



Clayton Station

This station profile describes existing conditions around the Clayton 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 Clayton Station serves St. Louis County’s central business district and the St. Louis region’s second-largest employment center. Clayton’s downtown core offers limited residential options in high-rise towers along South Brentwood Boulevard, but most of the core is developed with mid- and high-rise commercial office buildings and ground-floor retail. Downtown Clayton also hosts the St. Louis County Government Center, including the County Government Building, County Police Headquarters, the County Justice Center, and St. Louis County Circuit Court. The portion of the station area south of Forest Park Parkway is occupied by a residential neighborhood of single-family homes, with a small number of two-story apartment buildings near Hanley Road and Brentwood Boulevard. Forest Park Parkway and Brentwood Boulevard are major vehicular and MetroBus corridors through the station area.

The quarter-mile station area covers 218 lots on approximately 24 blocks, with a total assessed value of \$151,618,800.

Regional Accessibility by Transit

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

- **#01 Gold MetroBus**
 - Washington University’s Danforth Campus
 - Mallinckrodt Center Loop
 - Skinker and Forest Park Parkway MetroLink Stations
 - Valley Industries
 - Lambert International Airport
 - Lambert Busport
 - Woodson Road
 - Overland Plaza
 - University City
- **#47 North Hanley MetroBus**
 - Jamestown Mall
 - Highway 67 to Flower Valley Shopping Center
 - Vatterott College
 - North Hanley MetroLink Station
 - Hanley Road south to University City
- **#58 Clayton-Ballas MetroBus**
 - Clayton Road west to Ballas MetroBus Center
- **#66 Clayton-Airport MetroBus**
 - Village Square Shopping Center
- **#97 Delmar MetroBus**
 - University City
 - Delmar MetroLink Station
 - Civic Center MetroBus Center and MetroLink Station
- **#158 Ballas-West County MetroBus**
 - Brentwood MetroLink Station
 - Ballas MetroBus Center
 - St. John’s and St. Luke’s Hospitals
 - Creve Coeur
 - Delmar Gardens Chesterfield

- **#258 Clayton-Chesterfield MetroBus**
 - Interstate 64 to Ballas MetroBus Center
 - Delmar Gardens Chesterfield
 - Chesterfield Mall
 - Chesterfield Commons
- Spirit of St. Louis Airport
- **MetroLink (BLUE LINE)**
 - Central West End (10 minutes)
 - Downtown (20 minutes)

As can be seen in Table 1 below, average boardings for the Clayton Station are 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
CLAYTON METROLINK STATION	22,200	880	380

*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, middle- to high-income residents, with 55% of the population between the ages of 25 and 64. Over one-half of residents have a college degree, and a full quarter hold a graduate degree; one-third hold a high school diploma. Less than 10% of households within a half-mile of the Clayton Station live on less than \$25,000 a year, and nearly half make more than \$100,000. Less than 4% of individuals live below the federal poverty line.

Table 2: Demographics

Population		Population		Income		
Acres	587.3	Age		Persons in poverty	3.6%	
Population	4,621	0-17	14.4%	Household income		
Density (persons/acre)	7.9	18-24	12.4%		\$0-9,999	4.6%
Sex		25-34	16.0%		\$10,000-14,999	1.5%
		35-64	38.5%		\$15,000-24,999	3.5%
Male	60.3%	65+	18.6%		\$25,000-49,999	24.0%
Female	39.7%			\$50,000-74,999	11.6%	
Source: 2005-2009 American Community Survey, US Census Bureau *Education statistics apply to persons age 25 or older.		Education*		\$75,000-99,999	7.0%	
		No diploma	9.9%	\$100,000+	47.7%	
		High school	33.3%	Household size		
		College degree	32.1%		1	43.7%
		Graduate degree	24.7%		2	39.4%
		3	4.7%			
		4	8.4%			
		5+	3.8%			

As shown in Table 3 below, the half-mile station area has an average density of 3.7 housing units per acre. Three-quarters of the housing stock was built between the 1940s and 1990s; only 20% of the residential units were built before World War II. Two-thirds of the occupied housing stock is owner-occupied and the other third are rental units;

the overall vacancy rate is 25%. Housing in the area is at the upper end of the market, with nearly one-half of the owner-occupied units being valued over \$500,000, and 71% of rental units priced above \$750 per month. Despite the presence of a MetroLink Station and proximity to a major employment center, three-quarters of residents reported using their own vehicle to commute to work, while 7.2% used transit, 3.7% carpoled, and 2.1% walked to work.

