

## Mass Transit

The overwhelming majority of the Clayton residents have accessible transit service, being within ¼ mile of a bus route. Several areawide routes terminate in the CBD and provide access to all sections of the metro area. Because Clayton is within a large metropolitan service area, routes that serve only Clayton residents have not been instituted that run entirely within Clayton.

In the future, the impact of transit on Clayton should not be greatly different than it is today as long as the principal mode of public transit is the bus. Improved bus service and more bus service will bring more people to Clayton, but that will not have a great impact on Clayton because the community is auto oriented and can expect to remain so with the exception of national emergency. It must be noted that the East-West Gateway Coordinating Council is in the process of preparing studies for the metro area rapid transit system. One of the tasks in this East-West Gateway Coordinating Council study is the improvement of the present transit routes. Clayton's prominence as the County Seat and an office and commercial center should insure good transit routes.

A suggested transit change would consolidate all bus routes in the Central Business District along Forsyth and perhaps Maryland. This would make the buses available along one or two streets and provide one point to catch any bus entering the CBD. To provide access to the other sectors of the CBD and for intra-CBD travel, a shuttle system is a possibility. Efforts to provide a shuttle system within the city by a private operator have not been successful due to lack of riders. If the user demand for this system develops in the future, then the shuttle system could operate basically along Maryland and Forsyth in the Central Business District as shown in the map below.



**SHUTTLE BUS ROUTE**

Beyond the shuttle system for the CBD, the suggested transit routing would place twelve of the fourteen routes serving Clayton, with the exception of the express bus using Forest Park Parkway, in contact with the Central Business District along Forsyth.

## Bicycle Trail

At the present time bicycle use is essentially limited to recreational use and to local district school use. Recreational bicycle activity is primarily conducted on many streets in Clayton before and after peak traffic hours and does not in itself necessitate separate paved bikeways. Periodic reviews of school bike routes, and of the procedures followed to provide safety and convenience, should be continued. If in the future, general transportation needs become more bicycle oriented and bicycles actually develop as a significant means of transportation, serious consideration should be given at that time to the establishment of protected bikeways. A detailed survey should be conducted of the users' needs and destinations before planning the route of the bikeways.

## **Housing**

At present, there are 38 identifiable subdivisions in Clayton, all of which are devoted partially or exclusively to housing. Overall, there are 5,611 dwelling units on 707 acres of residential land or an average density of nearly 8 units per acre, indicating that the average dwelling unit is situated on 5,500 square feet of land. Future changes indicate a slight reduction in residential land use and an increase in dwelling units. The projections of 699 acres of residential land use and some 6,000 units would raise the average density from 8 to 8.6 dwelling units an acre, indicating a typical lot area of 5,100 square feet. These densities are typical of urban areas such as Clayton with its broad mixture of dwelling unit types.

To minimize the concerns relating to housing, several positive steps are proposed to upgrade housing in some areas of Clayton, while maintaining the quality of the environment. These actions, some policy in nature, other administrative, will spearhead the changes. The steps include the provision of neighborhood parks in areas devoid of such facilities, a change in land use and zoning policy to permit greater economic use and development of housing, the provision of amenities to maintain good housing and the continued enforcement of the housing code.

Clayton's single family housing inventory is presently in excellent condition. Pride in ownership, high property values, and the type of owner attracted by these dwelling units should guarantee that conscientious maintenance and capital repairs are continued for many years to come. The analysis of Clayton's single family housing market indicates that it will remain strong well into the future.

The demand for single family, however, cannot be easily met because of the lack of undeveloped land and the high value of land available for single family residential use. The multi-family housing market in Clayton is also very strong. This healthy demand in existing Clayton multi-family areas indicates that mid-density and high-density apartments are marketable in Clayton.

There are areas within Clayton, however, that because of the incidence of deterioration in some structures, where rehabilitation or replacement of existing structures with residential uses that are economically feasible and consistent with adjoining housing uses should be encouraged. These areas include portions of Old Town and the DeMun/Hi-Pointe area.

## **Community Facilities**

Complementing the residential and non-residential structures provided by the private property owner, the myriad of facilities provided by the City immeasurably contributes to the equality of the community. Importantly, the quality level of other public and quasi-public buildings aid in establishing this mood. It therefore is necessary for the City to be concerned not only with its own facilities, but with those other public and quasi-public bodies that operate structures and activities within the community.

## **Administrative Offices**

Municipal administration is conducted from City Hall, a two-story colonial type structure at 10 North Bemiston in the heart of the Central Business District. Most City operations, including a fire station, are handled from this location and currently, the library function is housed in a portion of the first floor. Police functions are housed in a City-owned facility at 227 South Central Avenue. Studies of future municipal operations have been made, indicating a need for more City office space and the relocation of library space to a new location. North of the City Hall building is situated a new Post Office building. Together, these two structures, City Hall and the Post Office, form a small complex of governmental activity. Following the departure of the library functions from the City Hall building, expanded municipal functions can satisfactorily utilize the vacated space.

## **Library**

The current library function in the City Hall will be moved to a site on the north-east corner of Maryland and Central Avenues. A new structure for library purposes will contain approximately 16,000 square feet of space, the latest library facilities, and about 70 off-street parking spaces. The new site is accessible for pedestrian and vehicular use and will serve both residential and business patrons. This public use location will aid in stabilizing residential land uses to the north and serve as a buffer from the effects of commercial land uses to the south.

