



Brentwood – I-64 Station

This station profile describes existing conditions around the Brentwood – I-64 MetroLink Station. 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 Brentwood – I-64 Station sits near the intersection of two major highways, I-64 and I-170. It provides transit service to residential neighborhoods in two inner-ring suburban communities, Brentwood and Richmond Heights, as well as a regional shopping and office district. The area immediately surrounding the MetroLink Station is developed with a regional shopping center of single-story retail strips and “big box” stores with very large surface parking lots. This area also contains the Meridian at Brentwood development, which includes an eight-story office tower, a nine-story parking garage, and a two-story retail/office complex, all adjacent to the MetroLink Station. The southernmost portion of the station area, along Hanley Industrial Court, is occupied by single-story, large-footprint industrial uses. The remainder of the station area, north of I-64 and east of Hanley Road, contains residential neighborhoods of single-family homes.

The quarter-mile station area covers 141 lots on approximately 13 blocks, with a total assessed value of \$40,413,730. Metro does not own any open lots within the station area, but it does operate part of the Meridian parking garage, which holds 914 parking spaces.

Regional Accessibility by Transit

From the Brentwood Station, MetroBus and MetroLink offer easy access and a range of connections to housing, shopping, jobs and other high demand destinations:

- **#02 Red Line MetroBus**
 - Rock Road MetroLink Station
 - Pagedale
 - Forest Park
 - Delmar Loop and Skinker MetroLink Stations
 - Richmond Heights MetroLink Station
 - Galleria
 - Brentwood Promenade
 - Brentwood MetroLink Station
 - Maplewood Commons
 - Big Bend Boulevard
 - Kirkwood Commons
 - Meramec Community College
- **#59 Dogtown MetroBus**
 - Central West End MetroBus Center
 - Richmond Heights
 - Maplewood
 - Maplewood Commons
 - Brentwood MetroBus Garage
 - Rock Hill Loop
- **#158 Ballas-West County MetroBus**
 - Ballas MetroBus Center
 - St. John’s and St. Luke’s Hospitals
 - Creve Coeur
 - Delmar Gardens Chesterfield

- **#57X Clayton Road Express MetroBus**
 - St. Louis University High School
 - Richmond Heights
 - Ballas MetroBus Center
 - Creve Coeur
 - Clarkson Valley

- **MetroLink (BLUE LINE)**
 - Richmond Heights (2 minutes)
 - Clayton (5 minutes)
 - Central West End (15 minutes)
 - Downtown (25 minutes)

As can be seen in Table 1 below, average boardings for the Brentwood Station are slightly lower than the average boardings in Missouri and the entire system.

*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
BRENTWOOD I-64 METROLINK STATION	24,300	910	540

**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 working-age and retired residents, with half of the population between the ages of 25 and 64, and a quarter age 65 or older. Educational attainment is fairly spread out within this station area, with a third of residents holding only a high school diploma, almost another third possessing a college degree, and a quarter holding a graduate degree. Around 40% of the households living within a half-mile of the Brentwood Station make less than \$50,000 per year, while more than a quarter of households make over \$100,000. Six percent of individual residents live below the Federal poverty line.

Table 2: Demographics

Population		Population		Income		
Acres	643.5	Age		Persons in poverty	5.8%	
Population	3,209	0-17	15.0%	Household income		
Density (persons/acre)	5.0	18-24	9.8%		\$0-9,999	6.5%
Sex		25-34	10.0%	\$10,000-14,999	2.7%	
		35-64	40.3%	\$15,000-24,999	8.3%	
Male	46.6%	65+	25.0%	\$25,000-49,999	23.6%	
Female	53.4%	Education*		\$50,000-74,999	18.0%	
			No diploma	12.8%	\$75,000-99,999	13.1%
			High school	33.7%	\$100,000+	27.9%
			College degree	28.2%	Household size	
		Graduate degree	25.3%	1		38.7%
				2		36.0%
				3		10.1%
				4		9.2%
				5+	6.0%	

