



City of Lockport

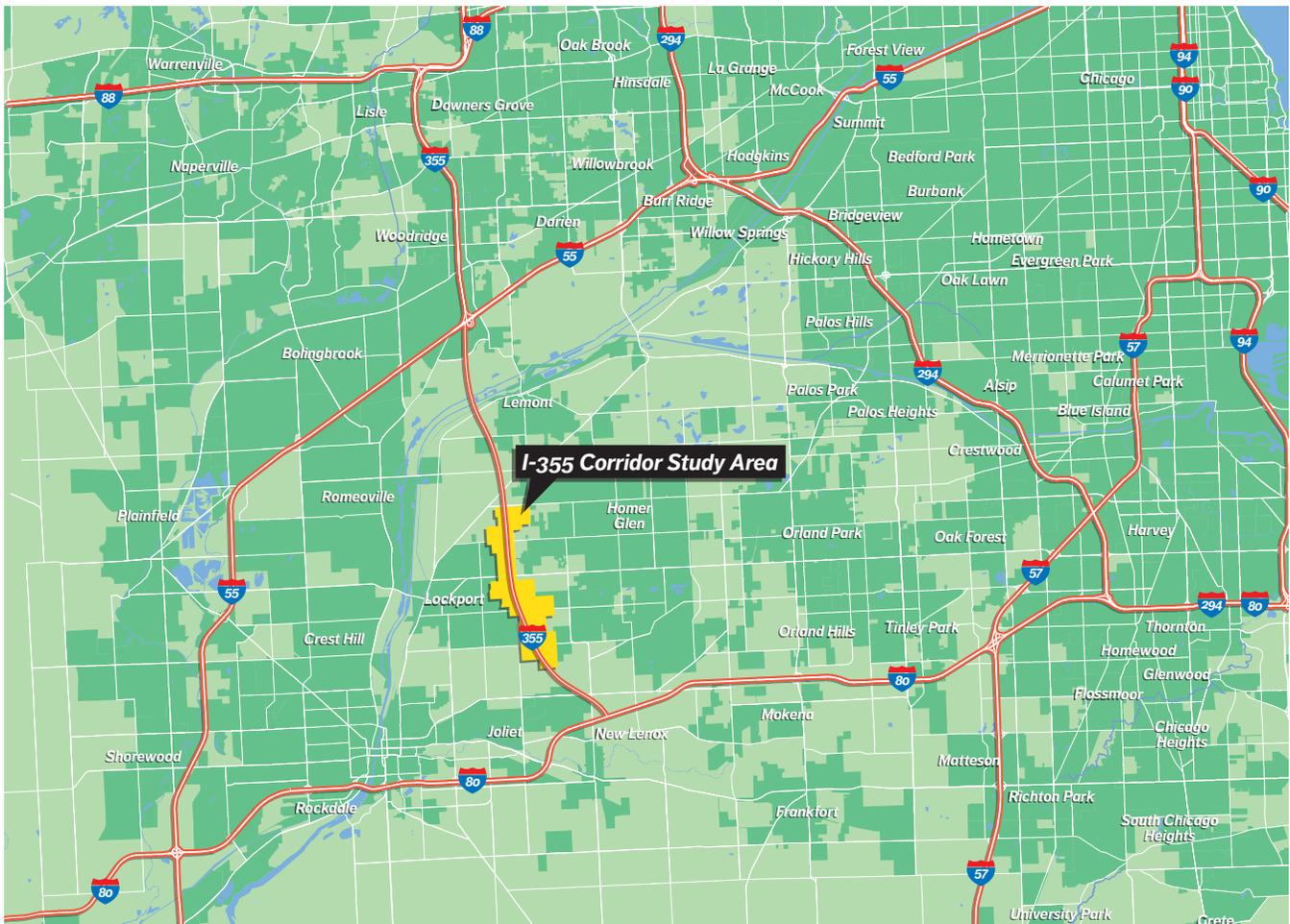
I-355 Corridor Master Plan Update

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Regional Setting



The I-355 Corridor is located along the City of Lockport's eastern boundary within Will County, Illinois, approximately 35 miles southwest of Downtown Chicago and 5 miles from Joliet. The City of Lockport is well-positioned within the Chicagoland area, having excellent access to the region's transportation network, including I-355, I-88, I-55, I-80, Metra, and Midway Airport.

