cafeteria, and raised pedestrian plaza at the southwest corner of Jefferson and Ottawa streets.

Joliet Junior College, City Center Campus

Opened in 2017, the new the 6-story, 96,000 square-foot building is a major new anchor on Chicago Street. Programs offered include Culinary Arts, Adult Education and Literacy and Workforce Development. The Center also offers two new restaurants which are open the public that are operated by Chefs and students. The Center is also attached to the newly renovated Renaissance Center, originally designed by Daniel Burnham.

Barber Building adaptive reuse

The Barber Building on Chicago Street is being rehabilitated to include commercial spaces on the first floor and apartments on the upper four floors. “It’s Amazing”, a women’s apparel shop, recently opened in one of the commercial spaces.

Chicago Street Reconnection

Reconnecting Chicago Street between Washington and Jefferson Streets Decades ago, Chicago Street was disconnected between Jefferson Street and Washington Street with the intention of making the corridor more pedestrian-friendly and enhancing the downtown character. In reality, the disconnect made it more difficult to access Downtown. Phase II design is underway with construction planned in 2019.
The reopening of Chicago Street will create an opportunity to improve mobility, pedestrian and vehicular access to the new transportation center, and help define the street as the main spine of Downtown Joliet.

Will County States’ Attorney Office Building

Demolition of this dated building occurred in April, 2018 while the final draft of the plan was being prepared. This is a key step in the creation of a new urban square on Chicago Street in the heart of Downtown Joliet.

Chicago Street is still one of our regions most beautiful historic streets. While many wonderful old buildings have been lost and new design patterns were introduced in the post-war years, the street has never lost it's beautiful urban scale and charm. Unfortunately, the current streetscape is approximately four decades old and in need of an update to accommodate current and future businesses and residents.

A DESIGN DOCUMENT, NOT A PLANNING REPORT.

This plan provides a set of drawings and illustrations that establish the conceptual designs for the Street and the Square. Minimal text is added to supplement the illustrations where needed. These concepts will be developed in greater detail in the next Design Development Phase prior to reconstruction of the Street and the Square.

A COMMUNITY INSPIRED PLAN.

The concepts showcased in this document were developed over a period of 14 months with many hands-on working meetings with City Staff and stakeholders, two Advisory Committee meetings and one Public Forum held in April, 2018.

The final concepts selected for the Square and the Street are shown in Sections 2 and 3. Earlier concepts, ideas and feedback are provided as an overall record of the process in the Appendices.

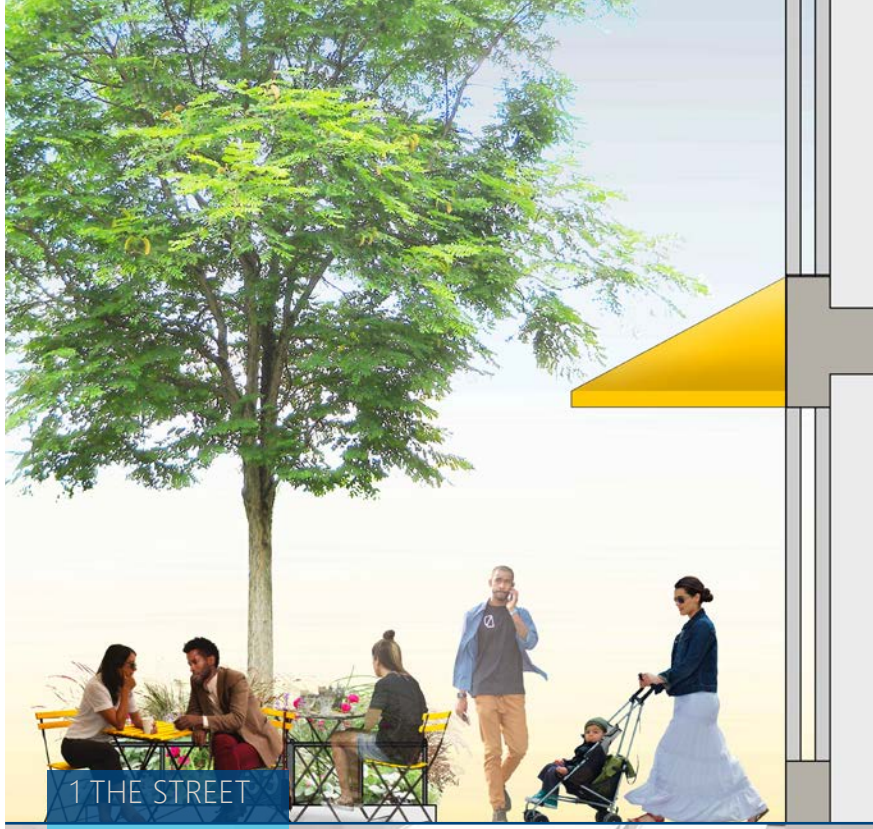
The Plan was partly funded by a Local Technical Assistance (LTA) Grant which was awarded to the City by the Chicago Metropolitan Agency for Planning (CMAP).

ONE PLAN, TWO INTEGRATED COMPONENTS.

The Chicago Street Corridor Plan has two main components that together can have a catalytic impact on the revitalization of Downtown Joliet:

1. **Concepts for a redesigned Chicago Street Right-of-Way from Jefferson Street to Ruby Street**
   The concepts include the realignment and straightening of the street, additional on-street parking spaces, street trees and landscaping, sidewalk cafe areas, street lighting, directional signage, gateway features and public art at key intersections.

2. **Conceptual design of a New Urban Square across the Rialto Square Theater**
   Key elements of the design for the square include a large green space, flexible stage/raised seating platform, "red carpet" pavement connecting the square to the Rialto Square Theatre, a library garden, which includes a storyteller corner, a water feature, unique lighting, seating nooks, and space for future large–scale public art.





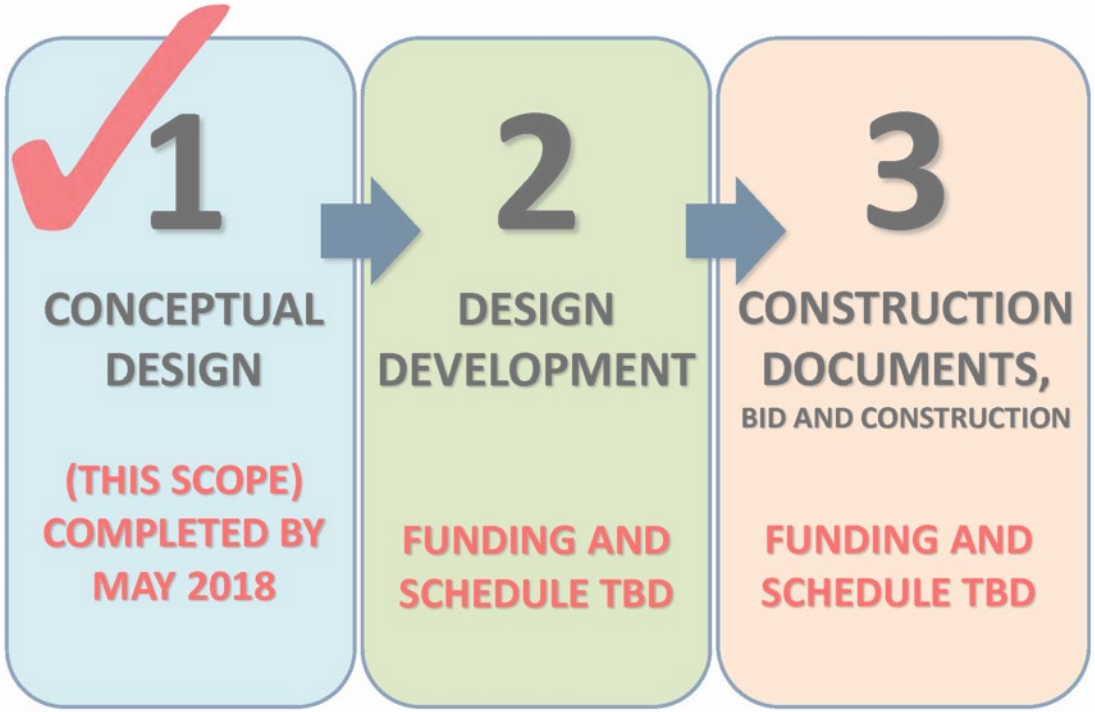




Raise funds for building the plan.

Consider all financial options for the multi-year design and construction of the Street and the Square.

Initiate the next Design Development Phase for final design, specifications and a phasing plan.



NEXT STEPS: INITIATE THE DESIGN DEVELOPMENT PHASE



2 THE SQUARE CONCEPT PLAN

A new Urban Square for great Downtown events







Star Wars Day
Race Fan Rally
New Orleans North
Fiesta En La Calle
Festival of Lights
Parade
and many more!

















A community inspired vision for The Square

THE SQUARE will be a vibrant all -season gathering place in the heart of Downtown Joliet.

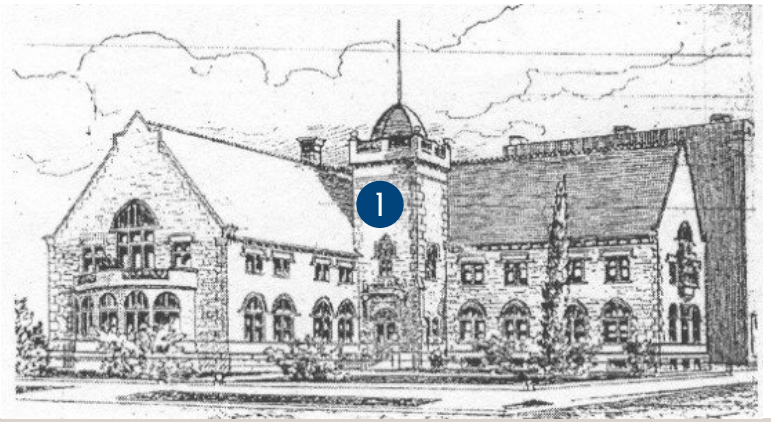
This will be a green oasis, bringing lush trees and greenery to a significantly hardscaped Downtown.

The Square will be a "Mecca for Youth", as envisioned by the Joliet Downtown Plan. This will be the urban quad where young students from nearby institutions can relax and lounge. The Square will be a unique urban space that is regionally known and also attract new millennials to live and work in Downtown Joliet.

The Square will be vibrant and active in all seasons. The changing colors of trees and foliage, special lighting and a variety of programmed events will refresh the Square in each season. During the long winter months, the Square will continue to be a well-loved community hub, with ice skating in the plaza, winter markets, and the City's Christmas tree prominently displayed.

The Concept Plan for the Square was developed with many interactive working meetings with local stakeholders, community members, and City leaders and staff. Many ideas and options were explored, which are showcased in the Appendices.



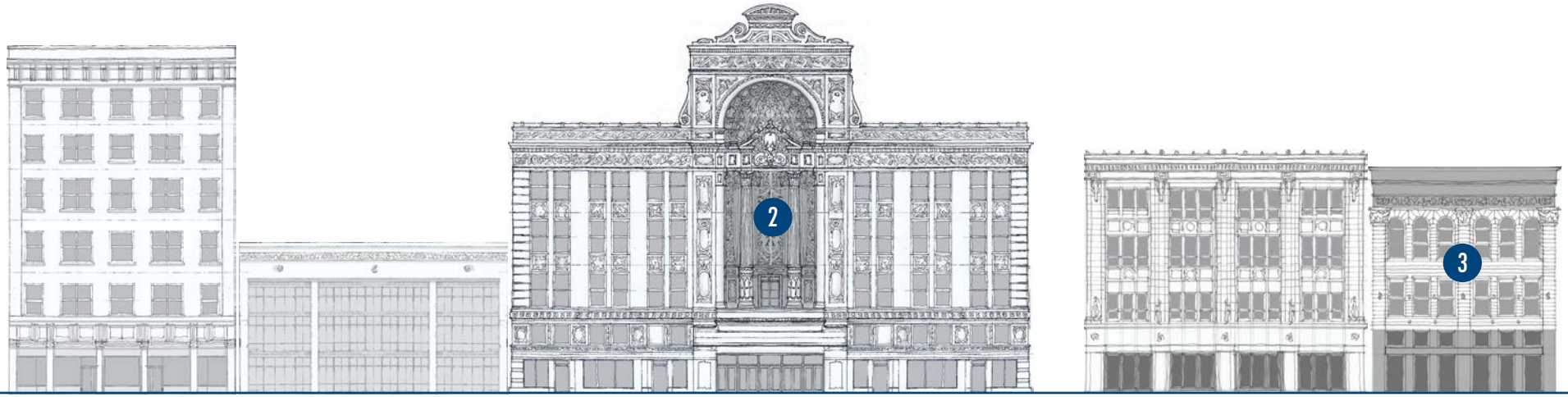


Historic Buildings

1. Joliet Public Library, 1876, historic limestone building designed by Daniel Burnham
2. The Rialto Square Theatre, 1926, designed in the Neo-Baroque style, is considered one of "150 great places in Illinois" by the American Institute of Architects.
3. Historic buildings framing the south edge of the site, including the University of St. Francis's Downtown facility

Non-historic buildings

4. Former Will County State Attorney's Office building (demolished Spring 2018)
5. City owned garage along the west edge of the site



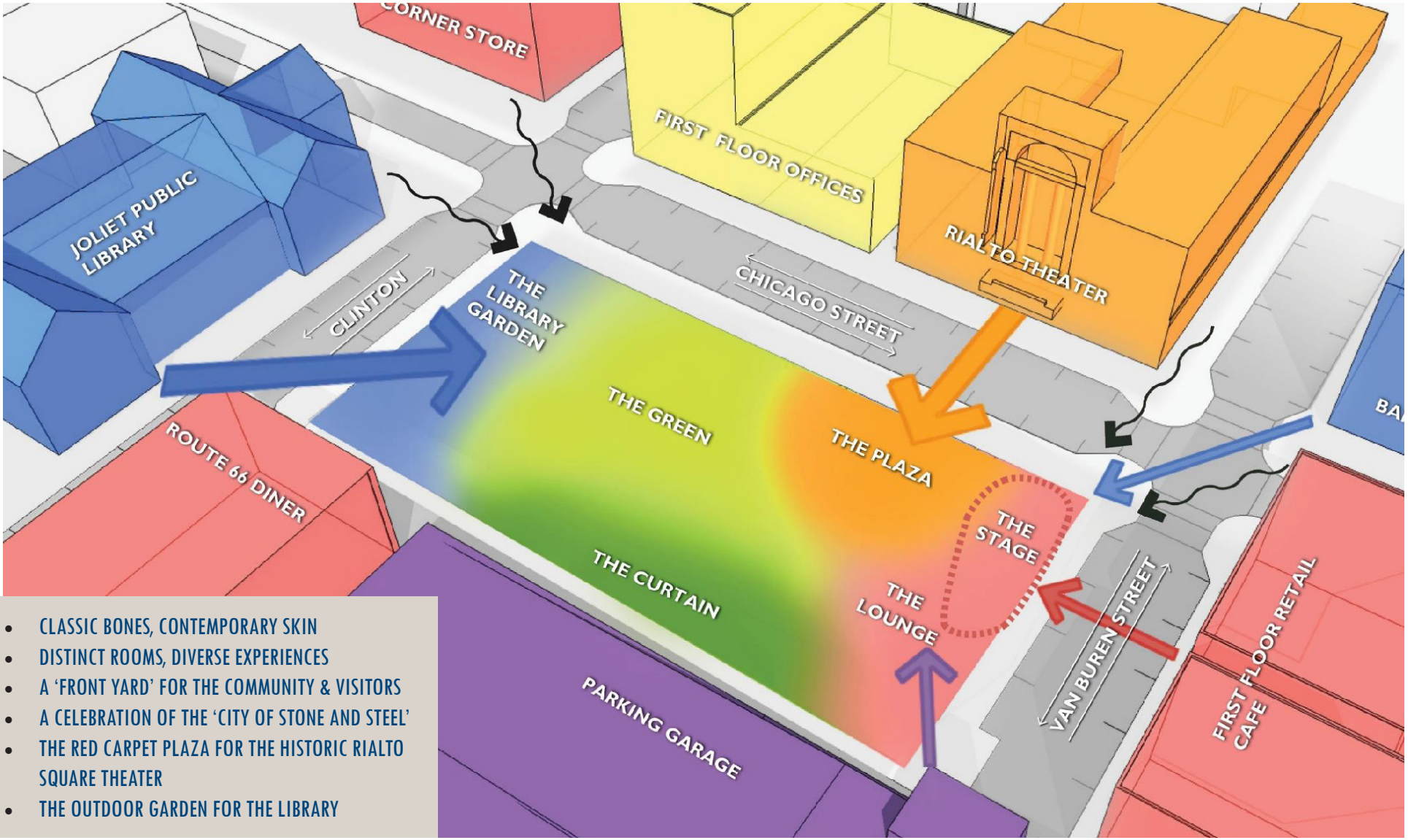
THE SITE FRAMED BY BEAUTIFUL HISTORIC BUILDINGS

This is truly a one of a kind site to create a new Downtown Square. Three sides are framed by beautiful historic buildings that have retained their original architectural heritage.



THE SITE FRAMED BY BEAUTIFUL HISTORIC BUILDINGS

A 1.3 acre site in the heart of Downtown Joliet



- CLASSIC BONES, CONTEMPORARY SKIN
- DISTINCT ROOMS, DIVERSE EXPERIENCES
- A 'FRONT YARD' FOR THE COMMUNITY & VISITORS
- A CELEBRATION OF THE 'CITY OF STONE AND STEEL'
- THE RED CARPET PLAZA FOR THE HISTORIC RIALTO SQUARE THEATER
- THE OUTDOOR GARDEN FOR THE LIBRARY

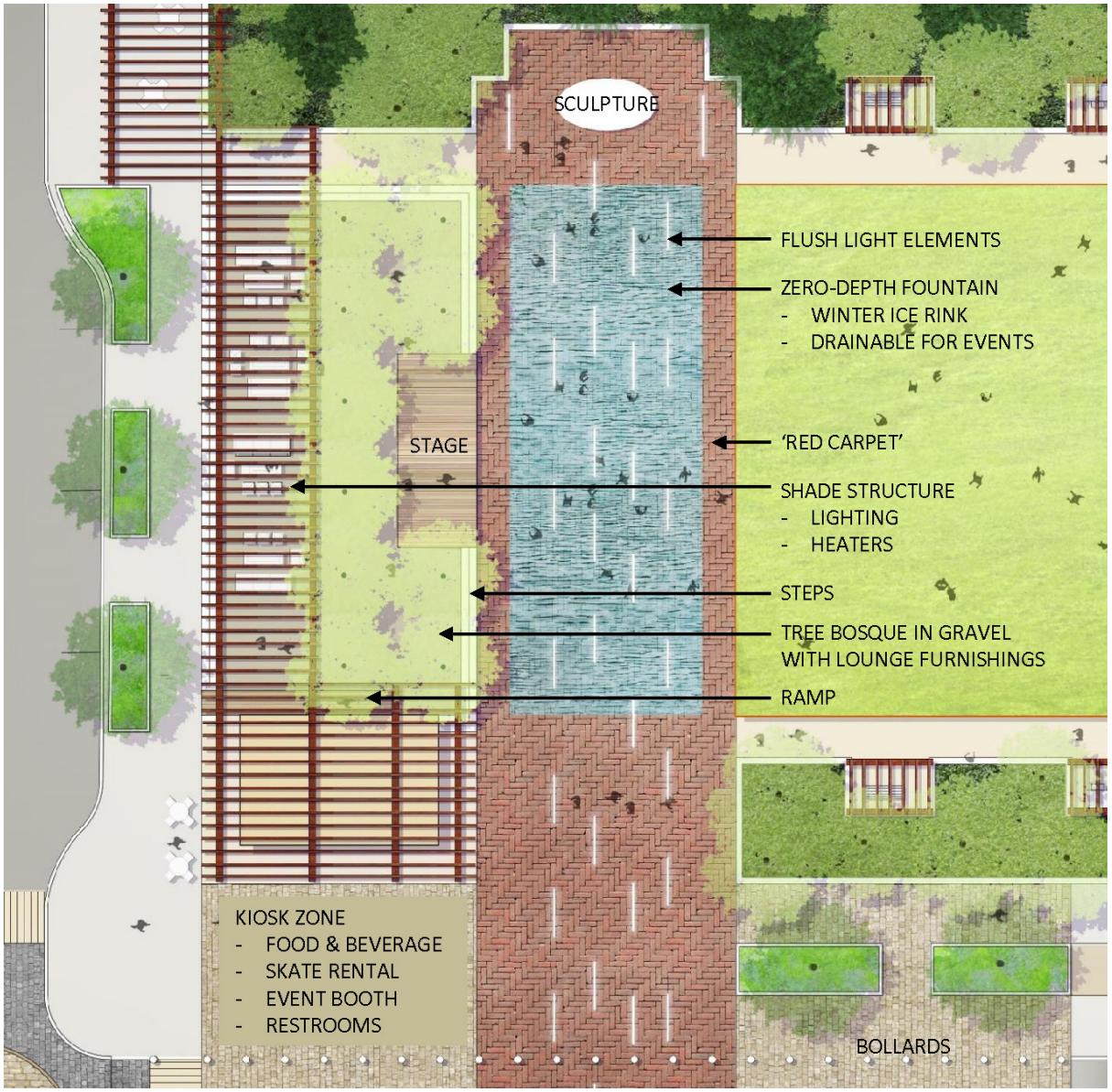
THE SQUARE MAJOR PROGRAM ELEMENTS

One Square with a variety of unique "outdoor rooms" that each correspond to the surrounding anchors and context. Design concepts for these elements, as well as examples from other places, are provided in the following pages to showcase the great possibilities that the Square offers.



THE SQUARE THE CONCEPT PLAN

Note: Existing underground vault locations to be determined by survey in the next Design Development Phase. Street trees will not be located over existing vaults. Landscape planters will remain as shown in the illustrations and will be adjusted to accommodate existing access hatches. Planting above vaults will be limited to dwarf shrubs, perennials, ground covers, and seasonal planting that grow in shallow soil depths.

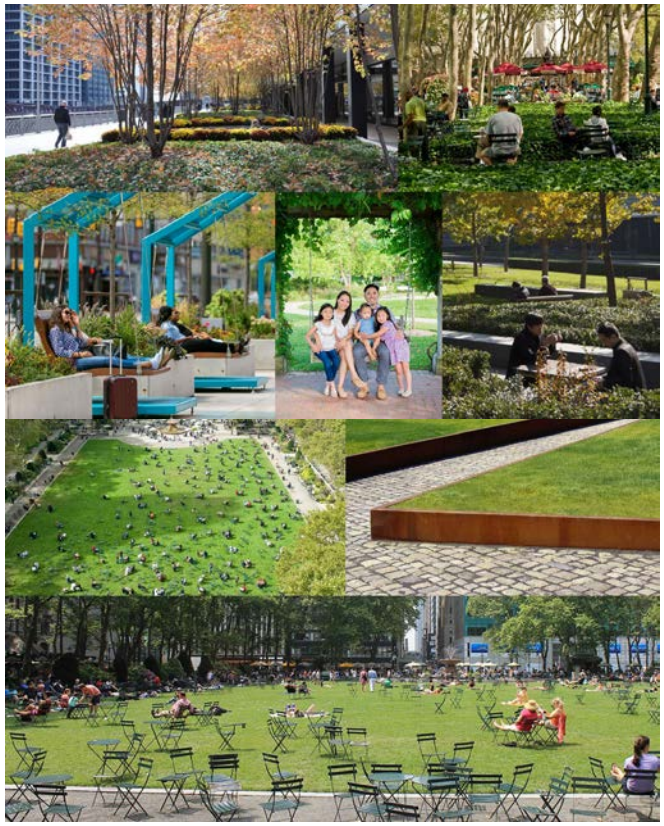


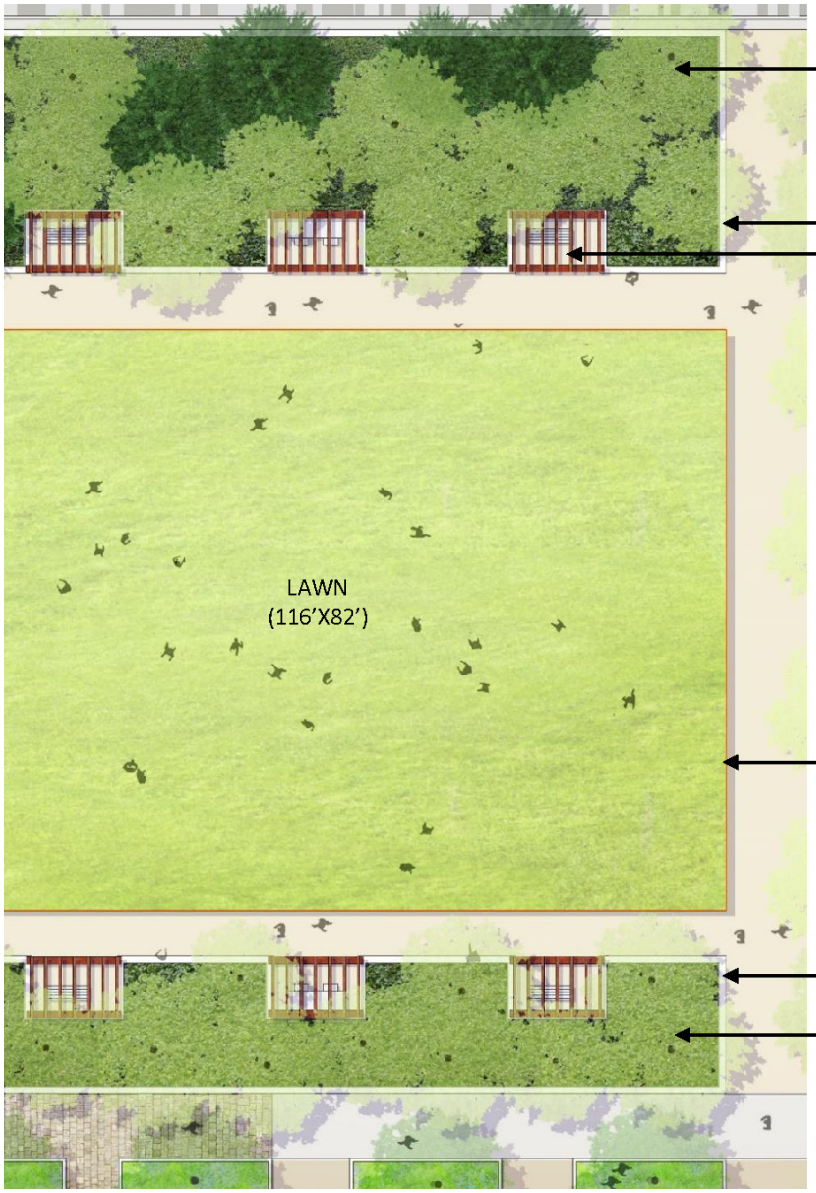


THE SQUARE THE PLAZA & THE LOUNGE

The Plaza, with special paving and lighting, will feel like a welcoming "Red Carpet" that seamlesslessly connects the beautiful Rialto Square Theater to the Square. The zero-depth fountain will attract all ages in the summer, and can be turned off for events when more paved surface is needed.The lounge will offer comfortable seating in the shade with a food kiosk at the corner.







