



Forsyth Station

This station profile describes existing conditions around the Forsyth 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 Forsyth Station serves the more residential and mixed-use parts of Downtown Clayton, as well as a portion of University City. Forsyth Boulevard and Forest Park Parkway both run east-west through the station area. This section of Forsyth is a very mixed-use corridor containing two- and three-story apartments and mixed-use buildings; single-story commercial strips; small offices; a Washington University satellite campus; and the Plaza in Clayton complex, which includes a 31-story residential tower, an 18-story hotel, an eight-story mixed-use building, and a four-story parking garage. The area immediately surrounding the MetroLink Station includes a large surface parking lot, one- and two-story commercial buildings, and a very large vacant lot between the station and the Plaza complex. The remainder of the station area covers residential neighborhoods developed with two-story single-family homes.

The quarter-mile station area covers 342 lots on approximately 20 blocks, with a total assessed value of \$78,225,540.

Regional Accessibility by Transit

The MetroBus System does not provide direct connections from the Forsyth Station to nearby regional attractions. However, MetroLink’s Blue Line offers direct connections and timely service to a range of residential neighborhoods, housing, shopping, jobs and other high-demand destinations:

- Clayton (1 minute)
- Richmond Heights (5 minutes)
- Central West End (10 minutes)
- Downtown (20 minutes)

Despite those connections and travel times, average boardings at the Forsyth Station is much lower – at least one-third – than is typical for MetroLink Stations, 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
FORSYTH METROLINK STATION	9,800	390	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 57.5% of the population between the ages of 25 and 64, and a quarter under 17. A large percentage of residents have participated in higher education – 40% have college degrees and another 41% hold graduate degrees. Over half of the households make more than \$100,000 per year, and a quarter make between \$50,000 and \$99,999. Only 2.4% of the individuals living within a half-mile of the Forsyth Station subsist under the federal poverty line.

Table 2: Demographics

Population		Population		Income	
Acres	668.8	Age		Persons in poverty	2.4%
Population	5,257	0-17	24.9%	Household income	
Density (persons/acre)	7.9	18-24	7.0%	\$0-9,999	2.6%
Sex		25-34	15.1%	\$10,000-14,999	0%
Male	49.2%	35-64	42.4%	\$15,000-24,999	7.8%
Female	50.8%	65+	10.7%	\$25,000-49,999	9.0%
		Education*		\$50,000-74,999	11.3%
		No diploma	0.3%	\$75,000-99,999	14.5%
		High school	18.3%	\$100,000+	54.8%
		College degree	40.1%	Household size	
		Graduate degree	41.3%	1	25.8%
				2	39.6%
				3	11.2%
				4	12.7%
				5+	10.6%

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

*Education statistics apply to persons age 25 or older.

As shown in Table 3 below, the half-mile station area has an average residential density of 3.5 housing units per acre. The majority of the housing stock was built before World War II, and another third was built between the 1940s and 1990s. Most of the occupied housing stock (73%) is owner-occupied, and the overall vacancy rate is relatively low (8.5%). Forty percent of the owner-occupied units are valued over \$500,000, and 43% of rental units are priced between \$1,000 and \$1,499 per month. While 71% of residents drive their own vehicle to work, 7% carpool, 5.5% use transit, and 6% walk.

Table 3: Housing and Transportation

Housing			Housing			Transportation	
Housing Units			Owner-occupied housing values			Vehicle Availability	
Total units	2,357		< \$100,000	11	0.7%	Zero-vehicle households	1.8%
Density (DUs/acre)	3.5		\$100,000-199,999	106	6.8%	Owner-occupied	1.8%
Occupied	2,157	91.5%	\$200,000-299,999	95	6.1%	Renter-occupied	1.9%
Owner-occupied	1,568	72.7%	\$300,000-499,999	719	45.9%	Workers*	2,863
Renter-occupied	589	27.3%	\$500,000+	637	40.6%		
Vacant	200	8.5%	Rental prices			Means of commute*	
Housing Age			No cash rent	0	0%	Drives alone (SOV)	70.6%
Pre-1940s	1,489	63.2%	\$0-100	0	0%	Carpool	7.0%
1940s-1990s	706	30.0%	\$100-499	11	1.9%	Transit	5.5%
2000s	162	6.9%	\$500-749	119	20.2%	Motorcycle	0%
			\$750-999	181	30.7%	Walk	5.5%
			\$1000-1499	253	43.0%	Other	2.2%
			\$1500+	25	4.2%	Work at Home	9.3%

