



Grand Station

This station profile describes existing conditions around the Grand 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 Grand Station provides a direct light rail connection to one of the region’s busiest and most densely-developed corridors, Grand Boulevard. The MetroLink rail line is in the same right-of-way as an active freight railroad, and lies under the Grand Boulevard Bridge, which is currently being completely reconstructed. The station is adjacent to Saint Louis University’s main campus, and several SLU buildings are within or just outside the quarter-mile station area. The quarter-mile station area also contains a high-density residential development across Grand Boulevard from SLU’s campus, which includes a 26-story residential tower; a 16-story residential tower; a three-story mixed-use building; and a one-story commercial property. Metro’s Main Shop is at the very eastern edge of the station area, and Goodwill Industries recently repurposed a vacant, seven-story commercial building at the western edge of the station area as a retail outlet and distribution facility. The remainder of the station area is occupied by heavy industrial uses and open storage lots, many of which are now vacant.

The quarter-mile station area covers 136 lots on 15 blocks, with a total assessed value of \$14,173,040.

Regional Accessibility by Transit

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

- **#70 Grand MetroBus**
 - Wellston
 - Normandy
 - UMSL South MetroLink Station
 - North Hanley MetroLink Station
- **#58X Twin Oaks Express MetroBus**
 - Maplewood
 - Webster Groves
 - Kirkwood
 - Chesterfield
 - Downtown
 - Convention Center, 8th & Pine, and Civic Center MetroLink Stations
- **MetroLink (RED AND BLUE LINE)**
 - Central West End (5 minutes)
- **#410X Eureka Express MetroBus**
 - Maplewood
 - Webster Groves
 - Valley Park
 - Downtown
 - Convention Center, 8th & Pine, and Civic Center MetroLink Stations
- **MetroLink (RED LINE)**
 - Scott Air Force Base (50 minutes)
 - Lambert International Airport (30 minutes)
- **MetroLink (BLUE LINE)**
 - Clayton (15 minutes)
 - Richmond Heights (15 minutes)

As can be seen in Table 1 below, average boardings for the Grand MetroLink Station is at least twice as high as the average boardings for stations 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
GRAND METROLINK STATION**	78,800	3,010	1,640

**Metro Fiscal Year July 2010 - June 2011 **Grand MetroLink Station Estimates for July 2010-February 2011*

Demographics, Housing, and Employment

Most of the land around the Grand Station is occupied by large industrial uses, but there are approximately 6,800 people living within a half-mile of the Grand Station. As shown in Table 2 below, the residential population appears to consist mostly of young students and professionals, with over half of the population between the ages of 18 and 24. One-half of residents possess a high school diploma, and 31.8% have a college or graduate degree. Only 10% of the households in the area make more than \$50,000 per year, and nearly half of the individual residents live below the federal poverty line.

Table 2: Demographics

Population		Population		Income		
Acres	1,427.4	Age		Persons in poverty	42.8%	
Population	6,773	0-17	7.3%	Household income		
Density (persons/acre)	4.7	18-24	57.3%		\$0-9,999	32.8%
Sex		25-34	7.3%	\$10,000-14,999	12.4%	
		35-64	20.7%	\$15,000-24,999	16.5%	
Male	49.7%	65+	7.4%	\$25,000-49,999	27.6%	
Female	50.3%	Education*		\$50,000-74,999	4.5%	
			No diploma	16.5%	\$75,000-99,999	2.1%
			High school	51.7%	\$100,000+	4.1%
			College degree	15.8%	Household size	
		Graduate degree	16.0%	1		64.8%
				2		19.6%
				3		7.6%
				4		5.6%
				5+	2.5%	

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 1.7 housing units per acre, which is comparatively low for the St. Louis region; this is to be expected for an area primarily occupied by large industrial uses. Half of the housing stock was built before World War II, with only 7.2% built since 2000. Most of the occupied housing stock (83%) is rental units, and the overall vacancy rate is 24%. This housing is comparatively affordable, with one-third of the owner-occupied units being valued less than \$100,000, and 62% of rental units priced below \$500 per month. It is also a fairly transit-supportive neighborhood, where nearly one-half of households don't own a car, 10.9% use transit for their daily commute, and 22% walk to work.

