



Maplewood Station

This station profile describes existing conditions around the Maplewood 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 Maplewood Station serves a largely industrial and commercial section of a revitalized, mixed-use inner-ring suburban community. Manchester Road runs east-west through the heart of the station area, and South Hanley Road and Laclede Station Road provide major north-south connections. These sections of both Manchester and Hanley Road are primarily developed with one- and two-story industrial uses with large footprints and surface parking lots, as well as smaller, single-story commercial buildings. Laclede Station Road contains a considerable number of two- to three-story garden apartment complexes, and the remainder of the quarter-mile station area is a residential neighborhood consisting of one- to two-story single-family homes.

The quarter-mile station area covers 240 lots on 15 blocks, with a total assessed value of \$20,139,370.

Regional Accessibility by Transit

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

- **#02 Red Line**
 - Delmar Loop
 - St. Mary’s Hospital
 - Webster University
 - Maplewood Commons
 - Washington University
- **#32 M.L. King-Chouteau**
 - Downtown St. Louis
 - Ameren Complex
- **#57 Maplewood-Wildwood**
 - West County Mall
 - Wildwood Center
- **MetroLink (BLUE LINE)**
 - Clayton (6 minutes)
 - Central West End (16 minutes)
 - Downtown (23 minutes)

As can be seen in Table 1, the Maplewood Station generates about half as many boardings as the average station system-wide, and less than half the average for a station in Missouri.

*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
MAPLEWOOD-MANCHESTER METROLINK STATION	18,400	670	450

**Metro Fiscal Year July 2010 - June 2011*

Demographics, Housing, and Employment

As show in Table 2 below, the residential population appears to consist mostly of family units, with 40% of the population between the ages of 25 and 64, and a third under 17. Nearly one-quarter of residents do not possess a high school diploma, and only 13% have a college or graduate degree. Half of the households within a half-mile of the station make less than \$50,000 per year, and a third of individual residents are living below the federal poverty line.

Table 2: Demographics

Population		Population		Income		
Acres	1099.72	Age		Persons in poverty	30.7%	
Population	3774	0-17	36.6%	Household income		
Density (persons/acre)	3.4	18-24	12.9%		\$0-9,999	23.0%
Sex		25-34	14.5%	\$10,000-14,999	6.5%	
		35-64	27.5%	\$15,000-24,999	17.8%	
Male	49%	65+	8.5%	\$25,000-49,999	27.7%	
Female	52%	Education*		\$50,000-74,999	11.4%	
			No diploma	20.3%	\$75,000-99,999	5.6%
		High school	66.6%	\$100,000+	8.0%	
		College degree	7.6%	Household size		
		Graduate degree	5.5%		1	42.4%
					2	38.0%
					3	10.1%
					4	5.1%
				5+	4.5%	

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 1.4 housing units per acre. The housing stock was built almost entirely between the 1940s and 1990s, with only 1.6% built since 2000. Most of the occupied housing stock (69%) is rental units, and the overall vacancy rate is relatively low (8%). Two-thirds of the owner-occupied units are valued less than \$100,000, and two-thirds of rental units are priced below \$500 per month. It is a fairly transit-supportive neighborhood, where one-quarter of households don't own a car, nearly 22% use transit for their daily commute, and 2% walk to work.