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 Forsyth MetroLink Station there are 1,363 firms and agencies employing over 11,000 people. The vast majority of these jobs fall into professional, scientific, and technical services. Other sectors providing a considerable number of jobs include finance and insurance; real estate, rental and leasing; and accommodation and food services.

Table 4: Employment, Half-Mile Radius

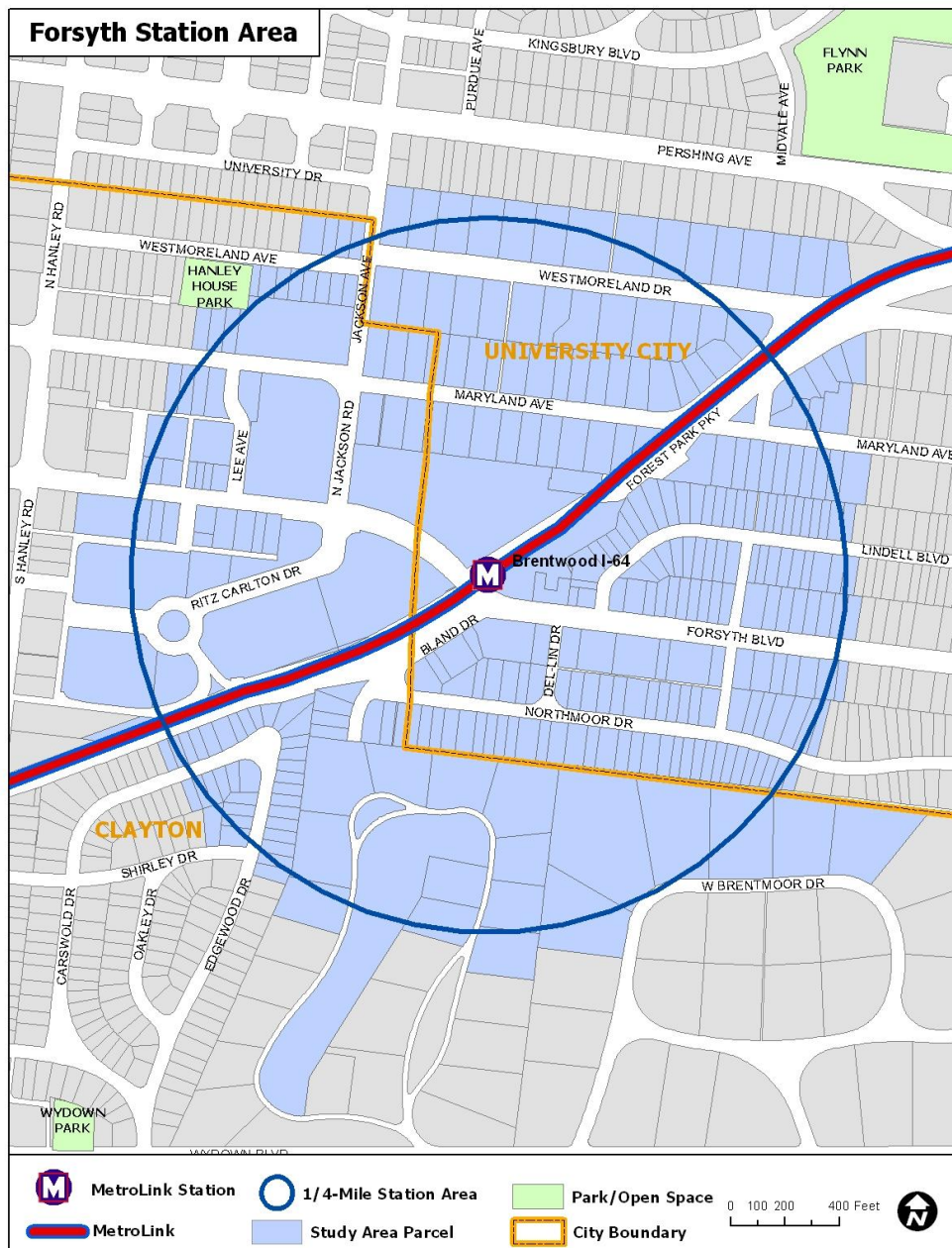
NAICS	Industry	Firms	Jobs	NAICS	Industry	Firms	Jobs
23	Construction	85	333	55	Management of Companies and Enterprises	3	57
31-32-33	Manufacturing	14	179	56	Administrative & Support, Waste Management & Remediation Services	61	185
42	Wholesale Trade	21	95	61	Educational Services	21	214
44-45	Retail Trade	49	317	62	Health Care & Social Assistance	77	584
48	Transportation & Warehousing	12	89	71	Arts, Entertainment, and Recreation	13	199
51	Information	14	53	72	Accommodation and Food Services	26	1,303
52	Finance & Insurance	121	1,951	81	Other Services	75	447
53	Real Estate, and Rental & Leasing	49	1,276	92	Public Administration	27	383
54	Professional, Scientific, Technical Services	668	3,726	99	Unclassified	27	87
Total:						1,363	11,478