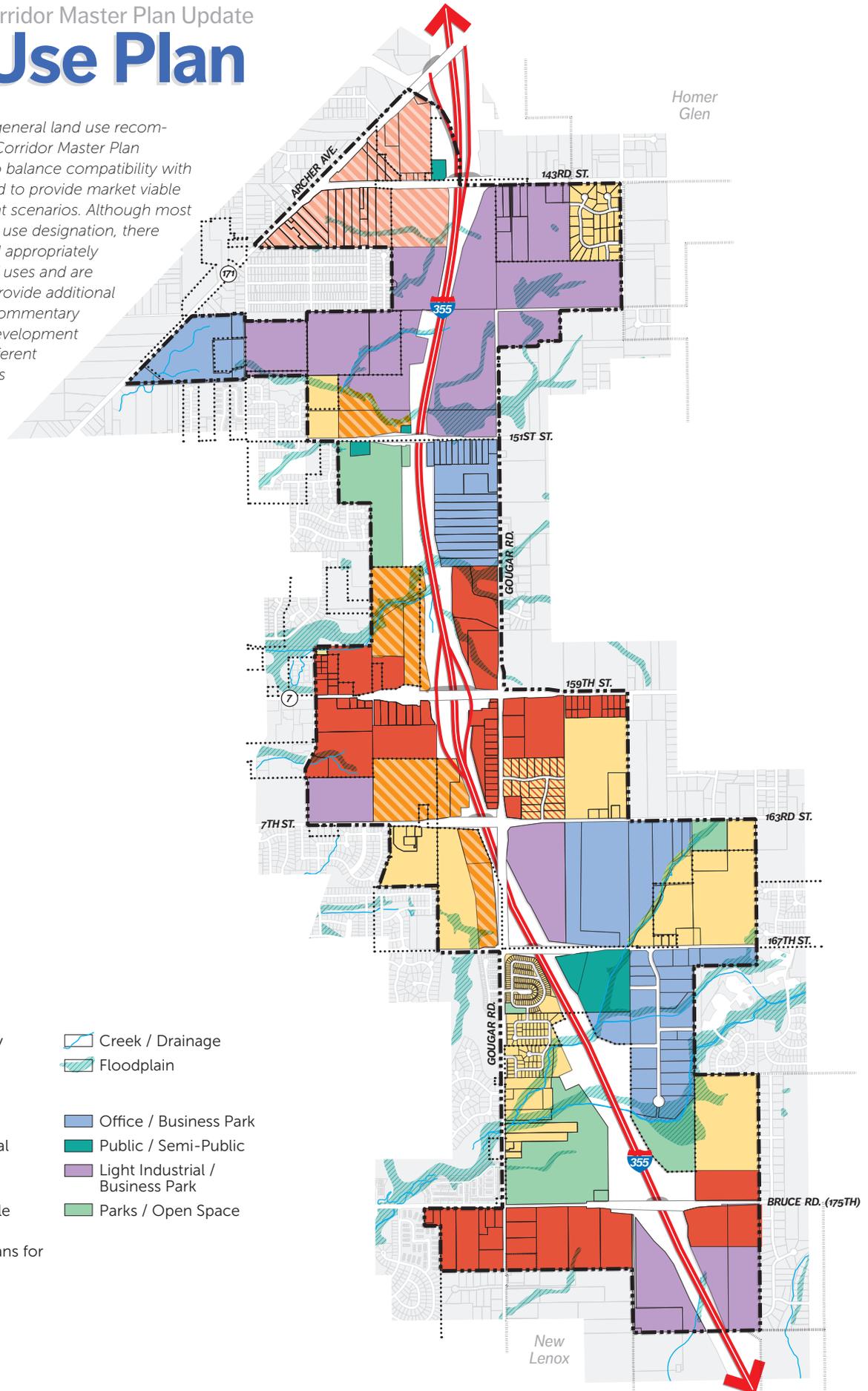
Incorporated in 1830, the City has a rich heritage as one of Chicago's early "canal towns" and is part of the 120 mile long Illinois & Michigan Canal National Heritage Corridor. The City's population has been growing steadily over the past decade to a current population of approximately 25,046.

As it passes through Lockport, the I-355 corridor includes a mix of residential, commercial, industrial, institutional uses, and also a considerable amount of vacant/undeveloped land. As a key new section of the region's highway system, connecting I-55 and I-80, the I-355 Study Area is poised for an increase in development and land use intensity.

Lockport I-355 Corridor Master Plan Update

Land Use Plan

This figure illustrates the general land use recommendations of the I-355 Corridor Master Plan Update. The Plan seeks to balance compatibility with existing uses and the need to provide market viable land use and development scenarios. Although most areas have a specific land use designation, there are a few areas that could appropriately accommodate a range of uses and are therefore designated to provide additional flexibility. More detailed commentary regarding land use and development considerations for the different areas along the Corridor is provided in the following sub-area framework sections of this Plan Update.



Legend

- Study Area Boundary
- Lockport City Limits
- Creek / Drainage
- Floodplain
- Land Use**
- Residential
- Residential / Potential Conversion
- Commercial
- Commercial / Flexible
- Market Flexibility (Refer to Subarea Plans for designated uses)
- Office / Business Park
- Public / Semi-Public
- Light Industrial / Business Park
- Parks / Open Space

Land Use & Development

Residential – As presented in the Land Use Plan, the residential classification includes single-family attached, single-family detached and multi-family residential units. The Sub-Area Framework Plans identify the desirable mix of residential units for each area in more detail.

Single-family residential uses are recommended for key locations within the Corridor that essentially extend the already existing single-family residential character of certain sections of the Study Area, or are properties of desirable size, shape, and location for single-family developments.

Single-family attached and multi-family developments are primarily used to transition from non-residential areas to single-family residential areas. The Plan also anticipates the development of some age-restricted/age-targeted areas, which could provide an attractive mix of single-family attached and multi-family residential uses. Residential uses could also be considered appropriate for some of the areas designated for “market flexibility” and “commercial/flexible”

Residential/Potential Conversion – The existing properties in this classification are single-family detached homes on large lots that are likely to remain. However, in the future, if these properties were redeveloped, future uses should be compatible with the types of commercial development designated for adjacent areas.

