



Downtown Stations: Civic Center and Union Station

This station profile describes existing conditions around two MetroLink Stations in Downtown St. Louis, Union Station and Civic Center. 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 Union Station and Civic Center MetroLink Stations serve the southern edge of Downtown St. Louis, providing easily-walkable transit connections to most of Downtown’s civic institutions and large entertainment venues. The combined station area includes the stretch of Market Street between North 20th Street and Tucker Boulevard, which hosts most of Downtown St. Louis’ civic institutions and several high-demand regional attractions, including Union Station, Scottrade Center, the refurbished Peabody Opera House, St. Louis City Hall, the U.S. Postal Service’s Main Branch, and several courthouses. The northern edge of the station touches the edge of Downtown’s commercial core, and contains mid-rise office buildings and a residential complex of several 13-story towers. The eastern portion of the station area contains mostly private-sector office and industrial buildings ranging from four to twenty stories, as well as a 13-story hotel. The area south of I-64 is almost entirely occupied by freight railroads and surface parking lots.

The quarter-mile station area covers 161 lots on 20 blocks, with a total assessed value of \$113,144,670.

Regional Accessibility by Transit

The Civic Center Station is one of the Metro System’s central hubs, providing transfers between MetroLink and numerous bus routes. Taken together, these two stations offer direct connections and timely travel to a very wide range of neighborhoods, housing opportunities, shopping, jobs, regional attractions, and other high-demand destinations:

- **#04 Natural Bridge MetroBus**
 - Wellston
 - Normandy
 - UMSL South MetroLink Station
 - North Hanley MetroLink Station
- **#10 Gravois-Lindell MetroBus**
 - Forest Park
 - Central West End MetroBus Center
 - Cherokee Street
 - Gravois-Hampton Transit Center
- **#11 Chippewa MetroBus**
 - Jefferson Avenue
 - Shrewsbury MetroLink Station
- **#30 Soulard MetroBus**
 - Rock Road MetroLink Station
 - Wellston
 - Soulard Market
 - Tower Grove
 - Shrewsbury MetroLink Station
- **#32 M.L. King-Chouteau MetroBus**
 - Rock Road MetroLink Station
 - Pagedale
 - Wellston
 - Cass Avenue
 - Maplewood Manchester Station
- **#41 Lee MetroBus**
 - Riverview & Hall MetroBus Center
 - Riverview Drive

- **#73 Carondelet MetroBus**
 - Anheuser Bush Visitors Center
 - Cherokee Street
 - Bella Villa
 - Mehlville
 - South County Mall
- **#74 Florissant MetroBus**
 - Florissant Valley Community College
 - Dellwood
 - Ferguson
 - Jennings
- **#80 Park-Shaw MetroBus**
 - Tower Grove
 - Lafayette Square
 - Shaw
 - Missouri Botanical Gardens
 - The Hill
- **#94 Page MetroBus**
 - Maryland Heights
 - Jewish Community Center
 - Olivette
 - Pagedale
 - Wellston MetroLink Station
- **#97 Delmar MetroBus**
 - Clayton MetroBus Center
 - University City
 - Delmar Loop MetroLink Station
- **#99 Downtown Trolley MetroBus**
 - Civic Center
 - City Museum
- **#36X Bissell Hills Express MetroBus**
 - North St. Louis
 - Spanish Lake
 - Riverview & Hall MetroBus Center
- **#40X I-55 Express MetroBus**
 - Civic Center MetroLink and MetroBus Center
 - South County Education Center
 - South County Community College
- **#58X Twin Oaks Express MetroBus**
 - Maplewood
 - Webster Groves
 - Kirkwood
 - Chesterfield
- **#174X Halls Ferry Express MetroBus**
 - North St. Louis
 - Jennings
 - Flower Valley Shopping Center
- **#410X Eureka Express MetroBus**
 - Maplewood
 - Webster Groves
 - Valley Park
- **MetroLink (RED LINE)**
 - Scott Air Force Base (45 minutes)
 - Lambert International Airport (35 minutes)
- **MetroLink (BLUE LINE)**
 - Clayton (20 minutes)
 - Richmond Heights (20 minutes)
- **MetroLink (RED AND BLUE LINE)**
 - Central West End (10 minutes)

As can be seen in Table 1 below, average boardings at Civic Center and Union Stations are higher than the average boardings for stations in Missouri and system-wide, with Civic Center boardings being at least twice as high.

