



University of Missouri-St. Louis – South Station

This station profile describes existing conditions around the UMSL South 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 South Station directly serves the University of Missouri – St. Louis Campus, as well as several large institutions and community facilities in the City of Normandy. Natural Bridge is the neighborhood’s main thoroughfare, a sub-regional mixed-use corridor that runs east-west through the station area. The western portion of the quarter-mile station area is entirely occupied by the UMSL Campus. The eastern half of the station area is mostly occupied by large institutions and public buildings along Natural Bridge Road, including Normandy City Hall; Glen Echo Country Club; Sisters of the Good Shepherd convent and community services center; a branch of the St. Louis County Public Library; a US Post Office; and several schools and churches. The station area also includes residential neighborhoods of one- and two-story, single-family homes. The entire area is included in an ongoing planning effort aimed at encouraging more sustainable land uses and turning Natural Bridge Road into one of the region’s “Great Streets.”

The quarter-mile station area covers 68 lots on nine blocks, with a total assessed value of \$14,403,580. Metro has an agreement with UMSL to operate a two-acre Park-Ride Lot containing approximately 130 parking spaces.

Regional Accessibility by Transit

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

- **#04 Natural Bridge MetroBus**
 - Civic Center MetroLink Station
 - Wellston
 - Normandy
 - North Hanley MetroLink Station
- **MetroLink (RED LINE)**
 - Lambert International Airport (15 minutes)
 - Delmar Loop (5 minutes)
 - Central West End (10 minutes)
 - Downtown (20 minutes)
 - Scott Air Force Base (60 minutes)

As can be seen in Table 1 below, average boardings for the UMSL South Station are almost 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-SOUTH METROLINK STATION	19,600	750	410

**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 48% of the population between the ages of 25 and 64, and a quarter under 17. Half of residents possess a high school diploma, and almost 40% have a college or graduate degree. Half of the households living within a half-mile of the UMSL South Station make less than \$50,000 per year, and just over a quarter of individual residents live below the federal poverty line.

Table 2: Demographics

Population		Population		Income		
Acres	1,728.3	Age		Persons in poverty	27.5%	
Population	5,695	0-17	25.3%	Household income		
Density (persons/acre)	3.3	18-24	14.9%		\$0-9,999	17.6%
Sex		25-34	9.0%	\$10,000-14,999	6.8%	
		35-64	38.8%	\$15,000-24,999	7.7%	
Male	40.8%	65+	12.0%	\$25,000-49,999	21.5%	
Female	59.2%			\$50,000-74,999	17.6%	
		Education*		\$75,000-99,999	10.5%	
		No diploma	8.8%	\$100,000+	18.3%	
		High school	52.4%	Household size		
		College degree	20.7%		1	29.5%
		Graduate degree	18.1%		2	35.8%
					3	14.2%
				4	10.9%	
				5+	9.7%	

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 1.5 housing units per acre. Two-thirds of the housing stock was built between the 1940s and 1990s; only 1.4% of those homes were built after the Year 2000. Most of the occupied housing stock (64%) is owner-occupied, and the overall vacancy rate is 14.1%. This housing stock is fairly affordable, with three-quarters of the owner-occupied units being valued less than \$200,000 and almost half of rental units priced below \$500 per month. Typical commuting patterns do not reflect the presence of a light rail station within the area, as three-quarters of residents reported using their own cars to drive to work, 10.6% carpooled, 5.6% used transit, and 2% walked to work.