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 2.3 housing units per acre. The housing stock was built across a variety of time periods, with a third constructed before World War II; almost half built between the 1940s and 1990s; and nearly a quarter built after Year 2000. The occupied housing stock is split about evenly between owner-occupied and rental units, and the overall vacancy rate is about 11%. A good portion of the owner-occupied housing stock is in the lower and middle range of the housing market, with just over half of the units being valued less than \$200,000. The rental units are on the upper end of the market, with almost two-thirds of those units priced over \$750 per month. Typical commuting patterns do not reflect the presence of a light rail station, with three-quarters of residents reporting driving their own cars to work, 6.2% carpooling, and only 5.7% using transit. However, this may be the result of the prevailing development pattern of large commercial uses and big-box retail.

Table 3: Housing and Transportation

Housing		Housing			Transportation	
Housing Units		Owner-occupied housing values			Vehicle Availability	
Total units	1,490	< \$100,000	38	5.6%	Zero-vehicle households	9.6%
Density (DUs/acre)	2.3	\$100,000-199,999	357	53.0%	Owner-occupied	4.3%
Occupied	1,330 89.3%	\$200,000-299,999	110	16.3%	Renter-occupied	15.1%
Owner-occupied	674 50.7%	\$300,000-499,999	75	11.1%	Workers*	1,426
Renter-occupied	656 49.3%	\$500,000+	94	13.9%		
Vacant	160 10.7%	Rental prices			Means of commute*	
Housing Age		No cash rent	105	16.0%	Drives alone (SOV)	76.4%
Pre-1940s	449 30.1%	\$0-100	0	0%	Carpool	6.2%
1940s-1990s	708 47.5%	\$100-499	92	16.7%	Transit	5.7%
2000s	333 22.3%	\$500-749	102	18.5%	Motorcycle	0%
		\$750-999	151	27.4%	Walk	1.3%
		\$1000-1499	126	22.9%	Other	0%
		\$1500+	80	14.5%	Work at Home	10.5%

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 Brentwood MetroLink Station there are 369 firms and agencies employing over 6,000 people. The vast majority of these jobs fall into the retail trade and health care and social assistance sectors. Other sectors providing a considerable number of jobs include finance and insurance, and professional, scientific, and technical services.

Table 4: Employment, Half-Mile Radius

NAICS	Industry	Firms	Jobs	NAICS	Industry	Firms	Jobs
22	Utilities	1	13	54	Professional, Scientific, Technical Services	91	721
23	Construction	17	341	56	Administrative & Support, Waste Management & Remediation Services	10	120
31-32-33	Manufacturing	20	436	61	Educational Services	7	178
42	Wholesale Trade	27	166	62	Health Care & Social Assistance	28	1,503
44-45	Retail Trade	46	1,287	71	Arts, Entertainment, and Recreation	6	74
48	Transportation & Warehousing	4	34	72	Accommodation and Food Services	15	414
51	Information	9	129	81	Other Services	27	246
52	Finance & Insurance	31	869	99	Unclassified	8	24
53	Real Estate, and Rental & Leasing	22	162				
Total:						369	6,717