Commercial/Flexible – Properties designated as commercial/flexible are located along 143rd Street between Archer Avenue and I-355. These areas prioritize commercial development along the 143rd Street and Archer Road frontages, but can also possibly accommodate compatible multi-family and single-family attached residential, office, and business park uses on the interior portions of the sites. Frontage commercial could include retail, restaurant, office, entertainment, and more. Commercial uses are intended to generally be located within or near a 1/2 mile radius of the I-355 interchanges and along major arterials.

Market Flexibility – Four areas are designated as market flexibility – the area northwest of 151st and I-355, the area northwest of 159th and I-355, the area northwest of 163rd and I-355, and a portion of the area southwest of 163rd and I-355. These areas can appropriately accommodate different land use designations and are therefore intended to provide increased flexibility. The area northwest of 159th and I-355 could appropriately accommodate office, business park, and/or residential uses (including single-family detached, single-family attached, and multi-family) and the area northwest of 163rd and I-355 could be considered appropriate for light industrial, business park, office, and/or commercial uses, but not residential. The area along 151st can range from residential to light industrial/business park, and the area southwest of 163rd and I-355 can accommodate residential and commercial uses.

Commercial – Properties in this classification are ideally suited for a variety of commercial uses, including retail, restaurant, service, office, entertainment, hotel, and more. Some commercial uses are better suited for certain areas, as described in the Land Use Framework Plans. Commercial uses are generally located within or near a 1/2 mile radius of the I-355 interchanges and along major arterials.

Public/Semi Public – Four sites are designated in this Plan as public/semi-public and all accommodate existing facilities, including two fire stations, a water tank, and a ComEd facility. No new public/semi-public uses or facilities are designated in the Plan.

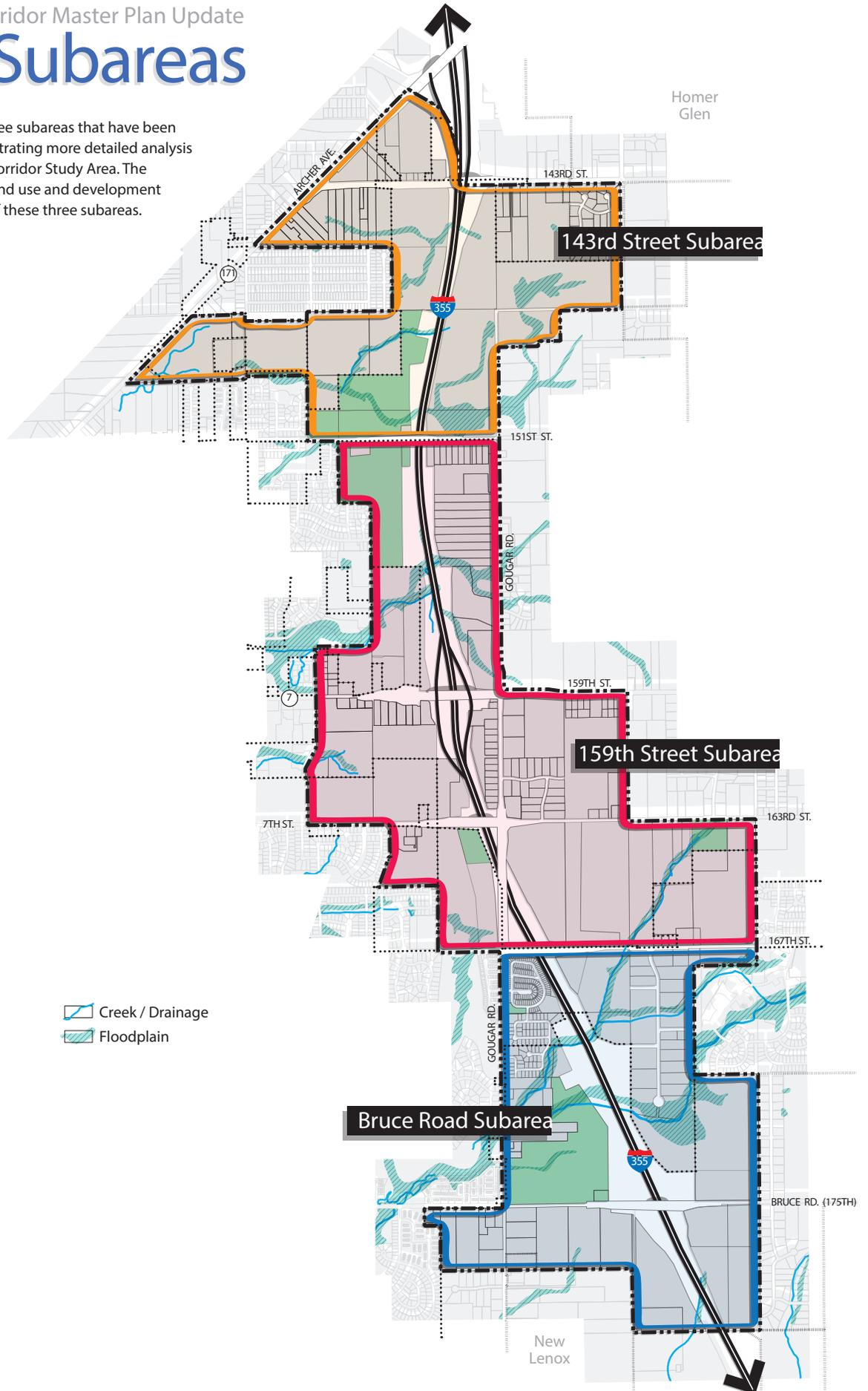
Office/Business Park – In general, Office/Business Park uses occupy areas that lack sufficient commercial frontage, access, and visibility. Uses that are appropriate for these properties may include office campus, employment centers, incubator businesses, research facilities, and more, and may also include non-traditional office uses such as gymnastics facilities, martial arts studios, or other athletic uses that require high ceilings and more affordable, large leasable spaces. Uses generating significant truck traffic should be discouraged for these areas. These areas should be developed in a “campus setting” with attractive landscaping and grounds.