INFORMAL TREE SCRIM
- MIX OF SHADE, ORNAMENTAL, AND EVERGREEN TREES
- LOW GROUNDCOVER GROUNDPLANE

SEAT-HEIGHT RAISED PLANTER

SEATING NOOKS WITH SHADE STRUCTURES
- PORCH SWINGS
- PICNIC TABLES

RAISED EDGE – STEEL OR STONE

SEAT-HEIGHT RAISED PLANTER

INFORMAL TREE SCRIM
- MIX OF SHADE, ORNAMENTAL, AND EVERGREEN TREES
- LOW GROUNDCOVER GROUNDPLANE

THE SQUARE THE GREEN & THE CURTAIN

The Green will be a classic lawn that is a signature element of great urban squares. The sunny green will be framed by a variety of seating options including large porch swings, seat walls, movable chairs and nooks. The Curtain will provide a natural green screen for the garage with a mix of trees of varying heights while leaving the ground plane visible.









INFORMAL TREE SCRIM
- MIX OF SHADE, ORNAMENTAL, AND EVERGREEN TREES
- LOW GROUNDCOVER GROUNDPLANE

SEAT-HEIGHT RAISED PLANTER

SEATING STEPS

GRAVEL TERRACE WITH MOVEABLE FURNISHINGS

LOW PLANTED BUFFER

BENCH

HIGH-BRANCHED SHADE TREES

ICONIC SCULPTURE
- CLIMABLE
- INTERACTIVE
- CHILD-ORIENTED
- ILLUMINATED

SEATING NOOKS WITH SHADE STRUCTURES
- PORCH SWINGS
- PICNIC TABLES

THE SQUARE THE LIBRARY GARDEN

The Library Garden - especially designed for children and families - will welcome visitors from Clinton Street. An iconic and playful sculpture will offer unique opportunities for interaction and play. A small storyteller corner can be used for events for the Library or other local anchors. Ample seating will be provided in shaded nooks and low seat walls all around the garden.



THE SQUARE THE SHARED STREET & THE SCRIM

The Shared Street will provide a safe pedestrian connection along the west edge in front of the garage. A unique paving pattern, ample lighting and clear visibility through a scrim of high-branched trees will make this feel like an integrated part of the Square. The street will offer a vehicular connection from Van Buren Street to Clinton Street.



THE SQUARE A MAJOR ECONOMIC DEVELOPMENT TOOL

The Square will transform this area into Downtown's central gathering place for all ages, especially young students in nearby institutions. This will also be a great economic engine to help attract young professionals and families to live and work in this beautiful historic Downtown.





CONCEPTUAL RENDERINGS SHOWING POTENTIAL TRANSFORMATION

RIGHT & BELOW: VIEWS LOOKING SOUTH
LEFT: VIEWS LOOKING NORTH





FROM A PAVED AREA TO A PLACE FOR ALL SEASONS AND ALL AGES



THE SQUARE A CATALYTIC TRANSFORMATION

Transformation into a lush & vibrant "all seasons" square



THE SQUARE MARKETS IN ALL SEASONS

Chicago Street is already Downtown Joliet's well-loved address for street markets, festivals and parades. The new Square will complement these existing street events and offer the City a wonderful new venue to host new ones at the heart of Downtown. The Plaza area can accommodate small seasonal markets that may not require the street to be closed.











THE SQUARE MARKETS IN ALL SEASONS

A place for fun markets in all seasons



THE SQUARE AN EVENING DESTINATION

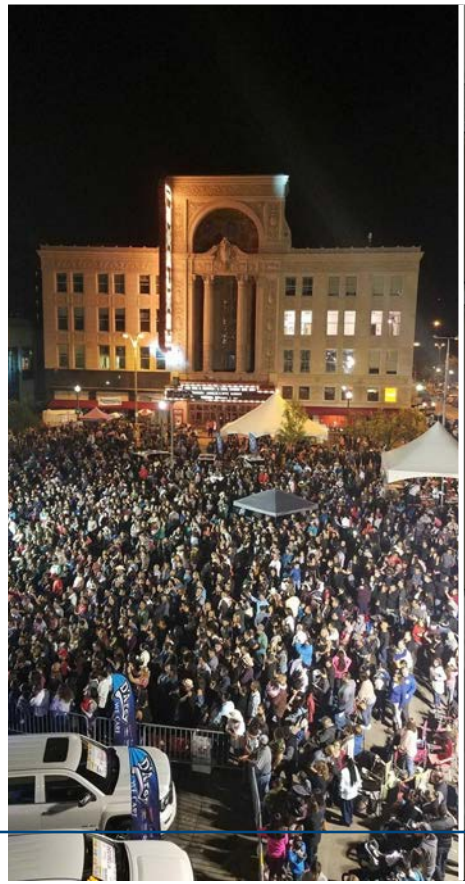
The Square will be a welcoming and safe gathering place in the evenings. Patrons of the Theater and restaurants can enjoy the well-lit urban oasis, and evening events can be held at the stage for all to enjoy. Special lighting will include plaza lights in the pavement, and lights for the fountain, sculptures, seating nooks and lounge.













THE SQUARE AN EVENING DESTINATION

A Vibrant & Safe Gathering Place in the evening















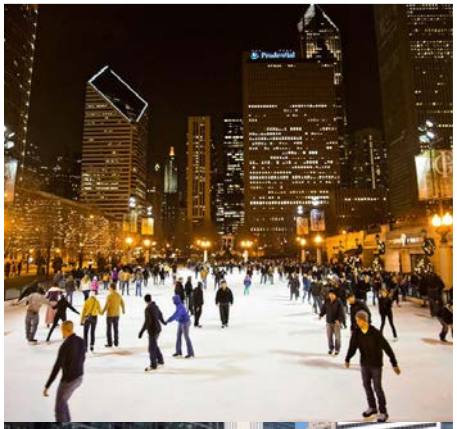
THE SQUARE FALL FESTIVALS

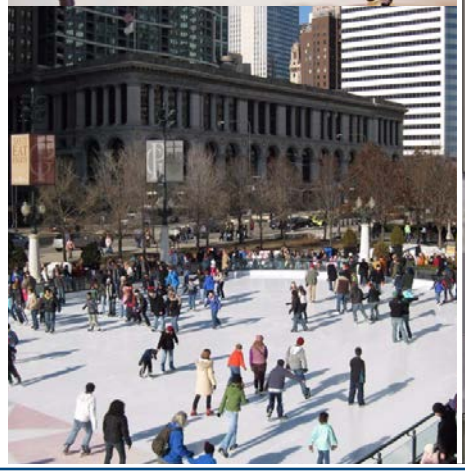
The Square will be a wonderful community gathering place in the Fall with the trees showing vibrant fall colors. Special fall events for all ages can be hosted here, including markets, parades, pumpkin patches and more!













THE SQUARE A WINTER DESTINATION

The Square will keep Downtown alive with activities during the long winter months. The plaza will be transformed into a fun Ice skating rink to attract all ages. Holiday parades on Chicago Street, winter markets, the City's Christmas tree on the stage and special lighting everywhere will make the Square a fun place to be in the heart of Downtown.







THE SQUARE THE LAWN

A flexible green for year-round activities for all ages









THE SQUARE THE FOUNTAIN

A well-loved attraction for families and children



THE SQUARE THE LOUNGE

A relaxing place to lounge any time of the day and evening



THE SQUARE THE LOUNGE

A relaxing place to lounge any time of the day and evening



THE SQUARE ICONIC PUBLIC ART

1. Sculpture as a view terminus for the Plaza and red carpet pavement
2. Unique interactive sculpture for play in the Library Garden
3. Mural or art on the parking garage facade
4. Corner sculpture or artwork or a unique kiosk form



THE SQUARE THE LIBRARY GARDEN

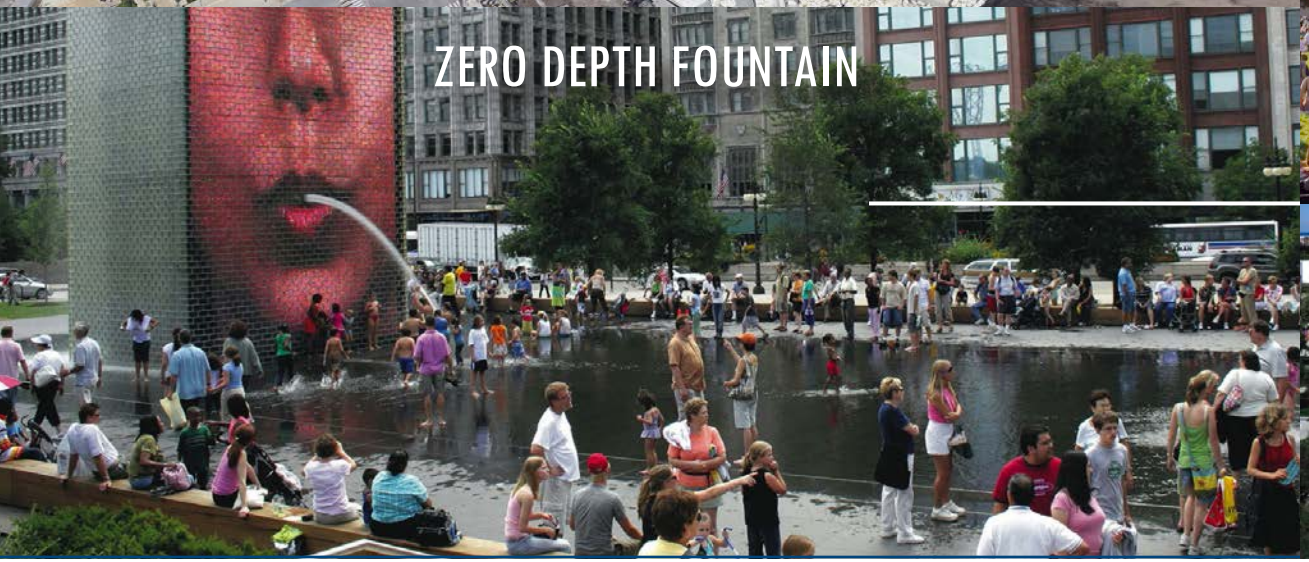
Unique sculpture for play and as an icon in the Square



A SERIES OF OUTDOOR ROOMS









EXAMPLES: MILLENNIUM PARK . CHICAGO

A major economic engine for Downtown Chicago



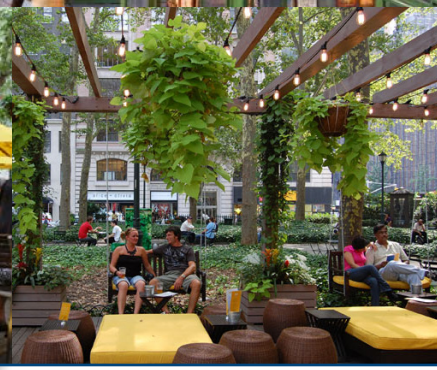








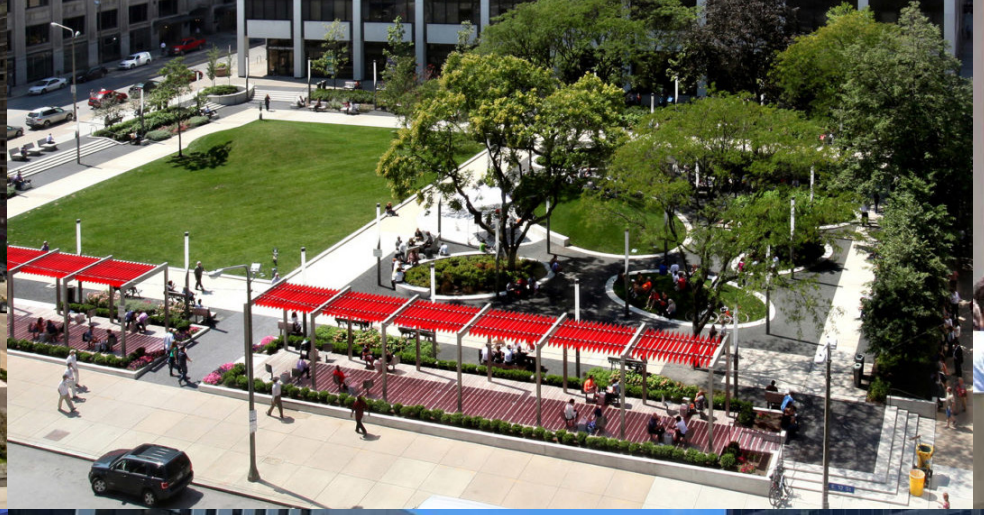


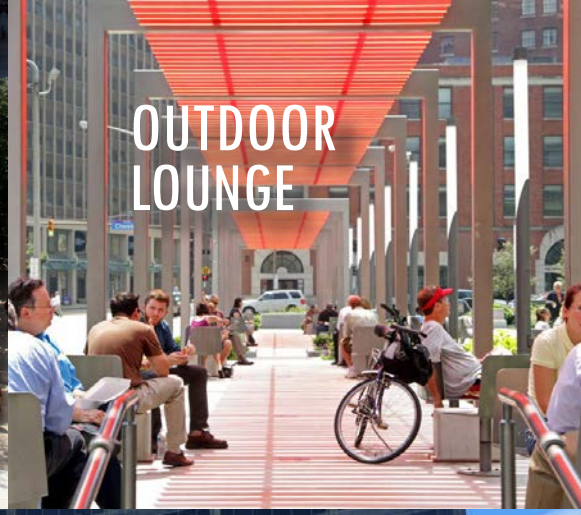


EXAMPLES: **BRYANT PARK . NEW YORK**

A classic urban park loved by all ages













EXAMPLES: **PERK PARK . CLEVELAND**

A renovated park is a new oasis of urban bliss









EXAMPLES: NORTH END PARKS . BOSTON

A new park is a mecca for youth

Keep the Vision alive!

Raise funds for building the plan.

Consider all financial options for the multi-year design and construction of the Square.

Initiate the next Design Development Phase.

Build the Square as a major economic engine for Downtown Joliet.











Celebrating a Historic Street



3 THE STREET CONCEPT PLAN

A NEW STREETSCAPE DESIGN IS NEEDED TO CREATE A UNIFIED APPEARANCE.

OPPORTUNITIES INCLUDE:

NEW HARDY STREET TREES THAT ARE MORE APPROPRIATE IN FRONT OF SHOPS

NEW CONCRETE PAVING WITH ACCENTS

NEW STREET LIGHT PALETTE

NEW WAYFINDING SIGNAGE & GATEWAY PYLONS

NEW UNIQUE STREETSCAPE ELEMENTS



EXISTING STREET LIGHT AND TREE LOCATIONS





Pedestrian and Tall street lights are of many inconsistent and dated styles



Signage is inconsistent and confusing



Poor condition of pavers in the sidewalk and constricted tree trunks in tree grates

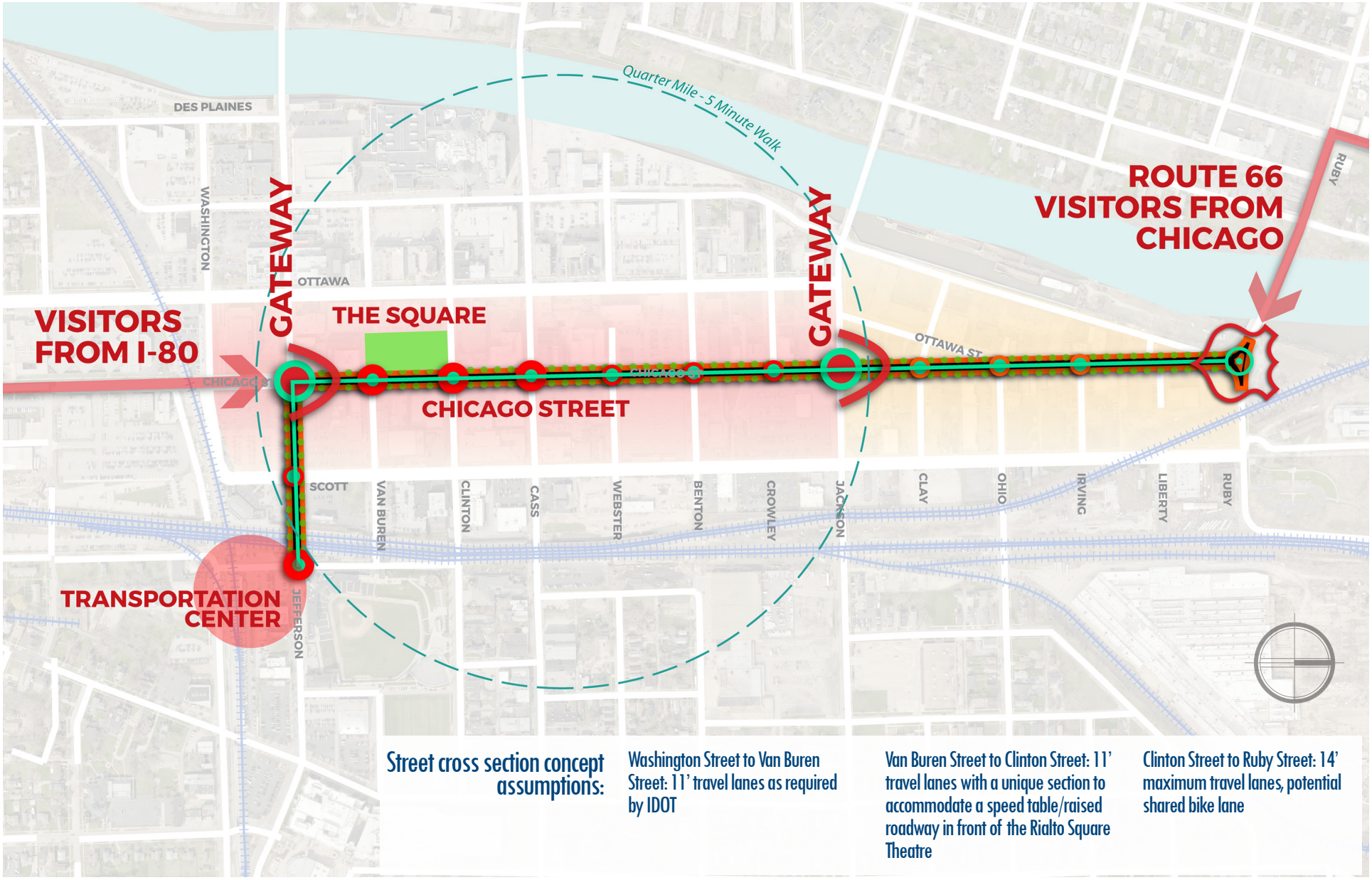


Poor condition of many street trees that are also not appropriate for retail streets

CHICAGO STREET CORRIDOR

OVERALL CONDITIONS

Note: Full set of existing street conditions by block is provided in detailed sheets in Appendix A. This plan recommends a complete new streetscape palette given the inconsistent designs, poor conditions and maintenance challenges of existing elements.



CHICAGO STREET CORRIDOR

OVERALL APPROACH

Note: Travel lanes may be either 11' or 14' depending on future studies.



CHICAGO STREET POSSIBILITIES

Create a Vibrant, Verdant, Livable and Ceremonial Street

Sample Block for street cross section concept



CHICAGO STREET CLINTON-CASS BLOCK - EXISTING CONDITIONS

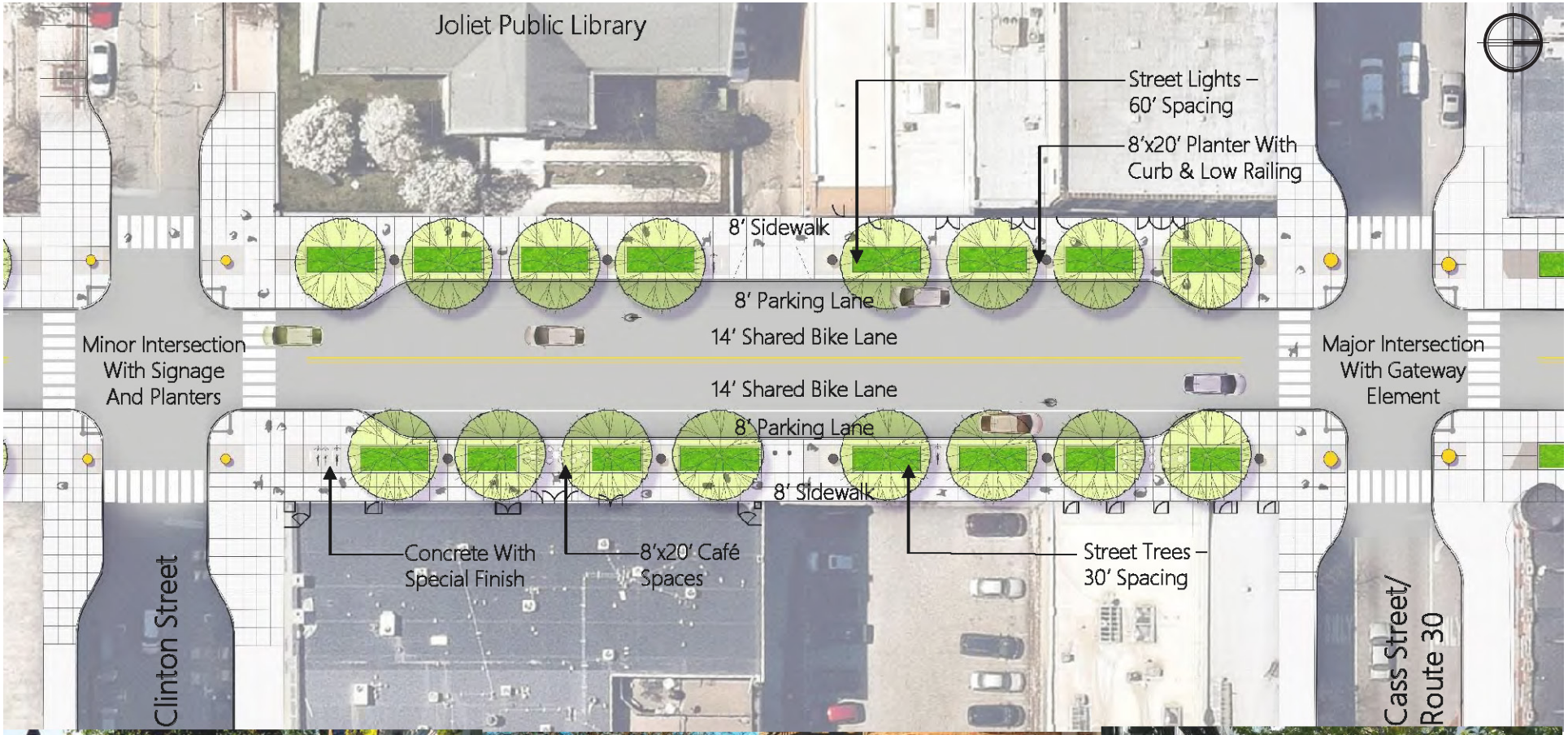




CONCEPTUAL CROSS SECTION

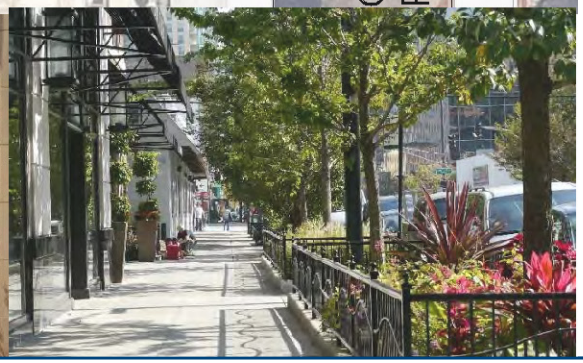
FOR BLOCKS NORTH OF CLINTON, EXAMPLE BLOCK SHOWN HERE: CLINTON TO CASS

Note: Existing underground vault locations to be determined by survey in the next Design Development Phase. Street trees will not be located over existing vaults. Landscape planters will remain as shown in the illustrations and will be adjusted to accommodate existing access hatches. Planting above vaults will be limited to dwarf shrubs, perennials, groundcovers, and seasonal planting that grow in shallow soil depths. Travel lanes may be either 11' or 14' depending on future studies.