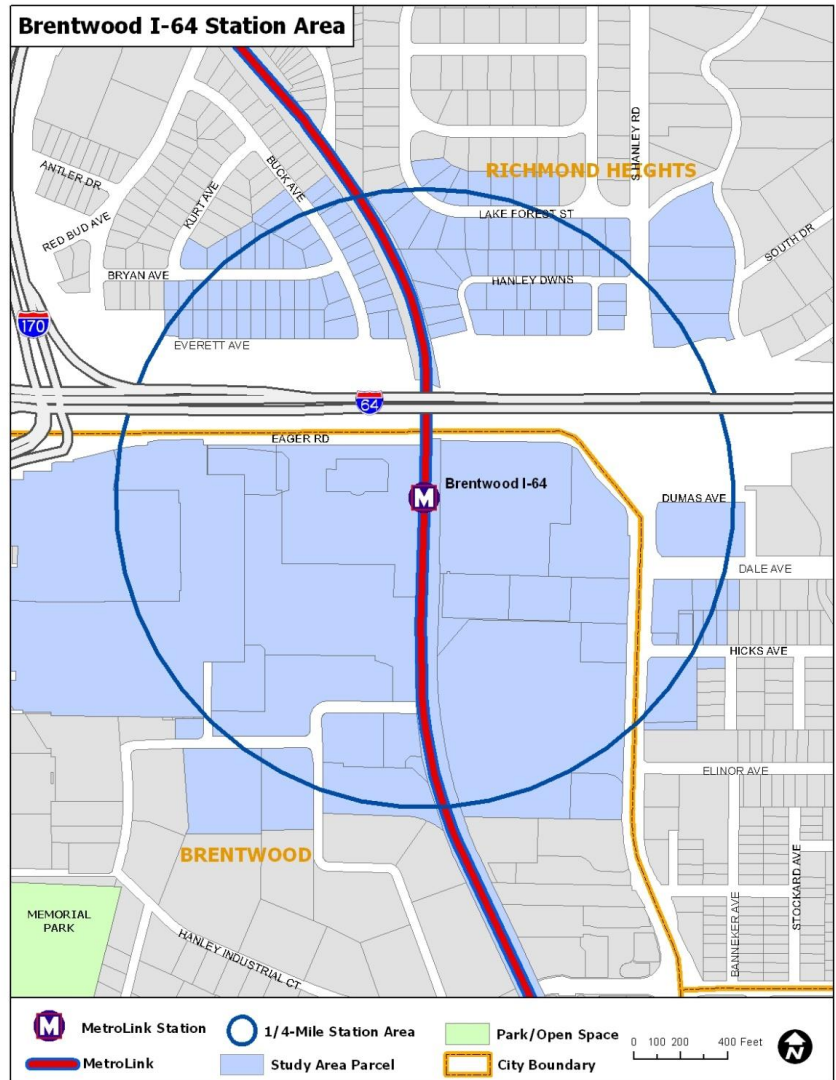
Source: ReferenceUSA as accessed via the St. Louis City Library Database

Neighborhood Context: Summary

The Brentwood – I-64 Station sits near the intersection of two major highways, I-64 and I-170. It provides transit service to residential neighborhoods in two inner-ring suburban communities, Brentwood and Richmond Heights, as well as a regional shopping and office district. The portion of the station area south of I-64 is almost entirely developed with commercial uses. Most of these are single-story retail strips and “big box” stores with very large surface parking lots. However, this area also includes the Meridian at Brentwood development, which contains an eight-story office tower, a nine-story parking garage, and a two-story retail/office complex, all adjacent to the MetroLink Station. The area across from the Meridian development, in the eastern portion of the station, contains a gas station and a large empty lot adjacent to the Richmond Heights Community Center, which provides a transition to a residential neighborhood of single-family homes.

The portion of the station area north of I-64 is occupied by two different residential neighborhoods in Richmond Heights. The area around South Hanley Road is developed with two- and three-story single-family homes on relatively large lots, most measuring at least 100’ across. The neighborhood west of the MetroLink rail line is developed with one-story, “ranch”-style single-family homes on 40’ – 60’ wide lots. Most streets in both areas are winding cul-de-sacs.

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.