Light Industrial – Appropriate uses in this classification include uses such as warehouse/distribution facilities, office space, employment centers, research facilities, and more traditional light industrial park uses, some of which may generate significant truck traffic from distribution services and general fleet vehicles. These higher impact uses are generally located in key locations within the Corridor that are near existing and future interchanges with I-355. Appropriate screening and buffering are important features for future development in this classification.

Parks/Open Space – This designation is represented by open undeveloped land that can include parks and areas of natural environment. Although only a few such properties are designated as parks/open space within the corridor, there exist several areas of flood plain, creek/riparian corridors, new buffer areas, mature tree stands, and more that are identified for protection, enhancement, and incorporation into future development. Collectively, these environmental features and the areas that contain them will help to shape the overall character of the area.

1-355 Subareas

This figure identifies the three subareas that have been created for purposes of illustrating more detailed analysis for each parcel within the Corridor Study Area. The following pages illustrate land use and development framework plans for each of these three subareas.



Legend

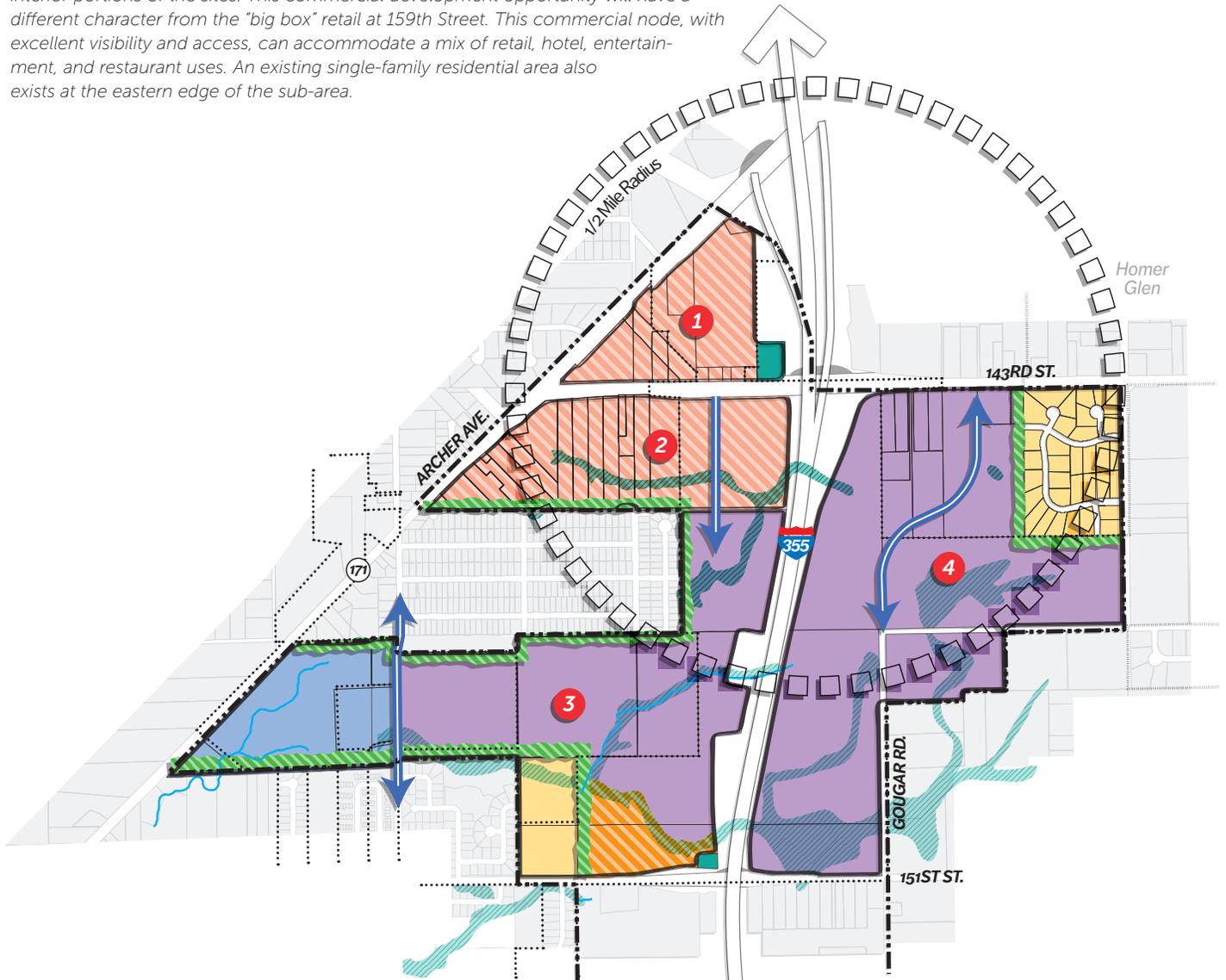
- Study Area Boundary
- Lockport City Limits
- Creek / Drainage
- Floodplain

