

DRAFT DOCUMENT SUBJECT TO ADDITIONAL REVIEW AND
MODIFICATION BY JOLIET CITY ATTORNEY AND MAYOR AND CITY
COUNCIL

An Ordinance Amending the Joliet Zoning Ordinance by establishing the I-T Intermodal Terminal District

WHEREAS, the City of Joliet is a home rule unit of local government; and

WHEREAS, pursuant to its home rule powers the City of Joliet has heretofore enacted a comprehensive Revised Zoning Ordinance establishing various districts and providing for the regulation of land uses within the various districts; and

WHEREAS, the Mayor and the City Council of the City of Joliet have determined that the creation of a new land use district with applicable regulations, pertaining to intermodal rail terminals and related transportation support, logistics, industrial, distribution and commercial uses is required; and

WHEREAS, this District will create a high quality intermodal facility which will develop in and orderly fashion with set standards; and

WHEREAS, the Plan Commission, having conducted a public hearing in relation to the proposed amendment to the Revised Zoning Ordinance, having heard testimony, and having reported its findings and recommendations in writing to the Mayor and City Council; and

NOW, THEREFORE, BE IT ORDAINED by the Mayor and the City Council of the City of Joliet, County of Will, State of Illinois, as follows:

SECTION ONE. There is hereby established an “I-T Intermodal Terminal District” as described and delineated hereinafter.

DRAFT DOCUMENT SUBJECT TO ADDITIONAL REVIEW AND
MODIFICATION BY JOLIET CITY ATTORNEY AND MAYOR AND CITY
COUNCIL

SECTION TWO. Chapter 47 of the Joliet Municipal Code is hereby amended by adding a new Section 47-14A, as follows:

“47-14A **I-T Intermodal Terminal District**

1. Definitions: For purposes of this Section 47-14A, the following definitions shall be applicable:

1.1. “Long-term” shall mean: with respect to the storage of each cargo container, not more than one year.

1.2. “Short-term” shall mean: with respect to the storage of each cargo and each truck trailer container and the storage of goods in transit, not more than sixty (60) days.

1.3. “Towers” shall mean: protrusions above the normal structural rooftop of a building, such as structures housing elevator or other lift equipment mechanical structures, communication devices and equipment, wind turbines and rooftop mechanical equipment.

1.4. “Private easement road” shall mean: an asphalt or concrete paved and permanent roadway or street not dedicated to the City and having a dimensional width of not less than 24 feet, with or without curbs, gutters and enclosed storm sewers.

1.5. “Cargo container” shall mean: a standardized enclosed steel vessel (with doors for loading and unloading) which may be loaded and unloaded to and from trains, trucks, ships and other modes of transportation.

1.6. “Heavy manufacturing” shall mean: the processing or manufacturing of raw materials or chemicals into products intended for use in the process of manufacturing or fabrication by other industries.

1.7. “Native landscaping” shall mean: landscaping with native prairie and wetland plants naturally occurring within the bio-geographic region. Native landscapes do not require mowing like conventional turf grass ground covers.

1.8. “Travel Plaza” shall mean: A retail business that provides auto and/or truck fuel, the retail sale of convenience items, one or more restaurants and which includes more than four (4) fuel islands and more than eight (8) fueling positions.

2. Purpose: The purpose of an Intermodal Terminal District (“I-T District”) is to permit within that district:

DRAFT DOCUMENT SUBJECT TO ADDITIONAL REVIEW AND MODIFICATION BY JOLIET CITY ATTORNEY AND MAYOR AND CITY COUNCIL

2.1. The development, use and operation of: intermodal rail terminal facilities; connecting and switch tracks to provide rail connections between railroad main lines and intermodal rail terminal facilities; short-term storage or staging of finished goods in transit; transportation equipment support and storage facilities; warehouse, distribution and other logistics-centered buildings and uses; and other industrial and commercial uses.

2.2. A comprehensive master planning approach to (i) the placement of various land uses within I-T District, (ii) rail infrastructure and roadways to support the I-T District and to minimize external impacts, and (iii) the identification of areas within the I-T District for storm water management and other conservation areas.

2.3. An efficient use of the land resulting in more economic networks of utilities, streets, and other facilities.

2.4. A land use master plan which allows for the development of the permitted uses within the I-T District while also promoting the public health, safety, comfort, morals, and public welfare.

2.5. Developers of large-scale, complex and integrated intermodal rail, logistics and industrial projects to have the appropriate flexibility to commence and complete such projects in a phased manner and over an extended period of time.

3. Minimum Land Area and Required Adjacency: An I-T District shall be approved only on contiguous parcels of 2,000 acres or more, under single ownership or unified development control at the time that the Concept Plan for the I-T District is established and approved. An I-T District must be (i) adjacent to a railroad right-of-way, and (ii) contain or be intended to include at least one (1) intermodal rail terminal facility of not less than 500 contiguous acres in area, which terminal shall be connected (or be intended to be connected) by switches, lead tracks, connecting tracks or spur tracks over which shall operate (or which shall be intended to be used by) a railroad common carrier or a short haul or a terminal railroad serving the terminal. If an I-T District includes not less than 2,000 contiguous acres, that District may also include non-contiguous parcels lying within feet of such 2,000 acre contiguous area if the same are owned by the same party. An I-T District may not span (a) the DesPlaines River or (b) an Illinois State Highway or and Interstate Highway. The boundaries of an existing I-T District may be enlarged by adding additional lands, subject to the foregoing qualification requirements for contiguity or near-contiguity, and such enlargements together with the land theretofore included within such I-T District shall constitute one and the same district upon incorporation of such enlargements by Ordinance of the City.

4. An I-T District shall have a Concept Plan approved for such district in accordance with this Section 47-14A. Each Concept Plan shall designate with reasonable detail the general location of the various permitted use sub-areas contained within the district. There are shall be four permitted use sub-areas, as follows:

Category A	Intermodal Terminal
Category B	Transportation Equipment Zone

DRAFT DOCUMENT SUBJECT TO ADDITIONAL REVIEW AND MODIFICATION BY JOLIET CITY ATTORNEY AND MAYOR AND CITY COUNCIL

Category C	Industrial Park
Category D	Transitional Zone

Following are the uses which are permitted within the designated sub-areas set forth in the approved Concept Plan for each I-T District:

4.1. Category A: Intermodal Terminal. In areas designated as an “A” sub-area on the approved Concept Plan for an I-T District, the following uses are permitted:

4.1.1. Intermodal rail and truck terminals, including: switching yards, freight yards, lift tracks and storage tracks; outdoor overhead cranes and gantries; train fueling and maintenance facilities; entrance and exit gates and structures and associated security apparatus; vehicular queuing areas; administrative offices and other buildings and structures customarily accessory to an intermodal railroad facility; cargo container, truck trailer and truck chassis loading and unloading; outdoor storage of truck chassis; short-term outdoor storage of cargo containers and truck trailers; and short-term outdoor storage of goods in transit.