*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
CIVIC CENTER METROLINK STATION	84,900	3,100	2,060
UNION STATION METROLINK STATION**	44,800	1,620	1,150

*Metro Fiscal Year July 2010 - June 2011 **Union Station MetroLink Station Estimates for July 2010-February 2011 due to Grand MetroLink Station construction.

Demographics, Housing, and Employment

Most of the land around these two stations is occupied by civic buildings, industry, and office towers, but there are approximately 4,000 people living within a half-mile of the combined station area. As shown in Table 2 below, this residential population appears to consist mostly of working age professionals, with 53% of the population between the ages of 35 and 64. Half of residents possess a high school diploma, and almost 40% have a college or graduate degree. Nearly two-thirds of the households in the area make less than \$50,000 per year, and almost a quarter of individual residents are living below the federal poverty line.

Table 2: Demographics

Population		Population		Income		
Acres	1,079.3	Age		Persons in poverty	21.8%	
Population	4,143	0-17	10.7%	Household income		
Density (persons/acre)	3.8	18-24	7.2%		\$0-9,999	11.9%
Sex		25-34	22.5%	\$10,000-14,999	6.2%	
		35-64	53.3%	\$15,000-24,999	15.1%	
Male	60.3%	65+	6.3%	\$25,000-49,999	29.6%	
Female	39.7%	Education*		\$50,000-74,999	13.4%	
<p>Source: 2005-2009 American Community Survey, US Census Bureau</p> <p>*Education statistics apply to persons age 25 or older.</p>		No diploma	9.4%	\$75,000-99,999	6.3%	
		High school	51.4%	\$100,000+	17.5%	
		College degree	26.1%	Household size		
		Graduate degree	13.0%		1	67.0%
					2	26.8%
		3	4.6%			
		4	1.2%			
		5+	0.3%			

As shown in Table 3 below, the half-mile station area has an average residential density of 3.8 housing units per acre; this is to be expected for an area mostly developed with non-residential uses. The housing stock was built almost entirely before World War II, with only 2.8% built since 2000. Seventy-eight percent of the occupied housing are rental units, with an overall vacancy rate of 43%. One-quarter of the owner-occupied units are valued less than \$200,000, and 68% 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, 14% use transit for their daily commute, 12.4% carpool, and 10.8% walk to work.

Table 3: Housing and Transportation

Housing			Housing			Transportation	
Housing Units			Owner-occupied housing values			Vehicle Availability	
Total units	4,185		< \$100,000	30	5.7%	Zero-vehicle households	25.7%
Density (DUs/acre)	3.8		\$100,000-199,999	126	24.1%	Owner-occupied	1.0%
Occupied	2,406	57.5%	\$200,000-299,999	188	36.0%	Renter-occupied	32.6%
Owner-occupied	522	21.7%	\$300,000-499,999	147	28.2%	Workers*	2.372
Renter-occupied	1,884	78.3%	\$500,000+	31	5.9%		
Vacant	1,779	42.5%	Rental prices			Means of commute*	
Housing Age			No cash rent	29	1.5%	Drive alone (SOV)	55.6%
Pre-1940s	2,555	61.1%	\$0-100	0	0%	Carpool	12.4%
1940s-1990s	1,513	36.2%	\$100-499	495	26.7%	Transit	14.0%
2000s	117	2.8%	\$500-749	771	41.6%	Motorcycle	0%
			\$750-999	361	19.5%	Walk	10.8%
			\$1000-1499	206	11.1%	Other	2.2%
			\$1500+	22	1.2%	Work at Home	4.9%

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 Civic Center and Union MetroLink Stations there are 840 firms and agencies employing 20,971 people. The vast majority of these jobs fall into the public administration sector. Other sectors providing a considerable number of jobs include administrative and support, waste management and remediation services; professional, scientific, and technical services; accommodation and food services; management of companies and enterprises; information; and utilities.

