



Emerson Park Station

This station profile describes existing conditions around the Emerson Park 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 Emerson Park Station is located near the intersection of North 15th Street and Bowman Avenue in East Saint Louis, Illinois. The surrounding neighborhood consists largely of one- to two-story single-family homes and low-density, two-story apartments. A mixed office/retail building near the station is one of the first commercial properties to develop in the area. A new senior housing development containing approximately 76 units, community space, and ground-floor retail is currently under construction.

The quarter-mile station area covers 330 lots on 31 blocks, with a total assessed value of \$2,879,228. County assessments for Bi-State properties are unavailable, and thus not included in this total. There are three Park-Ride Lots surrounding the MetroLink Station, totaling 14 acres and containing 816 parking spaces.

Regional Accessibility by Transit

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

- **#06 Rosemont-Fairmont City MetroBus**
 - East St. Louis
 - Connection to multiple schools
 - JJK Center and Washington Park MetroLink
- **#08 Alta Sita MetroBus**
 - Touchette Regional Hospital
 - East St. Louis
 - Centreville
- **#09 Washington Park MetroBus**
 - East St. Louis
 - Forest Boulevard
 - JJK Center MetroLink
- **MetroLink (RED LINE)**
 - Scott Air Force Base (30 minutes)
 - Delmar Loop (27 minutes)
 - Lambert International Airport (42 minutes)
- **MetroLink (BLUE LINE)**
 - Clayton (32 minutes)
 - Richmond Heights (34 minutes)
- **MetroLink (RED AND BLUE LINE)**
 - Downtown (10 minutes)
 - Central West End (22 minutes)

As can be seen in Table 1 below, the Emerson Park Station generates close to the average number of boardings for a MetroLink Station in Illinois, though substantially less than the system-wide average.

Table 1: Average MetroLink Boardings Estimates*

	Total Monthly Boardings	Average Daily Boardings	
		Weekday	Weekend
METROLINK STATION AVERAGE	36,500	1,360	830
ILLINOIS STATION AVERAGE	23,500	880	520
EMERSON PARK METROLINK STATION	22,500	880	410

*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 nearly 45% of residents between the ages of 25 and 64, and a third under the age of 17. A considerable percentage of the population is over the age of 65. Nearly three-fourths of these residents have a high school diploma, but only 10.5% have a college or graduate degree. Ninety percent of the households make less than \$50,000 per year and nearly a quarter of individuals live below the federal poverty line.

Table 2: Demographics

Population		Population		Income		
Acres	608.12	Age		Persons in poverty	24.2%	
Population	2056	0-17	30.7%	Household income		
Density (persons/acre)	3.4	18-24	9.5%		\$0-9,999	24.9%
Sex		25-34	10.0%	\$10,000-14,999	12.4%	
		35-64	34.1%	\$15,000-24,999	22.8%	
Male	40%	65+	15.7%	\$25,000-49,999	30.3%	
Female	60%			\$50,000-74,999	4.9%	
Source: 2005-2009 American Community Survey, US Census Bureau *Education statistics apply to persons age 25 or older.		Education*		\$75,000-99,999	4.8%	
		No diploma	15.7%	\$100,000+	0.0%	
		High school	73.9%	Household size		
		College degree	10.5%		1	40.4%
		Graduate degree			2	27.7%
		3	20.4%			
		4	2.0%			
		5+	9.4%			

Table 3 provides data on housing units and modes of travel. The half-mile station area has an average residential density of 1.99 dwelling units per acre. Two-thirds of the area's housing units were built after World War II, and a full quarter were built after 2000. As of 2009, 74% of the 1,213 housing units are occupied, and the majority of those occupants are renters. Ninety-five percent of the owner-occupied units were valued less than \$100,000, and over two-thirds of rental units were priced under \$500. One-quarter of households don't own a car, and 10.5% use transit to get to their jobs.

