

A Preliminary  
Streetscape Analysis of State Street

in

LOCKPORT, ILLINOIS

May, 1993



Provided for  
Lockport Main Street  
by the  
I&M Canal Corridor  
Main Street Partnership

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Decker Legge Kemp, Architecture and Town Planning  
Chicago, Illinois

## The I&M Canal National Heritage Corridor Main Street Partnership

The Illinois & Michigan Canal National Heritage Corridor, designated by Congress in 1984, is a linear park that extends 120 miles from Chicago to LaSalle-Peru, Illinois. This 450-square-mile park is the country's first such federal land designation that links publicly and privately owned historic, natural and recreational resources, making them more accessible to urban populations while encouraging economic revitalization. Historic canal towns are important to this concept because they represent the greatest concentration of historic and cultural resources in the region and collectively affect the area's image and economic vitality.

In 1991, the Canal Corridor Association, in partnership with the Illinois & Michigan Canal National Heritage Corridor Commission, the National Trust for Historic Preservation and the Illinois Department of Commerce and Community Affairs, initiated the **Main Street Partnership** - a downtown revitalization program designed to foster economic growth and tourism development throughout the heritage corridor. To achieve these goals, the Main Street Partnership introduced the Main Street Approach developed by the National Trust to the region.

Three Heritage Corridor communities - Ottawa, Lockport and Lemont - were competitively selected to participate in this, the first Main Street program applied in a regional context. Specific goals of the program include reinvestment in historic structures, strengthening and diversification of the economic base through business retention and expansion and increased tourism.

As a Main Street Partnership demonstration community, Lockport benefits from technical assistance services provided by the Canal Corridor Association and the National Trust's Main Street Center over a three-year start-up period. These services include intensive training and assistance that will help the community develop a comprehensive strategy, technical expertise and the leadership capacity to continue downtown revitalization on a long-term basis.

## Credits

A special thank you to the following individuals and organizations for their commitment to creating a streetscape plan which reflects the interests of businesses, citizens and government alike. Likewise their research, assistance and ideas have been invaluable to the development of the streetscape plan for State Street and downtown Lockport.

### Mainstreet Lockport, Inc. Design Committee

\*J. Thomas Alves, chairperson & Lynn Sperling, co-chairperson  
Rose Bucciferro, Robert Burcenski, Louise Lamb, James O'Lear, \*Sandy Samoska,  
Beverly Seme, John Sotor, \*Karen VanHuezen, \*Rosemary Winters.

\*Denotes current member of the Mainstreet Lockport, Inc. Board of Directors

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### The City of Lockport

**Mayor Robert Wynveen and Members of the City Council, 1992-1993**  
William Blogg, Francis DeSandre, Kenneth Geuther, Sandra Jacobson, Stanley Kucharz,  
Frank Matichek, Frank Mitchell, and Donald Weis.

**Mayor Richard Dystrup and Members of the City Council 1993-**  
Arthur Coon, Francis DeSandre, Frances F. Fallon, Janice Fornoff, Kenneth Geuther,  
Sandra Jacobson, Frank Mitchell, and Donald Weis.

A special thank you to the professionals, committees, boards and commissions within the City of Lockport who have lent their time and expertise to this project:

Ann G. Hintze, Executive Director, Lockport Area Development Commission;  
Gordon McCluskey, City Administrator; Larry McCasland, Director of Public Works;  
Douglas Blocker, City Planner; Harry Nolan, City Building Code Official; and  
Pat Chinderle, Lockport Area Development Commission.

**City of Lockport Planning Commission - Duncan "Bud" Conklin, Chairman**  
**Heritage Architecture Commission of the City - John Lamb, Chairperson**  
**Lockport Area Development Commission - John Soviak, Chairman**  
**Mainstreet Lockport, Inc. - Thomas Brodnicki, President**  
**LADC Tourism Committee - Richard Dystrup, Chairman**

An additional thank you to the following individuals whose involvement in the design process has given energy and form to the vision of the downtown Lockport streetscape.

Tom Alves, Doug Blocker, Art Coon, Francis DeSandre, Dick Dystrup,  
Janice Fornoff, Cheryl Hahn, Ann Hintze, John Lamb, Gordon McCluskey, Bob Morris, Harry  
Nolan, Sara Rickert, John Sotor, Lynn Sperling, Tom Sperling, Elisa Stout, Kim Winters,  
Ray Winters, Richard Winters, and Rosemary Winters.

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## Part I Introduction

Lockport, Illinois has a completely unique history, and a completely unique physical character, a character of richness, diversity, and great value. In cooperation with the Main Street Partnership, Lockport Main Street now seeks to turn the special and uncommon nature of Lockport into a great asset, a resource for the continued growth and development of the community.

With an understanding that the story of Lockport can and should be told in its buildings and in its downtown, and with a belief that conserving and building upon this rare story offers Lockport powerful physical and economic resources for the future, this Preliminary Streetscape Analysis has been created.

The purpose of this report is to examine comprehensively the assets and opportunities inherent along Lockport's State Street, and to begin the process of identifying the means, through preservation and conservation, of building upon those strengths.

Much work remains: the continued conservation of individual structures, the further development of public and private improvements to all of downtown Lockport, consensus on priorities, the creation of schedules and funding for the work ahead. In order to succeed, each citizen of the community must continue to work intensively and cooperatively. First steps have been taken: an optimistic future lies ahead.

## **This Report: Methods and Process**

The work that follows is the culmination of a process of study, analysis, and investigation that began with a two day team visit, included many conversations with key citizens and a public meeting for discussion and comment, and is further developed in this report.

This Preliminary Analysis is not meant to be an exhaustive and final document. Instead it intends to sketch some directions for further development, recognize needs and opportunities downtown, and begin to make a series of recommendations for areas of further study and design.

## **Lockport: a story unfolds**

Lockport has a deep and important history on which to build for the future. Beginning more than 150 years ago, when Lockport was the Headquarters for the construction of the Illinois and Michigan Canal, this City became by 1850 one of the most important centers of commerce and trade in northeastern Illinois. Organized by its broad main street, State Street, downtown Lockport has retained most of the physical resources and much of the character that describe its bustling and industrious past.

It is through getting to know this story that the work of continuing the development of the community begins. No other place in our region can offer the special strengths and physical character of Lockport.

**Part II                      Opportunities on  
State Street**

The purpose of this Preliminary Study is specific: to examine a portion of downtown Lockport, State Street between 7th and 12th Streets, in an effort to conserve and improve the physical quality of the street's environment, the streetscape, and to apply general principles of Historic Preservation, Town Planning and Streetscape design towards the creation of specific recommendations that give continuity, coherence, and articulation to the visual character of State Street.

To fulfill this assignment, we have identified a series of goals and issues that this Preliminary Analysis must seek to address. These include:

To take advantage of State of Illinois Department of Transportation plans to improve State Street, (State Route 171), assuring that these improvements take place in a fashion consistent with historic preservation goals for the downtown, and for the community.

To create a palette of streetscape principles and elements appropriate to the study area that can be applied in areas throughout Lockport as funds and opportunities arise.

To set the stage for both public and private improvements of aspects of the street environment that define and enhance Lockport's visual and historic character.

