



## Wellston Station

This station profile describes existing conditions around the Wellston 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 Wellston Station serves the industrial and business core of an inner-ring suburban community in North St. Louis County. The quarter-mile area around the Wellston MetroLink Station is primarily occupied by industrial uses, mostly one- and two-story buildings with large footprints, surface parking, and open storage. The station core also holds a six-story industrial office building; a research laboratory; one of St. Louis County’s Enterprise Centers; a County police and fire training academy; and a high school. The eastern and western edges of the station area host residential neighborhoods consisting of one- and one-and-a-half story, “ranch”-style single-family homes. Homes in the western part of the station area, west of Sutter Avenue, have higher occupancy rates and tend to be better maintained than those east of Stephen Jones Avenue.

*The quarter-mile station area covers 342 lots on 25 blocks, with a total assessed value of \$5,603,050. Metro’s Park-Ride Lot on Plymouth Avenue is a 2.6-acre lot containing 242 spaces.*

### Regional Accessibility by Transit

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

- **#94 Page MetroBus**
  - Maryland Heights
  - Jewish Community Center
  - Olivette
  - Pagedale
  - Civic Center MetroLink Station
- **MetroLink (RED LINE)**
  - Lambert International Airport (20 minutes)
  - Central West End (5 minutes)
  - Downtown (20 minutes)
  - Scott Air Force Base (60 minutes)

As can be seen in Table 1 below, average boardings for the Wellston Station are lower than 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
<b>WELLSTON METROLINK STATION</b>	<b>24,700</b>	<b>950</b>	<b>490</b>

\*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 36% of the population under 17 years old, and 28% between 35 and 64. Almost two-thirds have graduated from high school, but a full quarter of the population does not have a high school diploma. Nearly half the households within one-half mile of the station make between \$25,000 and \$74,999 a year, but a full quarter makes less than \$10,000, and 40% of individual residents are living below the federal poverty line.

Table 2: Demographics

Population		Population		Income	
Acres	888.7	Age		Persons in poverty	40.2%
Population	6,859	0-17	35.9%	Household income	
Density (persons/acre)	7.7	18-24	10.2%		\$0-9,999
Sex		25-34	14.4%	\$10,000-14,999	9.7%
		35-64	28.1%	\$15,000-24,999	12.1%
Male	43.6%	65+	11.3%	\$25,000-49,999	37.0%
Female	57.4%			\$50,000-74,999	11.9%
		Education*		\$75,000-99,999	3.5%
		No diploma	26.8%	\$100,000+	1.7%
		High school	63.3%	Household size	
		College degree	6.7%		1
		Graduate degree		2	25.1%
				3	17.9%
				4	13.1%
				5+	18.6%

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. Over half of the housing stock was built between the 1940s and 1990s, though 30% was built before World War II. Nearly 60% of the occupied housing units are rentals, 40% are owner-occupied homes, and the overall vacancy rate is around 25%. Seventy percent of the owner-occupied units are valued lower than \$100,000, and half of rental units are priced below \$500 per month. Nearly one-third of households do not own a vehicle; only half of the workforce reported using their own vehicle to commute to work; 20% carpooled; and 15% used transit.

Table 3: Housing and Transportation

Housing			Housing			Transportation	
Housing Units			Owner-occupied housing values			Vehicle Availability	
Total units	3,002		< \$100,000	632	70.5%	Zero-vehicle households	28.6%
Density (DUs/acre)	3.4		\$100,000-199,999	202	22.5%	Owner-occupied	13.0%
Occupied	2,174	72.4%	\$200,000-299,999	41	4.6%	Renter-occupied	39.5%
Owner-occupied	897	41.3%	\$300,000-499,999	22	2.5%	Workers*	2,229
Renter-occupied	1,277	58.7%	\$500,000+	0	0.0%		
Vacant	828	27.6%	Rental prices			Means of commute*	
Housing Age			No cash rent	45	3.5%	Drives alone (SOV)	57.7%
Pre-1940s	912	30.4%	\$0-100	86	7.0%	Carpool	20.2%
1940s-1990s	1,760	58.6%	\$100-499	549	44.6%	Transit	15.2%
2000s	330	11.0%	\$500-749	572	46.4%	Motorcycle	0.4%
			\$750-999	25	2.0%	Walk	3.9%
			\$1000-1499	0	0.0%	Other	1.5%
			\$1500+	0	0%	Work at Home	1.1%

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 Wellston MetroLink Station there are 91 firms and agencies employing over 1,000 people. The vast majority of these jobs are in manufacturing and industrial sectors, as well as retail and wholesale trade.

