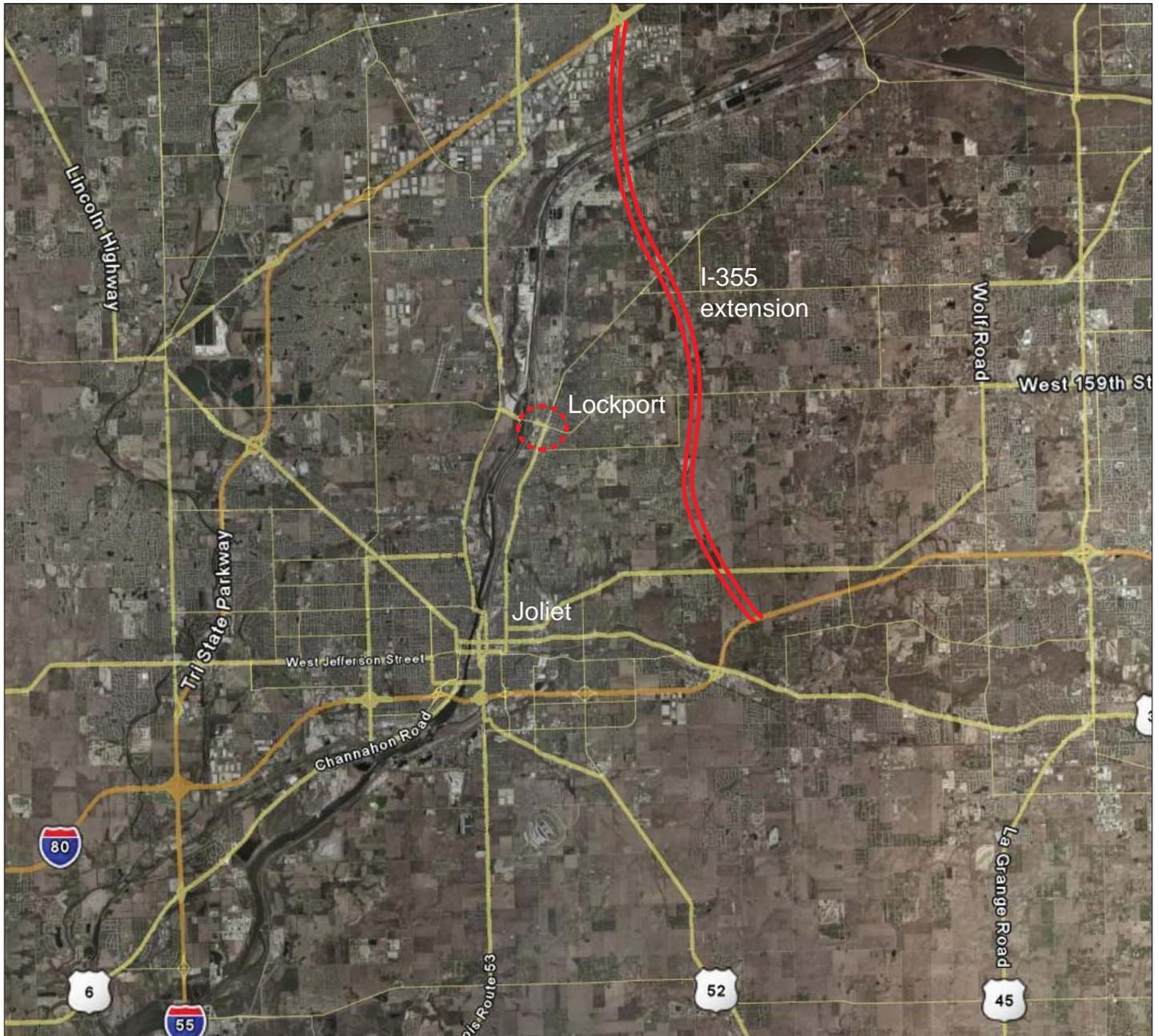


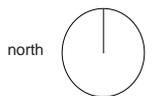
# City of Lockport Downtown Master Plan

## Existing Conditions Documentation and Assessment





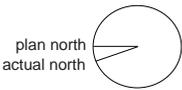
The City of Lockport is located adjacent to the new I-355 Extension south west of Chicago. The nearest large city is Joliet to the south. Its location is ideal, situated at a virtual confluence of many interstate highways. Lockport is served by commuter train and has a rich history of industry by way of the historic I + M Canal, Des Plaines River and Sanitary and Ship Canal.





The project site is concentrated around the historic central business district. The district is rich in history and functions as the city's civic center. Residential development in the city radiates toward the east, while industry and manufacturing uses remain to the west. The Des Plaines River acts as both a barrier and an asset to the project site.

