



## Lambert Airport Stations: Terminal 1 and Terminal 2

This station profile describes existing conditions around the two MetroLink Stations serving Lambert International Airport. This is one of a set of profiles for each of the MetroLink System’s 37 light rail stations. These profiles present demographic and employment data from within a half-mile of the station, and describe the land uses and building types within a quarter-mile of the station. They also identify Metro-owned parcels that may offer opportunity to encourage new development around the station; other vacant and underutilized sites that may offer opportunity for infill development; and the physical, policy, and zoning barriers to TOD that currently exist. These profiles serve as a basis for conversation and planning with the community, elected officials, developers, financial institutions, and other stakeholders.

The Terminal #1 (Main Terminal) and Terminal #2 (East Terminal) Stations serve Lambert International Airport, the St. Louis region’s primary air travel hub. Lambert’s East Terminal currently hosts Southwest Airlines, while the Main Terminal is home to all other airlines serving Lambert Airport. I-70 and Natural Bridge Road run east-west through the combined station area, and Woodson Road provides north-south access. These commercial corridors both provide facilitated vehicular access to the airport and host supportive services, such as car rental agencies, hotels, parking garages, and restaurants. Most of the combined station area is occupied by the two terminals, taxiing space, and airport parking garages, but the area south of I-70 contains a wide range of one-story commercial buildings with large footprints and substantial surface parking lots. The area also contains two eight- and nine-story hotels.

*The quarter-mile station area covers 38 lots on five blocks, with a total assessed value of \$43,824,040.*

### Regional Accessibility by Transit

From the Airport Stations, MetroBus and MetroLink offer direct connections and timely travel to a wide range of neighborhoods, shopping centers, jobs, and other high-demand destinations:

- **#34 Earth City MetroBus**
  - North Hanley MetroLink Station
  - Lambert Busport
  - Mark Twain Expressway
  - Harrah’s Casino
  - Express Scripts
- **#49 North Lindbergh MetroBus**
  - North Hanley MetroLink Station
  - Lambert Busport
  - Northwest Plaza Shopping Center
  - Jewish Community Center
  - Ballas MetroBus Center
- **#66 Clayton-Airport MetroBus**
  - Village Square Shopping Center
  - Valley Industries
  - Lambert Busport
  - Woodson Road
  - Overland Plaza
  - Clayton MetroBus Center
- **MetroLink (RED LINE)**
  - Delmar Loop (20 minutes)
  - Central West End (25 minutes)
  - Downtown (40 minutes)

As can be seen in Table 1 below, average boardings for the Airport Stations are fairly different. Terminal 1 (Main Terminal) has more boardings than the average MetroLink Station, both system-wide and in Missouri, Terminal 2 (East Terminal)'s average boardings are less than half of Terminal 1.

*Table 1: Average MetroLink Boardings Estimates\**

	Total Monthly Boardings	Average Daily Boardings	
		Weekday	Weekend
METROLINK STATION AVERAGE	36,500	1,360	830
MISSOURI STATION AVERAGE	42,000	1,560	960
<b>LAMBERT AIRPORT TERMINAL 1 METROLINK</b>	<b>42,800</b>	<b>1,490</b>	<b>1,200</b>
<b>LAMBERT AIRPORT TERMINAL 2 METROLINK</b>	<b>12,800</b>	<b>440</b>	<b>370</b>

\*Metro Fiscal Year July 2010 - June 2011

### Demographics, Housing, and Employment

As shown in Table 2 below, the residential population appears to consist mostly of family units, with half of the population between the ages of 25 and 64, and a quarter under 17. Nearly one-quarter of residents do not possess a high school diploma, and only 11.4% have a college or graduate degree. More than 70% of the households within a half-mile of the Airport Stations make less than \$50,000 per year, and 22% of individual residents live below the federal poverty line.

