



## 7 | Appendix

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  - TAC Meeting #3: May 24, 2013
  - TAC Meeting #4: June 5, 2013
  - Summary of Public Outreach Presentation: Vector Communications Group, June 5, 2013
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H3 Studio

Proposed Northside-Southside Alignment:  
Station Typology Sheets

# N-S ALIGNMENT

## STATION AREA TYPOLOGY ASSESSMENT

### STRATFORD STATION

#### CURRENT CONDITIONS

CATEGORY	SCREEN	VALUE
INTENSITY & USE MIX	Use Mix	.38 Jobs/Residents
	Intensity	5,062 Jobs + Residents
CONNECTIVITY	Bus Routes	3
	Bike Infrastructure	2 Paths
	Mean Walkscore	37
URBAN FORM & QUALITY	Mean Block Size	22.7 Acres
	Neighborhoods In 1/2 Mile	3

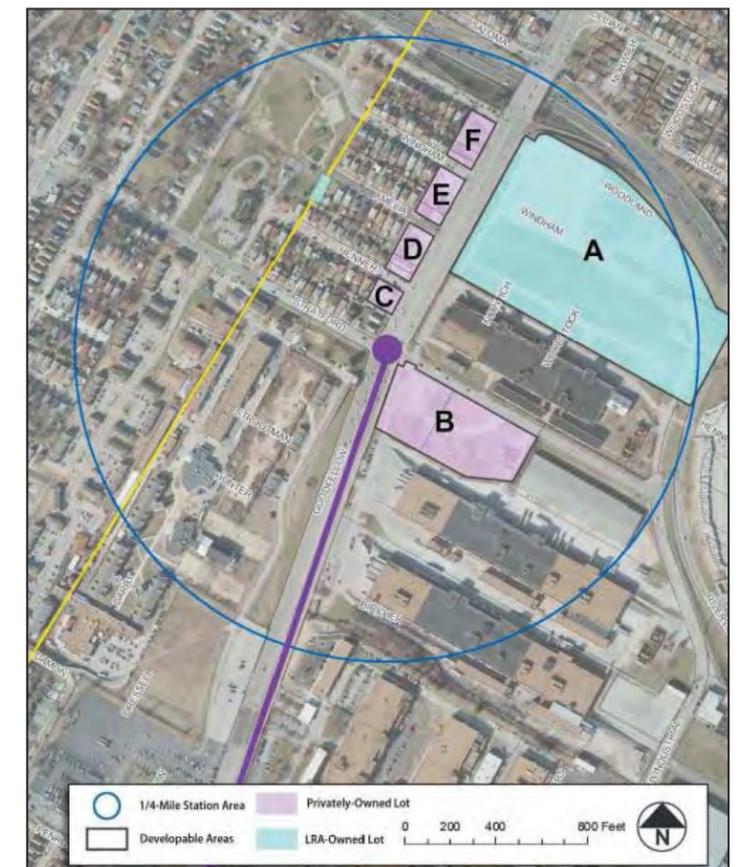
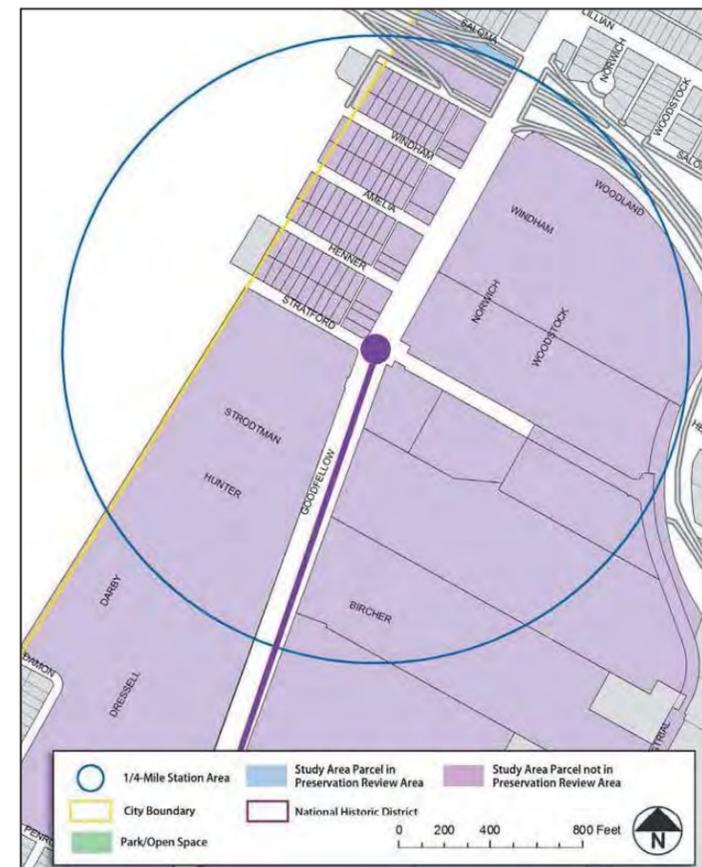
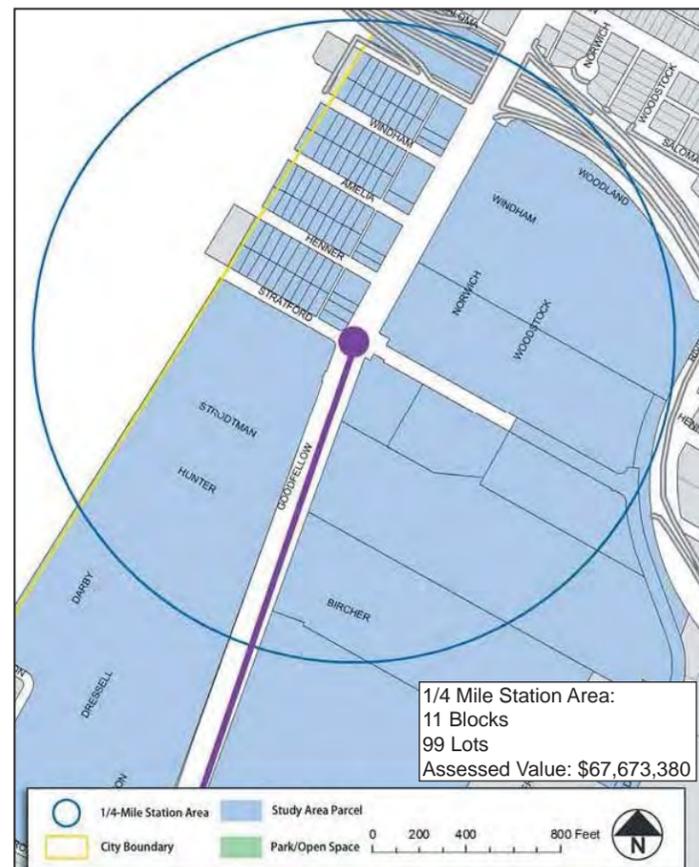
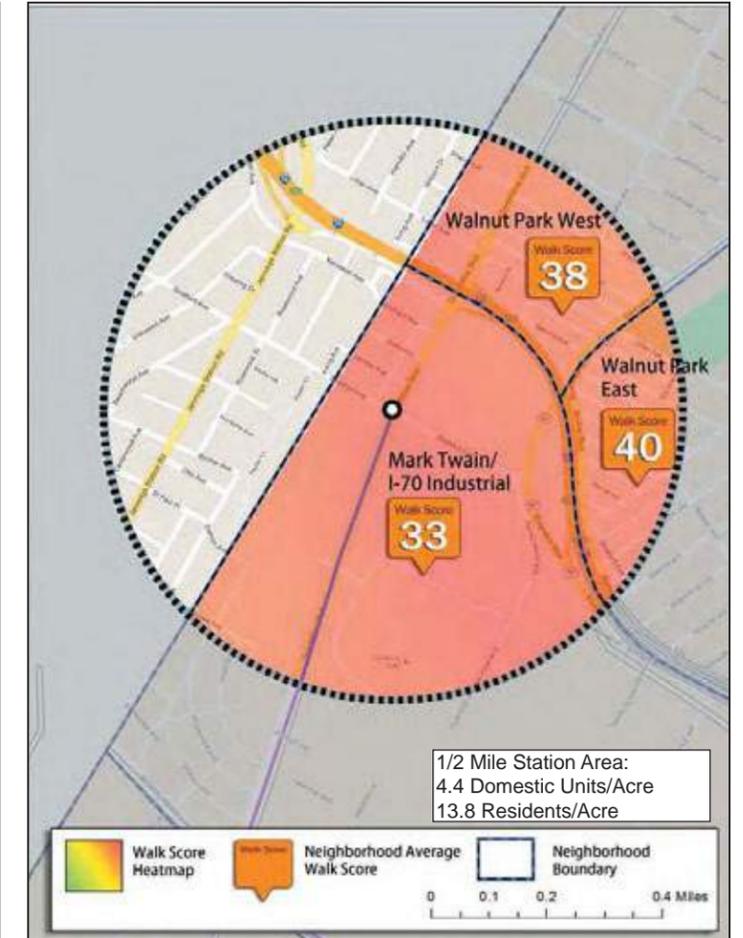
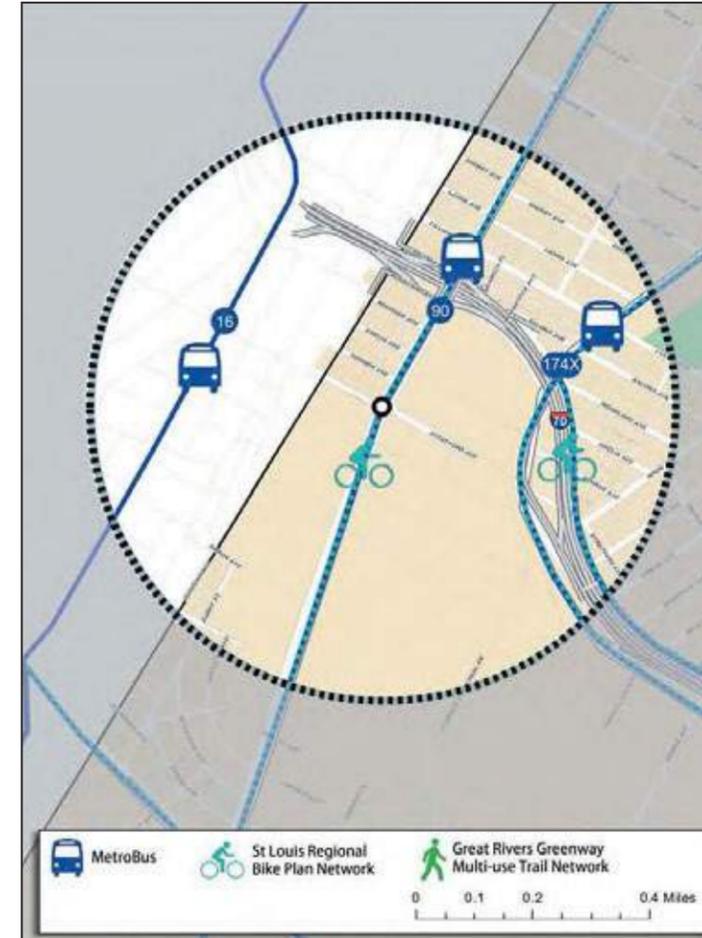
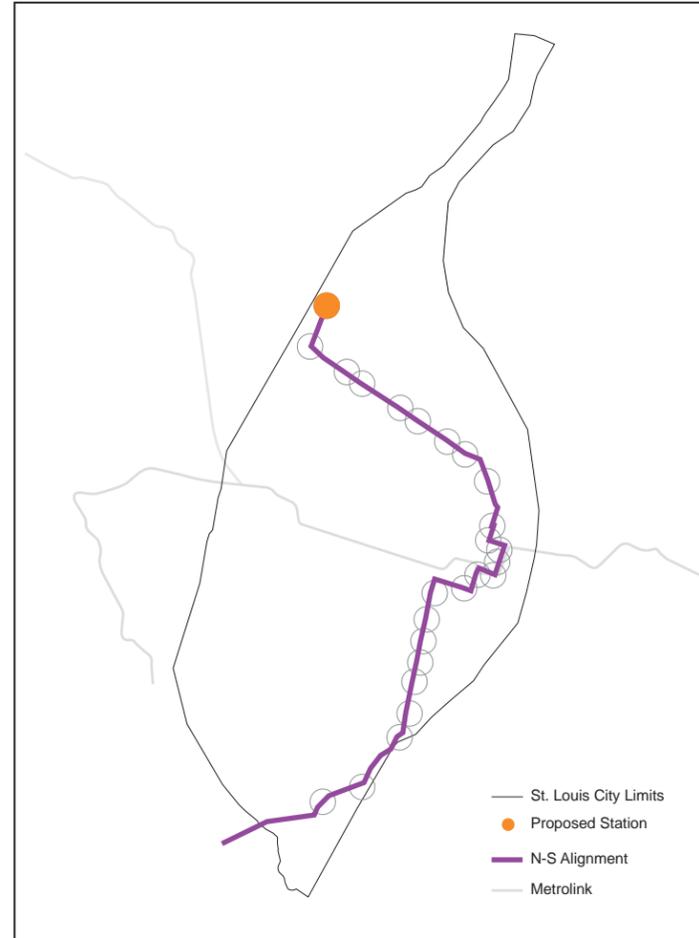
#### PROPOSED CONDITIONS

TRANSIT FUNCTION	Station Orientation	Walk-Up Station Commuter Station 800 Park & Ride Spaces
STATION TYPE	Station Organization	Street Level Center Double Sided Platform

DEVELOPMENT OPPORTUNITY	Underutilized Land	24 Acres
	% of 1/4 Mile Station area	21.2%
	Available Lots	13
POTENTIAL PROGRAM	Assessed Value Of Underutilized Land	\$406,400
	Assessed Value of Land in 1/4 Mile Station Area	\$67,673,380
POTENTIAL PROGRAM	Desired Density for New Development	Market Driven DU/Acre Market Driven FAR
	Lot-Suitable Building Types	

#### TRANSIT NEIGHBORHOOD TYPOLOGY

Transit Office / Industrial District



# N-S ALIGNMENT

## STATION AREA TYPOLOGY ASSESSMENT

### GOODFELLOW STATION

#### CURRENT CONDITIONS

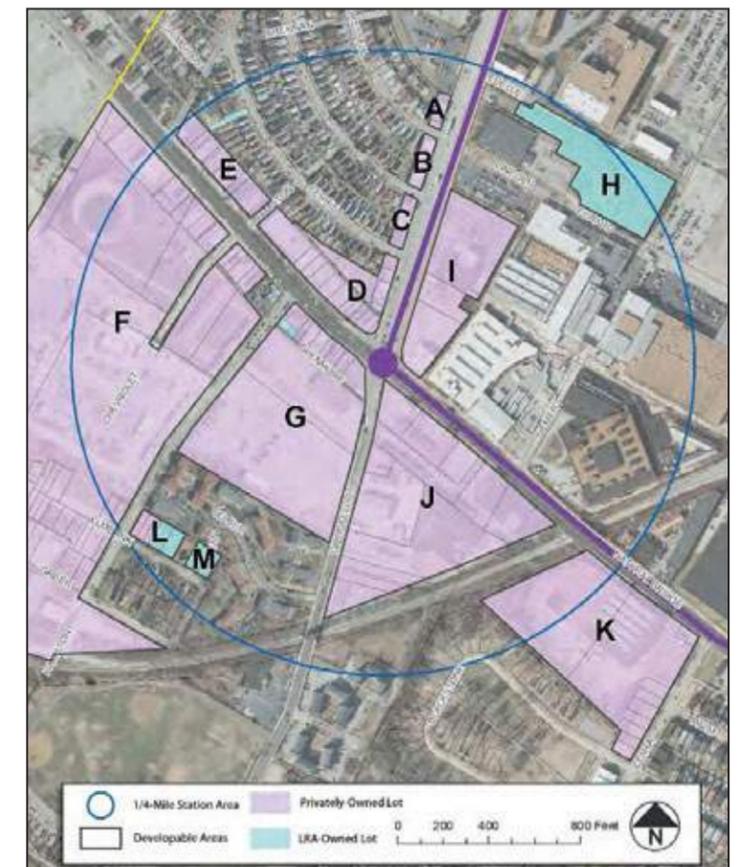
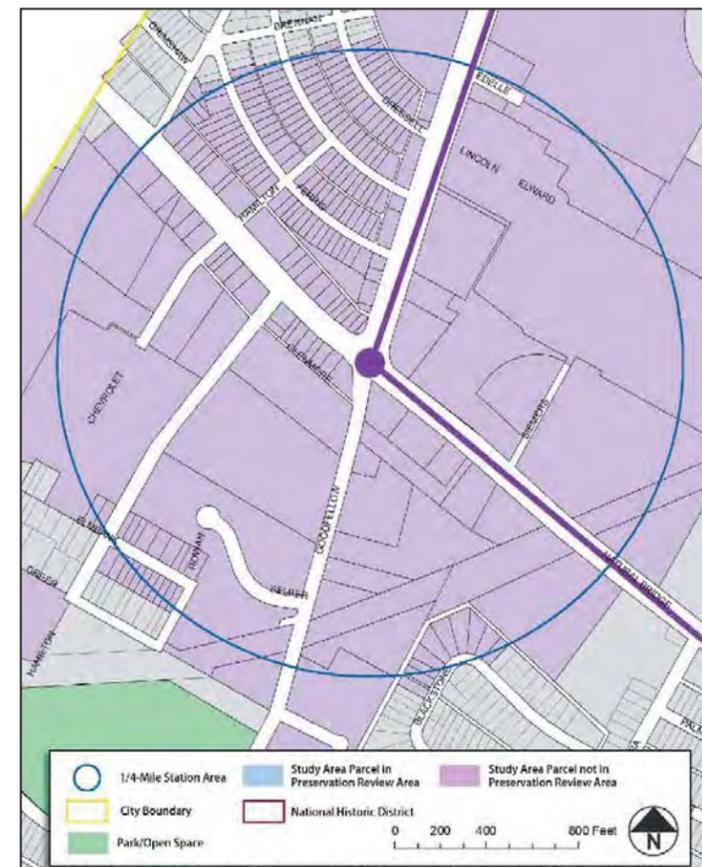
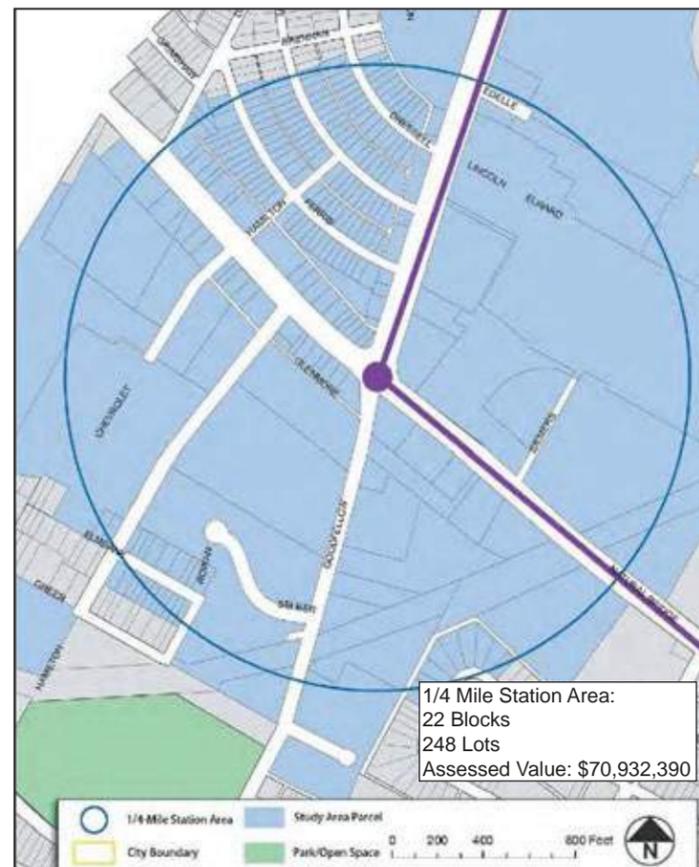
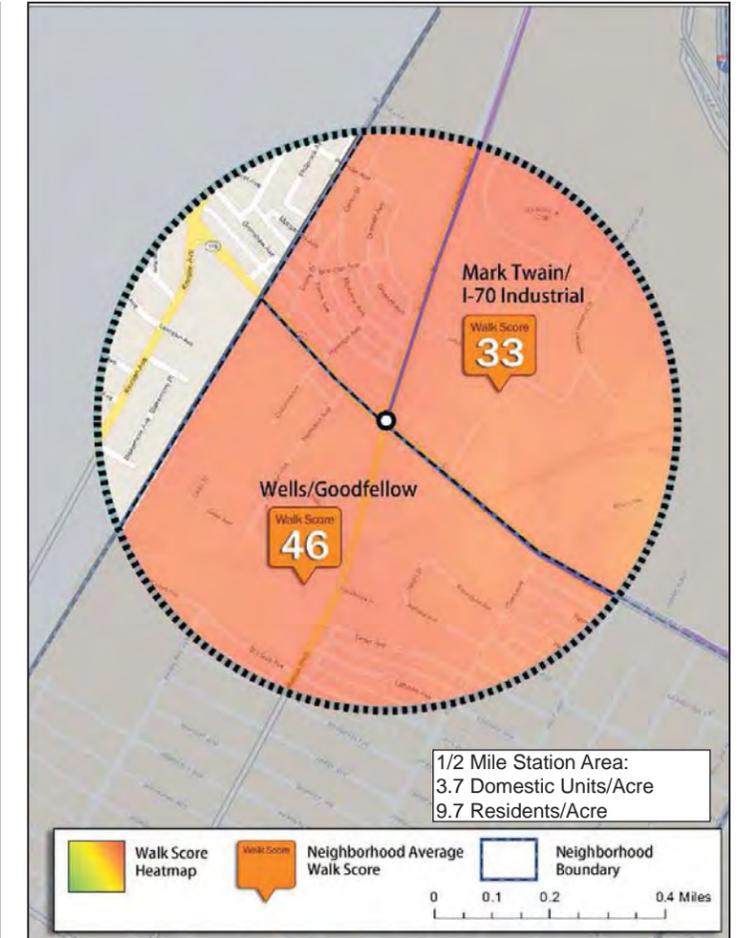
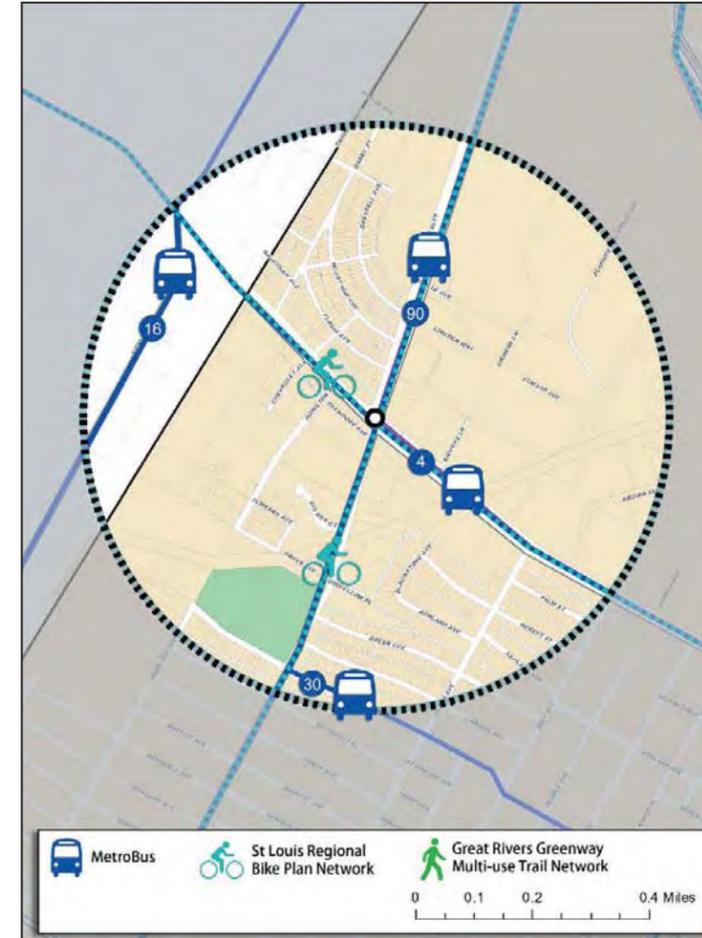
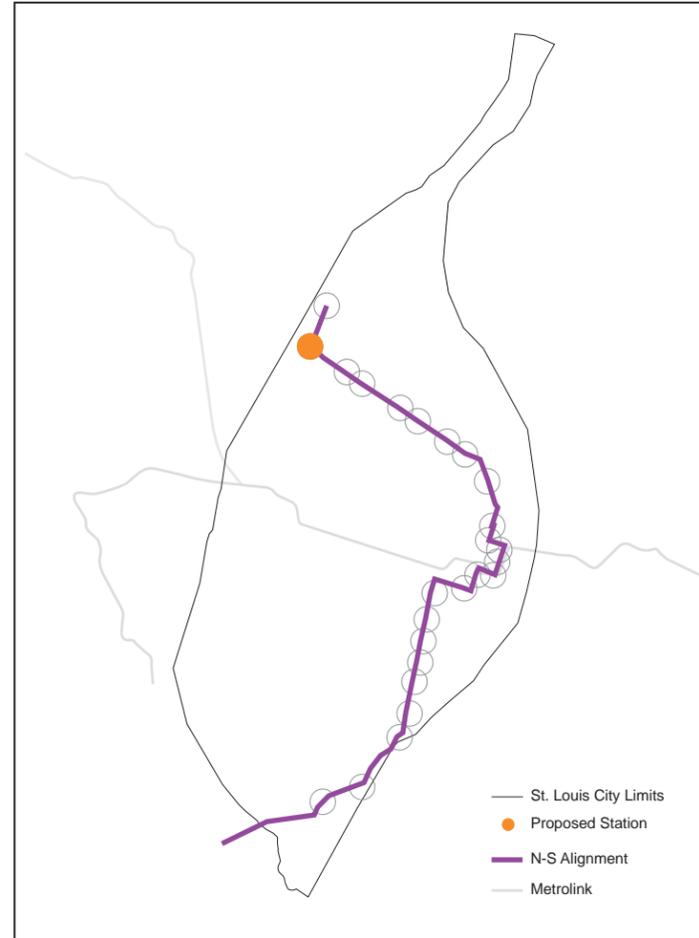
CATEGORY	SCREEN	VALUE
INTENSITY & USE MIX	Use Mix	0.61 Jobs/Residents
	Intensity	6,343 Jobs + Residents
CONNECTIVITY	Bus Routes	4
	Bike Infrastructure	2 Paths
	Mean Walkscore	39.5
URBAN FORM & QUALITY	Mean Block Size	11.4 Acres
	Neighborhoods In 1/2 Mile	2

#### PROPOSED CONDITIONS

TRANSIT FUNCTION	Station Orientation	Walk-Up Station
	Station Organization	Street Level Center Double Sided Platform
STATION TYPE	Underutilized Land	72.8 Acres
	% of 1/4 Mile Station area	58.2%
	Available Lots	117
	Assessed Value Of Underutilized Land	\$2,279,400
	Assessed Value of Land in 1/4 Mile Station Area	\$70,932,390
DEVELOPMENT OPPORTUNITY	Desired Density for New Development	Market Driven DU/Acre Market Driven FAR
	Lot-Suitable Building Types	
	POTENTIAL PROGRAM	

#### TRANSIT NEIGHBORHOOD TYPOLOGY

Transit Business District



# N-S ALIGNMENT

## STATION AREA TYPOLOGY ASSESSMENT

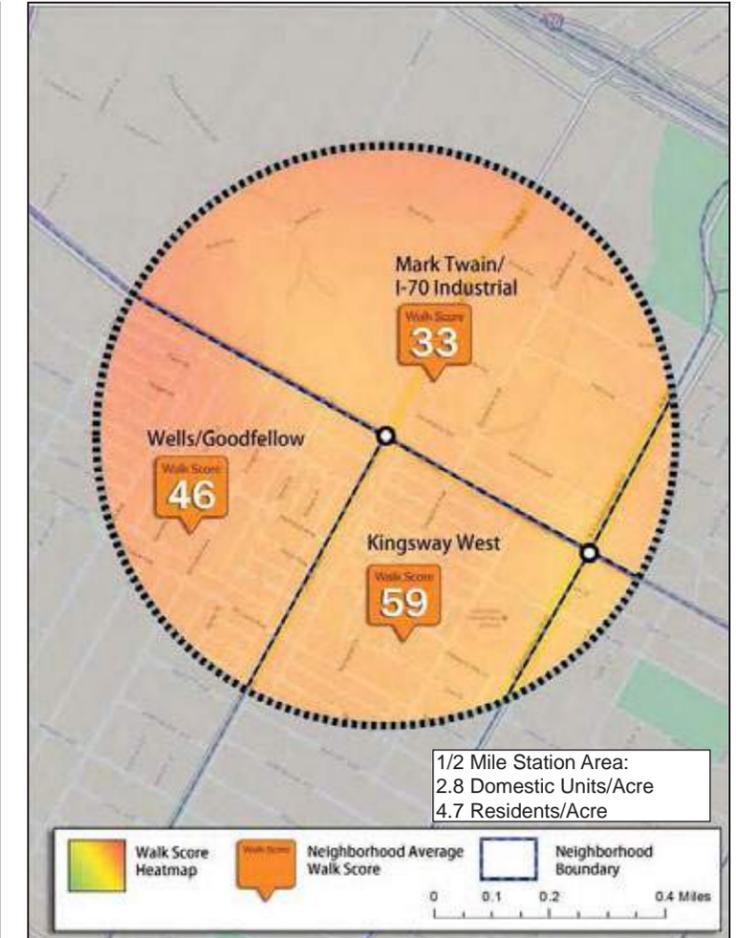
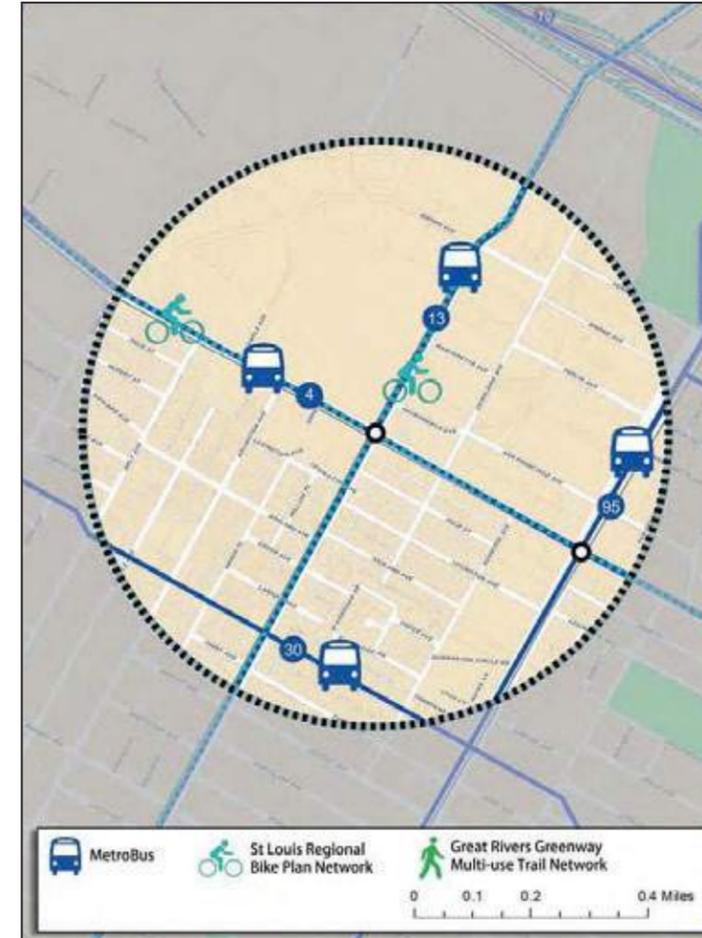
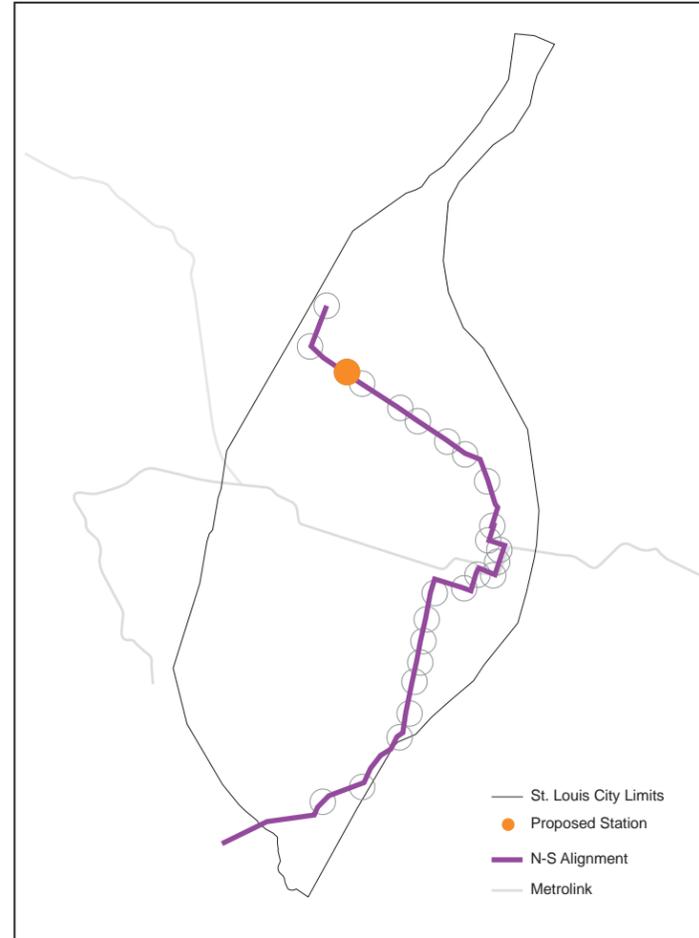
### UNION STATION

#### CURRENT CONDITIONS

CATEGORY	SCREEN	VALUE
INTENSITY & USE MIX	Use Mix	0.63 Jobs/Residents
	Intensity	4,191 Jobs + Residents
CONNECTIVITY	Bus Routes	4
	Bike Infrastructure	2 Paths
	Mean Walkscore	46
URBAN FORM & QUALITY	Mean Block Size	10.4 Acres
	Neighborhoods In 1/2 Mile	3

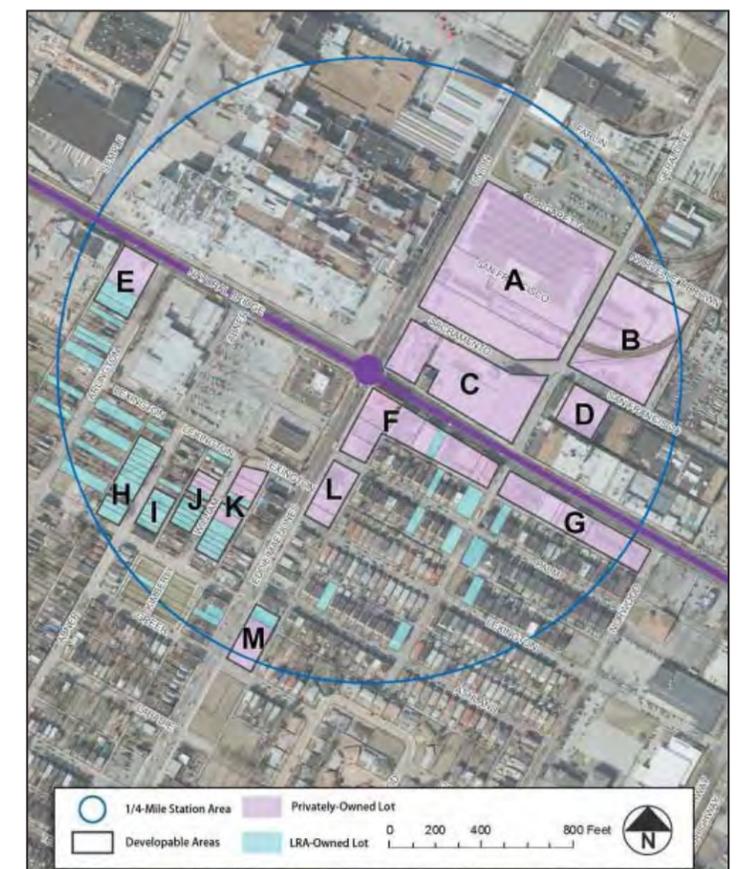
#### PROPOSED CONDITIONS

TRANSIT FUNCTION	Station Orientation	Walk-Up Station
	Station Organization	Street Level Side Far-Side Platform
STATION TYPE	Underutilized Land	26.1 Acres
	% of 1/4 Mile Station area	20%
	Available Lots	68
	Assessed Value Of Underutilized Land	\$1,795,900
	Assessed Value of Land in 1/4 Mile Station Area	\$8,712,274
DEVELOPMENT OPPORTUNITY	Desired Density for New Development	Market Driven DU/Acre Market Driven FAR
	Lot-Suitable Building Types	
POTENTIAL PROGRAM		



#### TRANSIT NEIGHBORHOOD TYPOLOGY

##### Transit Business District



# N-S ALIGNMENT

## STATION AREA TYPOLOGY ASSESSMENT

### KINGSHIGHWAY STATION

#### CURRENT CONDITIONS

CATEGORY	SCREEN	VALUE
INTENSITY & USE MIX	Use Mix	0.29 Jobs/Residents
	Intensity	5,144 Jobs + Residents
CONNECTIVITY	Bus Routes	5
	Bike Infrastructure	2 Paths
	Mean Walkscore	50.5
URBAN FORM & QUALITY	Mean Block Size	11.4 Acres
	Neighborhoods In 1/2 Mile	4

#### PROPOSED CONDITIONS

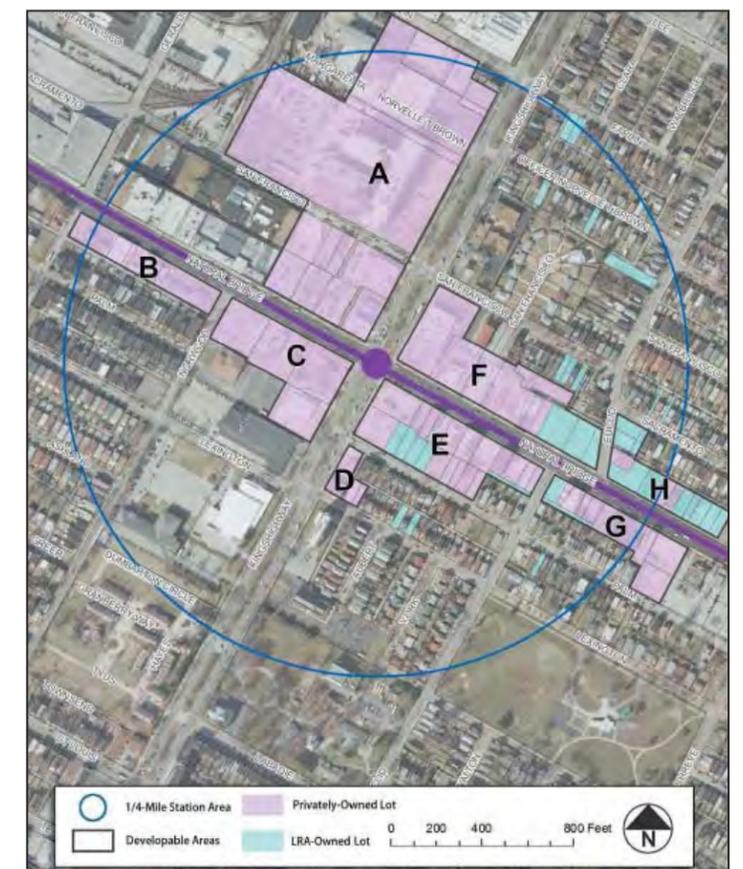
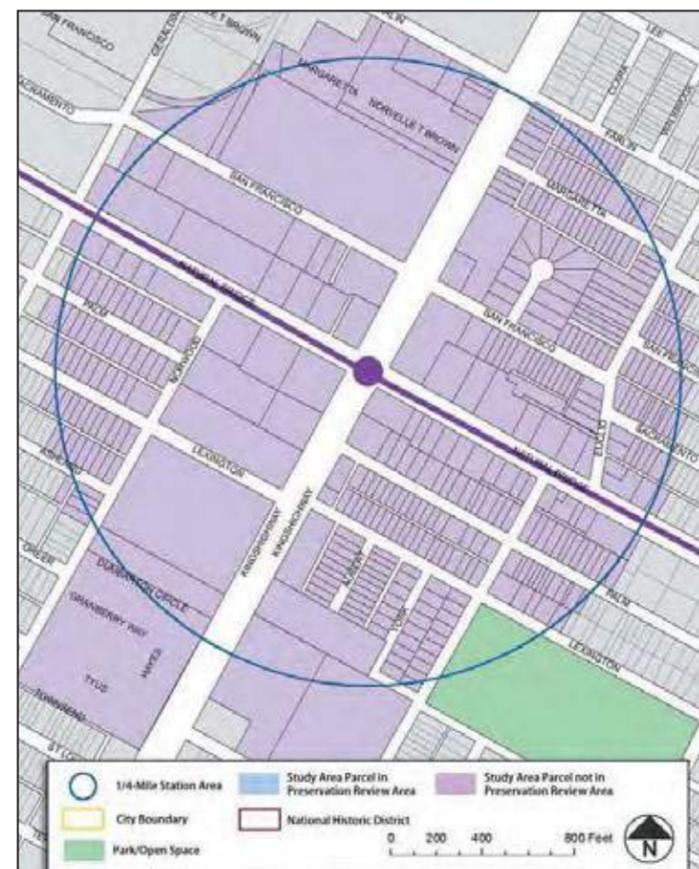
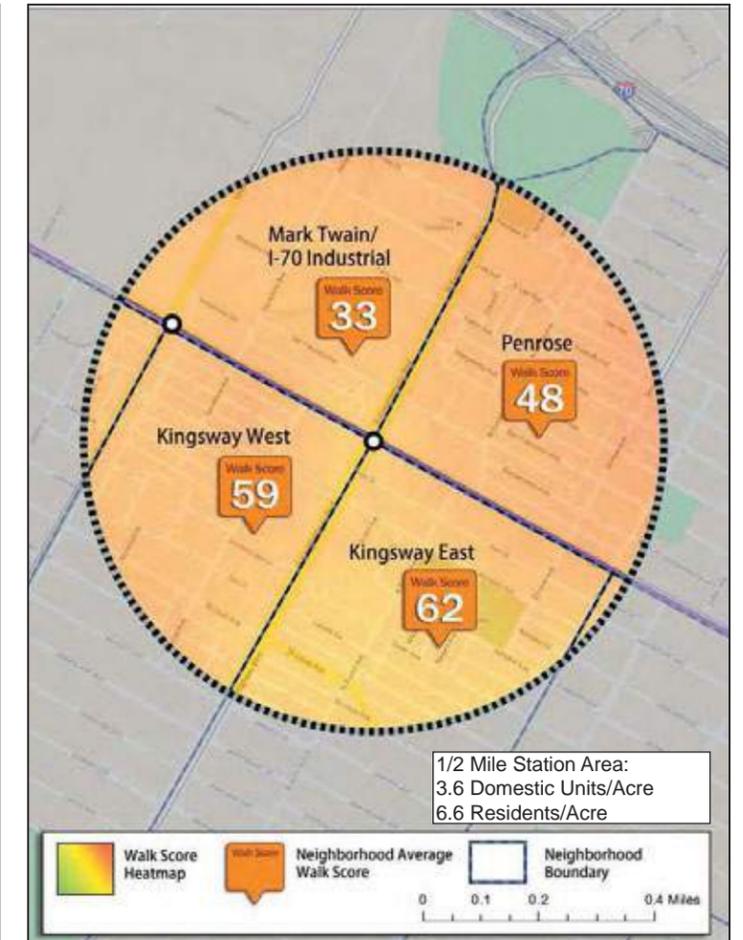
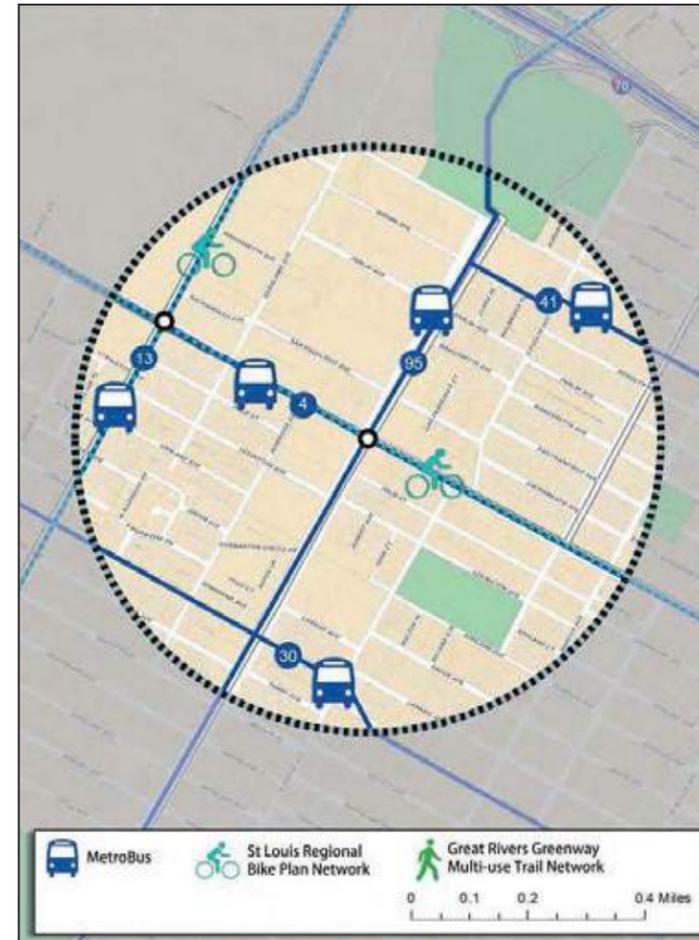
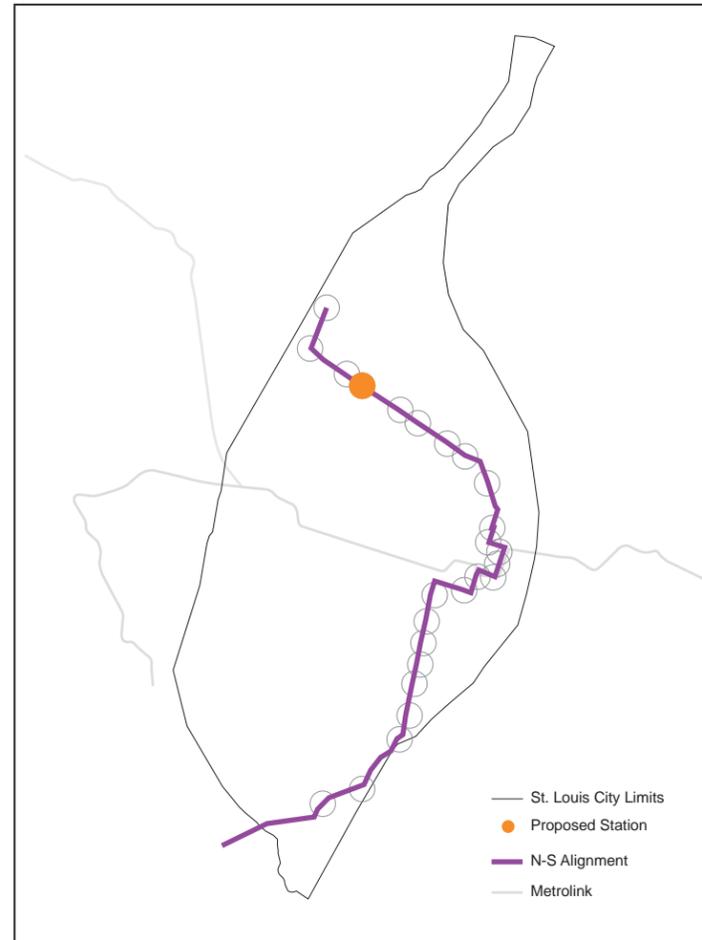
TRANSIT FUNCTION	Station Orientation	Walk-Up Station

STATION TYPE	Station Organization	Street Level Side Far-Side Platform

DEVELOPMENT OPPORTUNITY	Underutilized Land	36.3 Acres
	% of 1/4 Mile Station area	29%
	Available Lots	82
	Assessed Value Of Underutilized Land	\$16,259,000
	Assessed Value of Land in 1/4 Mile Station Area	\$9,925,400
POTENTIAL PROGRAM	Desired Density for New Development	10-18 DU/Acre .7-1.5 FAR
	Lot-Suitable Building Types	Duplex, Triplex, Fourplex Rowhouse & Courtyard Rowhouse Stacked Flats Courtyard Building High Rise Residential Building Flex Building Live/Work Units

#### TRANSIT NEIGHBORHOOD TYPOLOGY

Transit Neighborhood Center Type 1



# N-S ALIGNMENT

## STATION AREA TYPOLOGY ASSESSMENT

### NEWSTEAD STATION

#### CURRENT CONDITIONS

CATEGORY	SCREEN	VALUE
INTENSITY & USE MIX	Use Mix	0.05 Jobs/Residents
	Intensity	8,055 Jobs + Residents
	Bus Routes	5
CONNECTIVITY	Bike Infrastructure	2 Paths
	Mean Walkscore	50.2
	Mean Block Size	7.1 Acres
URBAN FORM & QUALITY	Neighborhoods In 1/2 Mile	3

#### PROPOSED CONDITIONS

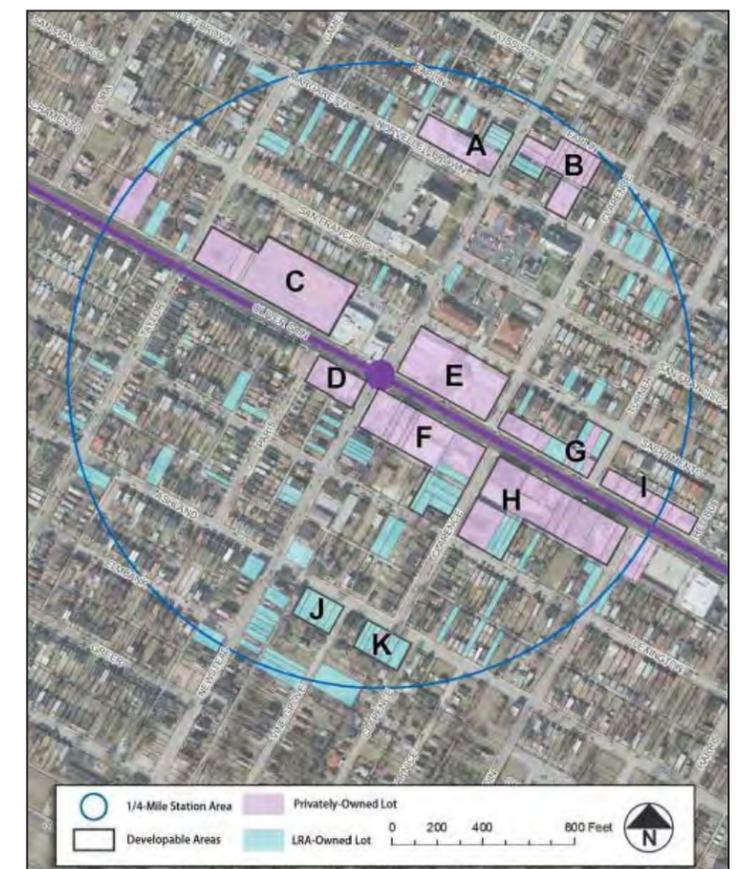
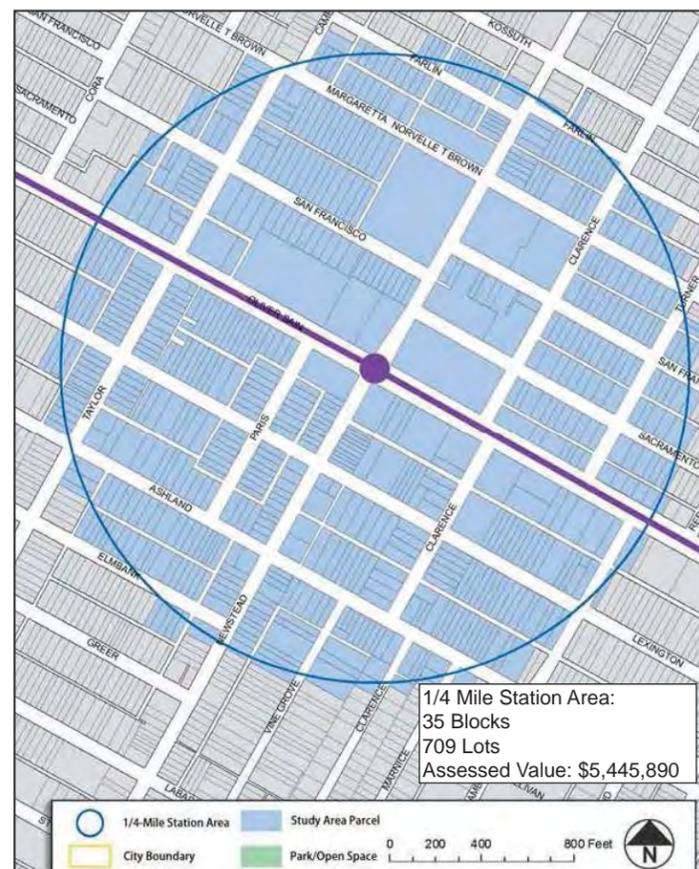
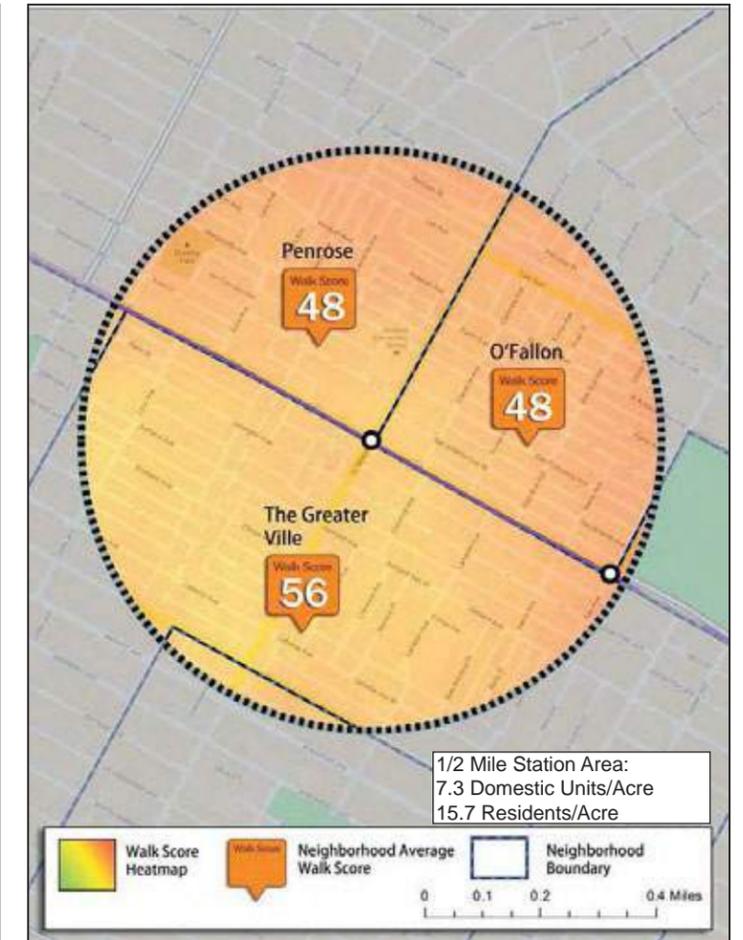
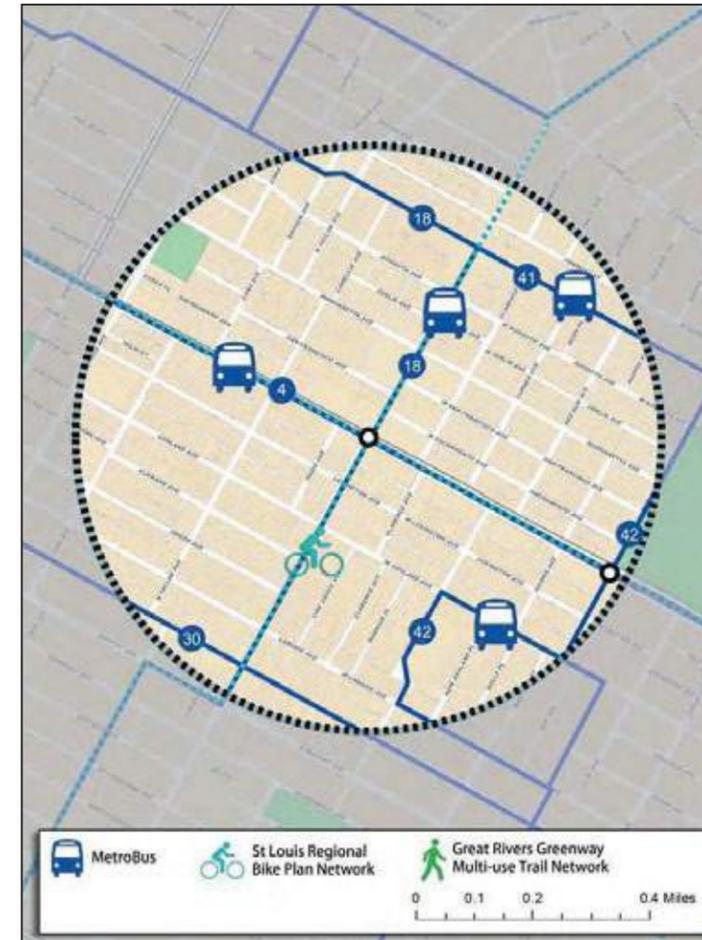
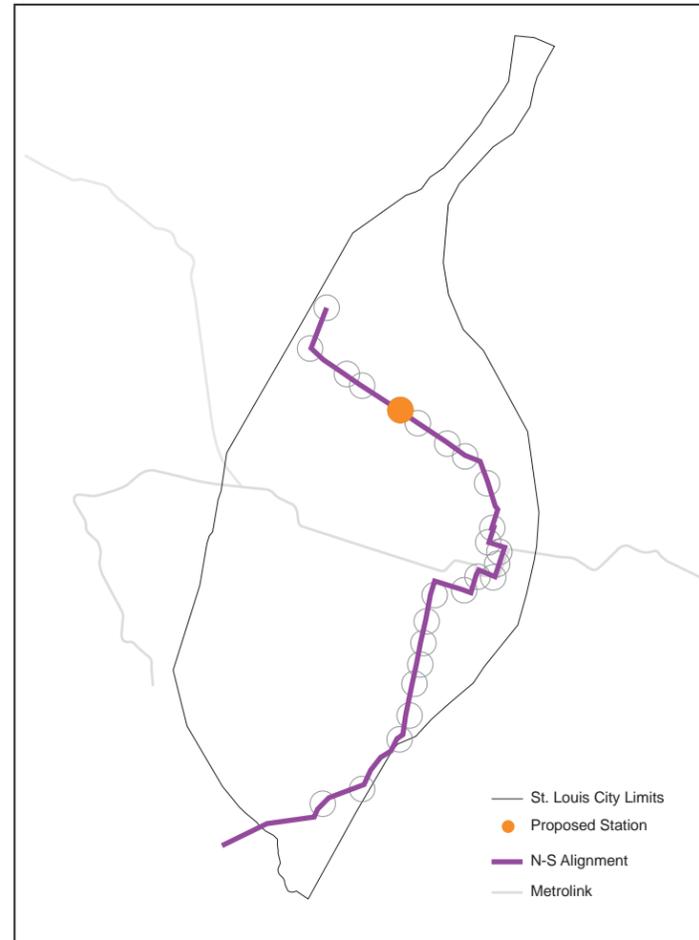
TRANSIT FUNCTION	Station Orientation	Walk-Up Station 120 Park & Ride Spaces
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STATION TYPE	Station Organization	Street Level Side Far-Side Platform
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DEVELOPMENT OPPORTUNITY	Underutilized Land	18.7 Acres
	% of 1/4 Mile Station area	15%
	Available Lots	76
	Assessed Value Of Underutilized Land	\$768,400
	Assessed Value of Land in 1/4 Mile Station Area	\$5,445,890
POTENTIAL PROGRAM	Desired Density for New Development	20-40 DU/Acre 2.0 Minimum FAR
	Lot-Suitable Building Types	Podium Building Commercial Block Building Flex Building Live/Work Units Linear Building

#### TRANSIT NEIGHBORHOOD TYPOLOGY

Transit Neighborhood Center Type 1



# N-S ALIGNMENT

## STATION AREA TYPOLOGY ASSESSMENT

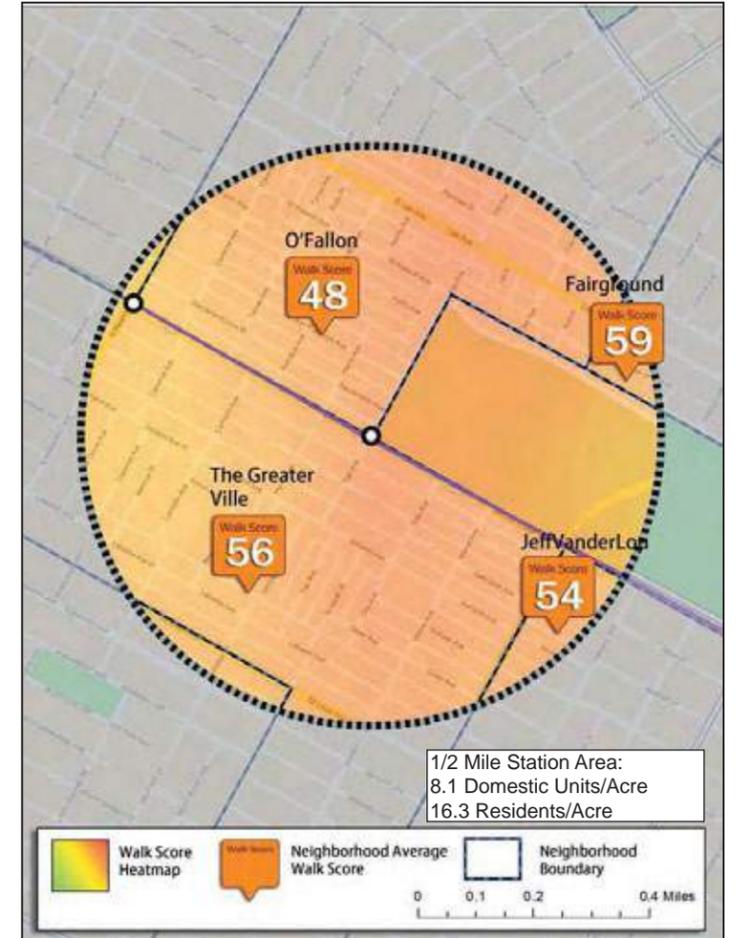
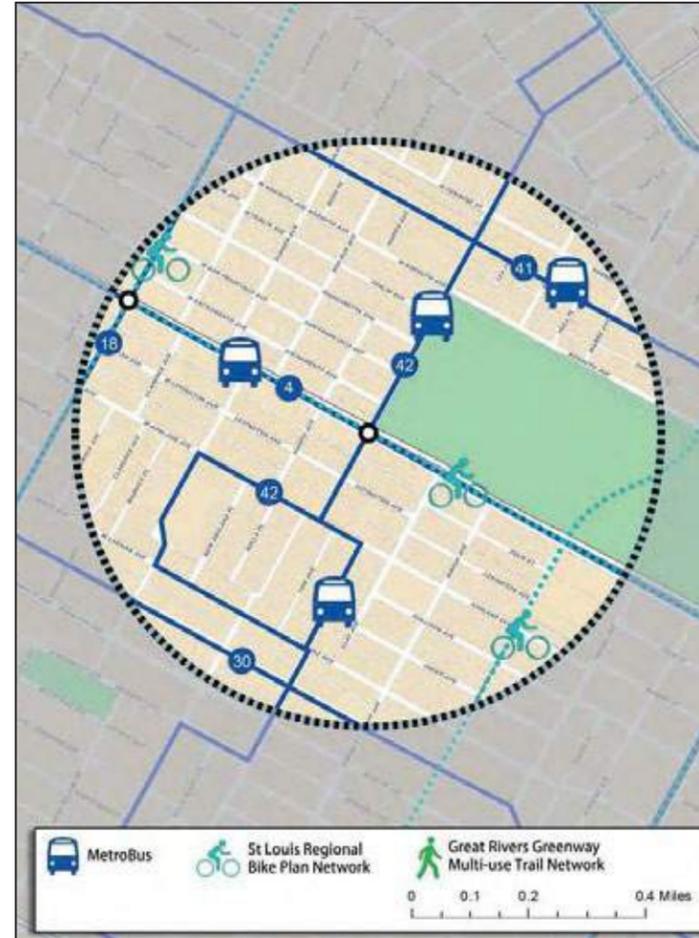
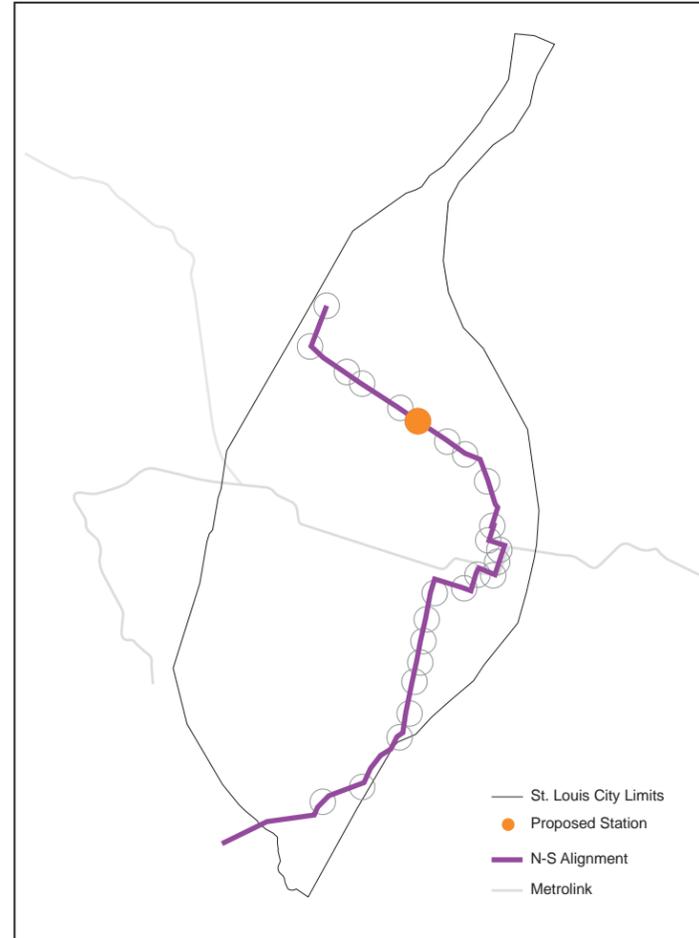
### FAIR STATION

#### CURRENT CONDITIONS

CATEGORY	SCREEN	VALUE
INTENSITY & USE MIX	Use Mix	0.06 Jobs/Residents
	Intensity	7,221 Jobs + Residents
CONNECTIVITY	Bus Routes	5
	Bike Infrastructure	3 Paths
	Mean Walkscore	54.25
URBAN FORM & QUALITY	Mean Block Size	8.1 Acres
	Neighborhoods In 1/2 Mile	4