Table 4: Employment, Half-Mile Radius

NAICS	Industry	Firms	Jobs	NAICS	Industry	Firms	Jobs
22	Utilities	8	1,036	55	Management of Companies and Enterprises	3	1,509
23	Construction	15	135	56	Administrative & Support, Waste Management & Remediation Services	16	2,436
31-32-33	Manufacturing	19	544	61	Educational Services	5	212
42	Wholesale Trade	16	128	62	Health Care & Social Assistance	98	765
44-45	Retail Trade	44	328	71	Arts, Entertainment, and Recreation	10	270
48-49	Transportation & Warehousing	7	407	72	Accommodation and Food Services	56	2,193
51	Information	40	1,500	81	Other Services	50	1,130
52	Finance & Insurance	25	338	92	Public Administration	180	5,005
53	Real Estate, and Rental & Leasing	26	613	99	Unclassified	17	51
54	Professional, Scientific, Technical Services	205	2,371		Total:	840	20,971

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

Neighborhood Context: Summary

The Union Station and Civic Center MetroLink Stations serve the southern edge of Downtown St. Louis, providing an easily-walkable transit connection to most of Downtown's civic institutions and large entertainment venues. The combined station area includes the stretch of Market Street between North 20th Street and Tucker Boulevard, which hosts many of St. Louis' civic buildings and high-demand regional attractions such as Union Station, Scottrade Center, the refurbished Peabody Opera House, St. Louis City Hall, the U.S. Postal Service's Main Branch, and several courthouses. The northern edge of the station area, Chestnut Street across from Union Station, contains several six- to eight-story office buildings; a block-long, four-story parking garage; and a residential complex of several 13-story towers. The portion of the station area east of 14th Street and south of Market Street contains mostly private-sector office and industrial buildings ranging from four to twenty stories, as well as a 13-story hotel. The southern portion of the station area, south of I-64, is almost entirely occupied by freight railroads and surface parking lots.

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.



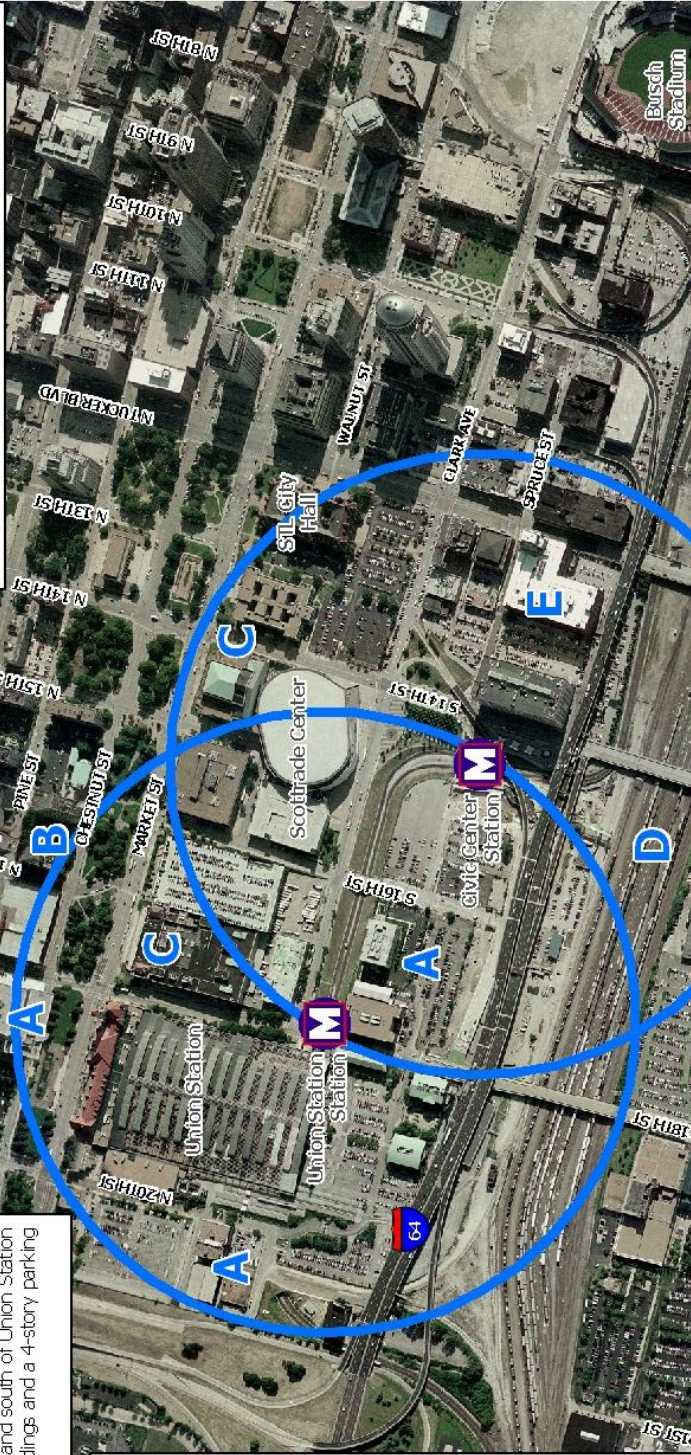
Union Station/Civic Center Neighborhood Context



