



Jackie Joyner-Kersey Center Station

This station profile describes existing conditions around the Jackie Joyner-Kersey Center 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 JJK Center Station provides a transit connection to an important community facility in East St. Louis. The Jackie Joyner-Kersey Center provides numerous vital services to the City's youth and residents of the surrounding neighborhood. The JJK Center and MetroLink Station are located near the intersection of I-64 and North 25th Street, a commercial corridor running north-south through the station area. St. Clair Avenue, a major regional commercial corridor, lies just south of I-64. Most of the quarter-mile station area is occupied by the JJK Center, Jones-Hall Park, large vacant lots, and the I-64 right-of-way. A residential neighborhood of one- and two-story single-family homes is located south of St. Clair Avenue. That neighborhood is served by a commercial node at the intersection of St. Clair Avenue and North 25th Street.

The quarter-mile station area covers 178 lots on 20 blocks, with a total assessed value of \$1,387,092.

Regional Accessibility by Transit

From the Jackie Joyner-Kersey (JJK) Center Station, MetroLink and MetroBus offer connections and timely travel to a range of neighborhoods, shopping centers, jobs, and other high-demand destinations:

- **#6 Rosemont-Fairmont City MetroBus**
 - East St. Louis
 - Connection to multiple schools
 - Emerson Park and Washington Park MetroLink
- **#9 Washington Park MetroBus**
 - East St. Louis
 - Forest Boulevard
 - Emerson Park MetroLink
- **MetroLink (RED LINE)**
 - Scott Air Force Base (30 minutes)
 - Lambert International Airport (50 minutes)
- **MetroLink (RED and BLUE LINE)**
 - Downtown St. Louis (15 minutes)
 - Central West End (35 minutes)

As can be seen in Table 1, boardings at the JJK Center Station are significantly lower than the average boardings at all MetroLink stations, and about half the average boardings for other Illinois stations.

*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
JACKIE JOYNER-KERSEE CENTER METROLINK STATION	13,100	480	310

**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 40% of the population between the ages of 25 and 64, and a quarter under 17. Over one-third of residents do not possess a high school diploma, and only 3.4% have a college or graduate degree. Only 18% of the households within a half-mile of the station make more than \$50,000 per year, and a third of the individual residents live below the federal poverty line.

Table 2: Demographics

Population		Population		Income		
Acres	680.7	Age		Persons in poverty	32.4%	
Population	1,535	0-17	26.9%	Household income		
Density (persons/acre)	2.3	18-24	18.6%		\$0-9,999	30.7%
Sex		25-34	9.7%	\$10,000-14,999	8.3%	
		35-64	29.7%	\$15,000-24,999	22.0%	
Male	50.8%	65+	15.1%	\$25,000-49,999	21.2%	
Female	49.2%			\$50,000-74,999	6.3%	
<small>Source: 2005-2009 American Community Survey, US Census Bureau</small> <small>*Education statistics apply to persons age 25 or older.</small>		Education*		\$75,000-99,999	10.1%	
		No diploma	38.5%	\$100,000+	1.3%	
		High school	58.1%	Household size		
		College degree	1.0%		1	42.5%
		Graduate degree	2.4%		2	27.2%
		3	8.5%			
		4	14.3%			
		5+	7.5%			

As shown in Table 3 below, the half-mile station area has an average residential density of 1.4 housing units per acre. Half of the housing stock was built between the 1940s and 1990s, with 6.2% built since 2000. The occupied housing stock is split almost evenly between rental and owner-occupied units, and the overall vacancy rate is 27%. This housing stock is comparatively affordable, with nearly all owner-occupied units being valued less than \$100,000, and three-fourths of rental units priced below \$500 per month. It is also a very transit-supportive neighborhood; where one-quarter of households don't own a car, 25.6% use transit for their daily commute, and 7.2% walk to work.