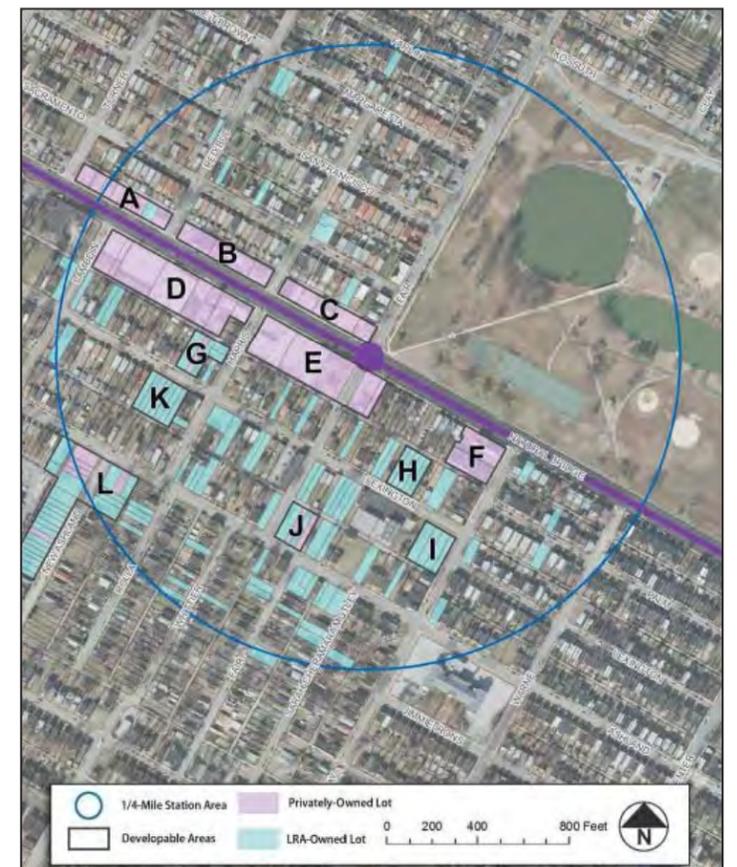
#### PROPOSED CONDITIONS

TRANSIT FUNCTION	Station Orientation	Walk-Up Station
	STATION TYPE	Station Organization
DEVELOPMENT OPPORTUNITY	Underutilized Land	12.6 Acres
	% of 1/4 Mile Station area	10%
	Available Lots	76
	Assessed Value Of Underutilized Land	\$570,900
	Assessed Value of Land in 1/4 Mile Station Area	\$6,202,560
POTENTIAL PROGRAM	Desired Density for New Development	10-18 DU/Acre 1.0-1.5 FAR
	Lot-Suitable Building Types	Detached Single Family Dwelling Rear Garage Carriage House Duplex, Triplex, Fourplex Rowhouse & Courtyard Rowhouse



#### TRANSIT NEIGHBORHOOD TYPOLOGY

Transit Neighborhood General Type 1



# N-S ALIGNMENT

## STATION AREA TYPOLOGY ASSESSMENT

### GRAND STATION

#### CURRENT CONDITIONS

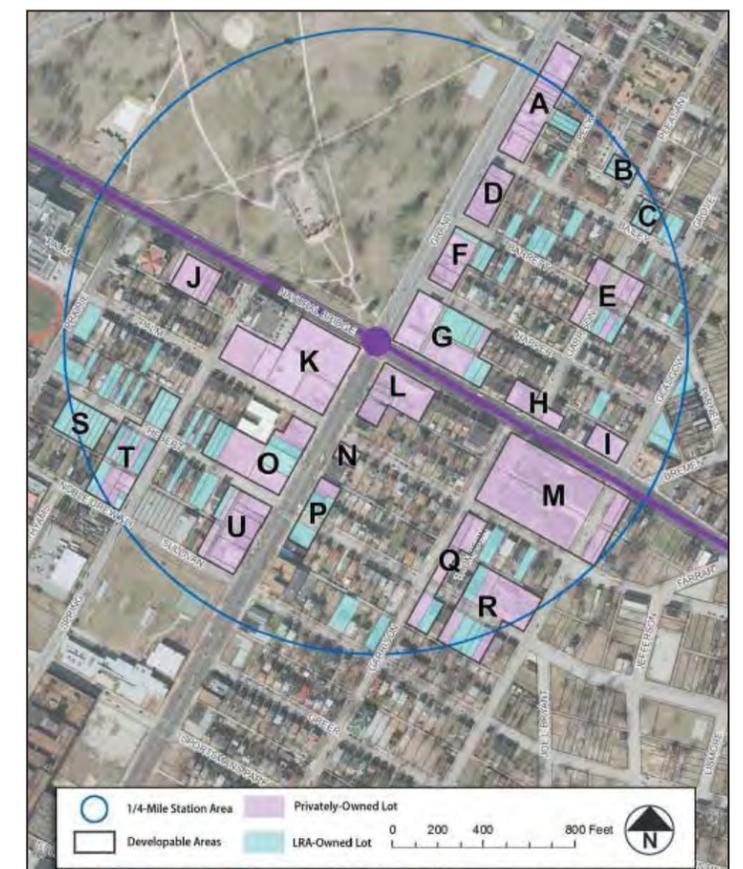
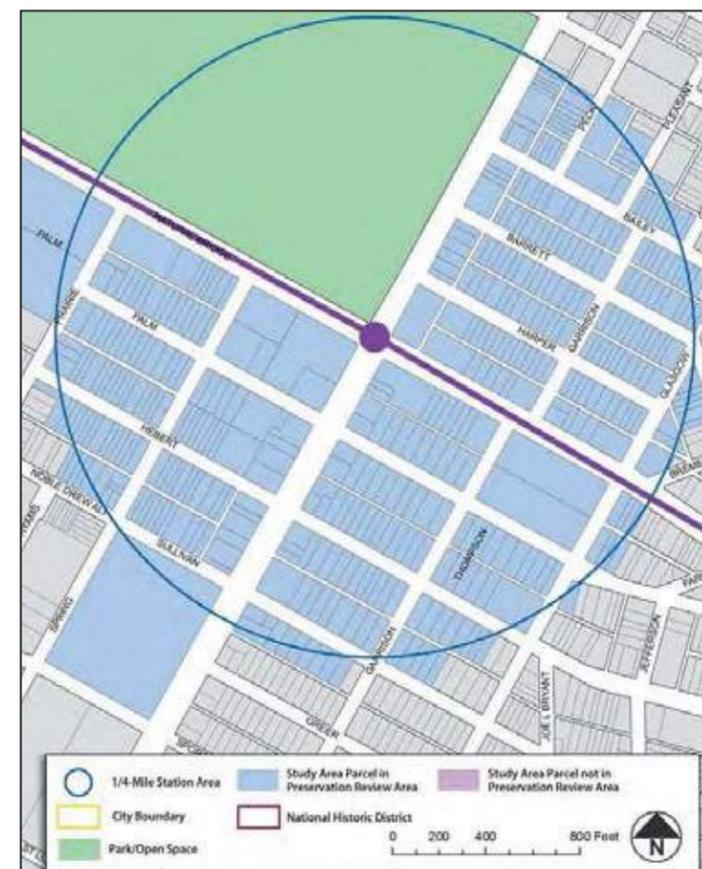
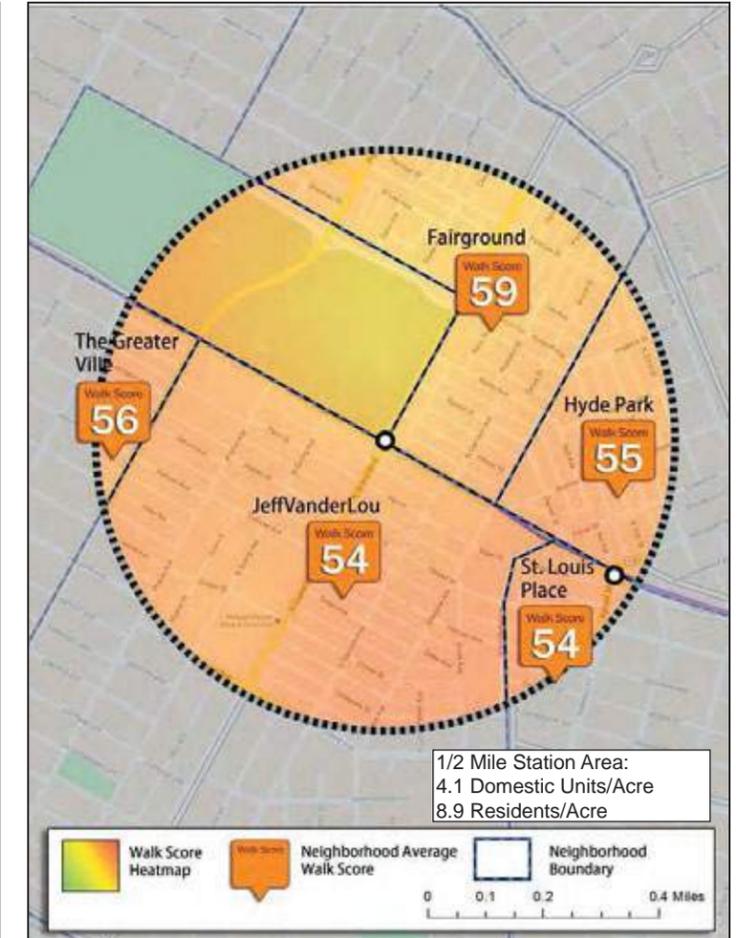
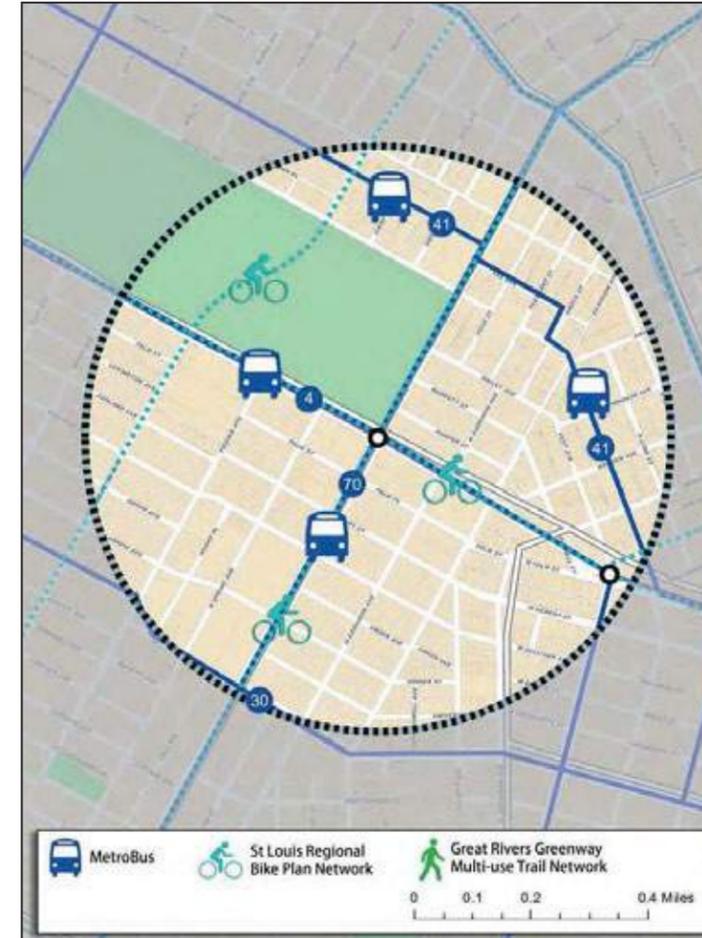
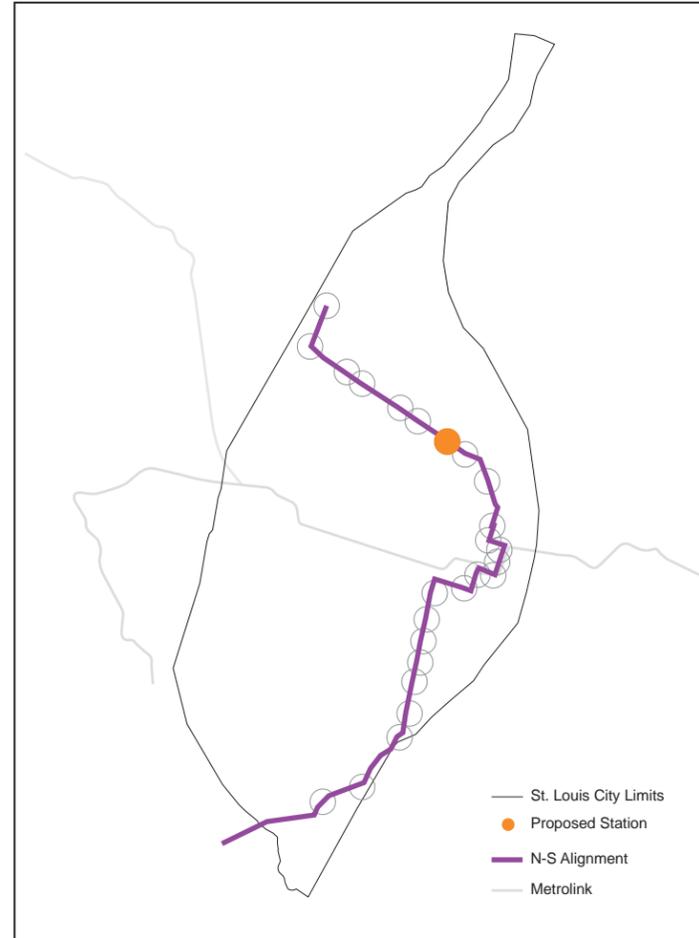
CATEGORY	SCREEN	VALUE
INTENSITY & USE MIX	Use Mix	0.07 Jobs/Residents
	Intensity	5,574 Jobs + Residents
CONNECTIVITY	Bus Routes	5
	Bike Infrastructure	3 Paths
	Mean Walkscore	54.25
URBAN FORM & QUALITY	Mean Block Size	8.6 Acres
	Neighborhoods In 1/2 Mile	5

#### PROPOSED CONDITIONS

TRANSIT FUNCTION	Station Orientation	Walk-Up Station
	STATION TYPE	Station Organization
DEVELOPMENT OPPORTUNITY	Underutilized Land	24.3 Acres
	% of 1/4 Mile Station area	19.6%
	Available Lots	129
	Assessed Value Of Underutilized Land	\$1,040,500
	Assessed Value of Land in 1/4 Mile Station Area	\$5,627,890
POTENTIAL PROGRAM	Desired Density for New Development	10-18 DU/Acre 1.0-1.5 FAR
	Lot-Suitable Building Types	Detached Single Family Dwelling Rear Garage Carriage House Duplex, Triplex, Fourplex Rowhouse & Courtyard Rowhouse

#### TRANSIT NEIGHBORHOOD TYPOLOGY

Transit Neighborhood Center Type 2



# N-S ALIGNMENT

## STATION AREA TYPOLOGY ASSESSMENT

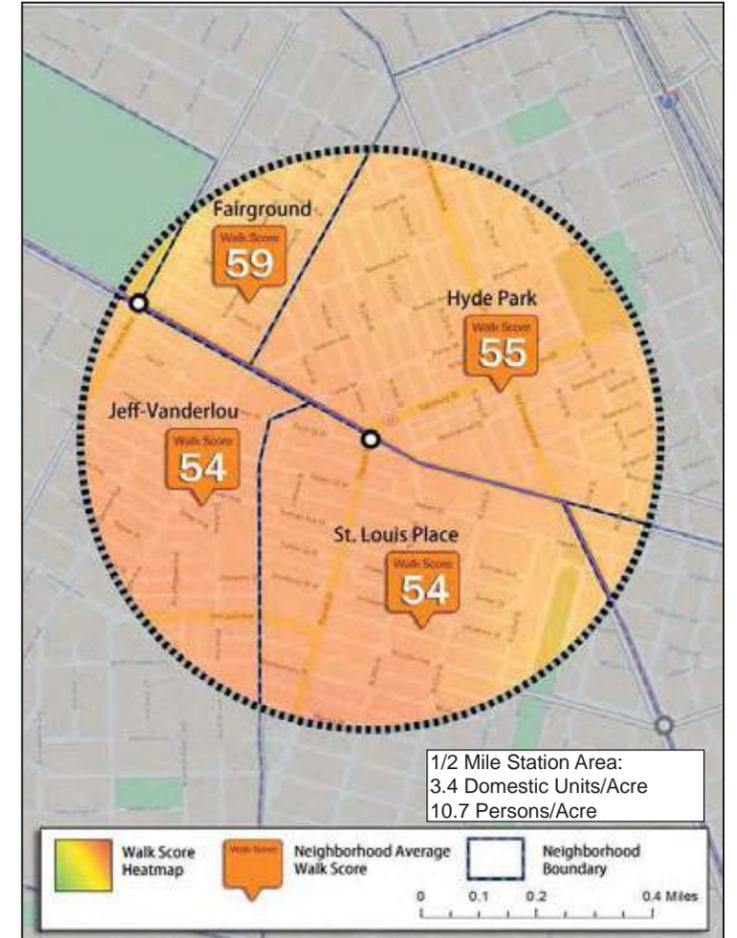
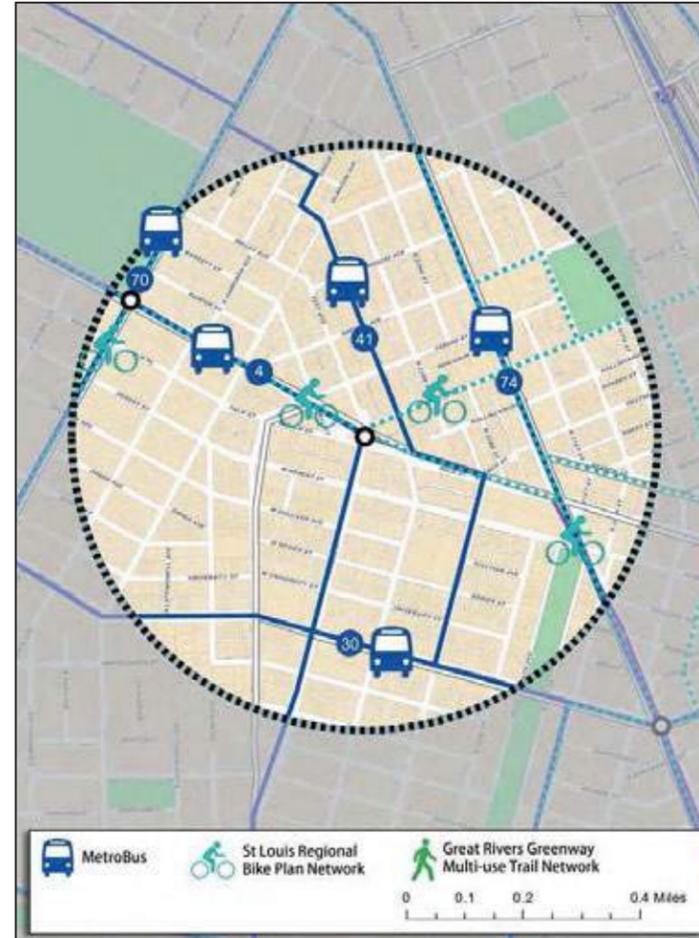
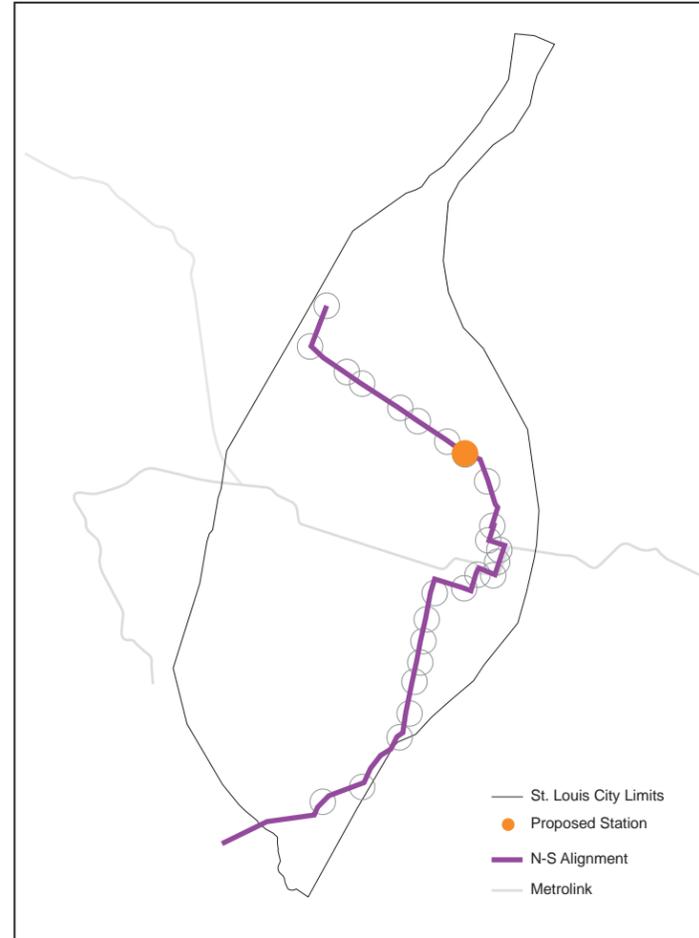
### PARNELL STATION

#### CURRENT CONDITIONS

CATEGORY	SCREEN	VALUE
INTENSITY & USE MIX	Use Mix	.11 Jobs/Residents
	Intensity	5,236 Jobs + Residents
CONNECTIVITY	Bus Routes	5
	Bike Infrastructure	3 Paths
	Mean Walkscore	55.5
URBAN FORM & QUALITY	Mean Block Size	37.5 Acres
	Neighborhoods In 1/2 Mile	4

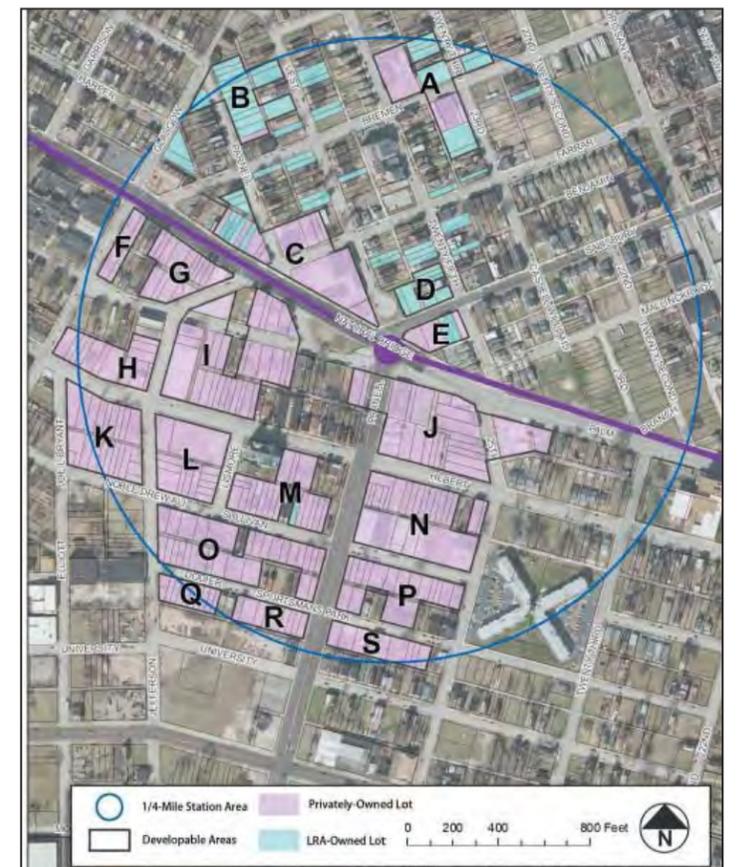
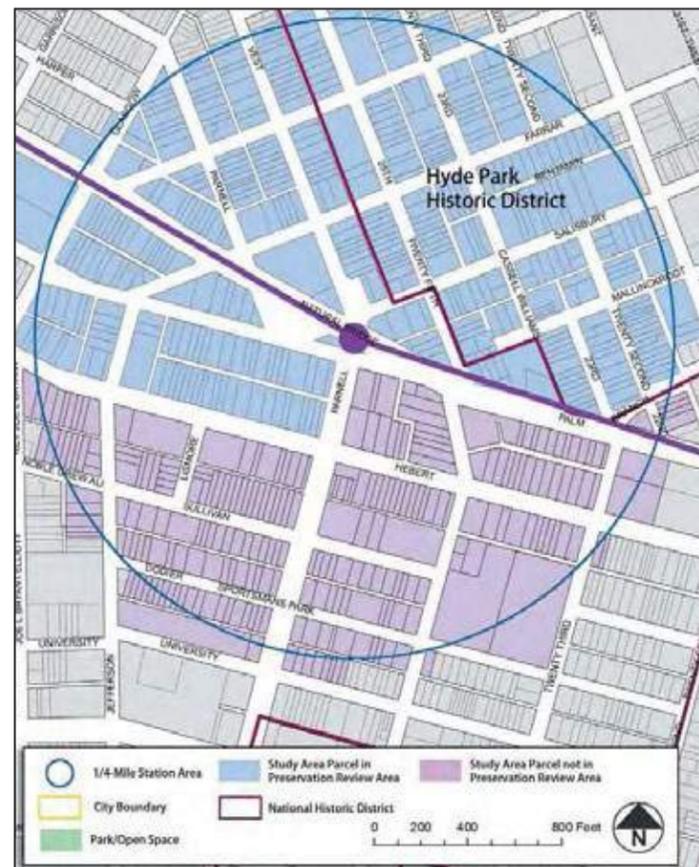
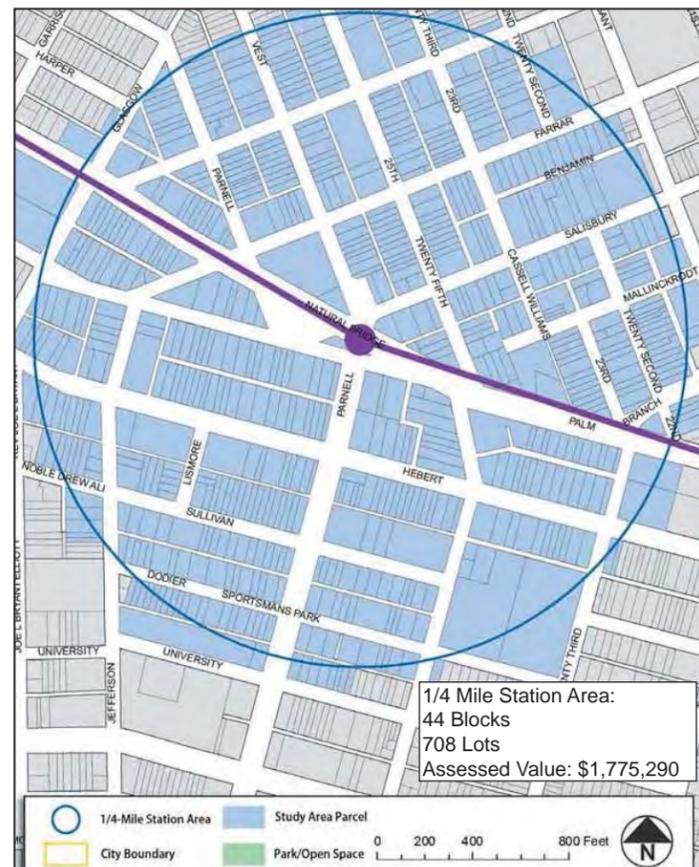
#### PROPOSED CONDITIONS

TRANSIT FUNCTION	Station Orientation	Walk-up station Local & express connections
	STATION TYPE	Station Organization Street Level Side Far-Side Platform
DEVELOPMENT OPPORTUNITY	Underutilized Land	37.5 Acres
	% of 1/4 Mile Station area	30%
	Available Lots	262
	Assessed Value Of Underutilized Land	\$606,600
	Assessed Value of Land in 1/4 Mile Station Area	\$1,775,2900
POTENTIAL PROGRAM	Desired Density for New Development	10-18 DU/Acre 1.0-1.5 FAR
	Lot-Suitable Building Types	Duplex, Triplex, Fourplex Rowhouse & Courtyard Rowhouse Stacked Flats Courtyard Building High Rise Residential Building



#### TRANSIT NEIGHBORHOOD TYPOLOGY

Transit Neighborhood General Type 2



# N-S ALIGNMENT

## STATION AREA TYPOLOGY ASSESSMENT

### ST. LOUIS STATION

#### CURRENT CONDITIONS

CATEGORY	SCREEN	VALUE
INTENSITY & USE MIX	Use Mix	0.21 Jobs/Residents
	Intensity	4,207 Jobs + Residents
CONNECTIVITY	Bus Routes	8
	Bike Infrastructure	3 Paths
	Mean Walkscore	58.5
URBAN FORM & QUALITY	Mean Block Size	8.6 Acres
	Neighborhoods In 1/2 Mile	4

#### PROPOSED CONDITIONS

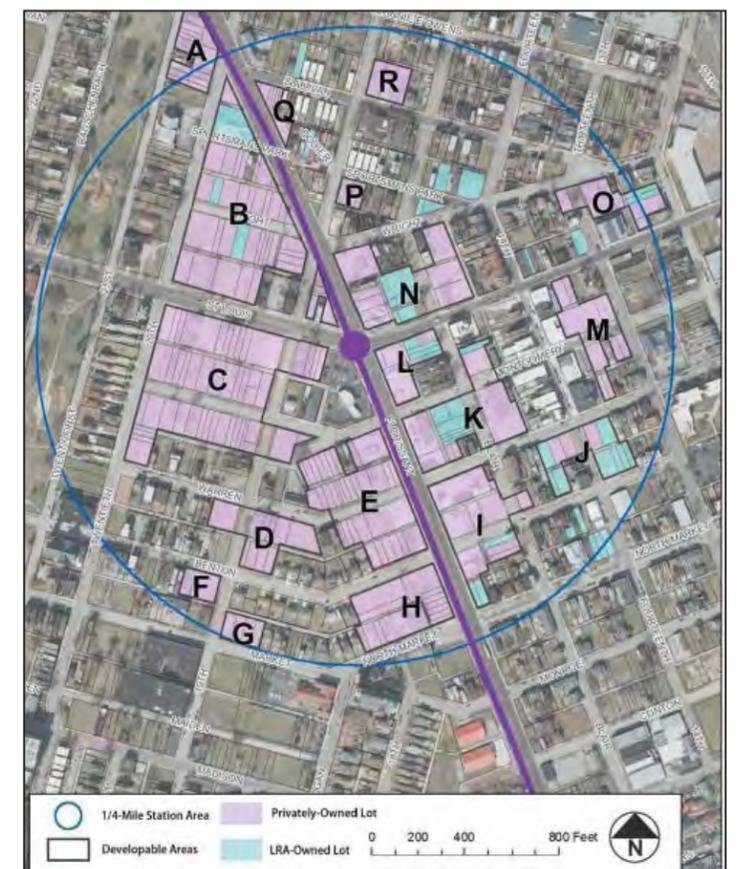
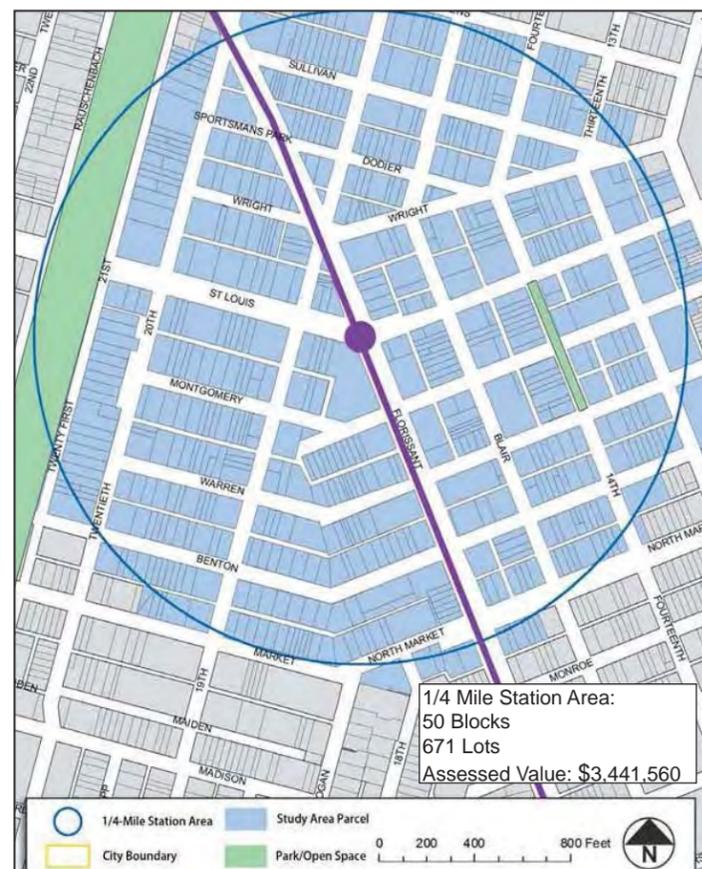
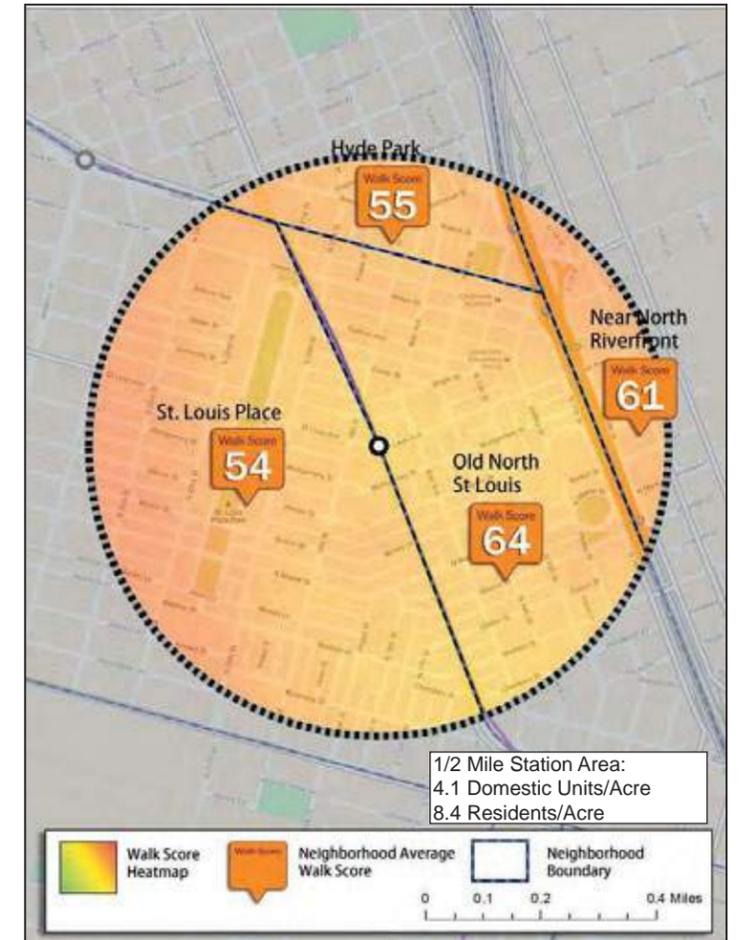
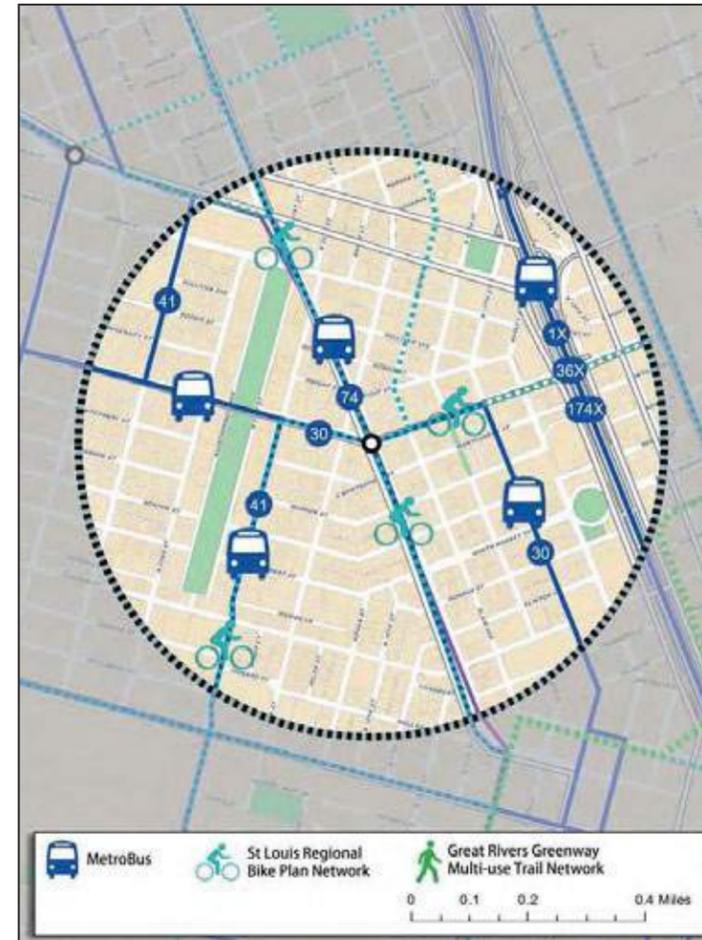
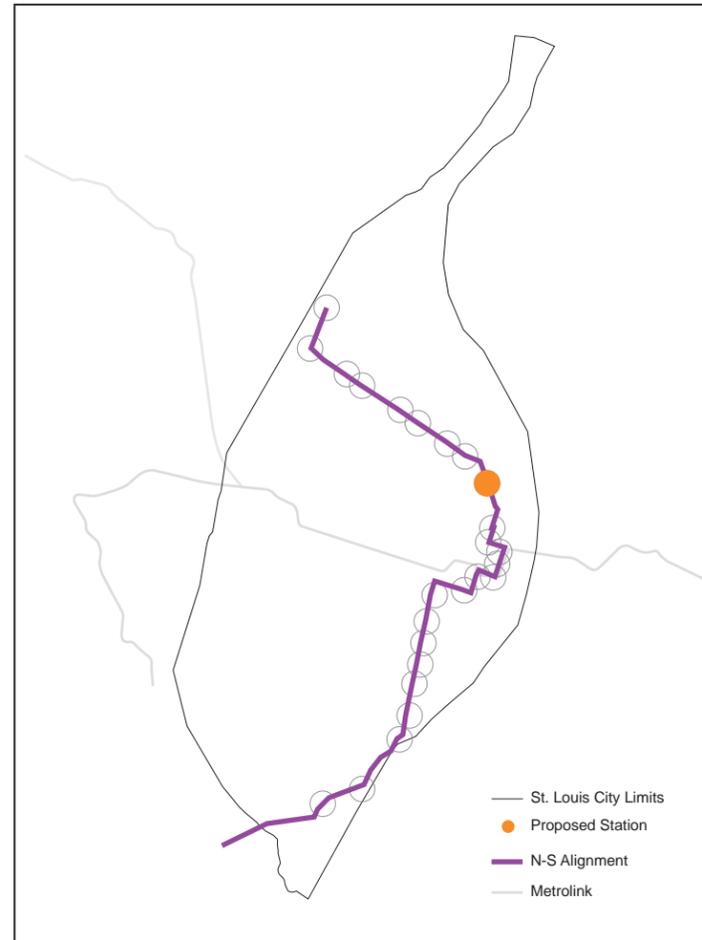
TRANSIT FUNCTION	Station Orientation	Walk-Up Station
STATION TYPE	Station Organization	Street Level Side Far-Side Platform

DEVELOPMENT OPPORTUNITY	Underutilized Land	62.7 Acres
	% of 1/4 Mile Station area	50%
	Available Lots	234
	Assessed Value Of Underutilized Land	\$607,100
POTENTIAL PROGRAM	Assessed Value of Land in 1/4 Mile Station Area	\$3,441,560
	Desired Density for New Development	10-18 DU/Acre 1.5-2.0 FAR

POTENTIAL PROGRAM	Building Types	Rowhouse & Courtyard Rowhouse High Rise Residential Building Commercial Block Building Flex Building Linear Building
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#### TRANSIT NEIGHBORHOOD TYPOLOGY

Transit Neighborhood General Type 3



# N-S ALIGNMENT

## STATION AREA TYPOLOGY ASSESSMENT

### BIDDLE STATION

#### CURRENT CONDITIONS

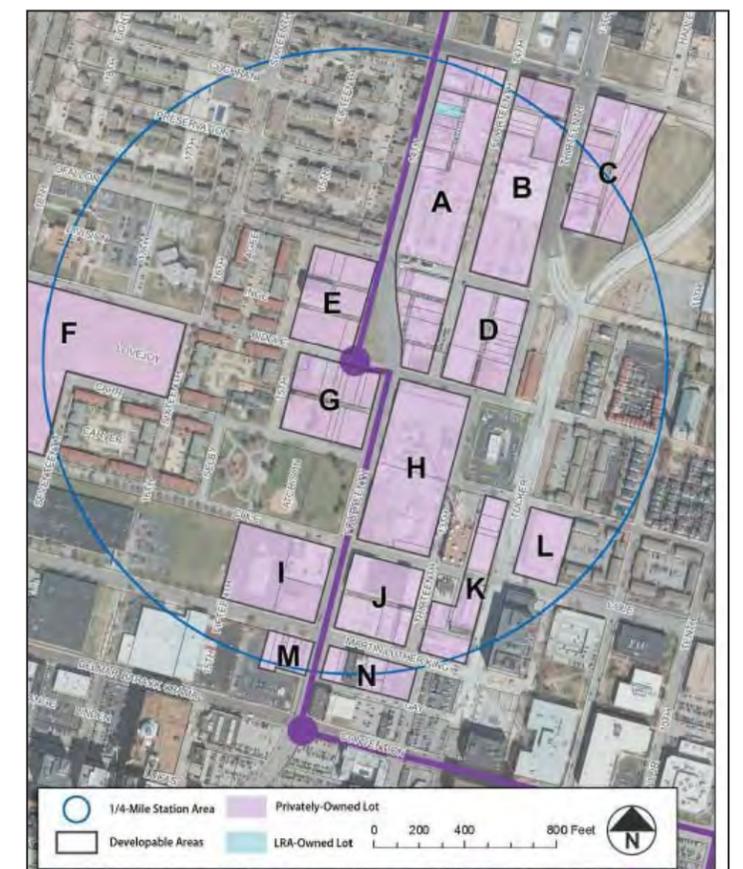
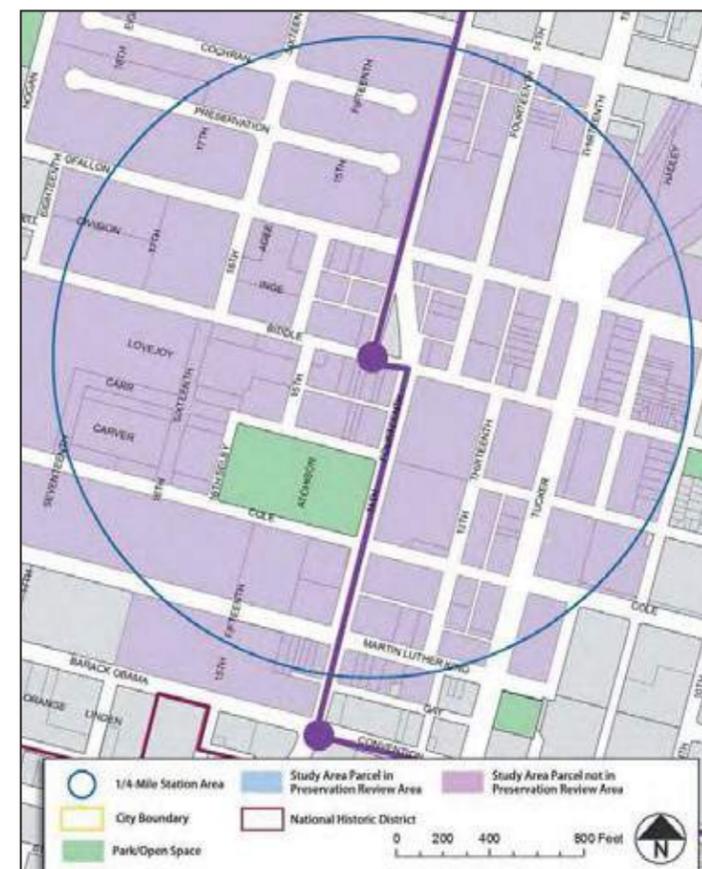
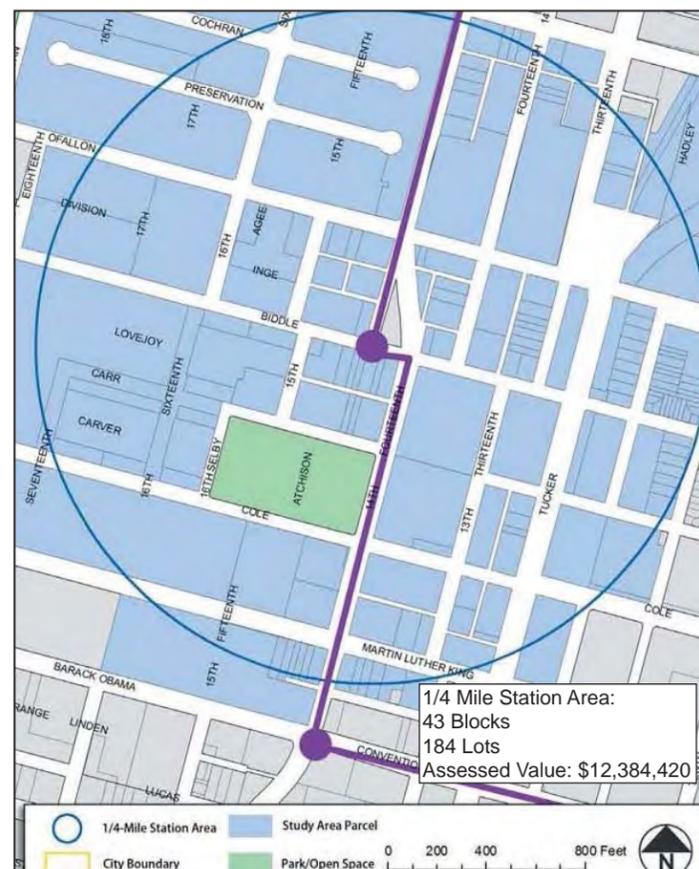
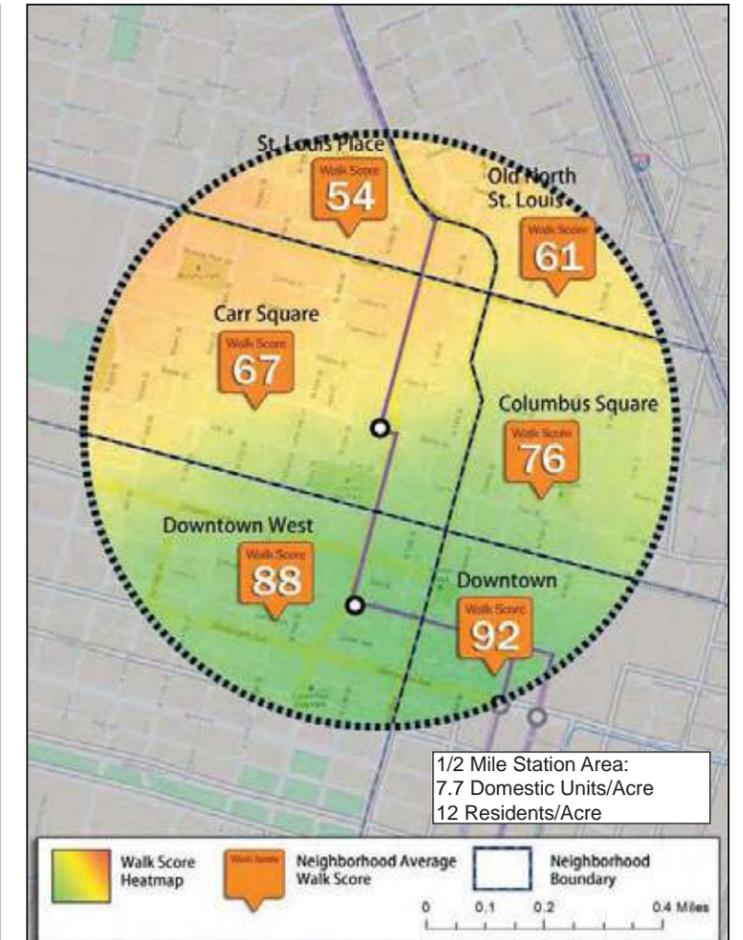
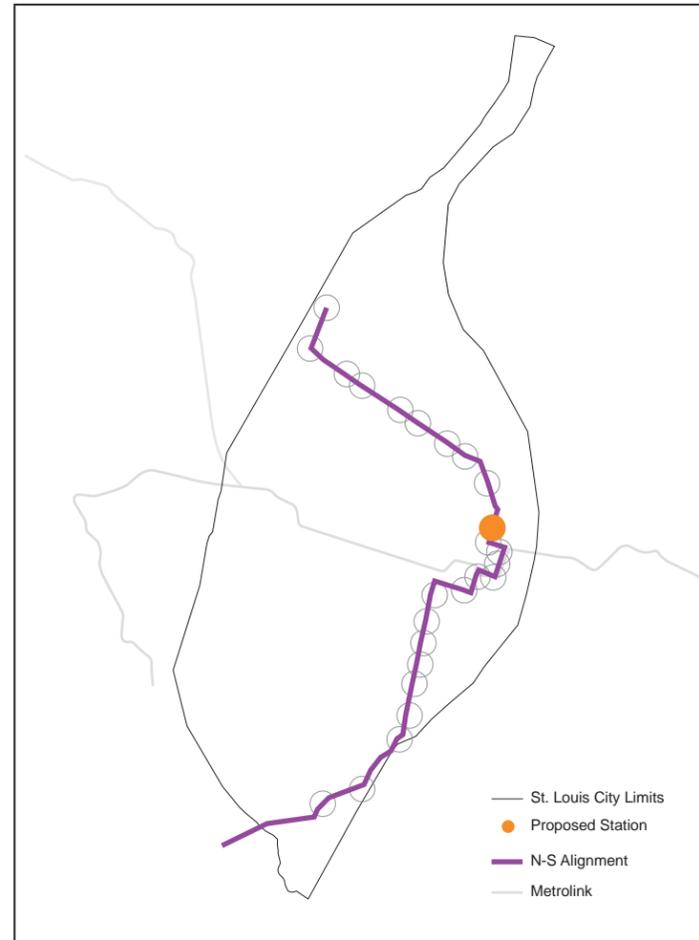
CATEGORY	SCREEN	VALUE
INTENSITY & USE MIX	Use Mix	1.01 Jobs/Residents
	Intensity	11,771 Jobs + Residents
CONNECTIVITY	Bus Routes	8
	Bike Infrastructure	3 Paths
	Mean Walkscore	73
URBAN FORM & QUALITY	Mean Block Size	5.8 Acres
	Neighborhoods In 1/2 Mile	6

#### PROPOSED CONDITIONS

TRANSIT FUNCTION	Station Orientation	Walk-Up Station
	STATION TYPE	Station Organization
DEVELOPMENT OPPORTUNITY	Underutilized Land	47.4 Acres
	% of 1/4 Mile Station area	37.8%
	Available Lots	98
	Assessed Value Of Underutilized Land	\$3,091,500
	Assessed Value of Land in 1/4 Mile Station Area	\$12,384,420
POTENTIAL PROGRAM	Desired Density for New Development	10-18 DU/Acre 1.0-1.5 FAR
	Lot-Suitable Building Types	Detached Single Family Dwelling Rear Garage Carriage House Duplex, Triplex, Fourplex Rowhouse & Courtyard Rowhouse

#### TRANSIT NEIGHBORHOOD TYPOLOGY

Transit Neighborhood General Type 2



# N-S ALIGNMENT

## STATION AREA TYPOLOGY ASSESSMENT

### DELMAR STATION

#### CURRENT CONDITIONS

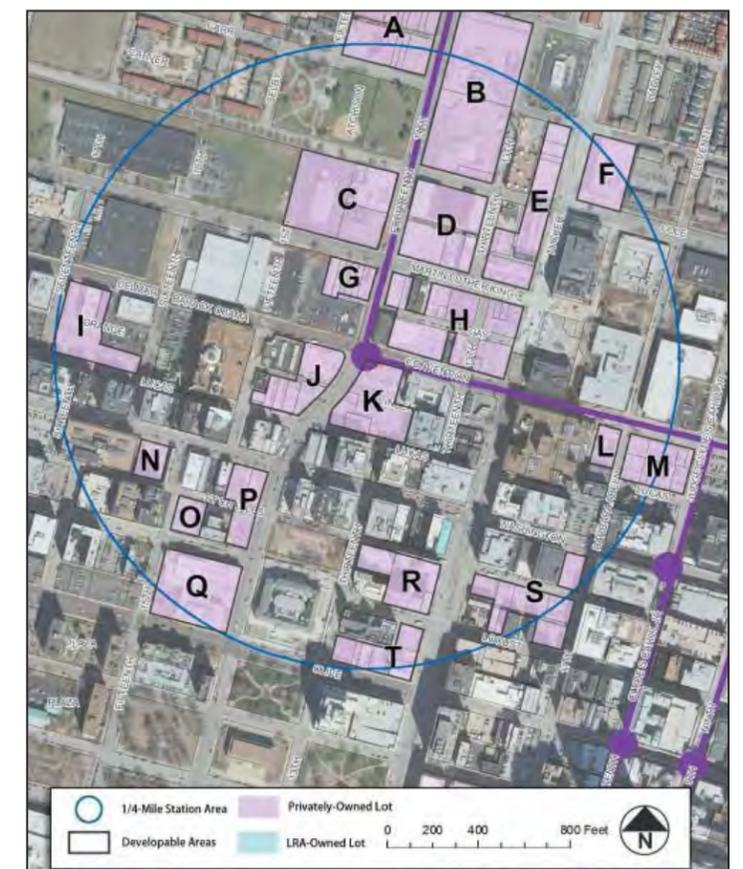
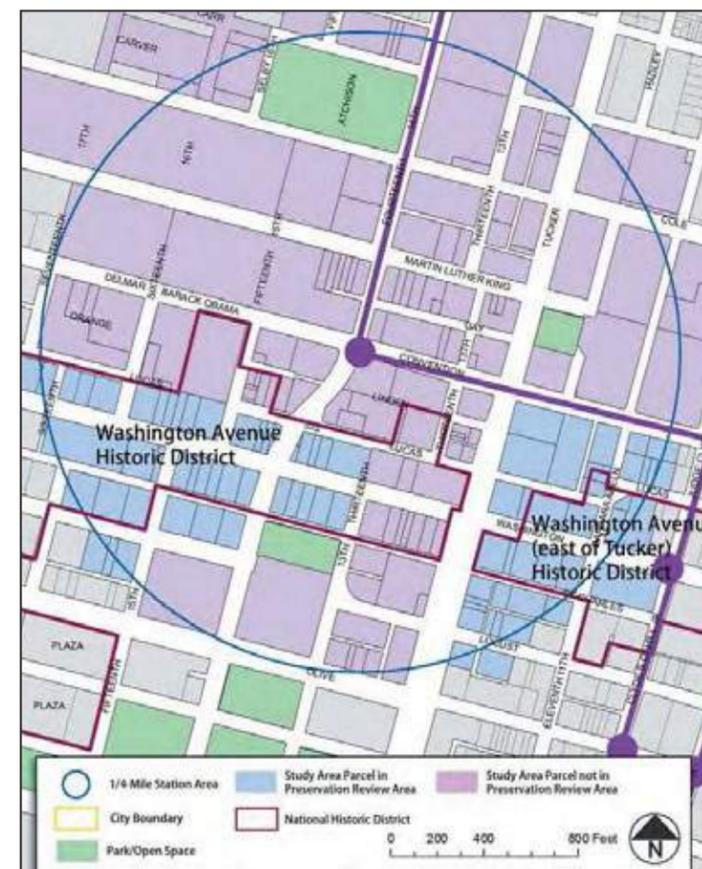
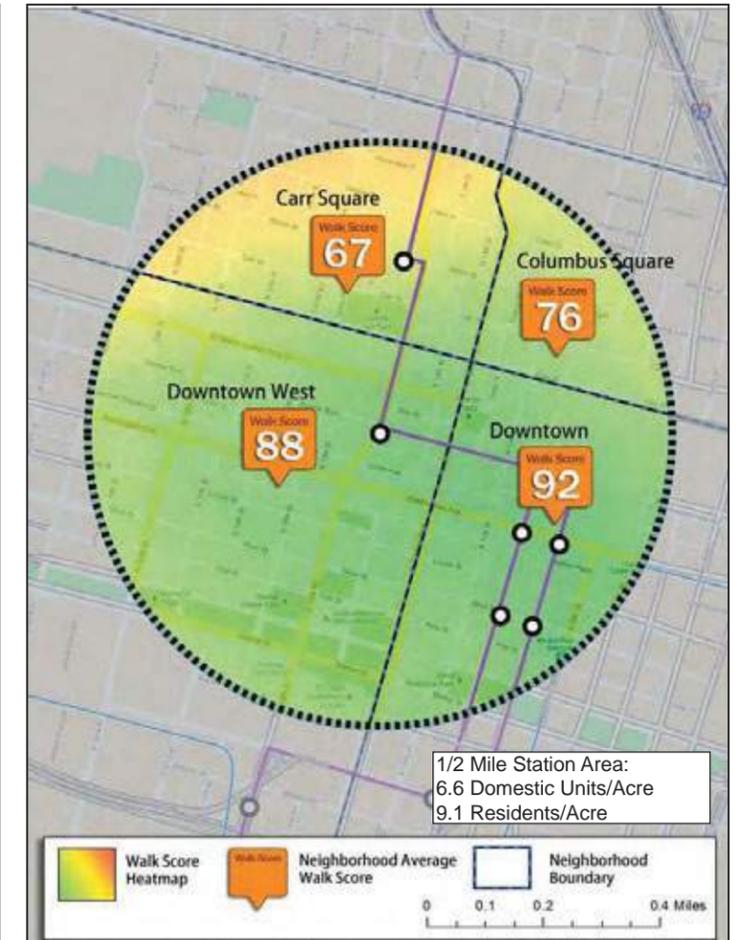
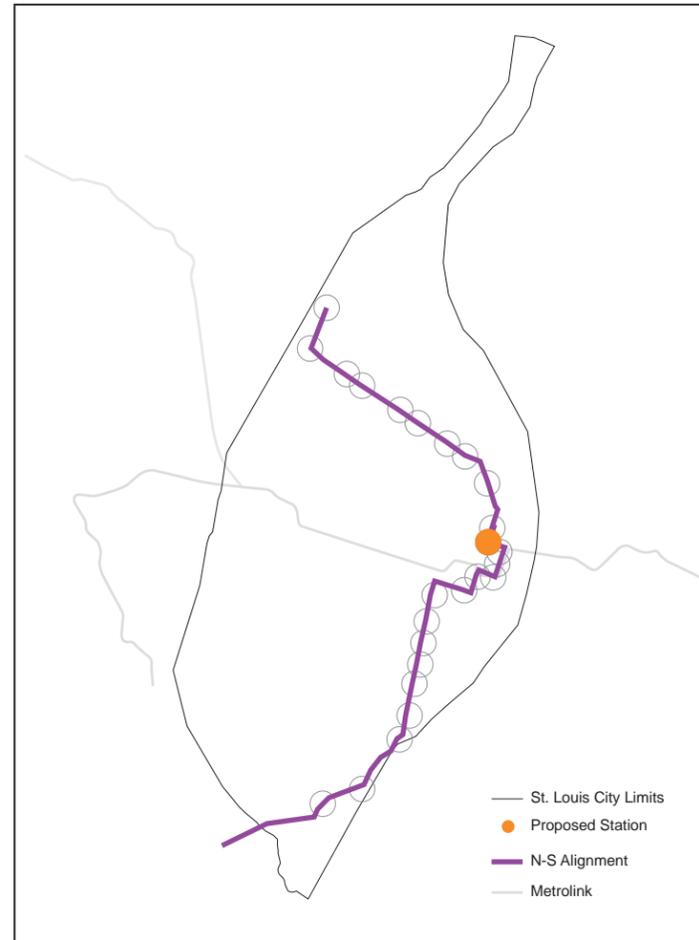
CATEGORY	SCREEN	VALUE
INTENSITY & USE MIX	Use Mix	3.69 Jobs/Residents
	Intensity	25,129 Jobs + Residents
CONNECTIVITY	Bus Routes	15
	Bike Infrastructure	5 Paths
	Mean Walkscore	80.75
URBAN FORM & QUALITY	Mean Block Size	4.0 Acres
	Neighborhoods In 1/2 Mile	4

#### PROPOSED CONDITIONS

TRANSIT FUNCTION	Station Orientation	Walk-Up Station
	STATION TYPE	Station Organization
DEVELOPMENT OPPORTUNITY	Underutilized Land	33.9 Acres
	% of 1/4 Mile Station area	27.2%
	Available Lots	94
	Assessed Value Of Underutilized Land	\$8,845,300
	Assessed Value of Land in 1/4 Mile Station Area	\$69,786,450
POTENTIAL PROGRAM	Desired Density for New Development	Market Driven DU/Acre Market Driven FAR
	Lot-Suitable Building Types	

#### TRANSIT NEIGHBORHOOD TYPOLOGY

Transit CBD / Special District



# N-S ALIGNMENT

## STATION AREA TYPOLOGY ASSESSMENT

### WASHINGTON STATION

#### CURRENT CONDITIONS

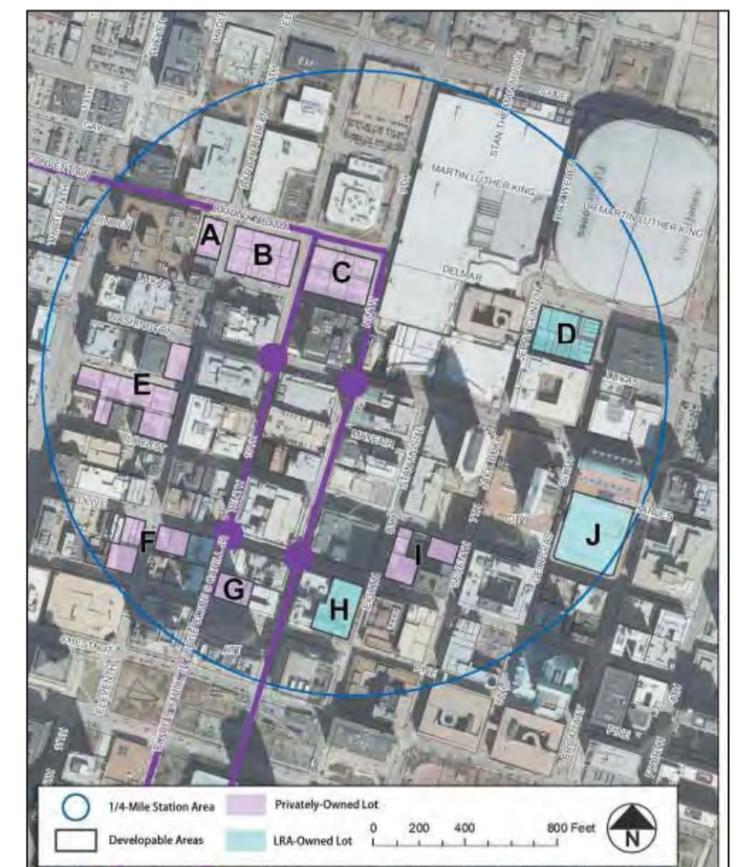
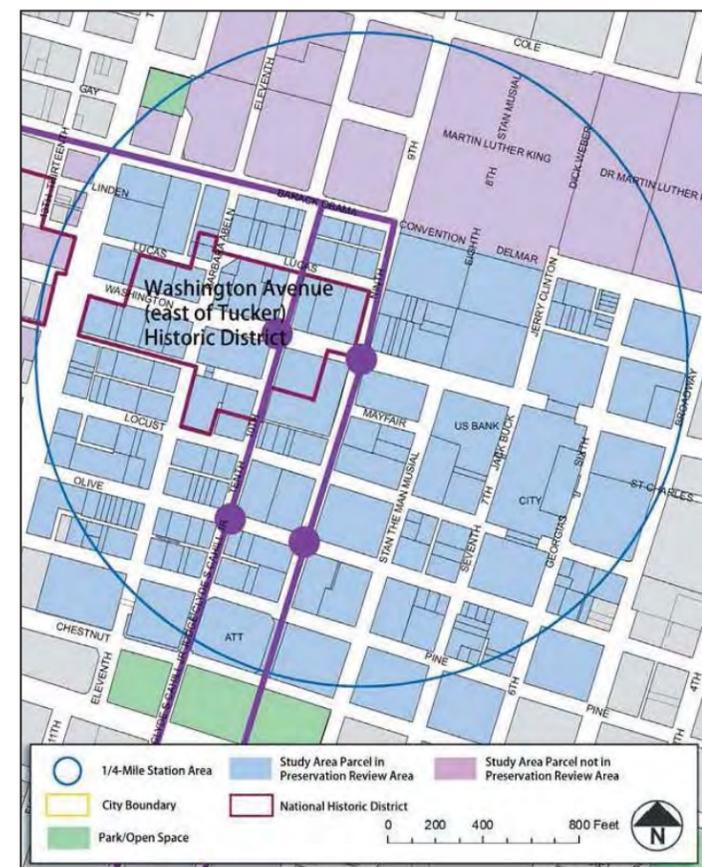
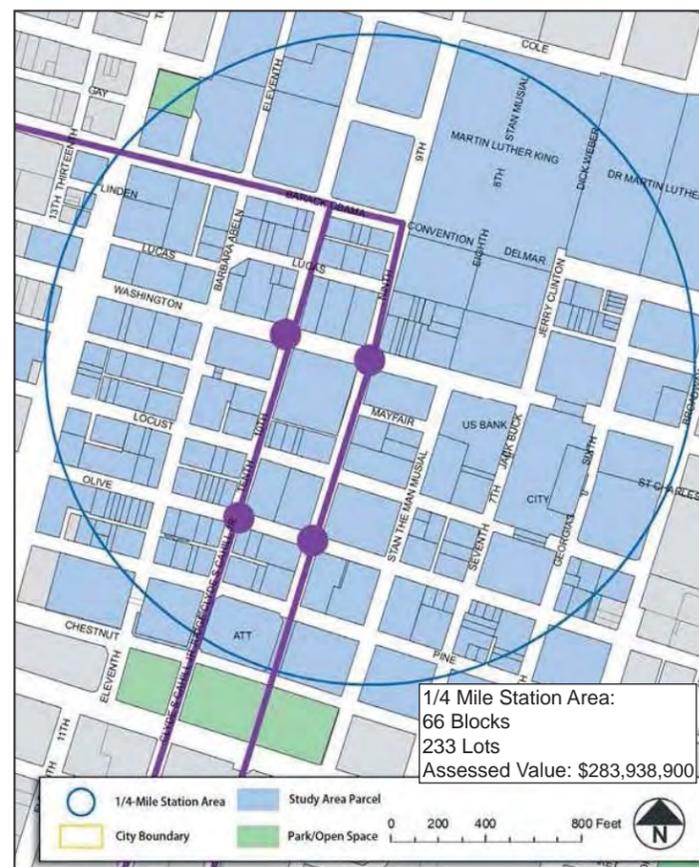
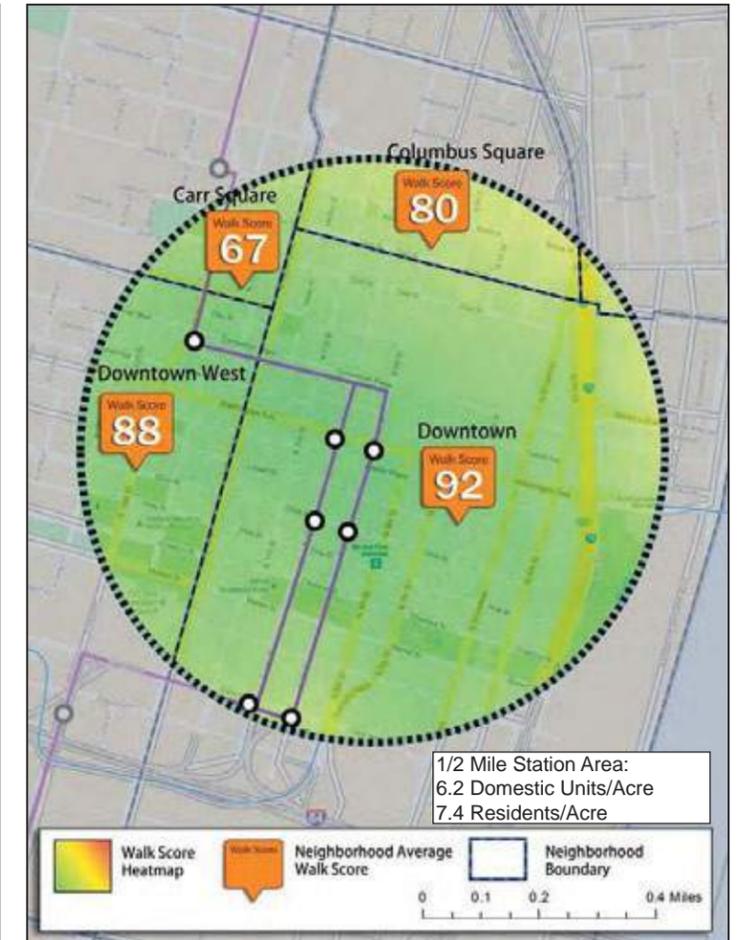
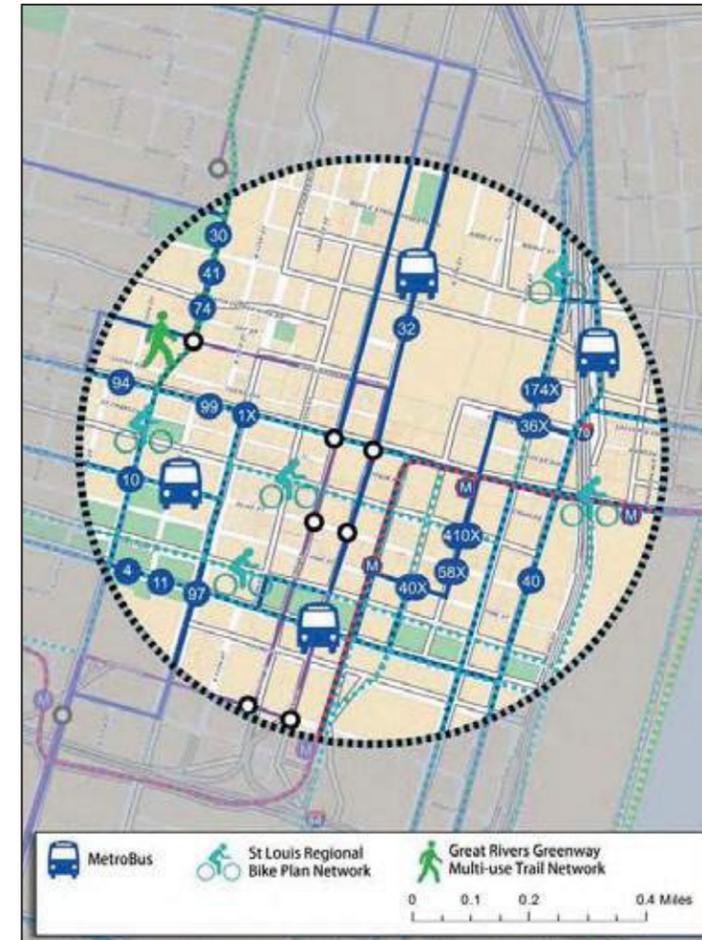
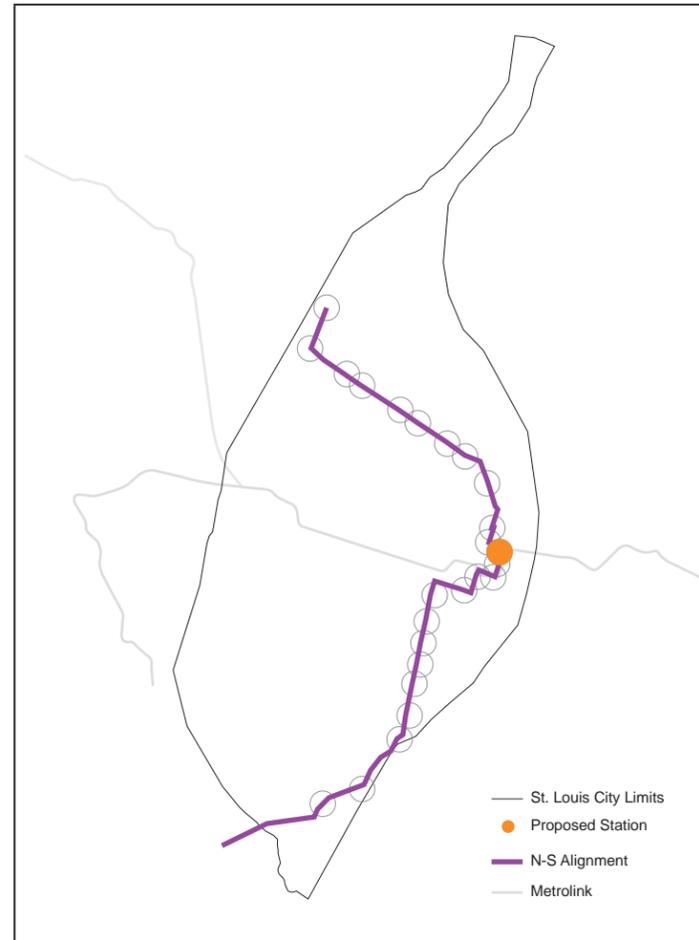
CATEGORY	SCREEN	VALUE
INTENSITY & USE MIX	Use Mix	10.36 Jobs/Residents
	Intensity	40,169 Jobs + Residents
CONNECTIVITY	Bus Routes	17
	Bike Infrastructure	9 Paths
	Mean Walkscore	81.75
URBAN FORM & QUALITY	Mean Block Size	3.8 Acres
	Neighborhoods In 1/2 Mile	4

