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APPENDIX

Station Area Allocation of Potential Demand, 2010 - 2040

The following is a summary of market demand for each of the station areas within the Metro system based upon a market analysis developed by Bay Area Economics.

	Station Area Housing (h)		Station Area Jobs (i)		
	Units 2010-2040	Share of Total	Jobs 2010-2040	Sq. Ft. 2010-2040	Share of Total
North St. Louis County (a)					
Lambert Airport - Main		0%	96	28,774	5%
Lambert Airport - East		0%	96	28,774	5%
North Hanley	240	25%	959	287,742	50%
UMSL - North	96	10%	192	57,548	10%
UMSL - South	192	20%	192	57,548	10%
Rock Road	192	20%	192	57,548	10%
Wellston	240	25%	192	57,548	10%
Total for Submarket	958	100%	1,918	575,484	100%
Central St. Louis County (b)					
Delmar Loop	402	20%	852	255,563	25%
Brentwood/I-64	201	10%	682	204,451	20%
Richmond Heights	402	20%	341	102,225	10%
Clayton	402	20%	1,022	306,676	30%
Forsyth	201	10%	341	102,225	10%
Skinker	201	10%	170	51,113	5%
University City-Big Bend	201	10%	0	0	0%
Total for Submarket	2,011	100%	3,408	1,022,253	100%
South St. Louis County (c)					
Shrewsbury	285	30%	382	114,521	30%
Sunnen	285	30%	382	114,521	30%
Maplewood-Manchester	380	40%	509	152,695	40%
Total for Submarket	949	100%	1,272	381,797	100%
Central St. Louis City (d)					
Forest Park-DeBaliviere	424	30%	641	192,307	20%
Central West End	707	50%	1,603	480,767	50%
Grand	283	20%	962	288,460	30%
Total for Submarket	1,414	100%	3,205	961,535	100%
Downtown St. Louis City (e)					
Union Station	55	10%	575	172,551	10%
Civic Center	55	10%	575	172,551	10%
Stadium	110	20%	1,150	345,102	20%
8th & Pine	110	20%	1,150	345,102	20%
Convention Center	110	20%	1,150	345,102	20%
Arch-Laclede's Landing	110	20%	1,150	345,102	20%
Total for Submarket	551	100%	5,752	1,725,508	100%
West St. Clair County (f)					
East Riverfront	125	20%	137	41,027	15%
5th & Missouri	62	10%	137	41,027	15%
Emerson Park	125	20%	137	41,027	15%
Jackie Joyner-Kersey	125	20%	137	41,027	15%
Washington Park	62	10%	137	41,027	15%
Fairview Heights	125	20%	228	68,379	25%
Total for Submarket	624	100%	912	273,516	100%
Central St. Clair County (g)					
Memorial Hospital	214	25%	196	57,830	25%
Swansea	171	20%	157	46,984	20%
Belleville	214	25%	196	57,830	25%
College	128	15%	117	35,238	15%
Shiloh-Scott	128	15%	117	35,238	15%
Total for Submarket	854	100%	783	234,918	100%
Total for all Station Areas	7,360		17,250	5,174,950	

a) North St. Louis figures reflect impact of development limits due to airport parking lot. Also, UMSL South is expected to capture more demand than UMSL North.

b) This submarket has strongest likely demand at Delmar Loop, Richmond Heights, and Clayton. Demand for other stations limited by existing campus and built-out residential uses.

c) South St. Louis figures reflect more potential at Maplewood-Manchester as the station closer to Central St. Louis County.

d) Central St. Louis figures reflect the largest portion of development in the Central West End based on BJC and other institutions' redevelopment of sites; residential demand is stronger at Park-DeBaliviere because of the surrounding area; while Grand station development favors commercial uses due to existing users, including SLU.

e) Downtown St. Louis figures reflect stronger market potential for stations closer to the Downtown core and waterfront.

f) West St. Clair figures reflect stronger market conditions for waterfront and areas with existing or nearby development.

g) Central St. Clair figures reflect stronger market potential at areas with existing mixed-use development, less potential at outlying stations involving greenfield development.

h) Station area total demand from prior table. This table further allocates station area total capture to each station within the submarket.

i) Jobs converted to commercial space as 300 sq. ft. of space per job.

Station Area TOD Potential

- Lambert Airport (Main & East) – Airport terminals and parking areas limit TOD on the north side of I-70. There is potential for TOD on the south side of I-70, however the difficulty and cost of creating viable pedestrian connections across I-70 is a significant impediment.
- North Hanley – This station is well located and provides opportunities for mixed-use development, including residential, particularly on the south side of I-70. Providing a pedestrian connection across North Hanley Road and I-70 is problematic.
- UMSL (North & South) – This location is well suited for a range of residential development including faculty, staff, and student housing, as well as neighborhood-oriented retail and services. The South station is considered to have more market potential TOD than the North station, particularly with assembly of existing sites.
- Rock Road – This station has a large amount of land that is well suited for a range of residential product types as well as neighborhood serving retail. Lack of current market activity and perception issues are considerable barriers. Initial residential development of affordable rental and ownership units, including townhouses, can be one strategy to stimulate market interest. Public-private partnerships with financial assistance for catalyst projects may be necessary.
- Wellston – The large amount of land in this station area is well suited for various types of residential and potentially institutional uses, although current market conditions are not supporting new development. Some of the same issues that impact Rock Road apply to this station.
- Delmar Loop – There is significant amounts of developable land in the parking station and adjacent industrial and commercial uses that have the potential to be redeveloped into higher value uses including mixed-use development and institutional uses. Abandonment of Des Peres Avenue north of Delmar Boulevard would increase developable area and support land assembly. There is strong potential for a grocery store as part of a TOD.
- Brentwood/I-64 – TOD potential is impacted by existing development patterns and physical barriers, including high value retail adjacent to the station. Industrial areas southwest of the station may have redevelopment potential. While various development projects have been pursued east of the station, these have faced challenges in site assembly.
- Richmond Heights – The location of the station between I-170 and a residential neighborhood and problematic pedestrian access limit the potential for a larger TOD neighborhood, despite very strong market conditions and the location of high value retail across I-170. There are near-term opportunities for assembly and development of a moderate sized project around the existing station area that could include either apartments or office uses.
- Clayton – The station's location in the middle of the Forest Park Parkway, and adjacent high value development north of the Parkway and established single-family neighborhoods south of it, along with a lack of available sites preclude new ground-up TOD. At the same time, this is one of the strongest real estate markets in the region with existing dense development, and there is strong and continuing potential for adaptive reuse and redevelopment of existing dense development adjacent to the station, including into residential uses.

- Forsyth – Although there is a limited amount of land for TOD, sites are well located and can support a range of residential, commercial, and institutional uses on available sites. As market conditions improve, developers are likely to propose new TOD.
- Skinker – The sole available site is under the control of Washington University.
- University City-Big Bend – Development of the sole available site will be limited by the adjacent single-family residential neighborhood. The greatest potential may be for townhouse development or moderate density multifamily.
- Shrewsbury – This station area has significant TOD potential for residential and office uses, although the local market area has not demonstrated support for residential at TOD densities. Residential development may need to occur in phases, with initial phases including townhouse units.
- Sunnen – The station area has similar challenges to Shrewsbury, in terms of establishing market support for residential. Redevelopment of nearby industrial properties to higher value commercial has potential, and projects are being pursued to convert industrial sites to retail and office uses. New road construction and infrastructure needs are understood to present development challenges.
- Maplewood – Manchester – This station area has similar potential to Shrewsbury and Sunnen for residential and commercial uses.
- Forest Park-DeBaliviere – This is a tremendous location, next to the Central West End, existing bus lines, and an endpoint for the future Loop trolley. There is strong potential for dense mixed-use development on the station parking areas and potentially adjacent retail. A proposed senior housing project would introduce another type of TOD use in the area. However, other adjacent residential buildings are too high value to support significant redevelopment, and many have already been converted from rental to new, higher-value forsale units.
- Central West End – This area already has extensive mixed-use development at various densities. While this area has a strong market for residential, office, and institutional uses, available sites are not adjacent to the station and are some distance from it.
- Grand – The stations location below the Grand Boulevard bridge, adjacent to main railroad lines precludes significant TOD, particularly the area between the tracks and I-64. South of the station there is some potential for non-TOD reuse of industrial properties, including institutional or other uses associated with St. Louis University.
- Union Station – The Union Station building itself is currently in escrow, and there is a substantial opportunity for its renovation that could support a variety of uses. There is limited potential for other TOD due to the small amount of land available and the location adjacent to I-64, although these properties have potential for other uses.
- Civic Center – This has limitations for TOD due to the relatively small amount of land available for development, although parcels and existing buildings can be redeveloped for uses supported by the TOD.
- Stadium – This is the Downtown station area with the greatest potential for TOD, with a number of available sites that could support residential and entertainment-related uses, as well as office. Current plans for an Anheuser-Busch themed bar and grill that would open in 2014 represent an initial entertainment use that could attract greater interest.
- 8th & Pine – This and the Convention Center are closest to Washington Avenue, and there is potential for mixed-use TOD through redevelopment of adjacent properties into new mixed use development that includes residential.