Table 3: Housing and Transportation

Housing			Housing			Transportation	
Housing Units			Owner-occupied housing values			Vehicle Availability	
Total units	2,628		< \$100,000	365	25.1%	Zero-vehicle households	10.4%
Density (DUs/acre)	1.5		\$100,000-199,999	732	50.4%	Owner-occupied	2.1%
Occupied	2,257	85.9%	\$200,000-299,999	296	20.4%	Renter-occupied	25.5%
Owner-occupied	1,453	64.4%	\$300,000-499,999	57	3.9%	Workers*	2,590
Renter-occupied	804	35.6%	\$500,000+	3	0.2%		
Vacant	317	14.1%	Rental prices			Means of commute*	
Housing Age			No cash rent	11	1.4%	Drives alone (SOV)	74.7%
Pre-1940s	840	32.0%	\$0-100	0	0%	Carpool	10.6%
1940s-1990s	1,752	66.7%	\$100-499	349	44.0%	Transit	5.6%
2000s	36	1.4%	\$500-749	346	43.6%	Motorcycle	0.1%
			\$750-999	27	3.4%	Walk	2.0%
			\$1000-1499	34	4.3%	Other	1.2%
			\$1500+	37	4.7%	Work at Home	5.9%

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 UMSL South MetroLink Station there are 148 firms and agencies employing 1,421 people. The vast majority of these jobs fall into the health care and social assistance sectors. Other sectors providing a considerable number of jobs include educational services and information.

Table 4: Employment, Half-Mile Radius

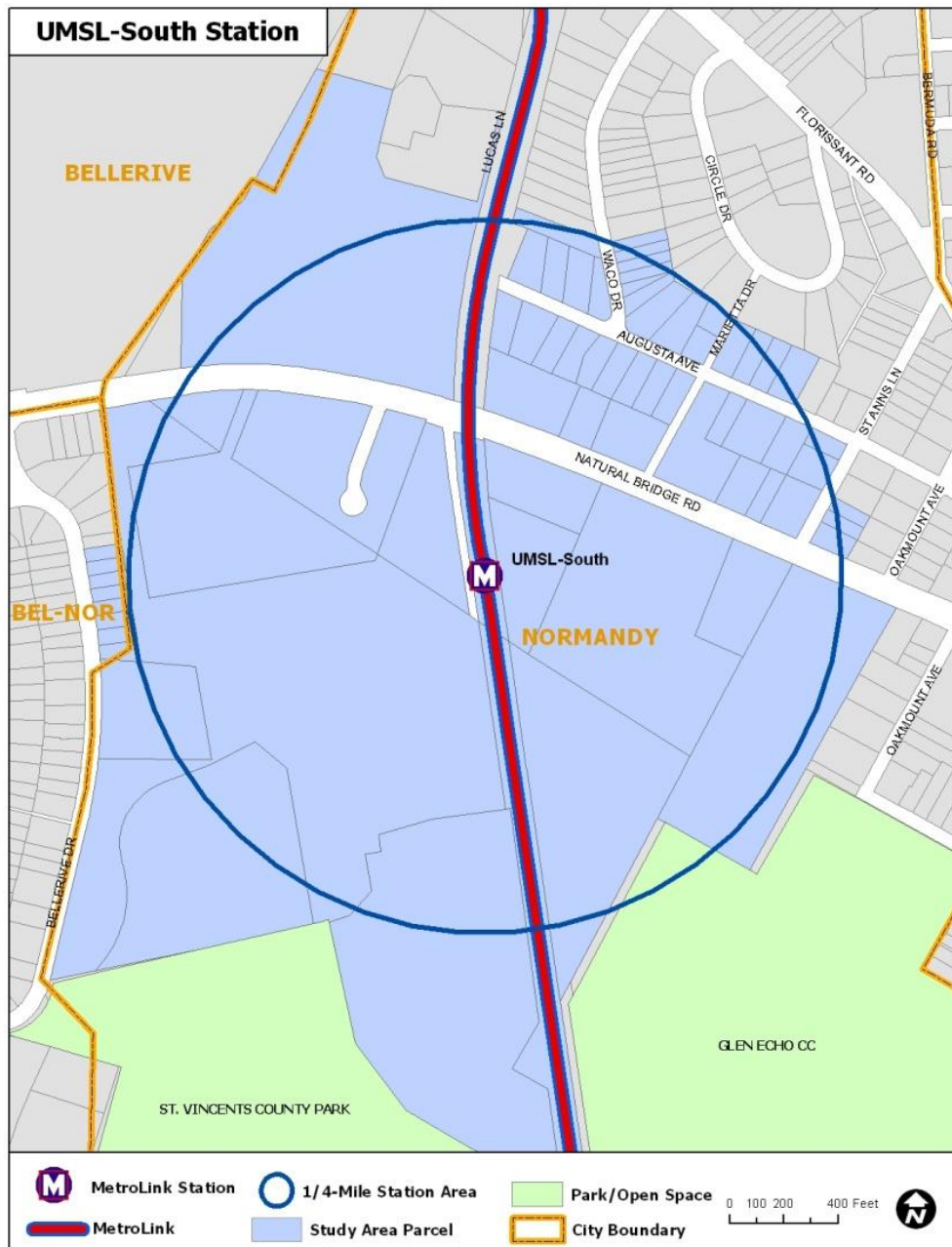
NAICS	Industry	Firms	Jobs	NAICS	Industry	Firms	Jobs
23	Construction	2	7	56	Administrative & Support, Waste Management & Remediation Services	8	32
31-32-33	Manufacturing	1	5	61	Educational Services	11	242
42	Wholesale Trade	4	19	62	Health Care & Social Assistance	50	536
44-45	Retail Trade	5	15	71	Arts, Entertainment, and Recreation	3	30
48	Transportation & Warehousing	4	73	72	Accommodation and Food Services	3	17
51	Information	4	129	81	Other Services	22	117
52	Finance & Insurance	4	21	92	Public Administration	7	67
53	Real Estate, and Rental & Leasing	8	69	99	Unclassified	2	6
54	Professional, Scientific, Technical Services	10	36		Total:	148	1,421