## **Schools**

Currently, the School District of Clayton is operating four elementary schools. In the past few years enrollments have declined, particularly in the number of entry pupils into the lower grades. The Clayton Board of Education is continually reviewing trends to enrollments to determine the effect on school building needs and has requested municipal officials to encourage housing for families with school-age children. The City has reviewed that request of the Board of Education and has taken steps throughout this Master Plan to preserve and upgrade existing single family housing as the most practical approach to slow the trend of reducing school enrollments.

## **Other Public and Quasi-Public Community Facilities**

Other Clayton facilities serving the community are special higher educational facilities, such as Washington University, Fontbonne College, Concordia Seminary and Christian Brothers College High School. All are situated in the eastern sector of Clayton with large campuses that have a favorable physical and psychological effect on the surrounding neighborhoods.

St. Louis County Hospital, located off Brentwood Boulevard, adds spaciousness to the western portion of Clayton. The recent construction of additional buildings with parking on this site has partially minimized the heretofore open character.

The St. Louis County Government Center, containing three buildings, is located on a two block area in the center of Clayton CBD. One building contains the administrative offices of the County, another houses the County police department and the third houses the County court system. Beneath the development is a 1300-car garage with some public parking available.

St. Mary's Hospital is situated immediately beyond the corporate limits of Clayton on the south side of Clayton Road, in the eastern sector of Clayton. This facility is an expanding medical center and generates the need for parking and service facilities in an already congested area. The service area of this hospital embraces a large area and

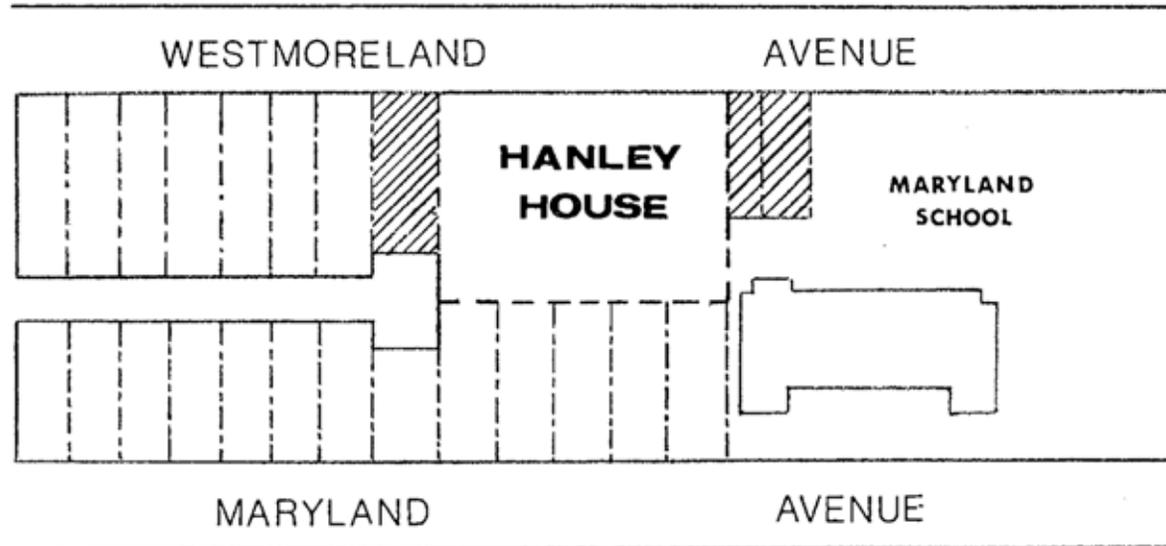
directly affects development in the communities of St. Louis, Richmond Heights and Clayton. Clayton plans in this area should consider the expanded medical services of the medical center.

The Museum of Science and Natural History, currently sited in Clayton's Oak Knoll Park, provides a cultural program of natural science and history to residents of the St. Louis metropolitan area.

### Hanley House

This historic structure, erected as a farm residence in 1855, has been authentically restored and is available to the public for viewing. As an important cultural and historic asset, it has been included in the Federal Register of Historic Sites. The Hanley House restoration is a continuing process that is enhanced by the addition of relevant artifacts. Plans envision additions to the site to include contiguous properties as they become available.

## HANLEY HOUSE DEVELOPMENT



## **Environmental Quality**

The environment of Clayton is essentially urban as borne out by statistics and when perceived at a distance. Urbanization in Clayton is mitigated greatly by the open space around its institutions, its housing, its park and boulevard system, and a heavy regard for private and public landscaping, thus achieving a suburban character throughout most of this community. Only infrequently, is the serenity of the suburban mood disturbed. Much effort and labor has been expended to maintain the landscape materials in Clayton.

Continuation of this character is the essence of the updating of the Master Plan; every effort should be extended to infuse this strong desire to maintain a quality environment as each new development project is formulated and evaluated.

## **Land**

The Master Plan proposal suggests some intensification of land use in Clayton. The intensification proposed is designed to encourage a re-utilization of land, the most valuable commodity Clayton offers, rather than to permit deterioration to germinate. Proposals for the re-utilization of land should be scrutinized carefully and required to institute amenities such as setbacks, plantings, building separations, traffic control and off-street parking to maintain and support the livability aspects of the environment.

## **Utility Systems**

In order to exercise control to solve any problems stemming from water, Clayton must join with agencies on the metropolitan level. Fortunately, the supply of water appears inexhaustible and monitoring of potential defects in the water system have succeeded in practically eliminating any inconvenience to Clayton users.

Similarly, the control of discharge water, sanitary and storm, is handled through coordination with the metropolitan level of agencies that has practically reduced any serious threat to the Clayton area.