Table 3: Housing and Transportation

Housing			Housing			Transportation	
Housing Units			Owner-occupied housing values			Vehicle Availability	
Total units	2,169		< \$100,000	11	1.0%	Zero-vehicle households	1.6%
Density (DUs/acre)	3.7		\$100,000-199,999	171	15.3%	Owner-occupied	1.6%
Occupied	1,678	77.4%	\$200,000-299,999	186	16.6%	Renter-occupied	1.6%
Owner-occupied	1,118	66.6%	\$300,000-499,999	224	20.0%	Workers*	1,684
Renter-occupied	560	33.4%	\$500,000+	526	47.0%		
Vacant	491	22.6%				Means of commute*	
Housing Age			Rental prices			Drives alone (SOV)	
Pre-1940s	437	20.1%	No cash rent	22	3.9%	Carpool	3.7%
1940s-1990s	1,642	75.7%	\$0-100	0	0%	Transit	7.2%
2000s	90	4.1%	\$100-499	16	3.0%	Motorcycle	0.0%
			\$500-749	139	25.8%	Walk	2.1%
			\$750-999	224	41.6%	Other	3.6%
			\$1000-1499	63	11.7%	Work at Home	8.2%
			\$1500+	96	17.8%		

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 Clayton MetroLink Station there are 2,500 firms and agencies employing over 31,000 people. The vast majority of these jobs fall into the professional, scientific, and technical services, as well as finance and insurance. Other sectors providing a considerable number of jobs include real estate, rental, and leasing; public administration; administrative and support; health care and social assistance; and accommodation and food services.

