



North Hanley Station

This station profile describes existing conditions around the North Hanley 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 North Hanley Station serves a diverse population living in an area with a mixed suburban development pattern. Interstate 70 runs east-west through the heart of the station area, and North Hanley Road serves as its major north-south thoroughfare. The residential neighborhood consists of single-family detached homes south of the MetroLink station, and two-story apartment buildings west of North Hanley Road. The station is in close proximity to the University of Missouri – St. Louis campus, and is surrounded to the north and east by large corporate campuses, most notably Express Scripts and the NorthPark business park.

The quarter-mile station area covers 122 lots on 10 blocks, with a total assessed value of \$12,471,330. The MetroLink Station and Park-Ride Lot is a 20-acre site containing 1,705 surface parking spaces and a three-story garage containing approximately 780 spaces.

Regional Accessibility by Transit

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

- **#04 Natural Bridge MetroBus**
 - Express Scripts
 - Downtown St. Louis
 - University of Missouri-St. Louis
- **#34 Earth City MetroBus**
 - Express Scripts
 - Verizon Riverport Amphitheater
- **#35 Rock Road MetroBus**
 - DePaul Medical Center
 - Northwest Plaza
 - St. Louis Mills
- **#36 Spanish Lake MetroBus**
 - Express Scripts
 - Vatterott College
 - St. Louis Community College-Florissant Valley
 - Christian Hospital Northeast
- **#44 Hazelwood MetroBus**
 - Express Scripts
- NorthPark
- Village Square
- **#45 Ferguson-Florissant MetroBus**
 - Cross Keys Shopping Center
 - Clocktower Place
- **#47 North Hanley MetroBus**
 - Downtown Clayton
 - Express Scripts
 - Flower Valley Shopping Center
 - Cross Keys Shopping Center
- **#49 North Lindbergh MetroBus**
 - Express Scripts
 - Plaza Frontenac
 - Monsanto Headquarters
 - Lambert MetroBus Port
- **#61 Chambers Road MetroBus**
 - Express Scripts
 - NorthPark
 - Federal Center

- **#75 Lilac Hanley MetroBus**
 - St. Louis Community College-Florissant Valley
 - Christian Hospital Northeast
- **#98 Chesterfield Hanley MetroBus**
 - Westport Plaza
 - St. Luke’s Hospital
- **MetroLink (RED LINE)**
 - Lambert International Airport (5 minutes)
 - Delmar Loop (10 minutes)
 - Central West End (15 minutes)
 - Downtown St. Louis (22 minutes)
 - Scott Air Force Base (67 minutes)

As can be seen in Table 1 below, the North Hanley Station is one of the Metro System’s most active nodes. It generates roughly twice the average daily and monthly boardings for a MetroLink Station in Missouri, and considerably more than twice the system-wide average.

*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
NORTH HANLEY METROLINK STATION	88,000	3,350	1,830

**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 40% of the population between the ages of 25 and 64, and a third under age 17. Nearly one-quarter of residents do not possess a high school diploma, and only 13.1% have a college or graduate degree. Half of the households within a half-mile of the North Hanley Station 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	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%
Male	49%	35-64	27.5%	\$15,000-24,999	17.8%
Female	52%	65+	8.5%	\$25,000-49,999	27.7%
Source: 2005-2009 American Community Survey, US Census Bureau		Education*		\$50,000-74,999	11.4%
*Education statistics apply to persons age 25 or older.		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	37.2%
				2	23.0%
				3	8.7%
				4	19.6%
				5+	11.6%

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, but only 1.6% has been 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 homes 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, 21.5% 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%	Drive 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%
			\$750-999	0	0.0%	Walk	2.0%
			\$1000-1499	24	2.5%	Other	0.5%
			\$1500+	0	0%	Work at Home	2.5%

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 North Hanley MetroLink Station there are 15 firms and agencies employing 2,122 people. About 85% of those jobs are in the retail trade industry, most of which is attributable to Express Scripts. Other sectors providing a considerable number of jobs include educational services and accommodation and food services.

