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EXECUTIVE SUMMARY

Project Overview
RDG Planning & Design was approached by Hanson Professional Services Inc. in early 2010 to study, research and create concepts for redevelopment opportunities along the three north/south rail lines that traverse Springfield. These rail lines are associated with a specific railroad company and a street corridor. The Union Pacific (UP) rail line occupies the Third Street corridor, the Norfolk Southern (NS) rail line occupies the Tenth Street corridor and the Canadian National (CN) rail line occupies the Nineteenth Street corridor.

The study area includes the adjacent properties along Third, Tenth and Nineteenth Streets and from Stanford Avenue on the south and Sangamon Avenue on the north.

The project was broken into four primary tasks. The first task was the discovery phase. The second task was the concept phase. The third task was the public process, in which we interfaced with the overall Springfield Railroad Corridor Study (SRCS) being conducted by Hanson Professional Services. This task involved presentations and meetings with the Steering Committee, four different Advisory Groups and two Public Open House meetings. The fourth task is the report.

Project Goals
Through the discovery and concept development phases, a set of key goals that define and direct the decisions were established. These goals are described as follows:

- **Goal #1** — The development of opportunities that provide positive economic impacts for the community.
- **Goal #2** — Develop scenarios that enhance the connections of neighborhoods and destinations within the city of Springfield and to connect to regional trails.
- **Goal #3** — Develop opportunities that work within several corridor consolidation scenarios.
- **Goal #4** — Provide opportunities that enhance the adjacent neighborhoods through development, open space and community involvement.

Overall Vision
The overall vision for the Corridor Redevelopment Opportunities Study is to develop sound, well designed, community driven concepts and opportunities that allow for the City of Springfield to better connect areas of the city that have historically divided and disrupted the community. The development of these opportunities stem from continually checking against the project goals, input from the advisory teams and the public.

Creating three linear multi-use trail corridors with varying program elements along them brings a level of community connectivity not seen in Springfield at anytime in its past. While these trail corridors become a backbone for Springfield, the auxiliary uses in and adjacent to the corridors elevate the potential success of the redevelopment opportunities.
EXECUTIVE SUMMARY

OVERALL CORRIDOR OPPORTUNITIES MAP

- Broad Place South: Medium Density Residential Infill Opportunities
- Lawrence to Allen: Super Boulevard Multi-use Trail
- Central Core: Jackson to Washington Pedestrian Mall: trail as a secondary use
- 3rd & Capitol Overlook: Crescendo/Destination
- Medical Campus: Trailhead/Connection Point Redevelopment Opportunities
- Multi-use trail north of Medical Campus
- 19th Street Multi-use Trail Corridor: Trailhead at Wolfe St & North Grand Ave
- 19th Street Corridor Multi-use Trail with Residential in-fill Opportunities along corridor
- Alternate route for Trail along McCreery between Kansas and Clear Lake provides more mixed-use redevelopment opportunities
- Mixed use redevelopment opportunities along 19th Street at South Grand and Ash Streets
- Redevelopment Parcels Available with 4 Track ROW acquisition scenario
- Redevelopment Parcels Available with 4 Track ROW acquisition scenario

OVERALL CORRIDOR OPPORTUNITIES MAP
Previous Studies Review

To fully understand the opportunities that presented themselves through this study, a thorough review of studies done in the recent past that are impacted by the existing rail corridors was conducted. The studies reviewed were:

1. Springfield Strategy 2020
3. Eastside Neighborhood Development Plan, 2002
5. Illinois Medical District at Springfield: Master Plan
6. SATS Long Range Transportation Plan, 2010
7. Springfield Comprehensive Plan 2020

Studies that were not available for review during this study included:

1. The Capitol Master Plan
2. The Enos Park Neighborhood Master Plan

In looking into each plan, the design team was able to find areas that overlapped within the study areas, evaluate the impact of the railroad corridors on each of the study areas and highlight recommendations that present opportunities related to the Springfield Railroad Corridor Redevelopment Study (SRCRS).

Springfield Strategy 2020 – The 1999 Strategic Planning document pointed out 12 Leadership Areas most important in developing long-range strategic agenda for the City of Springfield. The plan also calls out four Vision themes that cut across the 12 Leadership Areas.