### Part III

### What is Streetscape?

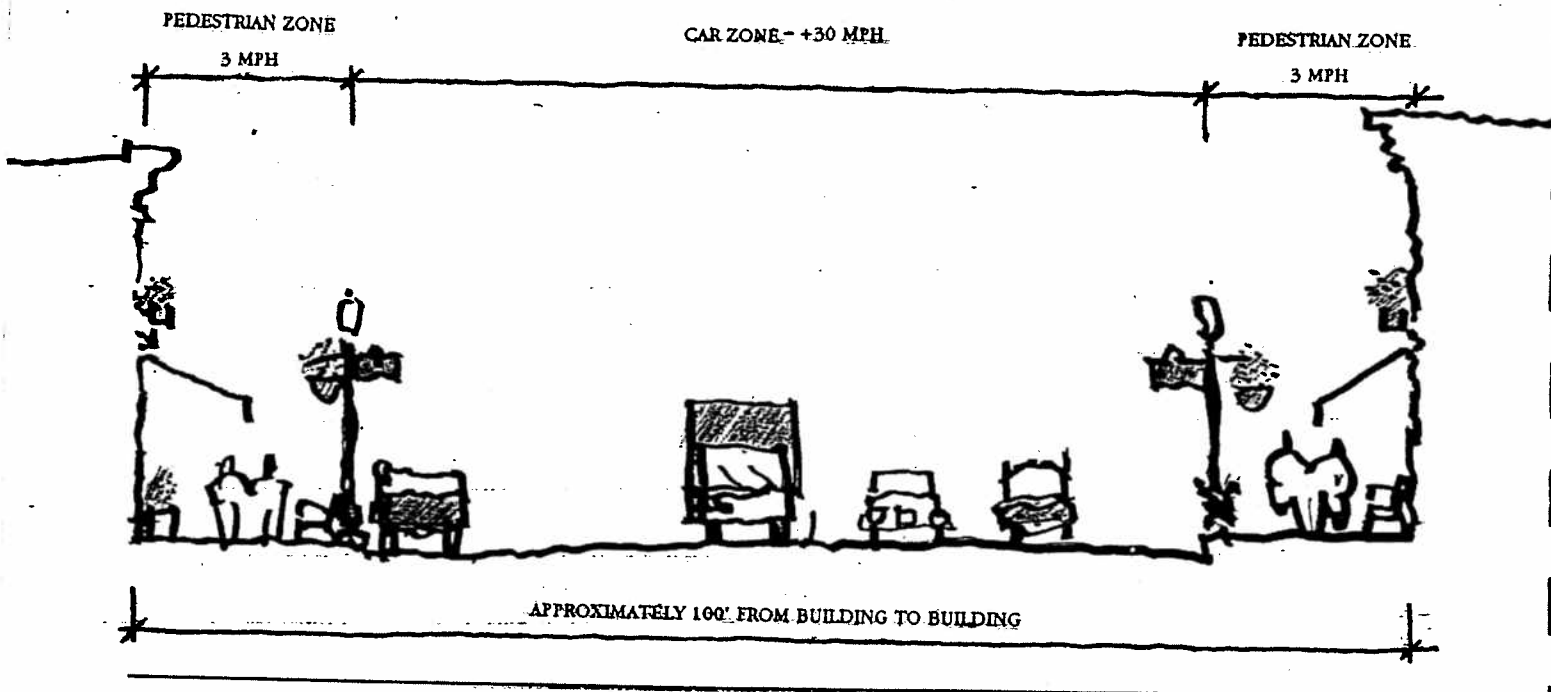
Buildings enfront sidewalks, and sidewalks edge streets. While the principal visual character of a street is defined by the volume and design of buildings, the zones of street and sidewalk are given texture, detail, clarity and order, and beauty through a whole series of physical elements, secondary to buildings but nonetheless critical to an exceptional downtown. Streetscape is the name given to that category of elements.

#### The Space of the Street: Zones of Enclosure

As we walk along the sidewalk gazing into shop windows and admiring downtown's buildings and inhabitants, we occupy the sidewalk zone of the streetscape. This zone, distinct from the street, should encourage shoppers to linger, and give neighbors and associates a chance to stop and chat free

from the hubbub nearby. The sidewalk zone of the streetscape is perceived at a pedestrian's pace, about 3 miles per hour: thus, the sidewalk zone should feature lots of small scale giving detail, and lots of welcoming opportunities to participate in the life of downtown.

The zone of the street, distinct from the quieter and slower life of the sidewalk, is filled with trucks and cars moving up and back at speeds at least ten times greater than those of the sidewalk. And streets are wide and open zones, in contrast to the more enclosed spaces of the sidewalk. Thus in order to reinforce the visual character of an historic downtown, elements of a larger scale must be present, functioning to locate important street related events such as intersections, major structures, the rhythm and scale of the enfronting buildings, while nonetheless appearing to be consistent with the character of buildings and sidewalks.



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While streetscape consists of these two distinct zones, the elements that bring these zones to life and clarity must be integrated and related. Let's examine these elements in greater detail, in order to understand how they can and should interact with one another, and establish some criteria for selecting and including these elements downtown.

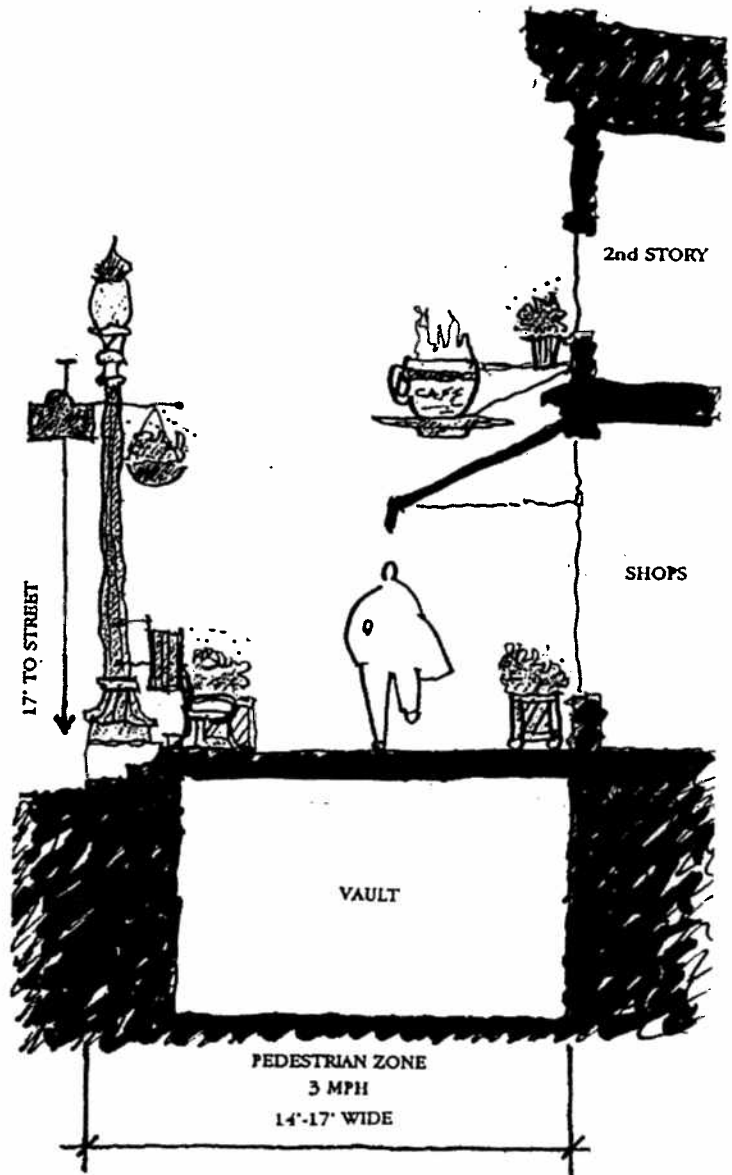
### Elements of a Streetscape

The elements of a streetscape include a diverse array of stuff. Any physical object on sidewalk or street affects the way that we see and understand the downtown environment: phone booths, newspaper vending machines, telephone poles. Since we seek to control visual chaos, and support the character of downtown, we should use every physical element available to achieve our goals.

Typically the elements available to shape and define the downtown streetscape include at least the following:

- Lighting
- Signage
- Paving
- Plantings
- Street Furniture: benches and more
- Accessibility: ramps and the ADA
- Downtown Gateways

Before briefly considering each of these elements, a word of caution: lighting, benches, paving, trash receptacles, public and private signage must be very carefully selected and installed. Downtown Lockport is not Disneyland!! It is a real place, with a real past, and a living and vital present and future. Avoid elements that are overly decorated, or constructed of flimsy or inappropriate materials or colors.