Table 3: Housing and Transportation

Housing			Housing			Transportation	
Housing Units			Owner-occupied housing values			Vehicle Availability	
Total units	1,508		< \$100,000	292	67.4%	Zero-vehicle households	25.4%
Density (DUs/acre)	1.37		\$100,000-199,999	12	2.8%	Owner-occupied	0.0%
Occupied	1385	91.8%	\$200,000-299,999	81	18.7%	Renter-occupied	37.0%
Owner-occupied	433	31.3%	\$300,000-499,999	35	8.1%	Workers*	1,500
Renter-occupied	952	68.7%	\$500,000+	13	3.0%		
Vacant	123	8.2%	Rental prices			Means of commute*	
Housing Age			No cash rent	0	0.0%	Drives alone (SOV)	59.8%
Pre-1940s	63	4.2%	\$0-100	10	1.1%	Carpool	13.5%
1940s-1990s	1420	94.2%	\$100-499	651	68.4%	Transit	21.5%
2000s	25	1.6%	\$500-749	267	28.0%	Motorcycle	0.2%
Source: 2005-2009 American Community Survey, US Census Bureau			\$750-999	0	0.0%	Walk	2.0%
**"Workers" refers to persons age 16 or over who self-identified as being employed.			\$1000-1499	24	2.5%	Other	0.5%
			\$1500+	0	0%	Work at Home	2.5%