Table 4: Employment, Half-Mile Radius

NAICS	Industry	Firms	Jobs	NAICS	Industry	Firms	Jobs
23	Construction	4	11	61	Educational Services	1	45
42	Wholesale Trade	1	2	62	Health Care & Social Assistance	1	13
44-45	Retail Trade*	3	1,986	72	Accommodation and Food Services	1	46
53	Real Estate, Rental & Leasing	2	8	81	Other Services	1	8
56	Administrative & Support, Waste Mngmt & Remediation Services	1	3		Total:	15	2,122

*Includes Express Scripts headquarters. Original employment for Express Scripts was listed as 750. An additional 1,200 employees were added to that total to reflect the recent opening of Express Scripts' high-volume filling facility. An additional 1,500 employees are planned for their new office and research center, slated to open in 2011, but that number has not been added to the Express Scripts total.

Source: ReferenceUSA, as accessed via the St. Louis County Library database.

Neighborhood Context: Summary

The North Hanley MetroLink station is located directly south of Interstate 70, and Hanley Road runs north-south through the western portion of the station area. A 20-acre, 1,700-space, Metro-owned parking lot and garage are located directly south of the station. South of the Park-Ride Lot, across University Place, is a neighborhood of one- to two-story single-family homes. Low-density, two-story apartments are located west of Hanley Road. The Express Scripts headquarters is located east of the station, and just east of that sits the University of Missouri – St. Louis campus. North of I-70 is a vast amount of vacant land, a hotel, and a newly-constructed corporate office (another Express Scripts location). Most of the land in this area is slated for development as a corporate/research park known as NorthPark, though it is unclear if and how the current recession has impacted those plans.

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 development patterns within that quarter-mile area.



