

## **IV. BASIC PROPOSALS**

### **A. TOD Proposals**

#### **1. South Station Residential District**

##### **Objectives**

As complimentary actions:

- Build more than 400 hundred quality condominiums and town homes on land between Vermont Street and the Cal Sag Channel now given to less intensive use.
- Create a nature and recreation trail along the Calumet Sag waterfront.
- Establish a safe and attractive working environment for pedestrians.

##### **Development Steps**

- Begin development of the nature, walking and bicycle trail along the north bank of the Calumet Sag Channel, between the Division Street and Western Avenue bridges.
- Relocate industrial businesses from the TOD area (north of Vermont Street) as superior sites are developed for these businesses in Blue Island industrial areas.
- Build surface parking for Metra commuters and St. Francis Hospital on land opened up by the relocation of industrial businesses. Probably build parking in 2 to 3 phases over 4 to 7 years; if necessary build a parking structure in a later phase.
- Develop quality condominiums and town homes south of Vermont Street, primarily on replaced Metra parking lots overlooking the Cal Sag, on vacant lots, and on adjacent residential land, replacing up to 39 homes purchased from their owners at fair market value plus relocation compensation. Probably build in several phases over 4 to 7 years.
- Improve the station area pedestrian environment with sidewalks, crosswalks, and traffic signaling and signage, especially at the intersection of Irving and Vermont.
- At an advanced stage of development, relocate the Metra Rock Island platform from the south to the north side of Vermont Street, optimally building one new combined station that will serve the Rock Island and Metra Electric lines.
- Provide affordable homes for seniors and lower income households within the predominantly market rate new housing developments.
- Build mixed use buildings with ground floor retail and upstairs housing along Vermont Street from Gregory Avenue to the consolidated Metra station.
- Create a recreation center and park, including the preserved historic Metra Rock Island station building on the south side of Vermont, including a major work of public art as a gateway to welcome visitors to Blue Island.

##### **Development Resources**

Among other resources appropriate for use in this project, seek these types of public funds for integration with private investment: *Enhancement Program* and *Congestion Mitigation and Air Quality (CMAQ)* funds of the US Department of Transportation to improve the safety and attractiveness of approaches to public transit facilities. / *The Business Development Public Infrastructure Program* of the Illinois Department of Community and Economic Opportunity (IDCEO) to aid the relocation of industrial businesses from the TOD area to superior sites in Blue Island industrial areas.





South Station Residential District: Concept 1

### 1 Station Relocation

Reconfiguring the tracks and relocating the Rock Island line station to the north side of Vermont Street adjacent to the existing Metra Electric line station combines the two stations into a single destination area for pedestrians and reduces conflicts between pedestrians and vehicles and trains at this busy intersection.

### 2 Parking Structure

Relocating Irving Avenue to move the intersection at Vermont to the west allows the construction of a large parking structure to house Metra riders' vehicles adjacent to the tracks and closer to the stations for the riders. This structure also frees up prime land adjacent to the canal, currently surface parking lots, for new residential development.

### 3 Townhouse Development

New developments of townhouses, adjacent to the existing park and along the water and on land previously underdeveloped as surface parking lots, provides an influx of people to the area. These developments should be oriented to the street or the park with parking in the rear.

### 4 Condominium/Apartment Development

New condominiums should be located along more major streets, creating an entrance way to downtown/station visitors from the south. These developments should have entrances on the street with parking in the rear; the facades should be detailed with high levels of vertically oriented windows facing the street, horizontal and vertical divisions such as cornice lines, expression lines, and columns/pilasters.



South Station Residential District: Concept 2

### 5 Mixed Use Buildings

Buildings with ground floor retail and upper floors of residential and /or office space should be located along Vermont Street to create an interesting continuous street wall for pedestrians, drawing them to the downtown area.

### 6 Bicycle/Pedestrian Trail

A new trail along the canal provides recreation to enjoy the water and access to the parks along the canal for bicyclists. Extending the trail northward along the tracks provides access to the station and downtown with a limited number of road crossings.

### 7 Existing Housing and Commercial

Existing neighborhood housing and commercial sets the scale and character for the South Station area.

### 8 Existing Open Space

Existing open space should be enhanced to provide access and activities for existing and new residents as well as visitors to the area to enjoy the water frontage.

### 9 Streets

All residential streets within the area should be developed allowing on street parking with minimum 5' wide sidewalks, defined crosswalks, parkways and street trees, if possible. Vermont Street and the streets adjacent to the Stations should be developed with sidewalk from the curb to the front of storefront buildings, with street trees in grates, street furniture and crosswalks defined with a change in paving.

#### Key Building Types:

- Existing Buildings
- Residential: Townhouse
- Residential: Multifamily
- Public
- Mixed-use
- Structured Parking