Table 4 provides data on employment within the station area. Within a half-mile of the Maplewood-Manchester MetroLink Station, there are 251 firms and agencies employing 3,907 people. Approximately 25% of those jobs are in the retail trade sector, and another 20% are in manufacturing. Other sectors providing a considerable number of jobs include accommodation and food services, construction, and wholesale trade.

Table 4: Employment, Half-Mile Radius

NAICS	Industry	Firms	Jobs	NAICS	Industry	Firms	Jobs
23	Construction	23	348	56	Administrative & Support, Waste Management & Remediation Services	5	21
31-32-33	Manufacturing	25	832	61	Educational Services	6	137
42	Wholesale Trade	21	362	62	Health Care & Social Assistance	16	172
44-45	Retail Trade	42	936	71	Arts, Entertainment, and Recreation	3	7
51	Information	7	36	72	Accommodation and Food Services	18	441
52	Finance & Insurance	8	30	81	Other Services	19	204
53	Real Estate, and Rental & Leasing	34	122	92	Public Administration	2	112
54	Professional, Scientific, Technical Services	15	126	99	Unclassified	7	21
Total:						251	3,907

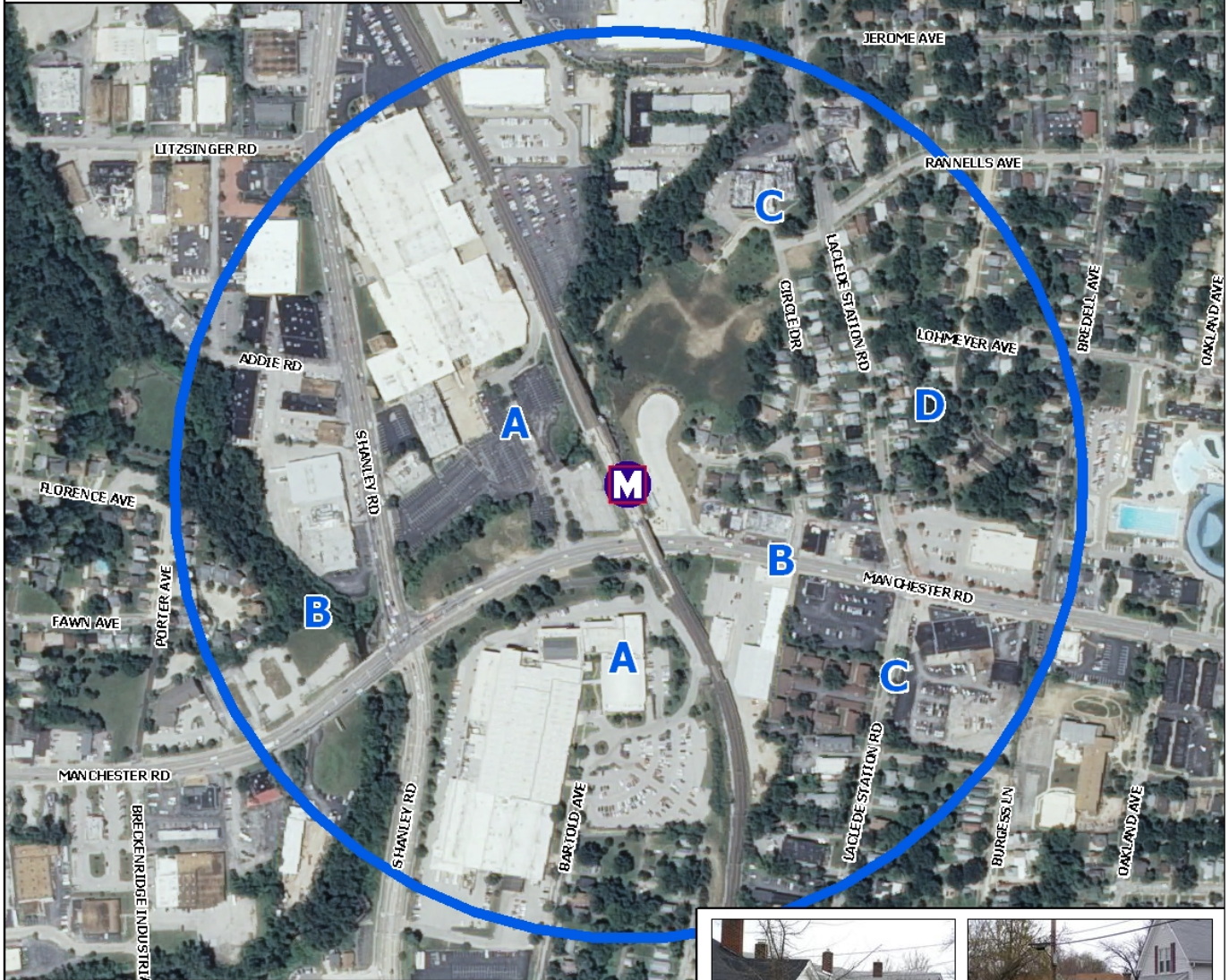
Source: ReferenceUSA as accessed via the St. Louis City Library Database