Table 4: Employment, Half-Mile Radius

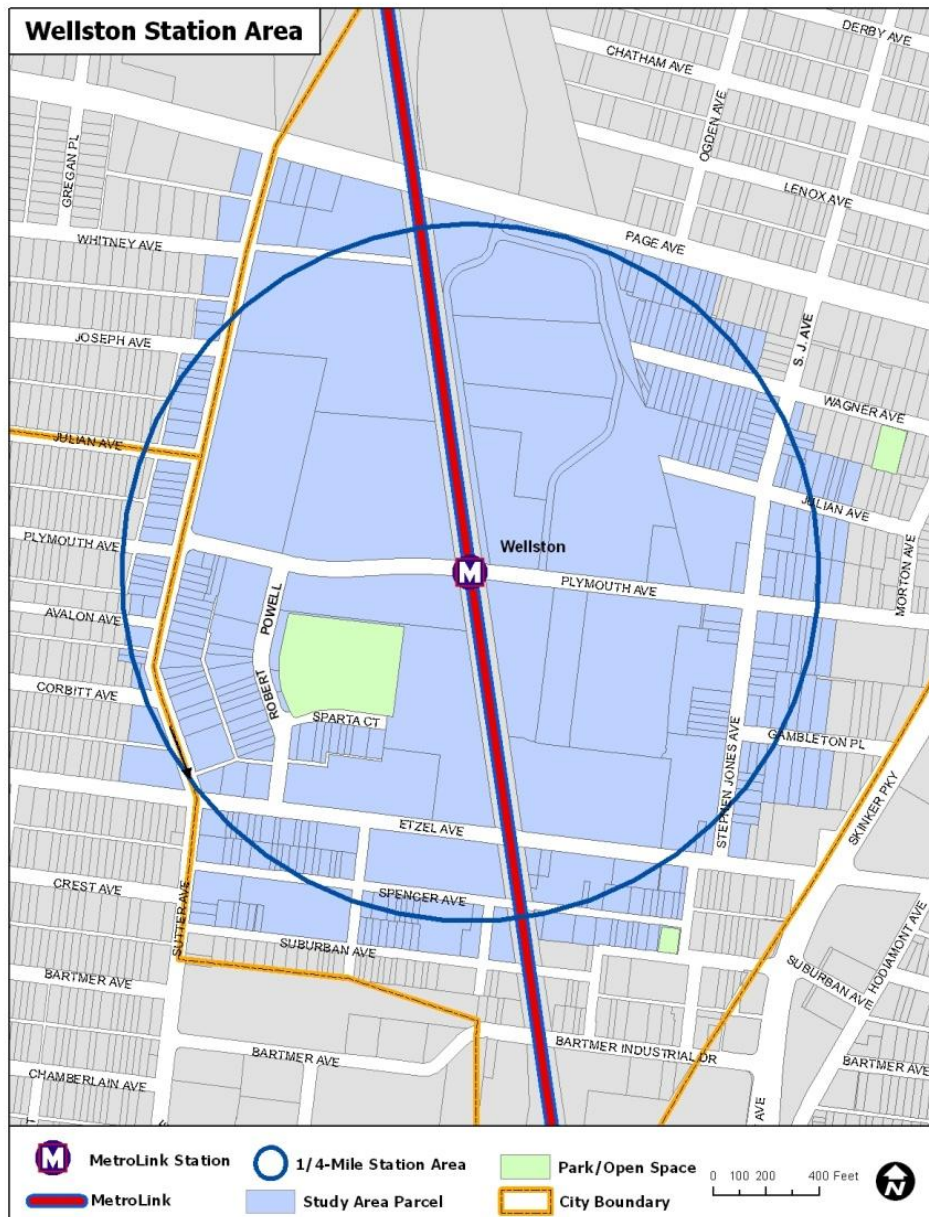
NAICS	Industry	Firms	Jobs	NAICS	Industry	Firms	Jobs
21	Mining, Quarrying, & Oil & Gas Extraction	1	3	54	Professional, Scientific, Technical Services	4	63
23	Construction	9	55	56	Administrative & Support, Waste Management & Remediation Services	3	19
31-32-33	Manufacturing	8	425	61	Educational Services	5	72
42	Wholesale Trade	9	125	62	Health Care & Social Assistance	5	38
44-45	Retail Trade	10	267	72	Accommodation and Food Services	2	72
48	Transportation & Warehousing	4	74	81	Other Services	20	89
51	Information	2	12	92	Public Administration	2	32
52	Finance & Insurance	2	10	99	Unclassified	3	9
53	Real Estate, and Rental & Leasing	2	6		<b>Total:</b>	<b>91</b>	<b>1,371</b>

