



## Arch-Laclede’s Landing Station

This station profile describes existing conditions around the Arch-Laclede’s Landing 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 Arch-Laclede’s Landing Station directly serves two of the region’s most recognized landmarks, the Gateway Arch/Jefferson National Expansion Memorial, and the Laclede’s Landing Historic District. The entire southern portion of the station area is occupied by the Arch Grounds. North of Washington Avenue lies the historic Eads Bridge and Laclede’s Landing, a national Historic District containing several blocks of three- to six-story, 19<sup>th</sup> century warehouse and commercial buildings that have been converted for modern office use. Most of these buildings contain ground-floor retail space, largely tenanted by restaurants, bars, and other entertainment uses; currently, there are no residential units on the Landing. North of the Landing sits Lumiere Place, a large-scale development containing a two-story casino and retail building; a 22-story hotel; an eight-story hotel; a four-story parking garage; and numerous surface parking lots. The western portion of the station area includes a small part of the Downtown commercial core, mostly developed with a mix of modern and 19<sup>th</sup> century mid-rise and high-rise office buildings.

*The quarter-mile station area covers 129 lots on 20 blocks, with a total assessed value of \$135,941,230.*

### Regional Accessibility by Transit

The MetroBus System does not directly serve the Landing Station, but MetroLink offers direct connections and timely travel to a wide range of housing opportunities, shopping, jobs, and other high-demand destinations:

- **MetroLink (RED LINE)**
  - Scott Air Force Base (40 minutes)
  - Lambert International Airport (40 minutes)
- **MetroLink (RED AND BLUE LINE)**
  - Downtown St. Louis (3 minutes)
  - Central West End (25 minutes)

As can be seen in Table 1 below, although average boardings at Arch-Laclede’s Landing are slightly lower than average for stations in Missouri and system-wide, it is only about 4% less than the system-wide monthly and daily averages.

*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>ARCH-LACLEDE'S LANDING METROLINK STATION</b> | <b>34,900</b>           | <b>1,050</b>            | <b>1,370</b> |

*\*Metro Fiscal Year July 2010 - June 2011*

## Demographics, Housing, and Employment

Most of the land around the Downtown Station is occupied by large civic uses and office towers, but there are approximately 1,300 people living within a half-mile of the station. As shown in Table 2 below, the residential population appears to consist mostly of working-age professionals, with 47% of the population between the ages of 35 and 64. Half of residents possess high school diplomas, and a third of residents have a college or graduate degree. Nearly three-quarters of the households make less than \$50,000 per year, and a third of individual residents live below the Federal poverty line.

Table 2: Demographics

| Population             |       | Population      |                | Income             |                 |       |
|------------------------|-------|-----------------|----------------|--------------------|-----------------|-------|
| Acres                  | 529.7 | Age             |                | Persons in poverty | 32.0%           |       |
| Population             | 1,333 | 0-17            | 11.9%          | Household income   |                 |       |
| Density (persons/acre) | 2.5   | 18-24           | 5.7%           |                    | \$0-9,999       | 24.8% |
| Sex                    |       | 25-34           | 29.0%          | \$10,000-14,999    | 15.3%           |       |
|                        |       | 35-64           | 46.8%          | \$15,000-24,999    | 9.5%            |       |
| Male                   | 57.2% | 65+             | 6.6%           | \$25,000-49,999    | 22.7%           |       |
| Female                 | 42.8% | Education*      |                | \$50,000-74,999    | 9.0%            |       |
|                        |       |                 | No diploma     | 11.5%              | \$75,000-99,999 | 4.4%  |
|                        |       |                 | High school    | 55.2%              | \$100,000+      | 14.3% |
|                        |       |                 | College degree | 11.7%              | Household size  |       |
|                        |       | Graduate degree | 21.6%          | 1                  |                 | 73.0% |
|                        |       |                 |                | 2                  |                 | 19.2% |
|                        |       |                 |                | 3                  |                 | 3.4%  |
|                        |       |                 |                | 4                  |                 | 4.4%  |
|                        |       |                 |                | 5+                 | 0.0%            |       |

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 2.5 housing units per acre; this is to be expected for an area mostly developed with non-residential uses. Most (87%) of the housing stock was built between the 1940s and 1990s, with only 2.1% built since 2000. All of the occupied housing is rental units, and the vacancy rate is 30%. Forty-three percent of rental units are priced between \$500 and \$749 per month. In order to commute to work, 65% of residents use their own vehicle, 6.2% use transit, and 19% walk to work.

