



NOVEMBER 2016

AARP IN ST. LOUIS &
CITIZENS FOR MODERN TRANSIT

PLACEMAKING STRATEGIES FOR ST. LOUIS TRANSIT

AARP Real Possibilities in
St. Louis





APPENDIX

APPENDIX

APPENDIX A - RIDERSHIP

| | NORTH HANLEY STATION | DELMAR STATION | FOREST PARK/ DEBALIVIERE STATION |
|---------------------------------------------|---------------------------------------------|----------------|-------------------------------------|
| Average Monthly MetroLink Boardings | 90,436 | 55,034 | 119,041 |
| Average Weekday MetroLink Boardings | 3,405 | 2,015 | 4,193 |
| Average Weekend MetroLink Boardings | 2,172 | 1,503 | 3,776 |
| Direct MetroBus Connections from Station | 11: 4,35,37,38,39 47, 49, 61, 77, 79, 98 | 4: 2,16,91,97 | 2: 1,90 |
| Parking Spaces at Station | 1,731 | 362 | 118 |

(source: Bi-State Development Agency, fiscal year 2016 - July of 2015 through June of 2016)

APPENDIX B - STATION PROFILES*

North Hanley Station

This station profile describes existing conditions around the North Hanley 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 North Hanley Station serves a diverse population living in an area with a mixed suburban development pattern. Interstate 70 runs east-west through the heart of the station area, and North Hanley Road serves as its major north-south thoroughfare. The residential neighborhood consists of single-family detached homes south of the MetroLink station, and two-story apartment buildings west of North Hanley Road. The station is in close proximity to the University of Missouri – St. Louis campus, and is surrounded to the north and east by large corporate campuses, most notably Express Scripts and the NorthPark business park.

The quarter-mile station area covers 122 lots on 10 blocks, with a total assessed value of \$12,471,330. The MetroLink Station and Park-Ride Lot is a 20-acre site containing 1,705 surface parking spaces and a three-story garage containing approximately 780 spaces.

Regional Accessibility by Transit

From the North Hanley Station, MetroBus and MetroLink offer timely travel and direct connections to a wide range of housing, shopping, jobs, and other high-demand destinations:

- **#04 Natural Bridge MetroBus**
 - Express Scripts
 - Downtown St. Louis
 - University of Missouri-St. Louis
- **#34 Earth City MetroBus**
 - Express Scripts
 - Verizon Riverport Amphitheater
- **#35 Rock Road MetroBus**
 - DePaul Medical Center
 - Northwest Plaza
 - St. Louis Mills
- **#36 Spanish Lake MetroBus**
 - Express Scripts
 - Vatterott College
 - St. Louis Community College-Florissant Valley
 - Christian Hospital Northeast
- **#44 Hazelwood MetroBus**
 - Express Scripts
- NorthPark
- Village Square
- **#45 Ferguson-Florissant MetroBus**
 - Cross Keys Shopping Center
 - Clocktower Place
- **#47 North Hanley MetroBus**
 - Downtown Clayton
 - Express Scripts
 - Flower Valley Shopping Center
 - Cross Keys Shopping Cente
- **#49 North Lindbergh MetroBus**
 - Express Scripts
 - Plaza Frontenac
 - Monsanto Headquarters
 - Lambert MetroBus Port
- **#61 Chambers Road MetroBus**
 - Express Scripts
 - NorthPark
 - Federal Center

* (source: MetroLink Station Profiles, Bi-State Development Agency, 2012)

- **#75 Lilac Hanley MetroBus**
 - St. Louis Community College-Florissant Valley
 - Christian Hospital Northeast
- **#98 Chesterfield Hanley MetroBus**
 - Westport Plaza
 - St. Luke's Hospital
- **MetroLink (RED LINE)**
 - Lambert International Airport (5 minutes)
 - Delmar Loop (10 minutes)
 - Central West End (15 minutes)
 - Downtown St. Louis (22 minutes)
 - Scott Air Force Base (67 minutes)

As can be seen in Table 1 below, the North Hanley Station is one of the Metro System's most active nodes. It generates roughly twice the average daily and monthly boardings for a MetroLink Station in Missouri, and considerably more than twice the system-wide average.

*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 |
| NORTH HANLEY METROLINK STATION | 88,000 | 3,350 | 1,830 |

*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 40% of the population between the ages of 25 and 64, and a third under age 17. Nearly one-quarter of residents do not possess a high school diploma, and only 13.1% have a college or graduate degree. Half of the households within a half-mile of the North Hanley Station make less than \$50,000 per year, and a third of individual residents live below the federal poverty line.

Table 2: Demographics

| Population | | Population | | Income | |
|--------------------------------------------------------------------------|---------|-----------------|-------|--------------------|-------|
| Acres | 1099.72 | Age | | Persons in poverty | 30.7% |
| Population | 3774 | 0-17 | 36.6% | | |
| Density (persons/acre) | 3.4 | 18-24 | 12.9% | Household income | |
| Sex | | 25-34 | 14.5% | \$0-9,999 | 23.0% |
| Male | 49% | 35-64 | 27.5% | \$10,000-14,999 | 6.5% |
| Female | 52% | 65+ | 8.5% | \$15,000-24,999 | 17.8% |
| <i>Source: 2005-2009 American Community Survey, US Census Bureau</i> | | Education* | | \$25,000-49,999 | 27.7% |
| <i>*Education statistics apply to persons age 25 or older.</i> | | \$50,000-74,999 | | \$50,000-74,999 | 11.4% |
| | | No diploma | | \$75,000-99,999 | 5.6% |
| | | High school | | \$100,000+ | 8.0% |
| | | College degree | | Household size | |
| | | Graduate degree | | 1 | 37.2% |
| | | | | 2 | 23.0% |
| | | | | 3 | 8.7% |
| | | | | 4 | 19.6% |
| | | | | 5+ | 11.6% |

As shown in Table 3 below, the half-mile station area has an average residential density of 1.4 housing units per acre. The housing stock was built almost entirely between the 1940s and 1990s, but only 1.6% has been built since 2000. Most of the occupied housing stock (69%) is rental units, and the overall vacancy rate is relatively low (8%). Two-thirds of the owner-occupied homes are valued less than \$100,000, and two-thirds of rental units are priced below \$500 per month. It is a fairly transit-supportive neighborhood, where one-quarter of households don't own a car, 21.5% use transit for their daily commute, and 2% walk to work.

Table 3: Housing and Transportation

| Housing | | | Housing | | | Transportation | |
|--------------------|-------|-------|-------------------------------|-----|-------|-------------------------|-------|
| Housing Units | | | Owner-occupied housing values | | | Vehicle Availability | |
| Total units | 1,508 | | < \$100,000 | 292 | 67.4% | Zero-vehicle households | 25.4% |
| Density (DUs/acre) | 1.37 | | \$100,000-199,999 | 12 | 2.8% | Owner-occupied | 0.0% |
| Occupied | 1385 | 91.8% | \$200,000-299,999 | 81 | 18.7% | Renter-occupied | 37.0% |
| Owner-occupied | 433 | 31.3% | \$300,000-499,999 | 35 | 8.1% | | |
| Renter-occupied | 952 | 68.7% | \$500,000+ | 13 | 3.0% | | |
| Vacant | 123 | 8.2% | | | | Workers* | 1,500 |
| Housing Age | | | Rental prices | | | Means of commute* | |
| Pre-1940s | 63 | 4.2% | No cash rent | 0 | 0.0% | Drive alone (SOV) | 59.8% |
| 1940s-1990s | 1420 | 94.2% | \$0-100 | 10 | 1.1% | Carpool | 13.5% |
| 2000s | 25 | 1.6% | \$100-499 | 651 | 68.4% | Transit | 21.5% |
| | | | \$500-749 | 267 | 28.0% | Motorcycle | 0.2% |
| | | | \$750-999 | 0 | 0.0% | Walk | 2.0% |
| | | | \$1000-1499 | 24 | 2.5% | Other | 0.5% |
| | | | \$1500+ | 0 | 0% | Work at Home | 2.5% |

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 North Hanley MetroLink Station there are 15 firms and agencies employing 2,122 people. About 85% of those jobs are in the retail trade industry, most of which is attributable to Express Scripts. Other sectors providing a considerable number of jobs include educational services and accommodation and food services.

Table 4: Employment, Half-Mile Radius

| NAICS | Industry | Firms | Jobs | NAICS | Industry | Firms | Jobs |
|-------|--------------------------------------------------------------|-------|-------|-------|---------------------------------|---------------|--------------|
| 23 | Construction | 4 | 11 | 61 | Educational Services | 1 | 45 |
| 42 | Wholesale Trade | 1 | 2 | 62 | Health Care & Social Assistance | 1 | 13 |
| 44-45 | Retail Trade* | 3 | 1,986 | 72 | Accommodation and Food Services | 1 | 46 |
| 53 | Real Estate, Rental & Leasing | 2 | 8 | 81 | Other Services | 1 | 8 |
| 56 | Administrative & Support, Waste Mngmt & Remediation Services | 1 | 3 | | | Total: | 15 |
| | | | | | | | 2,122 |

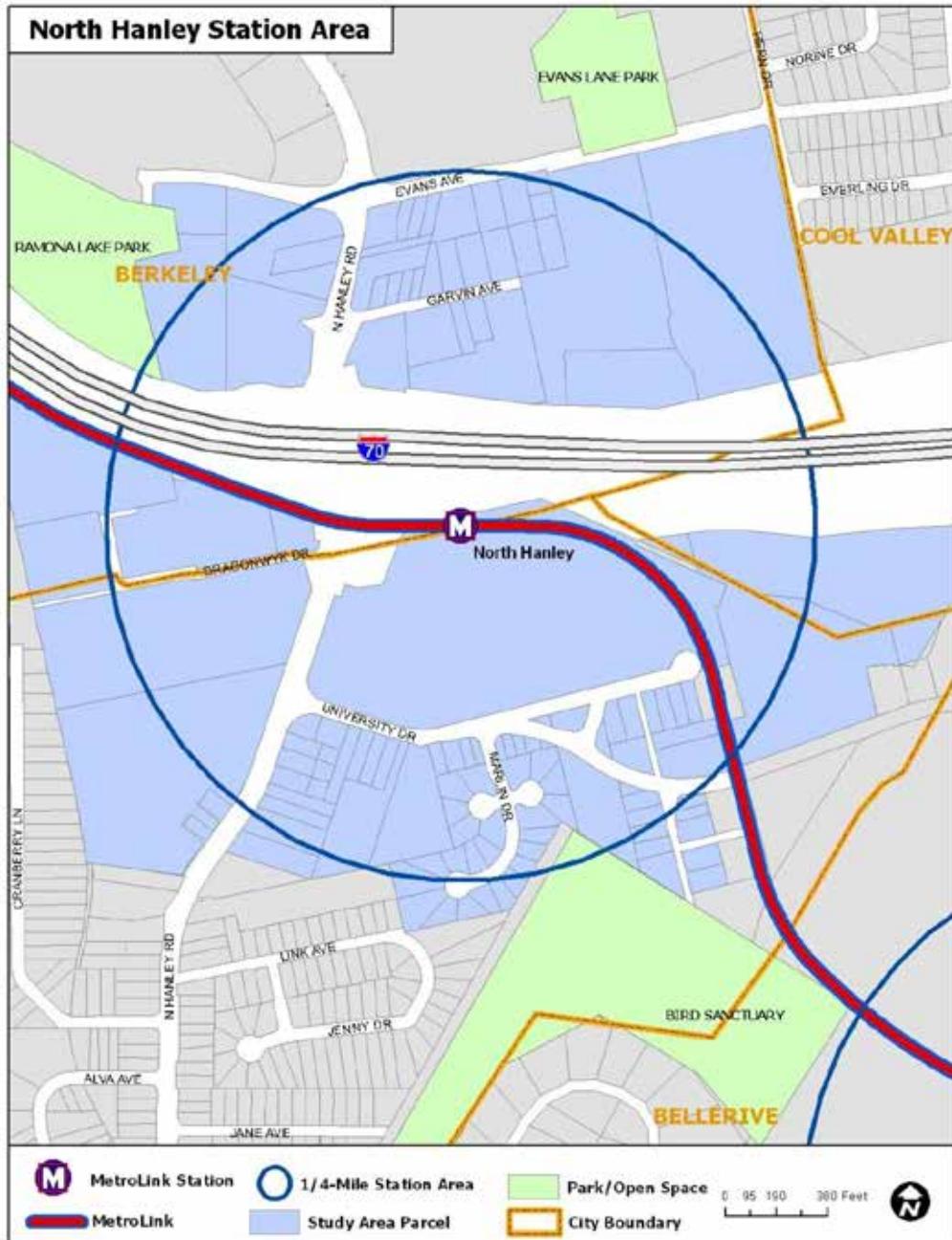
**Includes Express Scripts headquarters. Original employment for Express Scripts was listed as 750. An additional 1,200 employees were added to that total to reflect the recent opening of Express Scripts' high-volume filling facility. An additional 1,500 employees are planned for their new office and research center, slated to open in 2011, but that number has not been added to the Express Scripts total.*