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

## Neighborhood Context: Summary

The Wellston Station is located in the heart of the City of Wellston's industrial district, between Page Avenue and Etzel Avenue. The quarter-mile station area also includes parts of the Cities of Pagedale and University City, and is in close proximity to St. Louis City. Page, Plymouth, and Etzel Avenues are largely industrial and commercial corridors that run east-west through the station area. Sutter Avenue and Stephen Jones Avenue are the area's primary north-south corridors, and are mostly residential in nature. Most of the land around the MetroLink Station is occupied by single-story industrial uses with large footprints, surface parking, and open storage. A high school and a St. Louis County fire/police training academy are on Sutter Avenue near Page. The western and eastern edges of the station area are developed with one- and one-and-a-half story, "ranch"-style single-family homes. The homes west of Sutter Avenue, in the Cities of Pagedale and University City, show signs of higher occupancy rates and better maintenance than homes along Stephen Jones Avenue.

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.





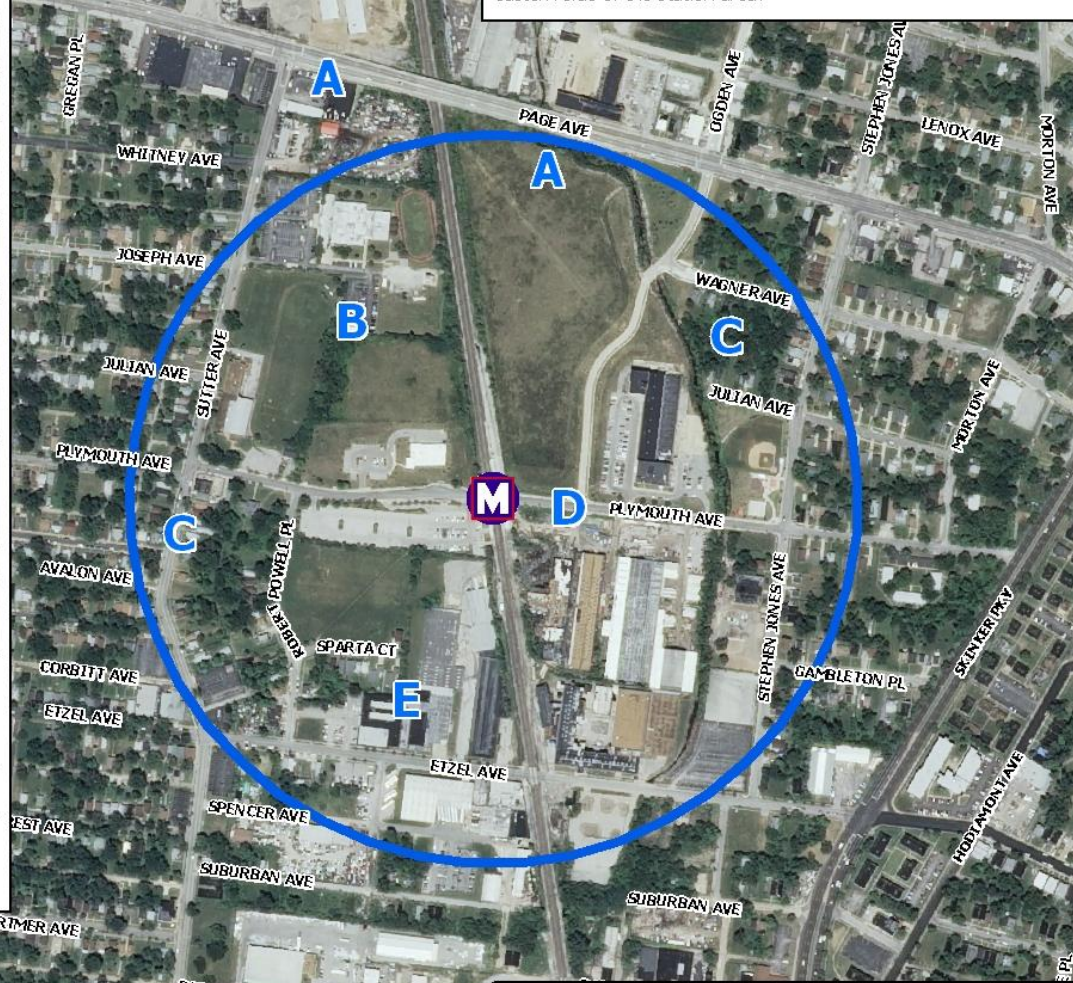
A - 6400 and 6500 Page Blvd: contains a mix of industrial, small offices, and commercial uses. Most buildings are 1 story with large footprints, though there is one 3-story industrial use. The south side of Page is vacant land for a planned industrial park.