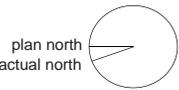
 Project Boundary





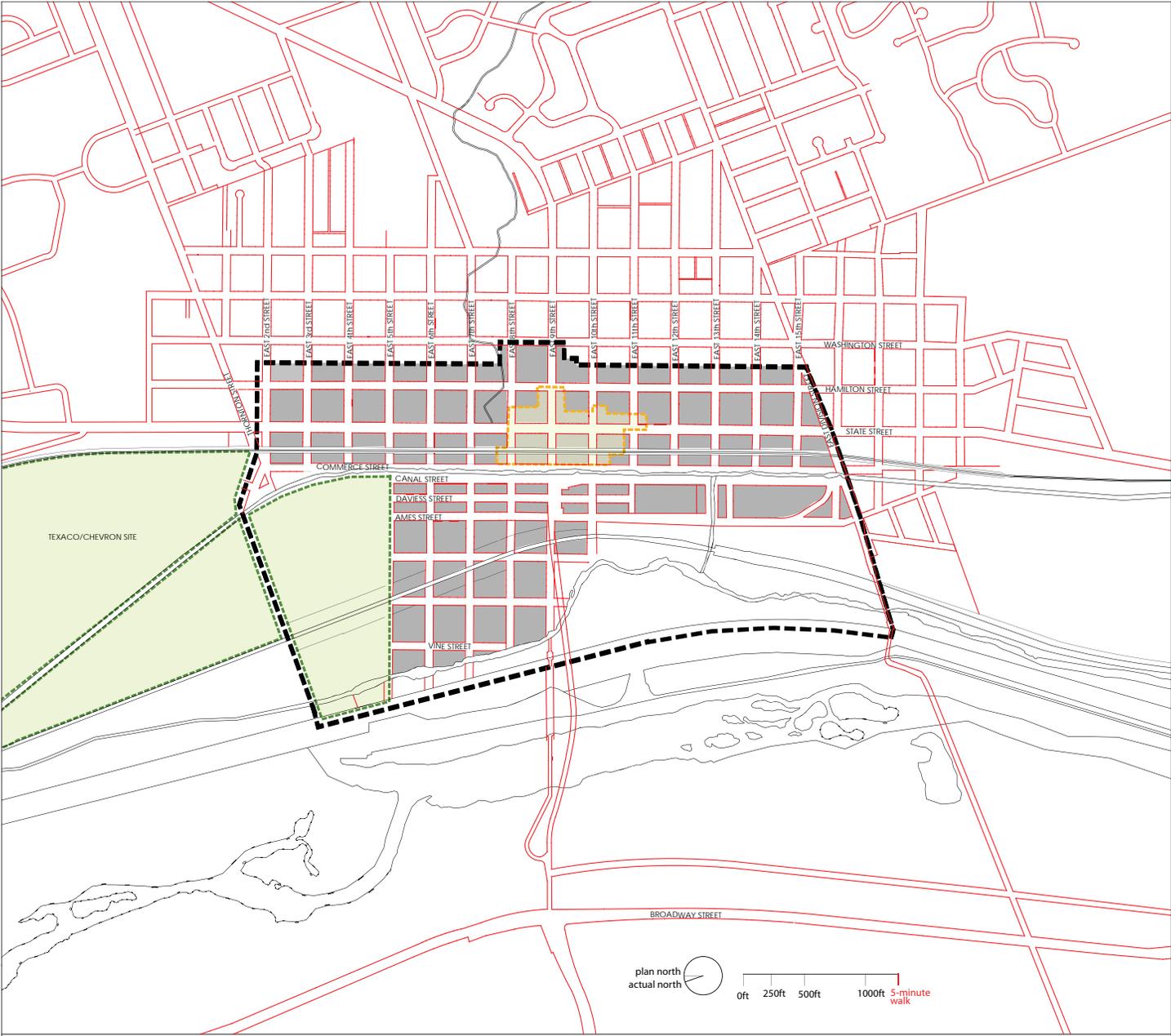
Main Street Lockport is characterized by historically preserved architecture, scenic landscapes and rich past. This district functions primarily as a commercial corridor with ancillary uses being industry and manufacturing - a product of its commerce oriented past. A district in transition, Lockport hopes to reinvigorate State Street, making it a regional tourist destination.

 Project Boundary



## Project Site





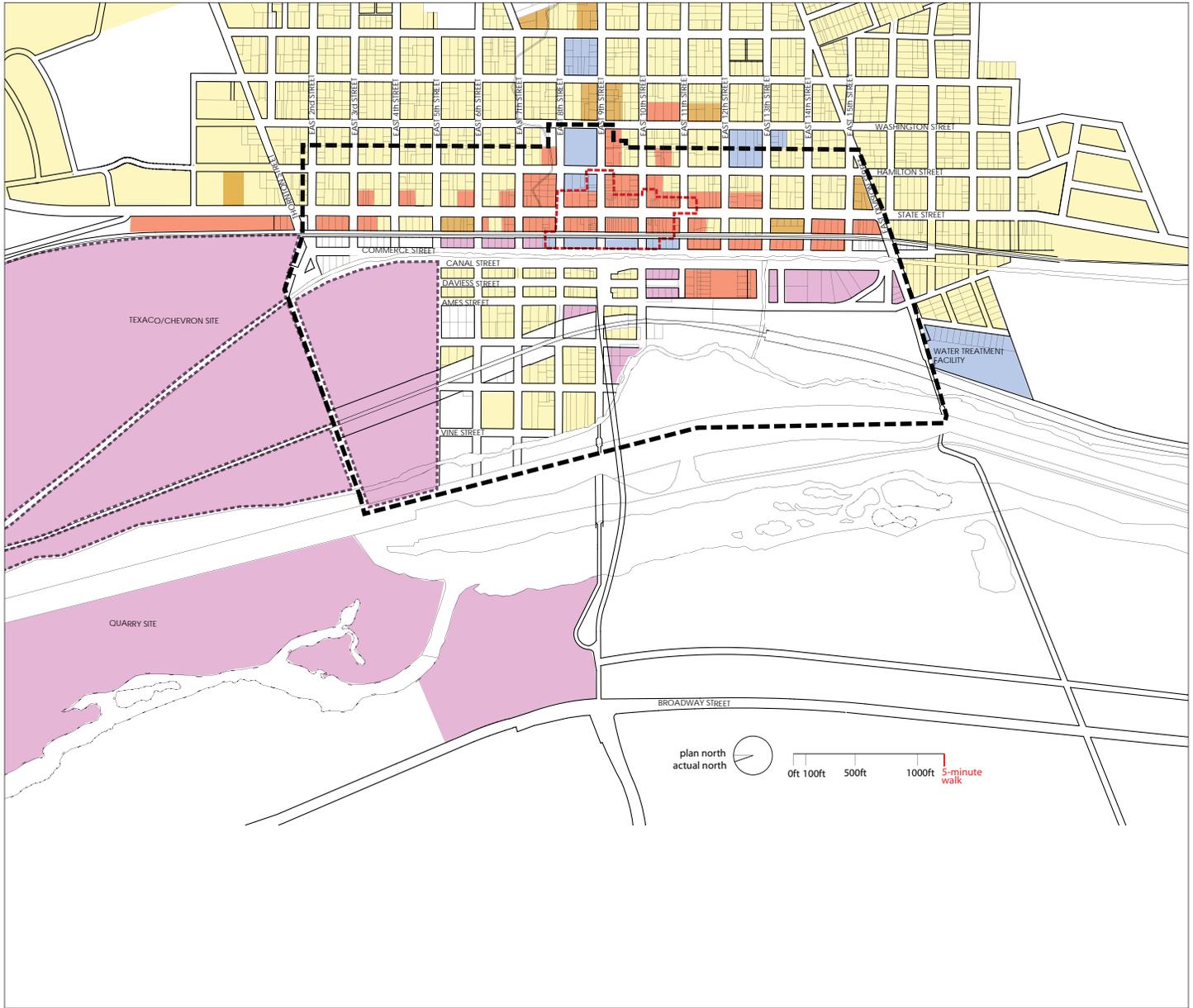
### Key Conclusions

The historic district of Lockport is structured into regular block parcels facing the I & M Canal. These parcels extend throughout the project area and begin to erode east of Madison Street, outside of the historic city center. State Street is the primary access through the historic district, connecting the district north to south. The I + M Canal was a historic organizing element in the civil design of Lockport.

