



Shrewsbury Station

This station profile describes existing conditions around the Shrewsbury 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 Shrewsbury Station is located at the border between the Cities of St. Louis and Shrewsbury, near the intersection of Lansdowne Avenue and River Des Peres. The station serves an inner-ring suburban area with a mixed development pattern. The MetroLink Station, MetroBus transfer loop, and 800-space Park-Ride Lot occupy a significant portion of the quarter-mile station area. Most of the land on both sides of the river is developed with one- and two-story single-family detached homes. However, there is also a node of commercial and industrial uses near the intersection of Lansdowne and St. Vincent Avenues, adjacent to the MetroLink Station, and a number of two- and three-story garden apartments along River Des Peres south of Lansdowne Avenue, across from Willmore Park.

The quarter-mile station area covers 381 lots on 20 blocks, with a total assessed value of \$10,379,020. Metro owns and operates a 12.8-acre parcel containing the MetroLink Station, MetroBus loop, and 800-space Park-Ride Lot.

Regional Accessibility by Transit

From the Shrewsbury Station, MetroBus and MetroLink offer easy access and a range of connections to housing, shopping, jobs and other high-demand destinations:

- **#11 Chippewa MetroBus**
 - Civic Center MetroLink Station
 - Jefferson Avenue
- **#16 City Limits MetroBus**
 - Riverview & Hall MetroBus Center
 - Jennings
 - Wellston
 - Delmar and Skinker MetroLink Stations
 - Clayton
 - Richmond Heights
 - Maplewood
- **#17 Oakville MetroBus**
 - MacKenzie Point Plaza
 - Reavis Barracks and Sylvan Springs Park-Ride Lots
 - South County Mall
 - Oakville Shopping Center
- **#21 Watson Road MetroBus**
 - Highway 366 to Kirkwood Commons and Meramec Community College
- **#30 Soulard MetroBus**
 - Rock Road MetroLink Station
 - Wellston
 - Civic Center MetroLink Station
 - Soulard Market
 - Tower Grove
- **#46 Tesson Ferry MetroBus**
 - Lutheran South High School
 - Highway 21 to St. Anthony’s Hospital and Met Life
- **#56 Kirkwood-Webster MetroBus**
 - Rock Hill Loop
 - Highways 61 and 67 to Meramec Community College

- **#210 Fenton Gravois Bluffs MetroBus**
 - Interstate 44 to Valley Park and Fenton
 - Maritz Inc.
 - MoDOT Park-Ride Lots
 - St. Clare Health Care Center
 - Sanford Brown College
 - Gravois Bluff Shopping Center
- Anthem College
- Vatterott College
- **MetroLink (BLUE LINE)**
 - Richmond Heights (10 minutes)
 - Clayton (10 minutes)
 - Central West End (20 minutes)
 - Downtown (30 minutes)

As can be seen in Table 1 below, average boardings for the Shrewsbury Station are higher than the average boardings in Missouri and the entire system. Ridership tends to be high for stations that contain commuter parking lots and serve as endpoints of the MetroLink alignment – such as Shrewsbury, North Hanley, and Fairview Heights – because they serve as points of entry for commuters living well outside walking distance from the MetroLink System Service Area. Commuters living a considerable distance from the central corridor may choose to reduce the cost, time, and stress of driving by parking at the large commuter lots surrounding end-point stations and riding MetroLink into the central corridor. End-point stations also extend the reach of the Metro System in a more effective and efficient manner: MetroLink Stations outside the central corridor act as multi-modal Transit Centers that allow Metro to extend bus routes into more neighborhoods and to match varying levels of ridership demand with different types and levels of service.

*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 |
| SHREWSBURY LANSDOWNE I-44 METROLINK STATION | 49,400 | 1,860 | 1,080 |

**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 60% of the population between the ages of 25 and 64, and a quarter under 17. Half of residents possess a high school diploma, and a third hold college or graduate degree. Half of the households living within a half-mile of the Shrewsbury Station make less than \$50,000 per year, and 14% of individual residents live below the federal poverty line.