Table 3: Housing and Transportation

Housing			Housing			Transportation	
Housing Units			Owner-occupied housing values			Zero-vehicle households	24.1%
Total units	1,213		< \$100,000	370	94.6%	% of owner-occupied	16.6%
Density (DUs/acre)	1.99		\$100,000-199,999	9	2.3%	% of renter-occupied	29.8%
Occupied	901	74.3%	\$200,000-299,999	0	0.0%	Workers*	611
Owner-occupied	391	43.4%	\$300,000-499,999	12	3.1%		
Renter-occupied	510	56.6%	\$500,000+	0	0		
Vacant	312	25.7%	Rental prices			Means of commute*	
Housing Age			\$0-100	14	2.7%	Drives alone (SOV)	72.3%
Pre-1940s	383	31.6%	\$100-499	294	68.4%	Carpool	14.4%
1940s-1990s	498	41.1%	\$500-749	120	23.5%	Transit	10.5%
2000s	332	27.4%	\$750-999	82	16.1%	Bicycle	0.5%
						Work at Home	2.3%

Source: 2005-2009 American Community Survey, US Census Bureau **Workers* refers to persons age 16 or over who self-identified as being employed.

As described in Table 4, there are 56 firms and agencies employing 688 people within a half-mile of the Emerson Park Station. Nearly a third of those jobs are in the construction industry, but other sectors providing a considerable number of jobs include wholesale trade and educational services.

Table 4: Employment, Half-Mile Radius

NAICS	Industry	Firms	Jobs	NAICS	Industry	Firms	Jobs
23	Construction*	6	216	61	Educational Services	4	125
42	Wholesale Trade	3	131	62	Health Care & Social Assistance	5	43
44-45	Retail Trade	5	13	71	Arts, Entertainment, and Recreation	1	4
48-49	Transportation & Warehousing	3	14	72	Accommodation and Food Services	2	8
51	Information	1	8	81	Other Services	15	52
53	Real Estate, Rental & Leasing	4	24	92	Public Administration	2	34
54	Professional, Scientific, Technical Services	1	4	99	Unclassified	1	3
56	Administrative & Support, Waste Mngmt & Remediation Srvc	3	9		Total:	56	688

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



A - North of Bowman Avenue: Most of the northern portion of the station area is within a residential neighborhood of 1-2 story single-family homes. There are also a few multifamily apartments and a considerable amount of vacant land in the area.



B - West of 15th Street, between Bowman and Exchange Aves: These blocks are developed with the Central City Apartments complex, a newer 2-story garden apartment complex adjacent to the station. There is another small complex of 2-story apartments west of 13th Street.



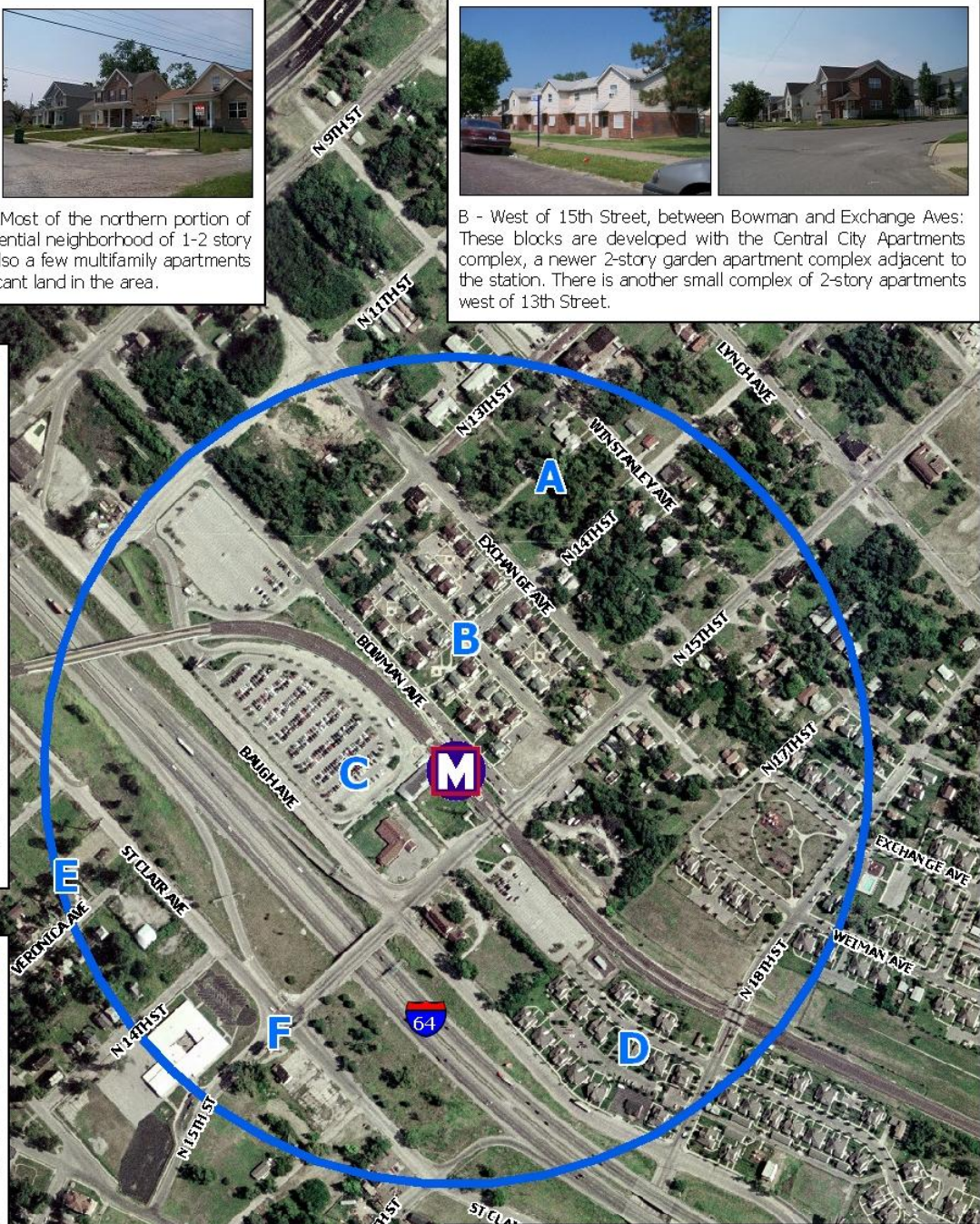
C - Surrounding the MetroLink Station: There are two churches and three large Park-Ride Lots, containing a total of 816 spaces, immediately surrounding the station.