Table 4: Employment, Half-Mile Radius

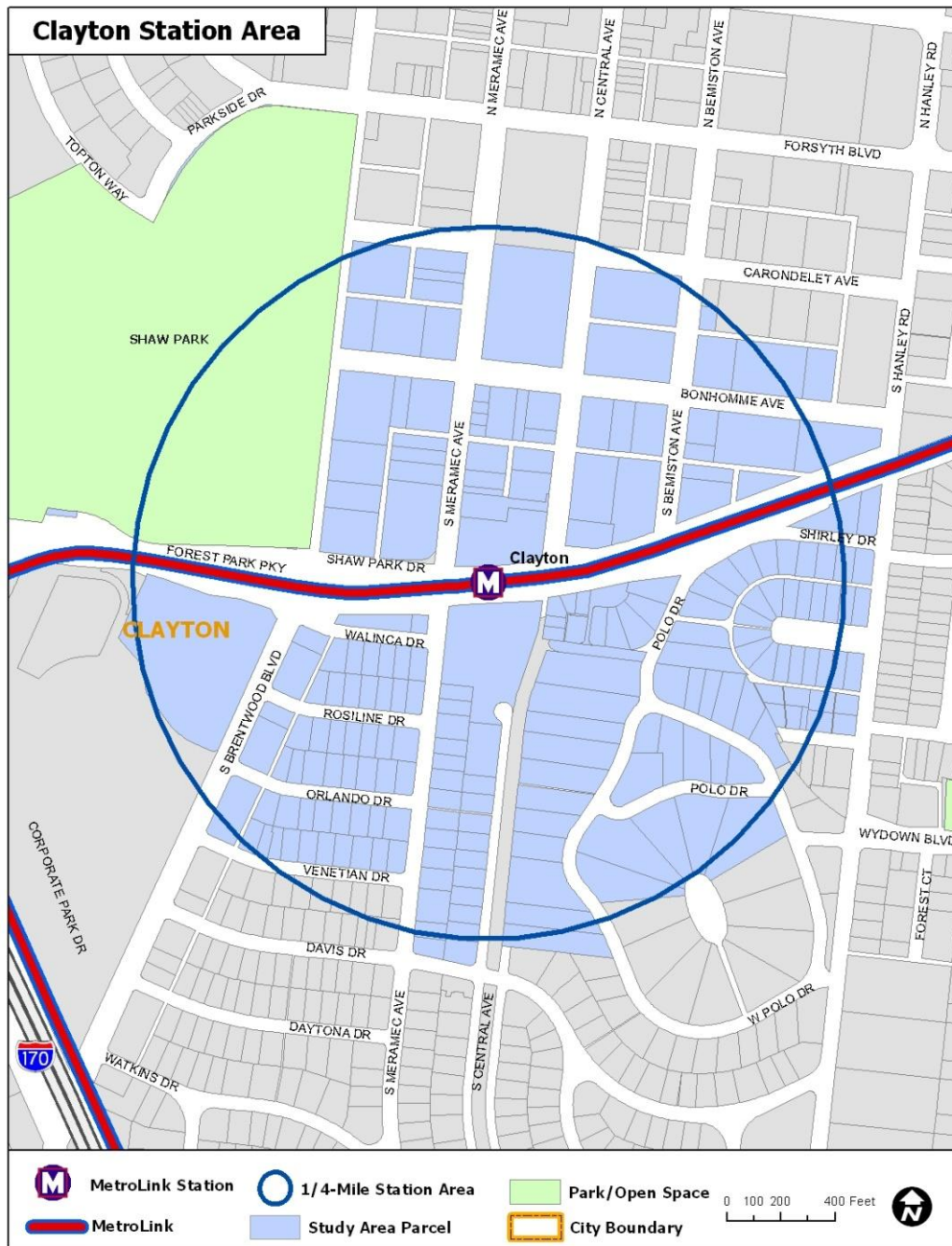
NAICS	Industry	Firms	Jobs	NAICS	Industry	Firms	Jobs
23	Construction	95	513	55	Management of Companies and Enterprises	5	77
31-32-33	Manufacturing	30	739	56	Administrative & Support, Waste Management & Remediation Services	88	1,361
42	Wholesale Trade	36	921	61	Educational Services	28	499
44-45	Retail Trade	77	496	62	Health Care & Social Assistance	179	1,386
48	Transportation & Warehousing	12	89	71	Arts, Entertainment, and Recreation	21	218
51	Information	24	124	72	Accommodation and Food Services	68	1,720
52	Finance & Insurance	279	6,406	81	Other Services	109	620
53	Real Estate, and Rental & Leasing	114	4,643	92	Public Administration	97	4,573
54	Professional, Scientific, Technical Services	1,187	6,786	99	Unclassified	51	161
Total:						2,500	31,332

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

Neighborhood Context: Summary

The Clayton MetroLink station is located on an elevated median between the eastbound and westbound lanes of Forest Park Parkway. North of the MetroLink rail line is the Clayton central business district, containing a mix of four-to six-story mid-rise office buildings; 10-15 story high-rise office buildings; the St. Louis County Government Center; and smaller mixed-use buildings with ground-floor retail. There are also a small number of 15-20 story high-rise apartment towers along South Brentwood Boulevard across from Shaw Park. South of Forest Park Parkway lies a residential neighborhood consisting mostly of two-story, single-family homes, though there are also a small number of two-story apartment buildings near Hanley Road and Brentwood Boulevard, and commercial uses near the intersection of Brentwood Boulevard and Forest Park Parkway.

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.