Table 2: Demographics

| Population | | Population | | Income | |
|------------------------|-------|-----------------|-------|--------------------|-------|
| Acres | 606.3 | Age | | Persons in poverty | 13.6% |
| Population | 4,041 | 0-17 | 23.8% | Household income | |
| Density (persons/acre) | 6.7 | 18-24 | 4.8% | \$0-9,999 | 7.0% |
| Sex | | 25-34 | 25.8% | \$10,000-14,999 | 14.2% |
| Male | 50.4% | 35-64 | 33.4% | \$15,000-24,999 | 8.5% |
| Female | 49.6% | 65+ | 12.2% | \$25,000-49,999 | 25.4% |
| | | Education* | | \$50,000-74,999 | 20.9% |
| | | No diploma | 13.6% | \$75,000-99,999 | 11.3% |
| | | High school | 53.9% | \$100,000+ | 12.7% |
| | | College degree | 22.1% | Household size | |
| | | Graduate degree | 10.5% | 1 | 39.7% |
| | | | | 2 | 35.3% |
| | | | | 3 | 10.9% |
| | | | | 4 | 6.4% |
| | | | | 5+ | 7.6% |

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 3.4 housing units per acre. Three-fourths of the housing stock was built almost entirely between the 1940s and 1990s, though the other quarter was built before World War II. Most of the occupied housing stock (68%) is owner-occupied, and the overall vacancy rate is relatively low (8%). The owner-occupied housing stock is in the lower and middle range of the housing market, with 80% of the owner-occupied units being valued less than \$200,000. The rental housing is comparatively affordable, with almost three-quarters of rental units priced below \$500 per month. The reported typical commuting pattern does not reflect the presence of a light-rail station, as 80% of residents reported driving their own car to work, 10% carpool, and only 3% use transit.

Table 3: Housing and Transportation

| Housing | | Housing | | Transportation | |
|--------------------|-------------|-------------------------------|-----------|-------------------------|-------|
| Housing Units | | Owner-occupied housing values | | Vehicle Availability | |
| Total units | 2,048 | < \$100,000 | 116 9.1% | Zero-vehicle households | 7.0% |
| Density (DUs/acre) | 3.4 | \$100,000-199,999 | 912 71.8% | Owner-occupied | 5.1% |
| Occupied | 1,882 91.9% | \$200,000-299,999 | 212 16.7% | Renter-occupied | 10.8% |
| Owner-occupied | 1,271 67.5% | \$300,000-499,999 | 21 1.7% | Workers* 2,277 | |
| Renter-occupied | 611 32.5% | \$500,000+ | 10 0.8% | Means of commute* | |
| Vacant | 166 8.1% | Rental prices | | Drives alone (SOV) | 80.8% |
| Housing Age | | No cash rent | 58 9.5% | Carpool | 9.5% |
| Pre-1940s | 506 24.7% | \$0-100 | 0 0% | Transit | 3.0% |
| 1940s-1990s | 1,542 75.3% | \$100-499 | 396 71.6% | Motorcycle | 0% |
| 2000s | 0 0% | \$500-749 | 106 19.2% | Walk | 0% |
| | | \$750-999 | 39 7.1% | Other | 1.7% |
| | | \$1000-1499 | 12 2.2% | Work at Home | 5.0% |
| | | \$1500+ | 0 0% | | |

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 Shrewsbury MetroLink Station there are 78 firms and agencies employing 1,087 people. The vast majority of these jobs fall into the manufacturing sector. Other sectors providing a considerable number of jobs include construction and wholesale trade.