- Regular parcelization of land
- Historic District block alignment with Canal
- Division + Thornton align East - West

- Historical District Boundary
- Boundary of Texaco site





## Key Conclusions

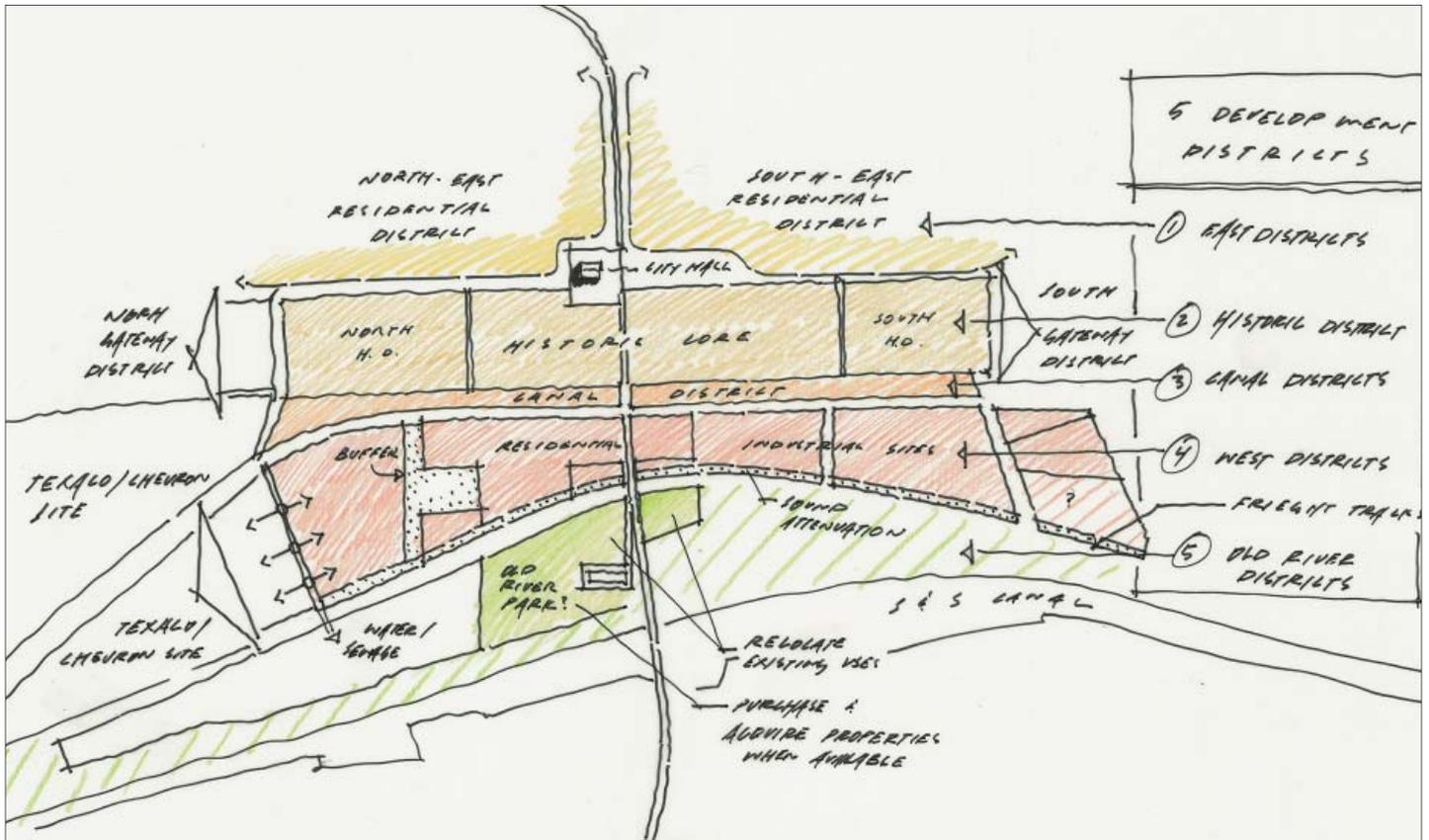
Lockport's historic downtown consists of primarily commercial land uses on State Street with perimeter industrial and civic uses. Residential land uses are located outside of downtown. Industrial uses abut waterways and regional and national transportation routes.

- Distribution is varied within the historic CDB
- Residential uses are found primarily outside of the study area
- Variety and scale of land use fragments urban fabric

- |  |   |
|--|---|
| <span style="display: inline-block; width: 15px; height: 15px; background-color: yellow; border: 1px solid black;"></span> Residential | <span style="display: inline-block; width: 15px; height: 15px; background-color: pink; border: 1px solid black;"></span> Industrial   |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: brown; border: 1px solid black;"></span> Mixed-use    | <span style="display: inline-block; width: 15px; height: 15px; background-color: blue; border: 1px solid black;"></span> Civic        |
| <span style="display: inline-block; width: 15px; height: 15px; border: 2px dashed red;"></span> Historical District Boundary           | <span style="display: inline-block; width: 15px; height: 15px; background-color: orange; border: 1px solid black;"></span> Commercial |