E - South of St. Clair Ave: Most of the station area south of Saint Clair Avenue is a residential neighborhood of 1-2 story single-family homes. There are also numerous vacant lots.



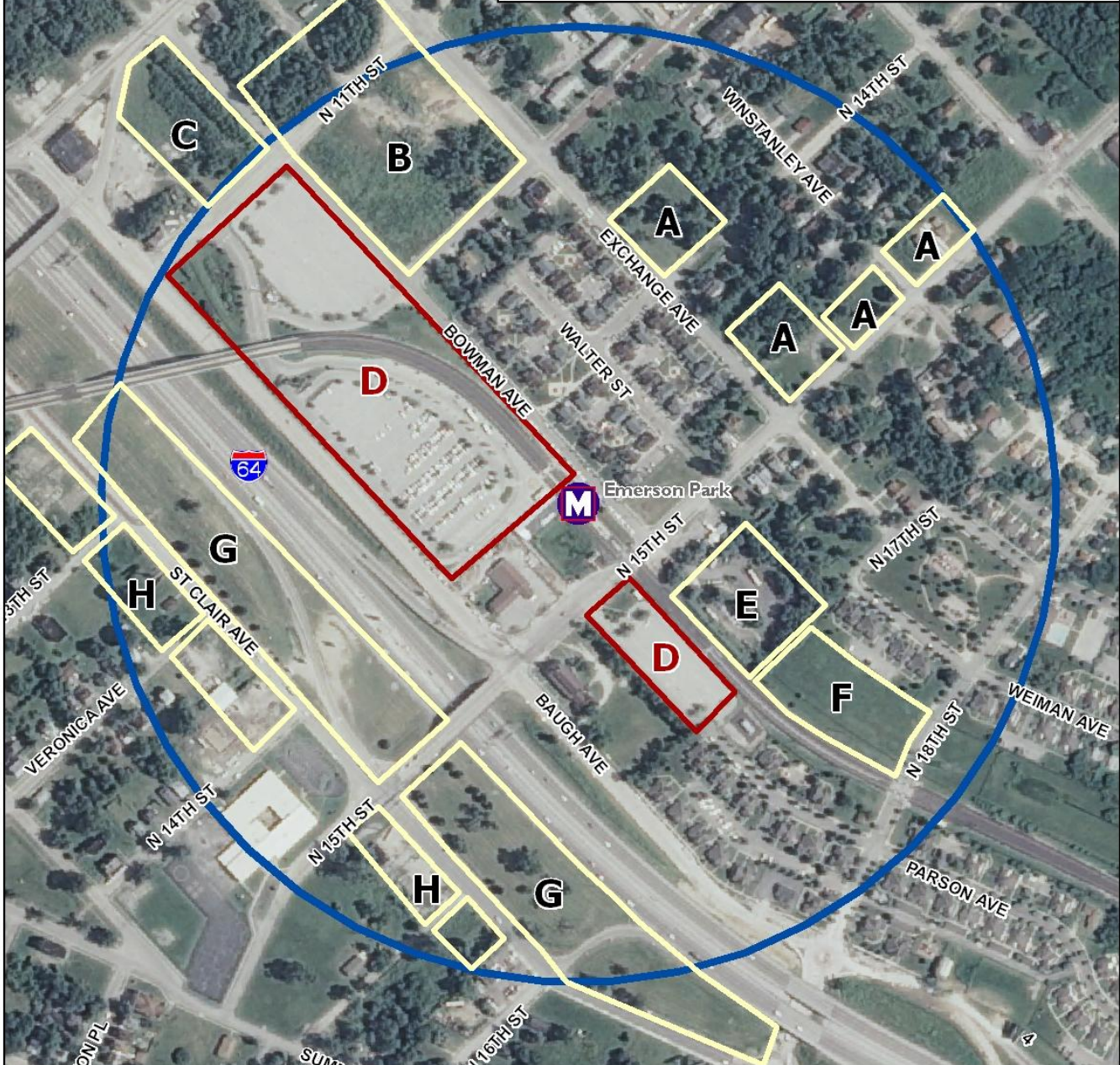
F - Saint Clair Ave at 15th Street: This intersection contains a few occupied and vacant 1-story commercial structures, as well as a high school.