Source: ReferenceUSA, as accessed via the St. Louis County Library database.

Neighborhood Context: Summary

The North Hanley MetroLink station is located directly south of Interstate 70, and Hanley Road runs north-south through the western portion of the station area. A 20-acre, 1,700-space, Metro-owned parking lot and garage are located directly south of the station. South of the Park-Ride Lot, across University Place, is a neighborhood of one- to two-story single-family homes. Low-density, two-story apartments are located west of Hanley Road. The Express Scripts headquarters is located east of the station, and just east of that sits the University of Missouri – St. Louis campus. North of I-70 is a vast amount of vacant land, a hotel, and a newly-constructed corporate office (another Express Scripts location). Most of the land in this area is slated for development as a corporate/research park known as NorthPark, though it is unclear if and how the current recession has impacted those plans.

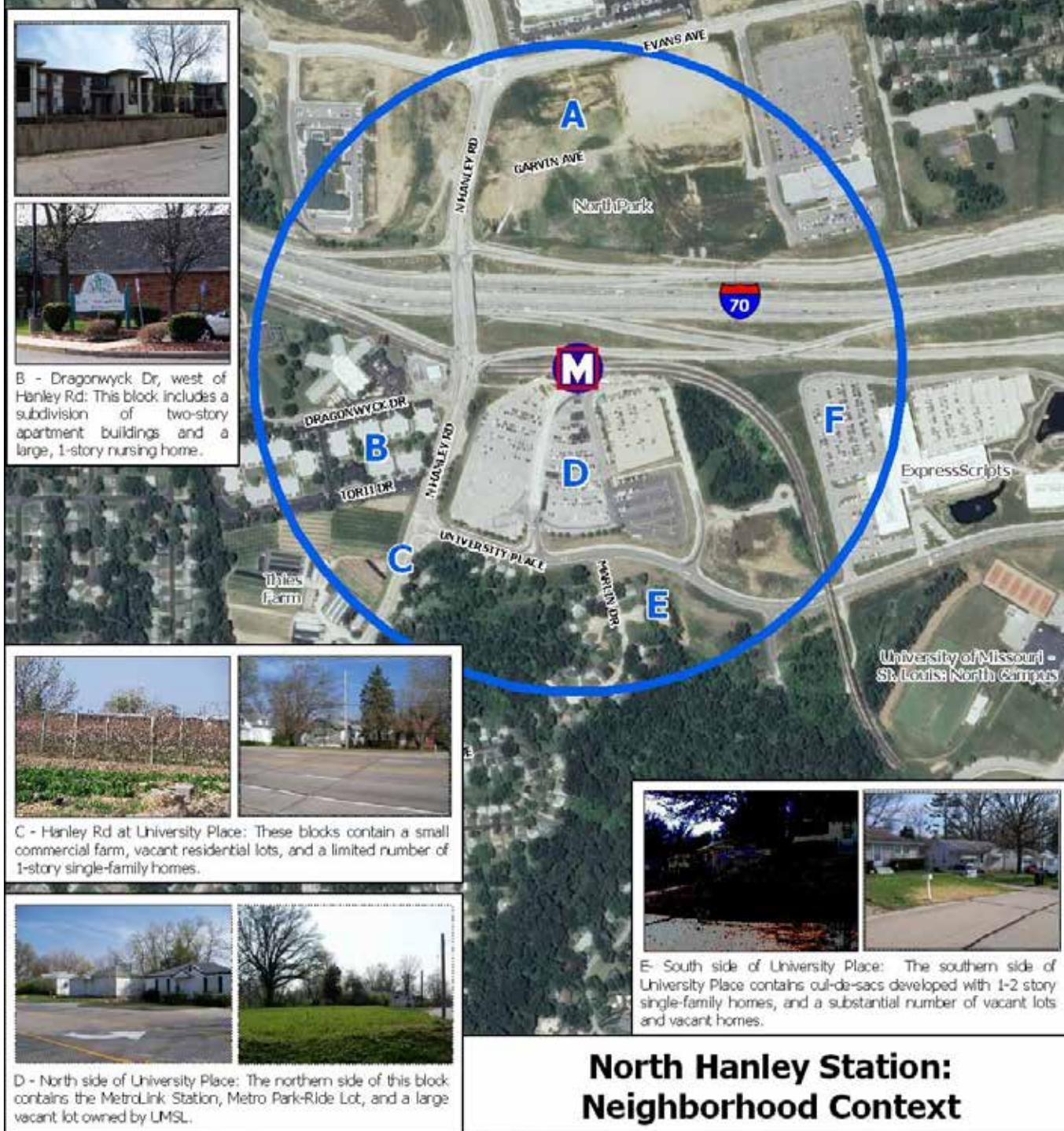
The map on this page illustrates the general station location and quarter-mile station area. The map on the following page provides a more detailed description of existing land uses and development patterns within that quarter-mile area.





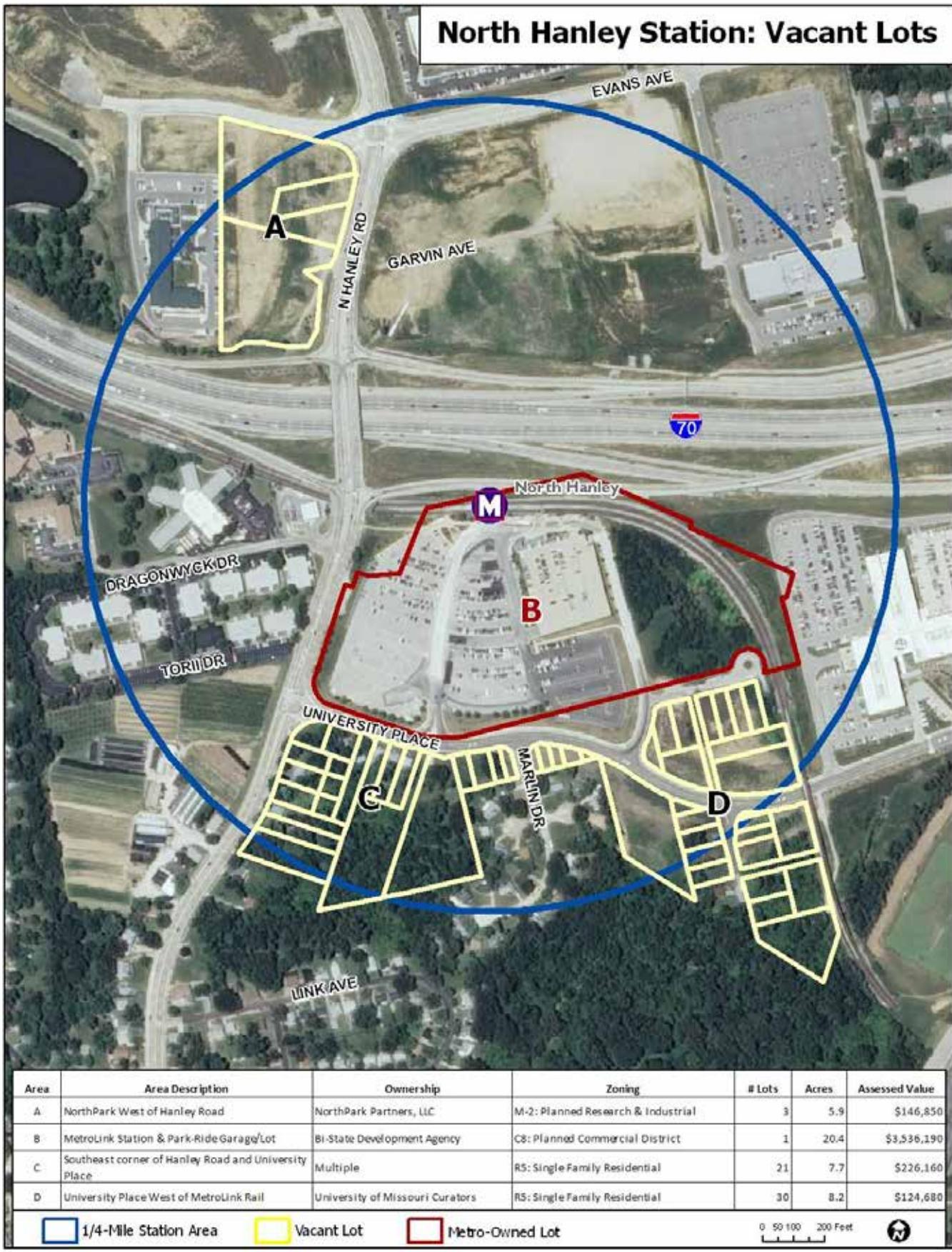
A - North of I-70: This entire area is slated for development as the NorthPark planned business/research park. Current uses include a 3-story motel, a 2-story technical college, an industrial distribution center, and a new 4-story office.

F - East of MetroLink rail line: The easternmost portion of the station area touches the 3-4 story ExpressScripts headquarters and UMSL's North Campus.



North Hanley Station: Neighborhood Context

North Hanley Station: Vacant Lots



Zoning, Land Use Policies, and Community Plans

The quarter-mile station area is divided between two jurisdictions, St. Louis County and the City of Berkeley. The block containing the ExpressScripts headquarters is within the City of Cool Valley, but that city's zoning is not discussed in this section because the block is already fully occupied by a large corporate campus. The map and table on the following pages illustrate and explain current zoning regulations. Lots within the quarter-mile station area are covered by one of the following zoning districts:

St. Louis County

- R5, Single-Family Residential
- R7, Multi-Family Residential
- C8, Planned Commercial District
- NU, Non-Urban Area

City of Berkeley

- R-2, Single-Family Residential
- R-4, Multiple-Family Residential
- C-2, General Commercial
- M-2, Planned Research and Industrial

Potential Development Opportunities and Issues

Availability of land: There is a very substantial amount of vacant land within the quarter-mile station area. Metro owns and operates a 20-acre Park-Ride Lot containing 1,705 parking spaces, directly south of the MetroLink Station. Metro may have an interest in joint development on this property. There are also two large concentrations of vacant land south of University Place and one north of I-70, together totaling another 20 acres of vacant land. These large parcels may offer some potential for new and infill TOD.