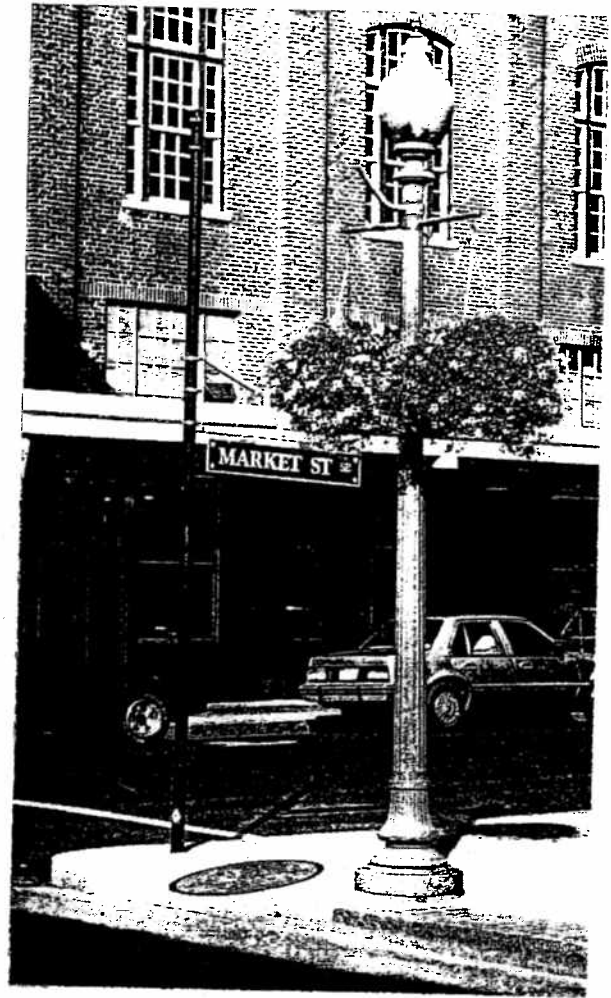
## Lighting

Street lighting is a large scaled element of streetscape, easily visible in cars and trucks from the street. At the same time the rhythm and character of the lighting fixtures can help increase the sense of enclosure in the sidewalk zone of streetscape. Street lights must meet engineering standards for light levels which assure public safety: nonetheless they can also be attractive. Most communities have a traditional light fixture that was first used streetside at the turn of the century: these light fixtures can almost always be converted to meet contemporary standards.

The height, location, and design of street lighting should support the historic nature of downtown: tall bright modern fixtures are inappropriate, and destructive of an essentially nineteenth century downtown environment.

In addition to street lighting, consideration should be given to other kinds of lighting that can enhance downtown after dark: lights in shops, lights on signs, traffic control lighting at key intersections, and lighting on

faces of key buildings. Each of these, like street lighting, should use a light source and light intensity consistent with the story of historic downtown, and make downtown a lovely place to be at night.



## Signage

Public and private signage can make downtown attractive and understandable and easy to use: parking, streets and public uses, events, can and should be identified clearly by attractive signs that are located in places that support the adjacent architecture while providing scale and detail.

## Paving

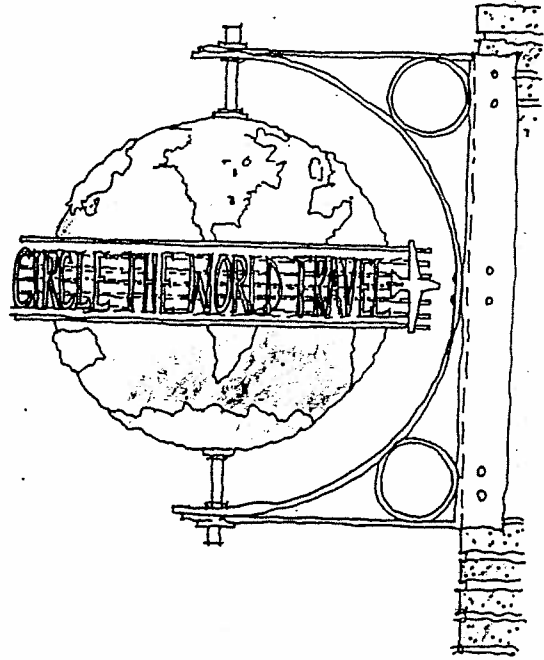
The surfaces of streets and sidewalks represent another opportunity for good streetscape design. As an example, crosswalks at key intersections can be made safer by simply changing their material or color. Sidewalks can be separated into sitting and walking zones by changing the paving material. Historic markers, building names and dates, and other interpretive information can be embedded in the paving materials.

## Plantings

Plantings can add great color and texture to the downtown streetscape. A variety of types of plantings, and locations, are available: street trees where the character of the sidewalk and the historic nature of downtown permit, planters at sidewalk edge or next to storefronts, and window boxes at second and third floors. Species should be selected for hardiness and economy.

## Street Furniture

Benches, trash receptacles, clocks, telephones, newspaper vending machines, bike racks: each of these items powerfully affects the downtown visual environment, and should be chosen with care, and coordinated to the extent possible in style, color, detail, and other characteristics.



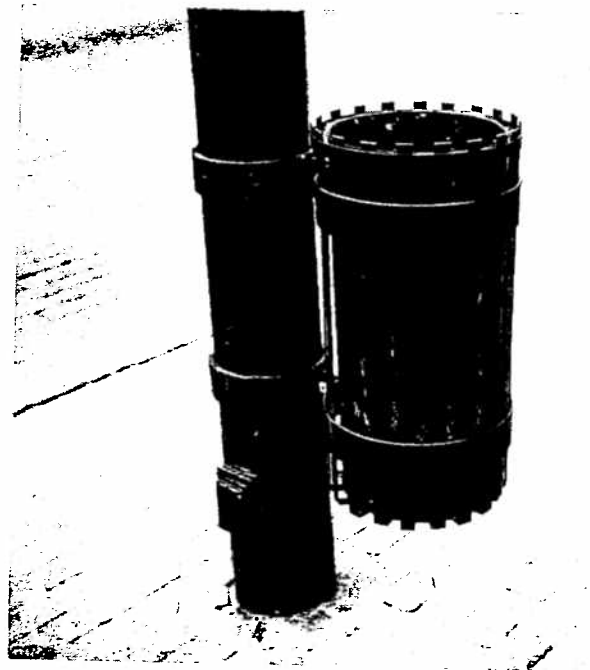
Location should be carefully considered as well. Locate benches keeping in mind storefront windows and entries, and views of and from buildings: the benches can face the street, face the shops, or face one another depending on sidewalk width and adjacent use.

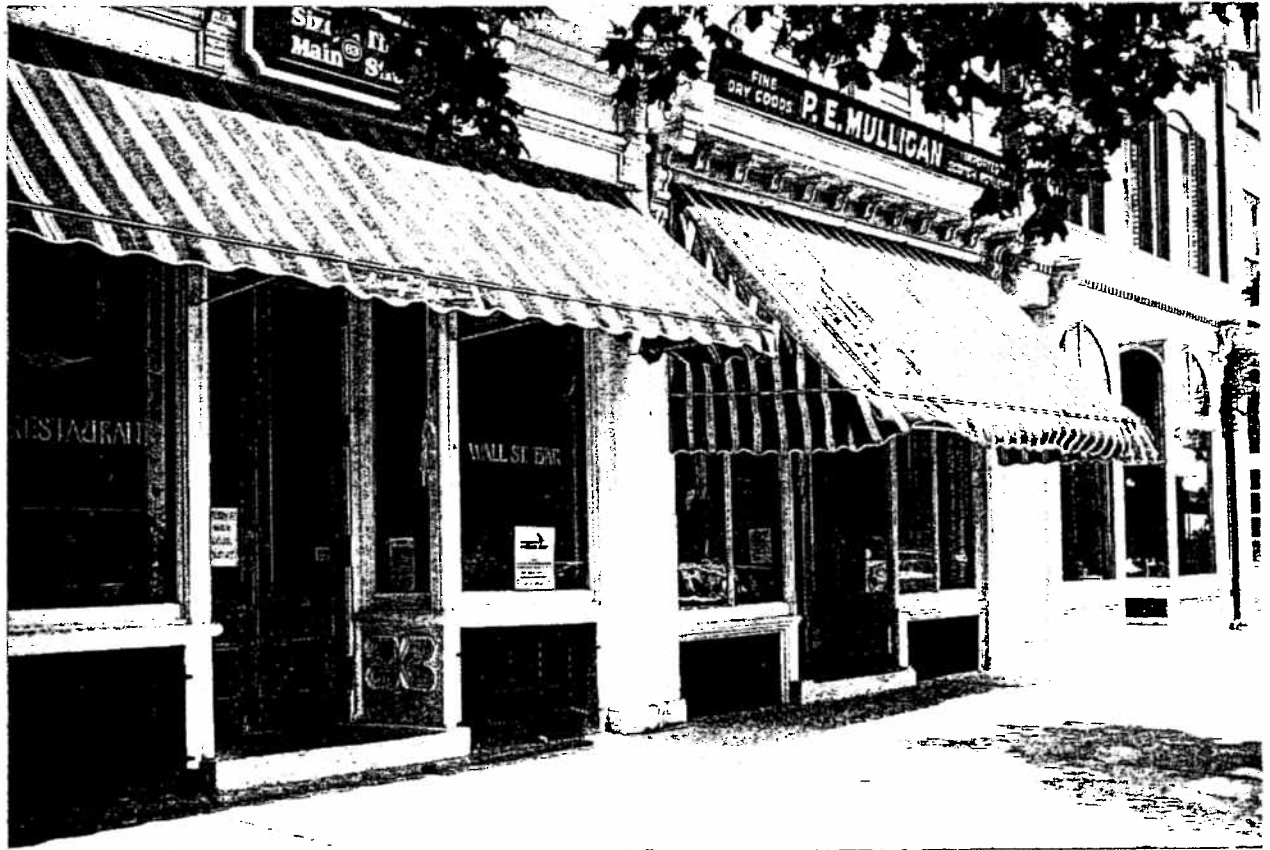
Locate newspaper vending machines near corners, and group them closely. Make sure trash receptacles are available wherever needed, (there are never enough downtown), but especially at corners, making sure that they do their job without intrusion.

