



Preliminary West 7th Street station area planning



Map legend for future area plans

Transit-oriented development (TOD) supportive mixed use:

A range of mixed-use TODs in this area typically include commercial/retail/office uses in ground floor levels with residential uses above.

Transit-oriented development (TOD) supportive housing:

Multi-family TODs in this area may provide a range of rental and for-sale units.

Neighborhood-scale residential:

This area is comprised of residential uses that are similar in scale, height and type to the surrounding residential neighborhoods but may also include other detached and attached residential types.

Preserve employment/industrial:

This area is anticipated to remain a viable and long-term area for industrial users and employers.

Preserve neighborhood pattern:

A majority of the area surrounding the station stops includes established residential neighborhood housing and supportive institutional uses that provide stability for residents and established market support for businesses.

Medical campus:

This area is anticipated to remain a viable and long-term area for medical and institutional uses with the goal of supporting institutional related jobs and uses.

Edge of downtown:

This area is the transition between the existing small scale commercial and residential areas along West 7th Street and the edge of downtown at Kellogg Boulevard.

Irvine Park:

This area will preserve historic neighborhood character and Irvine Park.

Transition to urban village:

This area is the transition between the existing small-scale commercial and residential areas along West 7th Street and employment and industrial uses to the east.

Garden apartment neighborhood:

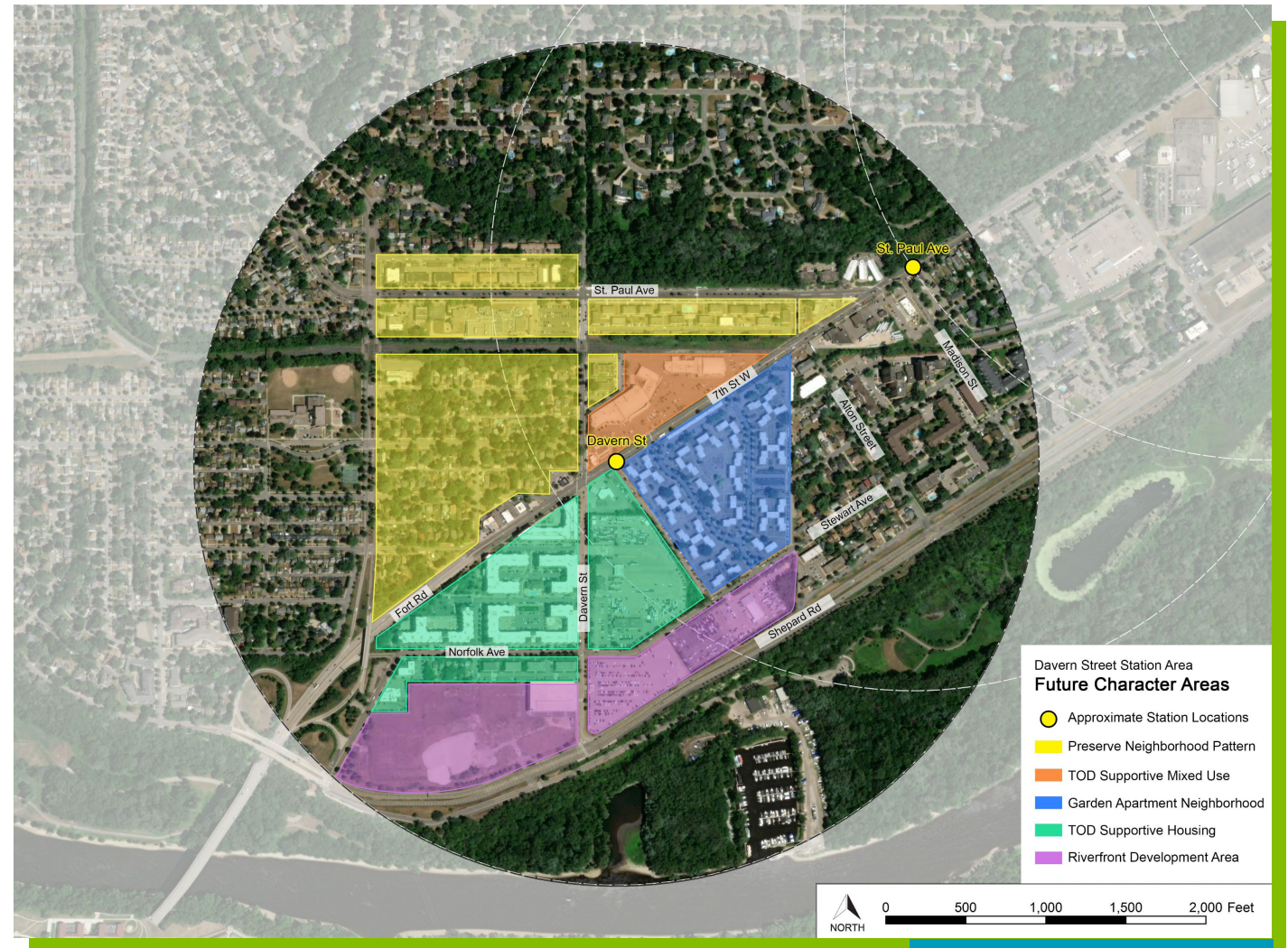
This area includes small, low-rise apartment buildings arranged around common courtyards and generous open spaces.

