Appendix B

Station Area Plans
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

2000-2025 Households and Jobs*

<table>
<thead>
<tr>
<th></th>
<th>2000</th>
<th>2025</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family</td>
<td>325</td>
<td>325</td>
</tr>
<tr>
<td>Multi Family</td>
<td>750</td>
<td>1,150</td>
</tr>
<tr>
<td>Employment</td>
<td></td>
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</tr>
<tr>
<td>Retail/Commercial</td>
<td>900</td>
<td>950</td>
</tr>
<tr>
<td>Office</td>
<td>150</td>
<td>975</td>
</tr>
<tr>
<td>Other</td>
<td>1,000</td>
<td>1,175</td>
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</tbody>
</table>

* Within 1/2 mile of candidate station

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
**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

**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

**Existing Character and Context**

- Buildings along the BNSF north of Gravois

**Future Scale and Character**

**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

**2000-2025 Households and Jobs**

<table>
<thead>
<tr>
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<td>Single Family</td>
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<td>Multi Family</td>
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<td>Retail/Commercial</td>
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<td>Office</td>
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</tr>
<tr>
<td>Other</td>
<td>800</td>
<td>750</td>
</tr>
</tbody>
</table>

* Within 1/2 mile of candidate station

**Existing Conditions Aerial**

**Detailed Alternatives Analysis**

**Long-Term Station Area Land Use Potential**

**Blue Alternative**

**Gravois**
Green Park (Blue Alternative)

**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 Character and Context**
- Light Industrial at Green Park
- Multi-family units at Green Park

**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

**2000-2025 Households and Jobs**

<table>
<thead>
<tr>
<th>Residential (HH)</th>
<th>2000</th>
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<tbody>
<tr>
<td>Single Family</td>
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<tr>
<td>Office</td>
<td>100</td>
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<tr>
<td>Other</td>
<td>425</td>
<td>650</td>
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</table>

*Within 1/2 mile of candidate station

**Legend**
- Green Park
- Blue Alternative
- All alignments and station locations are approximate and are subject to future adjustments or refinements.

**Existing Conditions Aerial**

**Detailed Alternatives Analysis**

**Long-Term Station Area Land Use Potential**

**Blue Alternative**

**Green Park**
Gravois-Hampton (Orange Alternative)

**Existing Character and Context**

- Retail on Gravois Rd
- Metrolink Bus Transfer Station

**Future Scale and Character**

**2000-2025 Households and Jobs**

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<thead>
<tr>
<th>Category</th>
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<tr>
<td>Single Family</td>
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<td>Other</td>
<td>50</td>
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</table>

* Within 1/2 mile of candidate station

**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

**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

---

**Legend**

- Commercial
- Office
- Institutional
- Cemetery
- Warehouse
- Industrial
- Park/Open Space/Grants Trail
- Potential Station
- Orange Line
- River and Streams
- Floodplain (Overlay)
- Parking
- Vacant
- 2025 Station Area Opportunity Sites
- 1 Acre
- 1/4 Mile
- 1/2 Mile

All alignments and station locations are approximate and are subject to future adjustments or refinements.
**Morganford (Orange Alternative)**

### Existing Conditions Aerial

**Existing Character and Context**
- Current station-area conditions

**Future Scale and Character**

**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

**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

**2000-2025 Households and Jobs**

<table>
<thead>
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<tbody>
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<td>Employment (jobs)</td>
<td>350</td>
<td>150</td>
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* Within 1/2 mile of candidate station

**Legend**

- Single Family
- Multi Family
- Employment (jobs)

**Legend**

- Commercial
- Office
- Institutional
- Cemetery
- Warehouse
- Agriculture
- Transportation/Utility
- Vacant
- Park/Open Space/Grants Trail
- Unknown

All alignments and station locations are approximate and are subject to future adjustments or refinements.
Bayless (Orange Alternative)

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*

<table>
<thead>
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<th></th>
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<td>50</td>
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<tr>
<td>Other</td>
<td>250</td>
<td>250</td>
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* Within 1/2 mile of candidate station

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

Key Features and Issues
- Limited long-term commercial based mixed userevelopment 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

Detailed Alternatives Analysis
Long-Term Station Area Land Use Potential
Orange Alternative
Bayless
Reavis Barracks (Orange Alternative)

**Existing Conditions Aerial**

- Park-and-ride lot near O4
- Low-intensity use along Union Rd

**Existing Character and Context**

- Low-intensity use along Union Rd

**Future Scale and Character**

- Reavis Barracks (Orange Alternative)