- Convention Center – This area has experienced more redevelopment than 8th & Pine due to numerous existing buildings with the potential for adaptive reuse. The Mercantile Exchange project is an adaptive reuse project with residential, lodging, and retail, and has attracted retailers with locations elsewhere in the region.
- Arch-Laclede’s Landing – This is the second largest TOD opportunity downtown, in terms of potential acreage, and could support lodging, dining and entertainment, and other uses. While separated from the rest of Downtown by I-70, its attractiveness would be enhanced by revitalization of the adjacent waterfront.
- East Riverfront – While there is substantial available land, the lack of current development activity, and difficult access except by MetroLink or indirectly through Downtown East St. Louis, creates substantial near- and medium-term development challenges.
- 5th & Missouri – There is significant potential land and properties suitable for redevelopment, however the lack of current development activity and market perception issues creates substantial near- and medium-term development challenges. Affordable rental and homeownership residential could be a first step to generating market activity and interest.
- Emerson Park – This station area has extensive residential development that has occurred, involving both affordable and market rate residential, with the potential for supporting additional residential development.
- Jackie Joyner-Kersey – This station area has potential for a variety of different types of residential development, including redevelopment of a portion of the community recreation center site near the station into denser residential.
- Washington Park – This station area has the potential to support a range of residential development, as well as commercial and institutional uses that benefit from the access to Metro as well as nearby I-64. The adjacent prison and industrial uses may present a near-term or longer barrier.
- Fairview Heights – This station has the potential to support a range of residential TOD, and a limited amount of mixed-use.
- Memorial Hospital – This station area could support a range of residential TOD. Apartments had previously been proposed, although the project died during the recent recession.
- Swansea – This station area could support moderate-density mixed-use as well as various types of residential development.
- Belleville – This infill site is well suited to a range of moderate density residential, including townhouse and apartments and condominium units (and apartments have been previously proposed). Previous studies have also identified the potential for institutional uses, and neighborhood oriented retail and services.
- College – In the medium-term, this station area may support residential of various types tied to faculty, staff, and students. New retail development has occurred near the station, and a site on the other side of SWIC from the station has been previously proposed for mixed-use development, although the project did not proceed. The station area’s TOD potential will be determined by the timing and nature of other development at this site on the edge of urbanization in the County.
- Shiloh-Scott – As with College, its long-term potential will be determined by the timing and nature of other development at this site on the edge of urbanization in the County. Depending on military requirements, off-site privatized housing for military personnel may be an option.

Keypad Polling Responses

The following shows the results of keypad polling questions placed before representatives of the Urban Land Institute July 18, 2012.

1. The most important criteria in selecting the five demonstration stations are... (select your top three)

Select the stations where there are identified private sector interests ready and willing to partner
 Stations which have planned catalytic public or private investment
 Stations with the strongest TOD potential (ability to drive ridership, serve transit dependent
 Stations with the strongest market demand
 Stations with the greatest political support (community is supportive of appropriate zoning, there
 The five stations selected should represent each of the prototypes identified for the system
 Station with the strongest Sustainable Development potential (best sites, fewest environmental
 One station should be selected on each segment of the Metro system to provide geographic
 Other

Responses	
(percent)	(count)
19.63%	21
18.69%	20
17.76%	19
14.95%	16
13.08%	14
7.48%	8
3.74%	4
3.74%	4
0.93%	1
100%	107

2. Which of the stations do you believe have strong enough market demand for TOD. (select your top 5 total)

Delmar Loop
 Forest Park
 Brentwood/1-64
 Laclede's Landing
 North Hanley
 Clayton
 Richmond Heights
 Sunnen
 Central West End
 Maplewood-Manchester
 8th and Pine
 Grand Station
 Stadium
 Convention Center
 Union Station
 Shiloh Scott AFT
 UMSL South
 Forsyth
 Big Bend
 Skinker
 Lambert Terminal 1
 Shrewsbury
 Fairview Heights
 Belleville
 Rock Road
 College (SWIC)
 Lambert Terminal 2
 UMSL North
 Wellston
 Civic Center
 Memorial Hospital
 Swansea
 5th and Missouri
 East Riverfront
 Emerson Park
 JJK
 Washington Park

Responses	
(percent)	(count)
34.09%	15
28.57%	10
13.56%	8
13.56%	8
15.91%	7
15.91%	7
11.86%	7
11.86%	7
20%	7
10.17%	6
10.17%	6
17.14%	6
17.14%	6
8.47%	5
14.29%	5
33.33%	5
9.09%	4
6.78%	4
6.78%	4
6.78%	4
6.82%	3
6.82%	3
20%	3
20%	3
4.55%	2
13.33%	2
2.27%	1
2.27%	1
2.27%	1
2.86%	1
6.67%	1
6.67%	1
0%	0
0%	0
0%	0
0%	0
0%	0
100%	15

3. Which of the stations do you believe has adequate political support to obtain appropriate zoning for TOD? (select your top 5)

	Responses	
	(percent)	(count)
Delmar Loop	30.51%	18
UMSL South	20.34%	12
Shiloh Scott AFT	40%	12
Laclede's Landing	22.73%	10
Clayton	15.25%	9
Convention Center	20.45%	9
Forest Park	20%	8
Stadium	20%	8
Union Station	17.50%	7
Central West End	17.50%	7
Belleville	23.33%	7
North Hanley	10.17%	6
UMSL North	10.17%	6
Maplewood-Manchester	13.64%	6
Grand Station	15%	6
College (SWIC)	20%	6
Richmond Heights	11.36%	5
Brentwood/1-64	11.36%	5
Fairview Heights	16.67%	5
8th and Pine	9.09%	4
Lambert Terminal 1	5.08%	3
Civic Center	7.50%	3
Rock Road	3.39%	2
Shrewsbury	3.39%	2
Forsyth	4.55%	2
Skinker	4.55%	2
Lambert Terminal 2	1.69%	1
Sunnen	2.27%	1
East Riverfront	2.50%	1
Wellston	0%	0
Big Bend	0%	0
5th and Missouri	0%	0
Emerson Park	0%	0
JJK	0%	0
Washington Park	0%	0
Memorial Hospital	0%	0
Swansea	0%	0
	100%	30

4a. If we were to select one demonstration station per line segment which would you pick on the Red Line? (select one)

	Responses	
	(percent)	(count)
Delmar Loop	56.25%	18
UMSL South	15.62%	5
North Hanley	12.50%	4
Lambert Terminal 1	3.12%	1
Lambert Terminal 2	3.12%	1
UMSL North	3.12%	1
Rock Road	3.12%	1
Wellston	3.12%	1
	100%	32

4b. If we were to select one demonstration station per line segment which would you pick on the Blue Line? (select one)

- Shrewsbury
- Brentwood/1-64
- Maplewood-Manchester
- Clayton
- Richmond Heights
- Forsyth
- Big Bend
- Skinker
- Sunnen

Responses	
(percent)	(count)
21.88%	7
18.75%	6
15.62%	5
12.50%	4
12.50%	4
6.25%	2
6.25%	2
3.12%	1
3.12%	1
100%	32

4c. If we were to select one demonstration station per line segment which would you pick on the Red and Blue Line? (select one)

- Laclede's Landing
- Forest Park
- Convention Center
- Union Station
- 8th and Pine
- Central West End
- Grand Station
- Civic Center
- Stadium