Riverfront development area:

This area includes larger vacant or underdeveloped sites/parcels on or near the river corridor that are opportunities for more intense use such as office and employment.

Davern Street station area

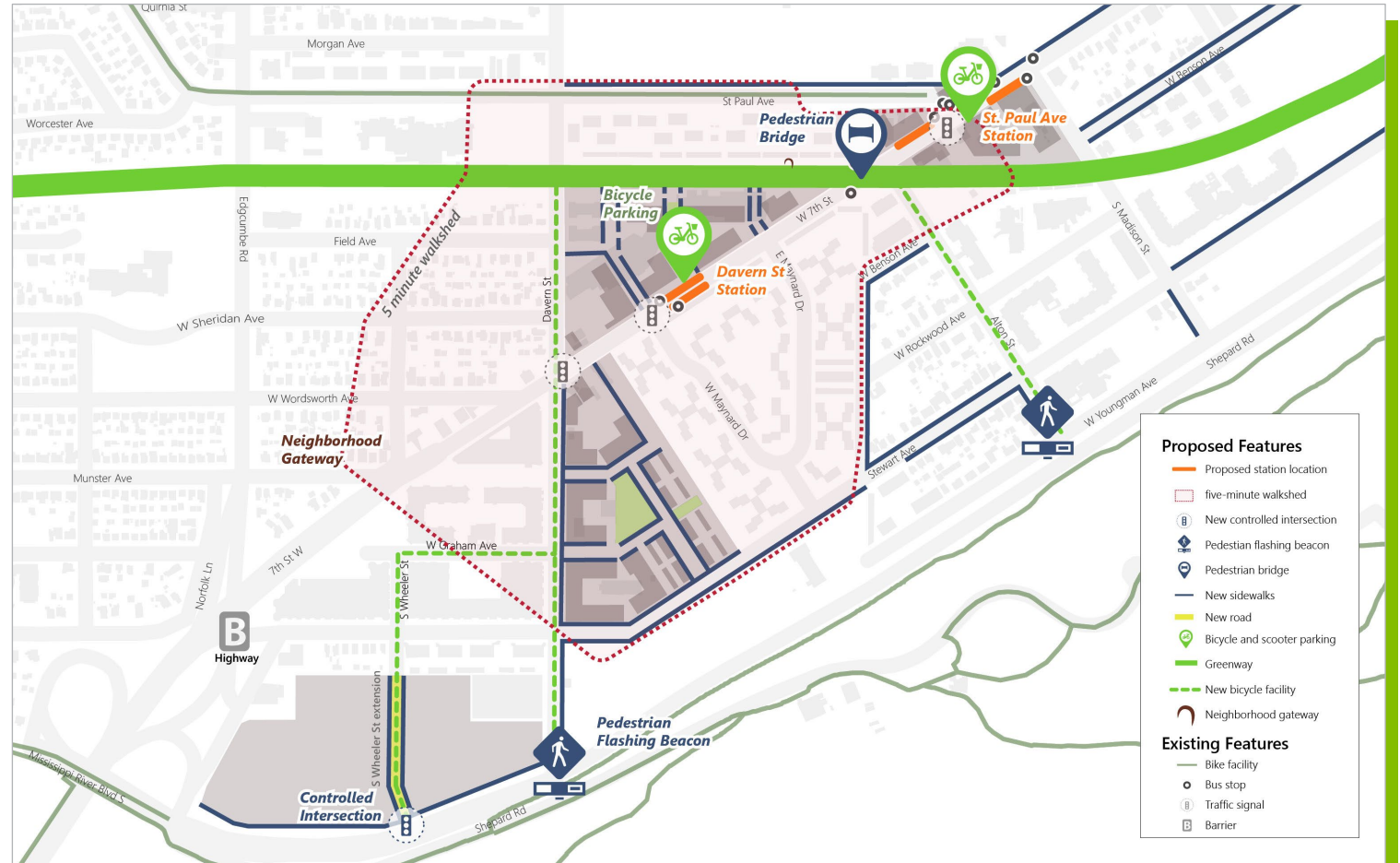
The overall vision for this station area is a mixed-use urban village that contains a healthy range of housing choices, neighborhood-serving retail and services, growing employment opportunities and a well-connected public realm. The future Davern Street station areas should include new investments and reinforce the neighborhood-scale commercial character of West 7th Street with transit-supportive mixed-use developments.



