



Richmond Heights Station

This station profile describes existing conditions around the Richmond Heights 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 Richmond Heights MetroLink Station serves a regional commercial core within an inner-ring suburban community. The station is located near the intersection of four major corridors: I-64, I-170, South Brentwood Boulevard, and Clayton Road. South Brentwood Boulevard runs north-south through the area and is lined with regional commercial attractions, including the Saint Louis Galleria, The Boulevard mixed-use development, several office buildings, and single-story commercial strips. Clayton Road is a busy commercial corridor hosting smaller-scale, more locally-oriented businesses. The area east of Linden Avenue is a residential neighborhood of one- to two-story, single-family and two-family homes.

The quarter-mile station area covers 215 lots on 14 blocks, with a total assessed value of \$40,231,320. Metro’s Park-Ride Lot near the intersection of Galleria Parkway and I-170 contains 57 spaces.

Regional Accessibility by Transit

From the Richmond Heights 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 MetroBus**
 - Delmar Loop
 - St. Mary’s Hospital
 - Webster University
 - Washington University
- **MetroLink (BLUE LINE)**
 - Clayton (2 minutes)
 - Central West End (12 minutes)
 - Downtown St. Louis (19 minutes)

As can be seen in Table 1 below, average boardings for the Richmond Heights Station are fairly equal between weekdays and weekends, highlighting the variety of work, housing, and shopping options in the area.

*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
RICHMOND HEIGHTS METROLINK STATION	19,800	660	620

**Metro Fiscal Year July 2010 - June 2011*

Demographics, Housing & Employment

As can be seen in Table 2 below, the majority of residents within a half-mile of the station are comparatively well-educated adults of working age, more than a third of them between 35 and 64. Forty percent have college degrees, and over one third hold graduate degrees. Household income skews to the higher end of the economic spectrum, with nearly 70% of households making more than \$50,000 per year, and under 10% making less than \$25,000 per year. Three percent of the individual residents living within a half-mile of the station are living under the federal poverty line.

Table 2: Demographics

Population		Population		Income	
Acres	464.46	Age		Persons in poverty	3.1%
Population	2120	0-17	18.9%	Household income	
Density (persons/acre)	4.6	18-24	7.9%		\$0-9,999
Sex		25-34	10.4%	\$10,000-14,999	0.7%
		35-64	41.9%	\$15,000-24,999	4.9%
Male	50%	65+	20.9%	\$25,000-49,999	22.0%
Female	50%	Education*		\$50,000-74,999	11.8%
		No diploma	0.4%	\$75,000-99,999	12.1%
		High school	20.6%	\$100,000+	45.0%
		College degree	42.3%	Household size	
		Graduate degree	36.7%		1
				2	36.5%
				3	11.3%
				4	5.9%
				5+	5.3%

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 2.9 housing units per acre. Three-quarters of the housing stock was built between 1940 and 1990, though a full quarter was built before World War II. Three-quarters of the occupied housing units are owner-occupied and one-quarter are rentals, with an overall vacancy rate of around 20%. Almost half of the owner-occupied housing is valued over \$500,000, and nearly two-thirds of the rental units are priced above \$750 per month. Despite the proximity to a light rail station, over eighty percent of self-identified workers reported driving their own cars to work.

Table 3: Housing and Transportation

Housing		Housing			Transportation	
Housing Units		Owner-occupied housing values			Vehicle Availability	
Total units	1,343	< \$100,000	21	2.7%	Zero-vehicle households	0.9%
Density (DUs/acre)	2.89	\$100,000-199,999	147	18.7%	% of owner-occupied	1.1%
Occupied	1050 78.2%	\$200,000-299,999	149	18.9%	% of renter-occupied	0.0%
Owner-occupied	788 75.0%	\$300,000-499,999	131	16.6%	Workers*	1,039
Renter-occupied	262 25.0%	\$500,000+	340	43.1%		
Vacant	293 21.8%	Rental prices			Means of commute*	
Housing Age		No cash rent	34	13.0%	Drives alone (SOV)	83.9%
Pre-1940s	323 24.1%	\$100-499	16	7.0%	Carpool	6.5%
1940s-1990s	1002 74.6%	\$500-749	90	39.5%	Transit	1.1%
2000s	18 1.3%	\$750-999	94	41.2%	Bicycle	0.0%
		\$1000-1499	28	12.3%	Walk	0.0%
		\$1500-1999	64	11.6%	Other	2.7%
		\$2000+	0	0.0%	Work at Home	5.8%

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 below provides data on employment within the station area. There are 625 firms and agencies employing 7,068 people within a half-mile of the Richmond Heights Station. Nearly 40% of those jobs are in the retail trade sector, and another 20% are in health care. Other sectors providing a considerable number of jobs within the area include accommodation and food services; professional and technical services; and the finance and insurance industry.

