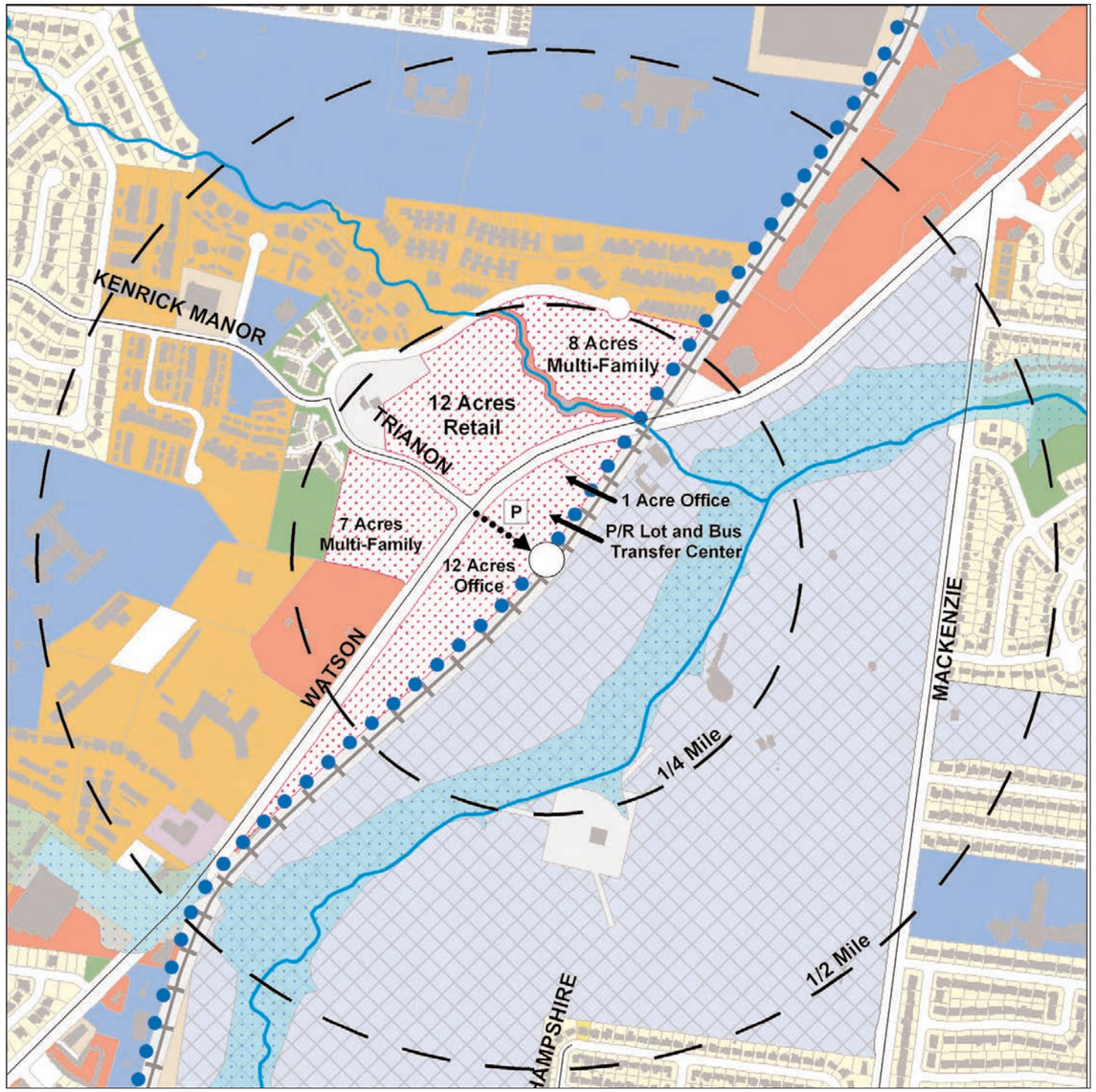
Appendix B

Station Area Plans

Watson Road (Blue Alternative)



Legend

Existing Land Use

- Commercial
- Office
- Institutional
- Cemetery
- Warehouse
- Industrial/Mfg
- Park/Open Space/Grant's Trail
- Single Family
- Duplex/Townhome
- Multi-Family
- Agriculture
- Transportation/Utility
- Parking
- Vacant
- Unknown
- Potential Station
- Blue Line
- Rivers and Streams
- Floodplain (Overlay)
- Potential Parking Sites
- New Access Points
- **2025 Station Area Opportunity Sites**

0 1/8 1/4 Miles

5 Acres
1 Acre

All alignments and station locations are approximate and are subject to future adjustments or refinements.

Existing Character and Context

Kenrick Plaza

View along Watson toward BNSF

Future Scale and Character

View of station area development at Watson lookng south

2000-2025 Households and Jobs*

Residential (HH)	**2000**	**2025**
Single Family	325	325
Multi Family	750	1,150
Employment (jobs)	**2000**	**2025**
Retail/Commercial	900	950
Office	150	975
Other	1,000	1,175

* Within 1/2 mile of candidate station

Key Features and Issues

- Core of potential mixed use development (approximately 20 acres) is the underused Kenrick Plaza site
- Underused commercial parcels (approximately 15 acres) along Watson could convert to offices.
- Existing multi-family and single-family are "stable" areas; not likely to change
- Additional multi-family is suited to the context.
- Assumes a moderate park-and-ride facility (200 - 300 cars)
- Radio towers may temper marketability

Existing Conditions Aerial

Walkability and Urban Design Issues

- Signal at Kenrick Manor too short for pedestrians, no pedestrian signal
- Poor separation of pedestrians from traffic on Watson
- Access to residential areas is indirect, but lacks barriers
- Redevelopment along Watson should create a more urban streetscape, not a suburban highway

Key Implementation Measures

- Trianon Parkway extended to station area
- Transit Oriented Development (TOD) zoning
- Land assembly of smaller parcels along Watson
- TIF to encourage new investment
- Stream and streambank restoration as a focal point amenity and buffer
- Park-and-ride and bus transfer on existing mini-storage site