A - North, west, and south of Union Station: Lots surrounding Union Station are developed with commercial and office buildings at a lower scale than the rest of Downtown. Lots west of Union Station contain 2-story commercial buildings, a 6-story hotel, and large surface parking lots. Land north and south of Union Station is developed with 6-8 story office buildings and a 4-story parking garage.



B - North of Market St., east of North 17th St.: These blocks are occupied by the Plaza Square apartment complex, consisting of two 13-story residential towers, shared open space, and surface parking lots.



E - Clark Ave. and Spruce St., west of S. Tucker Blvd: These blocks contain mid-rise office towers, a 13-story hotel, and the St. Louis Metropolitan Police Department Headquarters. Buildings range from 4 to 20 stories. Parking is in large surface lots or shared garages.

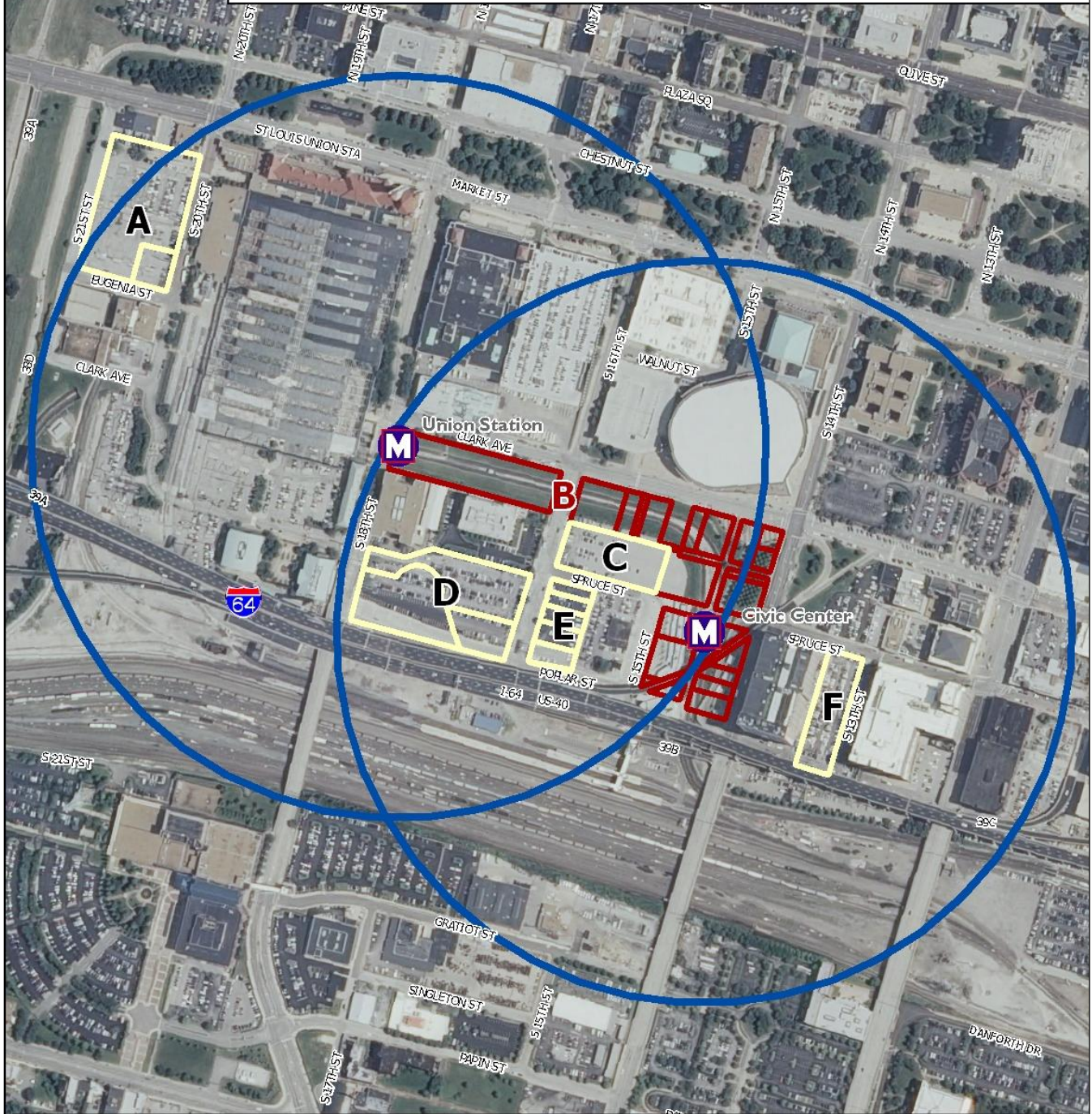


D - South of I-64: The entire station area south of I-64 is occupied by freight and Amtrak passenger rail lines and a 1-story industrial building with a large surface parking lot. Ameren Missouri's 5-story headquarters is just outside the station area.



C - Market St. between S. 20th St. and S. Tucker Blvd: The south side of Market Street west of Tucker is primarily occupied by large civic buildings and community facilities, including Union Station; U.S. Postal Service's Main Branch; Scottrade Center; St. Louis City Hall; the Peabody Opera House; and courthouses. These are all 3-4 story, full-block buildings with large surface parking lots and shared garages.

Union Station/Civic Center Stations: Vacant Lots



Area	Area Description	Ownership	Zoning	# Lots	Ares	Assessed Value
A	Parking Lot west of Union Station	Union Station Holdings LLC	I: Central Business District	2	3.7	\$1,160,800
B	MetroLink Stations and Right of Way	Metro	I: Central Business District	20	7.4	\$1,979,800