Subareas

- 143rd Street Subarea
- 159th Street Subarea
- Bruce Road Subarea

143rd Street Subarea

The 143rd Street Sub-Area extends from the northern end of the study area south to 151st Street. The Land Use Framework Plan for the 143rd Street Sub-Area focuses on establishing a retail/commercial node at the intersection of 143rd Street, Archer Avenue, and I-355, with light industrial and business park uses in the other portions of the sub-area. The commercial node area prioritizes commercial uses fronting the major roadways and possibly including other residential, office, and business uses in the more interior portions of the sites. This commercial development opportunity will have a different character from the "big box" retail at 159th Street. This commercial node, with excellent visibility and access, can accommodate a mix of retail, hotel, entertainment, and restaurant uses. An existing single-family residential area also exists at the eastern edge of the sub-area.



Legend

- Study Area Boundary
- Lockport City Limits
- Creek / Drainage
- Floodplain
- Key Roadways / Connections
- 1/2 Mile Radius from I-355 Interchange
- Buffering / Screening

Land Use

- Residential
- Commercial / Flexible
- Office / Business Park
- Market Flexibility (Residential, Commercial, Office / Business Park, Light Industrial / Business Park)
- Public / Semi-Public
- Light Industrial / Business Park
- Parks / Open Space

1 Commercial/Flexible – With frontage on both 143rd and Archer Avenue, and adjacency/proximity to I-355 and the 143rd Street interchange, this site is ideally suited for commercial/retail use, but can also accommodate other compatible uses such as multi-family residential, office, and other business uses on the interior/non-frontage portions of the site. The overall size and geometry of the site can accommodate a variety of retail development, from standalone single-tenant uses to lifestyle center type developments. This area is also well situated for hotel, entertainment, and restaurant uses, with its easy access and visibility from 143rd Street, Archer Avenue, and I-355. Service station uses are also well suited for this location. Any proposed uses other than commercial should be compatible with commercial uses and should not be located along the frontages of Archer and 143rd.

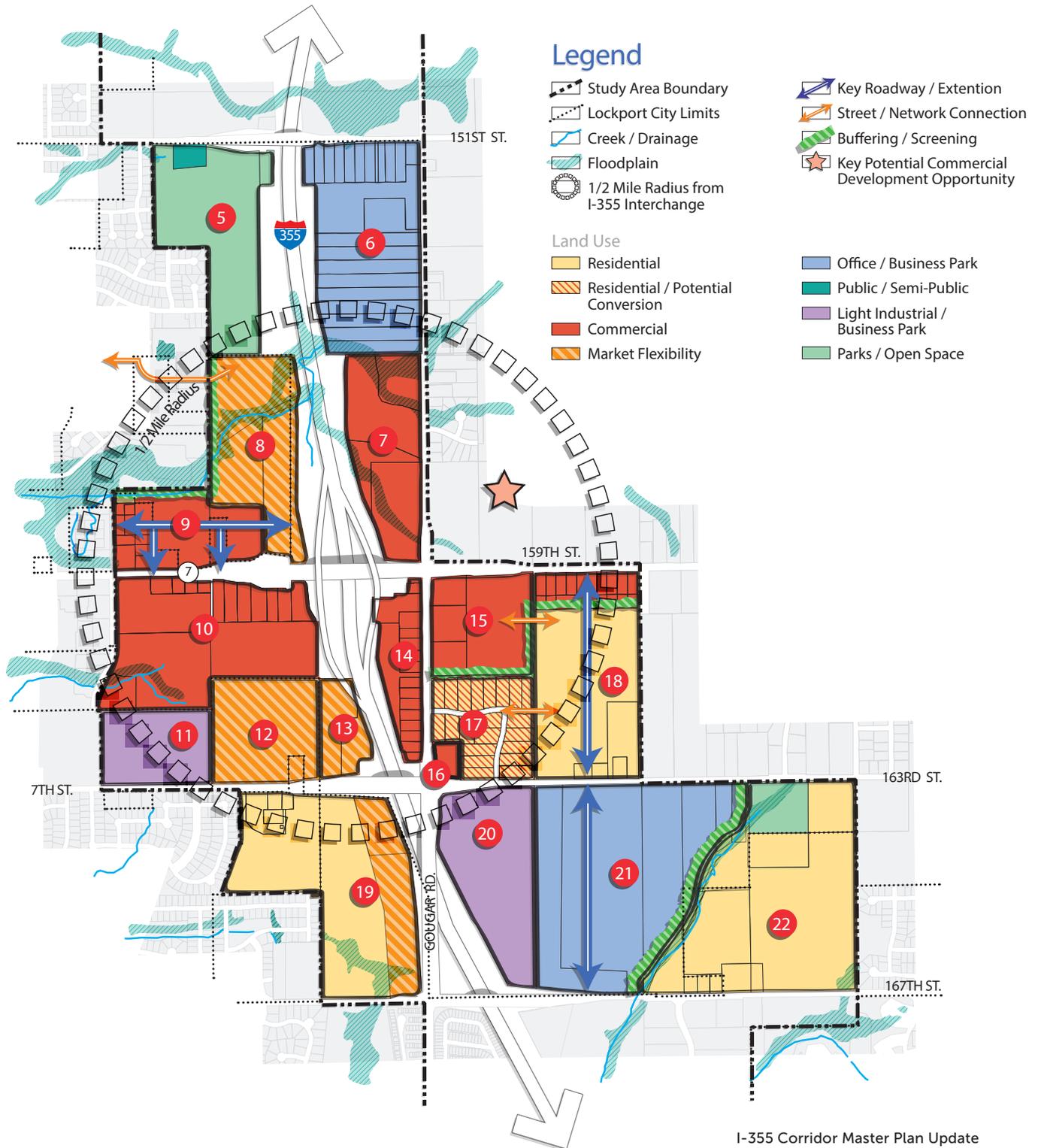
2 Commercial/Flexible and Light Industrial/Business Park – With frontage on both 143rd and Archer Avenue, and adjacency/proximity to I-355 and the 143rd Street interchange, this site is ideally suited for commercial/retail use along the 143rd Street and Archer Road frontages, but can also accommodate other compatible uses such as multi-family residential, office, and other business uses on the interior/non-frontage portions of the site. The overall size and geometry of the site can accommodate a variety of retail, restaurant, office and services uses. Service station uses are also well suited for this location. Any proposed uses other than commercial should be compatible with commercial uses and should not be located along the frontages of Archer and 143rd.

