



Preliminary Plan Recommendations Report

STEERING COMMITTEE DRAFT

Last Revised: June 10, 2026

1: INTRODUCTION

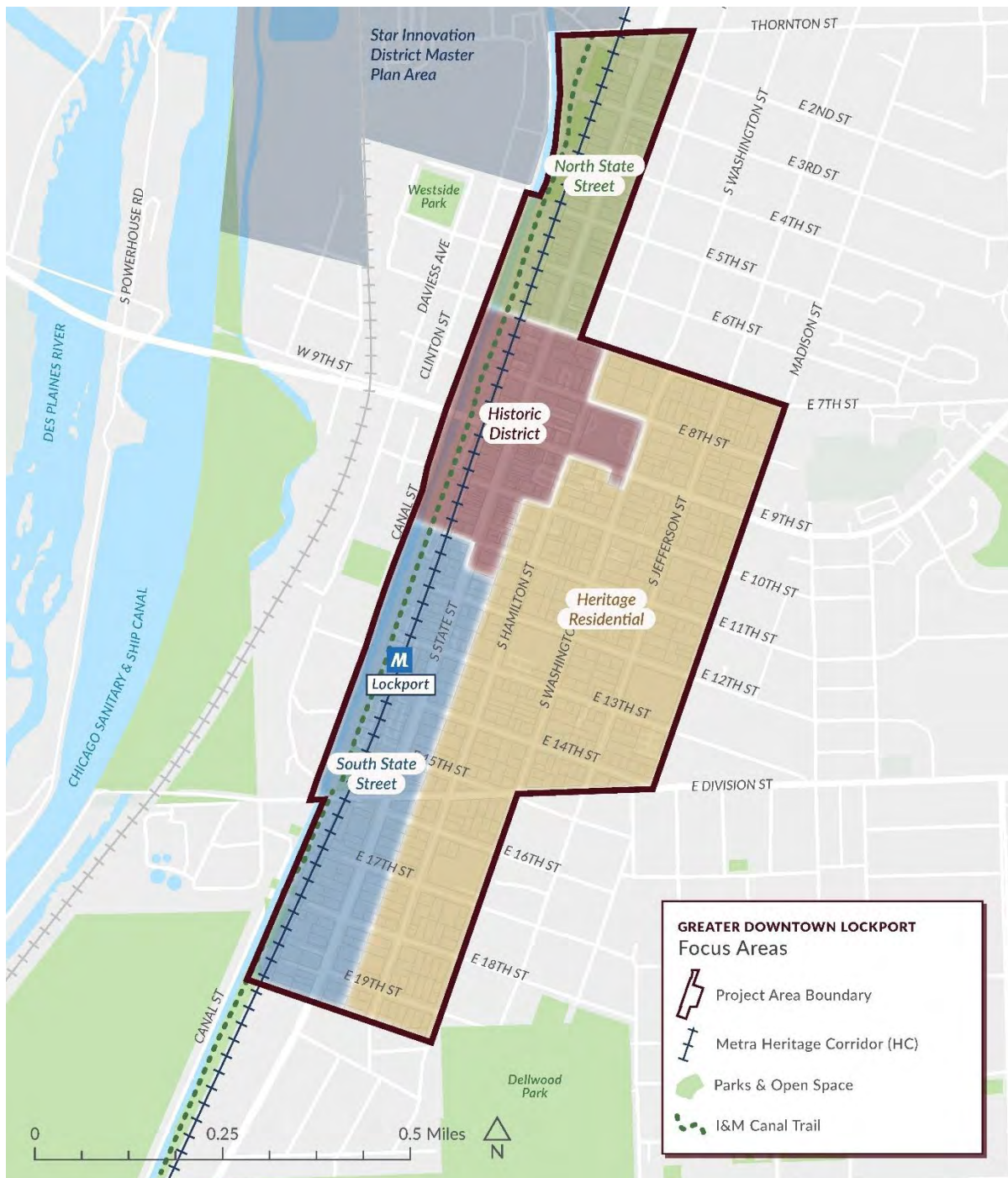
This Preliminary Plan Recommendations Report summarizes the key recommendations relating to three core topics: **(1) land use and zoning**, **(2) access and mobility**, and **(3) character and identity**. The preliminary recommendations are based on findings from:

- The **existing conditions analysis** that was performed as part of an early stage of this planning process to examine core study area elements related to current land use, transportation infrastructure, and market and demographic trends.
- The **community outreach** that has been conducted throughout the planning process, including stakeholder interviews, the interactive online website, pop-up engagement events, and the community open house public workshop.
- Ongoing **discussions with City and RTA staff** to review and share feedback on draft ideas and concepts to ensure they align with community expectations, zoning standards, and other provisions.

In addition to providing a general overview of the preliminary recommendations, the end of this document includes a series of maps of the four focus areas (see description and map on next page) that visualize many of the recommendations using a **design toolbox of public space, private space, and transportation interventions**. Descriptions of the various tools in the design toolbox are provided on pages 17-31, with the focus area maps provided at the end of this document starting on page 32.

2: FOCUS AREAS

As shown in the map below, the four focus areas provide a physical framework for understanding the unique issues and opportunities present in each area and many of the recommendations described in this report. Focus areas are generally defined by their assets, land use mix, and development opportunities, which create unique identities for each district while collectively shaping the overall character of the Greater Downtown. Focus area boundaries are not rigid and defined for planning purposes only.



3: LAND USE AND ZONING RECOMMENDATIONS

The following land use and development objectives are among the planning objectives for Greater Downtown, and are supported directly or peripherally by the recommendations in this report:

- Allow for a mix of housing and commercial types
- Build up Missing Middle* housing
- Support investment in existing housing
- Maintain character and livability of homes
- Support mixed use, transit-oriented development (TOD) around the Metra station
- Maximize use of vacant and underutilized land
- Support opportunities for employment and entrepreneurship
- Right-sized commuter parking
- Establish a creative district
- Leverage connectivity to the Star Innovation District

* “Missing Middle Housing is a range of house-scale buildings with multiple units, compatible in scale and form with detached single-family homes, located in a walkable neighborhood.” (Source: 2026 Opticos Design, Inc)

Land Use Recommendations

The following table summarizes the land use recommendations for each of the four focus areas. Each focus area includes two or more opportunity sites that have more specific land use recommendations, which are described in the Opportunity Sites section at the end of this report. These site-specific land use recommendations for the opportunity sites illustrate how they are intended to activate vacant or underutilized sites, while also adhering to the general land use recommendations for the overall focus area.

North State Street	Based on existing land use, North State Street is characterized as a lower density transition area with primarily single family homes and scattered commercial sites at intersections. North State Street can serve a much greater role in the Greater Downtown Area, particularly as the northern gateway into the core downtown area and the eastern gateway to the Heritage Village site and future Star Innovation District. A mix of moderate density commercial and residential land uses is recommended, which would help elevate North State Street’s profile as a gateway to these adjacent areas while still serving as an appropriate transition to the existing neighborhoods and Runyon Preserve to the north and east.
South State Street	Similar to the North State Street area, South State Street presently serves as a lower density transition area between the Historic District and the southern portion of the City. However, South State Street includes elements like the Metra rail station (and associated parking lots) and access to Division Street, which create opportunities to boost density along South State Street and take advantage of Division Street’s position as a major east/west collector road connecting the Greater Downtown Area to other parts of Lockport. Downtown commercial uses begin to taper off south of 13th Street, therefore additional commercial uses are recommended for this area to extend the increasing revitalization of Downtown Lockport further south towards the Metra

	station area. Mixed-use Transit-Oriented Development (TOD) is also recommended to help elevate the profile of South State Street, particularly enhancing access to the Metra station and Historic District from Heritage Residential neighborhoods to the south and east.
Historic District	Representing the core downtown area, the Historic District continues to thrive as the City, property owners, and businesses invest resources into revitalization efforts. Future land uses should continue to build upon these investments, particularly with prioritization of mixed-use TOD near the Metra station, future growth of the Star Innovation District, and access to assets like Heritage Village, Boatyard Park, Lincoln Landing, the Gaylord Building, the Illinois State Museum, and the I&M Canal.
Heritage Residential	The primary intent of the Heritage Residential area is to preserve the existing residential character that makes the neighborhood an attractive destination for households and individuals seeking homes at attainable price points in an established neighborhood. The neighborhood is relatively affordable compared to other parts of Lockport and nearby communities. Preservation efforts should be combined with property maintenance and rehab resources as described below. Future land use should also include preservation of major neighborhood institutions like churches (St. Dennis, St. John's, First United, and Legacy) and schools (St. Dennis/St. Joseph Catholic Academy, Taft School, and Lockport Township Central High School).

New uses in the Greater Downtown area will come in different forms. The suitability of each approach described below will depend on a range of factors like a site's current use status, site size and location, existing structures, surrounding context, and potential to assemble two or more adjacent sites to form a larger opportunity site. The following residential and mixed-use strategies apply to all four focus areas:

- **Infill development** generally builds a new use / structure on a vacant site, typically with the goal of ensuring the new use is similar or complements the adjacent existing uses to maintain the character and integrity of the block. An infill site, even with a relatively thin profile, may accommodate a multi-story, mixed-use development to maximize land use on limited lot size.
- **Redevelopment** generally replaces an existing building or other use on a site, particularly if they are currently vacant or underutilized. Redevelopment can take place on a lot of any size, including an assembled set of lots that forms a more substantial redevelopment site. Mixed-use development is ideal to maximize land use in compact forms, even if a redevelopment site is typically larger than an infill site.
- **Adaptive reuse** preserves an existing structure to revitalize a vacant or underutilized site with a more productive use. With structural or perhaps historic preservation at its root, adaptive reuse is the most sustainable approach of the three options when feasible for sound structures. Adaptive reuse typically takes varying levels of exterior and interior rehab to modernize the structure to appeal to new users, enhance curb appeal, and breathe new life into an aging but durable building.