Coordinate color and style: the items that make up street furniture should be attractive, and well designed in keeping with the historic style and character of downtown, without being garish and out of proportion with pedestrian zones, or adjacent buildings.

#### Accessibility

In addition to selecting attractive and appropriate accessories for downtown, some new considerations must be addressed. It is important that all of downtown be made completely accessible for those citizens or visitors who may be disabled. This does not mean that improvements to assist the disabled must be unattractive, or located in ways that create obstacles for all. Instead, a plan for locating and installing these points of assistance should be carefully designed, both to maximize accessibility and useability and to enhance the appearance of downtown.





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## Part IV Streetscape on State Street

### Telling the Story

When State Street was imagined by the I&M Canal Commissioners in the 1830's, their deep vision of the future was extraordinary, and potent. 150 years later, as cars and trucks rush up and down through Lockport, their 100 foot wide roadway serves the present remarkably well, and has served the intervening years wisely.

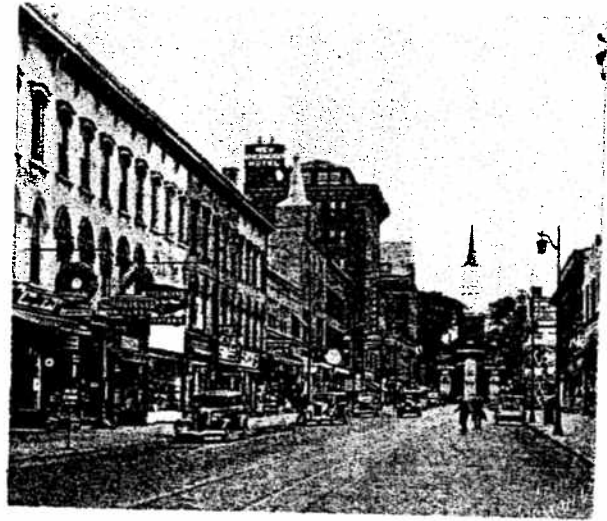
The Commissioners thought of Lockport as a center of commerce and industry for the region: and so it became. Today, as Lockport continues to grow and develop, this broad main street truly anchors the community, and simultaneously tells the story of its beginnings, its robust life, and its future.

In creating a plan for the streetscape of State Street, the selection of each element, from lighting to signage, from benches to awnings and paving, must all be directed at finding the means to visually and physically reveal Lockport's past. For it is in telling the story of this past that Lockport can offer itself uniquely, as a market, a resource, a destination for visitors, and as a living and useful focus for its citizens. Historic preservation, and the conservation of the past, is the strongest foundation for future development.

### Challenges and Constraints

The Illinois Department of Transportation is about to embark on a major improvement program for Route 171, State Street. It is critical that the work that they are about to undertake be arranged to serve the preservation of State Street's character.

While many aspects of this streetscape program are independent of IDOT's program



of work, it is absolutely critical that those improvements imagined by IDOT be addressed immediately. They are of the highest priority.

Setting priorities for State Street is critical— but clearly street paving, lighting, signalization, crosswalk improvements, Accessibility, and other aspects of State Street improvement that will be affected by IDOT must receive our immediate attention.

Clearly the will to support preservation goals has already been an important aspect of conversations between the City and IDOT, and the Illinois Historic Preservation Agency, another State agency governing improvements in the historic district: this must continue to be true, for it is clear that engineering standards and regulations can be met at the same time that preservation and Town Planning goals are supported.

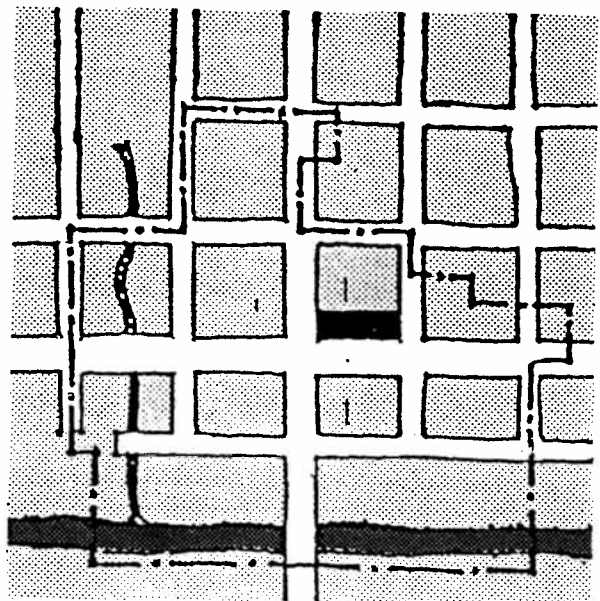
Let's examine the elements of streetscape with governing regulations, and schedules, clearly in mind.