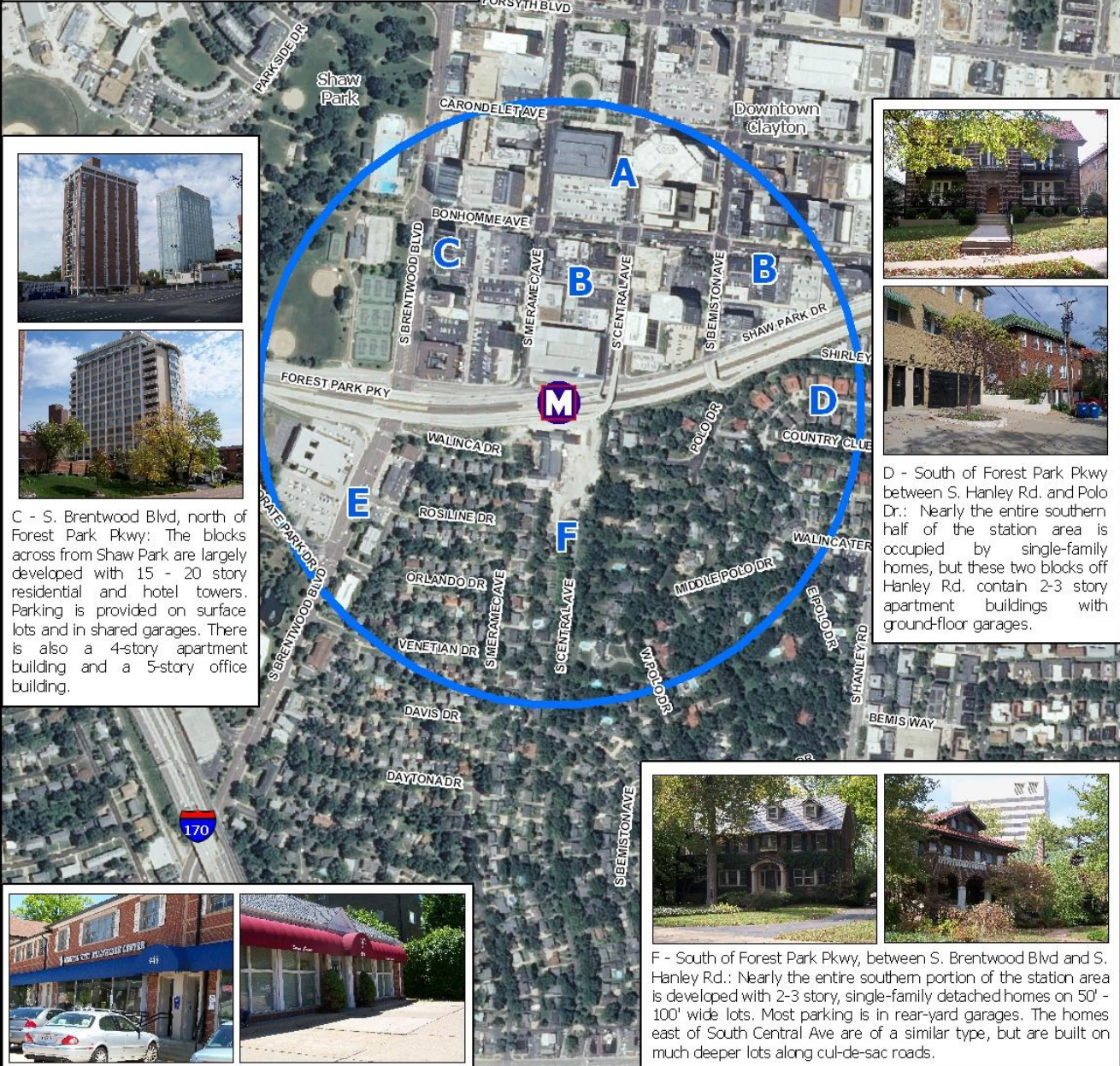




A - Between South Meramec, Carondelet, South Bemiston, and Bonhomme Avenues: These two blocks are completely occupied by government offices, including the 10-story St. Louis County Headquarters; 6-story St. Louis County Circuit Court; and the 8-story Justice Center. Parking is located in subsurface garages and surface lots.



B - North of Forest Park Pkwy, east of S. Brentwood Blvd: Most of the station area within Downtown Clayton is developed with a variety of buildings, including 2-story retail strips; 4-6 story mid-rise office buildings; and 10-15 story office towers. Most buildings contain ground-floor retail. Parking is provided in ground-level or subsurface garages.