The Metropolitan St. Louis Sewer District has analyzed the storm water sewer system in the City of Clayton and has determined that storm water problems exist in the Hi-Pointe, Tuscany Park, and Oak Knoll area as well as the Clayshire/Tanglewood area. It is anticipated that these problems will be eliminated as a result of storm water sewer construction projects now being completed in these areas.

Additional sanitary sewer projects are scheduled for the Clayton Central Business District to further improve the system.

## **Pollutants**

There are two principal pollutant threats to Clayton emanating from air and noise. The threats to the air quality and noise levels result mainly from traffic movements in and through the City. The expeditious handling of traffic will minimize the effect of these potential disturbances.



**Environmental Identity**

Clayton’s unique identity is fostered by certain selected elements, such as its distinctive street signs, traffic signals and the like. Continuation of these elements is desirable in all areas of the community. These elements include such aspects as distinctive street lighting, other lighting, trash receptacles, street signs and other signs, parking meters, benches, trees and landscaping.

The selection of these elements in public areas should reflect the mood Clayton is seeking and their placement would be dependent on distance and certain other specific requirements such as at intersection corners or transit stops. Some of these elements have specific associations and are best combined with one another. The City throughout the Central Area has been working with the Southwestern Bell System and the Union Electric System in the placement of utility facilities underground, particularly in the CBD area.

**Parks and Recreational Facilities**

The parks and recreation facilities in combination with the other facilities in the community, such as educational, cultural and historic, provide the additional dimension to successful community living. Continually responsive to community needs, the City has reviewed its park facilities in connection with future community development.

The present inventory shows that the City has some 111 acres of open space, 90 of which are used for public recreational purposes. Shaw Park is Clayton’s major park and recreational facility and has some 48 acres. Shaw Park is a well maintained, adequately supplied recreational facility, and serves the entire community. In the summer, younger children are transported to recreational activities in Shaw Park by their parents. This occasionally creates traffic and parking problems. Brentwood Boulevard, an extremely well traveled road, creates a hazard for younger unescorted children. Maryland Avenue and Forsyth Boulevard present a similar hazard. To reduce these hazards and to bring recreational areas closer to neighborhoods, a series of neighborhood parks are recommended. These include the following:

A new neighborhood park in the southwest sector of Clayton, in the Clayshire and Clayshire Ridge area.

A new neighborhood park in the south-central sector of Clayton, in the Moorlands area.

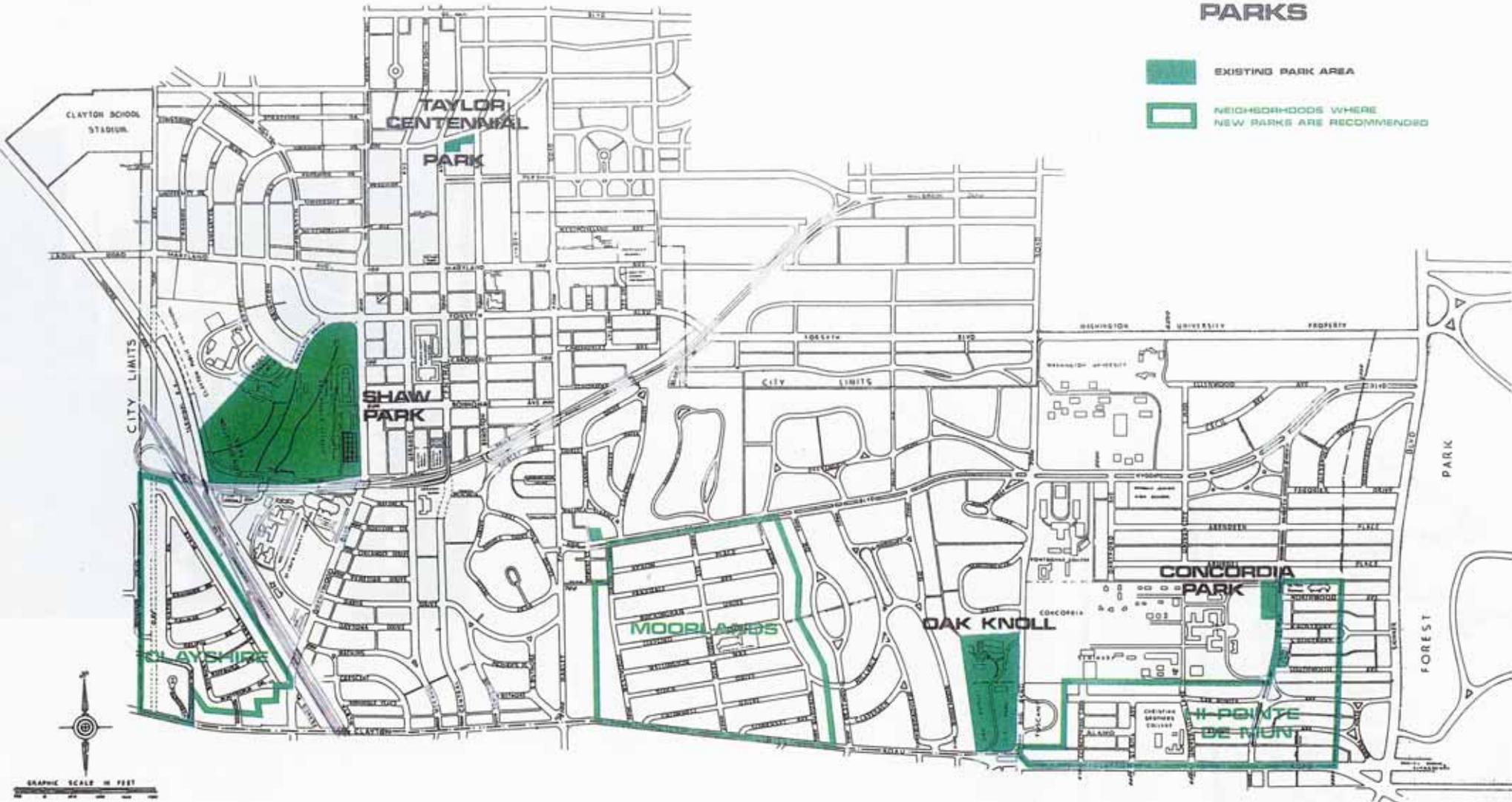
The completion of park facilities in the southeast sector of Clayton, in the DeMun/Hi-Pointe area.

