



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

- **#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%	
		35-64	36.2%	\$15,000-24,999	11.9%	
Male	47%	65+	12.2%	\$25,000-49,999	21.1%	
Female	53%	Education*		\$50,000-74,999	17.2%	
		No diploma	7.1%	\$75,000-99,999	12.4%	
		High school	30.5%	\$100,000+	14.7%	
		College degree	28.2%	Household size		
		Graduate degree	34.2%		1	40.4%
					2	27.7%
					3	20.4%
					4	2.0%
				5+	9.4%	

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

**Education statistics apply to persons age 25 or older.*

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 81.7%	\$200,000-299,999	221 24.9%	Renter-occupied	25.2%
Owner-occupied	888 32.9%	\$300,000-499,999	67 7.5%	Workers*	2,931
Renter-occupied	1808 67.1%	\$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

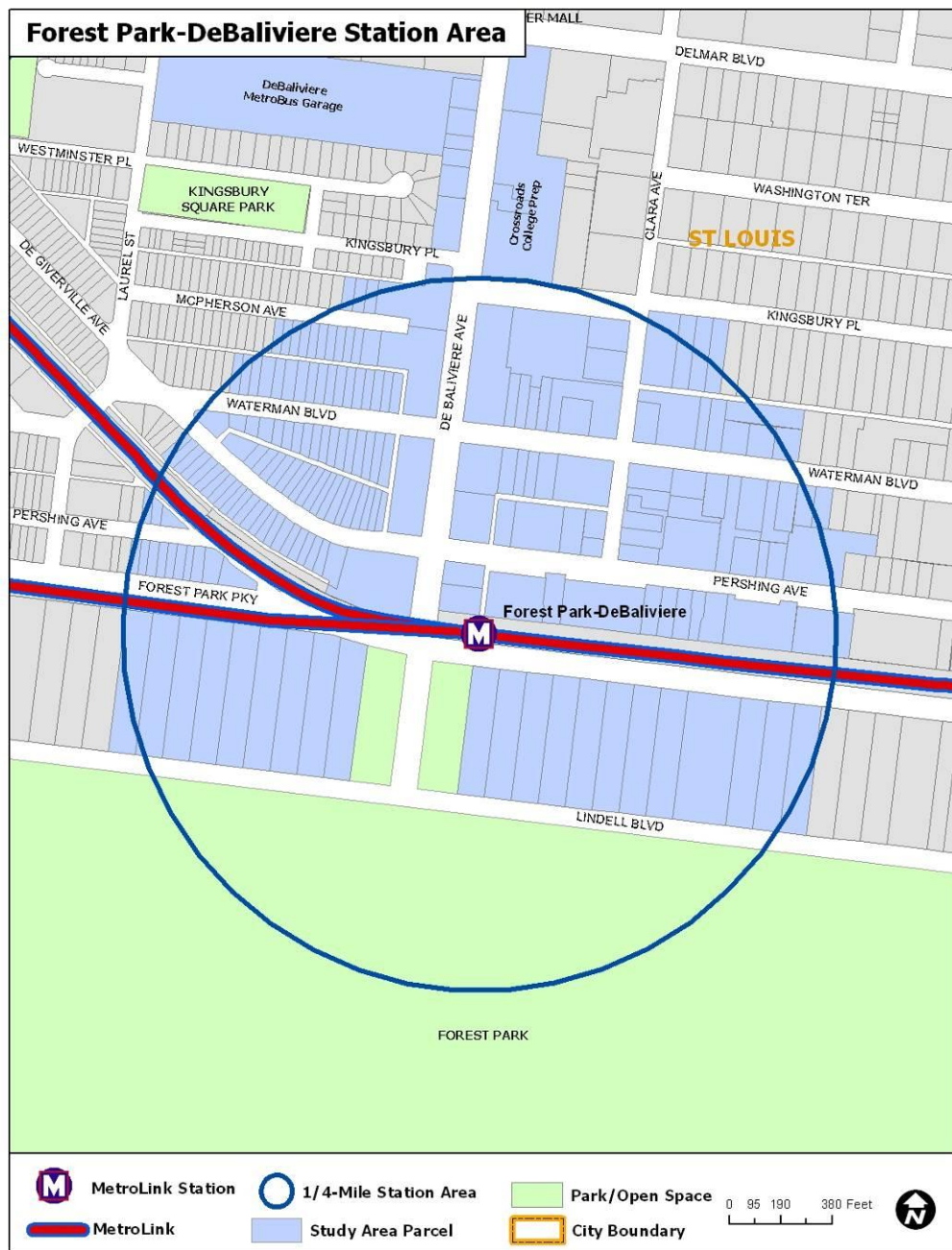
NAICS	Industry	Firms	Jobs	NAICS	Industry	Firms	Jobs
23	Construction	4	9	56	Administrative & Support, Waste Management & Remediation Services	6	18
32-33	Manufacturing	2	11	61	Educational Services	7	109
42	Wholesale Trade	1	3	62	Health Care & Social Assistance	39	800
44-45	Retail Trade	12	27	71	Arts, Entertainment, 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.