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

Neighborhood Context: Summary

The Forsyth Station serves the more residential and mixed-use part of Downtown Clayton, as well as a portion of University City. Forsyth Boulevard and Forest Park Parkway are major vehicular corridors running east-west through the station area. This section of Forsyth is a very mixed-use area consisting of two- and three-story apartments and mixed-use buildings; single-story commercial strips; small offices; a Washington University satellite campus; and the Plaza in Clayton complex, which includes a 31-story residential tower, an 18-story hotel, an eight-story mixed-use building, and a four-story parking garage. The area immediately surrounding the MetroLink Station includes a large surface parking lot, one- and two-story commercial buildings, and a very large vacant lot between the station and the Plaza complex. The remainder of the station area contains residential neighborhoods developed with two-story single-family homes.

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





A - Forsyth Blvd. between S. Hanley Rd. and Lee Ave.: This section of Forsyth is a mixed-use commercial corridor containing 2-story commercial buildings, some with large footprints. There are a couple of large surface parking lots and a 3-story apartment building on Lee Ave. Most buildings front the streetline.



B - MetroLink Station and Forsyth Blvd. between Lee Ave. and Forest Park Pkwy.: the lots immediately surrounding the Forsyth Station contain large surface parking lots and a 2-story gym. Further west towards Lee Ave. are two 3-story mixed-use buildings containing a WUSTL campus, parking garage, and ground-floor retail.



C: South and east of Forest Park Pkwy., north of Maryland Ave.: Most of the remainder of station area is developed with 2-story, 1-family detached homes. The homes closer to Forest Park Pkwy tend to be built on narrower lots, closer together, while those north of Maryland Ave. and south of Northmoor Dr. tend to be larger houses on larger lots.