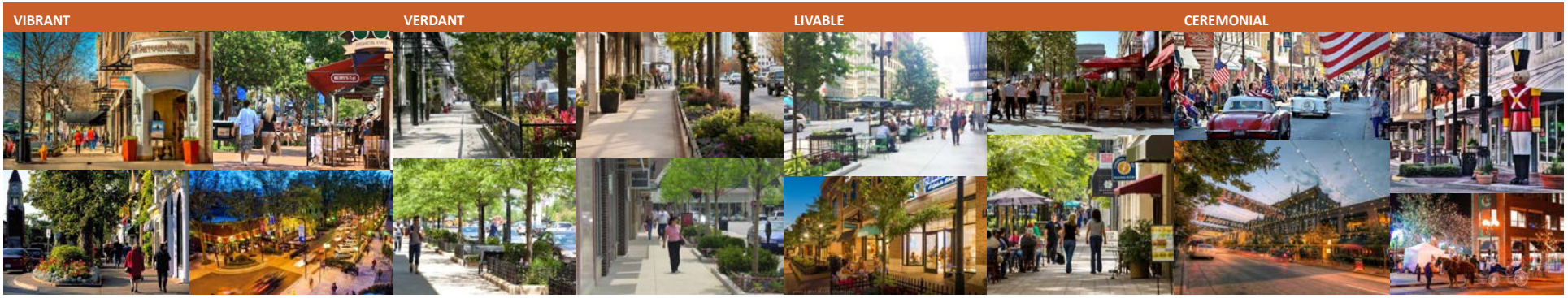


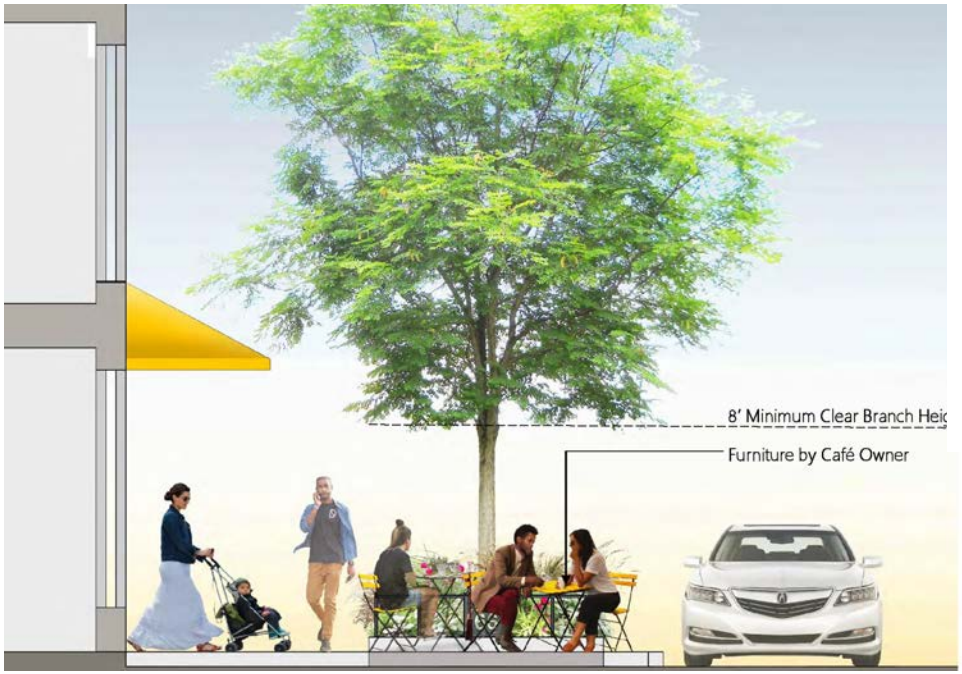


CONCEPTUAL PLAN

FOR BLOCKS NORTH OF CLINTON, EXAMPLE BLOCK SHOWN HERE: CLINTON TO CASS

Note: Existing underground vault locations to be determined by survey in the next Design Development Phase. Street trees will not be located over existing vaults. Landscape planters will remain as shown in the illustrations and will be adjusted to accommodate existing access hatches. Planting above vaults will be limited to dwarf shrubs, perennials, groundcovers, and seasonal planting that grow in shallow soil depths. Travel lanes may be either 11' or 14' depending on future studies.





1 2/3 4



1 3 4

Clear zones for: 1. Pedestrians to walk along storefronts 2. Sidewalk Cafes 3. Parkway for trees & plants 4. On-street parking

CONCEPTUAL CROSS SECTION

FOR BLOCKS NORTH OF CLINTON, EXAMPLE BLOCK SHOWN HERE: CLINTON TO CASS

Note: Existing underground vault locations to be determined by survey in the next Design Development Phase. Street trees will not be located over existing vaults. Landscape planters will remain as shown in the illustrations and will be adjusted to accommodate existing access hatches. Planting above vaults will be limited to dwarf shrubs, perennials, groundcovers, and seasonal planting that grow in shallow soil depths. Travel lanes may be either 11' or 14' depending on future studies.



HONEYLOCUST



KENTUCKY COFFEE TREE



HYBRID ELM

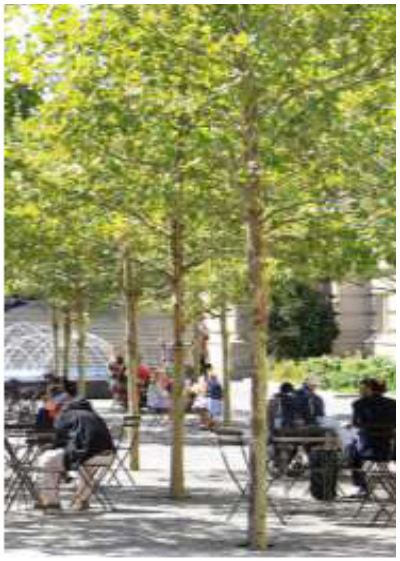




AUTUMN BLAZE MAPLE



GINKGO



LONDON PLANETREE

CHICAGO STREET PROPOSED TREE PALETTE

- "Retail Friendly" (High Branched / Light Foliage) Trees
- Hardy and Low Maintenance Trees
- Joliet Approved Species
- Trees that add Seasonal Interest



CHICAGO STREET PARKWAY PLANTING OPTIONS: HARDY PERENNIALS









CHICAGO STREET PARKWAY PLANTING OPTIONS: ANNUALS





ARCHES



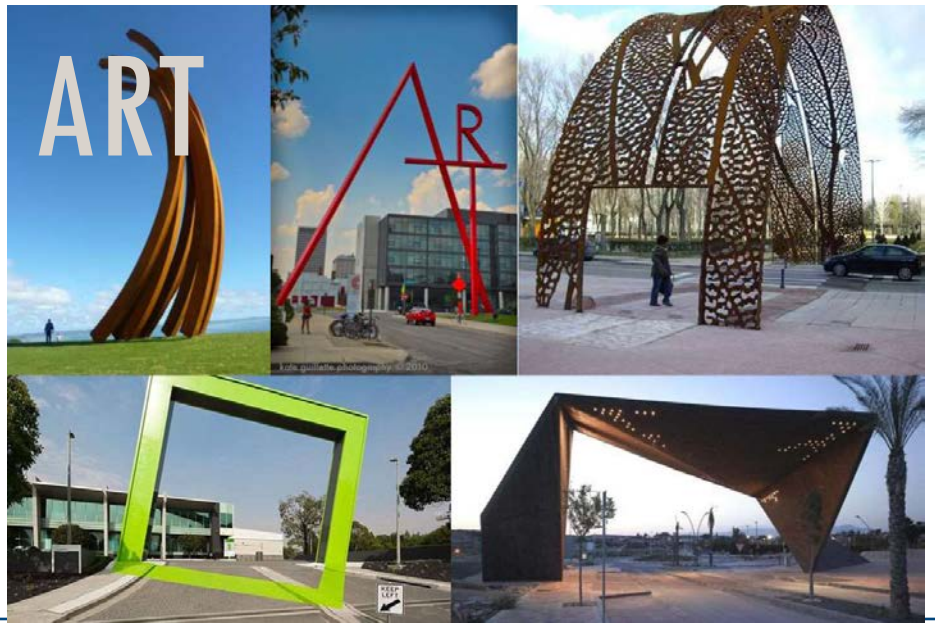


EVENING

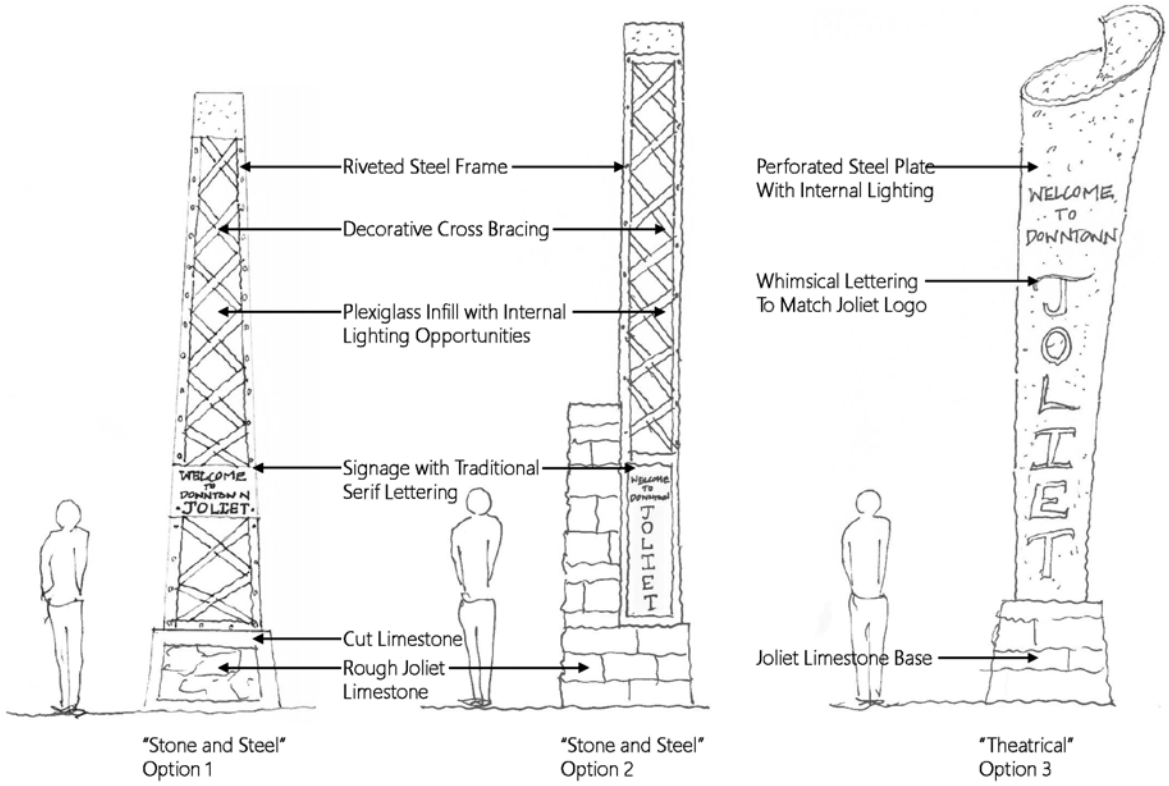
PYLONS



ART



CHICAGO STREET GATEWAY POSSIBILITIES



"Stone and Steel" Option 1

"Stone and Steel" Option 2

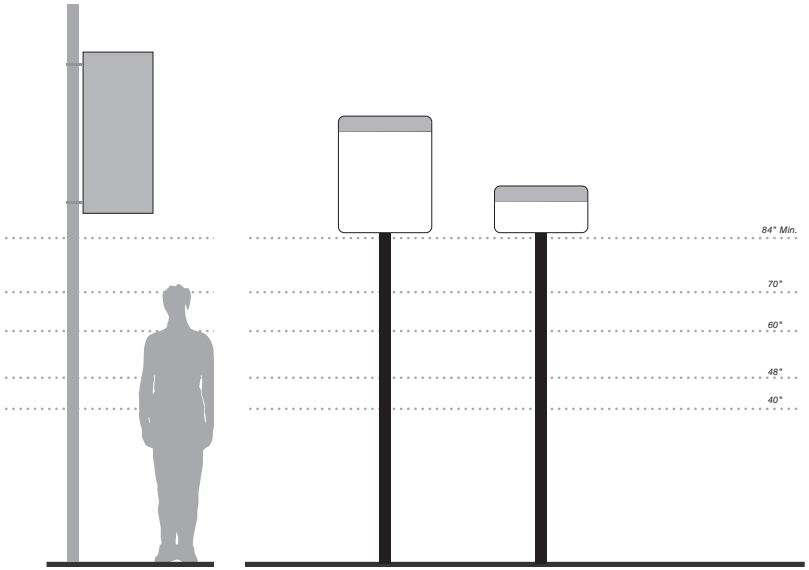
"Theatrical" Option 3







CHICAGO STREET GATEWAY POSSIBILITIES



Pole Signs
Pole, Identification

Bicyclist Signs
Pole, Directional

Bicyclist Signs
Pole, Directional (Small)

Clearview Text Book

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
1234567890

Clearview Text Medium

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
1234567890

2 ***Font Examples***
Scale: NTS

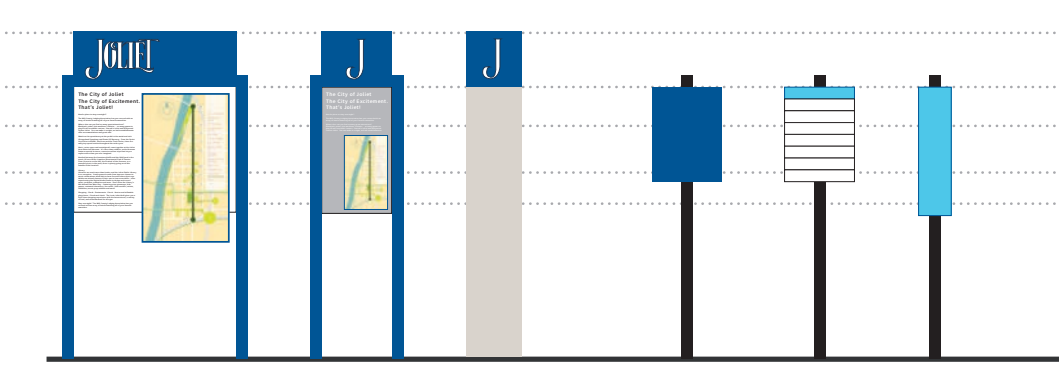
White	**Dark Blue**	**Light Blue**	**Grey**	**Black**	**Limestone**
White	*PMS 294*	*PMS 2985*	*PMS 429*	*Black*	*PMS 400*

3 ***Color Examples***
Scale: NTS

Joliet
Chicago Avenue Streetscape

Streetscape
Example Sign Types
DRAFT

Wayfinding
Some sign type examples that would help vehicular and pedestrian audience navigate a city's downtown area.



Pedestrian Signs
Directory, Large

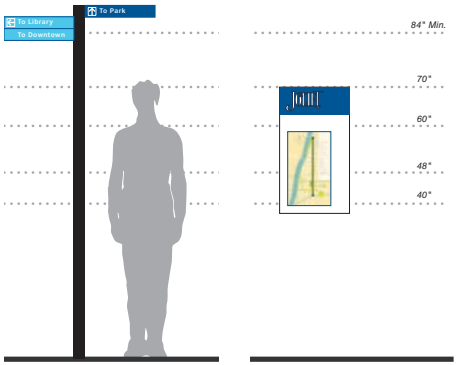
Pedestrian Signs
Directory, Small

Pedestrian Signs
Pylon, Directory

Pedestrian Signs
Panel, Marker

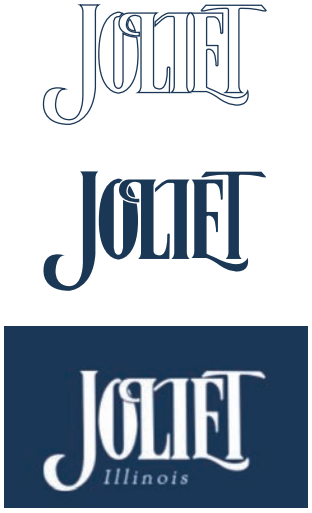
Pedestrian Signs
Panel, Directional

Pedestrian Signs
Panel, Historical Marker



Pedestrian Signs
Slats, Directional

Pedestrian Signs
Wall Directory, Garage

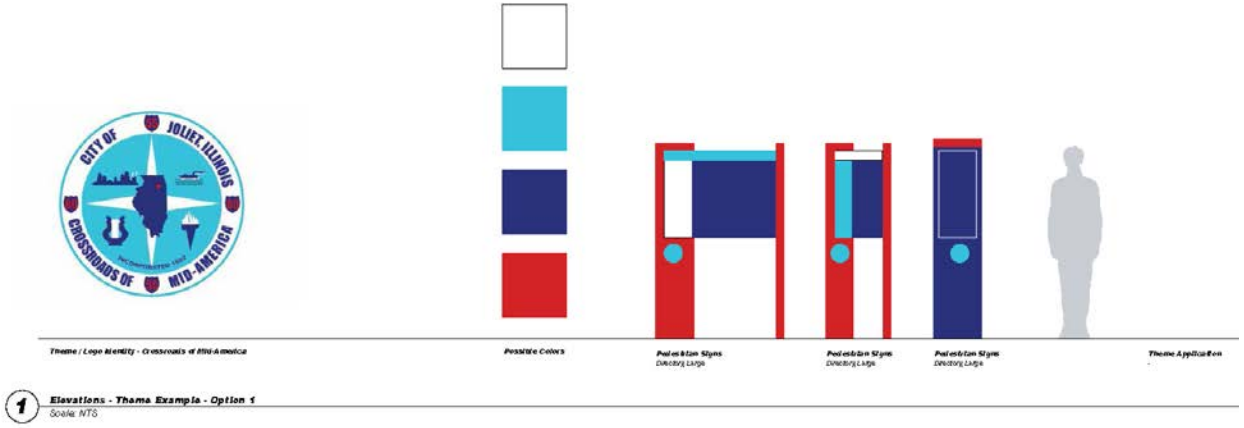


Theme / Logo Identity - Joliet, Illinois

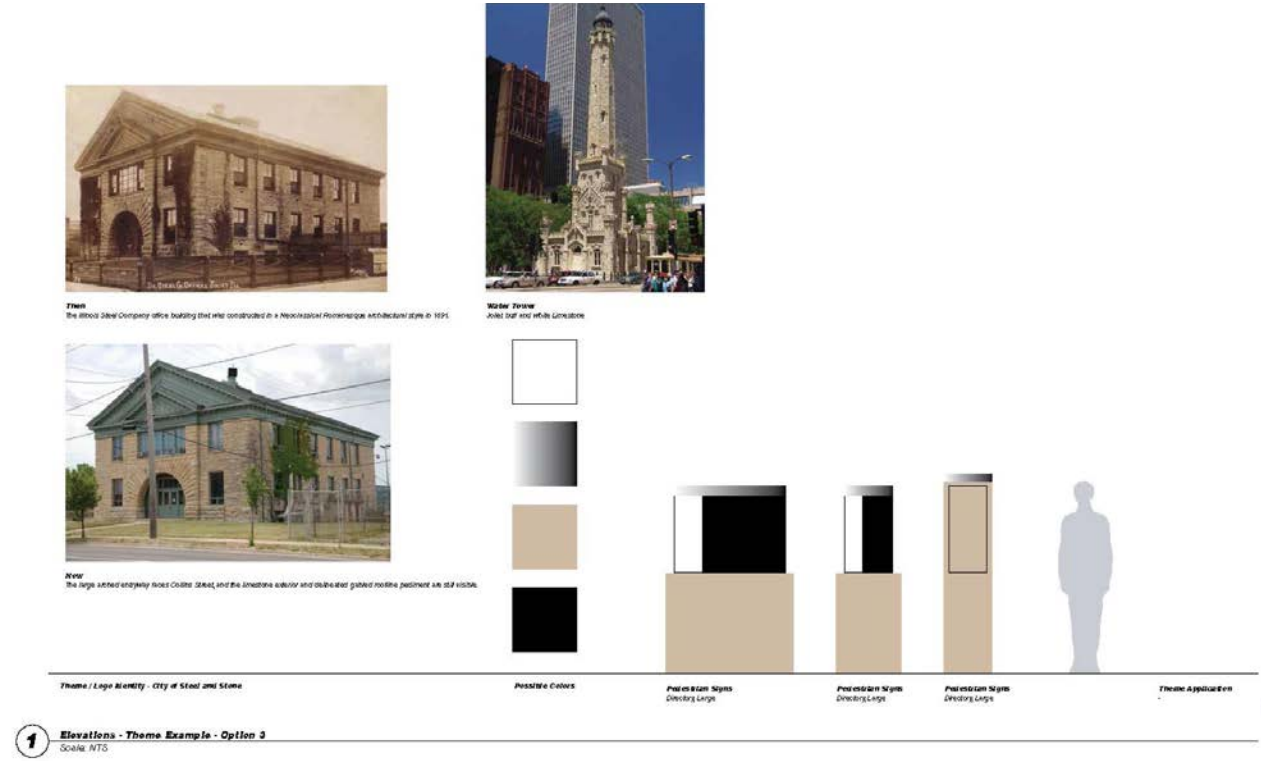
1 ***Elevations - Sign Examples***
Scale: 3/8" = 1'-0"

4 ***Joliet, Illinois Identity***
Scale: NTS

CHICAGO STREET SIGNAGE POSSIBILITIES



"CROSSROADS OF MIDWEST" THEME
based on the City Logo

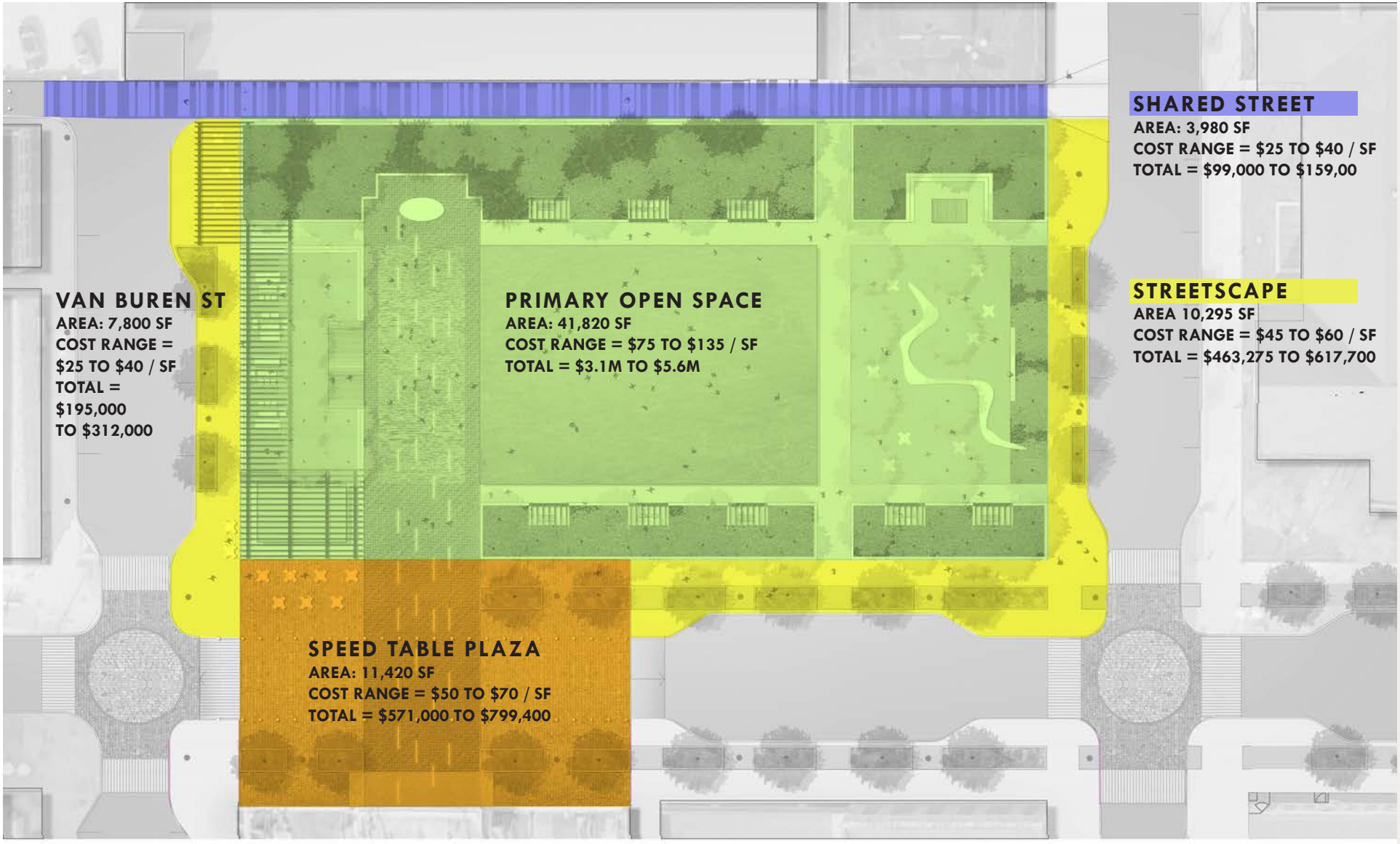


"CITY OF STEEL & STONE" THEME
based on the Joliet's history

CHICAGO STREET SIGNAGE POSSIBILITIES - EARLY STUDIES



4 COST OPINION FOR CONCEPTS



OPINION OF PROBABLE COST THE SQUARE

TOTAL:	ART ALLOWANCE:
$4.4M TO $7.4M	$250,000 TO $ 1M

Opinion of probable costs are approximately $11.5M total for Chicago Street from Van Buren Street to Ruby Street. Costs are based on the conceptual cross sections and potential streetscaping palette including lighting, planter boxes, sidewalk, benches, etc., and also include engineering costs (Preliminary, Design, and Construction).