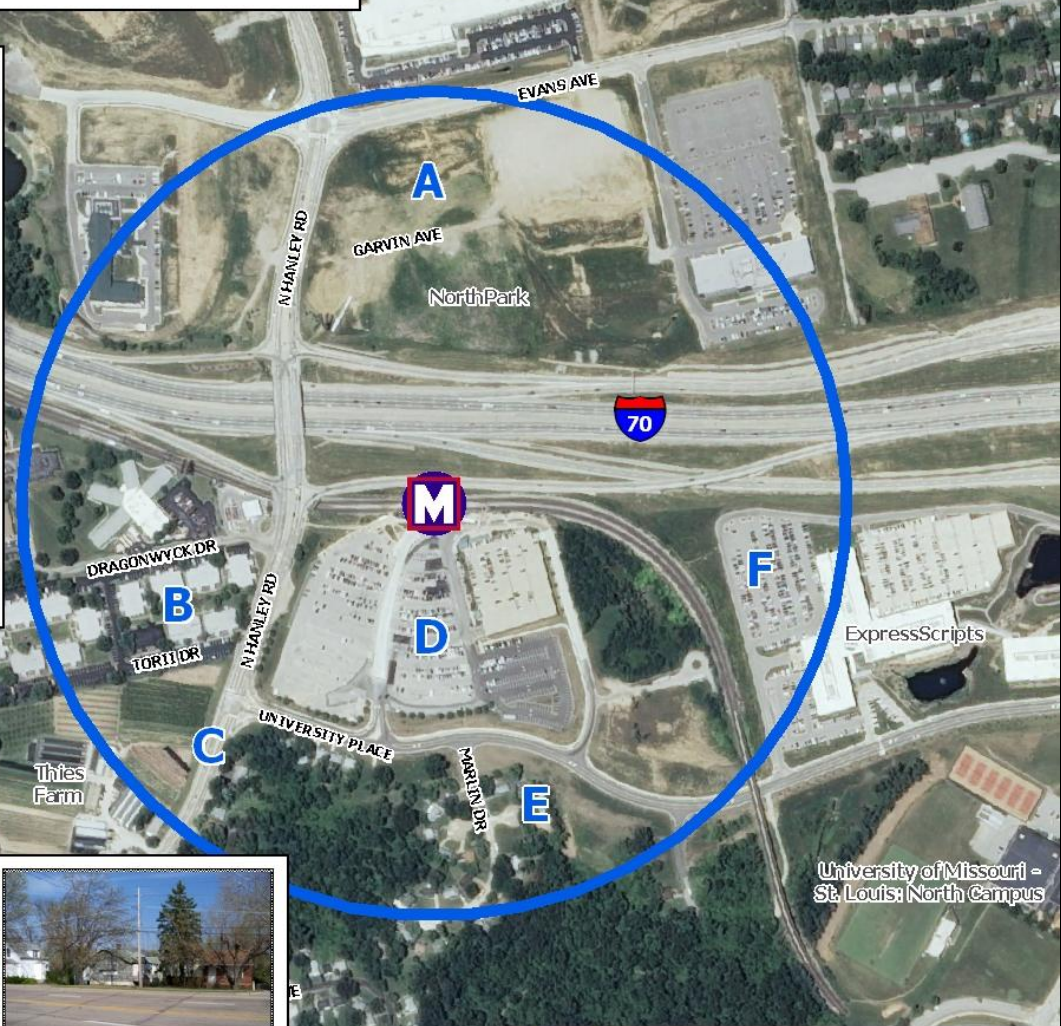


A - North of I-70: This entire area is slated for development as the NorthPark planned business/research park. Current uses include a 3-story motel, a 2-story technical college, an industrial distribution center, and a new 4-story office.

F - East of MetroLink rail line: The easternmost portion of the station area touches the 3-4 story ExpressScripts headquarters and UMSL's North Campus.



B - Dragonwyck Dr, west of Hanley Rd: This block includes a subdivision of two-story apartment buildings and a large, 1-story nursing home.



C - Hanley Rd at University Place: These blocks contain a small commercial farm, vacant residential lots, and a limited number of 1-story single-family homes.