Table 3: Housing and Transportation

Housing			Housing			Transportation	
Housing Units			Owner-occupied housing values			Vehicle Availability	
Total units	2,429		< \$100,000	111	34.7%	Zero-vehicle households	42.3%
Density (DUs/acre)	1.7		\$100,000-199,999	108	33.8%	Owner-occupied	22.5%
Occupied	1,850	76.2%	\$200,000-299,999	72	22.5%	Renter-occupied	46.4%
Owner-occupied	320	17.3%	\$300,000-499,999	29	9.1%	Workers*	2,629
Renter-occupied	1,530	82.7%	\$500,000+	0	0%		
Vacant	579	23.8%	Rental prices			Means of commute*	
Housing Age			No cash rent	90	5.9%	Drives alone (SOV)	47.6%
Pre-1940s	1,166	48.0%	\$0-100	19	1.3%	Carpool	8.8%
1940s-1990s	1,089	44.8%	\$100-499	876	60.8%	Transit	10.9%
2000s	174	7.2%	\$500-749	240	16.7%	Motorcycle	0%
			\$750-999	141	9.8%	Walk	21.9%
			\$1000-1499	104	7.2%	Other	4.2%
			\$1500+	60	4.2%	Work at Home	6.6%

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 Grand MetroLink Station there are 225 firms and agencies employing 4,132 people. The vast majority of these jobs fall into the health care and social assistance sectors. Other sectors providing a considerable number of jobs include manufacturing; retail trade; professional, scientific, and technical services; and accommodation and food services.

Table 4: Employment, Half-Mile Radius

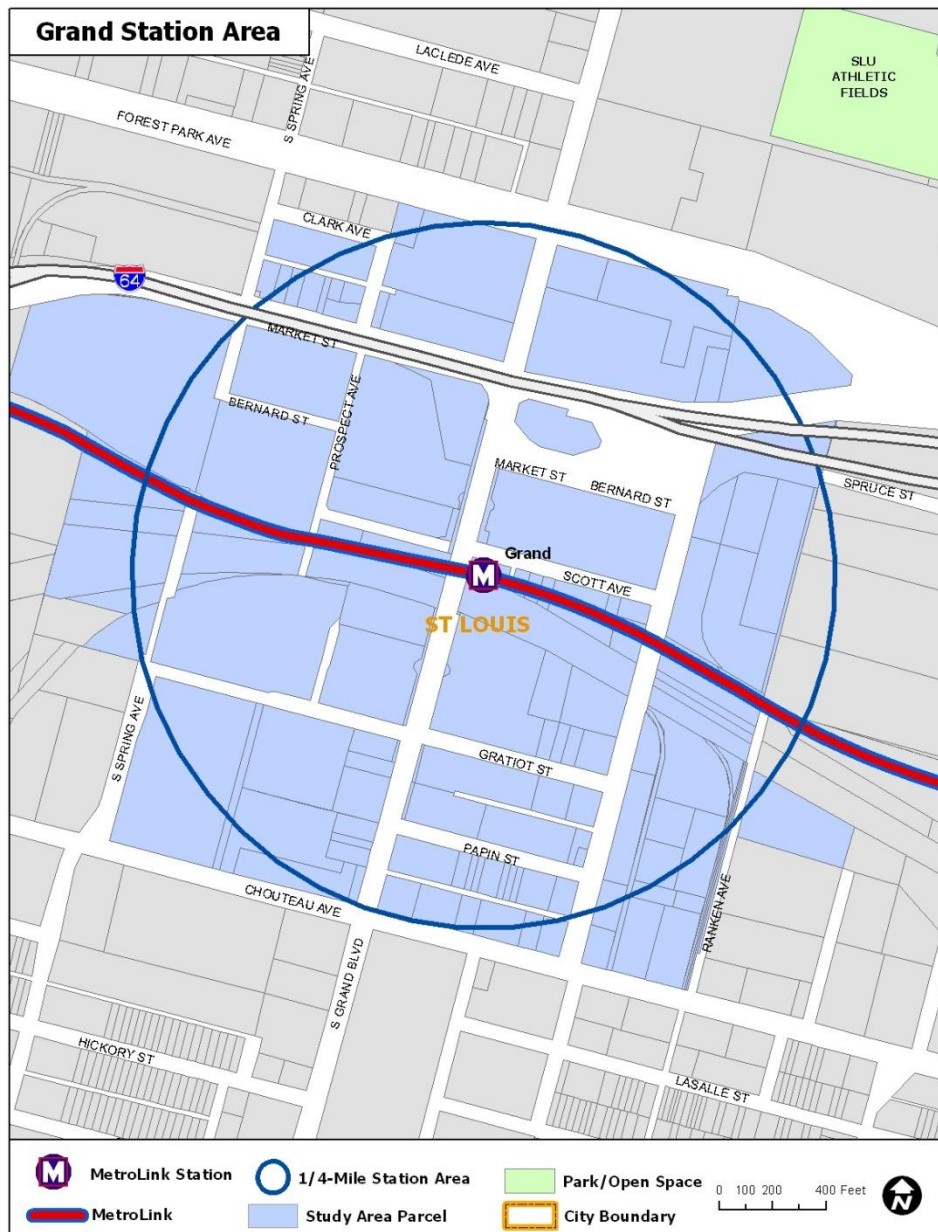
NAICS	Industry	Firms	Jobs	NAICS	Industry	Firms	Jobs
21	Mining, Quarrying, and Oil & Gas Extraction	1	3	54	Professional, Scientific, Technical Services	6	180
23	Construction	7	127	56	Administrative & Support, Waste Management & Remediation Services	5	174
31-32-33	Manufacturing	10	797	61	Educational Services	3	134
42	Wholesale Trade	8	110	62	Health Care & Social Assistance	125	1,881
44-45	Retail Trade	17	188	71	Arts, Entertainment, and Recreation	2	10
48	Transportation & Warehousing	1	25	72	Accommodation and Food Services	13	165
51	Information	1	1	81	Other Services	11	184
52	Finance & Insurance	4	49	92	Public Administration	2	56
53	Real Estate, and Rental & Leasing	6	39	99	Unclassified	3	9
Total:						225	4,132