Table 4: Employment, Half-Mile Radius

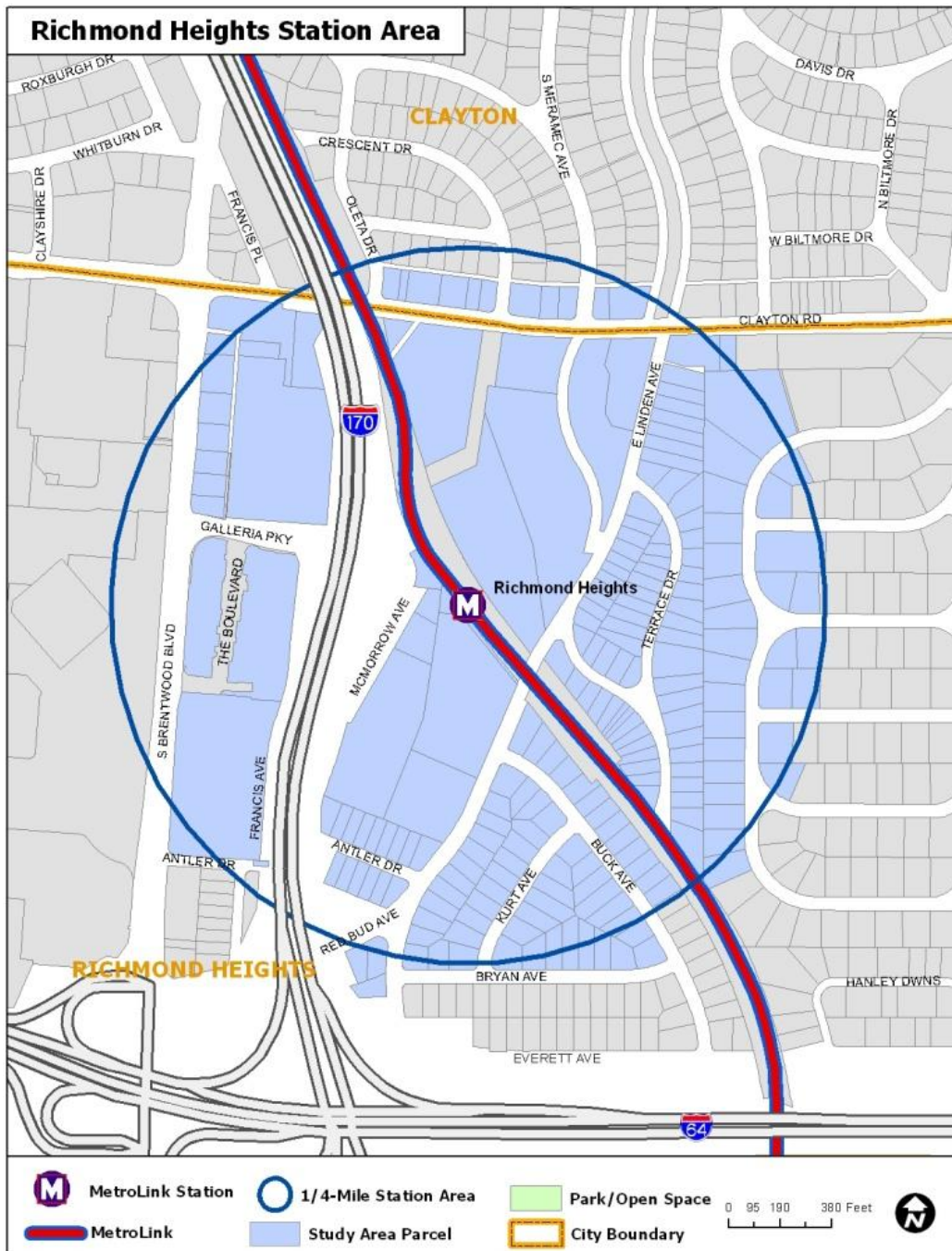
NAICS	Industry	Firms	Jobs	NAICS	Industry	Firms	Jobs
23	Construction	5	27	55	Management of Companies and Enterprises	2	53
31-32-33	Manufacturing	5	67	56	Administrative & Support, Waste Management & Remediation Services	7	22
42	Wholesale Trade	6	78	61	Educational Services	7	57
44-45	Retail Trade	156	2,647	62	Health Care & Social Assistance	198	1,464
48-49	Transportation & Warehousing	3	18	71	Arts, Entertainment, and Recreation	4	31
51	Information	11	57	72	Accommodation and Food Services	30	903
52	Finance & Insurance	31	339	81	Other Services	35	284
53	Real Estate, and Rental & Leasing	22	160	99	Unclassified	11	32
54	Professional, Scientific, Technical Services	92	829		Total:	625	7,068