ITEM	DESCRIPTION	UNIT COST	UNIT	QUANTITY	TOTAL COST
1	Removal				
1a	Pavement Removal - Full Depth	$20	SQ YD	7,220	$ 144,500.00
1b	Pavement Removal - Milling	$15	SQ YD	7,956	$ 119,500.00
1c	Curb and Gutter Removal	$10	FOOT	7,610	$ 76,500.00
1d	Sidewalk Removal	$3	SQ FT	132,330	$ 397,000.00
1e	Driveway Removal	$15	SQ YD	2,023	$ 30,500.00
1f	Tree Removal	$40	INCH	1,212	$ 48,500.00
1g	Storm Sewer Removal	$20	FOOT	5,065	$ 101,500.00
1h	Light Pole Removal including Foundation	$800	EACH	87	$ 70,000.00
2	Earthwork				
2a	Earth Excavation	$40	CU YD	6,751	$ 270,500.00
2b	Furnished Excavation	$40	CU YD	0	$ -
2c	Removal and Disposal of Unsuitable Materials	$45	CU YD	0	$ -
2d	Undercut and Aggregate Subgrade Improvement	$100	CU YD	275	$ 27,500.00
3	Landscaping				
3a	Seeding/Sodding Restoration including Topsoil	$40	SQ YD	0	$ -
3b	Trees	$800	EACH	176	$ 141,000.00
4	Drainage				
4a	Storm Sewers, Structures, and Trench Backfill	$125	FOOT	5,290	$ 661,500.00
5	Erosion Control	10	%	Drainage & Landscaping	$ 80,500.00

(Contd. on next page)

OPINION OF PROBABLE COST CHICAGO STREET (VAN BUREN TO RUBY)

The average per block cost, including engineering, is approximately $1.05M. Please note that this does not include any contingency costs which typically range from10% to 20%.

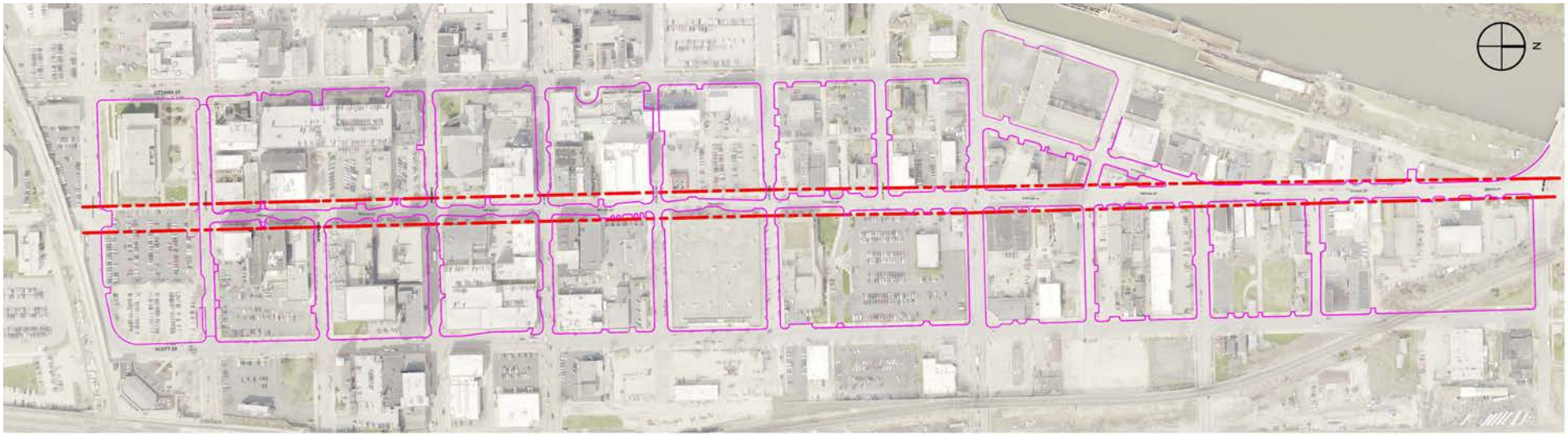
ITEM	DESCRIPTION	UNIT COST	UNIT	QUANTITY	TOTAL COST
6	Pavement				
6a	Pavement including Aggregate Subgrade Improvement	$50	SQ YD	11,393	$ 570,000.00
6b	Pavement - Resurfacing	$30	SQ YD	7,956	$ 239,000.00
6c	Driveways/Parking Lots including Temporary Access	$60	SQ YD	1,420	$ 85,500.00
6d	Curb and Gutter	$35	FOOT	7,610	$ 266,500.00
6e	Pavement Patching	$150	SQ YD	0	$ -
7	Pavement Marking	$5	FOOT	7,610	$ 38,500.00
8	Signing including Removal and Relocation	$27,500	L SUM	1	$ 27,500.00
9	Traffic Control & Protection	5	%	Roadway Construction	$ 398,000.00
10	Intersection				
10a	Traffic Signal	$250,000	EACH	3	$ 750,000.00
10b	Emergency Vehicle Pre-emption	$7,500	EACH	3	$ 22,500.00
10c	Lighting	$80,000	L SUM	1	$ 80,000.00
10d	Interconnect	$50	FOOT	2,015	$ 101,000.00
10e	Temporary Traffic Signal	$75,000	L SUM	1	$ 75,000.00
11	Miscellaneous				
11a	Mobilization	6	%	Roadway Construction	$ 477,500.00
11b	Construction Layout	2	%	Roadway Construction	$ 159,500.00
11c	Field Office	$3,000	MONTH	12	$ 36,000.00

OPINION OF PROBABLE COST contd.



5 APPENDICES

1. CHICAGO STREET EXISTING EXHIBITS
2. EARLY CONCEPTS AND THEMES
3. COMMUNITY FEEDBACK



STUDY AREA: WASHINGTON STREET TO RUBY STREET

GENERAL NOTES:

1. DIGITAL SURVEY DATA WAS NOT AVAILABLE FOR THE STUDY AREA, OTHER THAN THE CHICAGO STREET RECONNECTION AREA (WASHINGTON TO VAN BUREN), AS PROVIDED BY TRANSYSTEMS.

2. CITY PROVIDED SCANNED PDF FILES (NOT CAD DATA) FROM 1978 CHICAGO STREET MALL RECORD DRAWINGS. THESE EXTEND FROM WASTHINGTO TO CROWLEY STREET AND ARE SHOWN ON SHEETS E-1 TO E-7.

3. GINKGO HAS DEVELOPED CAD BASE DATA THAT IS BASED ON THE FOLLOWING:
   - PARTIAL SURVEY DATA FROM TRANSYSTEMS (WASHINGTON TO VAN BUREN)
   - GIS DATA FROM THE CITY OF JOLIET
   - 1978 RECORD DRAWINGS OF THE CHICAGO STREET MALL

4. EXHIBITS SHOW FOLLOWING GENERAL EXISTING CONDITIONS:
   - EXISTING PARCELS
   - EXISTING TREES
   - EXSITING STREET LIGHTS
   - EXISTING BUILDINGS AND NOTE ON NO. OF STORIES
   - EXSITING CURB AND GUTTER
   - ESTIMATED CENTER LINE
   - ESTIMATED R.O.W. LINE
   - AERIAL VIEW OF BLOCK

5. NORTH OF JACKSON ST THE RIGHT OF WAY BEGINS TO VARY FROM 80' TO 60' JUST SOUTH OF RUBY ST.

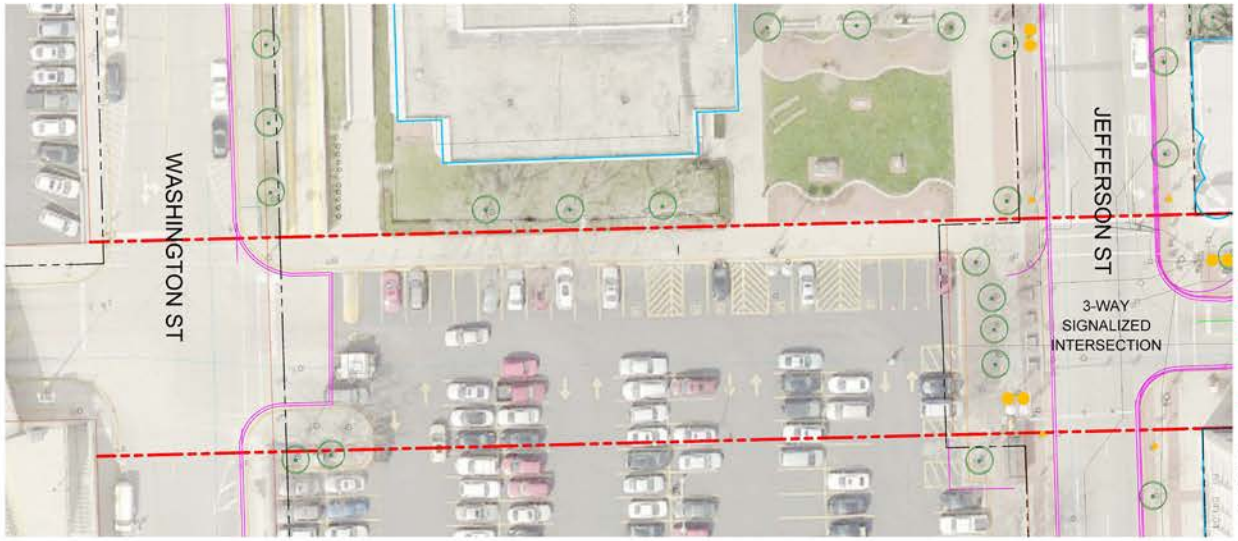
INDEX OF SHEETS

T-1 COVER SHEET
EX1 WASHINGTON TO JEFFERSON ST
EX-2 JEFFERSON ST TO VAN BUREN ST
EX-3 VAN BUREN ST TO CLINTON ST
EX-4 CLINTON ST TO CASS ST
EX-5 CASS ST TO WEBSTER ST
EX-6 WEBSTER ST TO BENTON ST
EX-7 BENTON ST TO CROWLEY ST
EX-8 CROWLEY ST TO CLAY ST
EX-9 CLAY ST TO OHIO ST
EX-10 IRVING ST TO RUBY ST

DISCLAIMER:
- THIS DRAFT EXHIBIT SET IS FOR INFORMATIONAL PURPOSES ONLY. GINKGO IS NOT LIABLE FOR ERRORS AND OMISSIONS IN THIS EXHIBIT SET.
- EXHIBITS ARE INTENDED TO PROVIDE A REASONABLE BASE FOR DEVELOPING STREET R.O.W. DESIGN RECOMMENDATIONS AND CROSS SECTIONS.
- ALL DATA WILL NEED TO BE FIELD VERIFIED AND SURVEYED FOR ANY FUTURE WORK.

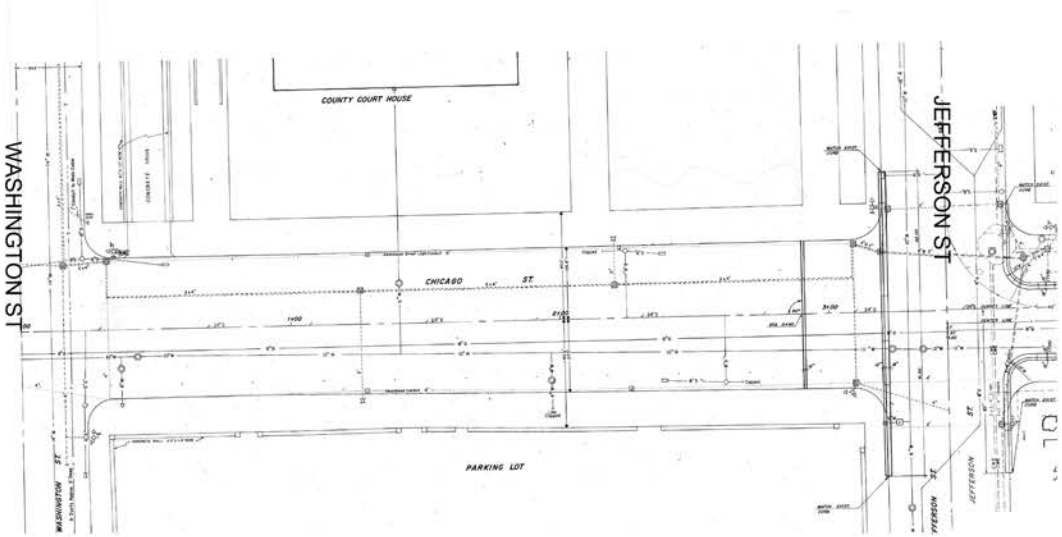
APPENDIX 1: CHICAGO STREET EXISTING EXHIBITS

APPENDIX 1: CHICAGO STREET EXISTING EXHIBITS



EXISTING PARCELS
EXISTING TREES
EXISTING DOUBLE LIGHT STREET LIGHT
EXITING STANDARD STREET LIGHT
EXISTING PEDESTRIAN LIGHT
EXISTING BUILDING
EXISTING CURB & GUTTER
ESTIMATED CENTER LINE
ESTIMATED R.O.W. LINE

EXISTING EXHIBIT:
CHICAGO STREET
WASHINGTON TO JEFFERSON ST



RECORD DRAWING:
CHICAGO STREET MALL,1978
WASHINGTON TO JEFFERSON ST

N

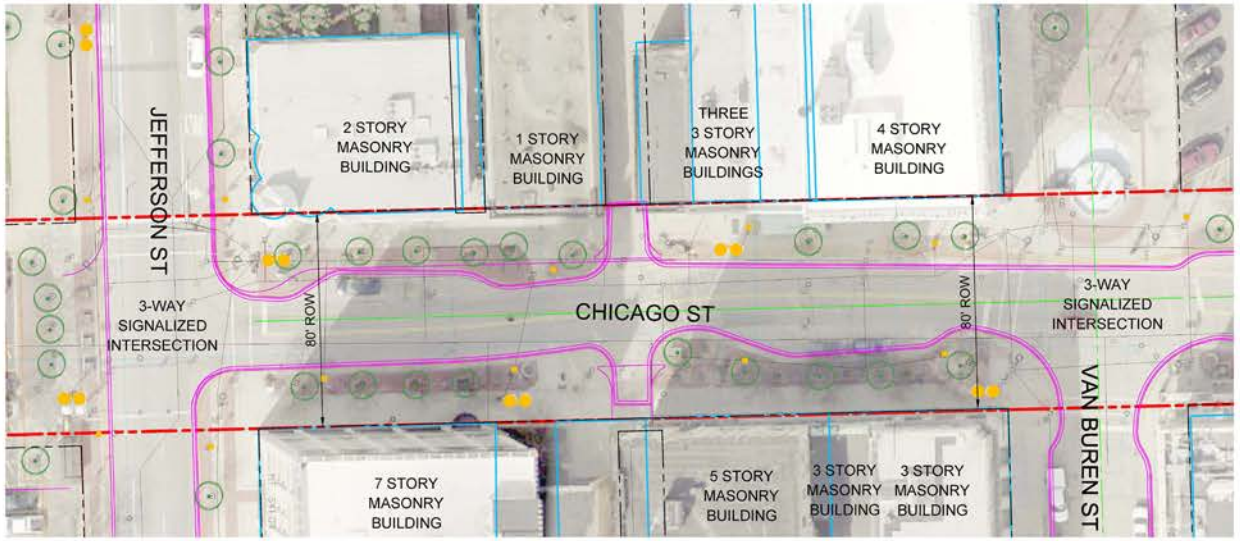
0 10 20' 40' 80'

GINKGO

DATE 5-2-2017

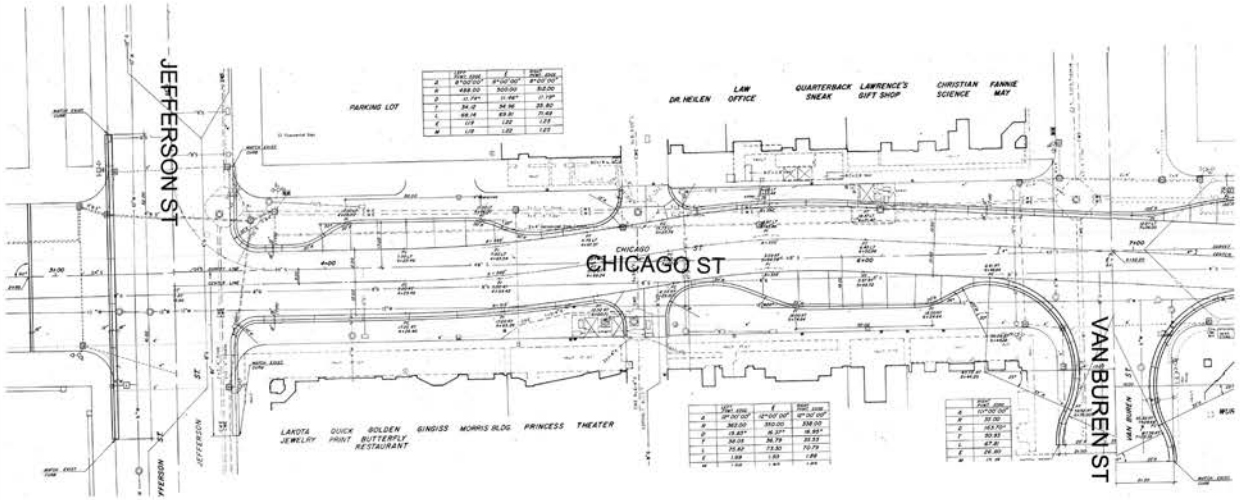
CHICAGO STREET CORRIDOR PLAN
EXISTING EXHIBITS
CITY OF JOLIET, IL

EX-1



EXISTING PARCELS
EXISTING TREES
EXISTING DOUBLE LIGHT STREET LIGHT
EXITING STANDARD STREET LIGHT
EXISTING PEDESTRIAN LIGHT
EXISTING BUILDING
EXISTING CURB & GUTTER
ESTIMATED CENTER LINE
ESTIMATED R.O.W. LINE

EXISTING EXHIBIT:
CHICAGO STREET
JEFFERSON ST TO VAN BUREN ST



RECORD DRAWING:
CHICAGO STREET MALL, 1978
JEFFERSON ST TO VAN BUREN ST

N
0 10 20' 40' 80'

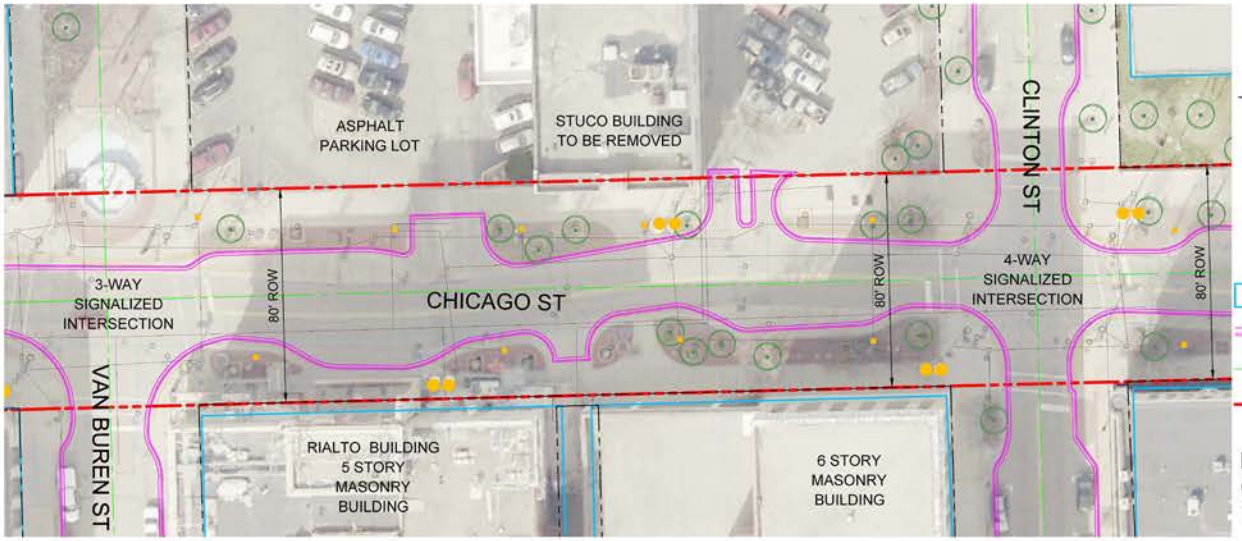
GINKGO

DATE 5-2-2017

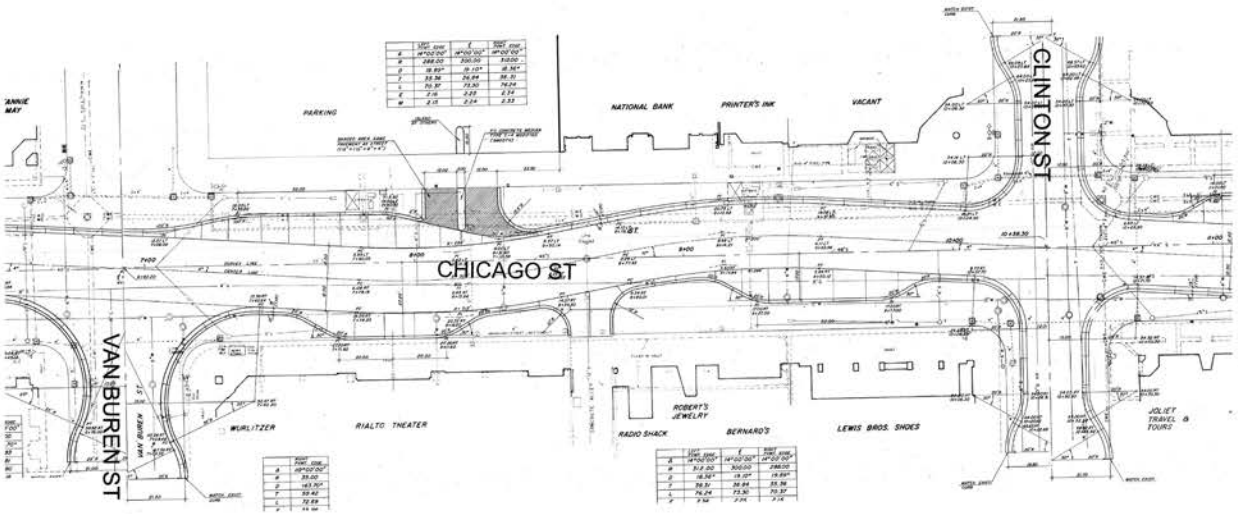
CHICAGO STREET CORRIDOR PLAN
EXISTING EXHIBITS
CITY OF JOLIET, IL

EX-2

APPENDIX 1: CHICAGO STREET EXISTING EXHIBITS



EXISTING EXHIBIT:
CHICAGO STREET
VAN BUREN ST TO CLINTON ST



RECORD DRAWING:
CHICAGO STREET MALL, 1978
VAN BUREN ST TO CLINTON ST

N

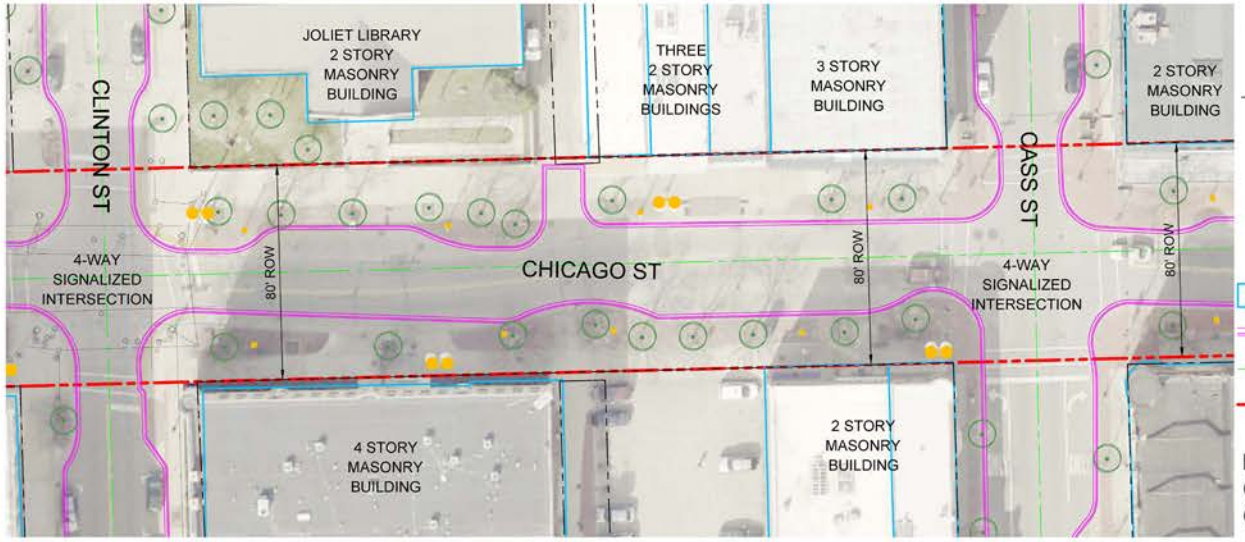
0 10 20' 40' 80'