*Table 2: Demographics*

Population		Population		Income		
Acres	3,848.7	Age		Persons in poverty	21.9%	
Population	4,722	0-17	25.2%	Household income		
Density (persons/acre)	1.2	18-24	12.1%		\$0-9,999	14.6%
Sex		25-34	14.5%	\$10,000-14,999	6.0%	
		35-64	37.4%	\$15,000-24,999	18.8%	
Male	47.8%	65+	10.8%	\$25,000-49,999	32.0%	
Female	52.2%			\$50,000-74,999	16.4%	
		Education*		\$75,000-99,999	8.5%	
		No diploma	23.0%	\$100,000+	3.7%	
		High school	65.6%	Household size		
		College degree	7.1%		1	32.5%
		Graduate degree	4.3%		2	33.6%
					3	19.5%
					4	9.8%
				5+	4.5%	

Source: 2005-2009 American Community Survey, US Census Bureau

\*Education statistics apply to persons age 25 or older.

As shown in Table 3 below, the half-mile station area has an average residential density of 0.7 housing units per acre. The housing stock was built almost entirely between the 1940s and 1990s, with only 4% built before World War II and less than 1% built since 2000. The occupied housing stock is split almost evenly between rental units and owner-occupied homes, with an overall vacancy rate of 13%. This housing is comparatively affordable, with three-quarters of the owner-occupied units being valued less than \$100,000, and half of the rental units priced below \$500 per month. Eighty percent of residents use their own vehicle to commute to work, 8.8% carpool, 5.8% use transit, and 1.2% walk.

Table 3: Housing and Transportation

Housing			Housing			Transportation	
Housing Units			Owner-occupied housing values			Vehicle Availability	
Total units	2,543		< \$100,000	819	73.2%	Zero-vehicle households	9.8%
Density (DUs/acre)	0.7		\$100,000-199,999	290	25.9%	Owner-occupied	1.2%
Occupied	2,207	86.8%	\$200,000-299,999	0	0%	Renter-occupied	18.8%
Owner-occupied	1,119	50.7%	\$300,000-499,999	10	0.9%	Workers*	2,402
Renter-occupied	1,088	49.3%	\$500,000+	0	0%		
Vacant	336	13.2%	Rental prices			Means of commute*	
Housing Age			No cash rent	26	2.4%	Drives alone (SOV)	80.1%
Pre-1940s	100	3.9%	\$0-100	37	3.5%	Carpool	8.8%
1940s-1990s	2,424	95.3%	\$100-499	556	52.4%	Transit	5.8%
2000s	19	0.7%	\$500-749	423	39.8%	Motorcycle	0%
			\$750-999	46	4.3%	Walk	1.2%
			\$1000-1499	0	0%	Other	3.3%
			\$1500+	0	0%	Work at Home	0.9%

Source: 2005-2009 American Community Survey, US Census Bureau

\*\*Workers\* refers to persons age 16 or over who self-identified as being employed.

Table 4 provides data on employment within the station area. Within a half-mile of the Airport MetroLink Stations there are 155 firms and agencies employing over 4,000 people. The vast majority of these jobs fall into the transportation and warehousing sectors. Other sectors providing a considerable number of jobs include accommodation and food services and arts, entertainment, and recreation.

Table 4: Employment, Half-Mile Radius

NAICS	Industry	Firms	Jobs	NAICS	Industry	Firms	Jobs
23	Construction	6	35	56	Administrative & Support, Waste Management & Remediation Services	6	72
31-32-33	Manufacturing	3	50	61	Educational Services	5	15
42	Wholesale Trade	3	9	62	Health Care & Social Assistance	3	26
44-45	Retail Trade	18	199	71	Arts, Entertainment, and Recreation	1	800
48	Transportation & Warehousing	24	1,030	72	Accommodation and Food Services	29	900
51	Information	1	2	81	Other Services	18	877
52	Finance & Insurance	8	44	92	Public Administration	7	41
53	Real Estate, and Rental & Leasing	10	143	99	Unclassified	3	9
54	Professional, Scientific, Technical Services	10	63		<b>Total:</b>	<b>155</b>	<b>4,315</b>