Detailed Alternatives Analysis
Long-Term Station Area Land Use Potential

Blue Alternative

Watson Road

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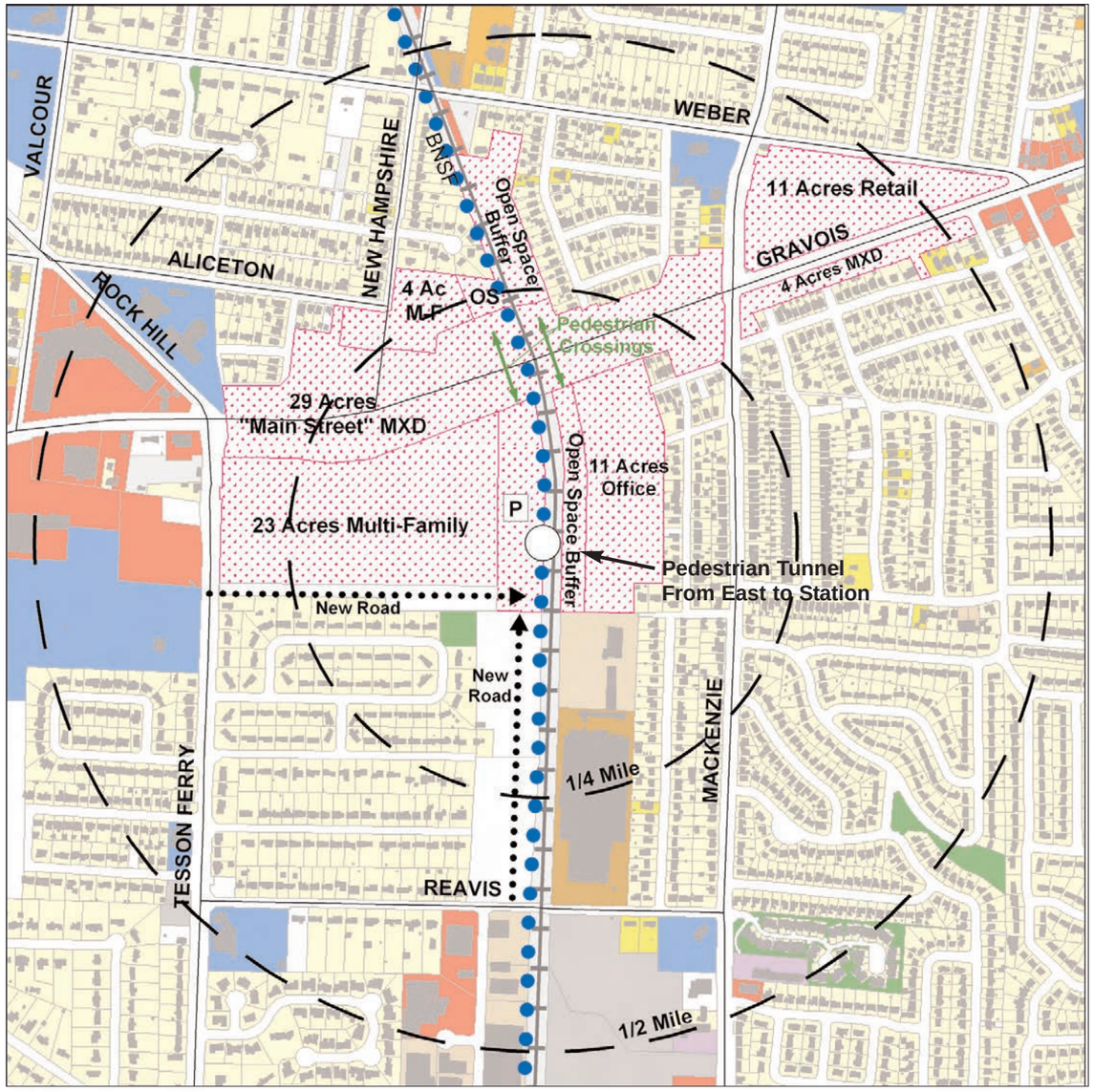
Planning MetroLink In South St. Louis County

Gravois (Blue Alternative)



Legend

Existing Land Use

- Commercial
- Office
- Institutional
- Cemetery
- Warehouse
- Industrial/Mfg
- Park/Open Space/Grant's Trail
- Single Family
- Duplex/Townhome
- Multi-Family
- Agriculture
- Transportation/Utility
- Parking
- Vacant
- Unknown
- Potential Station
- Blue Line
- Rivers and Streams
- Floodplain (Overlay)
- Potential Parking Sites
- New Access Points
- 2025 Station Area Opportunity Sites
- Pedestrian Crossings

0 1/8 1/4 Miles

5 Acres

1 Acre

All alignments and station locations are approximate and are subject to future adjustments or refinements.

Existing Character and Context

Gravois from the BNSF overpass

Buildings along the BNSF north of Gravois

Future Scale and Character

2000-2025 Households and Jobs*

Residential (HH)	2000	2025
Single Family	1,925	1,925
Multi Family	575	925
Employment (jobs)	**2000**	**2025**
Retail/Commercial	850	700
Office	25	1,050
Other	800	750

* Within 1/2 mile of candidate station

Key Features and Issues

- Area includes Gravois Road commercial strip: targeted for redevelopment/improvement in local plans
- Replace light manufacturing/industrial and mini-storage along the rail ROW with office development
- Most of the surrounding single-family residential appears stable
- Multi-family sites are more ripe for redevelopment
- Gravois viaduct and width of ROW complicate pedestrian circulation to and from station site

Existing Conditions Aerial

Walkability and Urban Design Issues

- Most of the area around the station lacks sidewalks
- Gravois Rd has poor pedestrian accommodations
- Limited ROW on Gravois will make it difficult to add pedestrian amenities
- Need to accommodate pedestrian crossings of BNSF

Key Implementation Measures

- Consolidate properties along BNSF and Gravois Rd
- Implement TOD zoning to encourage mixed use buildings along Gravois
- Target specific sites for public/private joint venture
- Establish architectural and urban design improvement goals with appropriate incentives
- Initiate a major capital improvement project to update the Gravois ROW, BNSF bridge, access to and from station, and park and ride capacity
- Bus interface to be located near station
- Pedestrian access from the east will be via tunnel
- Create buffered pedestrian crossings east and west of BNSF ROW

