



Fairview Heights Station

This station profile describes existing conditions around the Fairview Heights 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 Fairview Heights Station is located in the City of Fairview Heights, but the quarter-mile station area also extends westward into the City of East St. Louis. Those two portions of the station area have different land use patterns; the western side of the station area contains a residential neighborhood of single-family homes, while the eastern side is developed mostly with commercial and light industrial uses. The Fairview Heights Station and two Metro-owned Park-Ride Lots are located near the intersection of two major corridors, Saint Clair Avenue and IL-161/94th Street. Saint Clair Avenue runs east-west through the station area and hosts a mix of land uses, including single-family homes and an industrial park. IL-161/94th Street runs north-south and has a mostly commercial and industrial character.

The quarter-mile station area covers 117 lots on 13 blocks, with a total assessed value of \$4,503,848. The two Metro-owned Park-Ride Lots total approximately 18 acres and contain 853 spaces.

Regional Accessibility by Transit

From the 5th and Missouri Station, MetroBus and MetroLink offer timely travel and direct connections to a wide range of housing, shopping, jobs, and other high-demand destinations:

- **#01 Main Street-State Street MetroBus**
 - Belleville MetroLink Station
 - St. Elizabeth Hospital
 - Fairview Heights MetroLink Station
 - East St. Louis
- **#12 O’Fallon-Fairview Heights MetroBus**
 - Highway 158 into O’Fallon
 - O’Fallon Transfer Center
 - Highway 50 into Fairview Heights
 - Fairview Heights MetroLink
 - St. Clair Square
 - Vatterott College
- **#13 Caseyville-Marybelle MetroBus**
 - IL-157 to Collinsville
 - Fairview Heights MetroLink
 - IL-15 and 163 to Alorton and Centreville
 - Madison County Transit Center-Collinsville
- **MetroLink (RED LINE)**
 - Scott Air Force Base (20 minutes)
 - Delmar Loop (37 minutes)
 - Lambert International Airport (52 minutes)
- **MetroLink (BLUE LINE)**
 - Clayton (32 minutes)
 - Richmond Heights (34 minutes)
- **MetroLink (RED AND BLUE LINE)**
 - Downtown (18 minutes)
 - Central West End (32 minutes)

As shown in Table 1 below, the Fairview Heights Station serves as an important point of entry into the MetroLink System, generating many more boardings than the average MetroLink Station.

*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
FAIRVIEW HEIGHTS METROLINK STATION	52,300	1,930	1,220

*Metro Fiscal Year July 2010 - June 2011

Demographics, Housing, and Employment

As shown in Table 2 below, 43% of residents within one half-mile of the station are between 35 and 64 years of age, and almost a quarter are younger than 18. Two-thirds of the population have at least a high school diploma, and almost one-quarter have a college or graduate degree. Household income is fairly equally distributed across income levels, with one quarter making less than \$25,000 per year; one quarter making between \$25,000 and \$50,000; a quarter making between \$50,000 and \$75,000; and another quarter making over \$75,000 per year. Five percent of individuals live below the federal poverty line.

Table 2: Demographics

Population		Population		Income		
Acres	2303.65	Age		Persons in poverty	4.9%	
Population	3114	0-17	22.5%	Household income		
Density (persons/acre)	1.4	18-24	7.5%		\$0-9,999	2.8%
Sex		25-34	9.9%	\$10,000-14,999	5.6%	
		35-64	43.8%	\$15,000-24,999	16.1%	
Male	47%	65+	16.3%	\$25,000-49,999	25.3%	
Female	53%			\$50,000-74,999	25.2%	
		Education*		\$75,000-99,999	12.6%	
		No diploma	12.5%	\$100,000+	12.4%	
		High school	64.8%	Household size		
		College degree	13.8%		1	27.0%
		Graduate degree	8.9%		2	33.3%
					3	18.9%
				4	7.4%	
				5+	13.4%	

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

*Education statistics apply to persons age 25 or older.

Table 3 provides data on housing and modes of travel. Much of the housing in this neighborhood was built between the 1940s and 1990s, but around 17% was built before World War II. Eighty-five percent of the 1,466 housing units are occupied, and three-quarters of those units are owner-occupied homes. Half of those owner-occupied units are valued less than \$100,000, 96% are valued lower than \$200,000, and 59% of rental units are priced below \$500 per month. Despite enjoying access to MetroLink and several bus routes, 93% of households own a vehicle, and only 2.7% of workers reported using transit to get to their jobs.