GINKGO

DATE 5-2-2017

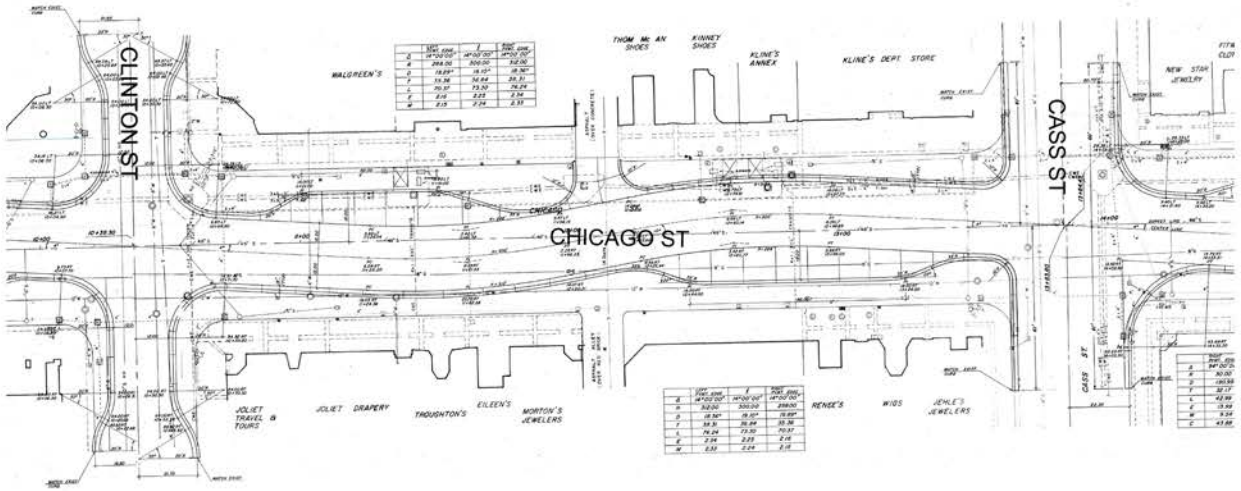
CHICAGO STREET CORRIDOR PLAN
EXISTING EXHIBITS
CITY OF JOLIET, IL

EX-3



EXISTING PARCELS
EXISTING TREES
EXISTING DOUBLE LIGHT STREET LIGHT
EXITING STANDARD STREET LIGHT
EXISTING PEDESTRIAN LIGHT
EXISTING BUILDING
EXISTING CURB & GUTTER
ESTIMATED CENTER LINE
ESTIMATED R.O.W. LINE

EXISTING EXHIBIT:
CHICAGO STREET
CLINTON ST TO CASS ST



RECORD DRAWING:
CHICAGO STREET MALL, 1978
CLINTON ST TO CASS ST

N

0 10 20' 40' 80'

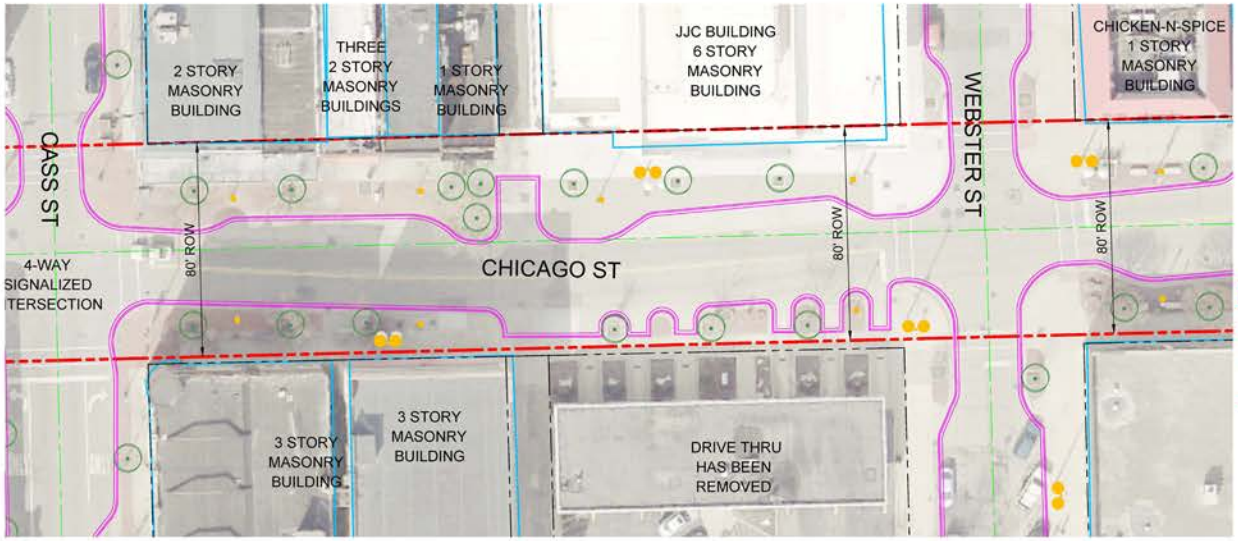
GINKGO

DATE 5-2-2017

CHICAGO STREET CORRIDOR PLAN
EXISTING EXHIBITS
CITY OF JOLIET, IL

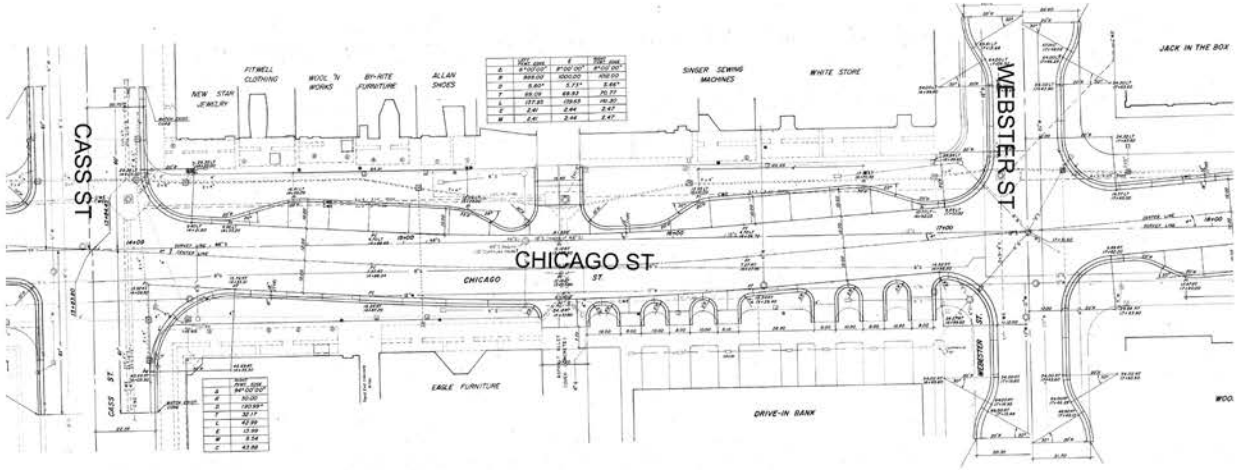
EX-4

APPENDIX 1: CHICAGO STREET EXISTING EXHIBITS



EXISTING PARCELS
EXISTING TREES
EXISTING DOUBLE LIGHT STREET LIGHT
EXITING STANDARD STREET LIGHT
EXISTING PEDESTRIAN LIGHT
EXISTING BUILDING
EXISTING CURB & GUTTER
ESTIMATED CENTER LINE
ESTIMATED R.O.W. LINE

EXISTING EXHIBIT:
CHICAGO STREET
CASS ST TO WEBSTER ST



RECORD DRAWING:
CHICAGO STREET MALL, 1978
CASS ST TO WEBSTER ST

N

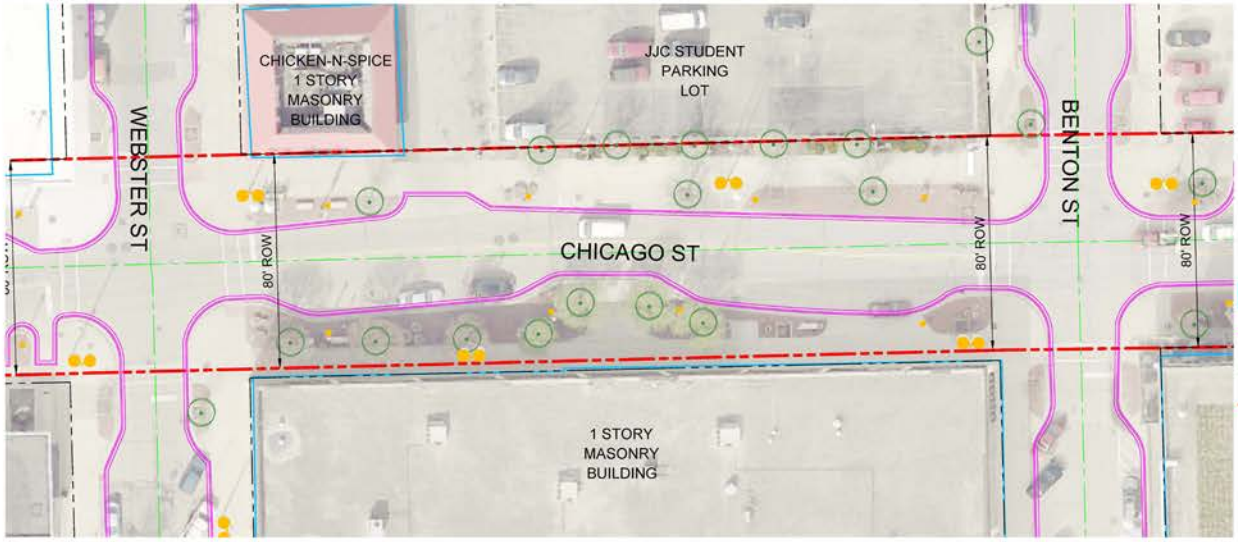
0 10 20' 40' 80'

GINKGO

DATE 5-2-2017

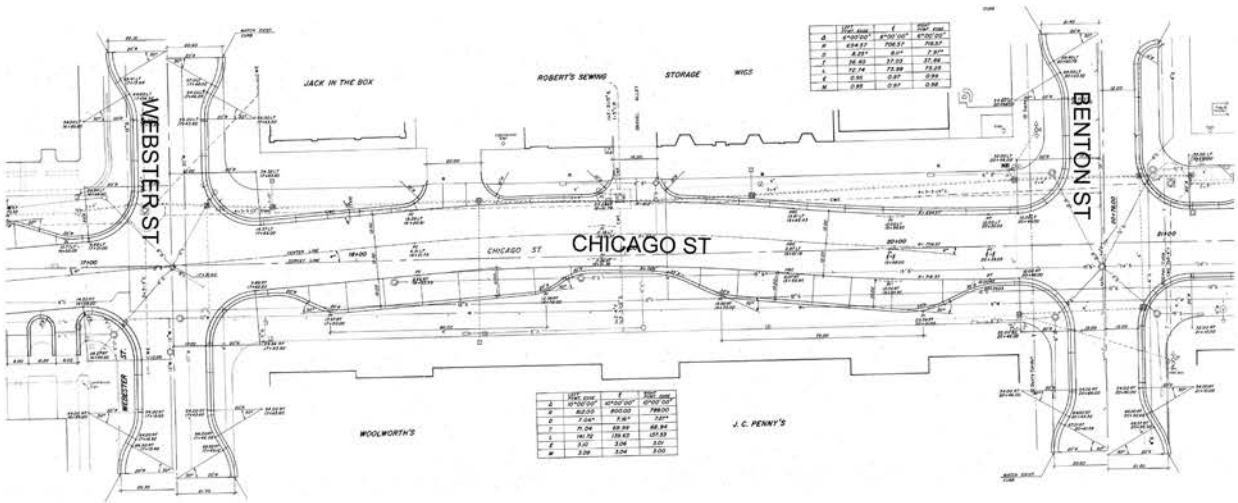
CHICAGO STREET CORRIDOR PLAN
EXISTING EXHIBITS
CITY OF JOLIET, IL

EX-5



EXISTING PARCELS
EXISTING TREES
EXISTING DOUBLE LIGHT STREET LIGHT
EXITING STANDARD STREET LIGHT
EXISTING PEDESTRIAN LIGHT
EXISTING BUILDING
EXISTING CURB & GUTTER
ESTIMATED CENTER LINE
ESTIMATED R.O.W. LINE

EXISTING EXHIBIT:
CHICAGO STREET
WEBSTER ST TO BENTON ST



RECORD DRAWING:
CHICAGO STREET MALL, 1978
WEBSTER ST TO BENTON ST

N

0 10 20' 40' 80'

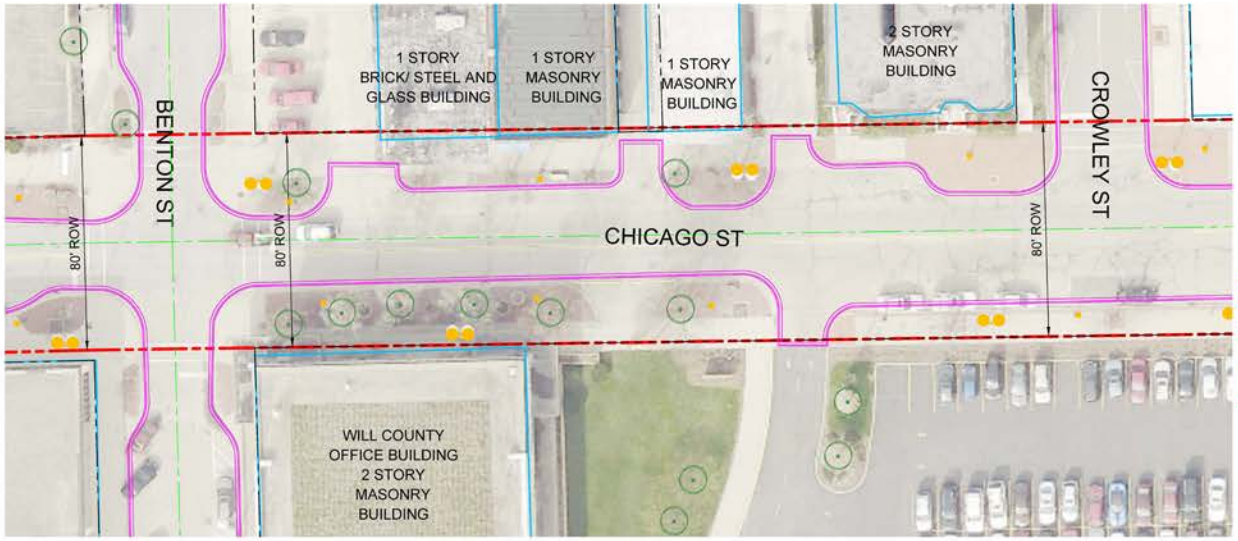
GINKGO

DATE 5-2-2017

CHICAGO STREET CORRIDOR PLAN
EXISTING EXHIBITS
CITY OF JOLIET, IL

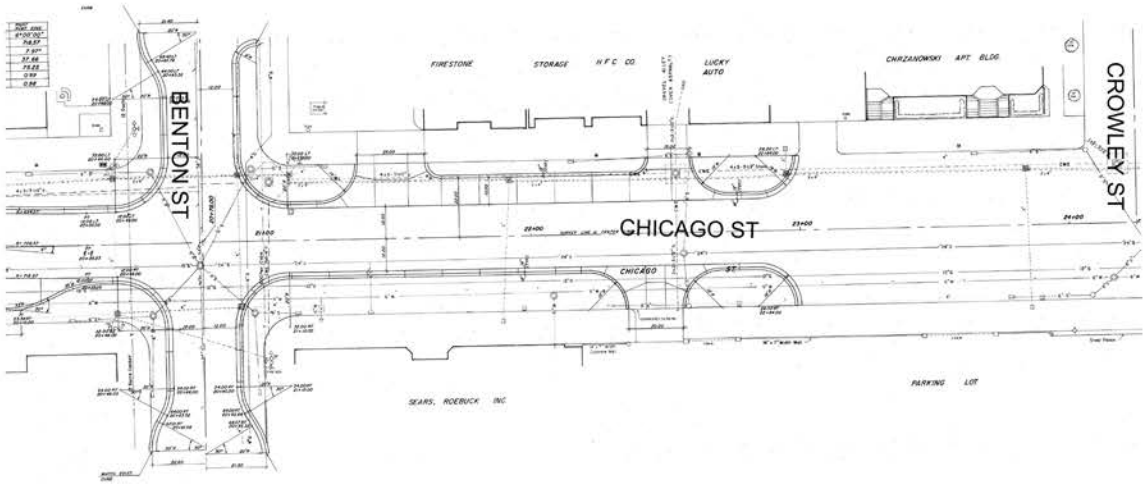
EX-6

APPENDIX 1: CHICAGO STREET EXISTING EXHIBITS



EXISTING PARCELS
EXISTING TREES
EXISTING DOUBLE LIGHT STREET LIGHT
EXITING STANDARD STREET LIGHT
EXISTING PEDESTRIAN LIGHT
EXISTING BUILDING
EXISTING CURB & GUTTER
ESTIMATED CENTER LINE
ESTIMATED R.O.W. LINE

EXISTING EXHIBIT:
CHICAGO STREET
BENTON ST TO CROWLEY ST



RECORD DRAWING:
CHICAGO STREET MALL, 1978
BENTON ST TO CROWLEY ST

N

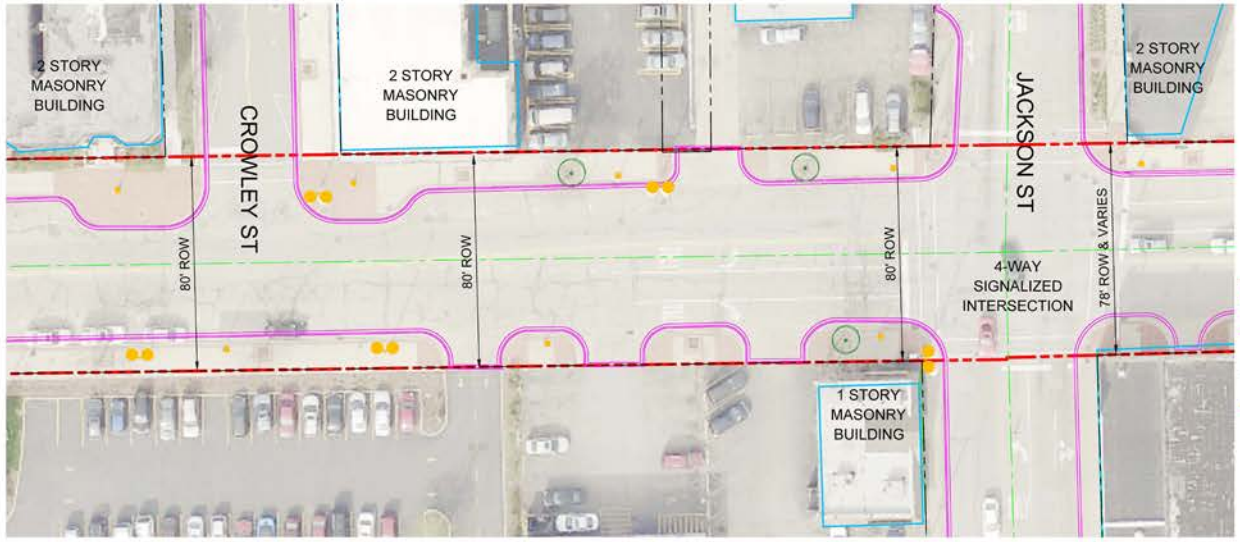
0 10 20' 40' 80'

GINKGO

DATE 5-2-2017

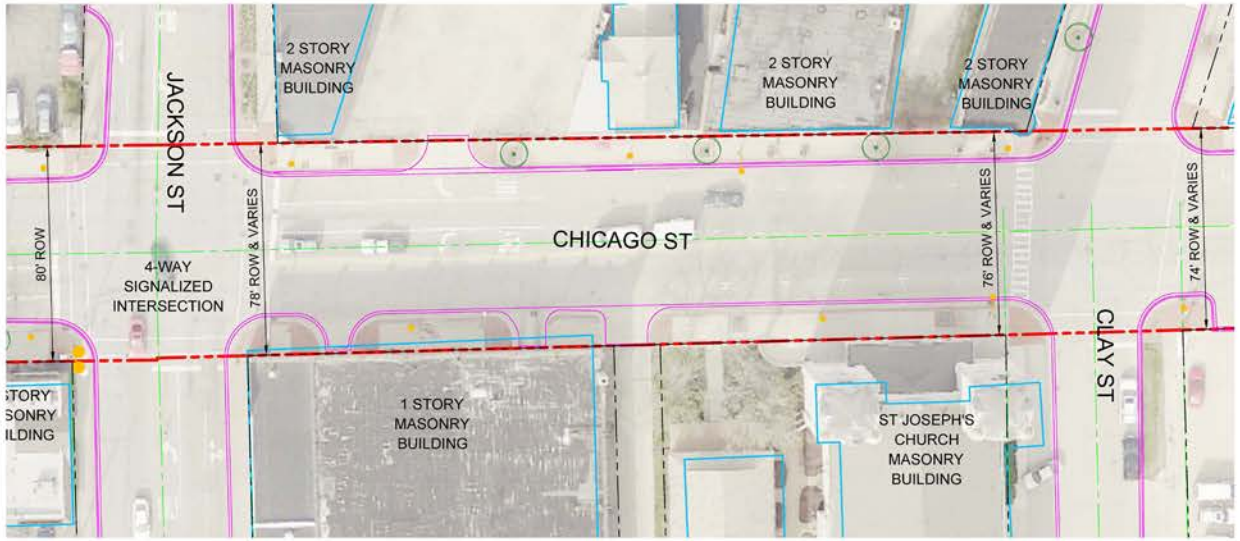
CHICAGO STREET CORRIDOR PLAN
EXISTING EXHIBITS
CITY OF JOLIET, IL

EX-7



EXISTING PARCELS
EXISTING TREES
EXISTING DOUBLE LIGHT STREET LIGHT
EXITING STANDARD STREET LIGHT
EXISTING PEDESTRIAN LIGHT
EXISTING BUILDING
EXISTING CURB & GUTTER
ESTIMATED CENTER LINE
ESTIMATED R.O.W. LINE

EXISTING EXHIBIT:
CHICAGO STREET
CROWLEY ST TO JACKSON ST



EXISTING CONDITIONS:
CHICAGO STREET
JACKSON ST TO CLAY ST

N

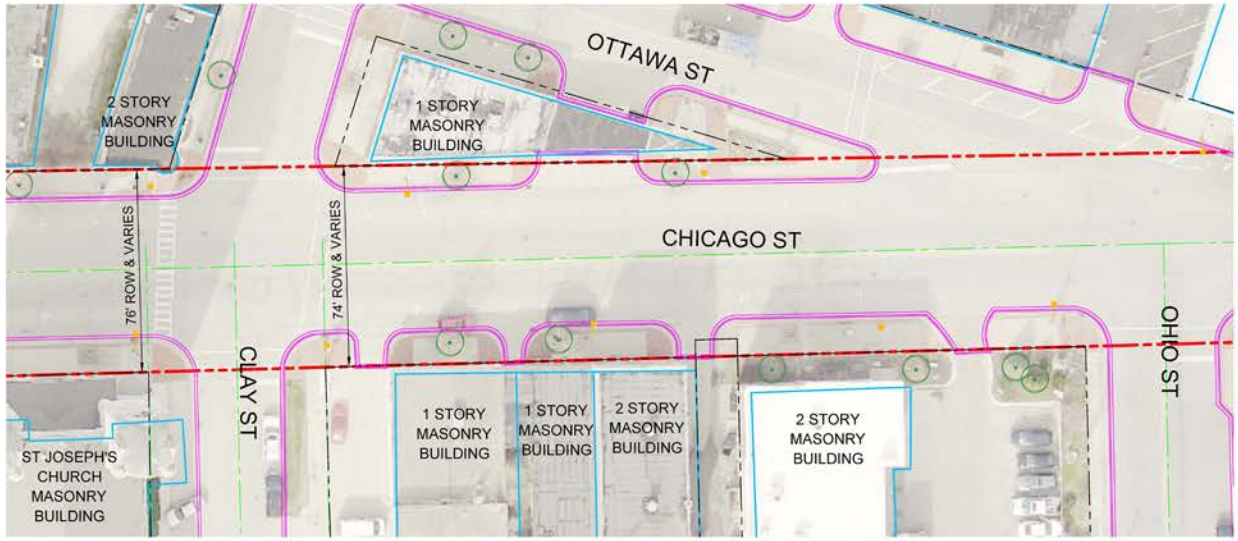
0 10 20' 40' 80'