Detailed Alternatives Analysis

Long-Term Station Area Land Use Potential

Blue Alternative

Gravois

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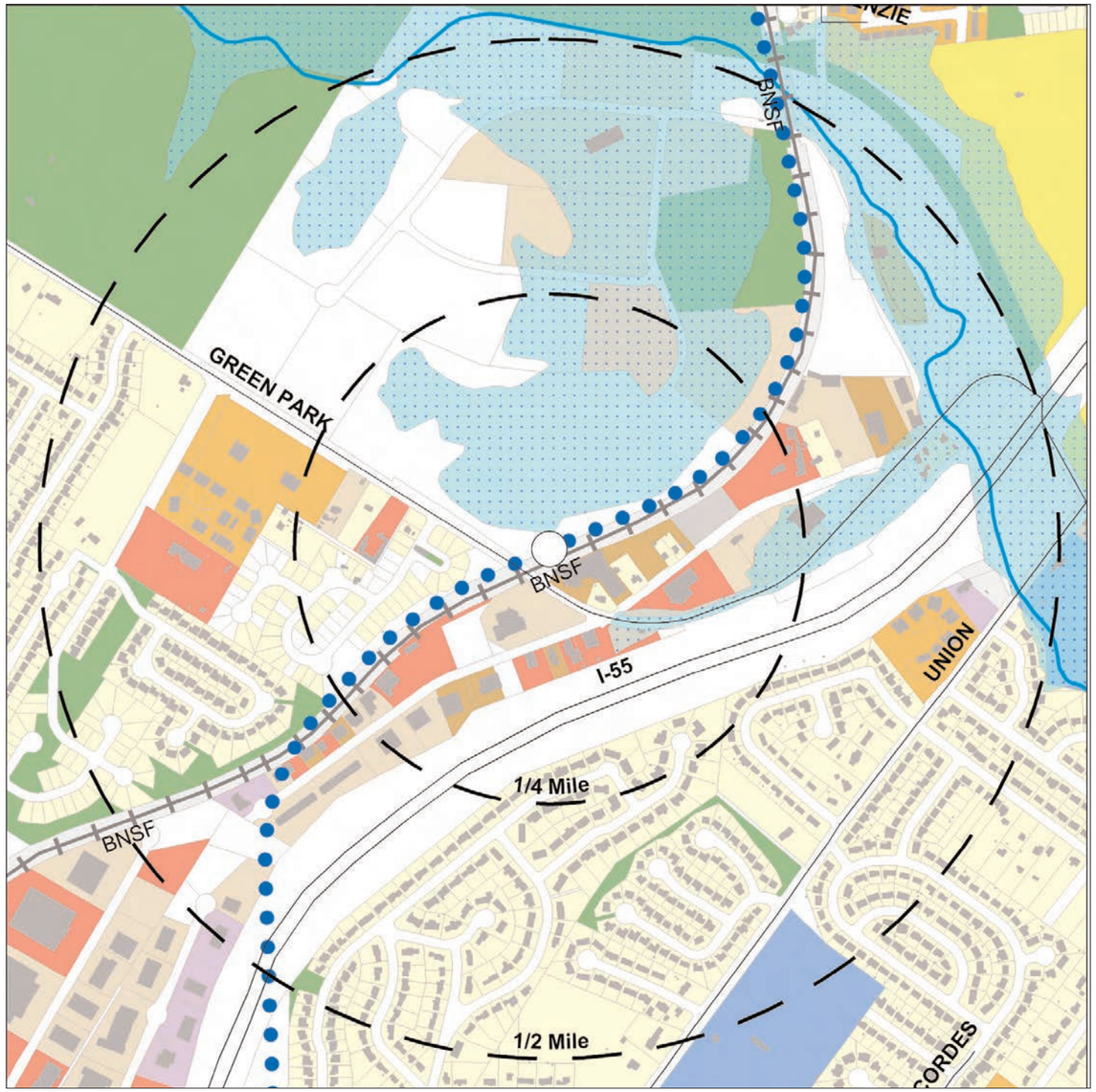
Planning MetroLink In South St. Louis County

Green Park (Blue Alternative)



Legend

Existing Land Use

- Commercial
- Office
- Institutional
- Cemetery
- Warehouse
- Industrial/Mfg
- Park/Open Space/Grant's Trail
- Single Family
- Duplex/Townhome
- Multi-Family
- Agriculture
- Transportation/Utility
- Parking
- Vacant
- Unknown
- Potential Station
- Blue Line
- Rivers and Streams
- Floodplain (Overlay)
- Potential Parking Sites
- New Access Points
- 2025 Station Area Opportunity Sites

0 1/8 1/4 Miles

5 Acres

1 Acre

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Existing Character and Context

Light Industrial at Green Park

Multi-family units at Green Park

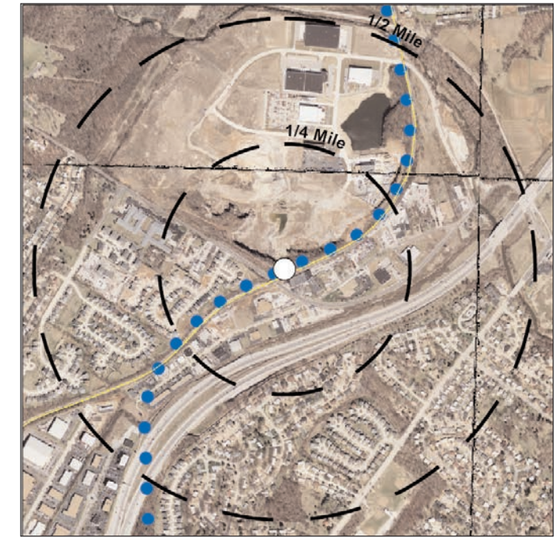
2000-2025 Households and Jobs*

Residential (HH)	2000	2025
Single Family	575	575
Multi Family	75	75
Employment (jobs)	**2000**	**2025**
Retail/Commercial	225	350
Office	100	150
Other	425	650

* Within 1/2 mile of candidate station

Key Features and Issues

- This station is not targeted for redevelopment
- Existing employment uses are mostly low-key light industrial and back offices
- Relatively new residential areas to the west
- Station area access from the east (e.g. I-55) is indirect



Existing Conditions Aerial

Walkability and Urban Design Issues

- Minimal pedestrian accommodations in the employment area
- Sidewalks in residential areas are not continuous
- Access to residential areas is available only with steep grades
- Lack of lighting in a relatively isolated area

Key Implementation Measures

- Consider local shuttle bus access to overcome topographic barriers between station and residential area to the west
- Need to improve pedestrian facilities - sidewalks, lighting, shade - to encourage access from nearby employment areas

Detailed Alternatives Analysis

Long-Term Station Area Land Use Potential

Blue Alternative

Green Park

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Planning MetroLink In South St. Louis County

Gravois-Hampton (Orange Alternative)

Legend

Existing Land Use

- Commercial
- Office
- Institutional
- Cemetery
- Warehouse
- Industrial/Mfg
- Park/Open Space/Grant's Trail
- Single Family
- Duplex/Townhome
- Multi-Family
- Agriculture
- Transportation/Utility
- Parking
- Vacant
- Unknown
- Potential Station
- Orange Line
- Rivers and Streams
- Floodplain (Overlay)
- Potential Parking Sites
- New Access Points
- 2025 Station Area Opportunity Sites
- River des Peres Ped/Bike Trail

0 1/8 1/4 Miles

5 Acres

1 Acre

All alignments and station locations are approximate and are subject to future adjustments or refinements.