Responses	
(percent)	(count)
25.71%	9
25.71%	9
11.43%	4
11.43%	4
8.57%	3
8.57%	3
8.57%	3
0%	0
0%	0
100%	35

4d. If we were to select one demonstration station per line segment which would you pick from the East St. Louis Stations? (select one)

- Emerson Park
- East Riverfront
- 5th and Missouri
- Washington Park
- JJK

Responses	
(percent)	(count)
31.25%	10
25%	8
21.88%	7
12.50%	4
9.38%	3
100%	32

4e. If we were to select one demonstration station per line segment which would you pick from the Suburban Illinois stations? (select one)

- Shiloh Scott AFT
- Belleville
- College (SWIC)
- Fairview Heights
- Swansea
- Memorial Hospital

Responses	
(percent)	(count)
45.16%	14
29.03%	9
16.13%	5
6.45%	2
3.23%	1
0%	0
100%	31

5a. Select your top “Downtown” typology station. (select one)

- Arch / Laclede’s Landing
- 8th and Pine
- Convention Center
- 5th and Missouri

Responses	
(percent)	(count)
51.52%	17
30.30%	10
18.18%	6
0%	0
100%	33

5b. Select your top “Major Urban Center” typology station. (select one)

- Clayton
- Union Station
- Civic Center
- East Riverfront

Responses	
(percent)	(count)
47.06%	16
35.29%	12
14.71%	5
2.94%	1
100%	34

5c. Select your top “Suburban Town Center” typology station. (select one)

- Maplewood-Manchester
- Brentwood/I-64
- North Hanley
- College (SWIC)
- Sunnen

Responses	
(percent)	(count)
33.33%	11
33.33%	11
15.15%	5
12.12%	4
6.06%	2
100%	33

5d. Select your top “Campus/Special Event” typology station. (select one)

- Stadium
- Shiloh Scott AFB
- Lambert Terminal 1
- Lambert Terminal 2

Responses	
(percent)	(count)
60.61%	20
33.33%	11
6.06%	2
0%	0
100%	33

5e. Select your top “Neighborhood” typology station. (select one from)

- Delmar Loop
- Forest Park
- Strewsbury
- UMSL South
- Big Bend/University City
- Central West End
- Grand Station
- Wellston
- Richmond Heights
- Emerson Park
- Fairview Heights
- Swansea
- Belleville
- UMSL North
- Rock Road
- Forsyth
- Skinker
- JJK
- Washington Park
- Memorial Hospital

Responses	
(percent)	(count)
52.17%	12
42.86%	6
21.74%	5
8.70%	2
8.70%	2
14.29%	2
14.29%	2
4.35%	1
4.35%	1
7.14%	1
7.14%	1
7.14%	1
0%	0
0%	0
0%	0
0%	0
0%	0
0%	0
0%	0
0%	0
0%	0
100%	14

6. Which five stations would you choose as demonstration TOD projects from the entire Metro system? (select your top 5 from the following 4 slides) (multiple choice)

- Delmar Loop
- Laclede's Landing
- Forest Park
- Shiloh Scott AFT
- Grand Station
- UMSL South
- Shrewsbury
- Richmond Heights
- Maplewood-Manchester
- Brentwood/1-64
- Convention Center
- Union Station
- North Hanley
- Central West End
- Stadium
- Clayton
- 8th and Pine
- Belleville
- College (SWIC)
- Forsyth
- East Riverfront
- UMSL North
- Rock Road
- Wellston
- Big Bend
- Skinker
- Sunnen
- Civic Center
- 5th and Missouri
- Emerson Park
- Fairview Heights
- Swansea
- Lambert Terminal 1
- Lambert Terminal 2
- JJK
- Washington Park
- Memorial Hospital

Responses	
(percent)	(count)
40.91%	18
34%	17
30.95%	13
50%	10
19.05%	8
15.91%	7
15.91%	7
12%	6
12%	6
12%	6
12%	6
14.29%	6
11.36%	5
11.90%	5
11.90%	5
9.09%	4
8%	4
20%	4
20%	4
4%	2
4.76%	2
2.27%	1
2.27%	1
2.27%	1
2%	1
2%	1
2.38%	1
2.38%	1
2.38%	1
5%	1
5%	1
0%	0
0%	0
0%	0
0%	0
0%	0
0%	0
100%	20

Keypad Polling Responses

The following shows the results of keypad polling questions placed before the Homebuilders Group July 19th, 2012.

1. The most important criteria in selecting the five demonstration stations are... (select your top three)

Stations with the strongest market demand
 Select the stations where there are identified private sector interests ready and
 Stations with the strongest TOD potential (ability to drive ridership, serve transit
 Station with the strongest Sustainable Development potential (best sites, fewest
 Stations with the greatest political support (community is supportive of appropriate
 Stations which have planned catalytic public or private investment
 The five stations selected should represent each of the prototypes identified for the
 One station should be selected on each segment of the Metro system to provide
 Other

Responses	
(percent)	(count)
27.27%	6
22.73%	5
13.64%	3
13.64%	3
13.64%	3
9.09%	2
0%	0
0%	0
0%	0
100%	22

2. Which of the stations do you believe have strong enough market demand for TOD. (select your top 5 total)

Delmar Loop
 Forest Park
 Central West End
 North Hanley
 UMSL North
 Richmond Heights
 Convention Center
 Grand Station
 UMSL South
 Sunnen
 Brentwood/1-64
 Laclede's Landing
 East Riverfront
 Belleville
 Lambert Terminal 1
 Lambert Terminal 2
 Rock Road
 Wellston
 Clayton
 Shrewsbury
 Forsyth
 Big Bend
 Skinker
 Maplewood-Manchester
 8th and Pine
 Union Station
 Civic Center
 Stadium
 5th and Missouri
 Emerson Park
 JJK
 Washington Park
 Fairview Heights
 Memorial Hospital
 Swansea
 College (SWIC)
 Shiloh Scott AFB

Responses	
(percent)	(count)
44.44%	4
36.36%	4
36.36%	4
22.22%	2
22.22%	2
28.57%	2
28.57%	2
18.18%	2
11.11%	1
14.29%	1
14.29%	1
14.29%	1
9.09%	1
100%	1
0%	0
0%	0
0%	0
0%	0
0%	0
0%	0
0%	0
0%	0
0%	0
0%	0
0%	0
0%	0
0%	0
0%	0
0%	0
0%	0
0%	0
0%	0
0%	0
0%	0
0%	0
0%	0
0%	0
0%	0
0%	0
100%	1

3. Which of the stations do you believe has adequate political support to obtain appropriate zoning for TOD? (select your top 5)

Lambert Terminal 1
 Delmar Loop
 North Hanley
 Clayton
 Brentwood/1-64
 Laclede’s Landing
 Union Station
 Forest Park
 UMSL North
 Forsyth
 Sunnen
 8th and Pine
 Central West End
 Stadium
 College (SWIC)
 Lambert Terminal 2
 UMSL South
 Rock Road
 Wellston
 Shrewsbury
 Richmond Heights
 Big Bend
 Skinker
 Maplewood-Manchester
 Convention Center
 Civic Center
 Grand Station
 5th and Missouri
 East Riverfront
 Emerson Park
 JJK
 Washington Park
 Fairview Heights
 Memorial Hospital
 Swansea
 Belleville
 Shiloh Scott AFB

Responses	
(percent)	(count)
9.09%	1
36.36%	4
27.27%	3
18.18%	2
28.57%	2
28.57%	2
33.33%	2
33.33%	2
9.09%	1
14.29%	1
14.29%	1
14.29%	1
16.67%	1
16.67%	1
100%	1
0%	0
0%	0
0%	0
0%	0
0%	0
0%	0
0%	0
0%	0
0%	0
0%	0
0%	0
0%	0
0%	0
0%	0
0%	0
0%	0
0%	0
0%	0
0%	0
0%	0
0%	0
100%	1

4a. If we were to select one demonstration station per line segment which would you pick on the Red Line? (select one)

North Hanley
 Delmar Loop
 UMSL North
 UMSL South
 Lambert Terminal 1
 Lambert Terminal 2
 Rock Road
 Wellston