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

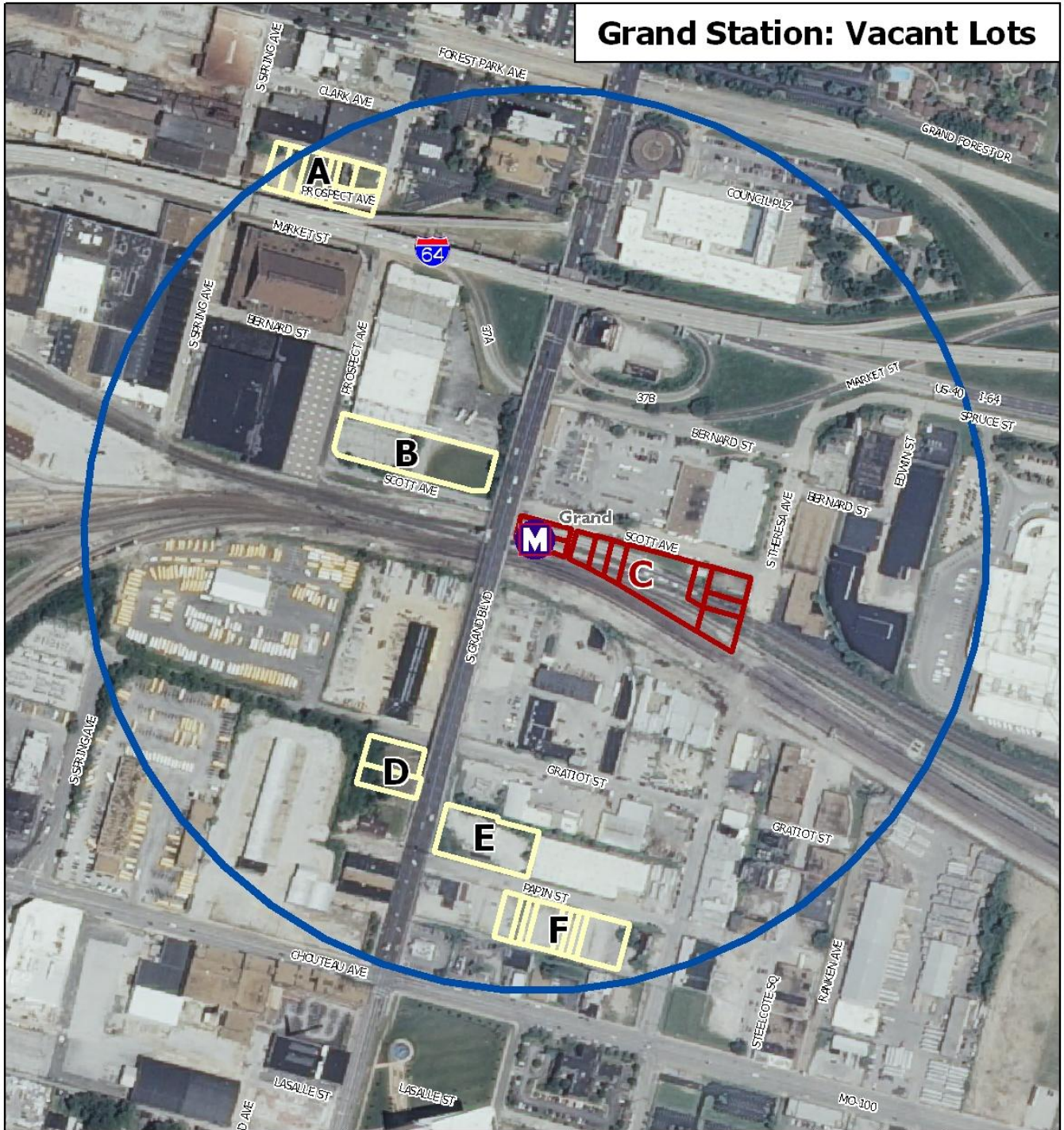
Neighborhood Context: Summary

The Grand Station provides a direct light rail connection to one of the region's busiest and most densely-developed corridors, Grand Boulevard. The MetroLink rail line is in the same right-of-way as an active freight railroad, and lies under the Grand Boulevard Bridge, which is currently being completely reconstructed. The station is adjacent to Saint Louis University's main campus, and several SLU buildings are within or just outside the quarter-mile station area. The station area also contains a high-density residential development across Grand Boulevard from SLU's campus, north of I-64, which includes a 26-story residential tower; a 16-story residential tower; a three-story mixed-use building; and a one-story commercial property. Metro's Main Shop is at the very eastern edge of the station area, and Goodwill Industries recently repurposed a vacant, seven-story commercial building at the western edge of the station area as a retail outlet and distribution facility. The remainder of the station area is occupied by heavy industrial uses, many of which are now vacant buildings.

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.

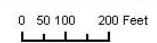


Grand Station: Vacant Lots



Area	Area Description	Ownership	Zoning	# Lots	Acres	Assessed Value
A	Spring Ave. north of I-64	Multiple	K: Unrestricted	7	1.1	\$69,600
B	Lot northwest of MetroLink Station	Ameren	K: Unrestricted	1	1.3	\$48,800
C	MetroLink Station	Metro	J: Industrial	10	2.1	\$195,800
D	South side of Gratiot St. at Grand Blvd.	Saint Louis University	J: Industrial	2	0.6	\$23,300
E	North side of Papin St. at Grand Blvd.	Saint Louis University	J: Industrial	1	0.9	\$105,800
F	South side of Papin St. at Theresa Ave.	Multiple	J: Industrial	8	1.2	\$44,100

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



