



Lemont Station Area Plan Village of Lemont, Illinois

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Executive Summary

The Lemont Station Area Planning Study presents a unique opportunity for the Village of Lemont to invigorate the downtown by reconnecting and improving the relationship of the Train Station to the balance of the downtown amenities. *The Lemont Station Area Plan* emphasizes the improved connections of these assets including the waterfront, the historic shops and merchants, the recreational amenities such as bike trails and more. As one of the region's most prominent waterfront communities, the Plan presented herein is a bold vision that accommodates the growth of all aspects of the downtown while adhering to the strict principles of the community's preservation guidelines. The Plan builds on previous planning initiatives and outlines the technical considerations that will lead to implementation.

Legacy and Assets

The Village of Lemont is in the process of making critical decisions to manage the future of its downtown. Many of the downtown assets have been identified and are being planned to promote and organize growth of its economy and infrastructure. Among these is Lemont's historic character and charm, an asset that is protected through strict preservation guidelines. Residents, visitors and scholars alike recognize the intimate scale and historic materials as distinctive elements of Lemont.

Lemont began as a hub along the I&M Canal dominated by such commerce and land uses as industry, quarry, trading, and shipping and loading. The historic downtown also developed convenience commercial establishments to serve the working population including shops, restaurants, taverns and stores. Today, most of the industries have in large part abandoned the downtown moving to other locations or closed their operations entirely. The residual effects of this abandonment are evident in the closed industrial businesses, vacant properties, and gravel service roads. But these old industrial areas, which comprise much of the downtown landscape, offer significant opportunity for the Village to renew its downtown image, create a vibrant mixed-use environment and capitalize on its assets.

The economic climate is very positive for this growing community, which is experiencing tremendous development of residential neighborhoods and commercial centers. The Village of Lemont has invested in roadway improvements, the creation of a master plan for bicycle trails and facilities, and park and open space improvements. The Village is proud of the preservation and enhancement of the intimate historic commercial district having developed standards for redevelopment and infrastructure improvements. Yet there is still much work to be done to capitalize on the remainder of the downtown area including the properties around the Lemont Train Station and the brownfields along the waterfront.

Transportation and Connectivity

As the Village plans for the future of its downtown, it is paramount that transportation be addressed comprehensively. One of the downtown's greatest transportation assets is the commuter train. Lemont's railroad legacy is often overlooked, yet has been instrumental in shaping the existing downtown. The historic Lemont Train Station, constructed of the native Lemont Limestone, is located along the Canadian National/Illinois Central (CN/IC) Railroad, which are the tracks Metra uses to provide the Heritage Corridor Line commuter rail service. The line operates in the weekday peak periods between Joliet Union Depot and Chicago Union Station serving commuters from the Village of Lemont and surrounding communities. This railroad traverses the Village's downtown and essentially parallels the waterfront and Main Street.

The Burlington Northern Santa Fe Railway (BNSF) is another railroad that exists in the downtown. It crosses the waterways, however for much of the downtown its location separates the waterfront from Main Street because it is elevated on an earthen embankment. The challenge

facing the Village of Lemont is to capitalize on the commerce and commuter potential of the railroad service and, through creative yet sound planning and design, overcome the physical barriers caused by the location of the railroad tracks.

The waterfront is also very important to the future of downtown Lemont given its prime location along three waterways: Illinois & Michigan (I&M) Canal, Sanitary and Ship Canal, and the Des Plaines River. The challenge that the Plan overcomes is the connection of the Main Street corridor to the waterfront via a new and improved roadway system. Unfortunately, the State Street Bridge is also a barrier and several industrial properties currently separate the Train Station from the commercial core. The Plan suggests new developments in the vicinity of the station that will serve to better link the station to nearby shopping and residential areas. The Plan establishes a new roadway grid by proposing an extension of Lockport Street to the waterfront. The Plan also considers Canal Street to be a critical corridor by proposing it to be extended to the front of the Train Station and terminating at Lockport Street. Together, Lockport Street and Canal Street become the two corridors around which the downtown expansion occurs. The proposed new intersection of Canal Street and Lockport becomes the center of a new downtown transit district convenient for automobiles, pedestrians and bicycles.

Recent Planning Efforts

During the last decade or so, the Village has undertaken many studies to protect the historic legacy and articulate a vision for the future of the downtown. In 2002, the Village conducted a public workshop inviting residents, merchants and numerous stakeholders to dream of a downtown that would fulfill their goals including the reclamation of the waterfront and the redevelopment of the industrial and underutilized properties. While the plan protected the historic downtown commercial core, it recommended significant residential, retail and infrastructure redevelopment. New urban-residential districts were identified for the waterfront along each of the Village's three waterways. Infrastructure improvements were illustrated for improving access to the abandoned industrial (brownfield) sites and the waterfront. A proposed east-west connection from Stephen Street would improve access from the east end of the brownfield site. Several underpasses at the BNSF Railway were recommended to penetrate the embankment allowing vehicles and pedestrians to access the waterfront from the south. Similarly, pedestrian bridges and waterfront paths were recommended over and along each of the three waterways with an emphasis on the I&M Canal and the Sanitary and Ship Canal. Finally, the plan called for the reconstruction of the historic bridge at Stephen Street offering another gateway into downtown Lemont from the north.

Community Preferences

Prior to creating the Station Area Plan, residents of the community provided their input regarding their visual preferences for the growth of the downtown. The goal of the Village of Lemont's Visual Preference survey was to develop a set of recommendations, which would guide downtown planning decisions as well as future design and development for the entire village. A Visual Preference Survey is a planning tool where images of various downtown settings are shown to members of the public who then rank what they like and dislike. This survey examined three specific topic areas which were *(1) Urban Design, (2) Transit & Transportation, and (3) Parks & Recreation*. The Village of Lemont appears to have a strong preference for style in their architectural and design selections for the downtown. Images that appeared to reflect design sensitivities comparable to existing development were favored suggesting any new development should be sensitive to style and material. The historic downtown core should be planned with smaller scale and lower densities while outlying areas could be developed more intensely. Additional urban design features should do the following:

- Promote variations of "New Urbanist" town planning & design concepts, which emphasize an intimate scale and mix of land uses to improve pedestrian navigation and use of transit.

- Create a “village” or “hamlet” design that elicits a small town feel with attributes of traditional garden and river-belt communities.
- Incorporate design features with distinctive use of materials and colors in new and existing structures.
- Develop strong connections to Urban Design features and Transportation access points.
- Design formal or traditional design features combined into the natural landscape.
- Create potential for commercial and residential uses, as well as environment and nature-oriented activities along waterfront edge.

A Transit-Oriented Development

A market analysis for the Lemont Station Area was conducted to guide a realistic and coordinated long-range redevelopment plan for this area. The market analysis examines the market potentials for new and in-fill residential and retail development of the downtown area. Both the residential and retail market is very strong suggesting that a bold plan for the growth of downtown can be supported in the marketplace.

While development and redevelopment could conceivably occur almost anywhere within the Station Area, there are several properties that appear to be more susceptible to change in the future. The Village’s vision for the Lemont Station Area is to create a more vibrant shopping and service district centered around the historic Lemont Metra Train Station that strengthens urban design, increases multi-family residential density, is more conducive to pedestrian and bicycle traffic, and improves open space. The Lemont Train Station should become a major landmark and focal point for the transit neighborhood. A pattern of improvement and development that builds upon the advantages offered by public transit should be promoted throughout the Station Area.

During the next 10 to 20 year period, the Lemont Station Area should be substantially improved and revitalized as a compact, traditional transit neighborhood containing a mix of land uses, all located within convenient walking distance of one another. It should function as a downtown retail and service district, an employment and business area, and a high-quality living environment. It should be equally attractive and convenient to shoppers, business patrons, employees, commuters, and residents alike.

While existing single-family neighborhoods should be maintained and protected, high-quality new multi-family residential development should be promoted. Residential densities should be high enough to help support new retail and service development, as well as promote additional transit usage. Densities should be generally highest in the blocks immediately around the Lemont Train Station. Commercial uses might be located on the ground floors of selected residential buildings. It should be emphasized that quality new multi-family developments can add to the life and vitality of the Lemont Station Area, help serve commercial and business uses, enhance opportunities for continued improvement and development, and increase Metra ridership.

The Station Area should be served by a safe and convenient transportation system that accommodates vehicles, public transit, bicyclists, and pedestrians alike. New bridges and street connections will link various portions of the downtown and the north and south sides of the I&M Canal. Parking should be improved through the enhancement of existing lots and the construction of new, attractively designed, shared-use parking lots and parking structures. Most parking should be positioned behind buildings.

The Station Area should become a more safe, attractive, and convenient area for pedestrians and bicyclists. Sidewalks, crosswalks, and other pedestrian and bike amenities should be upgraded throughout the area. The placement and orientation of buildings, parking lots, and open spaces should also help to encourage pedestrian and bicycle movement, particularly in the vicinity of the

commuter station. Streetscape improvements should be undertaken throughout the Station Area.

In addition, a range of actions should be undertaken to enhance the image and character of the Lemont Station Area. This new image should help distinguish the downtown district and the transit neighborhood, and also contribute to the image and identity of the Village of Lemont as a whole.

With a significant increase in proposed parking and the possibility of shared-use parking, development of a comprehensive and easily understood wayfinding system should be implemented. Directional signs should be installed at key entry points, as well as within the downtown area, guiding motorists to downtown destinations and to the various types of parking available such as permit, shopper, commuter and daily parking.

Implementation Strategy

The implementation strategy of the Lemont Station Area Plan is proposed to adjust and grow with the community. Plans of the size and complexity of Lemont's Station Area Plan are handled most successfully by organizing activities into phases, according to community priorities, market support and private interest, and dependencies on external events. The strategy for accomplishing this TOD project includes development in three phases over approximately thirty years. Approximately 200 – 300 dwelling units and 50,000 square feet of commercial space could be added to the Station Area by the completion of Phase 3. Selected high-level costs have been estimated for each phase of development by project.

Phase 1

The first phase of the Lemont Station Area Plan focuses largely on private development of the greater downtown area and public-private partnership development of select sites within the Station Area. This phase is estimated to span the first ten-year period of Plan implementation. An estimated 18,600 square feet of new commercial development would be created and approximately 223 new residential units would be added. The new residents and business uses would have access to 801 parking spaces in the Lemont Train Station Area, including 520 new general-use spaces. Metra commuters would have access to 650 parking spaces, 309 of which are newly created during this Phase. Specific development goals for this phase include: a) preserving and enhancing Lemont's historic core; b) encouraging mixed-use and urban residential development adjacent to the commercial core; and c) capitalizing on Lemont's commercial core (Canal Street-Stephen Street-Main Street) as a retail destination. Development costs for Phase 1 are estimated at approximately \$8.0 million, not including land acquisition.

Phase 2

The second phase of the Lemont Station Area Plan will be triggered by progress of private development and the growth of retail and commercial activity in the downtown Lemont area. The anticipated redevelopment includes 16,300 square feet of new commercial development and approximately 18 new residential units. The community would have access to 927 parking spaces in the Lemont Train Station Area, including 101 new commercial and residential spaces and 25 new municipal parking spaces. Metra riders would have access to 1,011 parking spaces, including 361 new spaces created during this Phase. Goals for this phase include: a) expand downtown Lemont to the West using the Lemont Train Station as a key downtown node through the proposed extension of Canal Street and River Street; b) provide a new at-grade crossing of the CN/IC at the proposed extension of Lockport Street and a bridge across the I&M Canal; c) encourage mixed-use private development in the station area; and d) provide additional transit amenities to accommodate increased ridership and household growth in the area. Costs for Phase 2 are estimated at approximately \$7.3 million.

Phase 3

The third and final phase of the Lemont Station Area Plan, estimated to begin approximately 20 years into the Plan, will be triggered by sustained increases in demand for downtown residential and commercial opportunities, and use of transit. During Phase 3, 22,000 square feet of new commercial development would be created and approximately 35 residential units would be added. The community will have access to 1,085 parking spaces in the Lemont Train Station Area, including 158 new general use spaces. Metra commuters would have access to 1,050 spaces, including 39 new spaces added during this Phase. Costs for Phase 3 are estimated at approximately \$8.5 million in 2004 dollars, excluding land acquisition.

There are two major infrastructure projects related to the Plan that would require additional research and planning, as they are major undertakings and should be considered initiatives that are covered by the larger scope of Lemont's overall Comprehensive Plan, which are (1) the proposed Lockport Street extension north crossing the CN/IC at-grade and under the BNSF tracks north of the I&M Canal to the former Tri-Central Terminal brownfield site and (2) Stephen Street extension north from its current terminus on the former Tri-Central Terminal site just beyond the BNSF Railway tracks to River Bank/Donohue Road to improve connectivity between the downtown and north Lemont.

In order to assure that this project maintains the momentum that it has gained through this initial planning stage, the Village of Lemont will establish a separate development agency to oversee the activities necessary to move this project forward including:

- Establish or amend TIF district and/or SSA to accommodate for proposed development.
- Review and amend zoning regulations to enable the redevelopment of the Station Area as envisioned in the *Opportunities on the Waterfront Plan* and the *Lemont Station Area Plan*.
- Prepare marketing packages for Phase 1 sites targeted to developers.
- Prepare detailed financial feasibility and cash flow projection for Phase 1 development parcel.
- Conduct discussions with potential developers leading up to developer RFP/RFQ process.

Introduction

Introduction

The Village of Lemont is a growing community in the Chicago metropolitan area, located along three waterways: Illinois & Michigan (I&M) Canal, Sanitary and Ship Canal, and the Des Plaines River. The many downtown assets are well understood by residents and have been identified and are being planned to promote and organize growth of its economy and infrastructure.

One of the downtown's greatest transportation assets is the commuter train. Lemont's railroad legacy is often overlooked, yet has been instrumental in shaping the existing downtown. The historic Lemont Train Station, constructed of the native Lemont Limestone, is located along the Canadian National/Illinois Central (CN/IC) Railroad, which are the tracks Metra uses to provide the Heritage Corridor Line commuter rail service. The line operates in the weekday peak period between Joliet Union Depot and Chicago Union Station serving commuters from the Village of Lemont and surrounding communities. This railroad traverses the Village's downtown and essentially parallels the waterfront and Main Street.

The Burlington Northern Santa Fe Railroad (BNSF), providing freight service, is another railroad that exists in the downtown. The challenge facing the Village of Lemont is to capitalize on the commerce and commuter potential of the railroad service and, through creative yet sound planning and design, overcome the physical barriers caused by the location of the railroad tracks.

As the Village plans for the future of downtown, it is paramount that transportation be addressed comprehensively. Of course, many of the downtown issues are the result of Lemont's transition from an historically industrial canal town to a modern urban environment with the conveniences and amenities to compete in the suburban Chicago Metropolitan region. Lemont began as a hub along the I&M Canal dominated by such commerce and land uses as industry, quarry, trading, and shipping and loading. The historic downtown also developed convenience commercial establishments to serve the working population including shops, restaurants, taverns and stores. Today, most of the industries have in large part abandoned the downtown moving to other locations or have closed their operations entirely. The residual effects of this abandonment are evident in the closed industrial businesses, vacant properties, and gravel service roads. The Village is proud of the preservation and enhancement of the intimate historic commercial district and has developed standards for redevelopment and infrastructure improvements. But these old industrial areas, which comprise much of the downtown landscape, offer significant opportunity for the Village to renew its downtown image, create a vibrant mixed-use environment and capitalize on its assets.

Recent Planning Efforts

The Village has undertaken many studies to protect the historic legacy and articulate a vision for the future of the downtown. In 2002, the Village with assistance from the firm Hitchcock Design Group, conducted a public workshop inviting residents, merchants and numerous stakeholders to dream of a downtown that would fulfill their goals and ambition (Appendix 1). The result was the *Opportunities on the Waterfront Plan*, a bold plan (Figure 1) that called for the reclamation of the waterfront and the redevelopment of the industrial and underutilized properties. While the plan protected the historic downtown commercial core, it recommended significant residential, retail and infrastructure redevelopment. New urban-residential districts were identified for the waterfront along each of the Village's three waterways. Infrastructure improvements were illustrated for improving access to the abandoned industrial (brownfield) sites and the waterfront. A proposed east-west connection from Stephen Street would improve access from the east end of the brownfield site. Several underpasses at the BNSF Railway were recommended to penetrate the embankment allowing vehicles and pedestrians to access the waterfront from the south. Similarly, pedestrian bridges

and waterfront paths were recommended over and along each of the three waterways with an emphasis on the I&M Canal and the Sanitary and Ship Canal. Finally, the plan called for the reconstruction of the historic bridge at Stephen Street offering another gateway into downtown Lemont from the north.

Figure 1. Opportunities on the Waterfront (2002)



Source: Hitchcock Design Group

Lemont Station Area Planning Study

The Village recognized that in order to implement the Opportunities on the Waterfront Plan, additional planning, research and analysis would be required. The Lemont Station Area Planning Study was initiated to confirm several aspects of the plan including a review of the market conditions to assure that the economic climate could support the recommended level of redevelopment. The study was also initiated to assess the need for and accommodate the impacts of potential transit growth. Additionally, ongoing brownfield environmental investigations need to be integrated with the redevelopment strategy to confirm the remediation process of a key industrial site along the waterfront. Since the *Opportunities on the Waterfront Plan* called for the development of a substantial number of buildings and roads, the Village wanted the public to consider the visual impacts to the scale and aesthetic appeal of the current historic downtown. The Village also desired to share its vision with the region's transit agencies to assure that the needs of commuters and public transportation, including new and existing parking and access to the historic Lemont Train Station, could be interwoven into the plan.

Study Purpose and Scope

The Lemont Station Area Plan is being undertaken to identify desirable mixed-use, commercial, and residential opportunities and supportive improvements and amenities around the Station Area. The goals of the project are listed below:

- Strengthen Lemont as a transit node.
- Accommodate additional commuter parking for possible increased commuter rail service for the Metra Heritage Corridor Rail Line and increased household growth in the area.
- Facilitate multi-modalism and joint development.
- Enhance the commuter station environment.
- Improve access to rail and bus facilities.
- Improve air quality by lowering automobile trips.
- Improve mobility for the disabled.
- Make the downtown a vital and robust destination.
- Improve the downtown appearance and image.
- Offer a greater variety of retail and consumer options.
- Increase housing options.

The Concept and Circulation Plan contained herein, validates the *Opportunities on the Waterfront Plan* by Hitchcock Design Group, but also recommends specific infrastructure improvements and a transit-oriented redevelopment strategy. The Plan will change the face of Lemont in the region and celebrates the historic downtown core, assures access to the waterfront, and creates an exciting new downtown transit district that connects the Lemont Train Station to the other downtown sub-areas.

Station Area Planning Process:

The Lemont Station Area planning process involved six steps, as highlighted below.

1. **Data collection and review** to determine current conditions in the Station Area, including: land use, zoning, physical conditions, transportation, transit, demographics, urban design, and other components.
2. **Public involvement meetings** to identify Station Area issues and opinions, and share information about the project.
3. **Market analysis** to develop a profile of the existing downtown area, identify trends, and evaluate opportunities for expansion and new development of business and housing.
4. **Concept plan** which illustrates opportunities for future land use, development patterns, and supportive public improvements.
5. **Circulation plan** which describes recommendations for improved access, circulation, parking, and operations to better connect portions of the Station Area and its surroundings.
6. The **Implementation strategy** provides a summary of redevelopment tools and incentives, along with a phased implementation strategy for improvement and development.

The Lemont Station Area Plan document compiles the results of these activities and provides an illustrated guide for the Village and its redevelopment partners.

Project Team:

The Lemont Station Area Plan Study was coordinated by the Project Team consisting of:

- Village of Lemont
- Regional Transportation Authority (RTA)
- Metra
- Pace

Public Involvement Process:

Public input and involvement is a key component in the Lemont Station Area Planning Study. Three public meetings were incorporated in the process to: a) maximize public participation; b) development momentum and support for the Station Area Plan; and c) ensure that local needs are articulated and incorporated in the Station Area Plan.

Town Hall Meeting: May 6, 2003. (Appendix 2) The first town hall meeting was held to present the project to the public, explain the goals and objectives of the Station Area Plan and to elicit public input. The meeting included group discussion and an analysis of the community's strengths, weaknesses, opportunities and threats as it relates to the Station Area. Attendance and participation at the meeting was very good. Several highlights included:

- The Hitchcock Plan emerged as an important reference for the study.
- The proposed bridge over the Sanitary and Ship Canal should be a strong consideration in the Concept Plan.
- The former Tri-Central Terminal brownfield property is in need of remediation, the level of which will be determined in part by the type of land use.
- Several strong development opportunities exist for mid-rise condominium and townhome developments, as well as infill retail development and mixed-use projects.

Town Hall Visual Preference Survey: July 24, 2003. (Appendix 2) To ascertain the community's preferences regarding the aesthetics and character of the future Station Area, a pictorial and illustrative survey was presented at the meeting. Participants were asked to record their likes and dislikes regarding existing and proposed physical elements that define the Station Area. These elements included physical amenities, architectural character, and new construction standards and styles. The results of this survey are discussed in Section 3 of this report.