Responses	
(percent)	(count)
33.33%	2
33.33%	2
16.67%	1
16.67%	1
0%	0
0%	0
0%	0
0%	0
100%	6

4a. If we were to select one demonstration station per line segment which would you pick on the Red Line? (select one)

North Hanley
 Delmar Loop
 UMSL North
 UMSL South
 Lambert Terminal 1
 Lambert Terminal 2
 Rock Road
 Wellston

Responses	
(percent)	(count)
33.33%	2
33.33%	2
16.67%	1
16.67%	1
0%	0
0%	0
0%	0
0%	0
100%	6

4b. If we were to select one demonstration station per line segment which would you pick on the Blue Line? (select one)

Brentwood/1-64
 Clayton
 Richmond Heights
 Forsyth
 Shrewsbury
 Big Bend
 Skinker
 Sunnen
 Maplewood-Manchester

Responses	
(percent)	(count)
50%	3
16.67%	1
16.67%	1
16.67%	1
0%	0
0%	0
0%	0
0%	0
0%	0
100%	6

4c. If we were to select one demonstration station per line segment which would you pick on the Red and Blue Line? (select one)

Forest Park
 Central West End
 8th and Pine
 Convention Center
 Laclede's Landing
 Union Station
 Civic Center
 Grand Station
 Stadium

Responses	
(percent)	(count)
75%	3
25%	1
0%	0
0%	0
0%	0
0%	0
0%	0
0%	0
0%	0
100%	4

4d. If we were to select one demonstration station per line segment which would you pick from the East St. Louis Stations? (select one)

- Emerson Park
- 5th and Missouri
- East Riverfront
- JJK
- Washington Park

Responses	
(percent)	(count)
100%	4
0%	0
0%	0
0%	0
0%	0
100%	4

4e. If we were to select one demonstration station per line segment which would you pick from the Suburban Illinois stations? (select one)

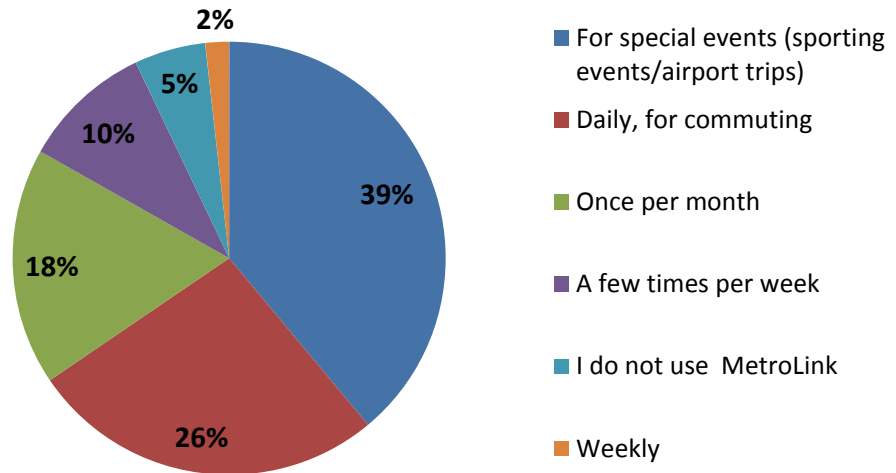
- College (SWIC)
- Swansea
- Belleville
- Shiloh Scott AFT
- Fairview Heights
- Memorial Hospital

Responses	
(percent)	(count)
40%	2
20%	1
20%	1
20%	1
0%	0
0%	0
100%	5

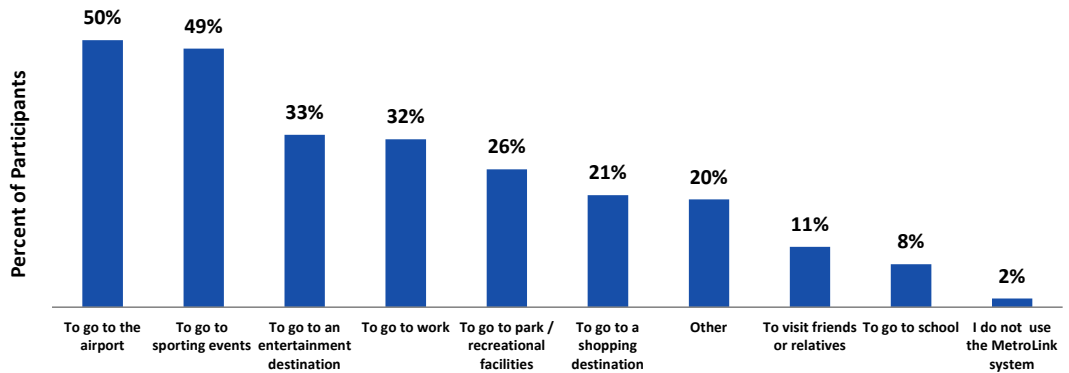
Keypad Polling Responses

The following shows the results of keypad polling questions placed before members of the public July 19th, 2012.

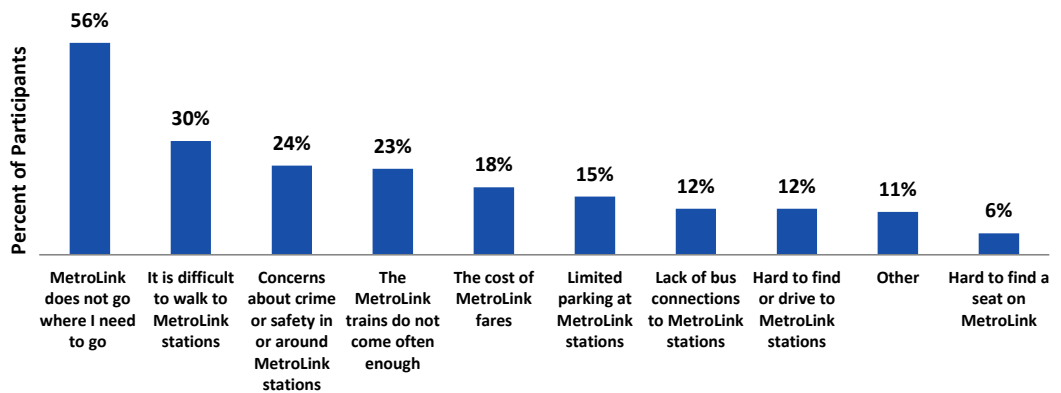
1. How often do you use the MetroLink system?



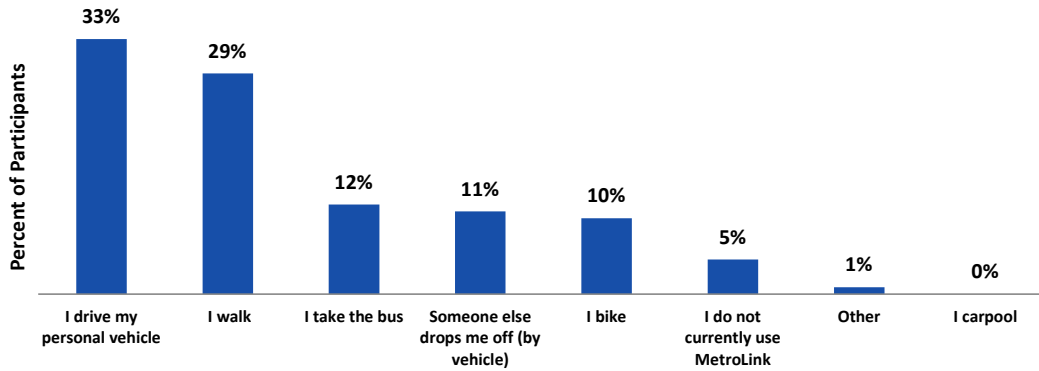
2. Why do you currently use the MetroLink system? (choose all that apply)