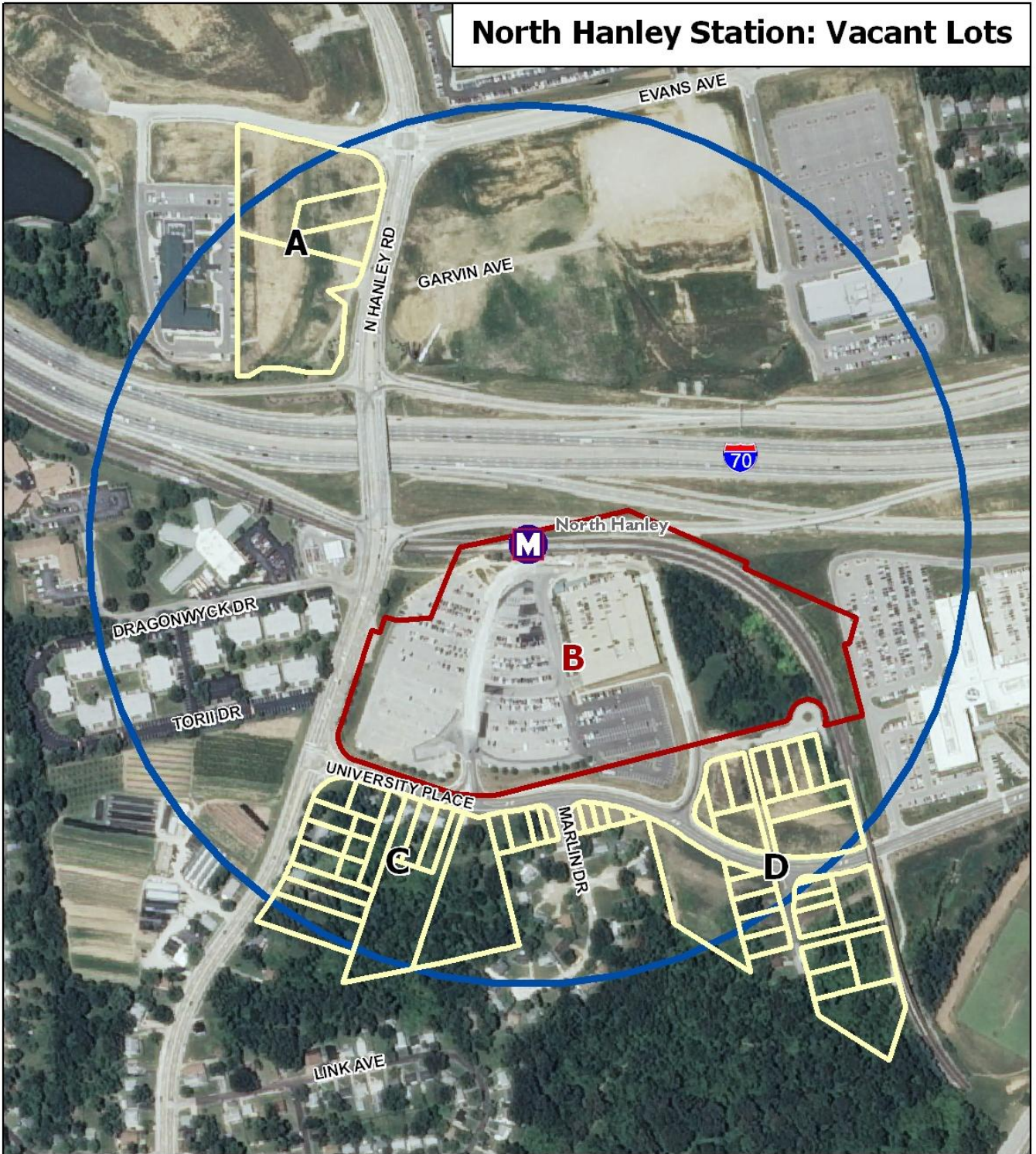
D - North side of University Place: The northern side of this block contains the MetroLink Station, Metro Park-Ride Lot, and a large vacant lot owned by UMSL.



E - South side of University Place: The southern side of University Place contains cul-de-sacs developed with 1-2 story single-family homes, and a substantial number of vacant lots and vacant homes.

North Hanley Station: Neighborhood Context

North Hanley Station: Vacant Lots



Area	Area Description	Ownership	Zoning	# Lots	Acres	Assessed Value
A	NorthPark West of Hanley Road	NorthPark Partners, LLC	M-2: Planned Research & Industrial	3	5.9	\$146,850
B	MetroLink Station & Park-Ride Garage/Lot	Bi-State Development Agency	C8: Planned Commercial District	1	20.4	\$3,536,190
C	Southeast corner of Hanley Road and University Place	Multiple	R5: Single Family Residential	21	7.7	\$226,160
D	University Place West of MetroLink Rail	University of Missouri Curators	R5: Single Family Residential	30	8.2	\$124,680

 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 divided between two jurisdictions, St. Louis County and the City of Berkeley. The block containing the ExpressScripts headquarters is within the City of Cool Valley, but that city's zoning is not discussed in this section because the block is already fully occupied by a large corporate campus. The map and table on the following pages illustrate and explain current zoning regulations. Lots within the quarter-mile station area are covered by one of the following zoning districts:

St. Louis County

- R5, Single-Family Residential
- R7, Multi-Family Residential
- C8, Planned Commercial District
- NU, Non-Urban Area

City of Berkeley

- R-2, Single-Family Residential
- R-4, Multiple-Family Residential
- C-2, General Commercial
- M-2, Planned Research and Industrial

Potential Development Opportunities and Issues

Availability of land: There is a very substantial amount of vacant land within the quarter-mile station area. Metro owns and operates a 20-acre Park-Ride Lot containing 1,705 parking spaces, directly south of the MetroLink Station. Metro may have an interest in joint development on this property. There are also two large concentrations of vacant land south of University Place and one north of I-70, together totaling another 20 acres of vacant land. These large parcels may offer some potential for new and infill TOD.