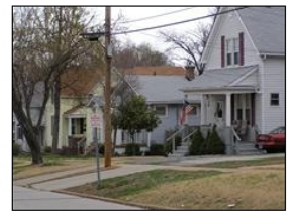
A - Manchester Road, immediately surrounding the MetroLink Station: the Maplewood Station is surrounded by two large industrial/commercial uses with substantial surface parking lots; a MetroBus transfer loop; and a dog park.



B - Hanley and Manchester Roads: These sections of Manchester and Hanley Road are primarily developed with smaller, 1-2 story commercial and industrial uses.



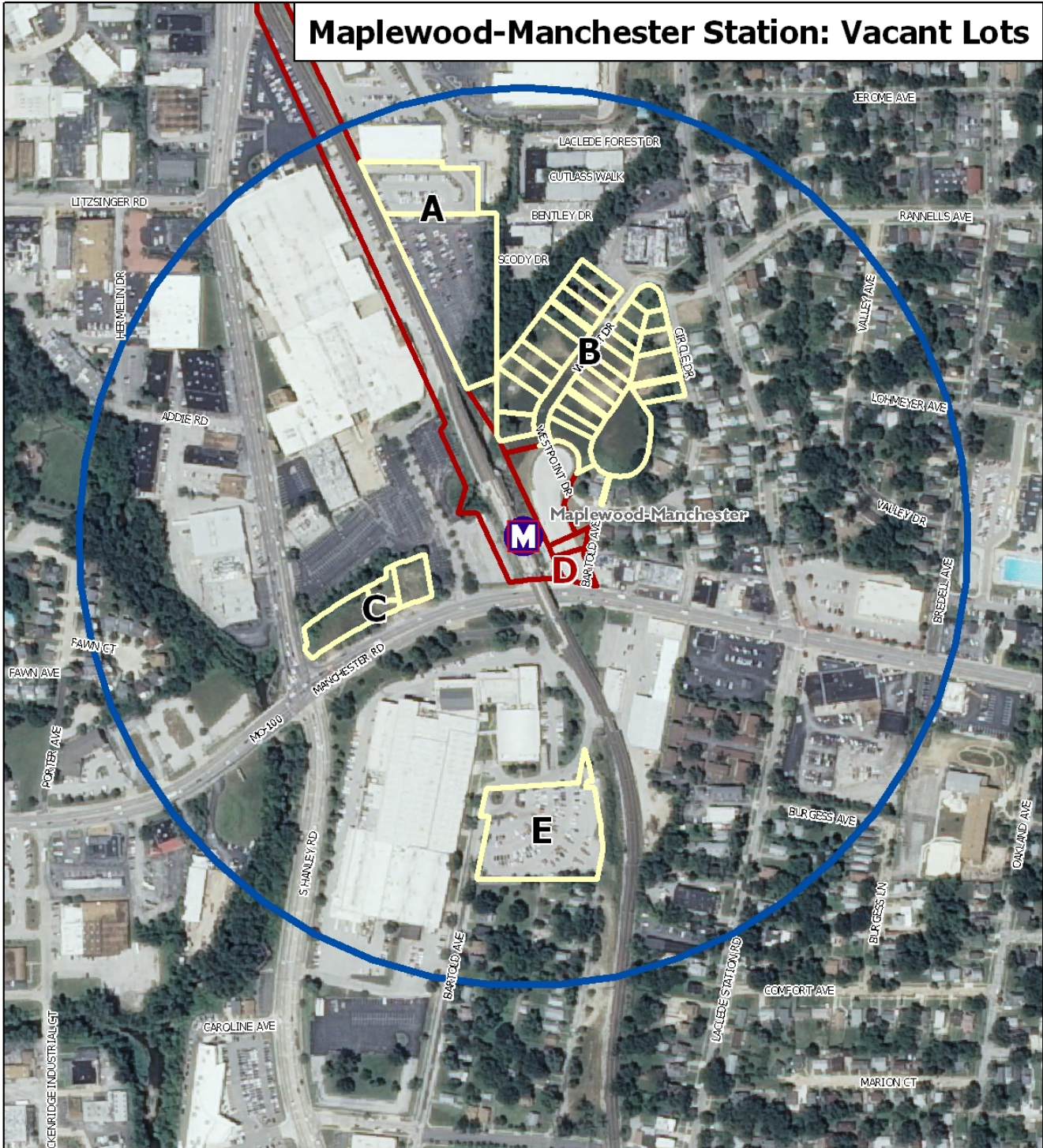
C - Laclede Station Road: Blockfronts south of Manchester are primarily developed with 2-3 story garden apartment complexes with surface parking lots. There is a similar type of apartment complex north of Manchester, at the intersection with Rannells Ave. The street also contains a limited number of 1-2 story single-family homes.



D - North of Manchester, east of MetroLink rail line: This is a residential neighborhood consisting mostly of 1-2 story single-family homes. These blocks also contain a limited number of two-family homes and an apartment complex.

Maplewood-Manchester Station: Neighborhood Context

Maplewood-Manchester Station: Vacant Lots



Area	Area Description	Ownership	Zoning	# Lots	Acres	Assessed Value
A	Parking Lot North of MetroLink Station	Sunquad LP	LM: Light Manufacturing	2	3.5	\$402,620
B	North of Metro Loop	City of Maplewood	SF: Single-Family Residential	24	4.6	\$163,050
C	Northeast Corner of Hanley & Manchester	Maplewood Hill top LLC	LM: Light Manufacturing	3	1.0	\$166,210
D	MetroLink Station & Loop	Metro	LM: Light Manufacturing; SF: Single-Family Residential	4	6.1	\$282,230
E	Sunnen Lot at Hanley & Manchester	Sunnen Products Company	LM: Light Manufacturing	1	2.2	\$353,830