Zoning: Some of the existing zoning regulations within the quarter-mile station area may support new transit-oriented development, while other zoning districts may inhibit or limit it. **One area where the current regulations may support new TOD is the large parcel containing the North Hanley Station and Metro's Park-Ride Lot.** That lot is within St. Louis County and is zoned C8: Planned Commercial District. The C8 District allows considerable flexibility under broad development parameters, in return for a more thorough public review and site plan approval process. There is an approved site plan for the North Hanley Station on file; however, the County has an established process for amending existing C8 site plans.

In addition to the C8 District which encompasses Metro's 20-acre Park-Ride Lot, there are other zoning districts that may allow certain types of new TOD:

- NorthPark, north of I-70, is within the City of Berkeley's M-2 District. **The M-2 District could support an industrial and business-centered form of TOD.** The M-2 District allows a very wide range of industrial, office, and research facilities, as well as supportive retail and personal services by special permit. It also establishes a liberal building envelope of 90', though buildings may reach heights of 700' by special permit. *Note: *maximum building height within the North Hanley station area may be impacted by FAA and local zoning regulations for airport flight paths.* However, the M-2 District does require 40' front yards and 30'-50' side yards, which may inhibit a more compact, pedestrian-oriented business district. Residential and mixed-use buildings are not allowed.
- **Medium- to high-density apartment buildings and mixed-use development are permitted in a limited portion of the station area,** south of Dragonwyck Drive and west of Hanley Road. These blocks are within St. Louis County and are zoned R7: Multi-Family Residential. The R7 District allows all housing types, as well as mixed-use buildings so long as the retail portion is limited to 5% of floor area. The R7 allows buildings up to 200', though that building envelope may be impacted by Lambert Airport's flight paths. Apartment buildings do require a 20' front yard, 10' side yards, and a minimum lot area of 1,750 sq. ft. per dwelling unit, which would result in a considerable amount of open space surrounding each apartment building. These lots are already occupied by a two-story garden apartment complex and Thies Farm.

Other zoning districts within the quarter-mile station area may prove more problematic for new TOD:

- South and east of the Metro Park-Ride Lot, **multi-family housing and mixed-use development is not permitted**. All of the blocks south of the Metro Park-Ride Lot are within St. Louis County's R5 District, which allows only single-family homes and limited community facilities. However, the R5 District does allow single-family row houses, which may support a lower-density, single-family type of TOD. The block east of the MetroLink rail line is within the County's NU: Non-Urban District, which limits development to very low-intensity uses such as agriculture, schools, and single-family homes, all requiring a minimum lot area of three acres. Large public institutions may be allowed by special permit.
- West of Hanley Road and north of Dragonwyck Drive, **mixed-use development is not allowed, and multi-family housing is limited**. These blocks are all within the City of Berkeley, and covered by one of three zoning districts. The R-2 District in the westernmost part of the station area is limited to single-family homes and community facilities. The R-4 District allows apartments up to two-and-a-half stories, but does not allow any commercial uses. The C-2 District at the intersection of Dragonwyck Drive and Hanley Road allows a wide range of retail, services, and offices, but does not allow residential uses.
- **Low-scale building heights:** Aside from the C8 and R7 Districts described above, buildings in the southern portion of the station area are limited to heights of two to three stories.
- **Minimum lot and yard sizes:** The R-2 and R5 residential districts require lots ranging from 6,000 – 7,500 sq. ft. in size; though these districts do not establish a minimum lot width, those lot sizes will often require 50' – 75' of lot frontage. The R-4 and R7 Districts require a minimum lot area of 1,750 – 3,000 sq. ft. per dwelling unit, which will require a considerable amount of open space surrounding each apartment building. All of these districts require front yards ranging from 20' – 30' and two side yards. These requirements may limit the potential for a suburban model of transit-supportive density and compact, walkable TOD.
- **Minimum parking requirements:** St. Louis County's R5 District requires only one parking space per single-family home, but all other residential districts require one-and-a-half to two parking spaces per dwelling unit. Retail and office uses generally require one parking space for every 200 – 300 sq. ft. of floor area. These parking thresholds may not reflect close proximity to a rail and bus transit center, and requires lot or floor area that could be dedicated to more active, remunerative uses.

North Hanley Station: Zoning and Land Use

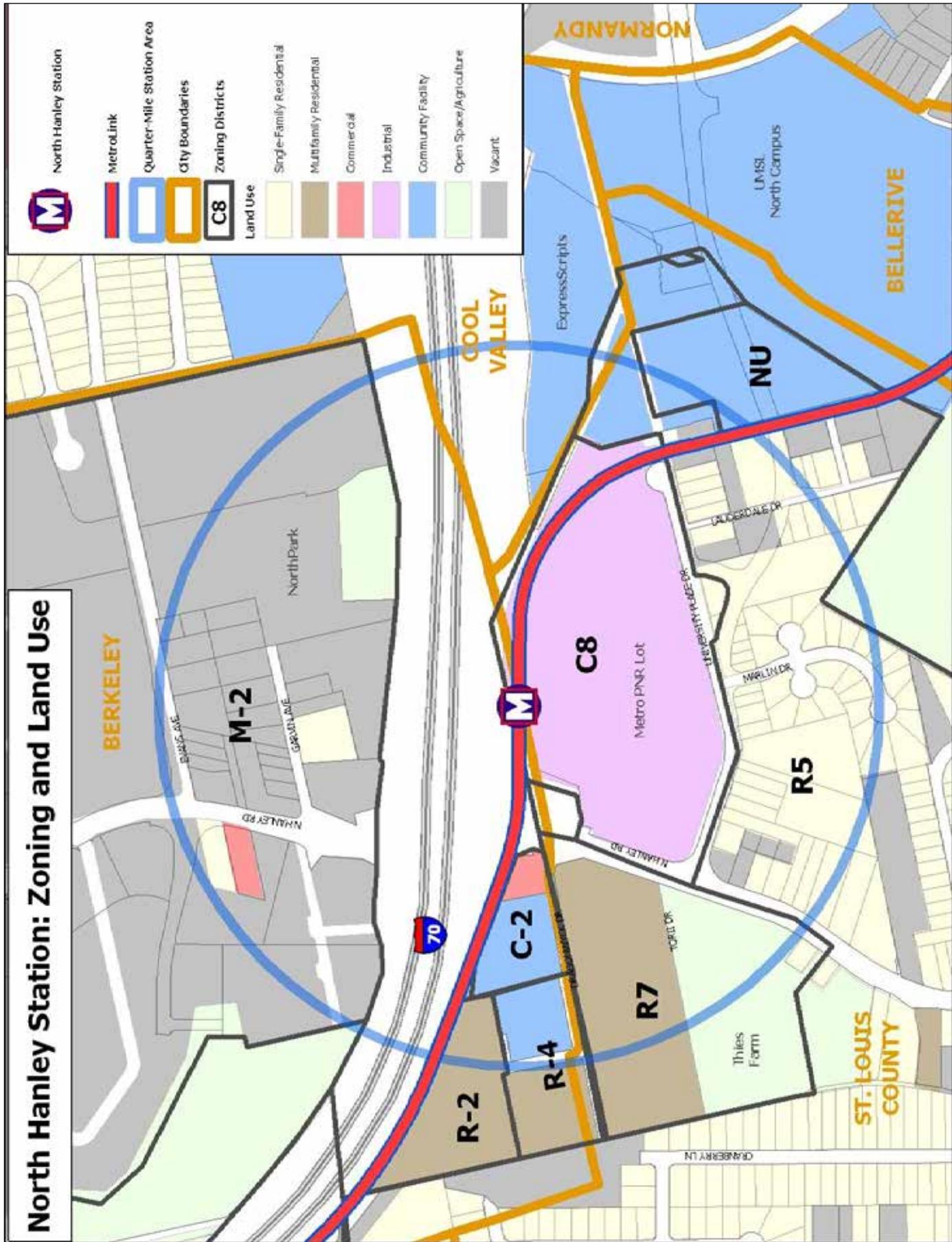


Table 5: North Hanley Station, Existing Zoning

| St. Louis County | | | | | | | City of Berkeley | | |
|---------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|-----------------------------------------------------------------------------|------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| District Type | R5 | R7 | C8 | NU | R-2 | R-4 | c-2 | M-2 | |
| Single-family residential | Multi-family Residential | Planned Commercial District | Non-Urban District | Single-Family Residential | Multifamily Residential | General Commercial District | Planned Research & Industrial | | |
| All residential; mixed-use (retail up to 5% floor area); churches; day care; community facilities | All residential; mixed-use (retail up to 5% floor area); churches; day care; community facilities | As per approved development/site plan | 1-family homes; agriculture; parks; schools; churches; community facilities | 1-family homes; agriculture; parks; schools; churches; community facilities | All residential types | Range of retail, services, and office uses | Light industrial; offices; research labs; limited food/beverage; wholesale; warehousing | | |
| By Special Permit | Hospitals; group homes; day care; nursing homes; utilities; parking lot | Hospitals; group homes; day care; nursing homes; utilities | N/A | Range of healthcare; large institutions; lumber & ore processing; other | Churches; community facilities; schools; nursing and group homes; hospitals | Same as R-2, plus front-yard parking | All residential; community facilities; restaurants; bars; gas stations; public garages/lots; others | Hotels; general retail; financial institutions; churches; day care | |
| Minimum Lot Area | Res: 6,000 sq.ft. | 1-fam: 4,500 sq.ft./DU; 2-fam: 2,500 sq.ft./DU; 3-fam: 2,000 sq.ft./DU; 4-fam+: 1,750 sq.ft./DU | As per site plan | 3+ acres (includes 1-family homes) | 7,500 sq.ft. | 1-fam: 7,500 sq.ft./DU; 2-fam: 3,750 sq.ft./DU; Other: 3,000 sq.ft./DU | N/A | N/A | |
| Maximum Building Height | Res: 3 stories / 45'; other: 60' | 200' | As per development/site plan | As per flight path reg; nursing homes = 3 stories/45' | 2.5 stories / 35' | 2.5 stories / 35' | 3 stories / 45' | 90'; up to 700' by special permit | |
| Minimum Front Yard | 20' | 20' | As per site plan, but minimum requirement = 10' + additional depth for buildings over 30' in height. | 50' | 30' | 25' | 25' | 40' | |
| Minimum Side Yard | 6' for detached structures | 1-family: 5'; other: 10' | | 20' | 7' | 7' | 5' | 30', 50' adjacent to R-District | |
| Minimum Rear Yard | 15' | 15' | | | 20% of lot depth or 30' min, 45' max | 20% of lot depth or 30' min, 45' max | Res: 25'; Other: 10' | 30', 50' adjacent to R-District | |
| Parking | 1 per DU | 1-family = 1 per DU, Other = 1.5 per DU | By use, generally range 3-5 spaces per 1,000 sq.ft. | 2 per DU | 2 per DU | 2 per DU | Residential = 2 per DU; Retail = 1 per 200 sq.ft.; Med clinic = 1 per 200 sq.ft.; Office = 3 + 1 per 400 sq.ft. over 3,000sq.ft. | Research = 1 per employee; Office = 1 per 300 sq.ft.; Retail = 1 per 200 sq.ft. | |
| Miscellaneous | Residential districts generally allow front yard line-up to match average front yard depth on each street. The R7 District requires a minimum distance between buildings on adjacent lots of 50' or more. | | | | | | | In general, front yard parking for residential uses only allowed by special permit. Height limit for public buildings = 60', for churches = 75'. In R7, apartment complexes with more than 2 buildings have additional site planning requirements. | |

(SOURCE: MetroLink Station Profiles, Bi-State Development, 2012)

APPENDIX B - STATION PROFILES*

Forest Park – DeBaliviere Station

This station profile describes existing conditions around the Forest Park-DeBaliviere 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 Forest Park-DeBaliviere Station serves a highly diverse population living in a dynamic, mixed-use neighborhood. DeBaliviere Avenue serves as the neighborhood's "Main Street," running north-south through the heart of the community between the many attractions in Forest Park and the vibrant Delmar corridor. DeBaliviere Avenue hosts a range of uses, including single-story commercial strips, apartment buildings, and several community facilities. The eastern half of the neighborhood is primarily developed with three- to five-story apartment buildings, while the western half hosts two-story, single-family homes. The station area lies within three of the City's Historic Districts and has a very strong, intact architectural character.