C - Wagner Ave., Julian Ave., east of Stephen Jones Ave., and west of Sutter Ave.: The eastern and western edges of the station area are primarily developed with 1-2 story, single-family detached homes. Parking is a mix of driveways and on-street. There is a substantial number of vacant lots and homes, particularly in the eastern side of the station area.



B - East of Sutter Ave., between Page and Plymouth Aves: This large block contains several large public-sector uses, including a St. Louis County Police & Fire Training Center, a high school, and a St. Louis County Enterprise Center. Metro's 242-space Park-Ride Lot lies across Plymouth Ave.



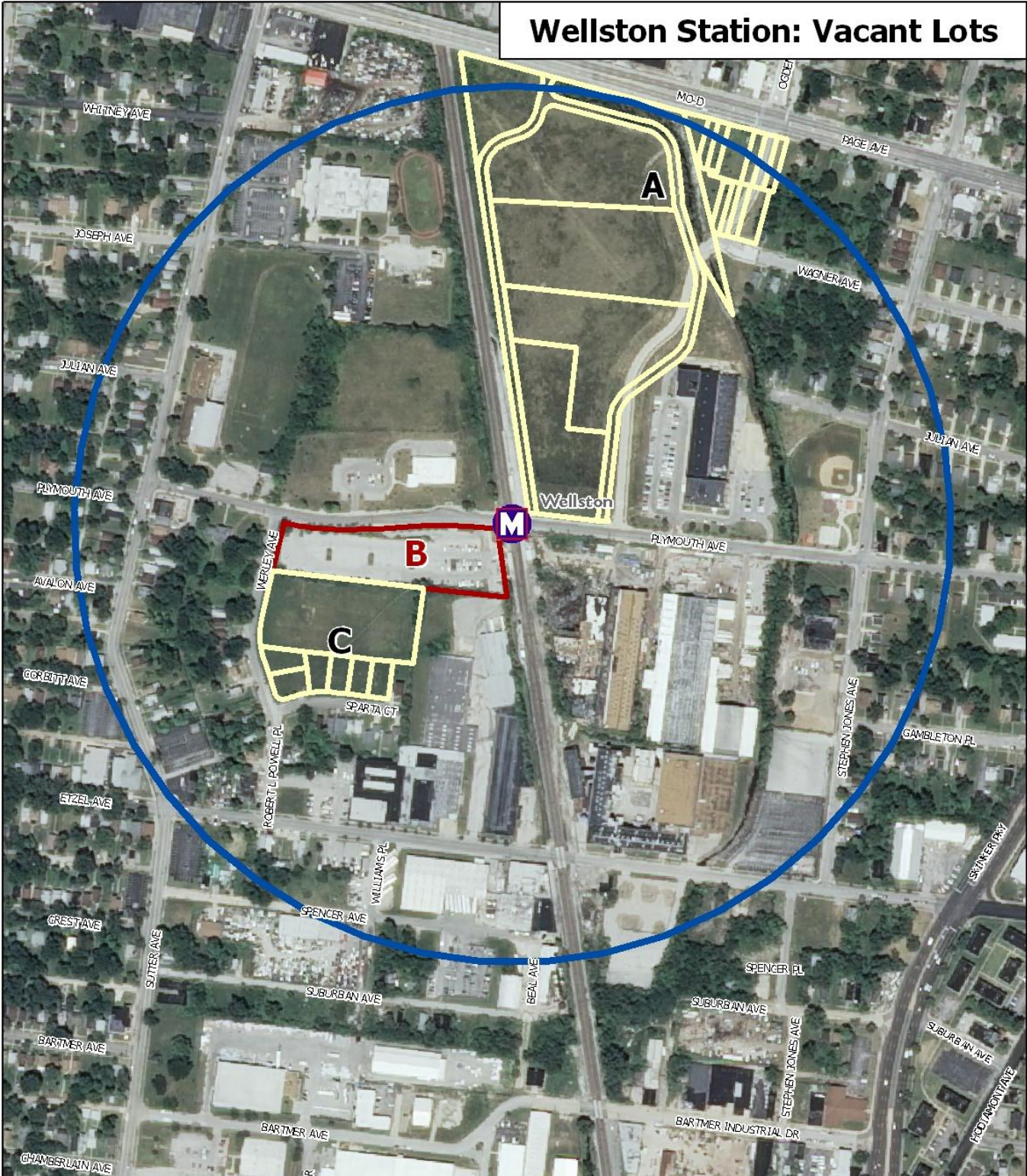
D - 6300 block Plymouth Avenue: This block contains a mix of industrial uses. Most buildings are 1 story with large footprints and open parking/storage. There is also a 6-story industrial office building, and a playground/sports field near the intersection with Stephen Jones Ave.



D - Etzel, Spencer, and Suburban Aves, between Sutter and Stephen Jones Aves: These blocks are primarily occupied by 1-3 story industrial uses with large footprints and surface parking lots/open storage. Vacant lots, small commercial uses, and limited single-family homes are also scattered throughout the area.

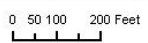
## Wellston Station: Neighborhood Context

# Wellston Station: Vacant Lots



Area	Area Description	Ownership	Zoning	# Lots	Acres	Assessed Value
A	Lots East of MetroLink Rail, North of Plymouth, South of Page	St. Louis County LCRA; Plymouth Industrial Park Trustees	I-L: Light Industrial	17	14.6	\$419,380
B	Metro Park-Ride Lot	Metro	I-L: Light Industrial	1	2.6	\$90,430
C	Lots South of Metro Park-Ride Lot	WCSA LLC; City of Wellston	I-L: Light Industrial	7	3.5	\$20,070

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



## Zoning, Land Use Policies, and Community Plans

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The quarter-mile station area is split between three jurisdictions, the City of Wellston, the City of Pagedale, and the City of University City. The map and table on the following pages illustrate and explain current zoning regulations. Parcels within the quarter-mile station area are covered by one of the following zoning districts:

### City of Wellston

- R-B: Two-Family Residential
- B-N: Neighborhood Business
- I-L: Light Industrial