Brentwood - I-64 Station: Neighborhood Context



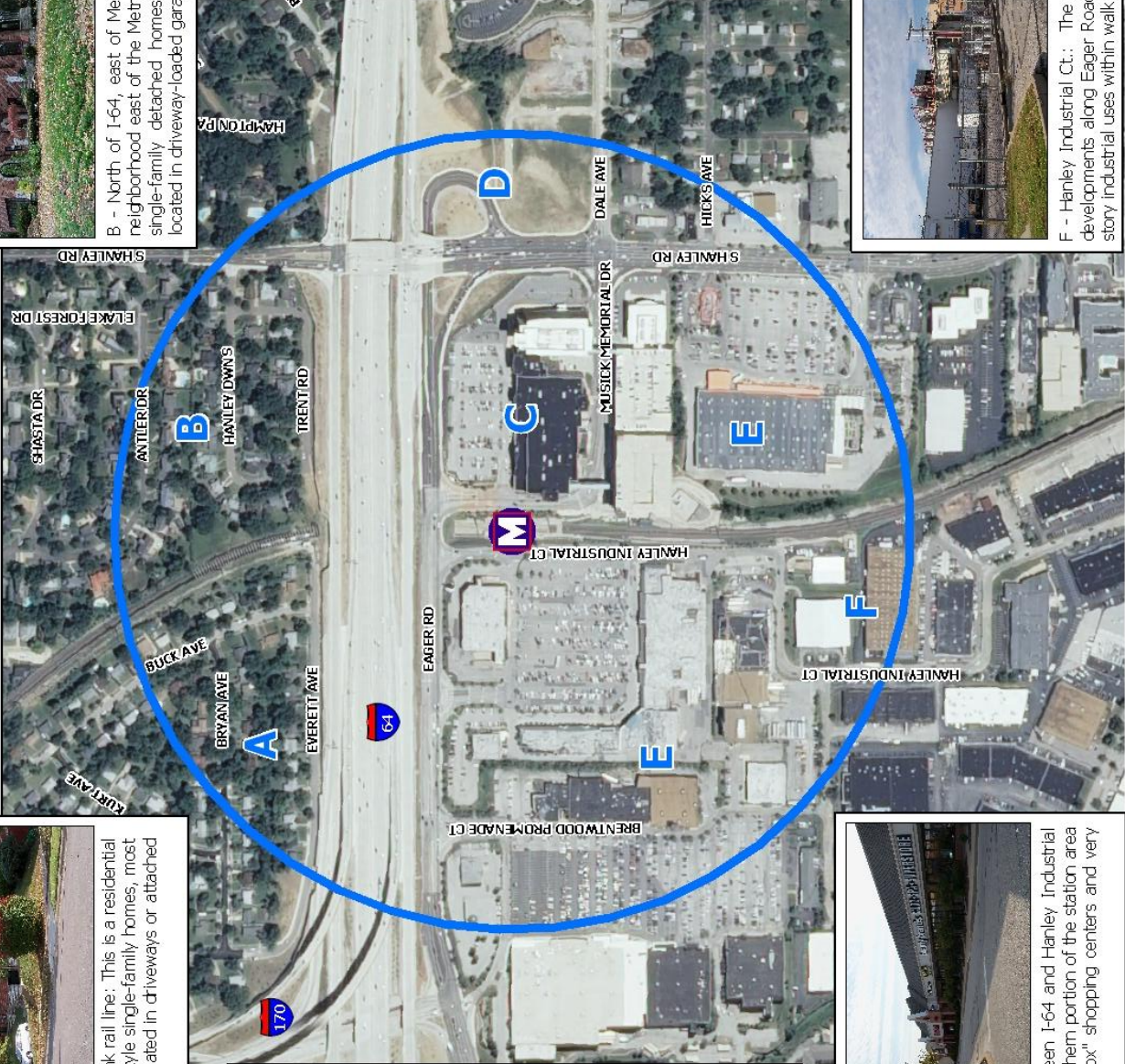
A - North of I-64, west of MetroLink rail line: This is a residential neighborhood of 1-story, ranch-style single-family homes, most on 40'-60' wide lots. Parking is located in driveways or attached garages.



B - North of I-64, east of MetroLink rail line: The residential neighborhood east of the MetroLink rail line contains 2-3 story, single-family detached homes on 100' wide lots. Parking is located in driveway-loaded garages in rear yards.



C - South of I-64, between S. Hanley Rd. and MetroLink rail line: This large parcel is occupied by the Meridian at Brentwood complex, consisting of a 2-3 story retail strip, an 8-story office tower, and a 9-story parking garage.



D - South of I-64, east of S. Hanley Rd: Most of the station area east of Hanley Road is a large vacant site. A gas station and two single-family homes lie south across Dale Ave., and the 2.5-story Richmond Heights Community Center sits to the east.

