



## Delmar Loop Station

This station profile describes existing conditions around the Delmar 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 Delmar Station serves one of the region’s most iconic and vibrant neighborhoods, the Delmar Loop mixed-use and entertainment district. The Delmar Loop west of Skinker Boulevard has been a revitalized “lifestyle” district and a regional attraction for over two decades, and was designated one of America’s “Great Streets” by the American Planning Association. Over the past ten years, that activity has spread to Delmar east of Skinker, in the City of St. Louis, and the East Loop District now contains a seven-story hotel, a large concert venue, and several blocks of two-story office/retail buildings. The area south of Delmar Boulevard is part of the historic Skinker-DeBaliviere neighborhood, and contains a mix of two- and three-story apartment buildings and single-family homes. The area north of Delmar and east of the MetroLink rail line is another residential neighborhood with a similar development pattern, though those homes tend to be on wider lots and show more signs of disrepair than those south of Delmar. The remainder of the station area, north of Delmar and west of the MetroLink rail line, is occupied by large industrial uses and Washington University’s North Campus, as well as several large surface parking lots.

*The quarter-mile station area covers 491 lots on 16 blocks, with a total assessed value of \$17,387,910. Metro owns and operates a 3.5-acre Park-Ride Lot near the MetroLink Station, containing 362 spaces.*

### Regional Accessibility by Transit

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

- **#02 Red Line MetroBus**
  - Rock Road MetroLink Station
  - Pagedale
  - Skinker MetroLink Station
  - Forest Park
  - Richmond Heights MetroLink Station
  - Galleria
  - Brentwood Promenade
  - Brentwood MetroLink Station
  - Maplewood Commons
  - Big Bend Boulevard
  - Kirkwood Commons
  - Meramec Community College
- **Green Line Shuttle MetroBus**
  - University City
  - Big Bend MetroLink Station
  - Washington University’s Danforth Campus
- **#16 City Limits MetroBus**
  - Riverview & Hall MetroBus Center
  - Jennings
  - Wellston
  - Skinker MetroLink Station
  - Clayton
  - Richmond Heights
  - Maplewood
  - Shrewsbury MetroLink Station

- **#91 Olive MetroBus**
  - University City
  - Olivette
  - Jewish Community Center
  - Four Seasons Shopping Center
  - Delmar Gardens Chesterfield
  - Chesterfield Mall
- **#97 Delmar MetroBus**
  - Clayton MetroBus Center
- University City
- Civic Center MetroBus Center and MetroLink Station
- **MetroLink (RED LINE)**
  - Scott Air Force Base (55 minutes)
  - Downtown (15 minutes)
  - Central West End (5 minutes)
  - Lambert International Airport (20 minutes)

As can be seen in Table 1 below, average boardings at the Delmar MetroLink Station is higher than the average station, both in Missouri and system-wide.

*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>DELMAR LOOP METROLINK STATION</b>	<b>51,900</b>	<b>1,940</b>	<b>1,160</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 almost a quarter under 17. There are also a considerable number of college-age young adults living in the area. One-third of residents possess a high school diploma, and half have a college or graduate degree. Sixty-one percent of the households within a half-mile of the station make less than \$50,000 per year, and nearly a third of individual residents live below the federal poverty line.

*Table 2: Demographics*

Population		Population		Income		
Acres	749.8	Age		Persons in poverty	28.9%	
Population	8,967	0-17	20.8%	Household income		
Density (persons/acre)	12.0	18-24	10.1%		\$0-9,999	18.7%
Sex		25-34	23.6%		\$10,000-14,999	11.0%
		35-64	34.6%		\$15,000-24,999	13.2%
Male	46.2%	65+	10.9%		\$25,000-49,999	18.0%
Female	53.8%	Education*		\$50,000-74,999	13.1%	
		No diploma	7.9%	\$75,000-99,999	7.7%	
		High school	37.0%	\$100,000+	18.3%	
		College degree	23.2%	Household size		
		Graduate degree	31.9%		1	40.6%
					2	36.5%
					3	10.3%
					4	11.1%
				5+	1.5%	