Town Hall Meeting/Open House: March 24, 2004. (Appendix 2) This open house was designed to provide the community with an opportunity to review the progress made to date by the Project Team, ask questions about various aspects of the study and submit comments. A presentation was given highlighting several aspects of the Station Area Plan Study including:

- Introductions & Analyses
- Visual Preference Survey
- The Planning Process
- Draft Plans: Concept and Circulation

Following the presentation, audience members were encouraged to visit the various information stations that were set up in the room documenting several important components of the Lemont Station Area Study. Each station was staffed by members of the Project Team, who were available to answer questions and receive public comment. Forms were also provided on which people could write formal comments related to the Lemont Station Area Study.

Minutes from each of these public meetings are included in Appendix 2.

Organization of the Lemont Station Area Plan

The *Lemont Station Area Plan* includes six sections:

1. **The Lemont Station Area** describes the physical and historical context of the Station Area as a multi-modal transportation hub.

2. **Existing Conditions** presents an overview of the existing conditions within the Station Area, including the land use, zoning, physical conditions and urban design elements.
3. The **Findings and Analysis** section summarizes the issues and potentials for three important components of the Station Area planning assignment including
 - a. A market analysis specifically focusing on the retail and residential market conditions and potentials within the Lemont Station Area;
 - b. Multi-modal transportation analysis that addresses access and circulation issues, public transit, pedestrian and bicycle facilities, parking and wayfinding signage; and
 - c. An historic preservation analysis that addresses the historic elements, architectural details and massing that comprise the historic downtown.
4. **Concept Plan and Circulation Plan**, which outlines: a) the overall vision for the Lemont Station Area; b) sets forth the principles and objectives for the Station Area redevelopment; and c) identifies the zoning and development control recommendations for the Station Area.
5. **Opportunity Sites** highlights: a) specific properties that may have potential for improvement and/or redevelopment in the future; and b) preliminary recommendations for each site.
6. **Implementation** outlines the actions and next steps to be undertaken in order to implement the *Lemont Station Area Plan*.

Section 1:

Lemont Station Area

Section 1: Lemont Station Area

This section presents the study area for the Lemont Station Area Plan and describes the physical and historical context of the Lemont Station Area Plan. Local and regional forces have shaped the community over the last two centuries and continue to affect the area today.

Community Setting

Lemont is located in Cook County, approximately 28 miles southwest of downtown Chicago. The Village is strategically located on the Metra Heritage Corridor Line, which provides service from downtown Chicago to Joliet. Lemont also has good proximity to Interstates 55, 80 and 294, as well as the proposed extension of I-355.

Station Area

The Lemont Station Area is generally bounded by Porter Street on the south, Pruyne Street, extended on the east, Browns Drive on the west, and the Sanitary and Ship Canal on the north. The Station Area encompasses downtown Lemont, the Lemont Train Station, adjacent residential neighborhoods, and the industrial properties north of the I&M Canal.

Figure 2. Lemont Municipal Boundary

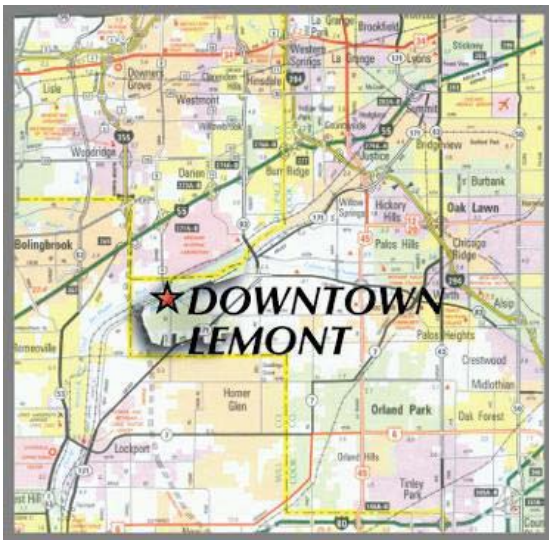


Figure 3. Lemont Station Area



To preserve Lemont's historic heritage, active efforts have been undertaken in recent years to revitalize the downtown area, while maintaining its distinctive architectural presence. As one of the communities along the I&M Canal National Heritage Corridor, much of the recent success within the Station Area relates to tourism.

Key aspects of the Lemont Station Area are highlighted below.

- The Station Area is served by the Metra Heritage Corridor Line, with a historic limestone station building along the north side of Main Street in the western portion of downtown. The service operates in the weekday peak periods between Joliet Union Depot and Chicago Union Station. Service on the Heritage Corridor Line has increased in recent years, and ridership is continuing to grow.



- The Station Area is accessible by Lemont Road/State Street, which is the major north-south arterial in the Village. Lemont Road provides direct access to Interstate 55 north of the Village. East-west access is provided by Main Street, which connects with Archer Avenue (Route 171) east of Lemont and New Avenue west of the downtown. Archer provides connections to Interstates 80 and 294. The eventual extension of I-355 will also enhance access to downtown Lemont.
- Lemont's downtown commercial core encompasses a variety of business uses. In addition to small-scale infill development, older properties around the periphery of the downtown, many of which are underutilized at the present time, may offer redevelopment opportunities in the future.
- The "walkability" of downtown is one of downtown Lemont's greatest assets. This has been a strong priority of the Village over the years, exemplified by recent streetscape improvements along Main Street, Canal Street and Stephen Street. However, additional projects should also be considered to further improve the "pedestrian-friendliness" of the Station Area, in particular to overcome topographic barriers and street interruptions. The Village should continue to take advantage of their involvement in the "Walkable Communities" program offered by Chicago Area Transportation Study (CATS).
- Recreation is an important component of downtown Lemont. The Village is working on enhancement of the I&M Canal Trail, which passes through downtown. Several neighborhood parks and open spaces are located near the Station Area. Small decorative parks are located along the Main Street and Stephen Street corridors, adding significantly to the quality and character of downtown Lemont.
- Downtown Lemont is one of the most attractive and historically significant downtowns in the Chicago metropolitan area. The use of native limestone as a primary building material in the core area has achieved an aesthetic cohesiveness and sense of history that is very appealing. The changes in topography provide scenic views of downtown and nearby neighborhoods, the Des Plaines River corridor and ridgelines, and, on clear days, skyline views of Chicago.
- The Village's local Historic Preservation Program and Historic Preservation Commission, the downtown Heritage Committee, and other preservation advocates have done an excellent job of retaining downtown's historical resources. These historic assets are essential to the image and appeal of Lemont. The adoption of new *Design Guidelines* should help ensure that future improvements and new developments complement the historical character of downtown.

Historic Lemont

Settled in 1836 and incorporated in 1873, the Village of Lemont is one of the oldest communities in northeastern Illinois. Lemont's history originated with the construction of the Illinois and Michigan (I&M) Canal, which linked the Mississippi River and the Great Lakes. Subsequent quarrying, railroad, canal construction, and other employment opportunities brought new residents to the Lemont area. Several transportation modes have been integral to the early development of the community and are strong forces in shaping the Lemont Station Area Plan.

I&M Canal

The opening of the Erie Canal in 1825 created the link between the Great Lakes and Eastern seaboard and served as the impetus for the development of the Illinois and Michigan Canal which would provide a long awaited, continuous water highway stretching from New York to New Orleans.

Construction of the I&M Canal began in 1836 and faced numerous hurdles including a shortage of workers, an economic crisis and state bankruptcy. When it was completed in

1848, the canal covered 97 miles extending from Chicago to La Salle and contained 17 locks, 4 aqueducts, and a pumping station at Bridgeport in Chicago. The water supply came via the Chicago, Des Plaines, Little Calumet, Kankakee, and Fox Rivers.

In its first few years the canal exceeded the expectations of even its most ardent supporters, opening new trade markets and making passenger travel quicker. Corn, wheat, lumber, stone, coal, as well as beef, pork, sugar and salt were among the commodities shipped on the canal.

The I&M Canal also carried on a lively passenger trade between 1848-1854. In the 1850s and 1860s the nation increasingly shifted to rail transport and thousands of miles of railroad were built. Within six years of the I&M Canal's opening the completion of railroads that paralleled the canal route ended passenger traffic via the canal.

The I&M Canal remained profitable until 1866, and shipped a record tonnage in 1882. After 1900 use of the canal declined dramatically. There was a brief resurgence during World War I, but after this the canal fell into disrepair and was dubbed a "tadpole ditch." The opening of the Illinois Waterway in 1933 signaled the end of the canal's shipping history and the beginning of its transition to recreational use.

A preservation effort in the late 1960s/early 1970s led to the creation of the 61-mile I&M Canal State Trail extending from Joliet to LaSalle. New trails are under development that will extend the Canal State Trail to recreational trails in Lemont and continuing as far east as IL Route 45. The I&M Canal National Heritage Corridor was established in 1984 (and the Corridor Commission will sunset this year) as a new form of "partnership parks" indented to preserve the diverse historic sites and natural areas along the nearly 100 miles of the I&M Canal from Chicago to LaSalle/Peru.

Lemont acquired 4.5 miles of the Illinois and Michigan Canal from the State of Illinois in 1970. Today the typical canal section consists of a 60 foot wide channel between two 90 foot wide "reserve strips," making a nearly continuous 240 foot greenway through the Village.

Burlington Northern Santa Fe and National Canadian/Illinois Central Railroads

Increased commerce, slow travel on the canals, and continuous delays at locks brought about the construction of the two railroads passing through Lemont. One railroad is the Burlington Northern Santa Fe Railway (BNSF), originally called the Chicago & Alton Railroad then known as the Chicago St. Louis and Western Railroad. The BNSF passes through Lemont on an elevated rail line bridged over the waterways. The second is the Canadian National/Illinois Central (CN/IC) Line, on which the Metra Heritage Corridor Line and Amtrak operate. These tracks run through Lemont at street grade level.

Construction of the railroads in the region started in the mid 1800s and was completed by 1900, replacing the slow canal barge method of travel and shipping. Railroads transported both passengers and freight to the western front in the early days. To a lesser extent, the railroads offered transportation for people who opted to move into a quieter environment in a small town away from Chicago prior to the subsequent suburban sprawl after WW II.

Stephen Street Bridge

Originally, Stephen Street was the only major north-south arterial through the central business district, connecting Lemont to Downers Grove and other nearby suburbs. Stephen Street crossed the three waterways at the northern edge of the Village. Today Stephen Street dead-ends at the remains of the old bridge over the I&M Canal.

The bridges consisted of two different types. The bridge over the I&M and Sanitary Canal was a narrow steel skeleton bridge allowing only alternating traffic from each north-south direction. Farther north on Stephen Street was the masonry bridge over the Des Plaines River, consisting of arched openings at the water line.

Both bridges were in advanced deteriorating condition and approaching dangerous passage in addition to limited width of the steel bridge to effectively move traffic.

Lemont Road – State Street Bridge

The poor condition and inadequate regional access provided by the Stephen Street bridges led to the development of Lemont Road and the State Street Bridge. The Lemont Road and State Street Bridge, locally referred to as the high rise bridge, was completed in 1984 with one span crossing both rail lines and the three waterways. Significant debate was part of the initial planning and the location of the bridge. Discussions related to a reduced approach in order to discourage through traffic and provide some access into the downtown were part of the considerations. The current intersection at Lemont Road (State Street) and Illinois Street provides turns into the central business district.

Lemont Today

Lemont today is characterized by natural terrain and the historical bluff just south of downtown, which creates a beautiful setting to visitors coming from Lemont Road. The view creates a strong gateway to Lemont and is a significant asset to be preserved and enhanced by future development plans.



The Village's population has grown rapidly in recent years, from 7,348 in 1990 to 13,089 in the year 2000. Residential growth has continued to increase in the years since the 2000 Census. The Village expects a special census in the fall of 2004 to count a population of over 15,000 persons.

Downtown Lemont has a diverse collection of businesses that primarily serve residents of Lemont and surrounding suburbs. Nearby industries and residential neighborhoods also add to the life and vitality of downtown. Location of the downtown within the Illinois & Michigan Canal National Heritage Corridor creates opportunities for patronage by tourists as well.

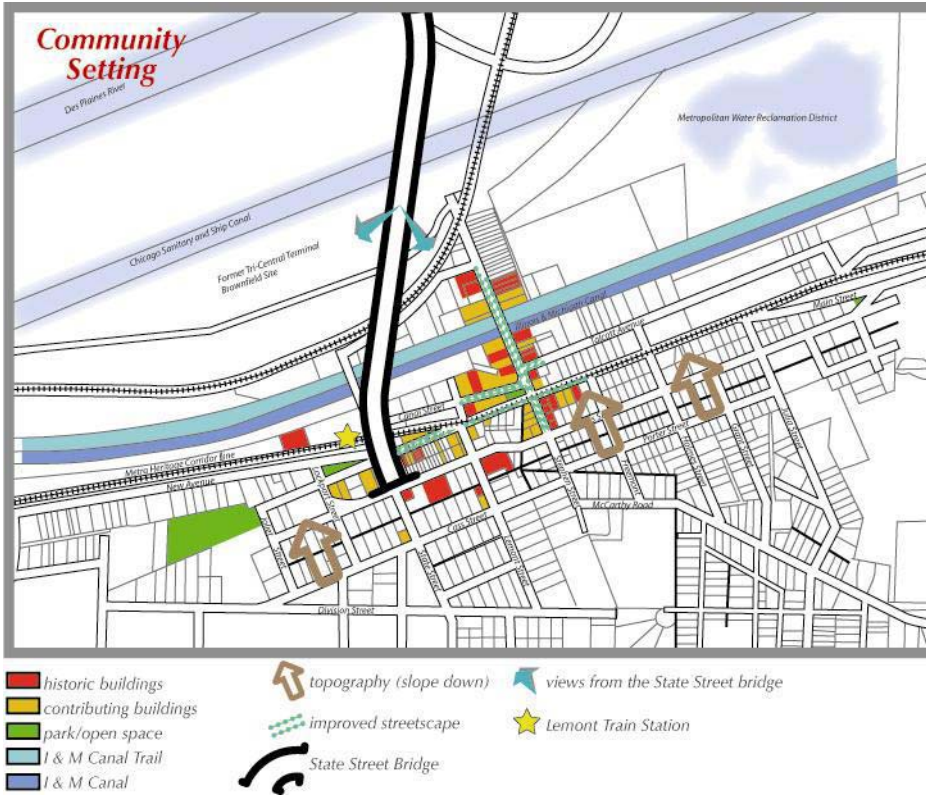


As one of the communities along the I&M Canal National Heritage Corridor, much of the recent success within downtown relates to tourism. Lemont's mid- to late-nineteenth century development is evident in the character of many commercial, public, and residential buildings. These buildings contribute to the strong historic character of the downtown. Community assets including the Lemont Train Station, Village Hall, and several historically significant buildings are illustrated in Figure 4. Community Setting.

Streetscape improvements also enhance the pedestrian environment as do the mature trees that line neighborhood streets. The bluffs of the Des Plaines River Valley forest preserves, wildlife areas, golf courses, bicycle trails, local parks and open spaces further enhance

Lemont's community setting. Other factors that have enhanced the reputation of Lemont include the Western Open golf tournament and an excellent school system.

Figure 4. Community Setting



Section 2:

Existing Conditions

Section 2: Existing Conditions

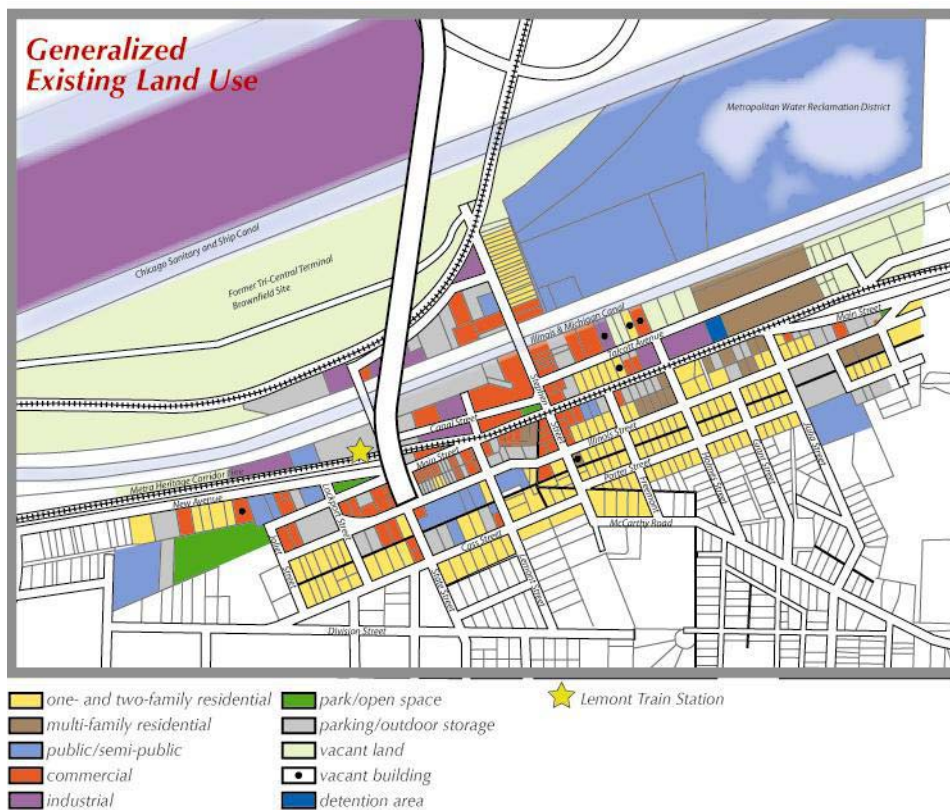
This Section describes existing conditions within the Lemont Station Area, including: a) existing land-use, b) current zoning, c) physical conditions, and d) urban design. Traffic access, circulation and parking are described in Section 3, Analysis and Findings.

Existing Land-Use

Downtown Lemont is a mixed-use area containing a wide variety of retail, service, office, and other commercial uses; governmental facilities and public and quasi-public uses; light and heavy industrial properties; parks and open spaces; and residential uses.

Figure 5 illustrates the generalized existing land-use in the Station Area, based on surveys undertaken in June 2003. The existing land-use pattern is an important element in determining improvement and development potentials within the Station Area.

Figure 5. Generalized Existing Land Use



Commercial Uses

Commercial uses within the core of Downtown include retail shops, restaurants, taverns, gift shops, home improvement stores, business and personal services, and office uses. Several auto-oriented commercial uses are located around the periphery of the Station Area, including auto repair shops and service facilities.

Most retail and service uses are located along Stephen, Main, and Canal Streets, which is Downtown Lemont's primary pedestrian shopping area. Most commercial uses in this area are relatively small, ranging in size from 500 to 5,000 square feet.

- Commercial uses along Main Street include Budnik’s Drug Store, Seattle Sutton’s Healthy Eating, Lemont National Bank, Premier Furnishings, and Totura Foods.
- Commercial uses along Stephen Street north of the CN/IC tracks include Old Town Restaurant, Brandt Cellars, La Dolce Vita, Stonecutters, Chaos Kids, Dillon’s, Koo Koo’s Nest, and the multi-tenant Stanton Building.
- Commercial uses along Canal Street include Touch of Class Fashion Center, Allegro Music, Canal Street Pub, and Canal Street Candles.



A limited number of commercial uses are also located along Illinois Street, including Markiewicz Funeral Home; and along Talcott Avenue, New Avenue, and River Street, north of the I&M Canal.

Industrial Uses:

Several industrial uses, including distribution and small-scale construction trade establishments are located in the blocks between Main Street and the I&M Canal. These include DuPage Pumps and Southwest Fireplace on Talcott Avenue; and Lemont Rental, O’Brien Construction, and a lawnmower repair establishment on Canal Street.

More extensive industrial and intensive businesses are located along River Street north of the I&M Canal, including a charter bus service, auto repair shops, a custom cabinet manufacturer, a heating and cooling business, a marine towing facility, and a small office/industrial center located behind the US Post Office.

Heavy industrial development is located north of the Sanitary and Ship Canal. Industries in this area include concrete and marine facilities west of the State Street Bridge, and several mulch facilities east of the bridge.

Public and Semi-Public Uses:

Downtown Lemont has a number of public and quasi-public uses that add to the character of the area. Many of these have architectural and historic significance, and several feature downtown Lemont’s distinctive limestone construction.

Historic public buildings include Village Hall, St. Patrick’s Church, St. Matthew Lutheran Church, the Lemont Historical Society, the US Post Office, and the Lemont Metra Commuter Station.



Other public and semi-public uses include the Police Station, Lemont Township High School, fire station, the Lemont Safety Village, the Lemont Water Reclamation Plant of the Metropolitan Water Reclamation District, and the VFW Post.

Residential Uses:

The residential neighborhoods that border downtown to the south add to the overall image and ambiance of the area. Several of the single- and two-family homes along Illinois, Porter and Cass Streets have historical interest.

Smaller clusters of homes are located along Main Street, New Avenue, Talcott Avenue, and Stephen Street north of the I&M Canal. Although they are among the oldest surviving dwellings in Lemont, these homes are physically isolated and are not part of a larger neighborhood environment. Some are surrounded by business activities.

Several multi-family residential developments are located within the downtown, including the new Grace View Senior Housing located on Talcott Avenue. Smaller, older multi-family developments are located along Main and Illinois Streets, some of which are quite dated and have few amenities. The older apartment buildings are not compatible with the historic quality of downtown Lemont. Finally, there are apartments above many of the shops on Stephen, Main, and Canal Streets.