Essentially, the present park and recreation space will be increased by approximately 6 acres. More importantly, however, rather than to merely create more open space, these park spaces are strategically located to be designed as recreation areas to fulfill more adequately the desires of Clayton’s citizens.

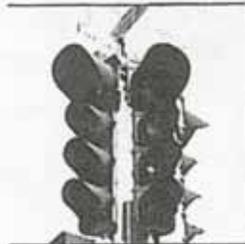
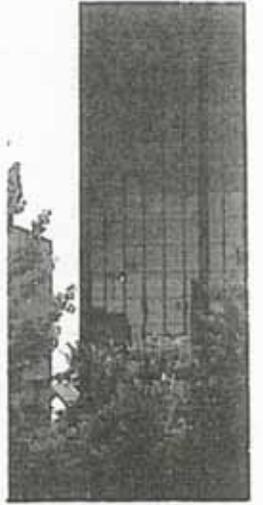
The proposed distribution of neighborhood park facilities will not eliminate the need for the fine facilities available at Shaw Park and those special activities at Clayton’s Oak Knoll Park. The City continually reviews the facilities at Shaw Park and is receptive to meet special recreational needs, as they develop. Shaw Park will continue to be the central focal point for the community recreational activities. Oak Knoll Park is owned and maintained by the City as a passive park facility and contains the Museum of Science and Natural History. The activities at Oak Knoll should continue to be limited.

# PARKS

-  EXISTING PARK AREA
-  NEIGHBORHOODS WHERE NEW PARKS ARE RECOMMENDED



GRAPHIC SCALE IN FEET



## **The Special Planning Areas**

A number of areas in Clayton have been identified for review in order to maintain and enhance their environments. The special needs of segments of Clayton have been studied in relation to the selected dimension of development.

Each area will necessitate certain specific and positive action. The development direction is indicated for each area.

### **Old Town Area (Bounded by Brentwood Boulevard, Maryland Avenue, the East and North City Limits)**

With the exception of the extension of Central Area businesses northward along Meramec from Maryland to Kingsbury, the area is comprised mainly of residences, especially single family homes. Most housing in the area is old and well maintained. Because of its immediate proximity to the CBD, the streets traversing the area handle more than normal volumes of traffic. Some properties have been neglected, perhaps in the unlikely anticipation that the City will change its policy of zoning in the area.

To maintain and protect the character of this delightful area of Clayton a number of recommendations are advocated. On the north side of Kingsbury Boulevard, between Brentwood and Meramec, it is proposed that mid-density housing be permitted and encouraged for replacement of present structures that have been neglected or found to be uneconomic to rehabilitate.

Along the east side of Brentwood, south from Kingsbury to Maryland where some low-rise mid-density housing is evident, a continuation of this type of development is proposed. In the commercial area along Meramec that extends from Kingsbury south to Maryland, mid-density housing would be permitted together with new office development. In the remainder of the "Old Town" area, the residential character should be strengthened and stabilized. The new neighborhood Taylor Centennial Park facility at Kingsbury and Central will further strengthen this desirable residential area as will the new library to the south at Maryland and Central.

**East Side of Brentwood Boulevard Between Maryland Avenue and Kingsbury Boulevard**

This north-south lineal apartment development on the east side of Brentwood provides an important transition from the commercial use along Meramec to the single family housing in Clayton Gardens. Continuation of the transitional uses, between commercial and single family uses, by permitting low-rise, mid-density residential units, is recommended. This close-in housing is an important housing resource for the Central Business Area.

**Meramec Avenue North of Kingsbury Boulevard**

This portion of the Old Town area is situated east of Brentwood Boulevard, north of Kingsbury Boulevard and borders University City on the north. On the north side of Kingsbury Boulevard, between Brentwood and Meramec, it is proposed that mid-density housing be encouraged. North of that Kingsbury frontage, the City should encourage rebuilding of the east-west alley from Brentwood to Meramec and should rebuild Meramec Avenue from Kingsbury to the north city limits. These City efforts of maintaining public facilities at a high level should prompt single family property owners to improve maintenance of private property, thereby stabilizing the housing stock on the entire block.

**Meramec Avenue From Maryland to Kingsbury**

This north-south commercial area is an extension of the activities related to the Central Business District. Many of the uses are predominately commercial offices, mainly one and two stories in height. Some professional offices are interspersed in the area and the only hotel facility north of Forsyth is situated on Meramec.