GINKGO

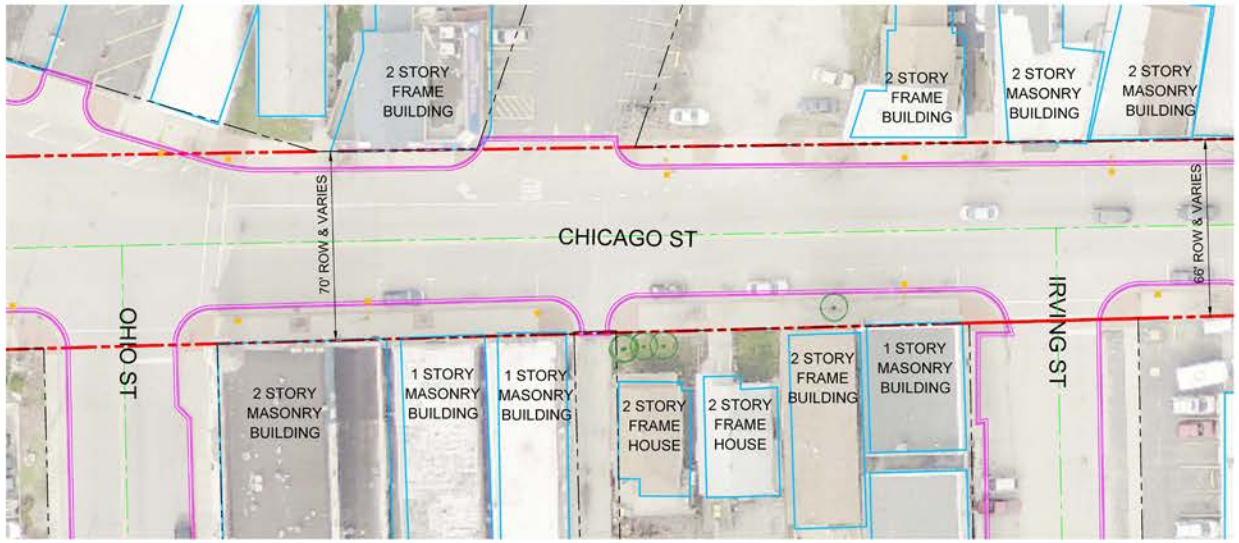
DATE 5-2-2017

CHICAGO STREET CORRIDOR PLAN
EXISTING EXHIBITS
CITY OF JOLIET, IL

EX-8



EXISTING EXHIBIT:
CHICAGO STREET
CLAY ST TO OHIO ST



EXISTING EXHIBIT:
CHICAGO STREET
OHIO ST TO IRVING ST

EXISTING PARCELS
EXISTING TREES
EXISTING DOUBLE LIGHT STREET LIGHT
EXITING STANDARD STREET LIGHT
EXISTING PEDESTRIAN LIGHT
EXISTING BUILDING
EXISTING CURB & GUTTER
ESTIMATED CENTER LINE
ESTIMATED R.O.W. LINE

N

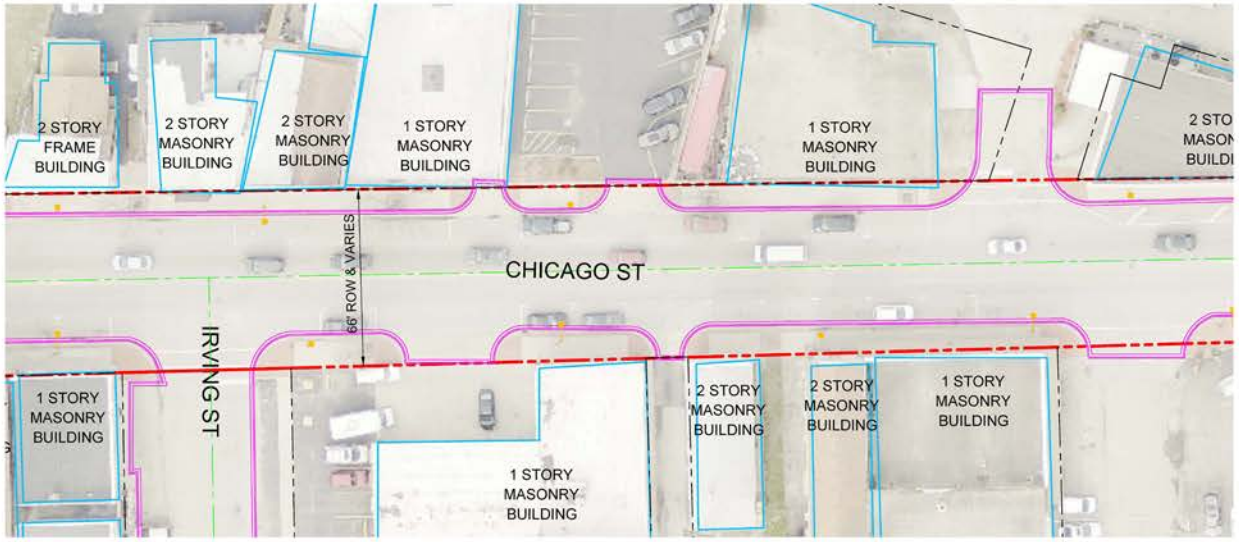
0 10 20' 40' 80'

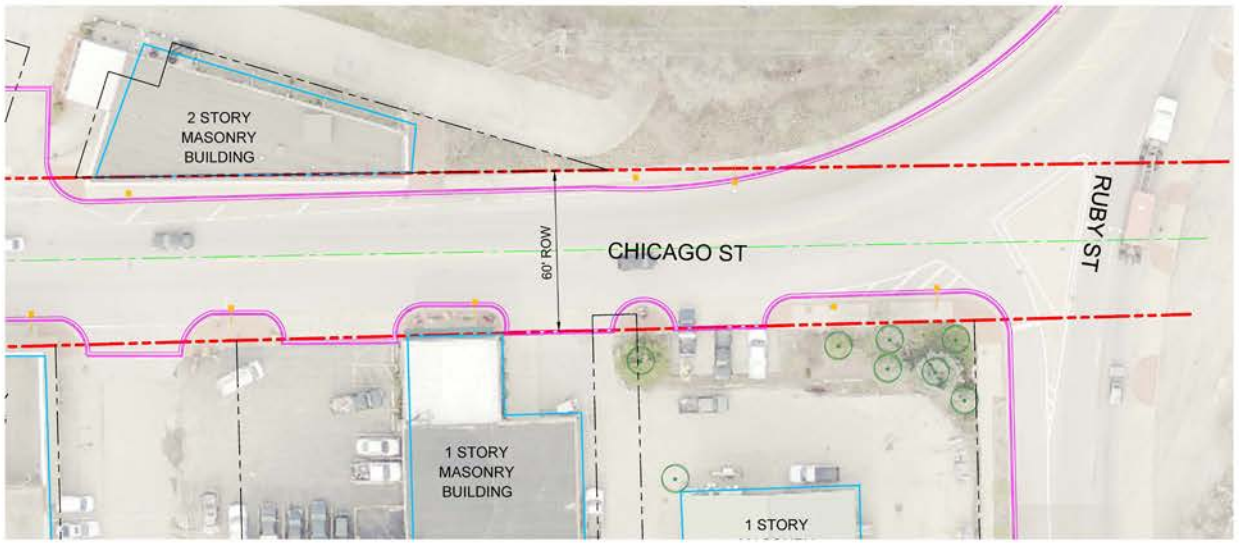
GINKGO

DATE 5-2-2017

CHICAGO STREET CORRIDOR PLAN
EXISTING EXHIBITS
CITY OF JOLIET, IL

EX-9





EXISTING PARCELS
EXISTING TREES
EXISTING DOUBLE LIGHT STREET LIGHT
EXITING STANDARD STREET LIGHT
EXISTING PEDESTRIAN LIGHT
EXISTING BUILDING
EXISTING CURB & GUTTER
ESTIMATED CENTER LINE
ESTIMATED R.O.W. LINE

EXISTING EXHIBITS:
CHICAGO STREET
IRVING ST TO RUBY ST

N

0 10 20' 40' 80'

GINKGO

DATE 5-2-2017

CHICAGO STREET CORRIDOR PLAN
EXISTING EXHIBITS
CITY OF JOLIET, IL

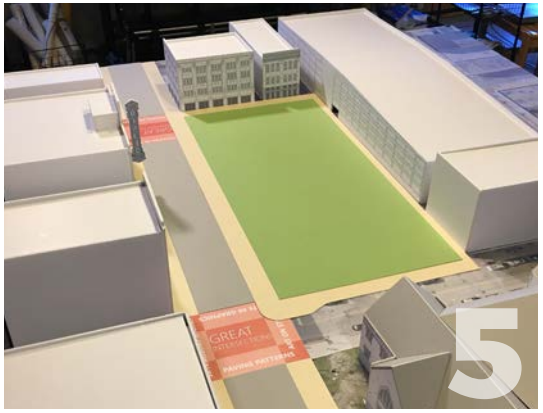
EX-10

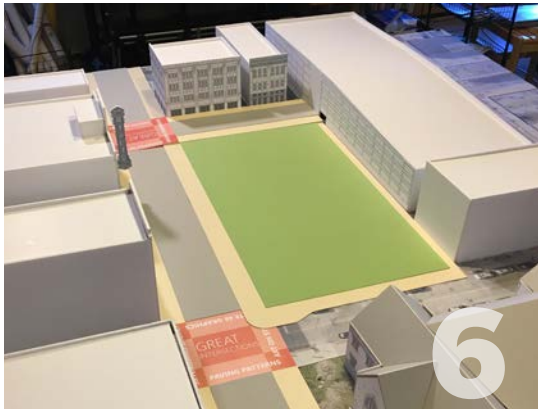




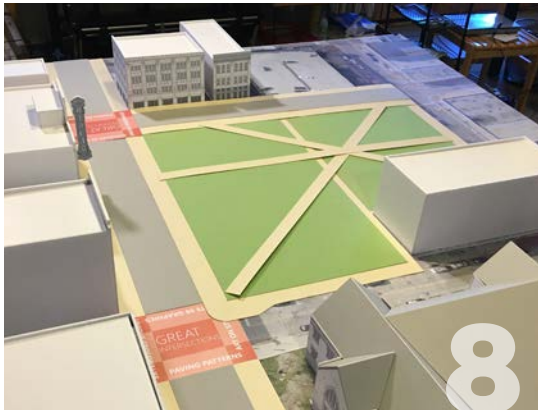












1. Existing Conditions with County Building and Parking, and Library Parking
2. Demolition of County Building
3. Improved Chicago Street and crosswalks
4. Option A: MID-BLOCK PLAZA, library parking stays
5. Option B: HALF-BLOCK PLAZA, library parking is relocated
6. Option B-1: Same as Option B, Van Buren St. is brought back up to alley
7. Various Options for screening the garage
8. Option C:FULL BLOCK PLAZA, long term removal of parking garage, Route 66 Diner building stays

APPENDIX 2: SIZE & SHAPE OF THE SQUARE EARLY STUDY MODEL VIEWS LOOKING SOUTH, SPRING, 2017

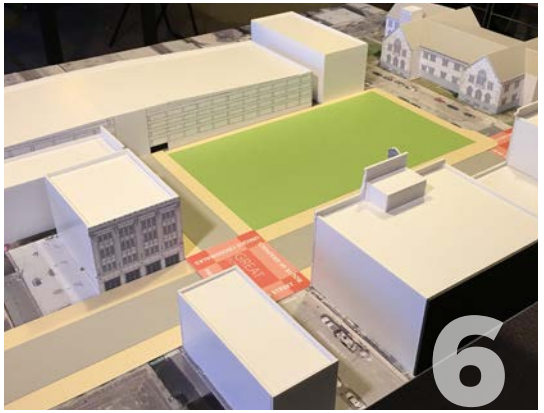












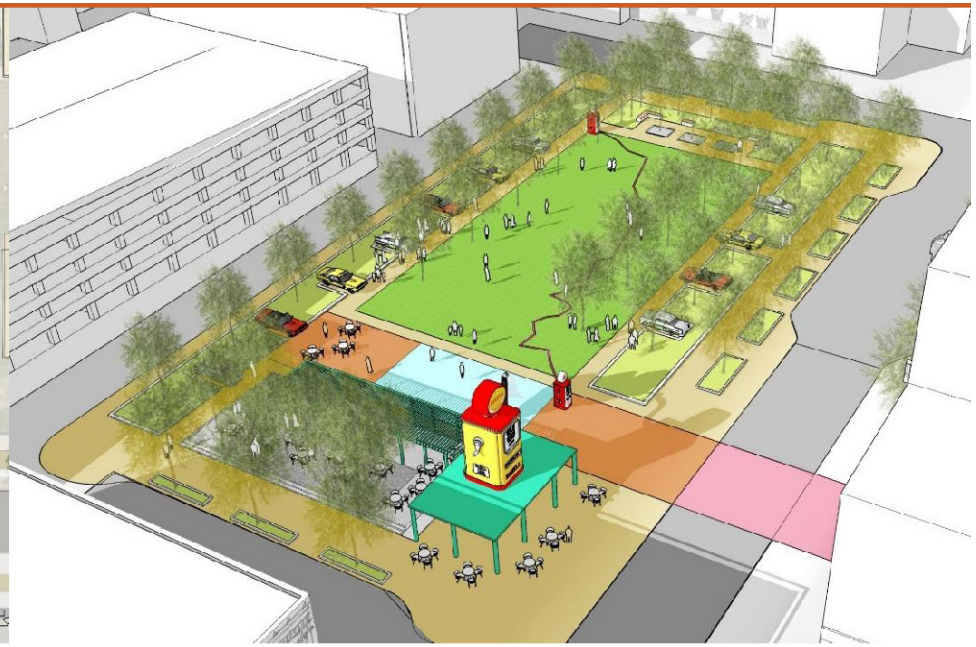


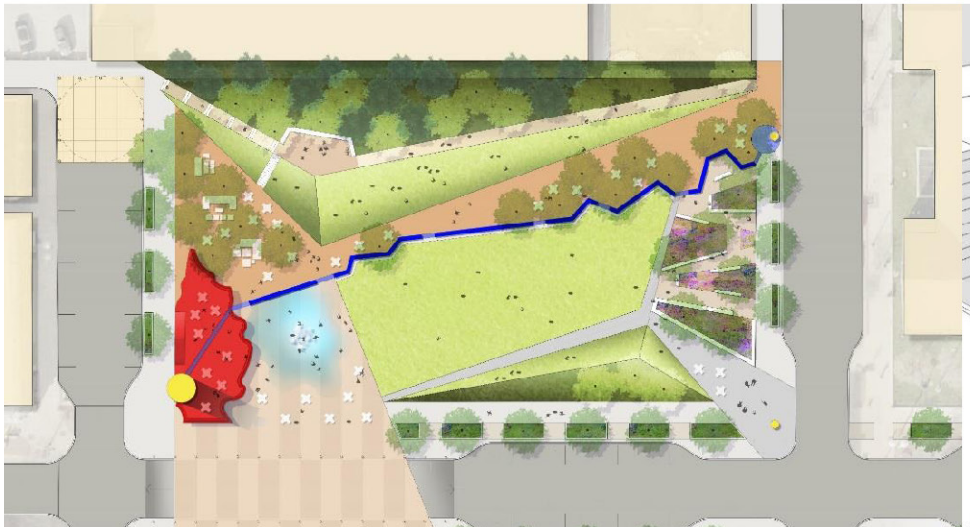


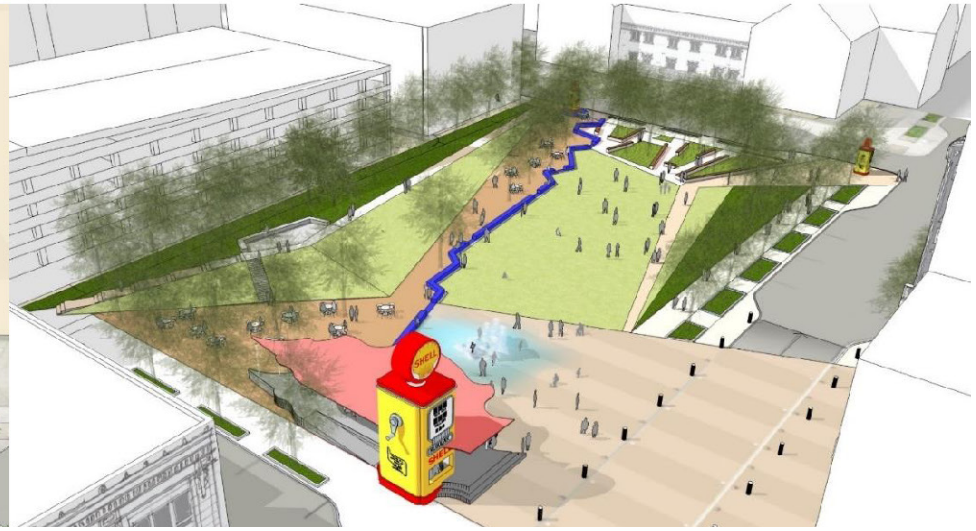
1. Existing Conditions with State Attorney Building and Parking, and Library Parking
2. Demolition of County Building
3. Improved Chicago Street and crosswalks
4. Option A: MID-BLOCK PLAZA, library parking stays
5. Option B: HALF-BLOCK PLAZA, library parking is relocated
6. Option B-1: Same as Option B, Van Buren St. is brought back up to alley
7. Various Options for screening the garage
8. Option C:FULL BLOCK PLAZA, long term removal of parking garage, Route 66 Diner building stays