Table 3: Housing and Transportation

Housing			Housing			Transportation	
Housing Units			Owner-occupied housing values			Vehicle Availability	
Total units	932		< \$100,000	350	97.5%	Zero-vehicle households	26.2%
Density (DUs/acre)	1.4		\$100,000-199,999	0	0%	Owner-occupied	22.3%
Occupied	638	73.3%	\$200,000-299,999	9	2.5%	Renter-occupied	30.6%
Owner-occupied	359	52.6%	\$300,000-499,999	0	0%	Workers*	512
Renter-occupied	324	47.4%	\$500,000+	0	0%		
Vacant	249	26.7%	Rental prices			Means of commute*	
Housing Age			No cash rent	0	0%	Drive alone (SOV)	54.1%
Pre-1940s	358	38.4%	\$0-100	0	0%	Carpool	4.7%
1940s-1990s	516	55.4%	\$100-499	239	73.8%	Transit	25.6%
2000s	58	6.2%	\$500-749	85	26.2%	Motorcycle	0%
			\$750-999	0	0%	Walk	7.2%
			\$1000-1499	0	0%	Other	0%
			\$1500+	0	0%	Work at Home	8.4%

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 JJK MetroLink Station there are 27 firms and agencies employing 316 people. The vast majority of these jobs fall into the health care and social assistance sectors. Other sectors providing a considerable number of jobs include educational services, construction, and manufacturing.

Table 4: Employment, Half-Mile Radius

NAICS	Industry	Firms	Jobs	NAICS	Industry	Firms	Jobs
23	Construction	3	32	56	Administrative & Support, Waste Management & Remediation Services	1	3
31-32-33	Manufacturing	2	31	61	Educational Services	2	53
42	Wholesale Trade	2	13	62	Health Care & Social Assistance	2	126
44-45	Retail Trade	4	12	71	Arts, Entertainment, and Recreation	1	9
48	Transportation & Warehousing	2	8	72	Accommodation and Food Services	4	15
52	Finance & Insurance	1	1	81	Other Services	2	3
54	Professional, Scientific, Technical Services	1	10		Total:	27	316

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

Neighborhood Context: Summary

The JJK Center Station provides a transit connection to an important community facility in East St. Louis that provides numerous vital services to the City's youth and residents of the surrounding neighborhood. The JJK Center and MetroLink Station are located near the intersection of I-64 and North 25th Street, a commercial corridor running north-south through the station area. St. Clair Avenue, a major regional commercial corridor, lies just south of I-64. Most of the quarter-mile station area is occupied by the JJK Center, Jones-Hall Park, large vacant lots, and the I-64 right-of-way. A residential neighborhood of one- and two-story single-family homes on relatively narrow lots is located south of St. Clair Avenue. That neighborhood is served by a commercial node at the intersection of St. Clair Avenue and North 25th Street.

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 I-64, west of North 25th St.: Most of the station area is occupied by the Jackie Joyner-Kersey youth center. The 1-2 story building and the surrounding property to the west and northeast contain recreational and athletic facilities.



