



University of Missouri-St. Louis – North Station

This station profile describes existing conditions around the UMSL North 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 UMSL North Station directly serves the University of Missouri – St. Louis’ North Campus, as well as surrounding parts of the City of Normandy. Florissant Road is a major north-south thoroughfare running through the quarter-mile station area, and the I-70 corridor is just north of the UMSL campus. UMSL’s North Campus occupies most of quarter-mile station area. The area east of Florissant Road, across from UMSL’s campus, is largely a residential area developed with two-and three-story garden apartments complexes and student housing, though there are also one- and two-story single-family homes around the periphery of the station area. There is also a large vacant lot directly north of the MetroLink Station, adjacent to UMSL’s campus.

The quarter-mile station area covers 130 lots on 11 blocks, with a total assessed value of \$24,340,180. Bi-State Development Agency dba Metro owns 12 lots within the study area, including 10 contiguous parcels north of the MetroLink rail line, for a total of nearly 10 acres with an assessed value of \$230,970.

Regional Accessibility by Transit

From the UMSL North Station, the MetroBus System does not provide direct connections to other area attractions. However, MetroLink offers direct connections and timely travel to housing, shopping, jobs and other high demand destinations:

- **MetroLink (RED LINE)**
 - Lambert International Airport (15 minutes)
 - Delmar Loop (10 minutes)
 - Central West End (15 minutes)
 - Downtown (25 minutes)
 - Scott Air Force Base (65 minutes)

As can be seen in Table 1 below, average boardings for the UMSL North Station are about half of the average boardings in Missouri and the entire system.

*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
UMSL-NORTH METROLINK STATION	15,600	640	220

**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 55% of the population between the ages of 25 and 64, and nearly a quarter under 17. Half of residents graduated from high school, and a third hold college or graduate degrees. Over half of the households living within a half-mile of the UMSL Station make less than \$50,000 per year, and almost a quarter of individual residents are living below the federal poverty line.

Table 2: Demographics

Population		Population		Income		
Acres	803.8	Age		Persons in poverty	22.5%	
Population	3,150	0-17	22.9%	Household income		
Density (persons/acre)	3.9	18-24	12.0%		\$0-9,999	13.8%
Sex		25-34	15.7%	\$10,000-14,999	11.2%	
		35-64	39.5%	\$15,000-24,999	12.7%	
Male	47.5%	65+	10.0%	\$25,000-49,999	19.6%	
Female	52.5%			\$50,000-74,999	16.9%	
		Education*		\$75,000-99,999	9.0%	
		No diploma	11.8%	\$100,000+	16.9%	
		High school	51.3%	Household size		
		College degree	21.7%		1	41.3%
		Graduate degree	15.2%		2	31.3%
					3	8.9%
				4	6.6%	
				5+	12.0%	

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 two housing units per acre. Three-quarters of the housing stock was built between the 1940s and 1990s, with the remainder having been built before World War II. Half of the occupied housing stock is rental units, and the overall vacancy rate is 13.4%. This housing stock is comparatively affordable, with about half of the owner-occupied units being valued between \$100,000 and \$199,999, and 40% of rental units priced below \$500 per month. It is also a fairly transit-supportive neighborhood, where one-sixth of households don't own a car, 8.3% use transit for their daily commute, 12.3% carpool, and 2% walk to work.

Table 3: Housing and Transportation

Housing			Housing			Transportation		
Housing Units			Owner-occupied housing values			Vehicle Availability		
Total units	1,586		< \$100,000	105	14.8%	Zero-vehicle households	17.5%	
Density (DUs/acre)	2.0		\$100,000-199,999	329	46.3%	Owner-occupied	3.0%	
Occupied	1,374	86.6%	\$200,000-299,999	220	30.9%	Renter-occupied	33.0%	
Owner-occupied	711	51.7%	\$300,000-499,999	54	7.6%	Workers*	1,591	
Renter-occupied	663	48.3%	\$500,000+	3	0.4%			
Vacant	212	13.4%				Means of commute*		
Housing Age			Rental prices			Drives alone (SOV)		68.7%
Pre-1940s	440	27.7%	No cash rent	0	0%	Carpool	12.3%	
1940s-1990s	1,142	72.0%	\$0-100	0	0%	Transit	8.3%	
2000s	4	0.3%	\$100-499	268	40.4%	Motorcycle	0.2%	
			\$500-749	357	53.8%	Walk	2.8%	
			\$750-999	14	2.1%	Other	2.8%	
			\$1000-1499	24	3.6%	Work at Home	5.0%	
			\$1500+	0	0%			