Table 4: Employment, Half-Mile Radius

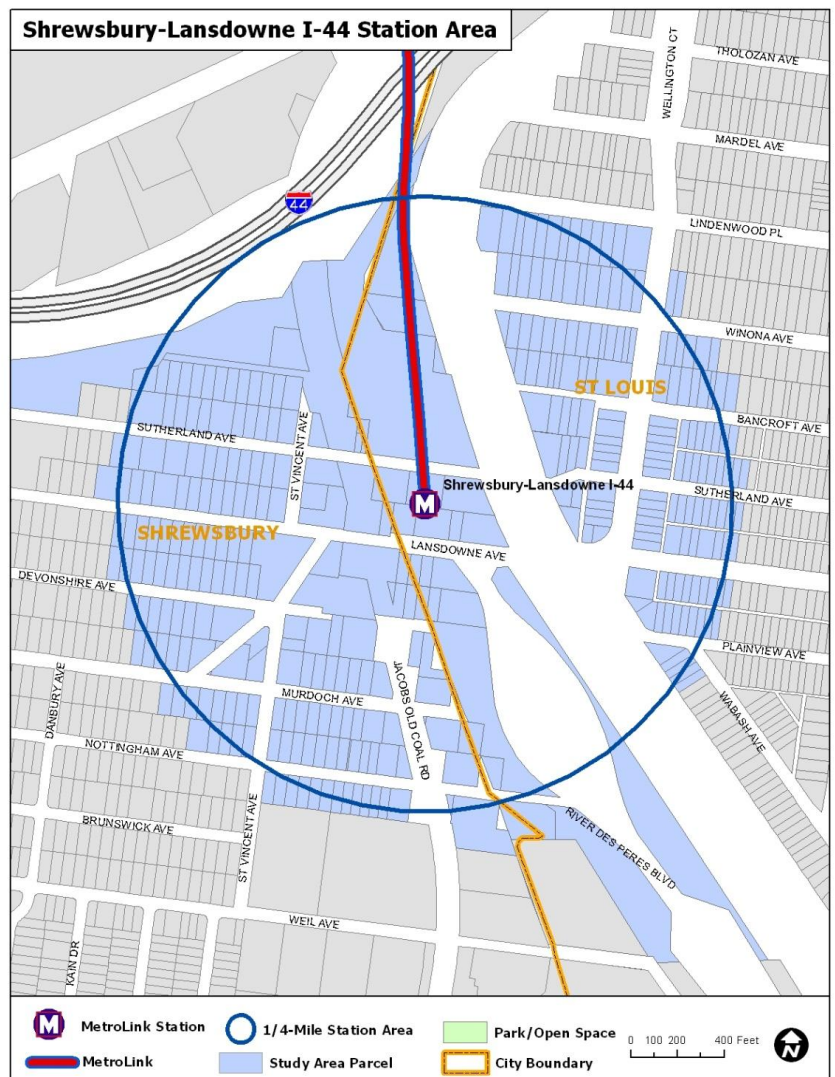
| NAICS | Industry | Firms | Jobs | NAICS | Industry | Firms | Jobs |
|---------------|---|-------|------|-------|---|-----------|--------------|
| 21 | Mining, Quarrying, and Oil & Gas Extraction | 1 | 3 | 54 | Professional, Scientific, Technical Services | 6 | 58 |
| 23 | Construction | 21 | 125 | 56 | Administrative & Support, Waste Management & Remediation Services | 5 | 40 |
| 31-32-33 | Manufacturing | 7 | 409 | 62 | Health Care & Social Assistance | 7 | 65 |
| 42 | Wholesale Trade | 5 | 105 | 71 | Arts, Entertainment, and Recreation | 2 | 22 |
| 44-45 | Retail Trade | 7 | 36 | 81 | Other Services | 7 | 87 |
| 48-49 | Transportation & Warehousing | 1 | 80 | 92 | Public Administration | 4 | 46 |
| 52 | Finance & Insurance | 3 | 3 | 99 | Unclassified | 1 | 3 |
| 53 | Real Estate, and Rental & Leasing | 1 | 5 | | | | |
| Total: | | | | | | 78 | 1,087 |

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

Neighborhood Context: Summary

The Shrewsbury Station is located at the border between the Cities of St. Louis and Shrewsbury, near the intersection of Lansdowne Avenue and River Des Peres. The station serves an inner-ring suburban area with a mixed development pattern. The MetroLink Station, MetroBus transfer loop, and 800-space Park-Ride Lot occupy a significant portion of the quarter-mile station area. Most of the land on both sides of the river is developed with one- and two-story single-family detached homes. However, there is also a node of commercial and industrial uses near the intersection of Lansdowne and St. Vincent Avenues, adjacent to the MetroLink Station, and a number of two- and three-story garden apartments along River Des Peres south of Lansdowne Avenue, across from Willmore Park.