Zoning: Some of the existing zoning regulations within the quarter-mile station area may support new transit-oriented development, while other zoning districts may inhibit or limit it. **One area where the current regulations may support new TOD is the large parcel containing the North Hanley Station and Metro's Park-Ride Lot.** That lot is within St. Louis County and is zoned C8: Planned Commercial District. The C8 District allows considerable flexibility under broad development parameters, in return for a more thorough public review and site plan approval process. There is an approved site plan for the North Hanley Station on file; however, the County has an established process for amending existing C8 site plans.

In addition to the C8 District which encompasses Metro's 20-acre Park-Ride Lot, there are other zoning districts that may allow certain types of new TOD:

- NorthPark, north of I-70, is within the City of Berkeley's M-2 District. **The M-2 District could support an industrial and business-centered form of TOD.** The M-2 District allows a very wide range of industrial, office, and research facilities, as well as supportive retail and personal services by special permit. It also establishes a liberal building envelope of 90', though buildings may reach heights of 700' by special permit. **Note: maximum building height within the North Hanley station area may be impacted by FAA and local zoning regulations for airport flight paths.* However, the M-2 District does require 40' front yards and 30'-50' side yards, which may inhibit a more compact, pedestrian-oriented business district. Residential and mixed-use buildings are not allowed.
- **Medium- to high-density apartment buildings and mixed-use development are permitted in a limited portion of the station area**, south of Dragonwyck Drive and west of Hanley Road. These blocks are within St. Louis County and are zoned R7: Multi-Family Residential. The R7 District allows all housing types, as well as mixed-use buildings so long as the retail portion is limited to 5% of floor area. The R7 allows buildings up to 200', though that building envelope may be impacted by Lambert Airport's flight paths. Apartment buildings do require a 20' front yard, 10' side yards, and a minimum lot area of 1,750 sq. ft. per dwelling unit, which would result in a considerable amount of open space surrounding each apartment building. These lots are already occupied by a two-story garden apartment complex and Thies Farm.

Other zoning districts within the quarter-mile station area may prove more problematic for new TOD:

- South and east of the Metro Park-Ride Lot, **multi-family housing and mixed-use development is not permitted.** All of the blocks south of the Metro Park-Ride Lot are within St. Louis County's R5 District, which allows only single-family homes and limited community facilities. However, the R5 District does allow single-family row houses, which may support a lower-density, single-family type of TOD. The block east of the MetroLink rail line is within the County's NU: Non-Urban District, which limits development to very low-intensity uses such as agriculture, schools, and single-family homes, all requiring a minimum lot area of three acres. Large public institutions may be allowed by special permit.
- West of Hanley Road and north of Dragonwyck Drive, **mixed-use development is not allowed, and multi-family housing is limited.** These blocks are all within the City of Berkeley, and covered by one of three zoning districts. The R-2 District in the westernmost part of the station area is limited to single-family homes and community facilities. The R-4 District allows apartments up to two-and-a-half stories, but does not allow any commercial uses. The C-2 District at the intersection of Dragonwyck Drive and Hanley Road allows a wide range of retail, services, and offices, but does not allow residential uses.
- **Low-scale building heights:** Aside from the C8 and R7 Districts described above, buildings in the southern portion of the station area are limited to heights of two to three stories.
- **Minimum lot and yard sizes:** The R-2 and R5 residential districts require lots ranging from 6,000 – 7,500 sq. ft. in size; though these districts do not establish a minimum lot width, those lot sizes will often require 50' – 75' of lot frontage. The R-4 and R7 Districts require a minimum lot area of 1,750 – 3,000 sq. ft. per dwelling unit, which will require a considerable amount of open space surrounding each apartment building. All of these districts require front yards ranging from 20' – 30' and two side yards. These requirements may limit the potential for a suburban model of transit-supportive density and compact, walkable TOD.
- **Minimum parking requirements:** St. Louis County's R5 District requires only one parking space per single-family home, but all other residential districts require one-and-a-half to two parking spaces per dwelling unit. Retail and office uses generally require one parking space for every 200 – 300 sq. ft. of floor area. These parking thresholds may not reflect close proximity to a rail and bus transit center, and requires lot or floor area that could be dedicated to more active, remunerative uses.