### City of Pagedale

- C: Commercial

### City of University City

- SR: Single-Family Residential

## Potential Development Opportunities and Issues

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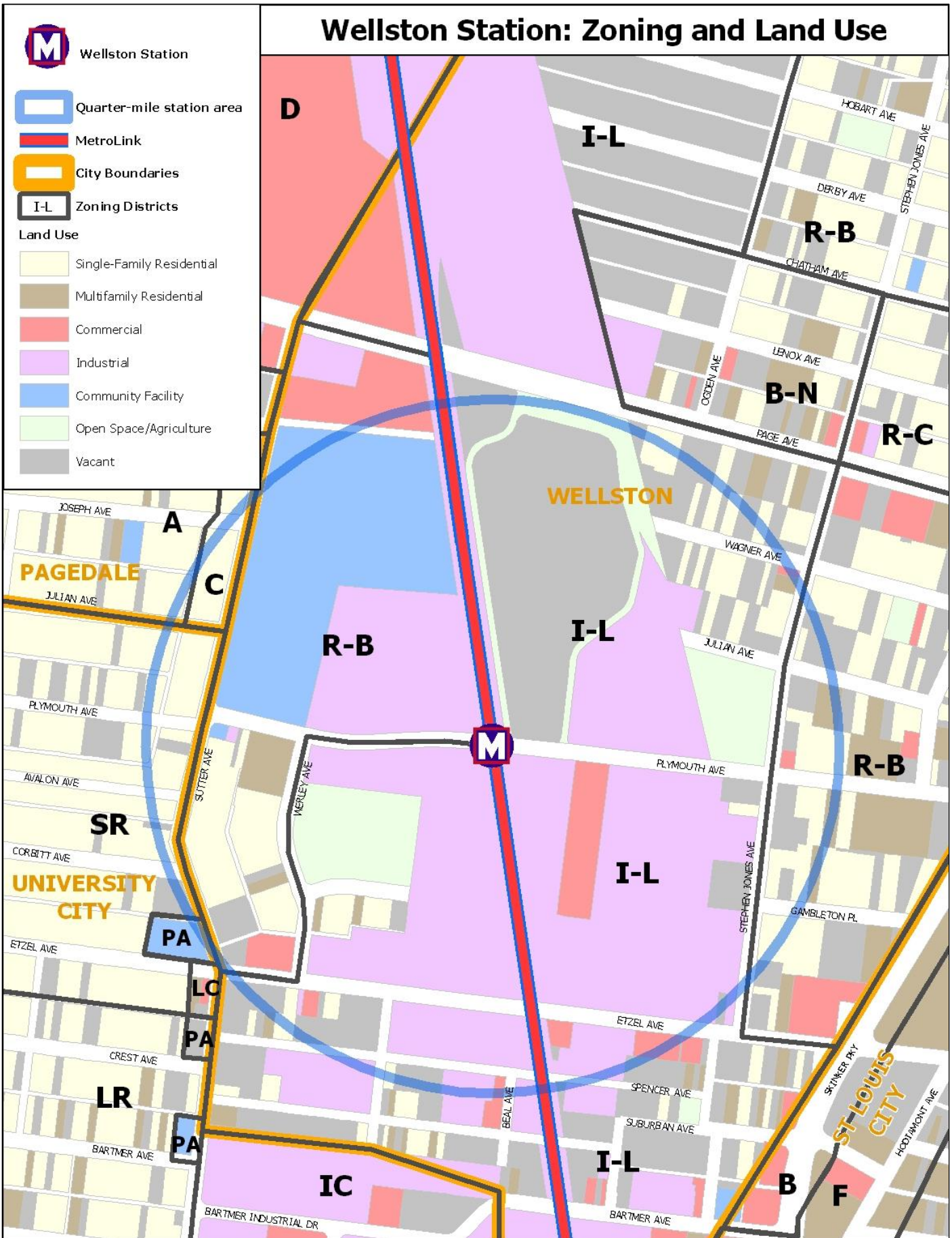
*Availability of land:* There is a considerable amount of vacant land within the quarter-mile station area. There are two large areas of contiguous vacant lots, one totaling 3.5 acres, the other 17 acres. Metro's Park-Ride Lot contains 2.6 acres and 242 parking spaces. These large parcels of land, as well as individual surface parking lots and underutilized sites, may offer some potential for new and infill TOD.