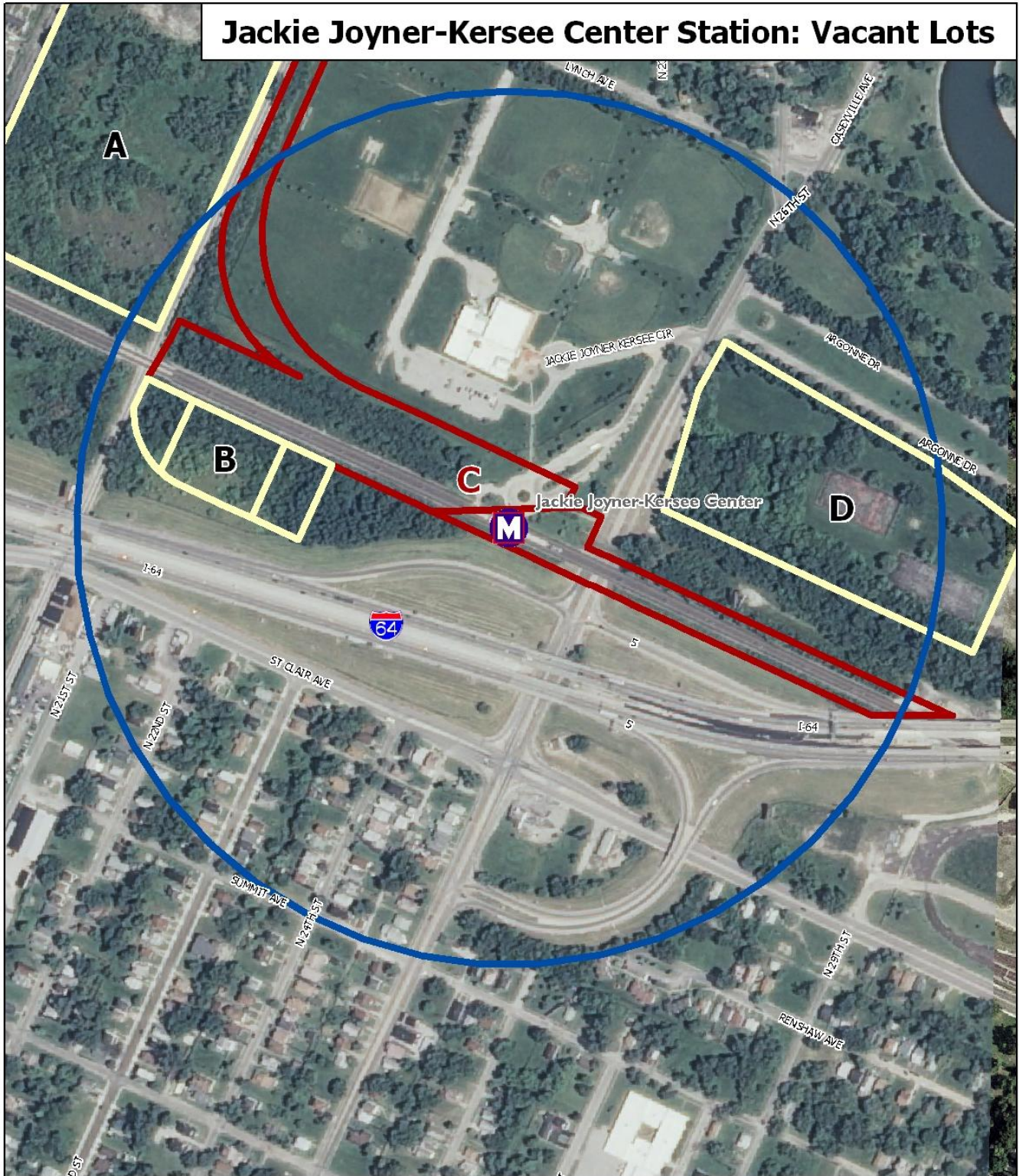
B - South of I-64, between North 21st and North 25th Streets: Most of the southern portion of the station area is developed with 1.5-story, single-family homes on 30'-50' wide lots. Parking is generally provided in driveways and garages in rear yards.



C - South of I-64, west of North 21st St. and east of North 25th St.: The residential neighborhood south of St. Clair Avenue transitions into 1-story commercial and industrial uses at North 21st and North 25th Streets. Most uses provide surface parking lots. There are also a number of vacant lots.

JJK Center Station: Neighborhood Context

Jackie Joyner-Kersey Center Station: Vacant Lots



A	Vacant Lot West of JJK Center	Excalibur Realty Company	M2: Heavy Manufacturing & Industrial	1	17.5	\$12,587
B	Vacant Lots between MetroLink Rail & I-64	N/A	M1: Medium Manufacturing & Industrial	3	3.3	\$0
C	MetroLink Station and Right of Way	Metro	C3: Hwy Comm.; M1: Med. Mfg. & Ind.; M2: Heavy Mfg. & Ind.	2	12.7	\$0
D	Vacant Lot East of JJK Center	East St. Louis Park District	PRK: Park; C3: Highway Commercial	1	11.8	\$0

○ 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 JJK Center Station. The station area is entirely within the City of East St. Louis, and all lots are covered by one of the following zoning districts:

- R-1A: Single-Family Residential District
- R-3: Multi-Family Residential District
- C-3: Highway Commercial District
- M-1: Medium Manufacturing & Industrial District
- M-2: Heavy Manufacturing & Industrial District

Potential Development Opportunities and Issues

Availability of land: There is a substantial amount of vacant land within the quarter-mile station area. There are four large lots or concentrations of vacant lots totaling 45 acres. These lots may offer considerable opportunity for new development. However, some of this unoccupied land is excess property along the MetroLink right-of-way, and some of it is part of Jones-Hall Park. New or infill TOD around the JJK Center Station will largely depend on development of vacant lots and any plans the JJK Center may have for its property.