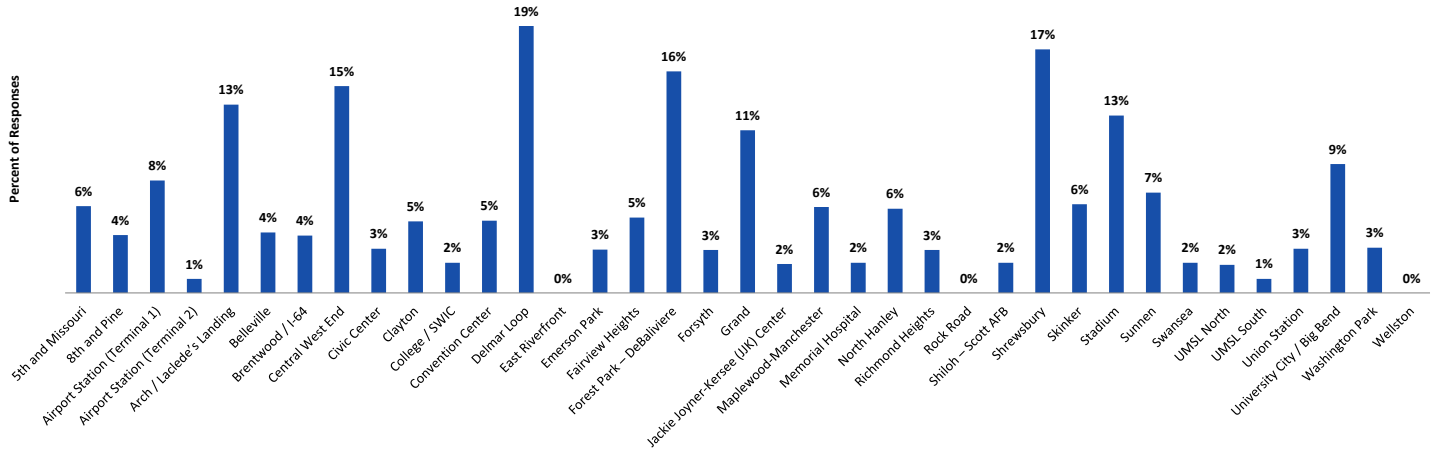
3. Which of the following reasons currently or may discourage you from using MetroLink? (choose all that apply)



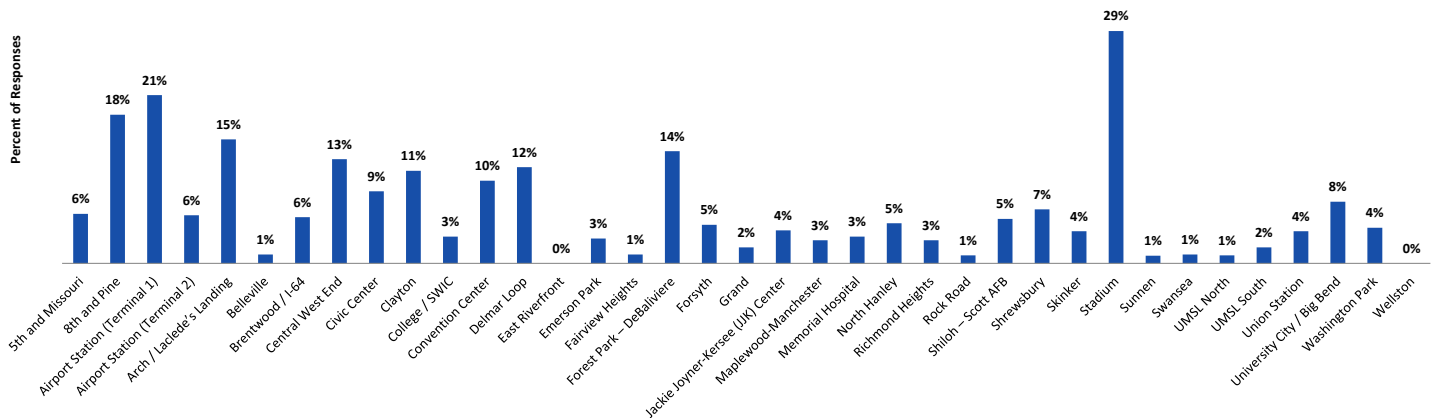
4. How do you typically travel to MetroLink? (choose one)



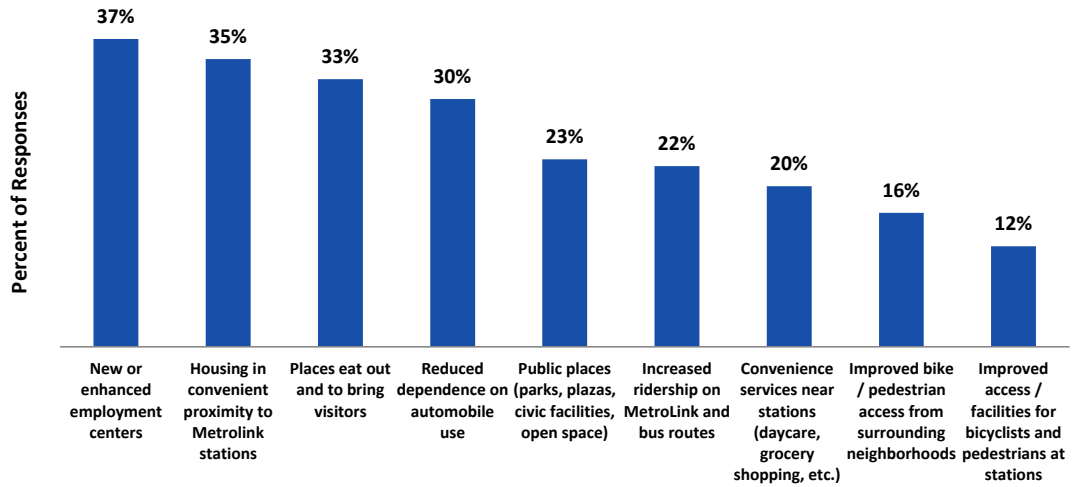
5. I typically get on the MetroLink system at the following station (choose one)



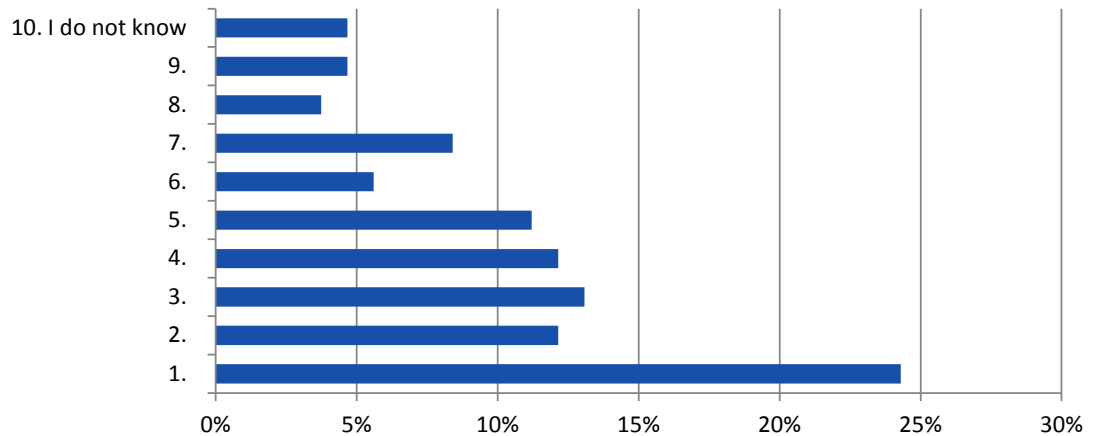
6. I typically get off the MetroLink system at the following station (choose one)



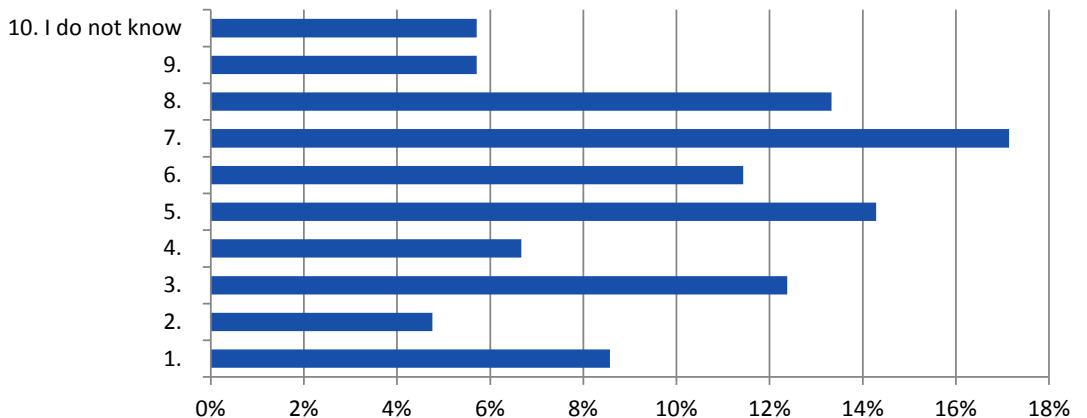
7. Which of the following outcomes for Transit-Oriented Development in the St. Louis region would make this effort a success? (choose your top three)