C	City Parking Lot at Civic Center	Treasurer of the City of St. Louis	I: Central Business District	1	1.4	\$610,000
D	Parking Lot south of Federal Building	Multiple	I: Central Business District	3	4.0	\$1,302,200
E	USPS Parking Lot	United States Postal Service	I: Central Business District	5	1.1	\$354,000
F	Parking Lot east of Sheraton Hotel	CPC Realty LLC	I: Central Business District	1	1.2	\$350,700

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

0 100 200 400 Feet



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 both the Union Station and Civic Center Stations. The combined station area is entirely within the City of St. Louis, and all lots are covered by one of the following zoning districts:

- I: Central Business District
- J: Industrial District
- K: Unrestricted District

Potential Development Opportunities and Issues

Availability of land: There are no significant concentrations of completely vacant lots within the study area. However, there are a considerable number of surface parking lots, totaling approximately 19 acres, that may offer some opportunity for new development. TOD within the Union Station/Civic Center station area will depend largely on the redevelopment of surface parking lots or selective infill on underutilized lots.

Zoning: **Existing zoning regulations within the combined station area do not seem to pose any significant barrier to new or infill TOD.** The entire portion of the station area north of I-64 is within an I District, which applies to almost all of the City's central business district. The I District allows all uses except a defined set of heavy industrial and manufacturing uses. Maximum building height is determined by a flexible "prism" that starts with a base height of 200', but can be increased through the provision of building setbacks. **The portions of the station area south of I-64 are within J or K District, which do not allow residential uses, but nearly all that land is occupied by freight rail rights-of-way.**