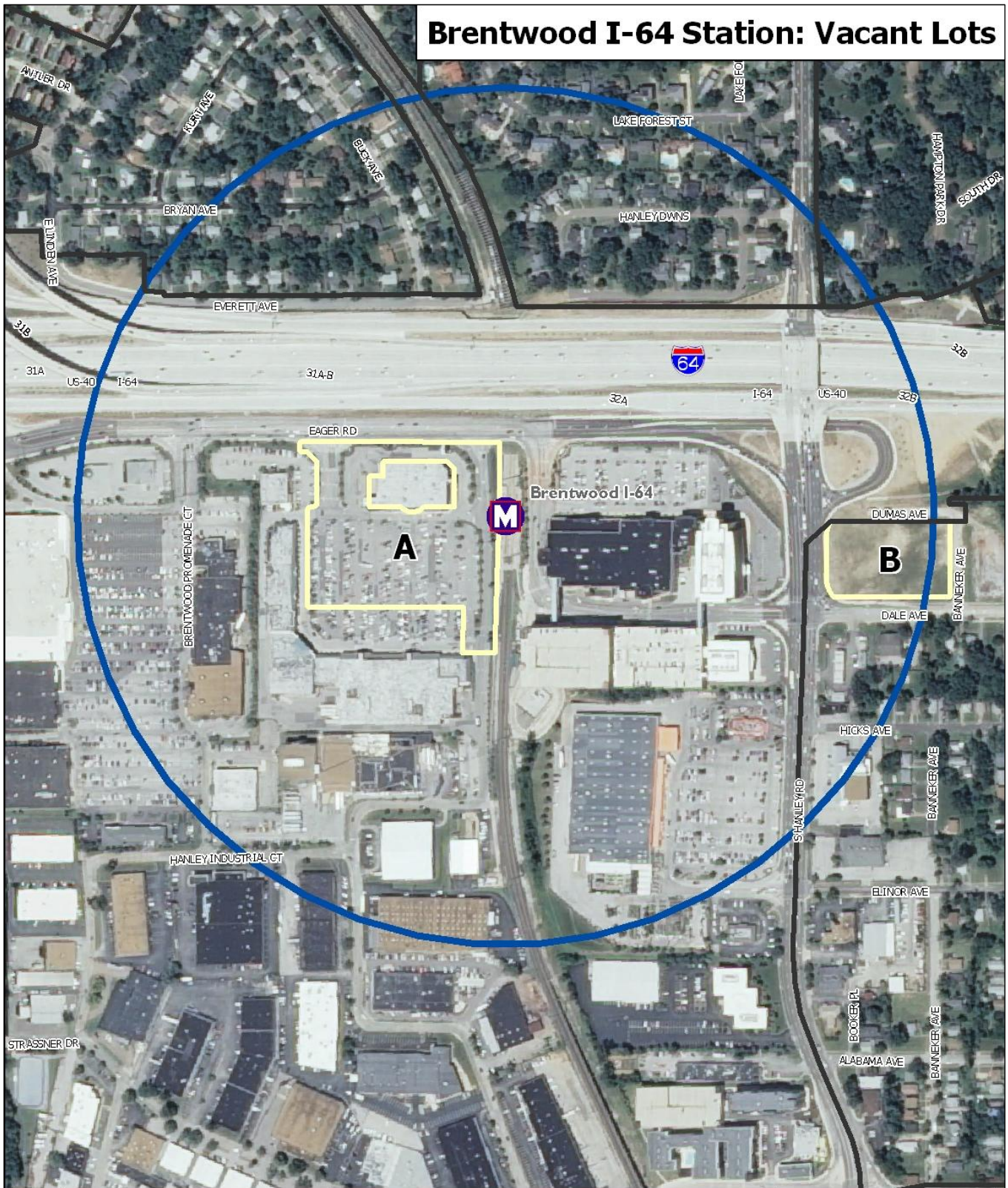


E - West of S. Hanley Rd, between I-64 and Hanley Industrial Ct.: Nearly all the land in the southern portion of the station area is developed with 1-story "big box" shopping centers and very large surface parking lots.