Vacant Land and Buildings:

Most vacant land and buildings within the downtown are located in the blocks north of Main Street. The largest vacant properties include the former Tri-Central Terminal site and the vacant area north of the BNSF Railway. Several vacant parcels and vacant buildings are also located along Talcott Avenue.

These vacant properties may offer opportunities for new residential, commercial, recreational or mixed-

use development in the future. It is of particular interest that these vacant and underutilized properties surround several of the Village's greatest assets including the waterfront and the Lemont Train Station.

Surface Parking and Outdoor Storage Areas:

Downtown Lemont is served by a number of small surface parking lots. While most parking lots in the core of downtown are located behind buildings or at mid-block locations, many are not well maintained.

Because of the large number of industrial and heavy commercial sites in downtown, outdoor storage areas are also a prominent feature. Few storage areas are screened and landscaped, and several are visible from major roadways and pedestrian ways that pass through the downtown.

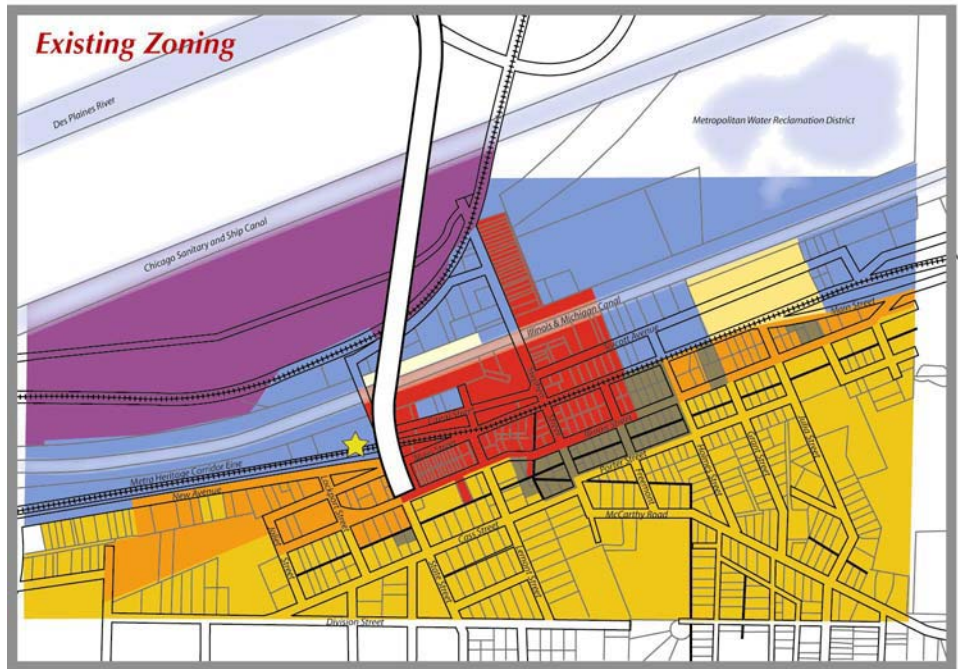
Current Zoning

Zoning establishes the types of uses that are allowed on specific properties, and helps regulate the size and shape of buildings and the intensity of development.

Lemont's current Zoning Ordinance was adopted on March 22, 1999. The Village's zoning provisions include thorough requirements pertaining to land use, building placement and size, signs, landscaping, parking and loading, fences, and accessory structures and uses. Performance standards apply to all Districts, reducing off-site land use impacts and conflicts between different types of uses. The Zoning Ordinance is amended as required to meet the changing needs of the Village; revisions are expected with the implementation of the Lemont Study Area Plan. Existing zoning does not provide optimal transition between incompatible land uses, and lacks design controls.

Current zoning within the Station Area is illustrated in Figure 6. The zoning districts present within the area are briefly described below.

Figure 6. Existing Zoning



- | | | |
|---|--|---|
| R-1 single-family detached residence district | B-2 historic business district | Lemont Train Station |
| R-3 single-family detached residence district | B-3 arterial commercial district | |
| R-4 single-family detached residence district | M-1 manufacturing district | |
| R-6 single-family attached & multiple-family residence district | M-3 manufacturing district | |

Residential Districts

Residential zoning districts in Lemont are intended to preserve and protect the character and quality of single-family and multi-family areas and provide for complementary uses (such as schools or churches) and low-intensity land uses such as limited agricultural areas or golf courses). All Residential Districts allow for home occupations, certain temporary buildings, group homes, day care centers, accessory uses, and other “special uses” under certain conditions. The Residential Districts vary as to the density of dwelling units and building patterns. Higher-density Districts permit additional supportive land uses to serve more people living nearby. Except for the R-6 District, building heights may not exceed 40 feet (or 35 feet for residential structures).

The residential zoning districts represented in the Station Area are illustrated in Figure 6 and described below:

R-1 through R-4 Single-Family Detached Residence Districts - provides for single-family detached homes on lots ranging from 12,500 to 3 acres or more.

R-5 Single-Family Attached Residence District - allows the uses permitted in less-intense districts plus single-family attached townhomes up to four units per building, duplexes, and two-flats.

R-6 Multi-Family Residence District - is intended to provide for multiple-family dwellings, along with other uses permitted in R-5 and certain other low-intensity uses. Multiple-family dwellings are limited to 2.5 stories except by special approval.

The R-6 Single-Family Attached and Multi-Family Residence District - allows for unified development opportunities where more than one multi-family building may be present on the same zoning lot.

Generally, these residential districts reflect the various types of housing styles and densities available throughout the community. Given the strong residential market in the Sta-

tion Area zoning should reflect desirable housing densities that enhance the vitality of the Station Area while maintaining the distinctive character of the community

Business Districts

Lemont's Business Zoning Districts intend to promote public convenience, economic benefit, appropriate connections and separations among business and other land use types, and adequate supportive facilities (such as parking). The two business districts represented in the Station Area are illustrated in Figure 6 and described below:

The B-2 Historic Business District- is designed to accommodate prime retail trade activities of Village-wide and regional significance, located within the core of Lemont's downtown area.



The B-3 Arterial Commercial District - provides a wide range of specialized commercial and business uses including highway oriented service and commercial types of establishments to serve a trade area embracing a large segment of the region.

The two business district classifications effectively distinguish the types of commercial development in the Station Area but have not contributed to the integration of the areas east and west of Lemont Road/State Street. The current business district classifications would benefit from stronger development and design standards and guidelines to ensure the character and scale of development and communicate clear objectives to owners and developers.

Manufacturing Districts

The Manufacturing Districts are intended to accommodate industrial land uses without negative impacts on other properties. As in other zoning districts, performance standards limit the off-site impacts (noise, light, odor, etc.) from land uses. The two manufacturing districts represented in the Station Area are illustrated in Figure 6 and described below:

M-1 Manufacturing District - permits light manufacturing, assembly, and storage facilities and is intended for industrial activities that require a pleasant and nuisance-free environment and are compatible with adjacent commercial or residential uses.

M-3 Manufacturing District - is intended for heavy industrial uses including manufacturing and materials processing and requires special use approval for activities such as smelting, asbestos manufacturing, recycling plants, and other very intensive industrial facilities.

While most of the manufacturing uses in the Station Area are light industrial in nature, they are incompatible with the overall concept for a more vibrant, pedestrian oriented, mixed-use Station Area and should be phased out as redevelopment opportunities arise.

More detailed zoning recommendations are included in *Section 6, Implementation Plan* of this report.

Physical Conditions

While most of downtown Lemont is well maintained and has an historical, small-town image and character, certain properties are poorly maintained and should be improved in the future. Although not characterized by severe deterioration, a number of unattractive features and conditions combine to give portions of the Station Area an appearance of decline and neglect. If not corrected, these conditions could inhibit opportunities to attract new investment and development. Issues and concerns related to physical conditions are highlighted below.

Structural Conditions

Most buildings within the Station Area are structurally sound, and few buildings have major condition problems. Attractive, historical buildings located at the sidewalk line characterize the core of downtown. Some effort has been undertaken to coordinate colors, signage, awnings, and other façade features.

However, a number of industrial and commercial properties around the periphery of the Station Area are characterized by deferred maintenance and minor condition problems. Several commercial buildings also have a tired and dated appearance, including many along the east and west ends of Main Street, which serve as “gateways” to downtown. While these conditions may not be significant at the present time, they do detract from the overall image and perception of the area.

Several older homes along Illinois, Porter and Cass are also characterized by deferred maintenance and minor condition problems that should be corrected. In addition, the older multi-family developments located along Main and Illinois Streets are not compatible with the historical character of downtown Lemont.

Vacant Properties

While vacant properties are not prominent within downtown, several vacant parcels and buildings are highly visible from the major roadways that pass through the downtown and Station Area. In general, vacant properties are not maintained and detract from the image and appearance of the Station Area.

For example, the vacant land along the north side of Main Street at the eastern end of the Station Area is visible to both passing motorists and Metra commuters. In addition, the vacant land and buildings north of the I&M Canal, particularly the former Tri-Central Terminal site, can be seen by motorists entering downtown via the State Street Bridge.

Parking and Outdoor Storage

The image and appearance of parking lots are also a concern. Many parking lots along Main Street, one of the most visible parts of downtown, have gravel or dirt surfaces. Several are protected by chain-link fencing, which is not compatible with the character of downtown. Few parking lots are screened with landscaping or ornamental fencing.

Because of the large number of industrial and heavy commercial sites around the periphery of downtown, outdoor storage areas are also a concern. Few storage areas, including waste containers, are screened or landscaped, and several are visible from major roadways and pedestrian ways that pass through the downtown.

Site and Infrastructure Conditions

A number of commercial and industrial uses located outside the core of downtown are located on separate, free-standing properties, with little coordination between adjacent sites in terms of building placement and orientation, access drives and parking areas, signage, and site landscaping. Additionally, many



industrial properties have poorly maintained sites and buildings, gravel or dirt parking areas, little landscaping, and unsightly outdoor storage areas.

Several streets that pass through downtown have surfaces in poor condition. Outside the core, many streets have deteriorated and/or intermittent curbs and gutters, gravel or dirt parkways, and inconsistent sidewalk treatment. Unimproved roads are particularly prevalent around the waterfront area including River Street.

Streetscape and Pedestrian Amenities

Many of the streetscape improvements recently undertaken along Main Street, Canal Street and Stephen Street have improved the pedestrian-friendliness of the area and created a very “walkable” downtown.

However, pedestrian amenities could be further improved to enhance safety and help link various parts of the Station Area. Improvements should include: a) pedestrian crosswalks, particularly along Main Street; b) additional landscaping and other streetscape improvements along major traffic and pedestrian routes; c) wayfinding and directional signs; and d) more extensive gateway features.

Railroad Corridor

Many people get their first impression of Lemont as they pass through the Village on the commuter train. Unfortunately, except for the area immediately around the commuter station, the railroad corridor is not well maintained. This area is also highly visible to motorists along Main Street. More extensive landscaping along the tracks would significantly enhance the appearance of the Station Area to passing commuters.

Additional attention should be given to the back sides of many commercial and industrial buildings which are unsightly and poorly maintained but are visible from the commuter train. Any improvements proposed within the CN/IC right-of-way would need to be discussed with the CN/IC.

Urban Design

Downtown Lemont has a number of urban design features that together have established it as one of the most attractive and historic downtowns in the Chicagoland metropolitan area. Highlighted below are urban design features that should be preserved and protected, as well as opportunities for urban design improvements and enhancements. The Historic Preservation Commission has adopted *Design Guidelines* to preserve the historic character of downtown by encouraging consistent and complementary urban design elements in all future improvements and developments.

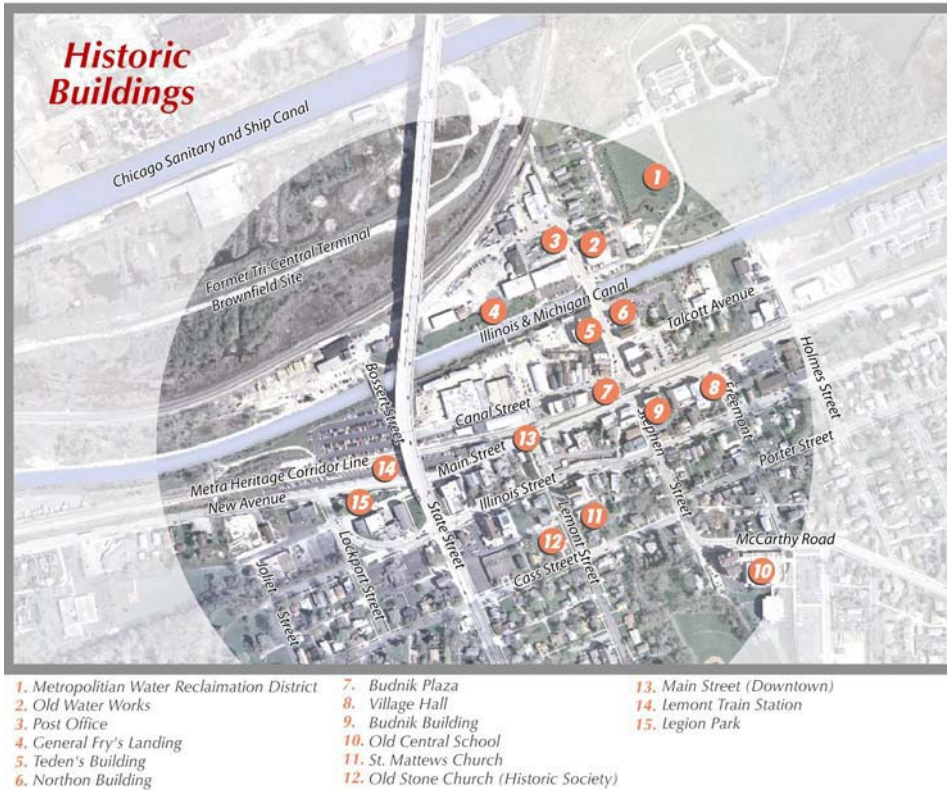
Historically Significant Buildings

The Station Area encompasses one of the oldest portions of Lemont. It is a part of the original settlement area of the community, and the commercial core and nearby neighborhoods have a “sense of history” that is not present in the Village’s newer development areas.

There are a number of buildings within the Station Area that have architectural and/or historical significance. The Village’s local Historic Preservation Program and Historic Preservation Commission, the downtown Heritage Committee, and other preservation advocates have done an excellent job of retaining downtown’s historic resources. It is essential that these structures be preserved and protected in the future.

In addition to the historic buildings highlighted above, a number of other older structures within the commercial core also contribute to the unique quality, scale, and character of downtown. Most of these buildings, highlighted in Figure 7, are located along Main Street, Stephen Street and Canal Street.

Figure 7. Historic Buildings



Recent Construction

Several of the recent commercial and residential projects within the Station Area are not compatible with the historical character of downtown. These include the apartment buildings along Main and Illinois Street, and the Lemont National Bank. The adoption of the *Design Guidelines*, together with the Station Area Plan, should ensure compatible new development within the downtown.

Commuter Station

The Lemont Metra Station is an historic limestone building located on west Main Street. Unfortunately, the Lemont Train Station is separated from the commercial core by the State Street Bridge and several industrial properties. The number of commuters using the station will continue to increase based on the projected increase in household growth and an increase in commuter parking, adding to the need for improved pedestrian and bicycle access and amenities. Ways to better link the Lemont Train Station to other transportation modes, as well as enhancing nearby shopping and residential areas are explored in this study.

As new projects are constructed within downtown, particularly residential developments, it is essential that these be linked via pedestrian walkways to the Lemont Train Station and bicycle trails.

Parks, Trails, Open Space and Recreation

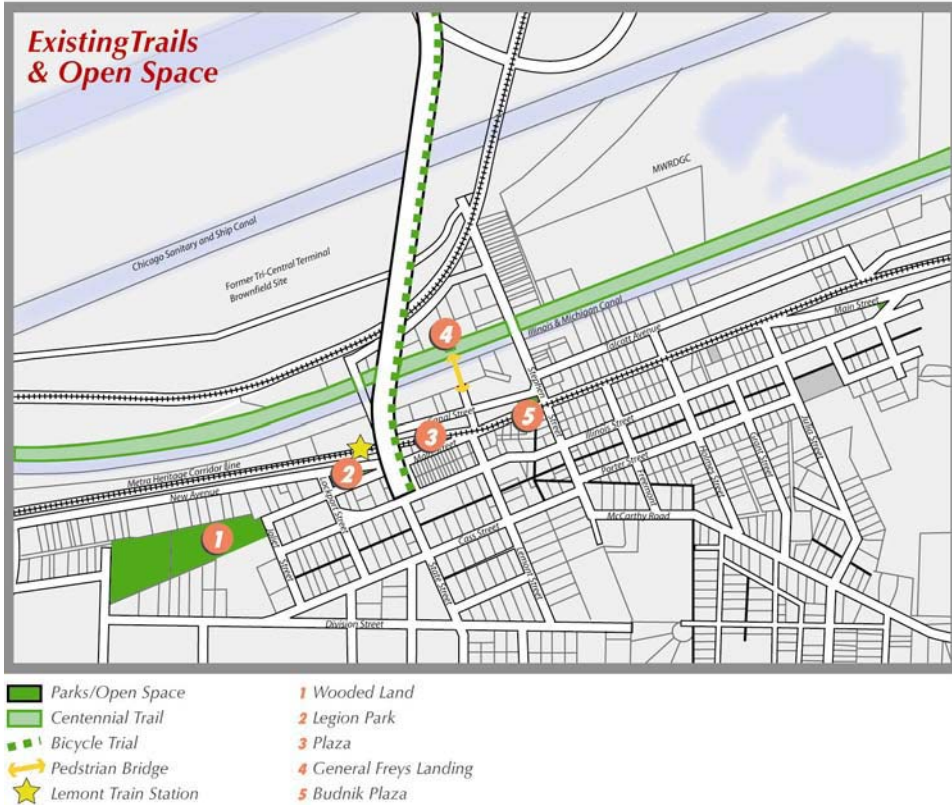
Recreation should be an important component of the downtown mixed-use area. Existing recreational features should be strengthened, and opportunities for additional park land within the Station Area should be explored. Many of these features are illustrated in Figure 8 below.

Several neighborhood parks are located around the periphery of downtown. Small open spaces and decorative parks are also located along Main Street and Stephen Street that add to the quality of downtown. These include a gazebo at Legion Park, a clock tower in Budnik Plaza, and a World War II Memorial on Main Street.

The Village is working with various Heritage Corridor agencies to enhance the I&M Canal Trail; possible boat or bicycle rental and other services could also bring more customer traffic to the area.

The vacant land north of the I&M Canal may have potential for a large new park and recreational area to serve the downtown area and greater Lemont community.

Figure 8. Existing Trails and Open Space



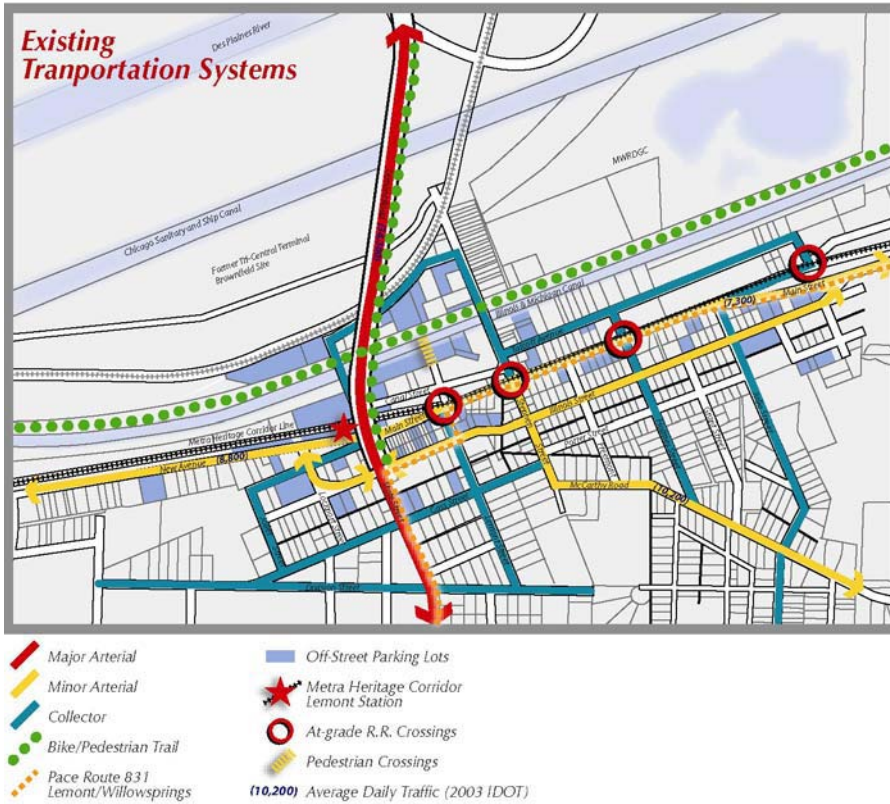
Existing Transportation and Parking

The existing transportation and parking elements of the Station Area are complex and multi-layered. Understanding these issues and working within the existing transportation framework are integral to the successful revitalization of the Station Area. Figure 9 illustrates the existing transportation systems within the Station Area.