Table 3: Housing and Transportation

| Housing            |       |       | Housing                       |     |       | Transportation          |       |
|--------------------|-------|-------|-------------------------------|-----|-------|-------------------------|-------|
| Housing Units      |       |       | Owner-occupied housing values |     |       | Vehicle Availability    |       |
| Total units        | 1,326 |       | < \$100,000                   |     | N/A   | Zero-vehicle households | 32.4% |
| Density (DUs/acre) | 2.5   |       | \$100,000-199,999             |     | N/A   | Owner-occupied          | N/A   |
| Occupied           | 929   | 70.1% | \$200,000-299,999             |     | N/A   | Renter-occupied         | 32.4% |
| Owner-occupied     | 0     | 0%    | \$300,000-499,999             |     | N/A   | Workers*                | 633   |
| Renter-occupied    | 929   | 100%  | \$500,000+                    |     | N/A   |                         |       |
| Vacant             | 397   | 29.9% | Rental prices                 |     |       | Means of commute*       |       |
| Housing Age        |       |       | No cash rent                  | 23  | 2.5%  | Drives alone (SOV)      | 65.2% |
| Pre-1940s          | 145   | 10.9% | \$0-100                       | 44  | 4.9%  | Carpool                 | 0%    |
| 1940s-1990s        | 1,153 | 87.0% | \$100-499                     | 271 | 29.9% | Transit                 | 6.2%  |
| 2000s              | 28    | 2.1%  | \$500-749                     | 389 | 42.9% | Motorcycle              | 0%    |
|                    |       |       | \$750-999                     | 100 | 11.0% | Walk                    | 18.8% |
|                    |       |       | \$1000-1499                   | 88  | 9.7%  | Other                   | 0%    |
|                    |       |       | \$1500+                       | 14  | 1.5%  | Work at Home            | 9.8%  |

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 Arch-Laclede's Landing MetroLink Station there are 1,897 firms and agencies employing over 25,000 people. The vast majority of these jobs fall into the professional, scientific, and technical services sectors. Other sectors providing a considerable number of jobs include accommodation and food services, and finance and insurance.

Table 4: Employment, Half-Mile Radius

| NAICS    | Industry                                    | Firms | Jobs  | NAICS | Industry  | Firms        | Jobs          |
|----------|---|-------|-------|-------|---|--------------|---------------|
| 11       | Agriculture, Forestry, Fishing & Hunting    | 4     | 18    | 54    | Professional, Scientific, Technical Services                      | 1,142        | 10,604        |
| 21       | Mining, Quarrying, and Oil & Gas Extraction | 1     | 3     | 55    | Management of Companies and Enterprises                           | 1            | 682           |
| 22       | Utilities                                   | 3     | 696   | 56    | Administrative & Support, Waste Management & Remediation Services | 81           | 619           |
| 23       | Construction                                | 106   | 424   | 61    | Educational Services  | 12           | 82            |
| 31-32-33 | Manufacturing                               | 24    | 245   | 62    | Health Care & Social Assistance                                   | 34           | 314           |
| 42       | Wholesale Trade                             | 32    | 223   | 71    | Arts, Entertainment, and Recreation                               | 16           | 222           |
| 44-45    | Retail Trade                                | 59    | 370   | 72    | Accommodation and Food Services                                   | 78           | 5,063         |
| 48-49    | Transportation & Warehousing                | 15    | 72    | 81    | Other Services  | 73           | 485           |
| 51       | Information                                 | 35    | 533   | 92    | Public Administration   | 29           | 785           |
| 52       | Finance & Insurance                         | 80    | 3,170 | 99    | Unclassified  | 19           | 57            |
| 53       | Real Estate, and Rental & Leasing           | 53    | 374   |       | <b>Total:</b>   | <b>1,897</b> | <b>25,041</b> |

