



Downtown Stations: 8th & Pine and Convention Center

This station profile describes existing conditions around two MetroLink Stations in Downtown St. Louis, the 8th & Pine and Convention Center Stations. 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 8th & Pine and Convention Center Stations are located in the heart of Downtown St. Louis. The combined quarter-mile station area covers a wide array of commercial office towers, including pre-War, mid-rise buildings that rise to their full heights without a setback, and modern high-rise towers that use setbacks in order to build taller while providing more light to streets below. Most of these buildings provide ground-floor retail space, and many incorporate parking garages either below ground or within the building’s lower floors. The combined station area also includes a section of Washington Avenue, one of the region’s most iconic mixed-use districts and the recipient of the American Planning Association’s “Great Streets” award. The eastern section of Washington Avenue, closer to the Riverfront, contains the large America’s Center Convention Center and Edward Jones Dome complex, as well as several hotel towers ranging from 15 to 25 stories in height. The western section of Washington Avenue, past 9th Street, is part of Downtown St. Louis’ residential neighborhood, which includes parts of Locust and Olive Streets. Most of the buildings in this area are six- to eight-story, 19th-century warehouse and commercial buildings converted to residential use, most with ground-floor retail.

The quarter-mile station area covers 280 lots on 70 blocks, with a total assessed value of \$489,548,131.

Regional Accessibility by Transit

From the 8th & Pine and Convention Center Stations, MetroBus and MetroLink offer easy access and a wide range of connections to housing, shopping, jobs and other high demand destinations:

- **#40 Broadway MetroBus**
 - North St. Louis
 - Soulard
 - Catalan Loop
- **#99 Downtown Trolley**
 - Civic Center
 - City Museum
- **#36X Bissell Hills Express MetroBus**
 - North St. Louis
 - Spanish Lake
 - Riverview & Hall MetroBus Center
- **#40X I-55 Express MetroBus**
 - Civic Center MetroLink and MetroBus Center
 - South County Education Center
 - South County Community College
- **#58X Twin Oaks Express MetroBus**
 - Maplewood
 - Webster Groves
 - Kirkwood
 - Chesterfield

- **#174X Halls Ferry Express MetroBus**
 - North St. Louis
 - Jennings
 - Flower Valley Shopping Center
- **#410X Eureka Express MetroBus**
 - Maplewood
 - Webster Groves
 - Valley Park
- **MetroLink (RED LINE)**
 - Scott Air Force Base (40 minutes)
 - Lambert International Airport (40 minutes)
- **MetroLink (BLUE LINE)**
 - Clayton (25 minutes)
 - Richmond Heights (25 minutes)
- **MetroLink (RED AND BLUE LINE)**
 - Central West End (25 minutes)

As can be seen in Table 1 below, the 8th & Pine and Convention Center stations have average boardings estimates that are much higher than those seen for other Missouri stations or system-wide.

*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
<i>CONVENTION CENTER METROLINK STATION</i>	<i>44,300</i>	<i>1,600</i>	<i>1,120</i>
<i>8TH & PINE METROLINK STATION</i>	<i>47,900</i>	<i>1,900</i>	<i>800</i>

**Metro Fiscal Year July 2010 - June 2011*

Demographics, Housing, and Employment

Most of the land around the Downtown Stations is occupied by civic buildings and office towers, but there are approximately 4,500 people living within a half-mile of the combined station area. As shown in Table 2 below, this residential population appears to consist mostly of working-age professionals, with three-fourths of the population between the ages of 25 and 64. Half of residents possess a high school diploma, and almost 40% have a college or graduate degree. Nearly two-thirds of the households in the area make less than \$50,000 per year, and a quarter of individual residents live below the federal poverty line.

Table 2: Demographics

Population		Population		Income		
Acres	800.4	Age		Persons in poverty	24.1%	
Population	4,501	0-17	10.2%	Household income		
Density (persons/acre)	5.6	18-24	6.8%		\$0-9,999	14.0%
Sex		25-34	26.8%	\$10,000-14,999	10.0%	
Male	60.1%	35-64	50.2%	\$15,000-24,999	11.5%	
Female	39.9%	65+	6.0%	\$25,000-49,999	27.4%	
		Education*		\$50,000-74,999	11.4%	
		No diploma	10.2%	\$75,000-99,999	7.4%	
		High school	52.0%	\$100,000+	18.2%	
		College degree	20.8%	Household size		
		Graduate degree	17.0%		1	68.3%
					2	23.9%
					3	4.8%
					4	2.6%
				5+	0.3%	