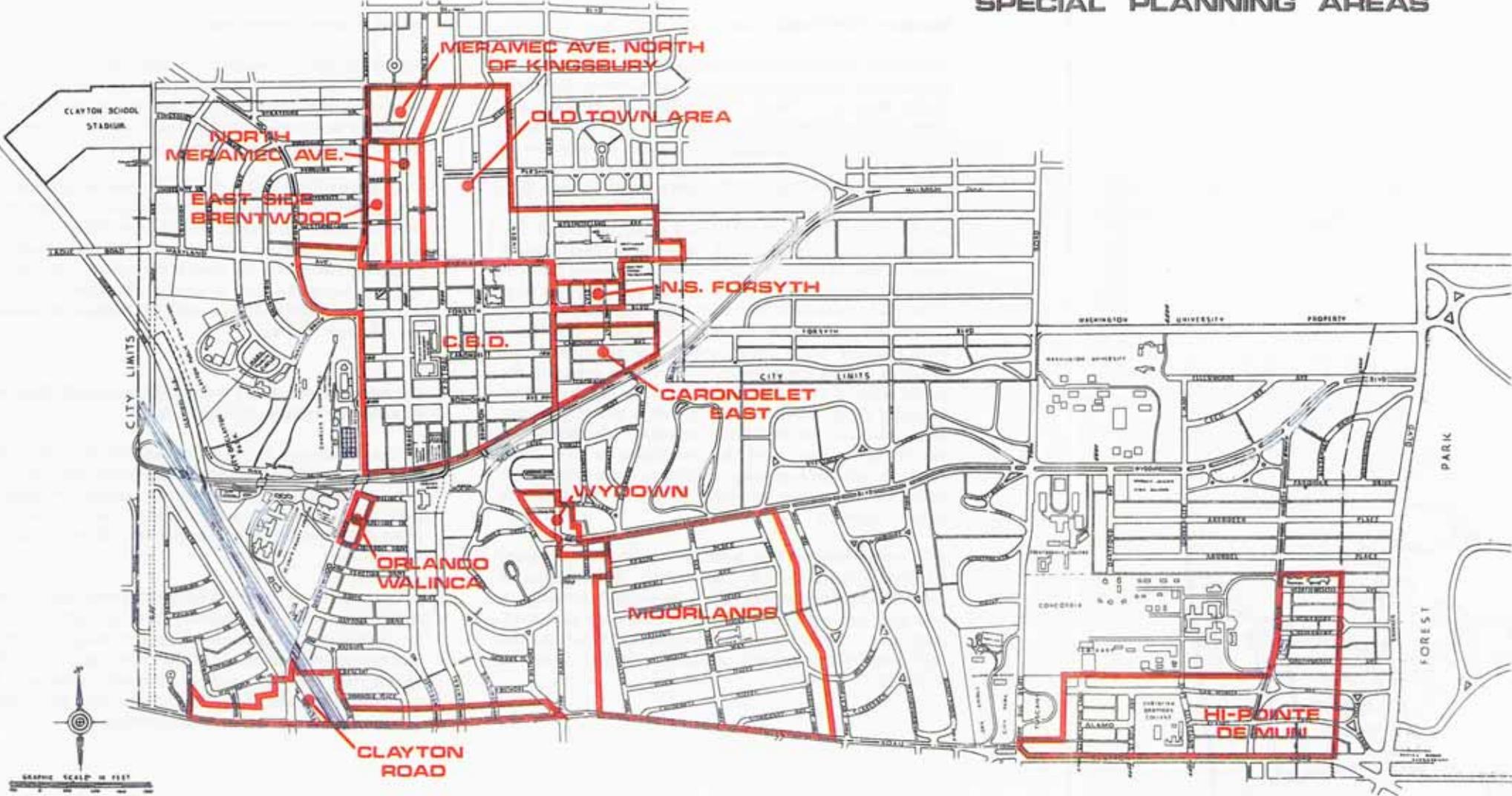
In the future, it is proposed that this area continue as a resource for new office development similar in character to existing development in the immediate area and to permit mid-density housing within the area.

**Commercial Area on the East Side of Brentwood Between Walinca and Rosaline**

This small commercial area is close to the CBD, yet isolated from the main stream of Central Area activities. The pedestrian distance from the CBD and the large volumes of traffic at peak periods influence the nature of commerce at this location.

The adjoining development and trafficways preclude the expansion of commercial use at this location. It is recommended that, in the future, mid-density housing be substituted for the present commercial.

**SPECIAL PLANNING AREAS**





#### **Moorlands Multi-Family Area**

This area is situated generally in the south central sector of Clayton with Wydown Boulevard as its northern boundary, Hanley Road on the west, Clayton Road on the south and Claverach Park Subdivision on the east. The Moorlands is served by an elementary school, Glenridge, in the center of the neighborhood. A greater part of the structures in this area were built some 40 years ago and average between 12 to 36 units. Newer structures constructed in the past 10 to 15 years are smaller, containing 6 to 8 units. In general, the structures are well maintained, although random signs of deterioration do exist. A high demand for housing exists in the area. Several buildings have been purchased by new owners who renovated them and placed units back into the housing market, usually at higher rent levels. The Moorlands formerly was a private subdivision but recently the Board of Agents and property owners have dedicated the public areas of the subdivision to the City of Clayton. An extensive public improvement program is now in progress, under direction of the City, including new sidewalks, streets, street trees, and the installation of new street lighting to provide long-range stability to the neighborhood. Costs for the project are being shared by the City and property owners.

It is recommended that housing quality be maintained through cooperative City and citizen participation in enforcement of the housing code in multi-family buildings. A new park and related recreational facilities are advocated, preferably in the vicinity of Glenridge School. Where feasible and practical, additional off-street parking should be provided.