- **Property maintenance and rehab efforts** can boost property values, modernize living spaces, or prepare properties for sale, particularly to first-time homebuyers and new generations of residents who like the charm and attainable nature of the Heritage Residential area. With preservation being one of the primary goals for the Heritage Residential area, efforts to preserve the existing housing stock in this area should be combined with property maintenance and rehab resources to enable current property owners to improve their homes.
 - **Improving and Modernizing Properties:** The Chicago Metropolitan Agency for Planning (CMAP) compiled a list of available housing programs as part of its [rehab toolkit](#), including funding sources, regional partners, and other resources. The housing rehab toolkit supports communities to meet a variety of goals, such as encouraging stable and thriving neighborhoods, promoting safe and resilient homes, and creating accessible homes and opportunities to age in place. In addition to preserving existing homes, housing rehab helps to make essential home improvements accessible, particularly for low- to moderate-income households through assistance programs to help make essential repairs, improve energy use, and ensure accessibility for older adults and individuals with disabilities. In addition to the CMAP rehab toolkit, the Illinois Housing Development Authority (IHDA) offers support through its [home repair and community revitalization programs](#).
 - **Advancing Missing Middle Housing:** One of the primary strategies from [Lockport's 2022 Homes for a Changing Region Report](#) encourages missing middle housing in existing neighborhoods to increase the stock of attainable housing available to households earning \$50,000 and below. While this could be accomplished with new developments that offer housing units at attainable price points, the report recommends adding missing middle housing on smaller scattered sites in existing neighborhoods by rehabbing existing structures or incorporating infill housing. Missing middle homes include a range of housing like duplexes, townhouses, walk-up multi-family buildings, accessory dwelling units, and flexible live/work spaces. Most of these options could work in the Heritage Neighborhood area, provided that building and site design is compatible with the overall neighborhood. Multi-family buildings and live/work spaces could also work in other parts of the Greater Downtown Area, including North State Street, South State Street, and parts of the Central Business District. Advancing missing middle housing in an established area like the Heritage Neighborhood has the potential to stabilize housing costs in a neighborhood that is already relatively affordable compared to the other subdivisions and neighborhoods across Lockport, particularly housing units on the market that reportedly received offers above asking price.
 - **Preserving Affordability by Balancing Renting with Homebuying:** Another primary strategy from the [2022 Homes for a Changing Region](#) for Lockport recommended the creation of a comprehensive rental registration framework to not only support renters and offer more rental units at both ends of the market, but also preserve naturally affordable housing in the community. The Heritage Neighborhood in particular is known for maintaining affordability relative to other parts of Lockport that have experienced housing growth and propagated a sellers' market. By offering more rental options at various price points in Lockport, current homeowners in the Heritage Neighborhood – particularly older adults and empty nesters seeking to downsize and stay in the community – can sell their homes to new homebuyers while renting their new homes without having to leave Lockport.
 - **Supporting Homeownership:** Homeownership continues to be a challenge for many households and individuals. Some of the challenges are common reasons like high

interest rates, limited housing inventory, and down payment difficulties. Other challenges include economic uncertainty due to current events and evolving lifestyle priorities regarding remote work and flexible work schedules. Homebuyers don't have to weather the storm by themselves as homeownership resources are increasingly becoming available from a range of sources, including [Lockport Homebuyer Assistance](#), [Will County Center for Community Concerns](#), [Will County HOME Consortium](#), [IHDA Homeownership Resources](#), and [Housing Action Illinois Resources for Homeowners](#).

Zoning Recommendations

The following table summarizes general zoning recommendations for each of the four focus areas. The C-2T (Transitional Community Commercial) is referenced in three of the four focus areas, which reinforces its significance to the Greater Downtown area. The general recommendation is to make zoning across the Greater Downtown area consistent with the regulations of the C-2T district. Amendments to the C-2T zoning standards are recommended to more effectively achieve the land uses envisioned for the Greater Downtown area, with particular attention to enabling site-by-site application of those standards. This would provide city officials with greater control over the review of each site, particularly if the site requires a rezoning to C-2T. In addition, the list of preferred and special uses allowed in the C-2T district will be revised to reflect appropriate uses for the downtown area. Additional details regarding the C-2T recommendations will be provided in the final plan.

North State Street	The North State Street area is primarily comprised of three zoning districts: R-O (Heritage Residential) and C-2 (Community Commercial), and M-1 (Limited Manufacturing). These zoning districts will generally support the recommended land uses described in Section 3 above, including residential dwelling units above ground floor retail in C-2 zones. However, multiple-family dwelling units are only allowed as special uses in C-2T transition zones. Rezoning to C-2T is recommended on a case-by-case basis as part of redevelopment of properties in the North State Street area. Where greater flexibility and oversight are desired, a planned development, permitted as a special use in all zoning districts, is also recommended for consideration.
South State Street	The South State Street area is primarily comprised of three zoning districts: R-O (Heritage Residential), R-1 (Single-Family Residential), and C-2 (Community Commercial). One parcel is zoned R-2 (Attached Single-Family Residential). These zoning districts will generally support the proposed land uses described above, including residential dwelling units above ground floor retail in C-2 zones. Rezoning to C-2T is recommended on a case-by-case basis as part of redevelopment of properties in the South State Street area, which would allow for multiple-family dwelling units. Where greater flexibility and oversight are desired, a planned development, permitted as a special use in all zoning districts, is also recommended for consideration.

Historic District	The Historic District is comprised of the widest range of zoning districts: R-O (Heritage Residential), C-2 (Community Commercial), C-2T (Transitional Community Commercial), C-4 (Downtown Commercial), O-1 (Limited Office), and M-1 (Limited Manufacturing). These zoning districts support further enhancement of an established mixed use downtown core, including mixed use development that will help activate sites of varying sizes with ground floor commercial with residential units above. The C-4 zone allows for the types of retail, service, office, arts, and entertainment uses that are customary in traditional downtowns, as well as unique subdistricts like a creative or innovation district. In addition, planned developments are allowed as a special use in all zoning districts, which allows greater flexibility and oversight.
Heritage Residential	The Heritage Residential area is primarily characterized by two zoning districts: R-O (Heritage Residential) and R-1 (Single-Family Residential). The R-O zone is the most prominent playing an integral role in maintaining the historic residential character of the Heritage Residential area with compatible infill homes that allow for both detached and attached single-family homes (maximum two units per structure). Given the intent to preserve the existing residential neighborhoods and support infill residential development where appropriate, and because these zoning districts will generally support the preservation of the Heritage Residential area, no zoning amendments are recommended for the parcels within the Heritage Residential District.

4: TRANSPORTATION AND MOBILITY RECOMMENDATIONS

The following transportation and mobility objectives were among the planning objectives for Greater Downtown, and are supported directly or peripherally by the recommendations in this report:

- Pursue infrastructure enhancements that support non-motorized travel
- Facilitate safe access between the Heritage Residential District and the other focus areas
- Maximize transit use by increasing transit options
- Evaluate options to reduce the amount and impact of truck traffic
- Work with other jurisdictions to maintain essential vehicular traffic operations
- Incorporate needed parking to support existing and new businesses
- Improve physical connections between distinct destinations in and around the Greater Downtown area

Jurisdictional Transfer

While a significant step, the process of transferring jurisdiction of State Street from the State of Illinois to the City of Lockport can best advance many plan goals. The current purpose of IL Route 7 (State Street) is to provide regional access to and from Interstate 355 and Joliet. State Street also serves as a Class II Truck Route, a designation issued by IDOT. South of New Avenue, there is minimal need for a truck route along State Street to be part of the overall transportation network. The City may review its options to request a jurisdictional transfer of State Street (Illinois Route 171) from the southern City limits to New

Avenue, which is another roadway under IDOT jurisdiction. The City can then apply plan recommendations in the area and redistribute traffic in a way that will help the City further develop the four focus areas as outlined in this plan. Taking jurisdiction of a roadway that was once under IDOT jurisdiction requires planning and resoluteness to redeveloping the area and maintaining the roadway. It is a recommendation of this plan that the City pursue further study to implement the transfer. Therefore, pros and cons are listed below.

Pros:

- Jurisdictional Transfer will allow the City to remove the Class II Truck Route designation from State Street, allowing truck traffic to be directed away from State Street.
- This will allow State Street to become a people-focused destination through subsequent improvements, that provide more pedestrian and bicycle connections and multi-modal path destinations.
- By re-directing truck traffic solely down 9th street, truck turns at the intersection of State Street and 9th Street are eliminated. This improves pedestrian comfort and safety, minimizes damage to City streetscape improvements, and maintains truck access across the Des Plaines River, Chicago Sanitary and Ship Canal, and I&M Canal via the 9th Street bridge.
- A lane reduction provides an opportunity to increase parking infrastructure on State Street.
- Less truck traffic provides an environment with less noise and disruptions that creates a more comfortable, walkable downtown area.

Cons:

- The City of Lockport will need to present to IDOT and Joliet a traffic analysis of the change and document the Jurisdictional Transfer.
- The City of Lockport will need to ensure existing businesses that rely on access to a truck route through State Street continue to have access to a truck route.
- Will require cooperation and buy-in from neighboring communities, including the City of Joliet, Village of Lemont, and Will County.
- Some existing vehicle trips may be redirected along 9th Street. It is possible that truck traffic will increase along this corridor, but traffic volumes could also be reduced as drivers identify and use alternative routes. A further study on origin and destination routes is recommended.
- Additional projects will be needed in order to provide alternative routes for truck traffic to avoid State Street:
 - Revised intersection at N. State Street and New Avenue.
 - Potential signalization of 9th Street and Canal Street to provide truck route access for shipping companies on Canal Street.
 - Access between New Avenue and the STAR Innovation District across the railroad, which will require Canadian National coordination.

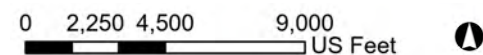
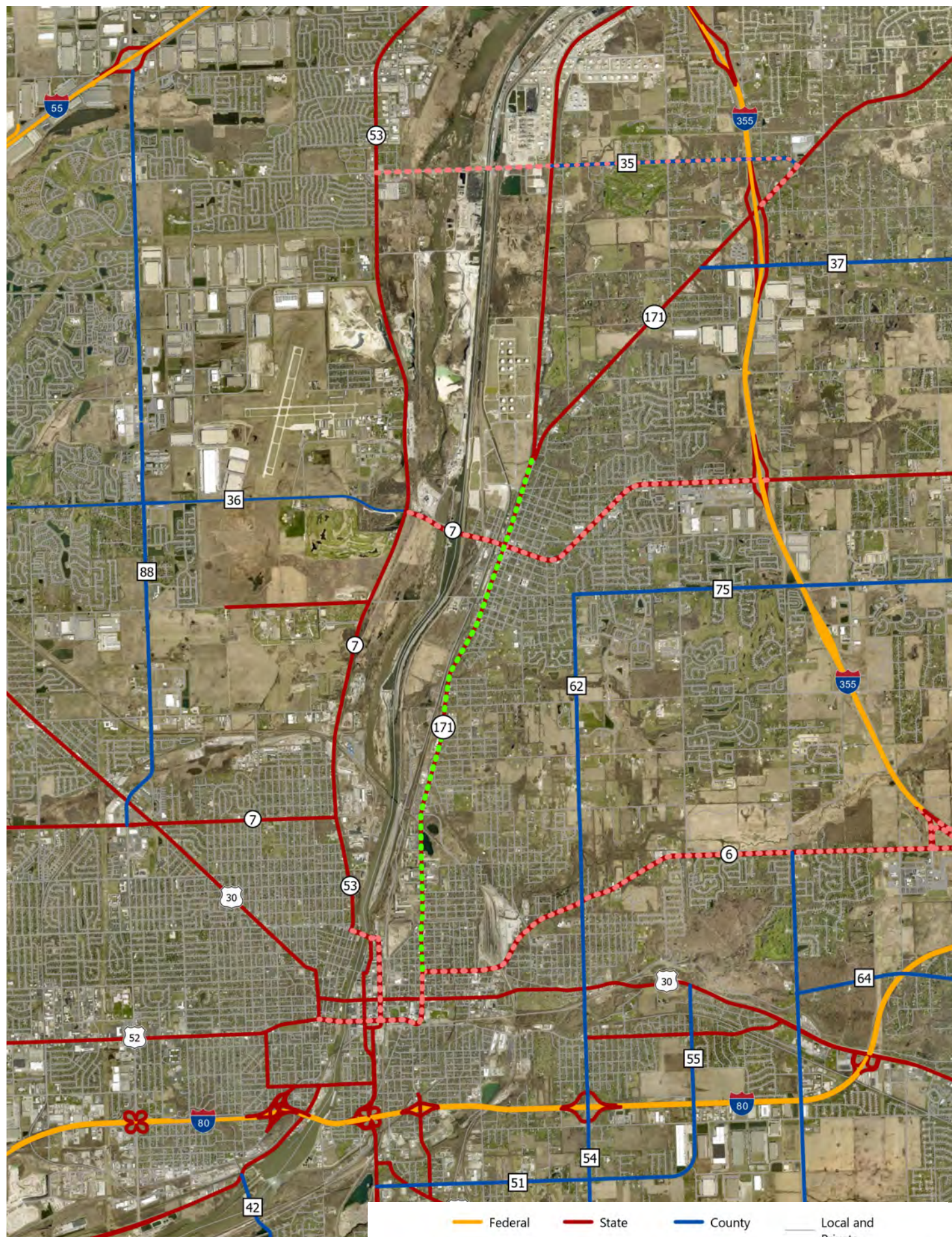
A map of the proposed Jurisdictional Transfer is provided on the next page.