## Existing Land Use



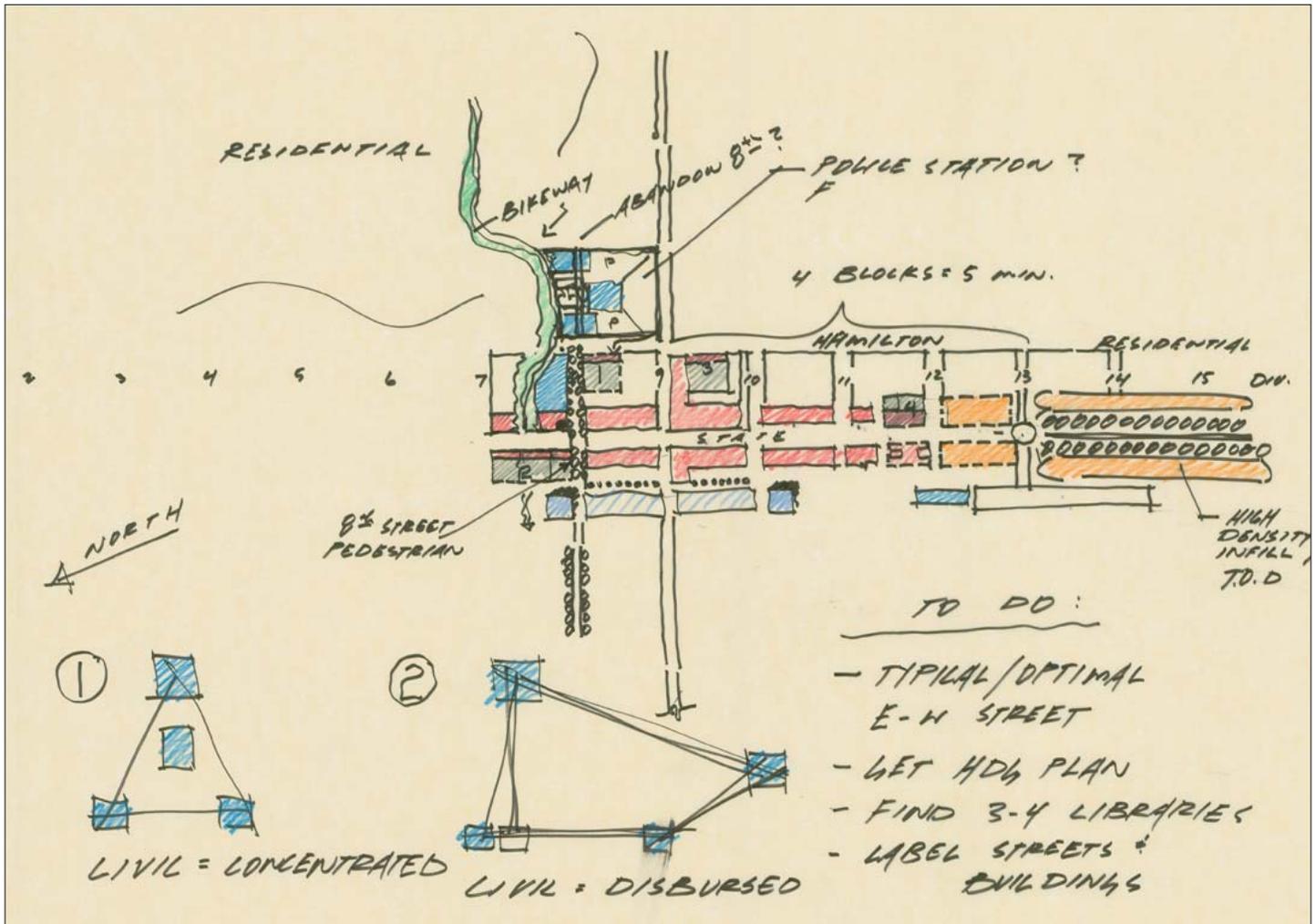


### Key Conclusions

Moving east-west, there are five distinct districts within the project area. Each district has a unique character and varied use. Higher densities are centered around the Canal District. The area becomes less dense moving east and west away from the centralized Canal District.

- Density decreases in the east-west direction
- Open space is primarily located in the, west of the I & M Canal
- Boundaries exist between districts
- Formal spatial structure drops off at east and west edges of site





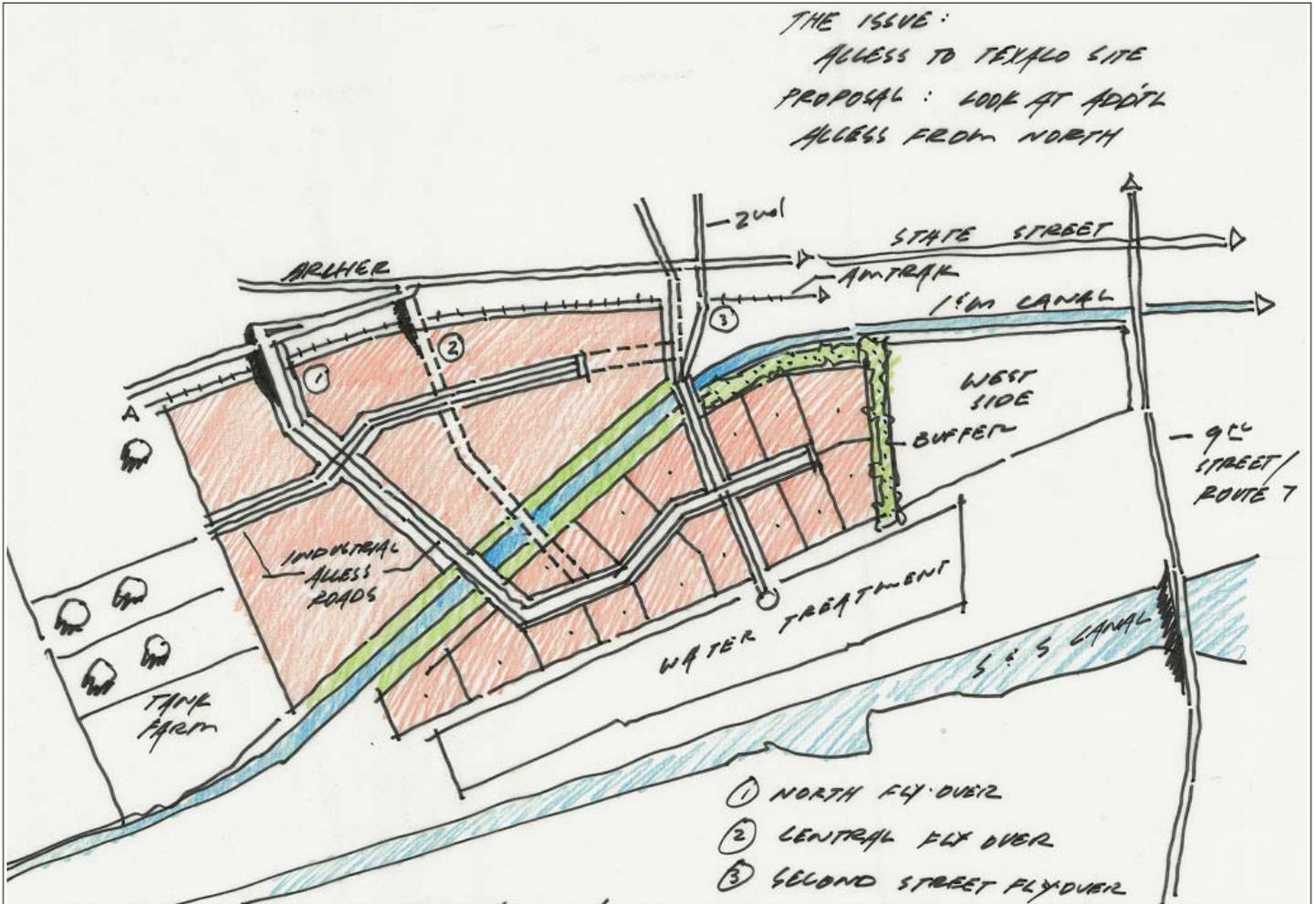
## Key Conclusions

Grouping civic uses within the historic district will give identity to the area. Most of the project area is within a five-minute walk, connecting civic, commercial, residential and open spaces in a north-south direction. Extension of existing bicycle and pedestrian paths will integrate the historic district into the City of Lockport.