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 5 housing units per acre; this is to be expected for an area mostly developed with non-residential uses. Half of the housing stock was built before World War II, with only 3.5% built since 2000. Eighty-three percent of the occupied housing is rental units, with an overall vacancy rate of 34%. Two-thirds of the owner-occupied units are valued less than \$300,000, and two-thirds of the rental units are priced lower than \$750 per month. It is a fairly transit-supportive neighborhood, where one-quarter of households don't own a car, 10.4% use transit for their daily commute, 10.8% carpool, and 13.4% walk to work.

Table 3: Housing and Transportation

Housing		Housing			Transportation	
Housing Units		Owner-occupied housing values			Vehicle Availability	
Total units	3,981	< \$100,000	30	6.9%	Zero-vehicle households	23.8%
Density (DUs/acre)	5.0	\$100,000-199,999	113	26.0%	Owner-occupied	1.2%
Occupied	2,616	\$200,000-299,999	150	34.6%	Renter-occupied	28.3%
Owner-occupied	434	\$300,000-499,999	122	28.1%	Workers*	2,507
Renter-occupied	2,182	\$500,000+	19	4.4%		
Vacant	1,365	Rental prices			Means of commute*	
Housing Age		No cash rent	52	2.4%	Drives alone (SOV)	59.6%
Pre-1940s	2,128	\$0-100	44	2.1%	Carpool	10.8%
1940s-1990s	1,712	\$100-499	417	19.6%	Transit	10.4%
2000s	141	\$500-749	927	43.5%	Motorcycle	0%
		\$750-999	442	20.8%	Walk	13.4%
		\$1000-1499	264	12.4%	Other	0%
		\$1500+	36	1.7%	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 provides data on employment within the station area. Within a half-mile of the two MetroLink Stations there are 2,500 firms and agencies employing over 31,000 people. The vast majority of these jobs fall into the professional or administrative sectors. Other sectors providing a considerable number of jobs include health care and social assistance, and accommodation and food services.