#### PROPOSED CONDITIONS

TRANSIT FUNCTION	Station Orientation	Walk-Up Station 8 Bus Bays
	STATION TYPE	Station Organization Street Level Single Double-Sided Platform
DEVELOPMENT OPPORTUNITY	Underutilized Land	10.6 Acres
	% of 1/4 Mile Station area	8.4%
	Available Lots	54
	Assessed Value Of Underutilized Land	\$8,981,000
POTENTIAL PROGRAM	Assessed Value of Land in 1/4 Mile Station Area	\$283,938,900
	Desired Density for New Development	Market Driven DU/Acre Market Driven FAR
	Lot-Suitable Building Types	

#### TRANSIT NEIGHBORHOOD TYPOLOGY

Transit CBD / Special District



# N-S ALIGNMENT

## STATION AREA TYPOLOGY ASSESSMENT

### OLIVE STATION

#### CURRENT CONDITIONS

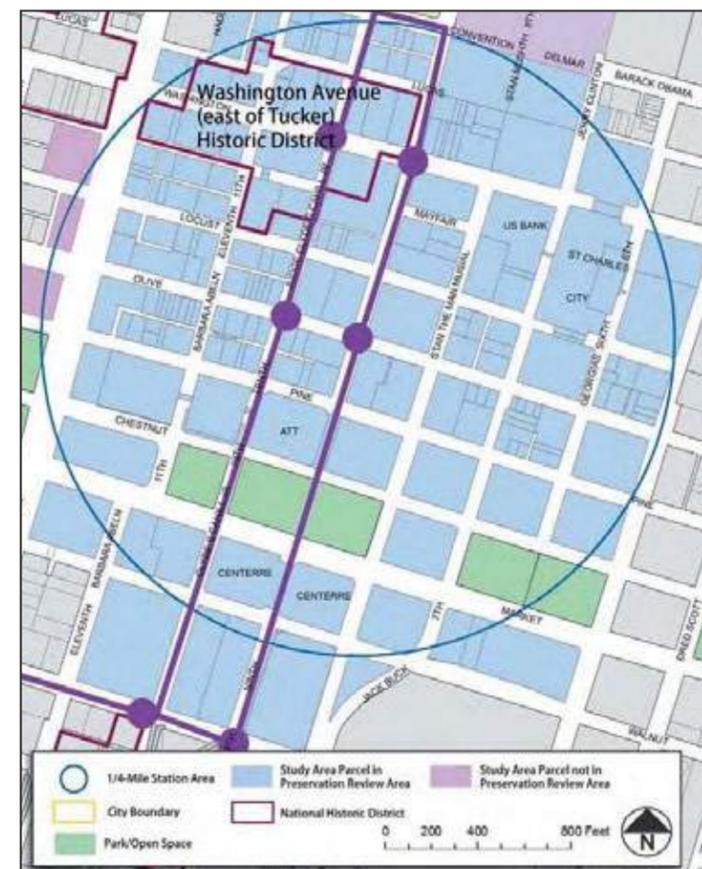
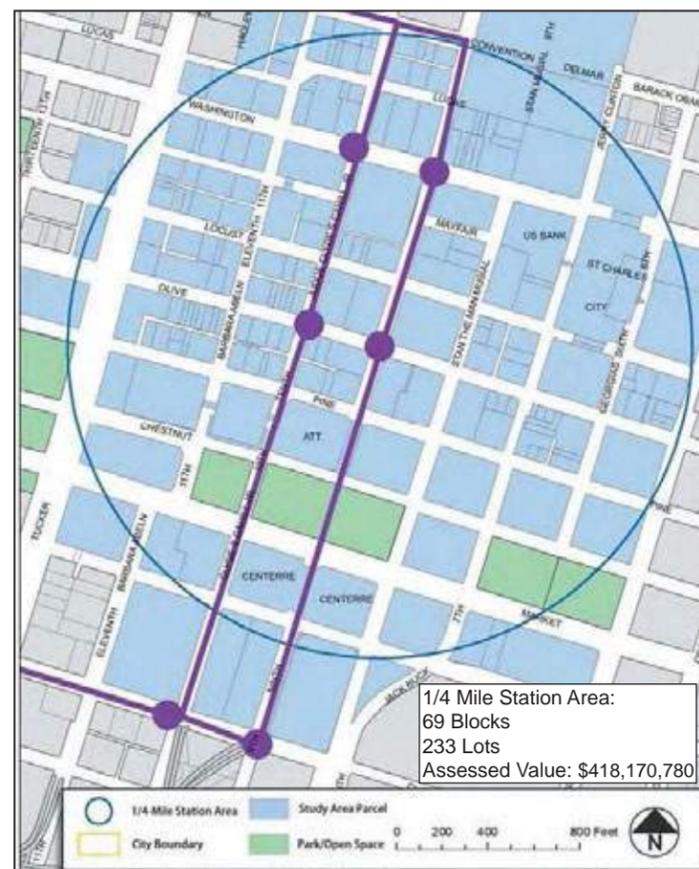
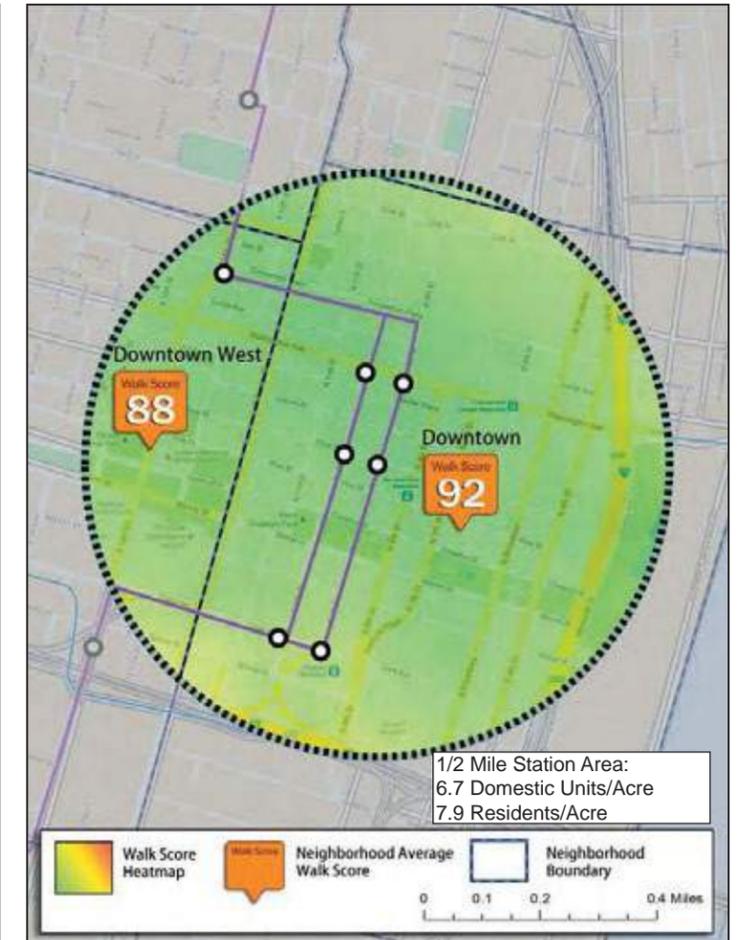
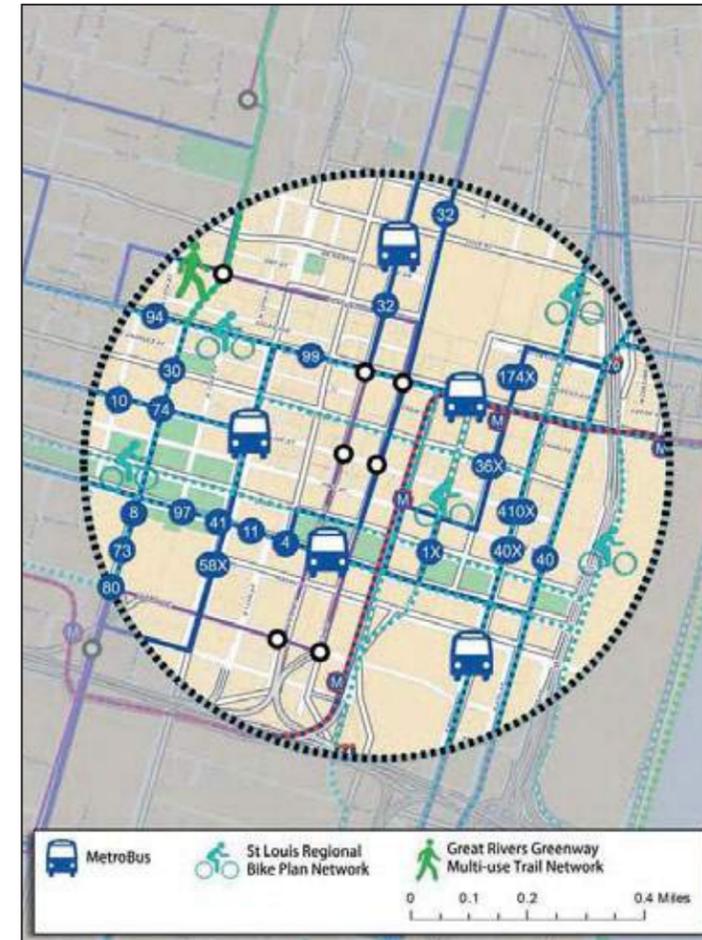
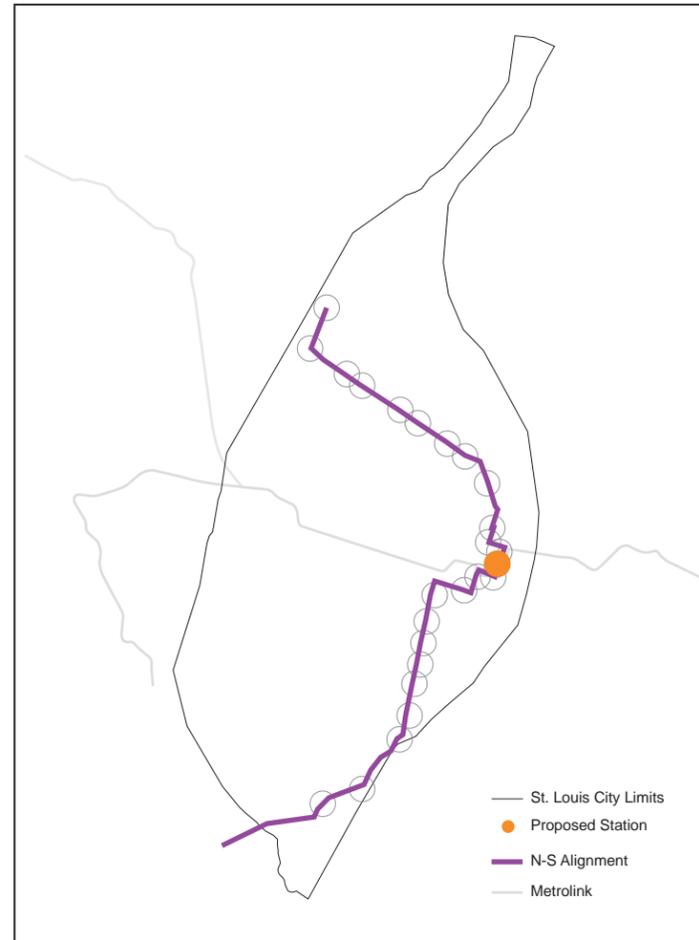
CATEGORY	SCREEN	VALUE
INTENSITY & USE MIX	Use Mix	13.17 Jobs/Residents
	Intensity	44,898 Jobs + Residents
CONNECTIVITY	Bus Routes	20
	Bike Infrastructure	8 Paths
	Mean Walkscore	90
URBAN FORM & QUALITY	Mean Block Size	3.6 Acres
	Neighborhoods In 1/2 Mile	2

#### PROPOSED CONDITIONS

TRANSIT FUNCTION	Station Orientation	Walk-Up Station
	STATION TYPE	Station Organization
DEVELOPMENT OPPORTUNITY	Underutilized Land	14.1 Acres
	% of 1/4 Mile Station area	11.2%
	Available Lots	43
	Assessed Value Of Underutilized Land	\$19,628,300
	Assessed Value of Land in 1/4 Mile Station Area	\$418,170,780
POTENTIAL PROGRAM	Desired Density for New Development	Market Driven DU/Acre Market Driven FAR
	Lot-Suitable Building Types	

#### TRANSIT NEIGHBORHOOD TYPOLOGY

Transit CBD / Special District



# N-S ALIGNMENT

## STATION AREA TYPOLOGY ASSESSMENT

### CLARK STATION

#### CURRENT CONDITIONS

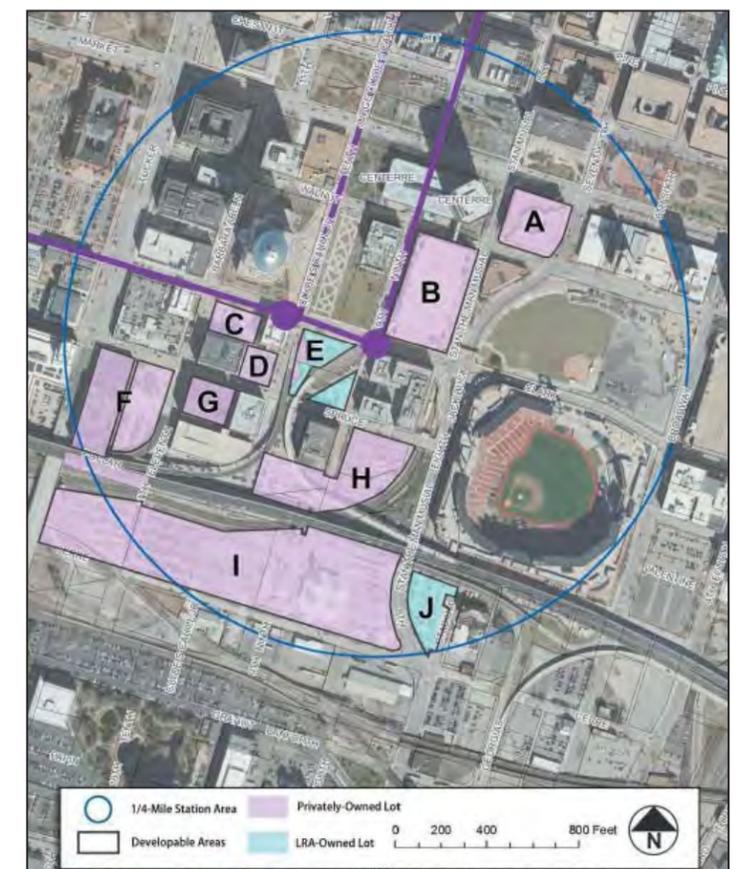
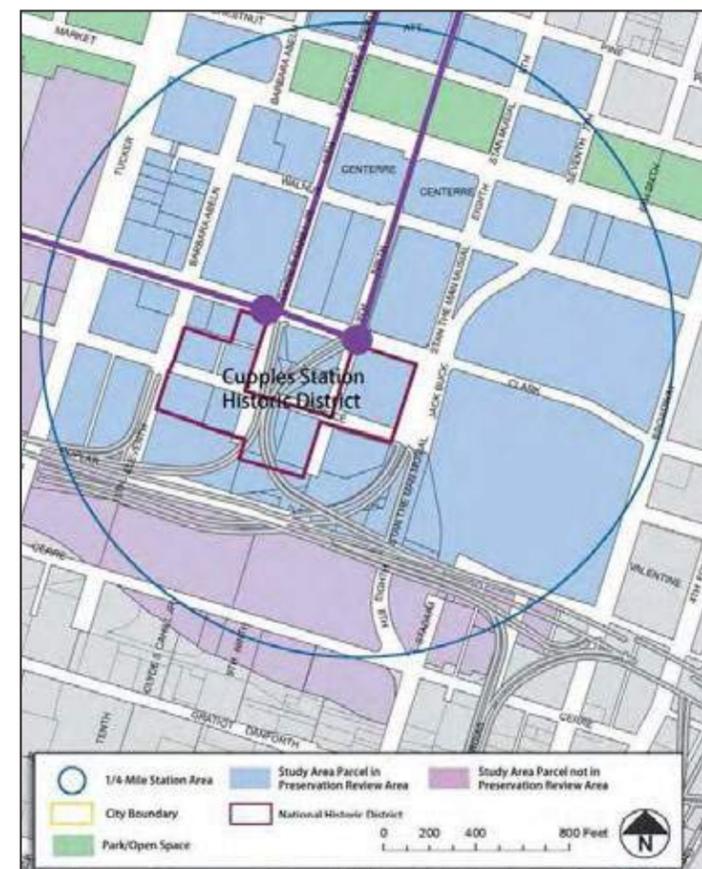
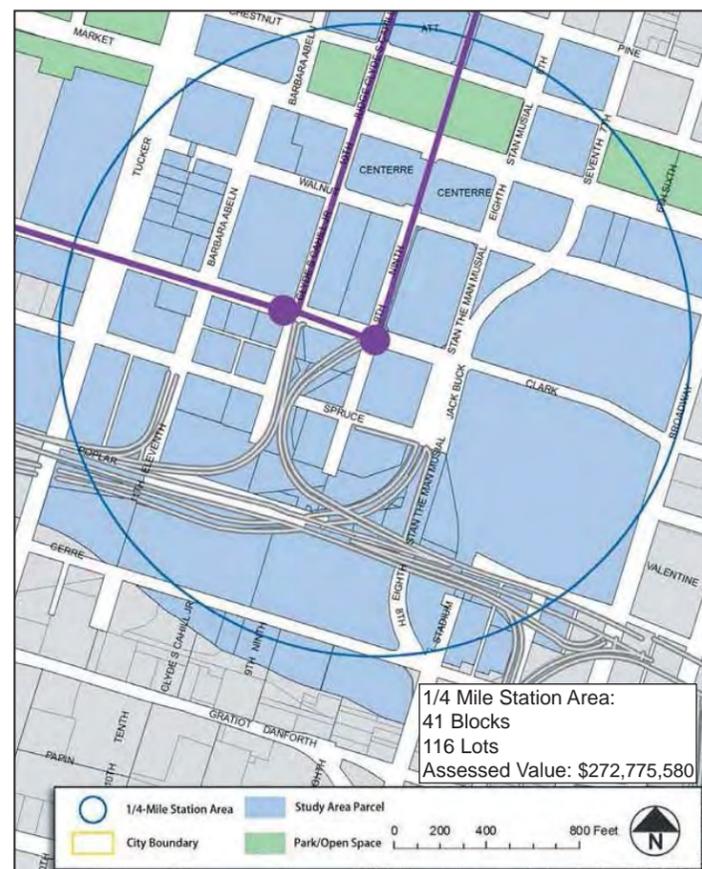
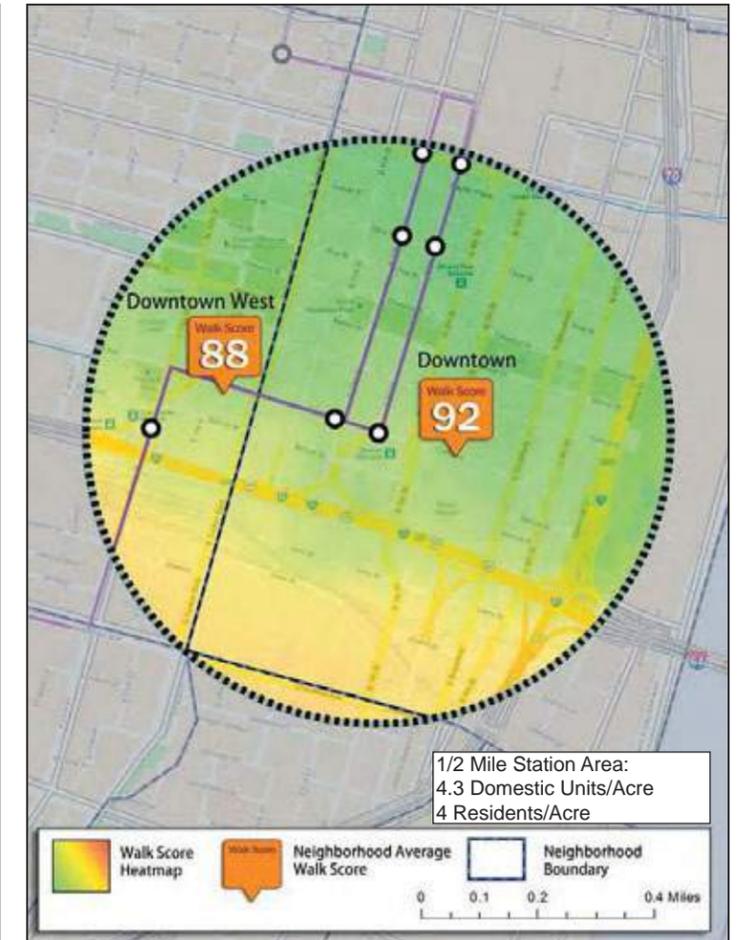
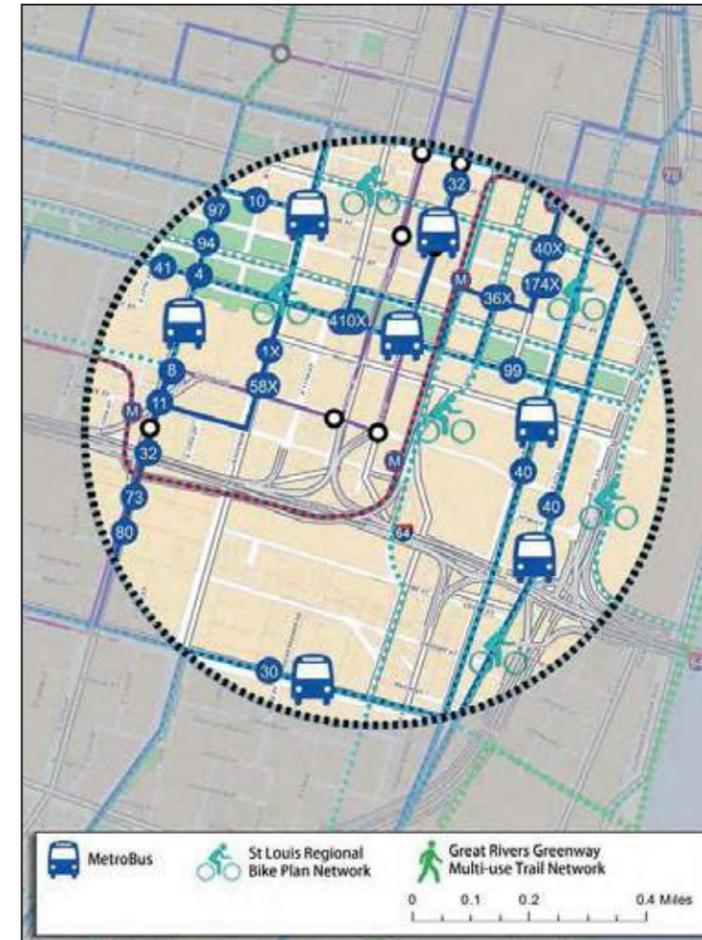
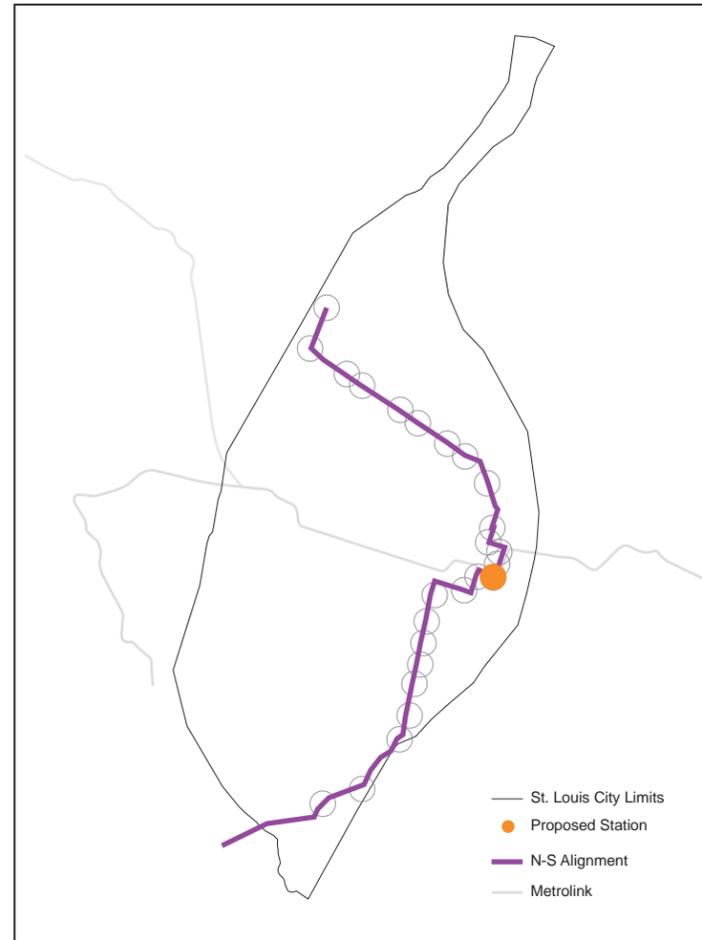
CATEGORY	SCREEN	VALUE
INTENSITY & USE MIX	Use Mix	15.52 Jobs/Residents
	Intensity	35,866 Jobs + Residents
CONNECTIVITY	Bus Routes	19
	Bike Infrastructure	9 Paths
	Mean Walkscore	90
URBAN FORM & QUALITY	Mean Block Size	6.1 Acres
	Neighborhoods In 1/2 Mile	2

#### PROPOSED CONDITIONS

TRANSIT FUNCTION	Station Orientation	Walk-Up Station
	STATION TYPE	Station Organization
DEVELOPMENT OPPORTUNITY	Underutilized Land	24.8 Acres
	% of 1/4 Mile Station area	20%
	Available Lots	22
	Assessed Value Of Underutilized Land	\$17,275,600
	Assessed Value of Land in 1/4 Mile Station Area	\$272,775,580
POTENTIAL PROGRAM	Desired Density for New Development	Market Driven DU/Acre
	Lot-Suitable Building Types	Market Driven FAR

#### TRANSIT NEIGHBORHOOD TYPOLOGY

Transit CBD / Special District



# N-S ALIGNMENT

## STATION AREA TYPOLOGY ASSESSMENT

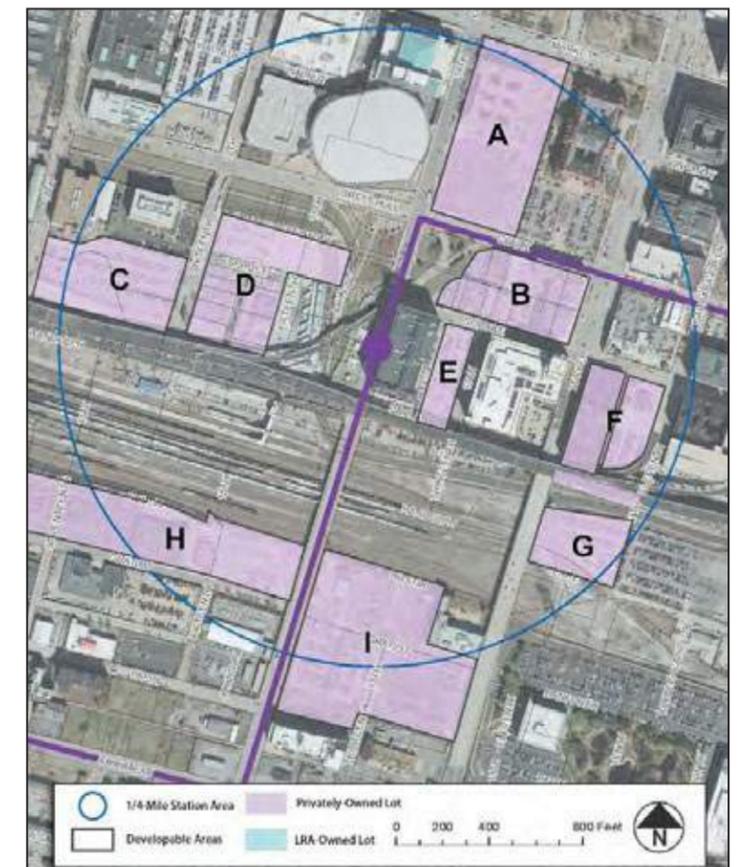
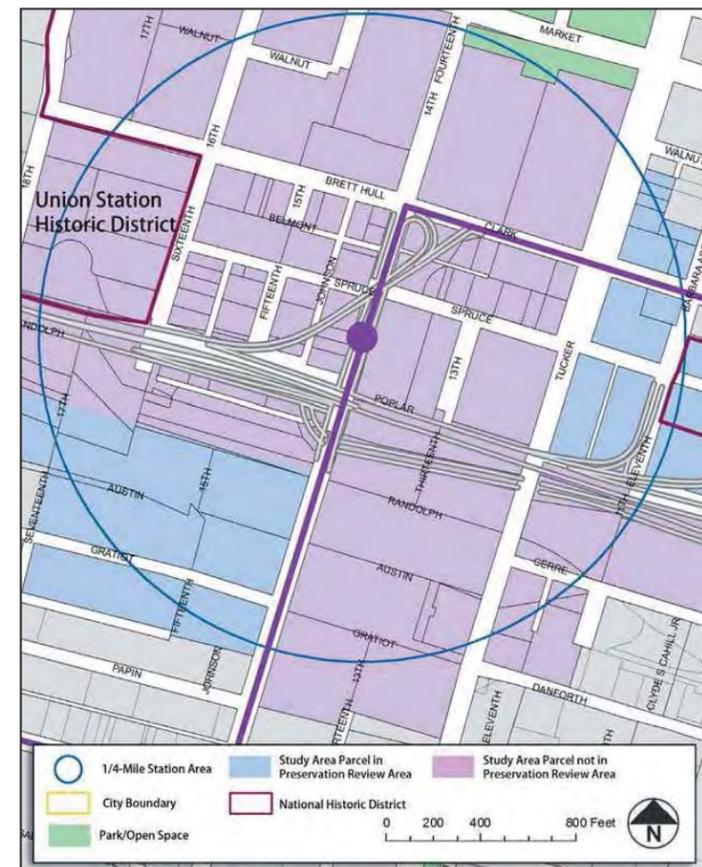
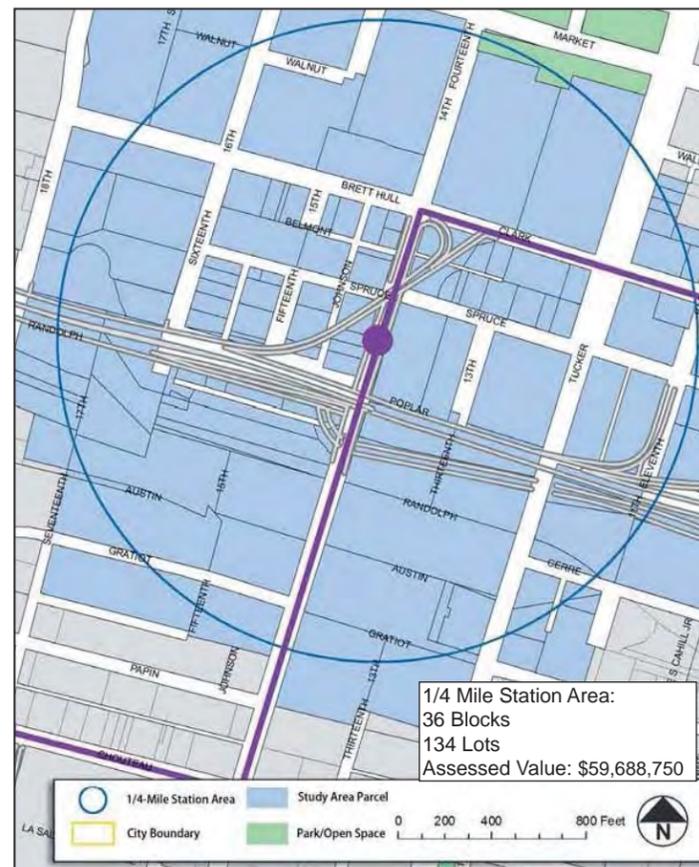
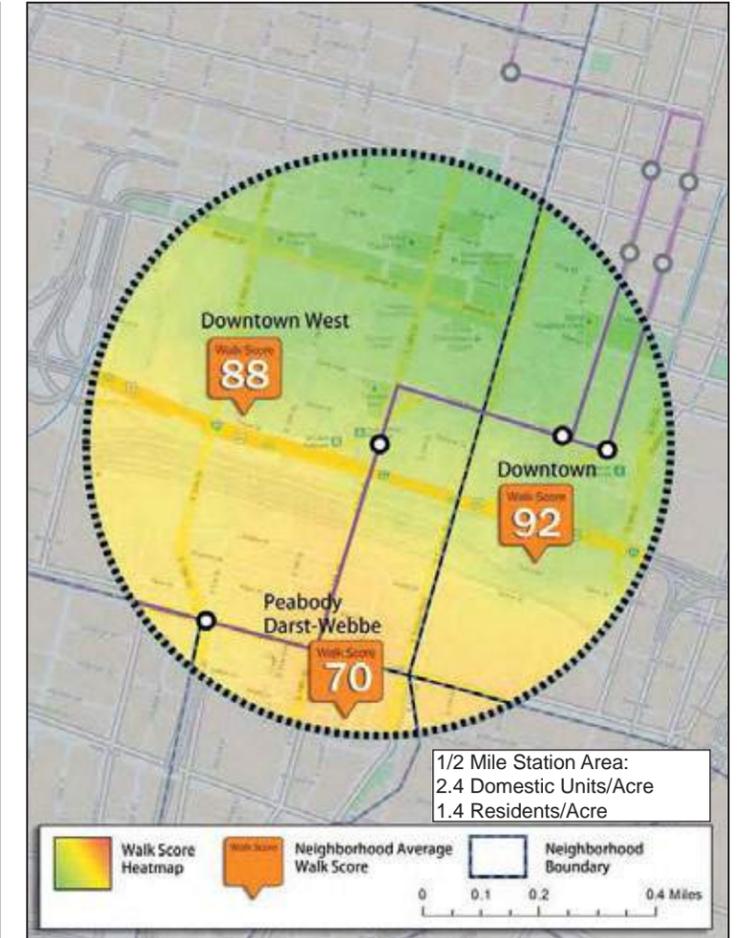
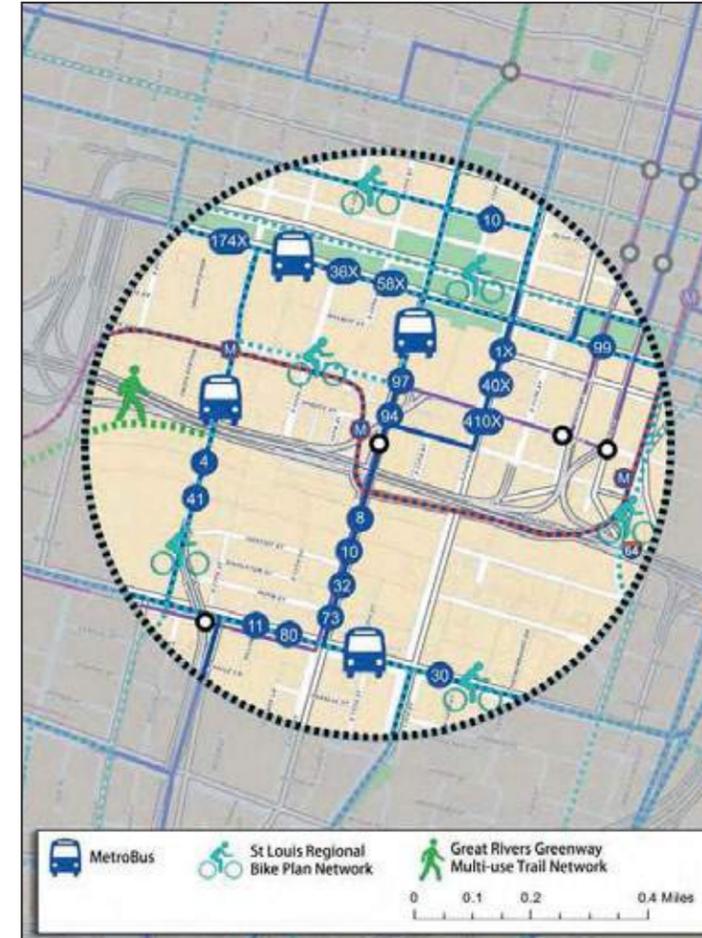
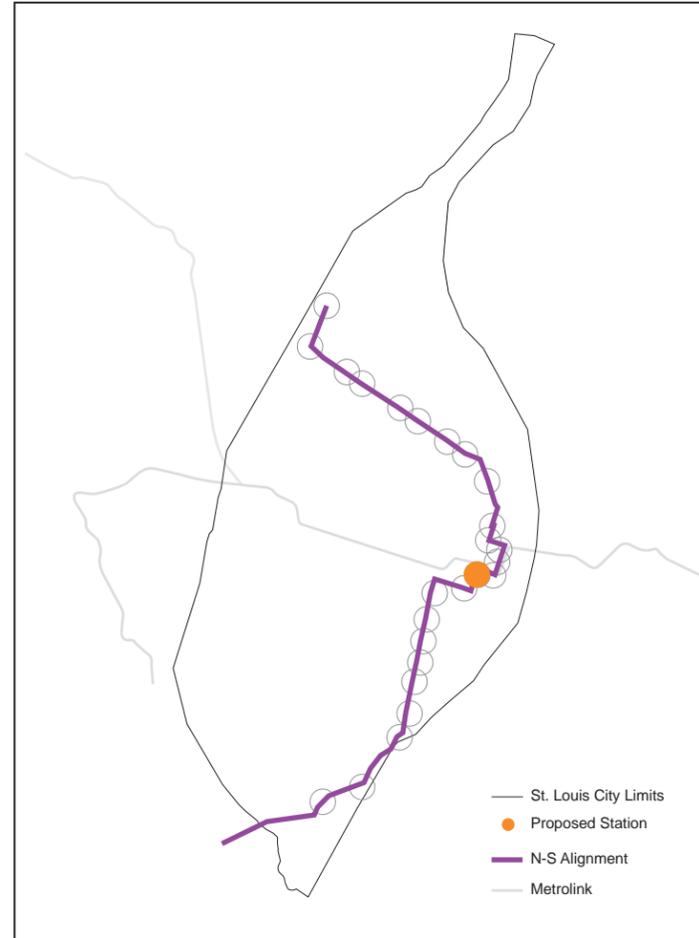
### MMTZ STATION

#### CURRENT CONDITIONS

CATEGORY	SCREEN	VALUE
INTENSITY & USE MIX	Use Mix	31.67 Jobs/Residents
	Intensity	20,321 Jobs + Residents
CONNECTIVITY	Bus Routes	18
	Bike Infrastructure	9 Paths
	Mean Walkscore	83.3
URBAN FORM & QUALITY	Mean Block Size	6.9 Acres
	Neighborhoods In 1/2 Mile	3

#### PROPOSED CONDITIONS

TRANSIT FUNCTION	Station Orientation	Walk-Up Station
		Primary E/W Metrolink Interface
STATION TYPE	Station Organization	Street Level
		Side Single Platforms
DEVELOPMENT OPPORTUNITY	Underutilized Land	41.4 Acres
	% of 1/4 Mile Station area	33.2%
	Available Lots	40
	Assessed Value Of Underutilized Land	\$5,830,400
	Assessed Value of Land in 1/4 Mile Station Area	\$59,688,750
POTENTIAL PROGRAM	Desired Density for New Development	Market Driven DU/Acre
	Lot-Suitable Building Types	Market Driven FAR



### TRANSIT NEIGHBORHOOD TYPOLOGY

Transit CBD / Special District

# N-S ALIGNMENT

## STATION AREA TYPOLOGY ASSESSMENT

### TRUMAN STATION

#### CURRENT CONDITIONS

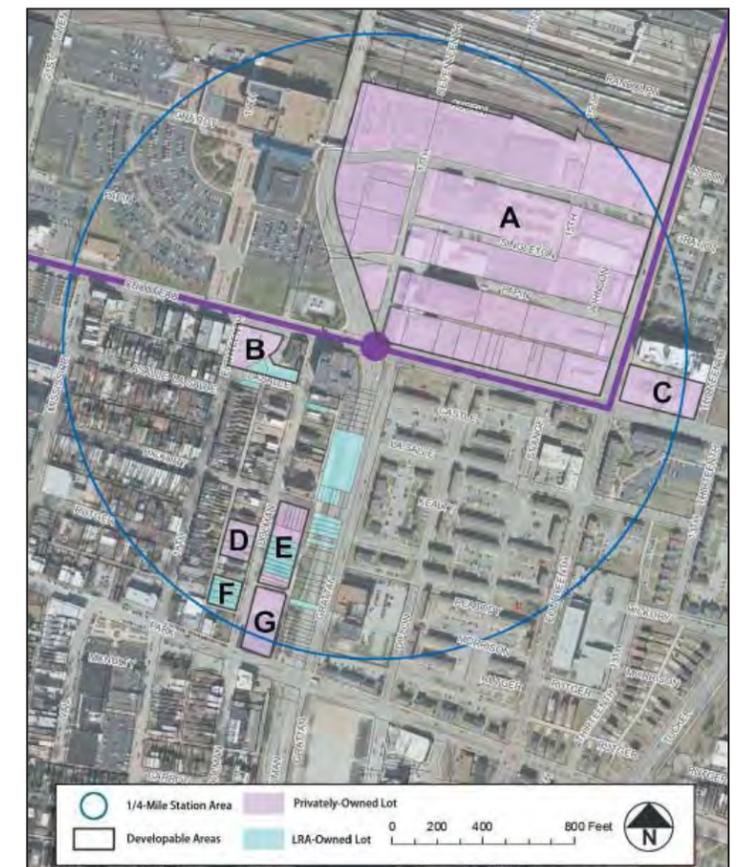
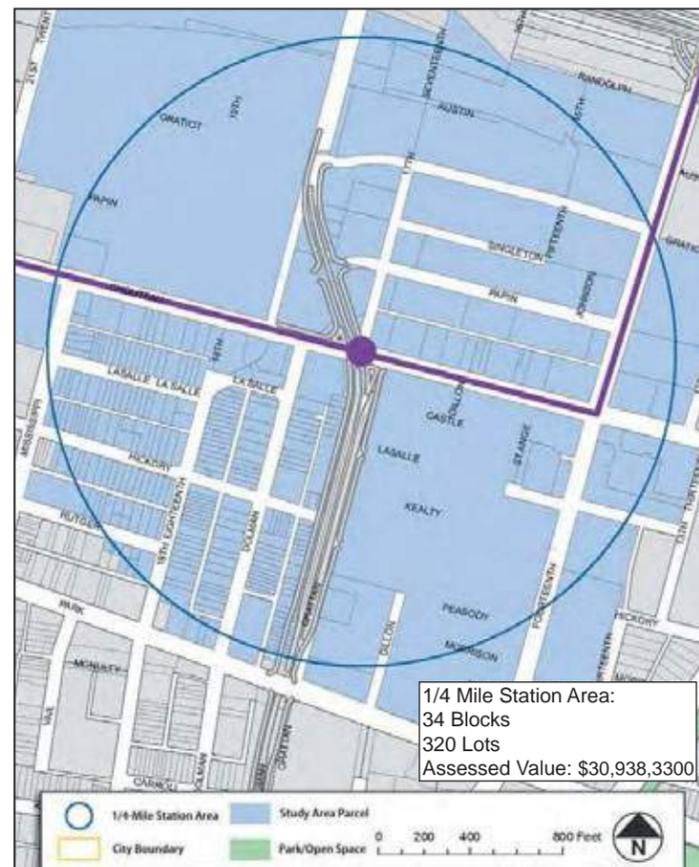
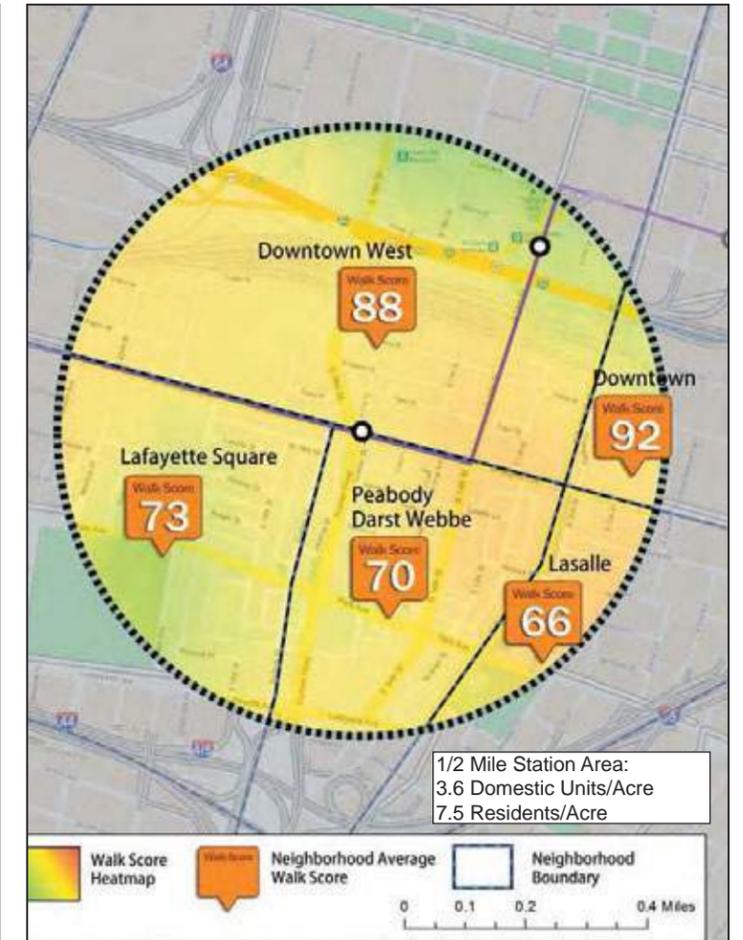
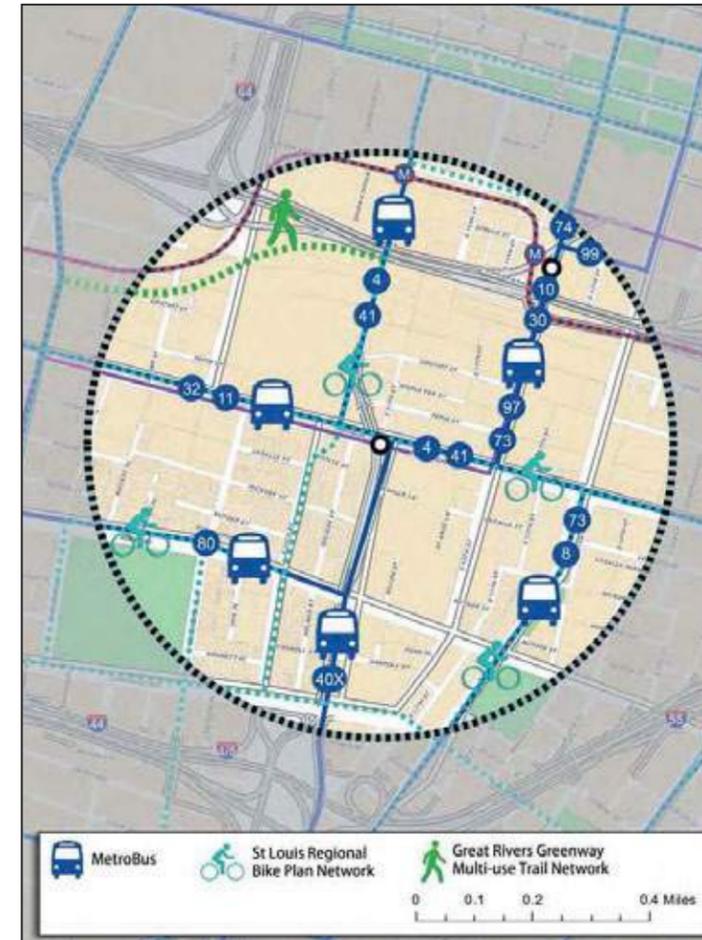
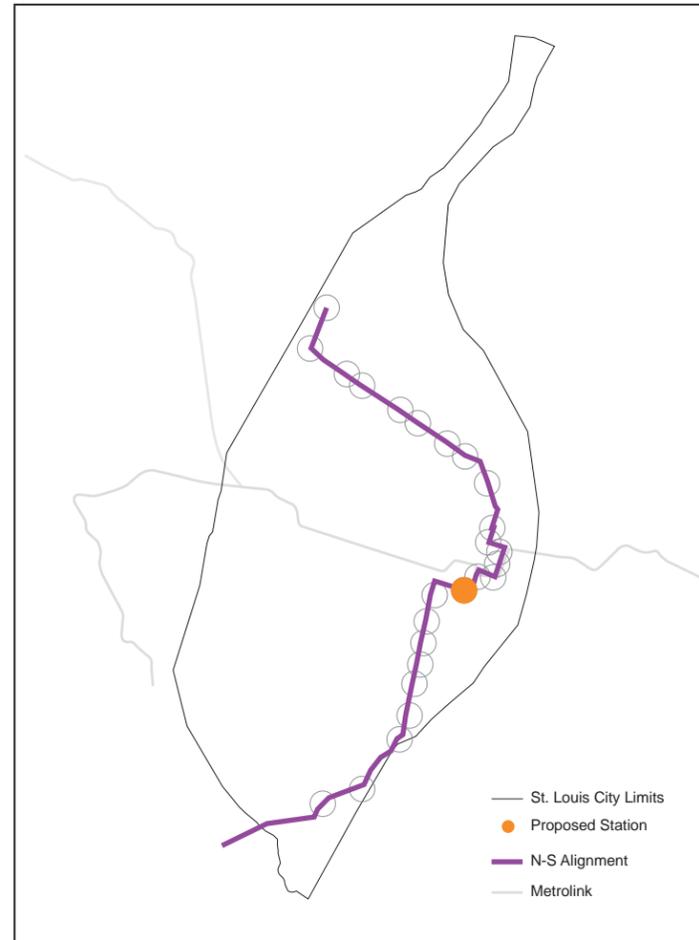
CATEGORY	SCREEN	VALUE
INTENSITY & USE MIX	Use Mix	0.94 Jobs/Residents
	Intensity	8,618 Jobs + Residents
CONNECTIVITY	Bus Routes	13
	Bike Infrastructure	6 Paths
	Mean Walkscore	77.8
URBAN FORM & QUALITY	Mean Block Size	7.4 Acres
	Neighborhoods In 1/2 Mile	5

#### PROPOSED CONDITIONS

TRANSIT FUNCTION	Station Orientation	Walk-Up Station
	STATION TYPE	Station Organization
DEVELOPMENT OPPORTUNITY	Underutilized Land	30 Acres
	% of 1/4 Mile Station area	24%
	Available Lots	66
	Assessed Value Of Underutilized Land	\$4,932,300
	Assessed Value of Land in 1/4 Mile Station Area	\$30,938,330
POTENTIAL PROGRAM	Desired Density for New Development	Market Driven DU/Acre Market Driven FAR
	Lot-Suitable Building Types	

#### TRANSIT NEIGHBORHOOD TYPOLOGY

Transit CBD / Special District



# N-S ALIGNMENT

## STATION AREA TYPOLOGY ASSESSMENT

### PARK STATION

#### CURRENT CONDITIONS

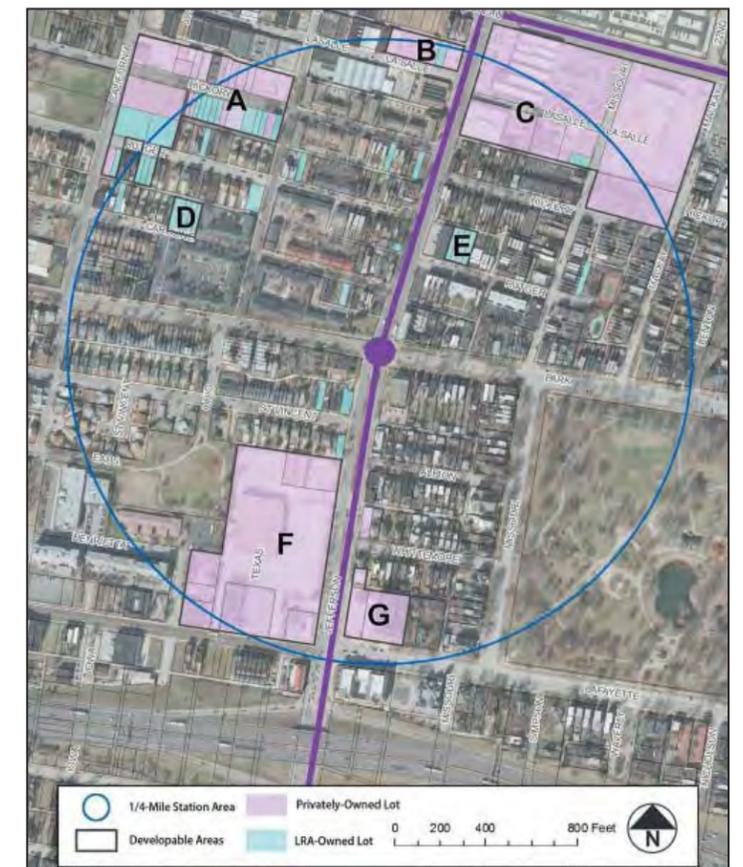
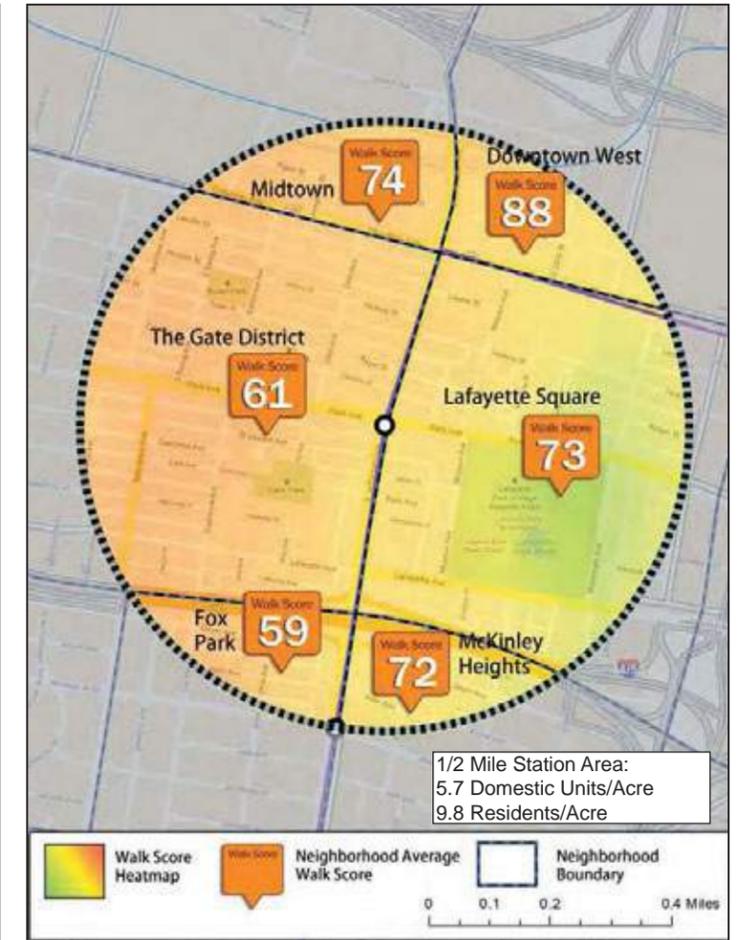
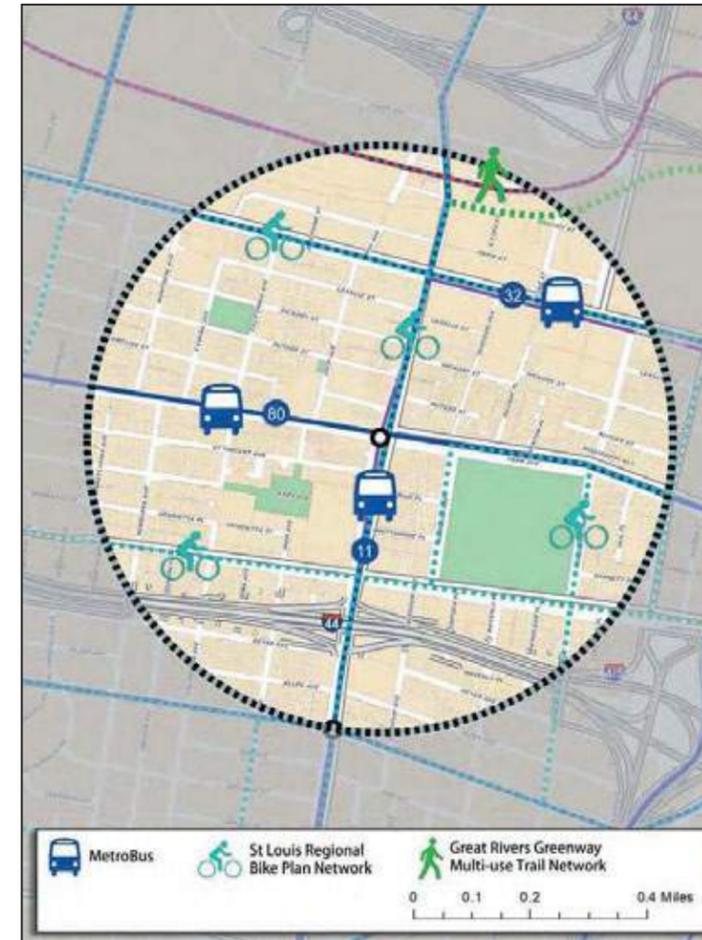
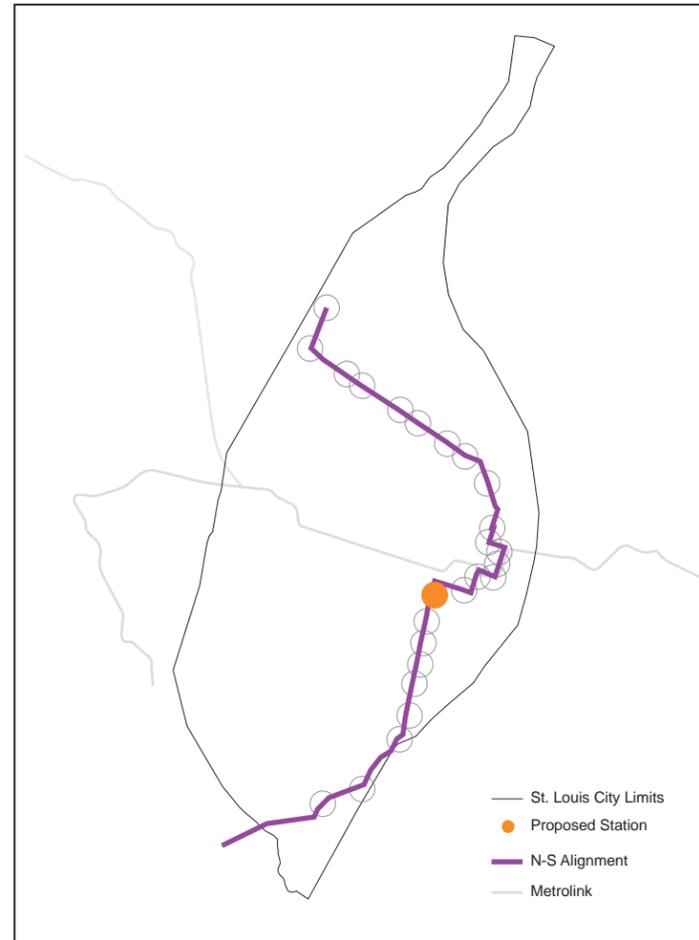
CATEGORY	SCREEN	VALUE
INTENSITY & USE MIX	Use Mix	0.40 Jobs/Residents
	Intensity	5,882 Jobs + Residents
CONNECTIVITY	Bus Routes	8
	Bike Infrastructure	3 Paths
	Mean Walkscore	73
URBAN FORM & QUALITY	Mean Block Size	8.3 Acres
	Neighborhoods In 1/2 Mile	6

#### PROPOSED CONDITIONS

TRANSIT FUNCTION	Station Orientation	Walk-Up Station
	STATION TYPE	Station Organization
DEVELOPMENT OPPORTUNITY	Underutilized Land	29 Acres
	% of 1/4 Mile Station area	23.2%
	Available Lots	62
	Assessed Value Of Underutilized Land	\$3,646,600
	Assessed Value of Land in 1/4 Mile Station Area	\$23,520,480
POTENTIAL PROGRAM	Desired Density for New Development	20-40 DU/Acre 2.0 Minimum FAR
	Lot-Suitable Building Types	Podium Building Commercial Block Building Flex Building Live/Work Units Linear Building