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 the Grand Station. The station area is entirely within the City of St. Louis, and all lots are covered by one of the following zoning districts:

- D: Multi-Family Residential District
- H: Area Commercial District
- J: Industrial District
- K: Unrestricted District

Potential Development Opportunities and Issues

Availability of land: There is a considerable amount of underutilized land and vacant buildings within the station area, but there are only six concentrations of vacant land within a quarter-mile of the Grand Station. Those six sites total approximately seven acres, and one of them is a two-acre lot owned by Metro. TOD around the Grand Station will largely depend on redevelopment of former industrial property or selective infill on underutilized lots.

Zoning: Under existing zoning regulations, the Grand Station may offer potential for business and industry-focused TOD. The majority of the station area is within a J or K District, which allows commercial, office, and industrial uses up to 8 stories or 100'. The K District does not allow residential uses or mixed-use developments, and the J District only allows residential use if at least 40% of an existing block front is already developed with housing units; that is not the case within the industrial core surrounding the station. Residential and mixed-use buildings are allowed in the D and H Districts in the northern portion of the station area, but those lots are already occupied by a SLU dormitory and the Council Plaza/Grand View Apartments mixed-use complex. **Overall, existing zoning regulations around the Grand Station may support a higher-density, pedestrian-oriented form of industrial and business TOD, but would not permit residential development.** However, the City's Community Unit Plan (CUP) and Planned Unit Development (PUD) special districts may permit greater flexibility in development and site planning.