Existing Character and Context

Retail on Gravois Rd

Metrolink Bus Transfer Station

Future Scale and Character

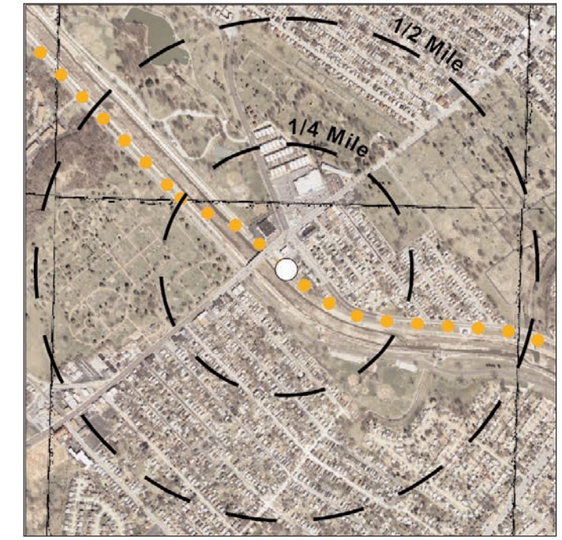
2000-2025 Households and Jobs*

Residential (HH)	2000	2025
Single Family	925	925
Multi Family	150	150
Employment (jobs)	**2000**	**2025**
Retail/Commercial	475	475
Office	100	100
Other	50	50

* Within 1/2 mile of candidate station

Key Features and Issues

- Station area north of the river can benefit from selective redevelopment
- Plans for a bike/pedestrian trail along the south bank of River des Peres



Existing Conditions Aerial

Walkability and Urban Design Issues

- Better than most other station areas due to grid system
- Gravois Road pedestrian accommodations could be improved
- Only access from the South is via bridge
- River des Peres is a barrier to much of the residential area to the south

Key Implementation Measures

- Redevelopment opportunities focus on existing commercial areas and some older residential sites
- Shift bus transfer station to LRT station area to improve efficiency
- Improve pedestrian access to the south side of the river
- Pursue a joint public/private venture on the properties south of Germania directly affected by LRT implementation

Detailed Alternatives Analysis
Long-Term Station Area Land Use Potential

Orange Alternative

Gravois-Hampton

metroSOUTH
Planning MetroLink In South St. Louis County

Morganford (Orange Alternative)

Legend

Existing Land Use

- Commercial
- Office
- Institutional
- Cemetery
- Warehouse
- Industrial/Mfg
- Park/Open Space/Grant's Trail
- Single Family
- Duplex/Townhome
- Multi-Family
- Agriculture
- Transportation/Utility
- Parking
- Vacant
- Unknown
- Potential Station
- Orange Line
- Rivers and Streams
- Floodplain (Overlay)
- Potential Parking Sites
- New Access Points
- **2025 Station Area Opportunity Sites**

0 1/8 1/4 Miles

River des Peres Ped/Bike Trail

5 Acres

1 Acre

All alignments and station locations are approximate and are subject to future adjustments or refinements.

Existing Character and Context

Current station-area conditions

Current station-area conditions

Future Scale and Character

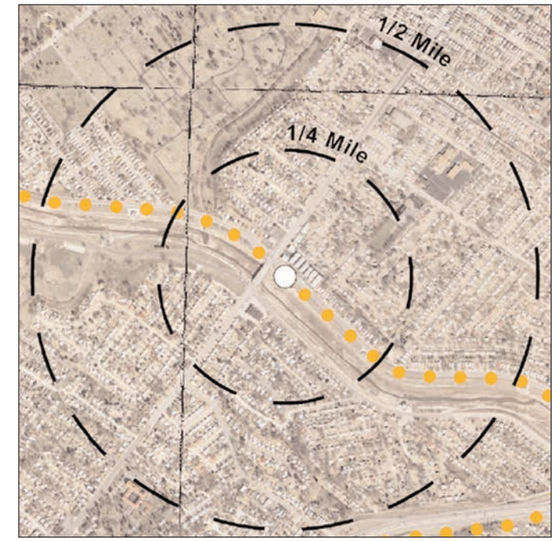
2000-2025 Households and Jobs*

Residential (HH)	**2000**	**2025**
Single Family	1,775	1,775
Multi Family	125	125
Employment (jobs)	**2000**	**2025**
Retail/Commercial	0	0
Office	0	0
Other	350	150

* Within 1/2 mile of candidate station

Key Features and Issues

- This station will serve a stable, all-residential area
- This station will serve one of the highest-density single-family neighborhoods in the study area
- No major changes to the surrounding areas are envisioned



Existing Conditions Aerial

Walkability and Urban Design Issues

- Existing grid system of streets is good for local residents access to the station
- Station will be accessible to the proposed Great Rivers Greenway System

Key Implementation Measures

- Pedestrian facilities and environment on bridge should be upgraded

Detailed Alternatives Analysis
Long-Term Station Area Land Use Potential

Orange Alternative

Morganford

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Planning MetroLink In South St. Louis County

Bayless (Orange Alternative)

Legend

Existing Land Use

- Commercial
- Office
- Institutional
- Cemetery
- Warehouse
- Industrial/Mfg
- Park/Open Space/Grant's Trail
- Single Family
- Duplex/Townhome
- Multi-Family
- Agriculture
- Transportation/Utility
- Parking
- Vacant
- Unknown
- Potential Station
- Orange Line
- Rivers and Streams
- Floodplain (Overlay)
- Potential Parking Sites
- New Access Points
- 2025 Station Area Opportunity Sites

0 1/8 1/4 Miles

5 Acres

1 Acre

All alignments and station locations are approximate and are subject to future adjustments or refinements.