Downtown St. Louis Stations: Zoning and Land Use

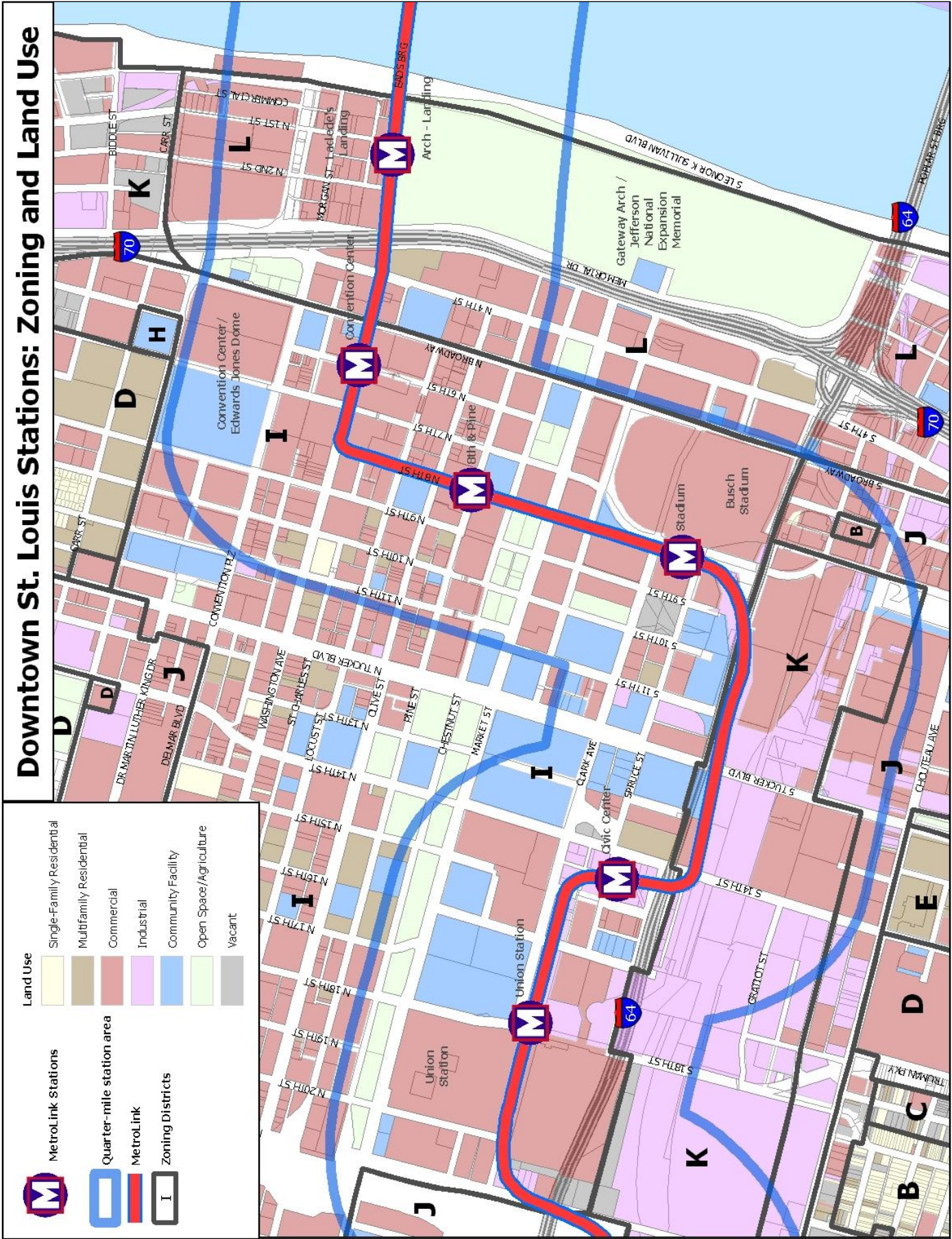


Table 5: Union Station/Civic Center Stations: Existing Zoning Regulations

	I	J	K
District Type	Central Business District	Industrial District	Unrestricted District
Uses Permitted	All uses allowed, except for a defined set of heavy manufacturing, industrial, and noxious uses	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	All uses, except residential and conditional uses listed below
By Special Permit	Outdoor pay telephones	Outdoor pay telephones	Salvage storage, wholesaling, and retailing; outdoor pay telephones; a defined set of potentially noxious and/or dangerous industrial uses
Minimum Lot Area	Residential/mixed use, up to 8 stories / 100' = 250 sq.ft. per DU. Residential/mixed use over 8 stories = 100 sq.ft. per DU	1-family homes = 4,000 sq.ft.; 2-family homes & town houses = 750 sq.ft. per DU; apartments = 250 sq.ft. per DU	Residential = same lot area requirement as least restrictive adjacent residential district
Maximum Building Height	Flexible, based on 200' "reference prism" and setbacks	8 stories / 100'	8 stories / 100'
Minimum Front Yard	None required	Contextual line-up; otherwise, at least 10', no more than 25'	None required, but contextual line-up if 25% or more of street is developed
Minimum Side Yard	None required	Generally 1 required, min 4'; 2 deeper yards required for buildings over 35'	None required, except 5' abutting a residential district. Mixed-use = 2 required, min 8' each
Minimum Rear Yard	None required	15' - 20'	None required
Parking	None required	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	
Miscellaneous	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