Table 4: Employment, Half-Mile Radius

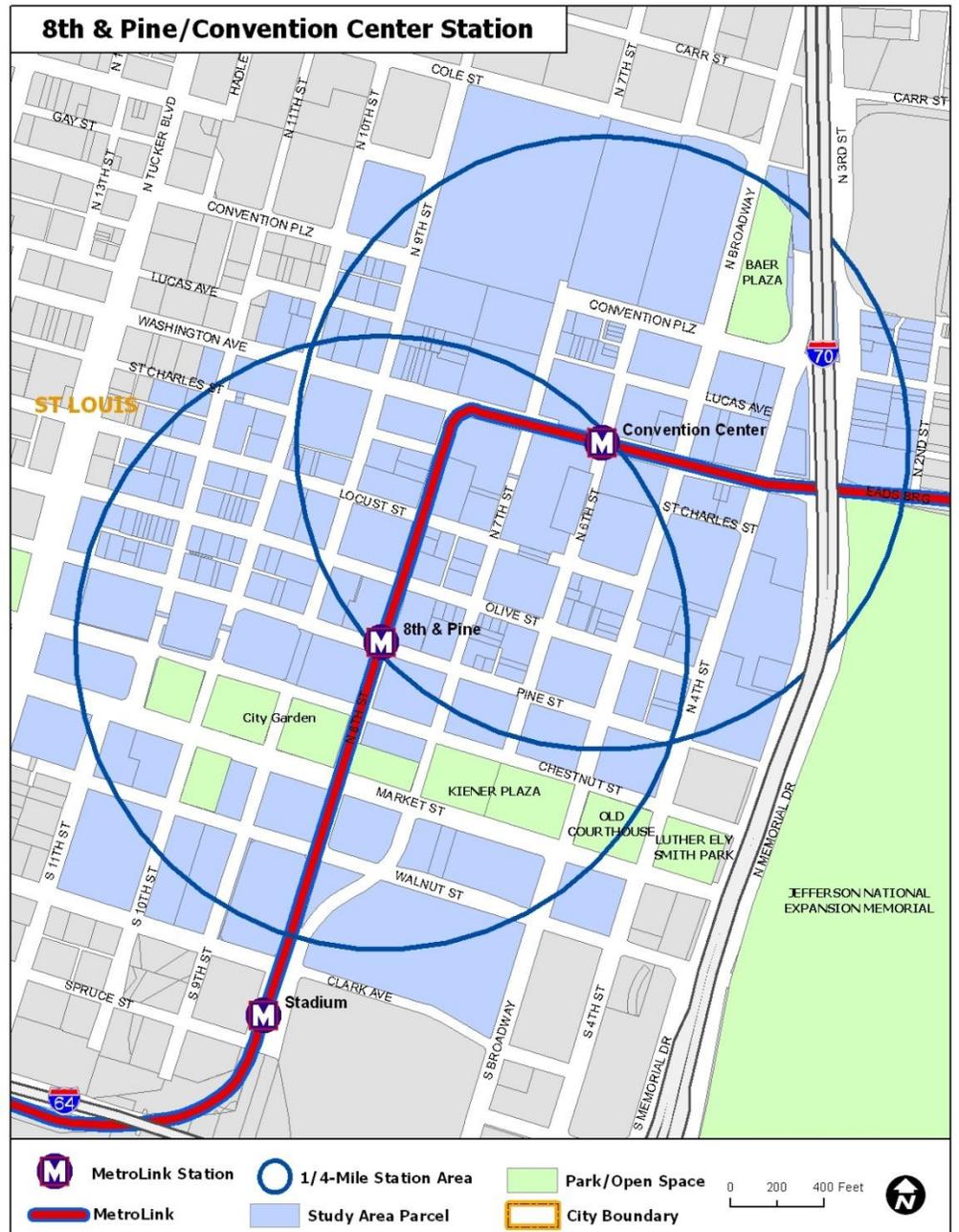
NAICS	Industry	Firms	Jobs	NAICS	Industry	Firms	Jobs
11	Agriculture, Forestry, Fishing & Hunting	4	18	54	Professional, Scientific, Technical Services	1,506	12,682
21	Mining, Quarrying, and Oil & Gas Extraction	3	303	55	Management of Companies and Enterprises	3	694
22	Utilities	4	717	56	Administrative & Support, Waste Management & Remediation Services	105	843
23	Construction	127	647	61	Educational Services	21	396
31-32-33	Manufacturing	33	925	62	Health Care & Social Assistance	71	1,062
42	Wholesale Trade	41	507	71	Arts, Entertainment, and Recreation	32	707
44-45	Retail Trade	122	835	72	Accommodation and Food Services	125	6,217
48-49	Transportation & Warehousing	17	137	81	Other Services	126	997
51	Information	78	1,369	92	Public Administration	196	5,125
52	Finance & Insurance	149	3,906	99	Unclassified	36	108
53	Real Estate, and Rental & Leasing	91	1,052		Total:	2,890	39,247

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

Neighborhood Context: Summary

These two MetroLink Stations are located in the heart of Downtown St. Louis. The combined quarter-mile station area covers a wide array of commercial office towers, including pre-War, six- to fifteen-story buildings that rise to their full heights without a setback, and 15- to 44-story, modern office towers that use setbacks in order to build taller while providing more light to streets below. Most of these buildings provide ground-floor retail space, and many incorporate parking garages either below ground or within the building’s lower floors. Most buildings within the commercial core create a solid streetwall and rise to their full heights without considerable setbacks; those closer to the Riverfront and the Gateway Mall tend to be towers with significant setbacks on top of 3-4 story, retail and office bases. The combined station area also includes a section of Washington Avenue, one of the region’s most iconic mixed-use districts. The eastern section of Washington Avenue contains the America’s Center Convention Center and Edward Jones Dome complex, as well as several hotel towers ranging from 15 to 25 stories in height. The western section of Washington Avenue, past 9th Street, is the heart of Downtown St. Louis’ residential neighborhood, which includes parts of Locust and Olive Streets. Most of the buildings in this area are six- to eight-story, 19th-century warehouse and commercial buildings converted to residential use, most with ground-floor retail.

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.