C - S. Brentwood Blvd, north of Forest Park Pkwy: The blocks across from Shaw Park are largely developed with 15 - 20 story residential and hotel towers. Parking is provided on surface lots and in shared garages. There is also a 4-story apartment building and a 5-story office building.



D - South of Forest Park Pkwy between S. Hanley Rd. and Polo Dr.: Nearly the entire southern half of the station area is occupied by single-family homes, but these two blocks off Hanley Rd. contain 2-3 story apartment buildings with ground-floor garages.



F - South of Forest Park Pkwy, between S. Brentwood Blvd and S. Hanley Rd.: Nearly the entire southern portion of the station area is developed with 2-3 story, single-family detached homes on 50' - 100' wide lots. Most parking is in rear-yard garages. The homes east of South Central Ave are of a similar type, but are built on much deeper lots along cul-de-sac roads.



E - S. Brentwood Blvd, south of Forest Park Pkwy: This section of Brentwood Blvd. is mostly occupied by 1-3 story commercial uses and office buildings. The west side of the street is developed with a large business park containing 3-5 story office buildings and surface parking lots.

Clayton Station: Neighborhood Context

Zoning, Land Use Policies, and Community Plans

The map and table on the following pages illustrate and explain current zoning regulations in the City of Clayton. Parcels within the quarter-mile station area are covered by one of the following zoning districts:

- R-2: Single-Family Residential
- R-4: Low-Density Multi-Family Residential
- R-5: Medium-Density Multi-Family Residential
- R-7: High-Density Multi-Family Residential
- C-1: Neighborhood Commercial
- HDC: High-Density Commercial
- SDD: Special Development District
- PUD: Planned Unit Development District
- TOD Overlay: Central Station

Potential Development Opportunities and Issues

Availability of land: Clayton's downtown core is already substantially developed. There are no vacant lots within the quarter-mile station offering considerable development opportunity. However, there are many older, low-rise office buildings that may offer redevelopment opportunities under the right market conditions.

Zoning: Zoning north of Forest Park Parkway is already supportive of higher-density commercial development within the commercial core, and the City's Planned Unit Development Districts (PUDs) and Special Development Districts (SDDs) may be used to allow residential and mixed-use development within the core. A TOD Overlay District covers all the lots between Forest Park Parkway and Bonhomme Avenue, east of Brentwood Boulevard. The TOD Overlay specifically seeks to encourage new transit-oriented development by allowing a wide range of uses; removing height restrictions; and connecting parking requirements to a parking study. However, current zoning regulations may limit potential transit-oriented development in the southern portion of the station area:

- The **R-2 District** south of Forest Park Parkway **only allows single-family detached homes** and a limited set of community facilities.
 - Buildings heights are limited to two stories or 30'.
 - Minimum lot size is 7,500 sq. ft., and minimum lot width 60'.
 - Requires 25% of the lot to be a front yard, with a minimum depth of 30'.
 - Requires two parking spaces for every home; however, parking is not allowed in front yards.
 - All residential developments and commercial developments over 10,000 sq. ft. require formal site plan review and approval.
- The other zoning districts south of Forest Park Parkway (**R-4, R-5, and C-1**) **allow commercial uses and low-density apartments, but higher-density residential developments are not allowed, and mixed uses are only allowed by special permit.**
 - Residential buildings are limited to a height of three stories or 45', and commercial buildings to a height of three stories or 35'
 - The R-4 and R-5 Districts require lot area of 1,500–1,750 sq. ft. per dwelling unit and lot widths of 50'.
 - The R-4 and R-5 Districts require front yards measuring 20% of the lot area, or a minimum of 30'.
 - The residential districts require two parking spaces per dwelling unit, and the C-1 District requires one parking space for every 300 sq. ft. of commercial use.

These regulations may limit transit-supportive densities and a compact, walkable form of suburban TOD south of Forest Park Parkway.