Source: 2005-2009 American Community Survey, US Census Bureau

**Workers* refers to persons age 16 and over who self-identified as being employed.

Table 4 provides data on employment within the station area. Within a half-mile of the UMSL North MetroLink Station there are 59 firms and agencies employing over 1,000 people. The vast majority of these jobs fall into the retail trade sector. Other sectors providing a considerable number of jobs include health care and social assistance, and educational services.

Table 4: Employment, Half-Mile Radius

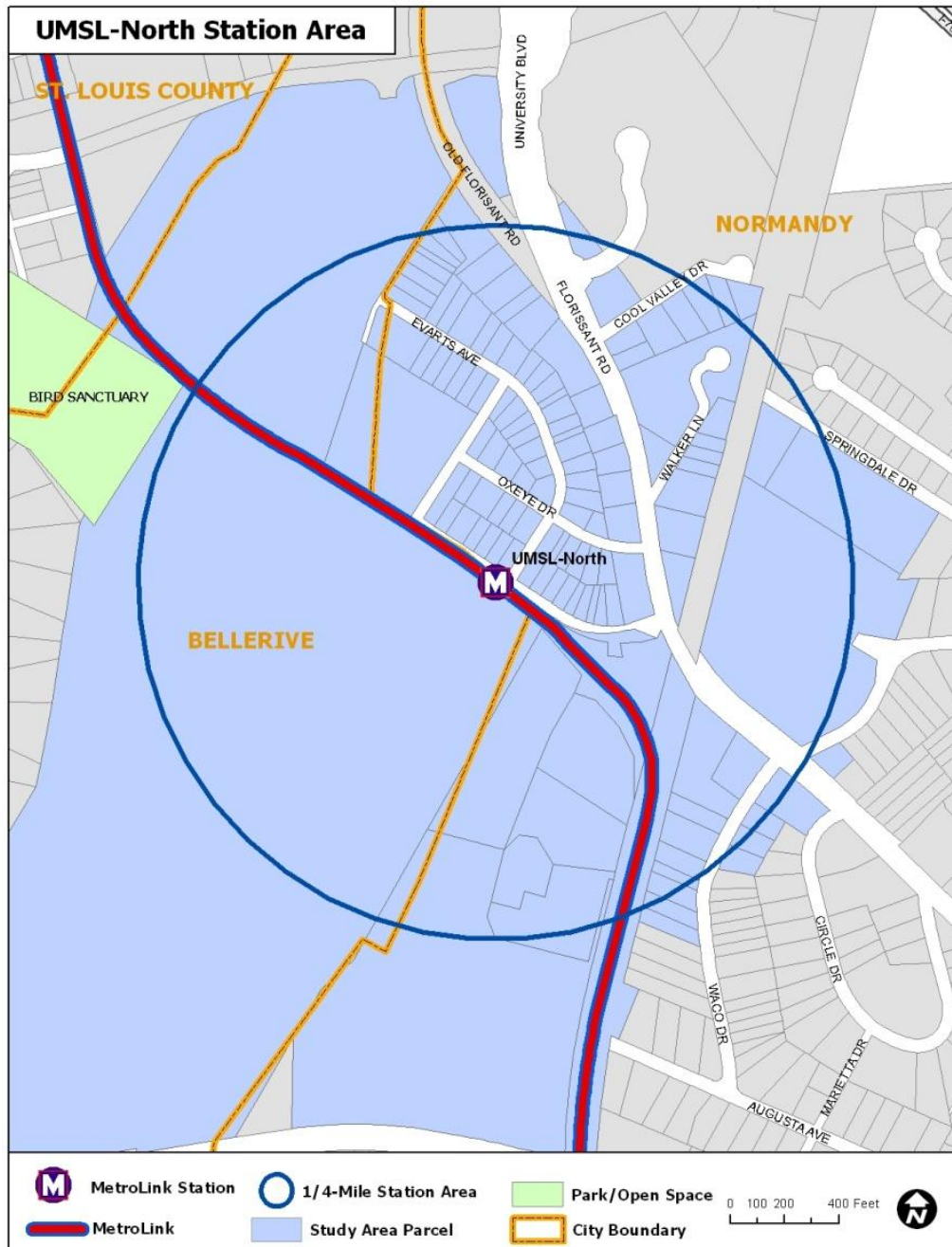
NAICS	Industry	Firms	Jobs	NAICS	Industry	Firms	Jobs
23	Construction	3	10	56	Administrative & Support, Waste Management & Remediation Services	5	14
42	Wholesale Trade	2	7	61	Educational Services	4	172
44-45	Retail Trade	3	759	62	Health Care & Social Assistance	4	301
48	Transportation & Warehousing	3	18	81	Other Services	7	45
52	Finance & Insurance	3	18	92	Public Administration	8	77
53	Real Estate, and Rental & Leasing	11	71	99	Unclassified	2	6
54	Professional, Scientific, Technical Services	4	18		Total:	59	1,516