Table 3: Housing and Transportation

Housing			Housing			Transportation	
Housing Units			Owner-occupied housing values			Zero-vehicle households	6.9%
Total units	1,466		< \$100,000	466	52.0%	% of owner-occupied	2.8%
Density (DUs/acre)	0.64		\$100,000-199,999	397	44.2%	% of renter-occupied	17.8%
Occupied	1239	84.5%	\$200,000-299,999	14	1.5%	Workers*	1,721
Owner-occupied	897	72.4%	\$300,000-499,999	6	0.7%		
Renter-occupied	342	27.6%	\$500,000+	14	1.6%		
Vacant	227	15.5%	Rental prices			Means of commute*	
Housing Age			No cash rent	22	6.4%	Drives alone (SOV)	85.9%
Pre-1940s	242	16.5%	\$100-499	189	59.1%	Carpool	11.4%
1940s-1990s	1202	82.0%	\$500-749	101	31.5%	Transit	2.7%
2000s	22	1.5%	\$750+	30	9.4%	Bicycle	0.0%
						Walk	2.0%

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 below, there are 37 firms and agencies employing 510 people within a half-mile of the Fairview Heights Station. Over half of those jobs are in the health care and social assistance industry, but other sectors providing a considerable number of jobs include construction and public administration.

Table 4: Employment, Half-Mile Radius

NAICS	Industry	Firms	Jobs	NAICS	Industry	Firms	Jobs
23	Construction	6	98	61	Educational Services	2	16
32-33	Manufacturing	1	2	62	Health Care & Social Assistance	7	276
42	Wholesale Trade	2	12	72	Accommodation and Food Services	1	2
44-45	Retail Trade	3	10	81	Other Services	5	14
52	Finance & Insurance	2	18	92	Public Administration	3	41
53	Real Estate, Rental & Leasing	1	3	99	Unclassified	1	1
54	Professional, Scientific, and Technical Services	3	17			Total:	37
							510

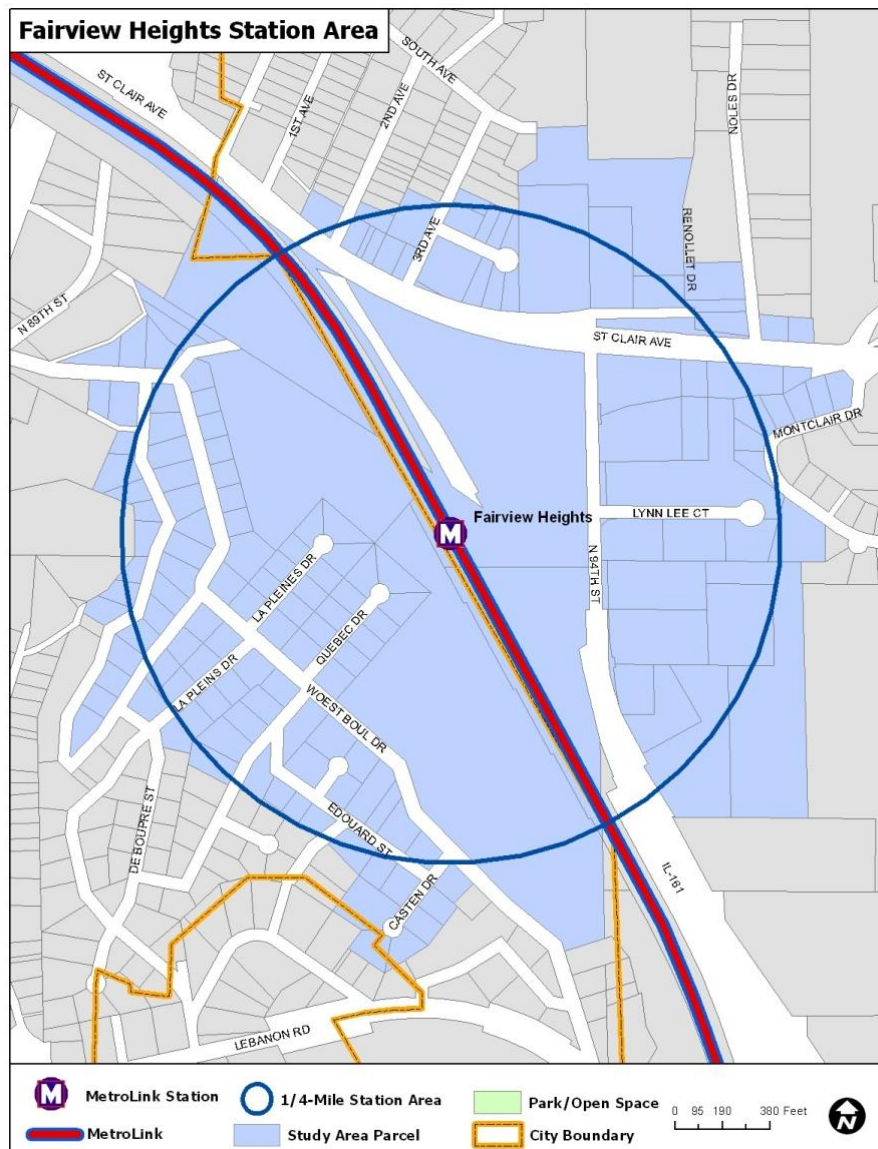
Source: ReferenceUSA, as accessed via the St. Louis County Library database.