#### TRANSIT NEIGHBORHOOD TYPOLOGY

Transit Neighborhood Center Type 1



# N-S ALIGNMENT

## STATION AREA TYPOLOGY ASSESSMENT

### RUSSELL STATION

#### CURRENT CONDITIONS

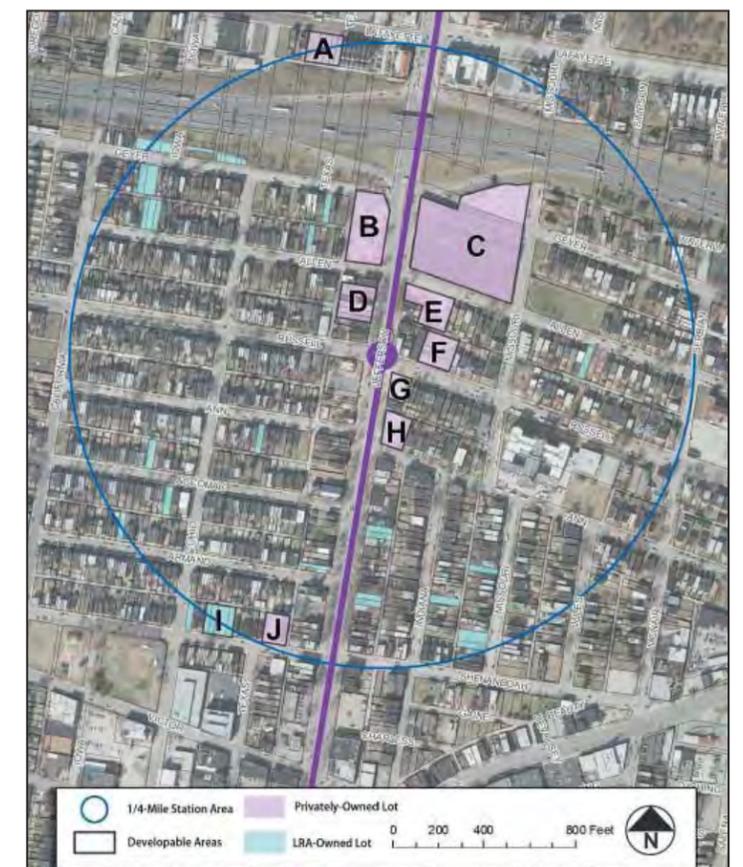
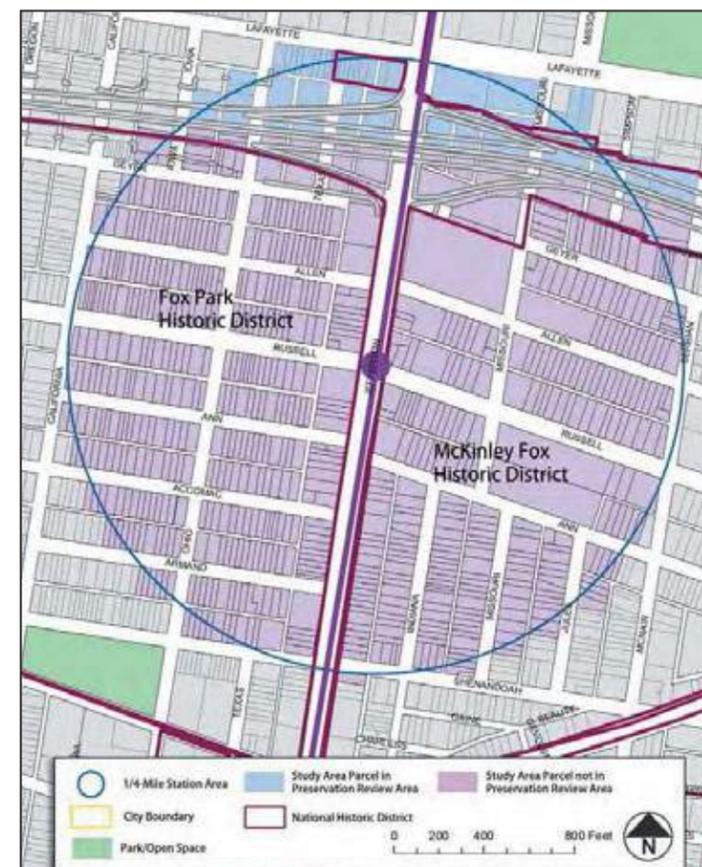
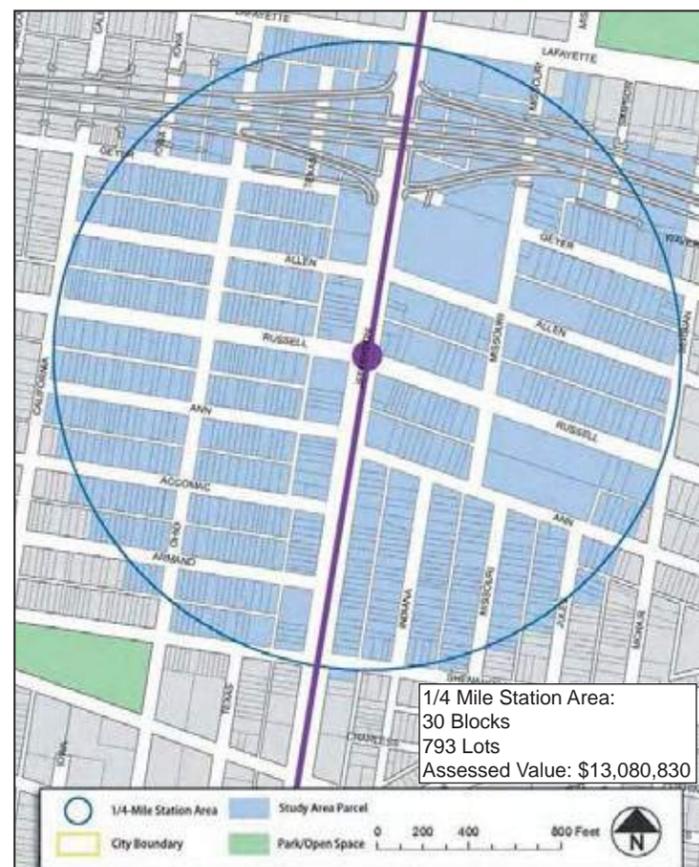
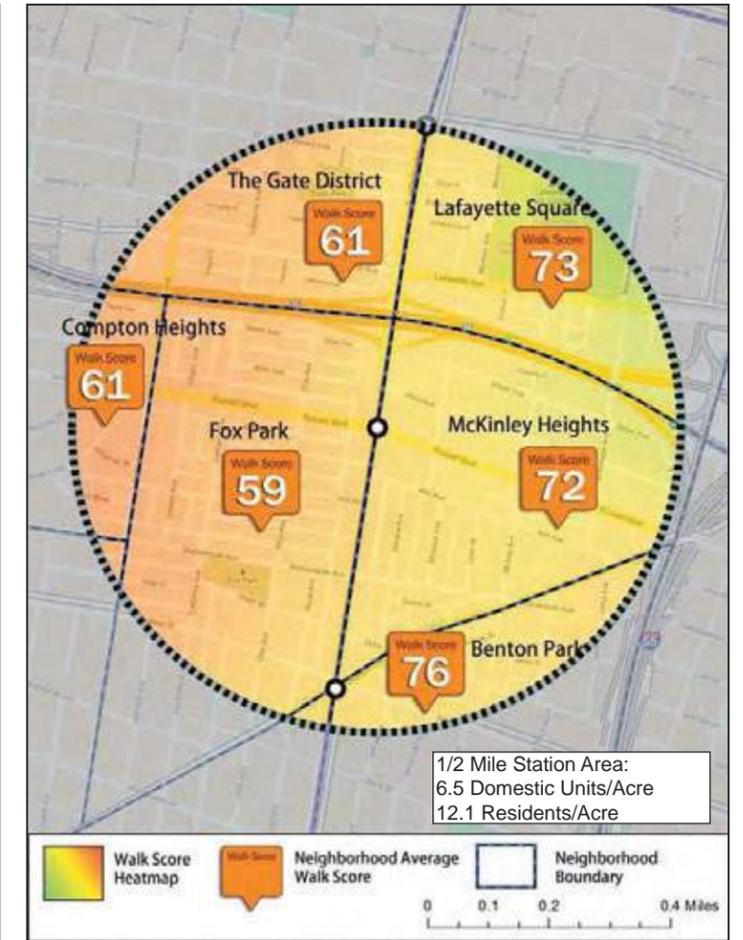
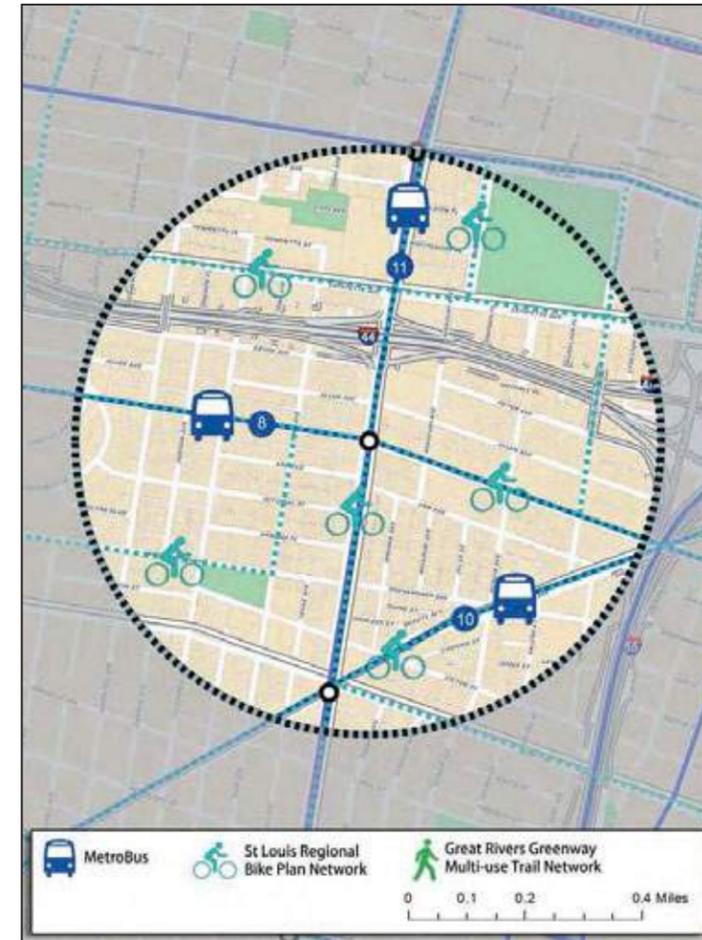
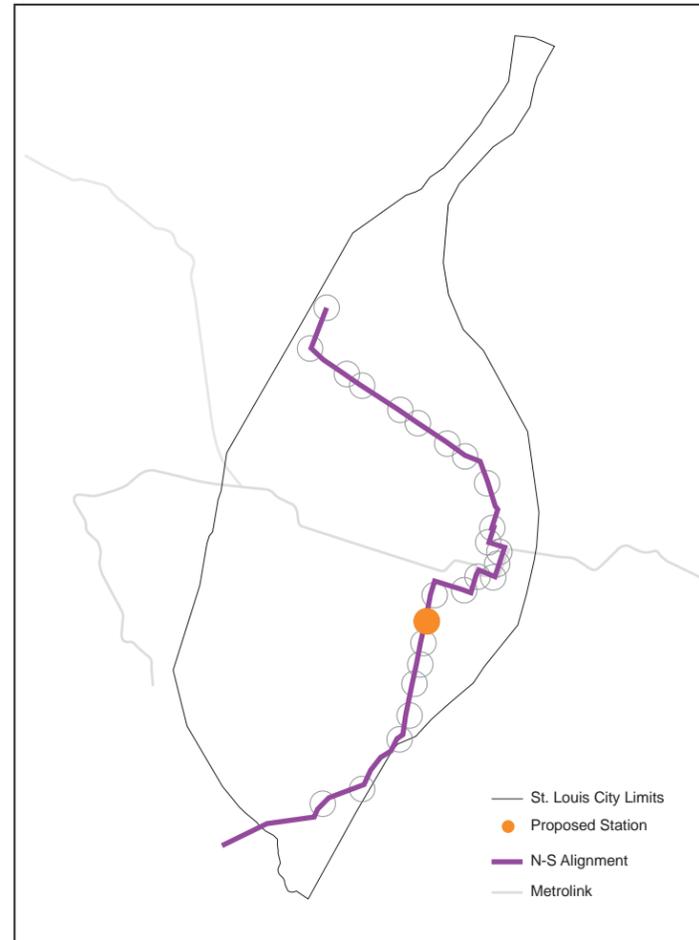
CATEGORY	SCREEN	VALUE
INTENSITY & USE MIX	Use Mix	0.21 Jobs/Residents
	Intensity	7,189 Jobs + Residents
CONNECTIVITY	Bus Routes	3
	Bike Infrastructure	5 Paths
	Mean Walkscore	67
URBAN FORM & QUALITY	Mean Block Size	8.3 Acres
	Neighborhoods In 1/2 Mile	6

#### PROPOSED CONDITIONS

TRANSIT FUNCTION	Station Orientation	Walk-Up Station
	Station Organization	Street Level Side Far-Side Platforms
STATION TYPE	Underutilized Land	8.2 Acres
	% of 1/4 Mile Station area	6.6%
	Available Lots	21
	Assessed Value Of Underutilized Land	\$700,200
	Assessed Value of Land in 1/4 Mile Station Area	\$13,080,830
DEVELOPMENT OPPORTUNITY	Desired Density for New Development	10-18 DU/Acre 1.5-2.0 FAR
	POTENTIAL PROGRAM	Lot-Suitable Building Types Rowhouse & Courtyard Rowhouse High Rise Residential Building Commercial Block Building Flex Building Linear Building

#### TRANSIT NEIGHBORHOOD TYPOLOGY

Transit Neighborhood General Type 3



# N-S ALIGNMENT

## STATION AREA TYPOLOGY ASSESSMENT

### GRAVOIS STATION

#### CURRENT CONDITIONS

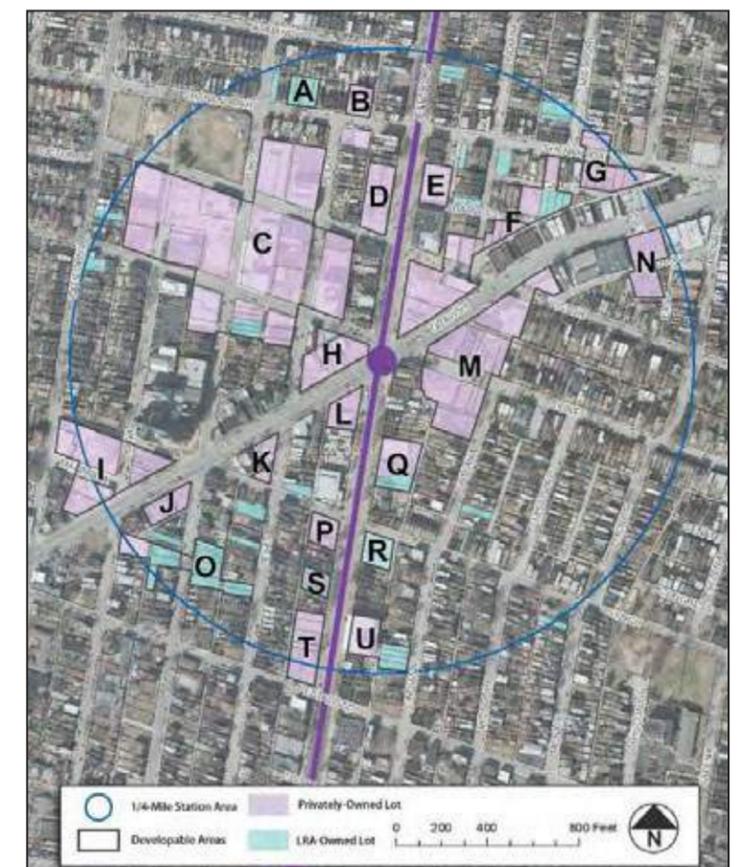
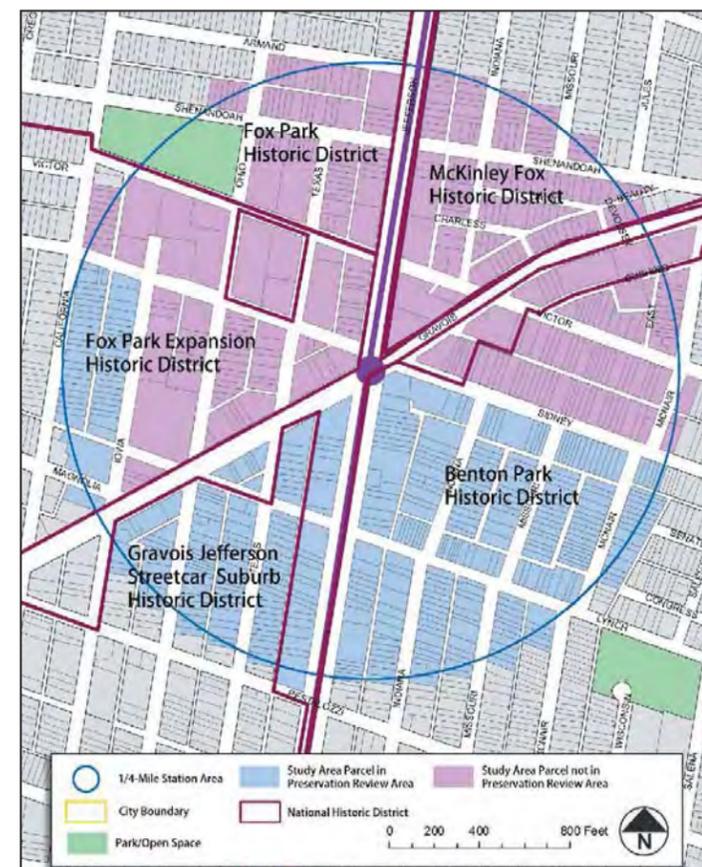
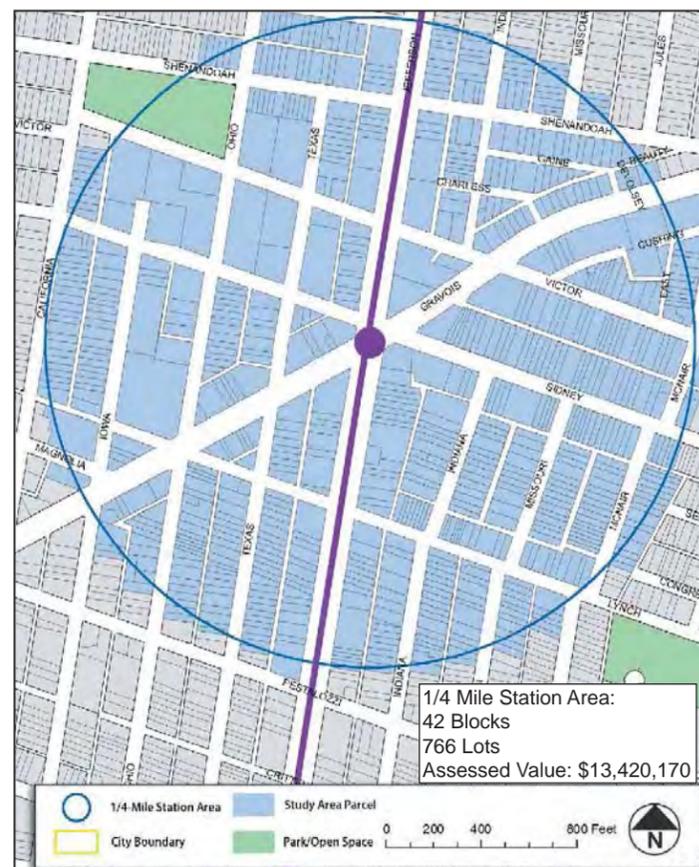
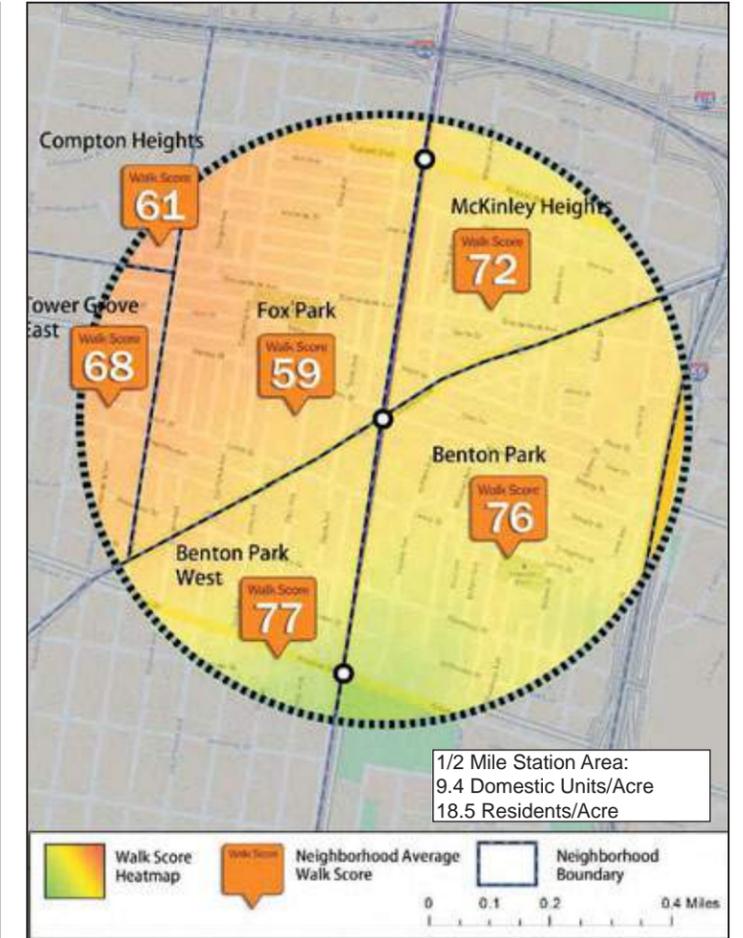
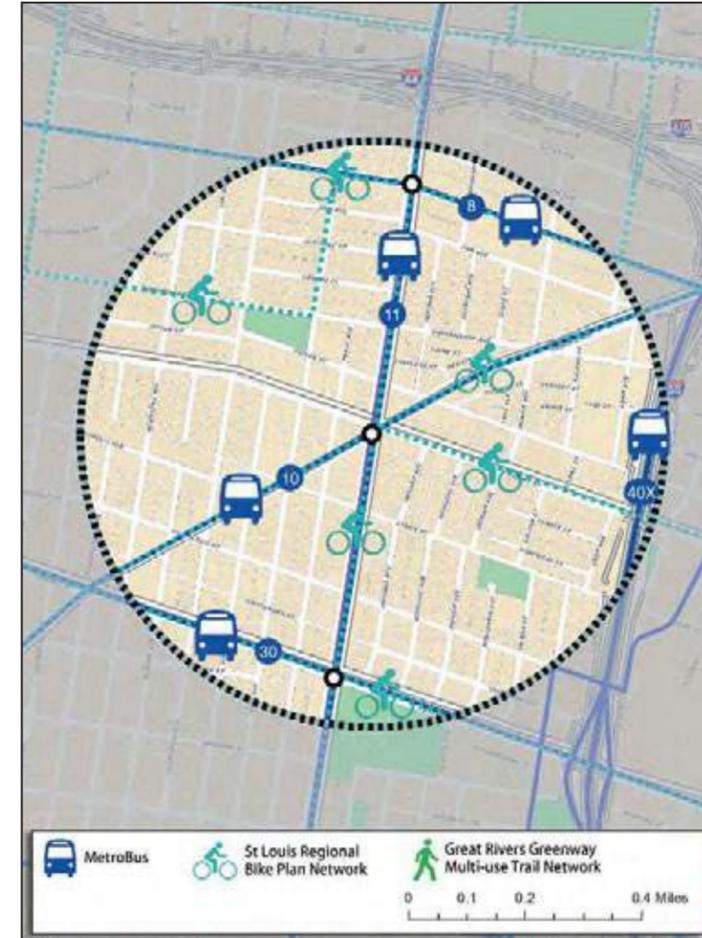
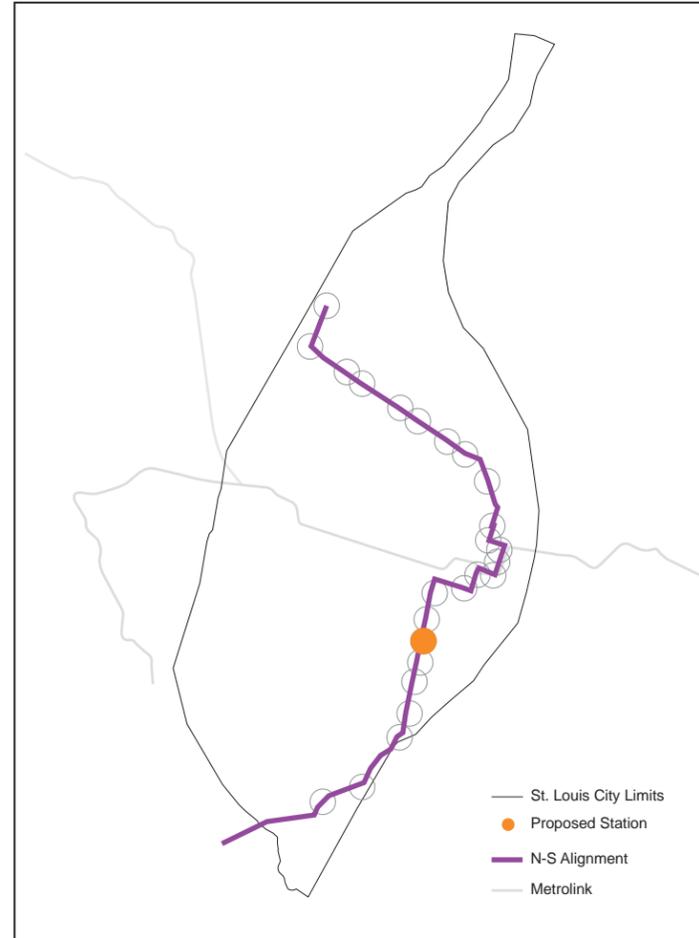
CATEGORY	SCREEN	VALUE
INTENSITY & USE MIX	Use Mix	0.15 Jobs/Residents
	Intensity	10,273 Jobs + Residents
CONNECTIVITY	Bus Routes	5
	Bike Infrastructure	5 Paths
	Mean Walkscore	68.83
URBAN FORM & QUALITY	Mean Block Size	6.0 Acres
	Neighborhoods In 1/2 Mile	6

#### PROPOSED CONDITIONS

TRANSIT FUNCTION	Station Orientation	Walk-Up Station
	STATION TYPE	Station Organization
DEVELOPMENT OPPORTUNITY	Underutilized Land	11.7 Acres
	% of 1/4 Mile Station area	9.4%
	Available Lots	67
	Assessed Value Of Underutilized Land	\$1,266,300
	Assessed Value of Land in 1/4 Mile Station Area	\$13,420,170
POTENTIAL PROGRAM	Desired Density for New Development	10-18 DU/Acre 1.5-2.0 FAR
	Lot-Suitable Building Types	Rowhouse & Courtyard Rowhouse High Rise Residential Building Commercial Block Building Flex Building Linear Building

#### TRANSIT NEIGHBORHOOD TYPOLOGY

Transit Neighborhood General Type 3



# N-S ALIGNMENT

## STATION AREA TYPOLOGY ASSESSMENT

### ARSENAL STATION

#### CURRENT CONDITIONS

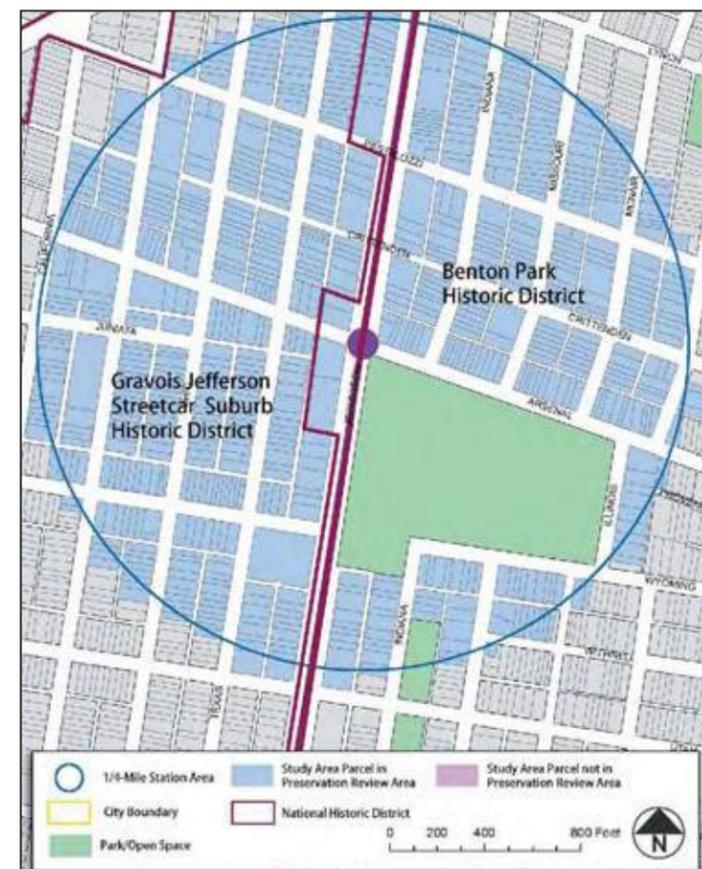
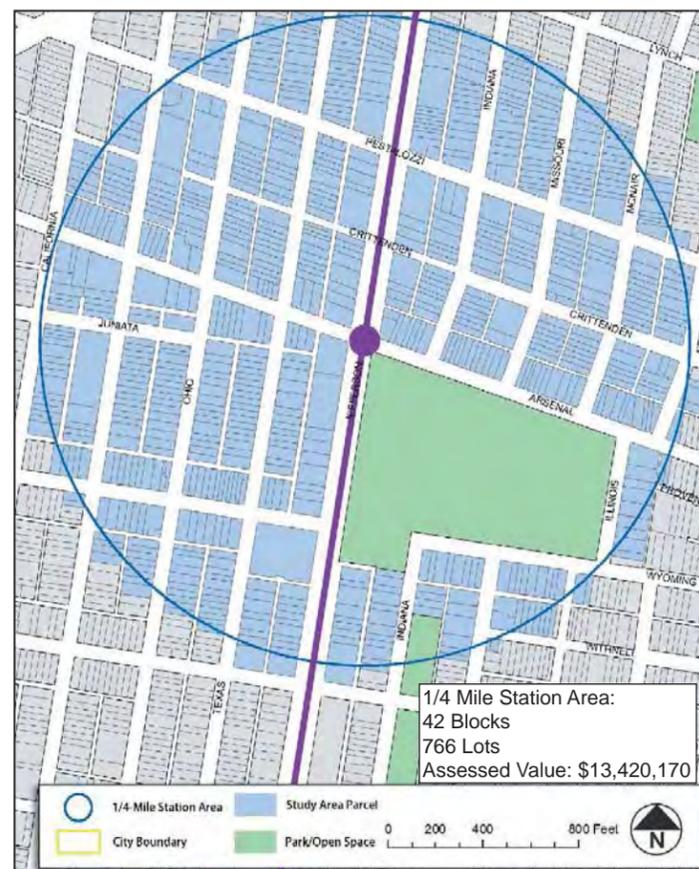
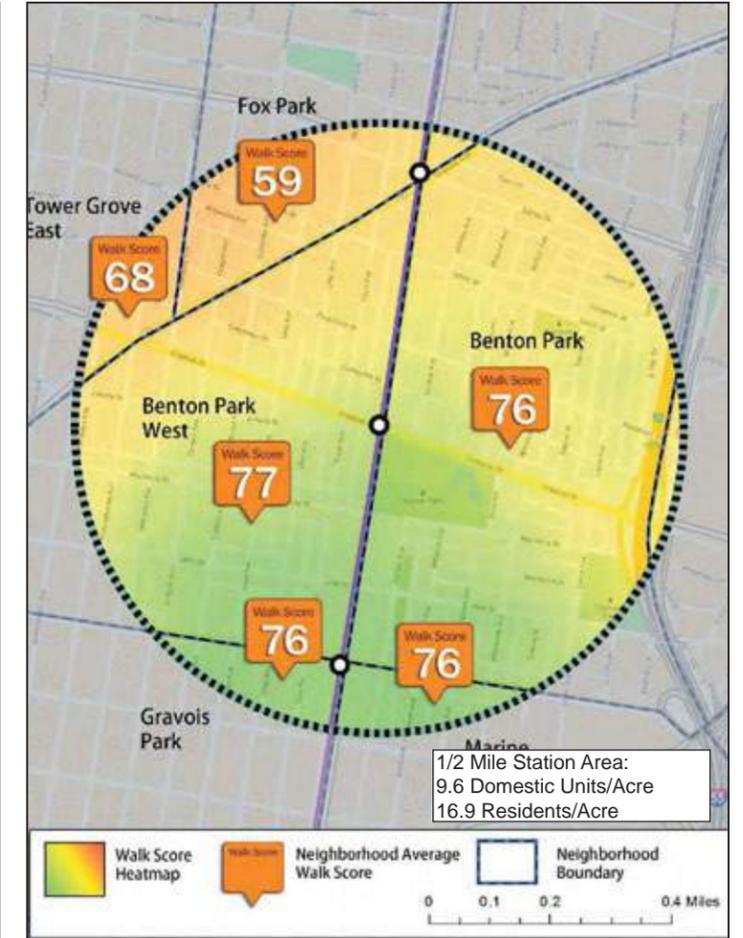
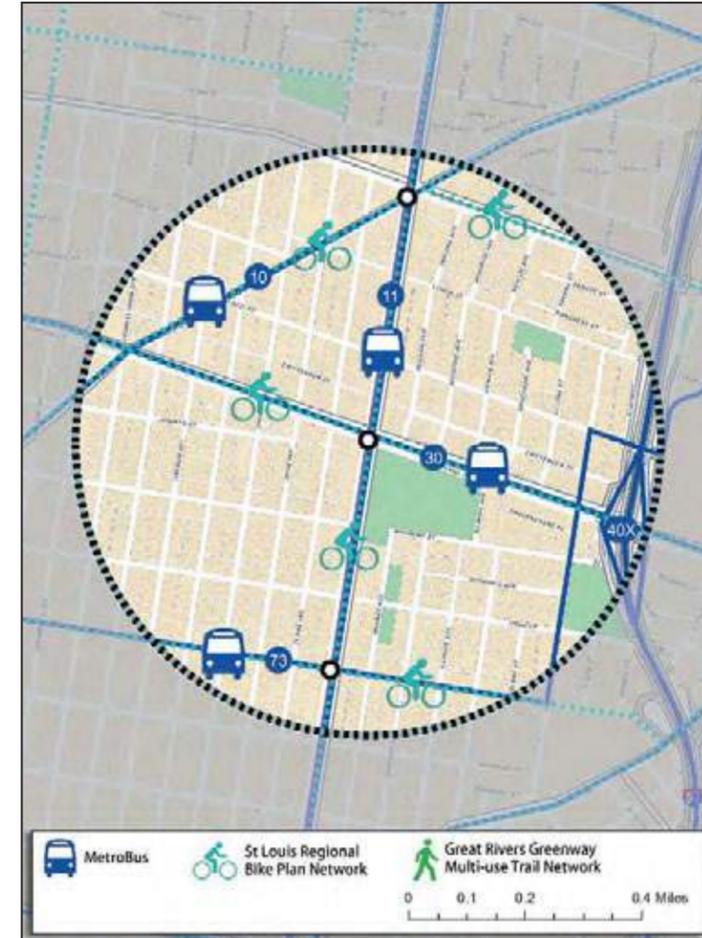
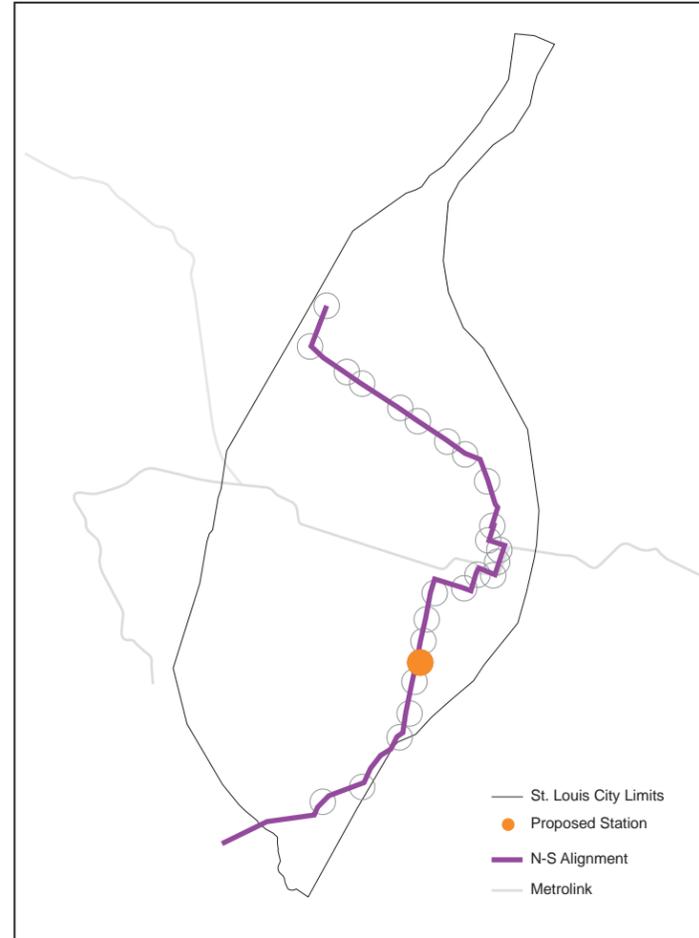
CATEGORY	SCREEN	VALUE
INTENSITY & USE MIX	Use Mix	0.14 Jobs/Residents
	Intensity	9,002 Jobs + Residents
CONNECTIVITY	Bus Routes	4
	Bike Infrastructure	4 Paths
	Mean Walkscore	72
URBAN FORM & QUALITY	Mean Block Size	6.1 Acres
	Neighborhoods In 1/2 Mile	6

#### PROPOSED CONDITIONS

TRANSIT FUNCTION	Station Orientation	Walk-Up Station
	STATION TYPE	Station Organization
DEVELOPMENT OPPORTUNITY	Underutilized Land	10.4 Acres
	% of 1/4 Mile Station area	8.6%
	Available Lots	67
	Assessed Value Of Underutilized Land	\$1,504,800
	Assessed Value of Land in 1/4 Mile Station Area	\$1,581,790
POTENTIAL PROGRAM	Desired Density for New Development	10-18 DU/Acre 1.5-2.0 FAR
	Lot-Suitable Building Types	Rowhouse & Courtyard Rowhouse
		High Rise Residential Building
		Commercial Block Building Flex Building Linear Building

#### TRANSIT NEIGHBORHOOD TYPOLOGY

Transit Neighborhood General Type 3



# N-S ALIGNMENT

## STATION AREA TYPOLOGY ASSESSMENT

### CHEROKEE STATION

#### CURRENT CONDITIONS

CATEGORY	SCREEN	VALUE
INTENSITY & USE MIX	Use Mix	0.12 Jobs/Residents
	Intensity	9,201 Jobs + Residents
CONNECTIVITY	Bus Routes	5
	Bike Infrastructure	5 Paths
	Mean Walkscore	76.25
URBAN FORM & QUALITY	Mean Block Size	7.4 Acres
	Neighborhoods In 1/2 Mile	4

#### PROPOSED CONDITIONS

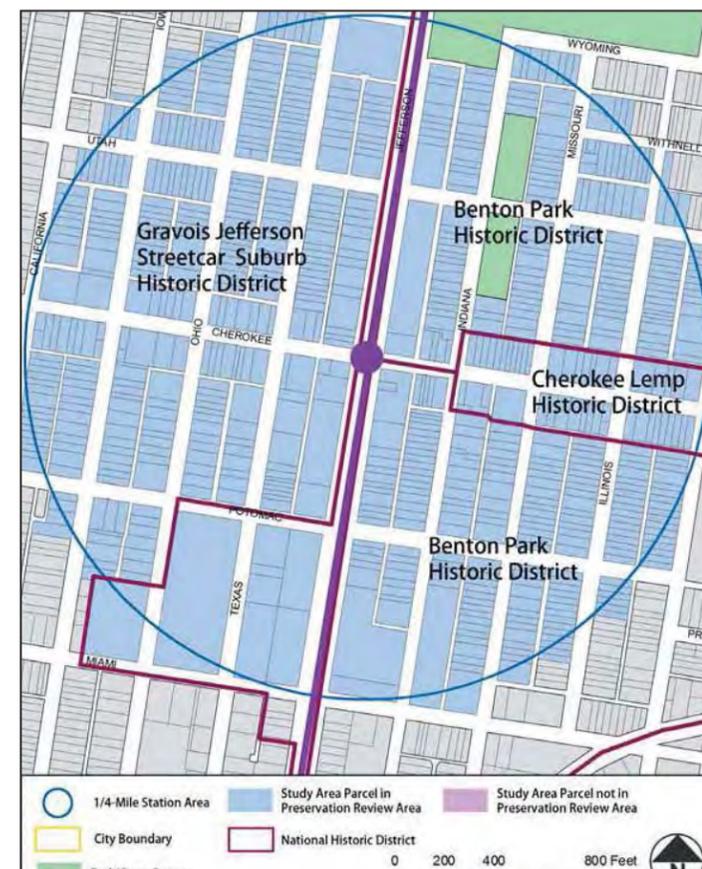
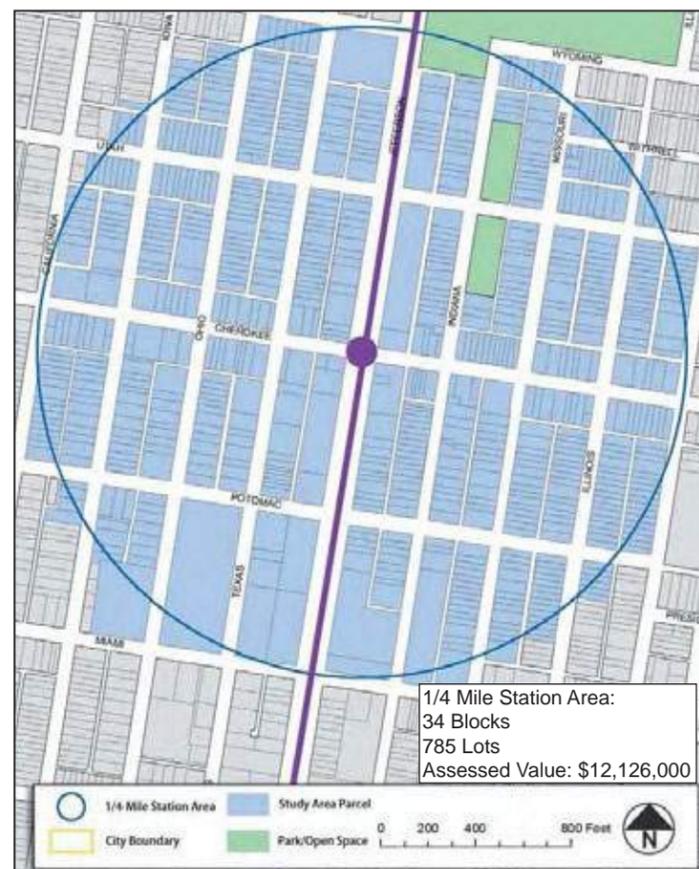
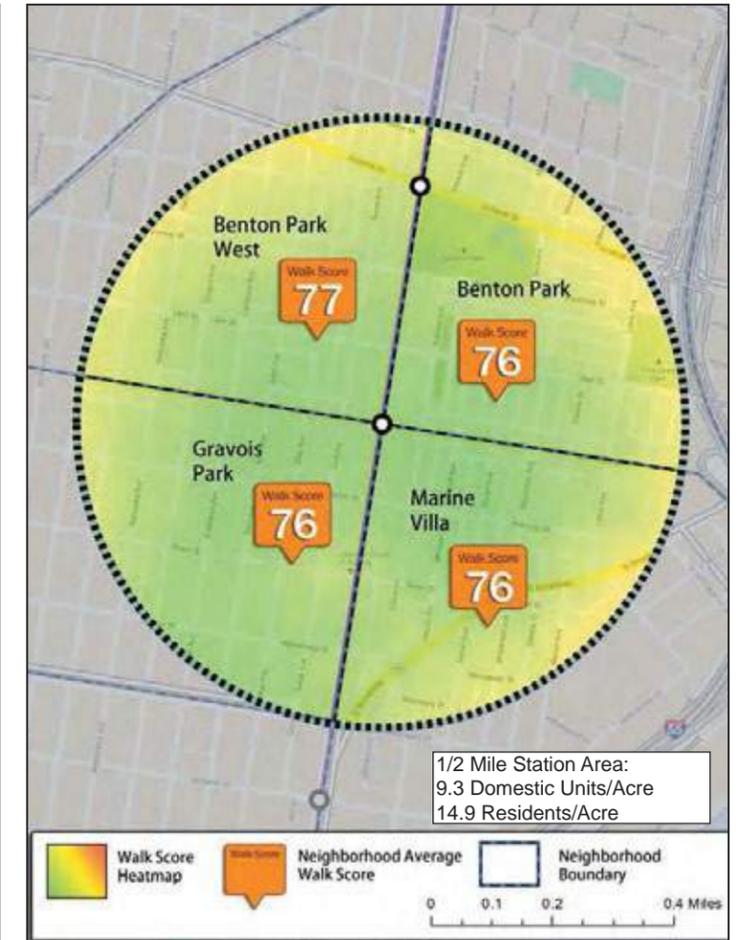
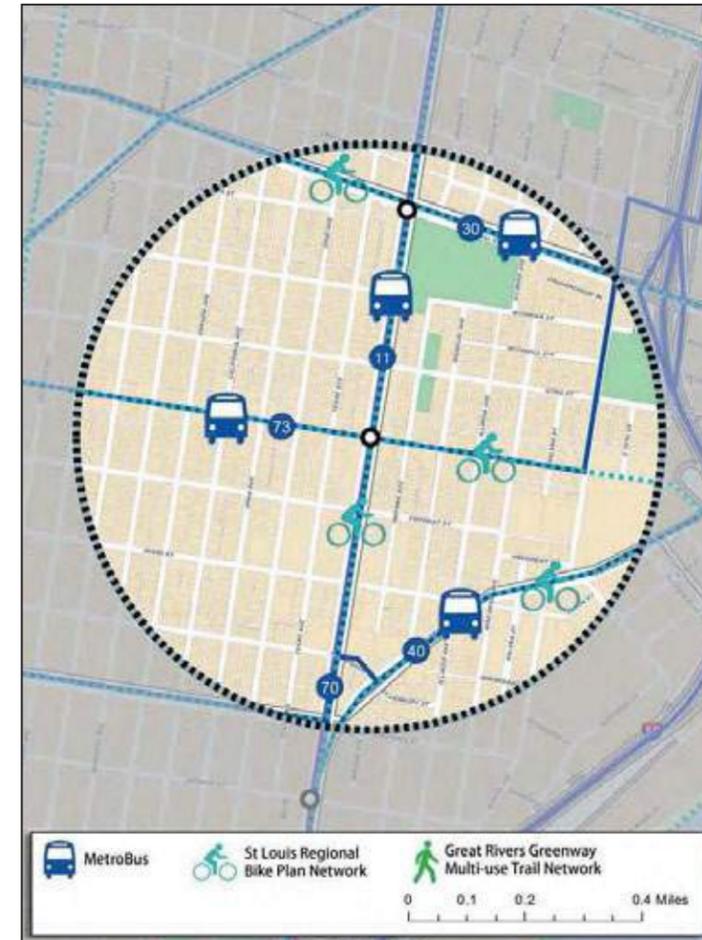
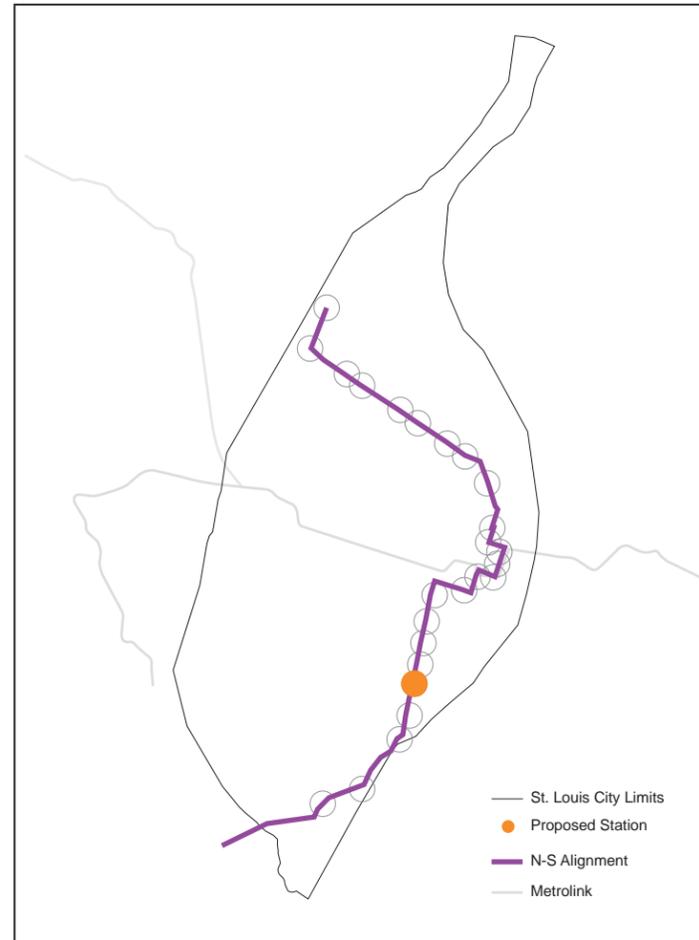
TRANSIT FUNCTION	Station Orientation	Walk-Up Station

STATION TYPE	Station Organization	Street Level Side Far-Side Platforms

DEVELOPMENT OPPORTUNITY	Underutilized Land	6.1 Acres
	% of 1/4 Mile Station area	4.8%
	Available Lots	16
	Assessed Value Of Underutilized Land	\$852,200
	Assessed Value of Land in 1/4 Mile Station Area	\$12,126,000
POTENTIAL PROGRAM	Desired Density for New Development	10-18 DU/Acre 1.5-2.0 FAR
	Lot-Suitable Building Types	Rowhouse & Courtyard Rowhouse High Rise Residential Building Commercial Block Building Flex Building Linear Building

#### TRANSIT NEIGHBORHOOD TYPOLOGY

Transit Neighborhood General Type 3



# N-S ALIGNMENT

## STATION AREA TYPOLOGY ASSESSMENT

### KEOKUK STATION

#### CURRENT CONDITIONS

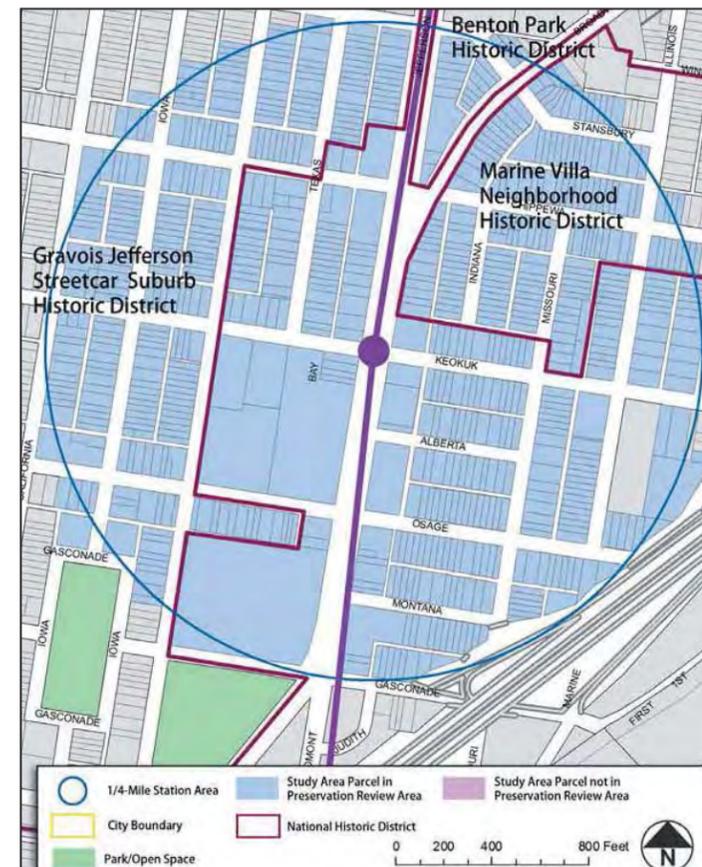
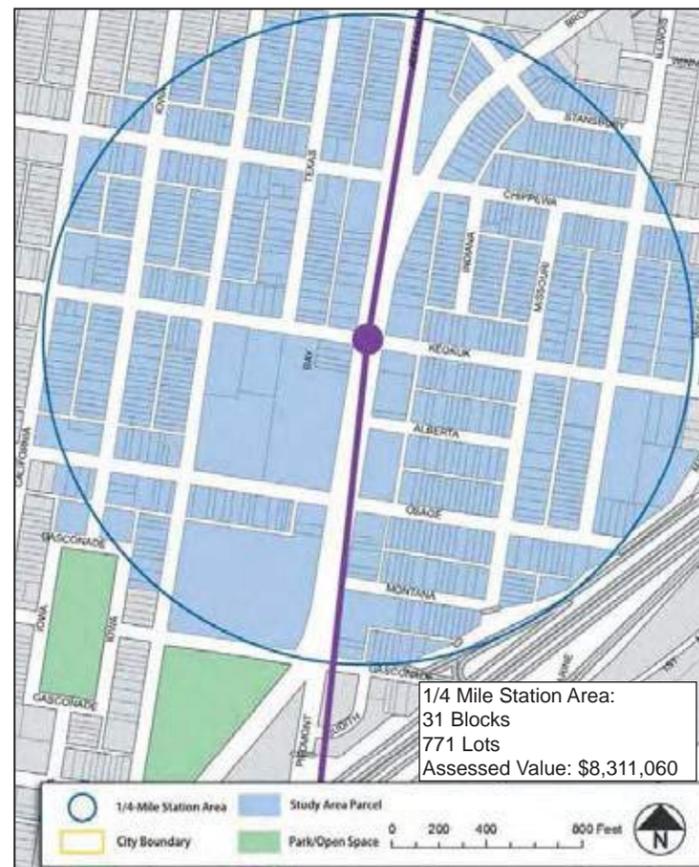
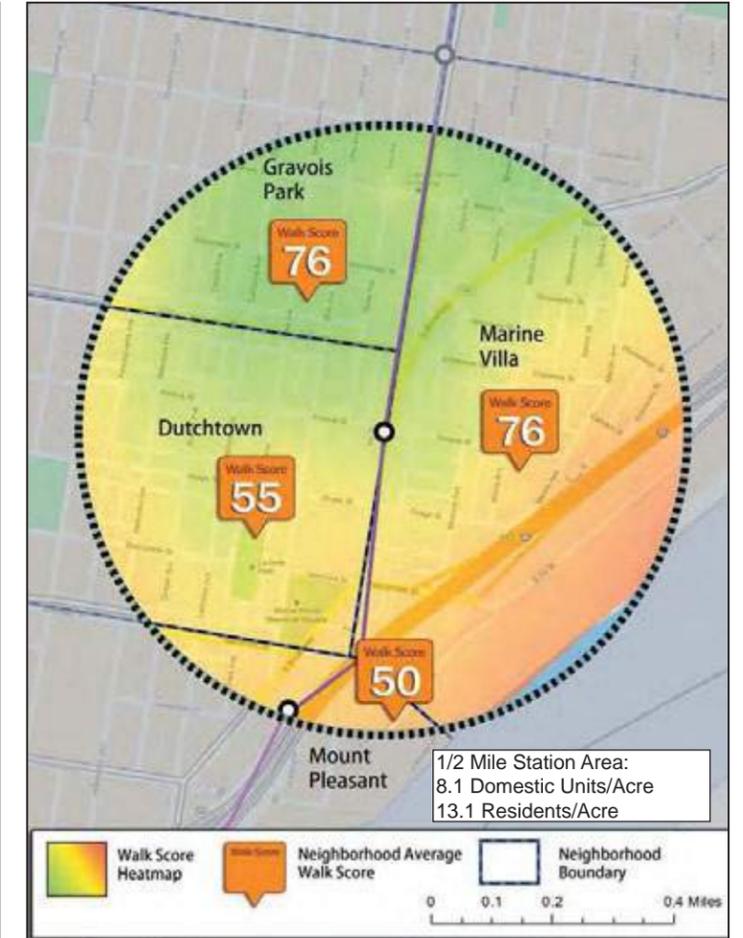
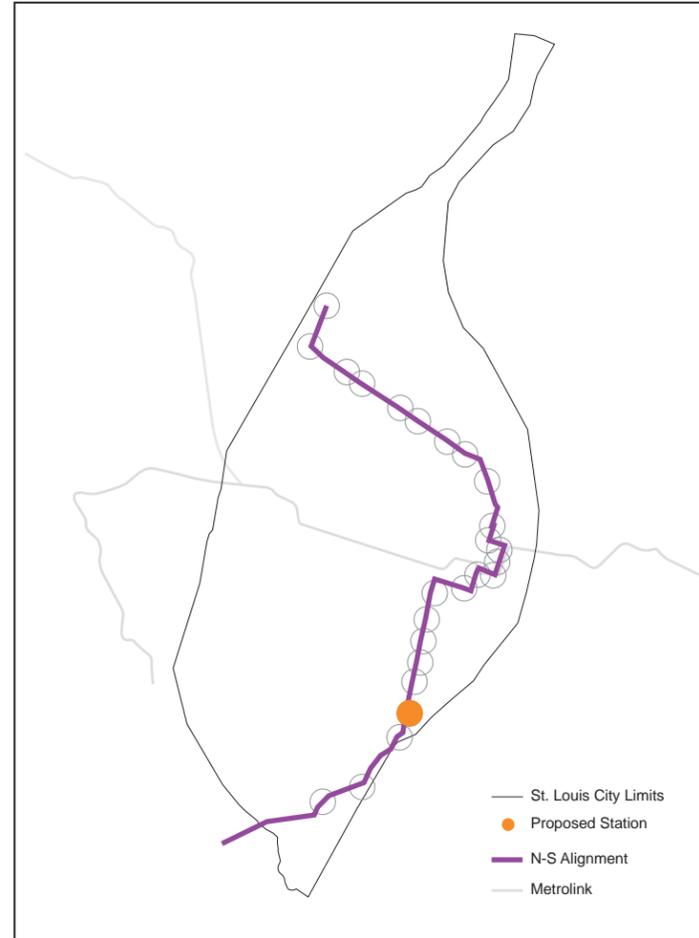
CATEGORY	SCREEN	VALUE
INTENSITY & USE MIX	Use Mix	0.29 Jobs/Residents
	Intensity	6,176 Jobs + Residents
CONNECTIVITY	Bus Routes	5
	Bike Infrastructure	4 Paths
	Mean Walkscore	64.25
URBAN FORM & QUALITY	Mean Block Size	8.1 Acres
	Neighborhoods In 1/2 Mile	4

#### PROPOSED CONDITIONS

TRANSIT FUNCTION	Station Orientation	Walk-Up Station
	STATION TYPE	Station Organization
DEVELOPMENT OPPORTUNITY	Underutilized Land	13.3 Acres
	% of 1/4 Mile Station area	10.6%
	Available Lots	50
	Assessed Value Of Underutilized Land	\$2,017,100
	Assessed Value of Land in 1/4 Mile Station Area	\$8,311,060
POTENTIAL PROGRAM	Desired Density for New Development	10-18 DU/Acre 1.0-1.5 FAR
	Lot-Suitable Building Types	Detached Single Family Dwelling Rear Garage Carriage House Duplex, Triplex, Fourplex Rowhouse & Courtyard Rowhouse

#### TRANSIT NEIGHBORHOOD TYPOLOGY

Transit Neighborhood General Type 2



# N-S ALIGNMENT

## STATION AREA TYPOLOGY ASSESSMENT

### BROADWAY STATION

#### CURRENT CONDITIONS

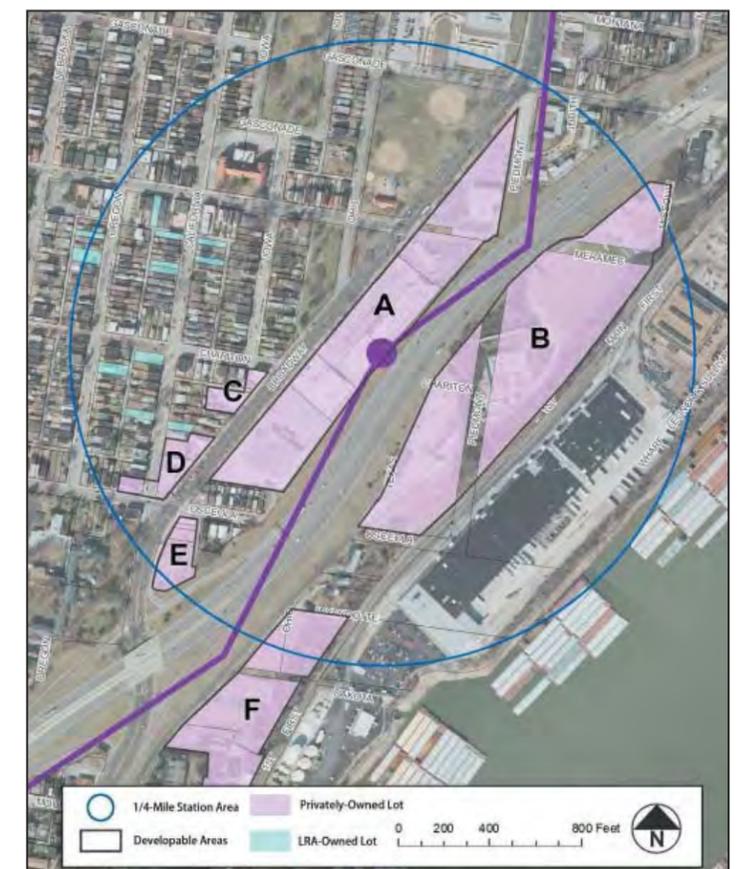
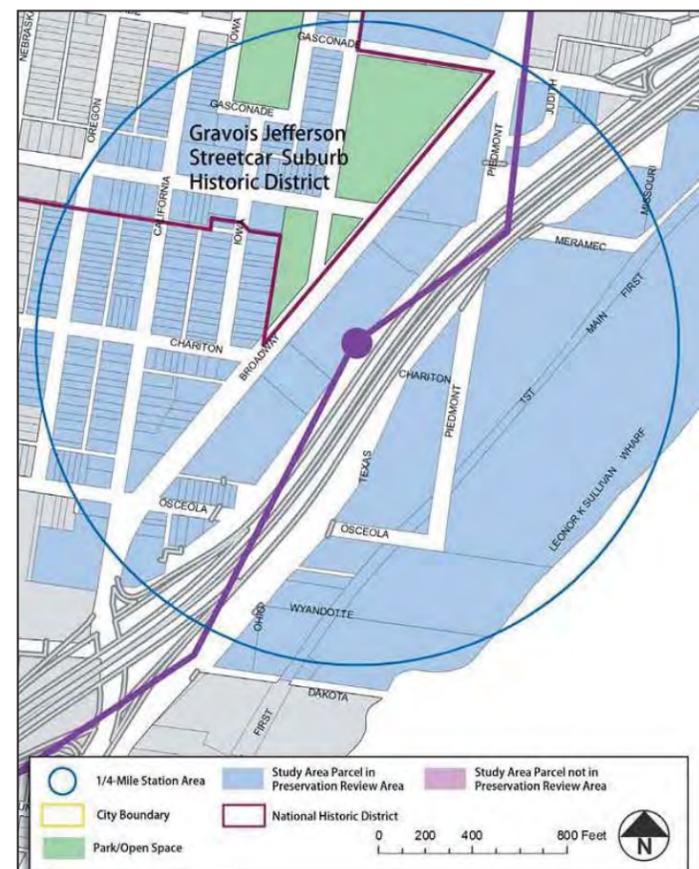
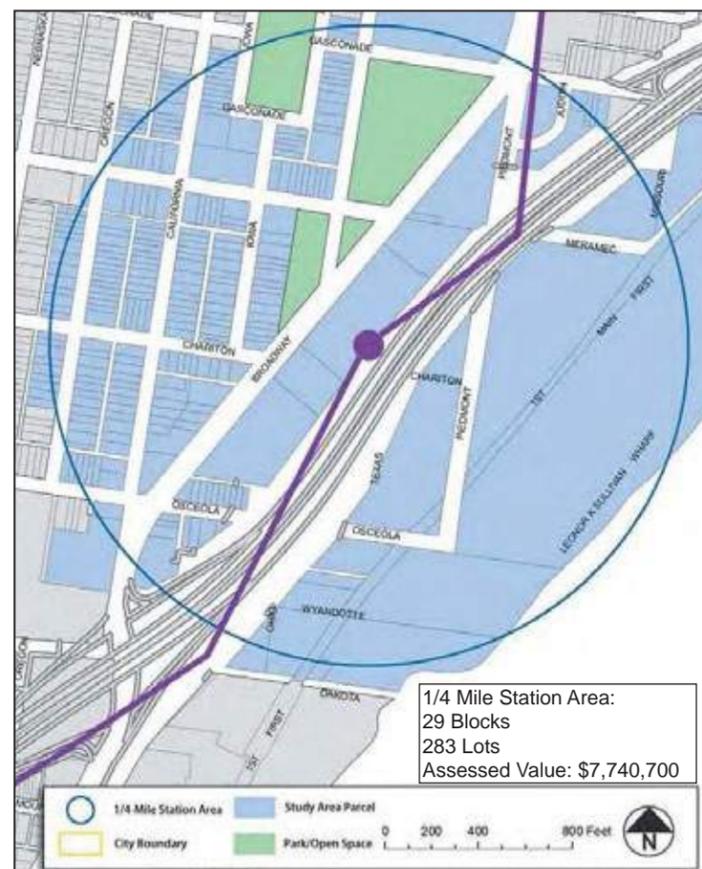
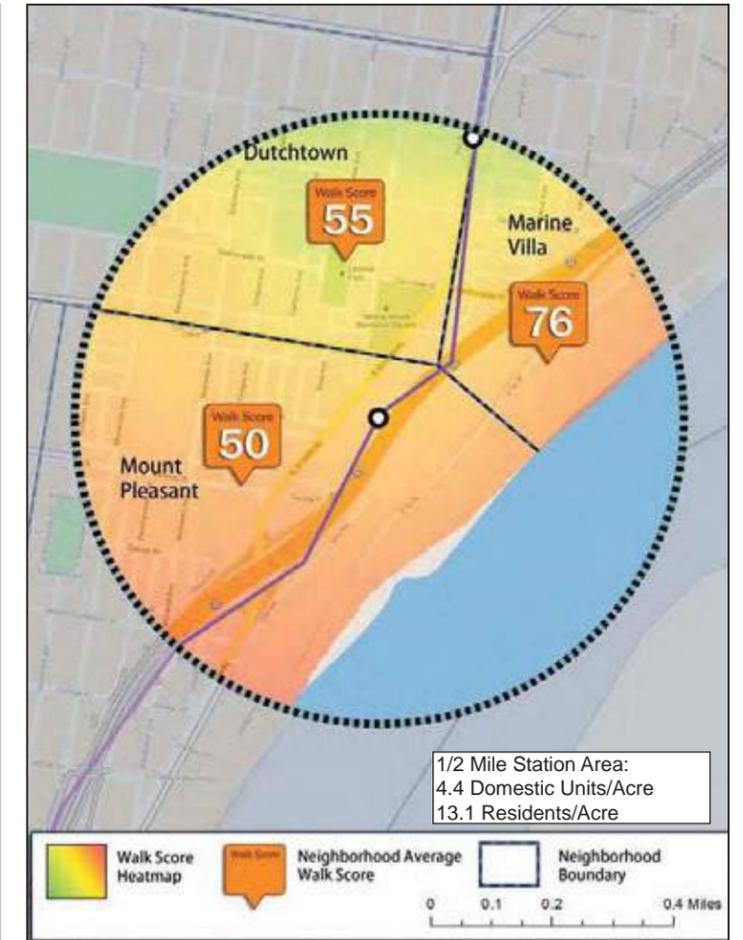
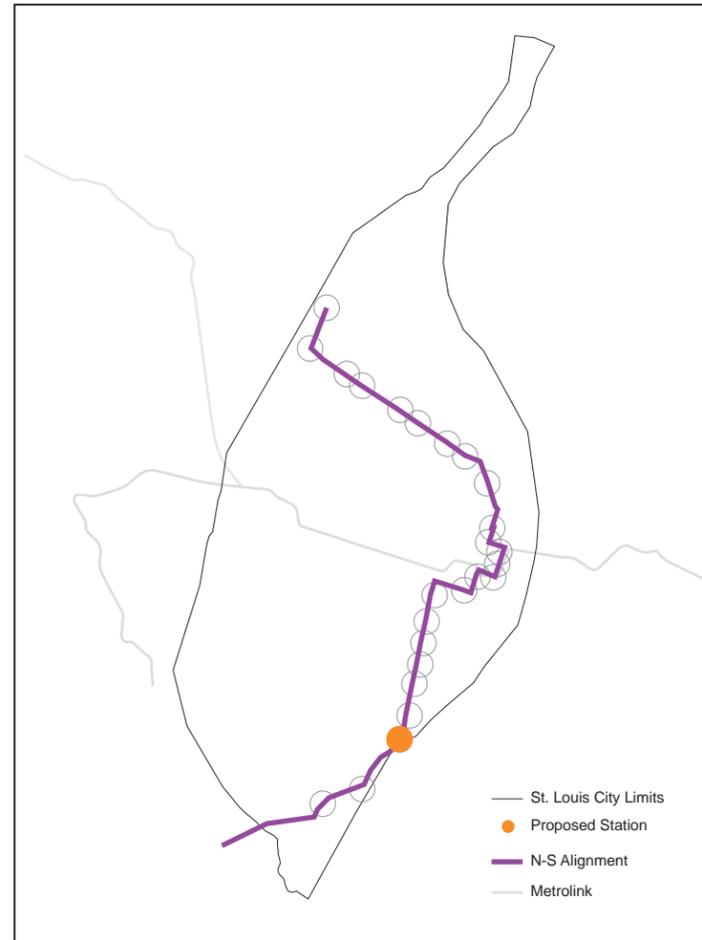
CATEGORY	SCREEN	VALUE
INTENSITY & USE MIX	Use Mix	0.22 Jobs/Residents
	Intensity	7,563 Jobs + Residents
CONNECTIVITY	Bus Routes	3
	Bike Infrastructure	2 Paths
	Mean Walkscore	60.3
URBAN FORM & QUALITY	Mean Block Size	8.6 Acres
	Neighborhoods In 1/2 Mile	3

