



Skinker Station

This station profile describes existing conditions around the Skinker 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 Skinker Station provides a gateway to Washington University’s main campus and the historic residential neighborhood that surrounds it. The station is located at the border between University City and St. Louis City, and serves a mix of residents, students, University employees, and visitors. One-quarter of the station area is occupied by WUSTL’s campus, mostly academic buildings, surface parking lots, and the University’s iconic Brookings Hall. East of Skinker Boulevard lies Forest Park and the Catlin Tract Historic District, consisting of two- and three-story single-family homes on one-acre lots. The historic Skinker-DeBaliviere neighborhood lies directly north of Forest Park Parkway, east of Skinker, and contains both three-story apartment buildings and two- or three-story single-family homes. The Parkview Historic District lies west of Skinker and consists entirely of two- and three-story, pre-War single-family homes. Farther north along Skinker, well outside the quarter-mile station area, is the Delmar Loop mixed-use entertainment district.

The quarter-mile station area covers 305 lots on 12 blocks, with a total assessed value of \$110,173,720.

Regional Accessibility by Transit

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

- **#01 Gold Line MetroBus**
 - Clayton MetroBus Center
 - Washington University’s Danforth Campus
 - Mallinckrodt Center Loop
 - Forest Park Parkway and Central West End MetroLink Stations
- **#02 Red Line MetroBus**
 - Rock Road MetroLink Station
 - Pagedale
 - Delmar MetroLink Station
 - Forest Park
 - Richmond Heights MetroLink Station
 - Galleria
 - Brentwood Promenade
- Brentwood MetroLink Station
- Maplewood Commons
- Big Bend Boulevard
- Kirkwood Commons
- Meramec Community College
- **#16 City Limits MetroBus**
 - Riverview & Hall MetroBus Center
 - Jennings
 - Wellston
 - Delmar MetroLink Station
 - Clayton
 - Richmond Heights
 - Maplewood
 - Shrewsbury MetroLink Station

- **MetroLink (BLUE LINE)**

- Clayton (5 minutes)
- Richmond Heights (5 minutes)
- Central West End (5 minutes)
- Downtown (15 minutes)

As can be seen in Table 1 below, despite these connections and travel times, average boardings at the Skinker Station are lower, by at least half, 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 |
| SKINKER METROLINK STATION | 18,300 | 700 | 370 |

**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 young students and professionals, with 42% of the population between the ages of 18 and 24. Over one-quarter of residents have a college degree, and nearly half hold a graduate degree. Household income is somewhat spread out across the spectrum, with 17% making between \$25,000 and \$49,999 per year, 12% earning between \$50,000 and \$74,999, and 38% making over \$100,000. Almost 17% of the individual residents within the half-mile station area live below the federal poverty line.

Table 2: Demographics

| Population | | Population | | Income | | |
|--|-------|-----------------|----------------|--------------------|-----------------|-------|
| Acres | 684.8 | Age | | Persons in poverty | 16.5% | |
| Population | 8,751 | 0-17 | 12.6% | Household income | | |
| Density (persons/acre) | 12.8 | 18-24 | 41.8% | | \$0-9,999 | 12.7% |
| Sex | | 25-34 | 15.0% | \$10,000-14,999 | 3.1% | |
| | | 35-64 | 22.9% | \$15,000-24,999 | 9.8% | |
| Male | 50.0% | 65+ | 7.7% | \$25,000-49,999 | 16.8% | |
| Female | 50.0% | Education* | | \$50,000-74,999 | 11.7% | |
| <small>Source: 2005-2009 American Community Survey, US Census Bureau</small> <small>*Education statistics apply to persons age 25 or older.</small> | | | No diploma | 1.5% | \$75,000-99,999 | 8.2% |
| | | | High school | 24.5% | \$100,000+ | 37.6% |
| | | | College degree | 27.1% | Household size | |
| | | Graduate degree | 46.8% | 1 | | 33.1% |
| | | | | 2 | 41.7% | |
| | | | | 3 | 10.4% | |
| | | | | 4 | 13.6% | |
| | | | | 5+ | 1.2% | |