#### **Hanley-Wydown Commercial Area**

Situated at the intersection of Hanley and Wydown, this area provides many convenient retail services to the near south central residential area of Clayton. The traffic volume on Hanley Road and Wydown Boulevard together with the limited available parking congests the area at times.

It is suggested that a cooperative program be developed to improve landscaping and general appearance of commercial buildings in this area. Opposite Wydown Boulevard on the west side of Hanley, mid-density housing should be encouraged to replace the present commercial uses. Efforts are now being directed to protect the character of the surrounding residential areas with the addition of commercial off-street parking.

#### **Commercial Area on the North Side of Forsyth Boulevard Between Lee Avenue and Hanley Road**

This is a small east-west lineal commercial area. The traffic volumes along Forsyth aided in establishing the commercial uses. The small lot depths preclude extensive commercial uses. The area provides a lineal linkage from the core of the Central Business District to the new Boyd's store and Famous-Barr.

In order to foster commercial development and to aid in traffic movement, it is proposed that the depth of existing lots be enlarged to facilitate new commercial development and the widening of Forsyth. The remainder of properties should be used for parking, properly screened, and landscaped from the adjoining residential uses on the north. Quality retail shops are to be encouraged.

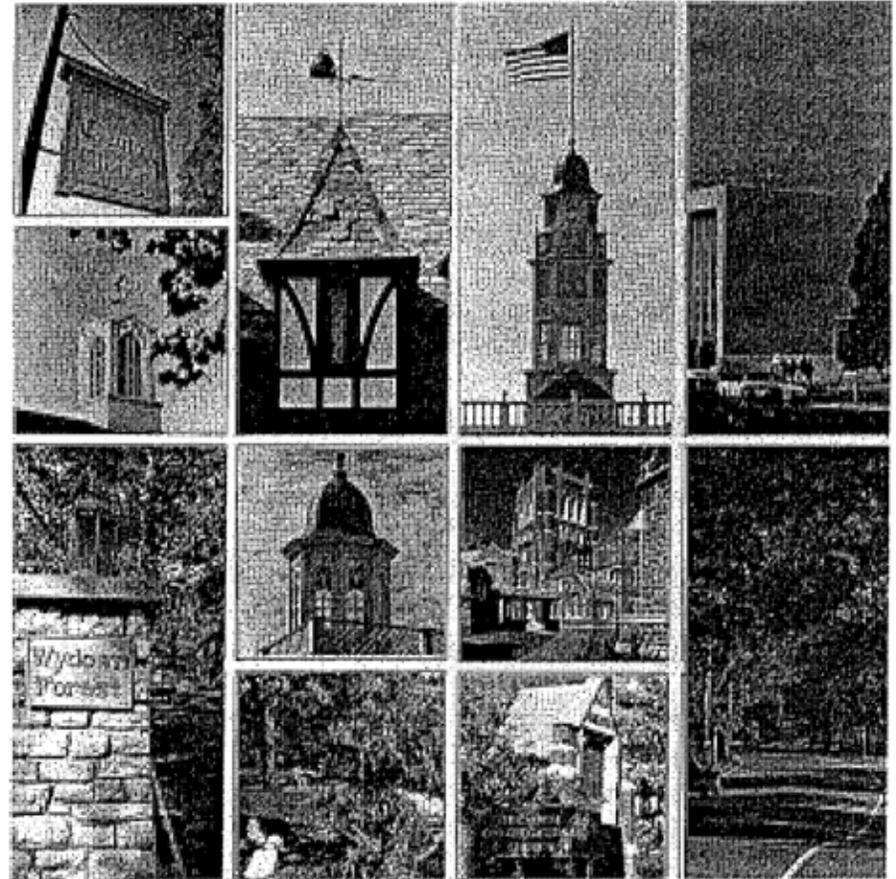
## Carondelet East

This area, east of Hanley and south of Forsyth, has as most of its southern boundary the Forest Park Parkway. The area's adjacency to the commercial uses fronting on Hanley Road and its proximity to the CBD, along with the linear commercial development on Forsyth and the Parkway on the south were definite pressures on this area for uses other than single family dwellings. In conformance with current planning, this area has been zoned for commercial and residential uses and a planned multi-use complex is in the process of development consistent with the Master Plan.

## Clayton Road Commercial Area from Hanley Road to West City Limits

This is a lineal commercial development that caters to the motorist. Most of the shops are either retail specialty stores or convenience outlets that adjoin the residential areas. There are large traffic volumes on Clayton Road, and on the intersecting streets of Brentwood Boulevard and Hanley Road. During peak traffic periods, the intersections of these streets become congested, making it difficult to use the commercial facilities.

This area provides convenience type shopping for this part of the Clayton, Richmond Heights, Ladue area. Therefore, efforts to maintain the existing commercial areas with improved landscaping and general appearance is warranted. Additional parking should be fostered where practical without impeding flow of traffic on Clayton Road.



## Hi-Pointe/De Mun Area

This area is largely residential in character and is located on the southern and eastern perimeter of Clayton's city limits. Surveys of the area's residents expressed a desire for more parking space and additional recreation facilities. Convenience retail facilities were also requested. The closely-knit area, tightly developed with generally well-maintained housing over 50 years old, presents a challenge to provide the elements requested. A number of overall improvements selectively placed, can meet the requested needs of the residents of the area.