Source: ReferenceUSA as accessed via the St. Louis City Library Database

## Neighborhood Context: Summary

The two Airport Stations serve Lambert International Airport, the St. Louis region's primary air travel hub. Lambert's Terminal 2 (also known as the East Terminal) currently hosts Southwest Airlines and AirTran, while Terminal 1 (also known as the Main Terminal) is home to all other airlines serving Lambert Airport. I-70 and Natural Bridge Road run east-west through the combined station area, and Woodson Road provides north-south access. These commercial corridors both provide facilitated vehicular access to the airport and host supportive services, such as car rental agencies, hotels, parking garages, and restaurants. Most of the combined station area is occupied by the two terminals, taxiing space, and airport parking garages, but the southern portion of the station area, south of I-70, is occupied by a wide range of one-story commercial buildings with large footprints and substantial surface parking lots. The area also contains two eight- and nine-story hotels.

The map on this page illustrates the general station location and quarter-mile station area. The map on the following page provides a more detailed description of existing land uses and prevailing development patterns within that quarter-mile area.



# Lambert Airport Stations: Neighborhood Context



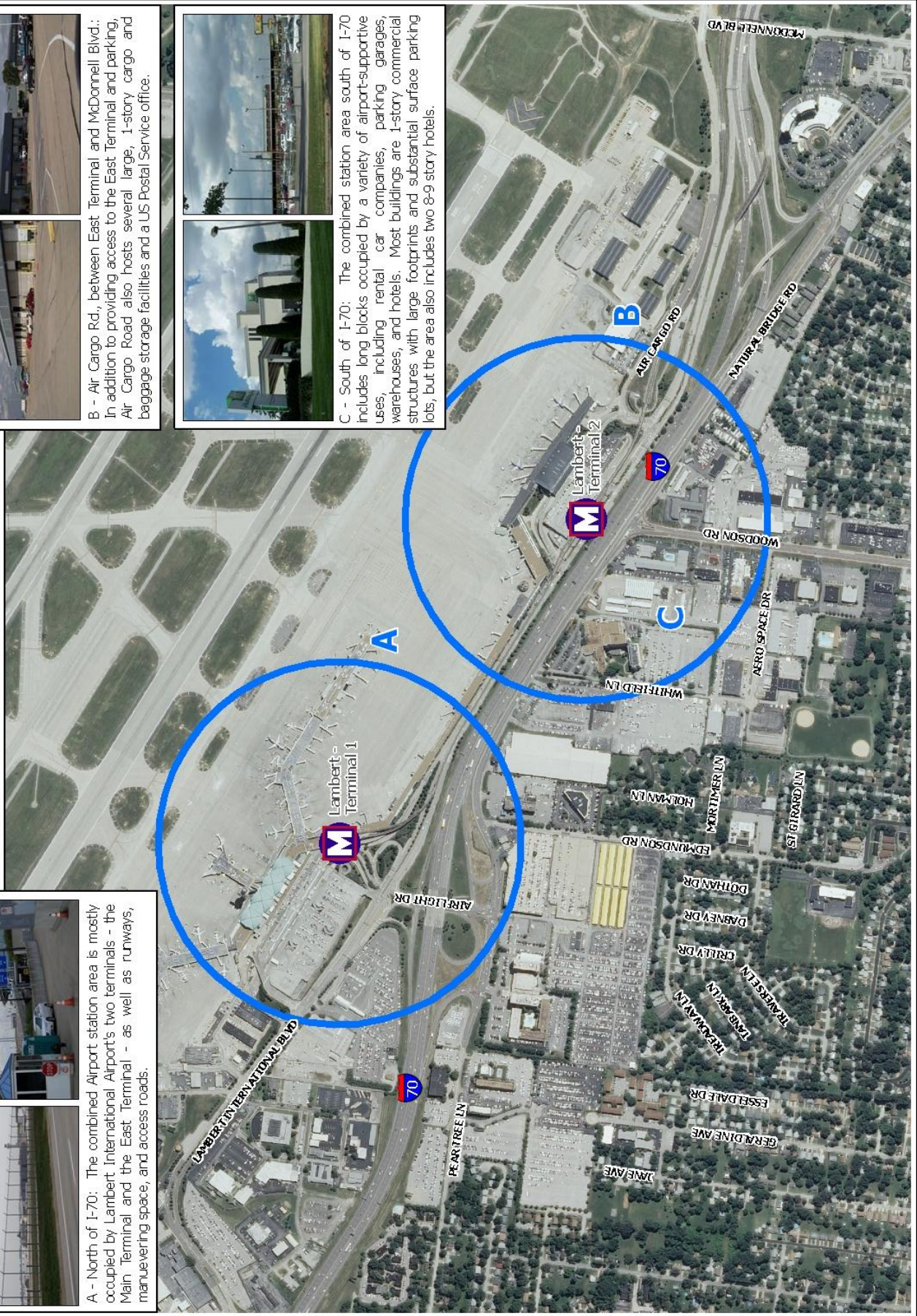
A - North of I-70: The combined Airport station area is mostly occupied by Lambert International Airport's two terminals - the Main Terminal and the East Terminal - as well as runways, maneuvering space, and access roads.