The quarter-mile station area covers 200 lots on 18 blocks, with a total assessed value of \$29,379,920. Metro's 1.4-acre Park-Ride Lot near the intersection of DeBaliviere Avenue and Forest Park Parkway contains 118 spaces.

Regional Accessibility by Transit

From the Forest Park Station, MetroBus and MetroLink offer direct connections and timely travel to a wide range of neighborhoods, shopping districts, jobs, and other high-demand destinations:

- **#01 Gold Line MetroBus**
 - Washington University's Danforth Campus
 - Mallinckrodt Center Loop
 - Skinker and Forest Park Parkway MetroLink Stations
 - St. Louis County Government Center
 - Clayton MetroBus Center
- **#03 Forest Park Trolley (seasonal, only in Summer months)**
 - Forest Park and all its attractions/institutions
- **#13 Union MetroBus**
 - Union Boulevard at Florissant south to Forest Park
 - Central West End
- Forest Park
- Saint Louis Children's Hospital
- Union Seventy Business Park
- **#90 Hampton MetroBus**
 - Hampton Avenue between North St. Louis and South St. Louis
 - Forest Park, Art Museum, History Museum, Zoo
 - Forest Park Hospital
 - Hampton Village
 - Goodfellow Federal Center
 - People's Health Center
 - Sanford Brown at Hazelwood
 - Riverview-Hall Transit Center
 - Gravois-Hampton Transit Center
 - Catalan Loop

* (source: MetroLink Station Profiles, Bi-State Development Agency, 2012)

- #97 Delmar MetroBus
 - University City
 - Delmar Loop
 - St. Louis Science Center
 - Grand Center
 - Cochran Veteran's Hospital
 - People's Health Center
 - St. Louis County Government Center
 - Clayton MetroBus Center
 - Civic Center MetroBus Center and MetroLink Station
- MetroLink (RED LINE)
 - Scott Air Force Base (55 minutes)
 - Lambert International Airport (19 minutes)
- MetroLink (BLUE LINE)
 - Clayton (7 minutes)
 - Richmond Heights (9 minutes)
- MetroLink (RED AND BLUE LINE)
 - Downtown (10 minutes)

Table 1 below shows that the Forest Park-DeBaliviere Station is one of the most heavily utilized stations in the Metro System. Based on estimated boardings across the system, it is clear that the Forest Park Station generates a much higher-than-average level of ridership demand.

*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 |
| FOREST PARK METROLINK STATION | 109,300 | 3,980 | 2,680 |

*Metro Fiscal Year July 2010 - June 2011

Demographics, Housing, and Employment

As shown in Table 2 below, the majority of residents within a half-mile of the station are adults of working age, a third of them between 35 and 64. Over half have college degrees, and more than a third hold graduate degrees. Despite this relative strength in education, household income is fairly evenly spread across the economic spectrum, with around a third of households in middle-income brackets; almost 15% making more than \$100,000 per year; and a full fifth of residents living below the federal poverty level.

Table 2: Demographics

| Population | | Population | | Income | |
|------------------------|--------|-----------------|-------|--------------------|-------|
| Acres | 384.42 | Age | | Persons in poverty | 20.1% |
| Population | 5150 | 0-17 | 14.7% | Household income | |
| Density (persons/acre) | 13.4 | 18-24 | 11.2% | \$0-9,999 | 15.9% |
| Sex | | 25-34 | 25.7% | \$10,000-14,999 | 6.7% |
| Male | 47% | 35-64 | 36.2% | \$15,000-24,999 | 11.9% |
| Female | 53% | 65+ | 12.2% | \$25,000-49,999 | 21.1% |
| | | Education* | | \$50,000-74,999 | 17.2% |
| | | No diploma | | \$75,000-99,999 | 12.4% |
| | | High school | | \$100,000+ | 14.7% |
| | | College degree | | Household size | |
| | | Graduate degree | | 1 | 40.4% |
| | | | | 2 | 27.7% |
| | | | | 3 | 20.4% |
| | | | | 4 | 2.0% |
| | | | | 5+ | 9.4% |

This is an historic neighborhood roughly split between single-family homes and medium-density apartments. As shown in Table 3 below, 72% of the housing stock within one half-mile of the station was built before World-War II. Eighty-two percent of the 3,300 housing units were occupied, 33% by home owners and 67% by renters. A little more than half of the owner-occupied units are valued below \$200,000, and two-thirds of rental units are priced below \$750 per month. It is a fairly transit-supportive neighborhood, where 18% of households – 25% of renter households – don't own a car, and 16% of self-identified workers use transit, bikes, or walk to their jobs.

Table 3: Housing and Transportation

| Housing | | Housing | | | Transportation | | |
|--------------------|-------|-------------------------------|---------------|-------|-------------------------|-------------------|-------|
| Housing units | | Owner-occupied housing values | | | Vehicle availability | | |
| Total units | 3,298 | < \$100,000 | 26 | 2.9% | Zero-vehicle households | 17.8% | |
| Density (DUs/acre) | 8.58 | \$100,000-199,999 | 462 | 52.0% | Owner-occupied | 2.8% | |
| Occupied | 2696 | \$200,000-299,999 | 221 | 24.9% | Renter-occupied | 25.2% | |
| Owner-occupied | 888 | \$300,000-499,999 | 67 | 7.5% | Workers* | | |
| Renter-occupied | 1808 | \$500,000+ | 112 | 12.6% | | | |
| Vacant | 602 | 18.3% | Rental prices | | | Means of commute* | |
| Housing age | | No cash rent | 11 | 0.6% | Drives alone (SOV) | 71.7% | |
| Pre-1940s | 2371 | 71.9% | \$100-499 | 544 | 30.3% | Carpool | 5.9% |
| 1940s-1990s | 869 | 26.3% | \$500-749 | 640 | 35.6% | Transit | 10.6% |
| 2000s | 58 | 1.8% | \$750-999 | 441 | 24.5% | Bicycle | 1.9% |
| | | \$1000-1499 | 108 | 6.0% | Walk | 3.7% | |
| | | \$1500-1999 | 0 | 0 | Other | 0.3% | |
| | | \$2000+ | 13 | 0.7% | 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. There are 160 firms and agencies employing 1,675 people within a half-mile of the Forest Park-DeBaliviere Station. Nearly half of those jobs are in the health care and social assistance industry, but other sectors providing a considerable number of jobs include real estate; education; arts and entertainment; and hotels and food services.

Table 4: Employment, Half-Mile Radius

| NAICS | Industry | Firms | Jobs | NAICS | Industry | Firms | Jobs |
|-------|----------------------------------------------|-------|------|-------|-------------------------------------------------------------------|---------------|--------------|
| 23 | Construction | 4 | 9 | 56 | Administrative & Support, Waste Management & Remediation Services | 6 | 18 |
| 32-33 | Manufacturing | 2 | 11 | 61 | Educational Services | 7 | 109 |
| 42 | Wholesale Trade | 1 | 3 | 62 | Health Care & Social Assistance | 39 | 800 |
| 44-45 | Retail Trade | 12 | 27 | 71 | Arts, Entertainment, and Recreation | 6 | 157 |
| 48-49 | Transportation & Warehousing | 3 | 8 | 72 | Accommodation and Food Services | 10 | 138 |
| 51 | Information | 3 | 55 | 81 | Other Services | 25 | 119 |
| 52 | Finance & Insurance | 6 | 21 | 92 | Public Administration | 4 | 23 |
| 53 | Real Estate, Rental & Leasing | 18 | 129 | 99 | Unclassified | 4 | 10 |
| 54 | Professional, Scientific, Technical Services | 13 | 38 | | | Total: | 163 |
| | | | | | | | 1,675 |

Source: ReferenceUSA, as accessed via the St. Louis County Library database.

Neighborhood Context: Summary

The Forest Park-DeBaliviere Station serves a medium-density urban neighborhood. The neighborhood is centered around DeBaliviere Avenue, a mixed-use “main street” that contains single-story retail, office buildings, and medium-density apartment buildings. Most of the station area is split between three historic districts and has a strong architectural character. The blocks west of DeBaliviere Avenue are developed mostly with two-story, single-family homes. The blocks east of DeBaliviere are primarily developed with three- to five-story apartment buildings and limited commercial uses.

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. The quarter-mile station area extends from Forest Park north to Kingsbury Place, but with the potential addition of the Loop Trolley and development opportunities near the intersection with Delmar Boulevard, the entire stretch of DeBaliviere between Forest Park Parkway and Delmar has been included for further study.





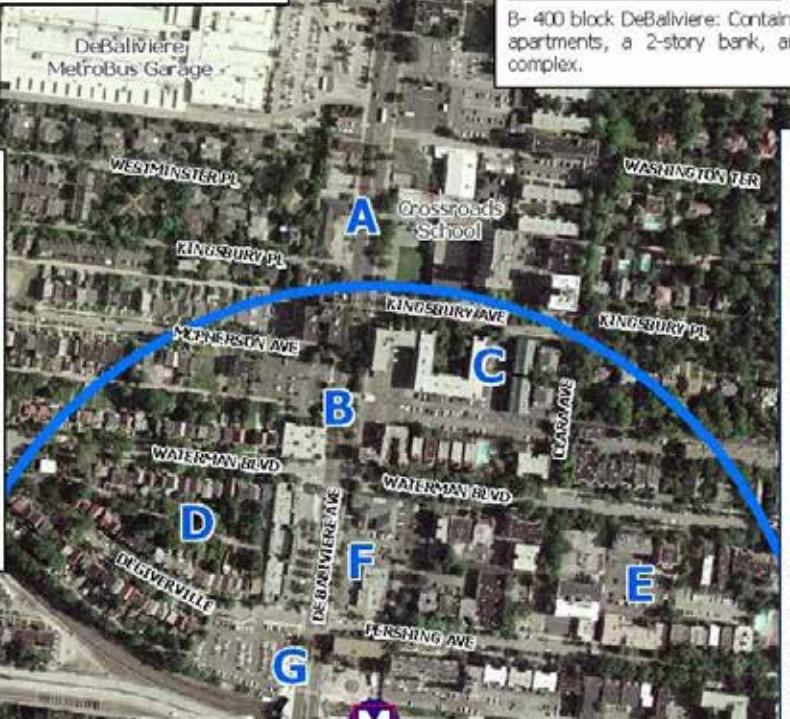
A - 500 DeBaliviere: 2 large community facilities, a 1-story retail strip, and three 2-story offices.