3 Light Industrial, Office/Business Park, Residential and Market Flexibility – This area closely mirrors the land use strategy that exists across I-355 to the east. The area is primarily designated for light industrial and business park uses. Because some established residential uses exist adjacent to the area, any non-residential use in the area should be adequately screened and buffered from adjacent residential uses. The area located along 151st Street adjacent to the existing residential should also be designated as residential, in order to provide greater development compatibility. The area south of the creek should be designated as Market Flexibility and can accommodate a range of uses including residential, commercial, office, and business park/light industrial. Any development should be designed to mitigate any impact on the adjacent residential areas.

4 Light Industrial/Business Park/Distribution/Warehouse – This site has been approved for a warehouse/distribution facility and parts of the development are already constructed. An existing single-family neighborhood is located within a portion of the northern segment of this site. It is expected that this residential use will remain, however, in the future, as the site surrounding the residential use is developed, these properties should be considered for redevelopment into non-residential uses that are compatible with the surrounding light industrial/business park/distribution/warehouse uses.

159th Street Subarea

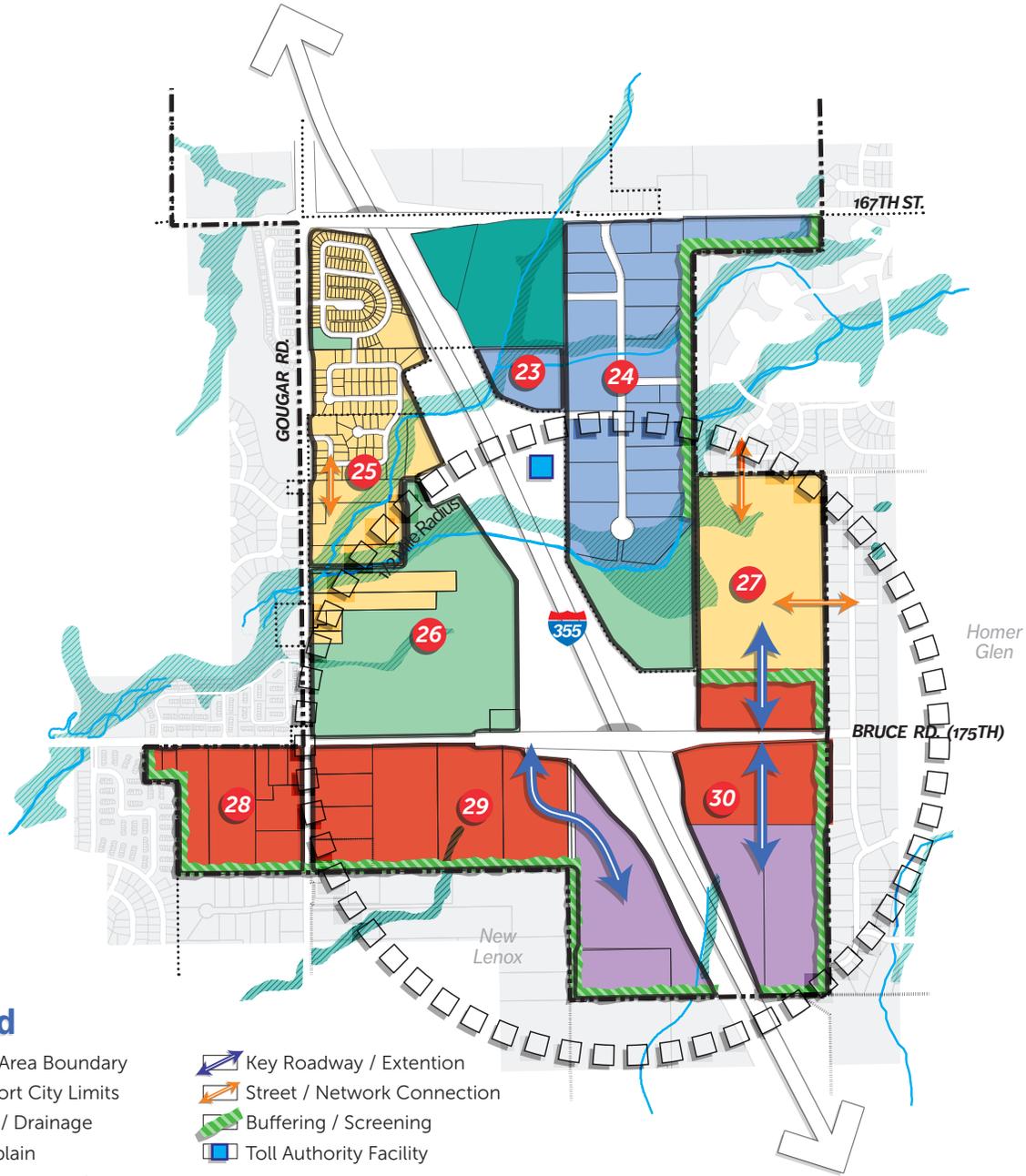
The Land Use Framework Plan for the 159th Street Subarea builds upon the “big box” retail core that is existing and currently being developed. The Subarea is situated around the 159th Street/I-355 interchange and has excellent visibility and access. The sub-area extends from 151st Street on the north to 163rd Street on the south. The 159th Street Subarea should be intensely developed as the Study Area’s primary commercial node, accommodating a variety of retail and service uses. Other uses in the sub-area include residential, business park, light industrial, and open space.



- 5 Open Space** – This area is designated as natural open space.
- 6 Office/Business Park** – This area should be considered for office/business park uses and be more of a transition area between the more intense light industrial development to the north and the designated commercial area to the south. Uses generating significant truck traffic should be discouraged in this area.
- 7 Commercial/Retail** – The area should be developed for retail/commercial uses (possibly including office uses) as one of the key commercial corners of the 159th Street & Gougar Road intersection. As a core retail/commercial components of the corridor, all four corners of the Gougar Road/159th Street intersection should be developed for commercial/retail uses.
- 8 Market Flexibility** – Due to the site's location, orientation, geometry, visibility, and access issues, it is not conducive to retail development or light industrial uses. That being said, several other types of uses could be appropriately developed on the site in a manner compatible with surrounding uses. Office, business park, and residential uses should all be considered appropriate. Uses generating significant truck traffic should be discouraged in this busy commercial core area and new development should be appropriately buffered from adjacent residential areas.
- 9 Retail/Commercial** – This area has highly visible and accessible frontage along 159th Street should be developed for retail, restaurant, office and other commercial uses, compatible with the development adjacent to the south along the south side of 159th Street. Development of this site should incorporate coordinated access to Site 8, adjacent to the east.
- 10 Retail/Commercial** – Lockport Square retail center containing a mix of big box, mid box, and smaller retail tenants. This area is a key component of the retail commercial core for the I-355 Corridor.
- 11 Light Industrial/Business Park** – Existing Panduit Corporation with potential future expansion.