Draft future area planning

Davern Street station area

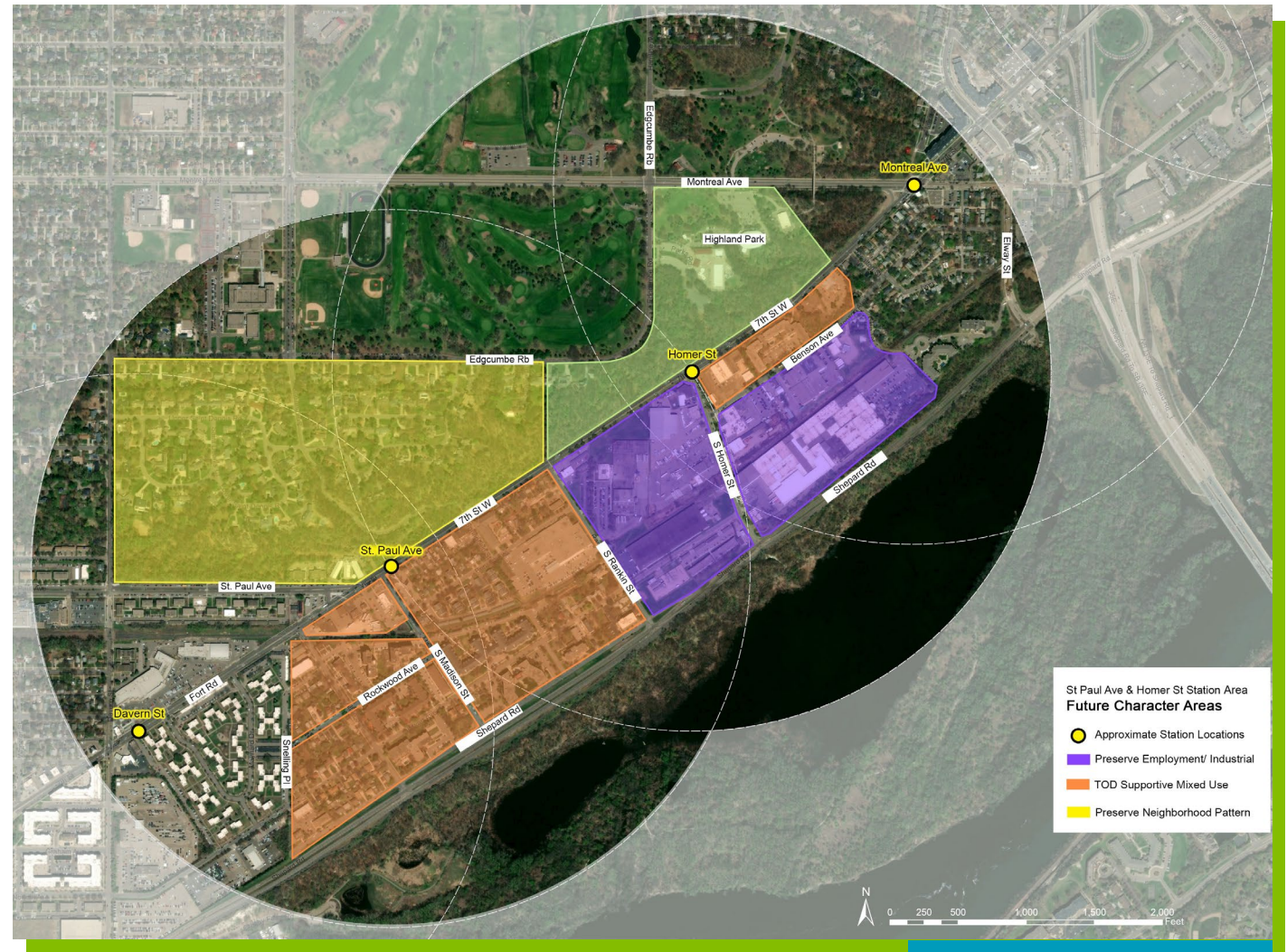
New investments should expand current commercial mixed-use developments and focus on redevelopment of underutilized parking lots and parcels to create a supportive urban pattern comprised of more multi-family and mixed-use developments. Some strategic redevelopment areas between West 7th Street and Sheppard Road will evolve the existing urban pattern of single-family housing to an urban pattern comprised of more multi-family and mixed-use development.



Draft proposed mobility improvements

Saint Paul Avenue and Homer Street station areas

The Saint Paul station area is focused on a limited area at the intersection of Saint Paul Avenue and West 7th Street, mainly the triangular area defined by West 7th Street, South Madison Street and the Canadian Pacific (CP) Railway spur. Over time, this area is expected to transform from a low-rise commercial node into a more mixed-use higher-density development that may also include some small-scale, neighborhood commercial use.