- Dispersing civic uses creates individual destinations within the historic core.
- Connect to existing bicycle and pedestrian paths.
- Use State Street as an organizing element
- Investigate additional east-west access points

## Land Use Core





## Key Conclusions

The Texaco/Chevron site directly north of the project site offers potential for redevelopment. Accessibility issues and physical barriers present challenges to connecting the Texaco site with historic downtown Lockport. Assets include proximity to rail lines, large amount of open space and opportunities for future growth.

- Access to Texaco/Chevron site is currently limited
- Integrate Texaco site into Lockport urban fabric
- Buffer site on south side from incompatible uses and along east side from traffic



## Texaco/Chevron Site

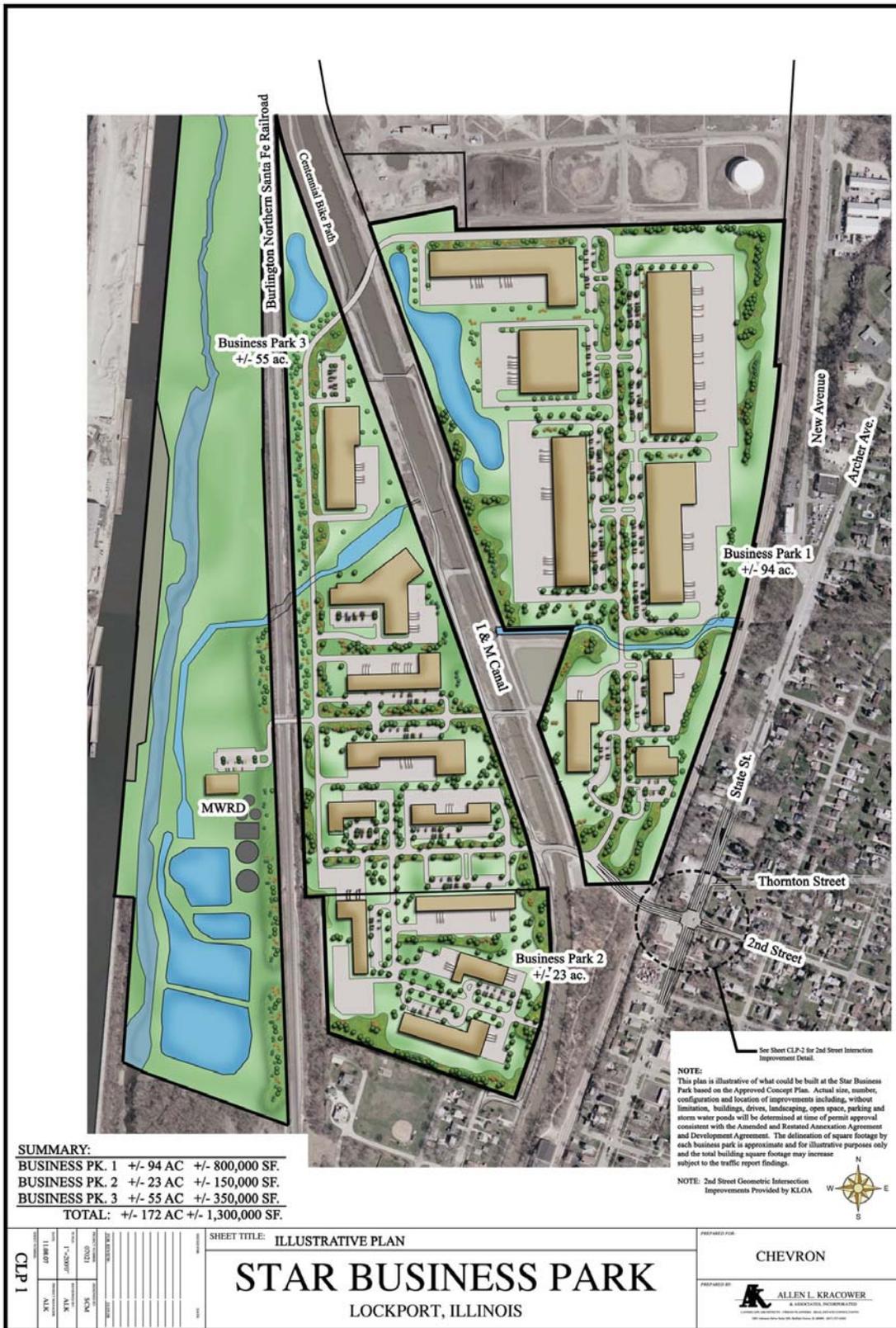
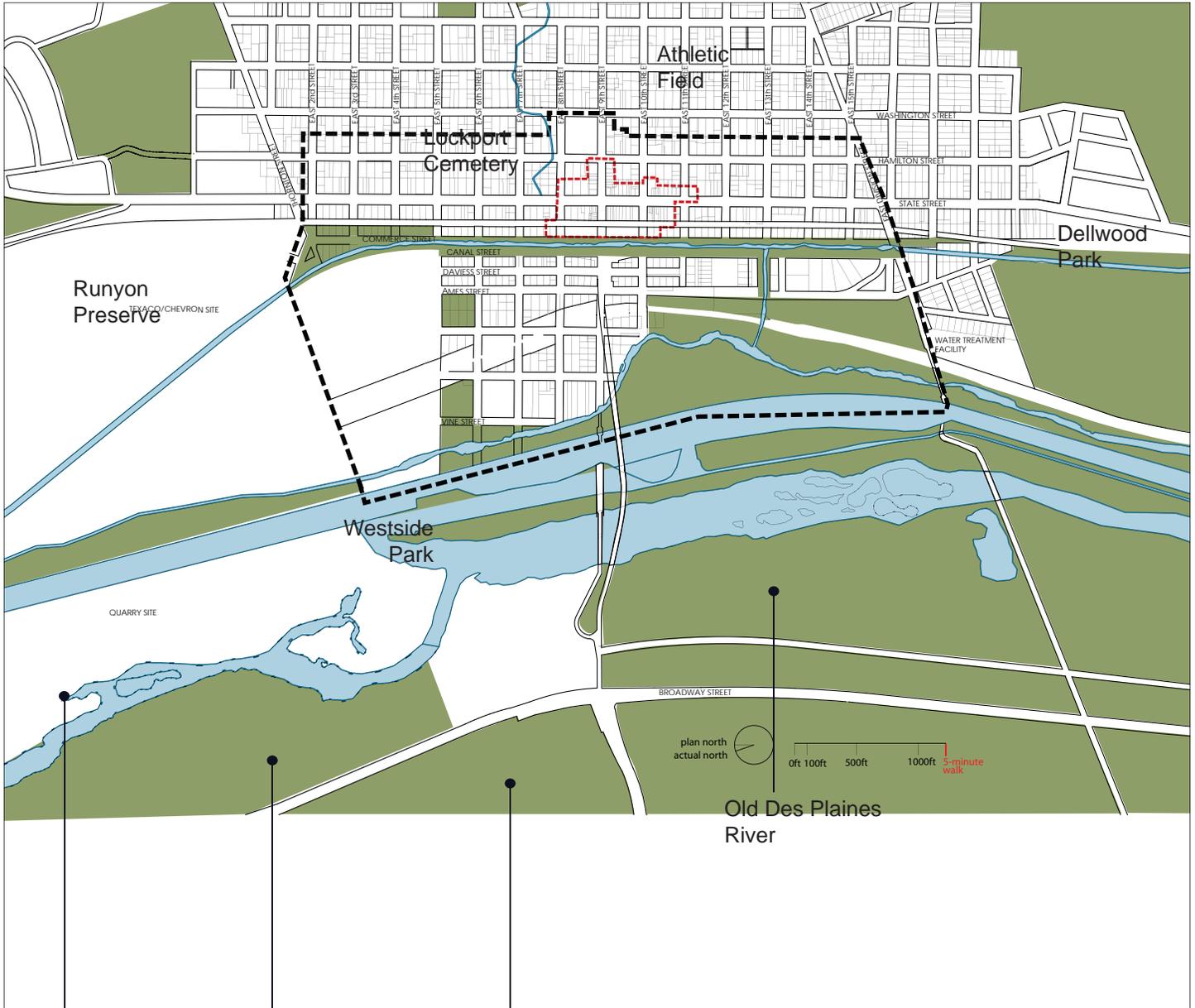