Of the 12 Leadership Areas in the plan, 5 of these areas (bolded) directly relate to the work in the SRCRS.

1. Commerce and Industry
2. Communication
3. Education and Workforce
4. History, Culture and the Arts
5. Infrastructure and Transportation
6. Neighborhoods
7. Protecting the Environment
8. Public Safety and Health
9. Recreation
10. Social Services
11. Volunteerism and Public Service
12. Regional Leadership

The following four Vision Themes in the plan that have relevance to the SRCRS are:

1. **Cohesion**: Working Together - “bridge the divides”
2. **Access**: Open access to city’s resources and opportunities for all citizens - including transportation access
3. **Stewardship**: Of Environment, History, and Downtown
4. **Foresight**: Planning, with public participation
Office of Planning & Economic Development: 2008 Annual Report – The Annual Report from 2008 listed several recent projects. Three of these projects relate to the SRCRS study area. They are:

1. Business Development: Old South Town Redevelopment
2. Community Projects: SHA Neighborhood Revitalization Plan in designated areas
3. Univ. of Illinois Urban Design students on Eastside Neighborhood Projects

Eastside Neighborhood Development Plan, 2002 – The Eastside Neighborhood Development Plan has two specific recommendations that are directly related to the Tenth & Nineteenth Street corridors:

- Rehabilitation, Redevelopment & Stabilization Strategies
- “Demonstration Area” focusing on large-scale housing rehab and/or redevelopment
R/UDAT: Springfield Report, 2002 — The R/UDAT plan covered many areas of the study area. Goals included improving linkages between downtown Springfield and its surrounding neighborhoods. This goal aligns with the goals of the SRCRS goals. The plan includes a Neighborhood Framework plan, a Trail & Corridor Connectors to Downtown plan, and a Downtown Urban Design Framework plan, all of which coincide with the SRCRS.

Illinois Medical District at Springfield: Master Plan — The Medical District Master Plan has the Union Pacific line bisecting it and its east boundary along the Norfolk Southern line. This plan, along with the Enos Park Neighborhood Plan, will guide any development that happens along the Third Street corridor.
SATS Long Range Transportation Plan, 2010 — The SATS plan has several key items that relate to the SRCRS. Those key items being:

- Addresses all transportation modes
- Projects population/job growth
- Uses Travel Demand Model: to identify planning period street deficiencies
- Transportation Improvement Program (TIP)

Two key maps in the SATS plan were the Existing Trails and the Existing & Proposed Trails maps, which highlighted the lack of trail connectivity throughout the region.
Springfield Comprehensive Plan 2020 – The Springfield Comprehensive Plan included 12 Guiding Principles. Those principles being:

1. Planning Stability
2. Maintenance of Residential Areas
3. Managing Change in Residential Areas
4. Non-residential Uses and Neighborhoods
5. Redevelopment of Vacant Industrial and Commercial Sites
6. Protection of Lake Springfield
7. Protection of Gateway Corridors
8. Development of Open Space
9. Management of Undeveloped Land
10. Identification of Special Areas
11. Necessity of Essential Public Services
12. Incompatible Land Uses

The Design Team generated a map of Recommendations found in the Springfield Comprehensive Plan relevant to the SRCRS (see above).

Existing Corridor Conditions

Existing conditions in the three rail corridors vary from each other and within each corridor. The rail corridors traverse the city primary north/south, but as they enter and exit the city from the north and south, their alignments vary to accommodate their respective paths of travel. Each corridor abuts properties of varying land use. Residential, commercial/office and industrial properties are all affected by the rail corridors.

Third Street Corridor (Union Pacific) – The Union Pacific line travels along the 3rd Street corridor. The southern portion of the corridor is predominately residential. Beginning at Lawrence Avenue, the adjacent properties become much more urban, transitioning to more commercial and office uses. At Edwards Street, the State Capitol Complex begins to dominate, transitioning quickly back to commercial and office uses at Monroe Street. The Medical District becomes the dominate use beginning at Madison Street. This quickly transitions into the Enos Park neighborhood and the remainder of the corridor is a mix of residential and commercial uses up to Sangamon Avenue.