*Potential environmental concerns:* The Wellston Station is surrounded by a substantial amount of vacant land and potentially underutilized parcels. However, these development opportunities may be constrained by the prevailing industrial character of the station core, as well as possible environmental conditions on individual sites.

*Zoning:* Current zoning regulations throughout the station area may limit the potential for new transit-oriented development:

- **Mixed uses are not allowed:** Most of the vacant land is within the City of Wellston's I-L and B-N Districts, which allow a wide range of commercial and industrial uses, including offices and research labs, but do not allow residential uses. The residential districts in the western and eastern portion of the station area do not allow commercial or industrial uses.
- **Multi-family housing is not permitted:** University City's SR District and Pagedale's A District only allow single-family detached homes. Wellston's R-B District allows single- and two-family homes. A small section of Sutter Avenue in the City of Pagedale is within a C District, which allows commercial uses and apartments with up to four units, but those lots are already occupied.
- **Lower-density building heights:** Buildings in most of the zoning districts are limited to heights of 35'. Wellston's I-L District allows a maximum height of 45'. The City of Pagedale's C District along Sutter Avenue allows buildings up to five stories or 65', but those lots are already developed with single-story, single-family homes.
- **Minimum lot and yard sizes:** The residential districts require lots ranging from 4,000 – 6,000 sq. ft. in size and 50' – 60' wide. They also require front yards ranging from 25' – 40'. These requirements may limit the potential for a suburban model of transit-supportive density and compact, walkable TOD.

# Wellston Station: Zoning and Land Use





**Table 5: Wellston Station: Existing Zoning Regulations**

District Type	City of Wellston			City of Pagedale	City of University City
	R-B	B-N	I-L		
	Two-Family Residential	Neighborhood Business	Light Industrial	C	SR Single-Family Residential
<b>Uses Permitted</b>	1- and 2-family homes; community facilities; churches; utilities	General retail and services; offices; government buildings; community facilities; churches; utilities; gas stations and car washes; parking lots and garages; trade schools	Light industrial; research labs; warehousing; wholesale; government buildings; utilities; hotels; restaurants; gas stations, car washes, and auto repair; food and drug stores; personal services; dry cleaning; parking lots and garages; trade schools	1- to 4-family homes; limited apartments; wide range of retail and services	1-family detached homes; group homes for disabled; churches; public schools
<b>By Special Permit</b>	Cemeteries; private schools; public nursery schools and kindergartens; group developments	None	None	Gas stations	Dormitories; parks and playgrounds; private schools; utilities; recreation facilities
<b>Minimum Lot Area</b>	5,000 sq.ft. per DU	N/A	N/A	1-family = 4,000 sq.ft.; other = 2,000 sq.ft. per DU	6,000 sq.ft.
<b>Minimum Lot Width</b>	60'	75'	100'	N/A	50'
<b>Maximum Building Height</b>	35'	35'	45'	5 stories / 65'	3.5 stories / 35'
<b>Minimum Front Yard</b>	40'	35' - 50'	50' - 60'	30' to building front, 20' to porch or paved terrace.	Greater of 25' or prevailing pattern
<b>Minimum Side Yard</b>	10'	None required; 10' abutting a residential district	None required; 10' abutting a residential district	None, but 4' when abutting 1-family district or bldg. 1-family homes = 2 required, 10% of lot width	Minimum 5' each
<b>Minimum Rear Yard</b>	20'	None required; 20' abutting a residential district	None required; 20' abutting a residential district	20% of lot depth	30'
<b>Parking</b>	Residential = 1 per DU	General retail = 1 per 200 sq.ft.; general offices = 1 per 500 sq.ft.; medical offices = 3 per professional; restaurants = 1 per 4 seats	Industrial and non-retail commercial = 1 per 2 employees; hotels = 1 per 3 rooms; personal services = 1 per 200 sq.ft.; restaurants = 1 per 4 seats	Residential = zoning does not specify; commercial = 1/400 sq.ft.	Residential = 2 spaces per DU
<b>Miscellaneous</b>	No front-yard parking except in residential districts.			N/A	New developments must match the prevailing development pattern

\*DU = dwelling unit