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

Neighborhood Context: Summary

The UMSL South Station directly serves the University of Missouri – St. Louis Campus, as well as several large institutions and community facilities in the City of Normandy. Natural Bridge is the neighborhood’s main thoroughfare, a sub-regional mixed-use corridor that runs east-west through the station area. The western portion of the quarter-mile station area is entirely occupied by the UMSL Campus. The eastern half of the station area is mostly occupied by large institutions and public buildings along Natural Bridge Road, including Normandy City Hall; Glen Echo Country Club; Sisters of the Good Shepherd convent and community services center; a branch of the St. Louis County Public Library; a US Post Office; and several schools and churches. The eastern and northern portions of the quarter-mile station area include residential neighborhoods of one- and two-story, single-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.

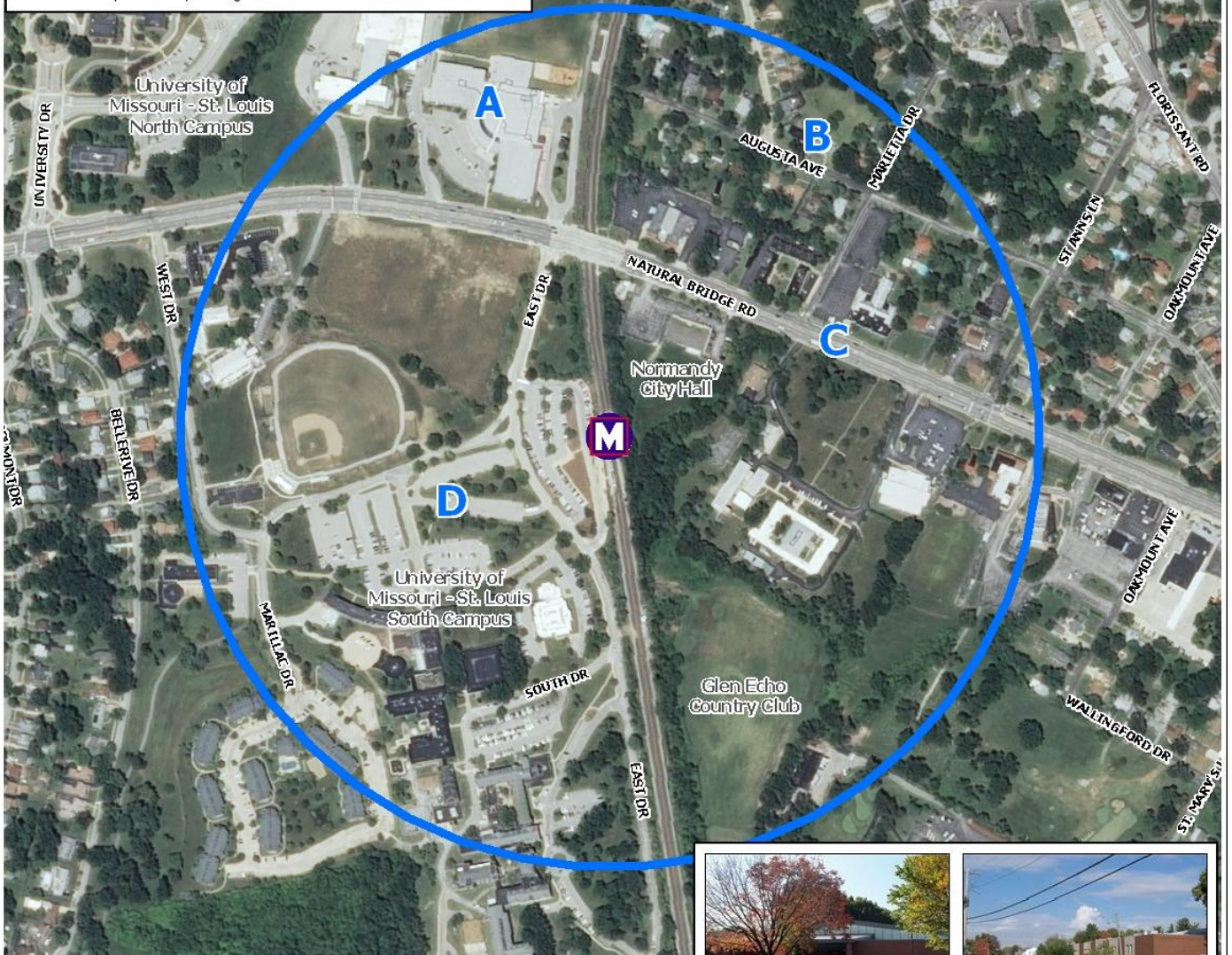




A - UMSL North Campus: North of Natural Bridge lies UMSL's North Campus. The buildings within the quarter-mile station area include the 3-story Normandy Middle School and a 2-story elementary school. Both buildings have large footprints and are surrounded by surface parking lots.



B - North of Natural Bridge, east of MetroLink rail line: These residential blocks contain 1.5 - 2.5 story, single-family detached homes. Parking is generally located in driveways and garages in rear yards.