## Part V Recommendations

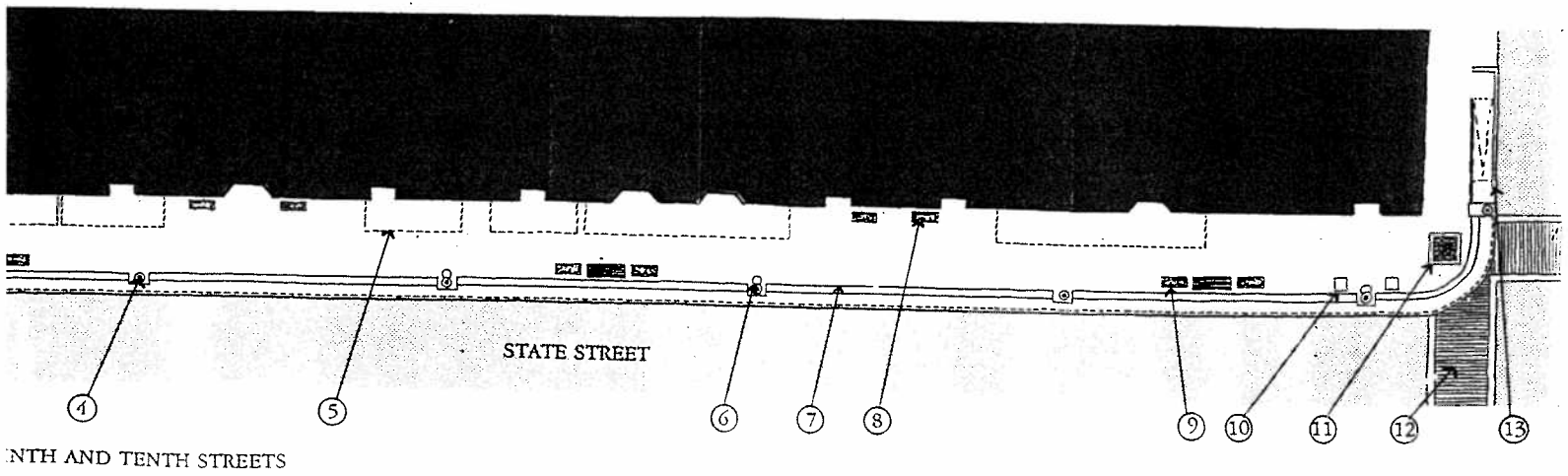
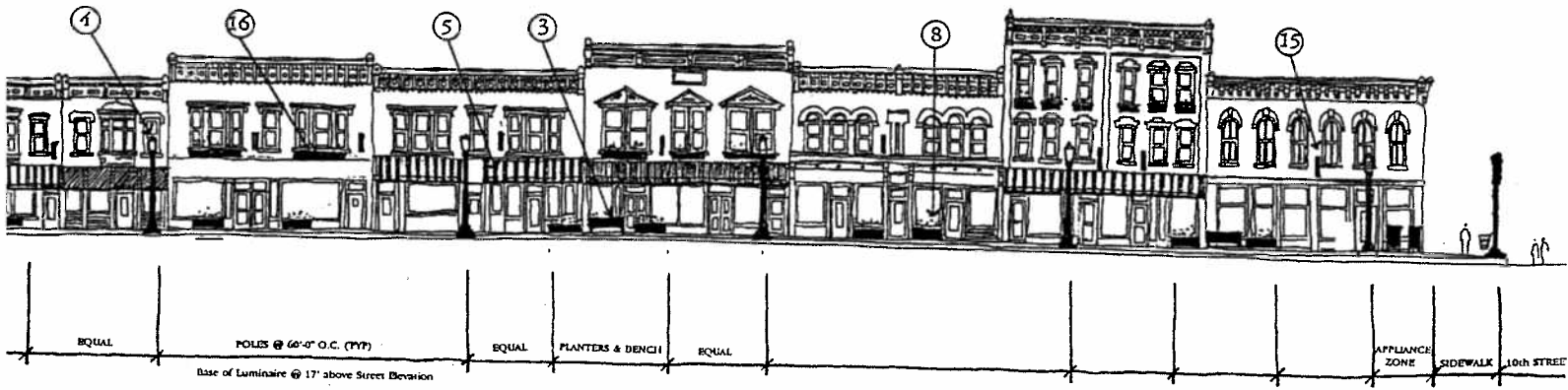
The proposed streetscape masterplan depicted on the facing page clearly represents one very specific block condition, however the design principles and arrangement of the items can be translated to every block in the downtown area. The block between Ninth and Tenth Street was appropriate as a prototype because it is the most complicated in terms of attempting to add elements to the sidewalk without compromising the architectural quality of the historic buildings. Wherever possible between Seventh and Twelfth Streets the following guidelines should be applied to create a unified and consistent street scape,

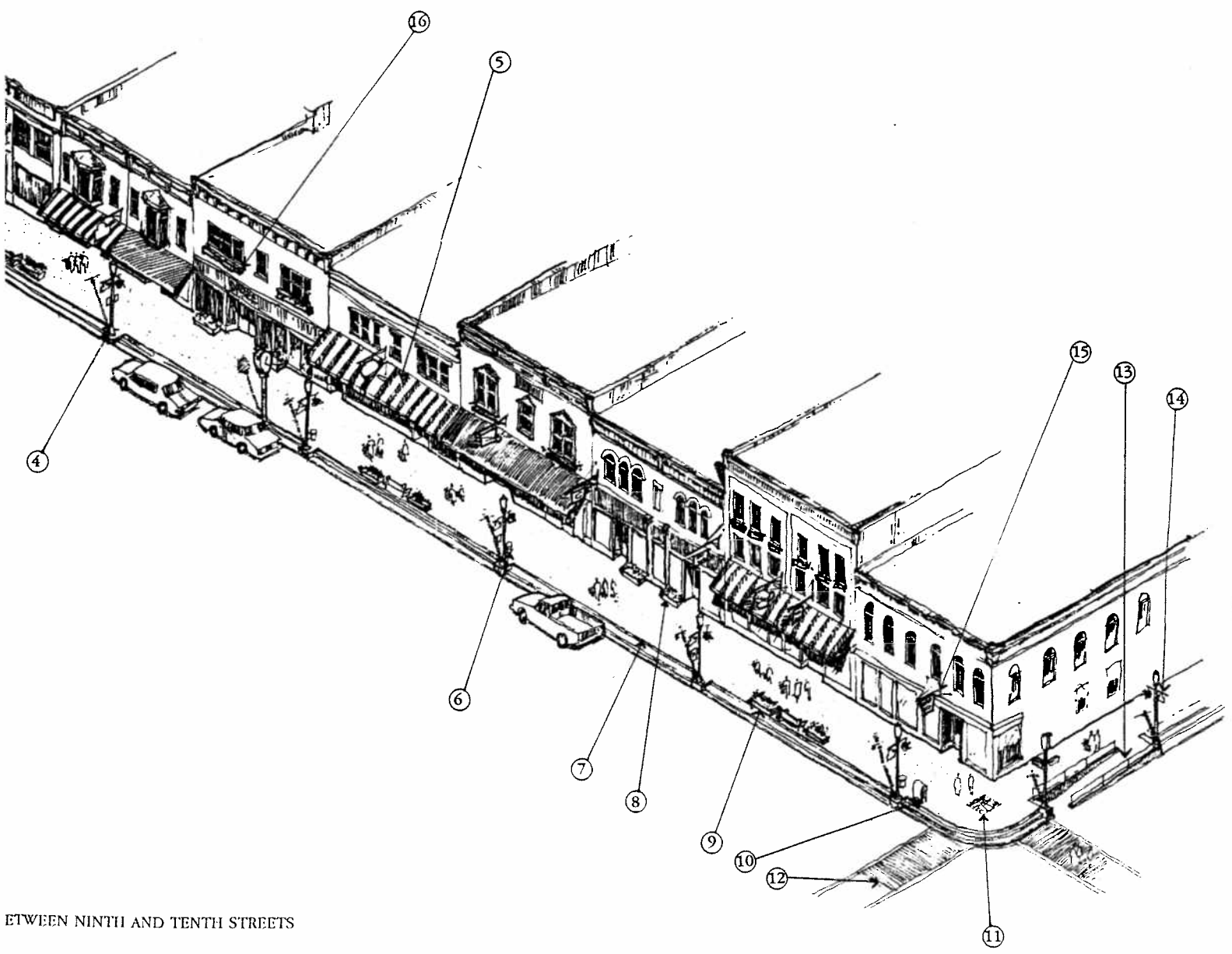
The following notes are keyed to the masterplan drawing in order to further clarify elements which appear on the drawing. More specific information can be found in the following section as indicated in the notes.

1. Disabled Access Ramp  
(see Accessibility)
2. Traffic Signal  
(see Lighting)
3. Bench  
(see Street Furniture)
4. Lamp Post  
(see Lighting)
5. Awnings  
canvas awnings on metal frames
6. Trash Cans  
(see Street Furniture)
7. Vaulted Sidewalk  
(see Planting)
8. Planter @ Building  
(see Planting)
9. Planter @ Street  
(see Planting)
10. "Appliance Zone"  
(see Street Furniture)
11. Crosswalk Marker  
(see Paving)
12. Crosswalk  
(see Paving)
13. Disabled Access Ramp  
(see Accessibility)
14. Historic District Pendant  
(see Lighting)
15. Private Business Sign  
(see Signage)
16. Planter Boxes  
(see Planting)



BLOCK LOCATION MAP





ETWEEN NINTH AND TENTH STREETS

## Part V Recommendations

What follows below is a narrative and illustrated depiction of specific recommendations for State Street. Wherever possible, priorities necessitated by the IDOT Route 171/State Street improvement program have been highlighted: these deserve immediate attention and further discussion and negotiation.