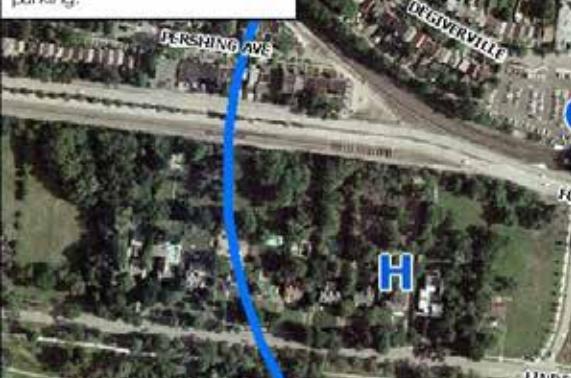
B- 400 block DeBaliviere: Contains a range of uses; 3- to 5-story apartments, a 2-story bank, and an 8-story senior housing complex.



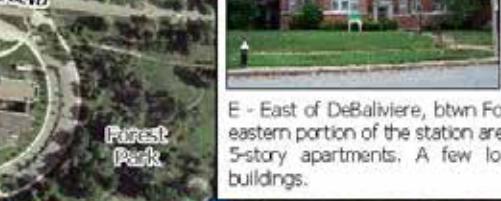
D - West of DeBaliviere Ave, south of McPherson Ave: The western portion of the station area is mostly occupied by a residential neighborhood of pre-War, 2-story single-family homes, most with alley-loaded parking.



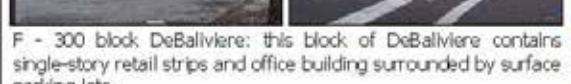
C - Kingsbury Ave and Clara Ave, north of Waterman Blvd: This block also contains a range of building types, including two 8-10 story towers, a 3-story garden apartment complex, and several 4-family units.



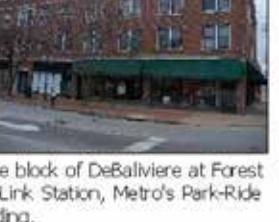
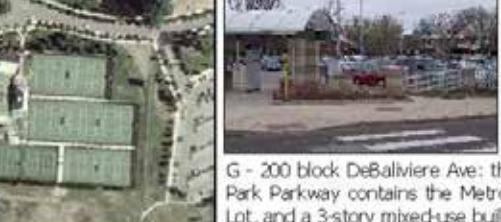
F - 300 block DeBaliviere: this block of DeBaliviere contains single-story retail strips and office building surrounded by surface parking lots.



E - East of DeBaliviere, btwn Forest Park Pwy & Kingsbury: the eastern portion of the station area is mostly developed with 3- to 5-story apartments. A few lots contain 2-story retail/office buildings.



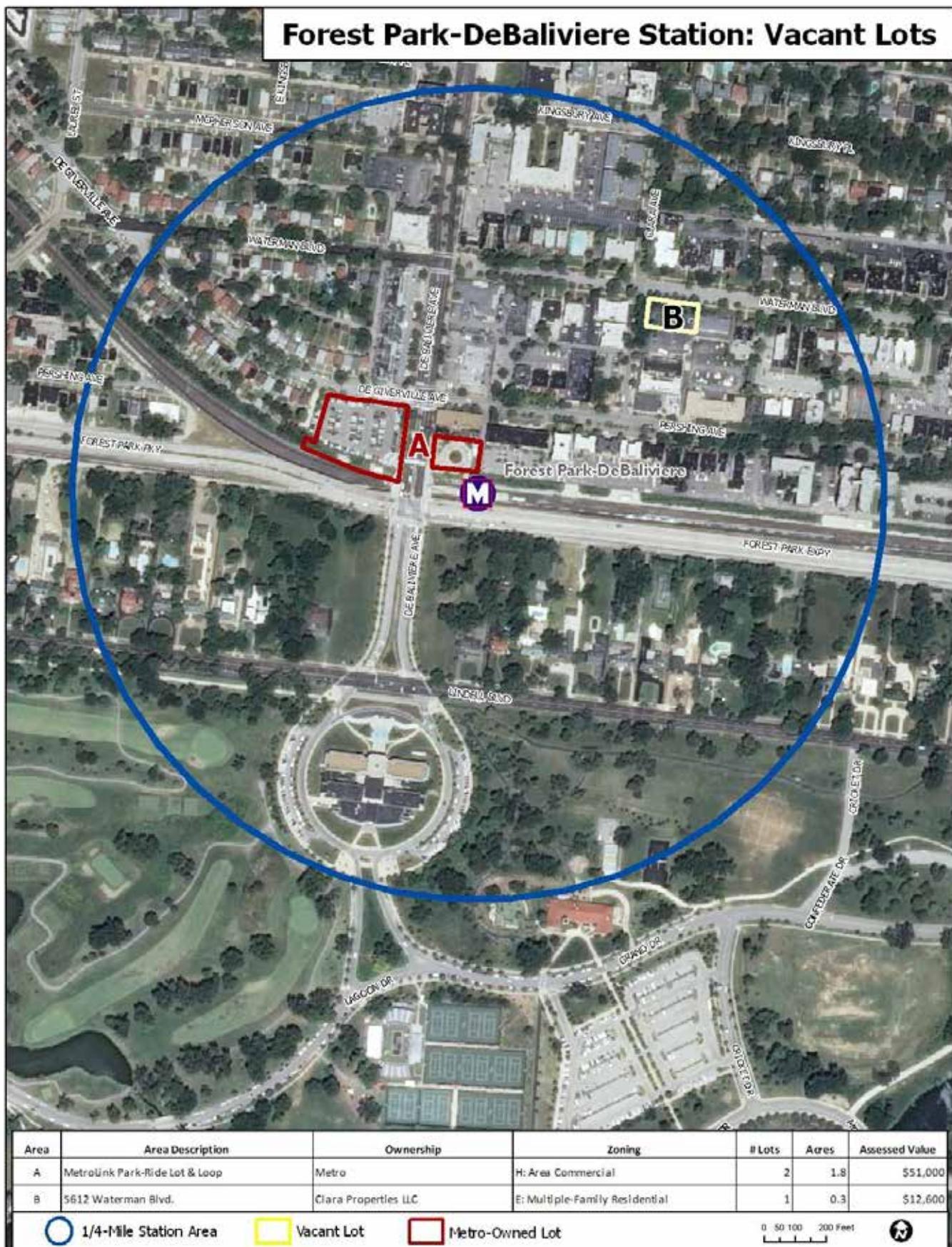
H - Lindell Blvd: The northern side of Lindell Boulevard is part of the historic Catlin Tract development, a residential neighborhood of 2-3 story single-family homes on 1-acre lots.



G - 200 block DeBaliviere Ave: the block of DeBaliviere at Forest Park Parkway contains the MetroLink Station, Metro's Park-Ride Lot, and a 3-story mixed-use building.

Forest Park-DeBaliviere Station: Neighborhood Context

Forest Park-DeBaliviere Station: Vacant Lots



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 Delmar Station. The station area is entirely within the City of St. Louis, and all lots are covered by one of the following zoning districts:

- A: Single-Family Residential District
- D: Multi-Family Residential District
- E: Multi-Family Residential District
- F: Neighborhood Commercial District
- H: Area Commercial District

Historic Districts: Most of the quarter-mile station area is within three City Historic Districts. Much of the western half of the station area is within the Skinker-DeBaliviere-Catlin Tract-Parkview Historic District, and most of the eastern half is inside the Central West End Historic District. A small part of the eastern portion, along Kingsbury Place, is within the Kingsbury-Washington Terrace Historic District. These districts impose special regulations on building heights, setbacks, design, and materials.

Loop Trolley Transportation Development District: The Loop Trolley Transportation Development District (TDD) is pursuing federal funds to build and operate a modern streetcar line connecting the Delmar Loop to the cultural institutions in Forest Park. If built, the trolley will operate along the entire length of Delmar Boulevard and DeBaliviere Avenue between Trinity Avenue and Forest Park, connecting a vibrant commercial district to one with great potential and perhaps catalyzing new development along the route. The Loop Trolley will also improve the neighborhood's standing as a transit hub by offering connections to two MetroLink stations, a local streetcar, and five bus routes.

Potential Development Opportunities and Issues

Availability of land: There do not appear to be any physical barriers to growth aside from a lack of undeveloped land. There are few privately-owned vacant lots for new development in the station area, and only one is zoned for multi-family residential use. New TOD around the Forest Park-DeBaliviere MetroLink Station will largely depend on redevelopment of Metro's Park-Ride Lot, or redevelopment of underutilized commercial properties.

Access/mobility: The neighborhood does contain mobility barriers that may make access to transit more difficult. A few streets end in turnabouts at DeBaliviere Avenue, making east-west travel by bike or car difficult. The MetroLink right-of-way cuts off access between the station and the 5700 block of Pershing Avenue, forcing those residents to walk or ride an extra block west and south, or to navigate difficult pedestrian crossings along Forest Park Parkway.

Zoning: Existing zoning regulations within the quarter-mile station area generally match the existing development pattern, which for the most part provides a good local example of a medium-density, transit-oriented community. **Existing zoning regulations in the eastern half of the station area, including DeBaliviere Avenue, would generally support a medium-density form of TOD that included mixed-use buildings up to eight stories in height.** However, though buildings in this area may reach a height of eight stories, most lots east of DeBaliviere are already occupied by three-story apartment buildings. **Zoning west of DeBaliviere would generally support a lower-density form of TOD consisting of two- to three-story apartment buildings and single-family homes on relatively narrow lots.**

However, there are ongoing planning efforts in this area that indicate greater demand for housing and retail that may support greater density. Some aspects of the existing zoning regulations may pose barriers to higher-density development:

- **Medium- and higher-density residential uses are limited to the eastern portion of the station area.** The E and H Districts allow residential and mixed-use buildings up to eight stories or 100', but the A District west of DeBaliviere permits only two-story single-family homes and a limited set of community facilities, and the D District north of Waterman Boulevard only permits apartment buildings up to three stories. Commercial uses and mixed-use buildings are not allowed in the A District, and the D District limits such uses.
- **Maximum building heights:** Buildings west of DeBaliviere Avenue are limited to a general height of two to three stories. Buildings east of DeBaliviere may reach heights of eight stories or 100'; however, nearly all of these lots are already developed with three-story apartments or one-story commercial uses, and the applicable historic districts may not allow taller buildings.
- However, the City does offer three zoning overlay districts that may permit greater development flexibility: **Community Unit Plans (CUPs), Special Use Districts (SUDs), and Planned Unit Development Districts (PUDs).** The CUP and SUD overlays are intended for area-wide planning and large-scale developments; PUDs apply to smaller-scale projects. These zoning overlays can provide greater flexibility in uses, housing types, and site planning in return for formal site plan review and determination of uses on-site.

Historic Districts: Nearly the entire station area is covered by three City Historic Districts. These districts impose special regulations on building heights, setbacks, design, and materials. New construction must be reviewed and approved by the Historic District Review Committee and the Landmarks and Urban Design Commission. In several cases the Districts impose controls that might help foster TOD in an urban environment, such as restrictions on single-story commercial buildings, drive-thrus, gas stations, and parking in front of buildings. However, Metro's Park-Ride Lot is located on the edge of the Skinker-DeBaliviere Historic District, which is primarily developed with single-family homes. Both the current zoning and historic district regulations may pose a significant barrier to new development on the Metro Park-Ride Lot.