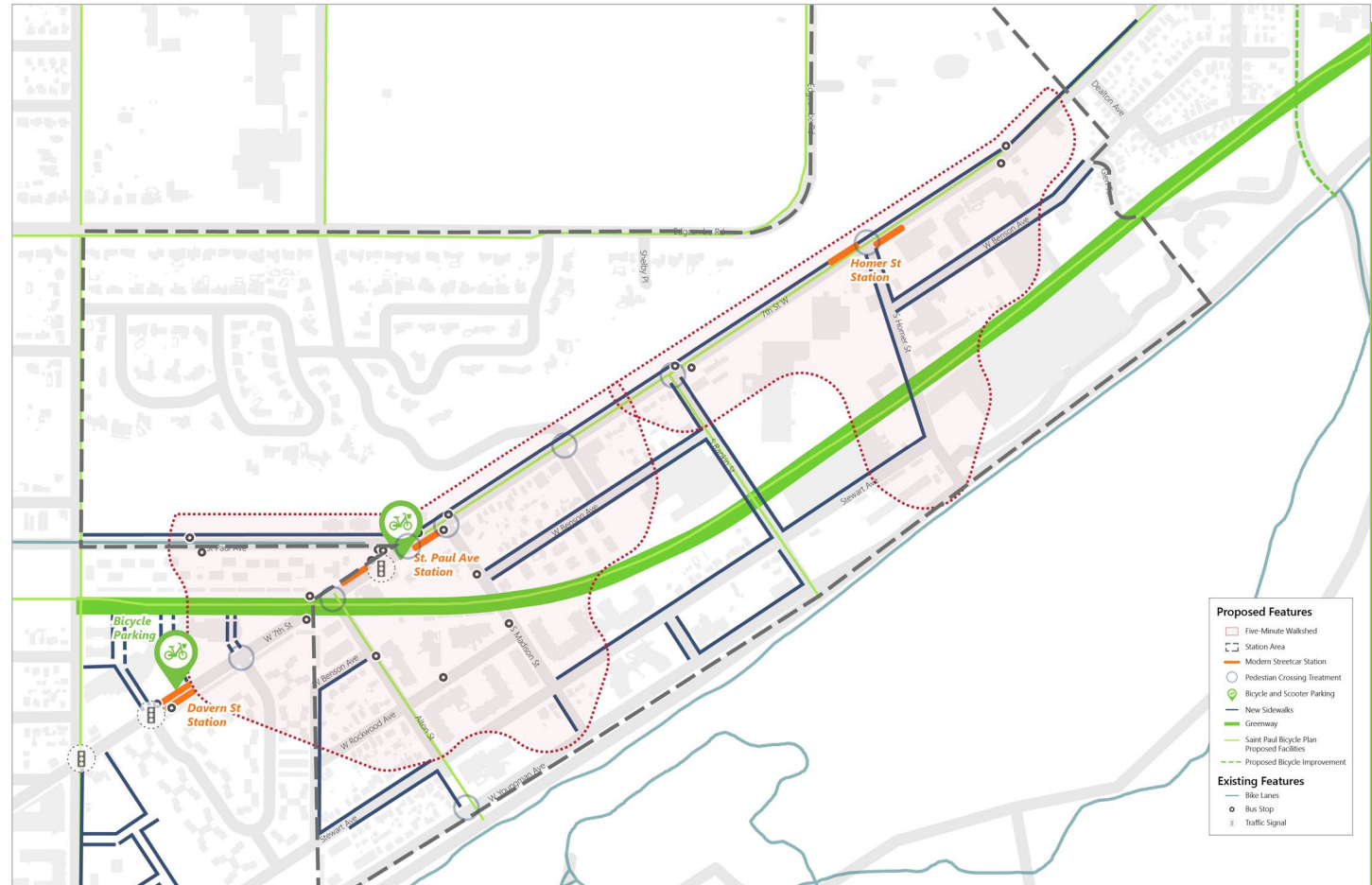


Draft future area planning

Saint Paul Avenue and Homer Street station areas

Future development near the Homer Street station is focused on a limited area at and near the intersection of West 7th Street. The vision is to accommodate additional housing opportunities along the transit corridor while maintaining the industrial use and character of the area. The majority of this station area is anticipated to continue to support warehouse, industrial and employment-based uses in the future.

The CP rail spur, when converted into a multi-modal greenway, is anticipated to become a major public realm enhancement for the station areas, nearby residential neighborhoods and the corridor in general.