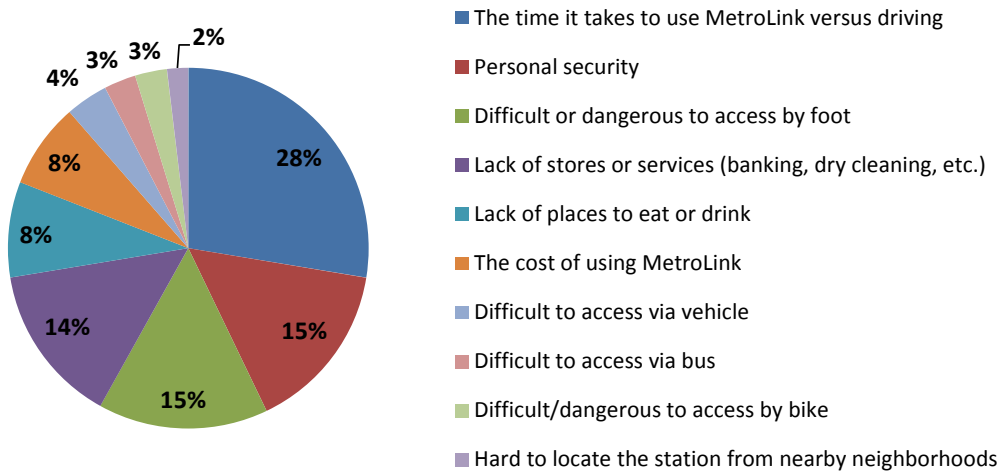
8. On a scale of 1 to 10 please rate the services and conveniences around the MetroLink station you typically use to get on the MetroLink system (including the selection of stores, restaurants, offices, gathering places, etc.) (9 = Highest, 1 = Lowest)



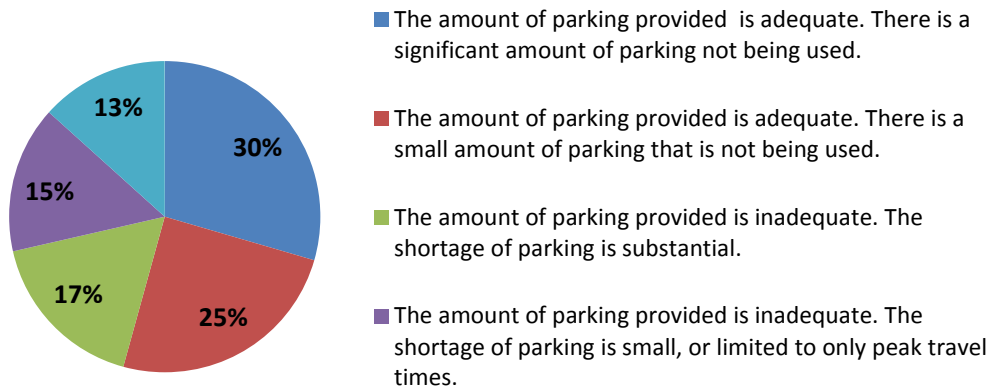
9. On a scale of 1 to 10 please rate the services and conveniences around the MetroLink station you typically depart the MetroLink system (including the selection of stores, restaurants, offices, gathering places, etc.) (9 = Highest, 1 = Lowest)



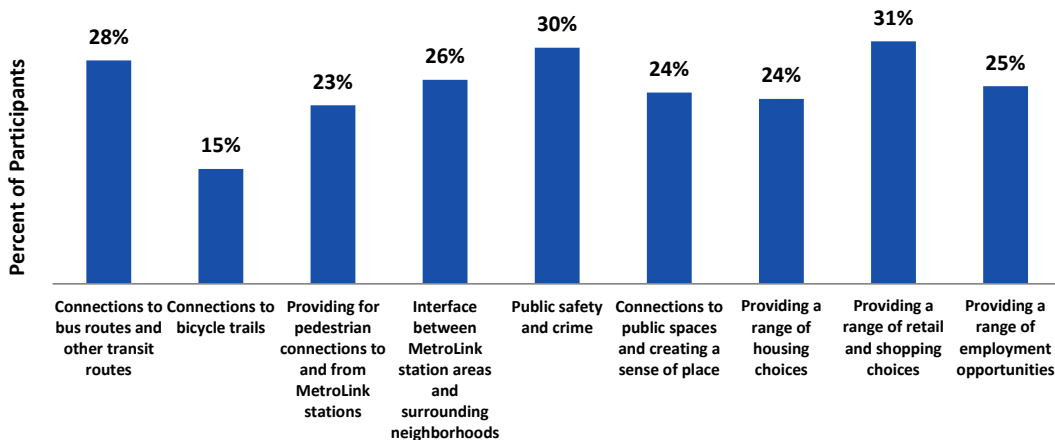
10. When I am using MetroLink stations, the following concerns me the most:



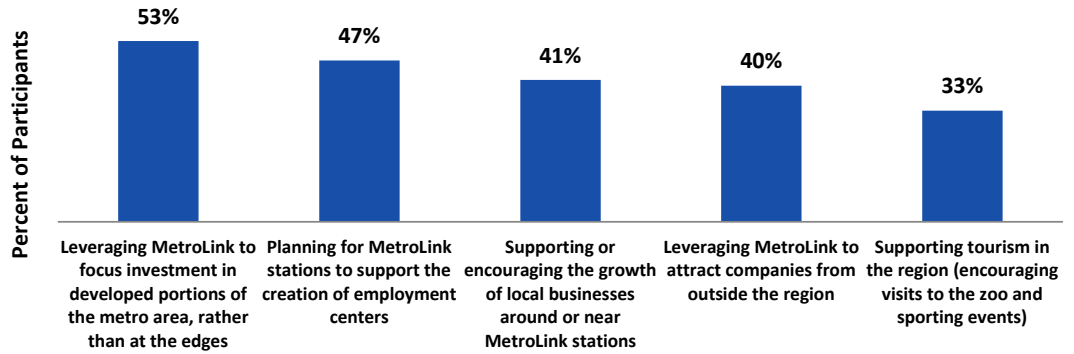
11. The following reflects my thoughts concerning the current supply of parking at the MetroLink stations I typically use to get on the train: (choose one)



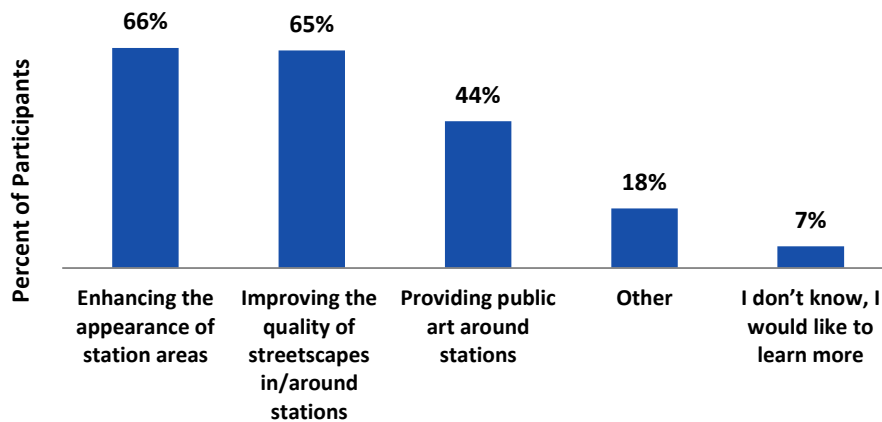
12. The most important community issues to address in planning for MetroLink station areas (existing stations, or future stations) are as follows: (choose your top three)