Access and Circulation

The Lemont Station Area is accessible by the major north-south street in the Village, Lemont Road/State Street. Lemont Road provides the only access to the downtown area from the north since it is the only roadway with a bridge over the Sanitary and Ship Canal. Lemont Road provides direct access to Interstate 55 three miles north of the Station Area. East/west access is provided by Main Street, which connects to Archer Avenue east of Lemont and New Avenue west of downtown. Archer Avenue (Route 171) provides connections to Interstates 80 and 294.

Figure 9. Existing Transportation Systems



The combined Lemont Road/State Street is built on a viaduct that essentially bypasses much of the downtown area. Access between the Station Area and Lemont Road/State Street is through the signalized intersection with Illinois Street. Lemont Road-Illinois-Lockport-New and Lemont-Illinois-Main Street are major truck routes through the Station Area.

Main Street and Stephen Street are the primary streets within the downtown area. The intersection of Main Street with Stephen Street is the only signalized intersection in the core downtown area. Other intersections are either four-way stops or two-way stops.

Because of the presence of the two railroads and three waterways, circulation between downtown and neighboring areas is limited. At-grade crossings of the CN/IC Railroad exist at Lemont Street, Stephen Street, Holmes Street and Pruyne Street (shown on figure 9). Currently, Stephen Street and State Street (Ed Bossert Drive) cross over the canal. Only Stephen Street, via a low clearance, two-lane underpass under the BNSF Railway, provides access to the former Tri-Central Terminal Brownfield Site.

Street approaches to the Station Area from the south exhibit slopes of 5 to 10 percent, which affect the ease of movement.

Rail

Metra Heritage Corridor Line, as shown in Figure 10, serves the Village of Lemont and operates in the morning and evening peak periods (peak direction only) on weekdays between Joliet Union Depot and Chicago Union Station along the Canadian National/Illinois Central (CN/IC) Railroad.

Metra increased service on the Heritage Corridor Line in April 1999 from two to three trains both in the morning and evening peak hours. Ridership has grown rapidly, increasing by an average of 4.8% per year between 1983 and 1997. The additional train, additional commuter parking and additional household growth in the area led to a 16% increase in ridership from 1997 to 1999. In 2002, there were a total of 407 daily boardings at the Lemont Station.

Based on Metra's Fall 2002 Origin-Destination Survey, 76% of riders drive alone and park at the station, 8% carpool and park at the station, 12% get dropped off and 4% walk. Comparatively, system-wide averages for Metra commuters indicate that 54% of riders drive alone and park at the station, 4% carpool, 14% get dropped off, and 21% walk to the station.

According to the most recent *Origins of Park-n-Ride Passenger* data (spring 2002) for the Lemont Station, 48% of park-and-ride passengers at Lemont Station originate from Lemont. The balance of the ridership largely come from Lockport and Romeoville. This data was collected by obtaining license plate numbers of the vehicles parked in the station's commuter lots, matching these numbers to the Illinois Secretary of State database and then geocoding them to an address.

A study completed by LS Transit Systems (LSTS) in 1997 identified four locations where freight train tracks cross the Heritage Corridor at grade (see Figure 13) causing significant bottlenecks and impacting on-time performance and the potential to expand service on the Heritage Corridor Line. The Chicago Region Environmental and Transportation Efficiency (CREATE) program proposes to fund two of the four grade separations along the Heritage Corridor. The ambitious plan will take at least six years to complete once funding is secured.

Metra's ability to increase service is also limited by the number of passengers who can access the stations. There are 341 commuter parking spaces available at the Lemont Station. Ninety-six percent of the commuter parking spaces are utilized based on Metra's October 2003 parking counts. Metra typically begins searching for new parking opportunities when commuter parking utilization reaches 85%. Metra's ridership is closely tied to the number of parking spaces that are provided at a given station and the number of households within walking distance. Increased levels of service without the corresponding increases in parking supply and traffic infrastructure would greatly limit the station ridership potential.

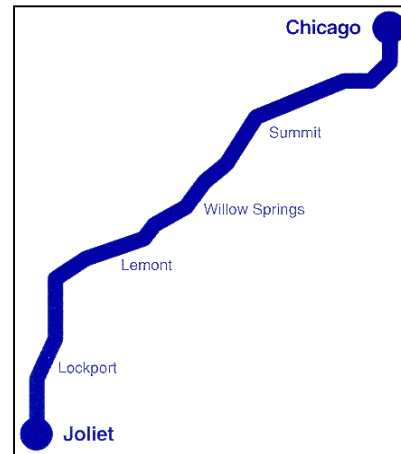
Lemont Brownfield Initiative

Lemont received a Brownfield Redevelopment Grant from the Illinois EPA for the 27-acre former Tri-Central Marina Terminal along the Chicago Sanitary and Ship Canal. Through the grant, the property has been entered into the Illinois Site Remediation Program (SRP) with the objective of identifying site contamination, achieving remediation, and bringing the site back into productive reuse. Additionally, ownership by the MWRD and current leasing policies inhibit residential re-use.

Two investigations have been conducted. The investigation results indicate that there is limited soil contamination. The type and costs of remediation have not been finalized, and will likely depend on the end use specified. Commercial/industrial end use may be preferable to residential use in order to minimize health and environmental risks to potential users.

The next steps are to complete the investigations, select the appropriate mix of uses, remediate the site, and redevelop the property.

Figure 10. Metra Heritage Corridor Line



Section 3

Findings and Analysis

Section 3: Findings and Analysis

As part of the Lemont Station Area Planning Study, more detailed analysis was conducted for several aspects of downtown Lemont. These include: a) Analysis of Properties Susceptible to Change; b) Market Analysis; c) Multi-Modal Transportation Analysis; and d) Preservation Character Analysis.

Properties Susceptible to Change

Historically, downtown Lemont grew around the industrial and commercial activity generated by its location along the I&M Canal with access to two freight lines. Over the last century, as the I&M Canal changed to recreational uses and market forces changed industrial needs, many properties within the downtown have given way to new uses. Even though downtown Lemont is fully developed and most existing uses are sound and viable, there will continue to be a market for and interest in new development and redevelopment.

While development and redevelopment could conceivably occur almost anywhere within the Station Area, there are several properties that appear to be more susceptible to change in the future. These include vacant land and buildings; incompatible land-uses; marginal and underutilized properties; properties subject to change because of their location; and properties lacking historical value.

Properties susceptible to change are highlighted in Figure 11, and generally described below.

Vacant Land and Buildings:

Several vacant parcels are scattered throughout the Station Area, including: a) the former Tri-Central Terminal site and nearby properties located between the I&M Canal and the Sanitary and Ship Canal; b) the properties located just east and west of Grace View Senior Housing; and c) several parcels located on the north side of Talcott Avenue, near Holmes Street. In addition, several residential properties south of Main Street have large lots, and some of these may be subject to development in the future.

While vacant buildings are not prominent within the Station Area, there are several along Talcott Avenue, just east of Holmes; the Old Mill Shops, located on New Avenue; and a vacant structure at the southeast corner of Illinois and Stephen Streets.

Marginal and Underutilized Properties:

This category includes properties characterized by underutilization, building and site concerns, such as minor structural deficiencies, deferred maintenance, deteriorated site improvements, age, or functional obsolescence. These properties might be improved and upgraded, or combined with nearby properties for redevelopment.

They include older commercial, industrial and outdoor storage areas located along the north and south sides of the I&M Canal that may have potential for redevelopment in the future. These properties could be suitable for new residential, commercial or mixed-use development, or could be improved and reorganized for either surface or structured parking.

Incompatible Land-Uses:

This category includes: a) several isolated residential properties along the east and west ends of Main Street that are bordered by commercial uses; b) the industrial and heavy commercial uses at Holmes and Talcott, which motorists and pedestrians must pass through in order to access the new Grace View Senior Housing; and c) the warehouse buildings along Canal Street (one of which is occupied by an Ace Hardware, which is not an incompatible use for a downtown but an underused building), which are located between the primary shopping area and the Lemont Train Station.

Properties Susceptible to Change Because of Location:

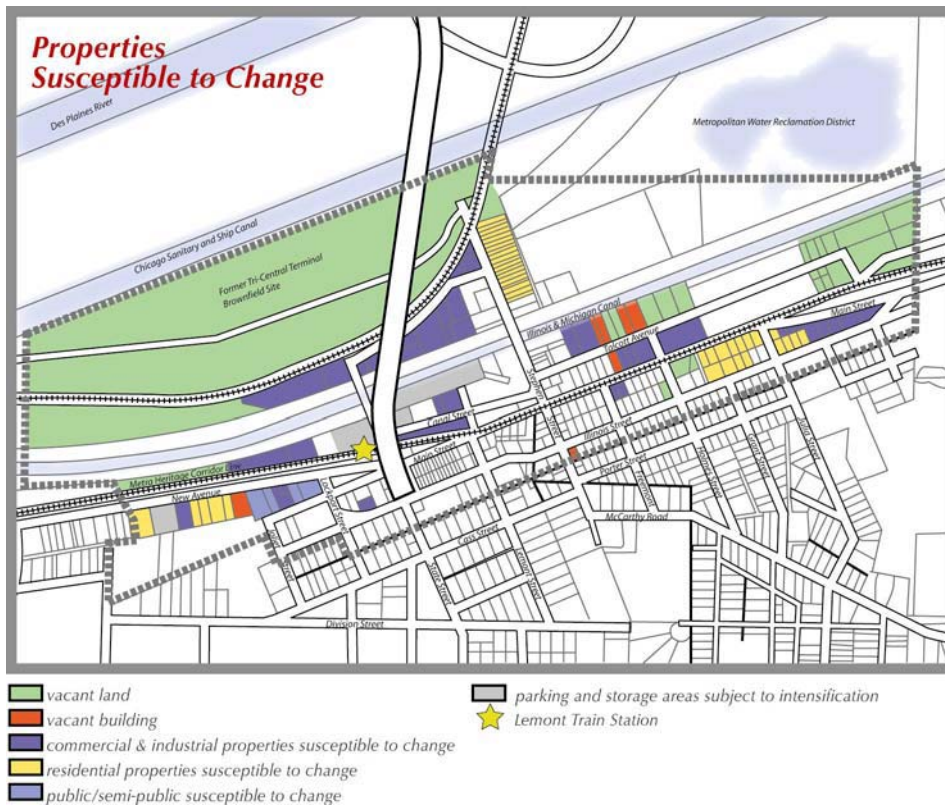
This category highlights businesses, quasi-public uses, and residential structures that may be subject to redevelopment due to their location. While these uses might be retained in the future, they might also be combined with adjacent properties to create larger and more desirable sites for redevelopment. They include:

- The small commercial and residential properties along the south side of Main Street, between Illinois and Julia Streets.
- The older multi-family properties and adjacent uses along the south side of Main Street, between Julia and Holmes Streets.
- The commercial, residential and quasi-public uses along New Avenue, between Lockport Street and the new Fire Station.
- The row of older homes along the east side of Stephen Street, north of the I&M Canal.
- The commuter parking area, which surrounds the historic Lemont Metra station building on the north side of New Avenue and the CN/IC tracks.

Properties Lacking Historical Value:

This category includes properties that have not been identified as historic or contributing historic buildings within the Historic Downtown core and may be subject to development in the future. These properties may include characteristics of some or all of the above conditions and might better contribute to the function and appearance of the area as new buildings that reflect the existing character of the Station Area.

Figure 11. Properties Susceptible to Change



Based on the presence of the properties described above, several “opportunity sites” have been identified within the Station Area that may represent opportunities for new commercial,

residential, recreational, mixed-use development, and consolidated commuter parking. Opportunity sites are described in Section 5.

Market Analysis

A market analysis for the Lemont Station Area was conducted to guide a realistic and coordinated long-range redevelopment plan for this area. The market analysis examines the market potentials for new and in-fill residential and retail development of the downtown area.

Methodology

The findings and recommendations set forth in this report are based on a combination of several data resources and research methods. Listed below are the tasks completed for the market analysis of the Study Area.

- Conducted key community stakeholder interviews, such as key Village personnel, representatives of the real estate industry, and community business leaders and residents regarding the Study Area and the market conditions for the above mentioned uses within Lemont.
- A complete list of the persons interviewed for this project is provided in the full Market Analysis (Appendix 3).
- Surveyed townhome/duplex/condominium development projects that have recently been completed, are currently under construction, or are in planning stages, to help assess the future residential potentials for the Study Area.
- Inventoried the existing retail developments in downtown Lemont, as well as within 3, 5 and 10-mile rings of the Study Area to determine current market conditions and potential future competition. These national retail categories include:
 - Grocery
 - Book Stores
 - Office Supply
 - Auto Supply
 - Electronics/Housewares
 - Other Retail/Fitness
 - Drug Stores
 - Discount Stores
 - Department/Junior Dept./Specialty
 - Video Rental
 - Home/Garden/Crafts Supply
 - Hotels

Analyzed secondary data evaluating the demographic, employment, household, and Multiple Listing Services (MLS) information at the trade area, City, and County levels.

- Reviewed the following past plans and studies, including:
 - Village of Lemont Comprehensive Plan, 2002
 - Valerie S. Kretchmer Associates. Economic Development Market Analysis. 1996.
 - Village of Lemont Economic Development Commission Report. 1996.
 - Decker and Kemp. A Preliminary Town Planning Analysis of Downtown Lemont, Illinois, April 1993
 - Trkla, Pettigrew, Allen & Payne, Inc. Downtown Lemont TIF Project and Plan. 1991.

This analysis evaluates 3, 5 and 10-mile ring trade areas, as illustrated in Figure 12. The 3-mile ring trade area is the typical trade area for the majority of retail businesses. However, smaller communities with populations of less than 30,000 persons, such as Lemont, retail trade areas are frequently larger than 3-mile rings because retail options are not as abundant as in denser areas, and residents are willing to travel further distances for retail purchases. In addition, some retailers consider their trade areas to be larger depending on their market definition, such as department stores, whose market areas are typically 10-mile rings or more. The larger ring areas also help evaluate market conditions for other uses such as office, industrial, and residential. Therefore, demographic and economic data have been included at the 3, 5, and 10-mile ring areas.

Figure 12. Trade Area



Demographic and Traffic Analysis

Demographic characteristics of the population and traffic counts play an important role in the redevelopment of the Station Area. Population, age, income, race, education, and traffic variables influence which retailers will consider the site, as well as indicating the potential buyer profile for residential units. Detailed tables illustrating these characteristics and trends are provided in the Market Analysis in Appendix 3. Highlights include the following:

Population and Household Trends

- Between the 1990 U.S. Census and 2000 U.S. Census, population increased at average annual percentages of 3.4%, 2.0% and 2.0% within the 3, 5 and 10-mile rings, respectively. The 2007 Claritas population projections forecast slightly lower annual increases in population from 2002 – 2007 of 1.6%, 1.5% and 1.3%, respectively.
- The 3-mile trade area is expected to gain an additional 394 people per year over the next five years. The 5 and 10-mile trade areas are expected to grow by 1,755 and 7,884 persons per year.
- Household trends track closely to population. Average household size in the 3-mile trade area is relatively stable at 3 persons per household.
- The majority of Lemont's 2002 population is white (92.5%).
- The 2002 median age for the 3, 5, and 10-mile rings is 37, 33, and 35 years old, respectively.

Employment and Income

- Household incomes are higher in the trade area than the U.S. and regional averages. Average annual household income for the 3-mile trade area is \$96,865, compared to the U.S. average of \$64,338.

- The income levels of the 3-mile trade area match those of the 10-mile trade area, demonstrating that the high income population is relatively evenly distributed across the area.
- In the 3-mile trade area, thirty-five percent of the households (2,668 households) have annual incomes above \$100,000.
- Over 60% of the workers in the 3-mile trade area work in managerial, professional, technical, sales or administrative jobs. An even higher proportion (70%) of the workers in the 10-mile trade area work in white-collar fields.
- The largest employer in the trade area is Argonne National Lab (4,500 employees).
- According to our interviews, other workers commute outside the trade area – to downtown Chicago or suburban office corridors – for work.

Educational Attainment

- Twenty percent of the population in the 3-mile trade area hold a bachelor degree or higher. Thirty-two percent of the population in the 10-mile trade area hold a bachelor degree or higher. In the Chicago MSA, thirty percent of the population holds a bachelor degree or higher.

Residential Market Analysis

Townhome/duplex/condominium development projects that have recently been completed, are currently under construction, or are in planning stages, were surveyed to help assess the future residential potentials for the Study Area. This analysis also involved an evaluation of secondary data including demographic, employment, household, and Multiple Listing Services (MLS) information at the trade area, municipal, and county levels. A summary of this research and subsequent recommendations are presented below.

Residential Product

Potential residents should find the study area highly desirable as a place to reside due to its convenience, accessibility, leisure/entertainment options, restaurants, shopping and the Lemont Train Station. Therefore, future development in this area should capitalize on these prime locational assets. In terms of residential development, townhome, duplex and condominium developments are recommended for the Study Area to maximize the number of residents in the area who could conveniently take advantage of the Lemont Train Station's close proximity and the numerous stores, restaurants, and services located in the downtown. The denser housing types will help build the immediate population density necessary to create a vibrant and growing downtown.

Housing Characteristics

According to Claritas, Lemont's three-mile trade area has a total of 7,628 occupied housing units. Thirty-five percent of Lemont's housing stock was built since 1989. Of these occupied housing units, 13% of them are rental units. The Lemont area has a higher rate of home ownership than the 5-mile or 10-mile market areas.

The majority of Lemont's owner-occupied housing is single-family detached units at about 86% in 2002. Most of the attached housing in Lemont is in buildings of less than 19 units.

According to Claritas, Inc. the median owner-occupied housing values for the 3, 5 and 10-mile rings are approximately \$192,940, \$175,368, and \$219,081, respectively.

Residential Building Activity

The Village of Lemont has provided residential building permit data for the past 21 years. In summary, the Village issued the following number of permits for single-family detached units, single-family attached units and multi-family units from 1998 through 2002:

- 908 permits for single-family attached and detached structures, equal to an annual average of 182 new units; and
- 3,472 permits of all types, including accessory structures, equal to an annual average of 694.

The number of permits issued annually for single-family detached units remained relatively constant over the past five years. Lemont is a growing housing market, both in terms of new construction and rehabilitation.

According to the Village of Lemont, there are in excess of 800 lots platted or approved but not yet built on, so the housing growth is likely to continue for many years to come.

Residential Sale Trends

Residential sale trend data from the Multiple Listing Service of Northern Illinois provided the basis for new product sale prices. Data for re-sale of attached and detached single-family residential units within the Village of Lemont are provided in the appendix.

Detached Single Family

- The number of detached housing units trading has ranged from 142 – 197 per year between 1995 and 2002. Sale price appreciation has averaged 6% per year during this period.
- The market has slowed in 2001 – 2002, with average market time increasing from 110 days in 2000 to 120 days in 2002.
- Average re-sale price for a detached unit averaged \$301,147 in 2002.

Attached Single Family

- The attached market has increased in volume between 1995 – 2002. Two units traded in 1995, compared to 23 in 2002.
- Sale price appreciation has been stronger for the attached products than detached. Average price appreciation was 7.7% between 1995 – 2002.
- The market has slowed in 2001 – 2002, with average market time increasing from 82 days in 2000 to 132 days in 2002.
- Average re-sale price for an attached unit averaged \$272,621 in 2002.

Survey of Competitive Townhome, Duplex, and Condominium Developments

A survey of comparable and competitive residential developments was completed as part of the Market Analysis. These include three residential developments in Lemont that include a market-rate attached housing component. Kensington Estates and Ashbury Woods are two townhome developments that are in active marketing. Stonehenge is the only mid-rise condominium development in the Village and it is complete and sold out. Other townhome developments in Lemont include Amberwood, The Steeples and Keepataw Trails.

Figure 13. Competitive Residential Developments



Also surveyed were select transit-oriented residential developments in the western suburbs of Downers Grove, Willow Springs and LaGrange. Mid-rise condominium developments have been successfully completed near numerous Metra stations throughout Chicagoland. Gammonley Group and Norwood Builders have been two active TOD developers.

Lemont townhome developments within the last few years have been quite successful. Product pricing ranges from \$125 - \$157 per square foot and absorption ranges from 3 – 4 units per month. The developments surveyed are identified in Figure 13 and summarized in Table 1 below. Price points and absorption rates have been higher at the Downers Grove and LaGrange projects.

Table 1. Comparable and Competitive Residential Developments

Project Name	Location	Developer	Product Type	Year Built	Number of Units	Units Sold	Price per SF	Monthly Absorption Rate
Kensington Estates	Lemont	E.T. Mansell	Townhome	2001	22	22	\$125	3.3
Stonehenge	Lemont	E.T. Mansell	Midrise Condo	1996	30	30	\$124	NA
Ashbury Woods	Lemont	Donven	Townhome	2002	84	27	\$125-\$155	3.9
Singer Landing	Lemont	O'Malley	Midrise Condo	In planning	48	0	\$135	NA
Station Crossing	Downers Grv	Gammonley Grp	Midrise Condo	2003	48	39	\$193	4.4
Beacon Place	LaGrange	Norwood	Midrise Condo	2003	78	20	\$198-\$225	NA
Willow Sprs Village	Willow Sprgs	Ryland Homes	Townhome	2001	131	131	NA	10
Willow Sprs Village	Willow Sprgs	R.A. Faganel	Midrise Condo	2002	115	33	\$191	1.75

Source: URS Corporation and individual developers

Residential Recommendations

Based on the research described above, the following specific residential product types could be developed within the Station Area. Projected absorption rates are provided for each product type.