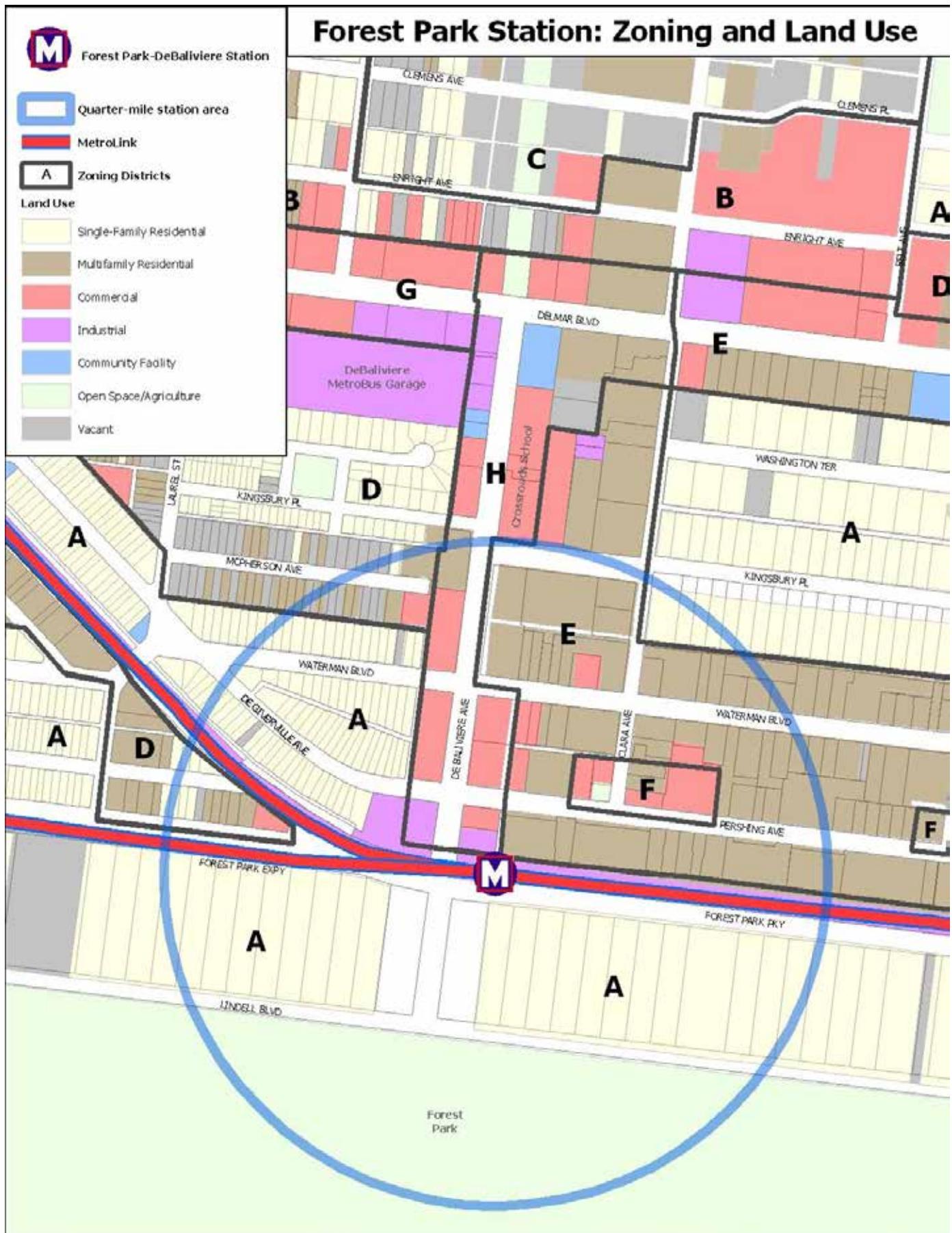


Table 5 Forest Park Station: Existing Zoning Regulations

| District Type | A Single-Family Residential | D Multi-family Residential | E Multi-family Residential | F All residential types; hotels; parks and playgrounds; libraries | G All residential types; hotels; parks and playgrounds; libraries; range of locally oriented retail and services; offices | H Area Commercial District |
|-------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------|
| Uses Permitted | 1-family homes; 2-family homes; if 40% of street developed with 2-family homes or apartments; parks and playgrounds; libraries | All residential types; parks and playgrounds; libraries | All residential types; hotels; parks and playgrounds; libraries | All residential types; hotels; parks and playgrounds; libraries; range of locally oriented retail and services; offices | Same as G | Same as G |
| By Special Permit | B&Bs; churches; cemeteries; farming and truck gardening; government buildings; hospitals; greenhouses; parking lots/garages; public museums and galleries; schools; utility substations | Same as A, plus day care; hotels; nursing homes; group homes; boarding houses; offices up to 3,500 sq.ft.; and a limited set of neighborhood retail and services, only allowed on first floor and in basements | Same as D, but a wider range of local retail and services allowed, limited to 3,500 sq.ft. | Retail and services over 3,500 sq.ft.; bars; liquor stores; restaurants; parking lots; theaters; gas stations; drive-thrus | Retail and services over 3,500 sq.ft.; bars; liquor stores; restaurants; parking lots; theaters; gas stations; drive-thrus | Same as G |
| Minimum Lot Area | 4,000 sq. ft. per DU | 1-family homes = 4,000 sq.ft.; 2-family homes & town houses = 750 sq. ft. per DU; apartments = 250 sq. ft. per DU | 1-family homes = 4,000 sq. ft.; 2-family homes & town houses = 750 sq. ft. per DU; apartments = 250 sq. ft. per DU | Residential = same lot area requirement as least restrictive adjacent residential district | 1-family homes = 4,000 sq.ft.; 2-family homes & town houses = 750 sq. ft. per DU; apartments = 250 sq. ft. per DU | 1-family homes = 4,000 sq.ft.; 2-family homes & town houses = 750 sq. ft. per DU; apartments = 250 sq. ft. per DU |
| Maximum Building Height | Residential = 2.5 stories / 35'; institutions = 85' | Residential = 3 stories / 45'; institutions = 85' | 8 stories / 100' | 3 stories / 50'; institutions = 85' | 8 stories / 100' | 8 stories / 100' |
| Maximum F.A.R. | N/A | Commercial = 1.5 | Commercial = 2.0 | Non-residential and mixed-use = 1.5 | N/A | N/A |
| Minimum Side Yard | Contextual line-up; otherwise, at least 10'; no more than 25' | Contextual line-up; otherwise, at least 10', no more than 25' | Contextual line-up; otherwise, at least 10', no more than 25' | None required, but contextual line-up is 25% or more of streetfrontage is developed | Residential = contextual line-up; otherwise 10', no more than 25'; Other = none required, but contextual line-up if 25% or more of street is developed | Residential = contextual line-up; otherwise 10', no more than 25'; Other = none required, but contextual line-up if 25% or more of street is developed |
| Minimum Rear Yard | 2 required; 10' total, min 4' each | Residential = 1 required, min 4'; other under 3 stories/35' = 2 required, 4' | Generally 1 required, min 4'; 2 deeper yards required for buildings over 35' | None required. Residential buildings as per adjacent residential district | None required, except 5' abutting a residential district. Mixed-use = 2 required, min 8' each | None required, except 5' abutting a residential district. Mixed-use = 2 required, min 8' each |
| Parking | 25' | 15', unless 12' side yard provided | 15' - 20' | None required. Residential buildings as per adjacent residential district | None required | None required |
| Miscellaneous | | Residential = 1 per DU | 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. | 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. | Same as F, plus light industrial/wholesale/warehousing = 1 per 10 employees | Same as F, plus light industrial/wholesale/warehousing = 1 per 10 employees |

In residential districts, front-yard parking requires a special permit. In A Districts, residential building height can be increased to 3 stories / 45' with wider side yards. In D Districts, building heights may match the prevailing development pattern. In E, F, and H Districts building heights may be increased with provision of deeper side yards. Three zoning overlay districts that provide maximum flexibility for new planned developments. A Community Unit Plan (CUP) District allows a large-scale planned development for an area of at least 15 acres. Special Use Districts (SUDs) allow the same, for sites at least 2 acres. Planned Unit Development (PUD) Districts have no minimum lot area. All of these overlay districts require formal review and approval of the rezoning and a detailed site plan.

*DU = dwelling unit

(SOURCE: MetroLink Station Profiles, Bi-State Development, 2012)

APPENDIX B - STATION PROFILES*

Delmar Loop Station

This station profile describes existing conditions around the Delmar 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 Delmar Station serves one of the region's most iconic and vibrant neighborhoods, the Delmar Loop mixed-use and entertainment district. The Delmar Loop west of Skinker Boulevard has been a revitalized "lifestyle" district and a regional attraction for over two decades, and was designated one of America's "Great Streets" by the American Planning Association. Over the past ten years, that activity has spread to Delmar east of Skinker, in the City of St. Louis, and the East Loop District now contains a seven-story hotel, a large concert venue, and several blocks of two-story office/retail buildings. The area south of Delmar Boulevard is part of the historic Skinker-DeBaliviere neighborhood, and contains a mix of two- and three-story apartment buildings and single-family homes. The area north of Delmar and east of the MetroLink rail line is another residential neighborhood with a similar development pattern, though those homes tend to be on wider lots and show more signs of disrepair than those south of Delmar. The remainder of the station area, north of Delmar and west of the MetroLink rail line, is occupied by large industrial uses and Washington University's North Campus, as well as several large surface parking lots.

The quarter-mile station area covers 491 lots on 16 blocks, with a total assessed value of \$17,387,910. Metro owns and operates a 3.5-acre Park-Ride Lot near the MetroLink Station, containing 362 spaces.

Regional Accessibility by Transit

From the Delmar Station, MetroBus and MetroLink offer direct connections and timely travel to a wide range of neighborhoods, shopping, jobs, and other high-demand destinations:

- **#02 Red Line MetroBus**
 - Rock Road MetroLink Station
 - Pagedale
 - Skinker MetroLink Station
 - Forest Park
 - Richmond Heights MetroLink Station
 - Galleria
 - Brentwood Promenade
 - Brentwood MetroLink Station
 - Maplewood Commons
 - Big Bend Boulevard
 - Kirkwood Commons
 - Meramec Community College
- **Green Line Shuttle MetroBus**
 - University City
 - Big Bend MetroLink Station
 - Washington University's Danforth Campus
- **#16 City Limits MetroBus**
 - Riverview & Hall MetroBus Center
 - Jennings
 - Wellston
 - Skinker MetroLink Station
 - Clayton
 - Richmond Heights
 - Maplewood
 - Shrewsbury MetroLink Station

* (source: MetroLink Station Profiles, Bi-State Development Agency, 2012)

- **#91 Olive MetroBus**
 - University City
 - Olivette
 - Jewish Community Center
 - Four Seasons Shopping Center
 - Delmar Gardens Chesterfield
 - Chesterfield Mall
- **#97 Delmar MetroBus**
 - Clayton MetroBus Center
- University City
- Civic Center MetroBus Center and MetroLink Station
- **MetroLink (RED LINE)**
 - Scott Air Force Base (55 minutes)
 - Downtown (15 minutes)
 - Central West End (5 minutes)
 - Lambert International Airport (20 minutes)

As can be seen in Table 1 below, average boardings at the Delmar MetroLink Station is higher than the average station, both in Missouri and 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 |
| DELMAR LOOP METROLINK STATION | 51,900 | 1,940 | 1,160 |

*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 half of the population between the ages of 25 and 64, and almost a quarter under 17. There are also a considerable number of college-age young adults living in the area. One-third of residents possess a high school diploma, and half have a college or graduate degree. Sixty-one percent of the households within a half-mile of the station make less than \$50,000 per year, and nearly a third of individual residents live below the federal poverty line.