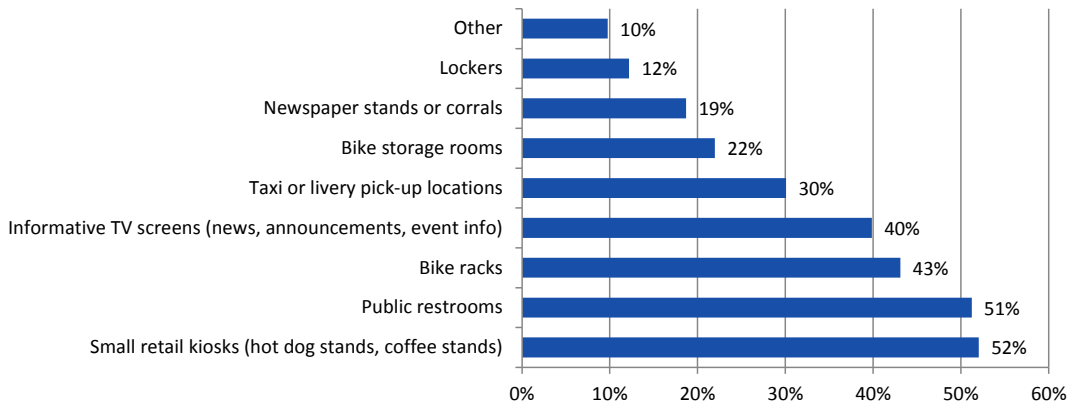
13. The most important economics issues to address in planning for MetroLink station areas (existing stations or future stations) are: (choose your top three)



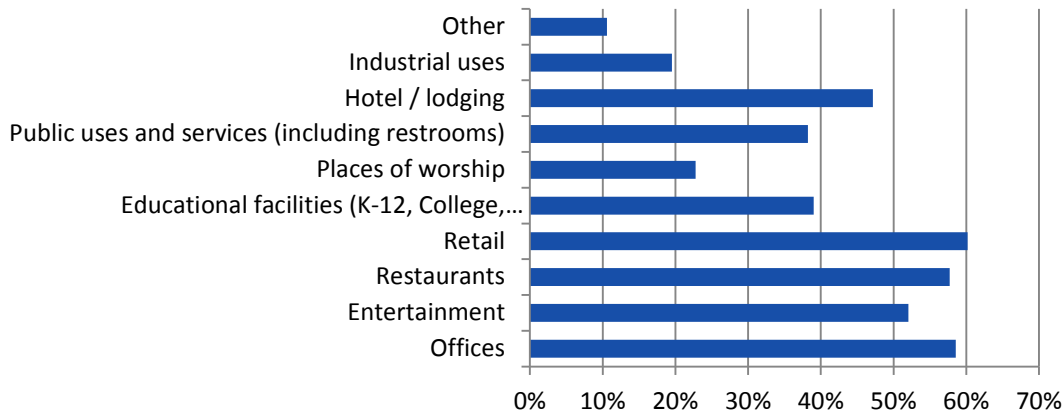
14. The most important aesthetic issues to address in planning for MetroLink station areas (existing stations, or future stations) are as follows:



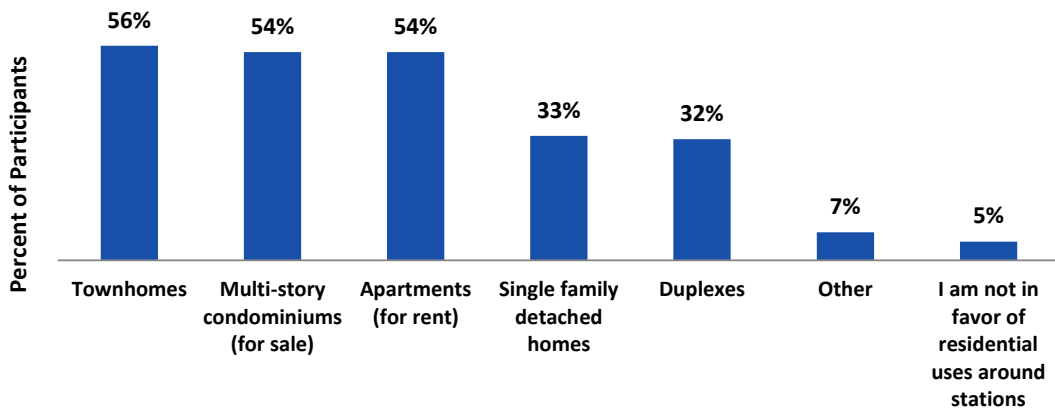
15. I would be in favor of designing existing or future MetroLink station areas to include the following services or amenities: (choose all that apply)



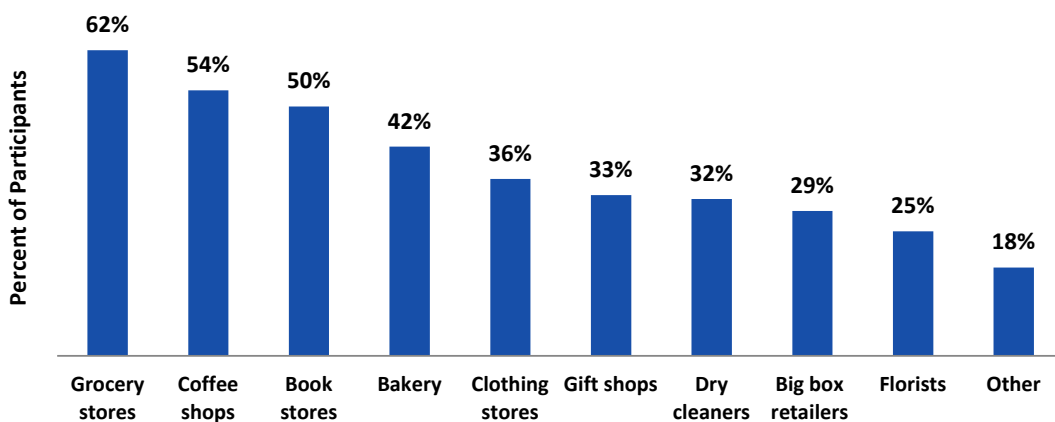
16. I would be in favor of the following types of land uses around (within one-half mile) of MetroLink stations (either new or existing): (choose all that apply)



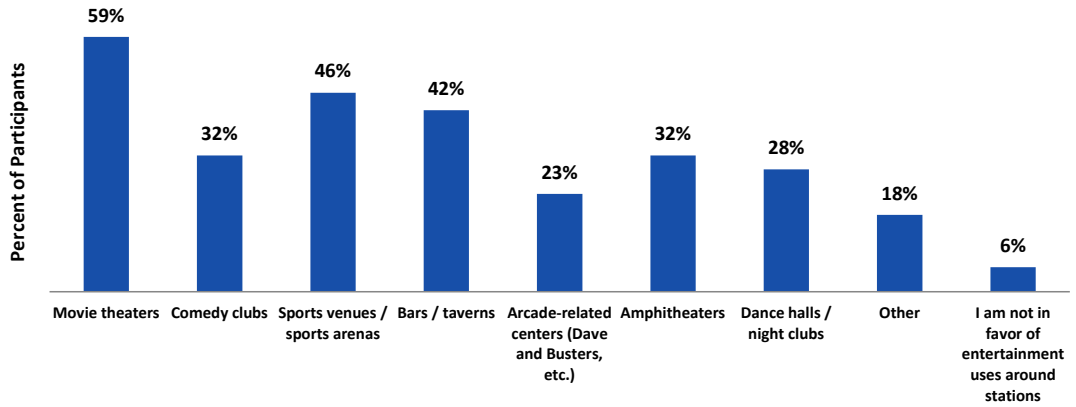
17. I would be in favor of the following types of residential uses around (within one-half mile) of MetroLink stations: (choose all that apply)



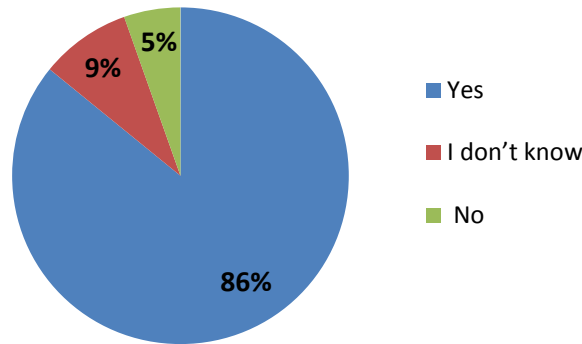
18. I would be in favor of the following types of retail uses around (within one-half mile) of MetroLink stations: (choose all that apply)