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

0 50 100 200 Feet

Zoning, Land Use Policies, and Community Plans

The quarter-mile station area is split between two jurisdictions, the City of Maplewood and the City of Brentwood. The map and table on the following pages illustrate and explain current zoning regulations within a quarter-mile of the Sunnen Station. Parcels within the quarter-mile station area are covered by one of the following zoning districts:

City of Brentwood

- B, Single-Family Residential
- PD, Planned Development District
- GC, General Commercial District
- LID, Light Industrial District

City of Maplewood

- SR, Single-Family Residential
- MR, Medium-Density Residential
- PA, Public Activity
- AB, Arterial Business
- LM, Light Manufacturing

Potential Development Opportunities and Issues

Availability of land: There is a considerable amount of open vacant land within the quarter-mile station area, but most of it is occupied by institutional or public uses, such as Metro's bus transfer loop and the City of Maplewood's dog park. However, there is a vacant one-acre blockfront on Manchester directly west of the MetroLink Station, adjacent to a large industrial use. There are also two large surface parking lots totaling approximately 5.7 acres. New TOD around the Maplewood MetroLink Station will largely depend on redevelopment or adaptive reuse of surface parking lots and infill on underutilized sites.

Zoning: Existing zoning regulations may support an industrial and commercial type of TOD, but could prove more problematic for higher-density residential development or mixed-use TOD:

- Much of the **land immediately surrounding the station is zoned for light industrial**, offices, and a limited range of other commercial uses. Maplewood's LM and AB Districts, and the City of Brentwood's LID District, allow a very wide range of industrial uses, offices, and retail. None of these zoning districts allow residential development or mixed-use TOD.
- **Multifamily apartments and mixed-use development are either not allowed or are very limited.** Mixed-use developments and higher-density apartments are permitted in the City of Brentwood's PD District, which covers one blockfront of Manchester near the intersection with South Hanley Road. The PD District allows all housing types, retail, offices, and mixed-use buildings up to six stories or 75' in height. In the remainder of the station area, apartment buildings are limited to the MR Districts covering two blockfronts along Laclede Station Road. The MR District allows rowhouses, garden apartments, and elevator apartment buildings up to three stories and an F.A.R. of 0.5, or up to 12 stories with site plan approval.
- **Lower-density building envelopes:** The City of Maplewood's LM and AB Districts do not establish a maximum building height; however, they do limit developments to a Floor Area Ratio (F.A.R.) of 1.0 – 1.5, which will often result in one- to two-story commercial buildings covering a large portion of the lot. Brentwood's PD District allows buildings up to six stories or 75', so long as they are located on sites of at least two acres. In the remainder of the station area, buildings are limited to a general height of two to three stories.
- **Minimum lot and yard sizes:** Single-family homes in Maplewood's SR District require a minimum lot size of 6,000 sq.ft., a minimum width of 50', and 25' front yards. Apartments in the MR District require 20,000 sq.ft. lots, 100'-wide lots, and 10'-25' front yards. Commercial, office, and industrial uses require lots ranging in size from 7,500 to 12,500 sq.ft. with widths from 50' to 150', and front yards ranging from 15' to 35'. These lot and yard requirements may inhibit a form of compact, suburban TOD based on single-family homes and pedestrian-oriented business districts.

- **Minimum parking requirements:** Residential uses require one-and-a-half to two parking spaces per dwelling unit. Retail uses require one parking space for every 200 sq.ft. of floor area, and offices require one space for every 300 sq.ft. These minimum parking thresholds do not reflect the neighborhood's proximity to a rail station, and may occupy lot or floor area that could be dedicated to more active, remunerative uses.

