THE STUDY

Scope
coordinate concurrent efforts

Participants
consultant team
steering committee
public

Deliverables
Market Study
Framework Plan
Station Area Plans

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

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

TOD Study
CMT Panel
11-6-13
FAIRVIEW HEIGHTS

End of the Blue line
Suburban Park and Ride “commuter rail” stop
1930 weekday boardings (++)
Underutilized commercial uses
One sided station – flood plane issues
Minimal existing “urban” context
Motivated municipal leadership /staff
FAIRVIEW HEIGHTS

High ridership & Metro’s goal to enhance ridership experience
Low land value limits density
Phase 1 – Roads, Main Street, highway entry
Updated ordinance is key
School district an issue
Requires a culture shift for local

<table>
<thead>
<tr>
<th>FAIRVIEW HEIGHTS PHASE 1 PROFORMA SUMMARY</th>
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TOD Study

CMT Panel

11-6-13
JJK / EMERSON PARK

Suburban node / highway access
480 / 880 daily boardings (-)
Recent and current development investment
Metro owned lots @ Emerson Park
JJK / EMERSON PARK

Market is active – proposed uses support recent trends – moderate density
Expanding neighborhoods, JJK events, park & ride
Phase 1 @ 15th street & JJK parking lot
Local appetite for subsidy – improved quality Updated ordinance desirable

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TOD Study

CMT Panel
11-6-13
UNION STATION/CIVIC CT

Edge of CBD/underground & trenched rail
3100 combined daily boardings (- / +)
Event emphasis
Intermodal hub at Civic Center stop
McKee property & Union Station
21st St. Interchange impact on land use
Entertainment strip connecting 3 destinations
Phase 1 focused along Clark St. & Civic Center stop
Bridging the trench – expensive topo issue

Success comingled with other plans
Would need priority at municipal level

Will support higher densities than other station areas.

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ROCK ROAD

Suburban condition/freight rail corridor
Strong local will & organization
1620 weekday boardings (average +)
Existing light industrial and underutilized commercial land uses
Coordinated local planning efforts
ROCK ROAD

Central spine and repair frayed edge 1-2 story heights – moderate density
1st phase requires significant infrastructure investment
Several small phases – very incremental Development expertise with Beyond Housing

Ordinance update support by CMT Panel

ROCK ROAD PHASE 1 PROFORMA SUMMARY

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<th>Description</th>
<th>Amount</th>
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<td>Internal Rate of Return</td>
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<td>Subsidy Needed to Produce Positive IRR</td>
<td>$5,882,222</td>
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NORTH HANLEY

Effectively “end of the line” park and ride
3350 Weekday ridership (++)
Excellent highway access
One sided station
Unincorporated St. Louis County
Poor connectivity to adjacent job centers
NORTH HANLEY

Strong marketability
Metro leverage – land & garage
Limited access to adjacent neighborhoods
difficult edge conditions
Improved access to job centers
significant if expensive – structure/shuttle
Planning a strong advocate

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**NORTH HANLEY PHASE 1 PROFORMA SUMMARY**

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<td>Total Costs</td>
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<td>Net Project Cash Flow</td>
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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.)

Each of those categories likely needs targeted and sustained investment by a wide range of constituents.

Public – acceptance & **patience**

Municipalities - $ & organization

Development / Financing industry
Complexity and slow growth market emphasize need for local support.

TOD Study
CMT Panel
11-6-13