D - East of 15th Street, south of MetroLink rail line: These blocks contain the Parson's Place development, a newer residential complex of 1-2 story apartment units, shared open spaces, community facilities, and shared parking.

Emerson Park Station: Neighborhood Context

Emerson Park Station: Vacant Lots



Area	Area Description	Ownership	Zoning	# Lots	Acres	Assessed Value
A	Exchange & Whitstanley between 13th & 15th	Private and St. Clair County Trustee	R-1:1-Family Res / R-3: Multi family Res	26	2.9	\$28,438
B	1100 block Bowman Avenue	Private and St. Clair County Trustee	R-1:1-Family Res / M-1: Medium Mnfr	39	4.6	\$38,611
C	900 block 11th Street	Private and St. Clair County Trustee	M-1: Medium Manufacturing	6	1.6	\$25,271
D	MetroLink Station & Park-Ride Lots	Bi-State Development Agency	R-1:1-Family Res / M-1: Medium Mnfr	9	13.9	Not Available
E	1000 block 15th Street	East St. Louis Housing Authority	M-1: Medium Manufacturing	3	1.4	\$19,572
F	1702 Weiman Avenue	Parsons Place LP	R-1: Single-Family Residential	1	2.1	Not Available
G	I-64 southern right-of-way	IDOT	C-1: Neighborhood Commercial	N/A	12.6	Not Available
H	1300-1500 St. Clair Avenue	Private and IDOT	C-1: Neighborhood Commercial	20	3.9	\$73,011

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

0 50 100 200 Feet

Zoning, Land Use Policies, and Community Plans

The quarter-mile station area is located within the City of East St. Louis. The map and table on the following pages illustrate and explain existing zoning regulations. Parcels within the quarter-mile station area are covered by one of the following zoning districts:

- R-1A: Single-Family Residential
- R-2: Single- and Two-Family Residential
- R-3: Multi-Family Residential
- C-1: Neighborhood Commercial
- C-3: Highway Commercial
- M-1: Medium Manufacturing & Industrial