As shown in Table 3 below, the half-mile station area has an average residential density of 4.1 housing units per acre, comparatively high for the St. Louis region. Most of the housing stock (76%) was built before World War II, and another 22% was built between the 1940s and 1990s. The occupied housing stock is about evenly split between rentals and owner-occupied units, and the overall vacancy rate is 12.5%. One-third of the owner-occupied units are valued between \$300,000 and \$499,999, and half of rental units are priced between \$500 and \$749 per month. It could be a more transit-supportive neighborhood as 11% of households don't own a car, but only 6% of residents reported using transit for their daily commute. However, 16% typically walk to work, probably because the area hosts a large number of students, professors, and University employees.

Table 3: Housing and Transportation

| Housing | | Housing | | | Transportation | |
|--------------------|-------------|-------------------------------|-----|-------|-------------------------|-------|
| Housing Units | | Owner-occupied housing values | | | Vehicle Availability | |
| Total units | 2,815 | < \$100,000 | 26 | 2.0% | Zero-vehicle households | 11.1% |
| Density (DUs/acre) | 4.1 | \$100,000-199,999 | 188 | 14.2% | Owner-occupied | 3.6% |
| Occupied | 2,463 87.5% | \$200,000-299,999 | 278 | 21.0% | Renter-occupied | 19.8% |
| Owner-occupied | 1,322 53.7% | \$300,000-499,999 | 510 | 38.6% | Workers* | 3,174 |
| Renter-occupied | 1,141 46.3% | \$500,000+ | 320 | 24.2% | | |
| Vacant | 352 12.5% | Rental prices | | | Means of commute* | |
| Housing Age | | No cash rent | 11 | 1.0% | Drives alone (SOV) | 58.4% |
| Pre-1940s | 2,152 76.4% | \$0-100 | 6 | 0.5% | Carpool | 6.3% |
| 1940s-1990s | 624 22.2% | \$100-499 | 284 | 25.1% | Transit | 6.0% |
| 2000s | 39 1.4% | \$500-749 | 486 | 43.0% | Motorcycle | 0% |
| | | \$750-999 | 193 | 17.1% | Walk | 16.4% |
| | | \$1000-1499 | 113 | 10.0% | Other | 4.4% |
| | | \$1500+ | 48 | 4.2% | Work at Home | 8.5% |

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 Skinker MetroLink Station there are 169 firms and agencies employing over 1,536 people. Sectors providing a considerable number of jobs include accommodation and food services; arts, entertainment, and recreation; retail trade; and educational services.

Table 4: Employment, Half-Mile Radius

| NAICS | Industry | Firms | Jobs | NAICS | Industry | Firms | Jobs | |
|----------|--|-------|------|-------|---|---------------|------------|--------------|
| 23 | Construction | 2 | 4 | 56 | Administrative & Support, Waste Management & Remediation Services | 2 | 5 | |
| 31-32-33 | Manufacturing | 4 | 24 | 61 | Educational Services | 8 | 121 | |
| 42 | Wholesale Trade | 1 | 4 | 62 | Health Care & Social Assistance | 7 | 31 | |
| 44-45 | Retail Trade | 35 | 232 | 71 | Arts, Entertainment, and Recreation | 5 | 250 | |
| 51 | Information | 6 | 90 | 72 | Accommodation and Food Services | 31 | 334 | |
| 52 | Finance & Insurance | 2 | 2 | 81 | Other Services | 35 | 272 | |
| 53 | Real Estate, and Rental & Leasing | 5 | 25 | 92 | Public Administration | 1 | 7 | |
| 54 | Professional, Scientific, Technical Services | 22 | 95 | 99 | Unclassified | 3 | 40 | |
| | | | | | | Total: | 169 | 1,536 |