Most important to this area is the maintenance of single family housing on Alamo and San Bonita east of DeMun, and multiple family, mid-density apartment housing on Northwood, North and South Rosebury, and Southwood.

Strict enforcement of the housing code and the requirements for tenancy permits should maintain the area as a desirable mid-density housing location for years to come. Additionally, the continued maintenance of curb, sidewalk, tree lawns, street lights, and other elements in the public sector are also important in this goal.

The convenience retail presently located along DeMun Avenue between Northwood and South Rosebury should be retained and strengthened. Cooperative efforts between the property owners and the City could accomplish this.

The City could improve the DeMun Avenue frontage by relocating the existing east curb four feet westward to provide a 15-foot wide landscaped pedestrian walkway from Southwood Avenue to Northwood Avenue, connecting the existing City park to the Ralph Captain School. At various points near the existing shops, benches, planters, and

special paving could be provided to establish small gathering areas for pedestrians and patrons to the shops. Distinctive lighting along the walkway should be considered. The store owners could contribute by renovating the exteriors of their buildings. An overall plan of these improvements should be developed by the City.

DeMun Avenue would maintain 45 degree angle parking on both sides. Upon completion of the east curb relocation, the street should be resurfaced between Southwood and Northwood and parking lanes painted on the street to maintain the maximum number of parking spaces.

It is recommended the garage accessory buildings behind the buildings at 726-734 DeMun be removed and be replaced with surface parking, either by the City or by cooperative arrangements with the property owners. At the present time, these garage buildings are not being used for off-street parking and are in only fair condition. This parking would offset a slight loss in parking along the west side of DeMun Avenue by changing from the present 90 degree parking to 45 degree parking.

The existing neighborhood park should be completed in the future by acquiring the adjacent building at the southeast corner of South Rosebury and DeMun Avenue. However, the existing shops in the building are providing a valuable neighborhood service. The building should not be removed until the demand for neighborhood shops in that building no longer exists or unless the existing shops can relocate in other buildings in the area and an adequate number of convenience shops are being provided. The added park area could be used to provide a shelter, game areas, and perhaps facilities for elderly people.

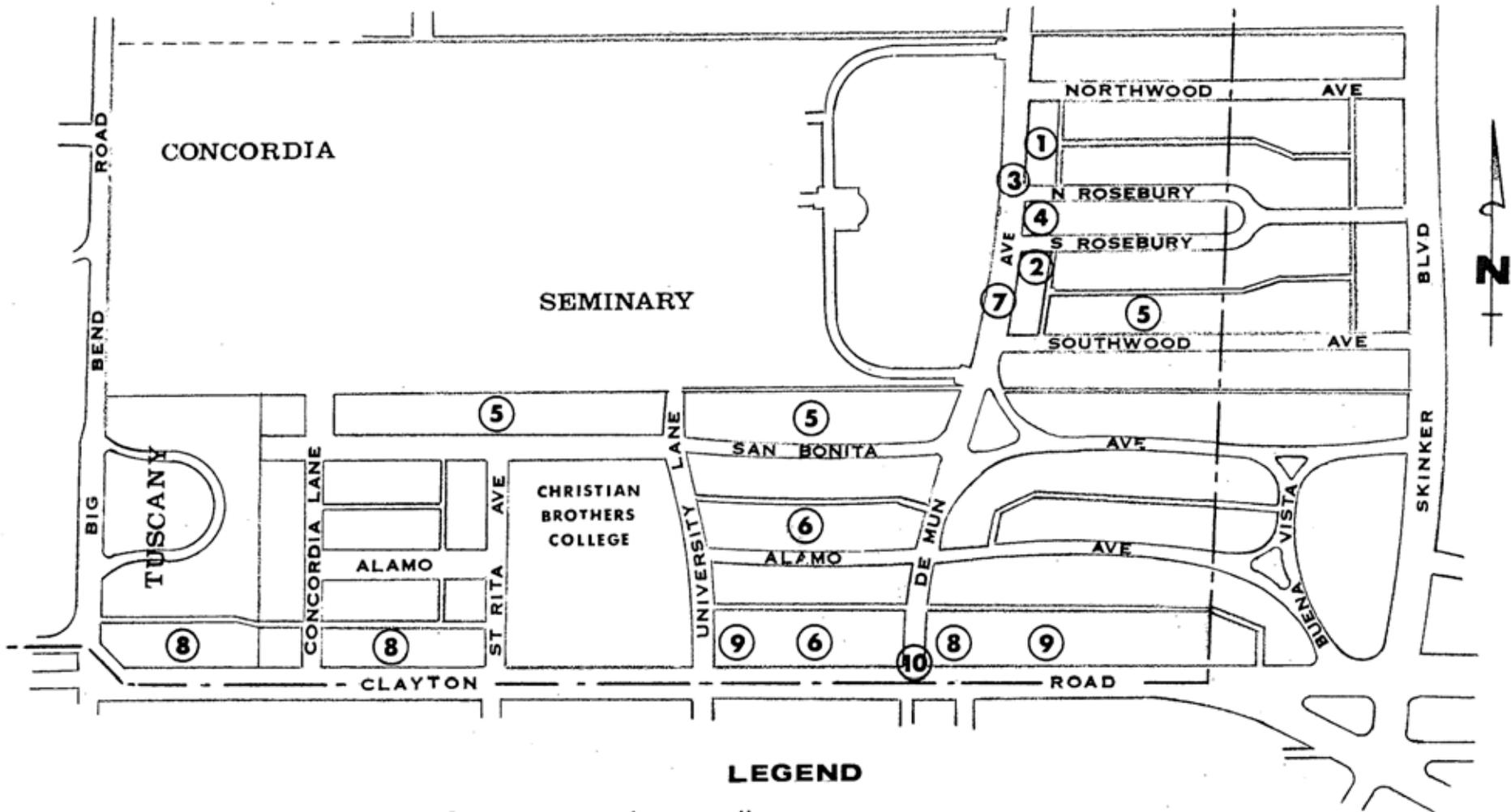
The development of the properties on the north side of Clayton Road east of University Lane has fostered a mixture of land uses. To stimulate future development of the area, a combination of actions would be appropriate. Included would be the public provision of off-street parking as properties become available along Clayton Road.

