Historic Preservation at Transit Stations Goes Green
Jeff Anderson, AICP, Moline City Planner
Moline, Illinois

Moline Centre Multi-Modal Station & TOD
Location?
Station Context – Downtown Moline
Moline Plans for the Future

- Preservation
- Sustainability
- Multi-Modal Transportation
Adaptive Reuse and Historic Preservation
Green, Sustainable, LEED Development
Transportation, Circulation, Transit
The TOD – Station Plan in 2001
U.S. High Speed Rail Association
Network Map

220-mph HSR Lines
110-mph Rail Lines
High Speed Rail System
The Midwest System
Multi-Modal Station Funding

- High Speed Rail (Federal – US DOT) = $177m
- TIGER 2 (Federal – US DOT) = $10m
- EPA = Internal grant for case studies
- State (IL DOT) = $4.9m
- City of Moline (Site Acquisition & Parking) = $1.69
- Private Sector/Developer = $10m +/-
Partnerships
TOD & Multi-Modal Station Planning

Feasibility Report on Proposed Amtrak Service
Quad Cities-Chicago

Prepared By:
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Greater Chicago

QUAD CITIES MULTI-MODAL STATION
ON JOHN DEERE COMMONS | MOLINE, ILLINOIS

A TRANSIT-ENHANCED DEVELOPMENT OPPORTUNITY ON THE MISSISSIPPI RIVER THAT ANCHORS BOTH REGIONS AND A HISTORIC DOWNTOWN

QUAD CITIES TOD + INTERMODAL PLAN
August 2009

MOLINE

Renew Moline

S. B. Friedman & Company
Real Estate Advisory and Development Consultants
2009 Transit Oriented Development Plan
TOD Plan: Context, Density, & Development Capacity
The Station Site

- Built in 1917 with a 1950 addition
- Six-story Art Deco brick warehouse
- Contributing structure in the Moline Centre Historic District
- Building = 69,701 sq. ft.
- Site = 42,445 sq. ft.
Project Design Goals

- LEED Platinum Certified
- Consistent with the State’s Green Line Concept
- Project design should be consistent with historic preservation goals and objectives
- Project design should comply with SHPO requirements for tax credit purposes
- Project design should be consistent with the Moline Centre Design Standards and Guidelines
- Project design should accommodate all rail-related technical specifications and requirements
- Project design should allow for full functionality as a multi-modal station and core element of the TOD concept
- The project should leverage interest and resources to initiate subsequent phases of the TOD area plan and further stimulate Moline Centre development
Design Issues
When Integrating Historic Preservation and LEED

- Selective demolition of additions?
- Day-lighting and facade penetration?
- Existing window and doorway modifications?
- Removal and treatment of exterior surfaces?
- Interior modifications?
- Roof additions?
- LEED ND vs. LEED Core & Shell?
- Station as a stand-alone historic structure vs. core element of a larger TOD?
A Little Help From Our Friends

EPA provided technical assistance in the form of case studies on the integration of sustainable design and historic preservation for the purpose of downtown revitalization.
Station Designs – Phase I (pre-funding) Preservation Meets LEED
Station Designs – Phase II
Preservation Meets LEED
Station Designs – Phase II
Preservation Meets LEED

Quad Cities Amtrak Station
Moline, Illinois
Module 1 & 2 Implementation:
View from 4th Avenue

August 18, 2010
VanderWalle & Associates, Inc. © 2010
Station Designs – Phase III
Preservation Meets LEED
Station Designs – Current Phase
Preservation Meets LEED
Next Steps

• Finalize Construction Documents - 2013
• Project Bids - 2013
• Station & Multi-Modal Facility Construction - 2014
• Finalize Track Improvements - 2015
• Complete and Deliver Train Set - 2015
• Initiate Service - 2015