Truck Routing

Truck traffic and the designation of truck routes have created barriers within the City. Pedestrians and bicycle riders have found it difficult to cross the truck routes and have described these areas as feeling unsafe. The City may review routing trucks differently to remove barriers to multi-modal travel currently in the City. Removing trucks from State Street would provide an opportunity to pursue developments and parking, pedestrian, and bicycle improvements and development that increase foot traffic and access to area businesses. Possible truck routing changes that move truck traffic off IL Route 7 (State

Street) include directing traffic north to 135th Street, directly to IL Route 7 (9th Street) from Interstate 355, and south to U.S. Route 6. For trucks to reach the industrial district east of the I&M Canal or existing shipping businesses, corridor and intersection improvements are recommended along New Avenue, Canal Street, and Daviss Avenue.

PROPOSED JURISDICTIONAL TRANSFER | LOCKPORT, IL



- Federal
- State
- County
- Local and Private
- Alternate Truck Route Across Des Plaines River and Sanitary & Ship Canal
- Proposed Multi-jurisdictional Transfer

Pedestrian and Bike Accommodations

With two IDOT roads that generate significant car and truck traffic in the study area, safe access and mobility is imperative for pedestrians, bicyclists, and transit riders in Greater Downtown. The access and mobility enhancement toolbox in the following section is intended to support safe access and mobility for all modes of transportation in and around the Greater Downtown area by reducing the impacts of the barriers created by the significant traffic on IDOT roads.

Exhibits on the following pages illustrate proposed corridors for bicycles. Also shown are off-street shared-use path, bike lanes, shared lanes, paved shoulder, or a combination of accommodations that would provide residents access to City destinations.

- **Shoulder Bicycle Lanes:** can be used along highways to provide space for bicycles. Shoulders can be differentiated with paint, including a painted buffer to provide horizontal separation.



(Source: City of Lockport 2019 Bicycle master plan)

- **Buffered Bicycle Lanes:** can be used on streets with moderate traffic volumes to provide dedicated bike lanes with physical barrier separating bike and vehicular traffic.



(Source: City of Lockport 2019 Bicycle master plan)

- **Shared Use Paths:** can physically separate bikes from vehicular traffic, and are intended to be used by both bicyclists and pedestrians. Shared use paths are completely separated from the roadway.



(Source: City of Lockport 2019 Bicycle master plan)

- **Shared Bicycle Lanes:** can provide dedicated space for bikes on low-traffic streets where space for more dedicated facilities does not exist. Shared paths can be used alongside street parking and traffic calming methods.



(Source: City of Lockport 2019 Bicycle master plan)

- **Painted Bike lanes** and Shared Bicycle lanes may be temporarily installed along certain corridors to study usage and resident interest. Improvements to high traffic areas, like schools and churches within the project area, should be targeted for maximum results.
- Providing parking locations and equipment near the City destinations will encourage residents to use the proposed bike accommodations.

2nd Street has space for conversion of sidewalk into shared use path, however railroad crossing may need to be a dismount point

Where possible, existing I&M Canal Trail should be widened to allow greater bicycle traffic

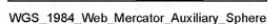
The map displays a network of streets in Lincoln, Nebraska, with several key roads highlighted in different colors to represent proposed bicycle facilities:

- Red Lines:** Indicate primary or major bicycle corridors.
- Yellow Lines:** Represent secondary or feeder bicycle routes.
- Green Lines:** Show local or neighborhood-level bicycle paths.
- Cyan/Light Blue Lines:** Highlight specific segments, possibly related to the I&M Canal Trail mentioned in the text.

Streets shown include W 2ND ST through W 20TH CT and E 2ND ST through E 20TH CT, as well as major thoroughfares like S STATE ST, N STATE ST, and I-80 (I-670). The map also shows the intersection with Highway 171 and the location of the I&M Canal.

Project Area

Along corridors where on-street parking isn't present and width is sufficient, buffered bicycle lanes are recommended



Transit Access

To increase transit ridership within the Greater Downtown requires opportunity and demand. Increasing opportunity and/or demand can be supported by the following:

- Education on available options to and from downtown Chicago using train.
- Although train frequency increases are currently prohibited according to current rail use agreements, it is recommended to consider additional trips into and out of Chicago during future negotiations.
- Establishment of a dedicated trolley between Lockport and Joliet for train trips into and out of the City at times not offered by Metra for the Lockport station.
- Establishment of a trolley for events hosted in an area disconnected from downtown Lockport, such as events hosted closer to the Metra Station.
- Increase Pace bus frequency between Lockport and neighboring communities, which works with the Pace ReVision network restructuring initiative. The current bus service in the study area does not extend north of 9th Street.

Facility Connectivity

Downtown Lockport's many existing destinations have existing pedestrian, bicyclist, transit, and vehicular facilities, but the facilities have gaps that hinder connections between destinations. When developers come to the City to develop areas, it is recommended to have preliminary development approvals include improvements that provide connectivity and bicycle parking to their sites to improve all travel modes, as well as remove gaps within the multi-modal system.

Parking Redistribution

According to the 2023 Parking Study, the downtown Lockport area has a sufficient total number of parking per previous studies, but the distribution of parking throughout the City can be improved. Therefore, when developers come to the City to develop areas, it is recommended to have preliminary development approvals include parking improvements to help the parking distribution throughout the City. It is recommended for the City to install wayfinding signage to direct drivers to available spaces and destinations.

5: CHARACTER AND IDENTITY RECOMMENDATIONS

The following placemaking objectives were among the planning objectives for Greater Downtown, and are supported directly or peripherally by the recommendations in this report:

- Improve how historic assets are accessed, enjoyed, and strengthen community identity
- Expand on the existing gateway, wayfinding, and streetscape concepts to establish a more cohesive design and visual identity across Greater Downtown
- Create unique community spaces by activating existing spaces like alleys, blank walls and façades, underutilized parts of sites, parking lots, and the right-of-way
- Continue to implement City design guidelines and standards
- Position the Greater Downtown as a regional destination
- Build on and emphasize the creation of experiences as much as shopping and dining

Community Character and Identity

Community identity and character are strongly rooted in the design of the public and private spaces that make up an area. Effective urban design provides structure to the built environment, guiding users through a place and shaping how people experience it. This section of the report explores how residents and visitors experience downtown and introduces the placemaking and design tools that the City and its downtown partners can employ to enhance how visitors patronize the area, as well as downtown's "look and feel."

- **Events:** Lockport hosts numerous community events, many of which take place within the greater downtown area. These events play an important role in strengthening community identity, supporting local businesses, attracting visitors, and fostering a vibrant, active downtown environment. Many of these events are longstanding in the community, which accentuate their significance to Lockport's vitality, identity, and legacy. These events will continue to play an integral role in elevating the vibrancy and attraction of the downtown.
- **Visitors:** Whether they are a local resident or someone from out of town, people visit Greater Downtown Lockport for a variety of reasons. Visits add to the vibrancy and vitality of the downtown area. A myriad of attractions bring people downtown: community events, restaurants and bars, local businesses, recreation amenities, civic institutions, Metra station, the Route 66 Interpretive Corridor, museums, and history.
- **New Spaces:** Opportunity sites create potential to add more spaces in and beyond the core downtown for events, shops, restaurants, unique work and creative spaces, and linkages to local trails, parks, and open spaces. These will increase the options that bring people downtown, keep them there, and encourage them to come back.
- **Streetscape Elements:** Elements like wayfinding signage, directory maps, and information kiosks would enhance the visitor experience in the Greater Downtown area. Investment in these types of streetscape elements will pay dividends in terms of letting people more easily navigate the downtown area, whether they are looking for parking, seeking new things to visit, or generally finding their way around.
- **Historic Preservation:** Lockport contains two designated historic districts that reflect the distinctive historic character and sense of place unique to Lockport. Historic preservation of structures has a distinguished influence on Lockport. The Gaylord and Norton buildings are two of the more notable examples of historic preservation. The potential for adaptive reuse of historic structures creates not only opportunities to breathe new life into older buildings but also celebrate the history embedded in the building's past.

- **Placemaking:** The placemaking and design toolbox offer ways for Lockport to further enhance the vitality and character of downtown by:
 - Strengthening sense of place
 - Building a sense of arrival
 - Exploring placemaking and storytelling opportunities
 - Pursuing preservation recommendations
 - Creating people spaces
 - Taking an active role in redevelopment of catalyst properties

Design Toolbox

These objectives are supported by a design toolbox of public space, private space, and transportation interventions that can be implemented within the project area. This design toolbox is summarized in more detail in the following pages, particularly describing what the design tools are, how they can be used in each of the four focus areas and related opportunity sites, and relevant design considerations for each tool.

DESIGN TOOLBOX:

DESCRIPTIONS OF DESIGN TOOLS

PUBLIC SPACES:

Designing added **public spaces** in the Greater Downtown involves creating opportunities for social interaction, community events, pedestrian connectivity, and direct engagement between customers and businesses. These improvements aim to enhance the experience of shoppers, diners, and recreational visitors to the project area, generating greater support for local businesses and a more pleasing experience for residents and visitors alike. The following tools are illustrated on the Focus Area maps at the end of this document.

Streetscape Enhancements

The streetscape is the combined visual, physical, and functional character of a street, including the roadway and sidewalks framed by surrounding buildings. Enhancements to this important public space can include landscaping, hardscaping, lighting, signage, and street furniture. These improvements help create safe and comfortable pedestrian environments while also strengthening community character and supporting overall economic vitality of the downtown.

Proposed streetscape enhancements will vary in scope depending on location. In areas with higher use, enhancements would involve applying the full downtown streetscape palette that can currently be found in the Historic District. In areas with lower use that are still along visible corridors, enhancements would incorporate only select elements, such as: 1) lamp posts, 2) street banners, and 3) corner treatments, all of which should remain consistent with the established downtown streetscape palette.