*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 6.9 housing units per acre, which is comparatively high for the St. Louis region. Seventy-one percent of the housing stock was built before World War II, and another quarter was built between the 1940s and 1990s. Most of the occupied housing stock (61%) is rental units, with an overall vacancy rate of almost 20%. Thirty-eight percent of the owner-occupied units are valued less than \$200,000, and 80% of rental units are priced below \$750 per month. It is a fairly transit-supportive neighborhood, where one-quarter of households don't own a car, 9.4% use transit for their daily commute, 9.3% carpool, and 11% walk to work.

Table 3: Housing and Transportation

Housing		Housing			Transportation	
Housing Units		Owner-occupied housing values			Vehicle Availability	
Total units	5,170	< \$100,000	173	10.7%	Zero-vehicle households	23.7%
Density (DUs/acre)	6.9	\$100,000-199,999	449	27.7%	Owner-occupied	7.2%
Occupied	4,156 80.4%	\$200,000-299,999	350	21.6%	Renter-occupied	34.3%
Owner-occupied	1,623 39.1%	\$300,000-499,999	512	31.5%	Workers*	4,203
Renter-occupied	2,533 60.9%	\$500,000+	139	8.6%		
Vacant	1,014 19.6%	Rental prices			Means of commute*	
Housing Age		No cash rent	53	2.1%	Drives alone (SOV)	61.5%
Pre-1940s	3,672 71.0%	\$0-100	57	2.3%	Carpool	9.3%
1940s-1990s	1,319 25.5%	\$100-499	962	38.8%	Transit	9.4%
2000s	179 3.5%	\$500-749	1,042	42.0%	Motorcycle	0%
		\$750-999	311	12.5%	Walk	11.1%
		\$1000-1499	93	3.8%	Other	3.5%
		\$1500+	15	0.6%	Work at Home	5.3%

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 Delmar MetroLink Station there are 213 firms and agencies employing over 2,000 people. The vast majority of these jobs fall into the retail trade sector. Other sectors providing a considerable number of jobs include accommodation and food services, manufacturing, and educational services.

Table 4: Employment, Half-Mile Radius

NAICS	Industry	Firms	Jobs	NAICS	Industry	Firms	Jobs
23	Construction	8	65	56	Administrative & Support, Waste Management & Remediation Services	8	106
31-32-33	Manufacturing	10	263	61	Educational Services	9	150
42	Wholesale Trade	7	52	62	Health Care & Social Assistance	11	50
44-45	Retail Trade	36	435	71	Arts, Entertainment, and Recreation	4	40
48-49	Transportation & Warehousing	2	14	72	Accommodation and Food Services	29	330
51	Information	7	92	81	Other Services	39	293
52	Finance & Insurance	5	5	92	Public Administration	1	5
53	Real Estate, and Rental & Leasing	11	37	99	Unclassified	6	49
54	Professional, Scientific, Technical Services	20	95		<b>Total:</b>	<b>213</b>	<b>2,081</b>

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

## Neighborhood Context: Summary

The Delmar MetroLink Station directly serves the East Loop district, sitting at the intersection of Delmar and Des Peres Avenue. The East Loop District is part of the Delmar Loop regional mixed-used entertainment district, and this section of Delmar Boulevard contains a seven-story hotel, a large concert venue, and several blocks of two-story office/retail buildings. The area south of Delmar Boulevard is part of the historic Skinker-DeBaliviere neighborhood, and contains a mix of two- and three-story apartment buildings and single-family homes on 30'-40' lots. The area north of Delmar and east of the MetroLink rail line is another residential neighborhood of two- and three-story apartments and single-family homes, though these homes tend to be on wider lots and are somewhat less well-maintained than those south of Delmar. The remainder of the station area, north of Delmar and west of the MetroLink rail line, is occupied by large industrial uses and Washington University's North Campus, as well as several large surface parking lots. The quarter-mile station area is entirely within the City of St. Louis.