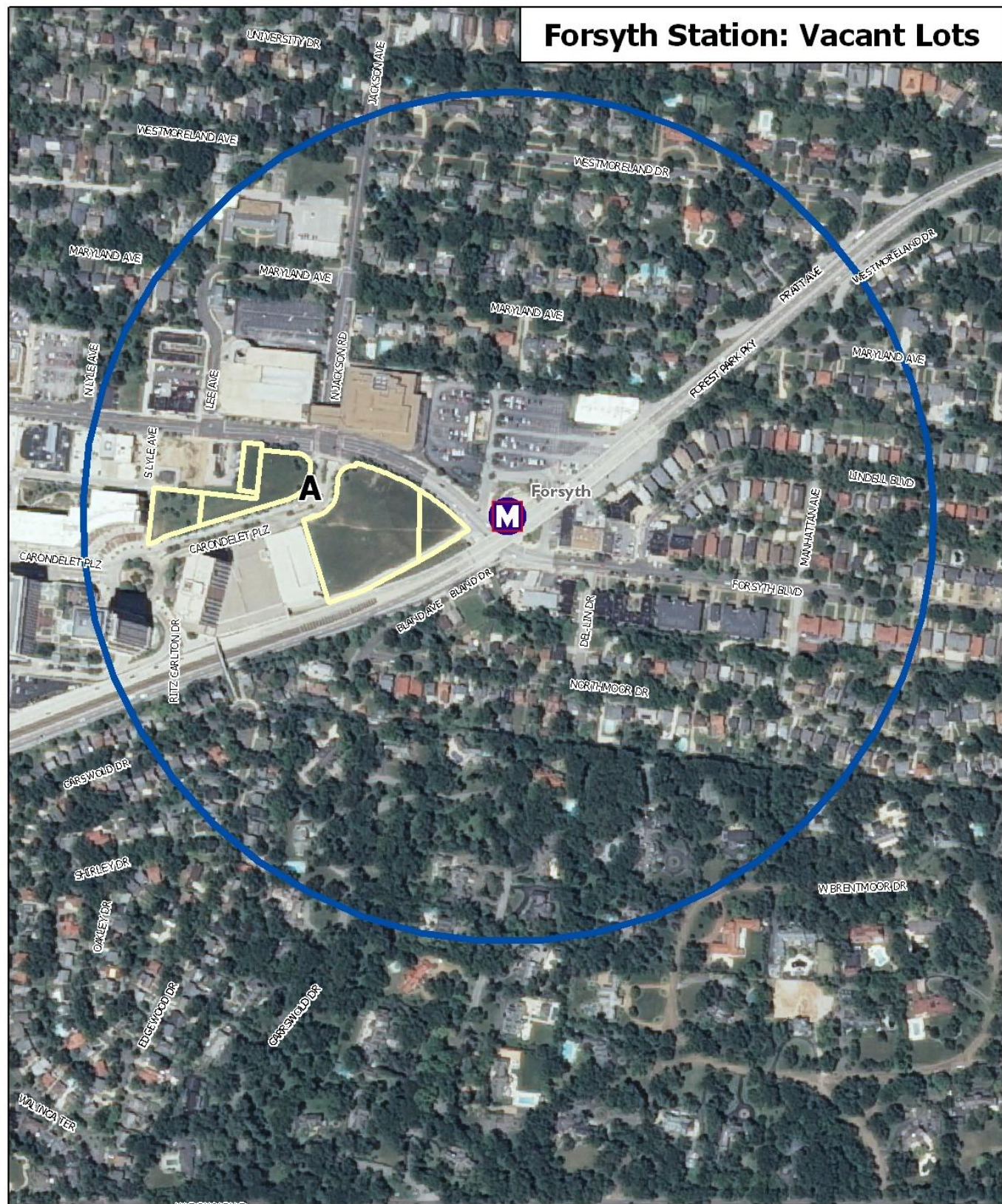
E - Ritz Carlton Dr. and Carondelet Plaza: This very large site contains the Plaza in Clayton complex, including a 31-story residential tower; an 18-story hotel; an 8-story mixed-use residential building with ground-floor retail; and a 4-story parking garage. There is a large vacant lot between the Plaza complex and the MetroLink Station.



D - Forsyth Blvd. between Forest Park Pkwy. and Manhattan Ave.: this area is a small-scale, mixed-use residential neighborhood. Most buildings rise 2-3 stories, and those closer to Forest Park Pkwy include ground-floor retail. There is a single-story commercial strip, gas station, and auto repair station at Forest Park Pkwy.