Neighborhood Context: Summary

The Fairview Heights MetroLink Station and two Park-Ride Lots are located near the intersection of Saint Clair Avenue and IL-161/94th Street. Saint Clair Avenue runs east-west through the northern portion of the station area, and 94th Street runs north-south. The western half of the station area is within the City of East St. Louis, and primarily developed with one- and two-story single-family homes. The area north of Saint Clair Avenue, in the City of Fairview Heights, contains a mix of single-family homes and businesses. IL-161/94th Street hosts single-story retail uses, a motel complex, and a small industrial park. Half of the station area lies west of the MetroLink rail line, but there is no pedestrian access to the station across the MetroLink right-of-way.

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.

**Please note that parcel and land use data provided by St. Clair County show a planned residential subdivision along Woestboul Drive, south of the MetroLink Station, that does not yet exist. The street alignments and block formations in that area do not reflect existing conditions.*

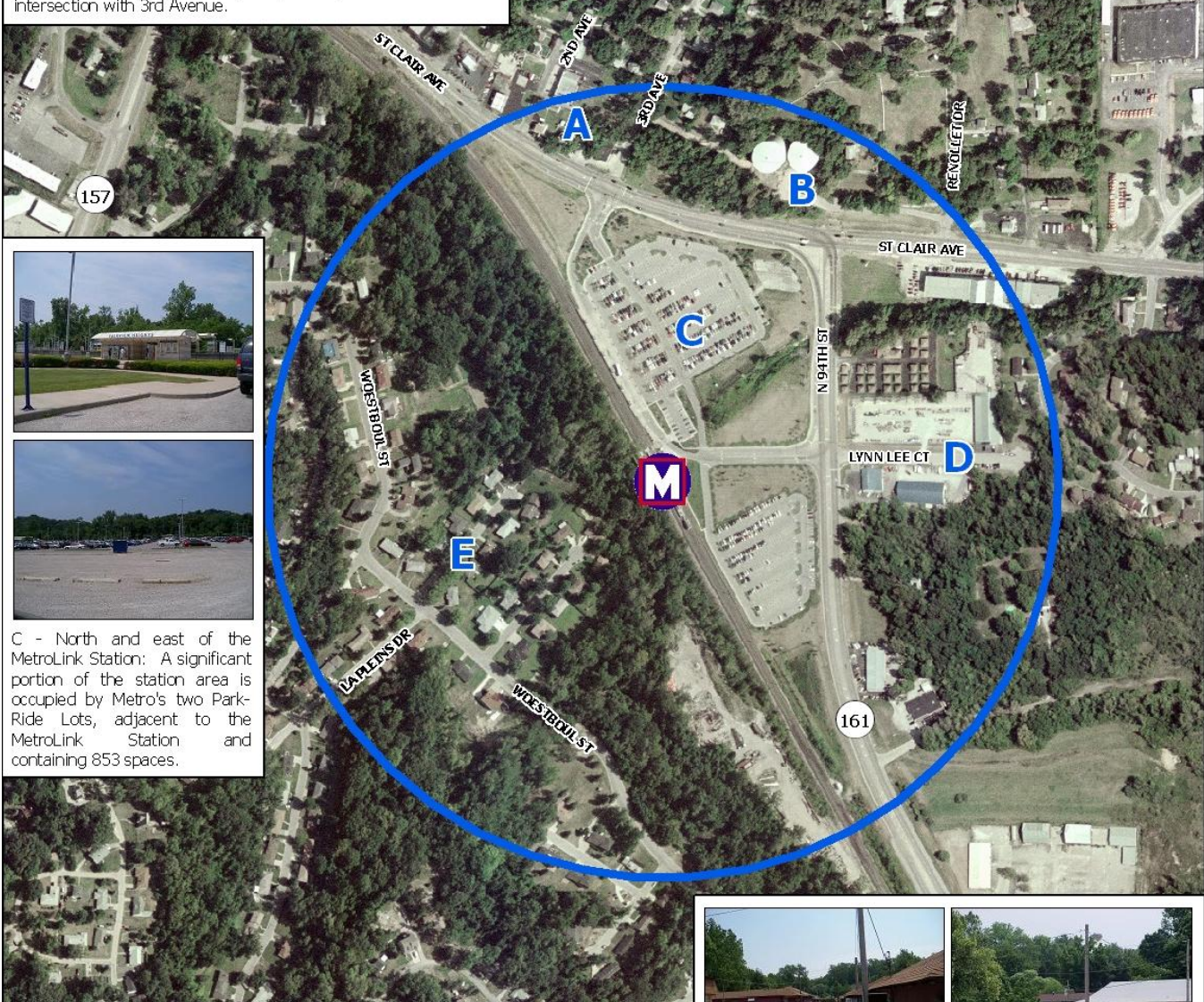




A - North side of Saint Clair Ave: This section of Saint Clair Avenue primarily hosts commercial and industrial uses, but there is a collection of 1-2 story single-family homes near the intersection with 3rd Avenue.



B - Saint Clair Ave: The northern side of Saint Clair Avenue is primarily developed with 1-story commercial and industrial uses.



C - North and east of the MetroLink Station: A significant portion of the station area is occupied by Metro's two Park-Ride Lots, adjacent to the MetroLink Station and containing 853 spaces.