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

Neighborhood Context: Summary

The Richmond Heights MetroLink Station is located near the intersection of four major corridors: I-64, I-170, South Brentwood Boulevard, and Clayton Road. South Brentwood Boulevard runs north-south through the area and is lined with regional commercial attractions, including the Saint Louis Galleria, The Boulevard mixed-use development, several office buildings, and single-story commercial strips. Clayton Road is a busy commercial corridor hosting smaller-scale, more locally-oriented businesses. The area east of Linden Avenue is a residential neighborhood containing one- to two-story, single-family and two-family homes.

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.





C - South of Clayton Rd, west of the MetroLink rail line: This large block holds a range of commercial uses, including 1-story retail; 3-4 story parking garages; a 10-story hotel; a 20+ story office tower; and large surface parking lots.



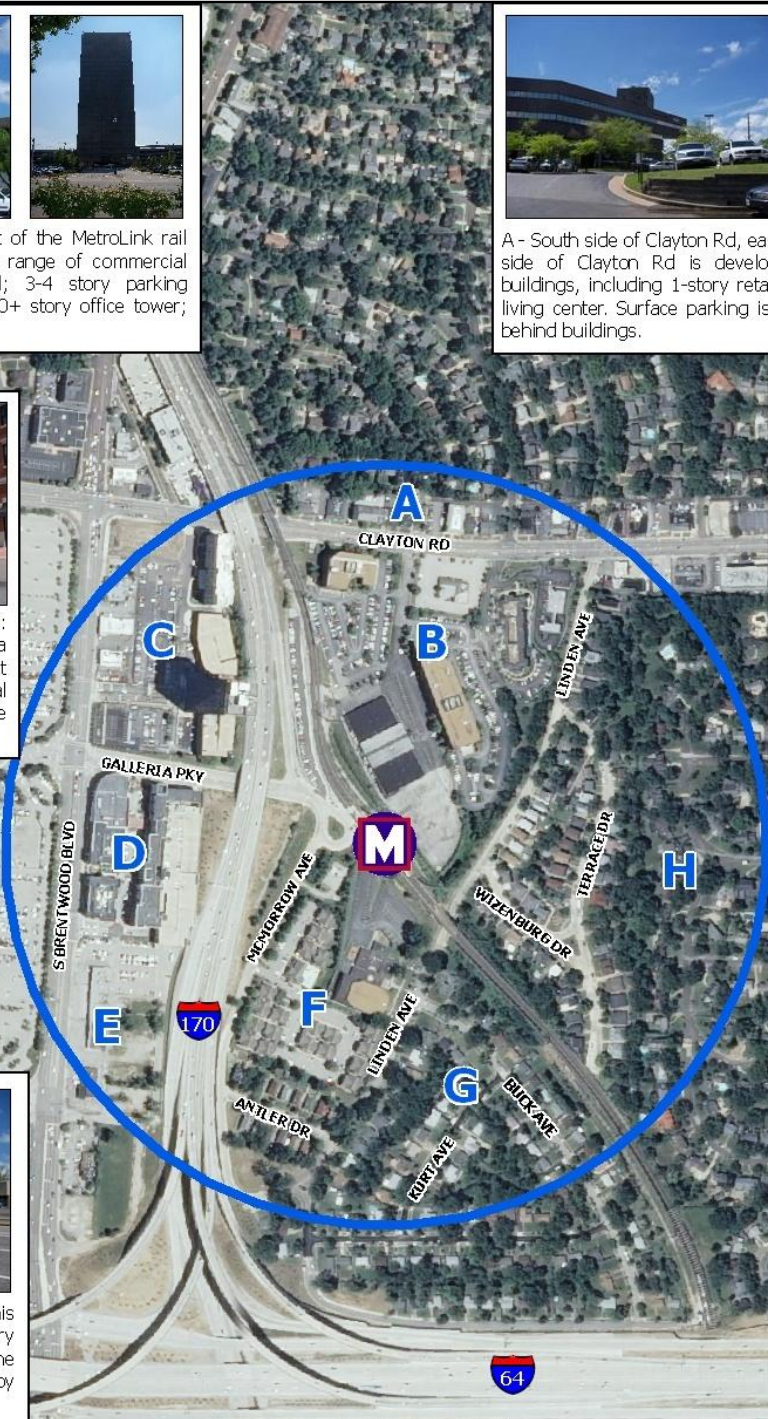
A - South side of Clayton Rd, east of MetroLink rail line: The south side of Clayton Rd is developed with a mix of commercial buildings, including 1-story retail, 3-4 story offices, and a senior living center. Surface parking is generally located to the side or behind buildings.