B - Air Cargo Rd., between East Terminal and McDonnell Blvd.: In addition to providing access to the East Terminal and parking, Air Cargo Road also hosts several large, 1-story cargo and baggage storage facilities and a US Postal Service office.



C - South of I-70: The combined station area south of I-70 includes long blocks occupied by a variety of airport-supportive uses, including rental car companies, parking garages, warehouses, and hotels. Most buildings are 1-story commercial structures with large footprints and substantial surface parking lots, but the area also includes two 8-9 story hotels.



## Zoning, Land Use Policies, and Community Plans

The map and table on the following pages illustrate and explain current zoning regulations within a quarter-mile of both Airport MetroLink Stations. The combined station area is split between three jurisdictions: St. Louis County, the City of Woodson Terrace, and the City of Berkeley.

### St. Louis County (Lambert Airport)

- NU: Non-Urban District

### City of Berkeley

- M-1: Industrial District

### City of Woodson Terrace

- C-2: Highway Commercial District
- C-3: Shopping, Service, and Office District
- I: Industrial District

## Potential Development Opportunities and Issues

*Availability of land:* There are no significant concentrations of completely vacant lots within the quarter-mile station area. Potential TOD around the Airport MetroLink Stations will largely depend on redevelopment or adaptive reuse of surface parking lots and underutilized commercial buildings.