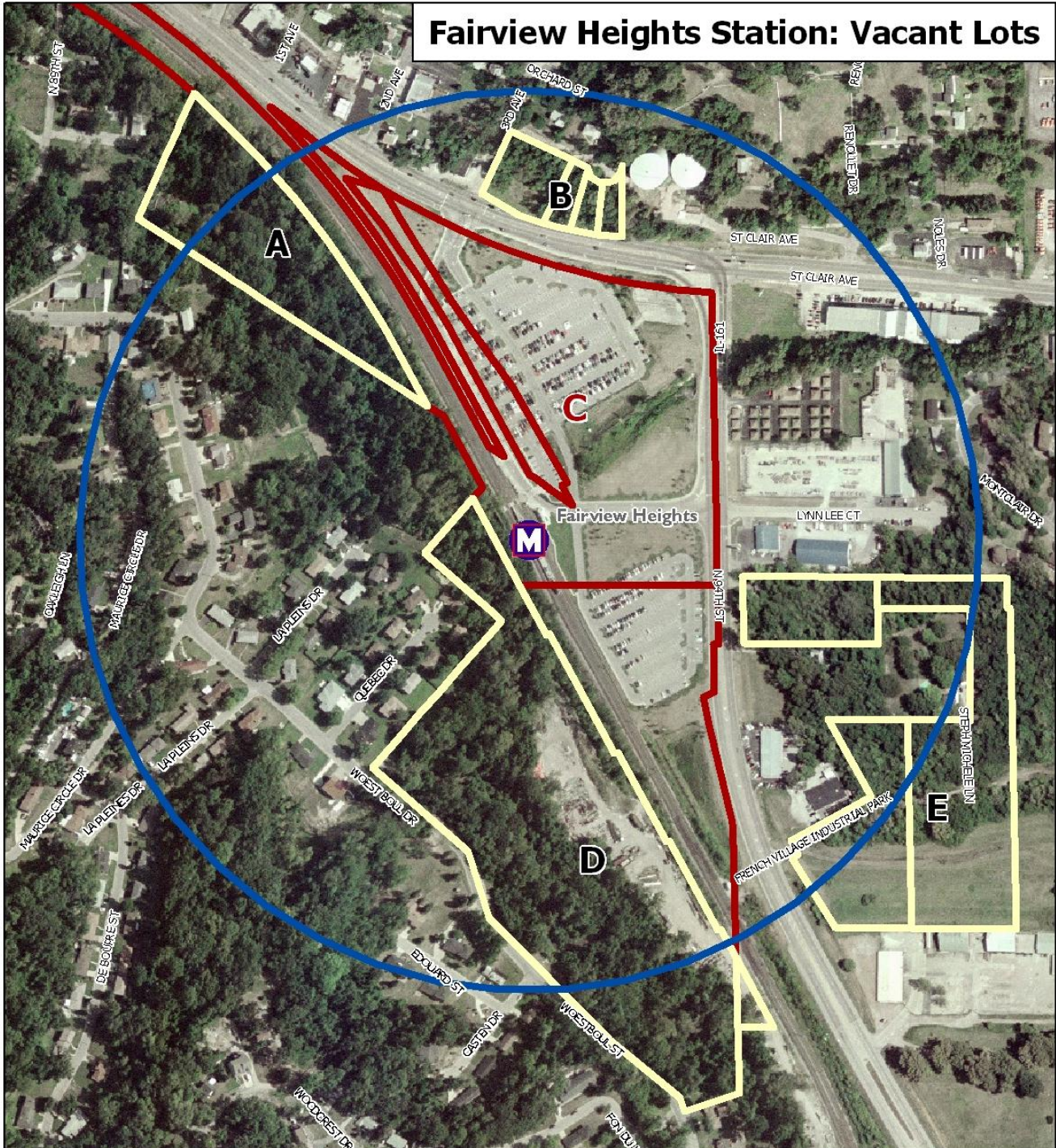
E - West of MetroLink rail line: The western portion of the station area is located in East St. Louis, and is entirely occupied by a residential neighborhood of 1-2 story single-family homes. There is no pedestrian access across the rail line to the MetroLink Station.



D - East side of IL-161: These blocks contain a variety of commercial uses. The block north of Lynn Lee Court contains a motel complex consisting of several 1-story, detached units. The southern block hosts the French Village Planned Industrial Park, which includes several 1-story commercial and wholesale uses.

Fairview Heights Station: Neighborhood Context

Fairview Heights Station: Vacant Lots



Area	Area Description	Ownership	Zoning	# Lots	Acres	Assessed Value
A	Wooded Lot West of North Metro Lot	Family Trust	PB: Planned Business District	1	5.6	\$5,083
B	9300 Orchard St at St. Clair Ave.	Multiple	R5: Single Family Residential	4	1.7	\$7,699
C	MetroLink Station & Park-Ride Lot	Metro	B3: Community Business District; PB: Planned Business District	2	18.7	\$50,467
D	Wooded Lot West of South Metro Lot	Keeley & Sons, Inc.	R-1: Single Family Residential	2	17.8	\$35,553
E	IL-161 at French Village Industrial Park	Multiple	I: Industrial	3	11.1	\$27,344

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 divided between two municipalities. The western half of the station area, west of the MetroLink rail line, is within the City of East St. Louis; the remainder of the station area is within the City of Fairview Heights. The map and table on the following pages illustrate and explain existing zoning regulations. Parcels within the City of East St. Louis are all zoned R-1: Single-Family Residential. Parcels within the City of Fairview Heights are covered by one of the following zoning districts:

- R3: Single-Family Residential
- R5: Single-Family Residential
- B1: Neighborhood Business District
- B3: Community Business District
- B4: General Business District
- PB: Planned Business District
- I: 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 52 acres. Metro's two Park-Ride Lots account for approximately 18 acres, and Metro may have an interest in joint development on that property. Some of that vacant land is slated for development as a residential subdivision in East St. Louis, and approximately 11 acres is part of the French Village Planned Industrial Park.

Mobility/access: Currently, there is no safe, formal pedestrian crossing between the MetroLink Station and the western portion of the station area.