#### PROPOSED CONDITIONS

TRANSIT FUNCTION	Station Orientation	Walk-Up Station
	STATION TYPE	Station Organization
DEVELOPMENT OPPORTUNITY	Underutilized Land	33.6 Acres
	% of 1/4 Mile Station area	27%
	Available Lots	22
	Assessed Value Of Underutilized Land	\$2,240,900
	Assessed Value of Land in 1/4 Mile Station Area	\$7,740,700
POTENTIAL PROGRAM	Desired Density for New Development	10-18 DU/Acre 1.0-1.5 FAR
	Lot-Suitable Building Types	Duplex, Triplex, Fourplex Rowhouse & Courtyard Rowhouse Stacked Flats Courtyard Building High Rise Residential Building Flex Building Live/Work Units

#### TRANSIT NEIGHBORHOOD TYPOLOGY

Transit Neighborhood Center Type 2



# N-S ALIGNMENT

## STATION AREA TYPOLOGY ASSESSMENT

### BATES STATION

#### CURRENT CONDITIONS

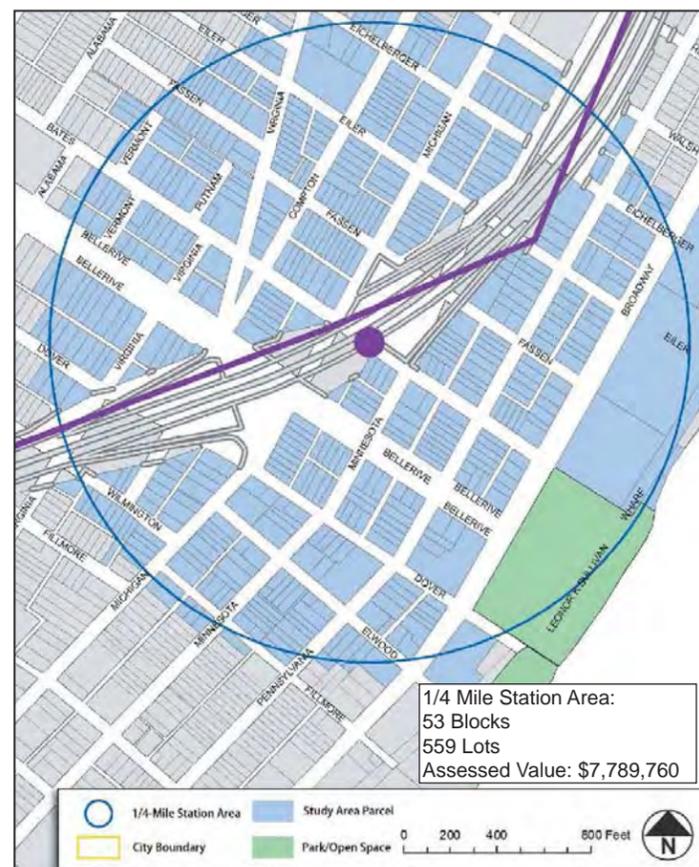
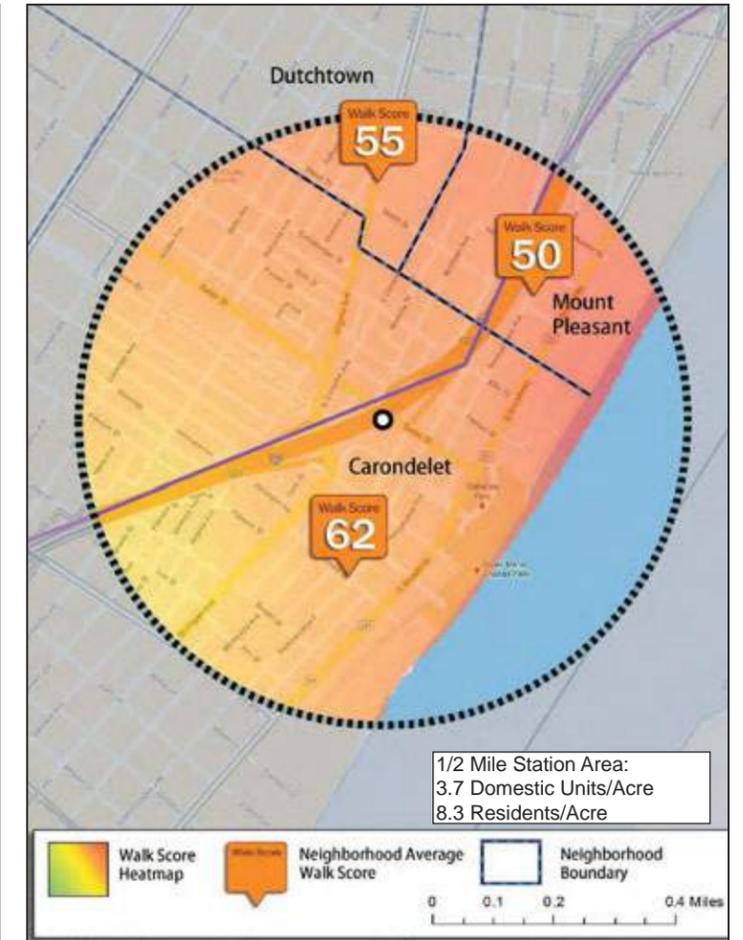
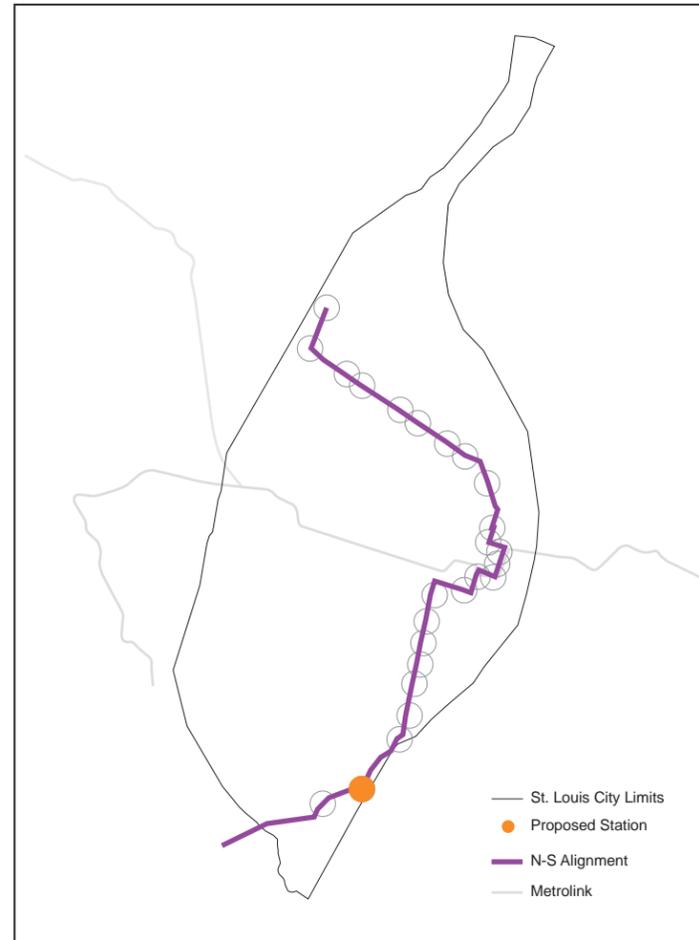
CATEGORY	SCREEN	VALUE
INTENSITY & USE MIX	Use Mix	0.15 Jobs/Residents
	Intensity	6,849 Jobs + Residents
CONNECTIVITY	Bus Routes	3
	Bike Infrastructure	2 Paths
	Mean Walkscore	55.66
URBAN FORM & QUALITY	Mean Block Size	4.7 Acres
	Neighborhoods In 1/2 Mile	3

#### PROPOSED CONDITIONS

TRANSIT FUNCTION	Station Orientation	Walk-Up Station
	STATION TYPE	Station Organization
DEVELOPMENT OPPORTUNITY	Underutilized Land	3.6 Acres
	% of 1/4 Mile Station area	2.8%
	Available Lots	9
	Assessed Value Of Underutilized Land	\$380,300
	Assessed Value of Land in 1/4 Mile Station Area	\$7,789,760
POTENTIAL PROGRAM	Desired Density for New Development	10-18 DU/Acre 1.0-1.5 FAR
	Lot-Suitable Building Types	Detached Single Family Dwelling Rear Garage Carriage House Duplex, Triplex, Fourplex Rowhouse & Courtyard Rowhouse

#### TRANSIT NEIGHBORHOOD TYPOLOGY

Transit Neighborhood General Type 1



# N-S ALIGNMENT

## STATION AREA TYPOLOGY ASSESSMENT

### LOUGHBOROUGH STATION

#### CURRENT CONDITIONS

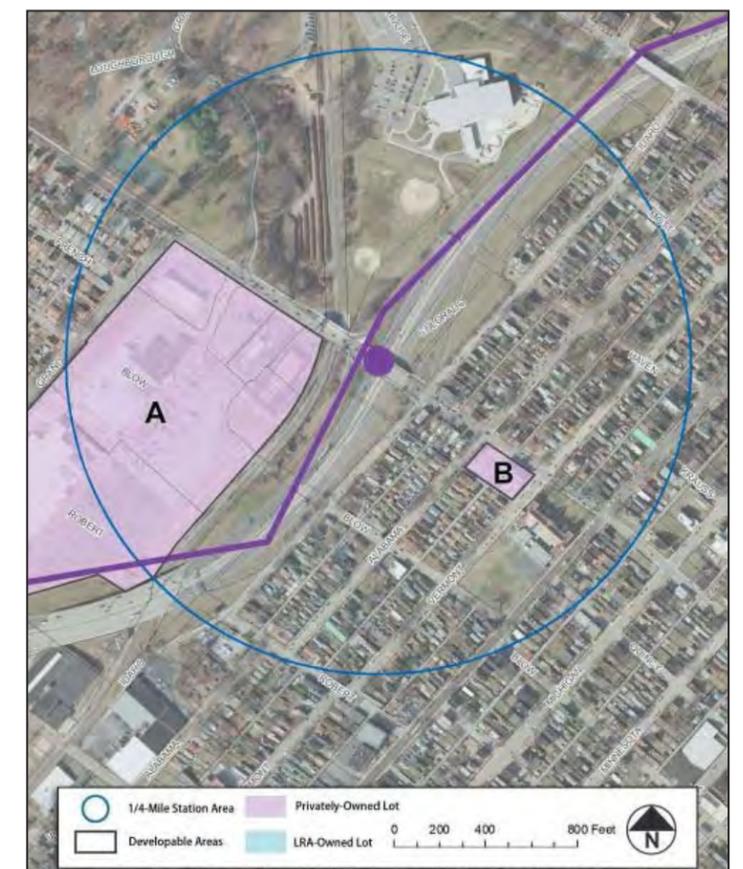
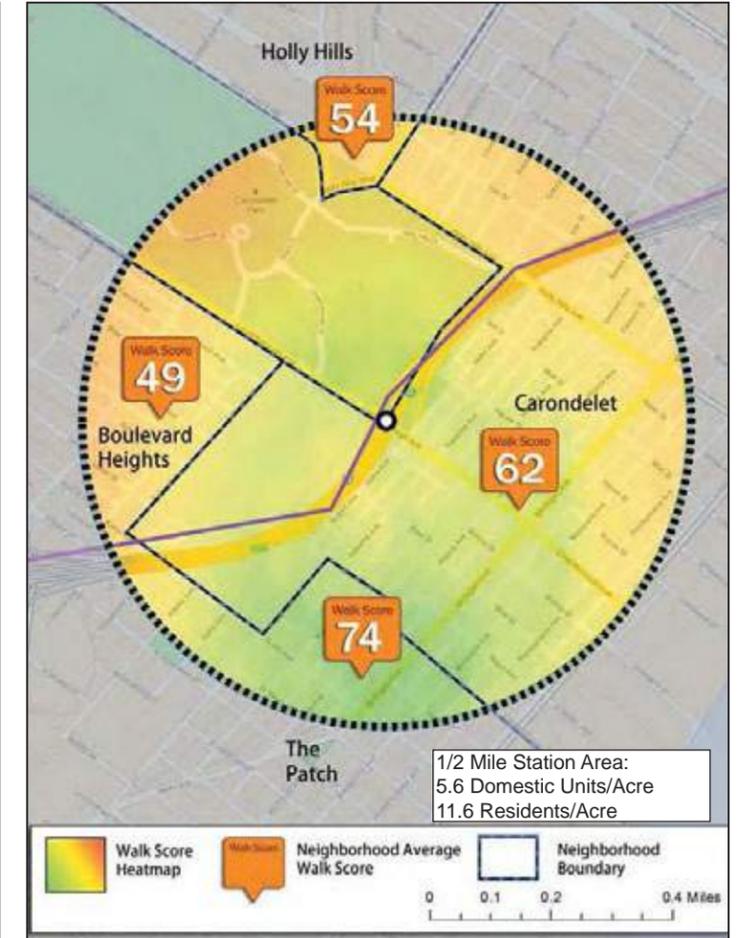
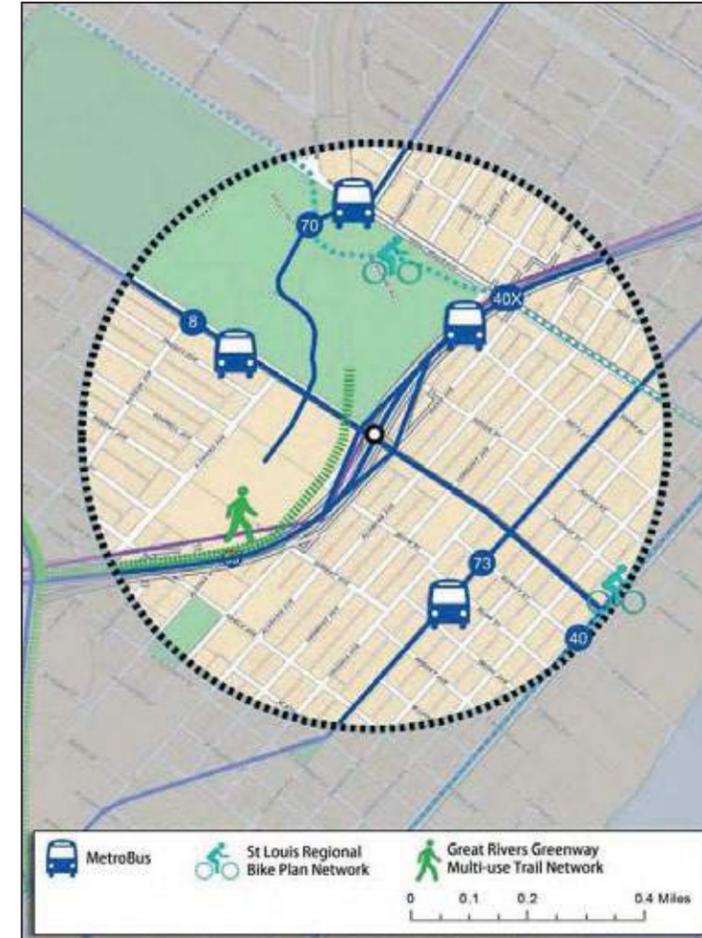
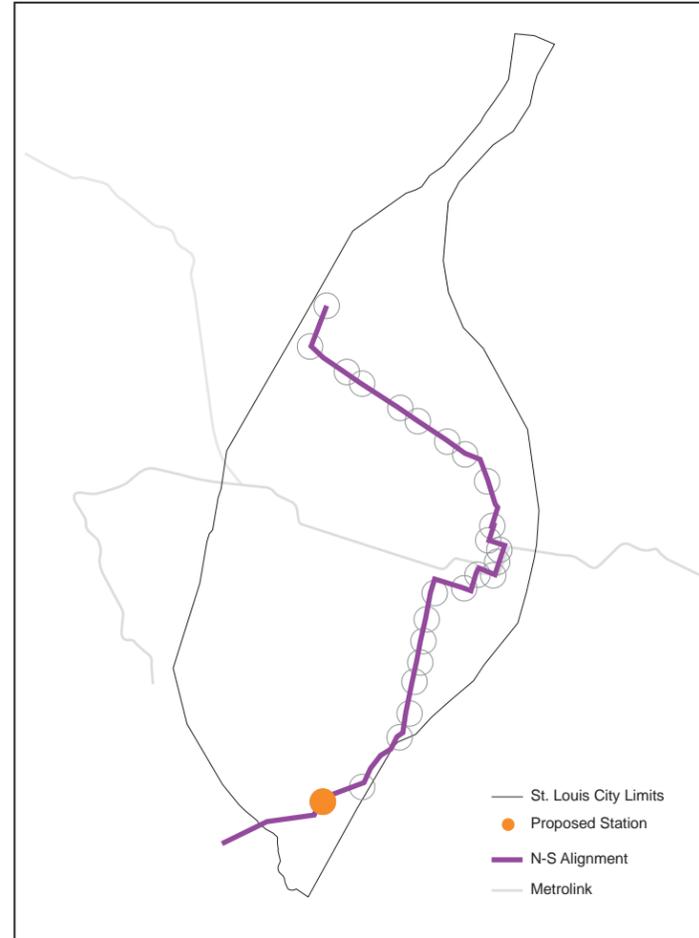
CATEGORY	SCREEN	VALUE
INTENSITY & USE MIX	Use Mix	0.22 Jobs/Residents
	Intensity	4,762 Jobs + Residents
CONNECTIVITY	Bus Routes	5
	Bike Infrastructure	2 Paths
	Mean Walkscore	59.75
URBAN FORM & QUALITY	Mean Block Size	7.8Acres
	Neighborhoods In 1/2 Mile	4

#### PROPOSED CONDITIONS

TRANSIT FUNCTION	Station Orientation	Walk-Up Station
STATION TYPE	Station Organization	Street Level Side Far-Side Platform
	Underutilized Land	27.4 Acres
DEVELOPMENT OPPORTUNITY	% of 1/4 Mile Station area	22%
	Available Lots	8
	Assessed Value Of Underutilized Land	\$5,779,900
	Assessed Value of Land in 1/4 Mile Station Area	\$20,134,550
	Desired Density for New Development	10-18 DU/Acre 0.7-1.5 FAR
POTENTIAL PROGRAM	Lot-Suitable Building Types	Duplex, Triplex, Fourplex Rowhouse & Courtyard Rowhouse Stacked Flats Courtyard Building High Rise Residential Building Flex Building Live/Work Units

#### TRANSIT NEIGHBORHOOD TYPOLOGY

Transit Neighborhood Center Type 2



# Technical Advisory Committee Meetings

TAC Meeting #1 Presentation:  
April 23, 2013

# TOD STATION AREA PLANNING

## North South Alignment

Technical Advisory Committee Meeting #1



SAINT LOUIS DEVELOPMENT CORPORATION

THE CITY OF SAINT LOUIS

April 23, 2013

H3 Studio :: Development Strategies :: Bernardin, Lochmueller & Associates :: Vector Communications :: M3 Engineering Group

## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### AGENDA

#### INTRODUCTION

- Background
- Purpose of Study
- Scope of Work & Schedule
- Advisory Committee
- Project Team



#### PROPOSED N/S ALIGNMENT

- Station Area Study and Profiles



#### OTHER TRANSIT / STATION AREA TYPOLOGICAL STUDIES

- St. Louis TOD Framework Plan
- St. Louis Streetcar Feasibility Study

#### APPLICATION OF TYPOLOGICAL STUDIES



#### SCHEDULE

- Task A Schedule

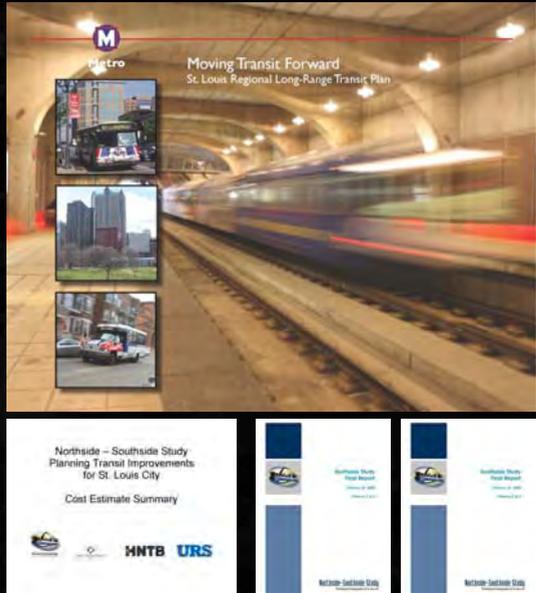
## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### BACKGROUND TO THE STUDY

In 2010, Metro put forth the **Moving Transit Forward: St. Louis Regional Long-Range Transit Plan** in which they provide a menu of five options for expanding MetroLink.

The **Northside-Southside Alignment** has the most fully developed plan of all the MetroLink corridors. In public meetings, this alignment was a **highly favored option** because it has the potential to serve the local area's transit needs by connecting existing and proposed bus, bicycle, and pedestrian networks, which, in turn, creates a **broader transportation network that brings transit to areas that need it the most.**



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### BACKGROUND TO THE STUDY

The proposed Northside-Southside Alignment would stretch from I-70 & Goodfellow via Natural Bridge, through downtown where it intersects with the ex. MetroLink route, and south to I-55 & Loughborough via Jefferson & I-55.



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

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The proposed Northside-Southside Alignment would stretch from I-70 & Goodfellow via Natural Bridge, through downtown where it intersects with the ex. MetroLink route, and south to I-55 & Loughborough via Jefferson & I-55.



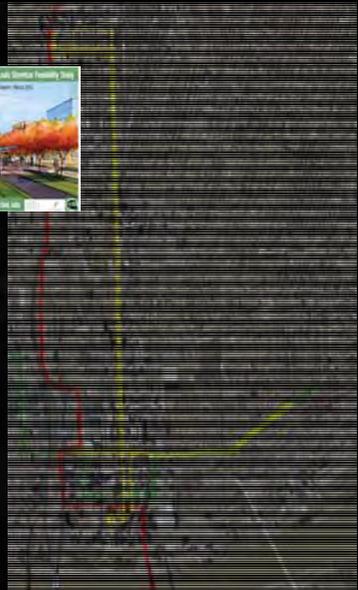
## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### BACKGROUND TO THE STUDY

The proposed Northside-Southside Alignment would stretch from I-70 & Goodfellow via Natural Bridge, through downtown where it intersects with the ex. MetroLink route, and south to I-55 & Loughborough via Jefferson & I-55.

Actual construction of this corridor is not expected to occur for some time and **could possibly be tested as a streetcar line for a shorter portion of its alignment.** Currently, outside of the downtown City core, a streetcar alignment is proposed to follow the same Northside-Southside Alignment.



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### BACKGROUND TO THE STUDY

This project is part of a three-year, \$4.7-million grant from HUD to develop a regional plan for sustainable development.

The St. Louis-area grant was announced in October 2010, with funding for planning running through December 2013. The \$4.7-million award was the **fourth-highest** among the 45 regions that received funding from HUD; 225 grant applications were submitted.

### GRANT ASSUMPTIONS

The grant is part of HUD's Sustainable Communities Initiative, which is currently funding planning efforts throughout the country. At the core of the planning effort are the six **Livability Principles** established by the Partnership for Sustainable Communities, an interagency collaboration of HUD, DOT & EPA.

Livability Principle	Indicator
<i>Provide more transportation choices</i>	Percent of jobs and housing located within one-half mile of transit
<i>Promote equitable, affordable housing</i>	Percent of household income spent on housing and transportation
<i>Enhance economic competitiveness</i>	Percent of workforce living within a 30 minute or less commute from primary job centers
<i>Support existing communities</i>	Percent of transportation investments dedicated to enhancing accessibility of existing transportation system
<i>Coordinate policies and leverage investment</i>	Percent of transportation projects where more than one federal funding source is utilized
<i>Value communities and neighborhoods</i>	Percent of housing located in walkable neighborhoods with mixed use destinations located nearby

## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

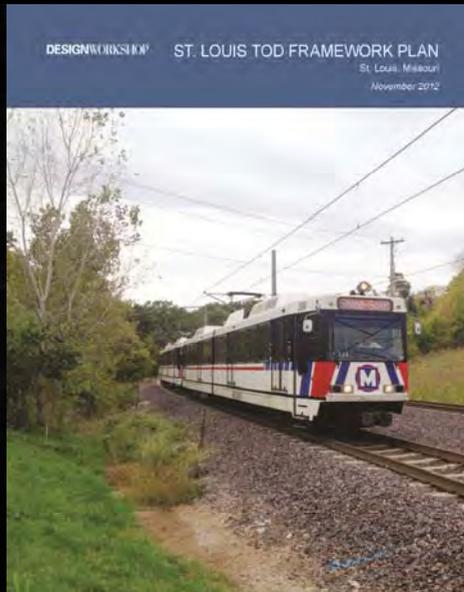
SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### BACKGROUND TO THE STUDY

#### ST. LOUIS TOD FRAMEWORK PLAN

East West Gateway Council of Governments and Metro along with many stakeholder organizations completed this project as part of the **Regional TOD Study for the St. Louis Region in 2012**

The Regional TOD Study provides a **guide for the overall regional and for individual jurisdictions and stakeholders** around the particular MetroLink stations, to **move TOD forward over the next 3 decades.**

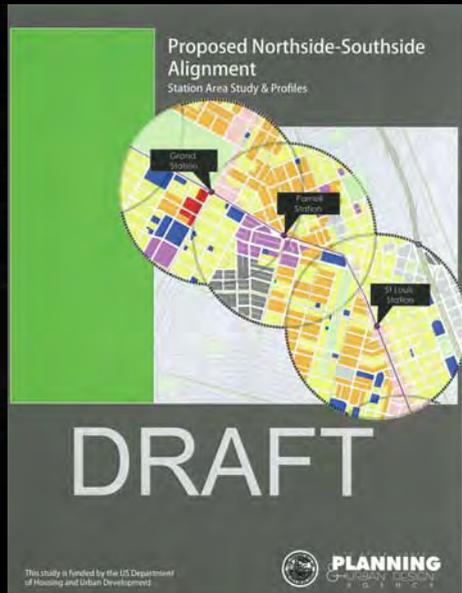


## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### BACKGROUND TO THE STUDY

The City has already prepared station area profiles for the 25 proposed stations along the Northside-Southside Alignment



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### PURPOSE OF THE STUDY

The purpose of this study is to assist the City of St. Louis, its neighborhoods, and developers **"with preparing for and taking advantage of transit investment along the proposed alignment"** and **"be responsible for identifying, recommending, and completion Station Area Plans for two stations along the N/S Alignment"**

Key to this will be **the creation of typologies** for the 25 proposed stations. These typologies need to be based upon **future development potential rather than existing conditions.**

Prior market research for the proposed N/S Alignment dates back to the feasibility study that was completed for the route in 2008.



# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

## SCOPE OF WORK

### Proposed Stations Along Northside-Southside Alignment

1. Develop Community Outreach Plan
2. Station Typology Identification
3. Selection of Two Station Areas
4. Station Plan Alternative
5. Economic Analysis of Alternatives
6. Refinement of Station Area Plans  
Alternatives including Transportation and Stormwater/Environmental Issues
7. Preferred Station Area Plans including Land Use and Zoning Changes / Estimated Costs of Improvements
8. Final Station Area Plans



# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

## PROJECT SCHEDULE

THE FOLLOWING TASKS REPRESENT THE CONSULTANTS PROPOSED SCOPE OF WORK AND BASIC SCHEDULE.

6.0 MONTHS FROM START TO FINISH.



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### TECHNICAL ADVISORY COMMITTEE

Connie Tomasula - PDA  
Don Roe - PDA  
Amy Lampe - SLDC  
Otis Williams - SLDC  
Dale Ruthsatz - SLDC  
Paul Hubbman - EWG  
Patrick Brown - Mayor's Office  
Stephen Gregali - Mayor's Office  
Mark Phillips - Metro  
Joe Thele - Neighborhood Stabilization Office  
John Kohler - BPS  
Todd Antoine - GRG  
Todd Waelterman - Streets Department



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### PROJECT TEAM & ROLES

**PROJECT LEAD:** H3 Studio Inc.  
Urban Design , Planning & Sustainability

- Station Area Plan Typologies
- Station Area Planning
- Land Use & Zoning
- Sustainability Planning

#### SUB-CONSULTANTS:

Economic Analysis & Planning  
Development Strategies

Public Engagement and Outreach  
Vector Communications Corporation

Transportation Planning & Engineering  
Bernardin, Lochmueller & Associates

Stormwater/Environmental & Costing  
M3 Engineering Group

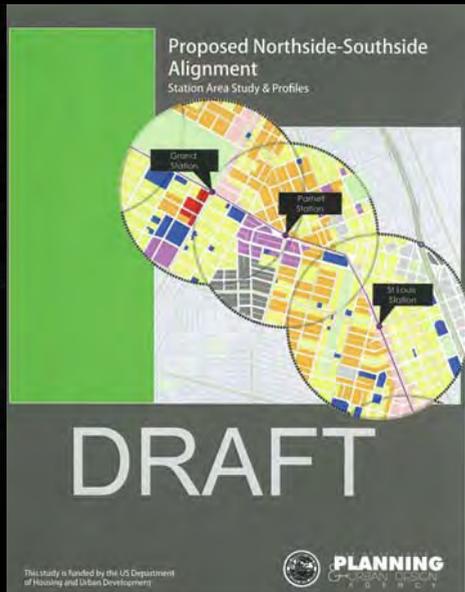


# PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

## PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

### Station Area Study & Profiles

- Compiled by the Planning & Urban Design Agency
- 25 Station Areas



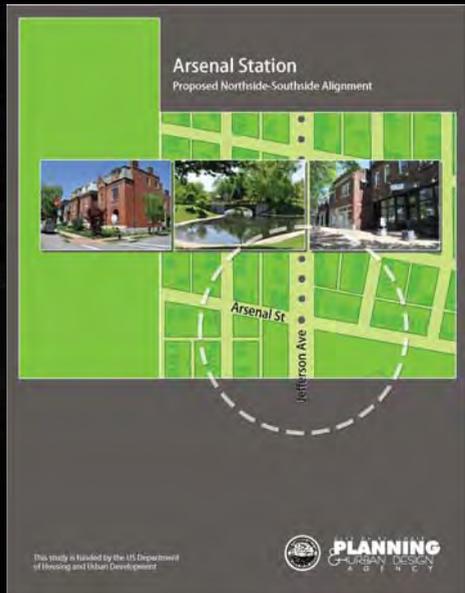
# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

## PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

### Station Area Profiles

- Compiled by the Planning & Urban Design Agency
- 25 Station Areas
- Station Area by Station Area catalog of
  - Connectivity
  - Walkability
  - Demographics, Housing, and Employment
  - Neighborhood Context
  - Existing Conditions
  - Potential Development Opportunities
  - Zoning, Land Use Policies, and Community Plans
  - Potential Development Areas



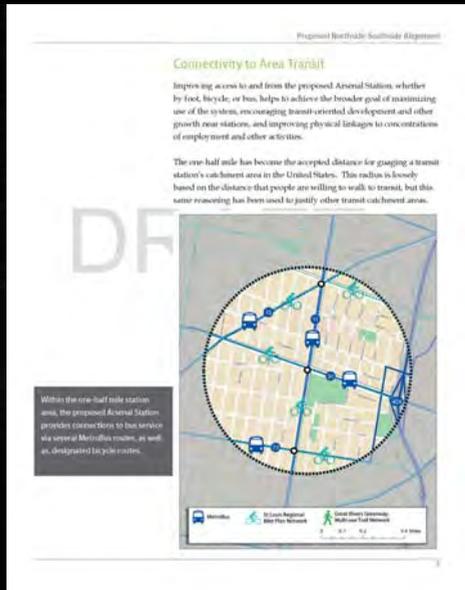
# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

## PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

### Station Area Profiles

- Compiled by the Planning & Urban Design Agency
- 25 Station Areas
- Station Area by Station Area catalog of
  - Connectivity
    - Number of Bus routes
    - Dedicated on street bike routes as part of the Gateway Bike Plan
    - Presence of Great Rivers Greenway Multi-Use Trail Network
    - All connectivity information for the ½ mile surrounding the proposed station



# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

## PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

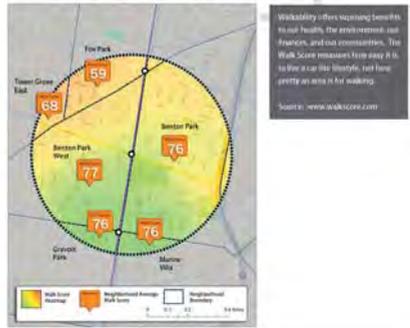
### Station Area Profiles

- Compiled by the Planning & Urban Design Agency
- 25 Station Areas
- Station Area by Station Area catalog of
  - Connectivity
  - Walkability
    - For each neighborhood within the 1/2 mile radius of a proposed station, a Walkscore was generated.
    - Walkscores indicate the ease with which a resident or worker can live a car-lite lifestyle
    - Walkscore Ranking:
      - 90-100 Walker's Paradise
      - 70-89 Very Walkable
      - 50-69 Somewhat Walkable
      - 0-49 Car-Dependent

### Aerial Station

#### Walkability

The area within the one-half mile proposed Aerial Station area that are part of the Benton Park, Benton Park West, Gravois Park, and Marine Villa Neighborhoods, with Walk Scores of 76 and 77, are considered "Very Walkable" according to [www.walkscore.com](http://www.walkscore.com)'s grading system, meaning that most errands can be accomplished on foot. These four neighborhoods are among the 10 most walkable neighborhoods in St. Louis and comprise more than 3/4 of the half-mile station area. The Tower Grove East and Fox Park Neighborhoods are considered only "Somewhat Walkable," with Walk Scores of 68 and 69 respectively, indicating that some errands are within walking distance.



Walkability offers varying benefits to our health, the environment, and finances, and our communities. The Walk Score measures how easy it is to live in an area that has few cars as a way to live.

# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

## PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

### Station Area Profiles

- Compiled by the Planning & Urban Design Agency
- 25 Station Areas
- Station Area by Station Area catalog of
  - Connectivity
  - Walkability
  - Demographics, Housing, and Employment
    - DEMOGRAPHICS
      - Acres
      - Population
      - Population Density
      - Age Distribution
      - Education
      - Income
      - Household Size
    - Information taken from 2010 Census for the area within a 1/2 mile radius of the proposed station

### Proposed Northside-Southside Alignment

#### Demographics, Housing and Employment

The proposed station area's population contains a high percentage of single and two person households. Over 70% of the residents possess a high school diploma, with 40% of those holding a college or graduate degree. Approximately 60% of the households living within a half-mile of the proposed Aerial Station make less than \$50,000 per year, with a little over a quarter (28%) of the residents living below the federal poverty line. In comparison, the median income for the City of St. Louis is \$34,227, with 21% of its residents living below the poverty level.

- High density (11.7 persons/acre)
- Walkable age population
- Middle class educational attainment
- Moderate income
- Affordable live-in units
- Student-friendly area

Proposed Station		Population		Income	
Area	460.09	Age	0-17	Personal poverty	27.0%
Population	7,872		18-24	18.2%	
Gender (male/female)	1519		25-34	24.7%	Household income
Male	782		35-44	22.6%	\$0-\$9,999
Female	737		45-54	12.6%	\$10,000-\$14,999
			55-64	8.2%	\$15,000-\$19,999
			65+	8.8%	\$20,000-\$24,999
					\$25,000-\$29,999
					\$30,000-\$34,999
					\$35,000-\$39,999
					\$40,000-\$44,999
					\$45,000-\$49,999
					\$50,000+
					Education*
					No diploma
					High school
					College degree
					Graduate degree
					Household size
					1
					2
					3
					4
					5+

# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

## PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

### Station Area Profiles

- Compiled by the Planning & Urban Design Agency
- 25 Station Areas
- Station Area by Station Area catalog of
  - Connectivity
  - Walkability
- Demographics, Housing, and Employment
  - HOUSING AND TRANSPORTATION
    - Total Units
    - Occupied Units
    - Vacant Units
    - Housing Age
    - Rental Prices
    - Vehicle Availability
    - Means of Commute
  - Information taken from the 2010 Census for the area within a ½ mile radius from the proposed station

#### Annual Station

The half-mile station area has an average residential density of 9.6 housing units per acre. The majority of the housing stock was built prior to the 1980s. The housing stock is fairly evenly split between owner- and renter-occupied. The overall vacancy (4%) is higher than the City's average of 2.1%. The owner-occupied housing stock in the study is 10% higher than the housing market, with almost 20% of the owner-occupied units being valued below \$200,000. In comparison, the median home value for the City of St. Louis is \$170,000. The rental housing is moderately affordable, with at least 55% of the rental units priced below the City's median rent of \$650 per month. The reported commuting pattern was typical of that found in the City as a whole with the greatest number of residents (68%) reporting driving their own car to work, but a higher than national percent (17%) reported carpooling and another 9% reported using transit.

**Transport Profile:**

- own car to work (68%)
- transit (9%)

Table 2: Housing and Transportation

Housing	Housing	Transportation
Housing Units	Owner-occupied housing values	Vehicle Availability
Total units	<\$100,000	2 cars per household
Density (2.5 acres)	\$100,000-\$199,999	1 car per household
Occupied	\$200,000-\$299,999	0 cars per household
Owner-occupied	\$300,000-\$499,999	0 cars per household
Renter-occupied	\$500,000+	0 cars per household
Vacant	Rental prices	Months of Commute *
	No car to rent	1-3 months
	10-100	4-6 months
	100-499	7-11 months
	500-749	12-15 months
	750-999	16-19 months
	1,000-1,499	20-23 months
	1,500-1,999	24-27 months
	2,000+	28-31 months

# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

## PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

### Station Area Profiles

- Compiled by the Planning & Urban Design Agency
- 25 Station Areas
- Station Area by Station Area catalog of
  - Connectivity
  - Walkability
- Demographics, Housing, and Employment
  - EMPLOYMENT
    - Industry
    - Firms (employers)
    - Jobs (workers)
  - Data represents area ½ mile radius surrounding the station area
  - This data can be compared to the residential population to understand live/work use mix for a particular station area

#### Employment by Industry

Table 3 provides data on employment within the station area. Within a half-mile of the proposed Annual Station there are 151 firms and agencies employing 1,130 people. The greatest number of jobs occurred in the Public Administration sector, followed closely by the Administrative and Support, Wholesale Trade, and Retail Trade sectors.

Table 3: Employment by Industry

NAICS	Industry	Firms	Jobs	NAICS	Industry	Firms	Jobs
23	Construction	19	54	80	Professional, Scientific & Technical Services	11	23
31-33	Manufacturing	11	35	81	Management of Companies & Enterprises	1	6
42	Wholesale Trade	5	56	82	Administrative & Support, Waste Management & Remediation Services	8	199
44-45	Retail Trade	29	119	83	Health Care & Social Assistance	15	128
48-49	Transportation & Warehousing	7	4	71	Arts, Entertainment & Recreation	1	3
53	Information	1	0	72	Accommodation & Food Services	10	172
52	Finance & Insurance	9	30	81	Other Services	20	66
53	Rent, Leasing, Rental & Leasing	10	13	90	Public Administration	1	236
				<b>Total: 151   1,130</b>			

# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

## PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

### Station Area Profiles

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- 25 Station Areas
- Station Area by Station Area catalog of
  - Connectivity
  - Walkability
  - Demographics, Housing, and Employment
  - Neighborhood Context
  - Existing Conditions
    - A block by block photographic summary of the quarter mile surrounding the proposed station area.
    - These photos are helpful to understand the character and building form at each station area.

Waggoner Northside-Southside Alignment

#### 3000 Block Iowa

This block is primarily developed with a variety of 1- to 3-story row to four family brick homes that were built between the 1880s and 1910s. These homes exhibit a range of an historical styles, including Second Empire, Renaissance Revival and Craftsman. There is a few 1950s-era Mid-Century Modern style homes. On the east side of the block at the northern end is a playground that belongs to Southside Early Childhood Center. Parking is provided on-street or in alley-loaded detached garages/parking pads. Building setbacks and spacing are consistent.



#### 3100 Block Iowa (between Arsenal and Junata)

This block is partially developed with a variety of 1- to 3-story single and two-family brick homes that were built between the 1880s and 1900s. These homes are mainly vernacular in form, but exhibit borrowed details from the Second Empire and Renaissance Revival styles. The remainder of the block is developed with a newer, larger brick building and an adjacent surface parking lot that was built by the Salvation Army. The building is used as a Temple and Community Center. Across the street to the east is another large, forced parking lot. The alleys on the east side of the block have retained their original brick. Additional parking is provided on street or in alley-loaded detached garages/parking pads. Building setbacks and spacing vary.



# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

## PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

### Station Area Profiles

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- 25 Station Areas
- Station Area by Station Area catalog of
  - Connectivity
  - Walkability
  - Demographics, Housing, and Employment
  - Neighborhood Context
  - Existing Conditions
  - Potential Development Opportunities
    - Vacant or available lots in the area within a 1/4 mile from the proposed station
    - Details whether property is Privately or LRA owned

Waggoner Northside-Southside Alignment



# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

## PROPSD NORTHSIDE-SOUTHSIDE ALIGNMENT

### Station Area Profiles

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- 25 Station Areas
- Station Area by Station Area catalog of
  - Connectivity
  - Walkability
  - Demographics, Housing, and Employment
  - Neighborhood Context
  - Existing Conditions
  - Potential Development Opportunities
- **Potential Development Areas**
  - Listing of each of the available properties within ¼ mile radius of proposed station
  - information regarding:
    - Available Lot Count
    - Available Acres
    - Assessed Value of available land

### Station Areas

#### Potential Development Opportunities

This section highlights several potential development sites within a quarter mile of the proposed Armental Station area. The opportunities in this proposed area primarily consist of several city- and privately-owned vacant lots, parking lots and other underutilized areas that create some significant development opportunities. Most of the development opportunities are located along Jefferson Avenue and Armental Street (west of Jefferson), but there are several groups of both LBA, and privately-owned vacant lots located on the northeast quadrant of the proposed station area. While there are also several scattered single lot sites, the more significant development sites have been identified by a letter area in the table below. In all, there are approximately 30 potential development opportunities in the proposed Armental Station area that meet the same opportunity for new or re-use TOD development.

Table 1. Potential Development Opportunities

Area	Area Description	Ownership	Zoning	# Lots	Acres	Assessed Value
A	2828-2842 Olive	Multiple (private)	C: Multi-Family	10	0.7	\$30,900
B	2828-2842 Olive	LBA	F: Neighborhood Commercial	4	0.9	\$14,050
C	2843-2845 Jefferson	Multiple (private)	C: Multi-Family	7	0.6	\$16,500
D	2843-2845 Jefferson	Multiple (private)	F: Neighborhood Commercial	5	0.6	\$61,400
E	2843-2847 Indiana	LBA	C: Multi-Family	8	0.5	\$11,000
F	2850-2911 Olive	Non-Investment LLC	C: Multi-Family	5	0.4	\$26,100
G	2917-2930 Olive	South Side Day Nursery	C: Multi-Family	6	1.0	\$108,900
H	2914-2916 Park Alley	State Street Investment	F: Neighborhood Commercial	1	0.2	\$5,000
I	2902-2902 Olive	Holiness Church of God	C: Multi-Family	1	0.2	\$5,000
J	2900-2902 Jefferson	Multiple (private)	C: Multi-Family	5	0.2	\$5,000
K	2806-2910 Park Alley	LBA	F: Neighborhood Commercial	11	1.7	\$233,000
L	2958-2957 Indiana	LBA	C: Multi-Family	4	0.2	\$26,500
M	3006-3008 Olive	Suburban Army	B: Two-Family	5	0.2	\$47,900
N	3114-3116 California	Suburban Army	F: Neighborhood Commercial	5	0.4	\$15,400
O	3728 Armental	Suburban Army	F: Neighborhood Commercial	4	0.3	\$49,800
P	2843-2841 Armental	Multiple (private)	LBA	4	0.3	\$49,800
Q	3025-3131 S. Jefferson	Multiple (private)	F: Neighborhood Commercial	6	3.8	\$193,000
R	3070 Missouri	Reston Park Developers	C: Multi-Family	1	0.6	\$13,100

# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

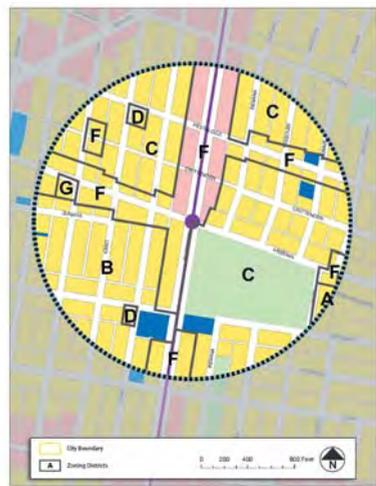
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  - Neighborhood Context
  - Existing Conditions
  - Potential Development Opportunities
  - Potential Development Areas
- **Zoning, Land Use Policies, and Community Plans**
  - For the area ¼ mile from the proposed station area
  - At the vast majority of stations, the surrounding land is zoned for some form of residential and some form of commercial use.

Proposed Northside-Southside Alignment





## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### ST. LOUIS TOD FRAMEWORK PLAN

East West Gateway Council of Governments and Metro along with many stakeholder organizations completed this project as part of the Regional TOD Study for the St. Louis Region in 2012

The Regional TOD Study provides a guide for the overall regional and for individual jurisdictions and stakeholders around the particular MetroLink stations, to move TOD forward over the next 3 decades.



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### ST. LOUIS TOD FRAMEWORK PLAN

- The Study Includes:
  - Regional Market Study – documents TOD potential at each station.
  - Site Analysis
  - Development Feasibility Analysis
  - Station Area Typologies
  - TOD Framework Masterplan
    - Analysis of all 37 stations
    - Recommendations and action steps for all 37 local jurisdictions
    - TOD Toolbox - Implementation tools for all or some stations within the system
  - Detailed Station Area Plans – for 5 MetroLink stations. To be completed in 2013.
    - Will be ready for entitlement proceedings and development negotiations.



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### ST. LOUIS TOD FRAMEWORK PLAN

#### KEY GOALS OF THE TOD FRAMEWORK PLAN?

- Education Concerning TOD
- Explain concept of TOD to local leaders and general population about what TOD means for the St. Louis Region
- Develop a Regional Vision for TOD
- Outline Implementation Tools /Strategies
- Roadmap for TOD for Every Station
- Completion of Station Area Plans

#### HOW WILL THE TOD FRAMEWORK PLAN BE USED?

- Identification of Development Opportunities at Particular Stations
- Identification of Market Potential at Each Station
- Bike and Pedestrian Strategies for Each Station and Overall System
- Action Steps for Local Partners
- Implementation Tools for TOD



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

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**DOWNTOWN TYPOLOGY** — Primary center of economic and cultural activity in any region. Dense mix of housing & employment types, retail and entertainment catered to region. Many transit modes.



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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**MAJOR URBAN CENTER TYPOLOGY** — mix of residential, employment, retail, and entertainment. Slightly lower densities. Draw residents from surrounding neighborhoods. Commuter hubs for larger region, multiple transit options. Many have historic character and street network.



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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**NEIGHBORHOOD TYPOLOGY** — Primarily residential areas well connected to local and regional transit network. Mix of housing and local serving retail. Commercial limited to small businesses or small-scale industry. Well connected street grid. Transit less of a focus; station may be at edge of two neighborhoods.



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**SUBURBAN TOWN CENTER TYPOLOGY** — Mix of residential, employment, retail and entertainment. Origin and destination for commuters. Mix of transit types connected to regional transit network with high-frequency service. More recent development than in downtowns or urban centers. More single-use employment areas and residential neighborhoods.



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

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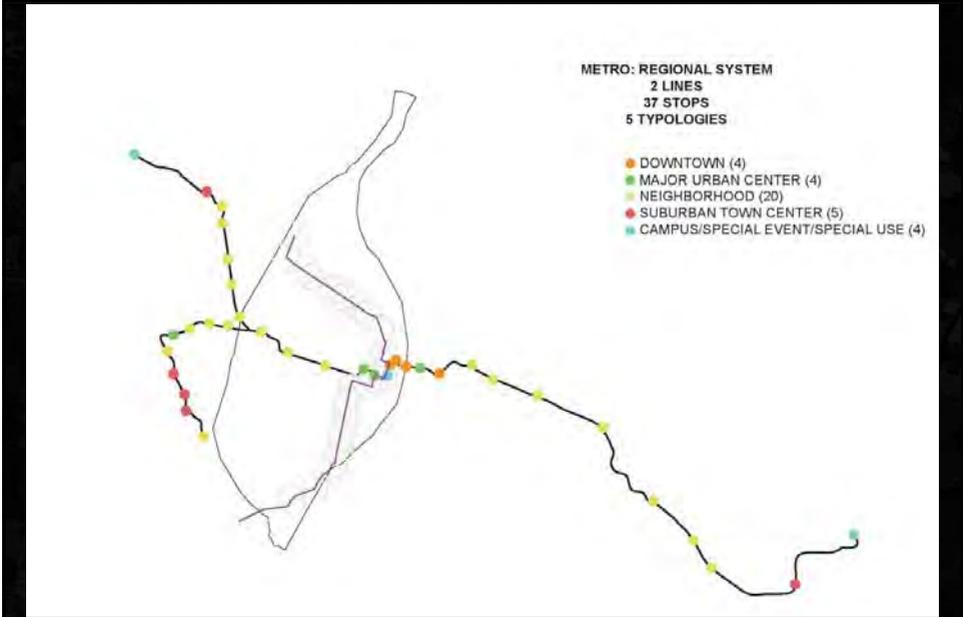
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**CAMPUS / SPECIAL EVENT / SPECIAL PURPOSE TYPOLOGY** — Single-use area focused around a major institution such as university or entertainment venue (stadium.) Transit stations not key focus of economic activity. Secondary transit service infrequent and focused only on stations. More recent development. Street grid probably less connected than in older neighborhoods.

## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### ST. LOUIS STREETCAR FEASIBILITY STUDY

#### WHAT IS THE STREETCAR FEASIBILITY STUDY?

The Partnership for Downtown St. Louis completed this in March 2012 determining the feasibility of streetcars linking Downtown St. Louis to the surrounding neighborhoods and west to the Central West End

The Study Includes:

- Market Analysis
- Alignment
- Traffic Impacts
- Environmental Impacts
- Ridership Forecast
- Operations Plan
- Costs
- Development Opportunities, including Destinations and Development Types



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### ST. LOUIS STREETCAR FEASIBILITY STUDY

#### KEY GOALS OF THE ST. LOUIS STREETCAR FEASIBILITY STUDY?

- Support the goals established in *The Downtown Next 2020 Vision* to improve Downtown's Accessibility
- Create a catalyst for continued economic development
- Provide Additional opportunities for alternative transportation
- Support the Region's and City's Sustainability Initiatives
- Promote an Environment that will retain and attract new jobs and residents to the City.

#### HOW WILL THE FEASIBILITY STUDY BE USED?

- As Precedent for the recent assignment of station area typologies within the City
- To understand the distribution of station area types throughout the City
- To determine the Station Areas to be shared by the Proposed Northside-Southside Alignment and the Proposed Streetcar line



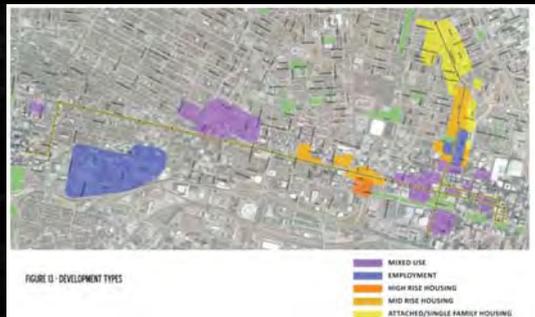
## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### ST. LOUIS STREETCAR FEASIBILITY STUDY

#### NEW ALIGNMENT STRETCHING FROM DOWNTOWN TO CWE & ALONG NATURAL BRIDGE

- BUILDING USE & FORM
- To determine 5 typologies, each of which can exist simultaneously within the ¼ mile station area
  - Employment
  - Mixed Use
  - High-Rise Housing
  - Mid-Rise Housing
  - Attached/Detached Single Family
- Development Types are for potential future development and not current conditions.



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### ST. LOUIS STREETCAR FEASIBILITY STUDY

**The Feasibility Study assigns building form and use potential in the areas surrounding proposed stations.**

- Employment
  - Six Stories
  - 35% of Site Developed
  - ~200 Square Feet/Employee



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### ST. LOUIS STREETCAR FEASIBILITY STUDY

**Study assigns building form and use potential in the areas surrounding proposed stations.**

- Employment
- Mixed Use
  - Ground floor commercial
  - Housing/Office in upper floors
  - Four stories when constructed in Neighborhoods
  - 12 Stories when constructed in Downtown/Midtown setting
  - 35% of parcel develop
  - 1100 Square foot residential units



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### ST. LOUIS STREETCAR FEASIBILITY STUDY

**Study assigns building form and use potential in the areas surrounding proposed stations.**

- Employment
- Mixed Use
- **High Rise Residential**
  - 10 Stories
  - 1100 Square foot residential units
  - 50% of parcel developed



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### ST. LOUIS STREETCAR FEASIBILITY STUDY

**Study assigns building form and use potential in the areas surrounding proposed stations.**

- Employment
- Mixed Use
- High Rise Housing
- **Mid Rise Housing**
  - 4 Stories
  - 1100 Square feet



**ST. LOUIS STREETCAR  
FEASIBILITY STUDY**

**Study assigns building form and use potential in the areas surrounding proposed stations.**

- Employment
- Mixed Use
- High Rise Housing
- Mid Rise Housing
- Attached/Detached Single Family
  - 10 Units per acre
  - Townhouses – Attached
  - Houses – Detached
  - 2000 Square foot average unit size



# TOD TYPOLOGIES APPLIED TO N/S ALIGNMENT

- ST. LOUIS TOD TYPOLOGY FRAMEWORK
- ST. LOUIS STREETCAR FEASIBILITY STUDY

## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### STATION AREA TYPOLOGY

#### ST. LOUIS TOD FRAMEWORK PLAN TYPOLOGIES: Region

- Regional Plan
- Five station area typologies

AT THE REGIONAL SCALE, THERE ARE 20 STATION AREAS CATEGORIZED AS BEING A NEIGHBORHOOD TYPOLOGY. THESE STATIONS SPAN TWO STATES, AND DIFFERENT POPULATION AND EMPLOYMENT INTENSITIES.



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

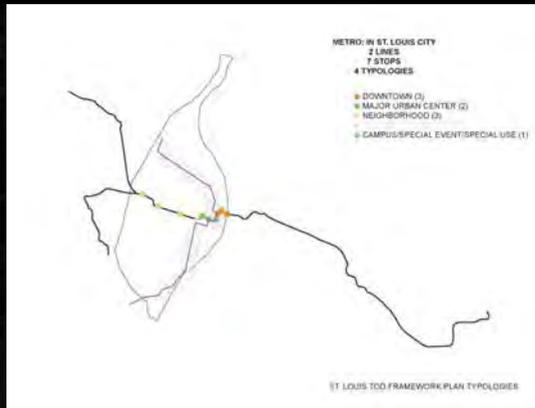
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### STATION AREA TYPOLOGY

#### ST. LOUIS TOD FRAMEWORK PLAN TYPOLOGIES: City

- Snapshot of Station area typologies within city
- Four station area typologies represented

WITHIN THE CITY OF ST. LOUIS, OF THE METRO STATIONS, THREE ARE CATEGORIZED AS NEIGHBORHOOD TYPOLOGIES, WHILE TWO ARE CONSIDERED MAJOR URBAN CENTERS, AND THREE FIT THE DOWNTOWN TYPOLOGY.



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### STATION AREA TYPOLOGY

#### ST. LOUIS TOD FRAMEWORK PLAN TYPOLOGIES: Proposed Northside-Southside Alignment

- City scale transport system
- Passes through primary residential portion of St. Louis
- On the Northside-Southside Alignment, only three typologies are represented.
- Of the 25 station areas, 20 are categorized as being a Neighborhood Typology.
- Of the remaining five stations, three are categorized as a Downtown Typology and there is a single Major Urban Center.

ST. LOUIS TOD FRAMEWORK PLAN STATION ARE TYPOLOGIES DO NOT EFFECTIVELY DISTINGUISH BETWEEN NUANCED CONDITIONS OF THE STATION AREAS TRAVERSED BY THE NORTHSIDE-SOUTHSIDE ALIGNMENT.



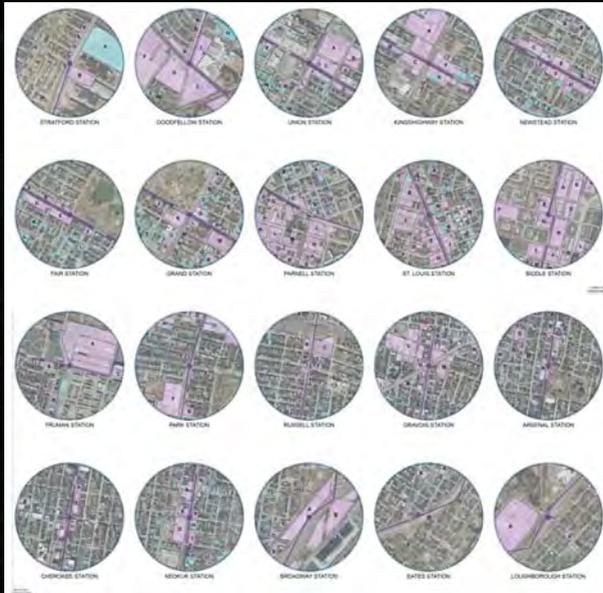
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SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

# TOD TYPOLOGY CASE STUDIES

- SEATTLE
- DENVER
- ATLANTA
- PORTLAND
- ALLEGHENY COUNTY
- LOS ANGELES

## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

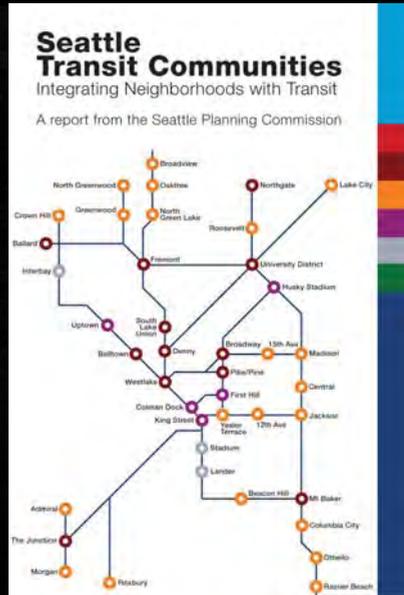
### SEATTLE

November 2010 publication by the Seattle Planning Commission establishes vision for communities centered around transit.

Seattle bases its plan for transit communities on its projections for job and population growth over the next 30 years.

Given the vast increases in populations, the city is focusing on a robust public transportation system to reduce the load on its ecological and economic resources.

The city has been operating light rail since 2009 and has been continually investing in a multi-modal transportation network.



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### SEATTLE

Each station area in the rail transit network is assigned a typology based on a qualitative assessment of scale, commuters, and use mix.

These typologies highlight the ways each community uses public transport, as well as the community's scale and intensity of development.

The focus on public transit throughout the city is aided at each station stop by a focus on easy biking and walking throughout each community.

Walkability is directly supported by the coordination of land use in the area surrounding the station.



# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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## SEATTLE

### TYPOLOGIES BASED ON A QUALITATIVE ASSESSMENT OF

- LAND USE
  - COMMUTER DRAW
  - BUSINESS SCALE
- To determine 4 Station Area Typologies
    - Mixed Use Centers
    - Mixed Use Neighborhoods
    - Special Districts
    - Industrial Job Centers

MIXED USE CENTERS		
Ballard	First Hill*	South Lake Union
Belltown	Fremont	The Junction
Broadway	King Street*	University District
Colman Dock*	Mt Baker	Uptown*
Denny	Northgate	Westlake
MIXED USE NEIGHBORHOODS		
12th Ave	Crown Hill	North Greenwood
15th Ave	Greenwood	Oaktree
Admiral	Jackson	Othello
Beacon Hill	Lake City	Rainier Beach
Broadview	Madison	Roosevelt
Central	Morgan	Roxbury
Columbia City	North Green Lake	Yesler Terrace
SPECIAL DISTRICTS		
Colman Dock*	Husky Stadium	Stadium*
First Hill*	King Street*	Uptown*
INDUSTRIAL JOB CENTERS		
Interbay	Lander	Stadium*

\*Stations listed that serve beyond of two typologies

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## SEATTLE

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BECAUSE THE TYPOLOGIES ARE QUALITATIVE IN NATURE, THE TYPOLOGICAL SYSTEM LACKS NUANCED DISTINCTIONS BETWEEN THE 39 STATIONS IN THE CITY. THERE ARE BASICALLY ONLY TWO PRIMARY TYPOLOGIES IN THE METRO AREA

MIXED USE CENTERS		
Ballard	First Hill*	South Lake Union
Belltown	Fremont	The Junction
Broadway	King Street*	University District
Colman Dock*	Mt Baker	Uptown*
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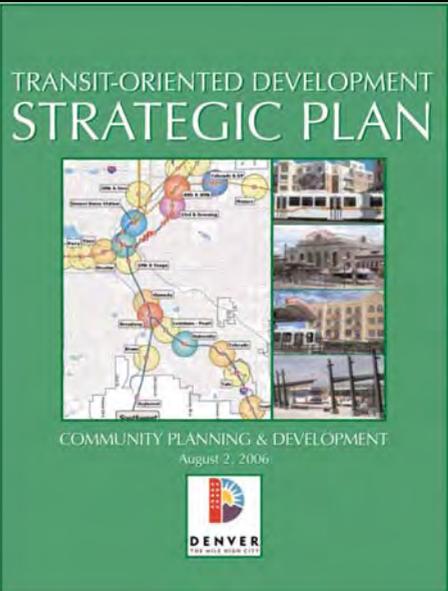
### DENVER

August 2006 report details planning guidelines & vision for interdepartmental coordination of TOD along the light rail network in the city.

Strategic plan part of Transit Expansion Project which aims to bring the total station areas from 14 to nearly 40, distributed throughout the Denver Metro Area.

Contemporary TOD in Denver brought about by popular 2004 ballot measure, FasTracks, to support public transit.

"FasTracks represents an unprecedented opportunity to capitalize on the convergence of demographic trends, consumer preferences and a willingness of residents in the region to invest in transit."



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

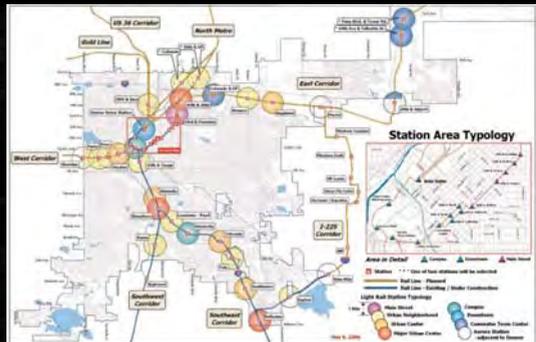
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### DENVER

The report outlines 7 typologies on each of its eight planned and existing lines.

Each station typology has an associated

- land use
- housing type
- commercial and employment type
- building scale
- transit system function



# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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## DENVER

### TYPOLOGIES BASED ON

- LAND USE MIX
- DESIRED HOUSING TYPES
- COMMERCIAL / EMPLOYMENT TYPES
- BUILDING SCALE
- TRANSIT SYSTEM FUNCTION

### To Determine 7 typologies

- Downtown
- Major Urban Center
- Urban Center
- Urban Neighborhood
- Commuter Town Center
- Main Street
- Campus/Special Events Station

TOD Typology	Desired Land Use Mix	Desired Housing Types	Commercial/ Employment Types	Proposed Scale	Transit System Function
Downtown	Office, retail, residential, entertainment, and civic uses	Multi-family and loft	Prime office and shopping location	5 stories and above	Intermodal facility/transit hub. Major regional destination with high quality feeder bus/streetcar connections.
Major Urban Center	Office, retail, residential, entertainment	Multi-family and townhome	Employment emphasis, with more than 250,000 office & 50,000 sf retail	5 stories and above	Sub-Regional destination. Some Park-n-ride. Linked with district circulator transit and express feeder bus.
Urban Center	Office, retail, residential	Multi-family and townhome	Limited office. Less than 25,000 sf office. More than 50,000 sf retail	3 stories and above	Sub-Regional destination. Some Park-n-ride. Linked with district circulator transit and express feeder bus.
Urban Neighborhood	Residential, neighborhood retail	Multi-family townhome, small lot single-family	Local-serving retail. No more than 50,000 sf	2-7 stories	Neighborhood walk-up station. Very small Park-n-ride, if any. Local bus connections.
Commuter Town Center	Office, retail, residential	Multi-family townhome, small lot single-family	Local and commuter-serving. No more than 25,000 sf	2-7 stories	Capture station for in-bound commuters. Large Park-n-ride with local and express bus connections.
Main Street	Residential, neighborhood retail	Multi-family	Main street retail infill	2-7 stories	Bus or streetcar corridors. District circulator or feeder transit service. Walk-up stops. No transit parking.
Campus/Special Events Station	University Campus, sports facilities	Limited multi-family	Limited office/retail	Varies	Large Commuter destination. Large parking reservoirs but not necessarily for transit.

(See pages 41-42) for a list of all the stations and their typology and the map on pages 44-45.

# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

## DENVER

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### SIMILAR TYPOLOGIES TO THAT OF ST. LOUIS TOD FRAMEWORK PLAN

### REGIONAL SYSTEM DOES NOT GIVE GOOD TYPOLOGICAL RESOLUTION AT NEIGHBORHOOD SCALE

TOD Typology	Desired Land Use Mix	Desired Housing Types	Commercial/ Employment Types	Proposed Scale	Transit System Function
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### ATLANTA

November 2010 report addresses local transportation concerns and asserts intention for mixed use and vibrant public space along the rail transport network.

Atlanta seeks to develop a robust multi-modal transportation system to include streetcar, heavy rail, light rail, freeway bus rapid transit, Commuter rail, and a bus system to serve the suburbs.

Atlanta is one of the fastest growing cities in the United States and is using transit to form the boundaries and corridors of its contemporary condition.



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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### ATLANTA

The report establishes a new set of station area typologies for the city. The new typologies dictate density and use and express future intentions, not current conditions.

The regional network for Atlanta is quite extensive and takes into account very high density commuter suburbs which can be serviced by heavy commuter rail.

MARTA, a private company, acts as a private sponsor of TOD throughout the region.





# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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## ATLANTA

### TYPOLOGIES BASED ON A THEMATIC COMPOSITE OF

- LOCATION
- LAND USE
- DENSITY
- TRANSIT FUNCTION
- To determine 7 TOD Station Typologies
  - Urban Core
  - Town Center
  - Commuter Town Center
  - Neighborhood
  - Arterial Corridor
  - Special Regional Destination
    - No Specific Density guidelines
  - Collector
    - Not highly developed, simply a commuter transfer hub
- Each Station Typology has ranges for
  - Floor-Area-Ratio
  - Housing Units Per Acre
  - Building Height

### Appropriate Density Ranges by Station Type

Station Type	Floor Area Ratio (FAR)	Residential Units (per Acre)	Height (in Floors)
Urban Core	8.0-30.0	75+	8-40
Town Center or Commuter Town Center	3.0-10.0	25-75	4-15
Neighborhood	1.5-5.0	15-50	2-8
Arterial Corridor	1.0-6.0	15-50	2-10

THE TYPOLOGY MOST SIMILAR TO ST. LOUIS CONDITIONS, NEIGHBORHOOD, IS MORE PRECISELY DEFINED THAN THAT OF ST. LOUIS TOD FRAMEWORK BUT STILL WOULDN'T DIFFERENTIATE BETWEEN THE VAST MAJORITY OF PROPOSED STATION AREAS IN ST. LOUIS.

# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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## PORTLAND

2011 report establishes system to make planning decisions in support of Transit-Oriented Development throughout the city, given the varied spatial, economic, and public-transit reliance at each station.

Portland has a history of transit-oriented development and compact growth.

This plan looks to the fringes of the city, where compact development has not happened so effectively, to determine strategies to increase walkability.

Regional strategy to use Transit oriented development to recenter growth at far reaches of Portland.



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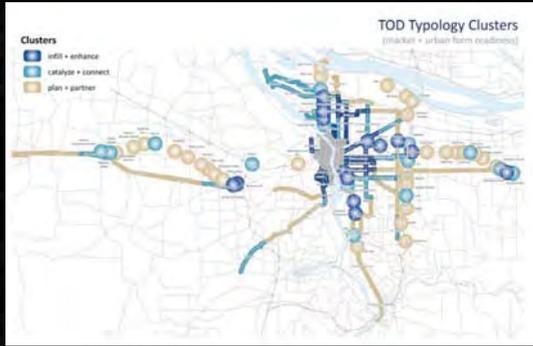
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## PORTLAND

Typologies dictate planning actions at each station throughout the city's transit rail network.

One of the issues Portland contends with is that its many suburban stations have limited development potential but substantial land opportunity.

Strategic Plan looks out 30 years to 2040 to calibrate regional vision for public transportation.



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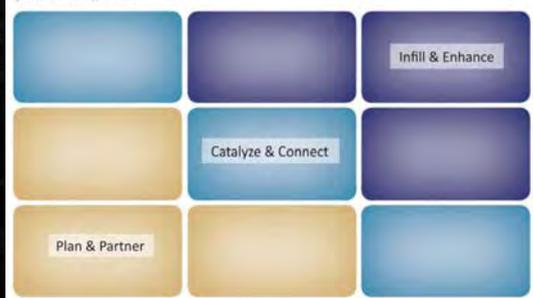
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## PORTLAND

### TYPOLOGIES BASED ON

- TRANSIT ORIENTATION SCORES
  - TRANSIT ORIENTED
    - Supportive of Transit Lifestyle
  - TRANSIT RELATED
    - Not yet supportive of Transit Lifestyle, but soon
  - TRANSIT ADJACENT
    - Non-Transit or Disconnected from transit
- MARKET STRENGTH
  - Based on 10 year survey of local real estate prices
    - LIMITED
    - EMERGING
    - STRONGER

Figure 22: TOD Place Type Clusters



To determine one of three Planning Actions:

- Plan & Partner
- Catalyze & Connect
- Infill & Enhance

According to the Portland's Transit Oriented Strategic Plan, the most favorable typology for future development is **Catalyze & Connect**.

## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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### PORTLAND

#### TYPOLOGIES BASED ON

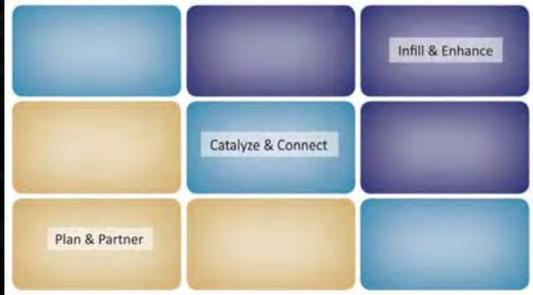
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Figure 22: TOD Place Type Clusters



BECAUSE NORTHSIDE-SOUTHSIDE ALIGNMENT IS CITY BASED TRANSIT ORIENTATION DISTINCTIONS BETWEEN STATION AREAS MAY NOT BE SIGNIFICANT

## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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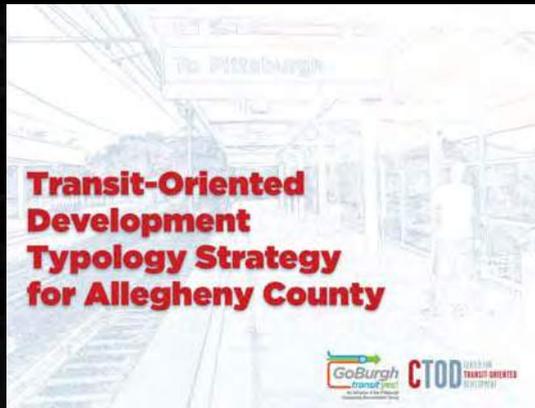
### ALLEGHENY

February 2013 publication provides a framework for phasing, improving, and expanding rail network.

Allegheny has historically developed its neighborhoods around existing transit lines, creating many walkable areas throughout the county.

This strategy develops a framework for determining where money can be spent most effectively to connect communities to transit, bolster existing development, and make the regional transportation system more robust.

Demand has intensified over the past several years for transit oriented development, as employment has picked up in this once economically depressed area.



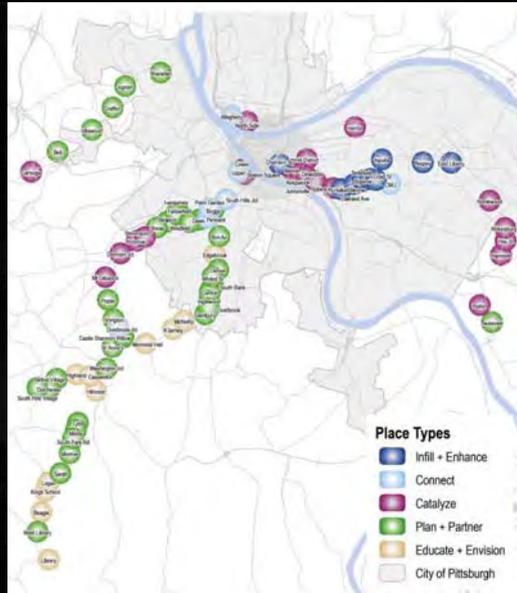
## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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### ALLEGHENY

Each station on the transit rail network is assigned a place type which dictates actions to be taken by the planning commission.

These place types are determined by real estate performance and population demographics



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### ALLEGHENY

#### TYPOLOGIES BASED ON

- **POTENTIAL**
  - Sales (Average real estate prices per square foot 2000-2011)
  - Rent (Residential unit rental rates)
  - Land Availability (Acres underutilized land)
  - Capacity: Qualitative assessment of public/private ability to foster development
- **PEOPLE & PLACES**
  - People: Resident and Worker population
  - Places: Amenities
  - Physical Form: Average block size
  - Car ownership
  - Proximity to employment and activity
- To Determine one of five planning actions
  - Educate & Envision
  - Plan & Partner
  - Connect
  - Catalyze
  - Infill & Enhance
- The most favorable planning actions for station development are **Plan & Partner**, **Connect**, **Catalyze**



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### ALLEGHENY

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- The most favorable planning actions for station development are Plan & Partner, Connect, Catalyze



THIS SYSTEM IS NOT SUPPORTED BY THE AVAILABLE INFORMATION IN THE NORTHSIDE-SOUTHSIDE ALIGNMENT STATION AREA PROFILES

## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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### LOS ANGELES

February 2010 report detailing model for station area development throughout LA.

The report seeks to determine where TOD is and is not successful in Los Angeles and why. To do this, the authors of the study look at demand types at transit areas throughout the city.

This line of reasoning has allowed them to establish clear, simple Station place type based on demographics and use mix of residential and employment centers and the mix of the two.

# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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## LOS ANGELES

The report encompassed the entirety of Los Angeles's transport rail network, a total of 7 rail lines.

Each station area within the network has been assigned a station place type.



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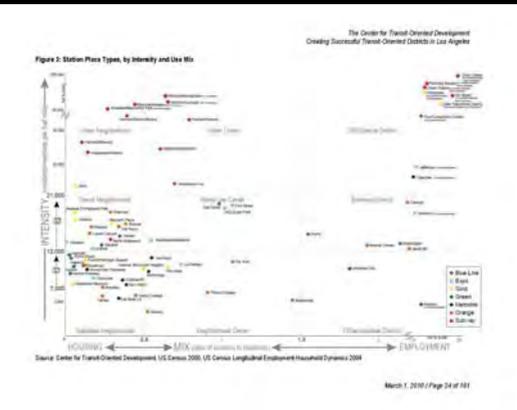
## LOS ANGELES

### STATION PLACE TYPES BASED ON

- INTENSITY (WORKERS + RESIDENTS)
- USE MIX (WORKERS/RESIDENTS)

These criteria allow for the assignment of a single station into one of 9 station place types:

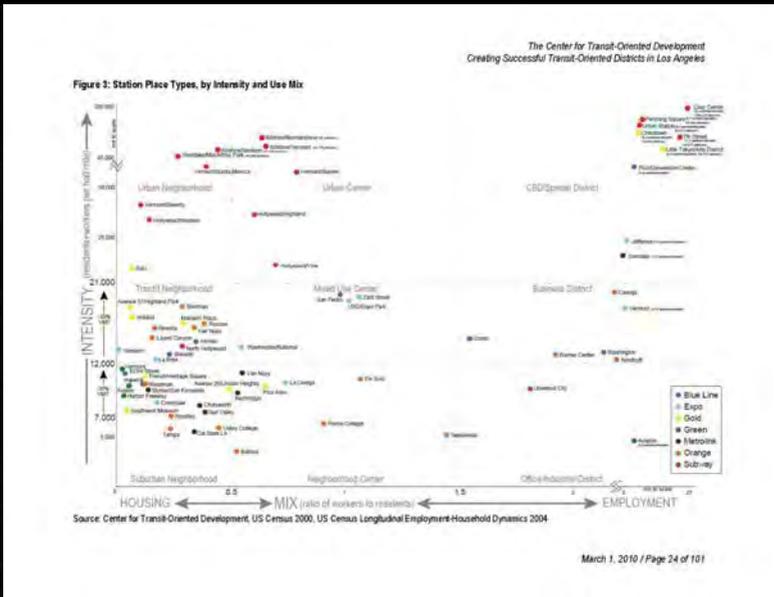
- Urban Neighborhood
- Urban Center
- CBD / Special District
- Transit Neighborhood
- Mixed Use Center
- Business District
- Suburban Neighborhood
- Neighborhood Center
- Office / Industrial District



- THE SIMPLICITY OF THIS SYSTEM, ALONG WITH THE AVAILABILITY OF INFORMATION ALLOWS US TO MAKE CLEAR EMPIRICAL DISTINCTIONS IN INTENSITY AND USE MIX AMONG THE STATION AREA ON THE NORTHSIDE-SOUTHSIDE ALIGNMENT

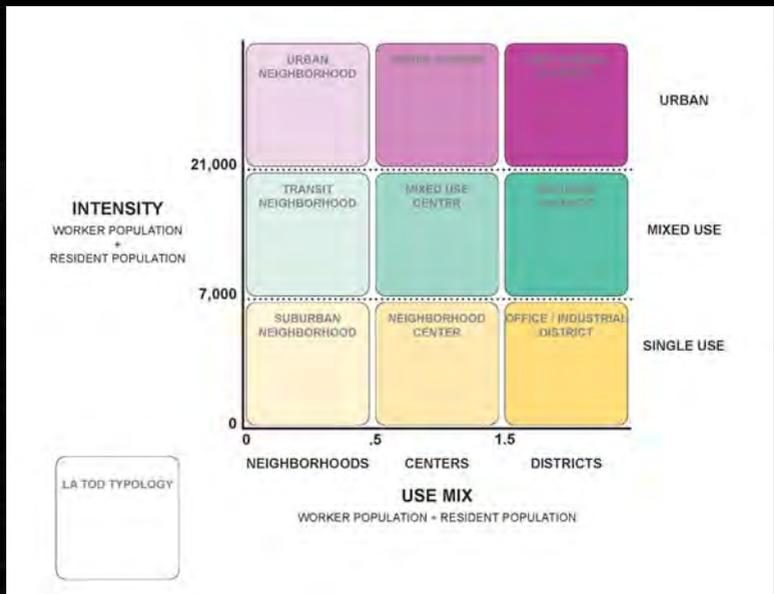
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## LOS ANGELES

### STATION TYPOLOGIES

- Urban Neighborhood
- Urban Center
- CBD / Special District
- Transit Neighborhood
- Mixed Use Center
- Business District
- Suburban Neighborhood
- Neighborhood Center
- Office / Industrial District

In addition to these typologies, a series of maps describe spatial characteristics considered at each station area:

- Block Pattern
- Community Character
- Equity Concern
- Development Opportunity

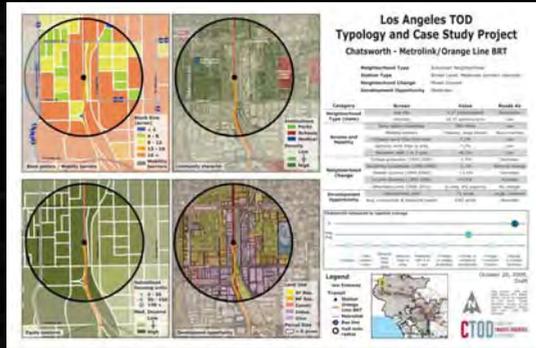
Maps are accompanied by station area snapshot criteria:

**Neighborhood Type:** Based on INTENSITY/USE MIX

**Station Type:** Morphology & Ridership

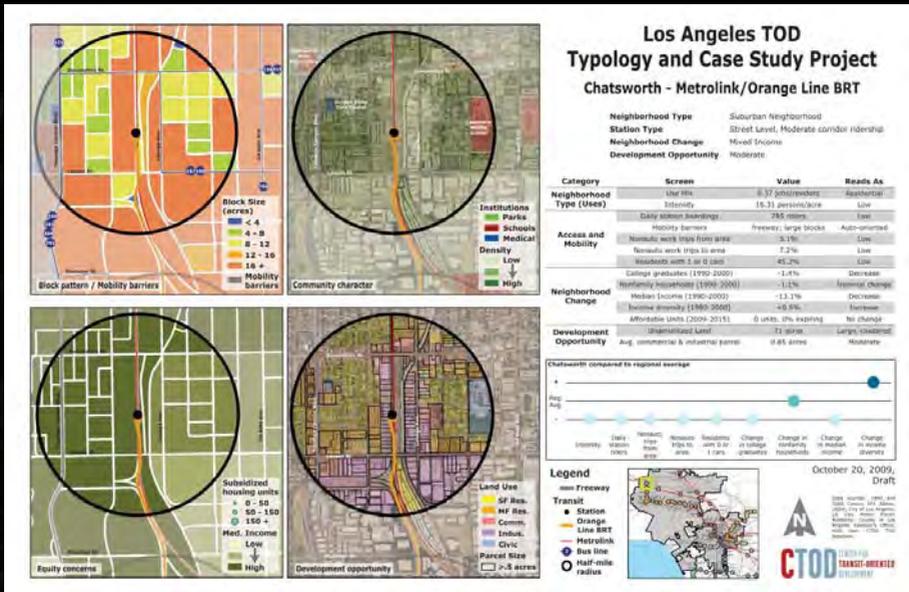
**Neighborhood Change:** Education, Income, Diversity

**Development Opportunity:** Area of underutilized land & Average parcel size within ¼ mile of station



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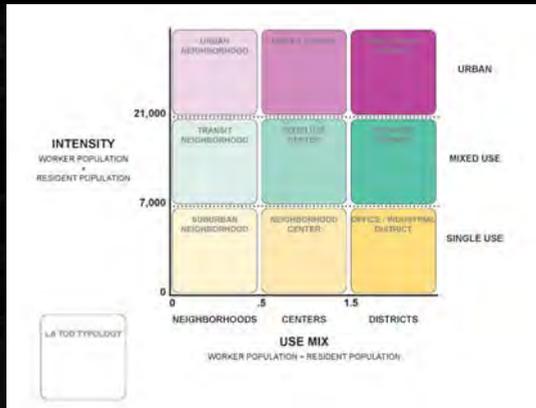
# TOD TYPOLOGIES APPLIED TO ST. LOUIS TRANSIT NETWORK

- CREATING SUCCESSFUL TRANSIT-ORIENTED DISTRICTS IN LOS ANGELES
  - METHODOLOGY AS BASIS FOR FORM BASED, EMPIRICAL ASSIGNMENT OF STATION AREA TYPOLOGIES.

## STATION AREA TYPOLOGY COMPARISON

### STATION AREA TYPOLOGIES BASED ON INTENSITY AND USE MIX:

- Based on the Los Angeles Station Area Typology system
- City scale transport system
- Station Area Typologies distinguished by Intensity & Use Mix
- System composed of 9 Typologies, expressing deeper complexity of station area.



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## STATION AREA TYPOLOGY COMPARISON

### Los Angeles Station Area Typology system applied to Proposed Northside-Southside Alignment stations

- City scale transport system
- Station Area Typologies distinguished by Intensity & Use Mix
- System composed of 9 Typologies, expressing deeper complexity of station area.
- Assigning typologies by Intensity and Use Mix give 5 Station Area Typologies along the Alignment.



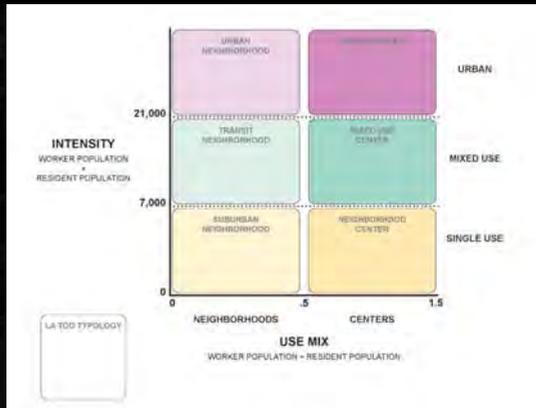
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## STATION AREA TYPOLOGY COMPARISON

### PROTOTYPICAL STATION CONDITION

- Based on Intensity and Use Mix, the majority of stations along the Proposed Northside-Southside Alignment fall within these six categories
- This system can lead to a more nuanced assignment of station area character



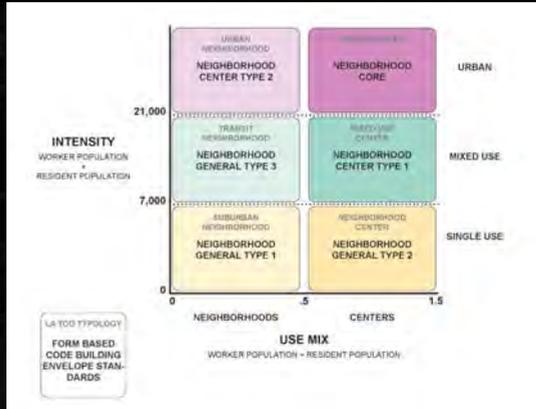
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## STATION AREA TYPOLOGY COMPARISON

### PROTOTYPICAL STATION CONDITION

- Based on Intensity and Use Mix, the majority of stations along the Proposed Northside-Southside Alignment fall within these six categories
- This system can lead to a more nuanced assignment of station area character
- They are also relatable to established formal codes for potential development character



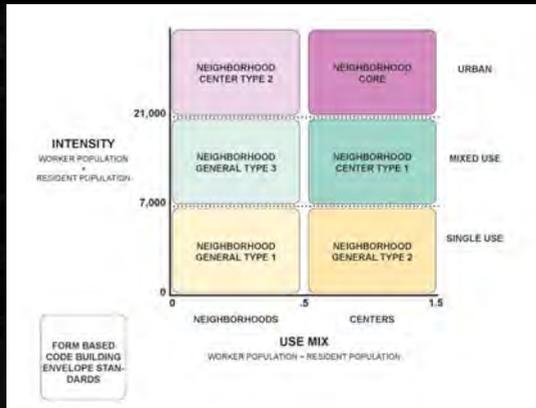
# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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## STATION AREA TYPOLOGY COMPARISON

### PROTOTYPICAL STATION CONDITION

- Based on Intensity and Use Mix, the majority of stations along the Proposed Northside-Southside Alignment fall within these six categories
- This system can lead to a more nuanced assignment of station area character
- They are also relatable to established formal codes for potential development character



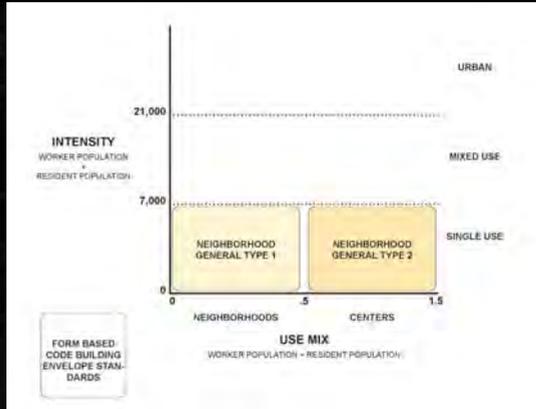
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## STATION AREA TYPOLOGY COMPARISON

### PROTOTYPICAL STATION CONDITION

- Neighborhood General Type 1 and 2 are primarily single use residential with some distinction in density



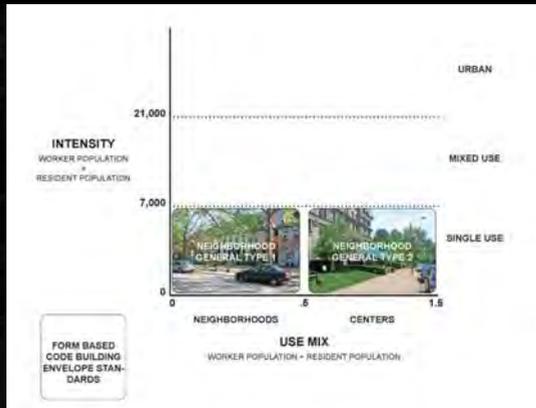
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## STATION AREA TYPOLOGY COMPARISON

### PROTOTYPICAL STATION CONDITION

- Neighborhood General Type 1 and 2 are primarily single use residential with some distinction in density
- Using a formal code, we can assign thresholds for development based on our understanding of Intensity and Use Mix.



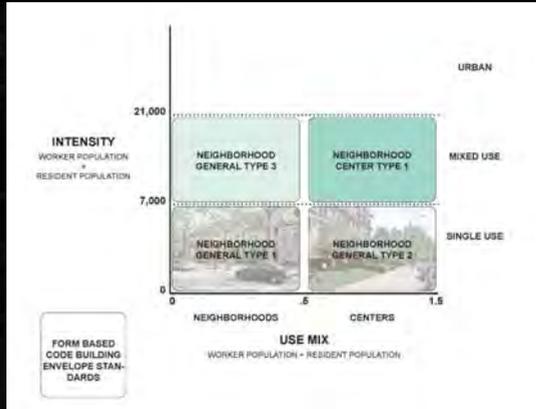
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## STATION AREA TYPOLOGY COMPARISON

### PROTOTYPICAL STATION CONDITION

- Neighborhood General Type 3 and Neighborhood Center Type 1 are more dense and with somewhat more variance in height and building use.



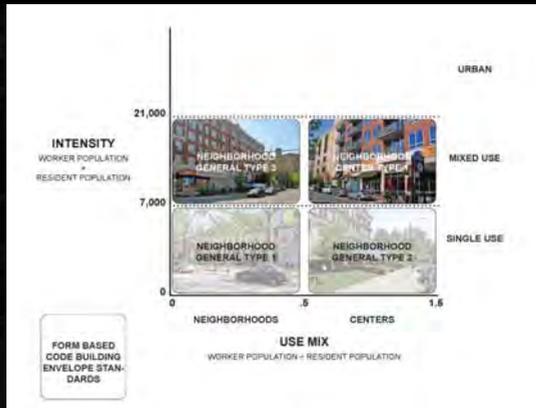
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## STATION AREA TYPOLOGY COMPARISON

### PROTOTYPICAL STATION CONDITION

- Neighborhood Center Type 2 and Neighborhood Core are more dense and with somewhat more variance in height and building use.



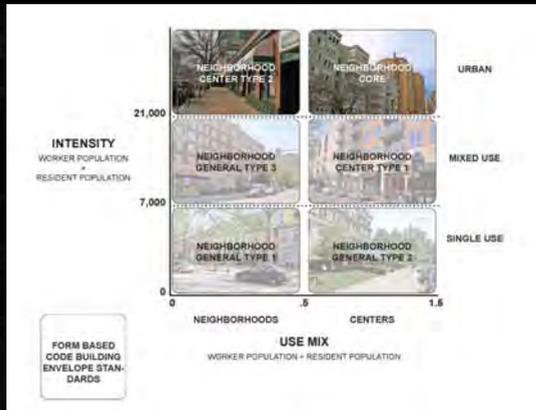
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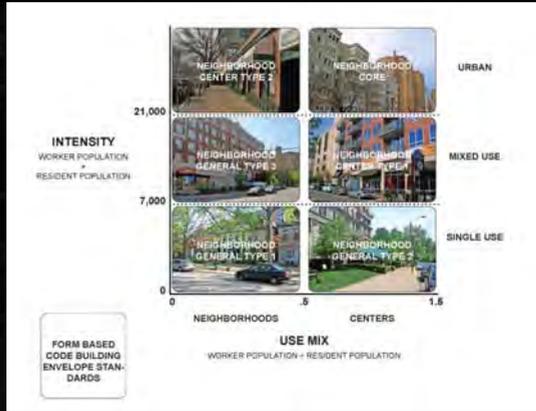
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## STATION AREA TYPOLOGY COMPARISON

### PROTOTYPICAL STATION CONDITION

- These formal codes are benchmarked against existing conditions within the city allowing future station planning phases to be more closely aligned with contextual conditions and activity thresholds.



# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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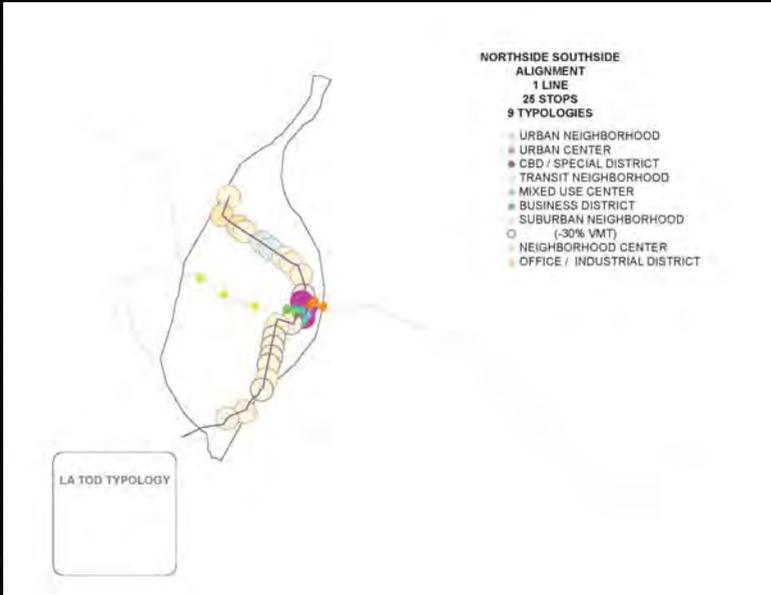
### COMPARING THE SYSTEMS

- THE MAP AT THE UPPER RIGHT SHOWS DISTINCTIONS BETWEEN THE STATION AREAS OF THE NORTHSIDE-SOUTHSIDE ALIGNMENT BASED ON CRITERIA INTRINSIC TO THEIR USE.
- THE MAP AT THE LOWER RIGHT, BASED ON THE ST. LOUIS TOD FRAMEWORK IS BASED ON A TYPOLOGICAL SYSTEM THAT DOES NOT DIFFERENTIATE FOR CHARACTER, INTENSITY, OR USE MIX.



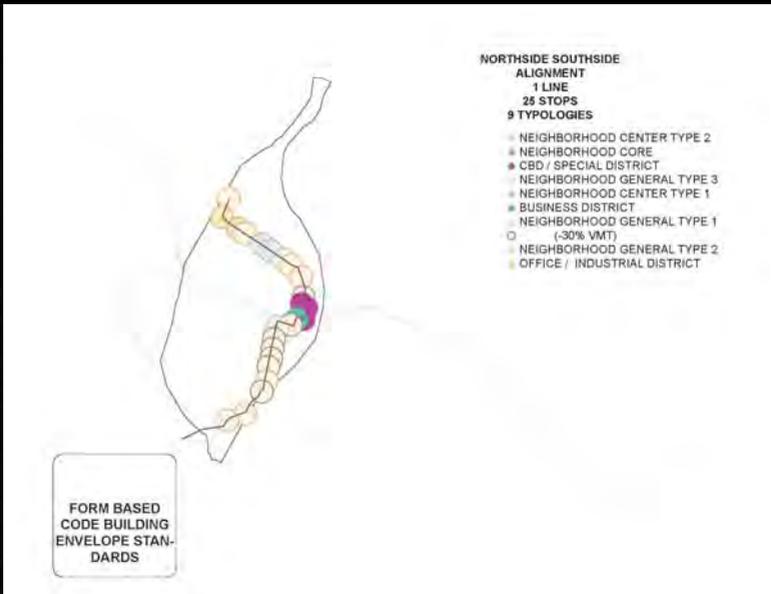
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TAC Meeting #2 Presentation:  
May 1, 2013

# TOD STATION AREA PLANNING

## North South Alignment

Technical Advisory Committee Meeting #2



SAINT LOUIS DEVELOPMENT CORPORATION

THE CITY OF SAINT LOUIS  
May 1, 2013

H3 Studio

Development Strategies :: Bernardin, Lochmueller & Associates :: Vector Communications :: M3 Engineering Group

## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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### AGENDA

#### INTRODUCTION

- Background
- Purpose of Study
- Scope of Work & Schedule



#### TECHNICAL ADVISORY COMMITTEE MEETING #1 RECAP

- Station Area Typology System



#### ASSESSING FUTURE POTENTIAL

- Northside-Southside Study (2008)

#### STATION AREA PROFILE SYSTEM

- System Criteria
- Preliminary Application



#### STATION SELECTION

#### NEXT STEPS

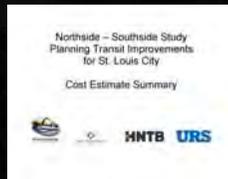
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### BACKGROUND TO THE STUDY: *Long-Range Transit Plan*

In 2010, Metro put forth the **Moving Transit Forward: St. Louis Regional Long-Range Transit Plan** in which they provide a menu of five options for expanding MetroLink.

The **Northside-Southside Alignment** has the most fully developed plan of all the MetroLink corridors. In public meetings, this alignment was a **highly favored option** because it has the potential to serve the local area's transit needs by connecting existing and proposed bus, bicycle, and pedestrian networks, which, in turn, creates a **broader transportation network that brings transit to areas that need it the most.**



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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### BACKGROUND TO THE STUDY: *Regional Sustainability Plan*

This project is part of a three-year, \$4.7-million grant from HUD to develop a **regional plan for sustainable development.**

The St. Louis-area grant was announced in October 2010, with funding for planning running through December 2013. The \$4.7-million award was the **fourth-highest** among the 45 regions that received funding from HUD; 225 grant applications were submitted.

#### GRANT ASSUMPTIONS

The grant is part of HUD's **Sustainable Communities Initiative**, an interagency collaboration of HUD, DOT & EPA which is currently funding planning efforts throughout the country. **At the core of the planning effort are six Livability Principles**

Livability Principle	Indicator
<i>Provide more transportation choices</i>	Percent of jobs and housing located within one-half mile of transit
<i>Promote equitable, affordable housing</i>	Percent of household income spent on housing and transportation
<i>Enhance economic competitiveness</i>	Percent of workforce living within a 30 minute or less commute from primary job centers
<i>Support existing communities</i>	Percent of transportation investments dedicated to enhancing accessibility of existing transportation system
<i>Coordinate policies and leverage investment</i>	Percent of transportation projects where more than one federal funding source is utilized
<i>Value communities and neighborhoods</i>	Percent of housing located in walkable neighborhoods with mixed use destinations located nearby



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

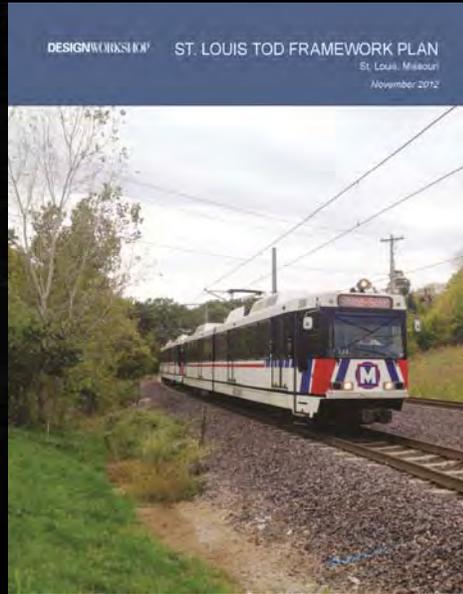
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### BACKGROUND TO THE STUDY: *Regional Sustainability Plan*

#### ST. LOUIS TOD FRAMEWORK PLAN

East West Gateway Council of Governments and Metro along with many stakeholder organizations completed this project as part of the **Regional TOD Study for the St. Louis Region** in 2013

The Regional TOD Study provides a **guide for the overall regional and for individual jurisdictions and stakeholders** around the particular MetroLink stations, to **move TOD forward over the next 3 decades**. In addition, the study identifies a regional station typological system



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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### BACKGROUND TO THE STUDY: *Regional Sustainability Plan*

#### ST. LOUIS CITY: TOD STATION AREA PLANNING: PROPOSED N/S ALIGNMENT

The purpose of this study is to assist the City of St. Louis, its neighborhoods, and developers "with preparing for and taking advantage of transit investment along the proposed alignment" and "be responsible for identifying, recommending, and completion Station Area Plans for two stations along the N/S Alignment"



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

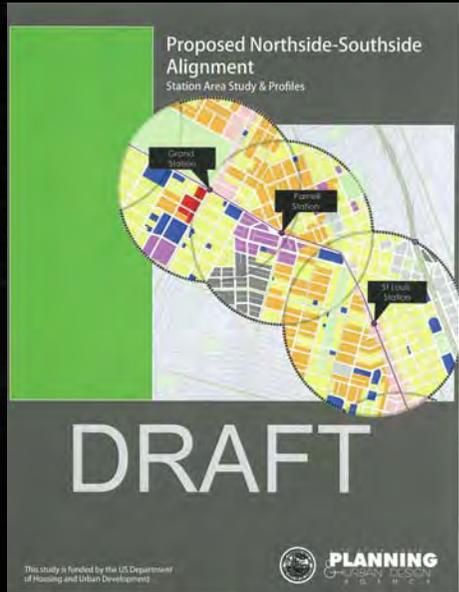
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### ST. LOUIS CITY: TOD STATION AREA PLANNING: PROPOSED N/S ALIGNMENT

As base data the City prepared an analysis of every station area for the 25 proposed stations along the Northside-Southside Alignment

Prior market research for the proposed N/S Alignment dates back to the feasibility study that was completed for the route in 2008.

Key to this will be the creation of **typologies** for the 25 proposed stations. These typologies need to be based upon **future development potential** rather than existing conditions.



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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### ST. LOUIS CITY: TOD STATION AREA PLANNING: PROPOSED N/S ALIGNMENT

#### SCOPE OF WORK

1. Develop Community Outreach Plan
2. Station Typology Identification
3. Selection of Two Station Areas
4. Station Plan Alternative
5. Economic Analysis of Alternatives
6. Refinement of Station Area Plans  
Alternatives including Transportation and Stormwater/Environmental Issues
7. Preferred Station Area Plans including Land Use and Zoning Changes / Estimated Costs of Improvements
8. Final Station Area Plans



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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ST. LOUIS CITY:

TOD STATION AREA PLANNING: PROPOSED N/S ALIGNMENT

### PROJECT SCHEDULE

THE FOLLOWING TASKS REPRESENT THE CONSULTANTS PROPOSED SCOPE OF WORK AND BASIC SCHEDULE.



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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# TECHNICAL ADVISORY COMMITTEE MEETING 1 RECAP

## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

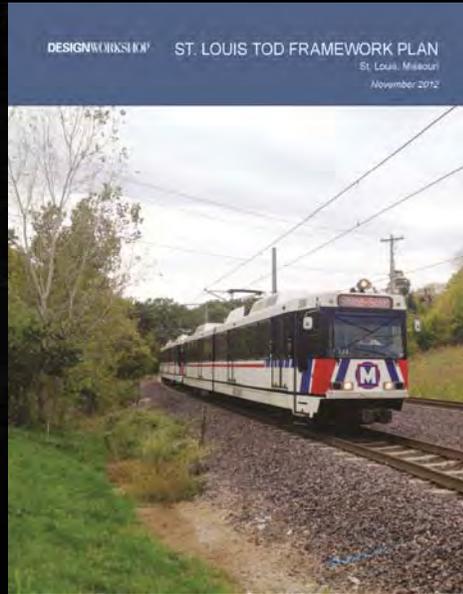
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### ST. LOUIS TOD FRAMEWORK PLAN

East West Gateway Council of Governments and Metro along with many stakeholder organizations completed this project which outlines a **System for assigning one of 5 station typologies at the Regional Scale:**

- Downtown Typology
- Major Urban Center Typology
- Neighborhood Typology
- Suburban Typology
- Campus/ Special Event/ Special Purpose

When this typological system is applied to the Northside-Southside Alignment, 20 of the 25 stations are categorized as "Neighborhood Typology".

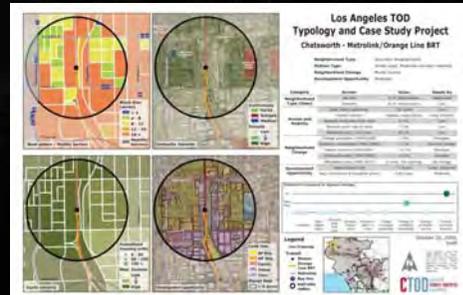
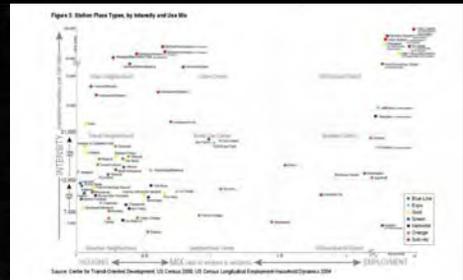


## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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### TOD TYPOLOGY CASE STUDIES

- SEATTLE
- DENVER
- ATLANTA
- PORTLAND
- ALLEGHENY COUNTY
- LOS ANGELES



# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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## DIFFERENTIATED NEIGHBORHOOD TYPOLOGIES

Downtown Typology

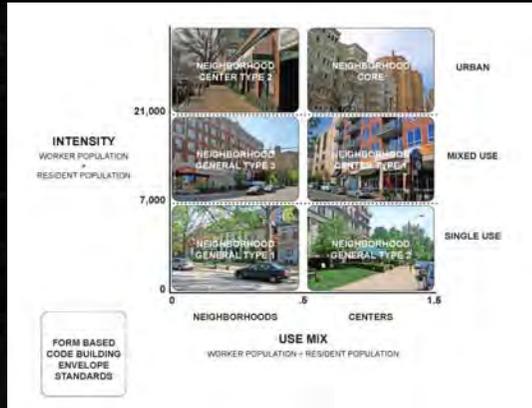
Major Urban Center Typology

### Neighborhood Typology

- Neighborhood General Type 1
- Neighborhood General Type 2
- Neighborhood General Type 3
- Neighborhood Center Type 1
- Neighborhood Center Type 2
- Neighborhood Core

Suburban Typology

Campus/ Special Event/ Special Purpose



# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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Downtown Typology

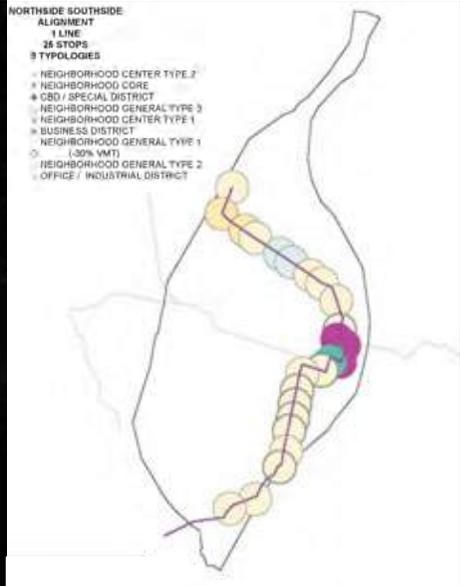
Major Urban Center Typology

### Neighborhood Typology

- Neighborhood General Type 1
- Neighborhood General Type 2
- Neighborhood General Type 3
- Neighborhood Center Type 1
- Neighborhood Center Type 2
- Neighborhood Core

Suburban Typology

Campus/ Special Event/ Special Purpose



At the conclusion of Technical Advisory Committee Meeting #1, there was a generally agreed upon Station Area Typology for refinement throughout the remainder of the planning process and in particular future potential

# ASSESSING FUTURE POTENTIAL

## NORTHSIDE-SOUTHSIDE STUDY East-West Gateway (2008)

Most recent comprehensive study details

- Station Locations
- Station Configurations
- Development Prototypes



Northside Study  
Final Report

October 10, 2008

Volume 1 of 2

Northside-Southside Study  
Planning Transit Improvements for St. Louis City

# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

## NORTHSIDE-SOUTHSIDE STUDY East-West Gateway (2008)

Most recent comprehensive study details

### Station Locations

- 25 stations in three study zones:

  - Northside
  - Downtown Couplet
  - Southside

### Northside Study

FIGURE 6.2-6: LOCALLY-PREFERRED ALTERNATIVE



4 16

# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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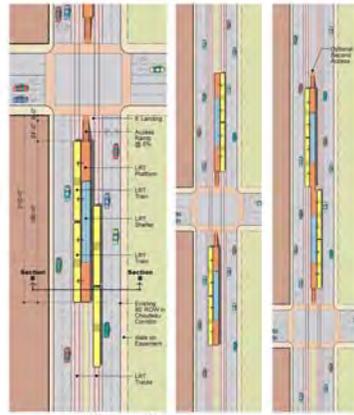
### Station Locations

### Station Configurations (x7)

- Relationship to existing ROW
- Platform Type
- Special Program Requirements

### Chapter 6.4: Station Planning & Site Design

FIGURE 6.4-2: PROTOTYPES 3 AND 4 - PLANS  
LRT Station Prototypes



a. Station Type 3 & 4 Plans  
Center, Single-Sided Platform  
Example Shown Across an Intersection

b. Type 3, C-SS-AI  
Platform Across an Intersection

c. Type 4, C-SS-L  
Platform on Line

Northside-Southside Study  
Planning Based Improvements for St. Louis City

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# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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## TPOLOGICAL SYSTEM COMPARISON

TOD REGIONAL FRAMEWORK PLAN	TOD REGIONAL FRAMEWORK PLAN Characteristics	PROPOSED NEIGHBORHOOD STATION TYPOLOGIES	NORTHSIDE-SOUTHSIDE STUDY (2008)	NORTHSIDE-SOUTHSIDE STUDY (2008) Characteristics
DOWNTOWN TYPOLOGY	Primary center of economic and cultural activity in any region. Dense mix of housing & employment types, retail and entertainment catered to region.		DOWNTOWN	High density of mixed-uses in a highly walkable environment
MAJOR URBAN CENTER TYPOLOGY	Mix of residential, employment, retail, and entertainment. Slightly lower densities. Draw residents from surrounding neighborhoods and regional commuters. Many have historic character and street network.		EMPLOYMENT CENTER	One or more large institutional, office, or industrial uses. Varied density of residential.
			COMMERCIAL CENTER	Large community scale commercial uses with a wide range of residential and supporting uses.
NEIGHBORHOOD TYPOLOGY	Primarily residential areas well connected to local and regional transit network. Mix of housing and local serving retail. Commercial limited to small businesses or small-scale industry. Well connected street grid. Transit lines of a focus, station may be at edge of two neighborhoods.	NEIGHBORHOOD CORE		
		NEIGHBORHOOD CENTER TYPE 1	COMMUNITY SCALE MIXED USE CENTER	Small scale mixed use buildings with ground level storefronts as part of traditional neighborhood shopping districts
		NEIGHBORHOOD GENERAL TYPE 2	NEIGHBORHOOD RESIDENTIAL CENTER	Single family & smaller. Residential Neighborhood Infill Development. Mid-Rise & High-Rise possible
		NEIGHBORHOOD CENTER TYPE 2		
		NEIGHBORHOOD GENERAL TYPE 3	NEIGHBORHOOD SCALE MIXED USE CENTER	Small scale mixed use buildings with ground level storefronts as part of traditional neighborhood shopping districts
		NEIGHBORHOOD GENERAL TYPE 1	NEIGHBORHOOD RESIDENTIAL CENTER	Single family & smaller. Residential Neighborhood Infill Development.
SUBURBAN TOWN CENTER TYPOLOGY	Mix of residential, employment, retail and entertainment. Origin and destination for commuters. High-frequency regional multi-modal service. Recent development. More single-use employment areas and residential neighborhoods.			
CAMPUS/SPECIAL DISTRICT TYPOLOGY	Single-use area focused around a major institution such as university or entertainment venue. Transit stations not key focus of transit activity. Less connected street grid than in older neighborhoods.			

# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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## PROPOSED NEIGHBORHOOD STATION TYPOLOGIES

### Factors for Consideration

- Range of Building Types
- Building Height & Mass
- Mix of Uses in Building
- Mix of Land Uses
- Ground Floor
- Street Type
- Density
- FAR

STATION TYPE	CHARACTER
NEIGHBORHOOD CORE	High Density. Primarily Residential district FAR ranges from 0.5 to 3.0
NEIGHBORHOOD CENTER	<p><b>TYPE 1</b> Mixed Use buildings with ground-level retail and service uses and residential above are centered around the station and surrounded by high density residential uses. FAR 2.0 Minimum Residential density between 20-30 DU/Acre</p> <p><b>TYPE 2</b> Mixed Use buildings with ground-level retail and service uses and residential above are centered around the station and surrounded by high density residential uses. FAR 2.0 Minimum Residential density between 30-40 DU/Acre</p>
NEIGHBORHOOD GENERAL	<p><b>TYPE 1</b> Single-Family and small scale multi-family residential as infill development in existing residential neighborhoods. Neighborhood scale commercial concentrated along major roads FAR: 1.0-1.5 10-18 DU/Acre</p> <p><b>TYPE 2</b> Single-Family, small scale multi-family residential, and Mid-Rise residential as infill development in existing residential neighborhoods. Neighborhood scale commercial concentrated along major roads FAR: 1.0-1.5 10-18 DU/Acre</p> <p><b>TYPE 3</b> Small scale multi-family residential, and Mid-Rise residential as infill development in existing residential neighborhoods. With greater building scale and residential density, development model can accept mixed use buildings FAR: 1.5-2.0 10-16 DU/Acre</p>



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## STATION AREA PROFILE SHEETS

Compile information for each station into 7 distinct decision making criteria

### Current Conditions

Intensity & Use Mix

Intensity = Workers + Residents

Use Mix = Workers / Residents

### N-S ALIGNMENT

STATION AREA TYPOLOGY ASSESSMENT

#### DELMAR STATION

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**CURRENT CONDITIONS**

CATEGORY	SCREEN	VALUE
INTENSITY & USE MIX	Job Mix	1.00 Job/Person
	Intensity	> 1.20 jobs + Missions
CONNECTIVITY	Bike Infrastructure	0
	Mean Block Size	11.0 Acres
URBAN FORM & QUALITY	High-Density	A

---

**PROPOSED CONDITIONS**

TRANSIT FUNCTION	Station Generation	Walk-Up Station
STATION TYPE	Station	Street Level
	Organization	On-Demand
DEVELOPMENT OPPORTUNITY	10-20% of Land	11.0 Acres
	% of 1/4 Mile	13.0%
	Mean Block Size	11.0 Acres
POTENTIAL PROGRAM	Assess/White CIP	NA
	Assess/Black CIP	\$3,335,300
	Assess/Job	\$50,786,440
	Assess/Job + Missions	Market Center District

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**STATION TYPE**

CBO / Special District



H3 STUDIO  
1000 South Grand Blvd., Suite 100  
St. Louis, MO 63104  
Phone: 314.433.1111  
www.h3studio.com

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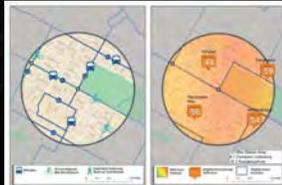
Intensity & Use Mix

Connectivity

Number of Bus Routes

Bike Infrastructure

Mean Walkscore



### N-S ALIGNMENT

STATION AREA TYPOLOGY ASSESSMENT

#### DELMAR STATION

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**CURRENT CONDITIONS**

CATEGORY	SCREEN	VALUE
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## STATION AREA PROFILE SHEETS

Compile information for each station into 7 distinct decision making criteria

### Current Conditions

- Intensity & Use Mix
- Connectivity
- Urban Form & Quality

### Proposed Conditions

- Transit Function
- Station Type

Spatial Organization of Station

N-S ALIGNMENT STATION AREA TYPOLOGY ASSESSMENT		
DELMAR STATION		
<b>CURRENT CONDITIONS</b>		
<b>CATEGORY</b>	<b>SCREEN</b>	<b>VALUE</b>
<b>INTENSITY &amp; USE MIX</b>	<ul style="list-style-type: none"> <li>Use Mix: 3.00 (3.00-3.00)</li> <li>Intensity: 23.120 jobs + Missions</li> </ul>	
<b>CONNECTIVITY</b>	<ul style="list-style-type: none"> <li>Block Frame: 0</li> <li>Street Infrastructure: 0 Points</li> <li>Street Network: 0.01%</li> <li>Main Block Size: 0.0 Acres</li> </ul>	
<b>URBAN FORM &amp; QUALITY</b>	<ul style="list-style-type: none"> <li>Block Orientation: 0</li> <li>Block Size: 0</li> </ul>	
<b>PROPOSED CONDITIONS</b>		
<b>TRANSIT FUNCTION</b>	<ul style="list-style-type: none"> <li>Station: 0</li> <li>Orientation: 0</li> </ul>	<ul style="list-style-type: none"> <li>Block Level: 0</li> <li>Station: 0</li> </ul>
<b>STATION TYPE</b>	<ul style="list-style-type: none"> <li>Station: 0</li> <li>Orientation: 0</li> </ul>	<ul style="list-style-type: none"> <li>Block Level: 0</li> <li>Station: 0</li> </ul>
<b>DEVELOPMENT OPPORTUNITY</b>	<ul style="list-style-type: none"> <li>Acres of Underutilized Land: 11.1 Acres</li> <li>% of 1/4 Mile Station Area: 13.8%</li> <li>Assessed Value: 0</li> <li>Assessed Value of Land in 1/4 Mile Station Area: \$3,345,300</li> <li>Assessed Value of Land in 1/4 Mile Station Area: \$50,746,440</li> <li>Development Opportunity: 0</li> </ul>	<ul style="list-style-type: none"> <li>Market Census Cluster: Market Census East</li> <li>Market Census East: 0</li> </ul>
<b>POTENTIAL PROGRAM</b>	<ul style="list-style-type: none"> <li>Block Orientation: 0</li> <li>Block Size: 0</li> </ul>	<ul style="list-style-type: none"> <li>Market Census Cluster: Market Census East</li> <li>Market Census East: 0</li> </ul>
<b>STATION TYPE</b>		
CBO / Special District		
<b>H3 STUDIO</b>		

# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

## STATION AREA PROFILE SHEETS

Compile information for each station into 7 distinct decision making criteria

### Current Conditions

- Intensity & Use Mix
- Connectivity
- Urban Form & Quality

### Proposed Conditions

- Transit Function
- Station Type

Development Opportunity

- Acres of Underutilized Land
- % of 1/4 Mile of Station area
- Composed of Underutilized Land
- Assessed Value of Underutilized Land
- Assessed Value of Land in 1/4 Mile Station Area



N-S ALIGNMENT STATION AREA TYPOLOGY ASSESSMENT		
DELMAR STATION		
<b>CURRENT CONDITIONS</b>		
<b>CATEGORY</b>	<b>SCREEN</b>	<b>VALUE</b>
<b>INTENSITY &amp; USE MIX</b>	<ul style="list-style-type: none"> <li>Use Mix: 3.00 (3.00-3.00)</li> <li>Intensity: 23.120 jobs + Missions</li> </ul>	
<b>CONNECTIVITY</b>	<ul style="list-style-type: none"> <li>Block Frame: 0</li> <li>Street Infrastructure: 0 Points</li> <li>Street Network: 0.01%</li> <li>Main Block Size: 0.0 Acres</li> </ul>	
<b>URBAN FORM &amp; QUALITY</b>	<ul style="list-style-type: none"> <li>Block Orientation: 0</li> <li>Block Size: 0</li> </ul>	
<b>PROPOSED CONDITIONS</b>		
<b>TRANSIT FUNCTION</b>	<ul style="list-style-type: none"> <li>Station: 0</li> <li>Orientation: 0</li> </ul>	<ul style="list-style-type: none"> <li>Block Level: 0</li> <li>Station: 0</li> </ul>
<b>STATION TYPE</b>	<ul style="list-style-type: none"> <li>Station: 0</li> <li>Orientation: 0</li> </ul>	<ul style="list-style-type: none"> <li>Block Level: 0</li> <li>Station: 0</li> </ul>
<b>DEVELOPMENT OPPORTUNITY</b>	<ul style="list-style-type: none"> <li>Acres of Underutilized Land: 11.1 Acres</li> <li>% of 1/4 Mile Station Area: 13.8%</li> <li>Assessed Value: 0</li> <li>Assessed Value of Land in 1/4 Mile Station Area: \$3,345,300</li> <li>Assessed Value of Land in 1/4 Mile Station Area: \$50,746,440</li> <li>Development Opportunity: 0</li> </ul>	<ul style="list-style-type: none"> <li>Market Census Cluster: Market Census East</li> <li>Market Census East: 0</li> </ul>
<b>POTENTIAL PROGRAM</b>	<ul style="list-style-type: none"> <li>Block Orientation: 0</li> <li>Block Size: 0</li> </ul>	<ul style="list-style-type: none"> <li>Market Census Cluster: Market Census East</li> <li>Market Census East: 0</li> </ul>
<b>STATION TYPE</b>		
CBO / Special District		
<b>H3 STUDIO</b>		

# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

## STATION AREA PROFILE SHEETS

Compile information for each station into 7 distinct decision making criteria

### Current Conditions

- Intensity & Use Mix
- Connectivity
- Urban Form & Quality

### Proposed Conditions

- Transit Function
- Station Type
- Development Opportunity
- Potential Program

Lot-Suitable Development Pattern based on existing conditions and available property

N-S ALIGNMENT STATION AREA TYPOLOGY ASSESSMENT		
DELMAR STATION		
<b>CURRENT CONDITIONS</b>		
<b>CATEGORY</b>	<b>SCREEN</b>	<b>VALUE</b>
<b>INTENSITY &amp; USE MIX</b>	Use Mix	1.00 (300-400/acre)
	Intensity	< 1.20 jobs + Missions
<b>CONNECTIVITY</b>	3rd Frame	1*
	Street Infrastructure	0 Points
<b>URBAN FORM &amp; QUALITY</b>	Block Structure	0.1%
	Main Block Size	1.0 Acre
<b>PROPOSED CONDITIONS</b>		
<b>TRANSIT FUNCTION</b>	Station Generation	Peak 1st Station
<b>STATION TYPE</b>	Station Organization	Street Level
		Center
<b>DEVELOPMENT OPPORTUNITY</b>	10-20% of Land	Center-Edge Platform
	% of 1st Mile	11.1 Acres
	Block Size	13.8%
	Assessable LRA	1A
<b>POTENTIAL PROGRAM</b>	Assessable White CTR	\$5,595,300
	Assessable Green CTR	\$5,595,300
	% Land in 1st Mile	50.0%
	Station Area	500,786.445'
<b>POTENTIAL PROGRAM</b>	Develop Center for Top Development	Market Center Cluster
	1st Station	Market Cluster East
<b>STATION TYPE</b>		
CBO / Special District		
<b>H3 STUDIO</b>		

# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

## STATION AREA PROFILE SHEETS

Compile information for each station into 7 distinct decision making criteria

### Current Conditions

- Intensity & Use Mix
- Connectivity
- Urban Form & Quality

### Proposed Conditions

- Transit Function
- Station Type
- Development Opportunity
- Potential Program

**Station Type:** Any of the Regional System+  
 Neighborhood General Type 1  
 Neighborhood General Type 1  
 Neighborhood General Type 3  
 Neighborhood Center Type 1  
 Neighborhood Center Type 2  
 Neighborhood Core

N-S ALIGNMENT STATION AREA TYPOLOGY ASSESSMENT		
DELMAR STATION		
<b>CURRENT CONDITIONS</b>		
<b>CATEGORY</b>	<b>SCREEN</b>	<b>VALUE</b>
<b>INTENSITY &amp; USE MIX</b>	Use Mix	1.00 (300-400/acre)
	Intensity	< 1.20 jobs + Missions
<b>CONNECTIVITY</b>	3rd Frame	1*
	Street Infrastructure	0 Points
<b>URBAN FORM &amp; QUALITY</b>	Block Structure	0.1%
	Main Block Size	1.0 Acre
<b>PROPOSED CONDITIONS</b>		
<b>TRANSIT FUNCTION</b>	Station Generation	Peak 1st Station
<b>STATION TYPE</b>	Station Organization	Street Level
		Center
<b>DEVELOPMENT OPPORTUNITY</b>	10-20% of Land	Center-Edge Platform
	% of 1st Mile	11.1 Acres
	Block Size	13.8%
	Assessable LRA	1A
<b>POTENTIAL PROGRAM</b>	Assessable White CTR	\$5,595,300
	Assessable Green CTR	\$5,595,300
	% Land in 1st Mile	50.0%
	Station Area	500,786.445'
<b>POTENTIAL PROGRAM</b>	Develop Center for Top Development	Market Center Cluster
	1st Station	Market Cluster East
<b>STATION TYPE</b>		
CBO / Special District		
<b>H3 STUDIO</b>		

# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

## N-S ALIGNMENT

### STATION AREA TYPOLOGY ASSESSMENT

#### FAIR STATION

#### CURRENT CONDITIONS

CATEGORY	SCREEN	VALUE
INTENSITY & USE MIX	Use Mix	0.06 Jobs/Residents
	Intensity	7,207 Jobs + Residents
CONNECTIVITY	Block Network	8
	Block Infrastructure	3 Paths
URBAN FORM & QUALITY	Mean Walkscore	54.20
	Mean Block Size	0.2 Acres
POTENTIAL PROGRAM	Neighborhoods	6
	in 1/2 Mile	

#### PROPOSED CONDITIONS

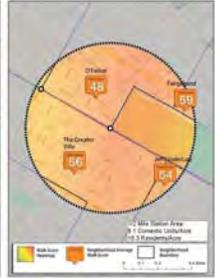
TRANSIT FUNCTION	Station Orientation	Walk-Up Station
STATION TYPE	Station Organization	Board Level - 800 Station Area - 17.5 Acres Far Side Platform
DEVELOPMENT OPPORTUNITY	Undeveloped Land	17.5 Acres
	% of 1/2 Mile	5%
POTENTIAL PROGRAM	Available Lots	70
	Assessed Value of Commercial Land	\$370,000
POTENTIAL PROGRAM	Assessed Value of Land in 1/2 Mile	\$4,202,560
	Station Area	\$4,202,560
POTENTIAL PROGRAM	Developed Density for New Development	10-18 DENSITY
	Lot Size/Block	0.1-0.3 ACRE
POTENTIAL PROGRAM	Job Sensitive	Job Sensitive
	Building Types	Medium Rise Office High Rise Office Retail Residential Restaurants & Crafted Foodservice

#### STATION TYPE

Neighborhood General Type 1



1/2 Mile Station Area  
17.5 Acres  
Assessed Value: \$4,202,560

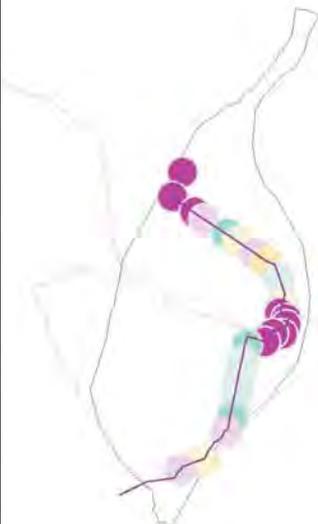


# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

NORTHSIDE SOUTHSIDE  
ALIGNMENT  
1 LINE  
25 STOPS  
9 TYPOLOGIES

- NEIGHBORHOOD CENTER TYPE 2 (4)
- NEIGHBORHOOD CORE
- CBD / SPECIAL DISTRICT (9)
- NEIGHBORHOOD GENERAL TYPE 3 (5)
- NEIGHBORHOOD CENTER TYPE 1 (3)
- BUSINESS DISTRICT
- NEIGHBORHOOD GENERAL TYPE 1 (3)
- NEIGHBORHOOD GENERAL TYPE 2 (1)
- OFFICE / INDUSTRIAL DISTRICT



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### POTENTIAL STATION DISTRIBUTION

	NORTHSIDE	DOWNTOWN	SOUTHSIDE
STRATFORD STATION	SPECIAL DISTRICT		
GOODFELLOW STATION	SPECIAL DISTRICT		
UNION STATION	SPECIAL DISTRICT		
KINGSHIGHWAY STATION	NEIGHBORHOOD CENTER TYPE 2		
NEWSTEAD STATION	NEIGHBORHOOD CENTER TYPE 1		
FAIR STATION	NEIGHBORHOOD GENERAL TYPE 1		
GRAND STATION	NEIGHBORHOOD CENTER TYPE 2		
PARNELL STATION	NEIGHBORHOOD GENERAL TYPE 2		
ST. LOUIS STATION	NEIGHBORHOOD GENERAL TYPE 3		
BIDDLE STATION	NEIGHBORHOOD GENERAL TYPE 1		
DELMAR STATION		CBD/SPECIAL DISTRICT	
WASHINGTON STATION		CBD/SPECIAL DISTRICT	
OLIVE STATION		CBD/SPECIAL DISTRICT	
CLARK STATION		CBD/SPECIAL DISTRICT	
MMTZ		CBD/SPECIAL DISTRICT	
TRUMAN STATION		CBD/SPECIAL DISTRICT	
PARK STATION			NEIGHBORHOOD CENTER TYPE 1
RUSSELL STATION			NEIGHBORHOOD GENERAL TYPE 3
GRAVOIS STATION			NEIGHBORHOOD GENERAL TYPE 3
ARSENAL STATION			NEIGHBORHOOD GENERAL TYPE 3
CHEROKEE STATION			NEIGHBORHOOD GENERAL TYPE 3
KEOKUK STATION			NEIGHBORHOOD GENERAL TYPE 1
BROADWAY STATION			NEIGHBORHOOD GENERAL TYPE 2
BATES STATION			NEIGHBORHOOD GENERAL TYPE 1
LOUGHBOROUGH STATION			NEIGHBORHOOD GENERAL TYPE 2

## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

# STATION SELECTION

## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

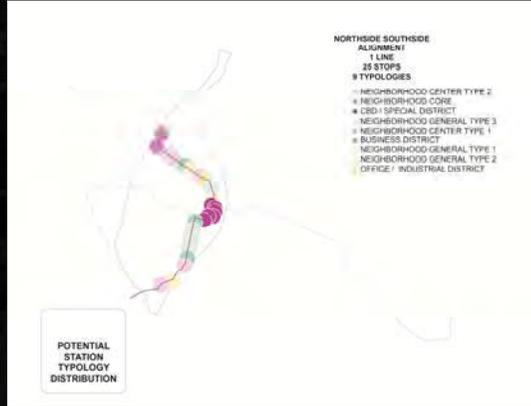
### STATION SELECTION CRITERIA

Most Prevalent / Replicable

Moderate Existing or Potential Density

Model for Future Development

Good supply of underutilized land in pattern amenable to transit friendly development



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

# STATION SELECTION: Northside



# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

## N-S ALIGNMENT STATION AREA TYPOLOGY ASSESSMENT PARNELL STATION

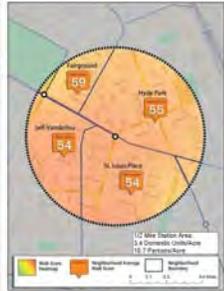
CURRENT CONDITIONS		
CATEGORY	SCREEN	VALUE
INTENSITY & USE MIX	Use Mix Intensity	17 Jobs/Residents
	Intensity	5,226 Jobs + Residents
CONNECTIVITY	Bus Routes	3
	Mean Walkscore	55.5
URBAN FORM & QUALITY	Mean Block Size	37.5 Acres
	Neighborhoods in 1/4 Mile	4

PROPOSED CONDITIONS		
TRANSIT FUNCTION	Station Orientation	Walk-up station Local & express connectors
STATION TYPE	Station Organization	Street Level Side Full Side Platform
	Underutilized Land % of 1/4 Mile	15%
	Station area	202
DEVELOPMENT OPPORTUNITY	Assessable Value of Underutilized Land	\$605,800
	Assessable Value of Land in 1/4 Mile Station Area	\$1,775,200
POTENTIAL PROGRAM	Desired Density for New Development	10-18 Dwellings/Lot
	Building Types	Apartment, Town, Attached Residential, Commercial, Mixed-Use, High-Rise Residential, High-Rise Residential

**STATION TYPE**  
Neighborhood General Type 2



1000 South Grand Boulevard  
St. Louis, MO 63104  
Tel: 314.433.1111  
www.h3studio.com



# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

## N-S ALIGNMENT STATION AREA TYPOLOGY ASSESSMENT ST. LOUIS STATION

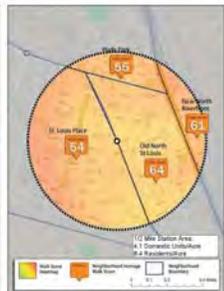
CURRENT CONDITIONS		
CATEGORY	SCREEN	VALUE
INTENSITY & USE MIX	Use Mix Intensity	3.27 Jobs/Residents
	Intensity	4,207 Jobs + Residents
CONNECTIVITY	Bus Routes	0
	Mean Walkscore	66.5
URBAN FORM & QUALITY	Mean Block Size	8.6 Acres
	Neighborhoods in 1/4 Mile	4

PROPOSED CONDITIONS		
TRANSIT FUNCTION	Station Orientation	Walk-Up Station
STATION TYPE	Station Organization	Street Level Side Full Side Platform
	Underutilized Land % of 1/4 Mile	25%
	Station area	224
DEVELOPMENT OPPORTUNITY	Assessable Value of Underutilized Land	\$807,100
	Assessable Value of Land in 1/4 Mile Station Area	\$3,441,500
POTENTIAL PROGRAM	Desired Density for New Development	10-18 Dwellings/Lot
	Building Types	Residential & Commercial Residential, High-Rise Residential, High-Rise Residential, Commercial, Town, Attached Residential, High-Rise Residential, High-Rise Residential

**STATION TYPE**  
Neighborhood General Type 3



1000 South Grand Boulevard  
St. Louis, MO 63104  
Tel: 314.433.1111  
www.h3studio.com



# STATION SELECTION: Downtown

## N-S ALIGNMENT STATION AREA TYPOLOGY ASSESSMENT DELMAR STATION

### CURRENT CONDITIONS

CATEGORY	SCREEN	VALUE
INTENSITY & USE MIX	Use Mix	3,652 Jobs/Residents
	Intensity	25,128 Jobs + Residents
CONNECTIVITY	Bus Routes	11
	Mean Walkscore	89.75
URBAN FORM & QUALITY	Mean Block Size	3.3 Acres
	Neighborhoods in 1/4 Mile	4

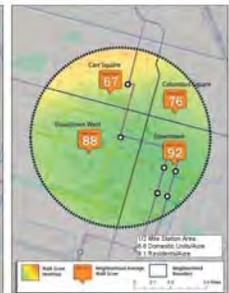
### PROPOSED CONDITIONS

STATION FUNCTION	Station Orientation	Walk-Up Station
STATION TYPE	Station Organization	Street Level Center
		Double-Ended Platform
DEVELOPMENT OPPORTUNITY	Underdeveloped Land	3.8 Acres
	% of 1/4 Mile Station Area	13.6%
	Available Lots	34
POTENTIAL PROGRAM	Assessed Value of Underdeveloped Land	\$8,843,300
	Assessed Value of Land in 1/4 Mile Station Area	\$65,706,450
	Desired Density for New Development	Market Driven Density
	Market Driven Density	Market Driven Density
	Lot-Outside Building Types	

**STATION TYPE**  
CBD / Special District



1000 South Grand Boulevard, Suite 1000  
St. Louis, MO 63104  
Tel: 314.433.1000  
www.h3studio.com



# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

## N-S ALIGNMENT STATION AREA TYPOLOGY ASSESSMENT TRUMAN STATION

### CURRENT CONDITIONS

CATEGORY	SCREEN	VALUE
INTENSITY & USE MIX	Use Mix	3.34 Jobs/Residents
	Intensity	6,815 Jobs + Residents
CONNECTIVITY	Stops/Block	11
	Mean Walkscore	87.6
URBAN FORM & QUALITY	Mean Block Size	7.4 Acres
	Streets/mile at 1/4 Mile	5

### PROPOSED CONDITIONS

STATION FUNCTION	Station Orientation	West-Up Station
STATION TYPE	Station Organization	Street Level Center Block Level Pedestrian Block Level Transit
	Underutilized Land % of 1/4 Mile Station Area	12%
DEVELOPMENT OPPORTUNITY	Available Lots	66
	Assessed Value of Underutilized Land	\$4,622,300
	Assessed Value of Land in 1/4 Mile Station Area	\$33,806,330
	Desired Density for New Development	Market Driven Density
POTENTIAL PROGRAM	Building Types	Market Driven EAP

STATION TYPE  
CBD / Special District



# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

# STATION SELECTION: Southside

# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

## N-S ALIGNMENT STATION AREA TYPOLOGY ASSESSMENT GRAVOIS STATION

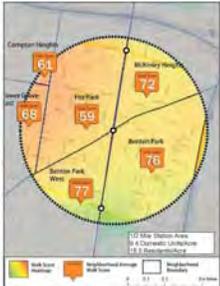
CURRENT CONDITIONS		
CATEGORY	SCREEN	VALUE
INTENSITY & USE MIX	Use Mix	3,175,206/Residents
	Intensity	13,273 Jobs + Residents
CONNECTIVITY	Bike Routes	5
	Bike Infrastructure	5 Miles
URBAN FORM & QUALITY	Mean Block Size	0.8 Acres
	Neighborhoods	6

PROPOSED CONDITIONS		
STATION FUNCTION	Station Orientation	Walk-Up Station
STATION TYPE	Station Organization	Street Level Side Far Side Platforms
	Underutilized Land	11.1 Acres
DEVELOPMENT OPPORTUNITY	% of 1/4 Mile Station Area	4.7%
	Available Lots	62
	Assessed Value of Underutilized Land	\$1,266,300
	Assessed Value of Land in 1/4 Mile Station Area	\$13,400,170
POTENTIAL PROGRAM	Densified Density for New Development	10-18 DU/acre
	Existing Density	10-20 DU/acre
POTENTIAL PROGRAM	Building Types	High Rise Residential Building Commercial Retail Building Fine Building Lower Building

**STATION TYPE**  
Neighborhood General Type 3



Scale: 1:10,000  
Date: 10/20/2014  
Map: Station Area Typology Assessment  
Author: H3 Studio  
Client: Saint Louis Development Corporation



# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

## N-S ALIGNMENT STATION AREA TYPOLOGY ASSESSMENT KEOKUK STATION

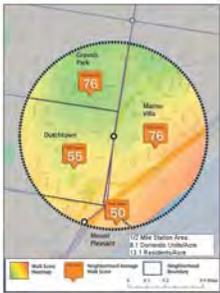
CURRENT CONDITIONS		
CATEGORY	SCREEN	VALUE
INTENSITY & USE MIX	Use Mix	5,292,208/Residents
	Intensity	6,176 Jobs + Residents
CONNECTIVITY	Bike Routes	6
	Bike Infrastructure	4 Miles
URBAN FORM & QUALITY	Mean Block Size	0.7 Acres
	Neighborhoods	4

PROPOSED CONDITIONS		
STATION FUNCTION	Station Orientation	Walk-Up Station
STATION TYPE	Station Organization	Street Level Side Far Side Platforms
	Underutilized Land	13.3 Acres
DEVELOPMENT OPPORTUNITY	% of 1/4 Mile Station Area	5.2%
	Available Lots	62
	Assessed Value of Underutilized Land	\$2,097,100
	Assessed Value of Land in 1/4 Mile Station Area	\$8,311,000
POTENTIAL PROGRAM	Densified Density for New Development	10-18 DU/acre
	Existing Density	10-20 DU/acre
POTENTIAL PROGRAM	Building Types	High Rise Residential Building Commercial Retail Building Fine Building Lower Building

**STATION TYPE**  
Neighborhood General Type 1



Scale: 1:10,000  
Date: 10/20/2014  
Map: Station Area Typology Assessment  
Author: H3 Studio  
Client: Saint Louis Development Corporation



TAC Meeting #3 Presentation:  
May 24, 2013

# TOD STATION AREA PLANNING

## North South Alignment

Technical Advisory Committee Meeting #3



SAINT LOUIS DEVELOPMENT CORPORATION

THE CITY OF SAINT LOUIS  
May 23, 2013

H3 Studio

Development Strategies :: Bernardin, Lochmueller & Associates :: Vector Communications :: M3 Engineering Group

## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### AGENDA

#### INTRODUCTION

- Background
- Purpose of Study
- Scope of Work & Schedule

#### NEIGHBORHOOD STATION AREA TYPOLOGY

- STATION AREA PROFILE SYSTEM
- System Criteria
- Preliminary Application

#### ASSUMPTIONS

- Planning Criteria
- Transit Analysis
- Economic Analysis
- Environmental Analysis

#### STATION AREA PLAN ALTERNATIVES

- Cherokee Alternates
- Kingshighway Alternates

#### NEXT STEPS



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### BACKGROUND TO THE STUDY: *Regional Sustainability Plan*

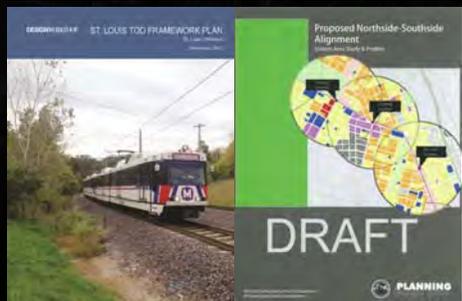
This project is part of a three-year, \$4.7-million grant from HUD to develop a **regional plan for sustainable development**.

