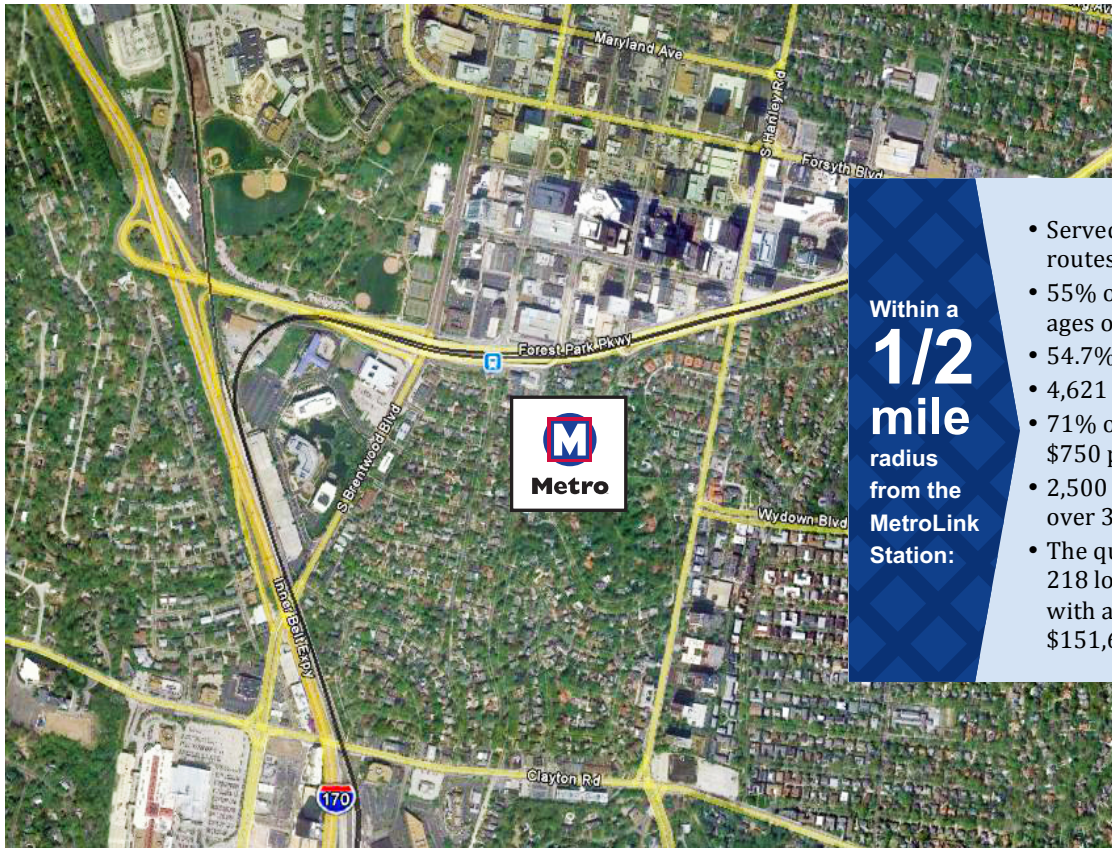




# Clayton Station

Work. Play. Everyday. Take Transit to go your way.



Within a **1/2 mile** radius from the MetroLink Station:

- Served by 7 connecting MetroBus routes
- 55% of the population between the ages of 25 and 64
- 54.7% household income \$75,000+
- 4,621 population
- 71% of rental units priced above \$750 per month
- 2,500 firms and agencies employing over 31,000 people
- The quarter-mile station area covers 218 lots on approximately 24 blocks, with a total assessed value of \$151,618,800.



**880**

Daily MetroLink boardings



Parking spaces at the station

**0**

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. However, there are many older, low-rise office buildings that may offer redevelopment opportunities under the right market conditions.

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.

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.



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