Image Source: City of Lockport

## Texaco/Chevron Site Concept Plan





I + M Canal      Sanitary + Ship Canal      Des Plaines River

### Key Conclusions

The amount and quality of open and green space in Lockport make it one of the city's greatest physical assets. Several types of open space and hydrological structures are present within the project area. Challenges to these natural environments include the present and ongoing presence of industry along the Des Plaines River and Sanitary and Ship Canals.

- Development of Heritage Park Corridor connects park system to waterways
- Attractive to tourism industry
- Connection to history and culture of Will County
- Accessible bike and nature paths along historic I + M canal

- Water Systems
- Open Space/Parks
- Historical District Boundary



## Existing Open Space

## 1. Lockport Loop Trail Site

- a. Currently occupied by several marginal light industrial and commercial businesses
- b. Assets: near train station
- c. Relocate nuisance businesses within site to Texaco Site
- d. Consider infill sites for cultural and urban-scaled residential uses along State street
- e. Provide resident population downtown to support small businesses
- f. Retain remainder of site for connection with Heritage Park Corridor
- g. Consider pedestrian/bike bridge connection to Division Street over Des Plaines River, Sanitary and Ship Canal, I+M Canal - Bike path desired link to I-53, I-355

## 2. Canal Street Corridor

- a. Consider state street bi-pass route to canal for fairs and festivals

## 3. Challenges

- a. Site assemblage to attract retailers to downtown
- b. 9<sup>th</sup> + Hamilton
  - i. Existing parking lot offers potential for structured parking
- c. Property adjacent to the Metra station should be included in master planning decisions
- d. Untapped tourism industry opportunity – how to make Lockport an attractive destination

## 4. Historic Properties in Study Area

- a. Cheadle (engineer) House: 8<sup>th</sup> + State

## 5. Additional Documentation Available

- a. HAER (Historic American Engineering Record) 1978 document on east-west linkages

## 6. Lockport Prairie East/Dellwood Park West

- a. Security and lighting issues at trail
- b. 'Gateway' District
- c. Flood plain mitigation is unresolved
- d. Access to park and trails are limited and difficult to negotiate
- e. Noxious land uses (junk yard, dumping)
- f. Ruins of Koppers Coke Oven present
- g. Connection of Bruce Road through Park site desirable