Tenth Street Corridor (Norfolk Southern) – The Norfolk Southern lines travel along the Tenth Street corridor. The southern portion of the corridor is surrounded predominately by residential, but the actual corridor is lined with various industrial and commercial properties, as well as residential. Commercial and Industrial uses continue to be the primary land use as the corridor moves north into the central business district. North of Carpenter Street, residential land uses become predominant, with mixed commercial, industrial, institutional, and open space throughout. As the corridor turns to the east (near North Grand Avenue) the other uses become less frequent, staying primarily residential.

Nineteenth Street Corridor (Canadian National) – The Canadian National line travels along the Nineteenth Street corridor. The entire corridor is predominately residential with a few areas of open space/park land and industrial properties.
Preliminary Corridor Opportunities

With the review of existing planning documents and a firsthand inspection of corridor's existing conditions, the Design Team was able to develop a series of initial opportunities. By overlaying various maps from the above mentioned studies, the Design Team was able to extract commonalities from the reviewed studies, further aiding the development of the initial opportunities.

Initial Redevelopment Opportunities:

1. Trails
   a. Regional Trail Links
   b. Links to Tourism Attractions
   c. Looped Trail System
   d. Link Downtown and Medical District
   e. Improve Links to East Springfield neighborhoods
   f. Looped System Connecting Parks

2. Neighborhoods
   a. In support of Downtown as a neighborhood
   b. In support of neighborhoods adjacent to Downtown

3. Greenspace/Greenbelt
   a. Corridor as amenity and attraction
   b. Amenity for Revitalization Efforts

4. Economic Development
RECOMMENDATIONS
RECOMMENDATIONS

Overall Development Opportunities and Design Principles

Trails — Trails are a very natural redevelopment fit for abandoned rail corridors. This has been done successfully all over the country, including the Sangamon Valley Trail that is currently under development. The need for a series of trails through Springfield was identified during the Discovery phase of the study. It is the recommendation of the study that a trail corridor be developed along the Third, Tenth and Nineteenth Street corridors.

Benefits of developing these three north/south trails through Springfield include links to the regional trail system, links to the local tourist attractions, local and regional parks, the medical district and the downtown. Other benefits include creating a looped trail system that allows users options for their excursions and improved linkages to the neighborhoods throughout Springfield.

Neighborhoods — The study supports the creation of a Downtown neighborhood district and supports the strengthening of neighborhoods adjacent to Downtown. Good trail systems help to strengthen neighborhoods by creating pride for neighborhood communities.

Green Space/Greenbelt — The trail systems are also recommended by this study to be developed as greenbelts and green spaces. This will encourage biodiversity in the urban fabric, reduce the heat island effect within the city and provide outdoor opportunities for the residents and visitors of Springfield. These types of amenities also assist in the revitalization efforts and assist in stormwater management.

Economic Development — Economic development opportunities exist along all three existing corridors. Each corridor has unique opportunities, further developed in the pages that follow. These opportunities will require a number of partnerships between public and private entities. Strong partnerships will greatly improve the success of these development opportunities.
Sustainable Principles And Practices – This study recommends that all areas of redevelopment employ sustainable design principles and practices throughout, including the Third, Tenth and Nineteenth Street corridors and the overpass/underpass enhancements.

The sustainable design process holistically and creatively connects land use and design at the regional level and addresses community design and mobility; site ecology and water use; place-based energy generation, performance, and security; materials and construction; light and air; bioclimatic design; and issues of long life and loose fit. True sustainable design is beautiful, humane, socially appropriate, and restorative. Implementing such a broad reaching process requires commitments at the highest levels of policy and management.

Balance is at the heart of any sustainable approach and most overall definitions of comprehensive sustainability relate to three “domains” that must have equitable considerations. The three linked domains of sustainability are:

• Environmental (natural patterns and flows)

• Economic (financial patterns and equity)

• Cultural (human, social, and spiritual)

The exact terminology used for these three domains is variable, but the basic intent is the same. Sustainable design is a collaborative process that involves studying systems, relationships, and interactions in order to design in ways that remove rather than contribute stress from systems.
3rd Street Corridor

Union Pacific rail line removed from Corridor—The recommendations for 3rd Street rely on the removal of the UP tracks. The corridor does not afford adequate right-of-way to allow for trail development and subsequent recommended improvements. All of the following recommendations assume the UP tracks have been relocated to another location.