4.1.2. Uses and buildings accessory to the foregoing.

4.1.3. Railroad rights-of-way and all associated railroad track improvements, including but not limited to tracks, ties, switches, lead tracks, connecting tracks, spur tracks, gates and signals.

4.1.4. Governmental offices related to intermodal regulatory functions or customs, and private offices performing such functions under governmental contract.

4.1.5. Public and quasi-public utilities, including, but not limited to water wells, water treatment plants, pumping stations, sewage treatment plants, lift stations, electrical substations and facilities necessarily accessory thereto.

4.1.6. Uses not listed above are considered special uses in the “A” sub-area, and any petition for a special use in the “A” sub-area shall be processed in accordance with the special use provisions of this Zoning Ordinance.

4.2. Category B: Transportation Equipment Zone. In areas designated as an “B” sub-area on the approved Concept Plan for an I-T District, the following uses are permitted:

4.2.1. Short-term storage or staging of goods in transit.

4.2.2. Long-term cargo container storage and repair facilities.

4.2.3. Truck dispatch yards, including truck storage, fueling and repair facilities.

**DRAFT DOCUMENT SUBJECT TO ADDITIONAL REVIEW AND
MODIFICATION BY JOLIET CITY ATTORNEY AND MAYOR AND CITY
COUNCIL**

4.2.4. Chassis storage, dispatch and repair facilities.

4.2.5. Administrative offices, repair and storage buildings, entrance and exit gates, and other uses ancillary to the foregoing Category B uses.

4.2.6. Public and quasi-public utilities, including, but not limited to water wells, water treatment plants, pumping stations, sewage treatment plants, lift stations, electrical substations and facilities necessarily accessory thereto.

4.2.7. Uses not listed above are considered special uses in the “B” sub-area, and any petition for a special use in the “B” sub-area shall be processed in accordance with the special use provisions of this Zoning Ordinance.

4.3. Category C: Industrial Park. In areas designated as an “C” sub-area on the approved Concept Plan for an I-T District, the following uses are permitted:

4.3.1. Industrial warehouse, logistics and distribution facilities.

4.3.2. Office uses.

4.3.3. Manufacturing and assembly (but not including heavy manufacturing).

4.3.4. Uses and buildings accessory to the foregoing, including any retail sales component which are accessory in nature to the principal use.

4.3.5. Gasoline service stations, including truck stops with restaurants and retail uses.

4.3.6. Banks or other financial institutions with drive-up facilities and automatic teller machines (ATM).

4.3.7. Governmental offices and facilities, and private offices and facilities under government contract usage.

4.3.8. Public and quasi-public utilities, including, but not limited to water wells, water treatment plants, pumping stations, sewage treatment plants, lift stations, electrical substations and facilities necessarily accessory thereto.

4.3.9. Railroad rights-of-way and all associated railroad track improvements, including but not limited to tracks, ties, switches, lead tracks, connecting tracks, spur tracks, gates and signals.

4.3.10. Power generation facilities (exclusive of coal-burning or nuclear plants) and heavy manufacturing shall be special uses in the Category C sub-area, and

**DRAFT DOCUMENT SUBJECT TO ADDITIONAL REVIEW AND
MODIFICATION BY JOLIET CITY ATTORNEY AND MAYOR AND CITY
COUNCIL**

any petition for such special use shall be processed in accordance with the special use provisions of this Zoning Ordinance.

4.3.11. Uses not listed above are considered special uses in the “C” sub-area, and any petition for a special use in the “C” sub-area shall be processed in accordance with the special use provisions of this Zoning Ordinance.

4.4. Category D: Transitional Zone. In areas designated as an “D” sub-area on the approved Concept Plan for an I-T District, the following uses are permitted:

4.4.1. Office uses.

4.4.2. Hotels and Motels.

4.4.3. Restaurants, including fast-food restaurants (provided that Drive-in Establishments shall be subject to review and approval by the City).

4.4.4. Banks or other financial institutions with drive-up facilities and automatic teller machines (ATM).

4.4.5. Automobile and truck fueling centers and service stations.

4.4.6. Travel plazas.

4.4.7. Convenience stores.

4.4.8. Government offices and facilities; private facilities under government contract usage.

4.4.9. Public and quasi-public utilities, including, but not limited to water wells, water treatment plants, pumping stations, sewage treatment plants, lift stations, electrical substations and facilities necessarily accessory thereto.

4.4.10. Uses not listed above are considered special uses in the “D” sub-area, and any petition for a special use in the “D” sub-area shall be processed in accordance with the special use provisions of this Zoning Ordinance.

5. Cargo Container Regulations.

5.1. Cargo container storage shall be limited to the Category A and Category B sub-areas.

5.2. Cargo containers affixed with hazardous materials placards shall not be stacked.

**DRAFT DOCUMENT SUBJECT TO ADDITIONAL REVIEW AND
MODIFICATION BY JOLIET CITY ATTORNEY AND MAYOR AND CITY
COUNCIL**

5.3. Cargo containers shall not be modified or retrofitted for any on-site habitation or other use other than for the shipment of goods in transit.

5.4. Cargo containers shall not be stored within a restricted area immediately adjacent to any entrance onto a public road measuring, said restricted area measuring 100 feet in width and 200 feet in depth and centered in the entranceway.

