

TOD Study

UPDATE TO EWG BOARD

9-25-13

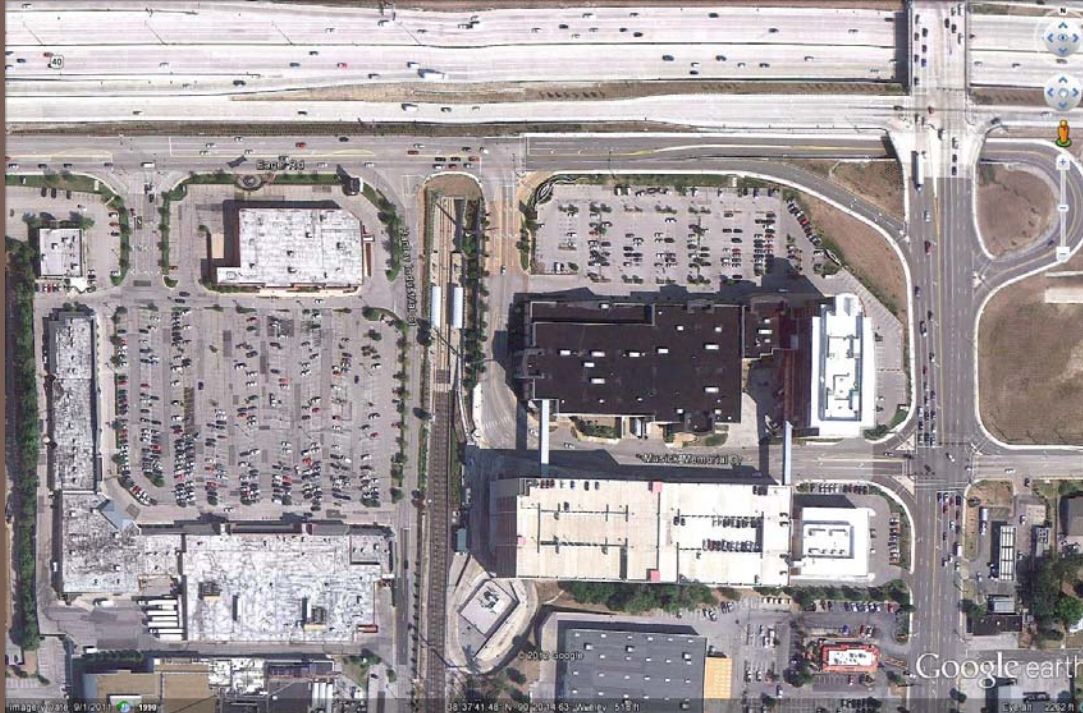
WHY DO THIS?



Timing

Assess entire system

Define TOD for our region



Existing references had limited utility for St. Louis.

As a slow growth region, we are not “low hanging fruit”