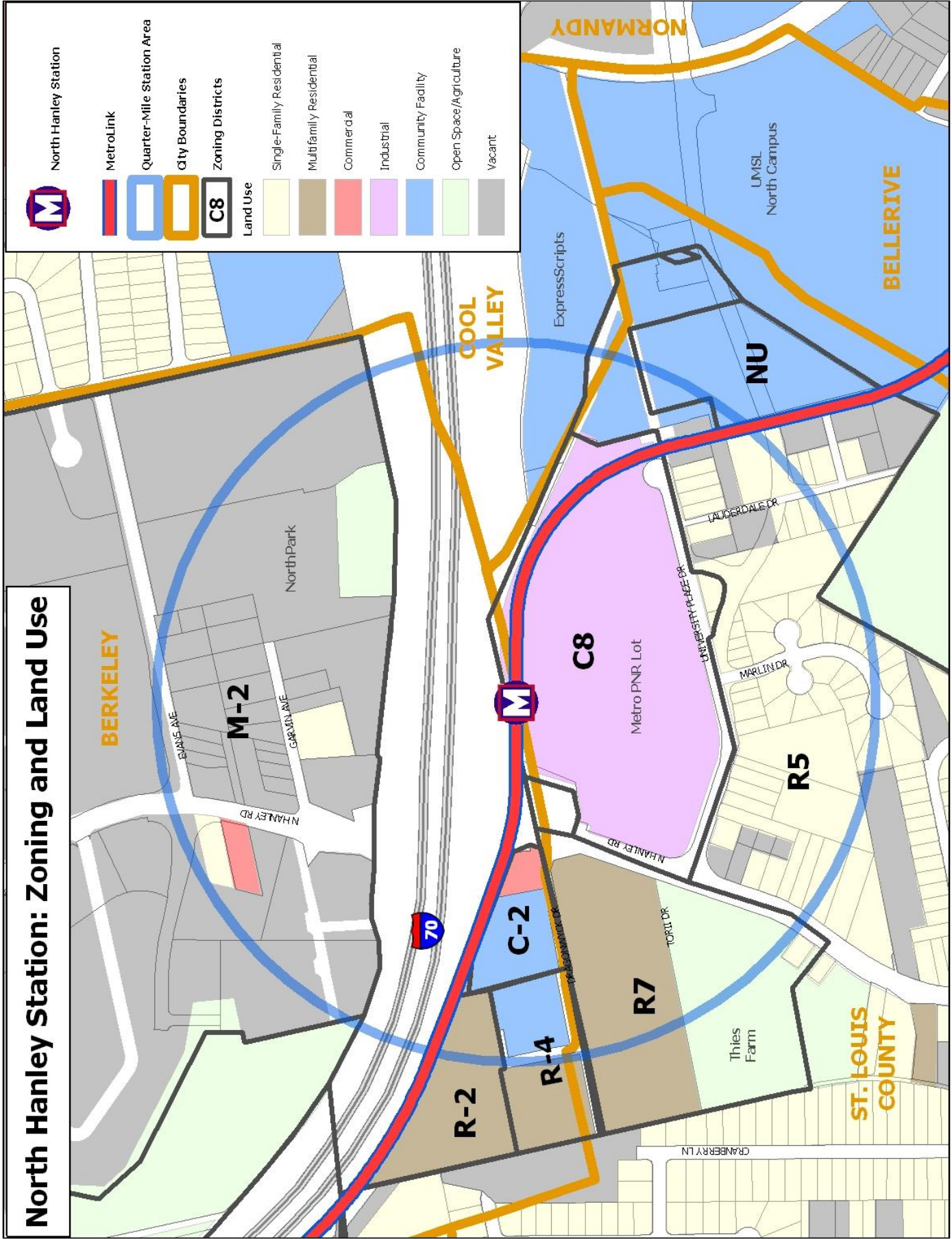


Table 5: North Hanley Station, Existing Zoning

	St. Louis County				City of Berkeley			
	R5	R7	C8	NU	R-2	R-4	C-2	M-2
District Type	Single-family residential	Multifamily Residential	Planned Commercial District	Non-Urban District	Single-Family Residential	Multifamily Residential	General Commercial District	Planned Research & Industrial
Uses Permitted	1-family detached homes/rowhouses; community facilities; churches	All residential; mixed-use (retail up to 5% floor area); churches; day care; community facilities	As per approved development/site plan	1-family homes; agriculture; parks; schools; churches; community facilities	1-family homes	All residential types	Range of retail, services, and office uses	Light industrial; offices; research labs; limited food/beverage; wholesale; warehousing
By Special Permit	Hospitals; group homes; day care; nursing homes; utilities; parking lot	Hospitals; group homes; day care; nursing homes; utilities	N/A	Range of healthcare; large institutions; lumber & ore processing; other	Churches; community facilities; schools; nursing and group homes; hospitals	Same as R-2, plus front-yard parking	All residential; community facilities; restaurants; bars; gas stations; public garages/lots; others	Hotels; general retail; financial institutions; churches; day care
Minimum Lot Area	Res: 6,000 sq.ft.	1-fam: 4,500 sq.ft./DU; 2-fam: 2,500 sq.ft./DU; 3-fam: 2,000 sq.ft./DU; 4-fam+: 1,750 sq.ft./DU	As per site plan	3+ acres (includes 1-family homes)	7,500 sq.ft.	1-fam: 7,500 sq.ft./DU; 2-fam: 3,750 sq.ft./DU; Other: 3,000 sq.ft./DU	N/A	N/A