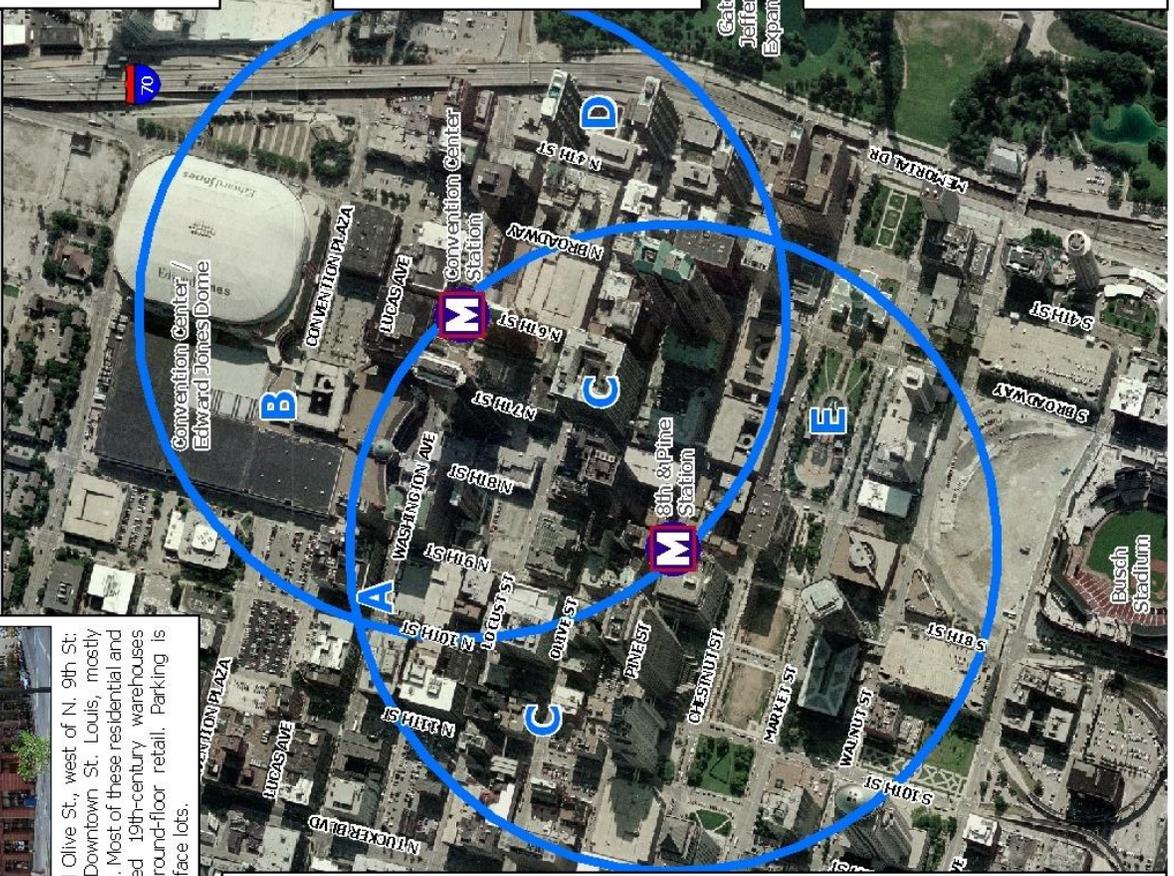
Convention Center/ 8th & Pine Stations: Neighborhood Context



A - Between Washington Ave. and Olive St., west of N. 9th St.: This is the residential heart of Downtown St. Louis, mostly centered along Washington Avenue. Most of these residential and mixed-use buildings are converted 19th-century warehouses ranging from 6-8 stories, with ground-floor retail. Parking is provided in shared garages and surface lots.



C - Between Chestnut St., Washington Ave., N. 4th St. and Tucker Blvd.: This is the commercial core of Downtown St. Louis. Most lots contain office buildings and hotels with ground-floor retail and parking garages. Buildings are a mix of pre-War, 6-15 story offices and modern, 15-44 story towers. Most buildings contain 15-30 floors and rise to their full height without a setback from the property line.



B - West of I-70, north of Washington Ave.: These blocks are occupied by the America's Center Convention Complex and the Edward Jones Dome. The Convention Center has a large, 3-story main hall fronting on Washington Ave. The structure runs north and east along Convention Plaza, and includes a 7-story parking garage and large surface parking lot. This section of Washington Ave. also hosts several 15-25 story hotels.



D - N. 4th St. between Washington Ave. and Pine St.: The blocks closest to the waterfront are mostly developed with modern, 15-30 story residential or hotel towers atop 3-4 story retail/office podiums. The towers have considerable horizontal setbacks from the property line in order to provide view corridors and sunlight to the waterfront.