APPENDIX 2: SIZE & SHAPE OF THE SQUARE EARLY STUDY MODEL VIEWS LOOKING WEST, SPRING, 2017

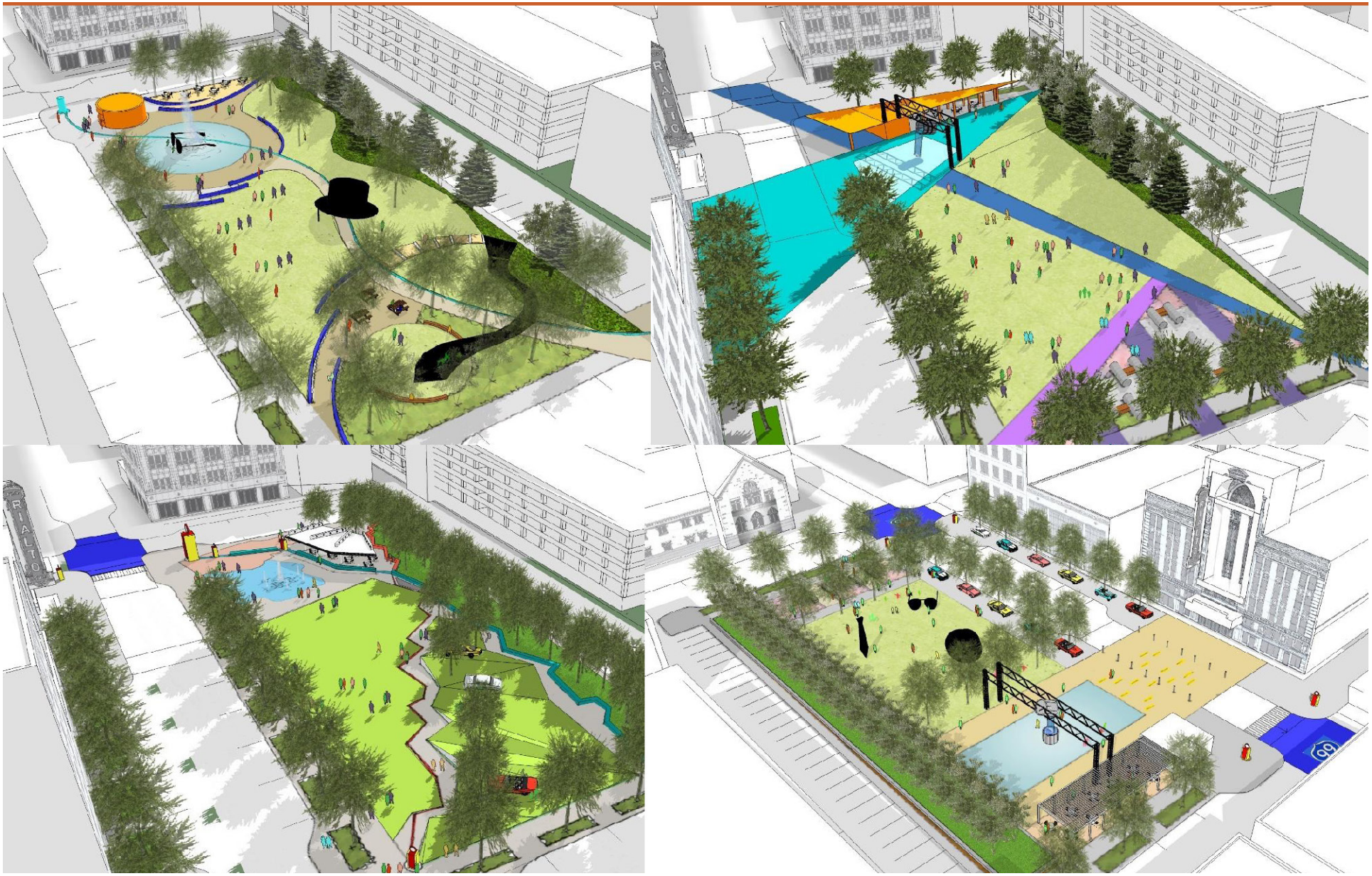




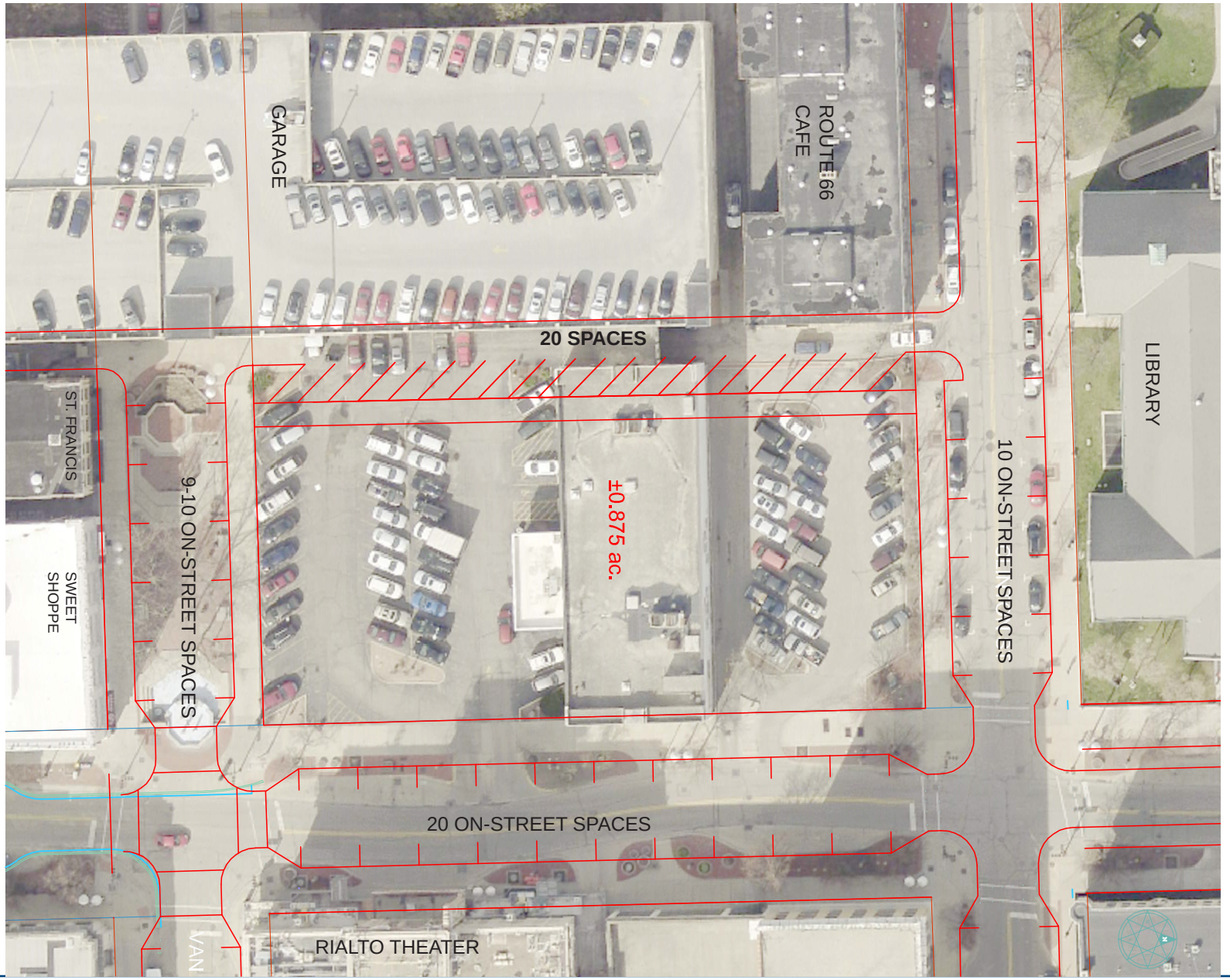




APPENDIX 2: THE SQUARE EARLY CONCEPTS: ROUTE 66 THEME

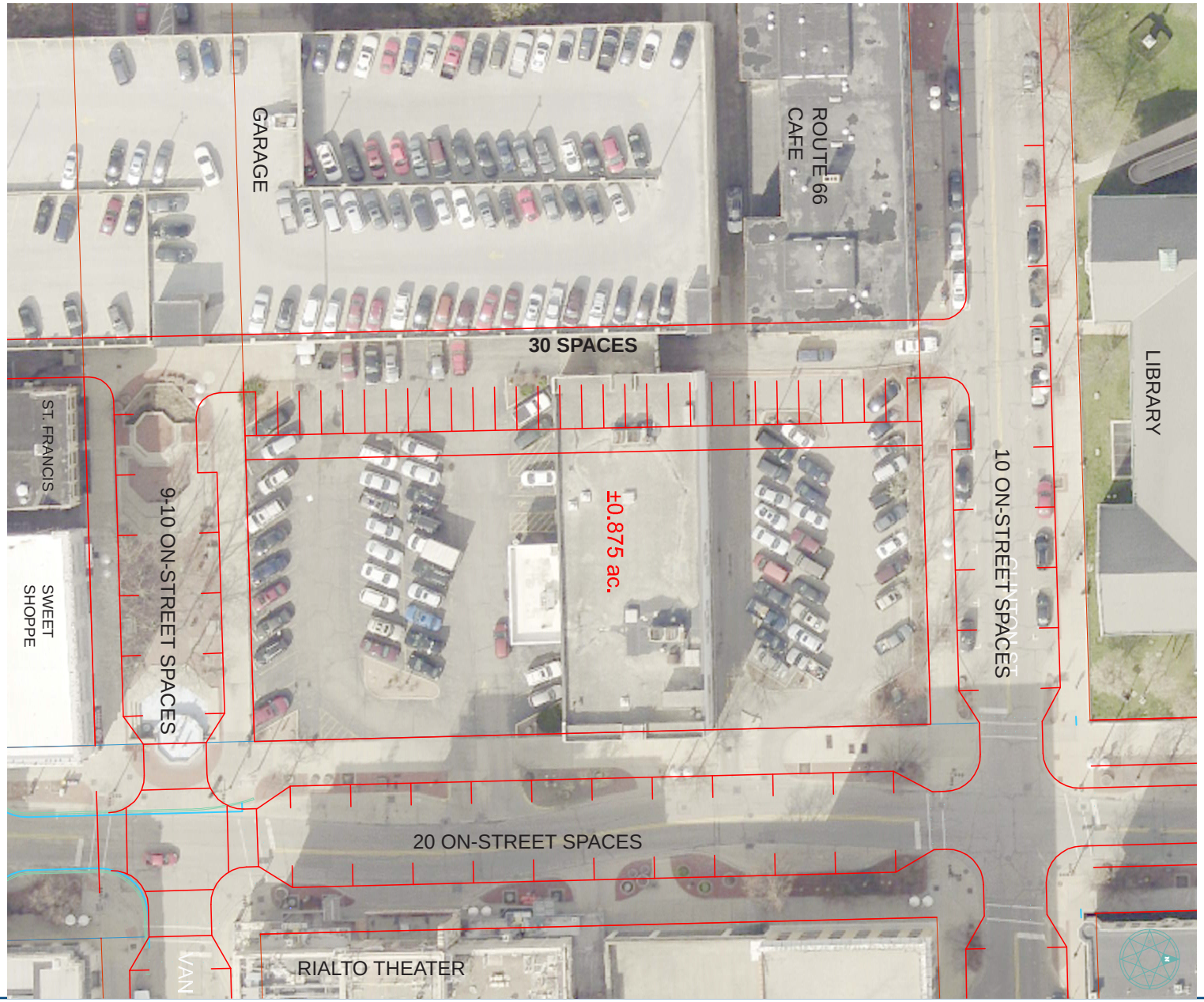


APPENDIX 2: THE SQUARE EARLY CONCEPTS: BLUES BROTHERS THEME



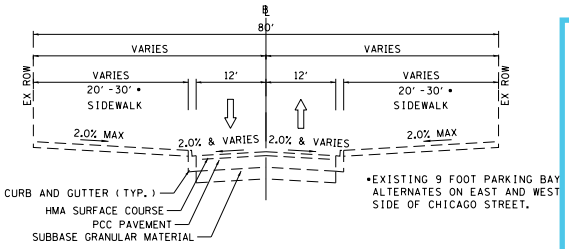
PARKING OPTION A:
ANGLED PARKING
ALONG ALLEY,
APPROX. 20 SPACES

APPENDIX 2: THE SQUARE EARLY CONCEPTS: PARKING & SQUARE SIZE

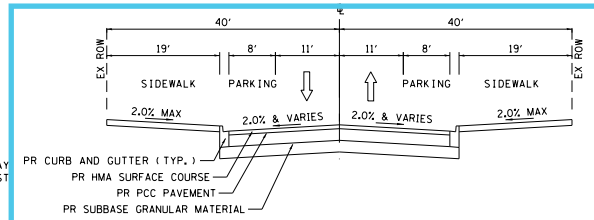


PARKING OPTION B: PERPENDICULAR PARKING ALONG ALLEY, APPROX. 30 SPACES

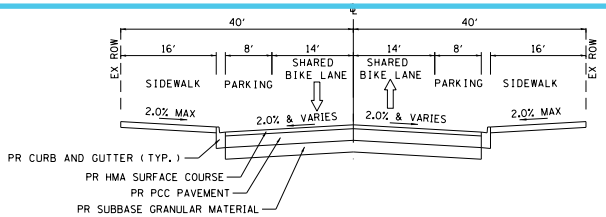
APPENDIX 2: THE SQUARE EARLY CONCEPTS: PARKING & SQUARE SIZE



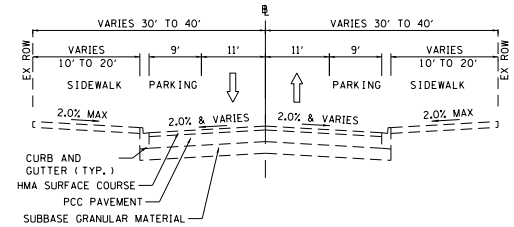
EXISTING TYPICAL SECTION
CHICAGO STREET
WASHINGTON STREET TO JACKSON STREET



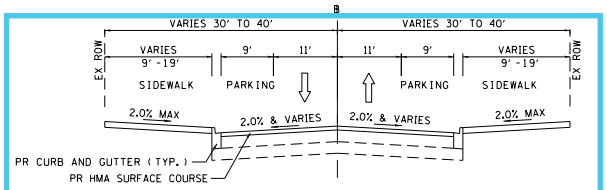
PROPOSED TYPICAL SECTION
CHICAGO STREET
WASHINGTON STREET TO JACKSON STREET



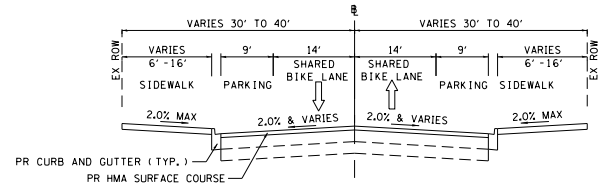
PROPOSED TYPICAL SECTION
CHICAGO STREET
CLINTON TO JACKSON STREET



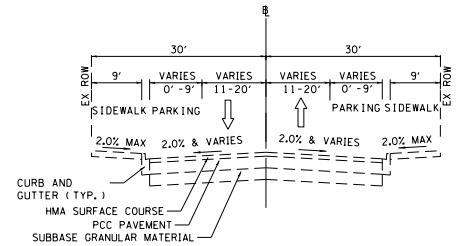
EXISTING TYPICAL SECTION
CHICAGO STREET
JACKSON STREET TO LIBERTY STREET



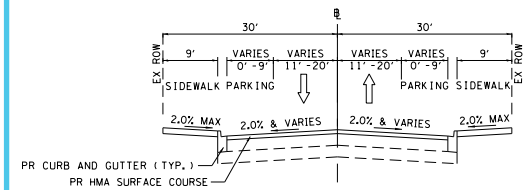
PROPOSED TYPICAL SECTION
CHICAGO STREET
JACKSON STREET TO LIBERTY STREET



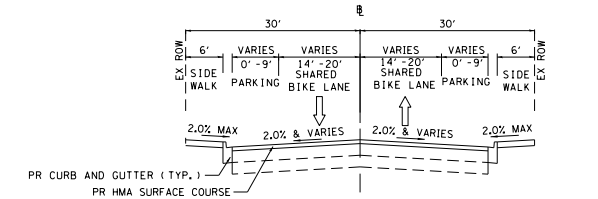
PROPOSED TYPICAL SECTION
CHICAGO STREET
JACKSON STREET TO LIBERTY STREET



EXISTING TYPICAL SECTION
CHICAGO STREET
LIBERTY STREET TO RUBY STREET



PROPOSED TYPICAL SECTION
CHICAGO STREET
LIBERTY STREET TO RUBY STREET

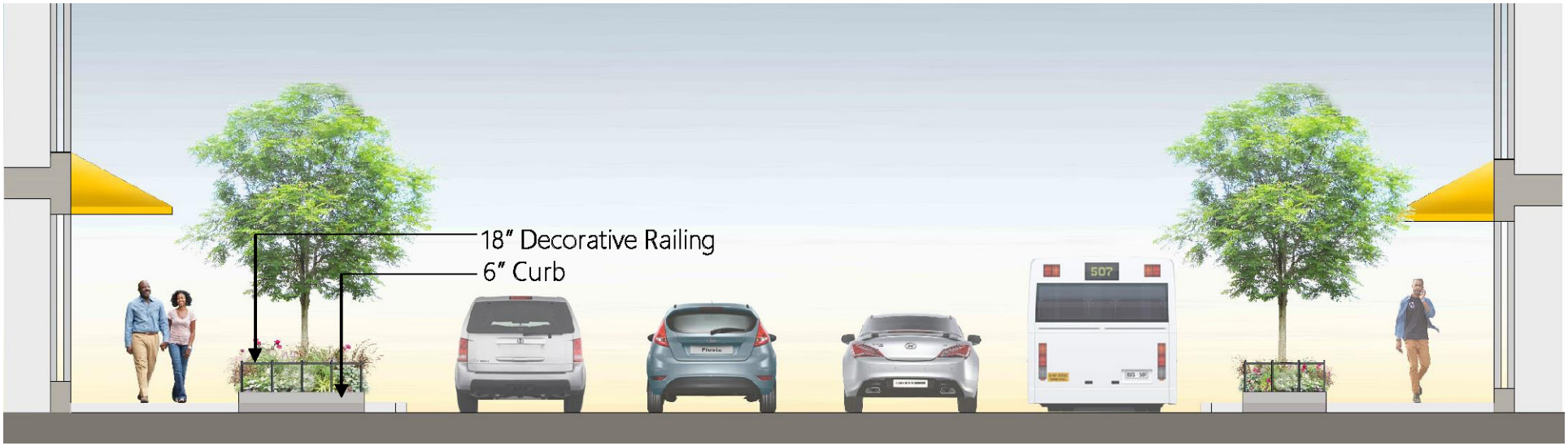


PROPOSED TYPICAL SECTION
CHICAGO STREET
LIBERTY STREET TO RUBY STREET

FILE NAME =	USER NAME = $USER$	DESIGNED	BHH	REVISED -	CITY OF JOLIET	TYPICAL SECTIONS CHICAGO STREET	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN	BHH	REVISED -			1045	16-00491-00-PV	WILL		
$MODELNAME$	PLOT SCALE = $SCALE$	CHECKED	ESN	REVISED -					CONTRACT NO.		
	PLOT DATE = $DATE$	DATE	06/15/2017	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT		

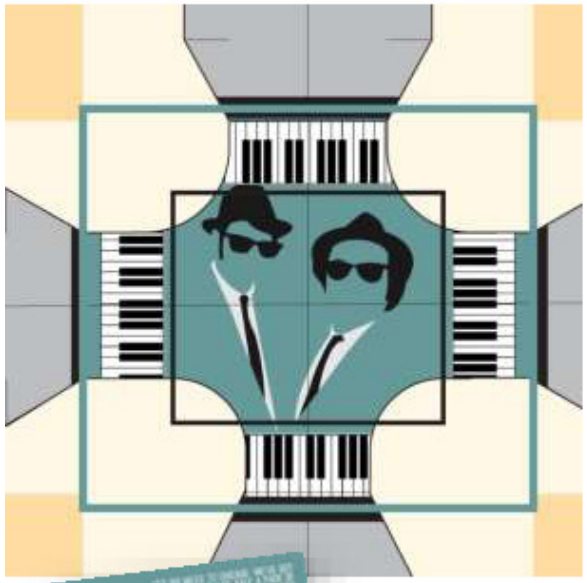
APPENDIX 2: THE STREET EARLY CROSS SECTION STUDIES

Note: Final concept plan is based on options outlined in blue. Travel lanes may be either 11' or 14', and will be further studied in the design development phase.



This conceptual cross section was developed for Jefferson Street to extend the streetscape character from Chicago Street eastward to the new Transportation Center. The City has developed a different final design for this street since the time that this cross section was prepared. This drawing is added in the Appendix for record only.

APPENDIX 2: JEFFERSON STREET CONCEPT, FOR RECORD ONLY









BLUES BROTHERS THEME



ROUTE 66 THEME



CITY LOGO THEME

APPENDIX 2: CHICAGO STREET INTERSECTION AND PAVEMENT POSSIBILITIES



APPENDIX 2: CHICAGO STREET INTERSECTION AND PAVEMENT POSSIBILITIES



FIGURE 19:
Regional Bikeways

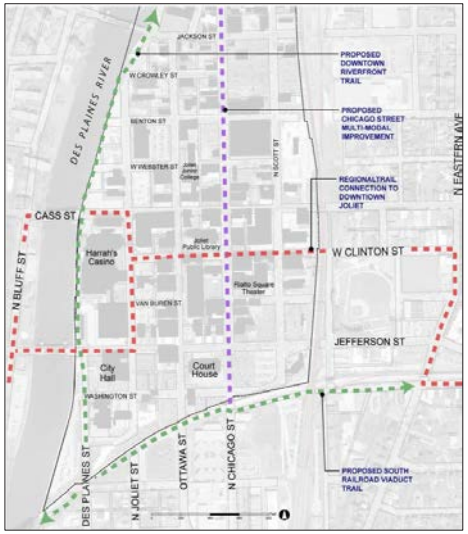
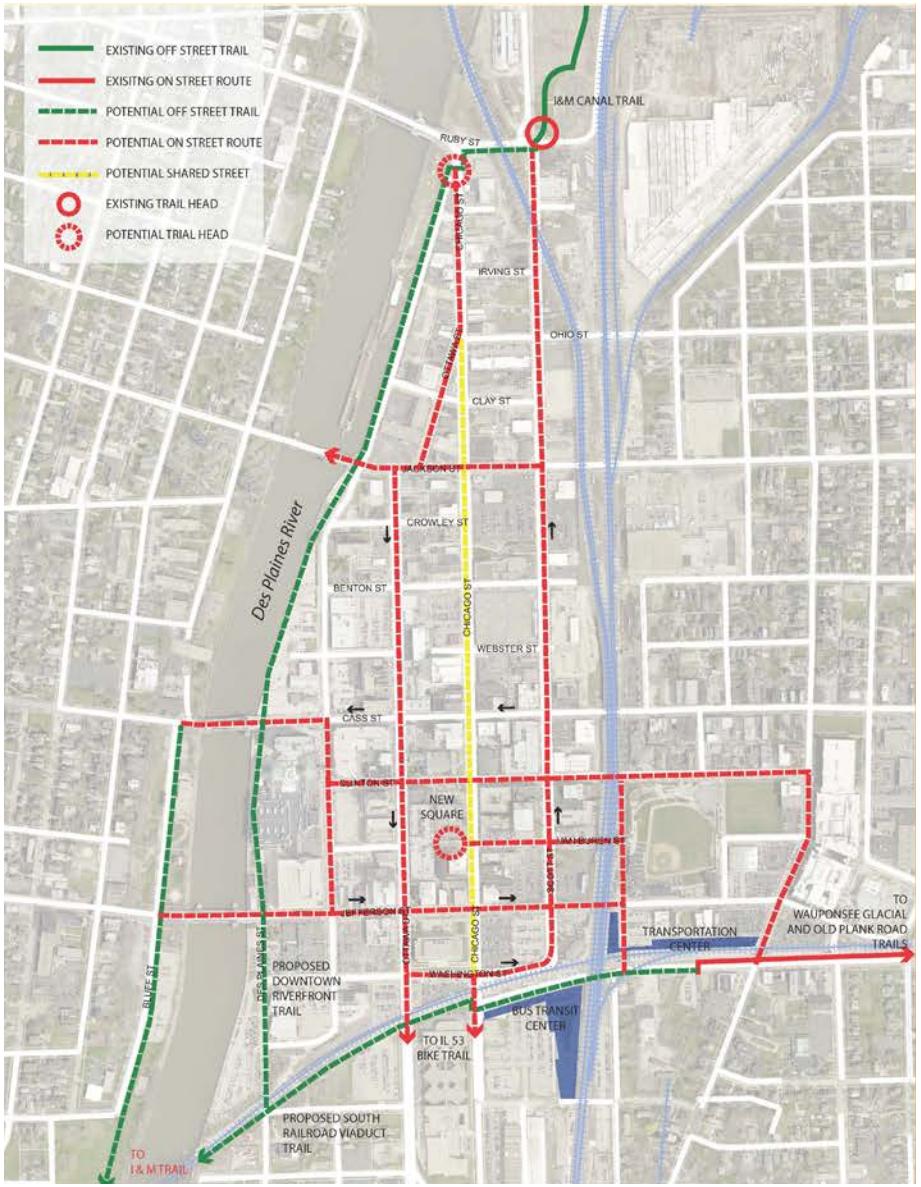


FIGURE 20
Bikeway Improvements

RECOMMENDATIONS FROM 2015 DOWNTOWN JOLIET PLAN



POTENTIAL BIKE ROUTES AND FACILITY TYPES IN DOWNTOWN JOLIET

As the 2015 Downtown Plan recommended, there is a need to connect downtown Joliet to the existing regional bicycle trail system (Old Plank Road Trail, Wauponsee Glacial Trail, I&M Canal State Trail, Joliet Junction Trail), the planned Downtown Riverfront Trail, Railroad Viaduct Trail and the new Transportation Center.

The redesign of Chicago Street offered the opportunity to take a closer look at a connected bike system through Downtown and the possibility of including a bike route on Chicago Street.

The consultant team looked at various potential bike routes which could connect the various existing and planned trails. The map on left shows these potential routes and the types of bike facilities that were considered.

The final recommendation, as shown in the conceptual street cross sections, is to incorporate a shared bike lane on the northern section of Chicago Street from Clinton Street to Ruby Street. The bike route would then travel east on Clinton Street to Mayor Art Schultz Drive and south to the Transportation Center. This would allow for wider sidewalks to accommodate more sidewalk cafes and streetscape elements for the blocks south of Clinton Street.

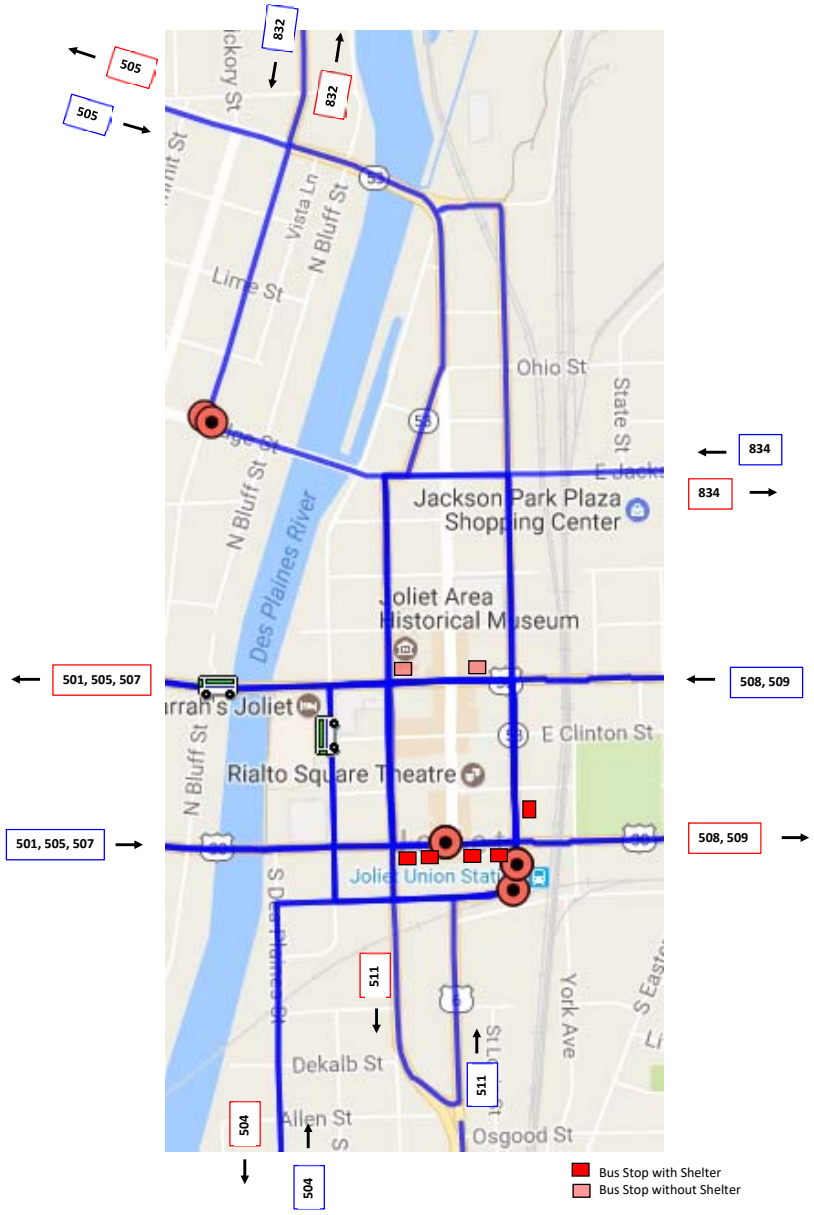
APPENDIX 2: CHICAGO STREET BIKE ROUTE EARLY STUDIES

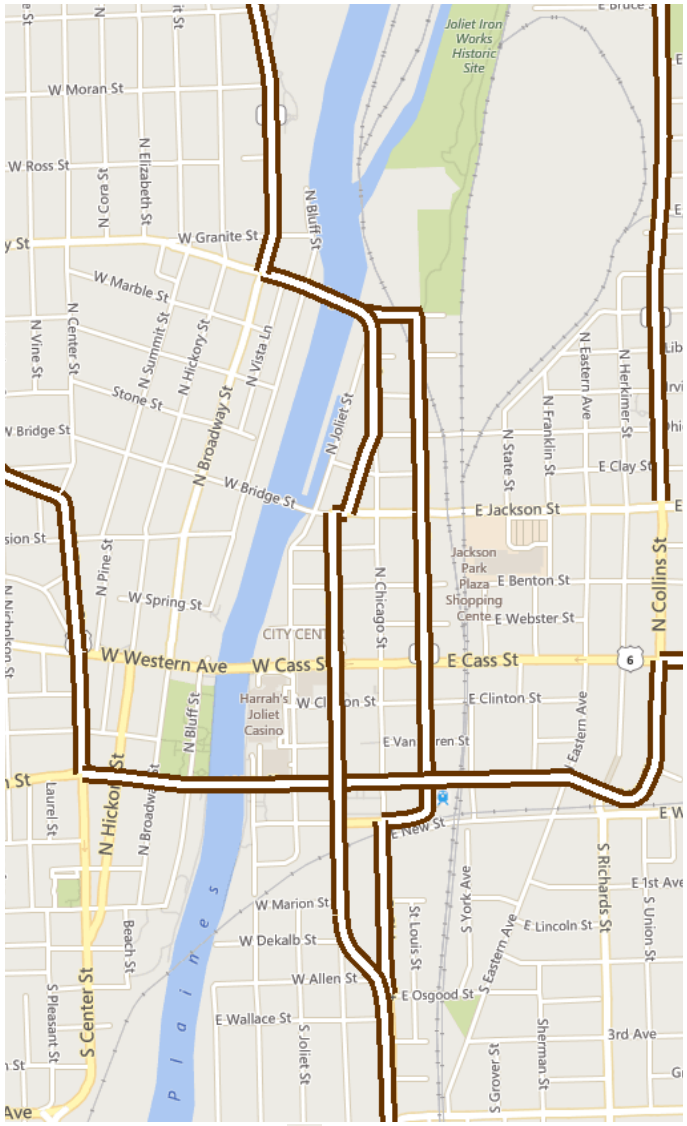
A "LOOP" AROUND CHICAGO STREET FOR PACE BUS SERVICE AND TRUCKS

The downtown area is well-served by Pace bus service. While there are no Pace routes that travel along Chicago Street, there are presently 9 routes (#501, 504, 505, 507, 508, 509, 511, 832, 834) that cross Chicago Street at Cass Street and/or Jefferson Street as they circulate through the downtown and connect with the Gateway Transportation Center.

The consultant team looked at the possibility of making Chicago Street a Pace route. Given the impacts on travels lanes and on-street parking, it was determined that the current routes are more efficient, creating a "Loop" along Scott and Ottawa Streets around Chicago Street.

Current posted IDOT truck routes also loop around Chicago Street on Scott and Ottawa Streets. With the reopening of Chicago Street, it will be critical to ensure that truck traffic does not mistakenly enter Chicago Street north of Jefferson Street.





APPENDIX 2: CHICAGO STREET PACE & TRUCK ROUTES







A Plan shaped by the community

APPENDIX 3: COMMUNITY FEEDBACK

Front sidewalk of Rialto –

Historical founders photos & walk of fame for founding & members of Vaudeville

Use native Illinois plants as much as possible - more sustainable -
Do not use any plant becoming invasive in natural areas.
ie Maples, vincas, Callery pear, non-native enonymous

handicapped + free parking

(ON CLINTON ST. ALONG SQUARE)



Recessed street lighting to increase efficiency and decrease light pollution

Joliet History needs to be important part of the plan.

get rid of on street parking on this block - on both sides of Chicago (IN FRONT OF SQUARE)



Walking from SW (Chicago St. Pub) safety precautions?? when crossing the new Van Buren St.