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Maplewood Station: Zoning and Land Use

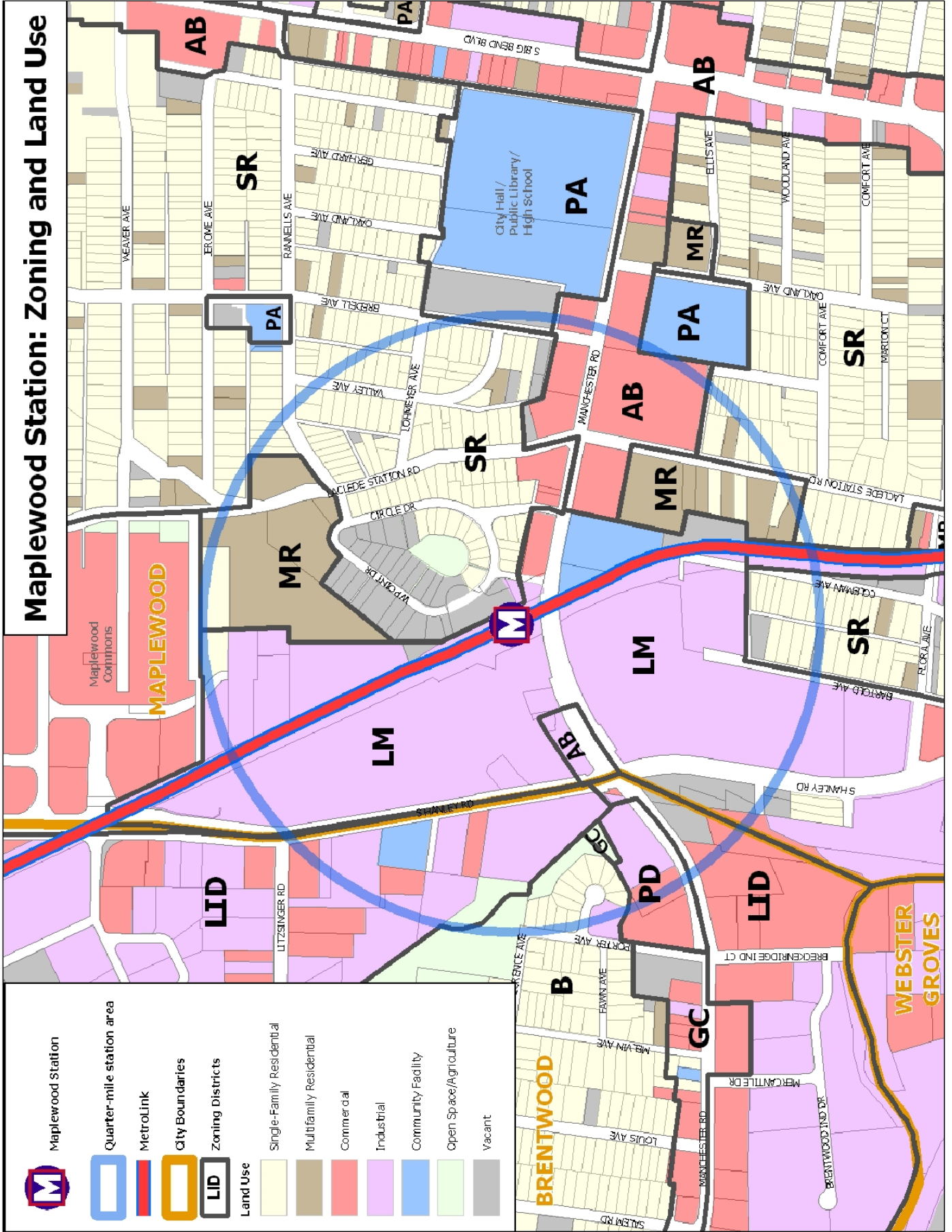


Table 5: Maplewood Station: Existing Zoning Regulations

District Type	City of Brentwood				City of Maplewood				
	B	PD	GC	LID	SR	MR	PA	AB	LM
Uses Permitted	Single-family detached homes; parks; community buildings	All residential types; retail; services; offices; hotels	Range of commercial and offices; permitted use related to lot size	Manufacturing; warehousing; research; public utilities; accessory retail (max 30% floor area); offices; schools	Single-family detached homes	Single-family rowhouses (require site plan review); apartments; convents	Parks; public buildings; private recreational facilities; cemeteries; churches; schools	A range of retail, services, and offices; AB District specifically focuses on car-centered businesses	Light industrial; warehousing; wholesale; offices; some retail; public utilities/services; public parking; hotels; schools
By Special Permit	Churches; utility substations; day care; schools	Day care; nursing homes; gas stations; parking facilities; restaurants; drive-thrus; bars; wholesale; warehousing	Same as PD, plus hotels	Automobile repair and carwashes; day care; restaurants; banks	Day care; convents; utility substations; group homes	Single-family detached homes; nursing homes; public parking; police/fire stations; utility substations; group homes; private schools	Hospitals; public utilities; day care; communication towers	Gas stations; auto repair, and carwashes; drive-thru restaurants; health care delivery; utility substations	Retail similar to that allowed; drive-thrus; gas stations, auto repair, and carwashes; indoor entertainment > 10,000 sq.ft.; utility substations
Minimum Lot Area	5,000 sq.ft.	1 acre	7,500 sq.ft.	1 acre	6,000 sq.ft.	Rowhouses = 1,800 sq.ft.; apartments = 20,000 sq.ft.	N/A	12,500 sq.ft.	12,500 sq.ft.
Minimum Lot Width	40'	150'	50'	150'	50'	Rowhouses = 15'; other = 100'	N/A	60'; some uses = 150'	60'