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

Neighborhood Context: Summary

The UMSL North Station directly serves the University of Missouri – St. Louis' North Campus, as well as surrounding parts of the City of Normandy. Florissant Road is a major north-south thoroughfare running through the quarter-mile station area, and the I-70 corridor is just north of the UMSL campus. UMSL's North Campus occupies most of the quarter-mile station area. The area east of Florissant Road, across from UMSL's campus, is largely a residential area developed with two- and three-story garden apartments complexes and student housing, though there are also one- and two-story single-family homes around the periphery of the station area. There is also a large vacant lot directly north of the MetroLink Station, adjacent to UMSL's campus.

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.

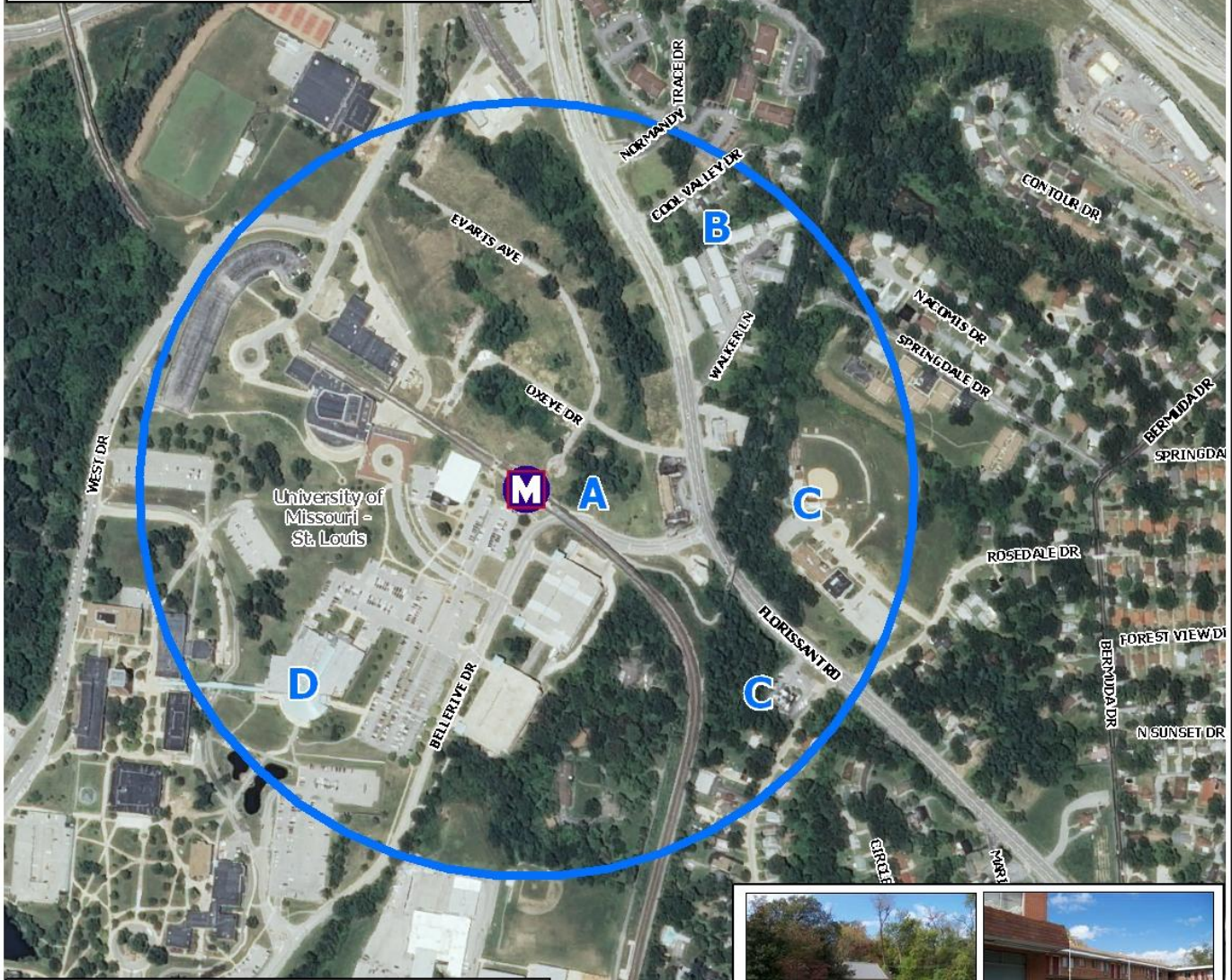




A - MetroLink Station, north of MetroLink Station, and UMSL parking garages: The entire area north of the MetroLink Station is a large, empty lot. South of the station are two 7-story parking garages.



B - East of University Boulevard: This section of UMSL's campus extends east across Florissant Road, and is developed with 2-3 story student housing and shared surface parking lots.



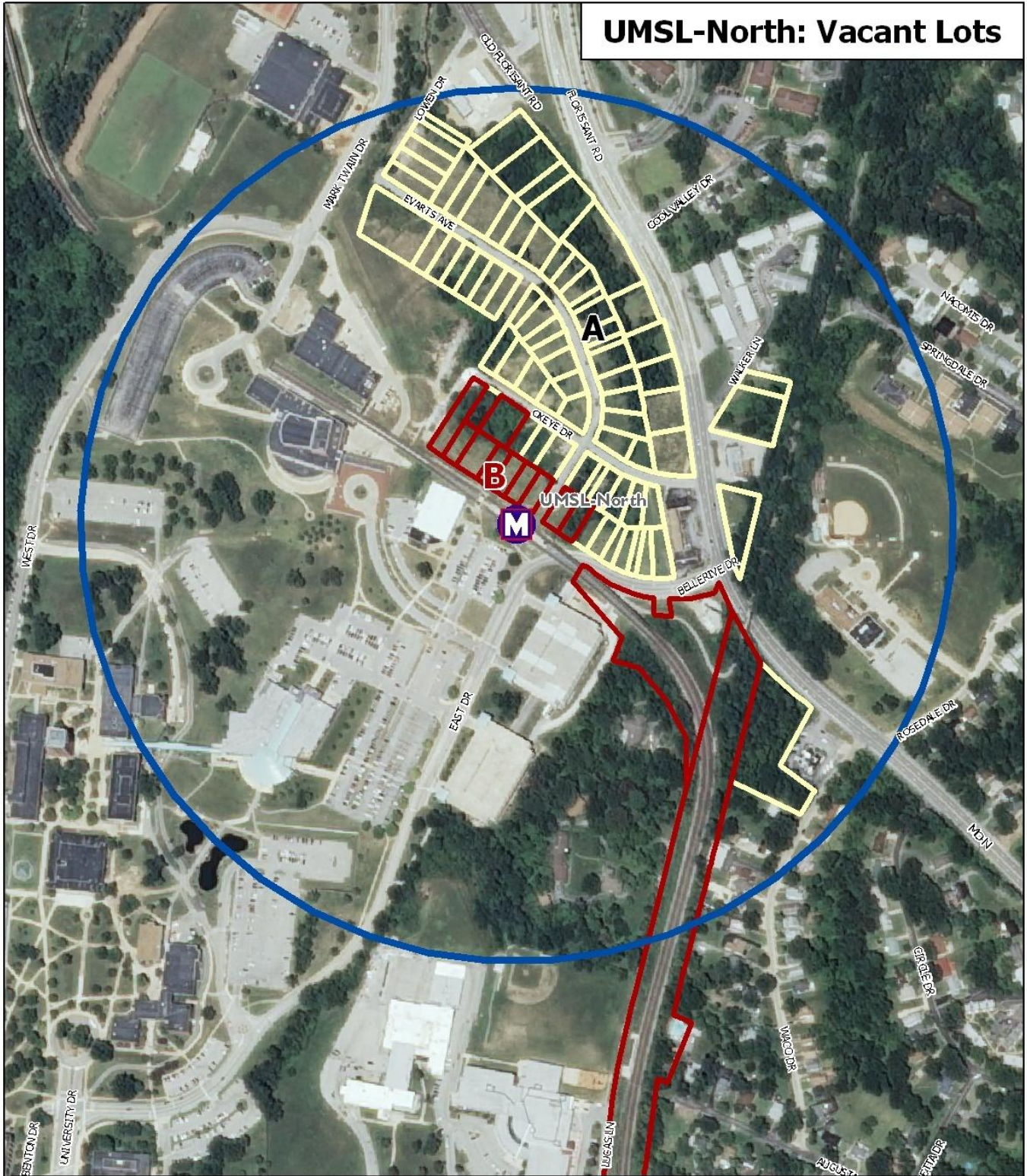
D - UMSL Campus, west of MetroLink Station: This part of UMSL's campus holds the 4-story Touhill Performing Arts Center, 3-story Mark Twain Fitness Center, 2-story Millennium Student Center, a 2-story facilities building, and a 1-story campus police station. The rest of the land is occupied by large surface parking lots.