RECOMMENDATIONS – 3RD STREET CORRIDOR

RESIDENTIAL IN-FILL OPPORTUNITY

Extend Broad Place — Extending Broad Place one block to the west allows for residential infill along the 3rd Street corridor and provides a connection to a proposed neighborhood park between 1st & 3rd Streets.

In-fill with Townhomes or Duplexes — Developing this area with medium density housing options (either detached townhomes or duplexes), will add new housing options to the already established South Third Street neighborhood.

Convert Rail to Trail — A common theme among all of the recommendations is that wherever a set of tracks is abandoned, the corridor should be converted to a multi-use trail. This would be in conjunction with the development of 3rd Street for vehicular traffic to accommodate the recommended residential in-fill.

Connect new trail with existing trails/bike routes and parks — This trail system would allow for linkages to the Wabash Trail, Washington Park and downtown.
RECOMMENDATIONS – 3RD STREET CORRIDOR

3RD STREET & PARK BOULEVARD – RESIDENTIAL IN-FILL PERSPECTIVE
SUPER BOULEVARD – ALLEN TO LAWRENCE

Convert Rail to Trail in oversized median of roadway — The Allen Street to Lawrence Avenue segment of 3rd Street has a number of existing homes facing the rail line. By converting the tracks into a median with a multi-use trail, the north-south link continues through Springfield.

In-fill vacant lots with single family homes — The Allen to Lawrence area has a number of vacant lots adjacent to the 3rd Street corridor. By converting the rail corridor to a super-boulevard, the development of these lots becomes more appealing. Infill of single family homes in this area is recommended.

Provide on-street parking — Widening the street and providing on-street parking will accomplish two desirable results:

1. Provide parking for homes on narrow lots, where garages may be difficult to include.

2. On street parking naturally causes vehicles to slow down, providing a safer environment for the trail users and neighborhood residents.

Enhance intersections to provide priority for the trail users and pedestrians — Enhancing the intersections with specialty paving, wide cross-walks, landscape features and planting will establish visual priority for the trail users and pedestrians at these intersections.
RECOMMENDATIONS – 3RD STREET CORRIDOR

PERSPECTIVE OF SUPER BOULEVARD
**THE CAPITOL LANDING**

Connection to greenbelt and Capitol Avenue – Developing the overpass into an elevated promenade on the 3rd Street corridor provides a strong connection to Capitol Avenue and the various destinations along the Capitol Avenue corridor (Illinois State Capitol, Lincoln Home Site, Public Library, restaurants & shops). Adding a vertical connection just east of the Illinois State Library and stairs south of Capitol Avenue adjacent to the Illinois National Bank provide multiple options for connection with Capitol Avenue and the surrounding destinations.

Pedestrian focused trail – The trail at this point becomes more pedestrian friendly. Slight shifts in the primary alignment and variations in paving materials will inherently cause those on bicycles to slow down or walk. This pedestrian speed will continue north through the Pedestrian Mall. At this point, many cyclists will divert to the downtown street system.
RECOMMENDATIONS – 3RD STREET CORRIDOR

E Monroe St.

Existing Buildings Typ.

Existing Parking Garage

E Capitol Ave.

View to Illinois State Capitol

Elevated Promenade

Light Column

Trees

Bench

Grasses/Perennials

E Jackson St.

Vertical Access to Promenade

Viewing Platform

2 Level Parking
The Capitol Landing

Rebuilt overpass to open up views and celebrate Capitol building — Rebuilding the overpass over Capitol Avenue opens up the views to and from the Capitol building, celebrating the architecture and providing unique vantage points from above the roadway.

Built features that harken to the corridor’s railroad origins and complement the Capitol District — By re-using materials left by the railroad (ballast, tracks, ties, etc.) and bringing complementary materials to those found in the adjacent architecture and Capitol Avenue, connections begin to be built at this important node in the city.