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

- **Multi-family housing and mixed-use development are not allowed:** The western portion of the station area is within the City of East St. Louis' R-1 District, which allows only single-family homes and limited community facilities. Most of the eastern portion of the station area is within the City of Fairview Heights and zoned for commercial or industrial uses. Most of Metro's property is within Fairview Heights' PB District, which provides flexibility in site planning and building configuration, but limits development to commercial uses and public buildings.
- **Low-density building heights:** Throughout the station area, both residential and commercial buildings are generally limited to heights of two or three stories. The City of Fairview Heights' PB District may permit taller buildings with City approval.
- **Minimum lot and yard sizes:** Minimum residential lot dimensions range from 6,000 sq.ft to 10,000 sq. ft. in size and 50' – 75' in width. They also require front yards ranging from 25' to 75', depending on adjacent street types, as well as two side yards. Commercial and industrial uses require lots at least 10,000 sq. ft. – 20,000 sq. ft. in size and 80' – 100' wide, and must provide front yards measuring 75' to 115' from the adjacent street centerline; they also require substantial side yards. 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 residential zoning districts in Fairview Heights require two parking spaces per home. General retail uses require one parking space for every 200 sq. ft. of floor area, and offices require three spaces for every 1,000 sq. ft. These parking thresholds may not reflect the proximity of light rail transit, and may occupy lot or floor area that could be dedicated to more active, remunerative uses.

Table 5: Fairview Heights Station: Existing Zoning Regulations

		City of Fairview Heights							
City of East St. Louis		R-1	R-3	R-5	B-1	B-3	B-4	PB	I
District Type		Single-Family Residential	Single-Family Residential	Single-Family Residential	Neighborhood Business District	Community Business District	General Business District	Planned Business District	Industrial
Uses Permitted		Single-family detached homes	Single-family homes, government bldgs, community facilities	Same as R3	Local retail (under 2,000 sq.ft.), personal service, offices	A wide range of retail, services, and professional offices. Also allows hotels and restaurants	Similar to B3, but allows a wider range of business services, light industrial, wholesale, and warehousing	A wide range of commercial, retail, and office uses. Residential limited to accessory units for business owners	Manufacturing/ industrial; offices; auto research labs; auto repair; warehousing
By Special Permit		Agriculture, churches, other community uses	Day care, churches, other community uses	Same as R3	Day care, churches, package liquor sales	Drive-thru restaurants; auto repair; car wash; churches; day care centers; bars	Churches; restaurants; landfills; open storage yards for bulk materials	N/A	N/A
Minimum Lot Area		6,000 sq.ft.	10,000 sq.ft.	6,000 sq.ft.	10,000 sq.ft.	20,000 sq.ft.	20,000 sq.ft.	As per site plan	20,000 sq.ft.
Minimum Lot Width		60'	75'	50'	80'	100'	100'	As per site plan	100'
Minimum Lot Depth		100'	100'	100'	100'	150'	150'	As per site plan	150'
Floor Area Ratio (F.A.R.)		N/A	0.5	0.5	0.5	1.0	2.1	As per site plan	1.0
Maximum Building Height		2.5 stories / 35'	35'	35'	25'; increased by special permit	35'; increased by special permit	45'; increased by special permit	As per site plan	45'; increased by special permit
Minimum Front Yard		25'	Minimum distance from street centerline, depending on street type; ranges from 30' - 75'	Minimum distance from street centerline, depends on street type; ranges from 25' - 75'	Consistent with adjacent residential districts	Minimum distance from street centerline, depends on street type; ranges from 75' - 115'	Same as B3	As per site plan	Same as B3
Minimum Side Yard		5', no less than combined 40'	Required total = 20', minimum for either = 7.5'	Required total = 15', minimum for either = 5'	As per adjacent R-districts; minimum 25' from R districts	Total for both = 25'; minimum 25' from R-districts	Same as B3	As per site plan	Total for both = 50', minimum for either = 20'
Minimum Rear Yard		20'	25'	25'	20'	20'	20'	As per site plan	20'
Parking		Residential = 1 per dwelling	Residential = 2 per dwelling	Residential = 1 per dwelling	General retail = 1 per 200 sq.ft.; general office = 3 per 1,000 sq.ft. + 1 per company vehicle			As per use; same as B1 and I.	Industrial = Based on floor area and number of employees