New land development should be encouraged, encompassing the 6400 block of Clayton Road and extending to the alley north of Alamo Avenue. Incentives should be provided to encourage the assembling and combination of parcels to provide for a planned mixed use development for this area.

The entrance to the Hi-Pointe/DeMun area, north of Clayton Road, should be improved with a landscaped element or appropriate structure to enhance the main entrance to the neighborhood.

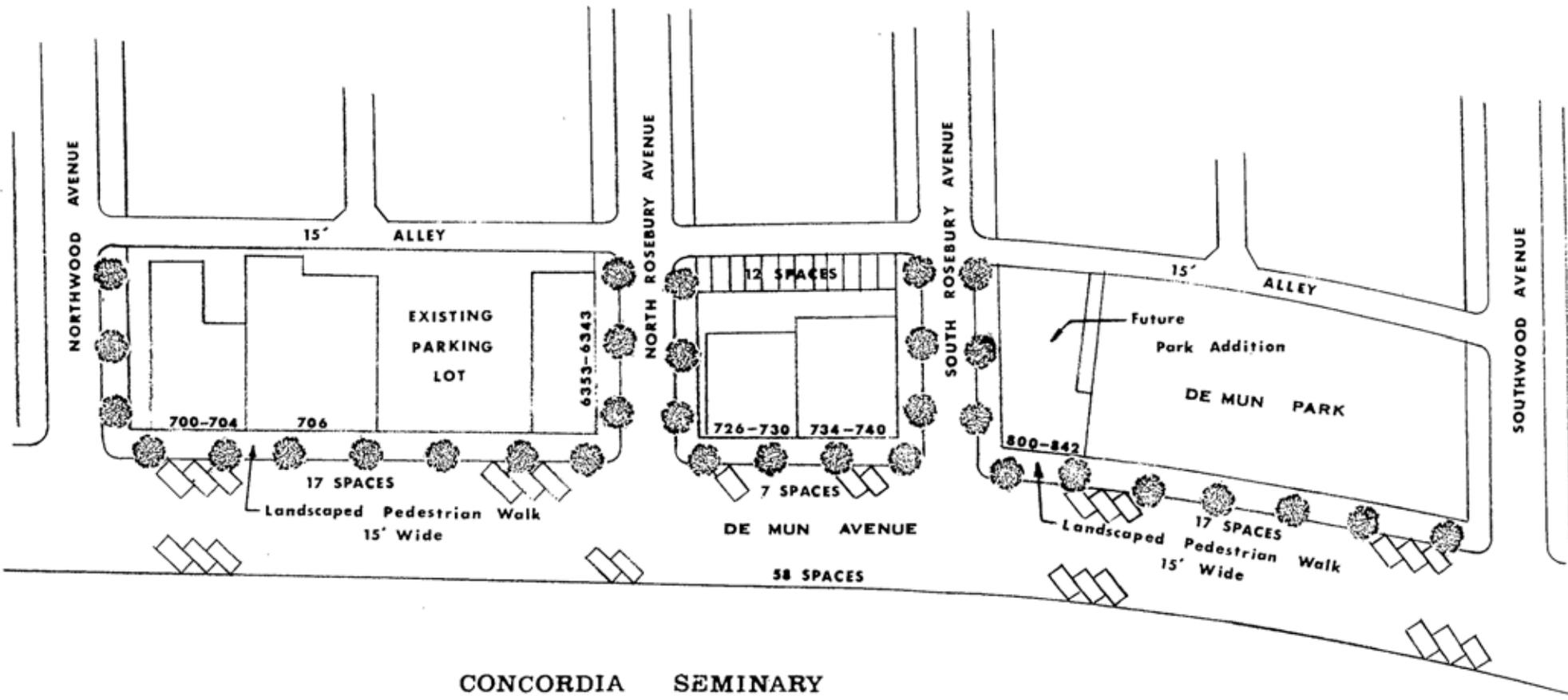
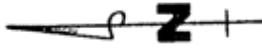
Mid-density housing should be permitted selectively in existing multi-family portions of the area when parcels are assembled or where lots are of sufficient size to provide developments with open space.

These proposals combined with the inherent quality that exists in the surrounding area with the open character of institutions, and the ready availability to major circulation routes, can aid the Hi-Pointe/DeMun area. When appropriate and feasible, an improved public transit system might be employed to link the Hi-Pointe/DeMun area to Clayton's Central Business District.



### LEGEND

1. Encourage convenience retail.
2. Future park completion.
3. Landscaped pedestrian walk from Northwood to Southwood Avenues.
4. Provide additional parking.
5. Permit selective mid-density housing.
6. Provide opportunities for planned mixed use development.
7. Resurface De Mun from Northwood to Southwood.
8. Improve commercial appearance.
9. Provide additional parking along Clayton Road.
10. Improve entrance to subdivision.



CONCORDIA SEMINARY