Unique Design Features — By designing unique features, such as rolling railcar wheel benches, vertical light markers, iconic kiosks, custom railings and high quality paving materials, the Capitol Landing will take on special importance and be more than just another trail or park.
CAPITOL LANDING FROM CAPITOL AVENUE - LOOKING TOWARDS CAPITOL BUILDING

VIEW LOOKING NORTH ON NEW 3RD STREET PEDESTRIAN MALL - SOUTH OF CAPITOL AVENUE

Capitol Landing “Center” - Rebuilt Overpass at Capital Avenue
**PEDESTRIAN MALL**

**Pedestrian centric linear park and market** — By focusing more on the pedestrian and encouraging cyclists to slow down or walk, the multi-use trail transforms into a pedestrian mall/linear park. The pedestrian mall becomes an extension of the Capitol Landing, extending the public space, creating a linear park from Jackson to Washington. This linear park now becomes a vital link for the north/south 3rd Street trail corridor as well as an intersection for east/west trail and bike routes in Springfield.

**A glimpse of the American landscape** — The concept for the park calls on the history of rail travel and the landscape that one would see while riding the trains. From the rolling topography of the Midwest, to the rail yards of Chicago, Omaha and St. Louis, the Pedestrian Mall creates small vignettes of this rich history as a backdrop to a unique and lively pedestrian experience.

**Create entertainment district downtown** — By developing these small vignettes of the American landscape, the Pedestrian Mall becomes a series of “rooms” that have different uses, encouraging a diverse experience to the user. Further study and development of the specific uses is necessary, but five preliminary concepts include: the Market, the Gardens, the Lounge, the Railyard and the Depot.
RECOMMENDATIONS – 3RD STREET CORRIDOR
THE MARKET

Market zone to promote local businesses — Creating a permanent covered market space near the location of the Downtown Springfield’s Farmers Market (currently residing on Adams Street) provides local producers a location to maintain sales throughout the week, allowing for a continued commercial presence in the downtown. This market space may become a local version of other great open air markets, like Pike Place Fish Market in Seattle, Washington.

Providing a covered open air market with shelter from the elements, but open to the surroundings, provides flexibility to the space. Ample space for vendors, great lighting and opportunities to sit will enhance the uses of the space, extending the hours of use, taking advantage of comfortable spring, summer and fall evenings.

THE GARDENS

The Garden provides a green oasis within the urban context — The Garden, a raised bed planter system adjacent to the Market, brings to mind the word oasis. Bringing green elements into the urban fabric creates a micro-climate that will create an environment desirable to pedestrians. Connecting with the Market creates unique opportunities for local restaurants and farmers to grow produce in the downtown area, near their places of business or for local garden clubs to showcase their craft.

Utilizing materials that play on the railroad history, like raised planters made from railroad ties, will create a dynamic space, linking the railroad history to the natural environment. This dichotomy of materials, history and uses further enhances the already rich heritage of Springfield.
RECOMMENDATIONS – 3RD STREET CORRIDOR

THE GARDEN

THE MARKET
RECOMMENDATIONS – 3RD STREET CORRIDOR

THE MARKET
THE LOUNGE
The Lounge Zone creates a resting spot and area for small gatherings — Providing places of rest and comfort elevates the uses of a park. The Lounge does just that. Using the Midwest’s rolling topography as inspiration, the Lounge is a series of rolling benches and lounge chairs that provide unique opportunities for users to relax and enjoy the downtown. Including power and internet access to the area will further enhance the public’s ability to use the space.

THE RAILYARD
The Railyard provides a small cafe-like opportunity within the pedestrian mall — Every downtown needs places to eat. The Railyard has the potential to create another option for downtown users. A playful expression of the corner hotdog stand, a permanent vendor space provides a quick option for lunch.

A shift in pavement alignment in this area will cause pedestrians to pause and contemplate the reason for this shift. By creating a pattern in the pavement and landscape that visually plays on the pattern of a railyard, the connection to the past is further enhanced.
RECOMMENDATIONS – 3RD STREET CORRIDOR

THE RAILYARD

THE LOUNGE
THE LOUNGE
RECOMMENDATIONS – 3RD STREET CORRIDOR

THE RAILYARD
THE DEPOT

Adaptive reuse of the Depot provides opportunities for dining, small concerts and a meeting place — Anchoring the north end of the Pedestrian Mall with a public gathering space and restaurant, or other entertainment venue, allows for another landmark along the trial. This landmark allows for the continued use of the depot building, after the current use as a transportation hub is no longer feasible.