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

Neighborhood Context: Summary

The Skinker Station provides a gateway to Washington University's main campus and the historic residential neighborhood that surrounds it. The station is located at the border between University City and St. Louis City, and serves a mix of residents, students, University employees, and visitors. One-quarter of the station area is occupied by WUSTL's campus, including academic buildings, surface parking lots, and the University's iconic Brookings Hall. East of Skinker Boulevard lies Forest Park and the Catlin Tract Historic District, which consists of a long block of Lindell Boulevard developed with two- and three-story single-family homes on one-acre lots. Directly north of Forest Park Parkway, east of Skinker, is the western edge of the Skinker-DeBaliviere Historic District. The Skinker-DeBaliviere neighborhood includes a variety of housing types. Lots closer to Forest Park Parkway, particularly along Pershing Avenue and Waterman Boulevard, are developed with pre-War, three-story apartment buildings. Blocks further north towards Delmar are mostly occupied by two- and three-story single-family homes on 30'-40' wide lots. The Parkview Historic District lies west of Skinker, north of Forest Park Parkway, and consists entirely of pre-War, two- and three-story single-family homes on 50'-100' lots. Further north along Skinker, well outside the quarter-mile station area, is the Delmar Loop mixed-use entertainment district.

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.

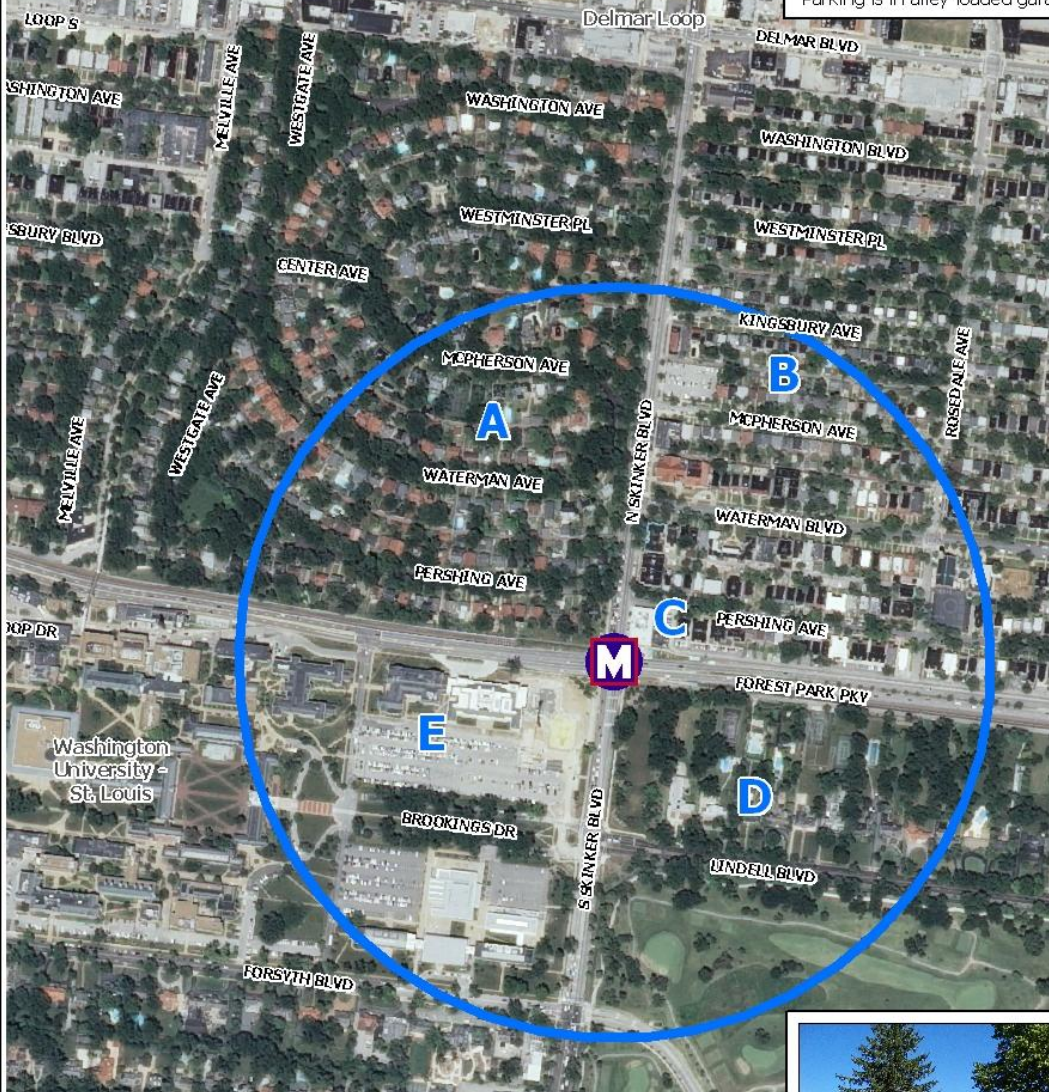




A - North of Forest Park Pkwy, west of Skinker Blvd.: This is the Parkview Historic District, developed primarily with 2-3 story, single-family detached homes on 50'-100' wide lots. Most parking is in alley-loaded private garages.



B - North of Waterman Ave., east of Skinker Blvd.: This area is part of the historic Skinker-DeBaliviere neighborhood. Unlike properties to the south, this part of the neighborhood is primarily occupied by 2.5-story, single-family homes on 30'-40' lots. Parking is in alley-loaded garages.



C - Pershing and Waterman Aves., east of Skinker Blvd.: This area is also located in the Skinker - DeBaliviere neighborhood, but these lots are primarily developed with 3-story, pre-War apartment buildings. There is also a 3-story office and retail building at the intersection of Skinker and Forest Park Pkwy.



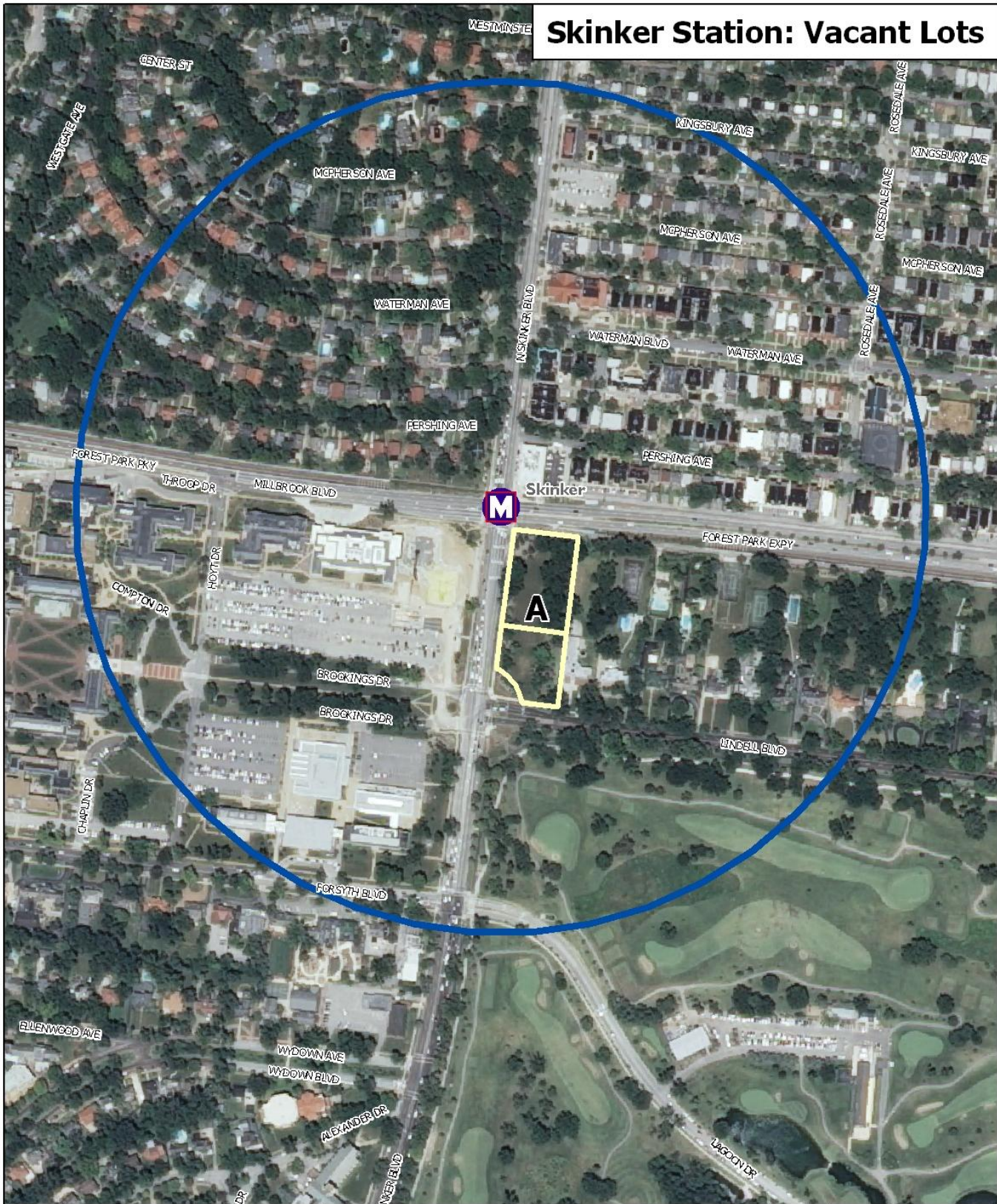
E - Washington University in St. Louis, Danforth Campus: A significant portion of the quarter-mile station area covers WUSTL's main campus. This part of the campus includes the main entrance, Brookings Hall, the Kemper Art Museum, academic buildings, and large surface parking lots. Most are 3 story buildings.