Existing Character and Context

Shopping center on Bayless Rd west of I-55

I-55 Overpass on Bayless Rd from east of I-55

Future Scale and Character

2000-2025 Households and Jobs*

Residential (HH)	**2000**	**2025**
Single Family	1,600	1,600
Multi Family	50	75
Employment (jobs)	**2000**	**2025**
Retail/Commercial	525	525
Office	25	50
Other	250	250

* Within 1/2 mile of candidate station

Key Features and Issues

- Limited long-term commercial based mixed useredevelopment opportunity west of I-55 at Morganford and along Bayless
- Residential areas appear stable
- GRG and Trailnet have proposed an extension of Grant's Trail, which would intersect the Orange Line at Bayless
- Station and LRT right of way area elevated above flood plain

Existing Conditions Aerial

Walkability and Urban Design Issues

- Pedestrian access under I-55 is unappealing
- Need to emphasize and enhance pedestrian links to the Lemay area to the east
- Station is elevated and Grant's Trail can be accommodated underneath station and LRT right-of-way

Key Implementation Measures

- Rezone area around Bayless and Morganford for long-term TOD potential
- Enhance pedestrian access along main roads and under I-55
- Clarify future of recycling center

Detailed Alternatives Analysis
Long-Term Station Area Land Use Potential

Orange Alternative

Bayless

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Planning MetroLink In South St. Louis County

Reavis Barracks (Orange Alternative)

Legend

Existing Land Use

- Commercial
- Office
- Institutional
- Cemetery
- Warehouse
- Industrial/Mfg
- Park/Open Space/Grant's Trail
- Single Family
- Duplex/Townhome
- Multi-Family
- Agriculture
- Transportation/Utility
- Parking
- Vacant
- Unknown
- Potential Station
- Orange Line
- Rivers and Streams
- Floodplain (Overlay)
- Potential Parking Sites
- New Access Points
- **2025 Station Area Opportunity Sites**

0 1/8 1/4 Miles

5 Acres

1 Acre

All alignments and station locations are approximate and are subject to future adjustments or refinements.

Existing Character and Context

Park-and-ride lot near O4

Low-intensity use along Union Rd

Future Scale and Character

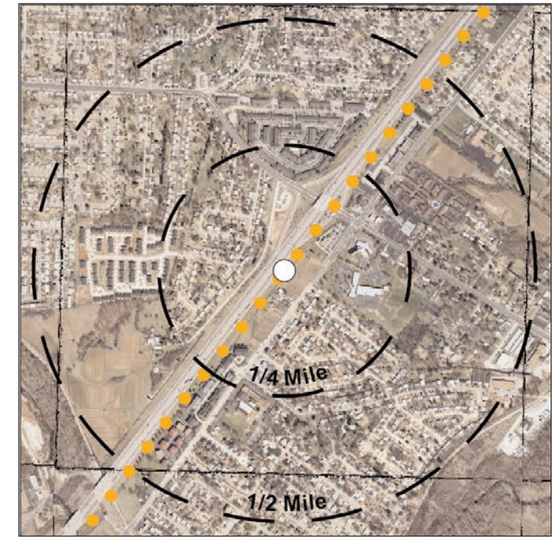
2000-2025 Households and Jobs*

Residential (HH)	**2000**	**2025**
Single Family	1,975	2,000
Multi Family	100	100
Employment (jobs)	**2000**	**2025**
Retail/Commercial	100	125
Office	0	0
Other	300	325

* Within 1/2 mile of candidate station

Key Features and Issues

- Priority is a second park-and-ride lot, up to 2,000 spaces, near station east of I-55, plus expanded existing parking capacity west of I-55
- Some minimal redevelopment potential along Union Rd, mostly to serve commuters
- Pedestrian access from neighborhoods west of I-55 is poor
- Multi-family sites north of Reavis Barracks may be long-term redevelopment candidates



Existing Conditions Aerial

Walkability and Urban Design Issues

- Most nearby residential areas are a long walk from the station
- Generally a poorly lit area
- No pedestrian buffer/separation from Union Rd, where sidewalks exist
- No sidewalks along Reavis Barracks Rd leading to Union Rd

Key Implementation Measures

- Coordinate overall park and ride locations and access points with local pedestrian and auto access needs
- Locate some commuter-oriented commercial services as part of park and ride layout
- Connect west side park and ride lot to the elevated station via a pedestrian bridge over I-55

Detailed Alternatives Analysis
Long-Term Station Area Land Use Potential

Orange Alternative

Reavis Barracks

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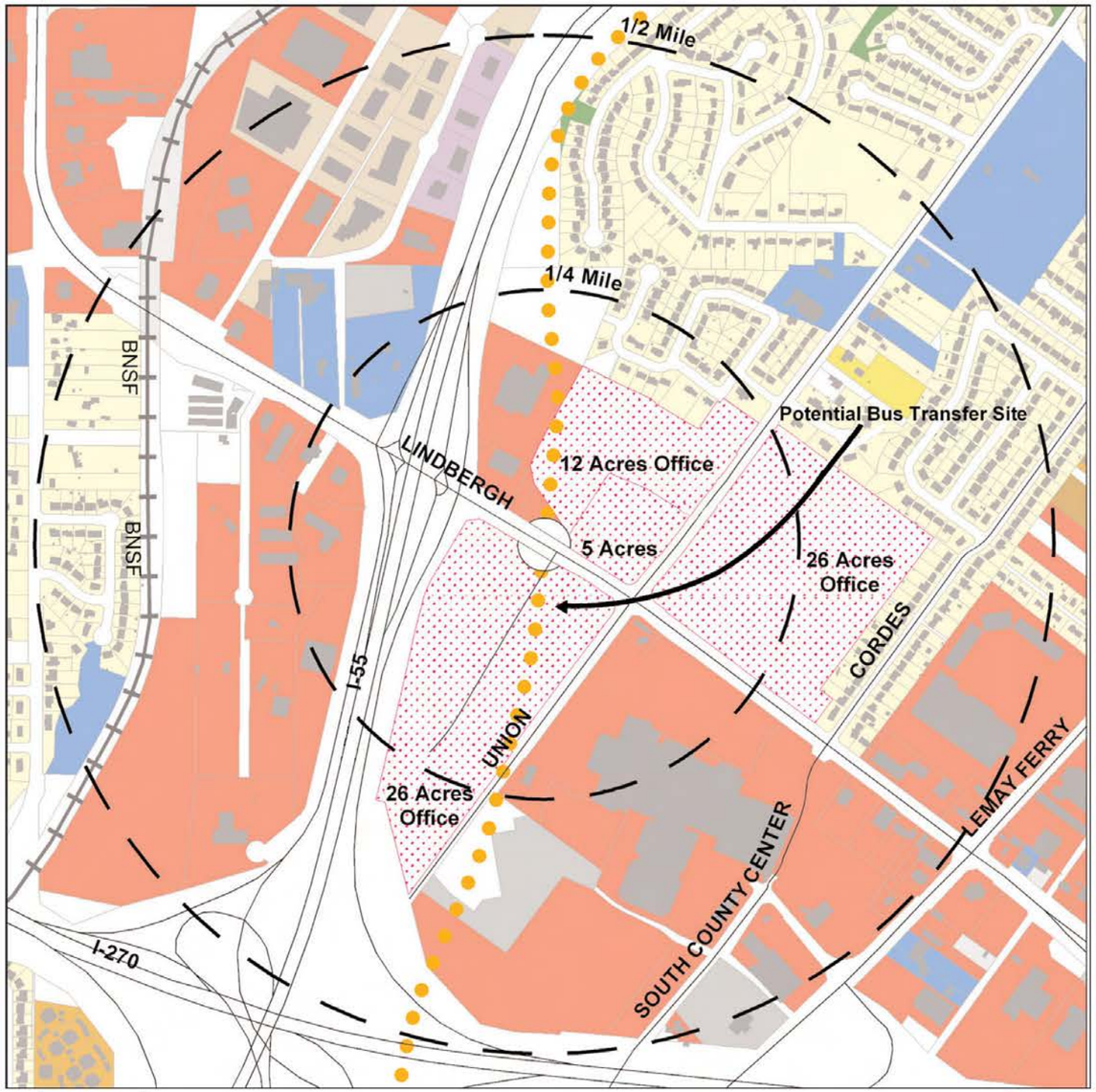
Lindbergh (Orange/Blue Alternative)