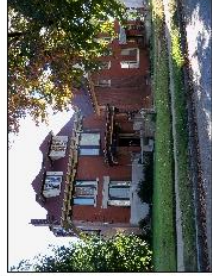
The map on this page illustrates the general station location and quarter-mile station area. The map on the following page provides a more detailed description of existing land uses and prevailing development patterns within that quarter-mile area.



# Delmar Station: Neighborhood Context



A - North of Enright Ave., west of MetroLink rail line: These large lots are occupied by Washington University's North Campus, light industrial uses, and surface parking lots. These are all 1-2 story buildings with large footprints.



B - North of Delmar Blvd., east of MetroLink rail line: This residential neighborhood primarily consists of 2-3 story single-family homes on 40'-80' lots. Parking is provided in alley-loaded garages. There is also a limited number of 2-3 story apartment buildings on these blocks.



C - Delmar Blvd. between Skinker and Des Peres Aves.: This block extends the Delmar Loop eastward. Most lots contain 2-3 story buildings with ground-floor retail and offices above. The block also holds a 7-story hotel and a large concert venue. Most parking is in rear surface lots.



D - Delmar Blvd. east of Des Peres Ave.: East of Des Peres Avenue, buildings along Delmar scale down to 1-story commercial structures and large surface parking lots.