The St. Louis-area grant was announced in October 2010, with funding for planning running through December 2013. The \$4.7-million award was the **fourth-highest** among the 45 regions that received funding from HUD; 225 grant applications were submitted.

### GRANT ASSUMPTIONS

The grant is part of HUD's **Sustainable Communities Initiative**, an interagency collaboration of HUD, DOT & EPA which is currently funding planning efforts throughout the country. **At the core of the planning effort are six Livability Principles**

Livability Principle	Indicator
Provide more transportation choices	Percent of jobs and housing located within one-half mile of transit
Promote equitable, affordable housing	Percent of household income spent on housing and transportation
Enhance economic competitiveness	Percent of workforce living within a 30 minute or less commute from primary job centers
Support existing communities	Percent of transportation investments dedicated to enhancing accessibility of existing transportation system
Coordinate policies and leverage investment	Percent of transportation projects where more than one federal funding source is utilized
Value communities and neighborhoods	Percent of housing located in walkable neighborhoods with mixed use destinations located nearby



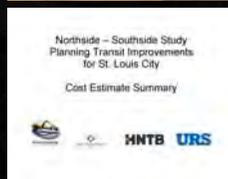
## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### BACKGROUND TO THE STUDY: *Long-Range Transit Plan*

In 2010, Metro put forth the **Moving Transit Forward: St. Louis Regional Long-Range Transit Plan** in which they provide a menu of five options for expanding MetroLink.

The **Northside-Southside Alignment** has the most fully developed plan of all the MetroLink corridors. In public meetings, this alignment was a **highly favored option** because it has the potential to serve the local area's transit needs by connecting existing and proposed bus, bicycle, and pedestrian networks, which, in turn, creates a **broader transportation network that brings transit to areas that need it the most**.



# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

## ST. LOUIS CITY: TOD STATION AREA PLANNING: PROPOSED N/S ALIGNMENT

The purpose of this study is to assist "with preparing for and taking advantage of transit investment along the proposed alignment" and "be responsible for identifying, recommending, and completion Station Area Plans for two stations along the N/S Alignment"

### SCOPE OF WORK

1. Develop Community Outreach Plan
2. Station Typology Identification
3. Selection of Two Station Areas
4. Station Plan Alternative
5. Economic Analysis of Alternatives
6. Refinement of Station Area Plans Alternatives including Transportation and Stormwater/Environmental Issues
7. Preferred Station Area Plans including Land Use and Zoning Changes / Estimated Costs of Improvements
8. Final Station Area Plans



# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

## ST. LOUIS CITY: TOD STATION AREA PLANNING: PROPOSED N/S ALIGNMENT

### PROJECT SCHEDULE

THE FOLLOWING TASKS REPRESENT THE CONSULTANTS PROPOSED SCOPE OF WORK AND BASIC SCHEDULE.



4.0 MONTHS  
START TO  
FINISH

# NEIGHBORHOOD STATION AREA TYPOLOGY

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## NEIGHBORHOOD STATION AREA TYPOLOGY

Downtown Typology

### Major Urban Center Typology

Office/Industrial District

Business District

### Neighborhood Typology

Neighborhood General Type 1

Neighborhood General Type 2

Neighborhood General Type 3

Neighborhood Center Type 1

Neighborhood Center Type 2

Neighborhood Core

Suburban Typology

Campus/ Special Event/ Special Purpose

At the conclusion of Technical Advisory Committee Meeting #1, there was a generally agreed upon Station Area Typology for refinement throughout the remainder of the planning process and in particular future potential

### NORTHSIDE-SOUTHSIDE ALIGNMENT

1 | LINE

26 | STOPS

3 | TYPOLOGIES

• NEIGHBORHOOD CENTER TYPE 2

• NEIGHBORHOOD CORE

• CBD / SPECIAL DISTRICT

• NEIGHBORHOOD GENERAL TYPE 3

• NEIGHBORHOOD CENTER TYPE 1

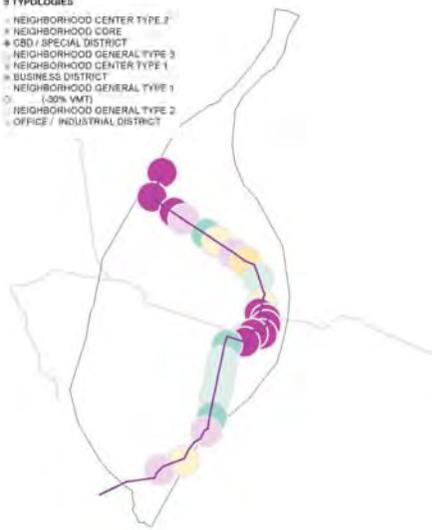
• BUSINESS DISTRICT

• NEIGHBORHOOD GENERAL TYPE 1

○ 1-30% VMT

• NEIGHBORHOOD GENERAL TYPE 2

• OFFICE / INDUSTRIAL DISTRICT



# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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## STATION AREA PROFILE SYSTEM

Compile information for each station into 7 distinct decision making criteria

### Current Conditions

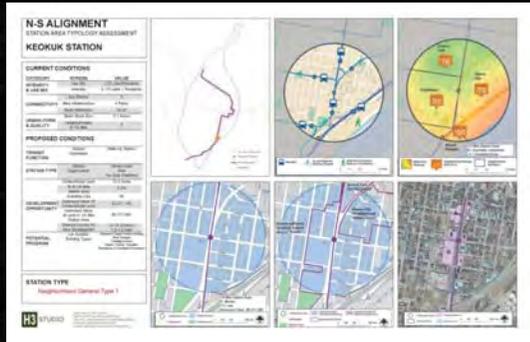
- Intensity & Use Mix
- Connectivity
- Urban Form & Quality

### Proposed Conditions

- Transit Function
- Station Type
- Development Opportunity
- Potential Program

### Station Type Classification

One of 6 distinct types



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# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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## METHODOLOGY TYPOLOGICAL SHIFT

### • DETERMINATION OF STATION AREA TYPOLOGY BASED ON

- INTENSITY  
(Workers + Residents)
- MIX USE  
(Workers / Residents)



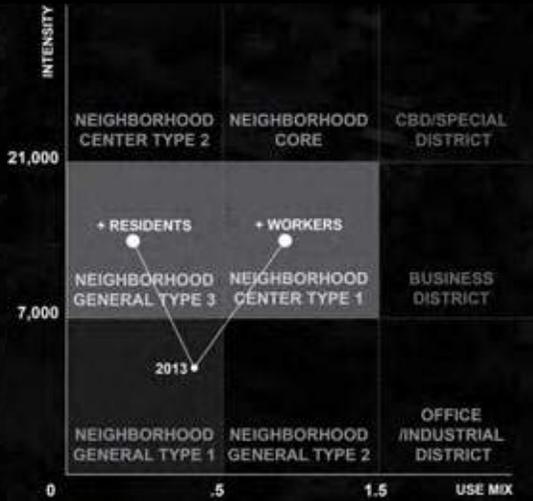
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## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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### METHODOLOGY TYPOLOGICAL SHIFT

- ADD SPECIFIC COMBINATION OF WORKERS OR RESIDENTS TO SHIFT STATION AREA INTO A DIFFERENT TYPOLOGY



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## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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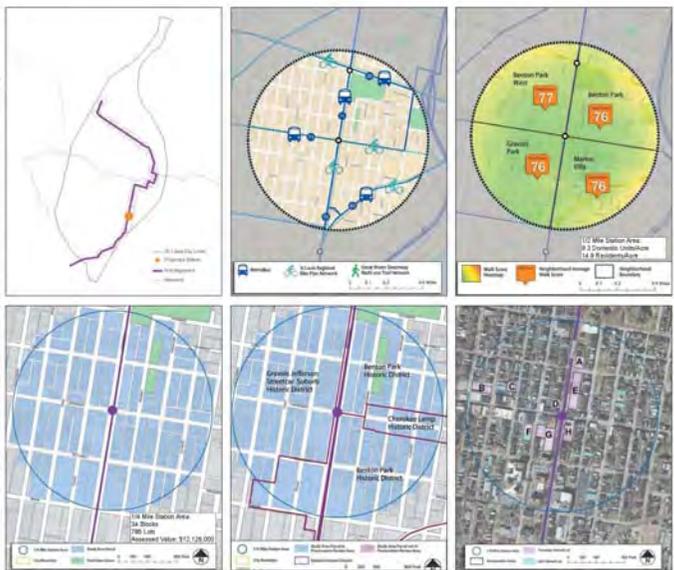
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## N-S ALIGNMENT STATION AREA TYPOLOGY ASSESSMENT CHEROKEE STATION

CURRENT CONDITIONS	
<b>CATEGORY</b>	<b>SCREEN</b> <b>VALUE</b>
<b>INTENSITY &amp; USE MIX</b>	Use Mix: 3.12 Jobs/Residents Intensity: 9,201 Jobs + Residents
<b>CONNECTIVITY</b>	Bus Routes: 5
	Mean Walkscore: 78.25
<b>URBAN FORM &amp; QUALITY</b>	Mean Block Size: 7.4 Acres
	Neighborhood Age: 10-12 Miles
	Block Size: 6
PROPOSED CONDITIONS	
<b>TRANSIT FUNCTION</b>	Station Orientation: Walk-Up Station
<b>STATION TYPE</b>	Station: Street Level Organization: Side-Fair-Size Platforms
<b>DEVELOPMENT OPPORTUNITY</b>	Undeveloped Land: 8.1 Acres % of US Site: 2.4% Station Area: Available Lots: 18 Assessed Value of Undeveloped Land: \$852,300 Assessed Value of Land in 1/4 Mile: \$12,120,000 Station Area: 16-18 Duplicates Density: 1,500/FAC P.O.P. Jurisdiction: 1.5 Miles Potential Building Types: Medium to High Rise Residential Building, Employment Office Building, Lower Building

**STATION TYPE**  
Neighborhood General Type 3



H3 STUDIO

# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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## N-S ALIGNMENT STATION AREA TYPOLOGY ASSESSMENT KINGSHIGHWAY STATION

### CURRENT CONDITIONS

CATEGORY	SCREEN	VALUE
INTENSITY & USE MIX	Land Use Intensity	5,239 Jobs + Residents
	Bus Routes	5
CONNECTIVITY	Bus Infrastructure	2 Ramps
	Mean Walkscore	89.5
URBAN FORM & QUALITY	Mean Block Size	11.4 Acres
	Neighborhoods in 1/2 Mile	4

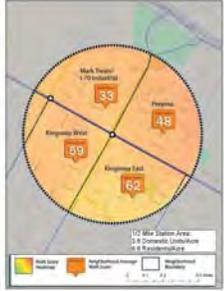
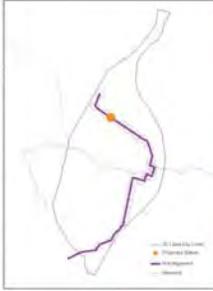
### PROPOSED CONDITIONS

STATION FUNCTION	Station Organization	Walk-Up Station
STATION TYPE	Street Level Side	
	Platform	Full-Depth Platform
DEVELOPMENT OPPORTUNITY	Undeveloped Land	36.3 Acres
	% of 1/4 Mile Station Area	14.9%
	Assessed Value of Undeveloped Land	\$18,299,000
	# of Lots in 1/4 Mile Station Area	59,925,403
POTENTIAL PROGRAM	Station Area Density for Infill Development	15-18 Dwellings / 1,150 S.F.A.D.
	Building Types	Apex, Tower, Rowhouse, Renaissance & Courtyard Rowhouse, Elevated Park, Downtown Building, High-Rise Residential Building, Park Building, Low-Rise Office

**STATION TYPE**  
Neighborhood Center Type 2



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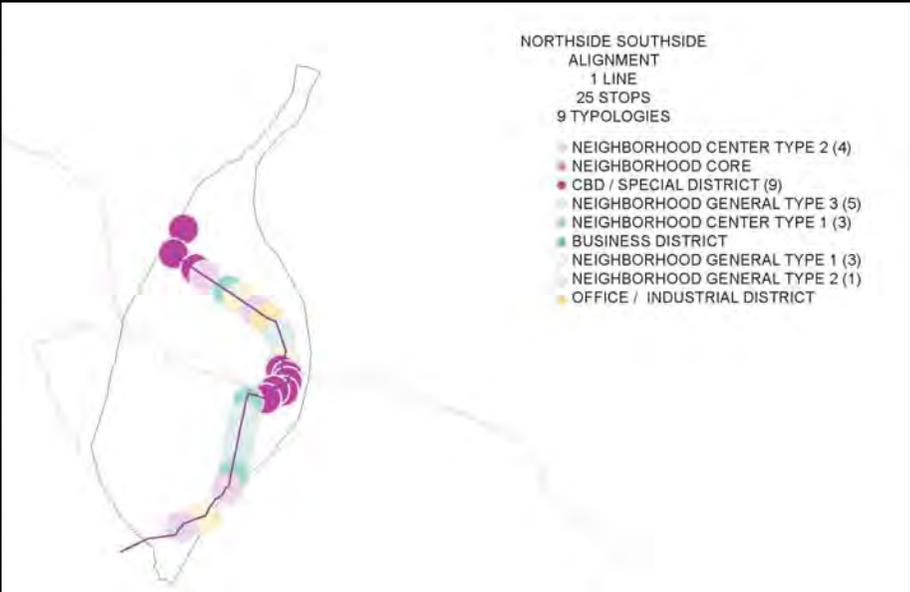
## STATION AREA PLANNING CRITERIA

- TRANSIT SHED
- ECONOMIC DEVELOP STRATEGY TO ADDRESS VACANCY IN TRANSIT SHED
- URBAN DESIGN
- ENVIRONMENTAL

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# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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## METHODOLOGY TRANSIT SHEDS



**TOD ESSENTIAL ATTRIBUTES**

- Increased intensities of residents and employees
- Use Mix reflecting a fine grain, diverse blend of land-uses including retail, office, residential, and public space
- Urban Form and Quality
  - Physical features
  - Urban Design Quality
  - Individualization & Experience
- Connectivity



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SCENARIOS TO INCREASE RIDERSHIP

# INCREASE RESIDENTIAL DEVELOPMENT

Based upon additional research, TOD-style development will yield a higher ridership capture than employment.

- ¼ Mile Radius from MetroLink: **10%-15% Capture Rate**
  - ½ Mile Radius from MetroLink: **5%-10% Capture Rate**
  - Greater than ½ Mile Radius: **<2% Capture Rate**
- A special capture rate for TOD was developed by Robert Cervero (UC-Berkeley) as part of the MetroLink MetroSouth Study in the mid-2000s. He estimated a **15 percent capture rate** for TODs directly adjacent to the station (meaning within ¼ mile). The rate is predicated on the development attracting segments of the population that are predisposed to riding transit (essentially that's why they're relocating to TOD). This rate cannot be applied to typical residential uses.

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METHODOLOGY  
ADDRESS VACANCY IN TRANSIT SHED

- REFURBISH VACANT BUILDINGS TO MAKE COMPLETE NEIGHBORHOODS
- FILL VACANT LAND TO REFLECT CONTEXT SCALE
- PACK PROGRAM DENSELY AROUND STATION AREA TO MEET DESIRED INTENSITY AND USE MIX THRESHOLDS



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## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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### TRANSIT ORIENTED DEVELOPMENT STATION AREA PLANNING

Well planned station areas include the following ESSENTIAL ATTRIBUTES:

- Increased intensities of residents and employees
- Use Mix reflecting a Fine Grain, diverse blend of Land-Uses including retail, office, residential, and public space
- Urban Form & Quality
- Connectivity
- Parking Strategy

A well defined Downtown station area is a unique and identifiable URBAN PLACE



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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### TRANSIT ORIENTED DEVELOPMENT STATION AREA PLANNING

Well planned station areas could include the following HIGHLY DESIRABLE *but non essential* ATTRIBUTES:

- Supportive Commercial Uses
- Well-connected Fine Grained Street Network
- Traffic Calming Features
- No Dead Space or Facades
- Well-Articulated Blocks, Landmarks and Buildings
- Public Space, Parks and Amenities
- Attractive Transit Facilities
- Attractive and Safe Environment



## Stormwater and Water Quality

- Sites are in Bissell Watershed (combined system)
- MSD will be the permitting agency
- > 1 Acre disturbed = Stormwater Quantity/Quality Design
- Downstream capacity issues = Stormwater Quantity Design
- Decrease runoff through infiltration

## Stormwater and Water Quality

- Will likely trigger Water Quality/Quantity Requirements
- Meet with MSD early to define expectations
- May be eligible for MSD's *Green Infrastructure Program Financial Partnering for Early Action Projects*
- Bioretention/Rain Garden = \$20 to \$25/sf
- Porous Pavement = \$15 to \$20/sf

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## STORMWATER STRATEGIES



Bump-out  
Rain Garden

Green Alleys



Porous Pavement



Bio-Retention Facility



Water Capture/Reuse

# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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## STORMWATER STRATEGIES

### Water Capture/Reuse



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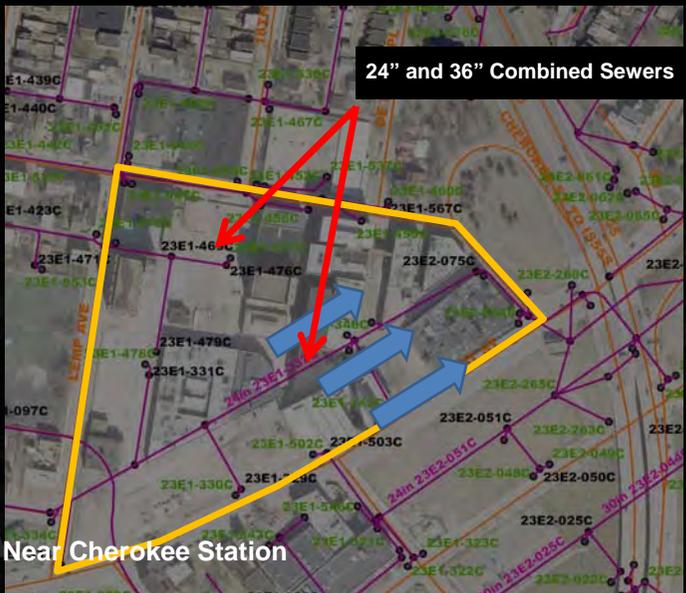
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Combined System Near Kingshighway Station

# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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Combined System Near Cherokee Station

# STATION AREA ANALYSIS & PLAN ALTERNATIVES

- KINGSHIGHWAY STATION
- CHEROKEE STATION

# STATION AREA ANALYSIS & PLAN ALTERNATIVES

- CHEROKEE STATION

# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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## STATION AREA ANALYSIS Existing Conditions – SW



# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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## CHEROKEE STATION EXISTING CONDITIONS



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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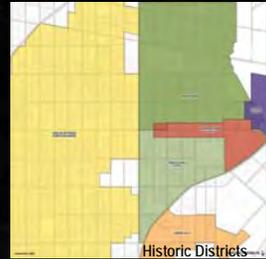
### ANALYSIS – CONTEXT

#### Increased Intensities Of Residents And Employees

- Benton Park West, Benton Park, Gravois Park, and Marine Villa Neighborhoods meet at station area

#### Use Mix reflecting a Fine Grain, diverse blend of Land-Uses including retail, office, residential, and public space

- Zoning will create limitations on building envelope, mix of uses, and parking requirements.
- Land uses reflect primarily residential use with small areas of commercial activity
- 5 Historic Districts in the context area



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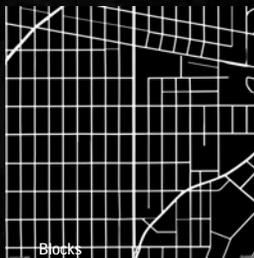
### ANALYSIS – CONTEXT

#### Increased Intensities

#### Use Mix

#### Urban Form & Quality

- Alignment runs slopes downhill south down the center of Jefferson Ave.
- Relatively flat topography is not a hindrance to walkability or bikeability.
- Variety of parcel sizes and building forms create varied urban character, some pedestrian friendly, some auto oriented.
- Small blocks very conducive to high quality pedestrian experience



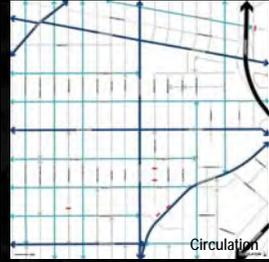
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### ANALYSIS – CONTEXT

Increased Intensities  
Use Mix  
Urban Form & Quality  
Connectivity

- Blocked streets limit pedestrian, bike, and auto access to Broadway and some secondary streets within the transit shed
- Surface parking concentrated along Jefferson Ave
- Bike routes connect to station.
- Well served by 5 bus routes.
- Transit Shed intersects with Transit Shed of Union Station to the West.



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## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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### ANALYSIS – CONTEXT

Increased Intensities  
Use Mix  
Urban Form & Quality  
Connectivity  
Parking Replacement Strategies

#### Other Highly Desirable Features

- Easy access to highway
- Several schools, churches, Hospitals, and parks within walking distance of station
- Vibrant, ethnically diverse communities share the neighborhoods surrounding the station area



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## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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### CHEROKEE STATION AREA ANALYSIS

#### Intensity & Use Mix

- Intensity = Jobs + Residents: 9,200
- Use Mix = Jobs/Residents: 0.12

#### Urban Form & Quality

- Mean Block Size: 7.4 acres
- 4 Neighborhoods within ½ Mile of Station
- Access & Mobility:
  - 2 station platforms
  - Highway, closed roads, and Mid-Block buildings which connect across streets are barriers
  - Parking lots and fences are not ped. friendly

#### Connectivity

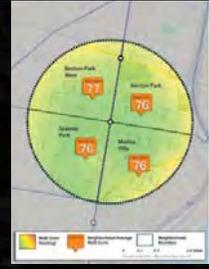
- 5 Bus Routes
- St. Louis Regional Bike Plan Network
- 76 Mean Walk Score- Very Walkable

#### Transit Function

- Station Orientation: Walk-Up Station
- Primarily residential with some neighborhood commercial use



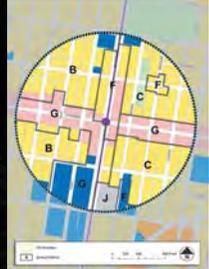
Station Area



Walk Score- Heatmap



Bike & Bus Routes



Zoning and Land Use

## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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### CHEROKEE STATION AREA ANALYSIS

#### Station Type

- Station Organization: Above grade; street level, side-far-side platform

#### Development Opportunity

- Underutilized Land: 72 acres
- % of ¼ Miles Station Area: 60%
- Available Lots: 206
- Assessed Value of Underutilized Land: \$\_
- Assessed Value of Land in ¼ Mile Station Area: \$9,925,400
- Desired Density for New Development:
  - 20 DU/acre, 25 Jobs/acre
  - Market-Driven FAR

#### Potential Program

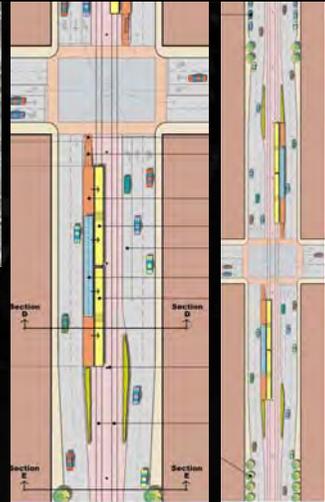
- Residential, office, commercial, mixed-use

#### Station Type Classification

- Neighborhood General Type 1



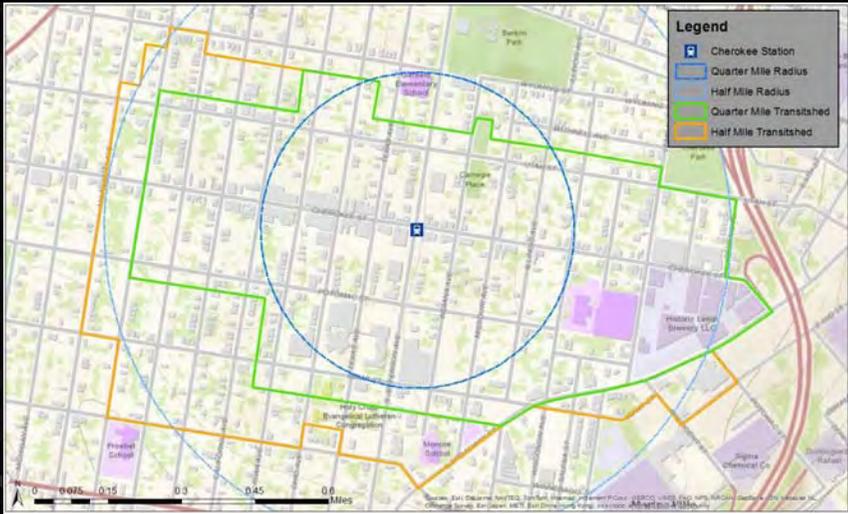
Vacant Lots



Station Organization

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### CHEROKEE STATION TRANSITSHEDED

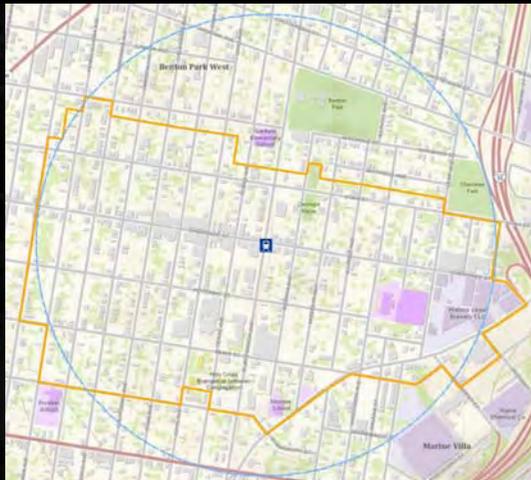
- Due to the close proximity of station along Jefferson Ave., the transitshed is much smaller north and south than east and west
- Different from a Station Area Plan: station area plan development serves as a catalyst to infill development in the transitshed

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### HALF MILE TRANSITSHEDED

- More influenced by proximity to station than pedestrian conditions
- Lower transit capture rate than quarter mile transitshed, 1/2 Mile is about as far as someone will walk to transit
- Limiting Boundaries
  - Arsenal and Keokuk Stations: the close proximity to stations on both the north and south sides of the transitshed create a compressed transitshed that is much larger east and west than north and south
  - Interstate 55: creates a virtually impassible boundary on the east end of the transitshed
- Population within transitshed: 4,770
- Employment within transitshed: 740
- Use Mix: 0.16
- Transit Capture Rate: 10%
- Projected Ridership within 1/2 Mile: 683



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### QUARTER MILE TRANSITSHED

- Heavily influenced by street layout and pedestrian conditions
- High transit capture rate relative to surrounding area
- Limiting Boundaries:
  - Arsenal Station: Arsenal and Cherokee stations are only three blocks apart, transitsheds are compressed due to proximity
- Major Opportunities:
  - Cherokee Business District: drastically underutilized compared to similar corridors in the region, strong employment center for the neighborhood
  - Lemp Brewery: large amount of space prime for redevelopment that anchors the east end of the transitshed
  - St. Alexis Hospital: employment center in a field that has a strong history of employee transit ridership
- Population within Transitshed: 3,123
- Employment within Transitshed: 593
- Use Mix: 0.19
- Transit Capture Rate: 15%
- Projected Ridership within ¼ Mile: 557



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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### INFRASTRUCTURE IMPROVEMENTS

- Improvements to see full potential of ¼ and ½ mile transitsheds
- Tier 1 Improvements
  - Full streetscape overhaul
  - Follow Great Streets guidelines and multi-modal planning practices to create complete streets
  - Streets:
    - Jefferson Ave. (most likely completed at the same time as the transit improvement), links all the station areas together and has plenty of vacant land for higher-density development
    - Cherokee Ave. through entire ½ Mile transitshed, links business district to Lemp Brewery site and will be a strong axis along which redevelopment will take place



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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### INFRASTRUCTURE IMPROVEMENTS

- Tier 2 Improvements
  - Major sidewalk improvements: widening, ADA accessibility, upgraded crosswalks
  - Lighting improvements
  - Streets:
    - Utah St. and Potomac St. through entire length of ½ Mile transitshed, provide secondary thoroughfares for pedestrians that links residential areas to Jefferson Ave. Since the transitshed is much larger east and west than north and south, strong east-west connections are needed



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## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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### INFRASTRUCTURE IMPROVEMENTS

- Tier 3 Improvements
  - All other streets not listed above
  - Fill in gaps in pedestrian facilities
  - Replace uneven and damaged sidewalks
  - Make all sidewalks and crosswalks ADA accessible

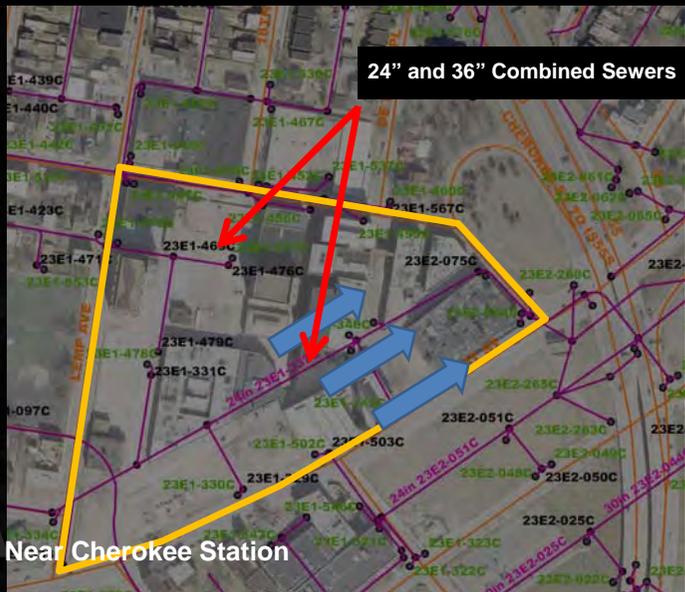


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# Stormwater and Water Quality

- Sites are in Bissell Watershed (combined system)
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- Decrease runoff through infiltration

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## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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### CHEROKEE STATION AREA

- Residential and employment **DENSITIES ARE WELL BELOW THE IDEAL RESIDENTIAL AND COMMERCIAL DENSITIES** for transit stations
- The **PEDESTRIAN SHED IS COMPOSED PRIMARILY OF RESIDENTIAL USE WITH REGIONALLY SIGNIFICANT COMMERCIAL**
- Station area **OVERLAPS SIGNIFICANTLY WITH ARSENAL STATION'S TRANSIT SHED**



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## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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### CHEROKEE STATION AREA

- The station **SERVES 4 NEIGHBORHOODS**
- Each residential neighborhood **HAS SMALL BLOCKS, UNIQUE ARCHITECTURE, AND OPEN SPACE**
- **GREAT OPPORTUNITY** for increased density and use mix **ALONG JEFFERSON AND WITHIN THE COMMERCIAL PORTION OF CHEROKEE**
- **LOW LAND VALUES** encourage combination of parcels and redevelopment of vacant property



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# STATION AREA PLAN ALTERNATIVES

## CHEROKEE STATION

1: NEIGHBORHOOD GENERAL TYPE 3

2: NEIGHBORHOOD CENTER TYPE 1

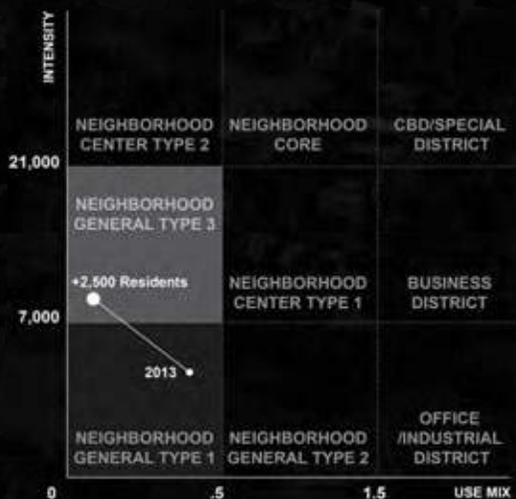
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### STATION AREA PLAN ALTERNATIVES

#### 1: Neighborhood General Type 3

##### Shifting the Typology

- Add 2,500 Residents in New Build and Redeveloped Housing Units



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## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### STATION AREA PLAN ALTERNATIVES

#### 1: Neighborhood General Type 3

##### ADDRESSING VACANCY

- Redeveloped Buildings & Sites 167
- Redeveloped Units 876
- Redeveloped Property Population 1,840



- Vacant Plot
- Plot with Vacant Building

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## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### STATION AREA PLAN ALTERNATIVES

#### 1: Neighborhood General Type 3

##### DEVELOPMENT PROGRAM

- Residential 246 new units and 876 renovated units (1,000 S.F./unit)
- Retail renovate existing
- Redevelopment of Existing Yes

- STATION AREA TYPOLOGY  
NEIGHBORHOOD GENERAL TYPE 3



- Residential
- Vacant Plot
- Plot with Vacant Building

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# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

## STATION AREA PLAN ALTERNATIVES

### 1: Neighborhood General Type 3

#### KEY PROJECTS

- Redevelop Lemp Brewery to accommodate 600 units of renovated residential units
- Infill vacant land and redevelop vacant residential buildings.
- Develop new residential adjacent to station platforms on Jefferson Ave.



Residential Vacant Plot  
Plot with Vacant Building

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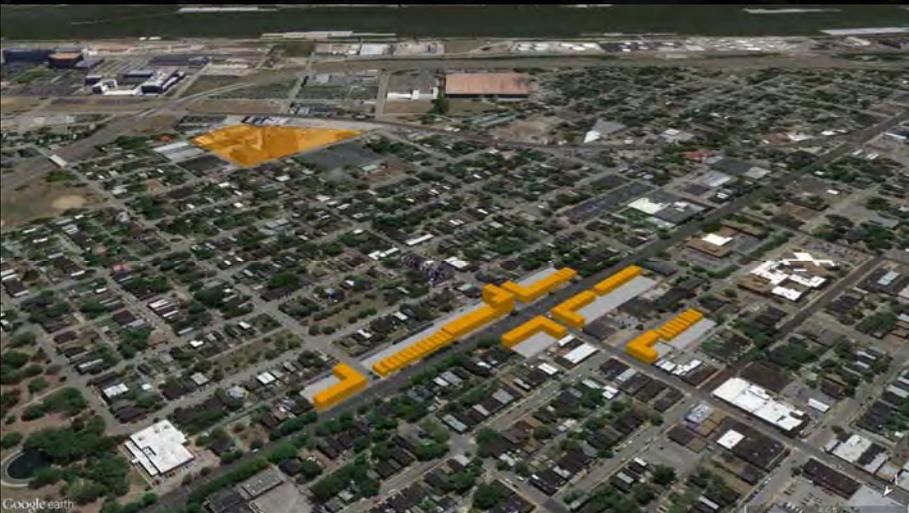
# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

## STATION AREA PLAN ALTERNATIVES

### 1: Neighborhood General Type 3 – SW

Residential  
Commercial  
Office  
Open Space



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### STATION AREA PLAN ALTERNATIVES

#### 1: Neighborhood General Type 3

##### DEVELOPMENT PROGRAM

- Residential 1,100 units (1,000 S.F./Unit)
- Park & Open Space Yes
- Redevelopment of Existing Yes

##### • STATION AREA TYPOLOGY NEIGHBORHOOD GENERAL TYPE 3

##### NEW DEVELOPMENT ESTIMATES

- Average FAR of 1.5
- Average Residential Density of 10 u/a
- Average 2 Emp/Acre



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Residential Vacant Plot  
Plot with Vacant Building

## Assumptions: Cherokee

### Rents per Unit or Square Foot

- Residential = \$1.10-\$1.15 per square foot
- Retail = \$13.00 per square foot
- Office = \$15.00 per square foot

### Other Assumptions

- Assumes sale of all development components in year 30
- Modest inflation/growth rates
- Assumes development phased over a specific development timeline

# Cherokee Station

## Alternate 1: Neighborhood General Type 3

- Market Rate Residential = 246 units
- Affordable Residential = 0 units
- Renovated Residential = 876 units
- Retail = 0 sf
- Office = 0 sf

DEVELOPMENT STRATEGIES

# Cherokee Station

## Alternate 1: Neighborhood General Type 3

- Market Rate Residential = 246 units
- Affordable Residential = 0 units
- Renovated Residential = 876 units
- Retail = 0 sf
- Office = 0 sf

## Preliminary Financial Outcome

- Total Acreage = 19.9
- Development Cost = \$176.8M
- Development Value = \$159.9M
- Development Gap = \$16.8M

DEVELOPMENT STRATEGIES

# Cherokee Station

## Alternate 1: Neighborhood General Type 3

- Market Rate Residential = 246 units
- Affordable Residential = 0 units
- Renovated Residential = 876 units
- Retail = 0 sf
- Office = 0 sf

## Preliminary Financial Outcome

- Return without Subsidy = 13.5%
- Estimated Subsidies Available = \$24.4M
- Return with Subsidy = 14.4%
- Land Residual Value @ 15% = \$22.2M
- Land Residual Value @ 20% = \$29.6M

DEVELOPMENT STRATEGIES

## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### STATION AREA PLAN ALTERNATIVES 1: Neighborhood General Type 3

#### ESSENTIAL ATTRIBUTES

- + Increased Intensities of residents and employees
- + Use Mix reflecting a Fine Grain, diverse blend of Land-Uses including retail, office, residential, and public space
- + Urban Form & Quality
  - + Physical Features
  - + Urban Design Quality
  - + Individual Perception & Experience
- + Connectivity
- o Parking Strategy
- + Other Highly Desirable Features



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### STATION AREA PLAN ALTERNATIVES

#### 1: Neighborhood General Type 3

- Residential
- Commercial
- Office
- Open Space



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

Cherokee Station

# 2: Neighborhood Center Type 1

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## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### STATION AREA PLAN ALTERNATIVES

#### 2: Neighborhood Center Type 1

##### Shifting the Typology

- Add 600 Residents in New Build and Redeveloped Housing Units
- Add 3,500 Workers in 1,000,000 S.F. of new build and renovated Commercial, Retail, and Healthcare space



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## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### STATION AREA PLAN ALTERNATIVES

#### 2: Neighborhood Center Type 1

##### ADDRESSING VACANCY

- Redeveloped Buildings 158
- Redeveloped Households 332
- Redeveloped Property Population 511



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## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### STATION AREA PLAN ALTERNATIVES

#### 2: Neighborhood Center Type 1

##### DEVELOPMENT PROGRAM

- Office 200,000 S.F. new and 846,000 S.F. redeveloped
  - Residential 296 renovated
  - Retail renovate existing
  - Park & Open Space Yes
  - Redevelopment of Existing Yes
- STATION AREA TYPOLOGY:  
NEIGHBORHOOD CENTER TYPE 1



Commercial Vacant Plot  
Plot with Vacant Building

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## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### STATION AREA PLAN ALTERNATIVES

#### 2: Neighborhood Center Type 1

##### KEY PROJECTS

- Redevelop Lemp Brewery as Creative Industry Office center
- Infill vacant | opportunity residential and commercial sites within the ½ mile Transit Shed, especially filling in the vacant retail space of Cherokee
- Add Healthcare space to existing healthcare industry in the Station area to support new development for an aging population.



Commercial Vacant Plot  
Plot with Vacant Building

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# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

## STATION AREA PLAN ALTERNATIVES 2: Neighborhood Center Type 1

- Residential
- Commercial
- Office
- Open Space



# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

## STATION AREA PLAN ALTERNATIVES 2: Neighborhood Center Type 1

### DEVELOPMENT PROGRAM

- Office 200,000 S.F. new and 846,000 S.F. redeveloped
- Residential 296 renovated
- Retail renovate existing
- Park & Open Space Yes
- Redevelopment of Existing Yes

### STATION AREA TYPOLOGY NEIGHBORHOOD CENTER TYPE 1

### NEW DEVELOPMENT ESTIMATES

- Average FAR of 1.05
- Average Residential Density of 8 u/a
- Average 13 Emp/Acre



- Commercial
- Vacant Plot
- Plot with Vacant Building

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# Cherokee Station

## Alternate 2: Neighborhood Center Type 1

- Market Rate Residential = 0 units
- Affordable Residential = 0 units
- Renovated Residential = 296 units
- Retail = 846,000 sf
- Office = 200,000 sf

DEVELOPMENT STRATEGIES

# Cherokee Station

## Alternate 2: Neighborhood Center Type 1

- Market Rate Residential = 0 units
- Affordable Residential = 0 units
- Renovated Residential = 296 units
- Retail = 846,000 sf
- Office = 200,000 sf

## Preliminary Financial Outcome

- Total Acreage = 54.0
- Development Cost = \$315.9M
- Development Value = \$109.8M
- Development Gap = \$206.1M

DEVELOPMENT STRATEGIES

# Cherokee Station

## Alternate 2: Neighborhood Center Type 1

- Market Rate Residential = 0 units
- Affordable Residential = 0 units
- Renovated Residential = 296 units
- Retail = 846,000 sf
- Office = 200,000 sf

## Preliminary Financial Outcome

- Return without Subsidy = -1.1%
- Estimated Subsidies Available = \$21.8M\*
- Return with Subsidy = 1.25%
- Land Residual Value @ 15% = \$59.3M
- Land Residual Value @ 20% = \$79.1M

DEVELOPMENT STRATEGIES

# Summary

## Alternate 1: Neighborhood General Type 3

- Development Cost = \$176.8M
- Development Value = \$159.9M
- Funding Gap = \$16.8M

## Alternate 2: Neighborhood Center Type 1

- Development Cost = \$315.9M
- Development Value = \$109.8M
- Funding Gap = \$206.1M

DEVELOPMENT STRATEGIES

## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### STATION AREA PLAN ALTERNATIVES

#### 2: Neighborhood Center Type 1

##### ESSENTIAL ATTRIBUTES

- + Increased Intensities of residents and employees
- + Use Mix reflecting a Fine Grain, diverse blend of Land-Uses including retail, office, residential, and public space
- + Urban Form & Quality
  - + Physical Features
  - + Urban Design Quality
- + Individual Perception & Experience
- + Connectivity
- o Parking Strategy
- + Other Highly Desirable Features



Commercial Vacant Plot  
Plot with Vacant Building

## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### STATION AREA PLAN ALTERNATIVES

#### 2: Neighborhood Center Type 1

- Residential
- Commercial
- Office
- Open Space



# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

## STATION AREA PLAN ALTERNATIVES

### 1: Neighborhood General Type 3



- Residential : 1,100 Domestic Units Added
  - 246 New Build units (1,000 S.F./Unit)
  - 876 Renovated Units
- Park & Open Space Yes
- Redevelopment of Existing Yes
- STATION AREA TYPOLOGY: NEIGHBORHOOD GENERAL TYPE 3

### 2: Neighborhood Center Type 1



- Office 200,000 S.F. new, 846,000 S.F. redeveloped
- Residential : 276 Renovated Units
- Park & Open Space Yes
- Redevelopment of Existing Yes
- STATION AREA TYPOLOGY: NEIGHBORHOOD CENTER TYPE 1

# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

## STATION AREA PLAN ALTERNATIVES

### 1: Neighborhood General Type 3



- ++ Intensities Of Residents And Employees
- Use Mix
- + Urban Form & Quality
- + Connectivity
- o Parking Strategy
- + Other Highly Desirable Features

### 2: Neighborhood Center Type 1



- +++ Intensities Of Residents And Employees
- ++++ Use Mix
- + Urban Form & Quality
- + Connectivity
- o Parking Strategy
- + Other Highly Desirable Features

# STATION AREA ANALYSIS

## KINGSHIGHWAY STATION

- KINGSHIGHWAY STATION

### STATION AREA ANALYSIS

#### Existing Conditions – SW



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### KINGSHIGHWAY STATION EXISTING CONDITIONS



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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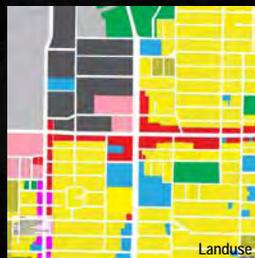
### ANALYSIS - CONTEXT

#### Increased Intensities Of Residents And Employees

- Kingsway East, Kingsway West, Mark Twain/I-70 Industrial, and Penrose Neighborhoods meet at station area

Use Mix reflecting a Fine Grain, diverse blend of Land-Uses including retail, office, residential, and public space

- Zoning will create limitations on building envelope, mix of uses, and parking requirements.
- Land uses reflect the jurisdictions Intent for the future of the area.
- No Historic Districts in the context area,



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SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### ANALYSIS – CONTEXT

Increased Intensities

Use Mix

Urban Form & Quality

- Alignment runs along high ridge at center of Natural Bridge Road. The ground dips to the north and south of the alignment.
- Relatively flat topography is not a hindrance to walkability or bikeability.
- Variety of parcel sizes and building forms create varied urban character, some pedestrian friendly, some auto oriented.
- Long and large blocks in Industrial quadrant hinder walkability; residential blocks are more conducive to walking but lack civic and commercial destinations.



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### ANALYSIS – CONTEXT

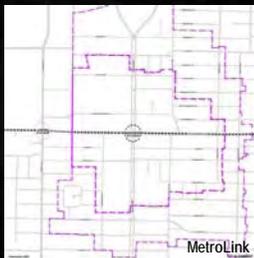
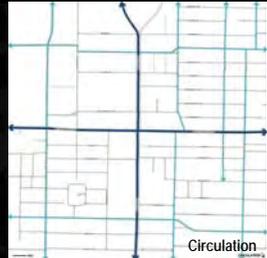
Increased Intensities

Use Mix

Urban Form & Quality

Connectivity

- Blocked streets limit pedestrian, bike, and auto access to Kingshighway
- Surface parking concentrated in industrial quadrant of station area, not within neighborhoods.
- Bike routes connect to station.
- Well served by 5 bus routes.
- Transit Shed intersects with Transit Shed of Union Station to the West.



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### ANALYSIS – CONTEXT

Increased Intensities

Use Mix

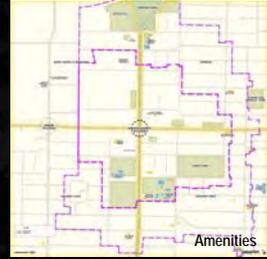
Urban Form & Quality

Connectivity

Parking Replacement Strategies

Other Highly Desirable Features

- Easy access to highway
- Several schools, churches, and parks within walking distance of station



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## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### ARCH-LACLEDE'S STATION – STATION AREA ANALYSIS

#### Intensity & Use Mix

- Intensity = Jobs + Residents: 5,110
- Use Mix = Jobs/Residents: 0.54

#### Urban Form & Quality

- Mean Block Size: 11.4 acres
- 4 Neighborhoods within ½ Mile of Station
- Access & Mobility:
  - 2 station platforms
  - Highway, closed roads, and Natural Bridge Road are barriers
  - Parking lots and fences are not ped. friendly

#### Connectivity

- 5 Bus Routes
- St. Louis Regional Bike Plan Network
- 50.5 Mean Walk Score- Somewhat Walkable

#### Transit Function

- Station Orientation: Walk-Up Station
- Primarily an Industrial and low density residential district



Station Area



Walk Score- Heatmap



Bike & Bus Routes



Zoning and Land Use

## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### ARCH-LACLEDE'S STATION - STATION AREA ANALYSIS

#### Station Type

- Station Organization: Above grade; street level, side-far-side platform

#### Development Opportunity

- Underutilized Land: 72 acres
- % of ¼ Miles Station Area: 60%
- Available Lots: 206
- Assessed Value of Underutilized Land: \$\_
- Assessed Value of Land in ¼ Mile Station Area: \$9,925,400
- Desired Density for New Development:
  - 20 DU/acres, 25 Jobs/acre
  - Market-Driven FAR

#### Potential Program

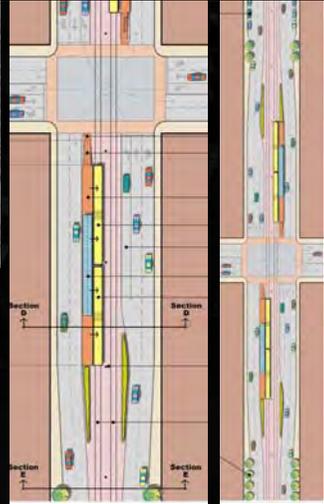
- Residential, office, commercial, mixed-use

#### Station Type Classification

- Neighborhood General Type 1



Vacant Lots



Station Organization

## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI



### KINGSHIGHWAY STATION TRANSITSHED

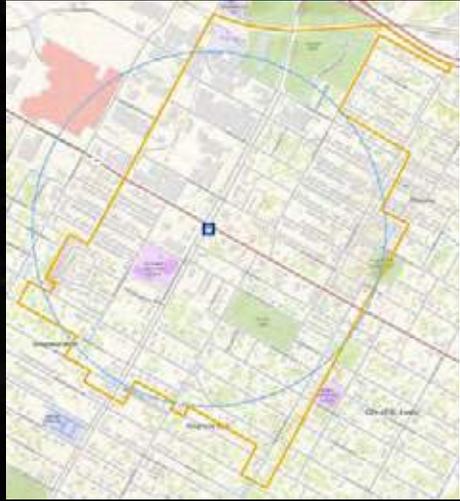
- Due to close proximity between stations on Natural Bridge Ave., transited is much larger north and south than east and west
- Different from a Station Area Plan: station area plan serves as a catalyst to infill development in the transited

## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### HALF MILE TRANSITSHED

- More influenced by proximity to station than pedestrian conditions
- Lower transit capture rate than the quarter mile transitshed, ½ mile is about as far as someone will walk to transit
- Limiting Boundaries:
  - Proximity to Union and Newstead Stations: adjacent station transitsheds are located partially within the Kingshighway transitshed, causing the Kingshighway transitshed to be much larger north and south than east and west
  - Penrose Park: limits the developable area within the ½ mile boundary
  - Development Type: the type of businesses that make the most sense for the business district northwest of the station do not lend themselves well to transit (large blocks, heavy truck traffic, wide streets, etc...)
- Population within Transitshed: 4,465
- Employment within Transitshed: 1,029
- Use Mix: 0.23
- Transit Catchment Rate: 10%
- Ridership within ½ Mile: 651

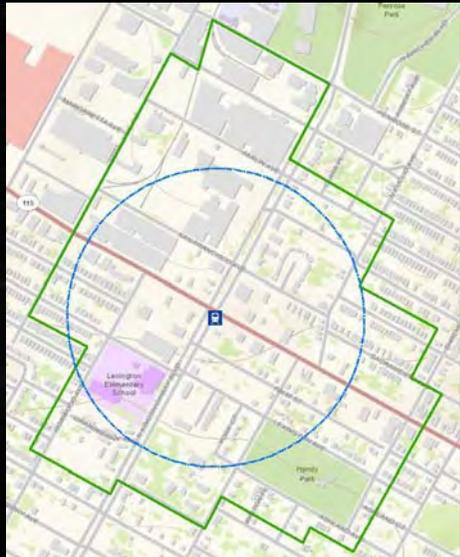


## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### QUARTER MILE TRANSITSHED

- Heavily influenced by street layout and pedestrian conditions
- High transit capture rate relative to surrounding area
- Limiting Boundaries:
  - Union Station: the two stations are less than a half mile apart, greatly reduces the area within the transitshed
  - Lack of Connectivity: large blocks and disconnected streets do not serve pedestrian traffic well
- Major Opportunities:
  - Large Amount of Developable Land: much of the land in the area is vacant, creating a blank slate for development
  - Location: the business district has easy access to major arterial roads, freeways, and the port creating a great market for trade professions.
- Population within Transitshed: 1,377
- Employment within Transitshed: 640
- Use Mix: 0.46
- Transit Capture Rate: 15%
- Projected Ridership Within ¼ Mile: 557

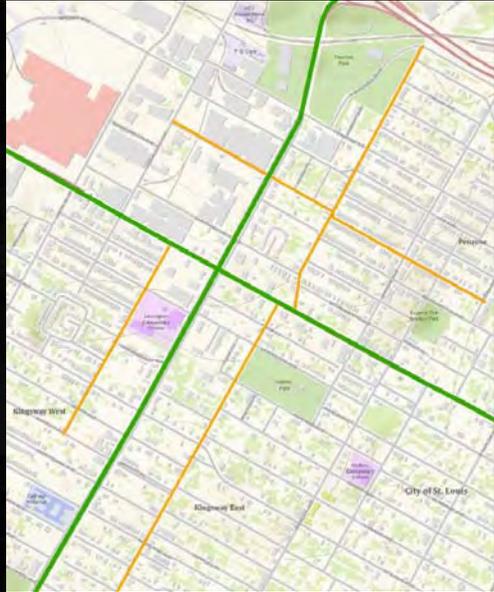


## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### INFRASTRUCTURE IMPROVEMENTS

- Improvements to see full potential of ¼ and ½ mile transitsheds
- Tier 1 Improvements:
  - Full streetscape overhaul
  - Follow Great Streets guidelines and multi-modal planning practices to create complete streets
  - Streets:
    - Natural Bridge Ave. (most likely competed with transit upgrade), connects all station areas together and has plenty of vacant land prime for transit-oriented development
    - Kingshighway Blvd. through entire ½ Mile transitshed, connects residential areas to job centers within station area

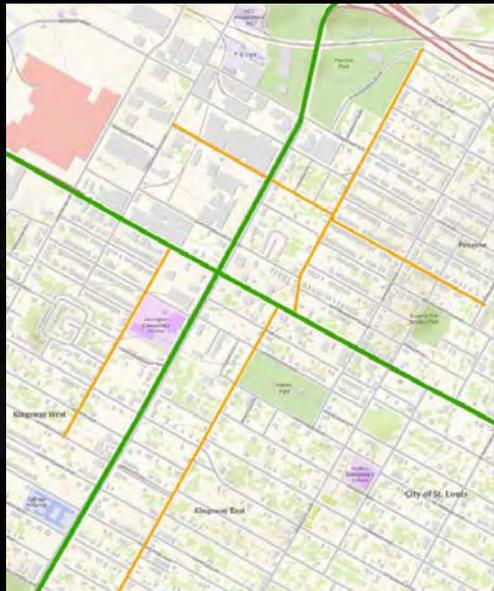


## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### INFRASTRUCTURE IMPROVEMENTS

- Tier 2 Improvements
  - Major sidewalk improvements: widening, ADA accessibility, upgraded crosswalks
  - Lighting improvements
  - Streets:
    - Norwood Ave. south of Natural Bridge, links neighborhoods and elementary school to station
    - Euclid Ave. through entire length of transitshed, links neighborhoods to Handy Park and station
    - Farlin Ave. through entire transitshed, connects residential areas to the employment center



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### INFRASTRUCTURE IMPROVEMENTS

- Tier 3 Improvements
  - All other streets not listed above
  - Fill in gaps in pedestrian facilities
  - Replace uneven and damaged sidewalks
  - Make all sidewalks and crosswalks ADA accessible



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## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### Stormwater and Water Quality

- Sites are in Bissell Watershed (combined system)
- MSD will be the permitting agency
- > 1 Acre disturbed = Stormwater Quantity/Quality Design
- Downstream capacity issues = Stormwater Quantity Design
- Decrease runoff through infiltration

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## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI



Combined System Near Kingshighway Station

## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### KINGSHIGHWAY STATION AREA

- Residential and employment **DENSITIES ARE WELL BELOW THE IDEAL RESIDENTIAL AND COMMERCIAL DENSITIES** for transit stations
- The true **PEDESTRIAN SHED IS COMPOSED OF 75% RESIDENTIAL AREAS AND 25% INDUSTRIAL**
- Station area **OVERLAPS SIGNIFICANTLY WITH UNION STATION'S TRANSIT SHED**
- The station realistically **SERVES 4 NEIGHBORHOODS**



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## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### KINGSHIGHWAY STATION AREA

- Each residential neighborhood **HAS SMALL BLOCKS UNIQUE ARCHITECTURE, AND OPEN SPACE**
- **GREAT OPPORTUNITY** for increased density and use mix **ALONG PENROSE PARK AND SOUTH OF I-70.**
- **LOW LAND VALUES** encourage combination of parcels and redevelopment of vacant property



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## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

# STATION AREA PLAN ALTERNATIVES

## KINGSHIGHWAY STATION

- 1: NEIGHBORHOOD CENTER TYPE 1
- 2: BUSINESS DISTRICT

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KINGSHIGHWAY STATION

# 1: Neighborhood Center Type 1

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STATION AREA PLAN ALTERNATIVES

1: Neighborhood Center Type 1

Shifting the Typology

- Add 4,000 Residents in New Build and Redeveloped Housing Units
- Add 5,000 Workers in 1,300,000 S.F. of new build Commercial and Retail space



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# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

## STATION AREA PLAN ALTERNATIVES 1: Neighborhood Center Type 1

### ADDRESSING VACANCY

- Redeveloped Buildings & Sites 158



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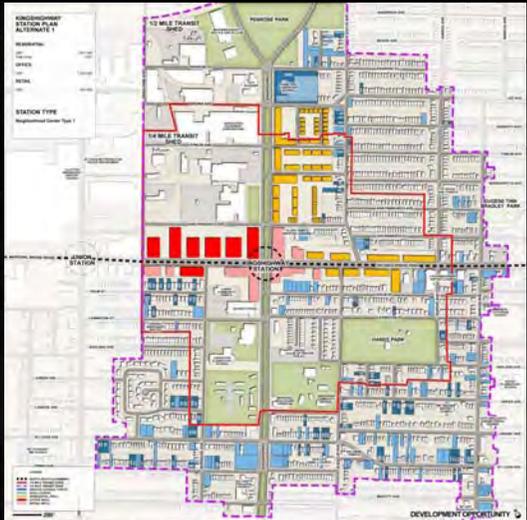
# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

## STATION AREA PLAN ALTERNATIVES 1: Neighborhood Center Type 1

### DEVELOPMENT PROGRAM

- Residential 1,600 Units (1,000 S.F./Unit)
  - Retail 310,000 S.F.
  - Office 1,000,000 S.F.
  - Park & Open Space Yes
  - Redevelopment of Existing Yes
- STATION AREA TYPOLOGY  
NEIGHBORHOOD CENTER TYPE 1



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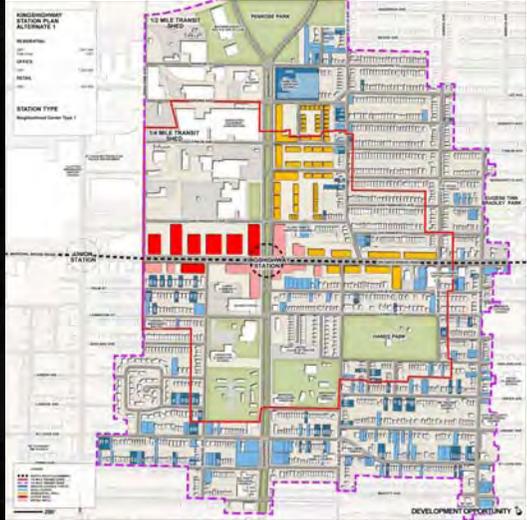
## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### STATION AREA PLAN ALTERNATIVES 1: Neighborhood Center Type 1

#### KEY PROJECTS

- Redevelop area fronting Penrose Park with new, higher density residential buildings
- Infill vacant | opportunity residential and commercial sites within the ½ mile Transit Shed
- Add high density Office and Commercial Program along both sides of Natural Bridge Road



- Residential
- Commercial
- Office
- Open Space
- Vacant Plot
- Plot with Vacant Building

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## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### STATION AREA PLAN ALTERNATIVES 1: Neighborhood Center Type 1 - NE

- Residential
- Commercial
- Office
- Open Space



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### STATION AREA PLAN ALTERNATIVES

#### 1: Neighborhood Center Type 1

##### DEVELOPMENT PROGRAM

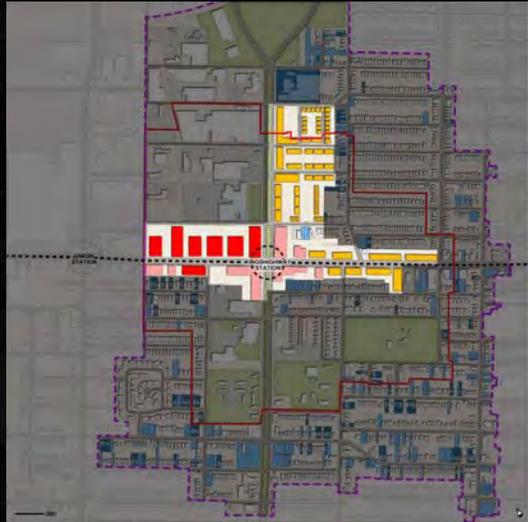
- Residential 1,600 Units (1,000 S.F./Unit)
- Retail 310,000 S.F.
- Office 1,000,000 S.F.
- Park & Open Space Yes
- Redevelopment of Existing Yes

##### STATION AREA TYPOLOGY

- NEIGHBORHOOD CENTER TYPE 1

##### NEW DEVELOPMENT ESTIMATES

- Average FAR of 1.45
- Average Residential Density of 8 u/a
- Average 17 Emp/Acre



## Assumptions: Kingshighway

### Rents per Unit or Square Foot

- Residential = \$1.10-\$1.15 per square foot
- Retail = \$13.00 per square foot
- Office = \$15.00 per square foot

### Other Assumptions

- Assumes sale of all development components in year 30
- Modest inflation/growth rates
- Assumes development phased over a specific development timeline

# Kingshighway Station

## Alternate 1: Neighborhood Center Type 1

- Market Rate Residential = 1,185 units
- Affordable Residential = 396 units
- Renovated Residential = 332 units
- Retail = 310,000 sf
- Office = 1,000,000 sf

DEVELOPMENT STRATEGIES

# Kingshighway Station

## Alternate 1: Neighborhood Center Type 1

- Market Rate Residential = 1,185 units
- Affordable Residential = 396 units
- Renovated Residential = 332 units
- Retail = 310,000 sf
- Office = 1,000,000 sf

## Preliminary Financial Outcome

- Total Acreage = 47.4
- Development Cost = \$556.7M
- Development Value = \$446.7M
- Development Gap = \$109.9M

DEVELOPMENT STRATEGIES

# Kingshighway Station

## Alternate 1: Neighborhood Center Type 1

- Market Rate Residential = 1,185 units
- Affordable Residential = 396 units
- Renovated Residential = 332 units
- Retail = 310,000 sf
- Office = 1,000,000 sf