5.5. In Category A sub-areas, short-term cargo container storage and stacking (not to exceed six (6) units high) shall be permitted in and adjacent to lift-track areas of an intermodal rail yard, provided that such 6-high stacking shall not occur within ___ feet of the bottom of the inside face of a required perimeter berm as set for the Concept Plan. Elsewhere within a the Category A sub-area, short-term cargo container storage and stacking (not to exceed five (5) units high) shall be permitted, provided that such 5-high stacking shall not occur within 220 feet of the bottom of the inside face of the required perimeter berms as set for the Concept Plan, and short-term cargo container storage and stacking (not to exceed three (3) units high) shall be permitted, provided that such 3-high stacking shall not occur within 70 feet of the bottom of the inside face of the required perimeter berms as set for the Concept Plan.

5.6. In Category B sub-areas, long-term cargo container storage and stacking (not to exceed five (5) units high) shall be permitted, provided that such 5-high stacking shall not occur within 220 feet of the bottom of the inside face of the required perimeter berms as set for the Concept Plan, and long-term cargo container storage and stacking (not to exceed three (3) units high) shall be permitted, provided that such 3-high stacking shall not occur within 70 feet of the bottom of the inside face of the required perimeter berms as set for the Concept Plan. Cargo containers may not be grouped more than two-deep back-to-back, and two-deep groupings shall be separated by drive aisles of not less than 30 feet in width.

5.7. In Category B sub-areas, on-road vehicles entering or leaving a cargo container storage yard shall be restricted to paved surfaces only, and in each such storage yard there shall be constructed and maintained sufficient paved areas so as to permit all on-road vehicles to enter, exit, load, off-load, maneuver and otherwise remain at all times on wholly paved surfaces within the storage facility. Other than the required paved areas aforesaid, the remainder of the storage areas in Category B sub-areas shall be either paved or surfaced with not less than ___ inches of dust-retardant packed gravel material.

5.8. No removable fastened signage shall be displayed on any cargo container.

6. Site and Structure Requirements:

6.1. Minimum lot area: No minimum lot area is established in the I-T District. However, lot dimensions shall be sufficient to meet the remaining density and dimensional regulations.

6.2. Minimum lot width: 150 feet.

DRAFT DOCUMENT SUBJECT TO ADDITIONAL REVIEW AND
MODIFICATION BY JOLIET CITY ATTORNEY AND MAYOR AND CITY
COUNCIL

6.3. Minimum lot depth: 150 feet.

6.4. Site access: Each individual lot or principal building site shall have direct vehicular access to a paved public roadway or a paved private easement road.

6.5. For purposes of computing minimum lot width, minimum lot height, and building setbacks, no portion of a private easement road shall be included in such computation.

6.6. Maximum lot coverage: There shall be no maximum lot coverage limitation in the I-T District, subject to compliance with the landscape regulations and building set backs herein specified.

6.7. Maximum Floor Area Ratio (FAR): There shall be no maximum FAR in the I-T District, subject to compliance with the landscape regulations and building set backs herein specified.

6.8. Maximum building height: There shall be no maximum building height in the I-T District, subject to compliance with the landscape regulations and building set backs herein specified.

6.9. Building Setback Requirements:

6.9.1. In the Category A, Category B and Category C sub-areas:

6.9.1.1. Front yard and corner side yard: not less than 40 feet, if the maximum building height does not exceed 40 feet (exclusive of towers, lift equipment, HVAC and similar facilities). For buildings with a height in excess of 40 feet, the front yard setback shall be increased by one foot for each additional two feet of building height, to a maximum of one hundred (100) feet.

6.9.1.2. Interior side yard - 20 feet.

6.9.1.3. Rear yard – 20 feet.

6.9.1.4. Exception: The building setback requirements described above for side and rear yards for rail-served buildings adjacent to a railroad siding or spur track shall not be applicable.

6.9.2. In the Category D sub-area:

6.9.2.1. Front yard and corner side yard: not less than 20 feet, if the maximum building height does not exceed 20 feet (exclusive of towers, lift

**DRAFT DOCUMENT SUBJECT TO ADDITIONAL REVIEW AND
MODIFICATION BY JOLIET CITY ATTORNEY AND MAYOR AND CITY
COUNCIL**

equipment, HVAC and similar facilities). For buildings with a height in excess of 20 feet, the front yard setback shall be increased by one foot for each additional two feet of building height, to a maximum of one hundred (100) feet.

6.9.2.2. Interior side yard - 10 feet.

6.9.2.3. Rear yard – 10 feet.

6.10. Adjacency to a Residential District. Where any required yard in the I-T district abuts an existing residential zoning district, agricultural district or a residential use existing on the date of the approval of the Concept Plan, the following building setbacks shall apply:

6.10.1. For buildings having an overall height of 40 feet or less (exclusive of towers and permissible rooftop mechanical equipment), the building setback shall be 50 feet from such adjacent lot line.

6.10.2. For buildings having an overall height of more than 40 feet (exclusive of towers and permissible rooftop mechanical equipment), the building setback from such adjacent lot line shall be 50 feet plus one additional foot for each two feet of overall building height in excess of 40 feet.

6.11. Accessory Structures. Accessory structures shall comply with the same building setbacks as pertain to principal structures.

7. Landscaping, berms, screening and fencing.

7.1. Landscaping Requirement for Category A (Intermodal Terminal) and Category B (Transportation Equipment Zone): Green space, setback requirements, perimeter berms and required yards shall be shown on the approved Concept Plan under Sub-Sections 11 of this Section 47-14A. Required perimeter berming shall be landscaped and seeded in accordance with Sub-Section 6.3 of this Section 47-14A. Required berms shall be installed at the time of storm water detention facilities. Subject to the foregoing requirements, the final design of perimeter berms and berm landscaping shall be subject to the reasonable review and approval of the City Manager or designee.

7.2. Landscaping Requirement for Category C (Industrial Park): All lots or parcels which front on a public street shall have a thirty (30) foot front yard green space in which no improvements other than landscaping and signage shall be permitted (driveways, drainage structures, utility pedestals and boxes and underground utilities shall not be prohibited by this requirement); provided further that, if a building on a lot or parcel has loading berths or dock doors that face a public street or public road, the required front yard green space shall be forty (40) feet unless underground pipelines or other physical conditions prohibit a proper building envelope because of such enlarged front yard green space. The

**DRAFT DOCUMENT SUBJECT TO ADDITIONAL REVIEW AND
MODIFICATION BY JOLIET CITY ATTORNEY AND MAYOR AND CITY
COUNCIL**

required front yard landscaped area shall be seeded in accordance with Sub-Section 6.3 of this Section 47-14A and further landscaped with a mixture of trees or shrubs as approved by the City Manager or designee.