Seating nooks - enough seating for 2-3 families with kids ??
(3 families w/ avg 2.3 kids approx. 8-15

limestone Sculpture?

MURALS - History

FEEDBACK FROM PUBLIC FORUM APRIL 18, 2018

This is the coolest shit ever !! - Elder Brewing Co.

What a great idea! - Love the Street Idea, green space!
↳ Downtown Joliet Ambassadors

X-cited for hometown - 66 can pull it off (Finally)

Dan Malinowski - Excellent Strategies - I've offered my expertise and passion for a vibrant Joliet Downtown - let me know how I can help!

Chérere Latin Café

I'm super excited about this magnificent project!! I Can't wait to see the final result. So glad to see its Downtown Joliet's Revival!

Teresa Malone
Chef & Owner
Chérere Latin Café



NAME: Karen Ward

ORGANIZATION / CONTACT INFORMATION (OPTIONAL):

Lifelong Joliet Resident — [redacted] Family w/ deep servant leadership roles in Joliet
— Work downtown as well.

I think you should have another additional forum in the beginning of May. Joliet has rich history, & residents definitely want to bring downtown back to its glory — but we don't want some (like county officials) who don't seek to preserve history. As a city project — I hope it continues to seek the residents input & support. The support for this project will be these — If you appreciate the people of Joliet & our hearts (who love our community & our history) you didn't mention our BEAUTIFUL BRIDGES, which is a draw for our city. I wish I had time to write more.

Great Presentation!!



Dear Joliet Square Planners,

Thank you for the opportunity to review the preliminary plans for city center square. I'm very excited to hear that green space being planned in downtown Joliet. I really like that the space accommodates multiple uses and will be functional for special activities and events as well as general lunch time users. It was also good to see bicycle use is being included in the mix for the first time.

Below our my random thoughts and attached is a "napkin sketch" to help you understand them.

The water feature is large and a big ticket item with lots of maintenance needs. I like that you are trying to have it multi functional but I am concerned about long term maintenance. It should be running in the summer when you have tents and vendors on the site. Given our warming climate, consider a portable ice rink on the lawn rather than using the fountain area. I would suggest making the water feature smaller and move it to an other area perhaps near the children's area.

Lawn sitters will have to look through the water feature or vendor tents to see the stage. Consider moving the stage to the other side of the water feature or along the parking garage. Plan on some pavement near the stage for dancing. Consider a few larger paved areas around the square that can serve several functions i.e. for a portable stage, larger tents, sculpture, tables and chairs, etc. Vendors would appreciate a wide pathway to load and unload their wares.

The library garden does not need to be so large. Storytelling is usually in a cozy setting. Pavement is needed in your high activity areas where festival tents will be set up but it appears most of your pavement is in the storytelling area. There could be room for a few parking spaces for library patrons and could utilize the alley for access. If the alley is curved to exit slightly east, it would improve visibility of pedestrians crossing along Clinton. It would also provide a place for dumpsters to be enclosed in decorative fencing as the current alley is very unsightly. Many people fear the parking garage when alone and/ or when it is dark outside. It is inconvenient for short term parking. If you really want people to come downtown, all short term parking should be free.

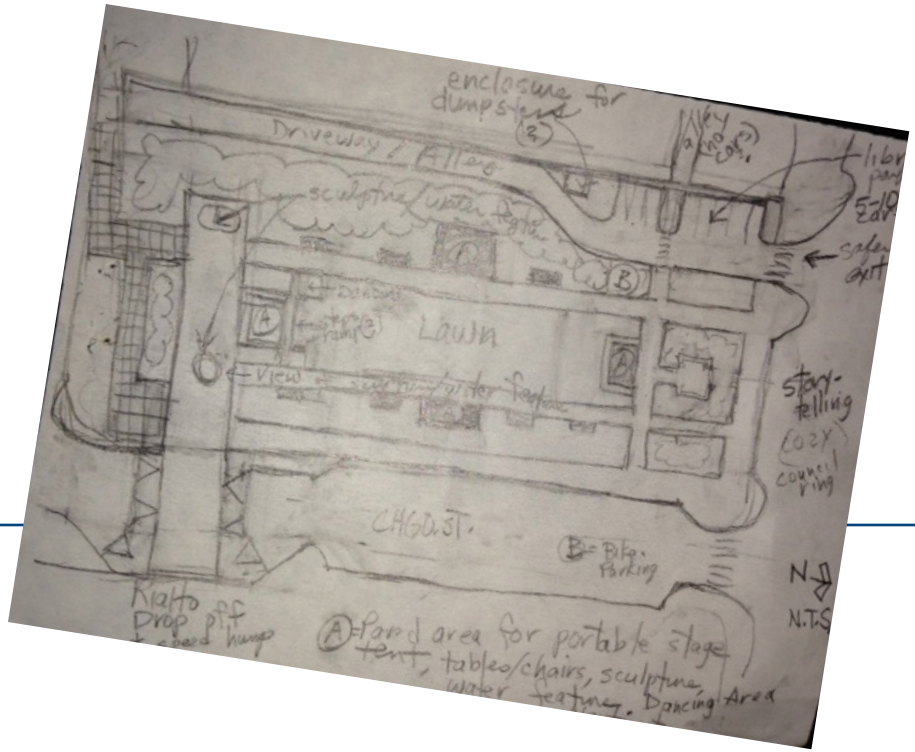
A one car drop off near the front of the Rialto Theater along Chicago Street is needed. It would be appreciated in bad weather and for those with limited mobility. As the Rialto is a venue for weddings and other formal events, people in un-sensible shoes would be appreciative. If you do not provide a drop off, the lane will be blocked by this activity.

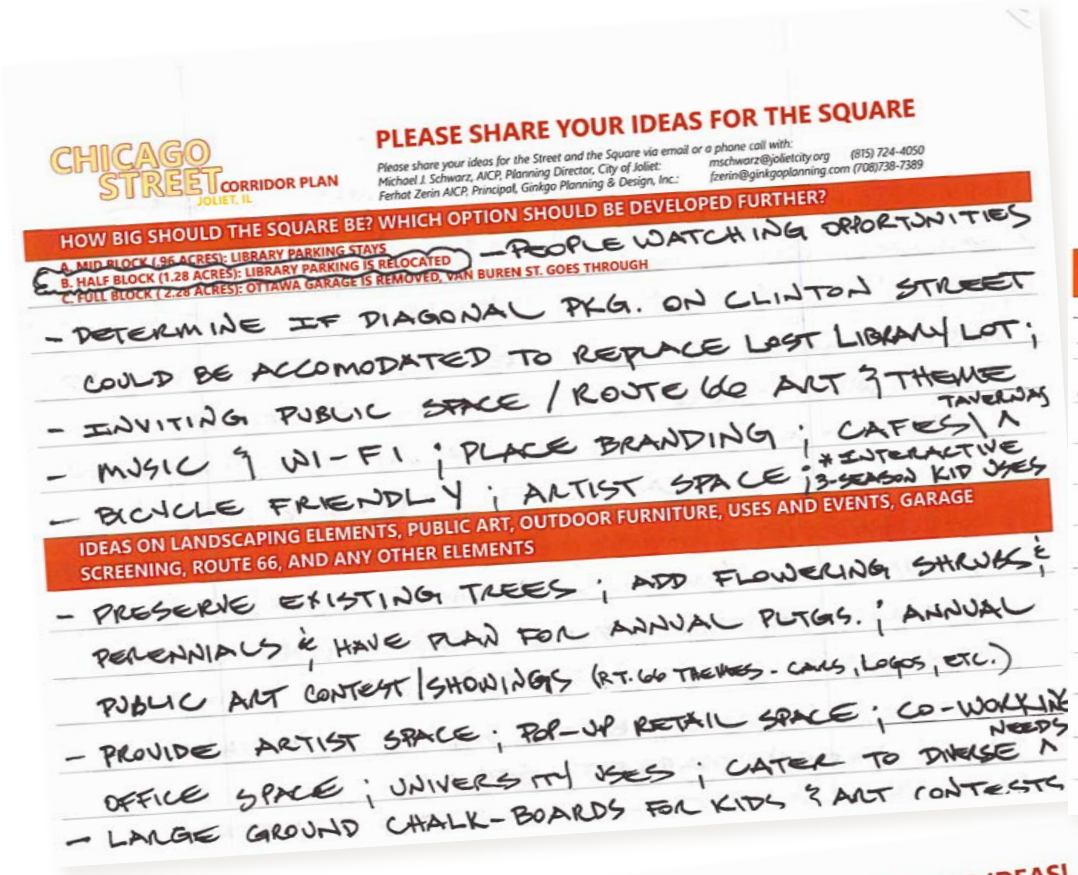
Please provide creative and unique elements, possibly in the realm of public art, sculpture (no bronze people). The creative pavement is a good start. Consider adding colorful airy banners on the gray garage wall as it will be visible when the trees shed their leaves.

When planning amenities, please don't forget bicycle parking and recycling bins. Also select light fixtures that have a good hood to prevent lighting the sky.

I greatly appreciate all your efforts in making Joliet a better place to live.

Karen Fonte





CHICAGO STREET CORRIDOR PLAN
JOLIET, IL

PLEASE SHARE YOUR IDEAS FOR THE SQUARE

Please share your ideas for the Street and the Square via email or a phone call with:
Michael J. Schwarz, AICP, Planning Director, City of Joliet: mschwarz@jolietcity.org (815) 724-4050
Ferhat Zerin AICP, Principal, Ginkgo Planning & Design, Inc.: fzerin@ginkgoplanning.com (708)738-7389

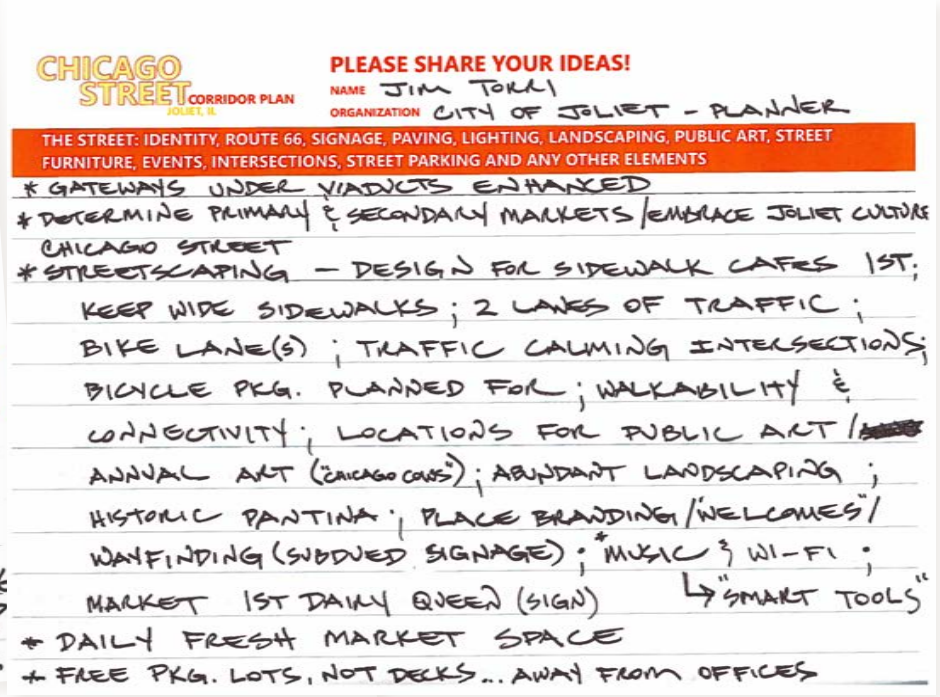
HOW BIG SHOULD THE SQUARE BE? WHICH OPTION SHOULD BE DEVELOPED FURTHER?

A. MID BLOCK (.96 ACRES): LIBRARY PARKING STAYS
B. HALF BLOCK (1.28 ACRES): LIBRARY PARKING IS RELOCATED
C. FULL BLOCK (2.28 ACRES): OTTAWA GARAGE IS REMOVED, VAN BUREN ST. GOES THROUGH

- PEOPLE WATCHING OPPORTUNITIES
- DETERMINE IF DIAGONAL PKG. ON CLINTON STREET COULD BE ACCOMODATED TO REPLACE LOST LIBRARY LOT;
- INVITING PUBLIC SPACE / ROUTE 66 ART & THEME
- MUSIC & WI-FI ; PLACE BRANDING ; CAFES/TAVERNS
- BICYCLE FRIENDLY ; ARTIST SPACE ; * INTERACTIVE 3-SEASON KID USES

IDEAS ON LANDSCAPING ELEMENTS, PUBLIC ART, OUTDOOR FURNITURE, USES AND EVENTS, GARAGE SCREENING, ROUTE 66, AND ANY OTHER ELEMENTS

- PRESERVE EXISTING TREES ; ADD FLOWERING SHRUBS & PERENNIALS & HAVE PLAN FOR ANNUAL PLTGS. ; ANNUAL PUBLIC ART CONTEST/SHOWINGS (RT. 66 THEMES - CARS, LOGOS, ETC.)
- PROVIDE ARTIST SPACE ; POP-UP RETAIL SPACE ; CO-WORKING OFFICE SPACE ; UNIVERSITY USES ; CATER TO DIVERSE NEEDS
- LARGE GROUND CHALK-BOARDS FOR KIDS & ART CONTESTS



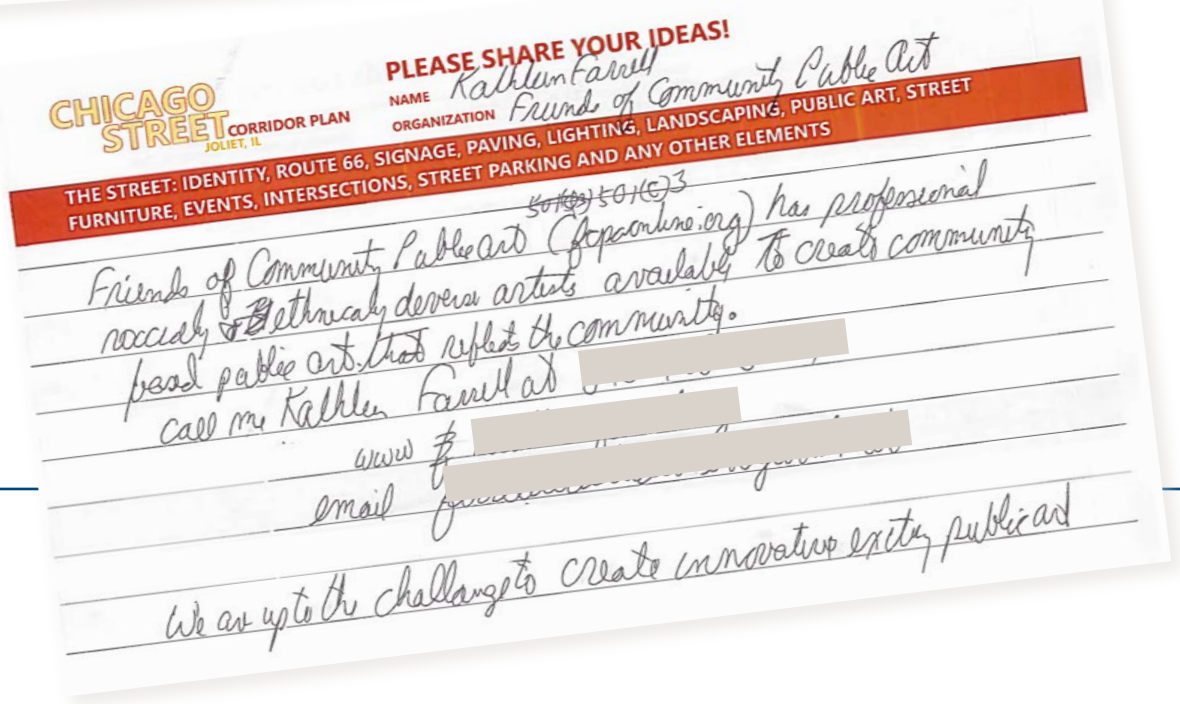
CHICAGO STREET CORRIDOR PLAN
JOLIET, IL

PLEASE SHARE YOUR IDEAS!

NAME JIM TOKAI
ORGANIZATION CITY OF JOLIET - PLANNER

THE STREET: IDENTITY, ROUTE 66, SIGNAGE, PAVING, LIGHTING, LANDSCAPING, PUBLIC ART, STREET FURNITURE, EVENTS, INTERSECTIONS, STREET PARKING AND ANY OTHER ELEMENTS

* GATEWAYS UNDER VIADUCTS ENHANCED
* DETERMINE PRIMARY & SECONDARY MARKETS / EMBRACE JOLIET CULTURE
* CHICAGO STREETSCAPING - DESIGN FOR SIDEWALK CAFES 1ST; KEEP WIDE SIDEWALKS ; 2 LANES OF TRAFFIC ; BIKE LANE(S) ; TRAFFIC CALMING INTERSECTIONS; BICYCLE PKG. PLANNED FOR ; WALKABILITY & CONNECTIVITY ; LOCATIONS FOR PUBLIC ART / [redacted] ANNUAL ART ("CHICAGO CARS") ; ABUNDANT LANDSCAPING ; HISTORIC PANTINA ; PLACE BRANDING / "WELCOMES" / WAYFINDING (SUBDUED SIGNAGE) ; * MUSIC & WI-FI ; ↳ "SMART TOOLS" MARKET 1ST DAILY QUEEN (SIGN)
* DAILY FRESH MARKET SPACE
* FREE PKG. LOTS, NOT DECKS... AWAY FROM OFFICES



CHICAGO STREET CORRIDOR PLAN
JOLIET, IL

PLEASE SHARE YOUR IDEAS!

NAME Kathleen Farrell
ORGANIZATION Friends of Community Public Art

THE STREET: IDENTITY, ROUTE 66, SIGNAGE, PAVING, LIGHTING, LANDSCAPING, PUBLIC ART, STREET FURNITURE, EVENTS, INTERSECTIONS, STREET PARKING AND ANY OTHER ELEMENTS

Friends of Community Public Art (~~501(c)~~ 501(c)3 fopcanline.org) has professional nonprofit ~~Ethnically~~ diverse artists available to create community based public art that reflect the community.
Call me Kathleen Farrell at [redacted]
www & email [redacted]

We are up to the challenge to create innovative exciting public art



ADVISORY COMMITTEE MEETINGS SPRING AND WINTER 2017

"I love the idea of a square and it is sorely needed downtown. So, in principle, I am there with everyone else. I suggest caution, however, in how we proceed because, as a city, we have a tendency to only do the minimum. That will not work anymore. We need to be bold. I know it is not going to happen, but the city parking garage needs to be gone now. That is long-term, so I am working from that premise.

I think the plan needs to be broken into 3 parts: short-term, mid-term and long-term.

Short-Term:
Take down the SA building and utilize the space up to the Library Parking lot for the square. It needs to be designed in such a manner as to accommodate the mid-term phase.

Mid-Term:
Find alternative parking for the library by demolishing buildings on Ottawa. Once that is done, expand the square into that area. The Library parking lot needs to stay until there is an alternative: without it, Library patronage will suffer. I am opposed to anything that removes that lot without an alternative.

Long-Term:
Remove the parking deck and expand the square over to Ottawa and re-open VanBuren. This has to happen down the line. For those who argue we need the parking...cool. Make some lots by removing other buildings that are dilapidated.

There was a lot of discussion around hiding the parking deck. I do not think there should be a huge investment in designing and developing a structure to hide the deck. First, I do not think it is needed and, second, it will automatically rule out any long-term planning for the removal of the deck. That is just how the city has always operated: go back to what 'won't work" or "can't happen." There are existing storefronts (the old Venezuelan Bowl) or the Rialto itself or the City Center Offices that could be re-purposed into a welcoming center. As part of the plan, the Rialto should always be open for tour purposes. It is ridiculous that it is not. It is a major attraction that sits. That needs to change.

I agree that the 66 connection is important and should be leveraged. However, it cannot be done in a cheap or touristy way. Our signage regarding 66 is not good. That design should not carry over. Any design should be more classical/ historical; not cartoonish. I imagine a square that one would see in Savannah: timeless, authentic, etc. I don't have an opinion the "bean" for the square. I will just reiterate that it should not be something cheesy or touristy. It needs to be something authentic to the city. I strongly suggest asking local artists to put in proposals for a structure.

Whatever the final design is, it needs to incorporate limestone and Chicago Pavers. Not concrete block from Menards and concrete sidewalks. Again, don't make it look cheap.

The other tangential conversation within that meeting was about parking. I know it is not really your lane, but it needs to be said: parking should be free. Period. Any lost revenue would be gained by additional tax dollars from people spending money. We need to do everything we can to get people to come downtown. We need to remove all barriers. Making parking free would be betting on the investment. We have to move past "it is not possible" and take a chance like Naperville did and Plainfield is doing. If we want to thrive, we need to give people a reason. Just having a nice square is not good enough. We have the Rialto and that has not produced anything, so I am not sure what a square will accomplish that the Rialto has not if the plan is not more that just building something: it has to be all encompassing and not compartmentalized. .

Those are my thoughts on the initial meeting. Please let me know if I left anything out or if you would like to me to clarify anything.

Quinn Adamowski

"Chicago Street was the original alignment of 66 (1926), and became Alternate 66 in 1940 when the Route 59 Alignment was finished.

The war plant material and employee traffic necessitated the evolution into the 4 lanes with a central median (Chicago flanked by Ottawa and Scott).

Here's the link to the National Register of Historic Places documentation going into gory detail on all of this.

Chicago Street is 66.

We can now think of the Joliet Route 66 Corridor, which should be part of the Name to promote to travelers, consisting of Ottawa, Chicago and Scott."

Bill Kelly
Illinois Route 66 Scenic Byway

"I wanted to take the time to email you some of my ideas on the design plan for the van buren plaza and hopefully you will relay these ideas to the designers that are working on it. I feel it is important to design this right the first time around. here are some of my ideas.

I think it would be a great idea to make the plaza useable 4 seasons out of the year instead of just a 3 season park. during the winter months we should install an ice rink that would increase the # of people and families coming downtown and consider some kind of Christmas market that could start a week before thanksgiving and run through Christmas holiday. similar to the kris kringle village in daily center in Chicago.

I like the idea of a band stage set up to hide the parking garage. if designed correctly a storage area under the stage would be perfect for storing the ice rink. also included on either side of the stage could include a room for the police to set up a sub station to watch over the plaza and the other side could double as a rental area for ice skates in the winter and beer station in the summer for special events.

If a new fountain ill be installed it should be centered directly from the front doors to the rialto in the same relation from the street as the current fountain and be designed in a way that does not allow people to swim, wade, bathe, or wash their clothes.
I know there will be many people that will want to give their advice on how to design this and I just wanted to throw a few ideas your way and hope you will bring them up for consideration to the designers

Steve Maielli
Steelmen Group LLC



CHICAGO STREET CORRIDOR PLAN
JOLIET, IL

PLEASE SHARE YOUR IDEAS!

NAME JACK ERICKSEN
ORGANIZATION RIALTO SQUARE THEATRE

THE STREET: IDENTITY, ROUTE 66, SIGNAGE, PAVING, LIGHTING, LANDSCAPING, PUBLIC ART, STREET FURNITURE, EVENTS, INTERSECTIONS, STREET PARKING AND ANY OTHER ELEMENTS

I have a vision of life size Blues Brothers statues located around town to entice visitors to seek for photos which would get visitors out of their cars and hopefully stopping at restaurants, shops, etc.
Suggested locations could be corner of Chicago St. & Cass, Library, Harvahs, Rialto, Train station, Courthouse, Police station.
If possible I'd like to see street parking again on Chicago St and room on the sidewalks for outdoor seating at Restaurants.
I'd like to see something on the north and south entries of Chicago st that "welcomes" people as they come into town. Signage that is constructed over the street where the traffic drives under it.

CHICAGO STREET CORRIDOR PLAN
JOLIET, IL

PLEASE SHARE YOUR IDEAS FOR THE SQUARE

Please share your ideas for the Street and the Square via email or a phone call with:
Michael J. Schwarz, AICP, Planning Director, City of Joliet: mschwarz@jolietcity.org (815) 724-4050
Ferhat Zerin AICP, Principal, Ginkgo Planning & Design, Inc.: fzerin@ginkgoplanning.com (708)738-7389

HOW BIG SHOULD THE SQUARE BE? WHICH OPTION SHOULD BE DEVELOPED FURTHER?

A. MID BLOCK (.96 ACRES): LIBRARY PARKING STAYS
B. HALF BLOCK (1.28 ACRES): LIBRARY PARKING IS RELOCATED
C. FULL BLOCK (2.28 ACRES): OTTAWA GARAGE IS REMOVED, VAN BUREN ST. GOES THROUGH

B. I don't think we want to go less than the half block and it probably isn't feasible at this time to eliminate the parking deck.

IDEAS ON LANDSCAPING ELEMENTS, PUBLIC ART, OUTDOOR FURNITURE, USES AND EVENTS, GARAGE SCREENING, ROUTE 66, AND ANY OTHER ELEMENTS

Without question downtown Joliet needs to embrace Rt 66 and make it a destination stop for tourists traveling the route. I'd like to see the "square" be a stopping point for theaters. The east wall of the building that houses the Rt 66 diner could have a Rt 66 mural.
Either a mural or possibly an electronic board on the eastside of the parking deck similar to the electronic signs in Millenical Park in Chicago.
Any art or furniture should be "gitchy" to draw attention. We don't want to be boring. Let's make people think.