Legend

Existing Land Use

- Commercial
- Office
- Institutional
- Cemetery
- Warehouse
- Industrial/Mfg
- Park/Open Space/Grant's Trail
- Single Family
- Duplex/Townhome
- Multi-Family
- Agriculture
- Transportation/Utility
- Parking
- Vacant
- Unknown
- Potential Station
- Orange Line
- Rivers and Streams
- Floodplain (Overlay)
- Potential Parking Sites
- New Access Points
- **2025 Station Area Opportunity Sites**

0 1/8 1/4 Miles

5 Acres

1 Acre

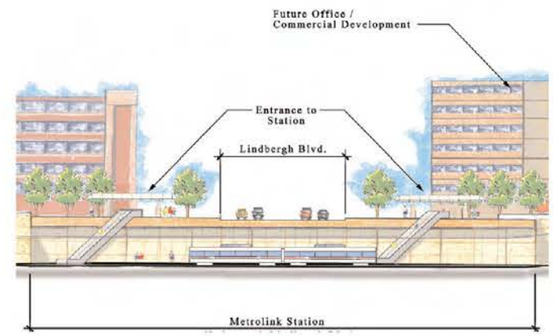
All alignments and station locations are approximate and are subject to future adjustments or refinements.

Existing Character and Context

View along Lindbergh Blvd

View into mall site from Lindbergh Blvd

Future Scale and Character



View to station from east at Lindbergh

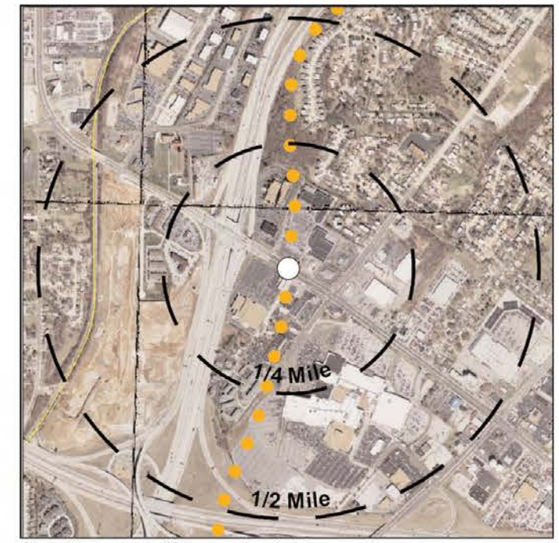
2000-2025 Households and Jobs*

Residential (HH)	**2000**	**2025**
Single Family	225	225
Multi Family	25	25
Employment (jobs)	**2000**	**2025**
Retail/Commercial	2,300	1,875
Office	100	2,750
Other	275	300

* Within 1/2 mile of candidate station

Key Features and Issues

- Uncertain long term future of big box and other retail sites surrounding Westfield Shoppingtown South County
- Prime TOD opportunity is the conversion of sites next to I-55 and on either side of Union to office
- Connections west of I-55 and south of I-255 need to be explored
- New retail will be incidental to station and offices or part of Westfield Shoppingtown Center expansion



Existing Conditions Aerial

Walkability and Urban Design Issues

- Overall, an unfriendly area for pedestrians
- No pedestrian buffer/separation on Lindbergh
- Most other roads lack sidewalks
- Mall area not designed for pedestrians
- Lindbergh and Lemay Ferry are major pedestrian barriers

Key Implementation Measures

- Below-grade station under Lindbergh will be readily accessible from both north and south
- Rezone for high-intensity TOD
- Air rights to allow office development over the depressed segment of the LRT ROW
- Clarify and resolve attendant traffic issues
- Conduct a traffic flow review and implement adjustments to improve access
- Locate bus transfer station south of Lindbergh, with direct access to the station