Potential Development Opportunities and Issues

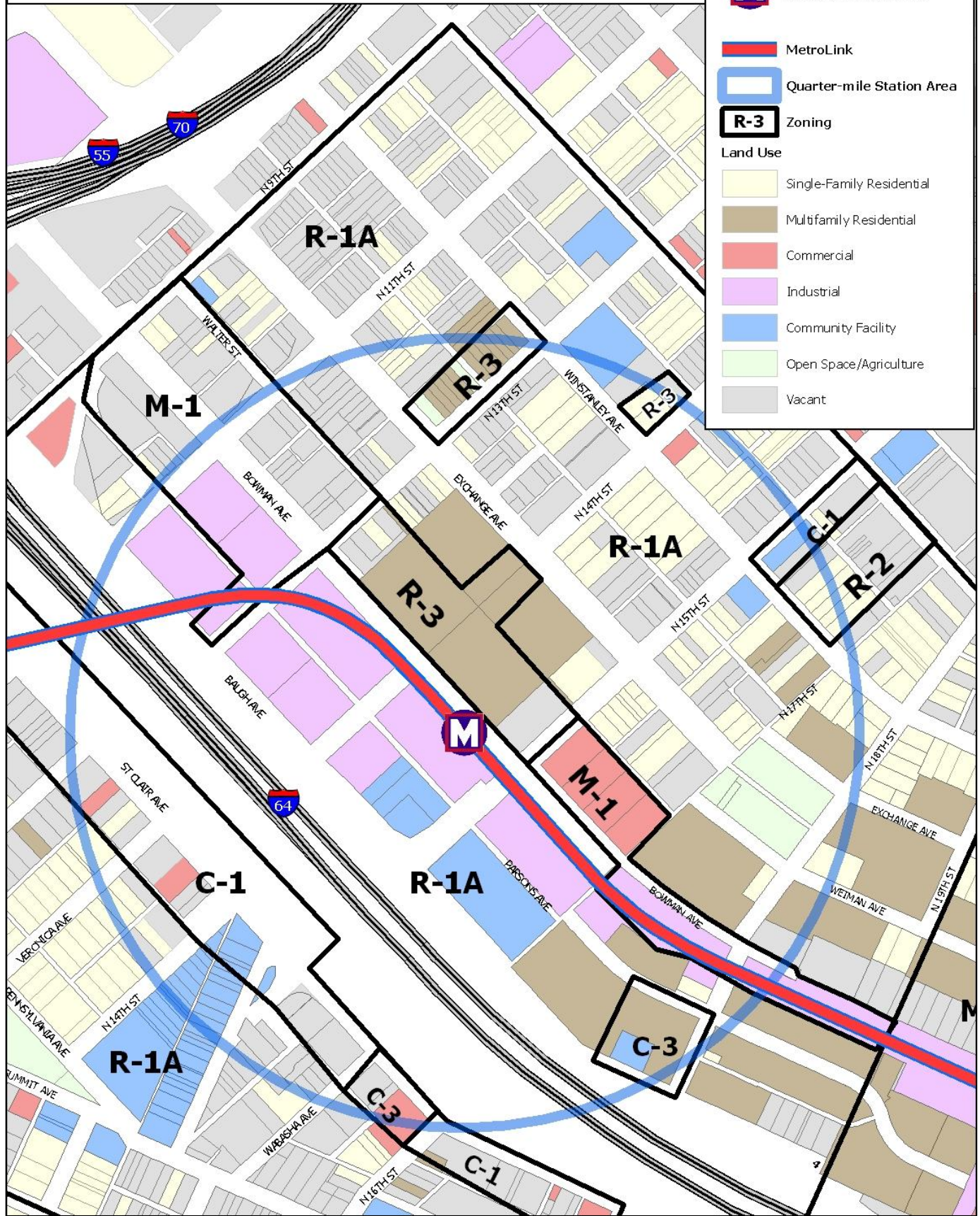
Availability of land: There is a substantial amount of vacant land within the quarter-mile station area, totaling approximately 45 acres. Metro's three Park-Ride Lots, containing 816 parking space, accounts for nearly 14 acres of that total, though some of that land is occupied by the MetroLink right-of-way. Metro may have an interest in pursuing joint development on these properties, and many of the other vacant lots are also owned by public entities.

Mobility and access: The I-64 corridor may present a significant barrier for pedestrian access to the MetroLink Station. There are pedestrian bridges over I-64 near 15th Street, but the I-64 right-of-way is very wide and requires a lengthy walk to access the station. That crossing may be an additional consideration for TOD planning and market demand south of I-64.