Access/mobility: Pedestrian access from the southern portion of the station area to Downtown Clayton and the MetroLink Station is blocked off by a long wall along Forest Park Parkway. There is a pedestrian overpass to the MetroLink Station near West Polo Drive, but its location is isolated and lacks way-finding signage.

Clayton Station: Zoning and Land Use

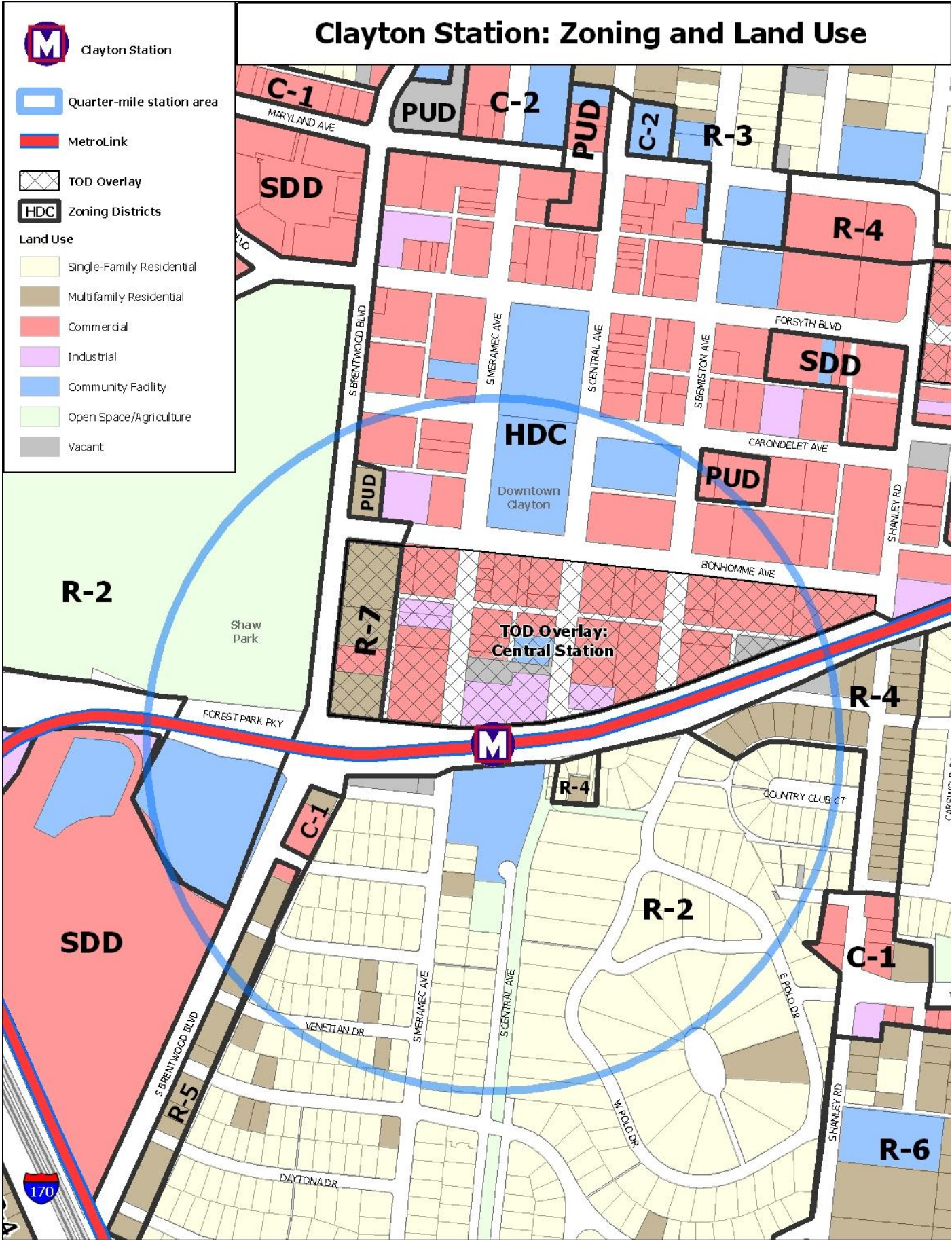


Table 5: Clayton Station: Existing Zoning Regulations

	R-2	R-4	R-5	R-7	C-1	HDC	SDD	PUD	TOD Overlay: Central Station
District Type	Single-Family Residential	Low-Density Multifamily Residential	Medium-Density Multifamily Residential	High-Density Multifamily Residential	Neighborhood Commercial	High-Density Commercial	Special Development District	Planned Unit Development District	Transit-Oriented Development Overlay
Uses Permitted	1-family homes; group homes for disabled; churches	All residential types; groups homes for disabled; churches	Same as R-4	Same as R-4	Local retail and services; offices; churches; parking lots/garages	Wide range of retail, offices, and services; public parking; churches	Flexible requirements in return for mixed uses and public benefits	Flexible requirements in return for mixed uses and public benefits	As per underlying district: "HDC." All developments must apply for approval as a SDD or PUD.
By Special Permit	Day care; colleges; schools; community facilities; public buildings	Attached apartment buildings; colleges; community facilities; schools; day care; certain offices; public parking	Same as R-4	Same as R-4	Grocery stores; restaurants; day care; public buildings; Mixed-use only as PUD	Mixed use; grocery stores; auto sales; gas stations and car washes; day care; hotels; restaurants; schools; public buildings	N/A	N/A	As per HDC. Gas stations and car washes prohibited; public parking lots and garages without ground-floor retail by special permit
Minimum Lot Area	7,500 sq.ft.	5,000 sq.ft.; apartments = 1,750 sq.ft. per DU	5,000 sq.ft.; apartments = 1,500 sq.ft. per DU	5,000 sq.ft.; apartments = 750 sq.ft. per DU	N/A	750 sq.ft. per DU	3 acres	Residential = 30,000 sq.ft.; commercial = 50,000 sq.ft.	N/A