Table 2: Demographics

| Population | | Population | Income | |
|------------------------|-------|-------------------|--------------------|-----------------------|
| Acres | 749.8 | Age | Persons in poverty | 28.9% |
| Population | 8,967 | 0-17 | 20.8% | |
| Density (persons/acre) | 12.0 | 18-24 | 10.1% | Household income |
| Sex | | 25-34 | 23.6% | \$0-9,999 18.7% |
| Male | 46.2% | 35-64 | 34.6% | \$10,000-14,999 11.0% |
| Female | 53.8% | 65+ | 10.9% | \$15,000-24,999 13.2% |
| | | | | \$25,000-49,999 18.0% |
| | | Education* | \$50,000-74,999 | 13.1% |
| | | No diploma | 7.9% | \$75,000-99,999 7.7% |
| | | High school | 37.0% | \$100,000+ 18.3% |
| | | College degree | 23.2% | |
| | | Graduate degree | 31.9% | Household size |
| | | | 1 | 40.6% |
| | | | 2 | 36.5% |
| | | | 3 | 10.3% |
| | | | 4 | 11.1% |
| | | | 5+ | 1.5% |

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 6.9 housing units per acre, which is comparatively high for the St. Louis region. Seventy-one percent of the housing stock was built before World War II, and another quarter was built between the 1940s and 1990s. Most of the occupied housing stock (61%) is rental units, with an overall vacancy rate of almost 20%. Thirty-eight percent of the owner-occupied units are valued less than \$200,000, and 80% of rental units are priced below \$750 per month. It is a fairly transit-supportive neighborhood, where one-quarter of households don't own a car, 9.4% use transit for their daily commute, 9.3% carpool, and 11% walk to work.

Table 3: Housing and Transportation

| Housing | | Housing | | | Transportation | |
|--------------------|-------------|-------------------------------|-------|-------|-------------------------|-------|
| Housing Units | | Owner-occupied housing values | | | Vehicle Availability | |
| Total units | 5,170 | < \$100,000 | 173 | 10.7% | Zero-vehicle households | 23.7% |
| Density (DUs/acre) | 6.9 | \$100,000-199,999 | 449 | 27.7% | Owner-occupied | 7.2% |
| Occupied | 4,156 80.4% | \$200,000-299,999 | 350 | 21.6% | Renter-occupied | 34.3% |
| Owner-occupied | 1,623 39.1% | \$300,000-499,999 | 512 | 31.5% | | |
| Renter-occupied | 2,533 60.9% | \$500,000+ | 139 | 8.6% | Workers* | 4,203 |
| Vacant | 1,014 19.6% | | | | Means of commute* | |
| Housing Age | | Rental prices | | | | |
| Pre-1940s | 3,672 71.0% | No cash rent | 53 | 2.1% | Drives alone (SOV) | 61.5% |
| 1940s-1990s | 1,319 25.5% | \$0-100 | 57 | 2.3% | Carpool | 9.3% |
| 2000s | 179 3.5% | \$100-499 | 962 | 38.8% | Transit | 9.4% |
| | | \$500-749 | 1,042 | 42.0% | Motorcycle | 0% |
| | | \$750-999 | 311 | 12.5% | Walk | 11.1% |
| | | \$1000-1499 | 93 | 3.8% | Other | 3.5% |
| | | \$1500+ | 15 | 0.6% | Work at Home | 5.3% |

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 Delmar MetroLink Station there are 213 firms and agencies employing over 2,000 people. The vast majority of these jobs fall into the retail trade sector. Other sectors providing a considerable number of jobs include accommodation and food services, manufacturing, and educational services.

Table 4: Employment, Half-Mile Radius

| NAICS | Industry | Firms | Jobs | NAICS | Industry | Firms | Jobs |
|----------|----------------------------------------------|-------|------|-------|-------------------------------------------------------------------|---------------|--------------|
| 23 | Construction | 8 | 65 | 56 | Administrative & Support, Waste Management & Remediation Services | 8 | 106 |
| 31-32-33 | Manufacturing | 10 | 263 | 61 | Educational Services | 9 | 150 |
| 42 | Wholesale Trade | 7 | 52 | 62 | Health Care & Social Assistance | 11 | 50 |
| 44-45 | Retail Trade | 36 | 435 | 71 | Arts, Entertainment, and Recreation | 4 | 40 |
| 48-49 | Transportation & Warehousing | 2 | 14 | 72 | Accommodation and Food Services | 29 | 330 |
| 51 | Information | 7 | 92 | 81 | Other Services | 39 | 293 |
| 52 | Finance & Insurance | 5 | 5 | 92 | Public Administration | 1 | 5 |
| 53 | Real Estate, and Rental & Leasing | 11 | 37 | 99 | Unclassified | 6 | 49 |
| 54 | Professional, Scientific, Technical Services | 20 | 95 | | | Total: | 213 |
| | | | | | | | 2,081 |

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

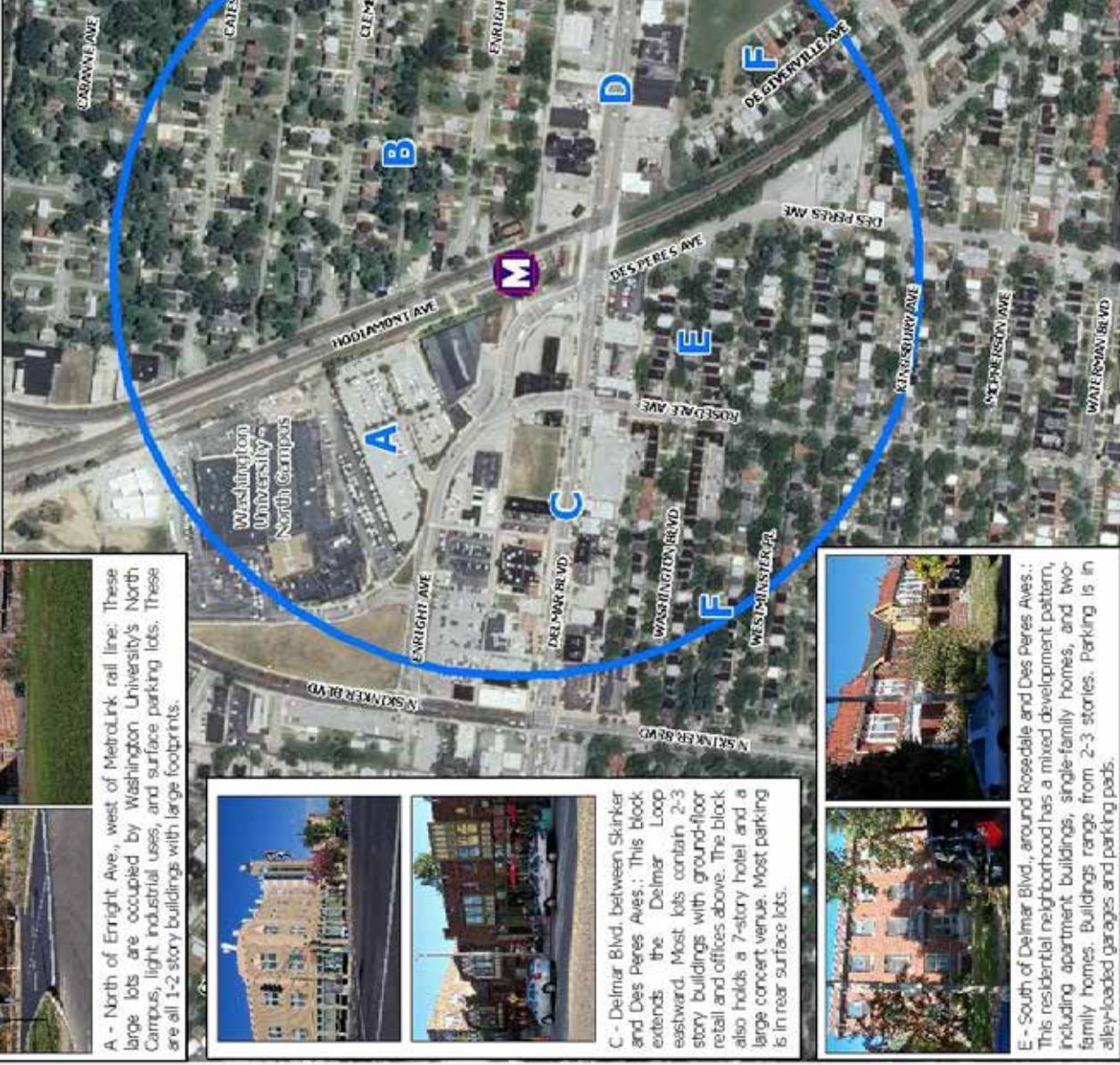
Neighborhood Context: Summary

The Delmar MetroLink Station directly serves the East Loop district, sitting at the intersection of Delmar and Des Peres Avenue. The East Loop District is part of the Delmar Loop regional mixed-used entertainment district, and this section of Delmar Boulevard contains a seven-story hotel, a large concert venue, and several blocks of two-story office/retail buildings. The area south of Delmar Boulevard is part of the historic Skinker-DeBaliviere neighborhood, and contains a mix of two- and three-story apartment buildings and single-family homes on 30'-40' lots. The area north of Delmar and east of the MetroLink rail line is another residential neighborhood of two- and three-story apartments and single-family homes, though these homes tend to be on wider lots and are somewhat less well-maintained than those south of Delmar. The remainder of the station area, north of Delmar and west of the MetroLink rail line, is occupied by large industrial uses and Washington University's North Campus, as well as several large surface parking lots. The quarter-mile station area is entirely within the City of St. Louis.

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.



Delmar Station: Neighborhood Context



Delmar Loop Station: Vacant Lots



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 Delmar Station. The station area is entirely within the City of St. Louis, and all lots are covered by one of the following zoning districts:

- A: Single-Family Residential District
- B: Two-Family Residential District
- D: Multi-Family Residential District
- F: Neighborhood Commercial District
- G: Local Commercial and Office District
- J: Industrial District

Historic Districts: The southern portion of the quarter-mile station area, south of Delmar, is within the City of St. Louis' Skinker-DeBaliviere-Catlin Tract-Parkview Historic District. This district imposes special regulations on building heights, setbacks, design, and materials.

Loop Trolley Transportation Development District: The Loop Trolley Transportation Development District (TDD) is pursuing federal funds to build and operate a modern streetcar line connecting the Delmar Loop to the cultural institutions in Forest Park. If built, the trolley will operate along the entire length of Delmar Boulevard and DeBaliviere Avenue between Trinity Avenue and Forest Park, connecting a vibrant commercial district to one with great potential and perhaps catalyzing new development along the route. The Loop Trolley will also improve the neighborhood's standing as a transit hub by offering connections to two MetroLink stations, a local streetcar, and five bus routes.

Potential Development Opportunities and Issues

Availability of land: There is still a substantial amount of vacant or underutilized land within the quarter-mile station area that may offer opportunity for new development. Metro owns and operate a 3.5-acre Park-Ride Lot containing 362 parking spaces, and may have interest in joint development at this location. There are also five other large collections of vacant parcels or surface parking lots, totaling eight acres. One of those sites is part of Washington University's North Campus, and any development activity on that lot will depend on WUSTL's plans for the site.