Zoning: For the most part, current zoning regulations within the quarter-mile station area may present barriers to TOD:

- **Mixed-use development is generally not permitted, and multi-family housing is very limited:** Most of the station area is within the R-1A District, which allows only single-family homes. There are three block fronts within R-3 District, which do allow apartment buildings up to three stories in height, but those lots are already fully developed. The C-1, C-3, and M-1 Districts allow a wide range of commercial and industrial uses, but do not allow residential development or mixed uses.
- **Low-density building heights:** Throughout the station area, both residential and commercial buildings are generally limited to heights of two or three stories. The M-1 District is the only existing district that allows a more liberal building envelope – it requires that buildings must fit within a 60' angle from adjacent street center lines – but that zoning district does not allow residential development.
- **Minimum lot and yard sizes:** Minimum residential lot sizes range from 5,000 sq. ft for single-family homes to 2,000-3,000 sq. ft. per dwelling unit for apartments. Residential lots must be at least 50' – 80' wide, and require 20' - 25' front yards and two side yards. Commercial and industrial uses in C-3 and M-1 Districts require a minimum lot size of 20,000 sq. ft., a minimum width of 75' – 100', and 25' front yards. The C-1 District does not impose any minimum lot size requirements, and requires only a 10' front yard. These minimum requirements may inhibit a more compact form of suburban TOD based on single-family homes, as well as pedestrian-oriented business districts.
- **Minimum parking requirements:** The C-3 and M-1 Districts require one parking space for every 100 sq. ft. of retail floor area. That parking threshold may be high for a transit-oriented community, and occupies lot or floor area that could be dedicated to more active, remunerative uses.

Emerson Park Station: Zoning and Land Use



M Emerson Park Station

— MetroLink

○ Quarter-mile Station Area

R-3 Zoning

Land Use

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

Table 5: Emerson Park Station: Existing Zoning Regulations

	R-1A	R-2	R-3	C-1	C-3	M-1
District Type	Single-Family Residential	Two-Family Residential	Multifamily Residential	Neighborhood Commercial	Highway Commercial	Medium Manufacturing & Industrial
Uses Permitted	1-family detached homes; utilities; churches; non-profit schools; public museums, libraries, and community centers; public parks and playgrounds	Same as R-1, plus two-family detached and semi-detached homes	All residential types; other uses as per R-1	Locally-oriented retail and services; offices; bars and restaurants; parking lots	Wide range of retail and services, department stores, offices, light industrial, and research labs	Same as C-3 plus wider range of industrial/manufacturing, offices, research labs
By Special Permit	Cemeteries	Same as R-1, plus health centers, nursing homes, large-scale developments	Same as R-2, plus hospitals, clinics, philanthropic orgs, funeral homes	Retail and services similar to those permitted; auto service; large-scale developments	Same as C-1; uses similar to those allowed as-of-right; trailer home parks	Same as C-3, except trailer home parks. Radio & TV towers.
Minimum Lot Area	5,000 sq.ft. per home	3,000 sq.ft. per dwelling	2,000 sq.ft. per dwelling	None	20,000 sq.ft.	20,000 sq.ft.
Minimum Lot Width	50'	60'	80'	None	100'	75'
Minimum Lot Depth	100'	100'	100'	None	None	150'
Maximum Building Height	2.5 stories / 35'	2.5 stories / 35'	1-2 family homes = 2.5 stories/35'; apartments = 3 stories/45'	2 stories / 30'	2 stories / 25'	Unlimited, but must be within 60' angle from R.O.W. center lines
Minimum Front Yard	25'	25'	20'	10', or 20' if abutting a residential district	25'	25', or 50' if abutting a residential district
Minimum Side Yard	2 required, 5' min each	5'	5' for buildings lower than 3 stories	None, or 20' if abutting a residential district	None, but buildings must be 50' from residential district boundaries	None, but buildings must be 50' from residential district boundaries
Minimum Rear Yard	20'	20'	20'	10', or same as required in R-districts when adjacent	20', but buildings must be 40' from R-districts	25', but buildings must be 50' from R-districts
Maximum Lot Cover	30% main building, 10% accessory building	30% main building, 10% accessory building	35% detached and row houses, 25% apartments, 10% accessory bldgs	60%	35% for all structures; may be increased to 90% when parking located off-site	75%
Parking	Residential = 1 per DU	Residential = 1 per dwelling	Residential = 1 per dwelling	Retail = 1/300 sq.ft. over 1,000 sq.ft.	Retail = 1/100 sq.ft.; industrial = 1/1,000 sq.ft. + 1/4 employees	Retail = 1/100 sq.ft.; industrial = 1/1,000 sq.ft. + 1/4 employees
Miscellaneous	R-Districts: Minimum of 250 sq.ft. of usable open space for every dwelling unit. C-Districts: Streetwalls must provide 20' open path every 400' of R.O.W. M-Districts: Open uses must be 200' from residential districts. All developments must meet City-specified performance standards for environmental impacts.					

*DU = Dwelling Unit. Generally one single-family home or apartment unit.