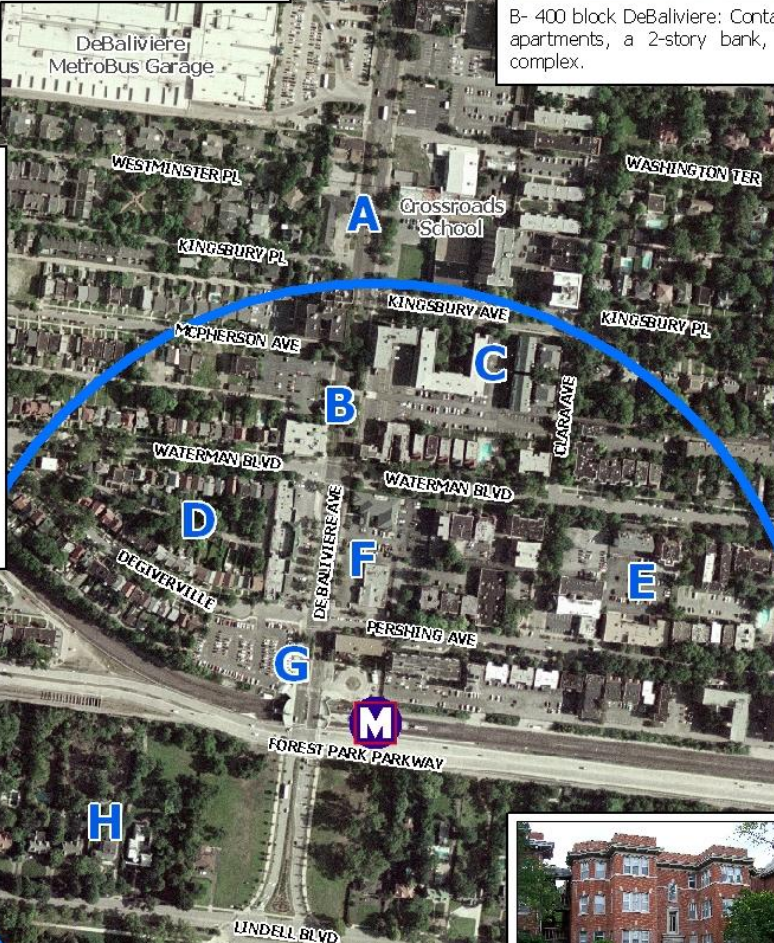
DeBaliviere MetroBus Garage



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.