Minimum Lot Width	60'	50'	50'	50'	N/A	N/A	N/A	N/A	N/A
Maximum FAR	N/A	N/A	N/A	4.0	N/A	3.0	N/A	N/A	None, except as per R-7 along Brentwood Blvd.
Maximum Building Height	2 stories / 30'	3 stories / 45'	3 stories / 45'	None	3 stories / 35'	None	As per approved plan	As per approved plan	None
Minimum Front Yard	25% of lot depth; 30' min	20% of lot depth; 30' min	20% of lot depth; 30' min	25% of lot depth; 30' min	Contextual line-up based on average yard depth	10'	As per approved plan	As per approved plan	As per underlying district; however, front yard setback minimum 10'.
Minimum Side Yard	10% of lot width; each 5' min	10% of lot width; 5' min	10% of lot width; 8' min	10% of lot width; 12' min	5' adjacent to R-districts	None	As per approved plan	As per approved plan	As per underlying district
Minimum Rear Yard	25% of lot depth; min 30'	20% of lot depth; 30' min	20% of lot depth; 30' min	25% of lot depth; 30' min	25'	None	As per approved plan	As per approved plan	As per underlying district
Maximum Lot Cover	N/A	55%	55%	60% for buildings > 3 stories	N/A	N/A	As per approved plan	As per approved plan	As per underlying district
Parking	Residential = 2 per home	Residential = 2 per DU	Residential = 2 per DU	Residential = 2 per DU	General commercial = 1 per 300 sq.ft.	General commercial = 1 per 300 sq.ft.; residential = 2 per DU.	As per approved plan; often requires below-grade parking	As per approved plan; often requires below-grade parking	As determined by Planning Commission based on professional parking study.
Miscellaneous	Front-yard parking allowed only by special permit. Site plan review is required for all residential developments as well as commercial developments over 10,000 sq.ft. In R-5, buildings may exceed maximum building heights by providing deeper yards. Maximum FAR in R-7 Districts can be increased over 4.0 via inclusion of dedicated open space. Developments in TOD Overlay require site plan review that measures linkage to transit stations and adherence to LEED standards.								

*DU = dwelling unit