C - East of UMSL Main Campus, north and south of Florissant Road: This section of UMSL's campus, east of the MetroLink rail line, holds the 2-story fine arts building, an athletic field, and other athletic facilities. Privately-owned 2-story apartment buildings lie at the far eastern edge of the station area.

UMSL North Station: Neighborhood Context

UMSL-North: Vacant Lots



Area Description	Ownership	Zoning	# Lots	Acres	Assessed Value
Vacated Lots north of the MetroLink Station & Lots on Florissant Rd.	University of Missouri Curators	B: Single-Family (7,500 SF); F: Commercial; A: Single-Family (10,000 SF); F: Neighborhood Shopping	73	16.6	\$502,770
MetroLink Right of Way and Property North of the Station	Metro	B: Single-Family (7,500 SF); A: Single-Family (10,000 SF)	12	9.9	\$230,970

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

0 50 100 200 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 UMSL-North Station. The station area is split between two jurisdictions, the Cities of Normandy and Bellerive. However, the portion of the station area within the City of Bellerive is completely occupied by UMSL's North Campus. Lots within the City of Normandy are covered by one of the following zoning districts:

- A: Single-Family Residential District
- B: Single-Family Residential District
- C: Two-Family Residential District
- D: Multiple Dwelling District
- F: Commercial District

Potential Development Opportunities and Issues

Availability of land: There is a substantial amount of vacant land available within the station area, directly north of the MetroLink Station. Metro owns approximately ten acres of land near the station, though approximately six acres of that property is rail right-of-way. UMSL owns 73 vacant lots totaling 16 acres. These properties may present some opportunity for new TOD, depending on the University's plans for the property.