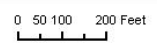
F - Hanley Industrial Ct.: The area south of the "big-box" retail developments along Eager Road contains a number of large, 1-story industrial uses within walking distance of MetroLink.

Brentwood I-64 Station: Vacant Lots



Area	Area Description	Ownership	Zoning	# Lots	Acres	Assessed Value
A	Shopping Center Parking Lot	Dierbergs Brentwood LLC	PD: Planned Development District	1	6.3	\$1,296,740
B	Northeast corner of Dale Ave. & Hanley Rd.	City of Richmond Heights	PDM: Planned Development-Mixed Uses	1	2.0	\$478,880

 1/4-Mile Station Area
 Vacant Lot
 Metro-Owned Lot



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 the Brentwood – I-64 Station. The station area is split between two jurisdictions, the Cities of Brentwood and Richmond Heights. Lots are covered by one of the following zoning districts:

City of Brentwood

- PD: Planned Development District
- LID: Light Industrial District

City of Richmond Heights

- R1A: Single-Family Residential
- R2A: Single-Family Residential
- PDM: Planned Mixed-Use District

Potential Development Opportunities and Issues

Availability of land: Most land within the station area is already occupied by single-family homes and large shopping centers, but there is a large vacant lot east of South Hanley Road, in the City of Richmond Heights. This two-acre lot is zoned PDM: Planned Mixed-Use District, which should help encourage new transit-oriented development. TOD in other locations near the Brentwood Station will depend on the redevelopment or adaptive reuse of surface parking lots or underutilized buildings.

Mobility/access: Pedestrian access from the Brentwood Station is problematic. Currently, there is little direct access from the station to the retail and industrial developments to the west of the rail line. Customers must navigate a long ramp and streets lacking sidewalks and crosswalks. The total walking distance to the nearest retail development on the western side is at least 550'. Also, potential riders in the northern portion of the station area, north of I-64, can only access the station via South Hanley Road. These residents will have to walk east to access Hanley Road, then use a corridor not designed for pedestrian comfort or safety to cross I-64, then head farther west to access the station. Residents in the residential neighborhood west of the MetroLink rail line may not be able to access the station at all due to the elevated concrete rail structure.

Zoning: The quarter-mile station area is split between two jurisdictions, the Cities of Brentwood and Richmond Heights. Current zoning regulations within the quarter-mile station area may help support new transit-oriented development south of I-64, but may pose barriers to any infill TOD in the residential neighborhoods north of I-64.

- Most of the applicable zoning districts **south of I-64 allow medium-density apartment buildings and mixed-use developments**. The very large lots along Eager Road in the City of Brentwood, currently built out with large shopping centers, are zoned PD: Planned Development Overlay. The entire area south of I-64 in the City of Richmond Heights is zoned PDM: Planned Mixed-Use District. Both of these districts allow all housing types, mixed-use buildings, and a wide range of retail, offices, and services.
- **The PD and PDM Districts south of I-64 establish liberal building envelopes**. Brentwood's PD District allows buildings up to six stories and 75' on sites of at least two acres; taller buildings are possible by special permit. The PDM District in Richmond Heights does not establish any particular density controls or building heights – they are established by the Planning Commission through the site plan approval process – but developments should generally reflect the requirements of R5: Multi-family Residential Districts for residential uses and C2: General Business Districts for commercial uses.
- **However, minimum parking requirements in these districts are high for transit-supportive developments**. Even in the PD and PDM Districts, residential developments require two parking spaces per dwelling unit; one space for every 200 sq.ft. of general retail use; and one space for every 250 – 300 sq.ft. of office use. This level of parking uses lot and floor area that could otherwise be used for more remunerative uses, and may inhibit the development of pedestrian-oriented mixed-use and business districts.