D - Lindell Blvd., east of Skinker Blvd.: This section of Lindell, fronting on Forest Park, is part of the historic Catlin Tract neighborhood. These 1-acre lots are entirely occupied by 2-3 story single-family homes. Parking is generally located in driveway-loaded garages in rear yards.

Skinker Station: Neighborhood Context

Skinker Station: Vacant Lots



| Area | Area Description | Ownership | Zoning | # Lots | Acres | Assessed Value |
|------|---|-----------------------|------------------------------|--------|-------|----------------|
| A | Southeast corner of Forest Park Pkwy. & Skinker Blvd. | Washington University | A: Single-Family Residential | 2 | 2.3 | \$22,670 |



1/4-Mile Station Area

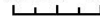


Vacant Lot



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 Skinker Station. The station area is split between three jurisdictions: St. Louis County, St. Louis City, and the City of University City; however, the portion of the station area within St. Louis County is completely occupied by the Washington University campus. Lots are covered by one of the following zoning districts:

St. Louis County (Washington University Campus)

- R6: Residential District

City of University City

- SR: Single-Family Residential District

City of St. Louis

- A: Single-Family Residential District
- C: Multi-Family Residential District
- F: Neighborhood Commercial District

Potential Development Opportunities and Issues

Availability of land: There is very little vacant land available within the quarter-mile station area. Washington University does own one two-acre lot near the intersection of Skinker and Forest Park Parkway that may offer some potential for new development. Otherwise, new or infill TOD around the Skinker Station will depend on redevelopment or adaptive reuse of surface parking lots and existing buildings, or any plans Washington University may have for its campus.

Zoning: Existing zoning regulations within the quarter-mile station area generally match the existing development pattern, which provides a good local example of a walkable community consisting mostly of low-density apartments and single-family homes. Current zoning regulations set low thresholds for minimum lot size and lot width in order to encourage a denser development pattern and a more varied pedestrian environment for single-family homes. However, current zoning regulations may limit the potential for other forms of TOD:

- **Mixed-use development and multi-family housing are either not allowed or are very limited.** The only existing zoning district that allows mixed-use development is the F District along the eastern side of Skinker Boulevard, and it applies to only a small number of already-developed lots. Multi-family apartments are permitted only in the City of St. Louis' C District, and all of those lots are already developed as part of the historic Skinker-DeBaliviere neighborhood. WUSTL's campus is within unincorporated St. Louis County and is zoned R6, which does allow apartments up to 4 stories; however, it does not allow any commercial uses or mixed-use buildings. The remainder of the station area is within either the City of St. Louis' A District or University City's SR District, both of which allow only two- to three- story single-family homes and limited community facilities.
- **Lower-density building envelopes:** University City's SR District and the City of St. Louis' A District limit homes to a height of two to three stories or 35'. The City's C District and St. Louis County's R6 District limit apartment buildings to three or four stories, and the City's F District limits commercial and mixed-use buildings to a height of three stories or 50'.
- **Minimum parking requirements:** University City's SR District requires two parking spaces per home, and St. Louis County's R6 District requires one-and-a-half parking spaces for each dwelling unit. These minimum requirements may prove burdensome for transit-supportive development, and occupy lot and building area that could be dedicated to more active or remunerative uses.