The Depot landmark functions as a gateway and link — The Depot serves as a gateway to the Pedestrian Mall and downtown and a link between the downtown and the medical district. By transitioning from the more pedestrian focused elements in the trail corridor back to a more traditional multi-use trail cross-section, the link between the north and south sides of Springfield is completed.
RECOMMENDATIONS – 3RD STREET CORRIDOR

THE DEPOT
THE MEDICAL DISTRICT

Mixed-use development provides commercial and residential options adjacent to the three medical campuses – Continuing the multi-use trail along the Third Street corridor through the Medical District provides opportunities for commercial, office and residential development. Following the recommendations found in the 2005 Illinois Medical District at Springfield: the Master Plan and the Medical District will now be able to provide new options for the employees and patrons of their facilities for housing, work and play.
NORTH SPRINGFIELD

Trail linkage continues North — Trail continuity and connection is key to the success of the Third Street redevelopment opportunities. As the trail moves north into the residential neighborhoods, the continuity of this trail allows for the strong north/south link needed in this area of Springfield. Connections and links to local parks and other trails/bike routes enhance the options available to the users, creating dynamic systems of alternate transportation in the region of Springfield.

The Trail Corridor Ends — As the trail moves north, at or near Eastman and 8th Street, the trail will not be able to continue on the rail corridor as the tracks will transition back to their respective corridors north of town. By shifting the trail to dedicated bike lanes on the existing roads, the users are able to safely and confidently continue their journey.

Connection to Area Destinations — It is the recommendation of the study that the trail/bike route continue to the front entrance of the Illinois State Fairgrounds. Creating a trailhead with locations for both vehicle and bicycle parking just south of the fairgrounds provides options for use of the trail and ways to get to the fairgrounds.

TRAILHEAD AT EASTMAN & 8TH
**Typical Trail Recommendations** — The trail segments outside of the core area (i.e., Third Street between Jackson and Carpenter) should utilize a standardized trail cross section. As shown in the before and after images on this page, this standard trail section would consist of a ten foot (10’) wide concrete or asphalt trail. The areas between the trail and the Right-Of-Way (ROW) boundaries would become an opportunity to introduce native plant species and stormwater management systems (i.e., rain gardens, bio-swales and infiltration basins). The level of right-of-way improvements will need to be further studied and need to engage the respective neighborhoods.

Signage would be included within the ROW, both from a regulatory standpoint and also from a wayfinding and educational standpoint.
10th Street Corridor

All of the alternatives currently being studied include tracks to remain on Tenth Street. This will have an impact on this corridor, with new underpasses at key intersections, the potential widening of the railroad right-of-way and the closing of east/west streets at a number of current crossings. These impacts, also, present great opportunity.

Mixed Use Redevelopment Concept

Opportunities for mixed-use development occur in areas near the downtown along rail corridors. The area between Cook and Carpenter Streets provide a number of opportunities for Mixed-Use development. These opportunities include the addition of retail/commercial space at the street level, office and residential space on the second and third floors or row houses between commercial bookends.
RESIDENTIAL REDEVELOPMENT CONCEPT

Medium Density Opportunities – Well designed, medium density housing will provide a transitional space between the existing single family neighborhoods to the east and the denser, urban-centric core of downtown. These developments will complement the mixed-use developments in this area between Cook and Carpenter. Providing quality, affordable housing adjacent to the downtown and existing East Springfield Neighborhood along with much needed commercial services has the potential to boost the local neighborhood.

Single Family Opportunities – South of Cook and north of Carpenter are predominately single family residential neighborhoods. By offering new single family, in conjunction with some medium density row houses or townhomes, new housing stock allows for more options and opportunities for developers and potential home owners. A well thought-out plan with a public/private partnership is encouraged for the Tenth Street corridor redevelopment opportunities.
GREENBELT AND MULTI-USE TRAIL

50 foot greenbelt adjacent to rail corridor provides multi-use trail and linkages north and south through Springfield — The inclusion of a greenbelt with multi-use trail along the corridor provides several benefits to any redevelopment efforts. The greenbelt, recommended to be a minimum of 50 feet wide, provides a buffer for any new and current development along the corridor. The buffer also becomes an amenity to those developments, providing much needed green space, trail access and connections as well as park features for the neighborhoods adjacent to the corridor. Developing a series of connections to the East Springfield Neighborhood will enhance the connectivity to the downtown and other destinations throughout Springfield.