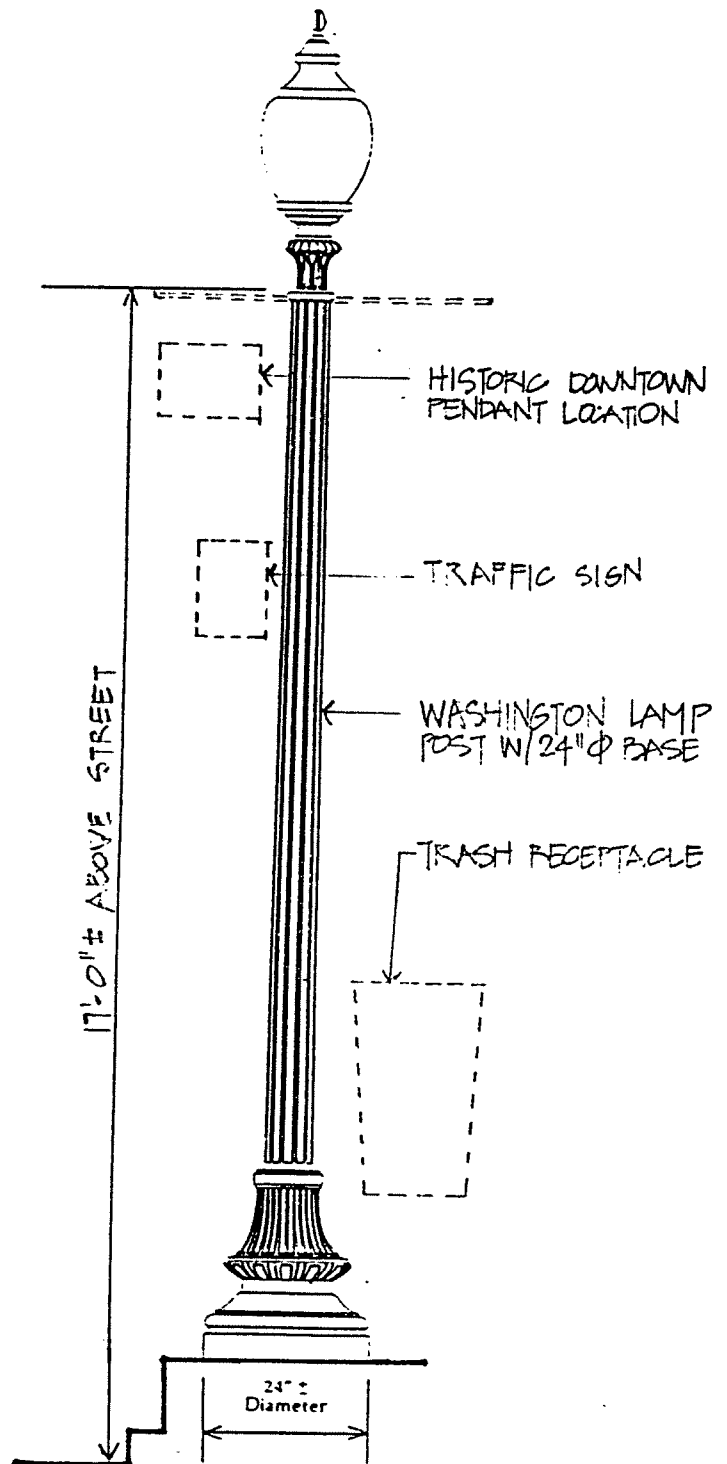
### Lighting

Lockport has an historic light fixture, the Washington Standard, which has been a part of the visual character of the community for nearly a century. It is now clear that this light fixture, with a modern "luminaire" lamp, will meet IDOT standards. Positioned along State Street at 60 foot intervals, and with the head of the fixture 17 feet above the State Street pavement, a 200 watt lamp or less will meet engineering standards. Augmented with shielding to keep the fixture from throwing undue light into upper story windows, the height and spacing of this fixture will give clarity and order to the State Street streetscape.

While we do not find a very tall fixture appropriate for the historic character of State Street, we do believe that the height of at least 17 feet is necessary in order for the fixture to provide reasonable scale and detail to both the pedestrian and the street zones of the streetscape.

### Signage

State of Illinois signage indicating Route 171, and other required signage, can be easily mounted on light standards without adversely affecting the State Street streetscape. Other regulatory signage, (parking/no parking, speed limits, and other



similar signage), can likewise be located on lighting fixtures, rather than sidewalk mounted.

Signage indicating street names, locations of important structures and institutions, delineating the Historic District and Main Street boundaries, interpretive signage, signs announcing events, all can likewise be located to integrate with the established goals for State Street appearance. We recommend that both public and private signage be scrutinized for clarity, graphic design, and most important, location. The program of informational signage should have a shared graphic appearance, color, style, size, and mounting location.

We do not recommend that signs be clumped in a single location: the information that they convey becomes hard to understand from the street. And certain signage, such as Historic District signage or signage for special events, can be repeated at each light fixture, and thus offer detail and color to the overall streetscape.

Of course signage on individual structures continues to be critical to improving State Street: we have worked with individual building owners, and the Lockport Sign Ordinance, to create building signs consistent with preservation goals: this work must of course continue.

### **Paving**

Because of current traffic load, crossing State Street at Ninth Street as a pedestrian can be a daunting task. Even away from Ninth, at Eighth and Tenth Streets, traffic often discourages street crossing. We believe that this circumstance can be improved by changing paving materials, or pavement color, at crosswalks. And because we know that an Interpretive walking path for



downtown, a walking tour that takes visitors around downtown to get to know Lockport's story, is a recommendation for the future, these crosswalks can assist.

Thus, within the constraints imposed by IDOT and other regulating agencies, we recommend that paving changes in the crosswalks of key intersections be undertaken. This can be done very simply and effectively, without major cost implications.

Originally, Lockport had limestone or wooden sidewalks: later they were converted to concrete. As a result, we do not favor the use of brick pavers in sidewalk areas downtown: they seem inappropriate for most locations. In addition, we strongly recommend that those remaining areas of limestone paving be conserved, and consideration be given to using this stone in other locations where cost and circumstance allow. We acknowledge that a limestone sidewalk could be initially more expensive than concrete: in the long run, the stone will outlast other materials. But if possible, the stone should be employed: it further tells Lockport's story.

### **Plantings**

Because the sidewalks on State Street downtown have vaults beneath them created a century or more ago, the planting of street trees is neither practicable nor historically appropriate. We recommend that no street trees be planted between Ninth and Eleventh Streets, and that any trees planned for the blocks immediately adjacent to this area be carefully located so that the State Street pedestrian zone width has integrity and continuity. (This width ranges between 14 and 17 feet, depending upon location).

As an alternate to street trees, we recommend that plantings be concentrated in two alternative locations: planter boxes located in the pedestrian zone either at storefronts or at the edge of the sidewalk against the street, or window boxes hung from upper story windows.