Design Considerations:

- Maintain high-quality municipal design and maintenance standards
- Ensure safe and convenient pedestrian access and circulation
- Incorporate municipal branding standards
- Use durable, multi-season amenities
- Ensure safe placement and installation
- Provide ADA-accessible design and circulation

Gateway Feature

Gateway features are made up of distinct design elements, such as specialized landscaping, hardscaping, signage, lighting, and public art, that create a first impression while marking entry into a distinct area, such as Downtown Lockport. Gateway features are often designed to reflect an area's unique story, brand, or history.



Design Considerations:

- Ensure safe placement and installation
- Incorporate municipal branding standards
- Ensure clear orientation and visibility from both pedestrian and vehicular rights-of-way

Wayfinding Signage

Wayfinding signage helps people to locate and navigate to key destinations like parks, community facilities, and public parking. These signs typically incorporate municipal branding and consistent design elements, so they are easily recognizable and cohesive across the entire signage system.



Design Considerations:

- Ensure safe placement and installation
- Incorporate municipal branding standards
- Ensure clear orientation and visibility from both pedestrian and vehicular rights-of-way

Plazas or Parklet

Well-designed public plazas foster social interaction by providing comfortable, people-friendly spaces where the community can gather for events, relaxation, and everyday activity. These spaces typically include a mix of seating, lighting, landscaping, and other pedestrian-oriented elements, and play an important role in promoting economic activity and creating a vibrant downtown environment that encourages people to come together and spend time in the area.



Design Considerations:

- Ensure ADA-accessible design and circulation
- Provide flexible layouts that support multiple uses and events
- Incorporate durable, multi-season amenities
- Create connections to the surrounding sidewalk network

Festival Street

A festival-style street design provides flexible pedestrian space for events and gathering in built-out areas of downtown where public space is limited, while still allowing the street to remain open to vehicles when events are not occurring. Streets that connect key destinations within downtown, but experience relatively low vehicular traffic are often well-suited for this treatment.



Design Considerations:

- Maintain high-quality municipal design and maintenance standards
- Consider impacts on street parking and access to nearby businesses and neighborhoods
- Ensure ADA-accessible design and circulation
- Provide flexible layouts that support multiple uses and events
- Incorporate durable, multi-season amenities
- Include seating, lighting, landscaping, other pedestrian-oriented elements

Activated Alleyway

Alleyways present unique opportunities to create safe and efficient pedestrian connections between downtown destinations, offering alternatives to heavily trafficked corridors such as State Street. Depending on their size and access points, alleyways can be enhanced with creative placemaking elements such as art installations, decorative lighting, wayfinding signage, and outdoor seating. These improvements can create a distinct pedestrian experience, strengthen connections between destinations, and activate underutilized spaces.



Design Considerations:

- Maintain vehicular service access where necessary
- Coordinate improvements with adjacent property owners
- Incorporate durable, multi-season amenities
- Create connections to the surrounding sidewalk network
- Include seating, lighting, landscaping, other pedestrian-oriented elements
- Maintain high-quality municipal design and maintenance standards
- Ensure safe and convenient pedestrian access and circulation

Municipal Parking Lot Design

Lockport has eight public parking lots in Greater Downtown. Enhancing these lots through improved site design, landscaping, lighting, and signage, can increase their visibility and utilization while also contributing to the area's aesthetics, character, and safety.



Design Considerations:

- Improve visibility from adjacent rights-of-way
- Ensure safe and convenient pedestrian access and circulation
- Incorporate sustainable design practices where feasible
- Maintain high-quality municipal design and maintenance standards

Public Art

Public art can take many forms and has many applications, adding character and visual interest to sidewalks, parks, plazas, and other shared spaces. It serves as a valuable tool for strengthening a distinct sense-of-place in Lockport while also providing opportunities to tell Local stories and celebrate community identity. Local artists, schools, and businesses can all contribute to the creation of public art, enforcing its role as community-driven asset. Although public art is not new to Lockport, it remains an important tool that should continue to be explored and applied in creative and meaningful ways.



Design Considerations:

- Incorporate local history and storytelling where appropriate
- Consider both temporary and permanent installations
- Ensure safe placement and installation
- Maintain high-quality municipal design and maintenance standards

PRIVATE SPACES:

Well-designed **private spaces** contribute to an attractive downtown character, making the area a desirable destination, encouraging continued vibrancy, and fostering future investment. Improvements to private spaces require coordination with business and property owners to ensure compliance with local zoning requirements and compatibility with the surrounding public realm. Through enhanced facades, signage, and outdoor spaces, activated private spaces can strengthen Downtown Lockport's identity as a great place to live, work, and visit. The City currently offers a façade program that supports downtown buildings. As described below, other municipal resources should be evaluated to support downtown property and business owners and attract new uses.

Business Signage

Business signage is an important design element that helps attract customers, establish brand identity, and enhance curb appeal. In downtown areas, opportunities to improve business signage include refurbishing historic signs or installing new signage that respects surrounding context and contributes to the historic character. A City funded program to update current business signs could support this goal.



Design Considerations:

- Adhere to municipal code standards and design guidelines
- Ensure safe placement and installation
- Use high-quality, durable materials
- Ensure sign information is clear and visible
- Incorporate attractive, context-sensitive designs

Al-fresco Dining & Outdoor Seating

Al-fresco dining and outdoor seating areas are a key component to a lively and welcoming downtown environment. These amenities can already be found throughout downtown and should continue to be encouraged for existing businesses and incorporated into new developments.



Design Considerations:

- Adhere to municipal code standards and design guidelines
- Ensure safe placement and installation
- Use durable, multi-season furnishings and amenities
- Maintain clear connections to the surrounding sidewalk network

- Provide ADA-accessible design and circulation

Property & Façade Enhancements

Property enhancements may include elements such as landscaping, hardscaping, lighting, and improved access and circulation that enhance the appearance and functionality of a site. Façade enhancements involve improvements to a building's street-facing wall(s) to strengthen their visual presence along the streetscape. These improvements can range in scale and costs, from simple updates like painting a front door or larger investments such as replacing windows. Enhancements may also include necessary upgrades, such as adding ADA-accessible entrances or rehabilitating previously covered or removed historic design element.



Design Considerations:

- Adhere to municipal code standards and design guidelines
- Use high-quality, durable materials
- Respect historic character and surrounding context
- Provide ADA-accessible design and circulation

Development Opportunity

Development opportunities in Greater Downtown Lockport can take several forms, including redevelopment of underutilized sites, development of vacant parcels, or adaptive reuse of existing buildings. Each of these approaches provides an opportunity to reinvest in downtown and should be done in a thoughtful, sensitive way.



Design Considerations:

- Adhere to municipal code standards and design guidelines
- Use high-quality, durable materials
- Consider historic character and surrounding context
- Provide ADA-accessible design and circulation
- Incorporate public spaces and pedestrian connections as part of site design

TRANSPORTATION:

The toolbox of suggested transportation improvements and interventions is intended to make the Greater Downtown safer, more accessible, and more inviting for all users by focusing on improved pedestrian and bike crossings, new and improved bike facilities, better distribution of parking, and enhanced connectivity between the core downtown and the surrounding focus areas. The tools described below are shown on the Focus Area maps at the end of this document. Should the jurisdictional transfer not be pursued, a number of traffic calming options can still be considered working in concert with IDOT.

Road Diet

A road diet involves the narrowing or removal of travel lanes to reduce the overall road cross-section. This option is currently suggested for State Street in conjunction with a jurisdictional transfer, with the goal of providing greater area for alternate transportation methods, business activity, street parking, and additional traffic calming measures.



(Source: ITE, Chuck Huffine, Pheonix, AZ)

Design Considerations:

- Coordinate with IDOT and relevant agencies during jurisdictional transfer process
- Coordinate with neighboring municipalities, including Romeoville and Joliet to address changes in truck traffic
- Evaluate impacts on traffic prior to implementation
- Maintain roadway accessibility for buses, delivery trucks, and emergency vehicles
- Incorporate on-street parking and loading zones to support nearby businesses

On-Street Parking

On-street parking involves the allocation or expansion of paved roadway space for vehicle parking. The City of Lockport currently employs this method, and an expressed need for additional parking within Greater Downtown has been identified. According to the 2023 Parking Study, the downtown Lockport area has a sufficient total number of parking per previous studies, but the distribution of parking throughout the City can be improved.



(Source: ITE, PennDOT Local Technical Assistance Program)

Design Considerations:

- Create connections to the surrounding sidewalk network
- Provide ADA-accessible design and circulation
- Incorporate signage and other markings to guide motorists and pedestrians
- Integrate design with established streetscape
- Establish parking management strategies

Lane Shifts

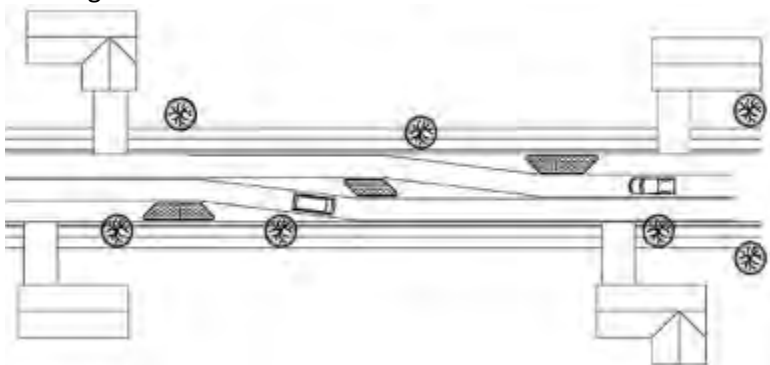
The following measures focus on disrupting straight-line paths through a section of roadway either through modifications of existing curb or through construction of new structures within the roadway.

- **Chicane:** A chicane is a series of alternating curves that interrupts an otherwise straight roadway. The curved path forces vehicles to reduce their speed and provides opportunities for streetscape improvements.



(Source: ITE, Delaware Department of Transportation)

- **Lateral Shift:** A lateral shift is a single realignment of an otherwise straight street that involves offsetting the travel lanes horizontally. This treatment interrupts straight roadway segments, reducing travel speeds, and provides areas for streetscape improvements and pedestrian crossings.