Gateway Arch /
Jefferson National
Expansion Memorial



E - St. Louis Gateway Mall, between Memorial Dr. and Tucker Blvd.: The blocks on either side of the park are developed with modern office towers. Some buildings rise to their full height of 15-20 stories without a setback. Most rise up to 40 stories with considerable horizontal setbacks from the property line and a ground-floor retail podium. Parking is provided in shared garages.

8th & Pine/Convention Center Stations: Vacant Lots



Area	Area Description	Ownership	Zoning	# Lots	Acres	Assessed Value
A	Parking Lots on St. Charles St. at Tucker Blvd.	Multiple	I: Central Business District	5	1.3	\$506,200
B	Parking Lot West of Convention Center	RD-2 LLC; Double Delta Arizona LLC	I: Central Business District	7	1.2	\$342,100
C	Parking Lot South of Edward Jones Dome	LCRA	I: Central Business District	15	1.1	\$692,900
D	Parking Lots West of Missouri Athletic Club	St. Louis Parking LLC; B. & C. Circardi	L: Jefferson Memorial District	2	1.4	\$453,800
E	Parking Lot at Laclede's Landing	Drury Development Corp.	L: Jefferson Memorial District	6	2.4	\$1,055,500
F	Parking Lot at Seventh St. & Locust Ave.	Southern Real Estate & Financial Co.	I: Central Business District	1	0.3	\$300,700
G	Parking Lot at Sixth St. & Olive St.	Railway Exchange Lot Owner LLC	I: Central Business District	1	0.5	\$667,300
H	Ballpark Village Parking & Field	Gateway Stadium LLC	I: Central Business District	2	9.1	\$5,313,711

 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 both the 8th & Pine and Convention Center Stations. The combined station area is entirely within the City of St. Louis, and all lots are covered by one of the following zoning districts:

- I: Central Business District
- L: Jefferson Memorial District

Potential Development Opportunities and Issues

Availability of land: There is only one large vacant lot within the combined quarter-mile station area, the nine-acre lot in front of Busch Stadium slated for development under the Ballpark Village plan. However, there are a significant number of surface parking lots, totaling approximately eight acres, that may offer some opportunity for new development. TOD around the 8th & Pine and Convention Center Stations will depend largely on the Ballpark Village plan, redevelopment of surface parking lots, and adaptive reuse of existing buildings.

Zoning: **Existing zoning regulations within the combined station area should not pose any significant barrier to new or infill TOD.** The entire station area is within either an I or L District, both of which allow all uses except a set list of heavy manufacturing and industry. Both districts establish a very liberal building envelope, determined by a flexible “prism” that starts with a base height of 200’, but can be increased through the provision of building setbacks; the L District sets an absolute maximum height of 751’ above mean sea level. Both Districts require a minimum lot size of 100-250 sq.ft. per dwelling unit, and set no minimum parking requirement.