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

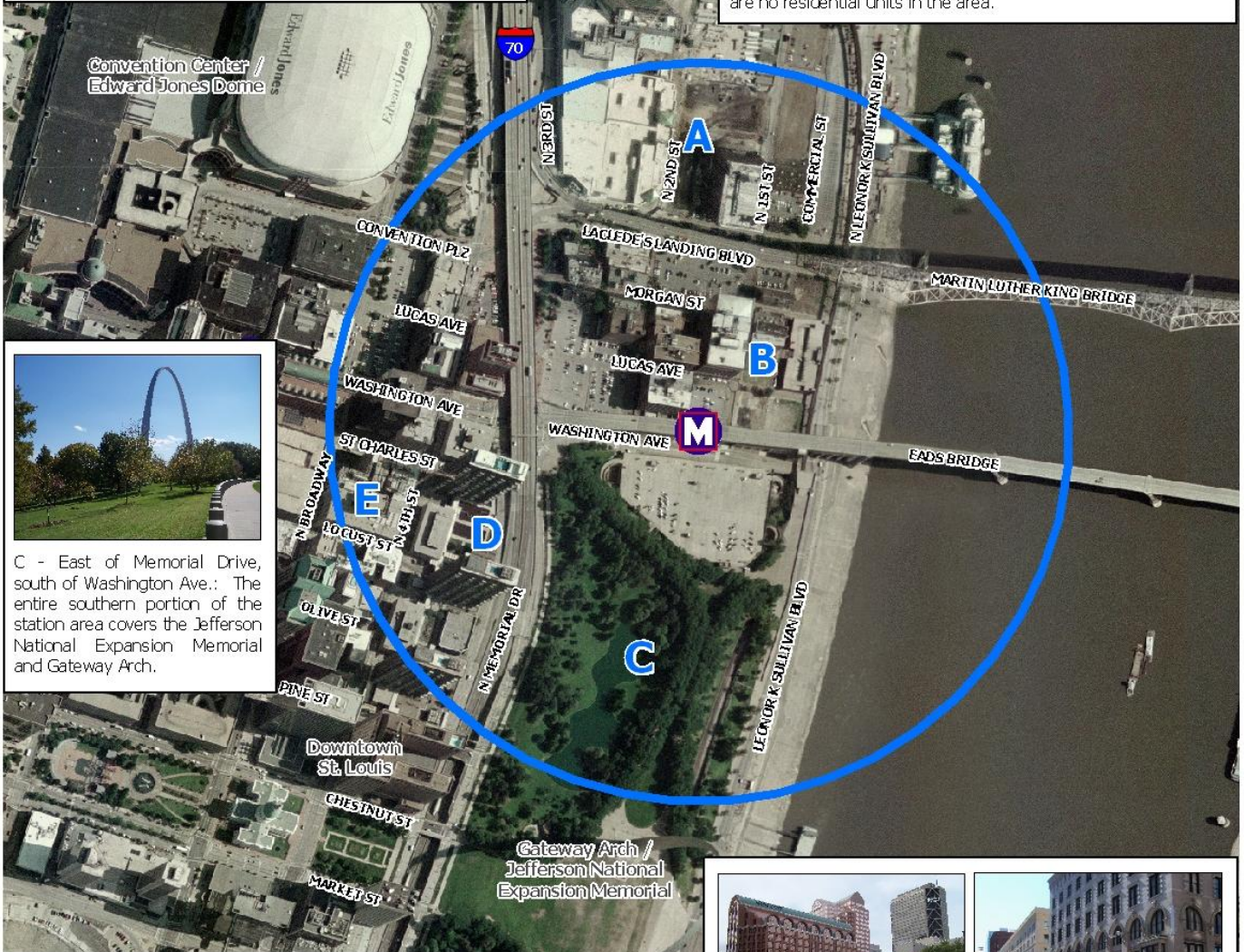




A - East of I-70, north of Laclede's Landing Blvd: The northern portion of the station area is occupied by the Lumiere Place complex, including a 2-story casino and retail building; a 22-story hotel; an 8-story hotel; a 4-story parking garage; and numerous surface parking lots.