## Preliminary Financial Outcome

- Return without Subsidy = 7.2%
- Estimated Subsidies Available = \$139.5M
- Return with Subsidy = 11.1%
- Land Residual Value @ 15% = \$54.7M
- Land Residual Value @ 20% = \$72.9

DEVELOPMENT STRATEGIES

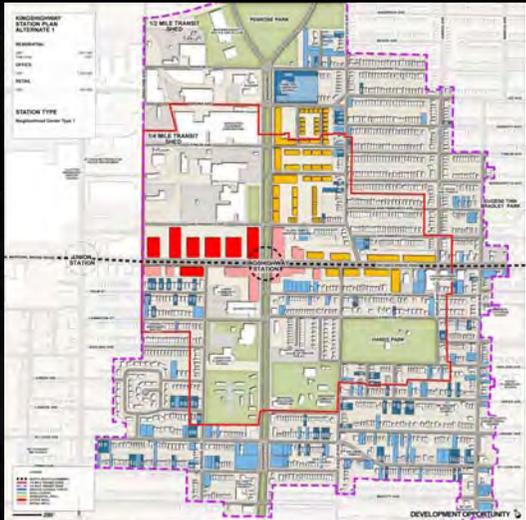
## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### STATION AREA PLAN ALTERNATIVES 1: Neighborhood Center Type 1

#### ESSENTIAL ATTRIBUTES

- + Increased Intensities of residents and employees
- + Use Mix reflecting a Fine Grain, diverse blend of Land-Uses including retail, office, residential, and public space
- + Urban Form & Quality
  - + Physical Features
  - + Urban Design Quality
  - + Individual Perception & Experience
- + Connectivity
- o Parking Strategy
- o Other Highly Desirable Features



- Residential
- Commercial
- Office
- Open Space
- Vacant Plot
- Plot with Vacant Building

# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

## STATION AREA PLAN ALTERNATIVES

### 1: Neighborhood Center Type 1 – SE

- Residential
- Commercial
- Office
- Open Space



# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

## KINGSHIGHWAY STATION

# 2: Business District

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## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### STATION AREA PLAN ALTERNATIVES

#### 2: Business District

##### Shifting the Typology

- Add 2,000 Residents in New Build and Redeveloped Housing Units
- Add 10,000 Workers in 2,300,000 S.F. of new build Commercial and Retail space



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## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### STATION AREA PLAN ALTERNATIVES

#### 2: Business District

##### ADDRESSING VACANCY

- Redeveloped Buildings & Sites 158



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■ Vacant Plot  
■ Plot with Vacant Building

## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### STATION AREA PLAN ALTERNATIVES

#### 2: Business District

#### DEVELOPMENT PROGRAM

- Residential 700 Units (1,000 S.F./Unit)
- Retail 310,000 S.F.
- Office 2,000,000 S.F.
- Park & Open Space Yes
- Redevelopment of Existing Yes
- STATION AREA TYPOLOGY: BUSINESS DISTRICT



- Residential
- Commercial
- Office
- Open Space
- Vacant Plot
- Plot with Vacant Building

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## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

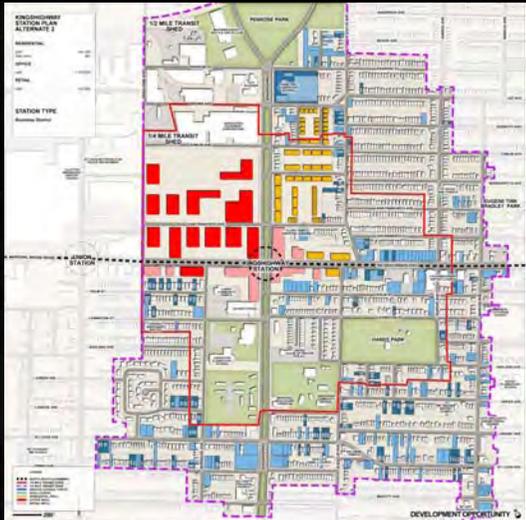
SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### STATION AREA PLAN ALTERNATIVES

#### 2: Business District

#### KEY PROJECTS

- Redevelop area fronting Penrose Park with new, higher density residential buildings
- Infill vacant | opportunity residential and commercial sites within the 1/2 mile Transit Shed
- Add high density Office and Commercial Program along both sides of Natural Bridge Road



- Residential
- Commercial
- Office
- Open Space
- Vacant Plot
- Plot with Vacant Building

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# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

## STATION AREA PLAN ALTERNATIVES

### 2: Business District – NW

- Residential
- Commercial
- Office
- Open Space



# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

## STATION AREA PLAN ALTERNATIVES

### 2: Business District

#### DEVELOPMENT PROGRAM

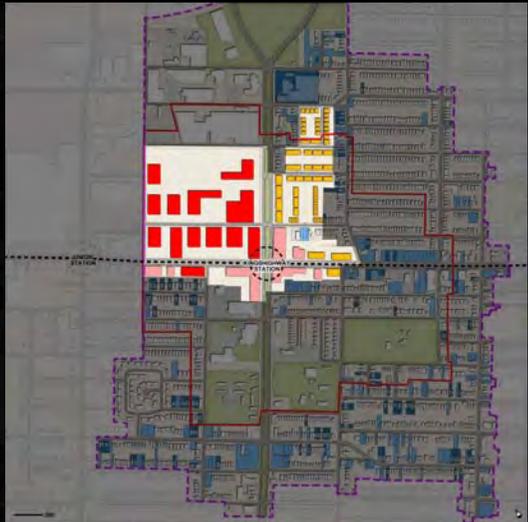
- Residential 1,600 Units (1,000 S.F./Unit)
- Retail 310,000 S.F.
- Office 1,000,000 S.F.
- Park & Open Space Yes
- Redevelopment of Existing Yes

#### • STATION AREA TYPOLOGY

#### • NEIGHBORHOOD CENTER TYPE 1

#### NEW DEVELOPMENT ESTIMATES

- Average FAR of 1.45
- Average Residential Density of 8 u/a
- Average 17 Emp/Acre



- Residential
- Commercial
- Office
- Open Space
- Vacant Plot
- Plot with Vacant Building

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# Kingshighway Station

## Alternate 2: Business District

- Market Rate Residential = 511 units
- Affordable Residential = 170 units
- Renovated Residential = 332 units
- Retail = 310,000 sf
- Office = 2,000,000 sf

DEVELOPMENT STRATEGIES

# Kingshighway Station

## Alternate 2: Business District

- Market Rate Residential = 511 units
- Affordable Residential = 170 units
- Renovated Residential = 332 units
- Retail = 310,000 sf
- Office = 2,000,000 sf

## Preliminary Financial Outcome

- Total Acreage = 47.4
- Development Cost = \$606.5M
- Development Value = \$546.3M
- Development Gap = \$60.2M

DEVELOPMENT STRATEGIES

# Kingshighway Station

## Alternate 2: Business District

- Market Rate Residential = 511 units
- Affordable Residential = 170 units
- Renovated Residential = 332 units
- Retail = 310,000 sf
- Office = 2,000,000 sf

## Preliminary Financial Outcome

- Return without Subsidy = 8.6%
- Estimated Subsidies Available = \$199.2M
- Return with Subsidy = 16.5%
- Land Residual Value @ 15% = \$72.4M
- Land Residual Value @ 20% = \$96.5M

DEVELOPMENT STRATEGIES

# Summary

## Alternate 1: Neighborhood Center Type 1

- Development Cost = \$556.7M
- Development Value = \$446.7M
- Funding Gap = \$109.9M

## Alternate 2: Business District

- Development Cost = \$606.5M
- Development Value = \$546.3M
- Funding Gap = \$60.2M

DEVELOPMENT STRATEGIES

# Assumptions: Cherokee

## Rents per Unit or Square Foot

- Residential = \$1.10-\$1.15 per square foot
- Retail = \$13.00 per square foot
- Office = \$15.00 per square foot

## Other Assumptions

- Assumes sale of all development components in year 30
- Modest inflation/growth rates
- Assumes development phased over a specific development timeline

DEVELOPMENT STRATEGIES

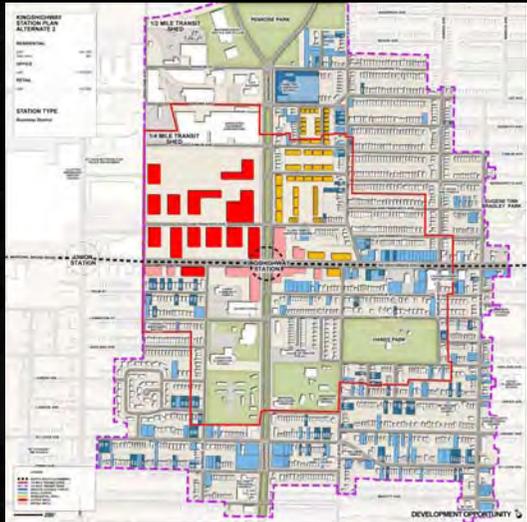
## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### STATION AREA PLAN ALTERNATIVES 2: Business District

#### ESSENTIAL ATTRIBUTES

- + Increased Intensities of residents and employees
- + Use Mix reflecting a Fine Grain, diverse blend of Land-Uses including retail, office, residential, and public space
- + Urban Form & Quality
  - + Physical Features
  - + Urban Design Quality
- + Individual Perception & Experience
- + Connectivity
  - o Parking Strategy
  - o Other Highly Desirable Features



# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

## STATION AREA PLAN ALTERNATIVES

### 2: Business District - SW

- Residential
- Commercial
- Office
- Open Space



# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

## STATION AREA PLAN ALTERNATIVES

### 1: Equal Jobs and Residents

### 2: Business District



- Residential 1,900 Units (1,000 S.F./Unit)
  - 1,600 New Build Units
  - 300 Renovated Units
- Retail 310,000 S.F.
- Office 1,000,000 S.F.
- Park & Open Space Yes
- Redevelopment of Existing Yes

• STATION AREA TYPOLOGY  
NEIGHBORHOOD CENTER TYPE 1

- Residential 1,000 Units (1,000 S.F./Unit)
  - 700 New Build Units
  - 300 Renovated Units
- Retail 310,000 S.F.
- Office 2,000,000 S.F.
- Park & Open Space Yes
- Redevelopment of Existing Yes

• STATION AREA TYPOLOGY:  
BUSINESS DISTRICT

# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

## STATION AREA PLAN ALTERNATIVES

### 1: Equal Jobs and Residents



+++++ Intensities Of Residents And Employees

++++ Use Mix

+ Urban Form & Quality

+ Connectivity

o Parking Strategy

o Other Highly Desirable Features

### 2: Business District



++++ Intensities Of Residents And Employees

+++++ Use Mix

++ Urban Form & Quality

+ Connectivity

o Parking Strategy

o Other Highly Desirable Features

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TAC Meeting #4 Presentation:  
June 5, 2013

# TOD STATION AREA PLANNING

## North South Alignment

TAC Meeting #4  
(additional)



SAINT LOUIS DEVELOPMENT CORPORATION  
THE CITY OF SAINT LOUIS  
JUNE 5, 2013

H3 Studio

Development Strategies :: Bernardin, Lochmueller & Associates :: Vector Communications :: M3 Engineering Group

## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### AGENDA

#### STATUS: SCOPE OF WORK TASKS

- Purpose of Study
- Scope of Work & Schedule

#### COMMUNITY OUTREACH

#### TYPOLOGIES

##### STATION AREA PROFILE SYSTEM

- System Criteria
- Preliminary Application

##### ASSUMPTIONS

- Planning Criteria
- Transit Analysis
- Economic Analysis
- Environmental Analysis

#### STATION PLAN : CHEROKEE

#### STATION PLAN : KINGSHIGHWAY



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### ST. LOUIS CITY:

#### TOD STATION AREA PLANNING: PROPOSED N/S ALIGNMENT

The purpose of this study is to assist "with preparing for and taking advantage of transit investment along the proposed alignment" and "be responsible for identifying, recommending, and completion Station Area Plans for two stations along the N/S Alignment"



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### ST. LOUIS CITY:

#### TOD STATION AREA PLANNING: PROPOSED N/S ALIGNMENT

#### SCOPE OF WORK

1. Task B.1: Technical Advisory Committee – COMPLETED
2. Task B.2: Community Outreach – COMPLETED
3. Task B.3: Typologies – COMPLETED
4. Task B.4: Selection of Two Station Areas – COMPLETED
5. Task B.5: Station Plan Alternatives – COMPLETED
6. Task B.6: Economic Analysis of Station Area Plans – IN PROGRESS
7. Task B.7: Refinement of Station Area Plan Alternatives – IN PROGRESS
  - Task B.7.1: Transportation Analysis of Alternative Station Area Plans – IN PROGRESS
  - Task B.7.2: Stormwater and Environmental Planning Analysis – IN PROGRESS
8. Task B.8: Preferred Station Area Plans – COMPLETED
  - Task B.8.1: Recommended Changes to Comprehensive Plan (aka Strategic Land Use Plan) and Zoning
  - Task B.8.2: Estimated Costs of Recommended Improvements
9. Task B.9: Final Station Area Plans



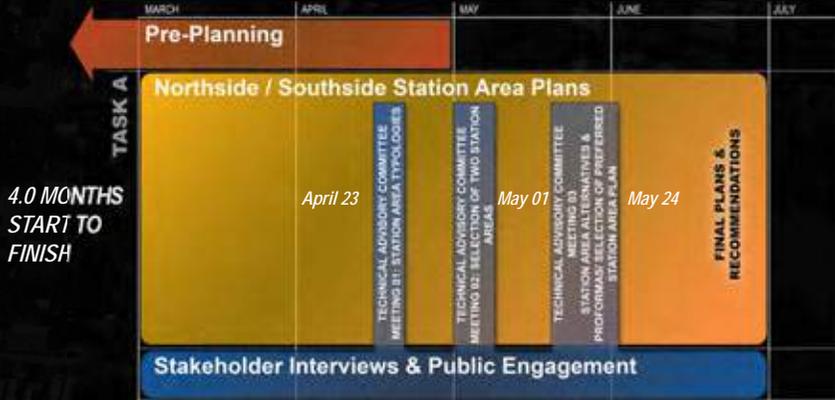
# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

ST. LOUIS CITY:  
TOD STATION AREA PLANNING: PROPOSED N/S ALIGNMENT

## PROJECT SCHEDULE

THE FOLLOWING TASKS REPRESENT THE CONSULTANTS PROPOSED SCOPE OF WORK AND BASIC SCHEDULE.



# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI



## WORK TO DATE

## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

---

### WORK TO DATE

#### B.2 Community Outreach

## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

---

### WORK TO DATE

#### B.3 Typologies

## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### TRANSIT ORIENTED DEVELOPMENT STATION AREA PLANNING

Well planned station areas include the following **ESSENTIAL ATTRIBUTES**:

- Increased Intensities of residents and employees
- Use Mix reflecting a Fine Grain, diverse blend of Land-Uses including retail, office, residential, and public space
- Urban Form & Quality
  - Physical Features
  - Urban Design Quality
  - Individual Perception & Experience
- Connectivity
- Parking Strategy

A well defined station area is a unique and identifiable **PLACE**



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### TRANSIT ORIENTED DEVELOPMENT STATION AREA PLANNING

Well planned station areas could include the following **HIGHLY DESIRABLE but non essential ATTRIBUTES**:

- Supportive Commercial Uses
- Well-connected Fine Grained Street Network
- Traffic Calming Features
- No Dead Space or Facades
- Well-Articulated Blocks, Landmarks and Buildings
- Public Space, Parks and Amenities
- Attractive Transit Facilities

#### Attractive and Safe Environment

*Street Furniture and Shelter; Signage; High-Quality Materials; Public Art; Water Features; Out-door dining; Underground utilities*



# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

## WORK TO DATE

### TYPOLOGIES

#### B.3 Typologies

##### Downtown Typology

##### Major Urban Center Typology

- Office District
- Industrial District
- Business District

##### Neighborhood Typology

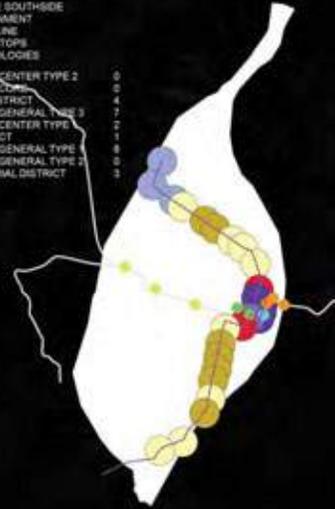
- Neighborhood General Type 1
- Neighborhood General Type 2
- Neighborhood General Type 3
- Neighborhood Center Type 1
- Neighborhood Center Type 2
- Neighborhood Core

##### Suburban Typology

##### Campus/ Special Event/ Special Purpose

NORTHSIDE-SOUTHSIDE ALIGNMENT  
1 LINE  
25 STOPS  
9 TYPOLOGIES

- NEIGHBORHOOD CENTER TYPE 2
- NEIGHBORHOOD CORE
- CBD / SPECIAL DISTRICT
- NEIGHBORHOOD GENERAL TYPE 3
- NEIGHBORHOOD CENTER TYPE
- BUSINESS DISTRICT
- NEIGHBORHOOD GENERAL TYPE
- NEIGHBORHOOD GENERAL TYPE 2
- OFFICE / INDUSTRIAL DISTRICT



At the conclusion of Technical Advisory Committee Meeting #1, there was a generally agreed upon Station Area Typology for refinement throughout the remainder of the planning process and in particular future potential

# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

## TYPOLOGIES

### B.3 Typologies

TOD REGIONAL FRAMEWORK PLAN	STATION TYPOLOGY	
DOWNTOWN TYPOLOGY	CBD/SPECIAL DISTRICT Intensity >21,000 Use Mix 0.5 - 1.5	DISTRICTS
	BUSINESS DISTRICT Intensity >21,000 Use Mix 0.5 - 1.5	
MAJOR URBAN CENTER TYPOLOGY	OFFICE/INDUSTRIAL DISTRICT Intensity >21,000 Use Mix 0.5 - 1.5	CENTERS
	NEIGHBORHOOD CORE Intensity >21,000 Use Mix 0.5 - 1.5	
NEIGHBORHOOD TYPOLOGY	NEIGHBORHOOD CENTER TYPE 2 Intensity >21,000 Use Mix 0.5 - 0.5	NEIGHBORHOODS
	NEIGHBORHOOD CENTER TYPE 1 Intensity 7,000 - 21,000 Use Mix 0.5 - 1.5	
	NEIGHBORHOOD GENERAL TYPE 3 Intensity 7,000 - 21,000 Use Mix 0.5 - 0.5	
	NEIGHBORHOOD GENERAL TYPE 2 Intensity <7,000 Use Mix 0.5 - 1.5	
	NEIGHBORHOOD GENERAL TYPE 1 Intensity <7,000 Use Mix 0.5 - 0.5	
SUBURBAN TOWN CENTER TYPOLOGY		
CAMPUS/SPECIAL DISTRICT TYPOLOGY		



# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

## WORK TO DATE

### TYOLOGIES

#### B.3 Typologies

### TYOLOGICAL SHIFT

- DETERMINATION OF STATION AREA TYPOLOGY BASED ON
  - INTENSITY (Workers + Residents)
  - MIX USE (Workers / Residents)



# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

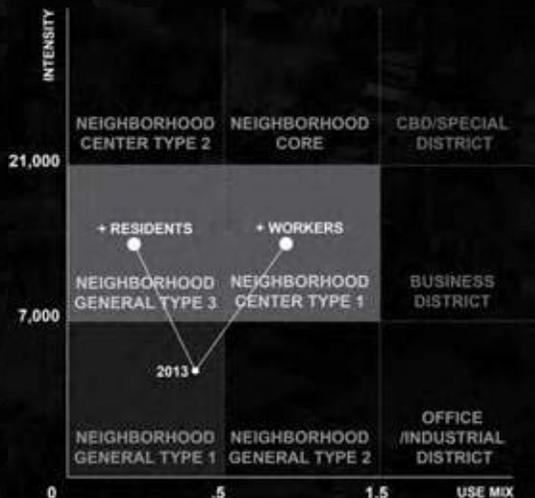
## WORK TO DATE

### TYOLOGIES

#### B.3 Typologies

### TYOLOGICAL SHIFT

- ADD SPECIFIC COMBINATION OF WORKERS OR RESIDENTS TO SHIFT STATION AREA INTO A DIFFERENT TYPOLOGY



# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

## WORK TO DATE

### TYOLOGIES

#### B.3 Typologies

	CURRENT STATION TYPOLOGIES	NORTHSIDE	DOWNTOWN	SOUTHSIDE
STRATFORD STATION	SPECIAL DISTRICT	SPECIAL DISTRICT		
GOODFELLOW STATION	SPECIAL DISTRICT	SPECIAL DISTRICT		
UNION STATION	SPECIAL DISTRICT	SPECIAL DISTRICT		
KINGSHORWAY STATION	NEIGHBORHOOD GENERAL TYPE 1	NEIGHBORHOOD GENERAL TYPE 1		
NEWSTEAD STATION	NEIGHBORHOOD GENERAL TYPE 3	NEIGHBORHOOD GENERAL TYPE 3		
FAIR STATION	NEIGHBORHOOD GENERAL TYPE 3	NEIGHBORHOOD GENERAL TYPE 3		
GRAND STATION	NEIGHBORHOOD GENERAL TYPE 1	NEIGHBORHOOD GENERAL TYPE 1		
PARNELL STATION	NEIGHBORHOOD GENERAL TYPE 1	NEIGHBORHOOD GENERAL TYPE 1		
ST. LOUIS STATION	NEIGHBORHOOD GENERAL TYPE 1	NEIGHBORHOOD GENERAL TYPE 1		
BIDDLE STATION	NEIGHBORHOOD CENTER TYPE 1	NEIGHBORHOOD CENTER TYPE 1		
DELMAR STATION	CBD/SPECIAL DISTRICT		CBD/SPECIAL DISTRICT	
WASHINGTON STATION	CBD/SPECIAL DISTRICT		CBD/SPECIAL DISTRICT	
OLIVE STATION	CBD/SPECIAL DISTRICT		CBD/SPECIAL DISTRICT	
CLARK STATION	CBD/SPECIAL DISTRICT		CBD/SPECIAL DISTRICT	
WHLZ	BUSINESS DISTRICT		BUSINESS DISTRICT	
TRUMAN STATION	NEIGHBORHOOD CENTER TYPE 1		NEIGHBORHOOD CENTER TYPE 1	
PARK STATION	NEIGHBORHOOD GENERAL TYPE 1		NEIGHBORHOOD GENERAL TYPE 1	
RUSSELL STATION	NEIGHBORHOOD GENERAL TYPE 3		NEIGHBORHOOD GENERAL TYPE 3	
GRAVENS STATION	NEIGHBORHOOD GENERAL TYPE 3		NEIGHBORHOOD GENERAL TYPE 3	
ARSENAL STATION	NEIGHBORHOOD GENERAL TYPE 3		NEIGHBORHOOD GENERAL TYPE 3	
CHEROKEE STATION	NEIGHBORHOOD GENERAL TYPE 1		NEIGHBORHOOD GENERAL TYPE 1	
KEOKUK STATION	NEIGHBORHOOD GENERAL TYPE 1		NEIGHBORHOOD GENERAL TYPE 1	
BROADWAY STATION	NEIGHBORHOOD GENERAL TYPE 3		NEIGHBORHOOD GENERAL TYPE 3	
BATES STATION	NEIGHBORHOOD GENERAL TYPE 1		NEIGHBORHOOD GENERAL TYPE 1	
LOUGHBOUGH STATION	NEIGHBORHOOD GENERAL TYPE 1		NEIGHBORHOOD GENERAL TYPE 1	

# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

## WORK TO DATE

### TYOLOGIES

#### B.3 Typologies

#### STATION AREA PROFILE SYSTEM

Compile information for each station into 7 distinct decision making criteria

#### Current Conditions

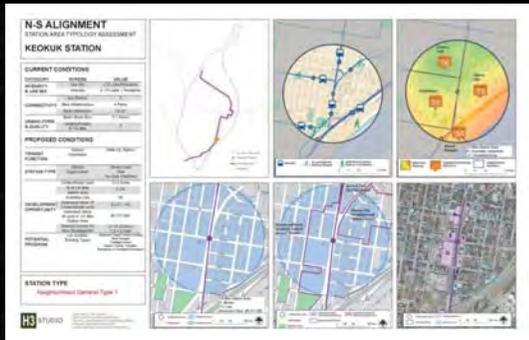
- Intensity & Use Mix
- Connectivity
- Urban Form & Quality

#### Proposed Conditions

- Transit Function
- Station Type
- Development Opportunity
- Potential Program

#### Station Type Classification

One of 6 distinct types



# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

## WORK TO DATE

### TYOLOGIES

#### B.3 Typologies

ANALYSIS OF ADJOINING STATION STATIONS OVERLAP



# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

## WORK TO DATE

### B.4 Selection of Two Station Areas

Station selection based on development opportunity, replicability of equivalent typologies throughout Alignment and comparison of essential attributes among existing stations

#### STATIONS SELECTED:

##### CHEROKEE STATION

Neighborhood Center Type 1

##### KINGSHIGHWAY STATION

Neighborhood Center Type 1



# STATION PLAN: CHEROKEE

# STAKEHOLDER INPUT

## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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### CHEROKEE AND JEFFERSON STATION AREA STAKEHOLDERS INTERVIEWED

- ALDERMAN CRAIG SCHMID  
- 20<sup>TH</sup> WARD
- JASON DEEM – President  
Cherokee Station Association
- NANCY CROSS –  
Board Member, Citizen’s For  
Modern Transit (CMT)



#### Attempted:

- ALDERMAN KENNETH  
ORTMANN - 9<sup>TH</sup> Ward
- HILARIO VARGAS –  
Owner, La Vallesana  
Restaurant



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### CHEROKEE AND JEFFERSON TOD BENEFITS AND CHALLENGES

Benefits	Challenges
<ul style="list-style-type: none"> <li>• Compliment downtown developments</li> <li>• Spurs additional entrepreneurship</li> <li>• Cherokee = downtown for South City</li> <li>• Utilize dormant infrastructure assets (i.e. Lutheran Hospital underground garage)</li> <li>• Provide daytime services and retail for local residents</li> <li>• Attract new residents</li> <li>• Create a unique destination for visitors</li> <li>• Increase residential density</li> <li>• Increase business diversity</li> </ul>	<ul style="list-style-type: none"> <li>• Marketing opportunities to developers</li> <li>• Gaining buy-in from developers</li> <li>• Adding businesses which fit the community – independent and creative versus national chain stores</li> <li>• Promoting sustainable business development</li> <li>• Acquiring land for significant development</li> <li>• “NIMBY” – Not In My Back Yard”</li> <li>• Traffic congestion around station</li> <li>• Addressing density with alarming foreclosures in the area</li> <li>• Dividing Cherokee street via Jefferson Ave. (Antique Row vs. New West Cherokee)</li> </ul>

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### CHEROKEE AND JEFFERSON DESIRED BUSINESSES AND HOUSING TYPES

#### BUSINESS TYPES:

- Services: Bank, Culinary, university extension, Walgreens / CVS
- Independent Businesses
- Resident focused: hardware, furniture, clothing
- More restaurants: non Mexican and non national chain

#### HOUSING TYPES:

- Market to young professionals – smaller units
- Limit number of smaller rental units – long term renters / owners = stabilize neighborhood
- Renovate existing housing
- Modern new buildings to contrast historic
- Mixed use buildings – 3 to 4 stories along Jefferson
- Move rental / ownership from 90/10 -> 50/50

## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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### CHEROKEE AND JEFFERSON EVALUATION CRITERIA

- Walkability and connectivity to neighborhood
- Existing development occurring organically – potential farmers market, shipping container café, etc.
- Allowing small independent businesses continued access to new development opportunities
- Limited land available
- Multi-modal access to station
- Segmenting / diversifying new developments of cultural and service versus commerce
- Parking for commuters
- Possibly moving station to Chippewa and Jefferson with better access
- TOD could make this a destination spot for explorers



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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### CHEROKEE AND JEFFERSON COMMUNITY VISION

- Vibrant, diverse community with something for everyone – housing, amenities, public spaces
- Cherokee has arrived and developing more in its next phase of renewal
- Public art and innovation make Cherokee MetroLink a destination for the region



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### INFORMING and ENGAGING STAKEHOLDERS LONG TERM:

- Engage directly with additional impacted stakeholders – (as needed)
- Attend community/organization meetings – i.e. wards, business associations, block units, advocacy organizations, etc.;
- Build/utilize partnerships with stakeholders and invested groups and individuals
- Create N/S Citizen’s Advisory Committee
- Share online – Social Media, Website
- Host Station Area Networking Symposium - developers, leaders, experts
- Provide Progress Reports – SLDC Annual Report, website, e-newsletter

INCLUSION | TRANSPARENCY | MARKETING

## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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### WORK TO DATE

#### B.5 Station Plan Alternatives

##### Project limits and additional existing features

- Neighborhoods & Historic and Special Use Districts
- Zoning & Land Use
- Topography
- Buildings
- Blocks & Streets
- Transit – Metro, Bus, Bike, Sidewalk
- Parking
- Transit Shed
- Amenities



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### WORK TO DATE

#### B.5 Station Area Plan Alternatives Transit Sheds

¼ Mile Transit Shed ———

½ Mile Transit Shed - - - - -

- ¼ mile and ½ mile transit sheds have been modified based on accessibility and concentrations of likely transit users.
- Due to the close proximity between stations, and differences in proximity to downtown, the transit shed is truncated by the ¼ mile transit shed of Arsenal Station.
- Different from a Station Area Plan: station area plan development serves as a catalyst to infill development in the transit shed.



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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### WORK TO DATE

#### B.5 Station Area Plan Alternatives Transit Sheds

¼ Mile Transit Shed ———

- Heavily influenced by street layout and pedestrian conditions
- High transit capture rate relative to surrounding area

#### Limiting Boundaries

- Arsenal Station Transit Shed to the North
- South Broadway

#### Major Opportunities

- Redevelopment of large employment area at Lemp
- Capitalizing on existing character and regional commercial significance

- Residents within Transit shed: 3,123
- Workers within Transit shed: 590
- Use Mix: 0.19
- Transit Capture Rate: 15%



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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### WORK TO DATE

#### B.5 Station Area Plan Alternatives

##### Transit Sheds

##### ½ Mile Transit Shed - - - -

- More influenced by proximity to station than pedestrian conditions
- Lower transit capture rate than quarter mile transitshed, ½ Mile is about as far as someone will walk to transit

##### Limiting Boundaries

- Arsenal Station Transit Shed to the North
- South Broadway
- Interstate 55

- Residents within Transit shed: 4,720
- Workers within Transit shed: 740
- Use Mix: 0.16
- Transit Capture Rate: 10%



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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### WORK TO DATE

#### B.5 Station Area Plan Alternatives

##### Development Opportunities

- Vacant Parcels ■
- Vacant Buildings ■
- Total Vacant Housing Units.....276



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

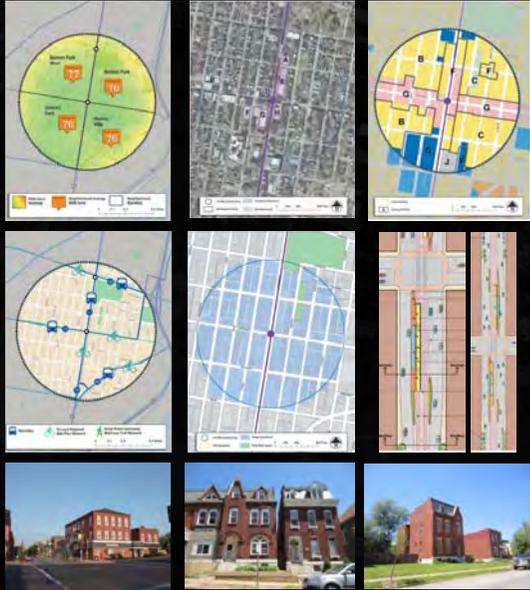
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### WORK TO DATE

#### B.5 Station Area Plan Alternatives

##### Station Area Analysis – Cherokee Station

- Increased Intensities
- Use Mix
- Urban Form & Quality
- Connectivity
- Other Highly Desirable Features
  
- Walkability
- Vacant Parcels
- Transit
- Redevelopment Parcels
- Parcel Area
  
- Issues & Opportunities



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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### WORK TO DATE

#### B.5 Station Area Plan Alternatives

##### Station Area Analysis – Cherokee Station: Key Issues

- Available development sites are **small and constrained**.
- **The jobs/housing ratio is 0.16**; this is well below the U.S. Department of Labor's ideal ratio of 1.5 for sustainable communities.
- Immediately **adjacent development is low density** and does not achieve the potential of TOD.
- Great deal of **residential and commercial vacancy** within the transit shed

## WORK TO DATE

### B.5 Station Area Plan Alternatives

#### Station Area Analysis – Cherokee Station: Key Opportunities

- Vibrant community with many ethnicities and ages represented in the transit shed.
- Regionally significant retail and cultural attractions distributed along Cherokee.
- Largest available parcels adjacent to transit station along Jefferson
- Lemp Brewery and Shepard School offer ample redevelopable yet flexible space
- Neighborhood and key destinations are (Cherokee Street, Lemp Brewery, Shepard School, etc.) are easily accessible by car from Interstate-55
- Block pattern conducive to highly integrated bike network and increased walkability
- Low car ownership / transit dependent community
- Existing neighborhood structure is supportive of transit orientated development



# STATION PLAN ALTERNATIVES

## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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### STATION AREA PLAN ALTERNATIVES

#### MILESTONE #2

##### ALTERNATIVE 1



- Residential : 450 Domestic Units Added (1,000 S.F./Unit)
- Park & Open Space Yes
- Redevelopment of Existing No
- STATION AREA TYPOLOGY:  
NEIGHBORHOOD GENERAL TYPE 3  
(assumes even distribution of program throughout transit shed)

##### ALTERNATIVE 2



- Office 430,000 S.F.
- Park & Open Space Yes
- Redevelopment of Existing No
- STATION AREA TYPOLOGY  
NEIGHBORHOOD CENTER TYPE 1  
(assumes even distribution of program throughout transit shed)

## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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# REFINEMENT OF STATION AREA PLAN ALTERNATIVES

# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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## STATION PLAN ALTERNATIVES – REFINEMENT OF STATION PLAN ALTERNATIVES

### 1: Neighborhood General Type 3



- Residential : 1,100 Domestic Units Added
  - 246 New Build units (1,000 S.F./Unit)
  - 876 Renovated Units
- Park & Open Space Yes
- Redevelopment of Existing Yes
- STATION AREA TYPOLOGY:  
NEIGHBORHOOD GENERAL TYPE 3

### 2: Neighborhood Center Type 1



- Office 200,000 S.F. new, 846,000 S.F. redeveloped
- Residential : 276 Renovated Units
- Park & Open Space Yes
- Redevelopment of Existing Yes
- STATION AREA TYPOLOGY  
NEIGHBORHOOD CENTER TYPE 1

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## STATION AREA PLAN ALTERNATIVES

## STATION PLAN ALTERNATIVES – BIRD'S EYE VIEWS

- Orange Residential
- Red Commercial
- Dark Red Office
- Green Open Space

### 1: Neighborhood General Type 3



### 2: Neighborhood Center Type 1



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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### WORK TO DATE

#### B.6 Economic Analysis of Station Area Plans

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### WORK TO DATE

#### B.7 Refinement of Station Area Plan Alternatives

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### WORK TO DATE

#### B.8 Preferred Station Area Plans

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- CHEROKEE STATION ...PREFERRED...

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## STATION AREA PLAN ALTERNATIVES

### Neighborhood General Type 3

#### Shifting the Typology

- Add 1,400 Residents and 2,400 workers in New and Redeveloped buildings



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### STATION AREA PLAN ALTERNATIVES

#### Neighborhood General Type 3

Cherokee Station:

- Primarily residential district with presence of regionally significant commercial use
- Small blocks are walkable and conducive to integrated bike network



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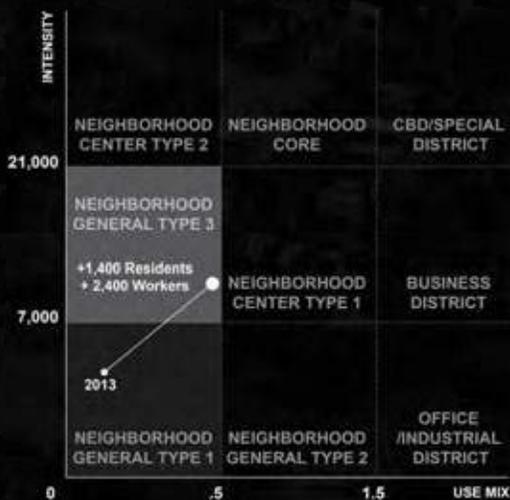
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### STATION AREA PLAN ALTERNATIVES

#### Neighborhood General Type 3

Shifting the Typology

- Add 1,400 Residents and 2,400 workers in New and Redeveloped buildings



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### STATION AREA PLAN ALTERNATIVE CHEROKEE STATION

#### Neighborhood General Type 3

#### DEVELOPMENT PROGRAM

- Renovate and fill underutilized property to add 275 residential units within the ½ mile transit shed



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### STATION AREA PLAN ALTERNATIVE CHEROKEE STATION

#### Neighborhood General Type 3

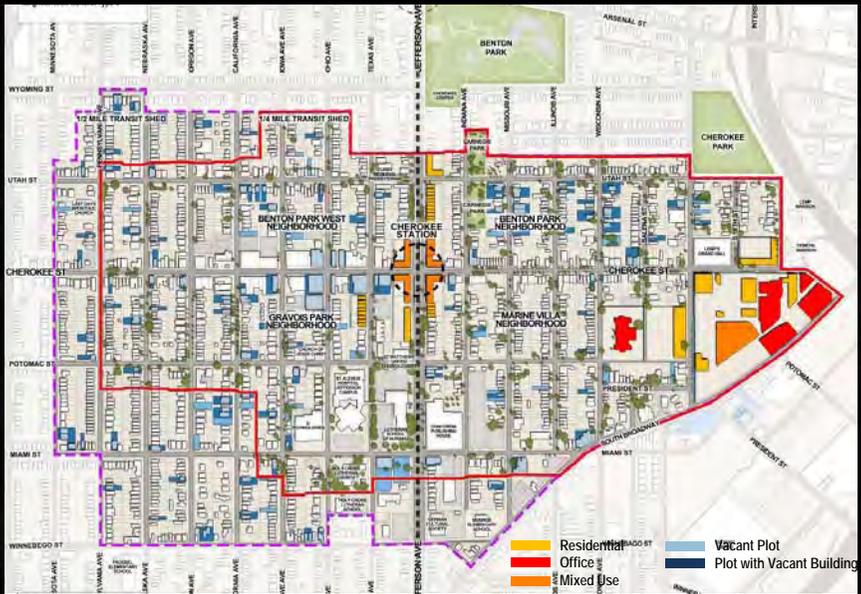
#### DEVELOPMENT PROGRAM

- Residential
  - 650 New Units (1,000 S.F./Unit)
  - 300 Renovated Units
- Retail 60,000 S.F.
- Office 450,000 S.F.
- Park & Open Space Yes
- Redevelopment of Existing Yes
- STATION AREA TYPOLOGY  
NEIGHBORHOOD GENERAL TYPE 3



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## STATION AREA PLAN ALTERNATIVE CHEROKEE STATION Neighborhood General Type 3

### STREETS

- Primary Streets: Jefferson and Cherokee
- Secondary Streets: Utah & Potomac
- Tertiary Streets: All others



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### STATION AREA PLAN ALTERNATIVE CHEROKEE STATION Neighborhood General Type 3

#### STATION ORGANIZATION

- Side, Staggered, Far-Side, Side-Loading Platforms



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### CHEROKEE STATION – BIRD’S EYE VIEW

#### AERIAL VIEW LOOKING SOUTH EAST



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### CHEROKEE STATION - BIRD'S EYE VIEW

AERIAL VIEW LOOKING NORTH EAST



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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### WORK TO DATE

#### B.7 Refinement of Station Area Plan Alternatives

#### B.7.1 Transportation Analysis of Alternative Station Area Plans

- Connect to I-55 via roundabout instead of ramp
- Reduce traffic lanes on Jefferson to 1 travel and 1 turn lane in each direction
- Reduce street furniture clutter on Cherokee
- Remove bus on Jefferson to make intermodal transfer station
- Enhance #73 bus line with shorter headway and potentially route through Lemp Brewery site
- Add bike boxes on Jefferson at Cherokee
- Extend Bike Route West at Compton

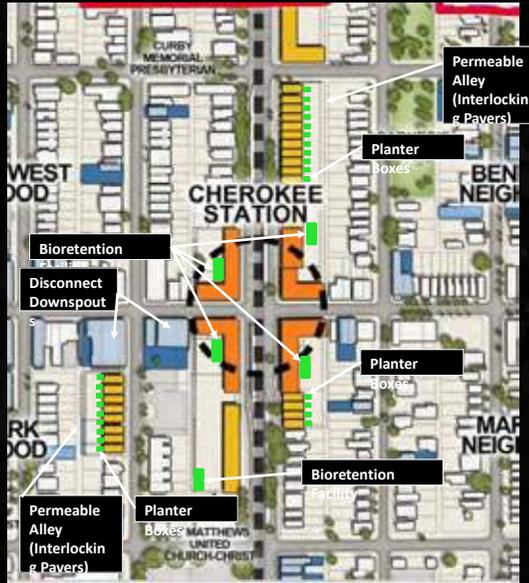


# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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## WORK TO DATE

- B.7 Refinement of Station Area Plan Alternatives
- B.7.2 Stormwater and Environmental Planning Analysis



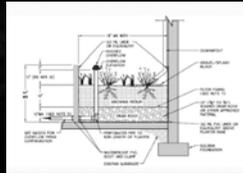
Cherokee – Stormwater and Water Quality Improvements

# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

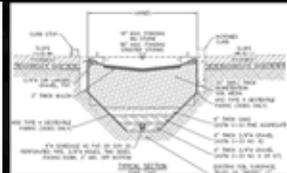
SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

## WORK TO DATE

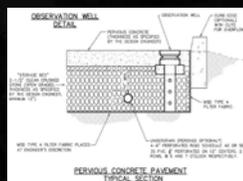
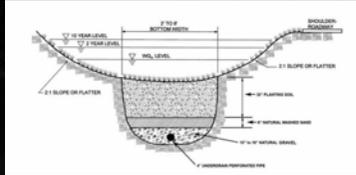
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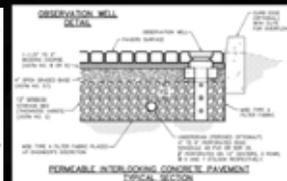
**Planter Box**



**Bioretention Facility**



**PERVIOUS CONCRETE PAVEMENT  
TECHNICAL SECTION**



**PERMEABLE INTERLOCKING CONCRETE PAVEMENT  
TECHNICAL SECTION**

# Assumptions: Cherokee

## Rents per Unit or Square Foot

- Residential = \$1.10-\$1.15 per square foot
- Retail = \$13.00 per square foot
- Office = \$15.00 per square foot

## Other Assumptions

- Assumes sale of all development components in year 30
- Modest inflation/growth rates
- Assumes development phased over a specific development timeline

# Cherokee Station

## Program Title

- Market Rate Residential = 395 units
- Renovated Residential = 480 units
- Retail = 60,000 sf
- Office = 450,000 sf

# Cherokee Station

- Market Rate Residential = 395 units
- Renovated Residential = 480 units
- Retail = 60,000 sf
- Office = 450,000 sf

## Preliminary Financial Outcome

- Total Acreage = 20.5
- Development Cost = \$242.3M
- Development Value = \$161.1M
- Development Gap = \$81.2M

# Cherokee Station

- Market Rate Residential = 395 units
- Renovated Residential = 480 units
- Retail = 60,000 sf
- Office = 450,000 sf

## Preliminary Financial Outcome

- Return without Subsidy = 9.9%
- Estimated Subsidies Available = \$57.3M
- Return with Subsidy = 13.4%
- Land Residual Value @ 15% = \$20.1M
- Land Residual Value @ 20% = \$26.7M

## Use Strategy - Cherokee

- Focus on the Recommended Development of Destination Nodes
  - Mixed Use at Immediate Station Area
  - Office & Residential at the Lemp Brewery

## Implementation - Cherokee

- Form an internal redevelopment team for the station area
- Identify master developer for specific nodes or programs
- Apply public financing strategically:
  - TIF → public infrastructure, acquisition, and commercial property renovations
  - CID/TDD → street improvements and other enhancements
  - Chapter 353 → tax abatement to lure key developers
  - Chapter 99 → tax abatement for individual property owners

## Design - Cherokee

- Adopt a form-based code for the area
- Focus on new construction between 3 and 5 stories
- Build on the eclectic nature of the area → Creative Industries
- Neighborhood should include a mix of historic structures and contemporary design

## Action Plan - Cherokee

- Convene a working group that is dedicated to furthering TOD within the station area at commencement of station construction
- Actively acquire identified redevelopment parcels if/when available
- Communicate opportunities/programs to area residents and developers
- Form necessary redevelopment corporations (TIF, 353, etc.) to foster development of the station and Lemp Brewery nodes when applicable

## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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### PREFERRED STATION AREA PLANS Neighborhood General Type 3

#### Preferred land use patterns and density assumptions

Land Use for Lemp brewery site and parcels adjacent to transit station changed to Mixed Use

#### Public open space systems and treatments

- Major infrastructural improvements to benefit storm water strategy as well as walkability stretch the length of Cherokee from Lemp Brewery, across Jefferson to Pennsylvania Ave. and from Transit stop north to Benton Park.

#### Potential for long-term transit improvements

- Add bike boxes at intersection of Jefferson and Cherokee to give cyclists more room
- Remove bus route #11 and transform station into multimodal transfer station
- Bring bus route #73 and bike infrastructure through Lemp



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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### PREFERRED STATION AREA PLANS Neighborhood General Type 3

#### Accommodations for pedestrians and bicyclists and connections to existing/planned facilities

#### Vehicular access routing to arterials/highway network

- Reduce traffic lanes at Jefferson to 1 travel and 1 turn lane
- Construct roundabout instead of ramp to I-55

#### Description of specific actions needed for successful implementation

Focus on the Recommended Development of Destination Nodes

Mixed Use at Immediate Station Area

Office & Residential at the Lemp Brewery



# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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RECOMMENDED CHANGES TO  
COMP PLAN / STRATEGIC LUP

COMPREHENSIVE PLAN

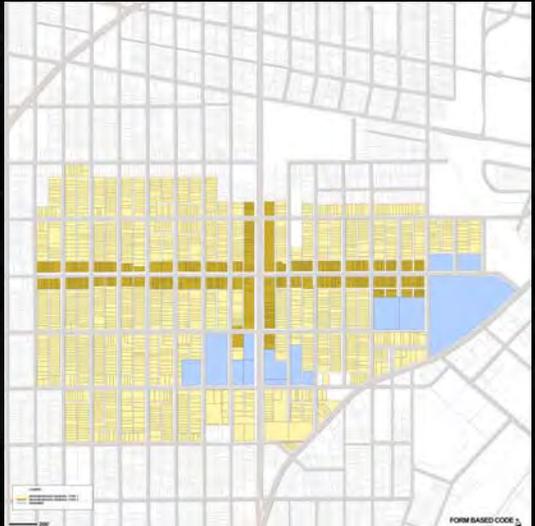


# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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RECOMMENDED CHANGES TO COMP  
PLAN/STRATEGIC LUP

NOTES



- Neighborhood General Type 1
- Neighborhood General Type 3
- Campus Type

# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

## RECOMMENDED CHANGES TO COMP PLAN/STRATEGIC LUP

### HISTORIC PRESERVATION DISTRICTS, BUILDINGS, AND LANDMARKS

LEMP BREWERY



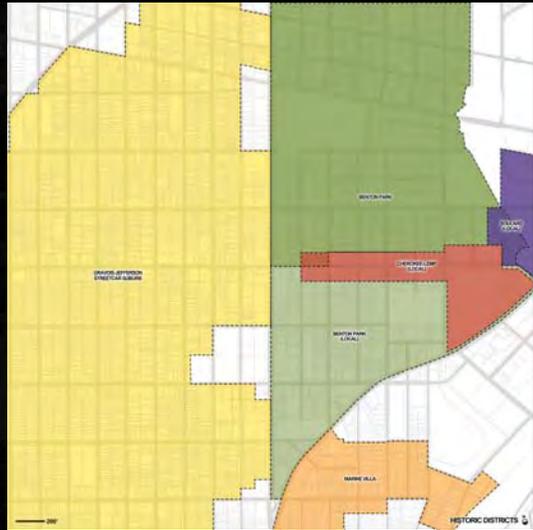
OEHLER BRICK BUILDINGS



DEMENIL HOUSE



CHIPPEWA TRUST BUILDING



# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

## FORM BASED CODE:

### Neighborhood General Type 3

Description of principles to guide design and implementation.

Most parcels abutting Cherokee & Jefferson are classified as

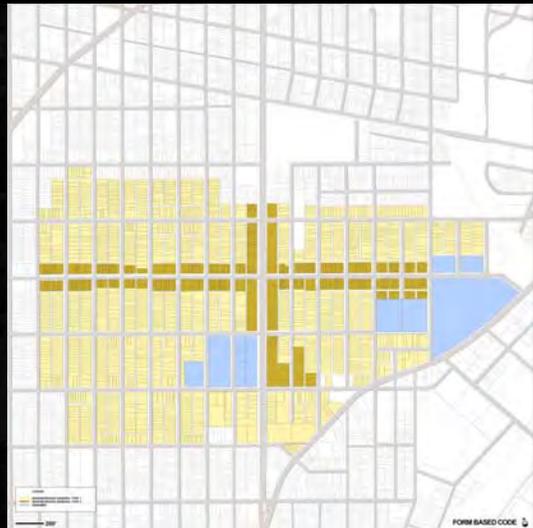
### NEIGHBORHOOD GENERAL TYPE 3

All remaining residential areas are classified as

### NEIGHBORHOOD GENERAL TYPE 1

The Lemp Brewery area and the large scale employment area south of Cherokee on Jefferson are classified as an

### CAMPUS TYPE



- Neighborhood General Type 1
- Neighborhood General Type 3
- Campus Type

## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### DRAFT FORM-BASED DISTRICT: *Building Envelope Standards*

- Neighborhood General Type 1
  - Min. Building Height: 2 stories
  - Max. Buildings Height: 3 stories
  - Setback: 25 ft. min, 50 ft. max.
  - Ground Floor Uses: Residential
  - Upper Floor Uses: Residential
- Building Types:
  - Detached single family
  - Rear Garage
  - Carriage House
  - Duplex, Triplex, and Fourplex
  - Rowhouse and Courtyard Rowhouse



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### DRAFT FORM-BASED DISTRICT: *Building Envelope Standards* Neighborhood General Type 1 (NG1)

#### 3.0 BUILDING ENVELOPE STANDARDS

##### 3.1 NEIGHBORHOOD GENERAL TYPE 1 (NG1)



#### INTENT STATEMENT:

The intent of this Building Envelope Standard is to regulate the physical form of the Neighborhood General Type 1 areas in order to preserve and enhance the integrity and quality of this primarily single unit, duplex, triplex, fourplex and rowhouse residential area of the neighborhood. The area is designed to provide for sensitive and respectful urban development which allows for the variety of building types and forms, and front porches found in the neighborhood. This intent statement and the images shown below are advisory only.

#### EXAMPLES OF CHARACTER



CENTRAL WEST END FORM-BASED DISTRICT



# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

## DRAFT FORM-BASED DISTRICT: *Building Envelope Standards* Neighborhood General Type 3 (NG3)

3.0 BUILDING ENVELOPE STANDARDS

3.3 NEIGHBORHOOD GENERAL TYPE 3 (NG3)

**INTENT STATEMENT:**  
The intent of this Building Envelope Standard is to regulate the physical form of the Neighborhood General Type 3 areas in order to establish a readable mixed-use residential area that embraces and facilitates the primary target, but mixed-use area of the neighborhood. The area is designed to provide for an architectural appropriate street development which allows for a variety of building types, uses, heights and forms as well as the creation of a vibrant mixed-use streetscape. This intent statement and the images shown below are advisory only.

**EXAMPLES OF CHARACTER**

CENTRAL WEST END FORM-BASED DISTRICT

# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

## DRAFT FORM-BASED DISTRICT: *Building Envelope Standards* Neighborhood General Type 3 (NG3)

3.0 BUILDING ENVELOPE STANDARDS NEIGHBORHOOD GENERAL TYPE 3

**DIAGRAM 1 ALLEY**

**KEY**  
 - - - PROPERTY LINE  
 - - - BUILD-TO-LINE  
 - - - SETBACK LINE  
 - - - BUILDING AREA

**I - BUILDING PLACEMENT**

**BUILD-TO-LINE:**

33' MINIMUM FRONT  
 30' MIN. SIDE  
 30' MIN. REAR

**SETBACK:**

33' MIN. FRONT  
 30' MIN. SIDE  
 30' MIN. REAR

**BUILDING FORM:**

33' MINIMUM FRONT  
 30' MIN. SIDE  
 30' MIN. REAR

**FOR REFERENCE NOTES REFER TO PAGE 314 OF THIS DISTRICT**

CENTRAL WEST END FORM-BASED DISTRICT

**DIAGRAM 2**

**KEY**  
 - - - PROPERTY LINE  
 - - - BUILD-TO-LINE  
 - - - SETBACK LINE  
 - - - BUILDING AREA

**II - BUILDING HEIGHT**

33' MINIMUM FRONT  
 30' MIN. SIDE  
 30' MIN. REAR

**III - BUILDING TYPES**

Maximum 4-Story  
 Maximum 3-Story  
 Maximum 2-Story  
 Maximum 1-Story

CENTRAL WEST END FORM-BASED DISTRICT

**DIAGRAM 3 ALLEY**

**KEY**  
 - - - PROPERTY LINE  
 - - - BUILD-TO-LINE  
 - - - SETBACK LINE  
 - - - ENCROACHMENT AREA

**IV - ENCROACHMENTS**

**LOCATION:**

33' MINIMUM FRONT  
 30' MIN. SIDE  
 30' MIN. REAR

**V - USE REQUIREMENTS**

33' MINIMUM FRONT  
 30' MIN. SIDE  
 30' MIN. REAR

CENTRAL WEST END FORM-BASED DISTRICT

**DIAGRAM 4 ALLEY**

**KEY**  
 - - - PROPERTY LINE  
 - - - BUILD-TO-LINE  
 - - - SETBACK LINE  
 - - - ENCROACHMENT AREA

**VI - PARKING REQUIREMENTS**

**LOCATION:**

33' MINIMUM FRONT  
 30' MIN. SIDE  
 30' MIN. REAR

**NO REQUIRED SPACES**

CENTRAL WEST END FORM-BASED DISTRICT

## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### DRAFT FORM-BASED DISTRICT: *Building Envelope Standards*

- Neighborhood General Type 1
- Neighborhood General Type 2
- **Campus Type**
  - Min. Building Height: 3 stories
  - Max. Buildings Height: 12 stories
  - Setback: 0 ft. min., 30 ft. max
  - Ground Floor Uses: Office, Residential, Primary Retail, Secondary Retail, Sp.
  - Upper Floor Uses: Office, Residential, Sp.
  - Building Types:
    - Institutional Building
    - High Rise Residential Building
    - Commercial Block Building
    - Flex Building
    - Live/Work Units
    - Liner Building



- Neighborhood General Type 1
- Neighborhood General Type 2
- Campus Type

## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### DRAFT FORM-BASED DISTRICT: *Building Envelope Standards* **Example Campus-Type (CA)**



# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

## DRAFT FORM-BASED DISTRICT: *Building Envelope Standards*

### Example Campus-Type (CA)

#### 5.0 DEVELOPMENT STANDARDS

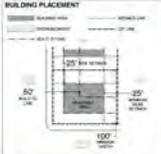


##### 3.4.4.0 CAMPUS BUILDING

- Description:** Campus buildings can accommodate a variety of arts, culture, education, necessary transportation, government, and public assembly uses in a campus-type environment. A variety of building forms and architectural styles are appropriate.
- Access:** The building entrance shall be through a ground lobby or courtyard. The building shall have at least one (1) entrance to a public courtyard, fountain, or public square with a walkway.
- Parking:**
  - General:** See Article 5.0 Section 5.12.
  - Lot Standards:** Parking shall be located in common surface parking areas, in garages, and/or health buildings, or in parking garages.
  - Parking Requirements:** See separate page.
- Building Height:** (This term includes all types.)
- Massing and Articulation:** These building types may be designed as a single, monolithic unit. Street-facing entrances shall be prominent to accentuate the street (or elevated walk), such as an end-of-block or setback entrance. All building facing a public street shall change visibility at an average of at least seventy feet (70') through setbacks, materials, or colors and with no visible setbacks (one thousand feet (1000') in length. Facades facing a public street shall be vertically articulated at a maximum interval of five (5') stories.
- Exposure to Light and Air:** (This term includes all types.)
  - Orientation:** All "Form-Based Development" shall be oriented to maximize solar gain.
  - Articulation:** See Article 5.0 Section 5.7.
  - Landscaping:** See Article 5.0 Section 5.9.
  - Design:** See Article 5.0 Section 5.11.
  - Lighting:** See Article 5.0 Section 5.12.
  - Environment:** See Article 5.0.
  - Architectural Style:** Not Restricted.
  - Conditional Use Categories:** See Table 5.A.8.8. Permitted Use Categories.

#### 5.0 DEVELOPMENT STANDARDS

##### BUILDING PLACEMENT



##### PARKING PLACEMENT



Permitted Use Categories		Special Requirements	
Use Type	Special Requirements	Use Type	Special Requirements
Commercial General	See Table 5.0.1.2 (General)	Commercial General	See Table 5.0.1.2 (General)
Commercial Neighborhood	See Table 5.0.1.2 (General)	Commercial Neighborhood	See Table 5.0.1.2 (General)
Industrial	See Table 5.0.1.2 (General)	Industrial	See Table 5.0.1.2 (General)
Residential General	See Table 5.0.1.2 (General)	Residential General	See Table 5.0.1.2 (General)

Permitted Use Categories	
Use Type	Special Requirements
Commercial General	See Table 5.0.1.2 (General)
Commercial Neighborhood	See Table 5.0.1.2 (General)
Industrial	See Table 5.0.1.2 (General)
Residential General	See Table 5.0.1.2 (General)

S:\DRAFT REGULATORY CODES AND HISTORY BOOK - SEPTEMBER 2011  
ARTICLE 5.0 - PAGE 3-14

# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

## CHEROKEE STATION - BUILDING ENVELOPE STUDIES

### VIEW OF EXISTING CONDITIONS FROM CORNER OF JEFFERSON & CHEROKEE LOOKING NORTH EAST



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### CHEROKEE STATION - BUILDING ENVELOPE STUDIES

CONSTRUCTION OF CHEROKEE STATION STOP ON NORTHSIDE-SOUTHSIDE ALIGNMENT  
STREET INFRASTRUCTURE IMPROVEMENTS ON CHEROKEE AND JEFFERSON



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### CHEROKEE STATION - BUILDING ENVELOPE STUDIES

NEW DEVELOPMENT FILLS UNDERUTILIZED PARCELS WITH 3 STORY BUILDINGS  
BUILDING FORM FOLLOWS CODE FOR NEIGHBORHOOD GENERAL TYPE 3



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### CHEROKEE STATION - BUILDING ENVELOPE STUDIES

BLOCK EDGE FACING JEFFERSON FILLED WITH NEW DEVELOPMENT OF 3 STORY BUILDINGS  
BUILDING FORM FOLLOWS CODE FOR NEIGHBORHOOD GENERAL TYPE 3



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### CHEROKEE STATION - CHARACTER IMAGES

BLOCK EDGE FACING JEFFERSON FILLED WITH NEW DEVELOPMENT OF 3 AND 6 STORY BUILDINGS  
BUILDING FORM FOLLOWS CODE FOR NEIGHBORHOOD GENERAL TYPE 3



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

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## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

# STATION PLAN: KINGSHIGHWAY

# STAKEHOLDER INPUT

## KINGSHIGHWAY AND NATURAL BRIDGE STATION AREA STAKEHOLDERS INTERVIEWED

- ALDERWOMAN SHARON TYUS  
- 1<sup>ST</sup> WARD
- GINGER IMSTER & NIKKI  
DOUGHTY & STEPHANIE  
DOOLEY – City Academy
- MARK VOGEL –  
Board Member, Citizen’s For  
Modern Transit (CMT)
- BARBARA WASHINGTON -  
Mathews Dickey Boys & Girls  
Club



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### KINGSHIGHWAY AND NATURAL BRIDGE TOD BENEFITS AND CHALLENGES

Benefits	Challenges
<ul style="list-style-type: none"> <li>• Increase ridership within community</li> <li>• Attract more visitors/pedestrians</li> <li>• Attract diverse businesses and services</li> <li>• Provide faster, more efficient transit</li> <li>• Improve look of neighborhood</li> <li>• Increase local jobs</li> <li>• Access to non-local jobs</li> <li>• Demonstrate a united/inclusive City</li> <li>• Change perception of neighborhood</li> <li>• Develop corridor easily</li> <li>• Leverage rich history of community</li> <li>• In-fill opportunities for housing stock development</li> </ul>	<ul style="list-style-type: none"> <li>• Increased traffic congestion</li> <li>• Increased foot traffic = less safety</li> <li>• Current businesses cater to drivers</li> <li>• Current lack of business type diversity</li> <li>• Limited contiguous acreage available</li> <li>• Loss of customers due to construction</li> <li>• Gentrification</li> <li>• Residents fear of change and the unknown / lack trust in the process</li> <li>• Too low standards for supplying consumer needs</li> <li>• Rising cost to businesses and residents</li> <li>• More noise</li> <li>• Less convenient parking</li> </ul>

## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### KINGSHIGHWAY AND NATURAL BRIDGE TOD BENEFITS AND CHALLENGES

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## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### KINGSHIGHWAY AND NATURAL BRIDGE DESIRED BUSINESSES AND HOUSING TYPES

#### BUSINESS TYPES:

- Resident focused: Hardware store /medium sized grocer / coffee shop
- Entertainment venues: live music, casual restaurants
- Big box retail: Burlington Coat Factory / Old Navy
- Services: clinic / mechanic / bike shop / office supply / quality daycare

#### HOUSING TYPES:

- Apartments: Senior living / 2 to 3 bedroom condos
- Mixed-use buildings: 2 to 4 stories tall
- Renovated existing housing

## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### KINGSHIGHWAY AND NATURAL BRIDGE EVALUATION CRITERIA

- Neighborhood Connectivity
- Uses – residential, business, service
- Users – mixed income, ages, abilities
- Benefit to existing Neighbors
- Accessibility – ADA
- Multi-modal – connect to bike, bus, taxi, parking
- Housing renovation rather than ALL new development
- Noise reduction for neighbors
- “Ride Metro” – Programming
- Minimizing resident displacement
- Eliminate vacant land



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### KINGSHIGHWAY AND NATURAL BRIDGE COMMUNITY VISION

- Hotbed of Innovation and Urban Revitalization – destination for visitors
- Case Study for “Courage, Faith, Vision, & Integrity”
- Families get everything they need close to home
- Safe neighborhoods conducive to business development
- Commerce strong and growing in North City



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### *INFORMING and ENGAGING STAKEHOLDERS LONG TERM:*

- Engage directly with additional impacted stakeholders – (as needed)
- Attend community/organization meetings – i.e. wards, business associations, block units, advocacy organizations, etc.;
- Build/utilize partnerships with stakeholders and invested groups and individuals
- Create N/S Citizen’s Advisory Committee
- Share online – Social Media, Website
- Host Station Area Networking Symposium - developers, leaders, experts
- Provide Progress Reports – SLDC Annual Report, website, e-newsletter

INCLUSION | TRANSPARENCY | MARKETING

## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### WORK TO DATE

#### B.5 Station Plan Alternatives

Project limits and additional existing features

- Neighborhoods Special Use Districts
- Zoning & Land Use
- Topography
- Buildings
- Blocks & Streets
- Transit – Metro, Bus, Bike, Sidewalk
- Circulation
- Parking
- Amenities



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### WORK TO DATE

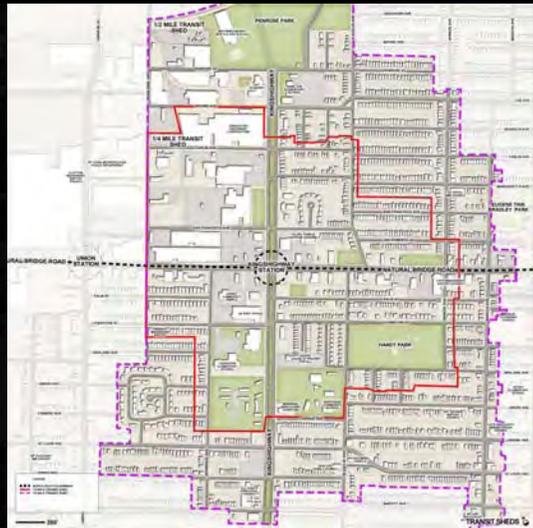
#### B.5 Station Area Plan Alternatives

Transit Sheds

¼ Mile Transit Shed ———

½ Mile Transit Shed - - - - -

- ¼ mile and ½ mile transit sheds have been modified based on accessibility and concentrations of likely transit users.
- Due to the close proximity between stations, and differences in proximity to downtown, the transit shed is truncated by the ¼ mile transit shed of Union Station
- Different from a Station Area Plan: station area plan development serves as a catalyst to infill development in the transit shed.



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

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### WORK TO DATE

#### B.5 Station Area Plan Alternatives

##### Transit Sheds

###### ¼ Mile Transit Shed —

- Heavily influenced by street layout and pedestrian conditions
- High transit capture rate relative to surrounding area

##### Limiting Boundaries

- Union Station Transit Shed to the West
- South Broadway

##### Major Opportunities

- Large, underutilized parcels of land
- Unique greenway at median of Kingshighway

- Residents within Transit shed: **1,400**
- Workers within Transit shed: **640**
- Use Mix: **0.5**
- Transit Capture Rate: **15%**



## TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

### WORK TO DATE

#### B.5 Station Area Plan Alternatives

##### Transit Sheds

###### ½ Mile Transit Shed - - -

- More influenced by proximity to station than pedestrian conditions
- Lower transit capture rate than quarter mile transitshed, ½ Mile is about as far as someone will walk to transit

##### Limiting Boundaries

- Union Station Transit Shed to the West

- Residents within Transit shed: **4,450**
- Workers within Transit shed: **1,000**
- Use Mix: **0.2**
- Transit Capture Rate: **10%**



# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

## WORK TO DATE

### B.5 Station Area Plan Alternatives

#### Development Opportunity

- Vacant Parcels █
- Vacant Buildings █
- Total Vacant Housing Units.....450



# TOD STATION AREA PLANNING :: PROPOSED NORTHSIDE-SOUTHSIDE ALIGNMENT

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

## WORK TO DATE

### B.5 Station Area Plan Alternatives

#### Station Area Analysis – Kingshighway Station

- Increased Intensities
- Use Mix
- Urban Form & Quality
- Connectivity
- Other Highly Desirable Features
  
- Walkability
- Vacant Parcels
- Transit
- Redevelopment Parcels
- Parcel Area
  
- Issues & Opportunities



WORK TO DATE

B.5 Station Area Plan Alternatives

Station Area Analysis – Kingshighway Station: Key Issues

- Available development sites are currently occupied with low density, car oriented program.
- The jobs/residents ratio is 0.2; this is well below the U.S. Department of Labor’s ideal ratio of 1.5 for sustainable communities.
- Immediately adjacent development is low density and does not achieve the potential of TOD.
- Great deal of residential and commercial vacancy within the transit shed
- Block pattern not conducive to integrated bike network or increased walkability

WORK TO DATE

B.5 Station Area Plan Alternatives

Station Area Analysis – Kingshighway Station: Key Opportunities

- Very large developable parcels in the North West Quadrant of the station area.
- Stable residential neighborhoods occupy three-quarters of the transit shed.
- Unique greenway on Kingshighway diversifies streetscape on primary roads.
- Excellent connectivity to Interstate 70 to the North.
- No historic districts