Maximum Building Height	Res: 3 stories / 45'; other: 60'	200'	As per development/site plan	As per flight path regs; nursing homes = 3 stories/45'	2.5 stories / 35'	2.5 stories / 35'	3 stories / 45'	90'; up to 700' by special permit
Minimum Front Yard	20'	20'	As per site plan, but minimum requirement = 10' + additional depth for buildings over 30' in height.	50'	30'	25'	25'	40'
Minimum Side Yard	6' for detached structures	1-family: 5'; other: 10'		20'	7'	7'	5'	30', 50' adjacent to R-District
Minimum Rear Yard	15'	15'		20'	20% of lot depth or 30' min, 45' max	20% of lot depth or 30' min, 45' max	Res: 25'; Other: 10'	30', 50' adjacent to R-District
Parking	1 per DU	1-family = 1 per DU, Other = 1.5 per DU	By use, generally ranges 3-5 spaces per 1,000 sq.ft.	2 per DU	2 per DU	2 per DU	Residential = 2 per DU; Retail = 1 per 200 sq.ft.; Med clinic = 1 per 200 sq.ft.; Office = 3 + 1 per 400 sq.ft. over 3,000sq.ft.	Research = 1 per employee; Office = 1 per 300 sq.ft.; Retail = 1 per 200 sq.ft.
Miscellaneous	Residential districts generally allow front yard line-up to match average front yard depth on each street. The R7 District requires a minimum distance between buildings on adjacent lots of 50' or more.			In general, front yard parking for residential uses only allowed by special permit. Height limit for public buildings = 60', for churches = 75'. In R7, apartment complexes with more than 2 buildings have additional site planning requirements.				