7.3. Landscaping Requirement for Category D (Transitional Zone): The parking setback line shall be the same as the building setback line, and the area within the setback shall be landscaped.

7.4. Natural Landscaping Principles: Native landscaping principles shall be applied where practical along berms, required green spaces, swales and storm water management areas. Appropriate native seed mixes and native tree species shall be used, as designated in Appendix A. Where native landscape areas are incorporated in the I-T District, a management plan for such areas shall be provided as part of the site's landscape plan submittal.

7.5. Prior to receiving any site-specific permits (such as but not limited to grading permits, foundation permits or building permits), a tree survey shall be conducted and a written report of the same shall be prepared and submitted to the City.

7.6. In the I-T District, with respect to roadways for which the City has approved the use of bio-swales in lieu of storm sewers for drainage, parkway trees shall not be required in the public or private rights-of-way.

7.7. Berm slopes: Required perimeter berms as set forth in the Concept Plan shall have a slope of no steeper than 3:1 on the exterior (ie property line) face, and a slope of no steeper than 2.5:1 on the interior face.

7.8. Subject to the preceding subsection, and subject to the width of the buffer areas as designated in the approved Concept Plan, berm heights shall be maximized to the extent reasonably practicable in light of the topography adjacent to the berm.

7.9. In instances on the approved Concept Plan in which an exterior wall of a designated height is indicated in lieu of a berm, the wall shall be of solid, opaque materials and have an architectural texture on the exterior facing of the wall.

7.10. Refuse and generator screening: Outside refuse storage areas and outside emergency or special purpose generators shall be wholly screened by masonry, wooden or other architectural opaque materials with opaque doors.

7.11. Rooftop mechanical equipment: In the Category B (Transportation Equipment Zone), Category C (Industrial Park) and Category D (Transitional Zone), rooftop mechanical equipment shall be screened by architectural opaque materials, but only if such equipment is located within 30 feet of a building exterior wall which is facing a front, corner side or side yard.

**DRAFT DOCUMENT SUBJECT TO ADDITIONAL REVIEW AND
MODIFICATION BY JOLIET CITY ATTORNEY AND MAYOR AND CITY
COUNCIL**

7.12. Security fences: Perimeter and other interior security fences shall be allowed for all uses in Category A (Intermodal Terminal), Category B (Transportation Equipment Zone) and Category C (Industrial Park). Fences may be up to ten (10) feet high, green or black colored chain-link (no slats allowed), topped with outward sloping barbed-wire (not more than 5-stands). For buildings in Category C sub-areas that do not have front-facing docks, unless occupant security requirements otherwise require as reasonably determined by the City, security fencing may not extend any closer to the street than the front face of the building unless approved as a special use.

8. Off-Street Parking and Loading Requirements for Automobiles, Trucks and Truck-Trailers:

8.1. Off-street automobile parking requirements:

8.1.1. For Category A and B uses, there shall be provided 2 spaces for each 3 employees on the shift with the greatest number of employees.

8.1.2. For Category C uses, there shall be provided the greater of 1 space for each 5,000 square feet of gross floor area of the principal structure or 2 spaces for each 3 employees on the shift with the greatest number of employees.

8.1.3. For Category D uses, there shall be provided in accordance with Section 47-17.17 of the Zoning Ordinance.

8.2. Design requirements for automobile parking areas:

8.2.1. Required automobile parking stalls shall have dimensions of 9 feet by 18 feet for 90-degree parking lot designs. For angled parking, dimensions shall be in compliance with Institute of Transportation Engineer's requirements.

8.2.2. Drive aisles in automobile parking areas shall have a minimum width of 24 feet for two-traffic flow.

8.2.3. Automobile parking areas within the Category A and B sub-areas shall not be required to have curbed or otherwise landscaped islands, and so long as they are contained within berm-enclosed areas, shall not have requirements for perimeter landscaping.

8.2.4. All automobile parking areas within the Category C and D sub-areas shall be landscaped in accordance with the following:

8.2.4.1. Curbed, landscaped islands shall be provided at the end of each parking row intended for automobiles. No more than twenty (20) adjacent parking spaces shall be located in a single parking row for automobile parking without a landscaped island.

**DRAFT DOCUMENT SUBJECT TO ADDITIONAL REVIEW AND
MODIFICATION BY JOLIET CITY ATTORNEY AND MAYOR AND CITY
COUNCIL**

8.2.4.2. Required islands or medians shall be a minimum of eight (8) feet in width as measured from back of curb to back of curb.

8.2.4.3. Perimeters of parking areas shall be landscaped to a minimum depth of ten (10) feet from back of curb.

8.2.4.4. Islands or medians shall be landscaped in accordance with Sub-Section 6.3 of this Section 47-14A.

8.3. "Land-banking" of required parking automobile spaces is encouraged in the I-T District in order to maximize impervious site preservation while still accommodating required on-site parking which may change depending upon actual site and building uses over time. Written parking "land-banking" agreements may be entered into between the owner of any developed lot or parcel and the City (acting through the City Manager or designee) which shall provide for, among other matters, (i) the number of total parking spaces normally required under this Sub-Section 7 of this Section 47-14A, (ii) the estimated number of parking spaces reasonably anticipated to be necessary to prove ample on-site automobile parking, subject to changed or altered circumstances, (iii) the number of resulting "land-banked" parking spaces, (iv) the designation on a site plan or other approved geometric plan of the lot or parcel at which "land-banked" parking spaces shall be constructed when and as required by changing parking demands for the use, (v) the covenant of the owner to construct "land-banked" parking spaces within a reasonable time after notification thereof by the City Manager or designee and (v) appropriate mechanisms for the enforcement of such obligations by the City against the owner and property. The written "land-banking" agreement shall be recorded against the particular lot or parcel covered by such agreement.

8.4. The loading area requirements of Section 47-17.17(n)(29) of this Zoning Code shall be applicable to buildings within the Category C and Category D sub-areas. There are specific loading area requirements for uses in the Category C and Category D sub-areas.

8.5. Only short-term storage of semi-tractor trailers and trucks are permitted in Category A and C sub-areas. There shall be no semi-tractor trailer or truck storage in the Category D sub-area. Long-term semi-tractor trailer storage is permitted in the Category B sub-area, and indefinite storage of operable trucks is a permitted use in the Category B sub-area.