Zoning: Existing zoning regulations within the quarter-mile station area largely match the current development pattern. **Existing zoning may support an industrial and commercial form of transit-oriented development, but would likely present difficulties for residential and mixed-use TOD:**

- **Mixed uses are generally not permitted, and multi-family residential development is very limited:** All of the land north of St. Clair Avenue is within a C-3, M-1, or M-2 District, allows a wide range of commercial, industrial, and retail uses, but does not permit residential development. The residential area south of St. Clair Avenue is mostly within an R-1A District, which allows only single-family homes. A few lots adjacent to I-64 on/off ramps are zoned R-3: Multi-Family Residential, but most of those R-3 Districts are outside the quarter-mile station area, and those lots within the station area are already occupied.
- **Minimum lot and yard sizes:** The R-1A Single-Family Residential District requires a minimum lot size of 5,000 sq. ft., a width of 50', and front yards at least 25' deep. The C-3 and M-1 Districts require minimum lots of 20,000 sq. ft. and 75'-100' wide, as well as 25' front yards. The M-2 District requires lots of at least 50,000 sq. ft. and 100' wide, also with 25' front yards. The established minimum lot widths may pose difficulties for a more compact design for single-family neighborhoods and pedestrian-oriented business districts.
- **Low-density building envelopes:** The residential and commercial districts within the station area set a maximum building height of 2-3 stories. The M-1 and M-2 Districts allow a much more flexible building envelope – buildings must be lower than a 60' angle from adjacent street centerlines – but do not allow residential or mixed-use development.
- **Minimum parking requirements:** The residential districts generally require one parking space per dwelling unit. The commercial and industrial districts require one parking space for every 100 sq. ft. of retail floor area, which may be high for transit-supportive development, and occupies lot and floor area that could be dedicated to more active, remunerative uses.