B - East of I-70, between Laclede's Landing Blvd and Washington Ave: This is the Laclede's Landing National Historic District. These 19th-century buildings range from 3-6 stories, most occupied by office uses with ground-floor retail and restaurants. There are also substantial surface parking lots. Currently there are no residential units in the area.



C - East of Memorial Drive, south of Washington Ave.: The entire southern portion of the station area covers the Jefferson National Expansion Memorial and Gateway Arch.



D - N. 4th St. between Washington Ave. and Pine St.: These blocks are the part of Downtown St. Louis closest to the waterfront. Unlike buildings farther west and south, these are towers-on-a-base, 15-30 story residential towers or hotels atop 3-4 story retail/office podiums. The towers have considerable horizontal set-backs from the property line in order to provide view corridors and sunlight to the waterfront.



E - West of N. 4th St., south of Convention Center Plaza: These blocks are part of Downtown St. Louis' commercial core. Buildings are a mix of 19th-century and contemporary offices with ground-floor retail, though there are also hotels and parking garages. Building heights generally range from 6 to 20 stories, and most rise to their full height without a horizontal setback.

## Arch-Laclede's Landing Station: Neighborhood Context

# Arch-Laclede's Landing Station: Vacant Lots



| Area | Area Description                                    | Ownership                      | Zoning                         | # Lots | Acres | Assessed Value |
|------|---|--------------------------------|--------------------------------|--------|-------|----------------|
| A    | Lumiere Parking Lots                                | Pinnacle Entertainment Inc.    | L: Jefferson Memorial District | 4      | 8.6   | \$3,708,600    |
| B    | Parking Lots West of Missouri Athletic Club         | Multiple                       | L: Jefferson Memorial District | 3      | 1.5   | \$493,700      |
| C    | Parking Lots on West Side of Laclede's Landing      | Drury Development Corp.        | L: Jefferson Memorial District | 6      | 2.1   | \$936,100      |
| D    | Parking Lot at Morgan St. & First St.               | Block 25 Associates            | L: Jefferson Memorial District | 1      | 1.1   | \$456,000      |
| E    | Vacant Lot near Riverfront                          | Port St. Louis Condominium LLC | L: Jefferson Memorial District | 1      | 0.4   | \$153,600      |
| F    | Vacant Lots & Parking Lot at Lucas Ave. & First St. | Multiple                       | L: Jefferson Memorial District | 6      | 1.6   | \$488,800      |

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



## **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 both the Arch-Laclede's Landing Station. The combined station area is entirely within the City of St. Louis, and all lots are covered by the L: Jefferson Memorial District.