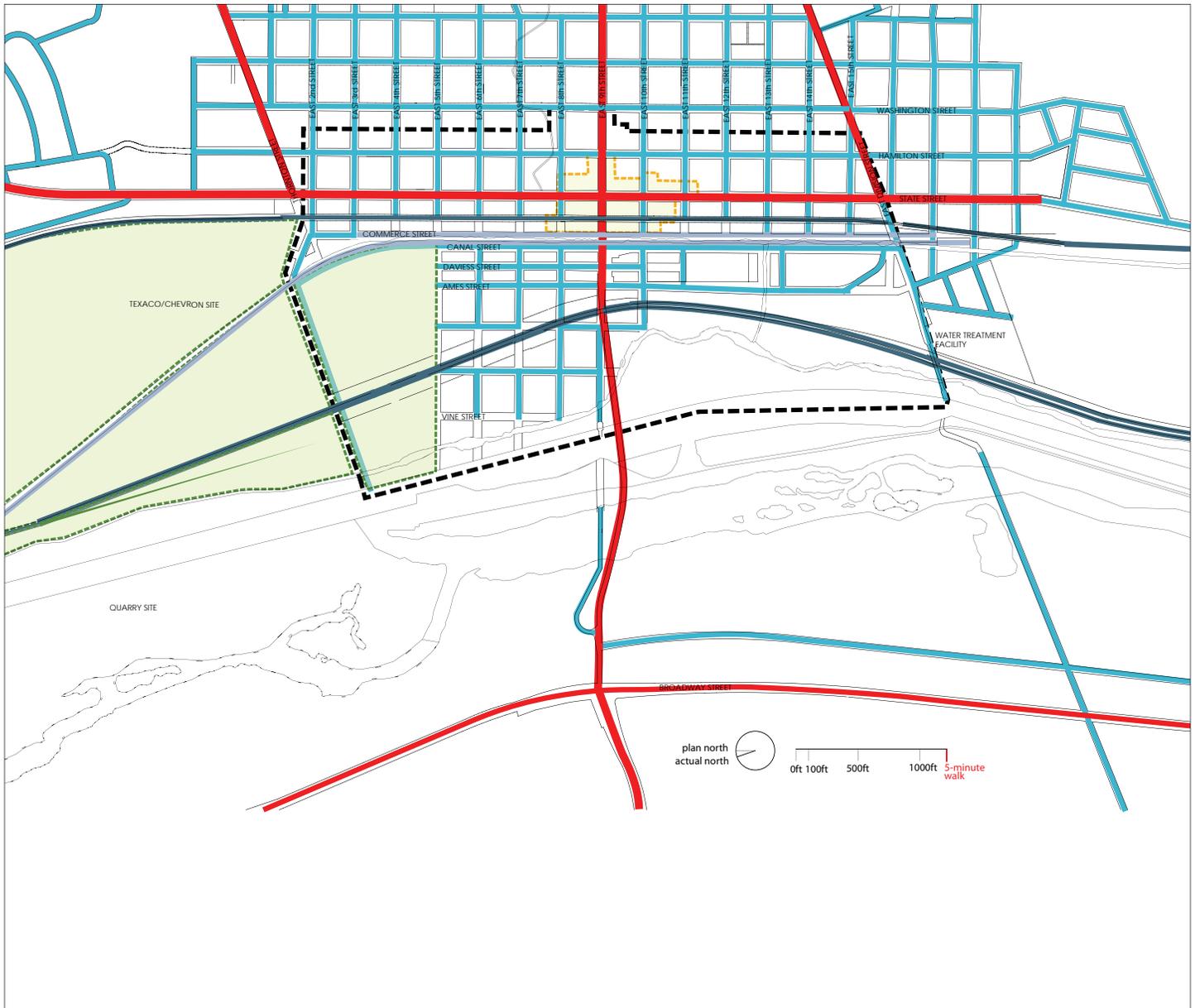
## 7. Library Relocation Options

- a. Texaco Site - pending confirmation of remediation
- b. Lockport Loop Trail Site (corner of 9<sup>th</sup> + Canal) - currently occupied by several privately owned residences and electrical substation
  - i. Site would serve to keep library downtown
  - ii. High visibility along 9<sup>th</sup> Ave
  - iii. Large site – gateway between historical/cultural sites and Loop Trail
  - iv. Opportunities for shared parking with Norton Building

# Heritage Park Summit Tour Notes

## May 9, 2008





## Key Conclusions

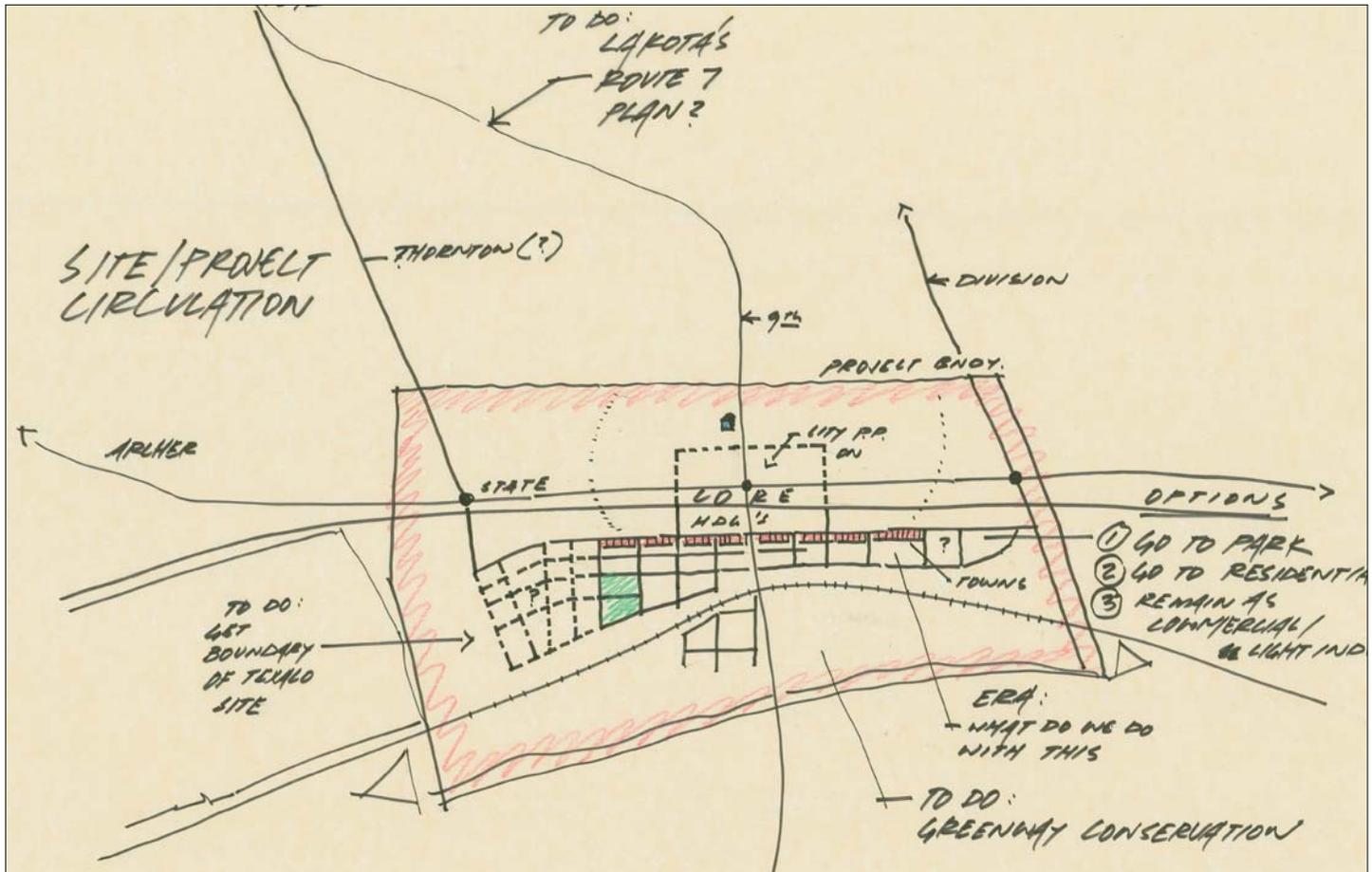
Lockport is a multi-modal community served by Metra, PACE and accessible by bicycle and automobile. The I-355 extension has made regional connections more convenient. Primary automobile routes intersect at the historic downtown and follow east-west routes at the perimeter of the project area. There are no north-south connections to the Texaco/ Chevron site west of the I + M Canal.