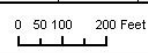
Forsyth Station: Neighborhood Context

Forsyth Station: Vacant Lots



Area	Area Description	Ownership	Zoning	# Lots	Ares	Assessed Value
A	West side of Forsyth Blvd. and Forest Park Pkwy.	Clayton Land Company LTD	HDC: High Density Commercial District; GC: General Commercial; TOD Overlay	5	4.3	\$3,412,250

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



Zoning, Land Use Policies, and Community Plans

The map and table on the following pages illustrate and explain current zoning regulations within a quarter-mile of the Forsyth Station. The station area is split between two jurisdictions, the Cities of Clayton and University City. Lots are covered by one of the following zoning districts:

City of Clayton

- R-1: Large-Lot Single-Family Residential District
- R-2: Single-Family Residential District
- R-4: Low-Density Multi-Family District
- C-2: General Commercial District
- HDC: High-Density Commercial District
- PUD: Planned Unit Development District

City of University City

- SR: Single-Family Residential District
- MR: Medium-Density Residential District
- GC: General Commercial District

Potential Development Opportunities and Issues

Availability of land: Most of the land within the station area is already developed; new TOD in those areas will largely depend on redevelopment or adaptive reuse of surface parking lots or underutilized buildings. However, there is a four-acre vacant lot directly across Forsyth Boulevard from the Forsyth Station, between it and the Plaza in Clayton complex. That lot should represent considerable potential for new transit-oriented development.

Zoning: Existing zoning within Downtown Clayton, between Lindell Boulevard and Forest Park Parkway, appears to be supportive of higher-density development and mixed uses. **The HDC and PUD Districts allow mixed-use developments and residential densities up to 750 sq. ft. per dwelling unit.** Those Districts and the C-2 General Commercial District **also allow high-density commercial and office development.** Additionally, nearly that entire section of the station area is within a **TOD Overlay District, which seeks to encourage new transit-oriented development** by allowing a wide range of uses; setting a minimum F.A.R. of 3.0 south of Forsyth; removing most height limits; and connecting parking requirements to the findings of a professional parking study.

However, existing zoning regulations in the remainder of the station area may be more problematic for TOD:

- **Mixed uses are not permitted in the rest of the station area.** The stretch of Forsyth Boulevard east of Forest Park Parkway, in University City, does allow apartment buildings up to four stories, but does not allow commercial uses or mixed-use buildings. The area immediately surrounding the station is within University City and zoned GC: General Commercial, which allows a wide range of retail, services, offices, and even some light industrial uses, but does not allow residential or mixed-use buildings. Zoning districts in the remainder of the station area, north of Lindell Boulevard and south of Forsyth Boulevard, allow only single-family homes.
- **Minimum lot and yard sizes:** Single-family homes in both cities require very substantial lots. Homes in Clayton's R-1 District require a minimum lot size of 20,000 sq. ft., a minimum width of 80', and front yards that cover 25% of the lot's depth, to a minimum of 40'. Clayton's R-2 District requires lots at least 7,500 sq. ft. in size and 60' wide and front yards at least 30' deep. University City's SR District requires single-family homes on 6,000 sq. ft., 50'-wide lots. Apartments in University City's MR District require a minimum lot size of 20,000 sq. ft. and 100' frontage per building, and must be set back at least 20' from the street line. These requirements may pose difficulties for a more compact, walkable form of design for single-family homes and low-density apartment buildings.
- **Residential building heights outside of Clayton's commercial core are limited to two - four stories, in both cities.** Single-family homes in Clayton's R-1 and R-2 Districts can reach two stories; homes in University City's SR District may reach 3.5 stories or 35'. Apartments in University City's MR District are limited to 4 stories or 45'.

- **Minimum parking requirements** throughout the station area may prove burdensome for transit-supportive developments. The PUD District and TOD Overlay allow parking requirements to match each development's unique needs as determined by a parking study, but the remainder of the station area requires one-and-a-half to two parking spaces per dwelling unit, and one space for every 200-300 sq. ft. of commercial and office use.