The existing zoning regulations north of I-64 and in the southernmost portion of the station area, around Hanley Industrial Court, may present barriers to transit-oriented development:

- The City of Richmond Heights' **R1A and R2A Districts allow only single-family homes up to two-and-a-half or three stories.**
 - Furthermore, homes in these two zoning districts require very substantial lot and yard sizes that may inhibit compact, walkable urban design. The R1A District requires a minimum lot area of 15,000 sq.ft. and a minimum front yard of 40'. The R2A District requires 7,500 sq.ft. lots and 35' front yards.
- The **LID District** in the southernmost portion of the station area, along Hanley Industrial Court, **allows a wide range of industrial and commercial uses, but does not permit residential uses or mixed-use buildings.**
 - Buildings in the LID District may reach heights of three stories or 35', but require lots at least one acre in size and 150' wide. They also require front yards of at least 25', or 50' if a parking lot is provided in the front yard.
- The **minimum parking requirements** in these districts are similar to those in the PD and PDM Districts described above, and may similarly prove burdensome for transit-oriented development.

Brentwood Station: Zoning and Land Use

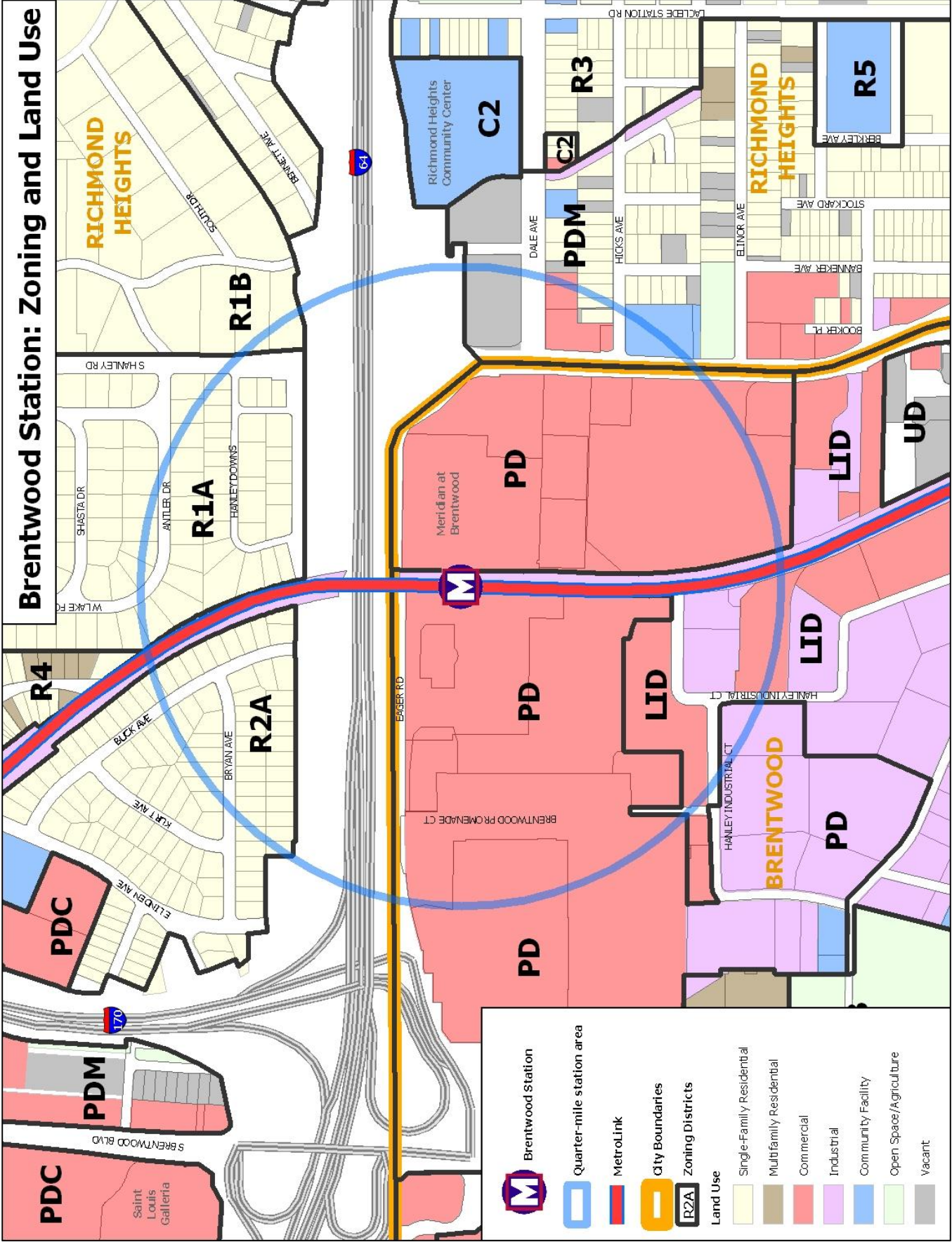


Table 5: Brentwood - I-64 Station: Existing Zoning

District Type	City of Brentwood		City of Richmond Heights		
	PD	LID	R1A	R2A	PDM
Uses Permitted	Planned Development Overlay A wide range of residential, retail, offices, and services (all uses permitted in MR, RSC, and GC Districts)	Industrial and manufacturing; warehouses; wholesale; research labs; offices; accessory retail (max. 30% floor area); utilities; schools; recreational uses	Single-Family Residential Single-family detached homes; fire and police stations; parks	Single-Family Residential Same as R1A	Planned Mixed-Use District As per site plan, generally allows all housing types and a wide range of commercial uses (as per R5 and C-2 Districts)