(Source: ITE, Delaware Department of Transportation)

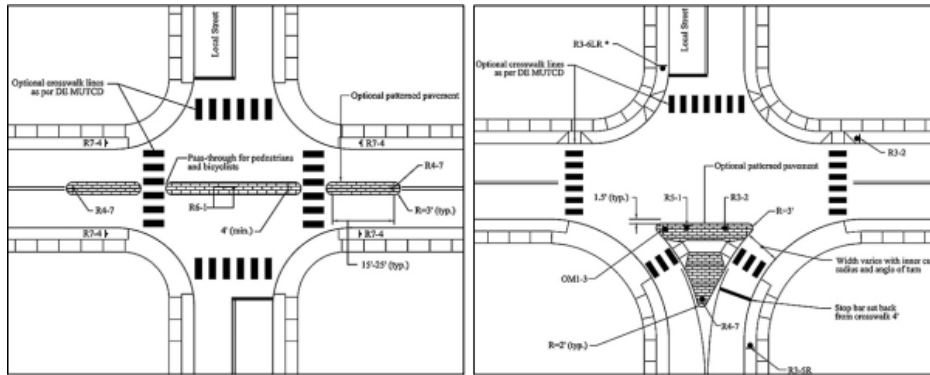
Design Considerations:

- Evaluate impacts on traffic prior to implementation
- Maintain roadway accessibility for buses, delivery trucks, and emergency vehicles
- Integrate design with established streetscape or additional on-street parking locations
- Incorporate signage and other markings to guide motorists and pedestrians
- Temporary pavement markings and structures can be utilized to study effects of this traffic calming measure

Intersection Shifts

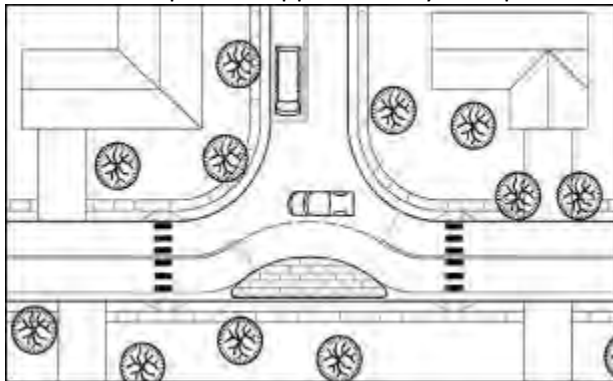
Intersection shifts disrupt straight-line movement of traffic through intersections or prevent certain movements through an intersection via installations of structures within the intersection. Intersection shifts are more suitable to lower traffic residential areas.

- **Median Barrier/Forced Turn Island:** A median barrier, or forced turn island, constructs medians through an intersection or along an approach. The medians restrict left-turn movements, thereby reducing the number of conflict points within the intersection.



(Source: ITE, Delaware Department of Transportation)

- **Realigned Intersection:** A realigned intersection reconfigures the intersection geometry by skewing the approaches relative to one another. The skewed realignment requires vehicles to reduce their speed to approximately 25 mph when navigating the intersection.



(Source: ITE, Delaware Department of Transportation)

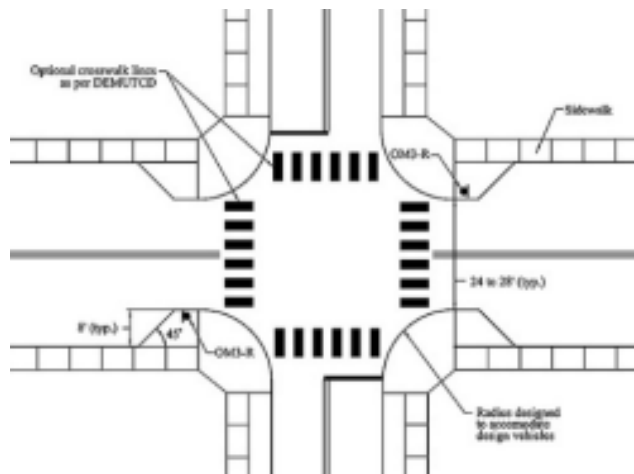
Design Considerations:

- Incorporate signage and other markings to guide motorists and pedestrians
- Provide ADA-accessible design and circulation
- Integrate design with established streetscape
- Maintain roadway accessibility for buses, delivery trucks, and emergency vehicles
- Temporary pavement markings and structures can be utilized to study effects of this traffic calming measure

Width Restrictions:

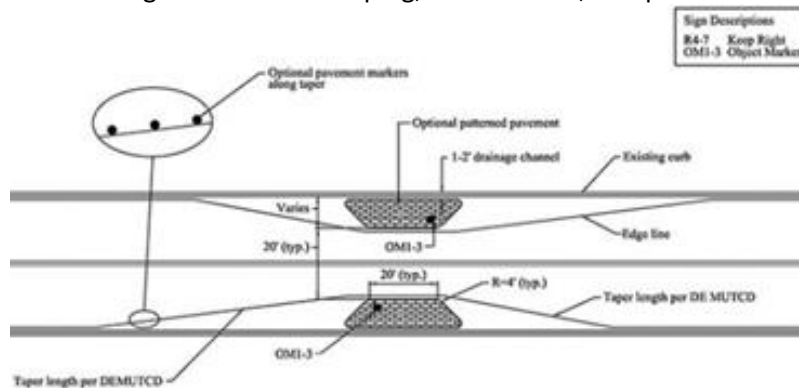
These traffic calming measure focus on limiting traffic speed through narrowing of the traveled way through the construction of new structures within the roadway, or through expansion of existing curb structures. Straight-line movement is maintained.

- **Corner Extension/Bulb-out:** A corner extension, or bulb-out, is a horizontal extension of the sidewalk into the street, resulting in a narrower roadway section. This treatment shortens the pedestrian crossing distance, provides areas for landscaping, and offers protection for adjacent on-street parking.



(Source: ITE, Delaware DOT)

- **Choker:** A choker is a lateral extension of the sidewalk into the street, similar in form to a corner extension or bulb-out. It provides a location for a narrower midblock pedestrian crossing, while also offering areas for landscaping, business use, and protection for adjacent on-street parking.



(Source: ITE, Delaware Department of Transportation)

Design Considerations:

- Create connections to the surrounding sidewalk network
- Provide ADA-accessible design and circulation
- Integrate design with established streetscape or additional on-street parking locations
- Maintain roadway accessibility for buses, delivery trucks, and emergency vehicles
- Temporary pavement markings and structures can be utilized to study effects of this traffic calming measure

Elevation Shifts:

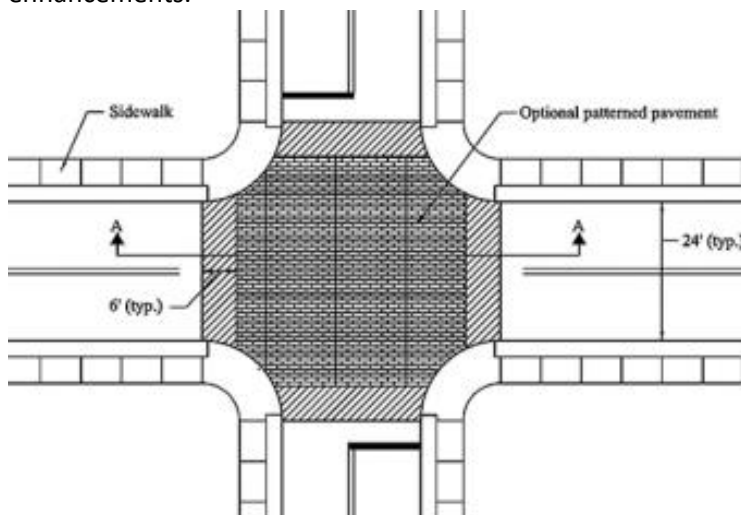
Elevation Shifts decrease speed of traffic through raising areas of the road. The locations can be paired with other traffic calming methods and create a pedestrian-dominated space.

- **Speed Table/Raised Crosswalk:** A speed table is a raised speed hump featuring an extended flat section. The speed table can be used standalone or as a raised crosswalk that provides safe pedestrian crossings and, when combined with a choker or corner extension/bulb-out, reduces the overall length of the crossing. The flat section has a reduced impact on snow removal and routine maintenance activities compared to a standard speed hump.



(Source: ITE, Google Maps, Boulder, Colorado)

- **Raised Intersection:** A raised intersection is an intersection where the pavement has been elevated to be level with the sidewalk and curb. This treatment creates a safer environment for pedestrians crossing the intersection while minimizing impacts on snow removal operations. The use of textured surface material, such as brick, also provides an opportunity for streetscape enhancements.



(Source: ITE, Delaware Department of Transportation)

Design Considerations:

- Incorporate signage and other markings to guide motorists and pedestrians
- Create connections to the surrounding sidewalk network
- Provide ADA-accessible design and circulation
- Integrate design with established streetscape
- Maintain roadway accessibility for buses, delivery trucks, and emergency vehicles

NON-JURISDICTIONAL TRANSFER DEPENDANT TRAFFIC CALMING

Should the jurisdictional transfer not be pursued, several options for traffic calming options can still be considered on State Street, working in concert with IDOT:

- Width Restrictions can limit traffic speed without impacting truck traffic as straight-line movement is maintained. These measures are in-place currently along State Street, and expanding their presence can be investigated.
- On-street parking already exists along State Street and can be continued along the corridor without reducing accessibility for truck traffic.
- Elevation Shifts can be installed along existing State Street Corridor to increase further pedestrian comfort and access without impairing access for truck traffic.

DESIGN TOOLBOX:

APPLICATION TO FOCUS AREAS AND OPPORTUNITY SITES

Focus Area Recommendations

This section provides an overview of the design tools that can be implemented within the project area, describing what they are, how they are used, and relevant design considerations for each. The following section categorizes these design and transportation recommendations within three categories: Public Spaces, Private Spaces, and Transportation. The maps that follow show how these tools can be applied with the Greater Downtown’s four Focus Areas.

PUBLIC SPACES

Designing public spaces involves creating opportunities for social interaction, community events, pedestrian connectivity, and direct engagement between customers and businesses. These improvements aim to enhance the experience of shoppers, diners, and recreational visitors to the project area, generating greater support for local businesses and a more pleasing experience for residents and visitors alike.

- DESIGN TOOLBOX**
-  Public Plaza or Parklet
 -  Festival Street
 -  Activated Alleyway
 -  Municipal Parking Lot Design
 -  Public Art
 -  Gateway Feature
 -  Wayfinding Signage
 -  Streetscape Enhancements

PRIVATE SPACES

Well-designed private spaces contribute to an attractive downtown character, making the area a desirable destination, encouraging continued vibrancy, and fostering future investment. Improvements to private spaces require coordination with business and property owners to ensure compliance with local zoning requirements and compatibility with the surrounding public realm. Through enhanced facades, signage, and outdoor spaces, activated private spaces can strengthen Downtown Lockport’s identity as a great place to live, work, and visit.

- DESIGN TOOLBOX**
-  Al-Fresco Dining and Outdoor Seating
 -  Business Signage
 -  Property and Façade Enhancements
 -  Development Opportunity

TRANSPORTATION

The toolbox of suggested transportation improvements and interventions is intended to make the Greater Downtown safer, more accessible, and more inviting for all users by focusing on improved pedestrian and bike crossings, new and improved bike facilities, better distribution of parking, and enhanced connectivity between the core downtown and the surrounding focus areas.