8.6. In all sub-areas of the I-T District, the use of public streets for the regular staging of trucks or tractor trailers is not permitted.

8.7. The provisions of Sub-Section 47-17.17(n)(29) of this Zoning Code shall be inapplicable to the I-T District.

**DRAFT DOCUMENT SUBJECT TO ADDITIONAL REVIEW AND
MODIFICATION BY JOLIET CITY ATTORNEY AND MAYOR AND CITY
COUNCIL**

9. Sidewalks: Sidewalks and other pedestrian walkway shall be required only on such streets and other locations within the I-T District as are specifically designated in the Concept Plan, and then only on the one side of the street if so designated in the Concept Plan.

10. Declaration of Covenants, Conditions and Restrictions. Contemporaneous with the approval of the Concept Plan for an I-T District, the owner shall prepare and record a Declaration of Covenants, Conditions and Restrictions (“CCRs”) for the development, providing, *inter alia*, for a Property Owner’s Association with authority to impose assessments for maintenance and improvements within the I-T District.

11. Concept Plan Requirement: Prior to commencing the construction of new improvements within an I-T District, a Concept Plan shall first be approved in accordance with Subsection 12 of this Section 47-14A. The Concept Plan shall include, at a minimum, the following information and data:

11.1. Boundaries delineating each use sub-area (Categories A, B, C and D).

11.2. Primary and secondary roadways, whether public or private, shall be delineated on the concept plan and labeled as "primary" or "secondary". Local roads or access roads need not be shown.

11.3. Areas reserved as planned permanent open space or conservation areas, and areas reserved for natural or man-made drainage and regional storm water management.

11.4. Green spaces, perimeter berm and berm specifications.

11.5. Railroad rights-of way and proposed grade separations.

11.6. Any other improvements necessary to portray the overall concept and guide the preliminary plans and final plats and plans should be shown on the concept plan.

11.7. The approved Concept Plan may provide for certain roadways within the I-T District to be privately owned and maintained and not dedicated to the City. Private roadways within an I-T District may have restricted access or other limitations imposed and regulated by the Developer and/or the Property Owners Association under the CCRs.

12. I-T District Classification and Concept Plan Procedures: Subject to compliance with the requirements of Sub-Section 11 of this Section 47-14A, the procedures hereinafter set forth shall govern the classification of land as an I-T District, and the following procedures may and are intended to depart from the normal procedures, standards, and other requirements of the zoning ordinance applicable to other zoning districts.

12.1. Concept Plan Submission: A Concept Plan for an I-T District shall be submitted to the Department of Community Development together with the application of the owner (or contract purchaser) for the classification of land as an I-T District. The Director of

**DRAFT DOCUMENT SUBJECT TO ADDITIONAL REVIEW AND
MODIFICATION BY JOLIET CITY ATTORNEY AND MAYOR AND CITY
COUNCIL**

the Department of Community Development shall refer the application and Concept Plan to the City Plan Commission for a hearing and recommendation to the City Council in accordance with Sub-Section 10.3 of this Section 47-14A.

12.2. The Plan Commission shall conduct the public hearing on the application for the classification of land as an I-T District and the Concept Plan, giving notice of the time and place not more than thirty (30) nor less than fifteen (15) days before the hearing publishing a notice thereof at least once in newspaper published or having general circulation within the City.

12.3. Following the public hearing on the application for classification of land as an I-T District and the Concept Plan, and supporting data for conformity to these regulations, the Plan Commission shall, within thirty (30) days recommend approval, modification, or disapprove and the reasons for such recommendation, to the Mayor and City Council. The Plan Commission shall set forth in its communication to the Mayor and City Council findings of fact on which it bases the approval, modification or disapproval.

12.4. Findings required: The Plan Commission shall provide findings of fact setting forth the reasons for its recommendation, and the findings shall set forth with particularity in which respect the proposal would serve the public interest including but not limited to findings of fact on the following:

12.4.1. The extent to which the proposed Concept Plan is consistent with the stated purpose of the I-T District regulations.

12.4.2. The extent to which the proposed Concept Plan meets the requirements and standards of this zoning district.

12.4.3. The physical design of the proposed Concept Plan and the manner in which said design makes adequate provision for public services, and provides adequate control over vehicular traffic.

12.4.4. The relationship of the proposed Concept Plan to the adjacent properties and neighborhood.

12.5. After receipt of the recommendations of the Plan Commission regarding the application for the classification of land as an I-T District and the applicable Concept Plan, the City Council shall approve, modify, or disapprove the same. In the case of approval, or approval with modification, the City Council shall pass an ordinance approving the classification of the land as an I-T District and the Concept Plan. The City Council may require such special conditions as they may deem necessary to insure conformance with the intent of the City Comprehensive Plan, and the stated purposes of the I-T District.

12.6. Approval of a Concept Plan shall not constitute approval of a Preliminary, Final or Record Plats of Subdivision, provided that Preliminary, Final and Record Plats of

**DRAFT DOCUMENT SUBJECT TO ADDITIONAL REVIEW AND
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COUNCIL**

Subdivision that are in material compliance with an approved Concept Plan and this Section 47-14A shall not be unreasonably withheld, delayed or denied. The approved Concept Plan shall be deemed to be the of approval to the overall design concept for the I-T District, designation of sub-areas and the other general project site data as set forth in the Concept Plan and a definitive plan for and guide to the preparation of individual Site Plans and preliminary, final and record plats of subdivision which may thereafter be submitted for approval by the City upon the fulfillment of the requirements of these regulations and the subdivision regulations.

13. Changes to the Concept Plan:

13.1. Major Changes: Changes an approved Concept Plan that materially and substantially alter the scope or intent of the development may be approved only by submission of a new Concept Plan and supporting data and following the approval procedures set forth in Sub-Section 12.

13.2. Minor Changes: The City Council may approve minor changes, errors, or omissions, in an approved Concept Plan that do not materially or substantially alter the scope or intent of an approved Concept Plan, without compliance with the approval procedures set forth in Sub-Section 12 of this Section 47-14A. A minor change shall be approved by an ordinance duly enacted by the City Council incorporating the revisions to the Concept Plan being so approved.