Zoning: In general, current zoning regulations within the quarter-mile station area may pose barriers to new transit-oriented development:

- All the land south of Florissant Road is within **an A District, which allows only single-family homes** on 10,000 sq. ft., 70'-wide lots. Those homes are limited to a maximum height of two-and-a-half stories, and must provide front yards that match neighboring lots or measure at least 30'.
- Most blocks east of Florissant Road are zoned D: Multiple Dwelling District. The **D District allows apartment buildings up to three stories, but does not allow commercial or mixed uses.** The D District also requires fairly large lots (3,000 sq. ft. per dwelling unit, with a minimum lot size of 12,000 sq. ft.); 30' front yards; two side yards; and two parking spaces per dwelling unit.
- Most of the lots fronting on Florissant Road are zoned **F: Commercial District, which allows a wide range of commercial uses, including retail, services, and offices.** Buildings may reach three stories or 45', but **residential and mixed-use buildings are not allowed.** Commercial uses require one parking space for every 300 sq. ft. of floor area plus employee parking, which may limit the potential for pedestrian-oriented business district and utilizes lot and floor area that could be dedicated to more remunerative uses.

There is an aspect of the existing zoning regulations that may be more supportive of suburban-scaled, transit-oriented development. There is a large vacant lot directly north of the MetroLink Station that may offer potential for new TOD. The entire parcel is currently zoned **B: Single-Family Residential, which allows only single-family homes on 7,500 sq. ft., 55'-wide lots.** However, the City of Normandy does make provision for large lots (over 5 acres) under single ownership to be developed as Community Unit Plans (CUPs) or Planned Unit Developments (PUDs), **which may allow more flexibility in uses, density, and site planning.**



UMSL North Station

UMSL North Station: Zoning and Land Use

Quarter-mile station area

MetroLink

City Boundaries

Zoning Districts

Land Use

Single-Family Residential

Multi-family Residential

Commercial

Industrial

Community Facility

Open Space/Agriculture

Vacant



Table 5: UMSL North Station: Existing Zoning Regulations

	A	B	C	D	F
District Type	Single-Family Residential	Single-Family Residential	Two-Family Residential	Multiple Dwelling District	Commercial District
Uses Permitted	1-family homes; group homes; golf courses; parks and playgrounds	1-family homes; group homes; golf courses; parks and playgrounds	1- and 2-family homes; group homes; golf courses; parks and playgrounds	All housing types; group dwellings; boarding homes; dormitories; fraternity and sorority houses	Any uses except residential and a defined list of light industrial, warehousing, open storage, and potentially noxious uses
By Special Permit	N/A	N/A	N/A	N/A	Restaurants; gas stations; extended business hours (after 1:30am)
Minimum Lot Area	10,000 sq.ft.	7,500 sq.ft.	8,000 sq.ft. / 4,000 sq.ft. per DU	1-family homes = 7,500 sq.ft.; 2-family homes = 4,000 sq.ft. per DU; apartments = 3,000 sq.ft. per DU, min 12,000 sq.ft.	N/A
Minimum Lot Width	70'	55'	N/A	N/A	N/A
Max Building Height	2.5 stories / 35'	2.5 stories / 35'	2.5 stories / 35'	3 stories / 45'	3 stories / 45'
Minimum Front Yard	30' or contextual line-up	30' or contextual line-up	30' or contextual line-up	30' or contextual line-up	30' or contextual line-up
Minimum Side Yard	2 required, each 8' min	2 required, each 6' min	2 required, each 6' min	2 required; each 6' - 15' depending on building height	1 required, 6' min
Minimum Rear Yard	30' or 20% of lot	30' or 20% of lot	30' or 20% of lot	Either 30'/20% of lot or 40', depending on building height	10', except 25' if abutting a residential district
Parking	Not listed	Not listed	Residential = 2 per DU	Residential = 2 per DU	General commercial = 1 per 300 sq.ft. + employee parking; restaurants = 1 per 200 sq.ft.
Miscellaneous	1- and 2-family homes may be increased in height by up to 10' with provision of deeper side and rear yards. Public buildings and hospitals may reach 60', and churches 75'. In C and D Districts, no parking allowed is allowed in front or side yards. Businesses may only operate between the hours of 6am and 1:30am without a special permit. Any parcel under single ownership and at least 5 acres in size may be developed as a Community Unit Plan, which allows all housing types and flexible site planning in exchange for formal review and approval. Overall densities and lot areas must reflect underlying zoning. Individual lots may also be developed as a Planned Unit Development (PUD).				

*DU = dwelling 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.