Zoning: Existing zoning regulations within the quarter-mile station area generally match the existing development pattern which, for the most part, provides a good local example of a lower-density, transit-oriented community. Existing zoning regulations generally support a lower-density form of TOD that consists of an active commercial main street, two- to three-story apartments on or near that street, and single-family homes on relatively narrow lots in the remainder of the station area. However, there are other ongoing planning efforts focused on this area that indicate greater demand for housing and retail that may support medium-density multi-family housing and more mixed-use development opportunities. Existing zoning regulations may pose barriers to that type of new development:

- **Mixed-use development and medium- to high-density residential development are either not permitted or very limited:** The only zoning districts within the station area that permit multi-family residential and mixed-use developments are the D, F, and G Districts. The F and G Districts only apply to Delmar Boulevard, and only a few lots at the very southern edge of the station area are within the D District. Zoning districts in the remainder of the station area allow only single-family homes (A Districts), two-family homes (B District), and industrial or commercial uses (J District).
- **Lower-density building envelopes:** All of the residential and mixed-use zoning districts, including the F and G Districts along Delmar, establish a maximum building height of two to three stories. The J District north of

Delmar, where the industrial uses are located, allow buildings up to eight stories or 100', but currently do not allow residential development.

- However, the City offers a set of special permit provisions that may allow greater densities and mixed-use development. The City has three zoning overlay districts/special permits for greater development flexibility: **Community Unit Plans (CUPs), Special Use Districts (SUDs), and Planned Unit Development Districts (PUDs)**. The CUP and SUD overlays are intended for area-wide planning and large-scale developments; PUDs can allow smaller-scale development. These zoning overlays can provide greater flexibility in uses, housing types, and site planning in return for formal site plan review and determination of uses on-site.

Historic District: The southern portion of the station area is within the Skinker-DeBaliviere-Catlin Tract-Parkview Historic District. This district imposes special regulations on building heights, setbacks, design, and materials. New construction must be reviewed and approved by the Historic District Review Committee and the Landmarks and Urban Design Commission. In several cases the District imposes controls that might help foster TOD in an urban environment, such as restrictions on single-story commercial buildings, drive-thrus, gas stations, and parking in front of buildings. Both the current zoning and historic district regulations may pose a significant barrier to potential new development south of Delmar.

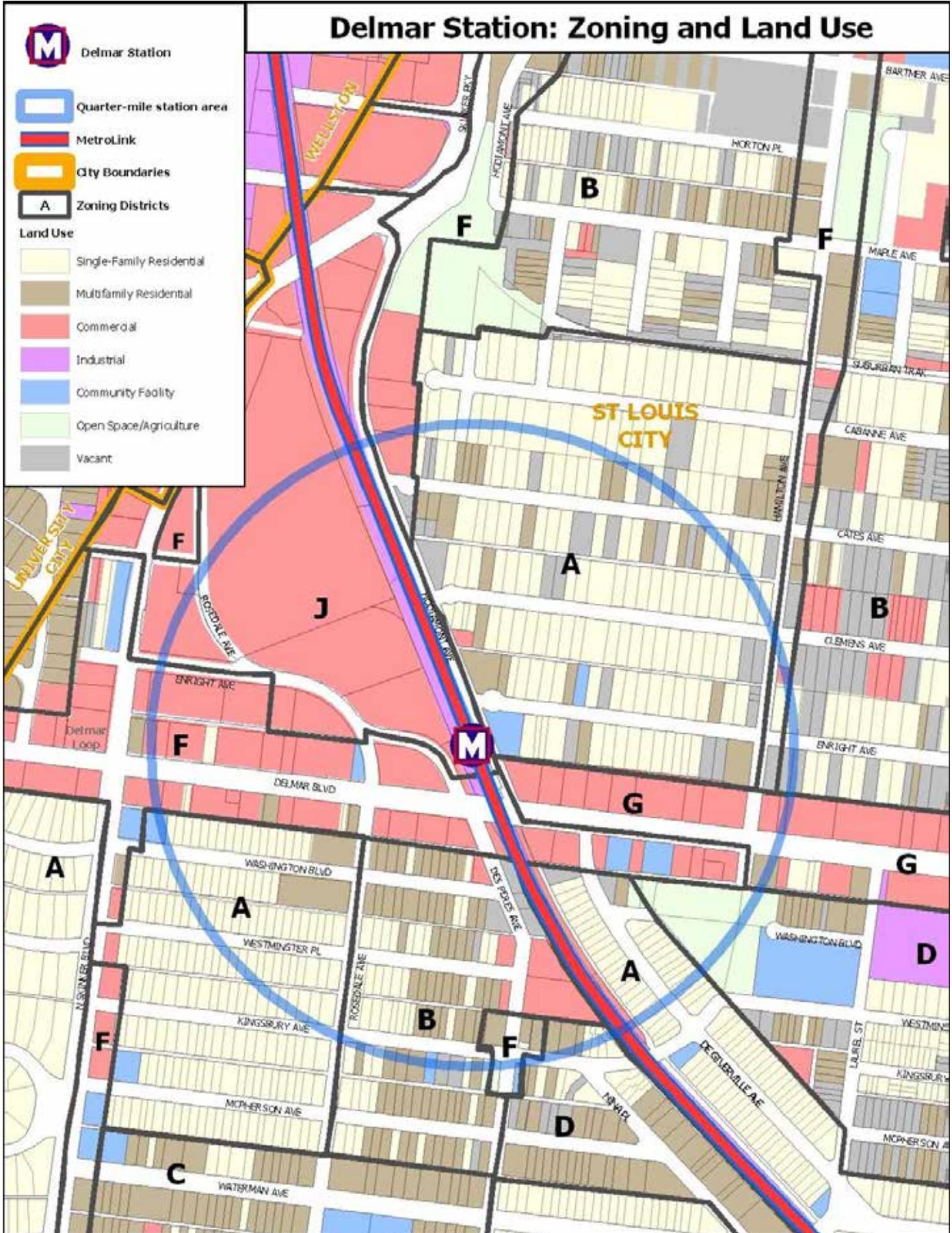


Table 5: Delmar Station: Existing Zoning Regulations

| District Type | A | B | C | D | E | F | G | H | |
|---------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| Single-Family Residential | Two-Family Residential | Multifamily Residential | Neighborhood Commercial District | Local Commercial and Office District | Industrial District | J | J | J | |
| Uses Permitted | 1-family homes; 2-family homes if 40% of street developed with 2-family homes or apartments; churches; parks and playgrounds; libraries | All residential types; churches; parks and playgrounds; libraries | All residential types; churches; hotels; parks and playgrounds; libraries; range of locally-oriented retail and services; offices | Same as F, plus churches; bars; laundries; liquor stores; milk bottling plants; printing shops; restaurants; tinsmith; wholesale dwellings | Same as F, plus churches; bars; laundries; liquor stores; milk bottling plants; printing shops; restaurants; tinsmith; wholesale dwellings | All uses allowed, including gas stations; drive-thrus; used car sales; and auto repair. Residential uses are not permitted unless 40% of street frontage already occupied by dwellings | Industrial District | Industrial District | |
| By Special Permit | B&Bs; cemeteries; farming and truck gardening; government buildings; hospitals; greenhouses; parking lots/garages; public museums and galleries; schools; utility substations | Same as B, plus day care; hotels; nursing homes; group homes; boarding houses; offices up to 3,500 sq.ft.; and a limited set of neighborhood retail and services, only allowed on first floor and in basements | Retail and services over 3,500 sq. ft.; bars; liquor stores; restaurants; parking lots; theaters; gas stations; drive-thrus | Same as F, plus permitted uses over 7,000 sq.ft.; drive-thrus | Same as F, plus permitted uses over 7,000 sq.ft.; drive-thrus | Outdoor pay telephones | Outdoor pay telephones | Outdoor pay telephones | |
| Minimum Lot Area | 4,000 sq.ft. per DU | 1-family homes = 4,000 sq.ft.; 2-family homes & town houses = 850 sq.ft. per DU; apartments = 750 sq. ft. per DU | 1-family homes = 4,000 sq.ft.; 2-family homes & town houses = 850 sq.ft. per DU; apartments = 750 sq. ft. per DU | Residential = same lot area requirement as least restrictive adjacent residential district | Residential = same lot area requirement as least restrictive adjacent residential district | 1-family homes = 4,000 sq.ft.; 2-family homes & town houses = 750 sq. ft. per DU; apartments = 250 sq.ft. per DU | 1-family homes = 4,000 sq.ft.; 2-family homes & town houses = 750 sq. ft. per DU; apartments = 250 sq.ft. per DU | 1-family homes = 4,000 sq.ft.; 2-family homes & town houses = 750 sq. ft. per DU; apartments = 250 sq.ft. per DU | |
| Maximum Building Height | Residential = 2.5 stories / 35'; institutions = 85' | Residential = 2.5 stories / 35'; institutions = 85' | Residential = 3 stories / 45'; institutions = 85' | Residential = 3 stories / 50'; institutions = 85' | Residential = 3 stories / 50'; institutions = 85' | 3 stories / 100' | 3 stories / 50'; institutions = 85' | 3 stories / 100' | |
| Maximum F.A.R. | N/A | N/A | Commercial = 1.5 | Commercial = 1.5 | Non-residential and mixed-use = 1.5 | N/A | N/A | N/A | |
| Minimum Front Yard | Contextual line-up; otherwise, at least 25', no more than 50' | Contextual line-up; otherwise, at least 25', no more than 50' | Contextual line-up; otherwise, at least 10', no more than 25' | None required, but contextual line-up if 25% or more of street frontage is developed | None required, but contextual line-up if 25% or more of street frontage is developed | Residential = contextual line-up; otherwise 10', no more than 25'. Other = none required, but contextual line-up if 25% or more of street is developed | Residential = contextual line-up; otherwise 10', no more than 25'. Other = none required, but contextual line-up if 25% or more of street is developed | Residential = contextual line-up; otherwise 10', no more than 25'. Other = none required, but contextual line-up if 25% or more of street is developed | |
| Minimum Side Yard | 2 required; 10' total, min 4' each | 2 required; 10' total, min 4' each. If primary entrance in side yard, min 8' each | Residential = 1 required, min 4'; other under 3 stories / 35' = 2 required, 4' each | Residential = 1 required, min 4'; other under 3 stories / 35' = 2 required, 4' each | Residential = 1 required, min 4'; other under 3 stories / 35' = 2 required, 4' each | None required, except 5' abutting a residential district. Mixed-use = 2 required, min 8' each | None required, except 5' abutting a residential district. Mixed-use = 2 required, min 8' each | Generally 1 required, min 4'; 2 deeper yards required for buildings over 35' | |
| Minimum Rear Yard | 25' | 25' | 15', unless 12' side yard provided | 15', unless 12' side yard provided | None required. Residential building as per adjacent residential district | None required. Residential building as per adjacent residential district | None required | None required | |
| Parking | Residential = 1 per DU | 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 | 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 | 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 | In residential districts, front-yard parking requires a special permit. In A and B Districts, residential building height can be increased to 3 stories / 45' with wider side yards. In D Districts, building heights may match the prevailing development pattern. In F and G Districts, building heights may be increased with provision of deeper side yards. 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 | | | |

(SOURCE: MetroLink Station Profiles, Bi-State Development, 2012)