



Washington Park Station

This station profile describes existing conditions around the Washington 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 Washington Park Station serves an important Metro East job center, as well as several large public facilities. The MetroLink Station is located near the intersection of IL-111 and St. Clair Avenue, two major thoroughfares in St. Clair County. The area immediately surrounding the station holds Metro’s 681-space Park-Ride Lot; a State of Illinois correctional facility; large industrial employers; surface parking lots; and vacant lots. The area south of the MetroLink rail line contains a residential neighborhood of one- and two-story, single-family homes. There is a node of commercial uses at the intersection of IL-111 and Summit Avenue, and East St. Louis High School lies just outside the quarter-mile station area, west of North 51st Street.

The quarter-mile station area covers 206 lots on 16 blocks, with a total assessed value of \$1,910,139. Metro owns and operates a 10-acre Park-Ride Lot containing 681 parking spaces.

Regional Accessibility by Transit

From the Washington Park Station, MetroLink and MetroBus offer direct connections and timely travel to various neighborhoods, shopping centers, jobs, and other high-demand destinations:

- **#6 Rosemont-Fairmont City MetroBus**
 - East St. Louis
 - Connection to multiple schools
 - Jackie Joyner Kersee Center (JJK)
 - Emerson Park and JJK MetroLink
- **#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 (25 minutes)
 - Downtown St. Louis (15 minutes)
 - Lambert International Airport (55 minutes)

As can be seen in Table 1, boardings at the Washington Park Station are significantly lower than the average boardings at all MetroLink stations, and a little over half the average for 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
WASHINGTON PARK METROLINK STATION	14,400	560	270

*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 adults 35 and older, with 38% of the population between the ages of 35 and 64, and 29% ages 65 and older. One-third of residents do not possess a high school diploma, and only 7% have a college or graduate degree. Only a quarter of households within the half-mile station area make more than \$50,000 per year, and a third of the residents live below the federal poverty line.

Table 2: Demographics

Population		Population		Income		
Acres	1,039.1	Age		Persons in poverty	32.7%	
Population	1,437	0-17	16.1%	Household income		
Density (persons/acre)	1.4	18-24	5.6%		\$0-9,999	21.7%
Sex		25-34	10.7%	\$10,000-14,999	12.4%	
		35-64	38.2%	\$15,000-24,999	20.3%	
Male	48.9%	65+	29.4%	\$25,000-49,999	22.0%	
Female	51.1%			\$50,000-74,999	17.3%	
		Education*		\$75,000-99,999	4.1%	
		No diploma	33.6%	\$100,000+	2.1%	
		High school	59.6%	Household size		
		College degree	0.9%		1	51.7%
		Graduate degree	6.0%		2	21.6%
					3	16.7%
					4	4.1%
				5+	6.0%	

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

*Education statistics apply to persons age 25 or older.

As shown in Table 3 below, the half-mile station area has an average residential density of only 0.8 housing units per acre. Much of the housing stock (77%) was built between the 1940s and 1990s, though only 4.5% was built after 2000. Three-quarters of the occupied housing stock are owner-occupied units, and the overall vacancy rate is 17.4%. This housing is comparatively affordable, with 80% of the owner-occupied units being valued less than \$100,000 and two-thirds of rental units priced below \$500 per month. Three-quarters of residents use their own car to drive to work, 6% carpool, and 10.7% use transit.

Table 3: Housing and Transportation

Housing			Housing			Transportation	
Housing Units			Owner-occupied housing values			Vehicle Availability	
Total units	792		< \$100,000	393	80.2%	Zero-vehicle households	19.9%
Density (DUs/acre)	0.8		\$100,000-199,999	22	4.5%	Owner-occupied	13.3%
Occupied	654	82.6%	\$200,000-299,999	44	9.0%	Renter-occupied	39.6%
Owner-occupied	490	74.9%	\$300,000-499,999	17	3.5%	Workers*	459
Renter-occupied	164	25.1%	\$500,000+	14	2.9%		
Vacant	138	17.4%	Rental prices			Means of commute*	
Housing Age			No cash rent	62	37.8%	Drives alone (SOV)	78.9%
Pre-1940s	146	18.4%	\$0-100	18	17.6%	Carpool	5.9%
1940s-1990s	610	77.0%	\$100-499	63	61.8%	Transit	10.7%
2000s	36	4.5%	\$500-749	14	13.7%	Motorcycle	0%
			\$750-999	0	0%	Walk	0%
			\$1000-1499	7	6.9%	Other	0%
			\$1500+	0	0%	Work at Home	4.6%

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 Washington Park MetroLink Station there are 25 firms and agencies employing 694 people. The vast majority of these jobs fall into the administrative and support, waste management, and remediation services sectors. Other sectors providing a considerable number of jobs include educational services, and health care and social assistance.

Table 4: Employment, Half-Mile Radius

NAICS	Industry	Firms	Jobs	NAICS	Industry	Firms	Jobs
11	Agriculture, Forestry, Fishing & Hunting	1	4	56	Administrative & Support, Waste Management & Remediation Services	1	325
42	Wholesale Trade	2	5	61	Educational Services	1	154
44-45	Retail Trade	4	11	62	Health Care & Social Assistance	4	111
48	Transportation & Warehousing	4	36	81	Other Services	7	44
52	Finance & Insurance	1	4		Total:	25	694

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

Neighborhood Context: Summary

The Washington Park Station serves an important Metro East job center, as well as several large public facilities. The MetroLink Station is located near the intersection of IL-111 and St. Clair Avenue, two major thoroughfares in St. Clair County. The area immediately surrounding the station holds Metro's 681-space Park-Ride Lot, a State of Illinois correctional facility, large industrial employers, surface parking lots, and vacant lots. The area south of the MetroLink rail line contains a residential neighborhood of one- and two-story, single-family homes. There is a concentration of commercial uses at the intersection of IL-111 and Summit Avenue, and East St. Louis High School lies just outside the quarter-mile station area, west of North 51st 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.