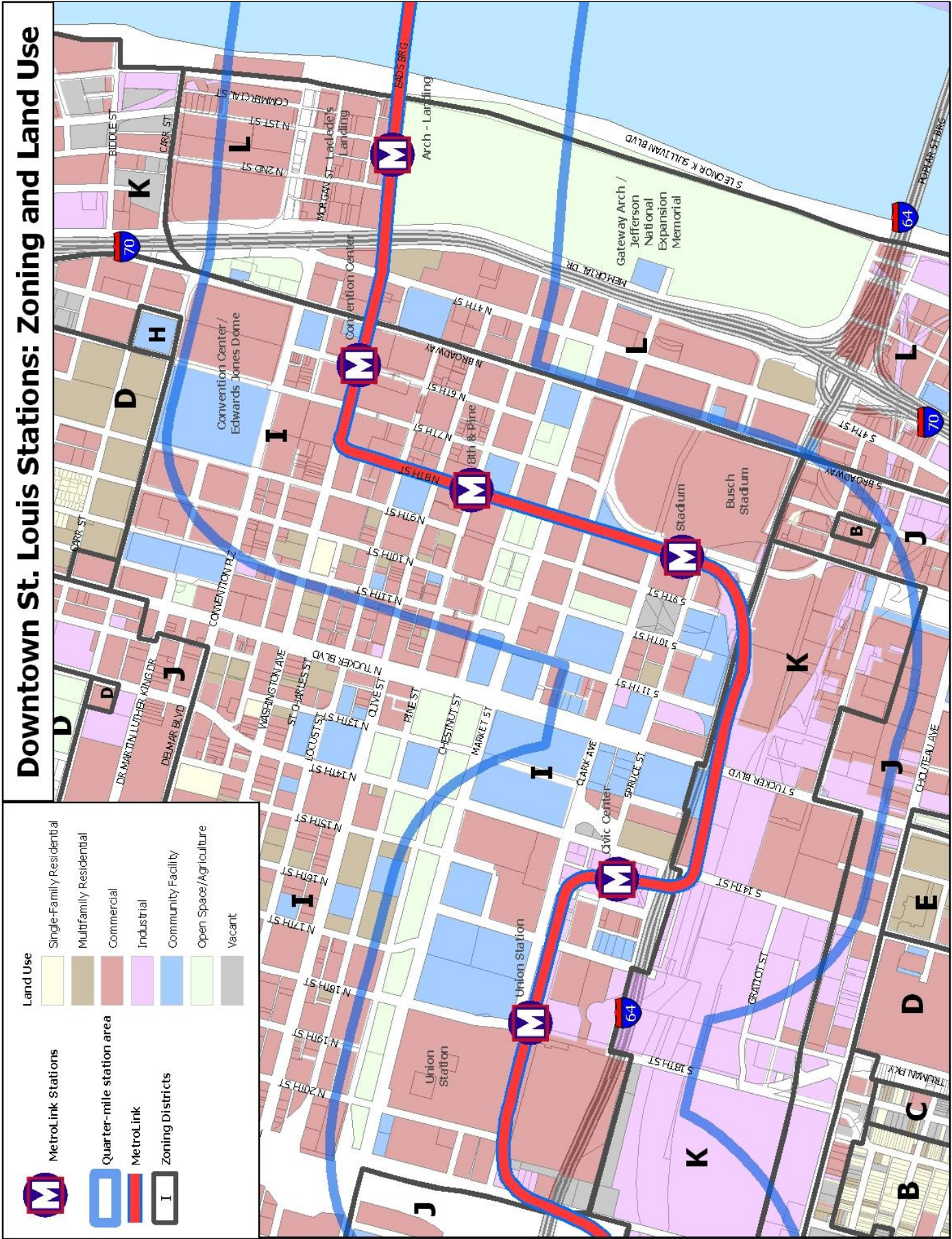
## **Potential Development Opportunities and Issues**

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*Availability of land:* There are two fairly large vacant lots within the quarter-mile station area, both within the Laclede's Landing Historic District. These two vacant lots offer a total of two acres. There are also four distinct concentrations of surface parking lots, totaling approximately 13 acres, that may offer some opportunity for new development. TOD within the Arch-Landing Station area will depend largely on the redevelopment of surface parking lots or selective infill on two vacant lots.

*Zoning:* **Existing zoning regulations within the combined station area do not appear to pose any significant barriers to new or infill TOD.** The entire station area is within the L: Jefferson Memorial District, which allows all uses except a set list of heavy manufacturing and industry. The L District also establishes a very liberal building envelope, determined by a flexible "prism" that starts with a base height of 200' that can be increased through the provision of building setbacks; however, the L District does set an absolute maximum height of 751' above mean sea level. The L District requires a minimum lot size of 100-250 sq. ft. per dwelling unit, and sets no minimum parking requirement.

# Downtown St. Louis Stations: Zoning and Land Use





**Table 5: Arch-Landing Station: Existing Zoning Regulations**

| <b>L</b>                       |   |
|--------------------------------|---|
| <b>District Type</b>           | Jefferson Memorial District   |
| <b>Uses Permitted</b>          | All uses allowed, except for a defined set of heavy manufacturing, industrial, and noxious uses   |
| <b>By Special Permit</b>       | Outdoor pay telephones  |
| <b>Minimum Lot Area</b>        | Residential/mixed use, up to 8 stories / 100' = 250 sq.ft. per DU. Residential/mixed use over 8 stories = 100 sq.ft. per DU   |
| <b>Maximum Building Height</b> | Flexible, based on 200' "reference prism" and setbacks; maximum height 751' above sea level   |
| <b>Minimum Front Yard</b>      | None required   |
| <b>Minimum Side Yard</b>       | None required   |
| <b>Minimum Rear Yard</b>       | None required   |
| <b>Parking</b>                 | 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>           | 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            |   |