Detailed Alternatives Analysis

Long-Term Station Area Land Use Potential

Orange Alternative / Blue Alternative

Lindbergh

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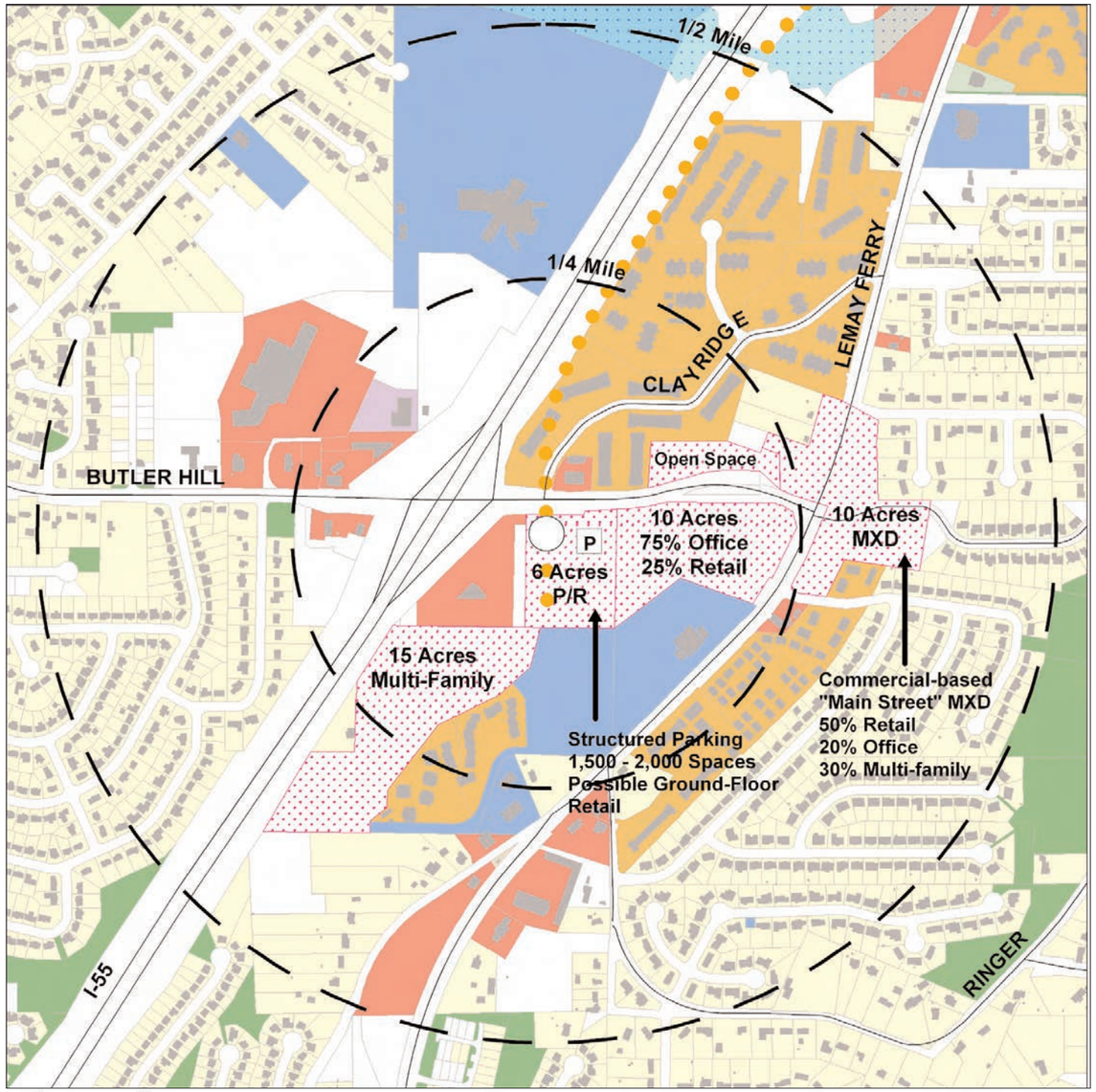
Planning MetroLink In South St. Louis County

Butler Hill Road (Orange/Blue Alternative)



Legend

Existing Land Use

- Commercial
- Office
- Institutional
- Cemetery
- Warehouse
- Industrial/Mfg
- Park/Open Space/Grant's Trail
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- Duplex/Townhome
- Multi-Family
- Agriculture
- Transportation/Utility
- Parking
- Vacant
- Unknown
- Potential Station
- Orange Line
- Rivers and Streams
- Floodplain (Overlay)
- Potential Parking Sites
- New Access Points
- 2025 Station Area Opportunity Sites

0 1/8 1/4 Miles

5 Acres
1 Acre

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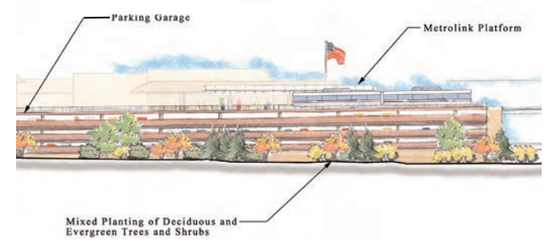
Existing Character and Context

Butler Hill Rd

Multi-family residential north of Butler Hill Rd

Future Scale and Character



View of station and parking garage on south side of Butler Hill from east

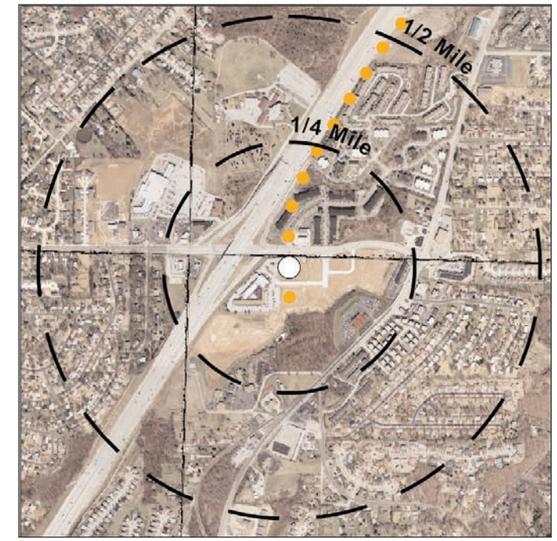
2000-2025 Households and Jobs*

Residential (HH)	**2000**	**2025**
Single Family	250	250
Multi Family	1,375	1,775
Employment (jobs)	**2000**	**2025**
Retail/Commercial	375	350
Office	50	400
Other	375	450

* Within 1/2 mile of candidate station

Key Features and Issues

- Opportunity to use transit to support mixed use TOD
- Can introduce ground floor retail and other services into station/parking garage structure
- Redevelopment and intensification of multi-family sites assumed to occur over long term
- Potential to link station TOD to a new "main street" environment along Lemay Ferry



Existing Conditions Aerial

Walkability and Urban Design Issues

- Both I-55 and Butler Hill Rd are major pedestrian obstacles
- Few existing sidewalks
- Poorly lit
- Access from west of I-55 needs pedestrian treatment

Key Implementation Measures

- Integrate elevated station with park and ride structure and bus access below
- Extend TOD zoning to commercial areas around Lemay Ferry/Butler Hill intersection
- Add urban street concepts along Butler Hill Rd and Lemay Ferry Rd to create a pedestrian-oriented "town center" feel in the station area
- Implement pedestrian improvements to link station area with nearby neighborhoods