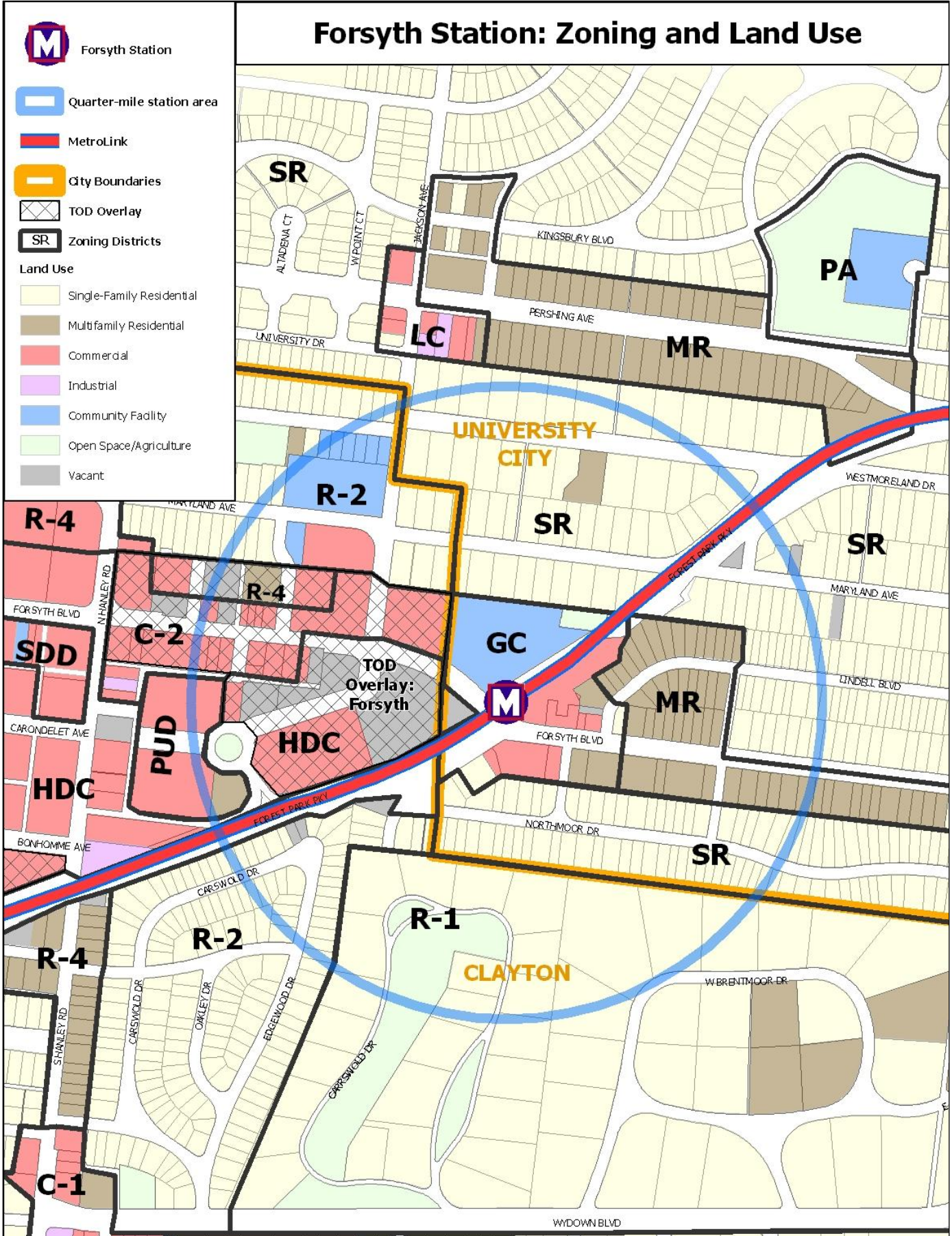


Table 5: Forsyth Station: Existing Zoning										
District Type	City of Clayton					City of University City				
	R-1	R-2	R-4	C-2	HDC	PUD	TOD Overlay: Forsyth Station	SR	MR	GC
Uses Permitted	Large lot Single-Family Residential	Single-Family Residential	Low-Density Multifamily Residential	General Commercial District	High-Density Commercial	Planned Unit Development District	Transit-Oriented Development Overlay	Single-Family Residential	Medium-Density Residential	General Commercial
By Special Permit	1-family homes; group homes for disabled; churches	1-family homes; group homes for disabled; churches	All residential types; groups homes for disabled; churches	General retail and services; offices; churches; parking lots/garages	Wide range of retail, offices, and services; public parking; churches	Flexible requirements in return for mixed uses and public benefits	As per underlying district. All buildings on Forsyth and Hanley Road must contain ground-floor retail. All developments must apply for approval as a SDD or PUD.	1-family detached homes; group homes for disabled; churches; public schools	Garden and townhouse apartments; group homes for disabled; churches; public schools	General retail and services; offices; light manufacturing; restaurants; trade schools; public parking
Minimum Lot Area	20,000 sq. ft.	7,500 sq. ft.	5,000 sq. ft.; apartments = 1,750 sq. ft. per DU	N/A	750 sq. ft. per DU	Residential = 30,000 sq. ft.; commercial = 50,000 sq. ft.	N/A	6,000 sq. ft.	Apartment = 20,000 sq. ft. per building; townhouse apartments = 1,500 sq. ft. per DU; garden apartments = 1,200 sq. ft. per DU	12,500 sq. ft.
Minimum Lot Width	80'	60'	50'	N/A	N/A	N/A	N/A	50'	100'	N/A
Maximum FAR	N/A	N/A	N/A	1.5	3.0	N/A	None, but as per underlying zoning north of Forsyth. Minimum 3.0 south of Forsyth	N/A	N/A	N/A
Maximum Building Height	2 stories / 40'	2 stories / 30'	3 stories / 45'	7 stories / 90'	None	As per approved plan	None; as per underlying zoning north of Forsyth Blvd.	3.5 stories / 35'	4 stories / 45'	35'