Trail bridges at overpasses eliminate conflicts between trail users and vehicles — Incorporating bridges at the overpasses for the trail, the users of the trail are able to avoid conflicts and safely pass over adjacent street traffic. These trail overpasses keep the trail continuity intact, allowing users to continue moving without interruption.
RECOMMENDATIONS – 19TH STREET CORRIDOR

19TH STREET OVERVIEW

19th Street Corridor
Opportunities if Canadian National tracks are abandoned – One of the alternatives being carried forward looks at removing the tracks on the 19th Street Corridor and consolidating them with the tracks on the 10th Street Corridor. Unlike the Third Street corridor that has numerous established businesses and residences fronting the corridor or the Tenth Street corridor that will have tracks in the future, the Nineteenth Street corridor is predominantly within the context of residential neighborhoods, with no frontage on the corridor and several vacant parcels adjacent to it. With the right mix of good planning and partnerships, several viable opportunities present themselves for the Nineteenth Street corridor.

ENHANCED TRANSPORTATION NETWORK
Because there is currently no property that fronts the corridor, replacing the tracks with a new street is not recommended. But, enhancements to the transportation network in the East Springfield Neighborhood are opportunities that this study recommends for consideration. By establishing a third multi-use trail along the Nineteenth Street corridor as the backbone of this enhanced transportation network, opportunities for new residential and, in some cases, commercial/retail development begin to present themselves. To further enhance this network, there are several locations within the corridor where a small section of roadway could be developed, providing additional north/south linkages within the East Springfield Neighborhoods.
SINGLE FAMILY IN-FILL DEVELOPMENT OPPORTUNITIES

With a number of existing vacant parcels along the Nineteenth Street Corridor, the opportunity for in-fill development of single family homes exists. Putting in place enhanced transportation network recommendations allows the in-fill development opportunities to become stronger. New, affordable, well built housing stock in the East Springfield Neighborhoods may encourage other area residents to make improvements to their properties as well and strengthen the community as a whole.

NEW SINGLE FAMILY HOMES FRONTING 19TH

The development of new single family homes that front the new trail and roadway sections along the Nineteenth Street corridor provides new and unique housing opportunities within the East Springfield Neighborhoods. By providing homes that front the trail, potential home owners now have an option for direct connection to trails and open space currently not available. By providing different amenities and options in housing types opens the neighborhoods up to more potential buyers, strengthening the neighborhoods in a larger community.
RECOMMENDATIONS – 19TH STREET CORRIDOR

19TH STREET PERSPECTIVE
Overpass and Underpass Enhancement Opportunities

Existing Significance of the Railroads — Barriers — A number of important factors about the existing railroad corridors need to be evaluated to fully understand the enhancement opportunities that present themselves. The main factor is that of barriers.

- Barriers to neighborhood and district development/unity
- Barriers to free movement in a traditional neighborhood or district scenario
- Barriers to efficient service industry node distribution
- Barriers to emergency access and services
- Concurrence with the overall recommendation for pervasive use and integration of overpass/underpass development
- Importance of breaking down the barriers for the long term

Opportunities — Understanding the importance of not only function but aesthetics, or contextual design, is the focus of these opportunity considerations. Function without aesthetic and experiential consideration can result in newly introduced types of barriers and can result in significantly missed opportunities.

Beyond Function — New infrastructure designed for function only can be cold, dark, imposing, disrespected, and targets for negative energy (i.e., graffiti, bad use of tax dollars, barriers, eyesores, etc). This is the risk. This has happened over and over in communities. Functional elements intended to connect and unify have many times resulted in just the opposite as viewed beyond function and viewed from a community perspective. Associating these structures with positive energy requires the marriage of function with unique and contextual design integration. Function + Soul = Excellence. Positive energy associated with these element results in respect by the community which in turn can translate toward adjacent redevelopment.
Overpass/Underpass structures as gateways/portals/focal points — All the structures should have strong similarities and consistent elements, but each may have opportunities to relate to their context, neighborhood, or district. Approach landscaped areas may be appropriate locations to integrate unique elements or integrated public art that relates its context.