Mid-rise Condominium

Number of Floors: 4 - 5

Square Footage

1BR/1BA – 1,100 sf

2BR/2BA – 1,300 sf

Pricing

1BR/1BA - \$190,000

2BR/2BA - \$240,000

Amenities: 1 - 2 indoor parking spaces

Buyer profile: Empty nesters, Lemont and surrounding suburban move-down buyers, re-tirees

Projected annual absorption: 24 units per year

Townhome

Number of Floors: 2 - 3

Square Footage

2BR/2BA – 1,600 sf

3BR/2BA – 2,000 sf

Pricing

2BR/2BA - \$300,000

3BR/2BA - \$350,000

Amenities: 1 – 2 car attached garages

Buyer profile: Young professionals, empty nesters

Projected annual absorption: 6 - 12 units per year

Retail Market Analysis

An analysis of Lemont's retail environment indicates that total retail sales in the Lemont market in 2002 were \$243 million within the 3-mile trade area; \$1.3 billion within the 5-mile trade area and \$7.8 billion within the 10-mile trade area.

Within the 3-mile trade area, thirty-seven percent of retail sales take place at the three major shopping centers in the Village, all located in the vicinity of 127th & State.

- *Lemont Plaza* – The older 117,000 sf center is anchored by Sears Hardware and Chipain's Certi-Saver grocery.
- *Long Run* – This center was developed in 1999 by Ryan Corp. The 270,000 square foot center is anchored by Target, Kohl's, Office Max and Home Goods.
- *Jewel Plaza* – This 180,000 sf grocery-anchored center was developed in the mid-1990's
- *Other Retail Areas* – The Village has targeted the intersection of Archer Ave., McCarthy & Derby Roads as a location for convenience retail. A new CVS opened in 2002 at 127th & Archer.
- *75th & Lemont Rd. – Woodridge* – This major concentration of retail serves the Lemont market area. Employees at Argonne National Lab use this area, in addition to downtown Lemont, as a lunch-time destination.
- *Homer Glen* – This rapidly developing area is proposed for a new retail development anchored by Meijer and Menards at 143rd and Bell Rd.
- *Lemont Town Center* (State Street across from Jewel-Osco Plaza) – This site is in the early planning stages for a retail development. The site is zoned for retail.

Downtown Lemont

Downtown Lemont's retail core is focused along two corridors: Canal Street and Stephen Street. The downtown has numerous historic structures and a long and colorful history as a retail and commercial center.

- Canal Street has historically been an entertainment destination, with a core of bars and restaurants.
- Stephen Street is Lemont's more traditional retail corridor, with specialty shops and fine dining restaurants.
- Main Street also has some retail, although the concentration and volume of foot traffic is less than Canal and Stephen Streets.

Downtown Lemont has a 2002 inventory of approximately 108 businesses in the downtown Business District, generally including Main Street, Stephen Street and Canal Street. Most of the downtown businesses are service-oriented establishments rather than traditional retailers. Many of these occupy upper floor or other non-frontage locations.

There are a total of 25 home improvement-related businesses in the downtown, representing 25% of the businesses in downtown Lemont.

Retail Survey

URS conducted a telephone survey of 11 downtown businesses and property owners to gather data on recent business performance, plans for future expansion and other feedback on future downtown development. Major findings of the survey are as follows:

Physical/Space Needs

Store size ranges from 500 – 5,000 sf, with an average size of approximately 2,000 sf. Most retailers lease their space on short term (2 – 5 year) leases.

Most businesses have opened in the past 1 – 2 years and many are looking to expand, including Allegro Music Academy, Anna Made It, Helping Hand Thrift Shop and Koo Koo's Nest.

Lease rates range from \$12 per foot for second floor space to \$15 per square foot for ground floor space.

Hours/Seasonality

Most businesses are open every day except Sunday. Most businesses close at 5 or 6 PM, other than the bars and restaurants. Some stores stay open later on Thursday.

Sales Trends

Most businesses report that sales have been slower for the past few years, due to a weak economy. As these are typically small, family-owned businesses, annual sales in the \$200,000 - \$500,000 range are typical.

Customer Demographics

According to retailers, most customers are Lemont residents. The restaurants report more diverse customer origin. Points of origin include Homer Glen, Lockport, and Palos Heights.

Desired Store Types

Responses on desired store types varied and were sometimes contradictory. For instance, some business owners want more restaurants and bars and others think there are too many. Common desired store types include:

- Breakfast/lunch restaurants
- Affordable family restaurant
- Apparel
- Home decorating
- Pizza place
- Book store
- Bike store

Major Competitors

Other downtowns mentioned as places where people from Lemont shop include:

- Downers Grove
- Geneva-St. Charles
- Frankfort
- Naperville
- Hinsdale

Desired Development in Downtown Lemont

Common suggestions for future development in Lemont, as reported by telephone surveys include:

- Increase maximums of Village grant programs, such as façade rebate and signage programs
- Improve recreational amenities along I&M Canal
- Residential development
- Rebuild Stephen Street bridge
- Two-way traffic on Canal Street
- Expand public parking

Retail Recommendations

Downtown Lemont's retail market is strong. The retail mix continues to improve with the addition of new stores. Business owners are typically satisfied with business performance. Rental rates remain affordable for family-owned small businesses and national credit tenants have not yet entered the market – although this could be on the horizon.

1) Retail Development Potential

Based on our survey of businesses in Downtown Lemont, it is estimated that there is currently approximately 200,000 square feet of retail and commercial space in Downtown Lemont.

Market research suggests that annual new retail/commercial space demand in Downtown Lemont will not exceed 2,000 – 5,000 square feet per year over the next 20 years (40,000 sf – 100,000 sf). This growth includes both replacement of obsolete space and new development.

2) Retail/Commercial Opportunity Clusters

Based on the current mix of businesses in the downtown, business mix in comparable downtowns and future growth potentials, Lemont has three retail/commercial clusters on which to focus: home improvement, restaurants/bars and business and personal services. Lemont can focus its marketing, incentives and business retention/recruitment in these categories, especially as they serve as a strategy for expanding the market area of Lemont, by drawing more customers in from the 10-mile market area.

Home Improvement – There is a significant existing concentration of home improvement-related businesses, both retailers and contractors. Given the volume of new home construction and renovation/expansion, the home improvement business is likely to continue to be strong in the Lemont market.

Restaurants/Bars – The ability to expand and enhance downtown Lemont for destination dining and entertainment will continue to promote downtown growth. Opportunities for unique restaurant development should continue to be encouraged. Increasing the number of unique restaurants and bars will expand the market reach of downtown Lemont.

Business and Personal Services – Although the demand for office space has not been examined in detail, there are many business types that need to be accessible to customers, but do not need retail frontage. These business types include personal service providers, such as hair and nail shops, and professional service providers, such as accountants and attorneys. These users are well-suited for space in downtown Lemont that is not prime for retailers or restaurants, such as second floor and interior space.

3) Continued Enhancement of Diverse Retail Mix

In addition to focusing on the above three categories, it is important to continue to foster a diverse retail mix in downtown Lemont. A strong retail area is one where all retail categories are represented. The following represent some opportunity store types not currently represented or not sufficiently represented in downtown Lemont.

- Bicycles/sporting goods
- Fast food
- Books
- Jewelry
- Apparel
- Gifts/cards
- Dry cleaners
- Toys
- Florists

These categories, among others, could make strong additions to downtown Lemont's retail mix.

4) Infill Retail Development on Existing Corridors

Given current demand patterns, the Village should pursue a strategy of infill retail development along the Canal and Stephen Street corridors. There are sites within the existing corridors that are underutilized and new development opportunities moving west along Canal Street and potentially north on Stephen Street. The highest priority area for new retail development is along the connection between the Lemont Train Station and Canal Street.

5) Improved Retail Mix

In addition to select infill development, the Village can promote continued improvement of existing retail space. The three opportunity clusters and other underrepresented categories mentioned above should be the focus of improved retail development. The Village should target its incentives to encourage this type of development.

6) Mixed Use Development

Accessory retail can be a component of mixed-use development that is undertaken in the Village. Developers should be encouraged to include retail space as part of new residential developments in the downtown.

7) Incentives/Organizational Infrastructure

The Village has an existing tool chest of incentives, including a tax increment financing (TIF) district, building/site improvement grant program (\$10,750 maximum) and signage grant program (\$750). These are excellent programs and could be improved by increasing the maximum funding amounts.

There are some informal business organizations in the downtown. The Village may want to explore providing funding for a more formalized downtown business group, which could get support from the Village and from downtown businesses. One possible tool to explore could be to designate the downtown as a business improvement district, to fund a downtown organization.

Multi-Modal Transportation Analysis

Traffic access and circulation has historically been a problem within downtown Lemont, particularly during the peak travel periods.

An analysis of the existing transportation network within the downtown Lemont area was performed to determine its capacity and to develop a recommended plan to accommodate the anticipated development within the area. The geometric conditions of the existing roadways were reviewed along with the public transportation facilities that service the Lemont area.

Intersection Analysis

A traffic analysis utilizing existing and projected p.m. peak hour volumes was performed for several of the key intersections within the Lemont Station Area. The intersections chosen for study represent the major intersections with the highest volume of traffic within the area. The intersections studied include:

- Main Street at Stephen Street,
- State Street at Illinois Street; and
- Lockport Street at New Avenue.

Capacity analyses based on existing traffic conditions were then performed at the Main/Stephen and State/Illinois intersections. The analysis utilized a number of different factors in determining the capacity of the existing intersections studied. Some of the factors include existing p.m. traffic volumes, geometric conditions such as number of lanes, direction of movement, and their widths, and percent of multiple axle heavy vehicles such as tanker trucks. Due to the high percentage of heavy vehicles on Main Street, a 10% factor (percent of vehicles assumed to be trucks) was utilized for the east and westbound movements on Main Street. With these intersections being the “gateways” to the downtown area, this would indicate that the existing traffic appears to be at an acceptable level with minimal peak delays. The intersection of State and Illinois, however, with a 29 second delay on the southbound leg is on the verge of having a poor level of service.

Trip Generation

Trip generation calculations (Appendix 5) were performed for the proposed developments within the downtown area. The rates were derived from the amount and type of development within the downtown area using the Trip Generation Manual, 6th Edition from the Institute of Transportation Engineers. These projected volumes and distributions were then added to the existing volumes to obtain the total anticipated volume at each intersection. The traffic expected to be generated by the additional commuter parking was derived by utilizing 100% of the additional parking provided and assuming that 67% of those vehicles would be exiting the lot during the evening peak hour. Trip generation figures are attached in Appendix 5.

Traffic Capacity Analysis

Traffic capacity analyses were then performed at all three intersections for a twenty-year design period including the traffic generated by the proposed developments. The proposed analysis utilizes the same truck percentage as the existing conditions. Due to the limited possibilities of alternate truck routes, it is expected that the higher percentage of heavy truck movements along Main Street/New Avenue would remain.

The Main Street/Stephen Street intersection would operate at a Level of Service C, which is still an acceptable level of service. Level of Service C indicates a delay between 20 and 35 seconds. To maintain a Level of Service C, left turn lanes would need to be added to both

legs of Main Street. This improvement would require the removal of approximately 5 on-street parking spaces along Main Street on either side of Stephen Street to accommodate the separate left turn lanes. Separate turn lanes are important at this intersection due to the potential delays and backup posed by even a single turning vehicle.

The Lockport/New intersection would also operate at a Level of Service C. If an opportunity to extend Lockport Street to the north is achieved, pending discussions with the CN/IC and BNSF railroads and possibly the ICC, additional geometric revisions are required for that intersection including the addition of separate right turn lanes, separate left turn lanes and one through lane on all four legs of the intersection.

The State Street/Illinois Street intersection would operate at a level of service F based on the current geometry of the intersection, which represents approximately 90 seconds of delay at the intersection during the p.m. peak hour. A Level of Service F is not acceptable based on Illinois Department of Transportation policy. Therefore, geometric revisions would be necessary to provide an acceptable Level of Service.

To achieve a Level of Service E at the State/Illinois intersection, which is acceptable with a variance, a separate westbound left turn along with an additional southbound through lane will be necessary at this intersection. To achieve a Level of Service D, dual southbound left turn lanes will also be necessary. Both of these geometric revisions would require widening the existing Lemont Road structure and Illinois Street.

It should be noted that this intersection is not under the jurisdiction of the Village. It should also be noted that if I-355 were constructed, the capacity of the State Street/Illinois Street intersection could improve significantly since much of the traffic may be diverted to I-355.

Proposed Roadway Improvements

There are many limitations to roadway improvements proposed in the core downtown area to improve the traffic capacity due to the narrow right-of-way and the presence of buildings up to or near the existing right-of-way line. Adding lanes at intersections to improve the capacity would therefore require the elimination of parking adjacent to an intersection. Due to the perception of limited parking, this may not be viewed as a practical solution by local businesses. Accommodating these parking needs should coincide with these roadway improvements.

Several other roadway improvements have the potential for greatly improving access to and from the downtown area. Primary among these is the extension of Stephen Street across the Sanitary and Ship Canal to provide access to the downtown area from the north. In past discussions with the Coast Guard, this extension requires the construction of a drawbridge over the canal to achieve a 47-foot navigation clearance.

Another recommended improvement is a new underpass on the west side of the downtown area under the BNSF Railway tracks. This would provide a second and more direct access point to the area north of the tracks and west of Stephen Street. A likely location of such a crossing would be a proposed extension of Lockport Street north of New Avenue. A proposed extension of Lockport Street would require the installation of a new at-grade crossing of the Canadian National/Illinois Central (CN/IC) tracks, which the Metra Heritage Corridor Line operates on, and a new bridge over the I&M Canal. This new at-grade crossing would likely require the closure of another existing crossing as a trade off based on discussions with CN/IC. While not policy, this is typically the preference of the freight railroad. Two of the existing at-grade closures could be either Holmes Street or Lemont Street. Additional study of this extension and at grade improvements will be necessary including coordination with Metra, CN/IC Railroad, the BNSF Railway and the Illinois Commerce Commission (ICC).

Finally, extensions of River Street and Canal Street are recommended to provide a connection west of Stephen Street to the proposed extension of Lockport Street. This will have the added benefit of routing some through traffic off of Stephen Street in the immediate downtown area. Additional right-of-way may be necessary once the exact locations of existing right-of-way, publicly owned property and railroad-owned property is determined. A minimum 66' wide right-of-way should be obtained throughout the length of River Street, including the existing portion of the street between Stephen and Bossert, to allow sufficient width for traffic flow, on-street parking, and sidewalks.

In addition to the proposed signal at Lockport Street and New Avenue, a new traffic signal at the intersection of Main Street and Lemont Street should be investigated unless the grade crossing is vacated. While the current operation of the intersection does not appear to be at a poor level of service, a signal might be warranted based on activity along the CN/IC Railroad and the roadway.

Public Transit

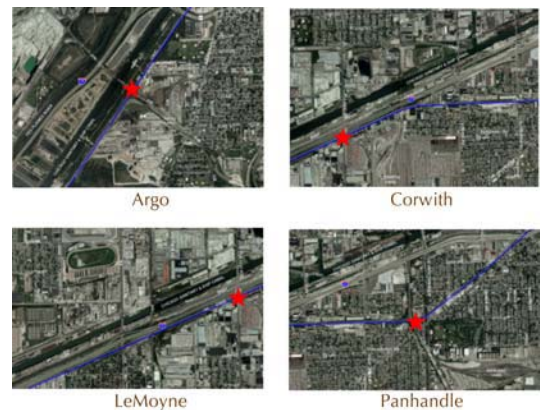
Lemont is currently served by the Metra Heritage Corridor Line and one Pace bus route. Due to the continuing development and household growth in the area, public transit usage is expected to increase.

Commuter Rail

The following is an analysis of the potential increases in commuter train service that has been prepared as a reference tool for the Lemont Station Area Planning Study. The analysis methodology included collection and review of existing data from Metra studies and interviews with railroad officials and regional planners. A summary of findings is presented below.

- An additional train added in April 1999 to the Heritage Corridor Line in the morning and evening peak periods, additional commuter parking and household growth in the area have resulted in an increase in ridership (from 252 daily boardings in 1997 to 407 daily boardings in 2002 at Lemont), although capacity utilization on this additional train remains below 50%.
- Metra is currently undertaking \$10 million in signal and crossover improvements to improve on-time performance on the Heritage Corridor Line.
- Constraints to additional service on the Heritage Corridor Line include: operating cost; infrastructure improvements, including four rail-to-rail grade crossings (Figure 14); rail yard capacity; and parking supply.
- Two of the four rail-to-rail grade separations on the Heritage Corridor are identified as some of the improvements recommended in the Chicago Region Environmental and Transportation Efficiency (CREATE) project.

Figure 14. Rail to Rail Crossings



Growth Scenarios

Metra has provided the following estimated ridership projections for three service levels (Low, Medium and High) for the Lemont Station. For each of the scenarios, a range of potential passenger boardings is presented below. These projections are order-of-magnitude estimates of ridership levels that may be reached based on current data available. Should additional service be added to the Heritage Corridor Line, more detailed projections would be undertaken.

- *Low Forecast* – If the existing level of service continues with 6 trains per day, total passenger boardings per weekday at Lemont Station could increase to 750 – 850 by 2030. If proposed stations are added to the Heritage Corridor Line (Rt 83 and Romeoville, as shown in red on Figure 15), Lemont passenger boardings would be 400 – 500.
- *Medium Forecast* – At 16 – 18 trains per day, total passenger boardings per weekday at Lemont Station could increase to 1,050 – 1,150 by 2030. If proposed stations are added along the Heritage Corridor Line (Rt. 83 and Romeoville as shown in Figure 15), Lemont passenger boardings would be 550 - 650.
- *High Forecast* - At 46 - 48 trains per day, total passenger boardings per weekday at Lemont Station could increase to 2,200 – 2,300 by 2030. If proposed stations are added along the Heritage Corridor Line (Rt 83 and Romeoville as shown in Figure 15), Lemont passenger boardings would be 1,250 – 1,350.

Figure 15. Existing and Proposed Metra Stations



Recommendations

Planning efforts in the Station Area should consider additional ridership and parking requirements, which will be identified based upon Metra growth scenarios.

Impact of Increased Ridership

- *Commuter parking* – Passenger forecasts range from 400 – 2,300 boardings per weekday by 2030, which would require 100 – 1,600 new parking spaces. For this station area planning study, it is anticipated that 600 to 700 additional spaces will be needed by 2030, which assumes increased rail service and new stations at Rt. 83 and Romeoville.
- *Circulation* – Transportation planning must account for additional traffic volume.
- *Development program* – While the market study has shown demand without increased rail service, future service increases will increase demand for residential development.

High Speed Rail

The Heritage Corridor has been identified as an alternate location for high-speed rail. High-speed rail would be unlikely to stop in Lemont. The Village has formally objected to the proposal for high speed rail through Downtown Lemont in a resolution passed by the community on May 5, 1994 (Resolution 316). Concerns include esthetics, impacts to historic buildings, circulation constraints on Downtown businesses, and constraints on commuter transit.

Despite this objection, Downtown Lemont planning efforts should consider the likelihood of high-speed trains moving through Lemont. Planning considerations associated with the development of high speed rail include:

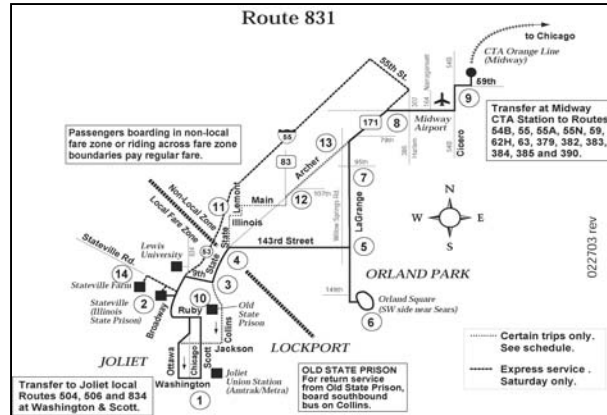
- *Urban design* – Urban design treatment along the Heritage Corridor will need to respond to future increases of rail traffic through the downtown. Preliminary studies call for a fence to establish a safety barrier along the tracks.

- *Circulation* – The circulation plan will need to consider addressing grade crossings and enhancing access and circulation in the downtown under conditions of increased grade crossing blockage.
- *Line Capacity* – Assuming CN/IC, Metra and High Speed Rail (Amtrak) all are using the same track, capacity to expand Metra service may be constrained.

Bus

Existing Pace bus service consists of a single Route 831 (Figure 16) that stops within downtown Lemont. The line consists of one eastbound bus in the morning and one westbound bus during the evening rush hour. Expansion of the service is not anticipated in the near future. Therefore, due to the infrequent service, and absence of threshold conditions for bus transit, no additional accommodations for bus commuters are suggested.