14. Construction Permits: The developer may apply for and obtain permits for site grading, soil erosion control and construction prior to final approval of a Preliminary Plat or Final Plat for the development site, but an occupancy permit shall not be issued until the Final Plat is approved. Work done is at the risk of the developer; and if any such work is not in compliance with later approved plans or permits, any such work will be required to be removed or replaced by the developer.

15. Appendix B to this Section 47-14A shall constitute the standards and regulations for all signs within the I-T District (exclusive of roadway and traffic control signs).

16. Appendix C to this Section 47-14A shall constitute the architectural standards and regulations for buildings within the Category C (Industrial Park) sub-area of the I-T District.

17. Appendix D to this Section 47-14A shall constitute the site design and architectural standards and regulations for development sites and buildings within the Category D (Transitional Zone) sub-area of the I-T District

SECTION THREE. Attached to and by this reference incorporated into and made a substantive provision this Ordinance are Appendix A (described in Sub-Section 7.4 of Section Two

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of this Ordinance), Appendix B (described in Sub-Section 15 of Section Two of this Ordinance), Appendix C (described in Sub-Section 16 of Section Two of this Ordinance), Appendix D (described in Sub-Section 17 of Section Two of this Ordinance).

SECTION FOUR. Should any Section, Subsection or other provision of this Ordinance for any reason be held invalid or unconstitutional by decision of any court of competent jurisdiction, such decision shall not affect the validity of this Ordinance as a whole or any part not declared invalid.

SECTION FIVE. This Ordinance shall be in full force and effect from and after its passage, approval and publication.

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APPENDIX A

[Natural Landscape Principles]

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APPENDIX B

[Signage Standards and Regulations]

1. General

- ◆ All signs within the development shall be ground mounted (monument) or building mounted (wall). Pole mounted signs shall be prohibited.
- ◆ Signs for commercial, retail, office or governmental uses shall conform to the requirements of the City of Joliet sign regulations, see section 47-17.21 of the zoning code.

2. Wall Mounted Signs

- ◆ One wall sign shall be permitted within a tenant space per street frontage.
- ◆ Area: maximum area per sign face is one-hundred (100) square feet.
- ◆ If the sign is to be lit, it shall be internally illuminated.
- ◆ Wall signs within a multiple tenant building shall be of common vertical height, elevation and scale.

3. Monument Signs

- ◆ Each building shall be allowed one monument sign per street frontage.
- ◆ Multi tenant signs shall be designed with a common opaque colored background.
- ◆ Area: maximum area per sign face is eighty (80) square feet.
- ◆ Height: The maximum sign height shall not exceed twelve (12) feet.
- ◆ Materials: Shall include a base constructed of brick, stone or, masonry materials and be matched in type and color to these materials used on the buildings on the premises if such materials are present. If a base is to be constructed of materials other than brick, stone, or masonry then it shall be fabricated of painted aluminum panels with aluminum angle iron framing and minimum ¾" clear acrylic lettering and shall require the approval of the City Staff.
- ◆ Landscaping: A minimum of five (5) foot landscaped area consisting of trees, shrubs and ground covers shall be provided around the base of the sign.

4. Business Park Identification Signs

- ◆ Each I-T Business park may have multiple identification signs located at key entrance points on key intersections as shown in the I-T concept plan.
- ◆ The sign shall show the name of the business park and may incorporate multi-tenant signage or other information as necessary to the identification of the development or its occupants.
- ◆ Height: The maximum sign height shall not exceed thirty-five (35) feet.
- ◆ Area: The maximum sign face area shall be 250 square feet per side.
- ◆ Identification signs shall have a minimum ten (10) foot setback from a lot line. When the sign is located at the intersection of two (2) streets, it shall not be located within the triangular area determined by a diagonal line connecting two (2) points measured along the property lines of the abutting streets, thirty (30) feet equidistant from the intersection of those property lines.

5. Directional Signs

- ◆ Permanent directional signs shall be utilized for vehicle routing within the I-T park.
- ◆ All directional signs shall be of similar material, color and style within the park.
- ◆ Area: maximum area per sign face is fifty (50) square feet.

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- ◆ Height: The maximum sign height shall not exceed six (6) feet.
- ◆ Location: The sign shall be located to provide for orderly traffic flow and easy identification of park areas. Directional signs shall be set outside of the right-of-way. When the sign is located at the intersection of two (2) streets, it shall not be located within the triangular area determined by a diagonal line connecting two (2) points measured along the property lines of the abutting streets, thirty feet (30') equidistant from the intersection of those property lines.

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APPENDIX C

[Architectural Standards and Regulations for Category C]

1. Building Style and Massing

- ◆ The scale of the building is derived from the physical size, massing and also from the apparent scale as determined by the visual appearance of the building. Architectural and site features should be used to create the appropriately scaled buildings for the site.



LONG WALLS BROKEN UP WITH VERTICAL AND HORIZONTAL ELEMENTS

- ◆ The office and main entrance should be located together and shall be well defined as an office space that has distinct architectural details but still architecturally tied to the rest of the structure
- ◆ The corners shall have tower elements or architectural features resembling office spaces to break up the box appearance of industrial buildings.
- ◆ Long unbroken building facades shall be avoided. The buildings shall have three distinctive components consisting of a base, middle and top. Each component should be defined by horizontal and/or vertical articulation. Façade articulation may consist of changes in the wall plane, use of openings and projections, and material and color variations including scoring lines and textured elements.

2. Materials

- ◆ The buildings should be constructed of low maintenance materials to reduce the appearance of wear.
- ◆ Materials should be carefully selected in places of excessive wear and be shielded from contact with machinery and other objects.
- ◆ The building colors shall consist of light, neutral colors for the main body of the façade to reduce the perceived size of the building. Darker colors that will contrast the main body shall be used in accent or trim areas to break up large surfaces of a building.
- ◆ Avoid large amounts of glass and mirrored glass on the building and office space over 25% of a building façade for industrial use and 40% for office use should be avoided.