D - The Boulevard Saint Louis: This entire block contains a mixed-use development consisting of 2-story commercial buildings and 4-story mixed-use buildings lining a "main street."



B - North side of Clayton Rd, east of MetroLink rail line: The north side of the street primarily contains 1-3 story retail and office buildings. Parking is generally to the side or behind buildings.



E - South of The Boulevard: This block contains several 1-story retail strips set back from the streetline and surrounded by surface parking.



H - East of Linden Ave and MetroLink rail line: These blocks are within a residential neighborhood of 1.5-2 story, single-family homes on comparatively large lots. Parking is generally located in rear-yard garages. There is also a concentration of two-family homes between Linden Ave and Terrace Dr.



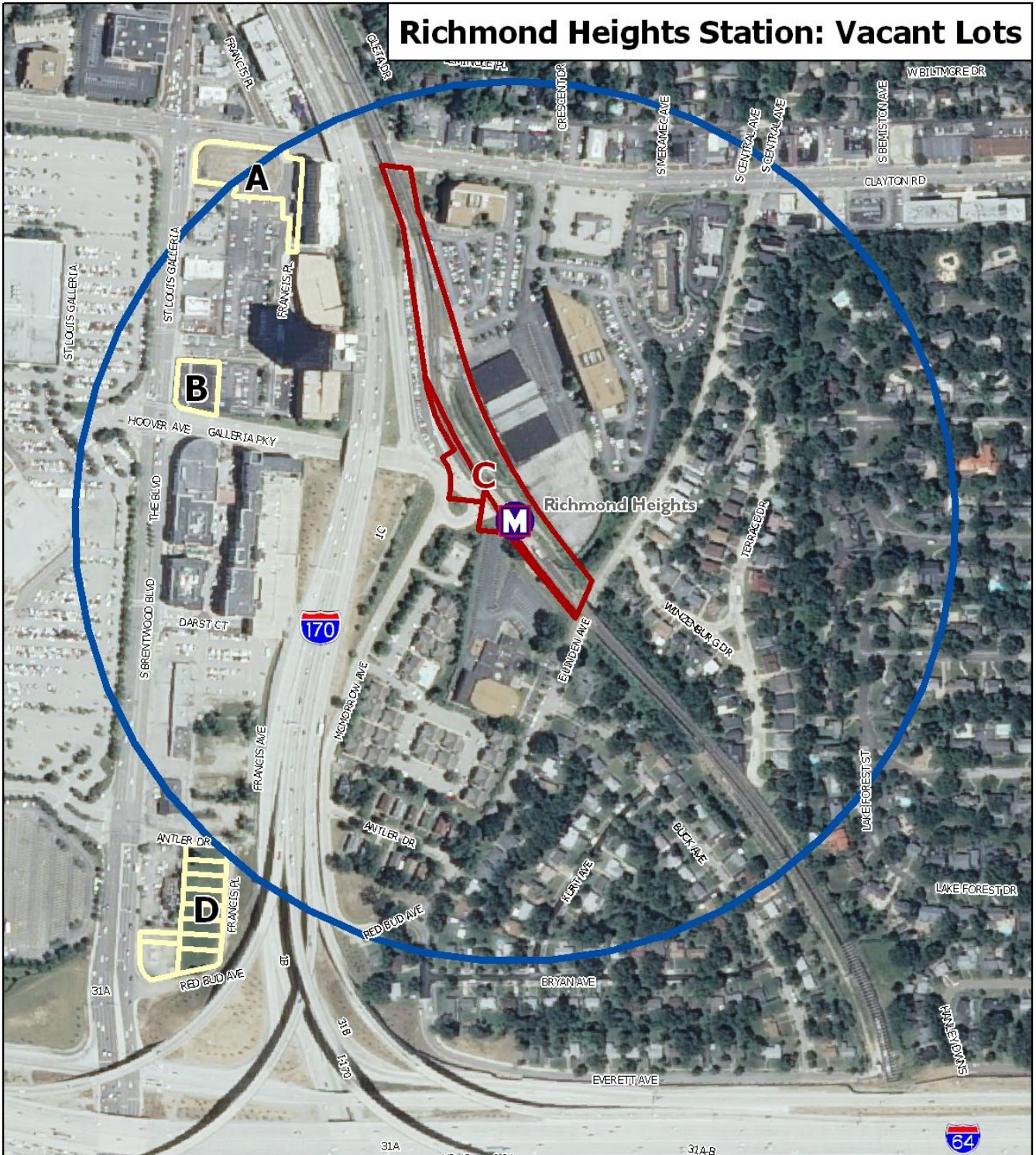
F - South of MetroLink Station, between I-170 and Linden Avenue: This block contains a Jewish Community Center and a residential hotel complex consisting of numerous 2-story detached buildings, all with surface parking.