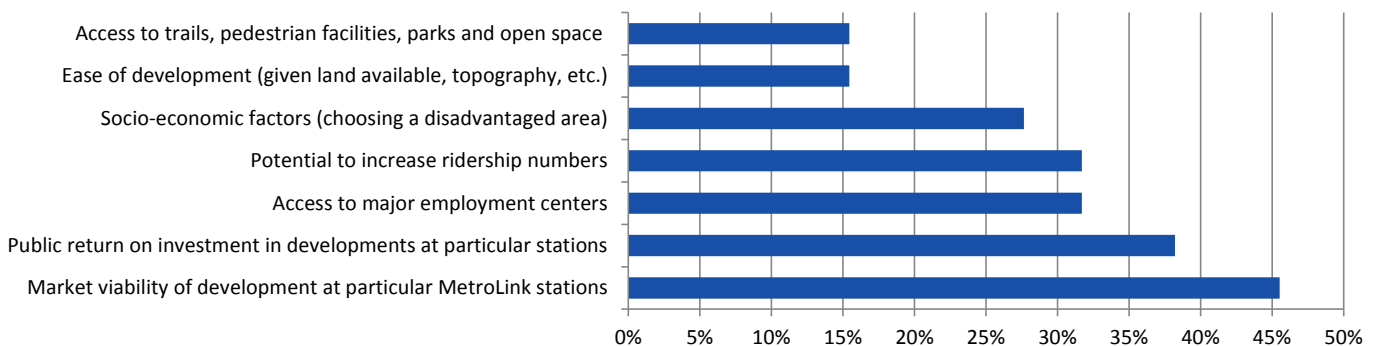
19. I would be in favor of the following types of entertainment uses around (within one-half mile) of MetroLink stations:



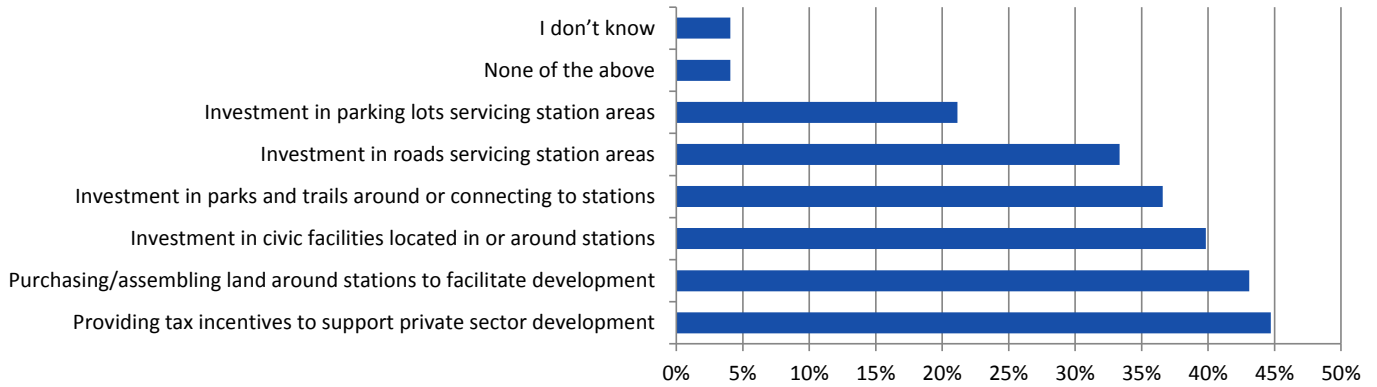
20. I would be in favor of “mixed-use” developments around MetroLink stations including a mixture of retail, residential, office, or entertainment uses



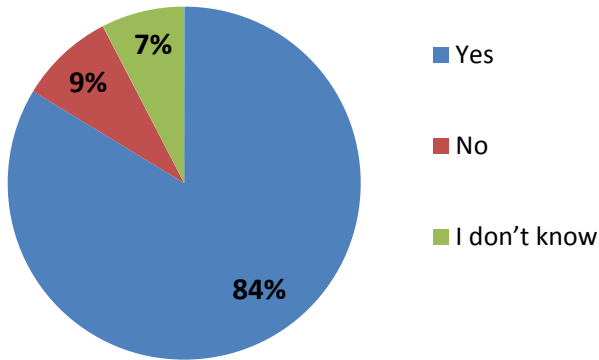
21. In general, I believe the following factors should most strongly influence the selection of the five stations for further station area planning as part of this project: (choose your top three selections)



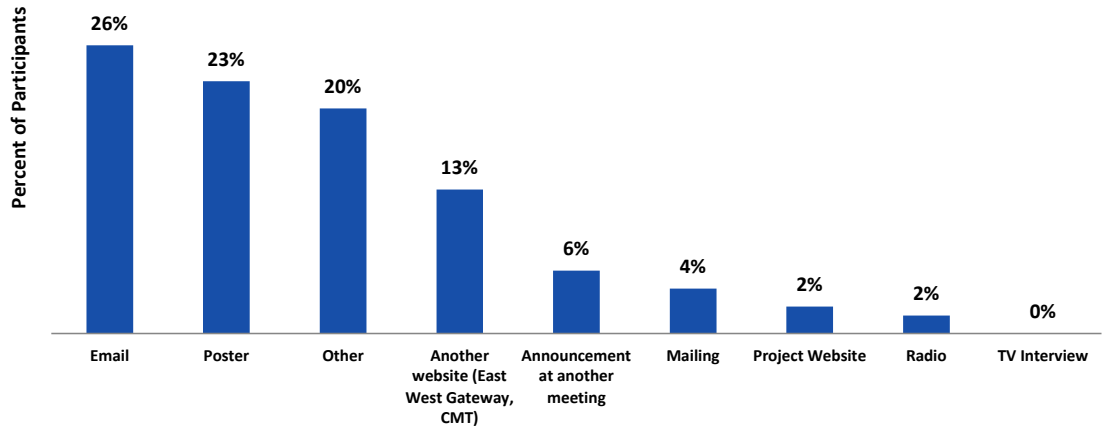
22. I would be in favor of the following types of public investment in development around MetroLink stations: (choose all that apply)



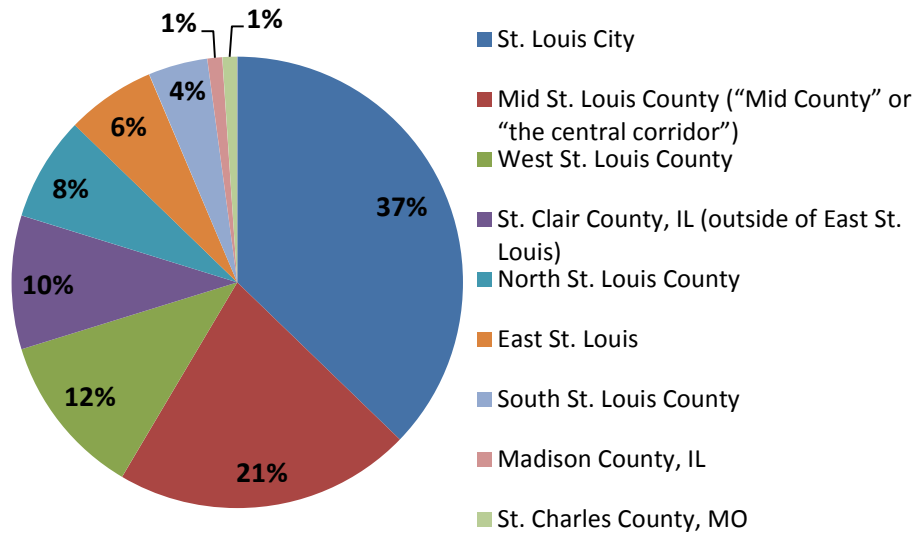
23. I would be in favor of local communities altering their zoning and development regulations to help facilitate Transit Oriented Development.



24. How did you learn about this meeting?



25. Where do you live in the St. Louis metropolitan region?



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