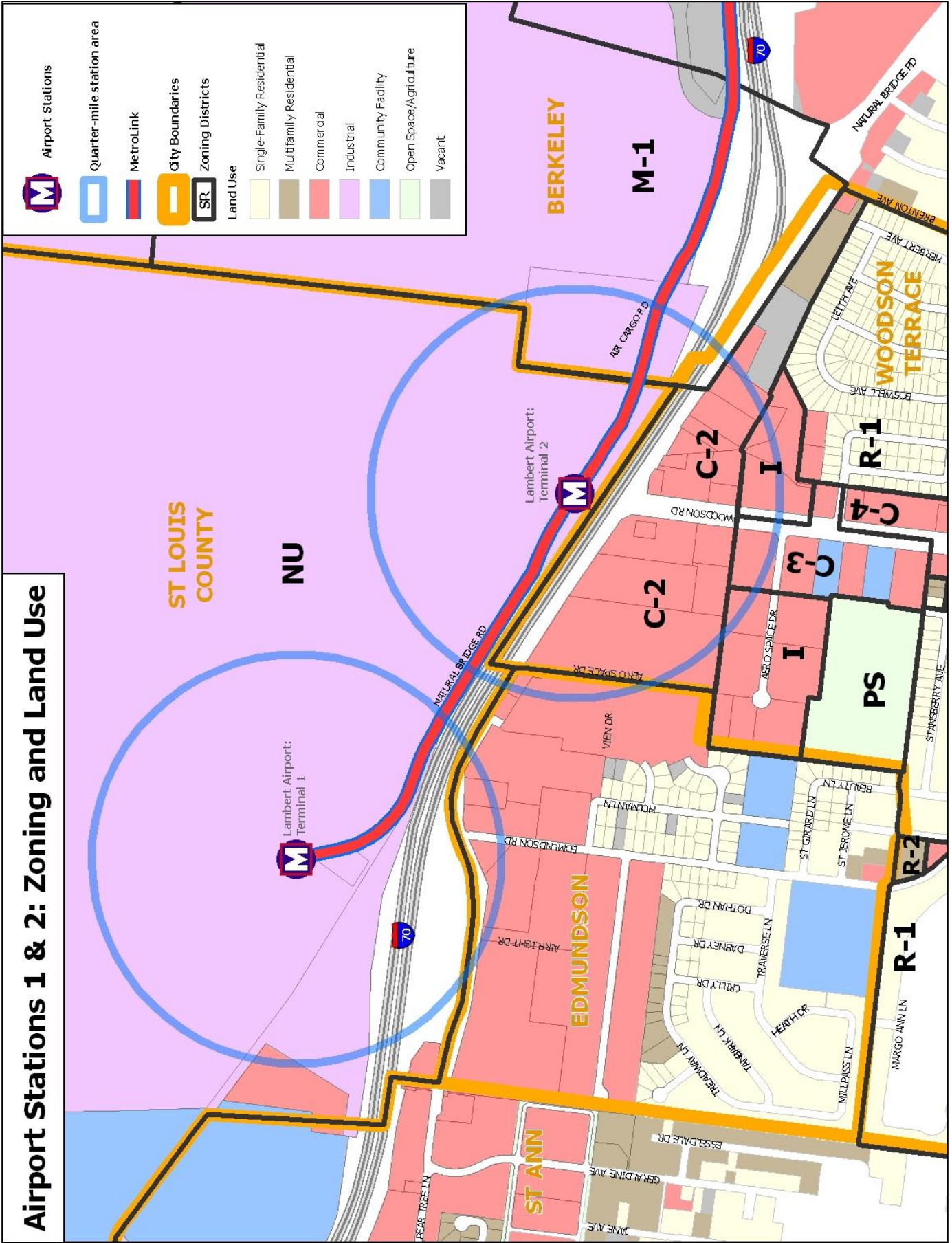
*Mobility and access:* The combined Lambert Airport station area may present the MetroLink System's greatest physical barrier to new TOD. The two MetroLink Stations serve Lambert's terminals, and are located north of I-70. Most of the municipal land – and any potential development opportunity – lies south of the I-70/Natural Bridge corridor. Providing a direct pedestrian connection to these stations would require a substantial infrastructure project.

*Zoning:* Current zoning regulations within the combined station area may pose significant barriers for new transit-oriented development:

- **Residential uses and mixed-use development are not allowed:** The entire combined station area is zoned only for commercial and industrial uses. Technically, St. Louis County's NU District does allow single-family homes on three-acre lots, but the entire NU District is occupied by Lambert Airport.
- **Limited range of commercial uses permitted as-of-right:** The City of Berkeley's M-1 District allows a wide range of office, industrial, and research uses that could support a business-centered type of TOD, but only a small portion of the station area is within the M-1 District. Most of the station area not occupied by Lambert Airport is within the City of Woodson Terrace's C-2 District, which requires a special permit for most office, retail, and service uses.
- **Medium-density building envelopes:** Woodson Terrace's I District allows buildings up to 40' in height. The C-2 and C-3 Districts extend that maximum height to 50'. Berkeley's M-1 Districts allow buildings to reach a maximum height of six stories or 90', though in this location they may be limited by FAA regulations and St. Louis County ordinances regarding flight paths.
- **Minimum lot and yard requirements:** Some aspects of existing zoning regulations may support a business-centered type of TOD, but current minimum thresholds for lot and yard sizes may inhibit pedestrian-focused design. Woodson Terrace's C-2 and C-3 Districts require a minimum lot size of 12,000 sq. ft. – 20,000 sq. ft. per building. All of the applicable zoning districts require 30' front yards, and most require two side yards ranging from 5' to 25'. Woodson Terrace's I District requires a minimum lot width of 200' adjacent to any public street. These lot and yard requirements may not encourage a feeling of walkability and more compact, pedestrian-friendly development.