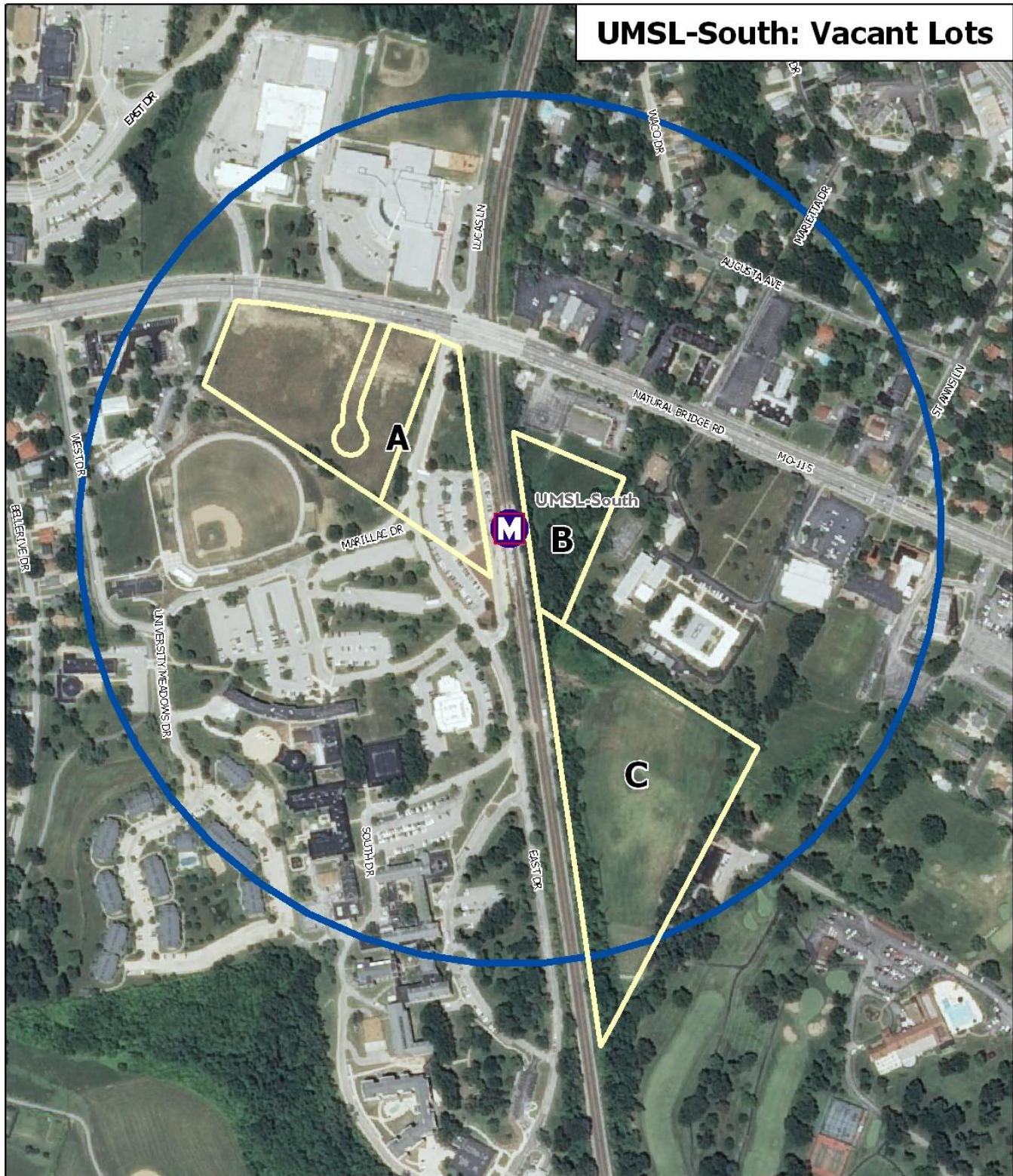
D - UMSL South Campus, west of MetroLink rail line: The entire western portion of the station area covers UMSL's South Campus. The area immediately adjacent to the MetroLink Station is occupied by surface parking lots and a large athletic field. Farther west and south sit 2-4 story academic buildings and a 3-story student housing complex.



C - Natural Bridge Rd, east of MetroLink rail line: Natural Bridge is a suburban mixed-use corridor, including single-family homes, 2-story apartment buildings, and 1-story commercial uses. This segment is heavily occupied by large institutional uses, including the 1-story Normandy City Hall; 1-story public library; 2-story St. Ann's Church, and 4-story Sisters of the Good Shepard housing and services center.