Skinker Station: Zoning and Land Use

M Skinker Station

Quarter-mile station area

MetroLink

City Boundaries

SR Zoning Districts

Land Use

- Single-Family Residential
- Multi family Residential
- Commerdal
- Industrial
- Community Facility
- Open Space/Agriculture
- Vacant



Table 5: Skinker Station: Existing Zoning Regulations

| District Type | City of University City | | St. Louis County | | St. Louis City | | |
|--------------------------------|--|---|---|---|---|--|--|
| | SR | R6 | A | C | F | | |
| Uses Permitted | Single-Family Residential 1-family detached homes; group homes for disabled; churches; public schools | Residential District All residential types; churches; day care homes; group homes for disabled; schools; colleges; libraries; parks; police/fire stations; utilities < 60' in height | Single-Family Residential 1-family homes; 2-family homes if 40% of street developed with 2-family homes or apartments; churches; parks and playgrounds; libraries | Multi-family Residential All residential types; churches; parks and playgrounds; libraries | Neighborhood Commercial District All residential types; churches; hotels; parks and playgrounds; libraries; range of locally-oriented retail and services; offices | | |
| By Special Permit | Dormitories; parks and playgrounds; private schools; utilities; recreation facilities | Child day care; dormitories; other group homes; hospitals; nursing homes; parking lots adjacent to Commercial and Manufacturing Districts | B&Bs; cemeteries; farming and truck gardening; government buildings; hospitals; greenhouses; parking lots/garages; public museums and galleries; schools; utility substations | B&Bs; day care; cemeteries; farming and truck gardening; government buildings; hospitals; greenhouses; parking lots/garages; public museums and galleries; schools; utility substations | Retail and services over 3,500 sq.ft.; bars; liquor stores; restaurants; parking lots; theaters; gas stations; drive-thrus | | |
| Minimum Lot Area | 6,000 sq. ft. | 1-family homes = 4,500 sq. ft.; apartments = 2,000 sq. ft. per DU; | 4,000 sq. ft. per DU | 1-family homes = 4,000 sq. ft.; 2-family homes & town houses = 1,000 sq. ft. per DU; apartments = 1,500 sq. ft. per DU | Residential = same lot area requirement as least restrictive adjacent residential district | | |
| Minimum Lot Width | 50' | N/A | N/A | N/A | N/A | | |
| Maximum Building Height | 3.5 stories / 35' | Residential = 4 stories; other = 60' | Residential = 2.5 stories / 35'; institutions = 85' | Residential = 3 stories / 45'; institutions = 85' | 3 stories / 50'; institutions = 85' | | |
| Maximum F.A.R. | N/A | N/A | N/A | N/A | Non-residential and mixed-use = 1.5 | | |
| Minimum Front Yard | Greater of 25' or prevailing pattern | 20'; contextual line-up for prevailing development pattern | 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 | | |
| Minimum Side Yard | Minimum 5' each | 1-family detached homes = 5'; other = 10' | 2 required; 10' total, min 4' each | 1 required, 4' min | None required. Residential buildings as per adjacent residential district | | |
| Minimum Rear Yard | 30' | 15' | 25' | 15', unless 12' side yard provided | None required. Residential buildings as per adjacent residential district | | |
| Parking | Residential = 2 spaces per DU | 1-family homes = 1 per home; apartments = 1.5 spaces per DU | Residential = 1 per DU | 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. | | |
| Miscellaneous | New developments must match the prevailing development pattern. | Requires min distance between buildings of 20' - 100' depending on wall type and window placement. | Front-yard parking requires special permit. In A Districts building heights can be increased to 3 stories / 45' with wider side yards. In C Districts, building heights may match prevailing development pattern. In F Districts, building heights may be increased with deeper yards | | | | |

*DU = dwelling unit