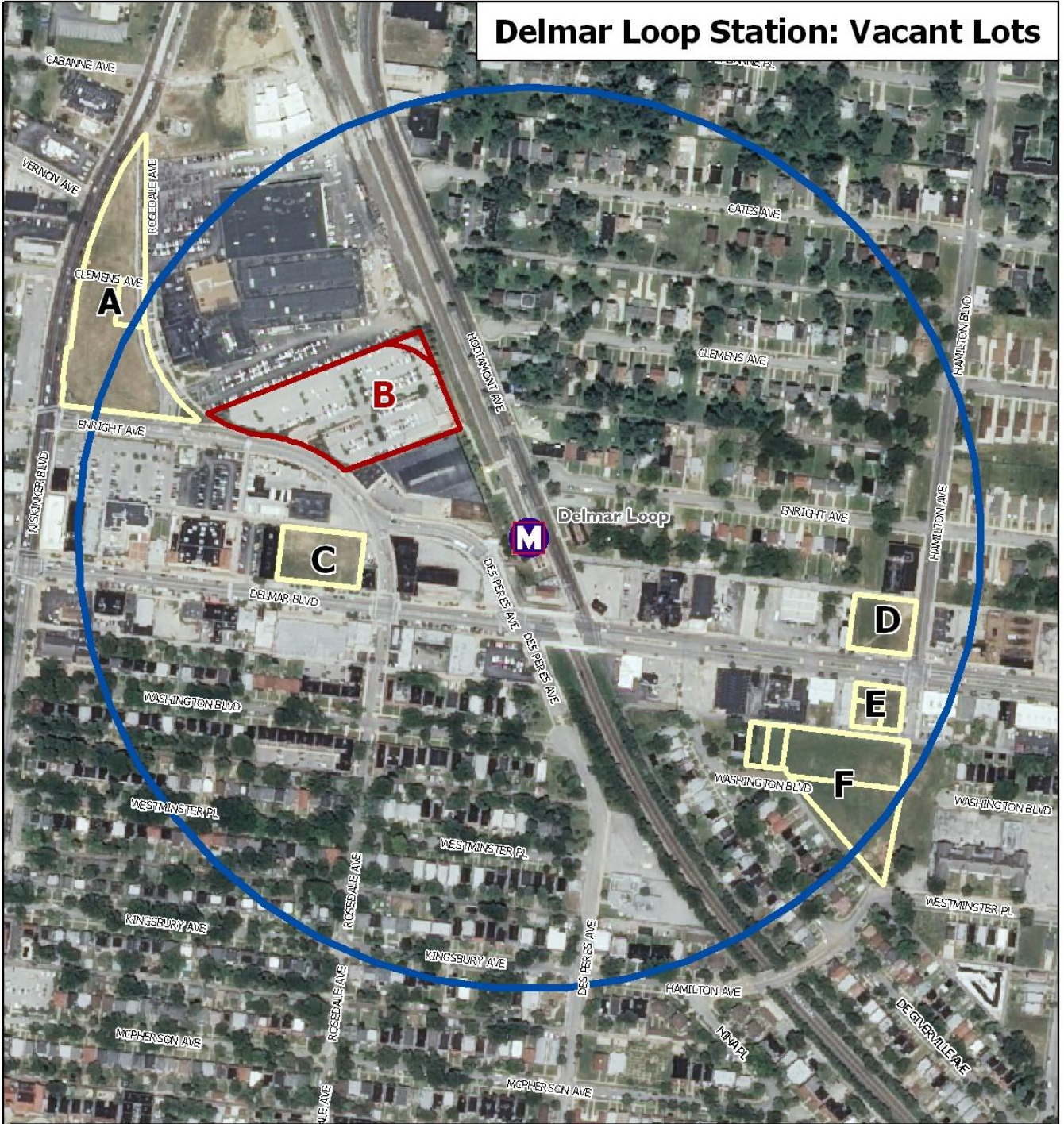


E - South of Delmar Blvd., around Rosedale and Des Peres Aves.: This residential neighborhood has a mixed development pattern, including apartment buildings, single-family homes, and two-family homes. Buildings range from 2-3 stories. Parking is in alley-loaded garages and parking pads.



F - South of Delmar Blvd.: With the exception of the blocks described in section "E", most lots south of Delmar are developed with 2-3 story single-family homes on narrower, 30'-40' lots. Most parking is in alley-loaded private garages.

# Delmar Loop Station: Vacant Lots



Area	Area Description	Ownership	Zoning	# Lots	Acres	Assessed Value
A	Northeast corner of Enright Ave. & Skinker Blvd.	Washinton University	J: Industrial	3	3.4	\$26,900
B	MetroLink Park-Ri de Lot	Metro	J: Industrial	2	3.5	\$145,300
C	6105-23 Delmar Blvd.	Loop Center North LLC	F: Neighborhood Commercial	1	0.9	\$95,400
D	5901-03 Delmar Blvd.	7171 Delmar LLC	G: Loop Commercial	1	0.7	\$66,500
E	5900-14 Delmar Blvd.	Skinker DeBaliviere Comm Housing	F: Neighborhood Commercial	2	0.4	\$62,900
F	Hamilton Ave. & Westminster Pl.	City of St. Louis	D: Multiple-Family Residential A: Single-Family Residential	4	2.6	\$64,860

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

0 50 100 200 Feet

## Zoning, Land Use Policies, and Community Plans

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The map and table on the following pages illustrate and explain current zoning regulations within a quarter-mile of the Delmar Station. The station area is entirely within the City of St. Louis, and all lots are covered by one of the following zoning districts:

- A: Single-Family Residential District
- B: Two-Family Residential District
- D: Multi-Family Residential District
- F: Neighborhood Commercial District
- G: Local Commercial and Office District
- J: Industrial District

*Historic Districts:* The southern portion of the quarter-mile station area, south of Delmar, is within the City of St. Louis' Skinker-DeBaliviere-Catlin Tract-Parkview Historic District. This district imposes special regulations on building heights, setbacks, design, and materials.

*Loop Trolley Transportation Development District:* The Loop Trolley Transportation Development District (TDD) is pursuing federal funds to build and operate a modern streetcar line connecting the Delmar Loop to the cultural institutions in Forest Park. If built, the trolley will operate along the entire length of Delmar Boulevard and DeBaliviere Avenue between Trinity Avenue and Forest Park, connecting a vibrant commercial district to one with great potential and perhaps catalyzing new development along the route. The Loop Trolley will also improve the neighborhood's standing as a transit hub by offering connections to two MetroLink stations, a local streetcar, and five bus routes.