- DESIGN TOOLBOX**
-  Improved Pedestrian Crossing
 -  Bike Parking or Storage
 -  School Area Traffic Calming
 -  Bike Access and Routes
 -  Truck Traffic Routing
 -  Dedicated Trolley
 -  Road Geometry Change
 -  Lane Shifts
 -  Intersection Shifts
 -  Width Restrictions
 -  Elevation Shifts

-  Road Diet
 -  On-Street Parking
 -  Lane Shift
 -  Width Restriction
 -  Elevation Shift
 -  Intersection Shift

FOCUS AREA: NORTH STATE STREET DISTRICT

Vision Statement: North State Street serves as a welcoming northern gateway to downtown, defined by an inviting pedestrian environment, improved connectivity, and new high-quality development, and a blend of residential and commercial uses. The area functions as a key link between downtown and nearby community destinations, including the Star Innovation District, Heritage Commons, Heritage Village, and Boatyard Park, while also providing access to the nearby I&M Canal Trail. Coordinated design, thoughtful development, and strategic reinvestment has positioned North State Street as a strong anchor for activity, investment, and continued downtown growth.

Planning Considerations:

- Functions as an important gateway into Greater Downtown Lockport.
- Connects to other parts of Greater Downtown via the I&M Canal Trail.
- Is challenged by physical constraints for redevelopment and long-term growth, including: (1) shallow lots between the railroad and State Street, and (2) natural east-west slope between State Street and the I&M Canal.
- Is likely to see downtown redevelopment impacted just as much, if not more, from proximity to the I-355 Interstate than access to the Metra station.
- Encourages strategic actions from the City to guide future change, even as many properties within this focus area are not currently experiencing strong redevelopment pressure.
- Offers the potential to expand parking, which is presently lacking in the area.

Future Land Use: A mix of moderate density commercial and residential land uses would help elevate North State Street's profile as a gateway to these adjacent areas while still serving as an appropriate transition to the existing neighborhoods and Runyon Preserve to the north and east.

DESIGN TOOLBOX

PUBLIC SPACES

-  Public Plaza or Parklet
-  Public Art
-  Gateway Feature
-  Wayfinding Signage
-  Streetscape Enhancements

PRIVATE SPACES

-  Al-Fresco Dining and Outdoor Seating
-  Property and Façade Enhancements
-  Development Opportunity

TRANSPORTATION

-  Improved Pedestrian Crossing
-  Bike Parking or Storage
-  Bike Access and Routes
-  Road Geometry Change
-  Road Diet
-  On-Street Parking
-  Lane Shift
-  Width Restriction
-  Elevation Shift
-  Intersection Shift

FOCUS AREA: NORTH STATE STREET DISTRICT

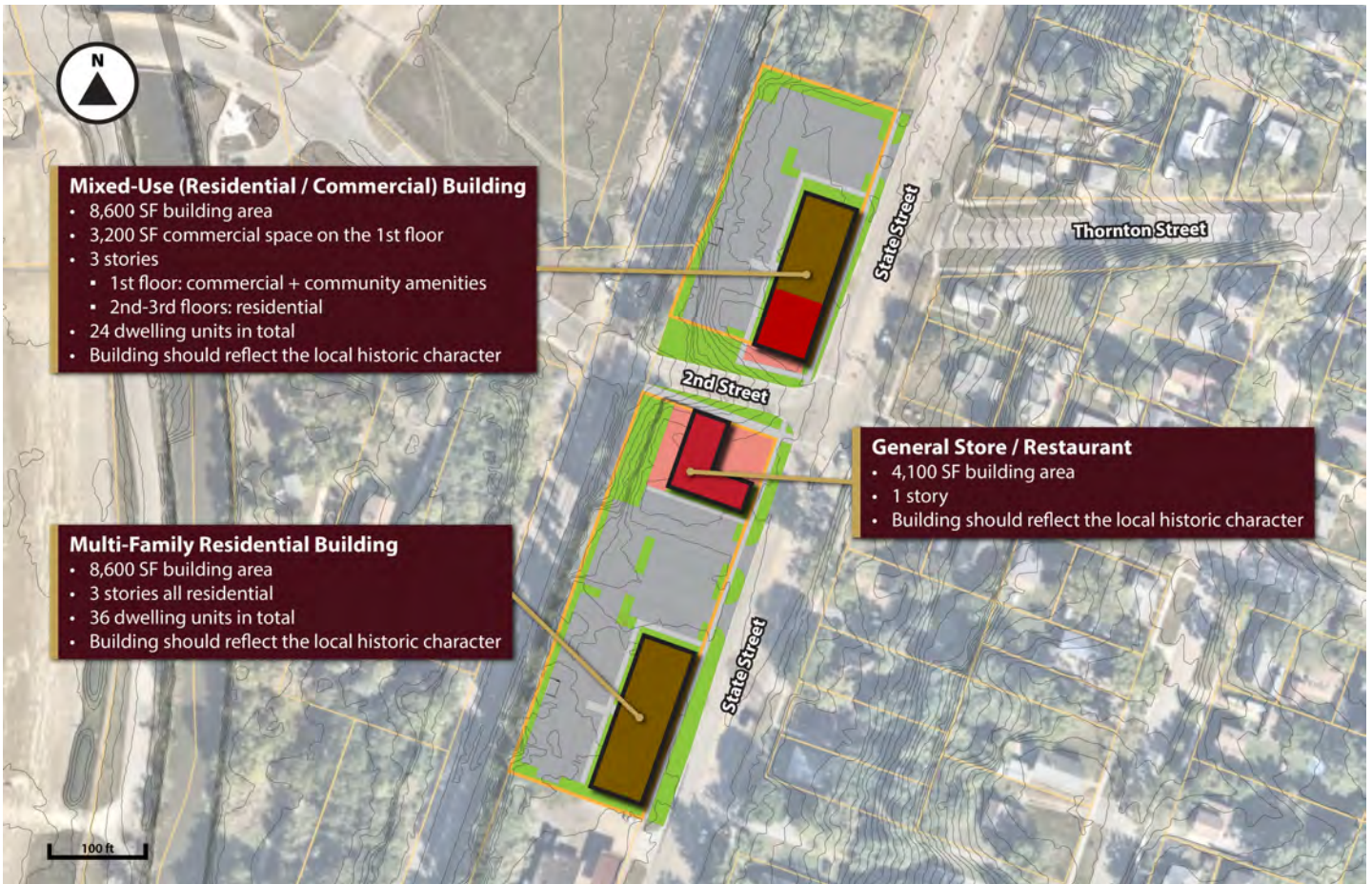
The map shows the North State Street District, bounded by Clinton St to the west, Canal St to the east, and E 6th St to the south. Key streets include Thornton St, E 2nd St, E 3rd St, E 4th St, E 5th St, and E 6th St. Landmarks include Heritage Village, 301 S. State St (Godfather's Eatery), and the Star Innovation District. Opportunity sites A, B, and G are highlighted. Site A is at the West Corner of 2nd/State, Site B is at the Southeast Corner of 4th/State, and Site G is the Star Innovation District. A green line indicates a bike path connection with street accommodations, and a red line indicates a property owner coordination for bike path connection with street accommodations.

OPPORTUNITY SITES

- A West Corner of 2nd/State:** Potential for mixed use to anchor this corner as a gateway at the far north end of the project area and east of the Star Innovation District.
- B Southeast Corner of 4th/State:** With the owner expressing past interest in redeveloping the site, redevelopment could strengthen this corner with new housing.
- G Star Innovation District:** The master plan for this site proposes a premier district offering food production, sustainable manufacturing, makerspaces, technology, research, and education.

- A West Corner of 2nd/State:**
Potential for mixed use to anchor this corner as a gateway at the far north end of the project area and east of the Star Innovation District.
- B Southeast Corner of 4th/State:**
With the owner expressing past interest in redeveloping the site, redevelopment could strengthen this corner with new housing.
- G Star Innovation District:**
The master plan for this site proposes a premier district offering food production, sustainable manufacturing, makerspaces, technology, research, and education.

Property owner
coordination
for bike path
connection
with street
accommodations



OPPORTUNITY SITE A CONCEPT SKETCH: WEST CORNER OF 2ND/STATE

FOCUS AREA: SOUTH STATE STREET DISTRICT

Vision Statement: The South State Street focus area is an inviting southern gateway that blends neighborhood living with a vibrant downtown environment. A walkable streetscape, mix of housing types, and context-sensitive development create a comfortable place to live while strengthening connections to the nearby Historic District. Proximity to the Metra station and its location along State Street encourage transit use and position the area as a convenient entry point for residents and visitors. Access to the I&M Canal Trail and nearby Dellwood Park further supports recreation, mobility, and quality of life. South State Street will continue to evolve as a livable, connected district that anchors the Greater Downtown from the south.

Planning Considerations:

- Functions as the southern anchor of Greater Downtown Lockport.
- Exhibits a more fragmented character, with various uses interspersed within individual blocks, varied setbacks and site layouts, differing architectural styles and structure ages, and fewer consistent streetscape elements.
- Is challenged by physical constraints for redevelopment and long-term growth, including: (1) Canadian National Railway line creates safety, access, and development limitations; and (2) natural east–west slope between State Street and the I&M Canal.
- Capitalizes on proximity to community institutions, including nearby schools, parks, Lockport Metra station, and the downtown business district.
- Benefits from proximity to community recreational assets, such as the I&M Canal Trail and nearby Dellwood Park, further supporting its suitability for residential growth.
- Connects to Division Street, which is a major east-west collector road that links the area to the adjacent Heritage Residential District and the east side of Lockport.
- Encourages strategic actions from the City to guide future change, even as many properties within this focus area are not currently experiencing strong redevelopment pressure.
- Offers the potential to pursue infill development and adaptive reuse on vacant or underutilized properties.

Future Land Use: While downtown commercial uses begin to taper off south of 13th Street, additional commercial uses could extend the increasing revitalization of Downtown Lockport further south towards the Metra station area. Mixed use transit-oriented development (TOD) would help elevate the profile of South State Street, particularly enhancing access to the Metra station and Historic District from Heritage Residential neighborhoods to the south and east.