CORNER ARCHITECTURAL ENHANCEMENT



CORNER ARCHITECTURAL ENHANCEMENT

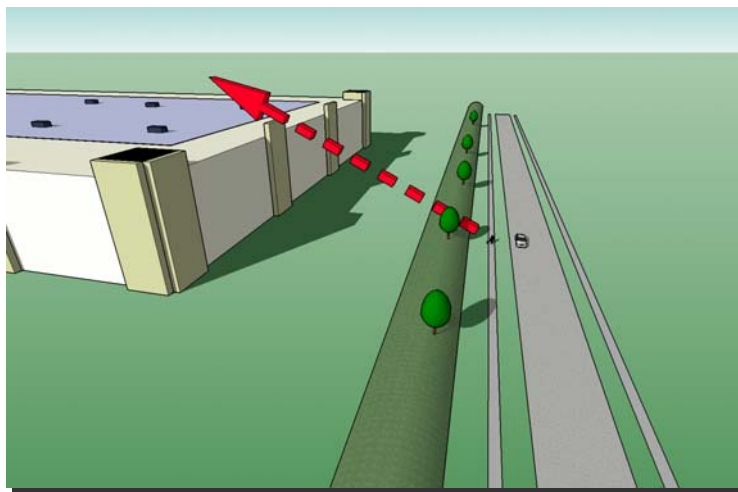
3. Lighting

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- ◆ A site photometric plan showing the location, size, height and design of all sources of illumination to be installed or constructed and their supporting structures (including existing or proposed illumination on adjacent rights-of-way), orientation and level of illumination in footcandles (at ground level) throughout the entire property, and product catalogue sheets with manufacturer’s specifications for all illumination fixtures.
- ◆ Building-mounted site illumination shall be limited to areas immediately adjacent to all building entrances, dock doors and exterior parking and storage areas.
- ◆ Freestanding site illumination fixtures shall be installed no closer than five feet (5’) from any property line.
- ◆ Control of Glare: All illumination fixtures shall be designed to conceal the source of illumination when viewed from all points other than directly beneath the source of illumination, and to ensure that no light is emitted above the horizontal plane of the bottom of the light fixture. This regulation shall not apply to freestanding illumination fixtures added to the site that are intended to accentuate landscape features, signage, or security areas.
- ◆ The amount of illumination at any property line shall not exceed 0.5 footcandles except where required for public safety at points of ingress/egress. Additionally, interior lot lines of adjoining parcels within the IT District shall not be subject to this requirement.

4. Roof

- ◆ The roof-top equipment shall be integrated in with the design to minimize the visibility from view from street level. This equipment should be located as far as possible from adjacent residential properties.



ROOFTOP UTILITIES SET BACK TO REDUCE VISIBILITY SURROUNDING SITE

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APPENDIX D

[Building Design Guidelines for Category D]

The following building design guidelines shall apply to all principal structures:

Facades of structures shall be architecturally detailed.

Structures shall reflect an architecturally pleasing design.

Architectural details shall be incorporated on all visible building facades from private or public streets.

Should a façade be entirely blocked from public view by other structures or shared facades, then that façade will not have to meet element requirements.

Design Guidelines: The following building design guidelines shall apply to all building facades visible from the street:

Building Form and Massing.

(a) Building Form: Each building shall incorporate a minimum of two of the following features:

- 1) change in surface quality, grain, or consistency of the building;
- 2) differentiation in the configuration, design or arrangement of building materials in relationship to one another (i.e., changes in building form from straight lines to arches or changing the direction of brick);
- 3) differentiation in the color of exterior materials used in construction of the actual building;
- 4) a change in the physical material used to construct an individual building (i.e., the use of brick and limestone)

(b) Architectural Elements: Each building shall incorporate a minimum of two of the following features:

Recesses

Projections

Glass wall systems

Other ornamental/architectural features such as medallions, incorporated stone features, or the like

Architecturally thematic light features

Fabric awnings or overhangs

(c) Roof Designs: Each building shall incorporate a minimum of two of the following features:

Overhang eaves

Dormers

Large roof pediments

cornices

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(d) Entrances. Each principle building on a site should have clearly defined, highly visible customer entrances featuring at least two (2) of the following:

- (a) Overhangs and or fabric awnings
- (b) Recesses/projections
- (c) Arcades
- (d) Raised cornice parapets
- (e) Peaked roof forms
- (f) Arches
- (g) Display windows

Building Materials:

- (a) High quality institutional building materials such as concrete, pre-cast concrete, brick, split face block, and/or stone must be used on the façade of buildings. The use of pre-cast concrete panels or split face block requires that colors, patterns or other forms of architectural relief be provided within the panes. Non-corrosive, stamped metal panels that contain a faux masonry finish may be considered for the second level when located a minimum of thirty feet (30') above grade and a sample is provided and approved. The use of vinyl siding, metal siding (including standing seam metal) and EIFS is prohibited.
- (b) Building materials should be similar to the materials of the structures in the area. However, dissimilar materials may be permitted when incorporating other characteristics such as scale, form, architectural detailing and color to make the building compatible with the area.
- (c) Materials requiring low maintenance are recommended over high maintenance materials. For instance, materials with integral color are generally recommended over materials require painting.

Building Siting:

- (a) Orient buildings so that building entries, office areas, and pedestrian-scale amenities are on the exposed sides of the facility and visible from the street.
- (b) Configure buildings and circulation to conceal loading docks, rolling up doors, mechanical equipment, and outdoor areas with a high level of vehicular activity. Service and mechanical areas shall be designed as an architectural feature of the building and entirely screened from view.
- (c) Provide sufficient buffer space and landscape treatment to migrate noise, visual clutter, or other negative impacts

STAFF REPORT

DATE: July 18, 2008

TO: Joliet Plan Commission

FROM: Planning Staff

SUBJECT: **ZO-1-08**: An Amendment to the Zoning Ordinance establishing the I-T Intermodal Terminal District.

GENERAL INFORMATION:

APPLICANT: CenterPoint Joliet Terminal Railroad LLC – CenterPoint Properties Trust.

STATUS OF APPLICANT: Property Owner and Developer for Cases A-66-08 through A-89-08 and Z-07-08 through Z-10-08

REQUESTED ACTION: Approval of an amendment to the Joliet Zoning Code to create a new zoning district classification with applicable regulations, pertaining to intermodal rail terminals and related transportation support, logistics, industrial, distribution and commercial uses is required. It is believed that the district will help to create a high quality intermodal facility which will develop in an orderly fashion with set standards.