Grand Station: Zoning and Land Use

M Grand Station

Quarter-mile station area

MetroLink

K Zoning Districts

Land Use

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

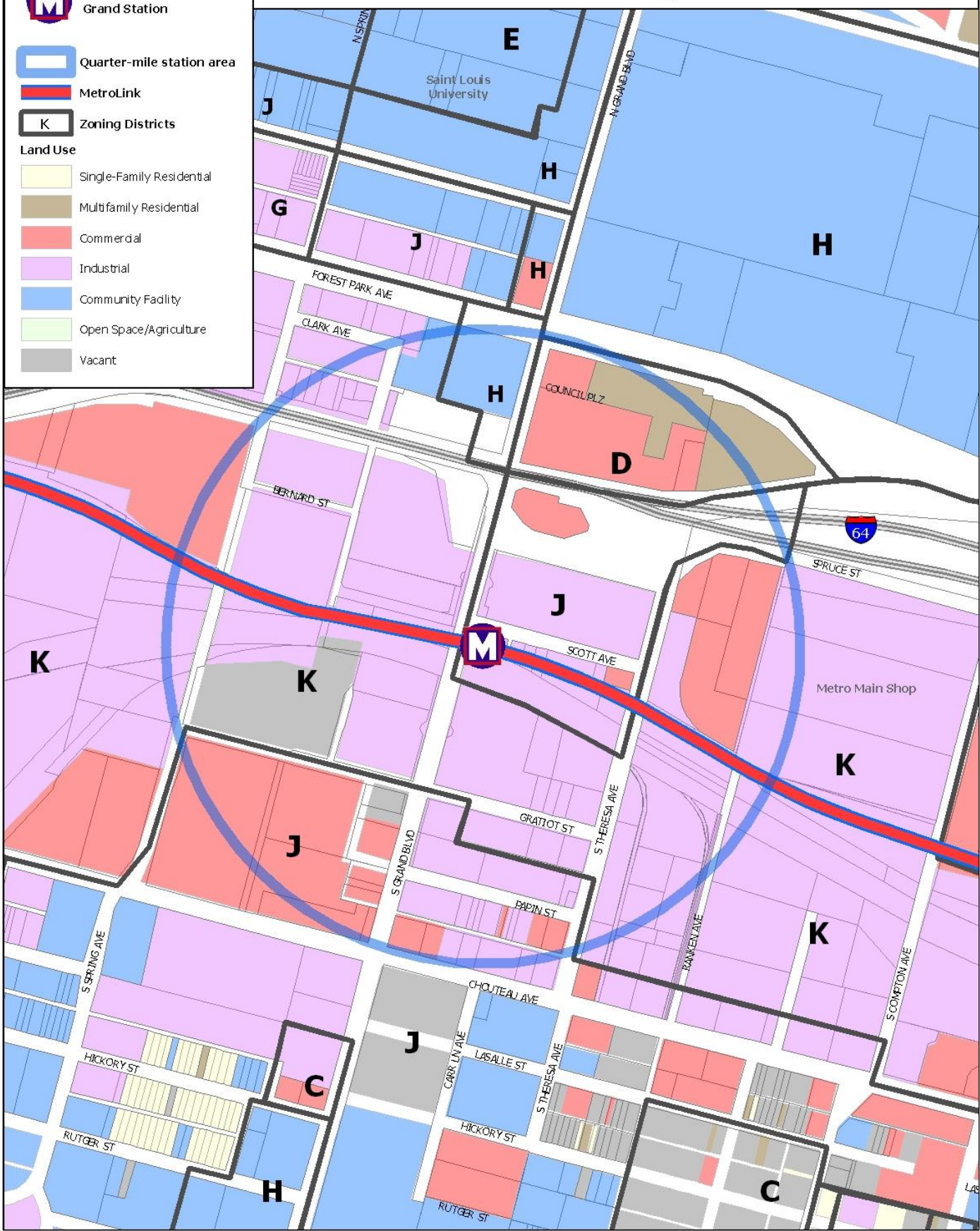


Table 5: Grand Station: Existing Zoning Regulations

	D	H	J	K
District Type	Multifamily Residential	Area Commercial District	Industrial District	Unrestricted District
Uses Permitted	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; 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	All uses, except residential and conditional uses listed below
By Special Permit	B&Bs; day care; cemeteries; farming and truck gardening; government buildings; hospitals; greenhouses; parking lots/garages; public museums and galleries; schools; utility substations; 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 7,500 sq.ft.; bars; liquor stores; restaurants; parking lots; theaters; gas stations; drive-thrus	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	1-family homes = 4,000 sq.ft.; 2-family homes & town houses = 850 sq.ft. per DU; apartments = 750 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	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	Residential = 3 stories / 45'; institutions = 85	8 stories / 100'	8 stories / 100'	8 stories / 100'
Maximum F.A.R.	Commercial = 1.5	N/A	N/A	N/A
Minimum Front Yard	Contextual line-up; otherwise, at least 10'; no more than 25'	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'	None required, but contextual line-up if 25% or more of street is developed
Minimum Side Yard	Residential = 1 required, min 4'; other under 3 stories/35' = 2 required, 4' each	None required, except 5' abutting a residential district. Mixed-use = 2 required, 8'	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	15', unless 12' side yard provided	None required	15' - 20'	None required
Parking	Residential = 1 per DU	Residential = 1 per DU; retail = 1 per 700 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	In residential districts, front-yard parking requires a special permit. In D Districts, building heights may match the prevailing development pattern. In H 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