G - East of Linden Ave, south of MetroLink rail line: These blocks are within a residential neighborhood of 1-story, single-family homes. Parking is located in driveways or rear-yard garages.

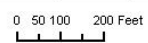
Richmond Heights Station: Neighborhood Context

Richmond Heights Station: Vacant Lots



Area	Area Description	Ownership	Zoning	# Lots	Acres	Assessed Value
A	Parking Lot at Brentwood Blvd. & Clayton Rd.	MDG Acquisition LLC	PDC: Planned Development-Commercial	1	1.1	\$464,160
B	Parking Lot at Brentwood Blvd. & Galleria Pkwy.	CF Clayton Office LP	C2: General Business District	1	0.4	\$178,980
C	MetroLink Station & Park-Ride Lot	Metro	N/A	3	3.8	\$109,160
D	Brentwood Blvd. between Antler Dr. & Red Bud Ave.	Abrams Rothman Brentwood Partnership LP	PDM: Planned Development-Mixed	10	1.4	\$195,440

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



Zoning, Land Use Policies, and Community Plans

The quarter-mile station area is almost entirely within the City of Richmond Heights. Approximately three block fronts and a small number of residential lots in the northern portion of the station area are within the City of Clayton. The map and table on the following pages illustrate and explain existing zoning regulations. Parcels within the quarter-mile station area are covered by one of the following zoning districts:

City of Clayton

- R-2, Single-Family Residential
- C-1, Neighborhood Commercial

City of Richmond Heights

- R1A, Single-Family Residential
- R2A, Single-Family Residential
- R4, Two-Family Residential
- C2, General Business District
- PDC, Planned Commercial District
- PDMX, Planned Mixed-Use District

Potential Development Opportunities and Issues

Availability of land: There is one substantial plot of vacant land within the quarter-mile station area, a 1.4-acre parcel just north of the I-64/I-170 interchange. There are also three surface parking lots within the station area that may offer some potential for new development, including Metro's linear, 57-space commuter parking lot adjacent to the MetroLink Station. New TOD around the Richmond Heights Station will largely depend on redevelopment or adaptive reuse of surface parking lots and underutilized sites.