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WHAT WE DID

Scope

coordinate concurrent efforts

Participants

consultant team

steering committee

public

Metro, St. Louis City, St.
Louis County, St. Clair
County, CMT, GRG, EWG

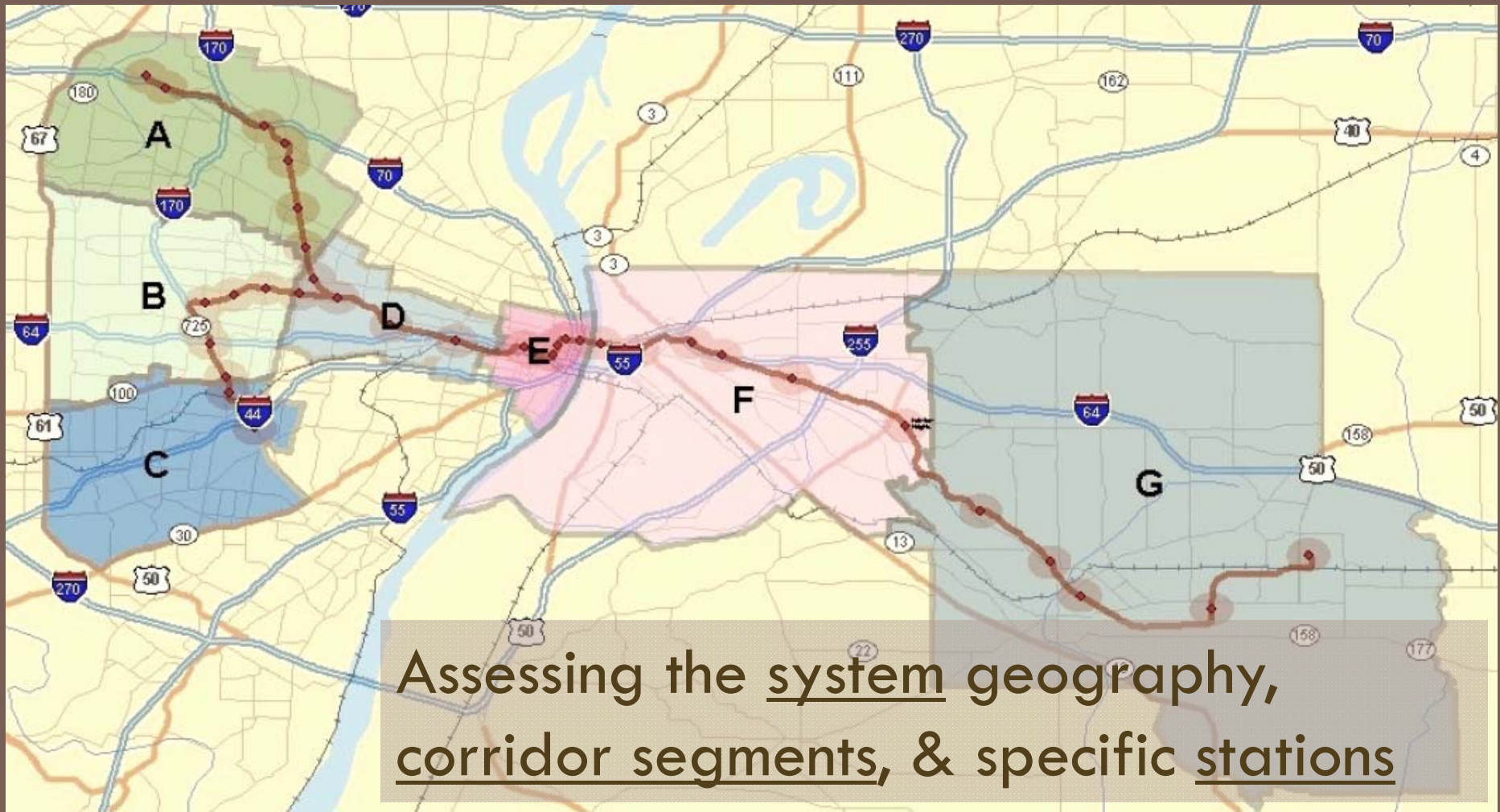
Deliverables

Market Study

Framework Plan

Station Area Plans

MARKET STUDY - structure



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MARKET STUDY - outcomes

System wide scale

The sum of all the parts greatly exceeds the regional “market” whole

Corridor Segment scale

Complementary development of station areas

Station Area scale

Nodal development + connectivity
Groundwork for the “deal”

bae urban economics

East-West Gateway Transit Oriented Development Study

St. Louis MetroLink TOD Market Study
October 2012



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STATION AREA PLANS

Station Selection

Criteria emphasize diversity

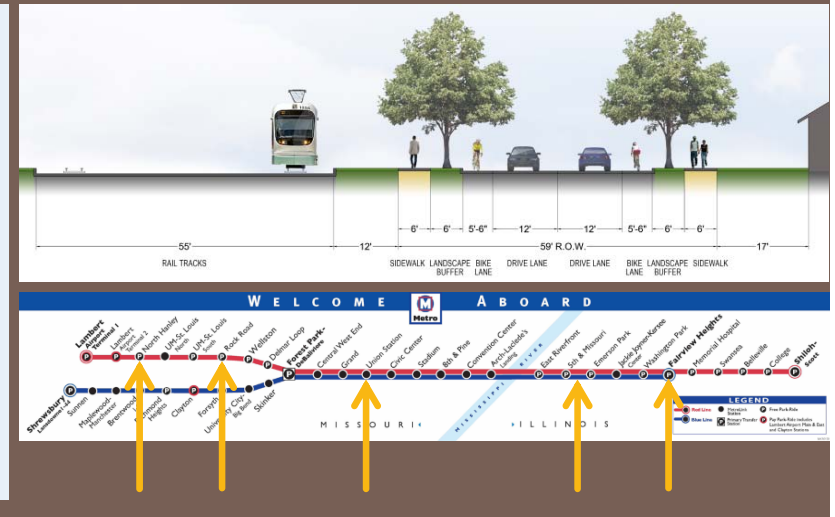
Station typology

Geography

Readiness



Fairview Heights
JJK/Emerson Park
Union Station
North Hanley
Rock Road



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GENERAL TAKE-A-WAY

Station Areas need **marketability**, **local will** for TOD, and **favorable physical context** (infrastructure, topography, development patterns, etc.)

Limited local examples and experience of regional development community drive the need for interested communities to **clearly communicate expectations** and to **lay the necessary groundwork**.

MOVING FORWARD

Some have embraced it and are acting.

For others - Transition from development of study to implementation

First - Presentation targeted to effected political leadership
then - Workshops for relevant municipal staff, developers, etc. tailored for each station area.
and – continuing programming and education

Of the 37 existing station areas, 14 received specific detailed study, plus

One proposed infill station and 2 along proposed alignment