DESIGN TOOLBOX

PUBLIC SPACES

-  Public Plaza or Parklet
-  Public Art
-  Gateway Feature
-  Wayfinding Signage
-  Streetscape Enhancements

PRIVATE SPACES

-  Al-Fresco Dining and Outdoor Seating
-  Business Signage
-  Property and Façade Enhancements
-  Development Opportunity

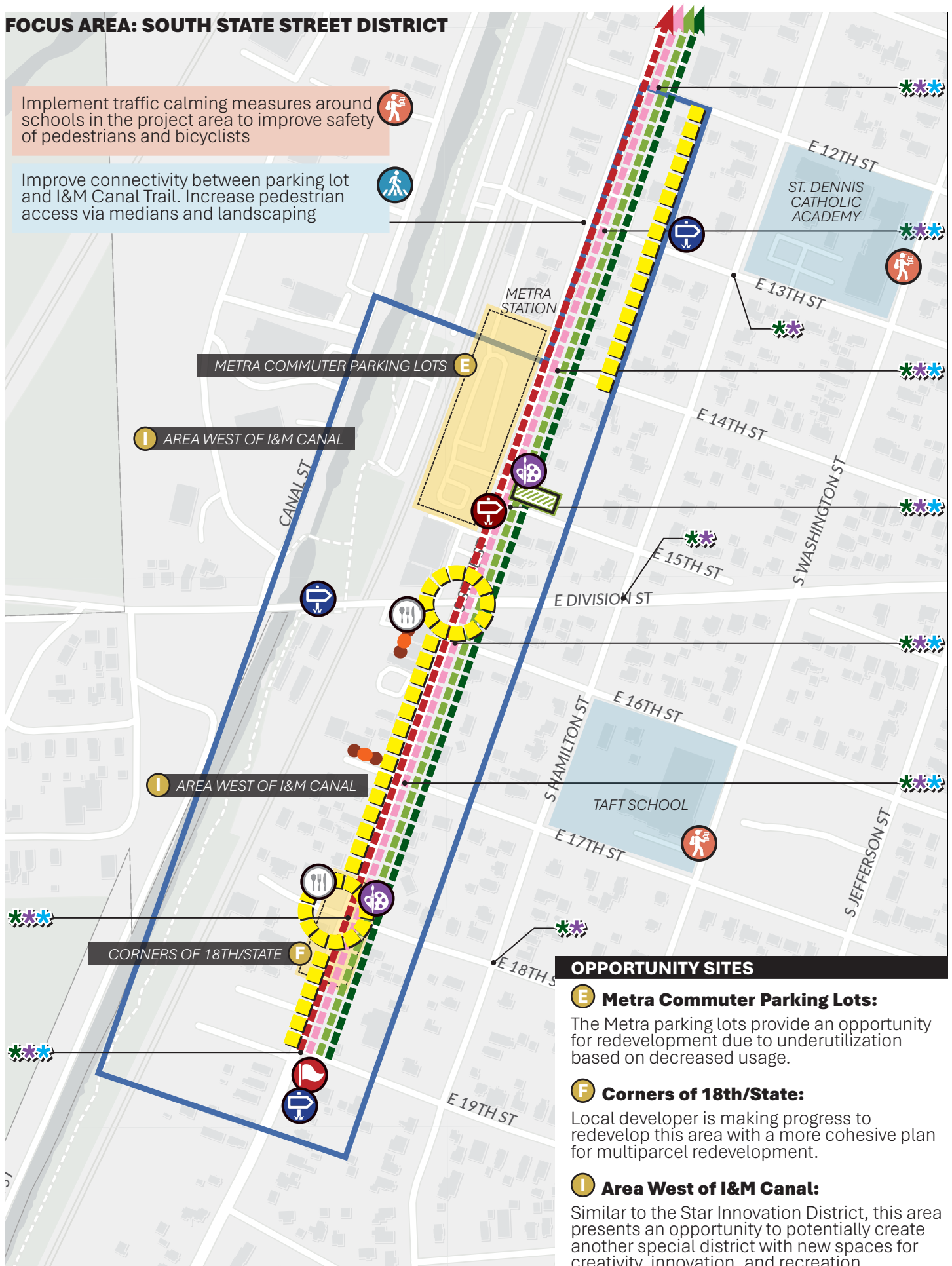
TRANSPORTATION

-  Improved Pedestrian Crossing
-  Bike Parking or Storage
-  School Area Traffic Calming
-  Dedicated Trolley
-  Truck Traffic Routing
-  Road Diet
-  On-Street Parking
-  Lane Shift
-  Width Restriction
-  Elevation Shift
-  Intersection Shift

FOCUS AREA: SOUTH STATE STREET DISTRICT

Implement traffic calming measures around schools in the project area to improve safety of pedestrians and bicyclists

Improve connectivity between parking lot and I&M Canal Trail. Increase pedestrian access via medians and landscaping



OPPORTUNITY SITES

E Metra Commuter Parking Lots:

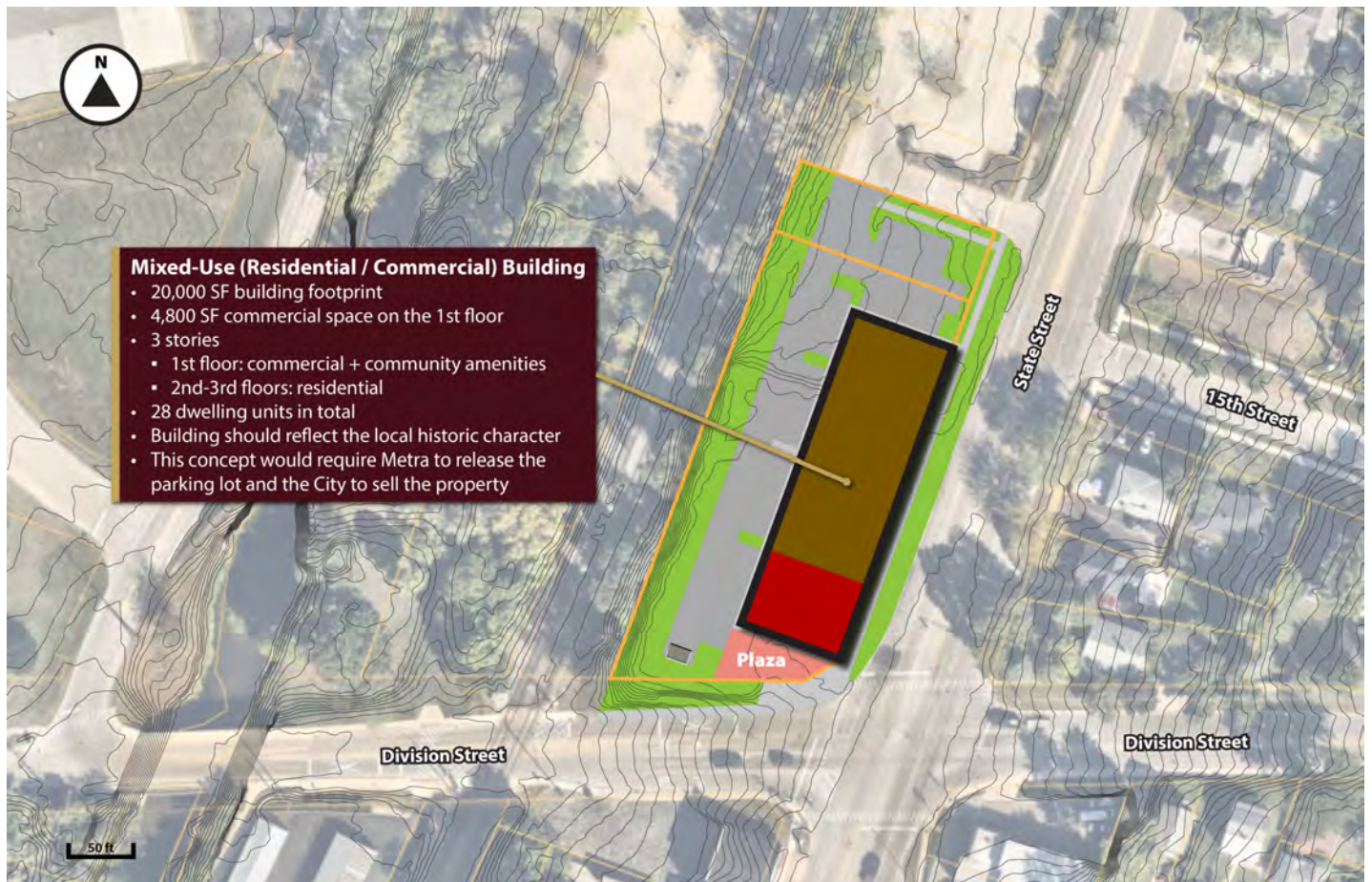
The Metra parking lots provide an opportunity for redevelopment due to underutilization based on decreased usage.

F Corners of 18th/State:

Local developer is making progress to redevelop this area with a more cohesive plan for multiparcel redevelopment.

I Area West of I&M Canal:

Similar to the Star Innovation District, this area presents an opportunity to potentially create another special district with new spaces for creativity, innovation, and recreation.



OPPORTUNITY SITE E CONCEPT SKETCH: METRA COMMUTER PARKING LOTS



OPPORTUNITY SITE F CONCEPT SKETCH: CORNERS OF 18TH/STATE

FOCUS AREA: HISTORIC DISTRICT

Vision Statement: The Historic District serves as Lockport's primary mixed-use hub and a lively destination for shopping, dining, entertainment, and daily activity. Building on its strong social fabric, the District fosters a vibrant and welcoming environment where residents and visitors gather and connect. New, context-sensitive development introduces a complementary mix of uses and architectural styles that balance modern needs with Lockport's distinct and cherished architectural heritage. Pedestrian-friendly streetscapes and inviting public spaces support safety, comfort, and accessibility, ensuring the Historic District remains the heart of community life in Lockport.

Planning Considerations:

- Offers targeted opportunities for enhancement within the Historic District, including infill development, site redevelopment, and adaptive reuse to further enhance the mixed-use character of the Historic District.
- Provides opportunities to leverage the Historic District's energy through targeted reinvestment, improved connections, and complementary development, particularly through implementation of the Historic District Preservation Plan.
- Pursue expansion of transit resources to ensure convenient access to transit for residents and workers and position transit infrastructure as key assets when attracting new development, businesses, and residents to the City.
- Capitalizes on the I&M Canal providing access to green space and natural features and adding to the broader downtown experience.
- Exhibits high traffic volume on State Street and 9th Street providing strong visibility and supporting the Historic District's role as a regional destination.
- Is challenged by physical constraints for redevelopment and long-term growth, including: (1) Canadian National Railway line creates safety, access, and development limitations; (2) shallow lots between the railroad and State Street; and (3) natural east-west slope between State Street and the I&M Canal.

Future Land Use: Representing the core downtown area, the Historic District continues to thrive as the City, property owners, and businesses invest resources into revitalization efforts. Future land uses will continue to build upon these investments, particularly with prioritization of mixed-use transit-oriented development (TOD) near the Metra station, future growth of the Star Innovation District, and access to assets like Heritage Village, Boatyard Park, Lincoln Landing, the Gaylord Building, the Illinois State Museum, and the I&M Canal.