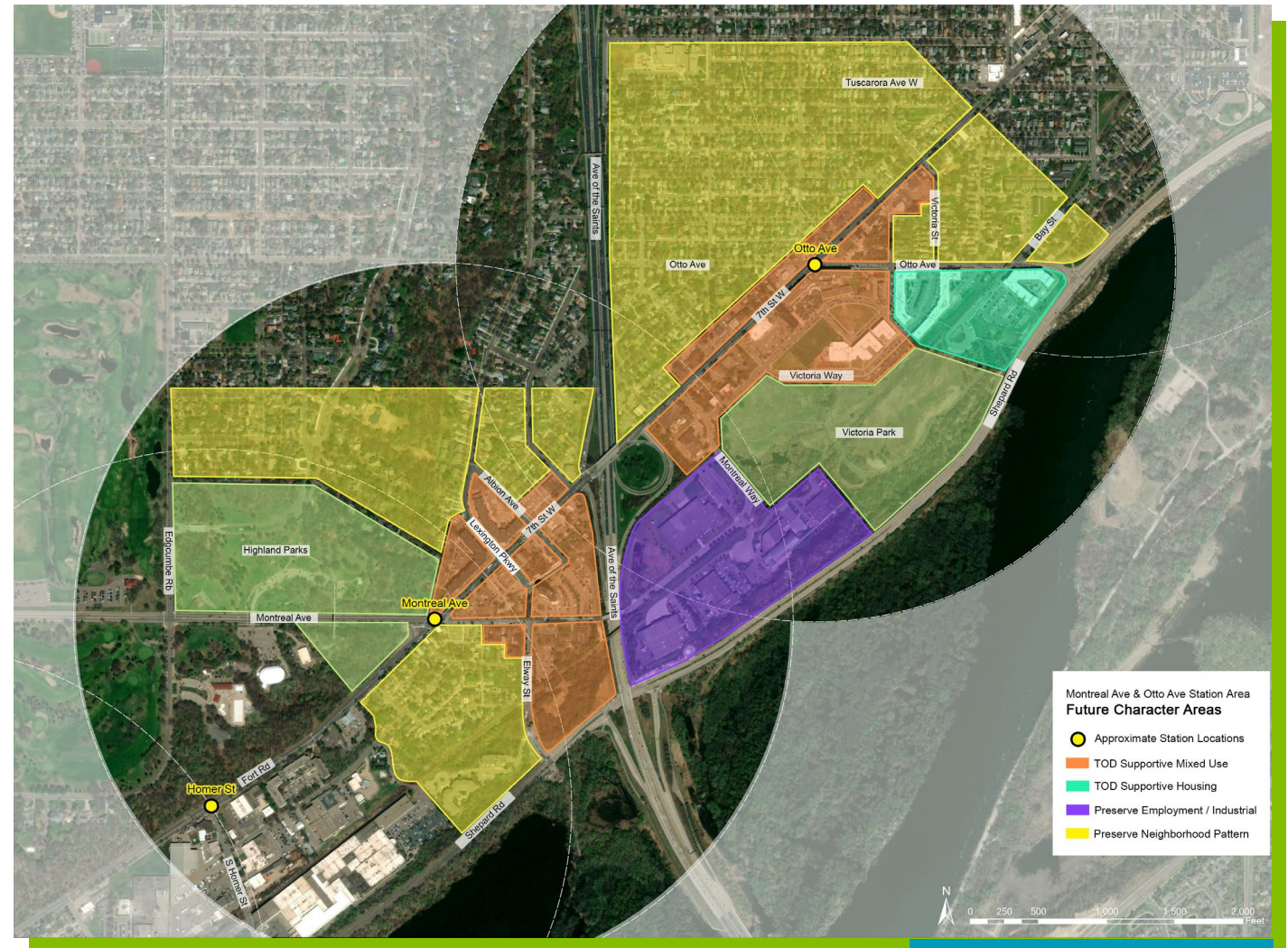


Draft proposed mobility improvements

Montreal Avenue and Otto Avenue station areas

The vision for these future station areas is for them to evolve into more diverse, transit-supportive places with a range of housing types also supporting the need for a prominent, dedicated public park/open space that will serve the broader community.

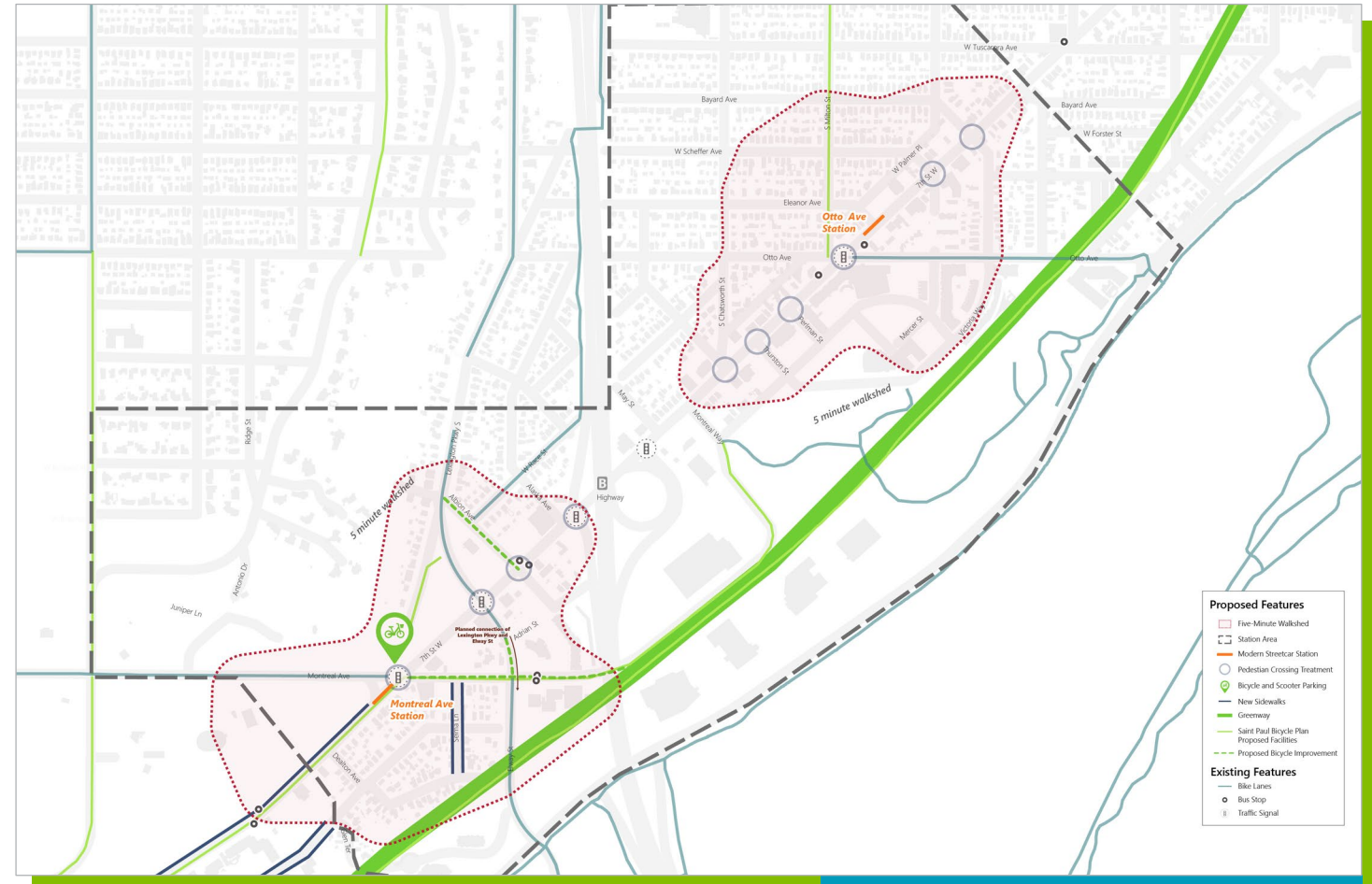
The Montreal Avenue station areas include strategic redevelopment areas that are intended to reinforce the evolving urban pattern of multi-family housing and mixed-use development while maintaining the established residential neighborhoods.