Vehicular and pedestrian experience — The final design must incorporate the pedestrian scale, welcoming improvements including landscaping and under bridge lighting. The vehicular experience is more focused on the following design principles.
Key Design Principles

OVERPASS

- Ground the structure at both ends with simple, contextual features that clearly identify this point as "bridge".
- Enhance retaining walls used under both ends of the bridge by integrating texture and color. This must relate to the adjacent pedestrian environment and the adjacent buildings.
- Keep the structure profile as clean and thin as possible.
- Maximize views of adjacent areas from vehicles travelling on the structure by using low barriers and transparent fencing.
- Provide simple mid-height lighting fixtures.
- Attempt to accommodate positive uses of the under-bridge areas including parking, streets, or trail corridors.
Key Design Principles

UNDERPASS

- Give the railroad bridge structure a dominant presence by landing the 4 corners with contextual, stone abutment elements.
- Extend the dominant abutment enhancements below and under bridge.
- Extend the dominant abutment enhancements along the RR corridor fencing to help transition away from the structure.
- Consider an enhanced, arched girder structure with heavily expressed connections, reminiscent of historical RR structures.
- Integrate vegetated wall to soften the approaches to the underpass and introduce a pedestrian emphasis.
• Commit to a high quality pedestrian guardrail along the walkway that relates to the structure via color and a heavy feel with expressive connections and detailing.

• Provide simple mid-height lighting fixtures.

• Provide significant plantings by utilizing overstory trees, ornamental trees/shrubs and groundcovers.

• At top of retaining walls, setback a simple, transparent, black fence behind shrubs and ornamental grasses to soften and de-emphasize the walls.
CONCLUSION

Summary of Recommendations

Overall Recommendations - Overall recommendations include the incorporation of trails along all three corridors, the creation of a Downtown Neighborhood district, addition of greenspace and greenbelts, encouragement of economic development and the inclusion of sustainable design in all aspects of redevelopment.

Third Street Corridor Recommendations - Recommendations for the Third Street Corridor are based on a scenario where the UP rail line has been relocated to another rail corridor. Recommendations include a multi-use trail that connects with the Wabash Trail to the south and provides a trailhead at the Illinois State Fairgrounds. Recommendations also include areas of residential in-fill, the creation of a super-boulevard, development of a downtown linear park (The Capitol Landing and Pedestrian Mall), linkages to key downtown attractions (Lincoln Home Site, Lincoln Presidential Library, Illinois State Capitol, Springfield Medical District), the addition of greenspace along the corridor.

Tenth Street Corridor Recommendations - Recommendations for the Tenth Street Corridor are based on a scenario where a rail corridor will remain. All alternatives currently being studied include tracks on the Tenth St. corridor. The recommendations for this corridor are designed to create opportunities that work with the adjacent tracks. These include a corridor long greenbelt (40' - 50' wide) and a multi-use trail adjacent to the rail lines, areas of mixed-use (combination of retail/office and residential) development, and areas of residential development (multi-family and single family).

Nineteenth Street Corridor Recommendations - Recommendations for the Nineteenth Street Corridor are based on a scenario where the CN rail line has been relocated to another location. The recommendations for this corridor include a corridor multi-use trail located on the old rail line, enhancements to the existing transportation network in this area, including roadway connections along the former rail line, single family residential in-fill, providing direct connection and access to the new multi-use trail.

Relevance to Overall Railroad Study

While the Springfield Railroad Corridor Study (SPCS) being completed by Hanson Professional Services focuses on aspects of the corridor that are directly related to re-alignment of rail lines, it does not address redevelopment opportunities. This report, the Corridor Redevelopment Opportunities Report, acts as the bridge from the SPCS to the future redevelopment needs of these corridors in Springfield.

Further study and design of the recommendations in this report will be necessary as the recommendations of the SPCS are implemented and funding sources become available. This report is written to be flexible, providing the guide for subsequent design phases.

It is the hope that the City of Springfield will utilize this document to guide the redevelopment efforts of these prominent corridors in Springfield.

End
Springfield
RAILROAD CORRIDOR STUDY
CORRIDOR REDEVELOPMENT OPPORTUNITIES REPORT
APRIL 2011