- **Minimum parking requirements:** Berkeley's M-1 District requires a minimum of three spaces for offices, plus an additional space for every 400 sq. ft. over 1,000 sq. ft. Woodson Terrace requires general retail and restaurants to provide a 'parking area' at least three times the size of the building's active floor area. These thresholds reflect a highway- and car-oriented development pattern, and may not be supportive of transit-oriented development.

# Airport Stations 1 & 2: Zoning and Land Use





**Table 5: Airport Stations 1 & 2: Existing Zoning Regulations**

District Type	City of Woodson Terrace			St. Louis County	City of Berkeley
	C-2	C-3	I	NU	M-1
	Highway Commercial District	Shopping, Service, and Office District	Industrial District	Non-Urban District	Industrial District
<b>Uses Permitted</b>	Public utilities; police and fire stations; animal hospitals and clinics	Wide range of retail and services, except grocery stores; offices; public utilities; police and fire stations; clinics; mortuaries	Manufacturing of all but explosive goods; warehouses; wholesale; dry cleaning; research labs; truck and bus terminals	1-family homes; agriculture; parks; schools; churches; community facilities	Light industrial; offices; research labs; wholesale; warehousing; financial institutions; trade schools
<b>By Special Permit</b>	Offices; hotels; restaurants; gas stations; auto repair and sales; warehouses; wholesale; dry cleaning; truck and bus terminals; equipment sales and repair; arenas; theaters; parking lots	Groceries; hotels; gas stations and car washes; animal hospitals; restaurants; trade schools; research labs; commercial recreation	Manufacturing of explosives and flammables; storage of animals or explosives; residential alcohol and drug treatment centers	Range of healthcare; large institutions; lumber & ore processing; other	Hotels; churches; public parking lots and garages; colleges; car washes, auto repair, and auto leasing; public facilities
<b>Minimum Lot Area</b>	12,000 sq. ft. for as-of-right uses; 20,000 sq. ft. for special permits	12,000 sq. ft.	N/A	3+ acres (includes 1-family homes)	N/A
<b>Maximum Building Height</b>	50'	50'	40'	As per flight path regs; nursing homes = 3 stories/45'	6 stories / 90'
<b>Minimum Front Yard</b>	30'	30'	30'	50'	30'
<b>Minimum Side Yard</b>	5', or 20' abutting a residential district	Not required, or 5' if provided; 20' abutting a residential district	5', or 20' abutting a residential district	20'	15'; 25' adjacent to R-District
<b>Minimum Rear Yard</b>	5', or 20' abutting a residential district	Not required, or 5' if provided; 20' abutting a residential district	5', or 20' abutting a residential district	20'	25'
<b>Parking</b>	Hotels = 1 per room + 1 per employee; restaurants = an area 3x the size of restaurant; other = sufficient for customer and employee use	General retail and services = an area 3x active floor area; other = sufficient for customer and employee use	Industrial = 1 per 2 employees + 1 per company vehicle; retail and office = same as industrial OR 1 per 300 sq. ft.	2 per DU	Office = 3 spaces + 1 per 400 sq. ft. over 1,000 sq. ft.; industrial < 100,000 sq. ft. = 1 per 5,000 sq. ft.; industrial > 100,000 sq. ft. = 20 + 1 per 75,000 sq. ft. over 100,000 sq. ft.
<b>Miscellaneous</b>	Rear and side yards must be substantially buffered with landscaping		Minimum lot width of 200' adjacent to public roads. Open storage limited to 25% of lot.	N/A	The M-1 District requires a 20' landscaped buffer in front yards.

\*DU means "dwelling unit," generally a single-family home or apartment unit.