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.





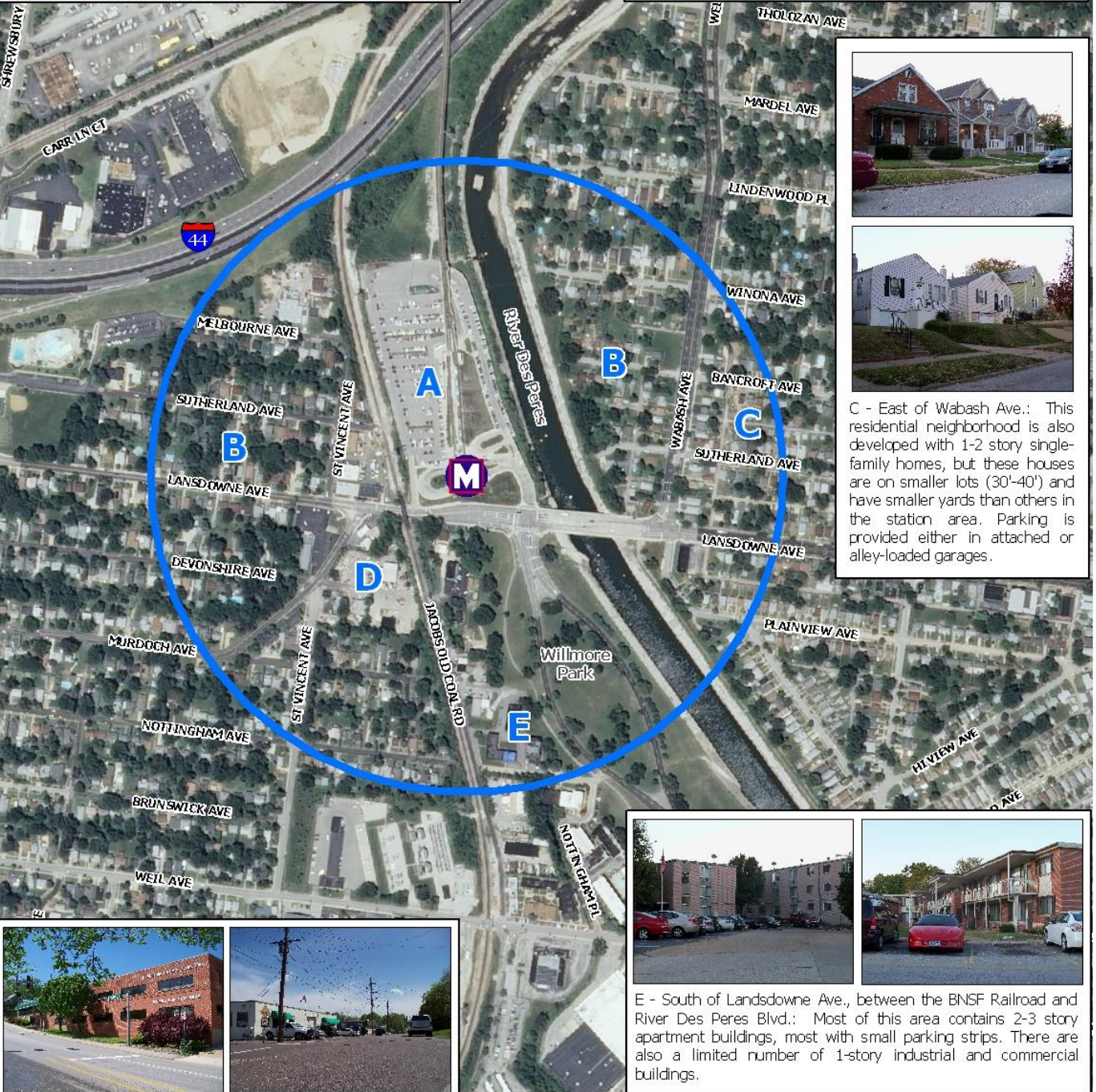
A - MetroLink Station, MetroBus Loop, and Park-Ride Lot: The MetroLink Station lies near the intersection of Landsdowne Avenue and River Des Peres. The station is surrounded by a 9-acre Park-Ride Lot containing 800 spaces.