## Potential Development Opportunities and Issues

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*Availability of land:* There is still a substantial amount of vacant or underutilized land within the quarter-mile station area that may offer opportunity for new development. Metro owns and operate a 3.5-acre Park-Ride Lot containing 362 parking spaces, and may have interest in joint development at this location. There are also five other large collections of vacant parcels or surface parking lots, totaling eight acres. One of those sites is part of Washington University's North Campus, and any development activity on that lot will depend on WUSTL's plans for the site.

*Zoning:* Existing zoning regulations within the quarter-mile station area generally match the existing development pattern which, for the most part, provides a good local example of a lower-density, transit-oriented community. Existing zoning regulations generally support a lower-density form of TOD that consists of an active commercial main street, two- to three-story apartments on or near that street, and single-family homes on relatively narrow lots in the remainder of the station area. However, there are other ongoing planning efforts focused on this area that indicate greater demand for housing and retail that may support medium-density multi-family housing and more mixed-use development opportunities. Existing zoning regulations may pose barriers to that type of new development:

- **Mixed-use development and medium- to high-density residential development are either not permitted or very limited:** The only zoning districts within the station area that permit multi-family residential and mixed-use developments are the D, F, and G Districts. The F and G Districts only apply to Delmar Boulevard, and only a few lots at the very southern edge of the station area are within the D District. Zoning districts in the remainder of the station area allow only single-family homes (A Districts), two-family homes (B District), and industrial or commercial uses (J District).
- **Lower-density building envelopes:** All of the residential and mixed-use zoning districts, including the F and G Districts along Delmar, establish a maximum building height of two to three stories. The J District north of

Delmar, where the industrial uses are located, allow buildings up to eight stories or 100', but currently do not allow residential development.

- However, the City offers a set of special permit provisions that may allow greater densities and mixed-use development. The City has three zoning overlay districts/special permits for greater development flexibility: **Community Unit Plans (CUPs), Special Use Districts (SUDs), and Planned Unit Development Districts (PUDs)**. The CUP and SUD overlays are intended for area-wide planning and large-scale developments; PUDs can allow smaller-scale development. These zoning overlays can provide greater flexibility in uses, housing types, and site planning in return for formal site plan review and determination of uses on-site.

*Historic District:* The southern portion of the station area is within the Skinker-DeBaliviere-Catlin Tract-Parkview Historic District. This district imposes special regulations on building heights, setbacks, design, and materials. New construction must be reviewed and approved by the Historic District Review Committee and the Landmarks and Urban Design Commission. In several cases the District imposes controls that might help foster TOD in an urban environment, such as restrictions on single-story commercial buildings, drive-thrus, gas stations, and parking in front of buildings. Both the current zoning and historic district regulations may pose a significant barrier to potential new development south of Delmar.