By Special Permit	Buildings over 6 stories / 75'; commercial parking lots and garages; restaurants; gas stations; nursing homes; day care; drive-thrus; bars; warehousing; wholesale; car washes; auto repair; dry cleaning	Car washes; auto repair; day care; banks; restaurants; pet boarding	Churches; cemeteries; utility substations; libraries; schools	Same as R1A	As per site plan
Minimum Lot Area	1 acre	1 acre	15,000 sq.ft.	7,500 sq.ft.	As per site plan
Minimum Lot Width	150'	150'	N/A	N/A	As per site plan
Maximum F.A.R.	Ranges from 0.5 - 2.5, depending on uses and each use's portion of project floor area				
Maximum Building Height	1-2 acres = 4 stories / 52'; 2+ acres = 6 stories / 75'	3 stories / 35'	3 stories / 40'	2.5 stories / 35'	As per site plan
Minimum Front Yard	25'; if front-yard parking provided, then 50'	25'; if front-yard parking provided, then 50'	40' or contextual line-up	35' or contextual line-up	As per site plan
Minimum Side Yard	As per Planning Commission; minimum 10', 50' if adjacent to residential district	None required; 12' if provided or if adjacent to different zoning district	12' each	8' each	As per site plan
Minimum Rear Yard	As per Planning Commission; minimum 10', 50' if adjacent to residential district	25'	Larger of 35' or 20% of lot depth	Larger of 30' or 20% of lot depth	As per site plan
Maximum Lot Cover	Ranges from 50% - 80%, depending on combination of uses	80%			
Parking	Residential = 2 per DU; general retail = 5 per 1,000 sq.ft.; grocery stores = 6 per 1,000 sq.ft.; restaurants = 18 per 1,000 sq.ft.; general office = 3.5 per 1,000 sq.ft.	Warehouses = 2 per 3 employees; general retail = 5 per 1,000 sq.ft.; general office = 3.5 per 1,000 sq.ft.	Residential = 2 per dwelling	Residential = 2 per dwelling	Residential = 2 per dwelling; general retail = 1 per 200 sq.ft.; general offices = 1 per 250 sq.ft.
Miscellaneous	All developments in LID and PD Districts require site plan approval. Parking requirements in PD Districts can be lowered by Planning Commission and Board of Aldermen.	Shared parking lots and garages require approved landscaping and screening treatments. Sites targeted for designation as a PD District must be at least 2.5 acres.			

*DU = Dwelling Unit. Generally one single-family home or apartment unit.