- Primary transportation routes converge at edges and geographic center of historic district
- East-west access is limited
- Underdeveloped infrastructure limits access west of State Street
- Bike and pedestrian path along I + M Canal links to Dellwood Park West

- Pedestrian + Bike Routes
- Rail Lines
- Secondary Routes
- Historical District Boundary
- Boundary of Texaco site
- Primary Routes



## Existing Transportation Systems



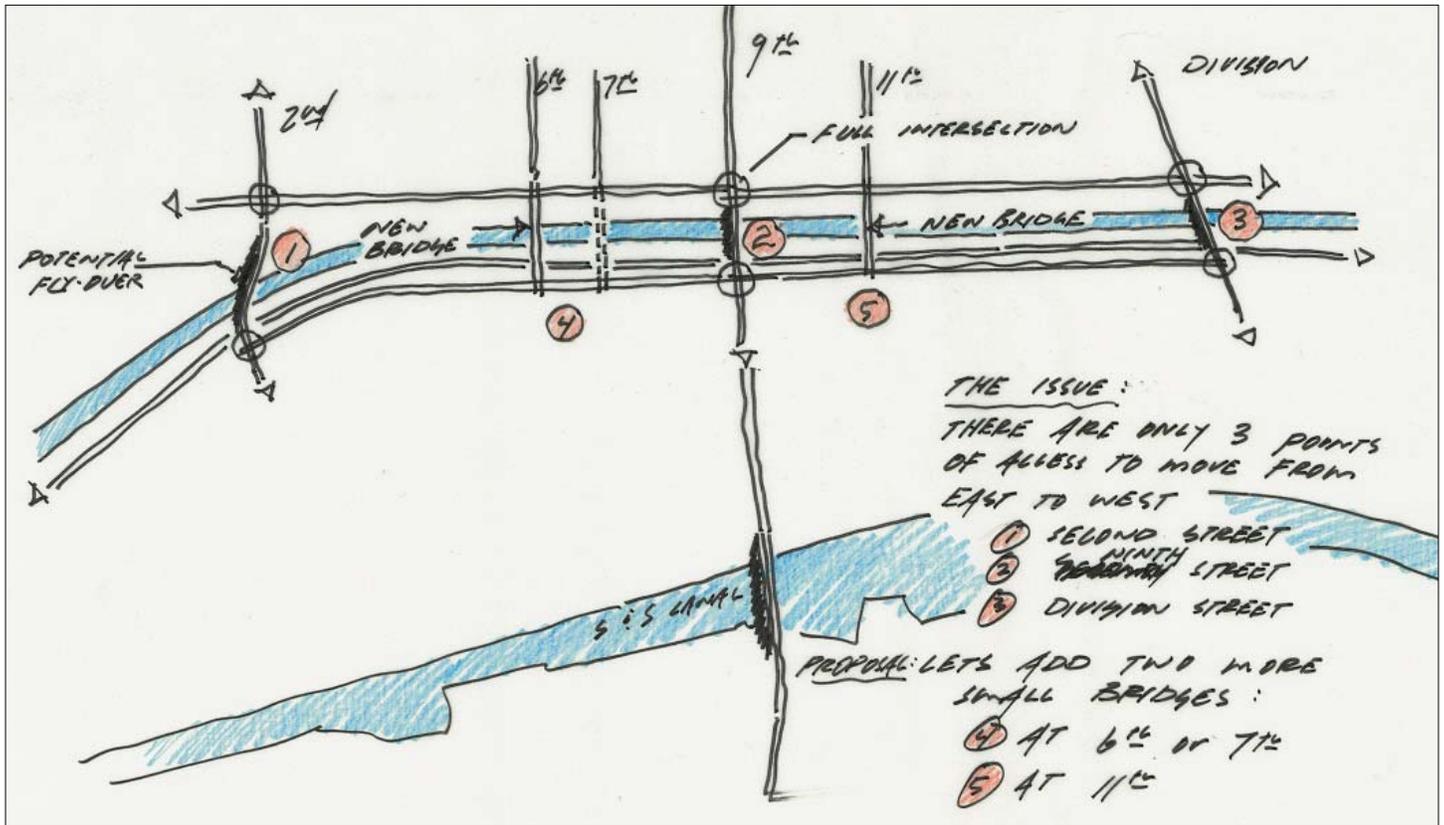
## Key Conclusions

Circulation systems within the project area are divided into primary and secondary routes. Primary systems border the project area and run parallel to true north-south. Routes in the historic district are aligned parallel to the I + M Canal. The regular structure of the urban fabric breaks down between pairs of rail tracks. Circulation system improvements should focus on clear and cohesive routes which allow smooth flow of traffic.

- Concentrate traffic to primary routes for an enhanced pedestrian environment
- Determine appropriate street ROW for traffic volumes and experience
- Leverage existing circulation framework

## Site/Project Circulation





## Key Conclusions

Accessibility through the site is impeded by natural and physical features. Consideration for additional connections between east and west sides of the I + M Canal could serve to promote additional and needed development.

- Consider additional connections from historical district to west side of I + M Canal
- Determine development objectives for west-side district
- Consider a mix of pedestrian-only and multi-modal crossings



## East-West Site Circulation



Seven Arches Bridge



Service Alley



Rail Tracks



Norton Building



Historic Theater



Outdoor Cafes

## Site Images





Large Parkways



Existing Sidewalks



Service Alleys



Transportation Connections



Service Corridor



Historic Places

# Site Images





Potential Rehabilitation



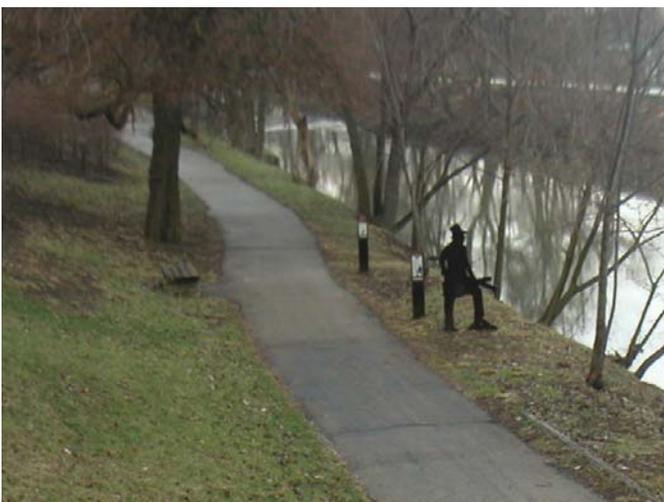
Pedestrian Environments



Intersection Treatments



Preservation



Walking Path



Cultural Interests

## Site Images