Zoning: For the most part, current zoning regulations within the quarter-mile station area may present barriers to TOD:

- **Mixed uses are only allowed in one zoning district** within the station area, the PDMX District in Richmond Heights. Most of that site is already occupied by The Boulevard mixed-use development; however, there may be opportunity for redevelopment of the southern portion of the site, which is currently occupied by single-story retail buildings surrounded by parking lots.
- **Multi-family apartments currently are not allowed** within the station area, outside of the PDMX District. The R4 District in Richmond Heights allows two-family homes and row houses; all other residential districts allow only single-family detached homes.
- **Low-density building heights:** Throughout the station area, residential uses are limited to heights of two to three stories, and commercial uses to three stories. The PDC and PDMX Districts in Richmond Heights offer flexibility in site planning, but most of those sites are already developed (Saint Louis Galleria, The Boulevard, and the Marriott Residence Inn).
- **Minimum lot and yard sizes:** Minimum residential lot sizes in both cities range from 5,000 sq. ft. – 15,000 sq. ft., depending on use. Commercial uses in Richmond Heights require a minimum lot size of 10,000 sq. ft. and a minimum lot width of 100'. Residential front yards in both cities range from 30' to 40'. These minimum requirements may inhibit a more compact, walkable form of suburban TOD as well as pedestrian-oriented business districts.
- **Minimum parking requirements:** Both cities require two parking spaces per dwelling unit. General retail uses require one parking space for every 200 sq. ft. of floor area, and offices one space for every 250 sq. ft. These thresholds may not reflect the area's proximity to transit, and will occupy lot and floor area that could be dedicated to more active, remunerative uses.