B - Remainder of station area: Much of the station area is developed with 1.5-2 story, single-family detached homes on 50'+ lots. Most of them have substantial yards, and parking is provided in driveways or alley-loaded garages.



C - East of Wabash Ave.: This residential neighborhood is also developed with 1-2 story single-family homes, but these houses are on smaller lots (30'-40') and have smaller yards than others in the station area. Parking is provided either in attached or alley-loaded garages.



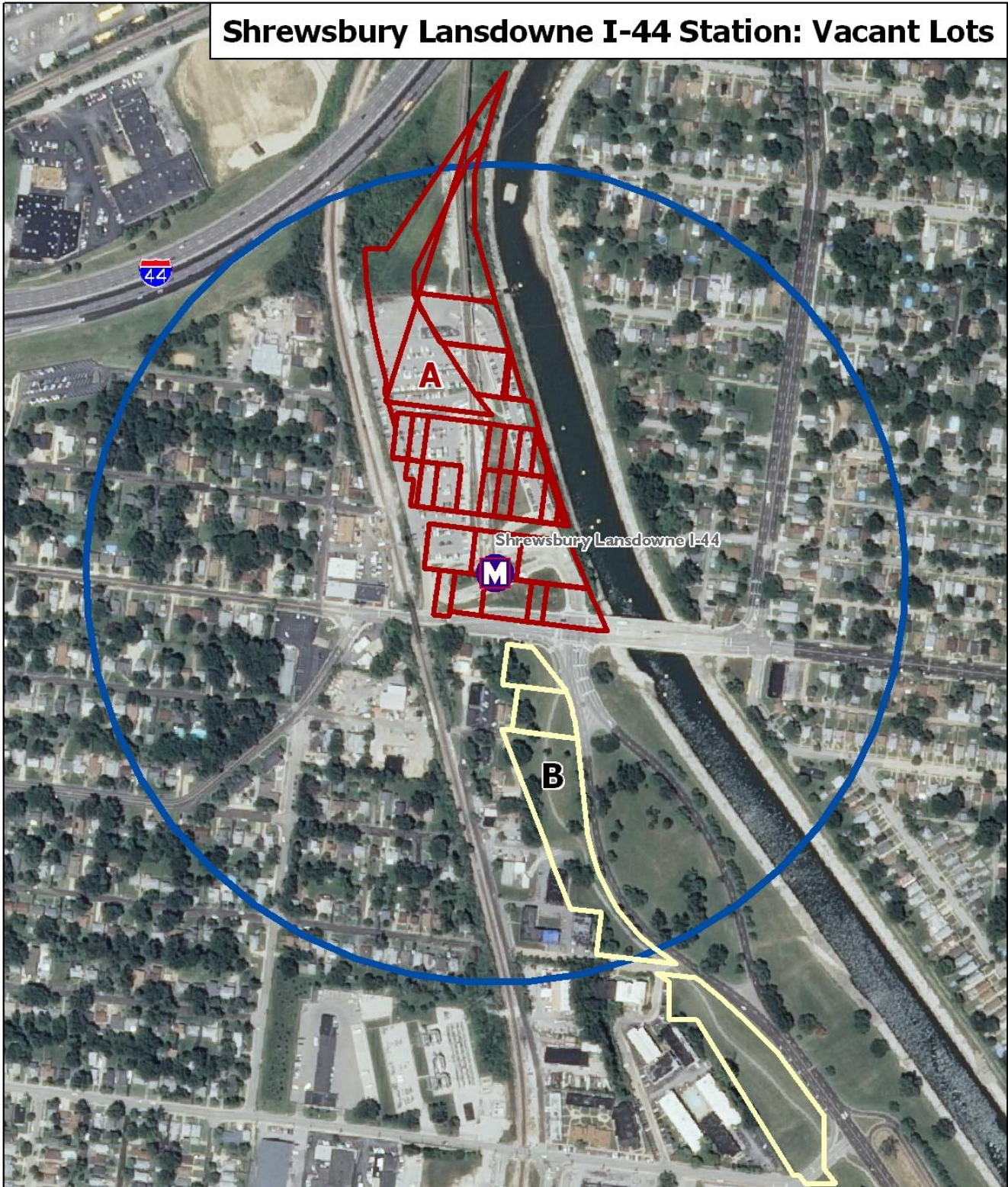
D - Between St. Vincent Ave., Devonshire Ave., and MetroLink rail line: These blocks host a range of 1-2 story commercial and light industrial uses, including a medical laboratory and gas station. All provide surface parking lots.