DESIGN TOOLBOX

PUBLIC SPACES

-  Public Plaza or Parklet
-  Festival Street
-  Activated Alleyway
-  Municipal Parking Lot Design
-  Public Art
-  Gateway Feature
-  Wayfinding Signage
-  Streetscape Enhancements

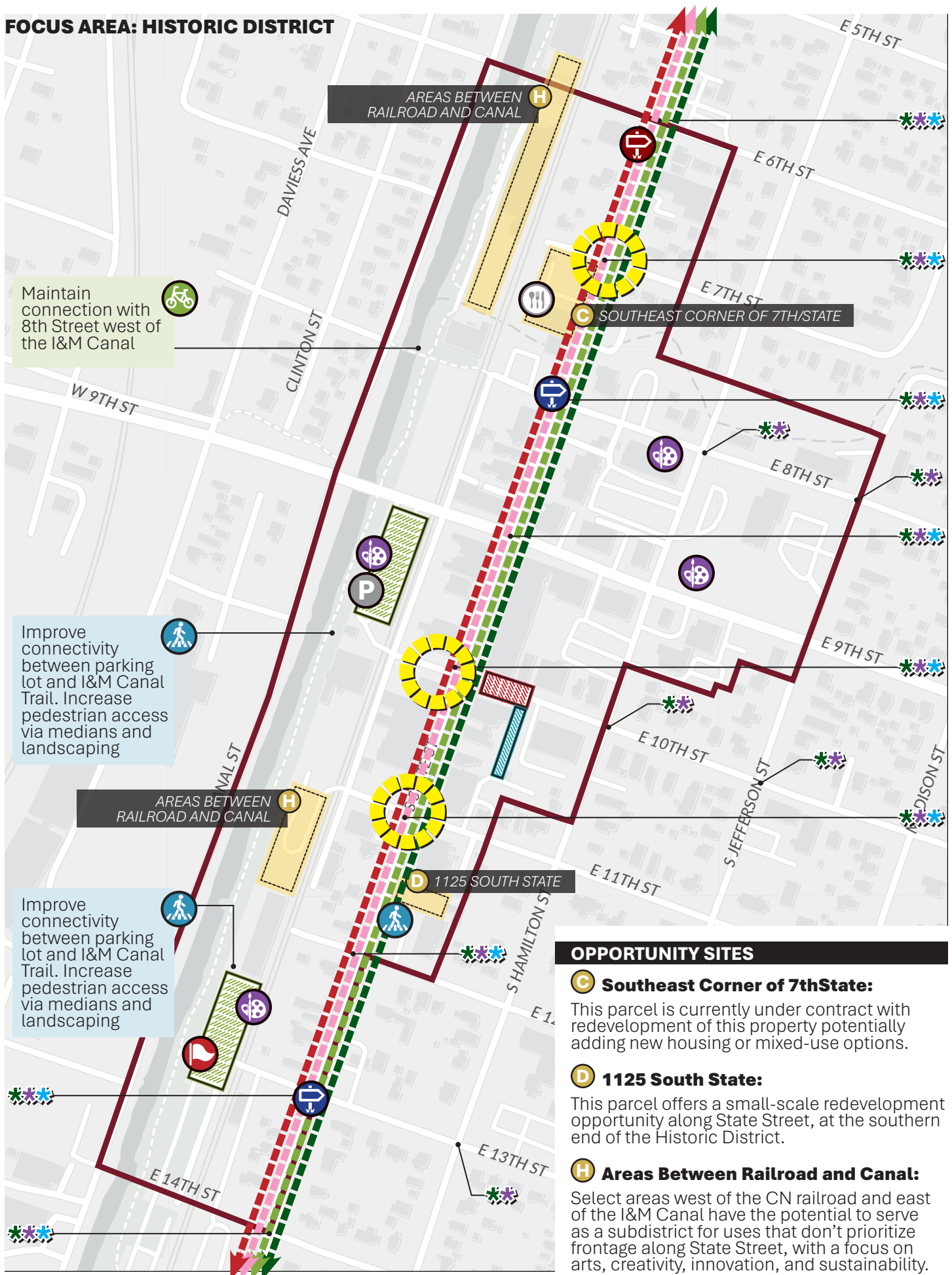
PRIVATE SPACES

-  Al-Fresco Dining and Outdoor Seating
-  Business Signage
-  Property and Façade Enhancements
-  Development Opportunity

TRANSPORTATION

-  Improved Pedestrian Crossing
-  Bike Parking or Storage
-  Bike Access and Routes
-  Road Geometry Change
-  Elevation Shifts
-  Road Diet
-  On-Street Parking
-  Lane Shift
-  Width Restriction
-  Elevation Shift
-  Intersection Shift

FOCUS AREA: HISTORIC DISTRICT



OPPORTUNITY SITES

C Southeast Corner of 7th/State:

This parcel is currently under contract with redevelopment of this property potentially adding new housing or mixed-use options.

D 1125 South State:

This parcel offers a small-scale redevelopment opportunity along State Street, at the southern end of the Historic District.

H Areas Between Railroad and Canal:

Select areas west of the CN railroad and east of the I&M Canal have the potential to serve as a subdistrict for uses that don't prioritize frontage along State Street, with a focus on arts, creativity, innovation, and sustainability.

FOCUS AREA: HERITAGE RESIDENTIAL DISTRICT

Vision Statement: The Heritage Residential focus area is a neighborhood defined by its strong identity, sense of community and supportive relationship to the Historic District's shopping and dining core. The area continues to preserve the organically grown diversity and affordability of its housing stock by supporting well-maintained homes, targeted preservation efforts, thoughtful reinvestment, and context-sensitive new development that reinforce neighborhood character while supporting downtown's vitality. Safe and comfortable connections to schools, community destinations, and public transit, along with walkable access to parks and green space, make the area an attractive place to live for residents of all ages.

Planning Considerations:

- Plays a critical role in supporting a vibrant downtown environment providing a built-in customer base for downtown shops and restaurants.
- Maintains a strong sense of neighborhood identity and community built on access to local schools and close proximity to downtown.
- Maintains a comfortable and cohesive pedestrian space with mature tree canopies, generous parkways, continuous sidewalks, and curbed rights-of-way. Smaller residential lots also contribute to a pedestrian-oriented block structure that has a more urban, downtown feel.
- Is primarily characterized by single-family detached homes with some multi-unit properties, including some single-family home conversions, which provide diverse housing options to the neighborhood and provide for missing middle housing.
- Contributes to the City's housing supply, offering a range of affordable opportunities for different types of homeowners and renters. However, the age of the housing stock requires modernizations and repairs that can create opportunities for homeowners to improve their properties and build equity.
- Capitalizes on proximity to schools, parks, and downtown amenities, which enhances its overall livability and desirability as part of Greater Downtown's residential fabric.
- Offers some vacant properties and potential infill lots that hold potential to further add to the local housing stock.

Future Land Use: Preservation efforts should be combined with property maintenance and rehab resources as described in the complete report. Vacant or underutilized properties provide opportunities for infill development, particularly focusing on housing that respects the existing character of the Heritage Residential area. Diverse housing types should be explored where feasible to expand housing choices. Future land use will also include preservation of major neighborhood institutions like churches and schools.

DESIGN TOOLBOX

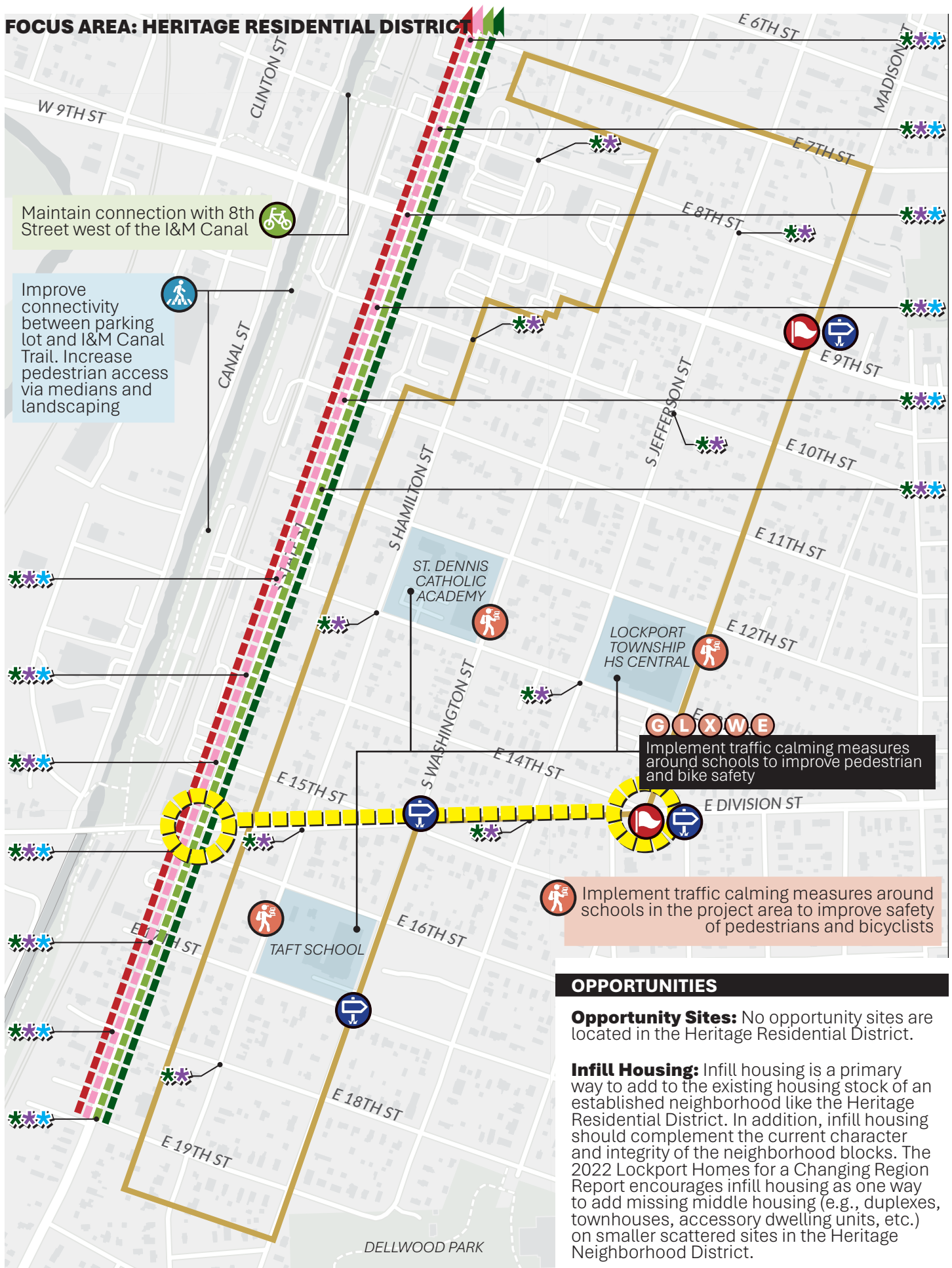
PUBLIC SPACES

-  Gateway Feature
-  Wayfinding Signage
-  Streetscape Enhancements

TRANSPORTATION

-  Improved Pedestrian Crossing
-  Bike Parking or Storage
-  School Area Traffic Calming
-  Bike Access and Routes
-  Road Geometry Change
-  Lane Shifts
-  Intersection Shifts
-  Width Restrictions
-  Elevation Shifts
-  Road Diet
-  On-Street Parking
-  Lane Shift
-  Width Restriction
-  Elevation Shift
-  Intersection Shift

FOCUS AREA: HERITAGE RESIDENTIAL DISTRICT



OPPORTUNITIES

Opportunity Sites: No opportunity sites are located in the Heritage Residential District.

Infill Housing: Infill housing is a primary way to add to the existing housing stock of an established neighborhood like the Heritage Residential District. In addition, infill housing should complement the current character and integrity of the neighborhood blocks. The 2022 Lockport Homes for a Changing Region Report encourages infill housing as one way to add missing middle housing (e.g., duplexes, townhouses, accessory dwelling units, etc.) on smaller scattered sites in the Heritage Neighborhood District.