# Delmar Station: Zoning and Land Use

**M** Delmar Station

Quarter-mile station area

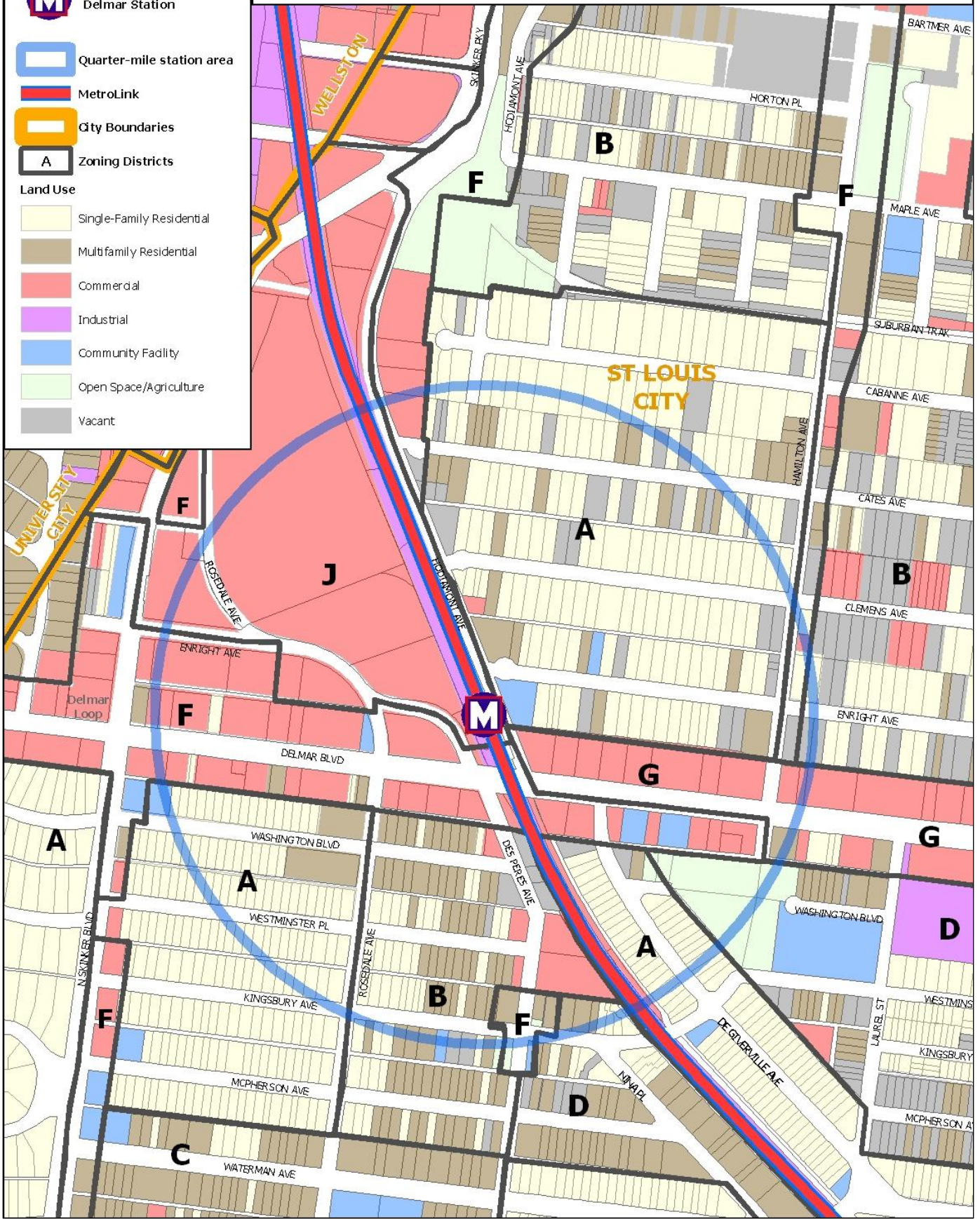
MetroLink

City Boundaries

**A** Zoning Districts

**Land Use**

- Single-Family Residential
- Multi family Residential
- Commercial
- Industrial
- Community Facility
- Open Space/Agriculture
- Vacant