Minimum Front Yard	25% of lot depth; 40' min	25% of lot depth; 30' min	20% of lot depth; 30' min	Contextual line-up based on average street frontage	10'	As per approved plan	As per underlying district; however, front yard setback minimum 10'.	Greater of 25' or prevailing pattern	20' from public streets, 15' from private drives	35' from public street, 25' from residential district
Minimum Side Yard	10% of lot width; each 12' min	10% of lot width; each 5' min	10% of lot width; 5' min	None; 5' adjacent to R-districts	None	As per approved plan	As per underlying district	Minimum 5' each	20' from public streets, 15' from private drives	35' from public street, 25' from residential district
Minimum Rear Yard	25% of lot depth; 40' min	25% of lot depth; 30' min	20% of lot depth; 30' min	10' or 10% of lot depth; Forsyth min 15'	None	As per approved plan	As per underlying district	30'	20' from public streets, 15' from private drives	35' from public street, 25' from residential district
Maximum Lot Cover	55%	N/A	55%	35% of rear yard	N/A	As per approved plan	As per underlying district	N/A	N/A	70% for developments 20,000 sq. ft. or more
Parking	Residential = 2 per home	Residential = 2 per home	Residential = 2 per DU	General commercial and office = 1 per 300 sq. ft.	General commercial = 1 per 300 sq. ft.; residential = 2 per DU.	No set requirement; determined by Planning Commission based on professional parking study.	As per underlying district	Residential = 2 spaces per DU	Residential = 1.5 spaces per DU + visitor parking	General commercial = 1 per 200 sq. ft.; general offices = 1 per 300 sq. ft.; medical offices = 1 per 200 sq. ft.; industrial = 1 per 1,000 sq. ft.
Miscellaneous	Front-yard parking allowed only by special permit. Site plan review is required for all residential developments as well as commercial developments over 10,000 sq. ft. All new developments in the TOD Overlay District must seek rezoning and approval as a Special Development District (SDD) or Planned Unit Development District (PUD). Developments in TOD Overlay require site plan review that measures linkage to transit stations and adherence to LEED standards.									

*DU = dwelling unit