Figure 16. Pace Bus Route 831



Parking

A 2001 parking survey identified approximately 612 public parking spaces in the downtown area, including 452 off-street spaces and 160 on-street spaces. Of the off-street parking spaces, 341 are designated commuter parking spaces. On a typical day, 96% of the spaces are filled. Metra’s estimated projections for increased ridership on the Metra Heritage Corridor Line and household growth in the area indicate that additional parking and other means of access are needed. Even in the low growth scenario discussed above, in which existing train service is maintained, an increase in the number of parking spaces available for Metra commuters will be necessary in the near future.

Much of the additional commuter parking is proposed to be along the proposed extension of Lockport Street and River Street due to the proximity of the Lemont Train Station. A number of new surface parking lots are proposed on either side of these streets that would also be able to function as shared-use parking during evenings and on weekends. Ingress and egress from these parking lots would be expected to occur onto the adjacent streets such as River Street and Canal Street, which would then feed onto the proposed extension of Lockport Street, pending discussions with the CN/IC and BNSF railroads and possibly ICC.

Due to the limited available land near the existing station and the Village’s interest in both expansion of Metra service and retail and residential expansion of the downtown, consideration has been given to constructing multi-level parking garages. The garages could be constructed as part of proposed developments allowing for private parking as well as public commuter parking.

Metra has often provided funding for additional new surface spaces, but Metra does not assist in financing the replacement of existing commuter parking spaces displaced by development and often times grants to finance replacement spaces are limited. Multiple partners, both public and private, would be needed to fund new parking structures in order to share the spaces and costs of such a structure because funding sources available for commuter spaces are limited and are not likely to cover the full cost per space for structured parking.

Historic Preservation Analysis

The Village of Lemont's rich history and heritage stems from the early settlers arriving in 1833 made up of Irish, Germans, Scandinavians, and Canadians searching for a new life in a new country. One of the major accomplishments of this new community of immigrants was the construction of the I&M Canal, which connected the Illinois River and Mississippi River waterways to the Great Lakes waterway.

During the excavation and construction of the canal it was discovered that a fine grade of Dolomite existed in the beds of the Des Plaines River. This discovery of the stone led to the development of many quarries. The stone was marketed as Athens Marble, and was commonly used from 1850 to 1900. The stone was an appropriate choice to construct buildings for commercial, institutional, residential uses as well as the canal itself. It was used for many significant buildings in the area due to its history and symbol of strength and durability. Significant buildings in Illinois include the Chicago Water Tower, the Auditorium Building, the Capital Building in Springfield and the Rock Island Arsenal. Significant buildings in or near Lemont include St. Matthew Evangelical Lutheran Church, the former Methodist Episcopal Church, now the Lemont Historical Society Museum, St. James Catholic Church and the Lemont Train Station.

As determined by the Visual Preference Survey, described below, the two most preferred aspects of downtown facades by the community are style and material. The rich buff-colored stone, referred to as Joliet-Lemont limestone, is still well preserved in the downtown area in quite a few buildings. The appearance of Joliet-Lemont Limestone or similar materials is a very important aspect that should be maintained and preserved in the downtown areas. New buildings and infill buildings should reflect this desire by carefully choosing materials that enhance the original styles. Two to three story buildings were generally preferred by the community though taller structures would be acceptable under the fly-over bridge and away from downtown structures to create the illusion of a more manageable height and therefore reduce the contrast between the Lemont Train Station and other lower scaled buildings in the district.

Overview of the Lemont Historic Preservation Ordinance

The Lemont Historic Preservation Ordinance was adopted in February 2001 to assist in identifying and preserving the historic and architectural characteristics of Lemont including promotion of civic pride, improving and stabilizing economic development, protecting and enhancing the attractiveness to the outside public and encouraging preservation and restoration of structures and the community as a whole.

The Ordinance governs the boundaries of the historic district which in general includes the Sanitary and Ship Canal to the north; Cass Street/Porter Street to the south; Holmes Street to the east and Joliet Street to the west with amended areas on Singer Avenue. Projects involving new construction, renovation and demolition are reviewed by the Historic Preservation Commission for the issuance of the Certificate of Appropriateness. The Village has developed *Design Guidelines* to assist property owners with appropriate design options for their properties. The Guidelines provide standards for new construction and renovation projects and are applied in a reasonable manner with considerations to financial and technical obstacles.

Visual Preference Survey

During the summer of 2003, The Bauer Latoza Studio and URS planning team engaged residents of the Village of Lemont in assessing the local architectural and urban design aesthetics within their community. The planning team developed a Visual Preference Survey (VPS) to poll residents about specific design criteria. A Preference Survey is a tool used to exchange ideas and information about the physical image and quality of an area. This

information can be very useful in developing design concepts and specific improvements for downtown Lemont and its Historic District. It provided insight into residents' expectations of new and complimentary development for this quaint river-edge community.

The goal of the Village of Lemont Visual Preference Survey was to develop a set of recommendations that would guide downtown planning decisions as well as future design and development for the entire village. This survey examined three specific topic areas which were (1) *Urban Design*, (2) *Transit & Transportation*, and (3) *Parks & Recreation*. These topics were chosen because they each exert great influence on current development activities within the downtown, commuter station, and general community. Additionally, previous planning studies (Hitchcock Report, 2002) emphasized the creation of new and expansive development opportunities centered near the downtown and Illinois & Michigan Canal zones. This report also provided the base material for current planning work.

Methodology

The planning team first presented the VPS during a Town Hall meeting held on July 24, 2003 at the Village Hall. This was the second of three public meetings held with Lemont residents. The first meeting detailed introductory or existing conditions whereas the final meeting presented the VPS results and draft concept development scenarios. The VPS was led by Bauer Latoza Studio through a Microsoft PowerPoint presentation. Simultaneously, results were compiled by the planning team members and the results were reported at the meeting's conclusion.

The planning team reviewed numerous photographic images (500+) depicting various street scenes, buildings, and similar structures for inclusion into the VPS. A total of eleven surveys were collected from Lemont residents during that July 24th meeting and a total of fifty-eight (58) surveys were collected after an extended 30-day survey period by accessing the community access cable television channel and the Village's website, compiled, and reported at the final community presentation on March 24, 2004.

Visual Preference Survey - Results and Summary

Urban Design

The Village of Lemont appears to have a strong preference for style in their architectural and design selections for the downtown. Images which appeared to reflect design sensitivities comparable to existing development were favored by over 75% of the respondents. Also, a question was posed to participants to rank their preferences towards the design characteristics (*i.e. scale, materials, color, & style*) of existing downtown facades. In general, the community seemed to prefer the style of those existing buildings above other characteristics. Any successful future streetscape planning and design would benefit from the incorporation of formal and traditional features. The community would not prefer modern architectural styles/designs that contrast to the existing structures and historic buildings. Any new development should be sensitive to style and material. The historic downtown core should be planned with smaller scale and lower densities while outlying areas could be developed more intensely. Additional urban design features should do the following:

- Promote variations of "New Urbanist" town planning & design concepts, which promote creation and restoration of walkable, mixed-use towns.
- Adopt a "village" or "hamlet" design, which invokes a small, tight-knit community with attributes of traditional green river-belt communities.
- Design features incorporating distinctive or selective use of materials & colors in new and existing structures.

Transportation & Transit Facilities

The Village of Lemont appears to have a strong desire for direct and attractive access to the downtown and other destinations like the Illinois & Michigan Canal. Images which appeared to represent strong waterfront access and delineation were favored by over 75% of the respondents. These images also represented designed paths alongside a waterfront. When questioned about the signage and informational issues, respondents overwhelmingly felt that there was not enough signage near the downtown and transit station for both residents and visitors. This also prompted responses for the general need for direct linkages to the Illinois & Michigan Canal. Commuters could benefit from a better coordination of the transit facilities to the downtown and the Village should improve access and way-finding programs. Additional transit related issues offer the following:

- Parking does not appear to be a large concern to residents within the community.
- Presently, the need for large parking structures did not appear as a pressing concern to community residents. This contrasts with previously collected data and research.
- New parking should be easily accessed and maneuverable by drivers.

Parks & Recreation

The Village of Lemont appears to have a strong desire for the integration of the natural setting into the built environment. The downtown and other destinations like the I&M Canal could serve as such examples. Images which appeared to represent waterways alongside natural settings and path connections were favored by over 90% of respondents. These images demonstrated the establishment of the waterfront/canal as a vibrant destination point for residents and visitors alike. Again, inadequate access to the Illinois & Michigan Canal was found in a majority of the responses to questions regarding the pedestrian connections to the waterway. Residents felt that these areas could also be developed as additional park/open space adjacent to the downtown. The community would like to see the creation of a vibrant and active waterfront utilizing the natural terrain and local resources. Again, previous studies such as the Hitchcock report support the development of a waterfront activity space for the Village of Lemont. The following are other considerations for Lemont's waterfront:

- Strong connections to Urban Design features and Transportation access points.
- Formal or traditional design features combined into the natural landscape.
- Create potential for commercial and residential uses, as well as environment and nature-oriented activities along waterfront edge.

Joliet Lemont Limestone

Style and material were the two most preferred aspects of downtown facades as determined by the Visual Preference Survey. The appearance of Joliet-Lemont Limestone or similar materials is a very important physical trait of the community that should be maintained and preserved in the Station Area. A more detailed history of Joliet Lemont Limestone material is included in Appendix 4. New buildings and infill buildings should be designed to enhance and celebrate the richness of Lemont's heritage.

Section 4:

Lemont Station Area Concept and Circulation Plan

Section 4: Lemont Station Area Concept and Circulation Plan

The Lemont Station Area Concept and Circulation Plan present the desired future conditions in the Station Area and lays the framework for the integration of the Station Area into the historic downtown area of Lemont. *Figure 17, Concept Plan* and *Figure 18, Circulation Plan*, illustrate the preferred land use concept and highlights various elements of the long range plan for the Station Area and downtown neighborhoods.

A Traditional Transit Neighborhood

The Village's vision for the Lemont Station Area is to create a more vibrant shopping and service district centered around the historic Lemont Metra Station that strengthens urban design, increases multi-family residential density, is more conducive to pedestrian and bicycle traffic, and improves open space.

During the next 10 to 20 year period, the Lemont Station Area should be substantially improved and revitalized as a compact, traditional transit neighborhood containing a mix of land uses, all located within convenient walking distance of one another. It should function as a downtown retail and service district, an employment and business area, and a high-quality living environment. It should be equally attractive and convenient to shoppers, business patrons, employees, commuters, and residents alike.

Future improvement and development should be based on the recognition that the Lemont Station Area is both an individual neighborhood unit, but also an essential part of the community. The area's distinguishing features and characteristics should be enhanced, particularly the variety of historical buildings, and its special opportunities and potentials should be captured, and its linkages and contributions to the Lemont community should be reinforced.

Older existing sites and buildings should be improved and upgraded, and high-quality and compatible new development should be promoted in selected locations. New development should be urban in character. New buildings should be located near the front property line and should be characterized by high-quality architectural design and building materials.

The Lemont Station Area should be characterized by a mix of retail and service uses that serve nearby neighborhoods and transit patrons; office and service uses that support the surrounding community; and a range of housing that offers close proximity to shopping and public transportation.

The Lemont Train Station should become a major landmark and focal point for the transit neighborhood. A pattern of improvement and development that builds upon the advantages offered by public transit should be promoted throughout the Station Area.

Convenience retail, office, and service uses should be encouraged along the major streets that pass through the Station Area in the vicinity of the Lemont Train Station. These developments should be designed, located, and configured to serve the daily needs of nearby residents, commuters, and downtown patrons.

While existing single-family neighborhoods should be maintained and protected, high-quality new multi-family residential development should be promoted. Residential densities should be high enough to help support new retail and service development, as well as promote additional transit usage. Densities should be generally highest in the blocks immediately around the Lemont Metra Station. Densities of 16 to 20 dwelling units per acre with building heights of 4 to 5 stories would be appropriate in the immediate Station Area. Outside the Station Area, residential areas could range from 4 to 8 dwelling units per acre in areas designated for urban residential development while areas designated for mixed-density residential development would reflect ranges of 10 to 14 dwelling units per acre. Commercial uses could be located on the ground floors of selected residential buildings.

The Station Area should be served by a convenient transportation system that accommodates vehicles, public transit, bicyclists, and pedestrians alike. New bridges and street connections will link various portions of the downtown and the north and south sides of the I&M Canal.

Parking should be improved through the enhancement of existing lots and the construction of new, attractively designed, shared-use parking lots and parking structures. Most parking should be positioned behind buildings.

The Lemont Station Area should become a more attractive and convenient area for pedestrians and bicyclists. Sidewalks, crosswalks, and other pedestrian and bike amenities should be upgraded throughout the area. The placement and orientation of buildings, parking lots, and open spaces should also help to encourage pedestrian and bicycle movement, particularly in the vicinity of the commuter station. Streetscape improvements should be undertaken throughout the Station Area.

In addition, a range of actions should be undertaken to enhance the image and character of the Lemont Station Area. This new image should help distinguish the downtown district and the transit neighborhood, and also contribute to the image and identity of the Village of Lemont as a whole.

Station Area

Unfortunately, the State Street Bridge and several industrial properties currently separate the station from the commercial core. The Concept Plan suggests new developments in the vicinity of the station that will serve to better link the station to nearby shopping and residential areas.

Redevelopment is proposed near the Lemont Train Station site, including the following:

- Development of a mixed-use structure just north of the Lemont Train Station, with retail and service uses on the ground floor, and residential or office uses on upper floors. A 219-space commuter surface lot currently exists on this site and would need to be replaced. (Opportunity Site B)
- Development of a mixed-use structure just north of the I&M Canal, with retail and service uses on the ground floor, and residential or office uses on the upper floors. Development of this site would require the replacement of 41 commuter parking spaces. (Opportunity Site E)
- Development of a mixed-use structure on Canal Street between Lemont Road and Lemont Street that should provide prime commercial, residential and parking opportunities. Ground floor commercial uses should be oriented to Canal Street. In addition to upper story residential units the development might also include ground floor units that face the I&M Canal. (Opportunity Site G)
- Development of new retail and business space on the south side of Main Street, just west of Lockport Street. This property would have surface parking. (Opportunity Site L)
- Development of new retail and business space in the block between Lockport Street and State Street north of the CN/IC tracks. This property could have a parking structure to serve new commercial uses and commuters. (Opportunity Site K)
- New surface parking lots are located west of Lockport Street, both on the north and south sides of the I&M Canal. (Opportunity Sites I and J)

It is recommended that these new developments be at least 4 to 5 stories in height in order to provide visual focal points for the Station Area from the State Street Bridge. Commuter parking currently exists in the Station Area. The redevelopment of the Station Area will require the replacement of some commuter spaces, and creation of new spaces. Metra does not assist in financing the replacement of existing commuter spaces displaced by development.

Commercial Core

Lemont's mid to late nineteenth century development is evident in the character of many commercial, public, and residential buildings. To preserve this historic heritage, active efforts should continue to be undertaken to revitalize the downtown area, while maintaining its distinctive architectural presence.

Attractive, historical buildings located at the sidewalk line characterize the Commercial Core of downtown. Several efforts have been undertaken to coordinate colors, signage, awnings and other façade features, and these should continue.

- Most retail and service uses are located along Stephen, Main, and Canal Streets, which is downtown's primary pedestrian shopping area.
- All historic buildings within the Commercial Core should be preserved and protected. These buildings are highlighted in the Concept Plan.

Several industrial uses that are located between the Commercial Core and the Station Area are recommended for redevelopment in order to better link these two key areas. This includes:

- The block bounded by Canal Street, Lemont Street, the I&M Canal, and the State Street Bridge. This development should include retail uses along Canal Street and residential uses along the I&M Canal. This block could be an ideal location for a shared parking structure that could serve commercial uses and the Lemont Metra Station.

Pedestrian Amenities

Village improvements over the years have created a pedestrian friendly environment in the downtown, which should be expanded to facilitate activity and movement and integrate the Station Area with larger downtown. The Concept Plan recommends additional pedestrian amenities to further improve the "pedestrian-friendliness" of the Station Area. These include: a) pedestrian crosswalks, particularly along Main Street; b) additional landscaping and other streetscape improvements along major traffic and pedestrian routes; c) wayfinding and directional signs; and d) more extensive gateway features.

A key objective of the Station Area Plan is to develop a consistent system of streetscape improvements that could be applied throughout downtown to help link various parts of the Station Area.

Recreation

Recreation is an important component of the Station Area Plan. The I&M Canal Trail and several park and open space locations within or near the Station Area serve as core community assets and activity centers in the downtown. The Concept Plan recommends that the vacant land north of the BNSF tracks should be developed as a large new park and recreational area to serve the downtown area. In the future, this land may have potential for new mixed-use development.

The Concept Plan also highlights trail systems along both the north and south sides of the I&M Canal.

Residential

The tree-lined residential neighborhoods that border downtown to the south add to the overall image and ambiance of the area. Several of the single- and two-family homes along Illinois, Porter and Cass Streets have historical interest. These should be preserved and protected in the future.

As new projects are constructed within downtown, particularly residential developments, it is essential that these be linked via pedestrian walkways to the Lemont Train Station.

In addition to the mixed-use developments in the vicinity of the Lemont Train Station, new condominiums, townhouses and mixed-density development are recommended in the Concept Plan in the following locations:

- New urban residential development north of the commercial core and General Fry's Landing.
- New urban residential development along Talcott Street, both east and west of Holmes Street.
- New mixed-density residential development just east of the commercial core along Talcott Street. While the focus of these areas should be residential, neighborhood and convenience commercial uses that complement and serve the residential and neighboring commercial uses would also be appropriate. This could include , mixed-use development with commercial uses on the ground floor and residential units on the upper floors.
- New mixed-density residential development on the south side of Main Street, between Holmes Street and Julia Street that takes advantage of this area's variations in grade and elevation. This area may include complementary retail and service uses facing Main Street on the ground floor and residential units on the upper floors.
- New condominium development just east of the new Grace View Senior Housing.

It should be emphasized that quality new multi-family developments can add to the life and vitality of the Lemont Station Area, help serve commercial and business uses, enhance opportunities for continued improvement and development, and increase Metra ridership.

Transportation & Infrastructure

In order to improve access to the downtown and accommodate the commuter and public transportation needs, the following improvements are recommended:

- Even under the low growth scenario (maintaining existing service levels), an increase in the number of parking spaces available for commuters will be needed in the future. Additional spaces will be needed if the service is improved along the Heritage Corridor. A total of 1,050 parking spaces within a ¼ mile radius and with clear visibility of the Lemont Train Station will be necessary.
- Lockport Street should be improved and extended over the I&M Canal (one proposed overpass) and under the BNSF tracks (one proposed underpass) serving as the primary entry to the future waterfront redevelopment. Because this requires an at-grade crossing over the CN/IC Railroad, discussions with the CN/IC and ICC will be necessary and additional study required to determine which existing at-grade crossing should be closed. Consideration will have to be given to improving the road geometry, the impacts to the existing commuter platform on the south and more. This will require detailed engineering studies, which are outside the scope of this study. Additionally the proposed at-grade crossing with the CN/IC tracks would need to be financed by the Village.
- No changes in on-street parking are recommended except as may be necessary to accommodate intersection capacity improvements (see Transportation Analysis section). Some replacement parking could be included in street reconstruction and in Phase 3 street vacation. The retail merchants within the downtown area would likely not want to see any reduction in on-street parking unless offset by the addition of nearby off-street parking. New or reconstructed streets such as River Street should be designed to accommodate on-street, parallel parking on at least one side of the street at a minimum.
- The Kiss-n-Ride facility is proposed to be on the south side of the Lemont Train Station off of New Avenue. This is a logical location due to the majority of commuters living

south of the tracks. The configuration would be similar to that which currently exists. A slight reconfiguration of the parking area will be necessary, should Lockport Street be extended. Seven spaces would be relocated as a result of the proposed Lockport Street extension.

Pedestrian and Bicycle Circulation

Pedestrian and bicycle access to the downtown area will see significant improvement in the near future. The recently adopted Lemont Bicycle and Pedestrian Plan proposes several access routes to the downtown area from all sides of the Village. Access to the Lemont Train Station is available from the nearby I&M Canal Trail. All new streets should be provided with sidewalks on both sides of the street to encourage and provide for safe access by pedestrians. Additional access will be provided nearby with the construction of the Centennial Trail by the Forest Preserve District of Cook County.

The Village of Lemont will also soon begin studies for a connection between the Centennial Trail and the existing I&M Canal Trail that parallels the I&M Canal through the downtown area. With the completion of the proposed trails and routes, additional amenities such as additional bike racks for parking at the Lemont Train Station and other locations throughout downtown, shelters, and directional signs could be installed within the downtown area that would serve commuters, shoppers, and tourists. Bicycle parking should be required for all new development within the Station Area.

Wayfinding Signage

With a significant increase in proposed parking and the possibility of shared-use parking, development of a comprehensive and easily understood wayfinding system should be implemented. Directional signs should be installed at key entry points, as well as within the downtown area, guiding motorists to downtown destinations and to the various types of parking available such as permit, shopper, commuter and daily parking.

Information kiosks describing the retail establishments and showing parking locations should be placed at various points within the downtown area as an added benefit to those visiting the downtown area. Upcoming events within the downtown area and the Village could be posted to provide additional visibility.