**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

**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

**2000-2025 Households and Jobs**

<table>
<thead>
<tr>
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<td>Multi Family</td>
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<td>100</td>
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<td>Office</td>
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<td>0</td>
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<tr>
<td>Other</td>
<td>300</td>
<td>325</td>
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*Within 1/2 mile of candidate station

**Detailed Alternatives Analysis**

- **Orange Alternative**
- **Reavis Barracks**

**Legend**

- Commercial
- Office
- Institutional
- Cemetery
- Warehouse
- Industrial/Off
- Park/Open Space/Grant's Trail
- Potential Station
- Orange Line
- Single Family
- Duplex/Townhome
- Multi-Family
- Agriculture
- Transportation/Utility
- Parking
- Vacant
- Unknown

All alignments and station locations are approximate and are subject to future adjustments or refinements.
Lindbergh (Orange/Blue Alternative)

Legend

- **Existing Land Use**
  - Commercial
  - Office
  - Institutional
  - Cemetery
  - Warehouse
  - Industrial/Mfg
  - Park/Open Space/Grants Trail
- **Potential Station**
- **Potential Bus Transfer Site**
- **1/2 Mile**
- **1/4 Mile**
- **1 Mile**

**Future Scale and Character**

- **View** to station from east at Lindbergh

**2000-2025 Households and Jobs**

<table>
<thead>
<tr>
<th>Category</th>
<th>2000</th>
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</tr>
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<tbody>
<tr>
<td>Residential (HH)</td>
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<tr>
<td>Single Family</td>
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<td>225</td>
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<tr>
<td>Multi Family</td>
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<tr>
<td>Employment (jobs)</td>
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<td>Retail/Commercial</td>
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<tr>
<td>Office</td>
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<td>2,760</td>
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<tr>
<td>Other</td>
<td>275</td>
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* Within 1/2 mile of candidate station

**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

**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

**Detailed Alternatives Analysis**

- Long-Term Station Area Land Use Potential

Orange Alternative / Blue Alternative Lindbergh
Butler Hill Road (Orange/Blue Alternative)

**Existing Conditions Aerial**

**Existing Character and Context**

Butler Hill Rd
Multi-family residential north of Butler Hill Rd

**Future Scale and Character**

[Diagram showing parking garage and station on south side of Butler Hill from east]

**Detailed Alternatives Analysis**

**Long-Term Station Area Land Use Potential**

Orange Alternative / Blue Alternative Butler Hill Road

**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

**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 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

**2000-2025 Households and Jobs**

<table>
<thead>
<tr>
<th></th>
<th>2000</th>
<th>2025</th>
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</thead>
<tbody>
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<td>Multi</td>
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<tr>
<td>Employment</td>
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<td>Retail</td>
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<td>350</td>
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<tr>
<td>Office</td>
<td>50</td>
<td>400</td>
</tr>
<tr>
<td>Other</td>
<td>375</td>
<td>450</td>
</tr>
</tbody>
</table>

*Within 1/2 mile of candidate station

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

**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

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- 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

**Planning MetroLink in South St. Louis County**
Watson Road (Purple Alternative)

**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
- Large park-and-ride facility
- Radio towers may temper marketability

**2000-2025 Households and Jobs**

<table>
<thead>
<tr>
<th></th>
<th>2000</th>
<th>2025</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Residential (HH)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Single Family</td>
<td>325</td>
<td>325</td>
</tr>
<tr>
<td>Multi Family</td>
<td>750</td>
<td>900</td>
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<td><strong>Employment (jobs)</strong></td>
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<td></td>
</tr>
<tr>
<td>Retail/Commercial</td>
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<td>750</td>
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<td>Office</td>
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<td>2,450</td>
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<tr>
<td>Other</td>
<td>1,000</td>
<td>1,175</td>
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</table>

*Within 1/2 mile of candidate station*

**Future Scale and Character**

- 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

**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

**Legend**
- Commercial
- Office
- Institutional
- Cemetery
- Warehouse
- Industrial/Ship
- Park/Open Space/Grant's Trail
- Single Family
- Duplex/Townhome
- Multi-Family
- Agriculture
- Transportation/Utility
- Parking
- Vacant
- Unknown

**Existing Conditions Aerial**

- 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

**Existing Character and Context**

- View along Watson toward BNSF
- Kenrick Plaza

**Future Scale and Character**

- Future Office / Commercial Development
- Proposed multi-family on Watson
- Proposed office on Watson