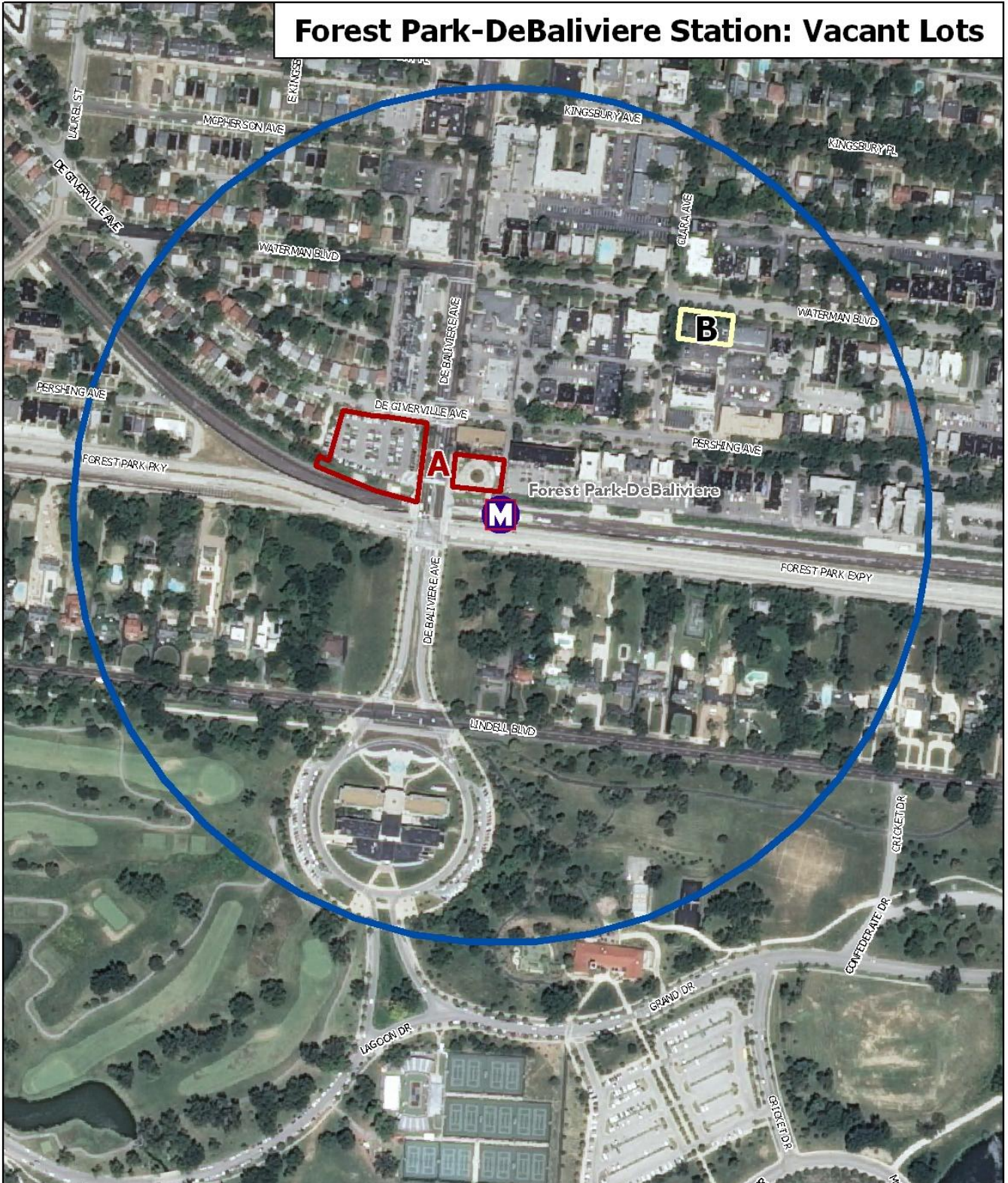
H - Lindell Blvd: The northern side of Lindell Boulevard is part of the historic Catlin Tract development, a residential neighborhood of 2-3 story single-family homes on 1-acre lots.



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



Area	Area Description	Ownership	Zoning	# Lots	Acres	Assessed Value
A	Metrolink Park-Ride Lot & Loop	Metro	H: Area Commercial	2	1.8	\$51,000
B	5612 Waterman Blvd.	Clara Properties LLC	E: Multiple-Family Residential	1	0.3	\$12,600

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

0 50 100 200 Feet



Zoning, Land Use Policies, and Community Plans

The map and table on the following pages illustrate and explain current zoning regulations within a quarter-mile of the 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.

Forest Park Station: Zoning and Land Use

M Forest Park-DeBaliviere Station

 Quarter-mile station area

 MetroLink

 Zoning Districts

Land Use

-  Single-Family Residential
-  Multifamily Residential
-  Commercial
-  Industrial
-  Community Facility
-  Open Space/Agriculture
-  Vacant