Redevelopment of the downtown area will continue to occur whether Stephen Street is extended over the Sanitary and Ship Canal. If Stephen Street were extended, it would provide an additional access point from the north providing easier access to the downtown area. If it is not extended over the canal, access to the downtown area would remain as it currently exists with the primary access route via Lemont Road. In the event that Lockport Street is not extended north of the BNSF Railway, access to the redevelopment area north of the tracks would be limited to Stephen Street as it currently exists. Access to the expanded commuter lots would continue to be via Lemont Street and Stephen Street. It is likely that additional geometric improvements will be required to improve capacity for the intersections of Lemont Street at Main Street and Stephen Street at Main Street should Lockport Street not be extended north from New Avenue.

Other Design and Enhancement Opportunities

Other urban design and enhancement opportunities highlighted in the Concept Plan that the Village should consider in the future include:

- All new commercial and residential projects within the Lemont Station Area should be compatible with the historical character of downtown.
- Design enhancement of the State Street Bridge, which provides primary access to the downtown.

- Pave all parking lots and screen the lots with landscaping and ornamental fencing, particularly those along major streets and pedestrian ways. Design of commuter parking lots should be consistent with the Metra Parking Lot Design Manual (2003).
- Additional planting areas to frame views of historical buildings and water features.
- Special historical signage for key structures.
- Enhance the existing at-grade rail crossing of the CN/IC at Stephen Street.
- Additional bridges across the I&M Canal, including a proposed pedestrian and vehicular bridge at Lockport Street and a pedestrian bridge at Holmes Street. Bridge improvements should be timed in conjunction with new development in the area.
- More attractive and distinctive “gateway” features at the entranceways to the Station Area.
- The landscaping and screening of outdoor storage areas. Chain-link fencing is not compatible with the character of downtown Lemont.
- More extensive landscaping and design enhancements along the CN/IC as it passes through downtown.
- Several streets that pass through the Station Area, including Illinois Street, River Street and portion of New Avenue (west of Lockport Street) have surfaces in poor condition, deteriorated and/or intermittent curbs and gutters, gravel or dirt parkways, and inconsistent sidewalk treatment. These should be improved in the future.
- Many people get their first impression of Lemont as they pass through the Village on the commuter train. This area is also highly visible to motorists along Main Street. More extensive landscaping along the CN/IC tracks would significantly enhance the appearance of the Station Area to passing commuters. In addition, the backsides of many commercial and industrial buildings that are visible from the commuter train should be improved. Any improvements proposed within the CN/IC right-of-way would need to be discussed with the CN/IC.

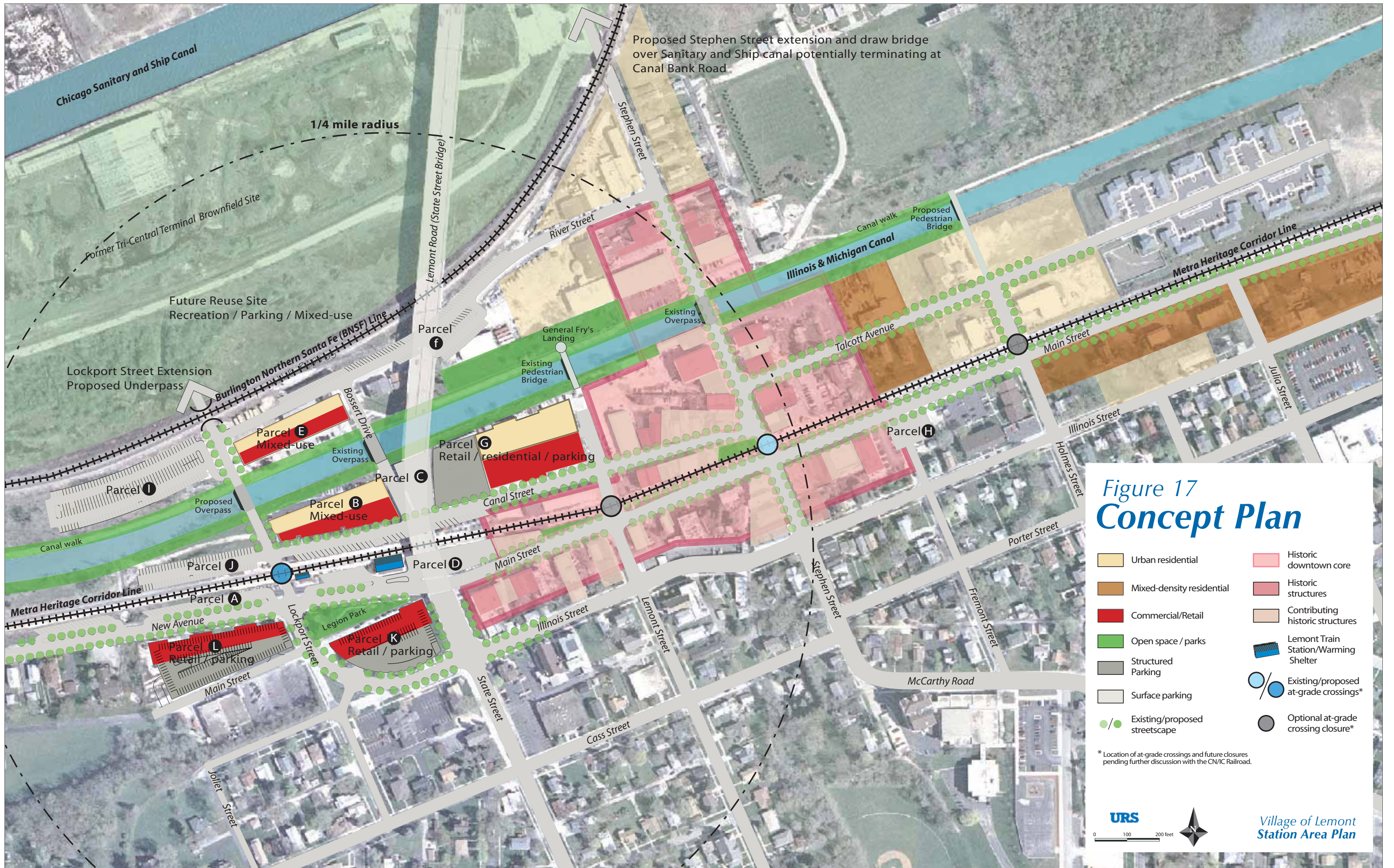


Figure 17
Concept Plan

- | | |
|-------------------------------|---------------------------------------|
| Urban residential | Historic downtown core |
| Mixed-density residential | Historic structures |
| Commercial/Retail | Contributing historic structures |
| Open space / parks | Lemont Train Station/Warming Shelter |
| Structured Parking | Existing/proposed at-grade crossings* |
| Surface parking | Optional at-grade crossing closure* |
| Existing/proposed streetscape | |

* Location of at-grade crossings and future closures pending further discussion with the CN/C Railroad.

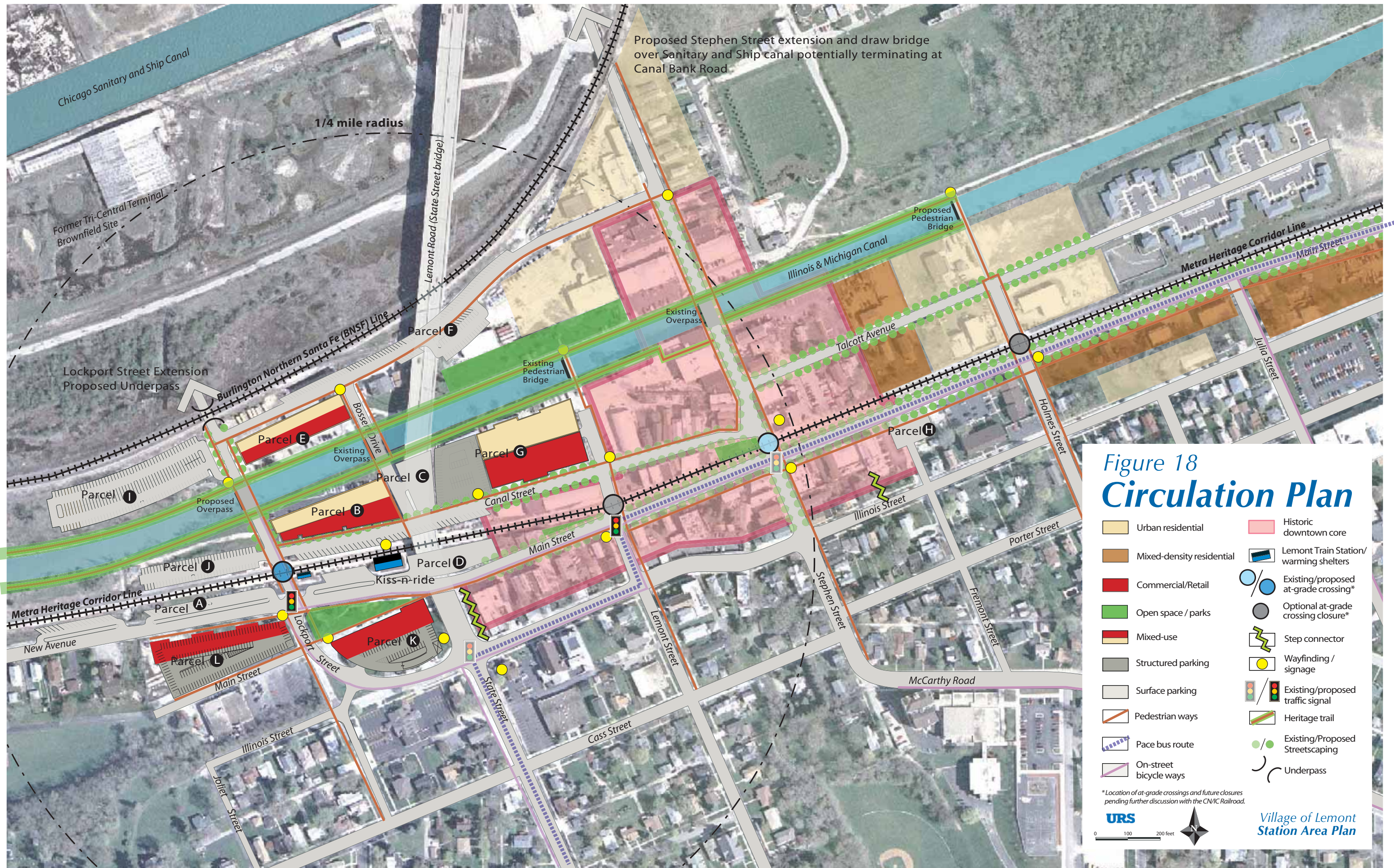


Figure 18
Circulation Plan

- | | |
|---------------------------|---------------------------------------|
| Urban residential | Historic downtown core |
| Mixed-density residential | Lemont Train Station/warming shelters |
| Commercial/Retail | Existing/proposed at-grade crossing* |
| Open space / parks | Optional at-grade crossing closure* |
| Mixed-use | Step connector |
| Structured parking | Wayfinding / signage |
| Surface parking | Existing/proposed traffic signal |
| Pedestrian ways | Heritage trail |
| Pace bus route | Existing/Proposed Streetscaping |
| On-street bicycle ways | Underpass |

* Location of at-grade crossings and future closures pending further discussion with the CNVIC Railroad.

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Village of Lemont
 Station Area Plan

Section 5:

Opportunity Sites

Section 5: Opportunity Sites

Based on the analysis presented in the previous sections of this report, several opportunity sites have been identified within the Lemont Station Area. Each site has different conditions and characteristics at the present time and each reflect unique opportunities for the future.

The Station Area Opportunity Sites identified in this section focus on opportunities for a) dedicated commuter parking; b) shared parking between commuters and business uses; and c) areas identified for infill development or redevelopment that will further strengthen the vitality of downtown Lemont.

Many of the sites identified are those of the existing dedicated commuter parking facilities. While the Plan discusses the redevelopment of these commuter parking facilities, it also accommodates and expands the number of dedicated commuter parking spaces within the Station Area. Commuter spaces are consolidated and expanded within new parking facilities providing opportunities for shared use of these spaces with retail and businesses within the new development sites. The Plan recognizes the need to keep the number of commuter parking spaces consistent throughout the redevelopment process, so that there is never a net-loss in the number of commuter spaces, but rather an increase in each phase. Redevelopment of these commuter parking facilities will require a public/private partnership between the Village and the private developer to provide funding for replacement of existing commuter spaces in new locations. Metra and most grant dollars are not available to fund the replacement of spaces that are lost for development purposes.

Overview of Opportunity Sites

Station Area Opportunity Sites are generally located within a quarter-mile radius of the Metra Station at State Street and Main Avenue. These sites represent both private and public development opportunities that could include commercial and/or residential buildings or commuter parking. These Opportunity Sites are illustrated in Figure 19 and generally described below:

Site A (771 linear feet) encompasses the existing commuter parking lot on the south side of the tracks west of the Lemont Train Station and includes a portion of the unimproved area immediately to the west. The site currently includes one aisle of diagonal parking for 31 commuter parking spaces. The proposed extension of Lockport Street would impact this site causing the displacement of 7 parking spaces.

Site B (31,550 s.f.) encompasses the main commuter parking lot on the north side of the tracks. The lot is accessible from Ed Bossert Drive and currently accommodates 219 commuter parking spaces.

Site C (18,000 s.f.) encompasses the existing commuter parking lot located at the northeast corner of State Street and Canal Street beneath Lemont Road (State Street Bridge). The lot is accessible from State Street and accommodates 34 commuter parking spaces.

Site D (22,140 s.f.) encompasses the existing commuter parking lot located immediately east and west of State Street on the south side of the tracks. The site accommodates 16 parking spaces.

Site E (23,800 s.f.) encompasses the commuter parking lot located off Ed Bossert Drive, just north of the I&M Canal. This site is accessible from Ed Bossert Drive and accommodates 41 parking spaces.

Site F (935 linear feet on-street and 18,000 s.f. off-street) encompasses a portion of the River Street frontage, which is informally used for parking by commuters.

Site G (63,000 s.f.) encompasses the northern Canal Street properties between Lemont Street and Lemont Road (State Street Bridge). The area is currently occupied by industrial uses and Peterson's Hardware. Redevelopment of this site would create a strong link between the commuter station and the commercial core of downtown Lemont.

Site H (11,660 s.f.) encompasses an existing service station at Fremont and Main across the street from the municipal building.

Site I (69,860 s.f.) encompasses an underutilized area located between the BNSF tracks and the I&M Canal. The area is currently used for storage and parking.

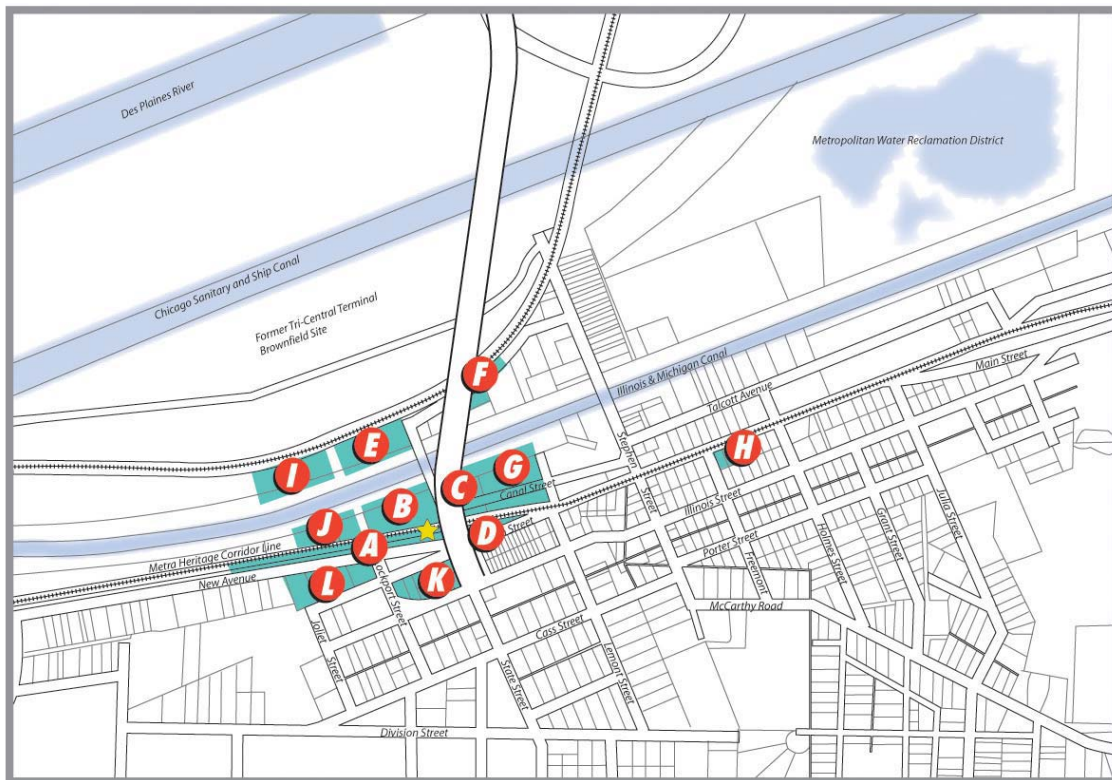
Site J (27,400 s.f.) encompasses the vacant property between the I&M Canal and the Metra tracks just west of the proposed extension of Lockport Street.

Site K (15,136 s.f.) encompasses the commercial and industrial properties in the block bounded by Lemont Road/State Street, Illinois Street, Lockport Street and Main Street.

Site L (55,416 s.f.) encompasses the scattered commercial and industrial properties along New Avenue just west of Lockport Street.

These sites total approximately 8.2 acres of land plus more than 1,700 linear feet of street and railroad right-of-way and together represent opportunities for (i) existing and proposed surface parking lots; (ii) proposed structured parking facilities; and (iii) private residential and commercial development.

Figure 19. Opportunity Sites



Overview of Downtown Infill and Development Areas

In addition to the Station Area Opportunity Sites described above, there are several opportunity areas for infill development and redevelopment of the larger downtown area. These sites are generally located east of the Station Area with a few areas to the north and west.

Approach to Improvement and Redevelopment

The redevelopment of the Station Area Opportunity Sites as well as the downtown infill and redevelopment area constitutes a significant undertaking that will involve public and private involvement over the next three decades. Therefore, the Lemont Station Area Plan allows for improvement and redevelopment to occur in the Station Area over a period of many years, in a series of phases, as opportunities arise and resources become available.

However, while redevelopment might take place over a period of years, redevelopment should not occur as a series of isolated and unrelated projects. While each project should be capable of standing on its own merits, each should also be consistent with and conform to the objectives and guidelines for the Station Area as a whole.

Furthermore, since redevelopment will most likely be phased over a period of years, the Station Area Plan addresses both the short- and long-term needs of the various Opportunity Sites. For example, short-term improvements for certain sites might include the enhancement of existing sites, buildings and parking lots. Long-term improvements might include large-scale redevelopment and more significant structural changes within the area.

The Phasing of Redevelopment

Improvement and redevelopment of the Station Area Opportunity Sites might proceed in three phases, as described below:

Phase 1 Sites

Opportunity Sites for Redevelopment. It is recommended that the Village of Lemont work with existing property owners, potential developers as well as Metra to facilitate redevelopment of the following sites in Phase 1. Given the transit-oriented nature of the mixed-use developments in the Station Area, such as Opportunity Site G described below, heights of 4 to 5 stories and densities of 16 to 20 dwelling units per acre should be considered.

Site E is currently used for commuter parking. Due to its proximity to the Metra station and readily available land for expansion, this existing commuter parking site is identified as an opportunity for expanded commuter parking. Long term development, as discussed in Phase 3, could include redevelopment of this site for mixed-use retail and residential development with off-street parking spaces.

Site F focuses on the proposed improvement of River Street from Stephen Street to State Street. River Street serves an important role in reconnecting the Station Area with the rest of the downtown. This improvement is intended to improve traffic circulation and safety while providing additional commuter parking. Angled commuter parking spaces are envisioned along the street and a surface lot could be located just north of the Lemont Road viaduct.

Site G occupies a highly visible location immediately adjacent to the Lemont Road bridge, and benefits from several assets including Canal Street frontage, I&M Canal frontage and a strategic location between the Lemont Train Station and the historic downtown core. The site should be redeveloped as the major anchor development linking the Station Area to the heart of downtown Lemont.

The redevelopment should include a mix of commercial and residential uses with commercial uses fronting Canal Street and residential uses facing the I&M Canal. Structured parking should be located at the west end of the site, serving as a buffer between residential uses and the Lemont Road/State Street Bridge. Shared-use parking for commuter use should be incorporated into the development. Given the height of the State Street Bridge, a mid-rise structure of 4 or 5 stories would provide the noise and visual buffer between the bridge traffic and adjacent residential uses but could also establish a visual transition from the viaduct to the more pedestrian oriented scale desired along Canal Street.

Together these three opportunity sites represent approximately 2.4 acres of land available for redevelopment as new or expanded parking for commuter use and new private development.

Downtown Infill and Redevelopment Areas. In addition to the redevelopment of Site G, residential uses should be encouraged in designated infill or redevelopment areas to increase the density near the commercial core and add to the day, evening and weekend activity of the downtown.