Downtown St. Louis Stations: Zoning and Land Use

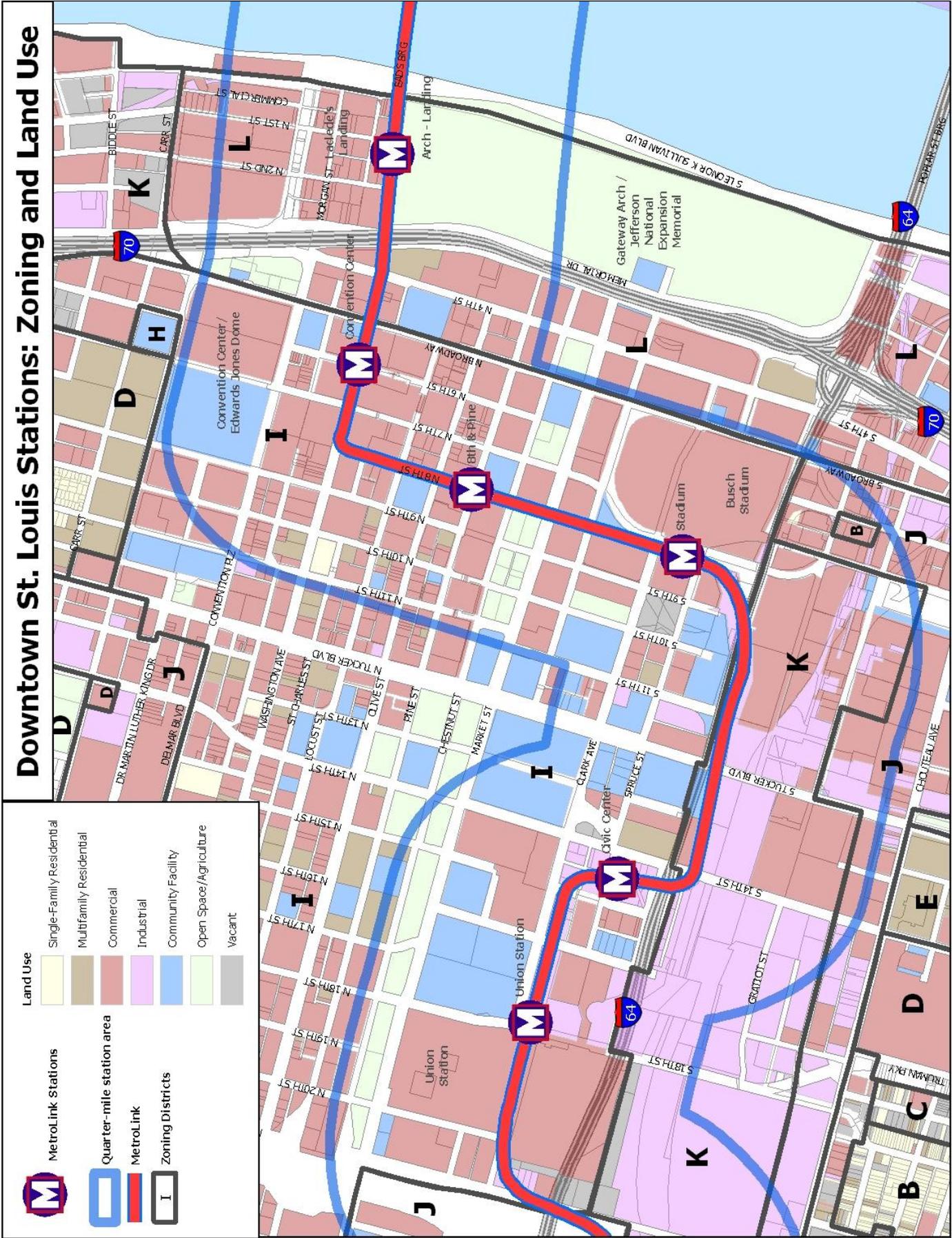


Table 5: 8th & Pine and Convention Center Stations: Existing Zoning Regulations

	I	L
District Type	Central Business District	Jefferson Memorial District
Uses Permitted	All uses allowed, except for a defined set of heavy manufacturing, industrial, and noxious uses	All uses allowed, except for a defined set of heavy manufacturing, industrial, and noxious uses
By Special Permit	Outdoor pay telephones	Outdoor pay telephones
Minimum Lot Area	Residential/mixed use, up to 8 stories / 100' = 250 sq.ft. per DU. Residential/mixed use over 8 stories = 100 sq.ft. per DU	Residential/mixed use, up to 8 stories / 100' = 250 sq.ft. per DU. Residential/mixed use over 8 stories = 100 sq.ft. per DU
Maximum Building Height	Flexible, based on 200' "reference prism" and setbacks	Flexible, based on 200' "reference prism" and setbacks; maximum height 751' above sea level
Minimum Front Yard	None required	None required
Minimum Side Yard	None required	None required
Minimum Rear Yard	None required	None required
Parking	Residential = 1 per DU; retail = 1 per 700 sq.ft. over 3,000 sq.ft.; restaurants = 1 per 200 sq.ft. over 1,000 sq.ft.; hotels = 1 per 4 sleeping rooms; industrial and wholesale =1 per 10 employees	
Miscellaneous	There are three zoning overlay districts meant to provide greater flexibility and good planning for new developments. A Community Unit Plan (CUP) District allows a large-scale planned development for an area of at least 15 acres. Planned Unit Development (PUD) Districts are similar to CUPs, but at a smaller scale. Special Use Districts (SUDs) can be used to encourage particular development outcomes in specific areas, by allowing either more or less flexibility in permitted uses. All of these overlay districts require formal review and approval of the rezoning and a detailed site plan.	

*DU = dwelling unit