Draft future area planning

Montreal Avenue and Otto Avenue station areas

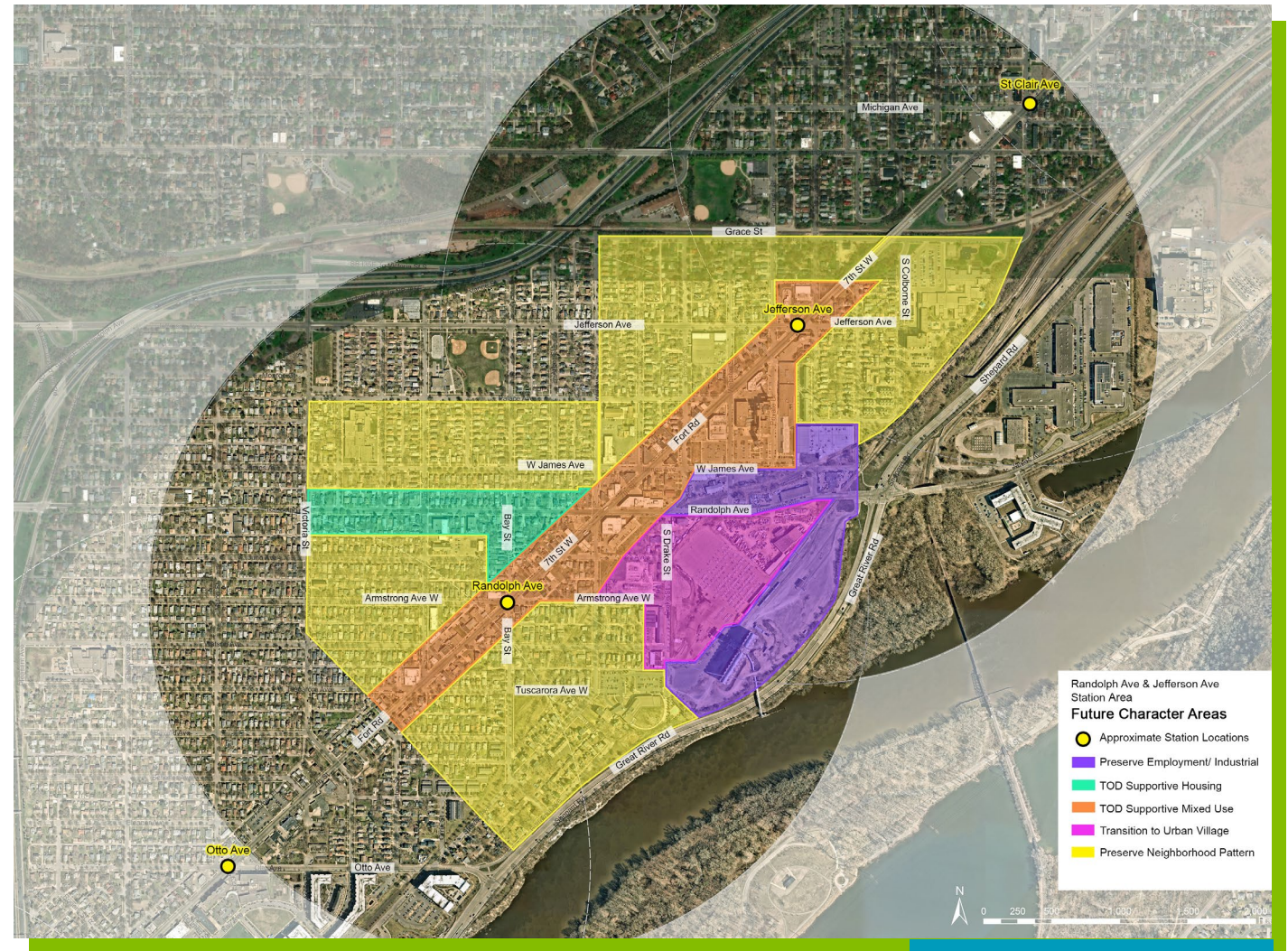
For the Otto Avenue station area, new investments should continue to reinforce the neighborhood-scale commercial character and the transit-supportive mixed-use associated with the Victoria Park development.