These infill and redevelopment areas are separated into two general residential categories:

Urban Residential – includes only residential uses of a moderately low density that could consist of single-family detached homes, townhomes and rowhouses. While condominium or apartment uses may be permitted on a limited basis, commercial would not be recommended in these areas. These areas are intended to be consistent with the density of the residential uses located to the south of downtown. Densities ranging from 4 to 8 dwelling units per acre would be appropriate in these areas.

In Phase 1, these residential areas are located east of the historic downtown core along Talcott Avenue and Illinois Street and north of the historic core along River Street and Stephen Street. These residential areas include approximately 8.16 acres of land within or adjacent to the Station Area.

Mixed-Density Residential - includes primarily residential uses that could consist of a mix of densities represented by single-family, duplex, 3-flat, townhomes and rowhouses and other mixed density residential of three floors or less. Limited commercial uses of a neighborhood scale would also be appropriate on the first floor. These areas are intended to serve as transitional use areas that buffer the more active commercial uses in the downtown core from the more residential uses in the neighboring residential areas. Because of the range of housing styles in these infill areas densities are likely to range from as few as 5 or 6 dwelling units per acre to possibly as many as 12 to 14 dwelling units per acre.

In Phase 1, these mixed-density areas are located east of the historic downtown core at Talcott Avenue and Fremont Street and along Main Street. These mixed-density residential areas encompass approximately 6.6 acres of land.

Phase 2 Sites

Opportunity Sites for Redevelopment. It is recommended that the Village of Lemont work with existing property owners, potential developers as well as Metra to facilitate redevelopment of the following sites in Phase 2.

Site H, located across from the existing Village Hall parking lot, should be designated and developed for additional municipal parking. Given its location, configuration of the parking could involve the vacation of a portion of Fremont Street to maximize the layout and design of the parking lot.

Site I includes the underutilized area between the BNSF tracks and the I&M Canal. With the proposed Lockport Street extension and canal overpass, this site should be developed as new surface commuter parking to replace spaces lost to redevelopment and to accommodate potential increases in ridership.

Lockport Street should be extended northward to join with the proposed extension of River Street further westward. These proposed roadway improvements should be designed in anticipation of the proposed extension of Lockport Street under the BNSF tracks. Design of the two roadway extensions and the Lockport Street/River Street intersection will need to consider significant slope issues associated with the proposed underpass. Access to the commuter surface parking lot of Site I should be located at the southernmost point of the lot to avoid the dramatic slope issues near the BNSF tracks.

Site J is located just west of the main commuter parking lot and is currently inaccessible. With the proposed extension of Lockport Street across the CN/IC tracks, this narrow piece of land between the I&M Canal and the CN/IC tracks will be newly accessible and

ideally located for use as surface commuter parking. Wetland conditions will need to be addressed in the development of this area.

Site K is located where Lemont Road/State Street Bridge ends and State Street begins and is currently occupied by underutilized commercial and light industrial properties. To take advantage of its proximity to the Lemont Train Station and central location within the Station Area, the site should be redeveloped as a commercial and structured parking facility. Main Street from Lockport Street to State Street, which currently serves as a local feeder street could be vacated to expand the developable land on the site and would create a pedestrian oriented development that opens up to Legion Park. Commercial uses, such as restaurants, would benefit from adjacency to the park while convenience commercial uses would benefit from the commuter activity generated by the parking structure and the Lemont Train Station.

A 3-story parking structure would potentially accommodate 136 parking spaces for commuter and business uses. Situated adjacent to the State Street bridge, the multi-storied building could serve as a physical anchor that facilitates the visual transition from the bridge into the Station Area and greater downtown. Because of the unusual slope and street alignment of Illinois Street, a unique access point to the parking facility could be located at a reconfigured Illinois Street and Lockport Street intersection. Enhanced crosswalk improvements should be addressed as part of this development to ensure safe and efficient pedestrian traffic between the new development and the Train Station.

Site B is currently used as the primary commuter parking lot for the Lemont Train Station. As a result of the proposed roadway extension of Canal Street westward to Lockport Street, the number of commuter parking spaces in Site B would be reduced in this phase from 219 to 185. Replacement spaces for this site could be located in the newly developed Site I.

Together these four opportunity sites represent approximately 2.85 acres of land available for redevelopment as new commuter parking, expanded municipal parking and new private development.

Downtown Infill and Redevelopment Areas. Continued infill and redevelopment of the residential areas previously identified in Phase 1.

Phase 3 Sites

Opportunity Sites for Redevelopment. It is recommended that the Village of Lemont work with existing property owners, potential developers as well as Metra to facilitate redevelopment of the following sites in Phase 3.

Site B currently serves as the main commuter parking lot. With the emergence of Canal Street as the primary commercial corridor in the downtown, Site B should be viewed as an opportunity to integrate the two areas of downtown Lemont. Physically and functionally, the two areas have operated disjointedly for many years. Redevelopment of this site as a commercial and residential mixed use site will draw the activity of downtown westward and effectively integrate the Station Area into the greater downtown area.

Private development of the site is limited by Village Ordinance 286 and the conveyance of sale by the State of Illinois to the Village of Lemont, which restricts development of the 90 feet of I&M Canal frontage to park, recreation and other public uses.

Site E is walking distance from the Lemont Train Station and other downtown uses but has limited access and no visibility from a market perspective. However, the redevelopment potential of this site would markedly change with the redevelopment of the former Tri-Central Terminal Site. Public infrastructure improvements such as the proposed extension of Lockport Street and the proposed BNSF underpass of Lockport Street are equally critical to the visibility and marketability of this site.

The site benefits from its location along the I&M Canal but is also limited by Village Ordinance 286 (Illinois and Michigan Canal Conveyance), which restricts development of the 90-foot I&M Canal frontage to park, recreation and other public uses.

Pending the redevelopment of the former Tri-Central Terminal Site, Site E should remain in use as commuter parking.

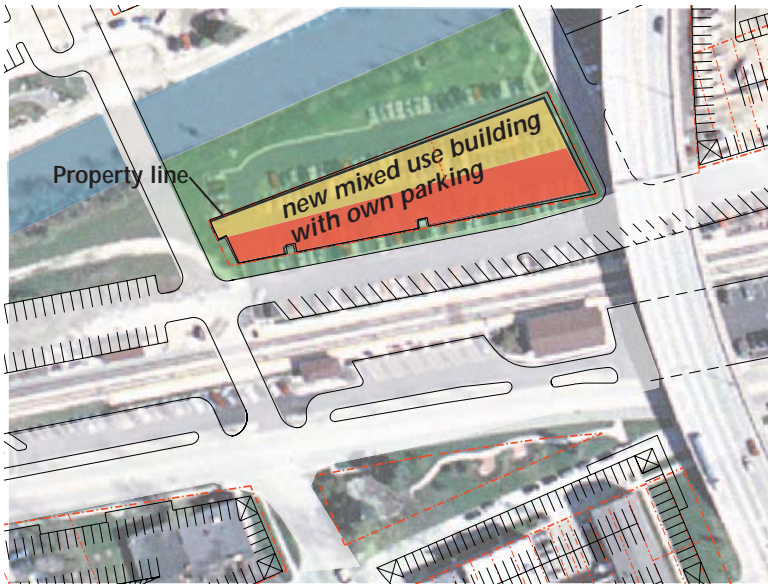
Site L is generally bounded by New Avenue, Lockport Street, Joliet Street and Main Street and currently includes several underutilized properties oriented toward and accessible from Main Street. This site could be redeveloped for a couple of different uses depending on the timing and level of success achieved by other opportunity sites in the Station Area and downtown neighborhoods.

Given the amount of commercial space identified within prime opportunity sites along Canal Street and Main Street, only a limited amount of commercial space has been identified within Site L. This may change over the years as the success of other sites builds momentum and demand for additional commercial space.

The redevelopment of this opportunity site and redevelopment of Opportunity Site K is likely to impact the visibility of the existing Totura's grocery store, on Main Street just south of Site L. The Village should explore ways of incorporating this long-standing and valuable community asset in the Station Area redevelopment. Potential solutions could include a land "swap" which could involve facilitating the relocation of the existing Totura's grocery store location to a more prominent location such as Site L.

Together these three opportunity sites represent approximately 2.54 acres of land available for redevelopment as new private development and a shared commuter parking component.

Detailed illustrations for opportunity sites that are proposed for private or mixed-use redevelopment (Sites B, E, G, K, L) are presented in Figures 20 through 24. The remaining opportunity sites, which include existing and proposed surface parking lots that would serve commuter and downtown parking needs, are illustrated in the Figure 17, Concept Plan.



Parcel B - Train Station Development

Opportunity Site B currently serves as the main commuter parking lot. With the emergence of Canal Street as the primary commercial corridor in the Downtown, this property should be viewed as an opportunity to integrate the two areas of Downtown Lemont. Physically and functionally, the two areas have operated disjointedly for many years. Redevelopment of this site as a commercial and residential mixed use site will draw the activity of Downtown westward and effectively integrate the Station Area into the greater downtown area.

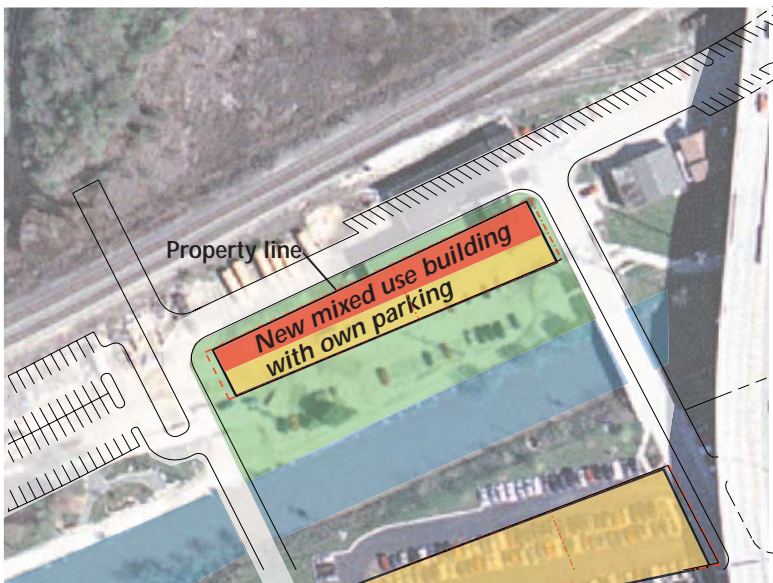
Property Information

Tax Parcel	Location	Land Size (SF)	Property Tax Payer	Current Land Use	Zoning
22-20-303-002-0000	State St. & Canal (extended)	17,300*	Metra/RTA	Parking	Manufacturing
22-20-303-003-0000	State St. & Canal (extended)	14,250*	Metra/RTA	Parking	Manufacturing
Total		31,550			

Source: Cook County Assessor

* Land size is approximate and represents a portion of a larger tax parcel





Parcel E - River Street West

Opportunity Site E is walking distance from the train station and other Downtown uses but has limited access and no visibility at the current time. The redevelopment potential of this site would markedly change with the redevelopment of the former Tri-Central Terminal Brownfield Site. Public infrastructure improvements such as the proposed extension of Lockport Street and the proposed BNSF underpass at Lockport Street are equally important in creating the visibility and marketability of this parcel.

Under appropriate market conditions and after significant infrastructure improvements, this site is envisioned as a new mixed use development with ground floor commercial and upper story residential uses. Because of significant slope issues anticipated where Lockport Street meets River Street, access to the development should be located on Lockport Street at the southern end of the site or on River Street at the eastern end of the site.

Redevelopment of Site E will result in the displacement of 61 commuter parking spaces which could potentially be accommodated in a new structured parking facility on Opportunity Site L or possibly incorporated in the redevelopment of the brownfield site.

Pending the redevelopment of the brownfield site, Parcel E should remain in use as commuter parking.

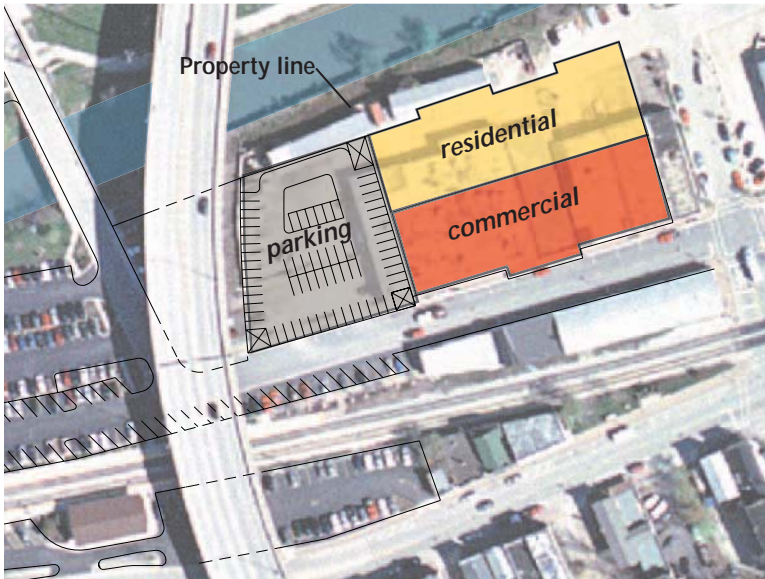
Property Information

Tax Parcel	Location	Land Size (SF)	Property Tax Payer	Current Land Use	Zoning
22-20-300-005-0000	46 State St.	11,000*	Gorski Mary L Trust	Industrial	Manufacturing
22-20-300-006-0000	46 State St.	12,800*	Robert W. Gorski	Industrial	Manufacturing
Total		23,800			

Source: Cook County Assessor

* Land size is approximate and represents a portion of a larger tax parcel





Parcel G - Canal Street Redevelopment

Opportunity Site G occupies a highly visible location immediately adjacent to the Lemont Road viaduct and benefits from several assets including Canal Street frontage, I&M Canal frontage and a strategic location between the Metra Station and the historic downtown core. The property should be redeveloped as the major anchor development linking the Station Area to the heart of Downtown Lemont.

Redevelopment should include a mix of commercial and residential uses with commercial uses fronting Canal Street and residential uses oriented toward the I&M Canal. Structured parking should be located at the west end of the site, serving as a buffer between residential uses and the Lemont Road/State Street Bridge. Shared-use parking for commuter use should be incorporated into the development. Given the height of the State Street Bridge, a mid-rise structure of 4 or 5 stories would provide the noise and visual buffer between the bridge traffic and

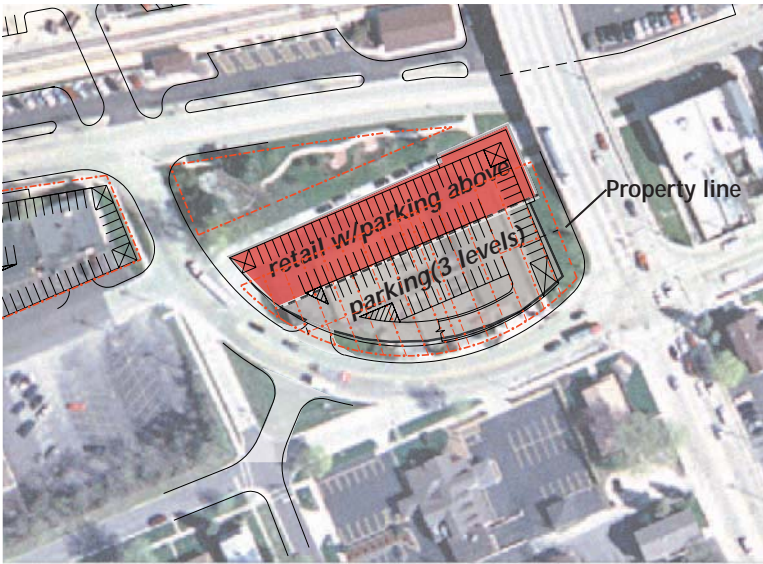
adjacent residential uses but could also establish a visual transition from the viaduct to the more pedestrian-oriented scale desired along Canal Street.

Property Information

Tax Parcel	Location	Land Size (SF)	Property Tax Payer	Current Land Use	Zoning
22-20-304-015-0000	225 Canal St.	20,482	Arthur Peterson Inc.	Commercial	Manufacturing
22-20-304-016-0000	239 Canal St.	6,336	Arthur Peterson Inc.	Commercial	Manufacturing
22-20-304-017-0000	241 Canal St.	16,280	Arthur Peterson Inc.	Commercial	Manufacturing
22-20-304-018-0000	225 Canal St.	14,095	Arthur Peterson Inc.	Commercial	Historical Business
22-20-300-024-8002	225 Canal St.	5,882	Arthur Peterson Inc.	Commercial	Historical Business
Total		63,075			

Source: Cook County Assessor





Parcel K is located where Lemont Road/State Street Bridge ends and State Street begins and is currently occupied by underutilized commercial and light industrial properties. To take advantage of its proximity to the train station and central location within the Station Area, the parcel should be redeveloped as a commercial and structured parking facility. Main Street from Lockport Street to State Street, which currently serves as a local feeder street could be vacated to expand the developable land on the site and would create a pedestrian-oriented development that opens up to Legion Park. Commercial uses, such as restaurants, would benefit from adjacency to the park while convenience commercial uses would benefit from the commuter activity generated by the parking structure and the train station.

Parcel K - New Avenue Redevelopment

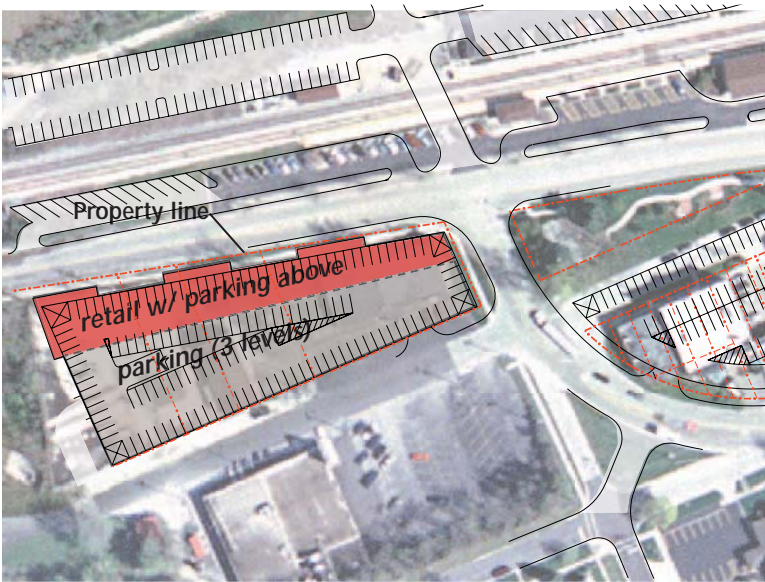
A 3-story parking structure would potentially accommodate 136 parking spaces for commuter and business use. Situated adjacent to the State Street bridge, the multi-storied building could serve as a physical anchor that facilitates the visual transition from the bridge into the Station Area and greater Downtown. Because of the slope issues associated with Illinois Street, access to the parking facility could be located at a reconfigured intersection of Illinois Street and Lockport Street intersection and also along State Street.

Property Information

Tax Parcel	Location	Land Size (SF)	Property Tax Payer	Current Land Use	Zoning
22-20-311-001-0000	112 Main St.	6,076	IDOT	Easement	Arterial Commercial
22-20-311-005-0000	113 Illinois St.	1,477	IDOT	Easement	Arterial Commercial
22-20-311-007-0000	115 Illinois St.	1,508	IDOT	Easement	Arterial Commercial
22-20-311-025-0000	112 Main St.	2,873	Bonus Electric Co.	Commercial	Arterial Commercial
22-20-311-026-0000	118 Main St.	3,202	IDOT	Easement	Arterial Commercial
Total		15,136			

Source: Cook County Assessor





Parcel L - Main Street Redevelopment

Opportunity Site L is generally bounded by New Avenue, Lockport Street and Main Street and currently includes several underutilized properties oriented toward and accessible from Main Street. This parcel could be redeveloped for a couple of different uses depending on the timing, market capacity, and level of success achieved by other opportunity sites in the Station Area and downtown neighborhoods.

Redevelopment could include retail or service commercial uses on the ground floor with structured parking on the ground floor and 2 upper stories. Access to the parking facility should be located along New Avenue and Main Street.

Given the amount of commercial space identified within prime opportunity sites along Canal Street and Main Street, only a limited amount of commercial space has been identified within Parcel L. This may change over the years as the success of other sites builds momentum and demand for additional commercial space.

Property Information

Tax Parcel	Location	Land Size (SF)	Property Tax Payer	Current Land Use	Zoning
22-20-305-022-0000	26 E New Ave.	2,590	Unknown	Vacant	Arterial Commercial
22-20-305-023-0000	15896 W New Ave.	15,022	Commonwealth Edison Co.	Industrial	Arterial Commercial
22-20-306-008-0000	78 E New Ave.	3,354	Nicor Gas Real Estate	Vacant	Arterial Commercial
22-20-306-011-0000	15790 New Ave.	8,714	Stanley B. Tomala	Commercial	Arterial Commercial
22-20-306-012-0000	56 E New Ave.	9,221	Com Edison Co Tax Dept.	Commercial	Arterial Commercial
22-20-306-013-0000	15780 New Ave.	16,515	Lemont 22 Honor Assn.	Commercial	Arterial Commercial
Total		55,416			

Source: Cook County Assessor