E - South of Landsdowne Ave., between the BNSF Railroad and River Des Peres Blvd.: Most of this area contains 2-3 story apartment buildings, most with small parking strips. There are also a limited number of 1-story industrial and commercial buildings.

Shrewsbury Station: Neighborhood Context

Shrewsbury Lansdowne I-44 Station: Vacant Lots



| Area | Area Description | Ownership | Zoning | # Lots | Acres | Assessed Value |
|------|-----------------------------------|-------------------|------------------------------|--------|-------|----------------|
| A | MetroLink Station & Park-Ride Lot | BSDA / Metro | A: Single-Family Residential | 28 | 12.8 | \$167,230 |
| B | River Des Peres Right-of-Way | City of St. Louis | A: Single-Family Residential | 3 | 6.4 | \$21,600 |

1/4-Mile Station Area

Vacant Lot

Metro-Owned Lot

0 55 110 220 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 the Shrewsbury Station. The station area is split between two jurisdictions, the Cities of St. Louis and Shrewsbury. Lots are covered by one of the following zoning districts:

City of Shrewsbury

- R-2: Single-Family Residential District
- R-3: Planned Residential District
- C-1: Shopping District
- M-1: Industrial District

City of St. Louis

- A: Single-Family Residential District
- D: Multiple-Family Residential District

Potential Development Opportunities and Issues

Availability of land: There is a substantial amount of vacant or otherwise underutilized land within the quarter-mile station area that may offer some opportunity for development. Metro owns a 12.8-acre Park-Ride Lot containing 800 parking spaces, and the City of St. Louis owns approximately six acres of open space along River Des Peres.

Zoning: In general, there are some aspects of current zoning regulations within the station area that may pose barriers to new transit-oriented development:

- **Most of the station area is zoned for single-family homes, and mixed uses are either not permitted or are very limited:** Most of the station area in both cities, including the MetroLink Station and 800-space Park-Ride Lot, is zoned for single-family homes. Shrewsbury's M-1 District allows a wide range of industrial and office uses, but does not allow residential or retail developments. Shrewsbury's R-3 District allows apartment buildings up to four stories and limited neighborhood retail, up to 5% of a development's floor area; however, those R-3 Districts only apply to two block fronts that are already developed. Shrewsbury's C-1 Shopping District does allow residential units above first-floor commercial developments, but is limited to three block fronts along St. Vincent Avenue. The D District in the City of St. Louis allows limited retail within apartment buildings by special permit, but the D District is mostly outside the quarter-mile station area.
- **Minimum lot and yard sizes:** Shrewsbury's R-2 District requires a minimum lot size of 7,500 sq. ft., a minimum width of 60', and front yards that measure at least 30'. Apartments in Shrewsbury's R-3 District require a lot area of 2,700 sq. ft. for each dwelling unit, and must be set back 35' from street boundary lines. Commercial and industrial buildings in Shrewsbury must be set back 30' from street lines, and also require side yards. St. Louis' A District requires minimum 25' front yards and 4' side yards; however, lots need be only 4,000 sq. ft. per home, which may better fit a pedestrian-oriented development pattern.
- **Residential building heights are limited to 2.5 – 4 stories in both cities.** Shrewsbury's M-1 District allows buildings up to 100' in height, but does not allow residential and mixed-use buildings.
- **Minimum parking requirements:** Two-family homes and apartment buildings require two parking spaces per dwelling unit. Retail, services, and offices require one parking space for every 200 - 250 sq. ft. of floor area. These minimum parking thresholds may 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.