Draft proposed mobility improvements

Randolph Avenue and Jefferson Avenue station areas

The overall vision for this station area is a mixed-use urban village that contains a healthy range of housing choices, neighborhood-serving retail and services, growing employment opportunities and a well-connected public realm. The future Davern Street station areas should include new investments and reinforce the neighborhood-scale commercial character of West 7th Street with transit-supportive mixed-use developments.

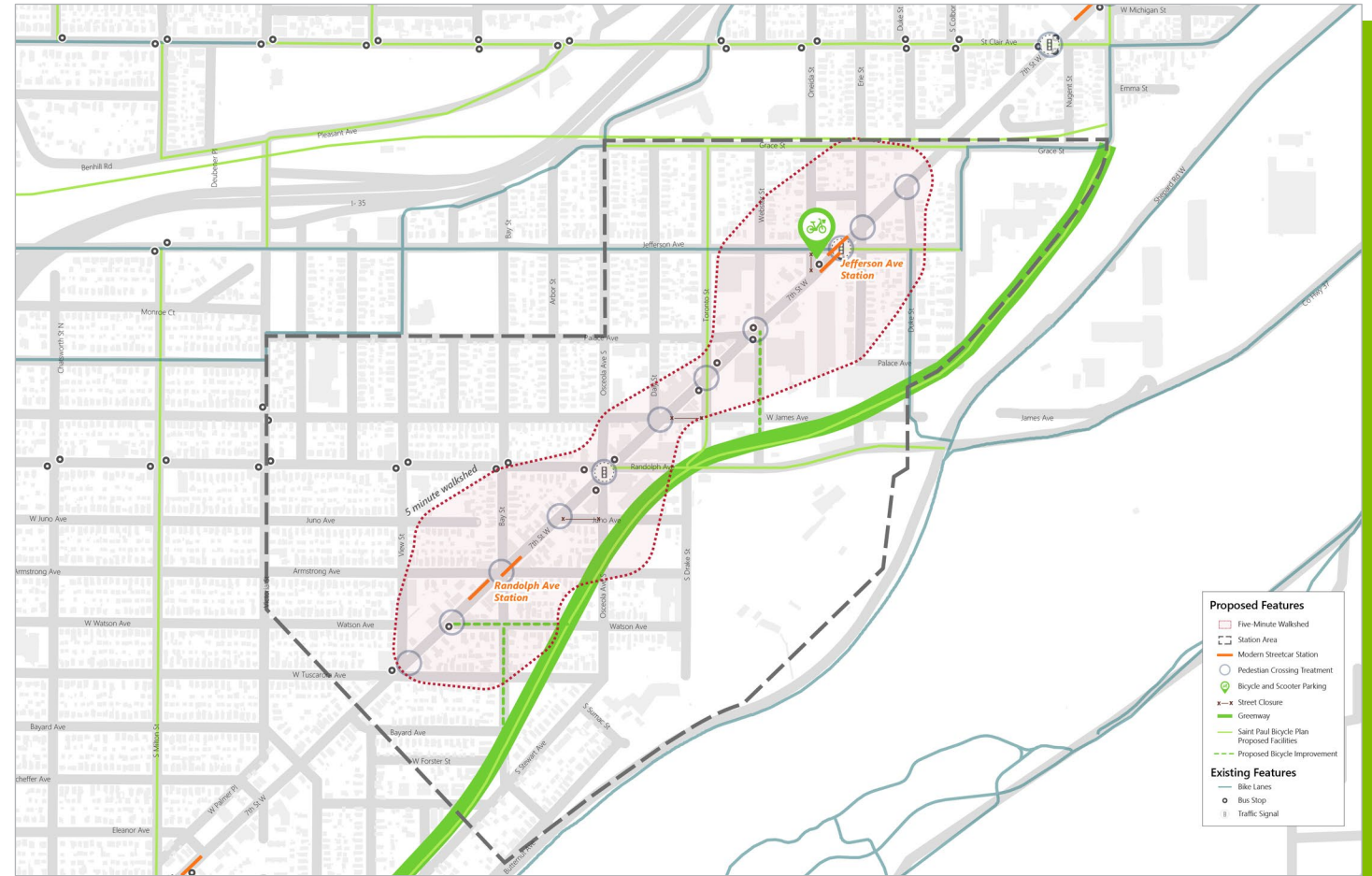


Draft future area planning

Randolph Avenue and Jefferson Avenue station areas

The Randolph Avenue station future areas include some strategic redevelopment areas between West 7th Street and Sheppard Road that will evolve the existing urban pattern of single-family housing to an urban pattern comprised of more multi-family and mixed-use development.