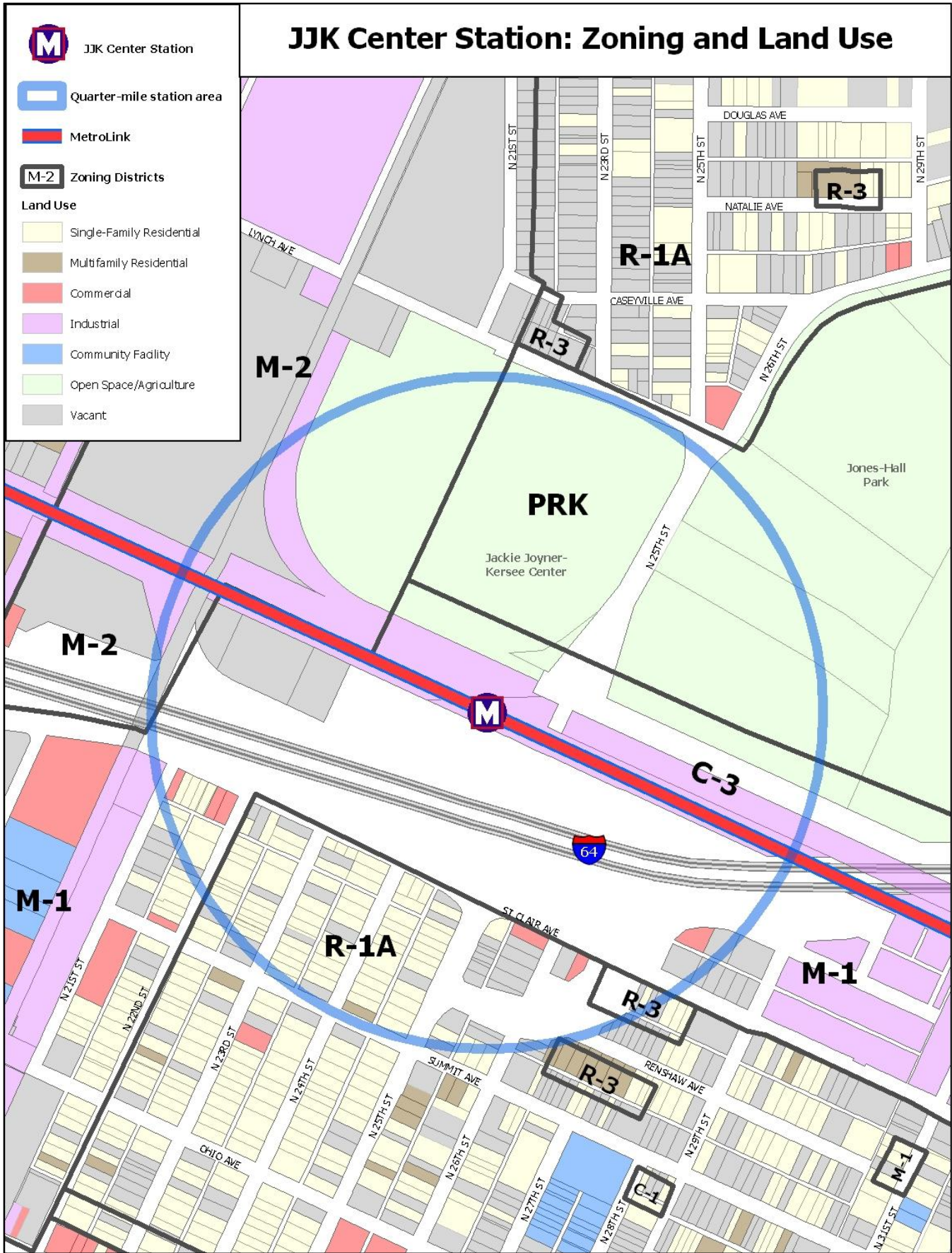


Table 5: Jackie Joyner-Kersey Center Station: Existing Zoning Regulations

District Type	R-1A	R-3	C-3	M-1	M-2
	Single-Family Residential	Multifamily Residential	Highway Commercial District	Medium Manufacturing & Industrial	Heavy Manufacturing and Industrial
Uses Permitted	1-family detached homes; utilities; churches; non-profit schools; public museums, libraries, and community centers; public parks and playgrounds	All residential types; other uses as per R-1	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	Wide range of manufacturing and industrial uses; research labs; warehousing; wholesale; supporting retail and services; museums; libraries; community centers; parks and playgrounds; rail yards, terminals, and freight facilities; grain elevators; brewing and distilling; primary goods manufacture and raw materials processing, located 200' from residential districts; slaughterhouses
By Special Permit	Cemeteries	Large-scale developments, health centers, nursing homes, hospitals, clinics, philanthropic orgs, funeral homes, cemeteries	Retail and services similar to those permitted; auto service; large-scale developments; trailer home parks	Same as C-3, except trailer home parks. Radio & TV towers.	Retail and services similar to those permitted; auto service; large-scale developments; radio and TV towers; storage of explosives; auto salvage and wrecking; other uses similar to those permitted
Minimum Lot Area	5,000 sq.ft. per home	2,000 sq.ft. per DU	20,000 sq.ft.	20,000 sq.ft.	50,000 sq.ft.
Minimum Lot Width	50'	80'	100'	75'	100'
Minimum Lot Depth	100'	100'	None	150'	200'
Maximum Building Height	2.5 stories / 35'	1-2 family homes = 2.5 stories/35'; apartments = 3 stories/45'	2 stories / 25'	Unlimited, but must be within 60' angle from R.O.W. center lines	Unlimited, but must be within 60' angle from R.O.W. center lines
Maximum F.A.R.	N/A	N/A	N/A	N/A	Buildings over 4 stories = 2.5
Minimum Front Yard	25'	20'	25'	25'; 50' if abutting a residential district	25', or 50' if abutting a residential district
Minimum Side Yard	2 required, 5' min each	5' for buildings lower than 3 stories	None, but buildings must be 50' from residential districts	None, but buildings must be 50' from residential districts	None, but buildings must be 50' from residential districts
Minimum Rear Yard	20'	20'	20', but buildings must be 40' from residential districts	25', but buildings must be 50' from residential districts	25', or 50' if abutting a residential district
Maximum Lot Cover	30% main building, 10% accessory building	35% detached and row houses, 25% apartments, 10% accessory bldgs	35% for all structures; may be increased to 90% when parking located off-site	75%	75%
Parking	Residential = 1 per DU	Residential = 1 per DU		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