- 12 Market Flexibility** – With its location behind the Lockport Square shopping center, and adjacent to the Panduit property, this site along the north side of 163rd Street can appropriately accommodate a wide variety of uses, including light industrial, business park, and office uses, and possibility destination or big box retail.
- 13 Market Flexibility** – Due to the site's location, orientation, size, geometry, visibility, and access issues, it is a challenging site to develop. With its orientation along I-355, it's relatively narrow frontage, and its adjacency to industrially designated property, the site should be considered for light industrial, business park, and office uses. The possibility also exists for destination retail due to the site's prominent visibility from I-355.
- 14 Retail/Commercial** – This area is an important component of the 159th Street/Gougar Road intersection, providing the southwest corner of the intersection. The northern portion of the site should be more intensely developed, preferably for retail uses, with the southern portions possibly developed for less intense uses. The existing ComEd sub-station facility should be relocated to accommodate redevelopment of this key intersection. This area will likely require significant property assembly in order to accommodate viable commercial development.
- 15 Retail/Commercial** – This area is an important component of the 159th Street/Gougar Road intersection, providing a significant development opportunity on the southeast corner of the intersection. The site should be developed for retail uses, with other commercial and entertainment uses considered appropriate.
- 16 Retail/Commercial** – This small property should be considered for retail/commercial uses, consistent with the area adjacent to the west, across Gougar Road.
- 17 Residential/Possible Conversion** – This area consists of well-established, single-family homes on relatively large lots that will likely remain. However, if this area were to redevelop in the future, the site should be developed with uses compatible with adjacent Sites 15 and 16 (retail/commercial) and Site 18 (retail/commercial and residential).
- 18 Retail/Commercial and Residential** – The properties fronting along 159th Street should be developed for retail/commercial uses. The area south of the frontage properties should be developed for a mix of residential uses. Higher density residential uses such as condominiums and townhomes should be considered as a buffer adjacent to commercial uses, with lower density residential (townhomes and single-family detached) uses being incorporated further to the south. Ideally, commercial development along 159th Street would be of a depth to match the commercial properties designated in the plan to the west.
- 19 Residential and Market Flexibility** – The western portion of the site is designated for residential use and should be developed in a manner compatible with and consistent with the character of the residential development to the west. The eastern portion of the site along I-355 and Gougar Road is designated for Market Flexibility, which includes residential and commercial uses for this area.
- 20 Light Industrial/Business Park** – With its location adjacent to I-355 and lacking any good commercial frontage opportunity, this site is well suited for light industrial/business park uses. Uses generating large amounts of truck traffic should be discouraged.
- 21 Office/Business Park** – This area should be developed for office/business park uses. Warehouse/distribution uses, and other uses generating significant truck traffic, should be discouraged. A public street connecting 167th Street and 163rd Street should be provided as part of the development of this site, possibly including a connection to the site adjacent to the west. The creek/floodplain area running along the eastern edge should be enhanced as a buffer to the residential areas designated to the east.
- 22 Residential** – This area should be developed for residential uses, primarily of single-family residential uses, but could also incorporate areas of townhomes.