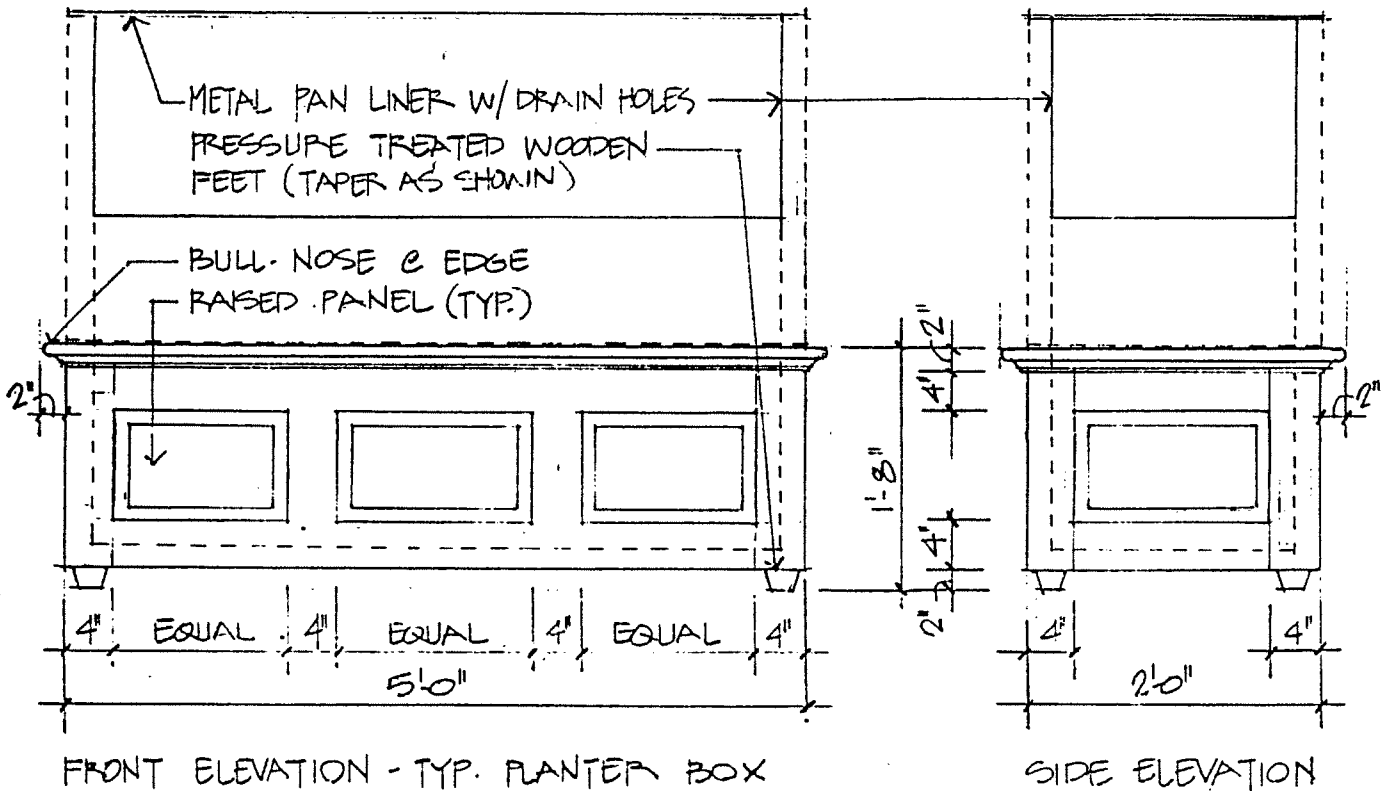
In addition, some planters can be hung from lighting standards in the downtown focus area. This approach to downtown plantings will offer an attractive addition to the pedestrian zone: we recommend that as many of these planters as possible be placed.

Design of the planter box is important as well. Planters should not be taller than the bulkhead or knee wall beneath storefront glazing: if taller, they will obstruct the view of shops. And planters should be of simple

materials, easy to maintain, and inexpensive to construct. We recommend a planter that is constructed of wood, with a liner and drain. Window boxes should likewise be constructed of wood, and their method of mounting should be detailed to avoid damage to historic structures.

The planter box program can be a result of private initiative. Building owners opting to be a part of the program could purchase and install planters, and an overall planting maintenance program could be jointly created.

For information about planting materials that could be installed in the planting program, consult the Appendix. Keep in mind that the west side of State Street receives morning sunlight, and the east side receives afternoon sunlight.



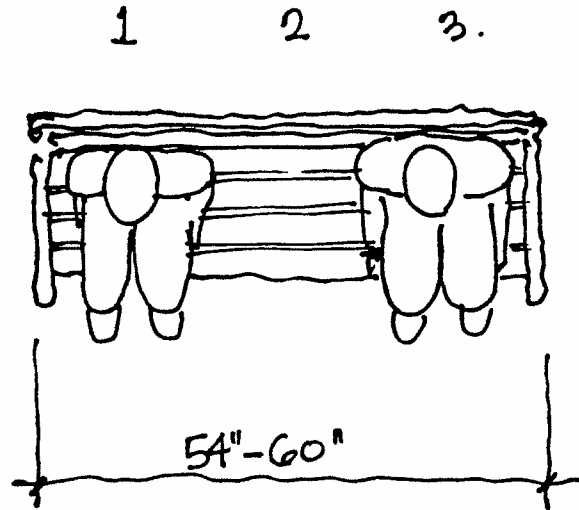
## Street Furniture

The most prominent street accessories are benches. Because State Street is such a broad street, and because the pedestrian zone, the sidewalk, is very wide in downtown Lockport, a number of locations are possible for benches. They can be placed against storefronts, they can be placed facing one another in some locations without obstructing the pedestrian flow, or they can be placed at the edge of the sidewalk at the street. In general, we recommend that benches be placed opposite store entries, so that customers can linger.

Benches should be designed to fit with the character of State Street: simple, (not too frilly), historically styled, easy to maintain. Benches can be wide on State Street - 54" to 60", with room enough for three persons.

We recommend that one design be selected and used throughout downtown: many types of benches will increase the visual chaos of the streetscape and will not serve our goals for State Street.

In addition to benches, there is an array of other street furniture that should be carefully located, designed, and organized. Trash receptacles should be mounted on light fixtures, especially at corners, to reduce sidewalk clutter. Appliances such as newspaper vending machines should be tightly grouped, also at corners. Occasional accessories such as phone booths should be minimized, and should be designed to harmonize with the streetscape program if possible. Color and design of all of these elements should be as consistent and simple as possible. Restoration of the historic sidewalk clock, on the east side of State, would be a nice addition to the State Street streetscape.



WOODCRAFTERS OF FLORIDA INC.  
LIBERTY COLLECTION Model LBR 2760  
Dimensions: 27"W x 60"L x 35"H

## **Accessibility**

Downtown Lockport is characterized by hills, steep sidewalks, and steps from sidewalk to street. This is the historic character of State Street, and should be conserved. But it is likewise true that it is best if State Street businesses and activities are accessible to all visitors: disabled visitors may find it difficult to move over and around some of these obstacles.

Thus we recommend that ramps and other improvements that make State Street accessible to all be created. We believe that the goal of accessibility is not inconsistent with the historic character of State Street: opportunities for ramps and other improvements exist without compromising streetscape goals.

At intersections, even where the sidewalk is much higher than the street, ramps can be created. We do recommend that these elements be carefully designed and located, so that they do not become hazards either to those assisted by them, or to others. This goal can be achieved.

Because this work is impacted by and could be a part of IDOT State Street improvements, we recommend that conversations with governing agencies about these concerns be undertaken at the earliest moment.

## **Gateways to Downtown**

Points of entry to downtown should be improved, so that it is clear to all, both visitors and citizens, that one has entered a special and attractive place. Currently, the center planted parkway at the north end of State Street, (at New Avenue), is in poor condition: the planting program was never completed and has not been well

maintained. We recommend that the original design, which is available, be completed, and that a maintenance program, perhaps in the form of a public/private partnership, be undertaken.

A similar gateway to Lockport could be designed and installed at the south entry to downtown, in the vicinity of Dellwood Park. Here the right-of-way is wide enough for the 10 foot wide parkway or boulevard planting area. The design and planting of this gateway should be derived from and consistent with the north gateway. In addition, each gateway of plantings in a boulevard configuration could be augmented with signage.

Because this area is scheduled for IDOT improvements, we recommend that steps be taken as soon as possible to investigate the feasibility of such construction.

**Part VI**

**Next Steps**

Schedules! Priorities! Funding! Consensus! Volunteers! Much work lies ahead to implement a State Street streetscape plan, and because so many agencies and authorities are involved, some of which intend to become active on State Street very soon, timing and scheduling are critical.

Of the highest priority are those tasks about to be undertaken by IDOT: paving, street lighting, State sign location, curbing, (which affects accessibility). Several State and Federal agencies have authority in this work: IDOT, the Illinois Historic Preservation Agency, (IHPA), the U. S. Justice Department through the Americans with Disabilities Act, (ADA). Negotiations have been going successfully for some time, and can now be finalized. IDOT, IHPA, and the City of Lockport are agreed in principal regarding lighting: other matters should be finalized with the lighting concerns, and work can then proceed. We recommend that this finalization take place as soon as possible.

Once the IDOT improvements are in place, other work can begin to take shape. Schedules for public improvements such as benches and trash receptacles should be created: not all of the items need to be installed everywhere and immediately. Key locations, State between Eighth and Eleventh on both sides, should receive attention first. Other areas can then follow, maintaining the established vocabulary. Budgets and installation schedules can be created, so that the cost, funding source, priority, and proposed installation time for each area can be established.