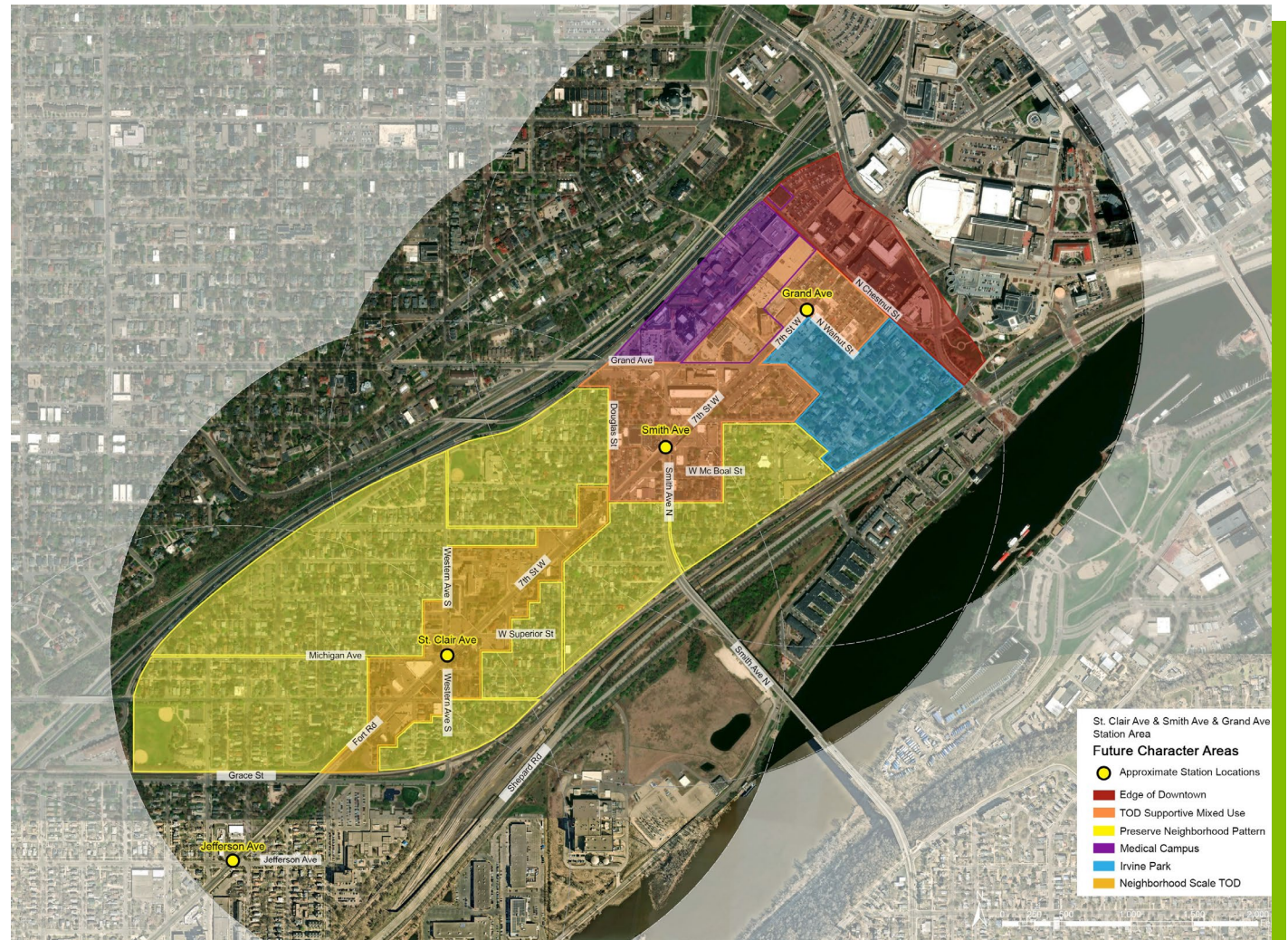
For the Jefferson Avenue station area, new investments should reinforce the neighborhood-scale commercial character of West 7th Street.



Draft proposed mobility improvements

Saint Clair Avenue, Smith Avenue and Grand Avenue station areas

The vision for these future station areas is to reinforce the existing context of low-density housing stock and commercial/retail uses with selective infill investment at key locations and when the market can respond to available opportunities. The goal is to incrementally increase the housing choices in the neighborhood while repositioning larger surface parking areas for more transit-supportive uses in the long term.



Draft future area planning

Saint Clair Avenue, Smith Avenue and Grand Avenue station areas

The future St. Clair Avenue station areas should include new investments and reinforce the neighborhood-scale commercial character of West 7th Street with transit-supportive mixed-use developments.

For the Smith Avenue station area, new investments should reinforce the neighborhood-scale commercial character of West 7th Street with transit-supportive mixed-use developments. For the Grand Avenue station area, new investments should expand current commercial mixed-use developments and focus on redevelopment of underutilized parking lots and parcels to create a supportive urban pattern comprised of more multi-family and mixed-use developments.



Draft proposed mobility improvements

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