Minimum Lot Depth	75'	150'	100'	150'	50'	N/A	N/A	150'	150'
Maximum Building Height	2.5 stories / 35'	1-2 acres = 4 stories/52'; 2+ acres = 6 stories/75'	2.5 stories / 35'	3 stories / 45'	As per prevailing development pattern	3 stories	35'	No limit	No limit
Maximum F.A.R.	N/A	Determined by each user's share of project floor area	0.5	N/A	N/A	0.5	N/A	1.5	1.0
Minimum Front Yard	25'	25'. Adjacent to residential, depends on building height	25'; if front-yard parking, then 50'	25'; if front-yard parking, then 50'	25'	Ranges from 10' - 25'	15' from right-of-way	20', or 35' for front-yard parking.	15', or 35' for front-yard parking.
Minimum Side Yard	5'	10' at side/rear lot lines	None required; 12' if provided	None required; 12' if provided	Two required; 15' total, 5' min	Ranges from 10' - 25'	None required; transitional yards adjacent to res use	None required; 5' if provided	None required; 10' if provided
Minimum Rear Yard	Lesser of 20' or 20% of lot depth	10' at side/rear lot lines	None, but 25' adjacent to residential district	25'	30'	Ranges from 10' - 25'	None required; transitional yards adjacent to res use	None required; 5' if provided	None required; 10' if provided
Maximum Lot Coverage	40%	Depends on uses; ranges 50-80%	70%	80%	As per prevailing development pattern	N/A	N/A	None	50%
Parking Spaces	2 per DU	Residential = 2/DU; retail = 5/1,000 sq.ft.; office = 3.5/1,000 sq.ft.; medical = 5/1,000 sq.ft.	Retail = 5/1,000 sq.ft.; office = 3.5/1,000 sq.ft.; medical = 5/1,000 sq.ft.	Manufct = 2/3 employs; office = 3.5/1,000 sq.ft.; medical = 5/1,000 sq.ft.	2 per DU	1.5 per DU, except 2 per DU for 3+ bedrooms	Depends on use	Retail = 1 per 200 sq.ft.; Offices = 1 per 300 sq.ft.	As per AB, plus manufacturing & warehousing = 1/1,000 sq.ft. or 1/2 employs
Miscellaneous	All developments in PD, GC, and LID Districts require site plan approval. Building heights in PD may be increased by special permit. Parking requirements may be lowered by Zoning Commission.								

*DU = Dwelling Unit. Generally one single-family home or a apartment unit.