Since the planting program of planter boxes can be a substantially private initiative, this work can move ahead quickly, independent of public undertakings.

Some aspects of the Streetscape Program need further design and exploration: specifically signage needs further study. Since this study must precede installation, and since the design of signage will have a substantial impact on the overall streetscape, we recommend that first steps be taken in this direction as soon as possible. In this way the appearance of signage can be established, as can the cost and schedule for implementation.

A final note regarding next steps: Lockport has had the good fortune of having a series of excellent studies examining downtown. Some of these, such as the HCRS Project Report of 1979, and the PUDI report of 1978, offer insightful and valuable suggestions for Lockport. We recommend that this streetscape report and those plans continue to be coordinated: these other texts have much to offer to deepen and reinforce this present commentary.

## Part VII

## Conclusions

Lockport Main Street, the City of Lockport, and the Main Street Partnership have already taken major steps towards the renovation and conservation of downtown Lockport. Much work remains.

Perhaps most important of all, each citizen of Lockport should feel both invited and obliged to become involved in building a better and stronger community. The struggle to make a community vital and economically healthy requires the work of a diverse and energetic group of citizens. Much work is required to set priorities, to agree on programs of work, to organize to secure funding, to convince neighbors to support plans. This Plan, or any plan, will fail if all of Lockport, and especially those who live and work downtown, does not heed the call to join in the work ahead.

We do not presume to suggest that this Preliminary Analysis is complete. Instead, this Plan is a first step towards thinking comprehensively about a group of inter-related improvements that could help to secure the future of downtown Lockport.

But best of all, this Plan is based on a recognition that Lockport is a very special place, a place of opportunity and richness, of diversity and texture. All plans which acknowledge and begin with an appreciation of the special story of this community cannot help but to enhance the future.

## Appendix

### Street Planters

#### I. Suggested sizes:

Rectangular: 4-6 feet long x 24-30" wide x 18-24" deep

Square: 24-30" x 18-24" deep

Round: 30"x 18" deep and 36"x 24" deep

#### Planter materials

Wood with metal liner

#### Color and Texture

Paint color to be approved by Design Committee

#### Drainage

All containers shall be provided with bottom drains to prevent water-logging of the planting soils.

#### II. Soil mixture measured by volume:

25% organic matter - composted leaves, mushroom compost or peat moss

15% perlite or equal

60% high quality loam soil

#### III. Herbaceous plant material

##### Plants for sunny locations:

1. Ageratum - Dwarf to 12 inches  
Color: blue
2. Alyssum - Lobularia maritima - 6-8 inches  
Color: white, purple
3. Browalia - 14-16 inches - Troll series  
Color: blue, white
4. Flowering cabbage - 10-12 inches  
Color: white, pink, red  
Lasts into late autumn
5. Flowering Kale - 12 inches  
Color: white, red peacock series has feathery leaves  
Lasts late into autumn
6. Calendula officinalis - Dwarf Gitano series - 12 inches  
Color: yellow, orange, apricot  
Lasts late into autumn
7. Iberis umbellata - Candytuft - 10 inches  
Color: pink, lilac, purple, white, rose, and red
8. Lagerstroemia - Crape myrtle 24-30 inches  
Color: red, rose, pink, white, purple, lavender

9. Cineraria - Dusty miller - 15 inches  
Color: silvery gray
10. Pelargonium - Geranium - 24 inches  
Colors: many from white to pink, rose, salmon, red
11. Heliotrope, Marine and Mini Marine - 10-12 inches  
Color: purple, white
12. Lisianthus russellianus - Echo hybrids - 14 inches  
Color: white, blue, pink, lilac, blue picotee, pink picotee
13. Hunnemannia - Mexican poppy - 12-16 inches  
Color: yellow  
Foliage: lacy
14. Melampodium paludosum - 16 inches  
Color: gold  
Heat tolerant
15. Tagetes Marigold - 10-24 inches  
Color: yellow, gold, orange, primrose, red, and mixed  
Frost tender
16. Petunias - 12 inches  
Color: many and bicolors  
Flower shapes - many  
Lasts into autumn
17. Salvia farinacea - 18-24 inches  
Color: silver, white, violet blue, blue  
Lasts late into autumn
18. Slavia splendens - 12-16 inches  
Color: red, purple, salmon-coral
19. Zinnia - Dwarf hybrids - 10-14 inches  
Color: white, pink, yellow, orange, red, scarlet
20. Anterrhinum - Snapdragon - 8-12 inches  
Color: many - white, pink, yellow, rose, red  
Lasts late into autumn
21. Gomphrena, Globe amaranth - 12-24 inches  
Color: white, purple, pink
22. Sanvatalia procumbens - 6 inches  
Color: gold
23. Verbena (annual) - 6-10 inches  
Color: pink, scarlet, purple, light pink, rose, white
24. Vinca rosea - Periwinkle - 8-10 inches  
Color: pink, white rose with contrasting eyes

Plants for shaded areas:

1. Begonia semperflorens - wax begonias 8-10 inches  
Color: pink, white, red - some green leaved others bronze leaved - very floriferous  
Frost tender

VIII. Weeding:

1. Hand weeding should be done as needed.
2. Care should be taken to avoid damage to the desired plants.

IX. Other maintenance:

1. The removal of spent flowers on certain species.
2. The removal of dead foliage.
3. The removal of blighted or diseased plants.

Street Tree Planting

I. Site Preparation:

1. The minimum area should be six (6) feet square.
2. All compacted poor soils shall be removed and replaced with a good loam soil to which organic matter is added (25% by volume).
3. Positive drainage must be provided to avoid damage to tree roots from an excess of moisture.
4. Trees should be planted no deeper than previously grown.
5. After planting, the sidewalk opening shall be protected by a grate that meets the requirements of the Americans with Disabilities Act.

II. Tree Species:

1. Ginkgo biloba - male form
2. Gleditsia triacanthos var. (common thornless honey locust)
3. Tilia in variety (linden)
4. Gymnocladus dioicus (Kentucky coffeetree)
5. Celtis occidentalis (common hackberry)
6. Pyrus calleryana in variety (callery pears)
7. Malus in variety (crabapple)

III. Maintenance:

1. Watering as needed, the equivalent of one inch of rain per week.
2. Fertilize annually with a slow release fertilizer.
3. Pruning to avoid injury to pedestrians and the removal of dead branches.

All materials subject to design needs of the various areas.

2. Coleus - Dwarf - 18-20 inches  
Color: varied foliage colors often multiple colors
3. Impatiens - 8-16 inches (many sizes)  
Color: white, pink, coral, lavender, lilac, carmine, red, orange  
Frost tender
4. Alyssum - Lobularia maritima - 6-8 inches  
Color: white, purple  
Stands light shade
5. Vinca rosea - Periwinkle - 8-10 inches  
Color: pink, white, rose, with contrasting eyes  
Stands light shade

IV. Other plants useful in planter plantings:

1. Polygonum cuspidatum compactum - Dwarf lace plant - 18-24 inches  
Perennial  
Pink fleece flowers in late summer
2. Liriope spicata - Lilly turf - 10 inches  
Color: lavender  
Flowers in late summer  
Stands shade
3. Asparagus densiflorus cv. Sprengeri  
Asparagus fern to be used as an annual - provides a bright green lacy quality -  
combines nicely with lemon yellow.

V. Planting instructions

1. Spade and loosen the soil with a garden trowel.
2. Remove plants from their containers without breaking the earth ball.
3. Plant into holes no deeper than the original planting depth of the plant.
4. Firm soil along the plant.
5. Water thoroughly after planting.
6. Mulch lightly with rotted leaves or wood chips.

VI. Watering

Water only when needed. Soil should remain moist and not water-logged. Usually watering thoroughly two times per week should be sufficient. When drought persists accompanied by constant wind, watering intervals should be more frequent.

VII. Fertilizing:

1. Fertilize when plants look weak.
2. Fertilizing should be adjusted to the fertility of the soil and can be done with an organic based fertilizer or liquid fertilizer dissolved in the watering water as directed on the container label.