Detailed Alternatives Analysis

Long-Term Station Area Land Use Potential

Orange Alternative* / *Blue Alternative

Butler Hill Road

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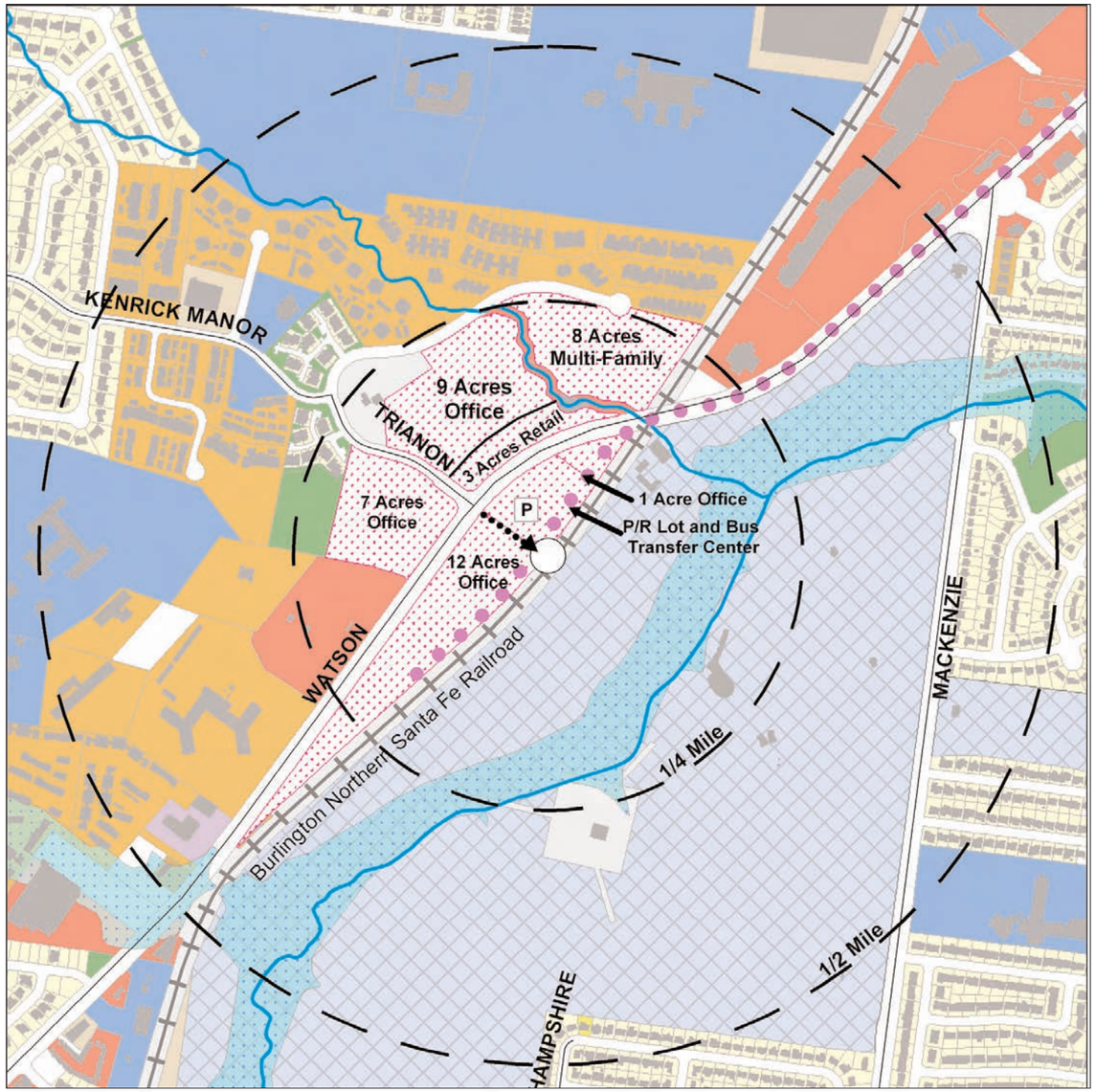
Planning MetroLink In South St. Louis County

Watson Road (Purple Alternative)



Legend

Existing Land Use

- Commercial
- Office
- Institutional
- Cemetery
- Warehouse
- Industrial/Mfg
- Park/Open Space/Grant's Trail
- Single Family
- Duplex/Townhome
- Multi-Family
- Agriculture
- Transportation/Utility
- Parking
- Vacant
- Unknown
- Potential Station
- Purple Line
- Rivers and Streams
- Floodplain (Overlay)
- P Potential Parking Sites
- New Access Points
- 2025 Station Area Opportunity Sites

0 1/8 1/4 Miles

5 Acres

1 Acre

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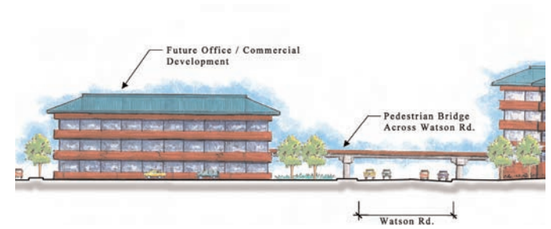
Existing Character and Context

Kenrick Plaza

View along Watson toward BNSF

Future Scale and Character



View of station area development at Watson lookng south

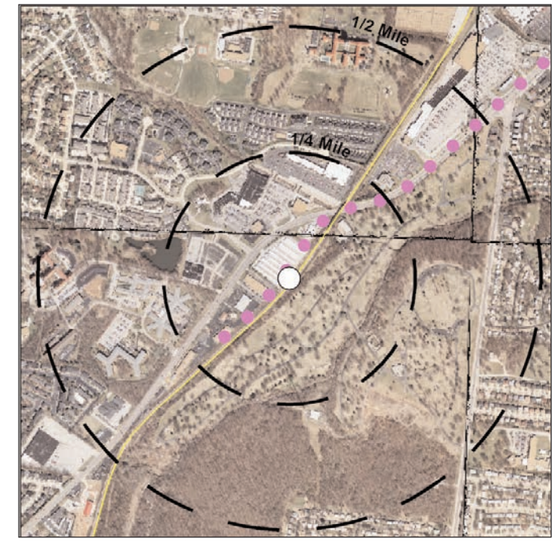
2000-2025 Households and Jobs*

Residential (HH)	**2000**	**2025**
Single Family	325	325
Multi Family	750	900
Employment (jobs)	**2000**	**2025**
Retail/Commercial	900	750
Office	150	2,450
Other	1,000	1,175

* Within 1/2 mile of candidate station

Key Features and Issues

- Core of potential mixed use development (approximately 20 acres) is the underused Kenrick Plaza site
- Underused commercial parcels (approximately 15 acres) along Watson could convert to offices.
- Existing multi-family and single-family are “stable” areas; not likely to change
- Additional multi-family is suited to the context
- Large park-and-ride facility
- Radio towers may temper marketability



Existing Conditions Aerial

Walkability and Urban Design Issues

- Signal at Kenrick Manor too short for pedestrians, no pedestrian signal
- Poor separation of pedestrians from traffic on Watson
- Access to residential areas is indirect, but lacks barriers
- Redevelopment along Watson should create a more urban streetscape, not a suburban highway

Key Implementation Measures

- Trianon Parkway extended to station area
- Transit Oriented Development (TOD) zoning
- Land assembly of smaller parcels along Watson
- TIF to encourage new investment
- Stream and streambank restoration as a focal point amenity and buffer
- Park-and-ride on existing mini-storage site
- Small bus transfer center

Detailed Alternatives Analysis

Long-Term Station Area Land Use Potential

Purple Alternative

Watson Road

metroSOUTH

Planning MetroLink In South St. Louis County