SPECIAL INFORMATION:

Project Overview

During discussions between the applicant and staff regarding the proposed 3,300-acre intermodal development, it became apparent that due to the large scale of the development, including the proposed size of the individual buildings that a new zoning district could best deal with the needs of this development. As such, the applicant prepared and submitted draft language that would create the I-T intermodal Terminal District.

Several meetings have taken place with staff and the applicant to address concerns and comments from each side. One of the major goals of this new district is to create one location for definitions, bulk and site regulations, codifying requirements not specifically called out in the zoning code and addressing specific issues associated with extremely large warehouse structures and a freight terminal. Below are the key points that the attached draft ordinance address:

Definitions (Section 1)

Several key words have been defined that are associated with the intermodal terminal and its development.

Purpose (Sections 2, 3, 4)

Provides language explaining the overall development along with providing minimum land area required for such a district, which would decrease the likelihood of a new intermodal terminal being created in other parts of the city. In addition it creates the four “sub-areas” with a list of permitted uses. Land uses not specifically listed are considered to be a special use and would require a public hearing before the Plan Commission with final approval by the Mayor and City Council. Below is a brief synopsis of the four “sub-areas”:

1. Category A – Intermodal Terminal. This area consists primarily of the railroad operations and is considered the most intense land use.
2. Category B – Storage Area. This is the second most intense land use area. Cargo containers not having immediate delivery will be stored in this area. Other uses could include truck companies that transport cargo containers to other locations.
3. Category C – Industrial Park. This category allows for industrial warehouse, logistics and distributions facilities. In addition, manufacturing uses will be allowed when not considered as heavy manufacturing as defined in the amendment. Accessory retail will also be allowed to help promote this type of use.
4. Category D – Transitional Zone. This area would be located near the perimeter of the property and would allow for general commercial uses that typically service office and warehouse space.

Cargo Container Regulations (Section 5)

This section provides regulations for the storage, maintenance and stacking of the containers. It also provides the location for the stacking of such containers.

Site and Structure Requirements (Section 6)

This section provides the bulk regulations. The front and corner side yard building setback has been set at 40 feet and increases based on the height of the building. The interior and rear building setback has been set at 20 feet. An exception has been made for Category D – Transitional Zone and requires a minimum 20 foot front and corner side yard with the rear and interior yards being 10 feet.

Landscaping, berms, screening and fencing (Section 7)

This section requires the use of a natural landscape plan throughout the development, decreasing the amount of manicured grass and complimenting the natural areas to the south and west of the overall development. The applicant has contracted with an outside consultant to provide detailed information regarding seed mix, appropriate trees and bushes.

The area designated as Category A and B references a Concept Plan which depicts a berm a 100 foot-wide buffer area with an undulating landscape berm of sufficient height to screen the intermodal and storage areas from ground level will surround the property that have the most intense use. In a few locations there is insufficient space and the applicant is proposing

construction of a ten foot solid wall, this wall will include some type of architectural feature in the surface (i.e. stamped concrete).

Language has been provided for the screening of refuse disposal containers and mechanical equipment including those found on the roof the buildings. Due to the need for security of the railroad terminal and many of the warehouse buildings, chain-link fencing will be allowed with a height of ten-feet and not more than five strands of barbed-wire. This fencing will be required to be black or green in color and slats will not be allowed.

Off-Street Parking and Loading (Section 8)

Parking requirements have been stated along with the design of the parking lot layout, which is similar to the existing regulations for such uses. Language has been added that allows the developer to “landbank” unused required parking. At time of review of the permits, all parking is provided on the site plan, however, if sufficient documentation is provided that not all of the required parking is needed for the proposed user, City staff can approve the request. The area not improved with parking is designated on the plans which are recorded. Language has been included to allow the City to require the installation of the landbanked parking at a future date if needed. The area landbanked will be landscaped in accordance with the ordinance.

Sidewalks (Section 9)

Requires sidewalk to be provided along public and private streets where designated on the concept plan. Due to the nature of project, no sidewalks have been provided.

Declaration of Covenants, Conditions and Restrictions (Section 10)

The applicant will need to submit a declaration of covenants, conditions and restrictions that will be recorded. This document provides the private rules and regulations for the future individual parcels.

Concept Plan (Section 11)

The draft language also includes a Concept Plan. Specific items are required to be included on plan such as location of the subareas, road network system, berm areas and planned permanent open space or conservation areas. Language is also provide on how to modify the concept plan at a later date if needed.

Sign Regulations Appendix B

To maintain a cohesive development, the sign regulations have been modified. The maximum allowed square footage for a wall sign has been set at 100 square feet and a monument sign being 80 square feet, along with the overall height for a monument sign being set at fifteen feet. Provisions have been made for the key entry way signs to have an overall height of not more than 35-feet. Regulations for both on-site and off-site directional signs has been included.

Building Style and Massing Appendix C and D

The existing building design standards for industrial and commercial/office buildings have been expanded.

LAND USE COMMITTEE

This matter is scheduled for review by the City of Joliet Land Use Committee comprised of Councilman Joseph Shetina, Councilman Timothy Brophy and Councilwoman Susie Barber on July 16, 2008.

CONCLUSION AND RECOMMENDATION:

The proposed Amendment to the Zoning Ordinance establishing the I-T Intermodal Terminal District will help in the creation of a new land use district with applicable regulations, pertaining to intermodal rail terminals and related transportation support, logistics, industrial, distribution and commercial uses is required. It is also believed that the new district will help to create a high quality intermodal facility which will develop in an orderly fashion with set standards.

The draft text amendment is still being reviewed and modified by city officials and minor changes are expected.

STAFF RECOMMENDATION

DATE: July 17, 2008

TO: Joliet Plan Commission

FROM: Planning Staff

SUBJECT: **ZO-1-08**: An Amendment to the Zoning Ordinance establishing the I-T Intermodal Terminal District.

STAFF RECOMMENDATION

The proposed Amendment to the Zoning Ordinance establishing the I-T Intermodal Terminal District will help in the creation of a new land use district with applicable regulations, pertaining to intermodal rail terminals and related transportation support, logistics, industrial, distribution and commercial uses is required. It is also believed that the new district will help to create a high quality intermodal facility which will develop in an orderly fashion with set standards.

Therefore, staff recommends approval of an amendment to the Joliet Zoning Code to create an I-T Intermodal Terminal District. This draft text amendment is still being reviewed and modified by city officials and minor changes are expected.