In general, these regulations would make it difficult to build new mixed-use buildings, apartments, or a more compact, walkable design for single-family homes. However, the lower minimum lot size requirements established in the City of St. Louis' A District may allow a more walkable form of suburban TOD, and the City of Shrewsbury allows special permits for development as a Planned Unit Development (PUD) in all zoning districts. PUDs typically allow greater flexibility in uses, housing types, and site planning than permitted in standard zoning districts, in return for formal site plan review and approval.

Shrewsbury Station: Zoning and Land Use

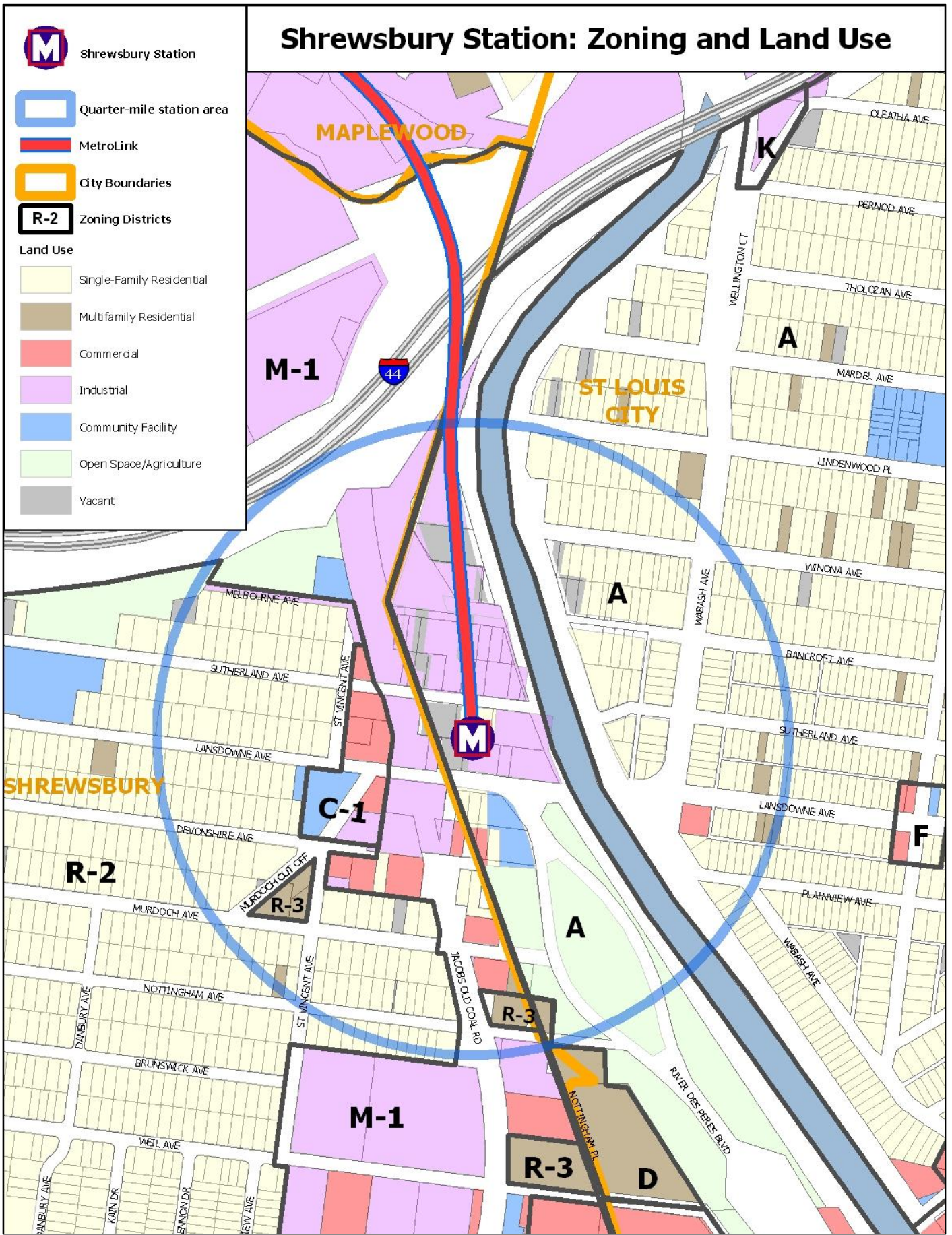


Table 5: Shrewsbury Station: Existing Zoning Regulations

| District Type | City of Shrewsbury | | | | City of St. Louis | |
|--------------------------------|--|--|---|--|--|--|
| | R-2 | R-3 | C-1 | M-1 | A | D |
| Uses Permitted | Single-Family Residential 1-family detached homes; parks and playgrounds; public buildings | Planned Residential District All residential types; limited neighborhood retail and services up to 5% of floor area | Shopping District Retail and services; offices; dwelling units, only above first-floor commercial uses; government buildings | Industrial District Industrial and manufacturing; warehousing; wholesale; research labs; utilities; police/fire stations; truck and transit terminals | Single-Family Residential 1-family homes; 2-family homes when 40%+ of street frontage developed with 2-family homes and apartments; churches; public parks; babysitting centers | Multiple-Family Residential All residential types; churches; public parks; babysitting centers |
| By Special Permit | The City provides a lengthy list of uses and developments that require Special Permits. Most of these permit requirements are determined by use, not zoning district. | | | | | |
| Minimum Lot Area | 7,500 sq.ft. | 2,700 sq.ft. per DU | 10,000 sq.ft. | N/A | 4,000 sq.ft. | 1-family homes = 4,000 sq.ft.; townhouses and 2-family homes = 1,000 sq.ft. per DU; apartments = 1,500 sq.ft. per DU |