Richmond Heights Station: Zoning and Land Use

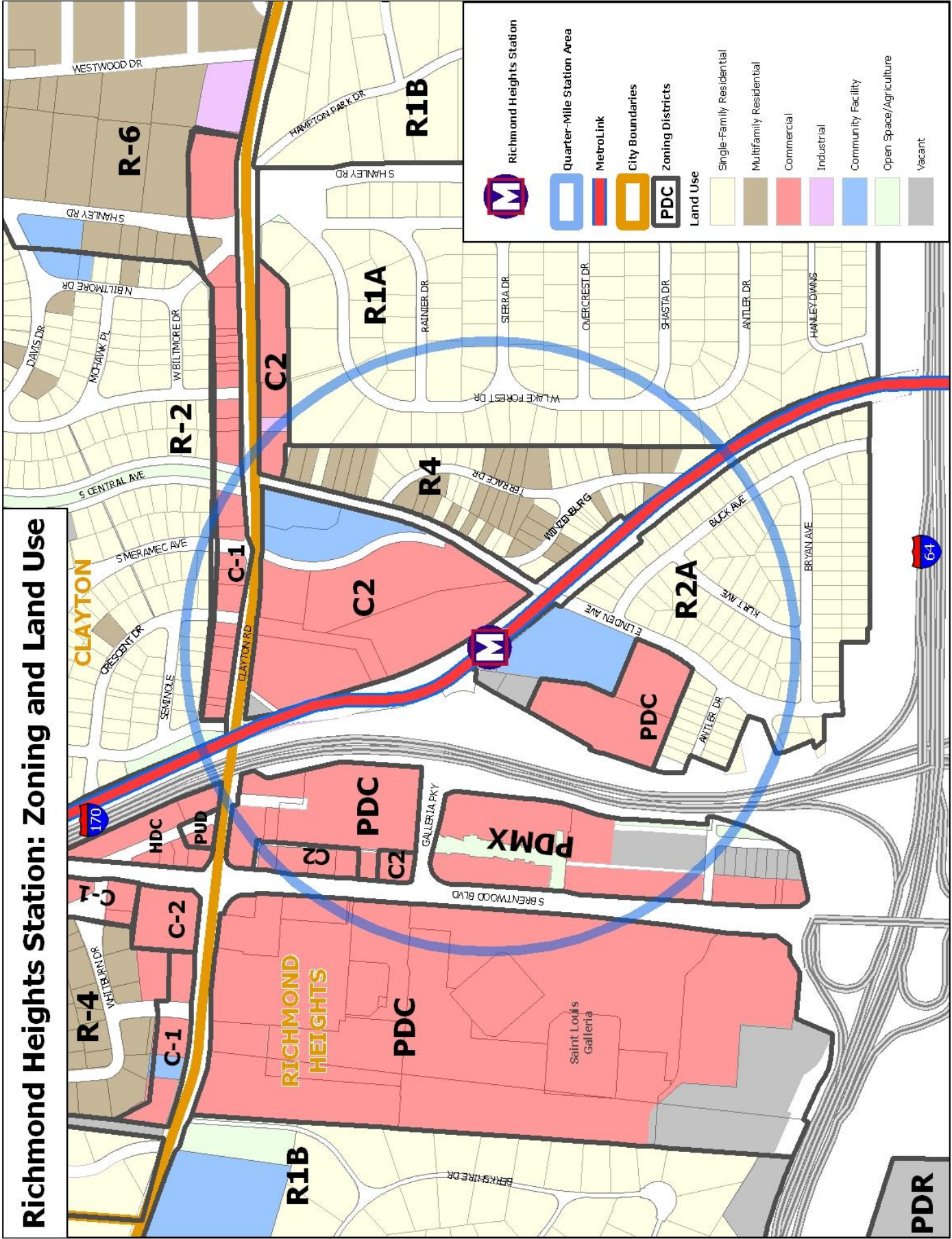


Table 5: Richmond Heights Station: Existing Zoning

		City of Richmond Heights							
City of Clayton		R-2	C-1	R1A	R2A	R4	C2	PDC	PDM
District Type		Single-family Residential	Neighborhood Commercial	Single-Family Residential	Single-Family Residential	Two-Family Residential	General Business District	Planned Commercial District	Planned Mixed-Use District
Uses Permitted		Single-family homes; group homes for disabled; churches	Local retail and services; offices; churches; parking lots/garages	Single-family detached homes; fire and police stations; parks	Same as R1A	Same as R2A, but allows 1-family rowhouses and 2-family homes	General retail and services; hotels; colleges; schools; offices; theaters	As per site plan, but uses and densities similar to CZ	As per site plan, but residential uses and densities similar to R5, commercial uses similar to CZ
By Special Permit		Day care; colleges; schools; community facilities; public buildings	Grocery stores; restaurants; day care; public buildings; car sales. Mixed-use only as PUD	Churches; cemeteries; utility substations; libraries; schools	Same as R1A	Same as R2A	Light manufacturing; wholesale; gas stations & convenience stores; grocery stores; restaurants; gyms & spas; research & development; bars & liquor stores; auto sales/repair	As per site plan	As per site plan
Minimum Lot Area		7,500 sq.ft.	N/A	15,000 sq.ft.	7,500 sq.ft.	5,000 sq.ft.	10,000 sq.ft.	As per site plan	As per site plan
Minimum Lot Width		60'	N/A	N/A	N/A	N/A	100'	As per site plan	As per site plan
Maximum Building Height		2 stories / 30'	3 stories / 35'	3 stories / 40'	2.5 stories / 35'	2.5 stories / 35'	3 stories / 45'	As per site plan	As per site plan
Minimum Front Yard		25% of lot depth; minimum 30'	Contextual line-up based on average yard depth	40' or contextual line-up	35' or contextual line-up	30' or contextual line-up	15' or contextual line-up	As per site plan	As per site plan
Minimum Side Yard		10% of lot width; minimum 5' each	5' adjacent to R-districts	12' each	8' each	6' each for detached	None required; 35' adjacent to R-districts	As per site plan	As per site plan
Minimum Rear Yard		25% of lot depth; minimum 30'	25'	Larger of 35' or 20% of lot depth	Larger of 30' or 20% of lot depth	Larger of 30' or 20% of lot depth	None required; 35' adjacent to R-districts	As per site plan	As per site plan
Parking		Residential = 2 per dwelling	General commercial = 1 per 300 sq.ft.	Residential = 2 per dwelling	Residential = 2 per dwelling	Residential = 2 per dwelling	General retail = 1 per 200 sq.ft.; general offices = 1 per 250 sq.ft.	General retail = 1 per 200 sq.ft.; general offices = 1 per 250 sq.ft.	Residential = 2 per dwelling; general retail = 1 per 200 sq.ft.; general offices = 1 per 250 sq.ft.
Miscellaneous		No front-yard parking or sales. No bars allowed. All developments over 10,000 sq.ft. require site plan approval.		Shared parking lots and garages require approved landscaping and screening treatments. Developments in C2 Districts require formal site plan review. Sites targeted for designation as a PD District must be at least 2.5 acres.					