**Table 5: Delmar Station: Existing Zoning Regulations**

	A	B	D	F	G	J
District Type	Single-Family Residential	Two-Family Residential	Multifamily Residential	Neighborhood Commercial District	Local Commercial and Office District	Industrial District
<b>Uses Permitted</b>	1-family homes; 2-family homes if 40% of street developed with 2-family homes or apartments; churches; parks and playgrounds; libraries	1-family homes; 2-family homes; semi-detached 2-family homes or apartments up to 4 DUs if 40% of street developed with semi-detached homes or apartments; churches; parks and playgrounds; libraries	All residential types; churches; parks and playgrounds; libraries	All residential types; churches; hotels; parks and playgrounds; libraries; range of locally-oriented retail and services; offices	Same as F, plus churches; bars; laundries; liquor stores; milk bottling plants; printing shops; restaurants; tinsmith; wholesale	All uses allowed, including gas stations; drive-thrus; used car sales; and auto repair. Residential uses are not permitted unless 40% of street frontage already occupied by dwellings
<b>By Special Permit</b>	B&Bs; cemeteries; farming and truck gardening; government buildings; greenhouses; parking lots/garages; public museums and galleries; schools; utility substations	B&Bs; cemeteries; farming and truck gardening; government buildings; hospitals; greenhouses; parking lots/garages; public museums and galleries; schools; utility substations	Same as B, plus day care; hotels; nursing homes; group homes; boarding houses; offices up to 3,500 sq.ft.; and a limited set of neighborhood retail and services, only allowed on first floor and in basements	Retail and services over 3,500 sq.ft.; bars; liquor stores; restaurants; parking lots; theaters; gas stations; drive-thrus	Same as F, plus permitted uses over 7,000 sq.ft.; drive-thrus	Outdoor pay telephones
<b>Minimum Lot Area</b>	4,000 sq.ft. per DU	1-family homes = 4,000 sq.ft.; 2-family homes = 2,500 sq.ft. per DU	1-family homes = 4,000 sq.ft.; 2-family homes & town houses = 850 sq.ft. per DU; apartments = 750 sq.ft. per DU	Residential = same lot area requirement as least restrictive adjacent residential district	Residential = same lot area requirement as least restrictive adjacent residential district	1-family homes = 4,000 sq.ft.; 2-family homes & town houses = 750 sq.ft. per DU; apartments = 250 sq.ft. per DU
<b>Maximum Building Height</b>	Residential = 2.5 stories / 35'; institutions = 85'	Residential = 2.5 stories / 35'; institutions = 85'	Residential = 3 stories / 45'; institutions = 85'	3 stories / 50'; institutions = 85'	3 stories / 50'; institutions = 85'	8 stories / 100'
<b>Maximum F.A.R.</b>	N/A	N/A	Commercial = 1.5	Non-residential and mixed-use = 1.5	N/A	N/A
<b>Minimum Front Yard</b>	Contextual line-up; otherwise, at least 25', no more than 50'	Contextual line-up; otherwise, at least 25', no more than 50'	Contextual line-up; otherwise, at least 10', no more than 25'	None required, but contextual line-up if 25% or more of street frontage is developed	Residential = contextual line-up; otherwise 10', no more than 25'. Other = none required, but contextual line-up if 25% or more of street is developed	Contextual line-up; otherwise, at least 10', no more than 25'
<b>Minimum Side Yard</b>	2 required; 10' total, min 4' each	2 required; 10' total, min 4' each. If primary entrance in side yard, min 8' each	Residential = 1 required, min 4'; other under 3 stories/35' = 2 required, 4' each	None required. Residential buildings as per adjacent residential district	None required, except 5' a butting a residential district. Mixed-use = 2 required, min 8' each	Generally 1 required, min 4'; 2 deeper yards required for buildings over 35'
<b>Minimum Rear Yard</b>	25'	25'	15', unless 12' side yard provided	None required. Residential buildings as per adjacent residential district	None required	15' - 20'
<b>Parking</b>		Residential = 1 per DU		Residential = 1 per DU; retail = 1 per 700 sq.ft. over 3,000 sq.ft.; restaurants = 1 per 200 sq.ft. over 1,000 sq.ft.	Residential = 1 per DU; retail = 1 per 700 sq.ft. over 3,000 sq.ft.; restaurants = 1 per 200 sq.ft. over 1,000 sq.ft.; hotels = 1 per 4 sleeping rooms; industrial and wholesale = 1 per 10 employees	
<b>Miscellaneous</b>	In residential districts, front-yard parking requires a special permit. In A and B Districts, residential building height can be increased to 3 stories / 45' with wider side yards. In D Districts, building heights may match the prevailing development pattern. In F and G Districts, building heights may be increased with provision of deeper side yards. There are three zoning overlay districts meant to provide greater flexibility and good planning for new developments. A Community Unit Plan (CUP) District allows a large-scale planned development for an area of at least 15 acres. Planned Unit Development (PUD) Districts are similar to CUPs, but at a smaller scale. Special Use Districts (SUDs) can be used to encourage particular development outcomes in specific areas, by allowing either more or less flexibility in permitted uses. All of these overlay districts require formal review and approval of the rezoning and a detailed site plan.					

\*DU = dwelling unit