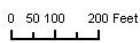
UMSL South Station: Neighborhood Context

UMSL-South: Vacant Lots



Area	Area Description	Ownership	Zoning	# Lots	Acres	Assessed Value
A	University Parking Lot & Vacant Lot	University of Missouri Curators	B: Single-Family (7,500 SF)	2	8.1	\$4,561,950
B	City Lot East of MetroLink Station	City of Normandy	A: Single-Family (10,000 SF)	1	2.4	\$12,410
C	Glen Echo CC Lot	Glen Echo Country Club	A: Single-Family (10,000 SF)	1	9.3	\$35,760

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



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
- F: Commercial District

Potential Development Opportunities and Issues

Availability of land: There is a considerable amount of vacant land within the quarter-mile station area, but all of it is currently owned by large institutions. There are three very large parcels totaling almost 20 acres, owned by either UMSL, the City of Normandy, or Glen Echo Country Club. To a large degree, new and infill TOD around the UMSL South Station will depend on the plans of those landowners.

St. Louis Great Streets, Natural Bridge: The section of Natural Bridge running through the UMSL South Station Area is part of the Great Streets Initiative, managed by East-West Gateway Council of Governments and involving the communities of Normandy, Bel-Ridge, Bel-Nor, Bellerive Acres, and Pasadena Hills. The overall intent of the project is to establish a blueprint for more sustainable, smarter, and economically dynamic development along the corridor. The final plan will include road diets, traffic calming strategies, multimodal transportation treatments, recommendations for future land use types, and suggested policies for realizing those goals.

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

- **Nearly the entire quarter-mile station area is within either an A or B District, both of which are single-family residential districts.** A and B Districts allow only single-family homes and limited community facilities. A Districts require a minimum lot size of 10,000 sq.ft. and a width of 70'; B Districts require lots of 7,500 sq.ft. and 55' wide. Both districts impose a height limit of two-and-a-half stories or 35', and front yards that match neighboring lots or measure at least 30'.
- A number of lots fronting on Natural Bridge Road are zoned **F: Commercial District, which allows a wide range of commercial uses, including retail, services, and offices; residential and mixed-use buildings are not allowed.** Buildings may reach three stories or 45'. All buildings require front yards that match neighboring lots or measure at least 30', as well as one side yard measuring at least 6'. Commercial uses require one parking space for every 300 sq.ft. of floor area, plus employee parking.

These regulations may pose barriers to more a more compact, walkable form of suburban development, as well as the kind of contextual streetwall that often defines a mixed-use "Main Street." There is one aspect of the existing zoning regulations that may be more supportive of transit-oriented development. 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 greater flexibility in uses, densities, and site planning.** Absent significant rezoning, UMSL and other large institutions along the Natural Bridge corridor may be able to take advantage of these provisions in order to encourage TOD.