Bruce Road Subarea

The Land Use Framework Plan for the Bruce Road Sub-Area anticipates the construction of the future Bruce Road interchange at I-355, and provides a mix of land uses to capitalize on the future improvements. Over time, the new interchange, Bruce Road improvements, and a new bridge over the Des Plaines River will dramatically alter the character of the Bruce Road corridor. The subarea includes retail/commercial, residential, light industrial/business park, and office/business park uses.



Legend

- Study Area Boundary
- Lockport City Limits
- Creek / Drainage
- Floodplain
- 1/2 Mile Radius from I-355 Interchange

- Key Roadway / Extension
- Street / Network Connection
- Buffering / Screening
- Toll Authority Facility

Land Use

- Residential
- Commercial
- Office / Business Park
- Public / Semi-Public
- Light Industrial / Business Park
- Parks / Open Space

23 Office/Business Park – This relatively small site sits just south of the Commonwealth Edison property and substation. The site is relatively isolated and is well-suited for a range of office/business park uses, consistent with the business park area to the east.

24 Office/Business Park – This existing business park has a wide range of existing and proposed uses, including a sports/entertainment facility, public works facility, transitional care facility, manufacturing business, and dentist office. Future build out of the business park should continue to accommodate a wide range of uses, but not uses that generate significant amounts of truck traffic.

25 Residential – With single-family residential to the north and west (across Gougar Road, and open space to the south, this site is well situated for single-family detached residential development. The floodplain/wetland areas that run through the site should be sensitively incorporated as green space into any development plans.

26 Residential – Due to the geometry and location of this site, and the fact that it is surrounded by open space, this site should be considered for single-family or townhouse development, similar in density to nearby residential areas. The floodplain/wetland areas that run through the property should be sensitively incorporated as green space into any development plans.

27 Residential and Retail/Commercial – This site should be considered for residential development, including a mixture of single-family detached and single-family-attached dwellings. Given the size and location of the site, consideration should also be given to accommodating and age-targeted or age restricted development, possibly including multi-family components. The portion of the site fronting Bruce Road should be designated for commercial use, taking advantage of future Bruce Road improvements, traffic volumes, and I-355 interchange.

28 Retail Commercial – In anticipation of a future Bruce Road/I-355 interchange and future upgrades and intensification of Bruce Road, this site should be designated for retail/commercial use. Any non-residential development and activity must be adequately screened and buffered from adjacent existing residential areas.

29 Retail/Commercial and Light Industrial/Business Park – The northern portion of the site along Gougar and Bruce Roads should be designated for retail/commercial use, taking advantage of Bruce Road visibility, future improvements and traffic volumes, and the future I-355 interchange. That portion of the site that extends southward along I-355 lacks visibility and convenient frontage. This southern area is well suited for light industrial/business park uses.

30 Retail/Commercial and Light Industrial/Business Park – The northern portion of the site fronting Bruce Road should be designated for retail/commercial use, taking advantage of Bruce Road visibility, future improvements and traffic volumes, and the future I-355 interchange. The portion of the site that extends southward along I-355 lacks visibility and convenient frontage, and would be adjacent to future interchange ramps, making the site undesirable for residential use. This southern area is well suited for light industrial/business park uses, with convenient access to I-355. Any non-residential development on the site should be adequately screened and buffered from adjacent residential areas.