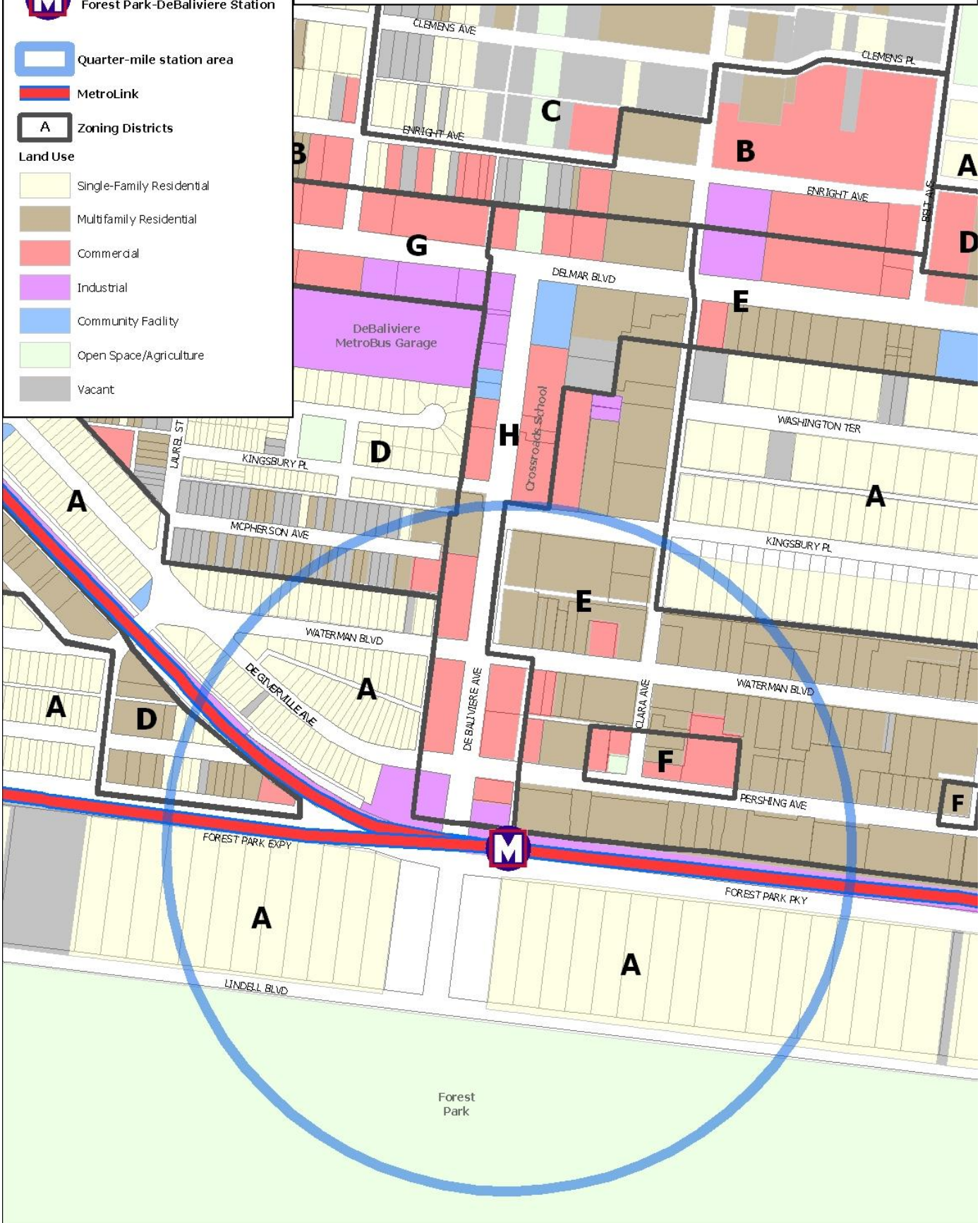


Table 5: Forest Park Station: Existing Zoning Regulations					
District Type	A	D	E	F	H
	Single-Family Residential	Multifamily Residential	Multifamily Residential	Neighborhood Commercial District	Area Commercial District
Uses Permitted	1-family homes; 2-family homes if 40% of street developed with 2-family 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
By Special Permit	B&Bs; churches; ce meteries; farming and truck gardening; government buildings; hospitals; greenhouses; parking lots/garages; public museums and galleries; schools; utility substations	Same as A, plus daycare; 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	Same as G
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 = 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
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'
Maximum F.A.R.	N/A	Commercial = 1.5	Commercial = 2.0	Non-residential and mixed-use = 1.5	N/A
Minimum Front Yard	Contextual line-up; otherwise, at least 25', no more than 50'	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 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
Minimum Side 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
Minimum Rear Yard	25'	15', unless 12' side yard provided	15' - 20'	None required. Residential buildings as per adjacent residential district	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.	Same as F, plus light industrial/wholesale/warehousing = 1 per 10 employees
Miscellaneous					
	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) follow 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