UMSL South Station

UMSL South Station: Zoning and Land Use

Quarter-mile station area

MetroLink

City Boundaries

Zoning Districts

Land Use

Single-Family Residential

Multifamily Residential

Commercial

Industrial

Community Facility

Open Space/Agriculture

Vacant

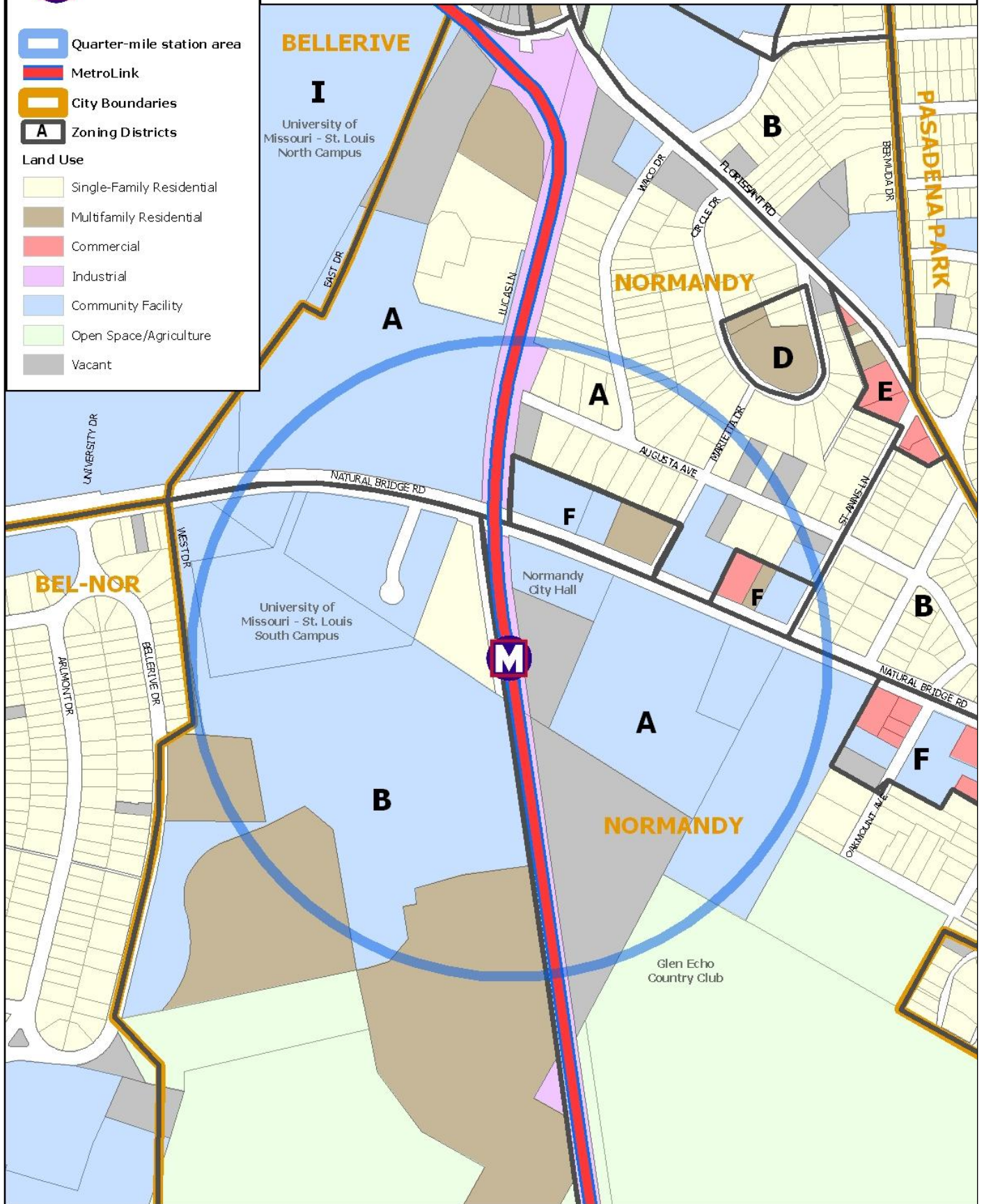


Table 5: UMSL South Station: Existing Zoning Regulations			
	A	B	F
District Type	Single-Family Residential	Single-Family Residential	Commercial District
Uses Permitted	1-family homes; group homes; golf courses; parks and playgrounds	1-family homes; group homes; golf courses; parks and playgrounds	Any uses except residential and a defined list of light industrial, warehousing, open storage, and potentially noxious uses
By Special Permit	N/A	N/A	Restaurants; gas stations; extended business hours (after 1:30am)
Minimum Lot Area	10,000 sq.ft.	7,500 sq.ft.	N/A
Minimum Lot Width	70'	55'	N/A
Max Building Height	2.5 stories / 35'	2.5 stories / 35'	3 stories / 45'
Minimum Front Yard	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	1 required, 6' min
Minimum Rear Yard	30' or 20% of lot	30' or 20% of lot	10', except 25' if abutting a residential district
Parking	Not listed	Not listed	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'. 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.