| Minimum Lot Width | 60' | N/A | 60' | N/A | N/A | N/A |
| Maximum Building Height | 2.5 stories / 35' | 4 stories / 45' | 45' | 100' | Residential = 2.5 stories / 35'; Institutions = 85' | Residential = 3 stories / 45' or contextual match; Institutions = 85' |
| Minimum Front Yard | Contextual line-up, min 30', max 50' | All buildings must be located at least 10' from all lot lines, and at least 35' from street boundary lines | 30' | All buildings must be located at least 10' from all lot lines, and at least 30' from street boundary lines | Contextual line-up; otherwise min 25', max 50' | Contextual line-up; otherwise min 10', max 50' |
| Minimum Side Yard | 2 required, each 10% of lot width | | 2 required, each 10' min | | 2 required, min 4' each, 10' total | Detached buildings = 1 required, 4' min |
| Minimum Rear Yard | 25' | | 30' | | 25' | 15' unless 12' min side yard provided, then none required |
| Parking | Single-family homes = 1 per home; two-family homes and apartments = 2 per DU; offices = 4 per first 1,000 sq.ft. + 1 per each additional 200 sq.ft.; retail and services = 1 per 200 sq.ft; hotel = 1 per room + 1 per 200 sq.ft. of commercial floor area; restaurants = 1 per 3 seats + 1 per 3 employees on max shift. | | | | | |
| Miscellaneous | In most districts, maximum building height can be incrementally increased by providing deeper yards. Parking in front and side yards not allowed. In M-1 Districts, open storage is limited to 25% of the lot. Planned Unit Developments (PUDs) are also available in every zoning district by special permit; requires formal site plan approval. | | | | | |

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

*PUD = Planned Unit Development, which provide greater flexibility in site planning, housing types, and arrangement of uses for large-scale developments, in return for a more thorough public review/approval process. However, overall density and parking levels must match underlying zoning.