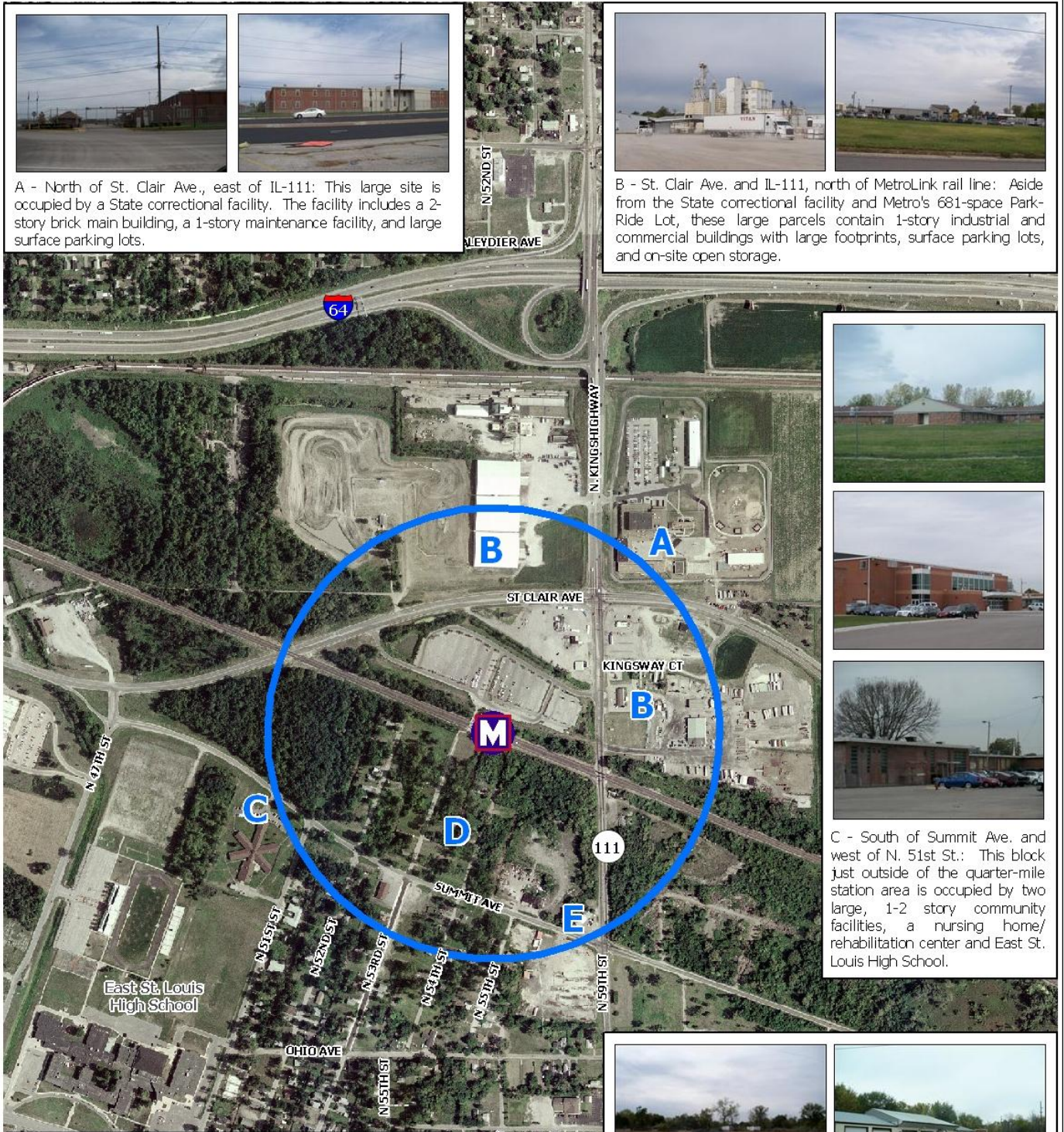




A - North of St. Clair Ave., east of IL-111: This large site is occupied by a State correctional facility. The facility includes a 2-story brick main building, a 1-story maintenance facility, and large surface parking lots.



B - St. Clair Ave. and IL-111, north of MetroLink rail line: Aside from the State correctional facility and Metro's 681-space Park-Ride Lot, these large parcels contain 1-story industrial and commercial buildings with large footprints, surface parking lots, and on-site open storage.



C - South of Summit Ave. and west of N. 51st St.: This block just outside of the quarter-mile station area is occupied by two large, 1-2 story community facilities, a nursing home/rehabilitation center and East St. Louis High School.



D - South of MetroLink rail line, east of N. 51st St.: A substantial amount of land in the southern portion of the station area is vacant. Most developed lots are occupied by 1-2 story, single-family detached homes. Most parking is in driveways.



E - Intersection of IL-111 and Summit Ave.: Bordering residential neighborhoods to the west and south, these large lots are either vacant, used as open storage for trucking containers, or occupied by 1-story commercial uses.

Washington Park Station: Neighborhood Context

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 Washington Park Station. The station area is split between three jurisdictions: St. Clair County, the City of East St. Louis, and the Village of Washington Park. However, the Village of Washington Park adopted and applied the St. Clair County zoning ordinance. All lots are covered by one of the following zoning districts:

St. Clair County

- B2: General Business District

Washington Park (St. Clair County code)

- I-1: Research & Assembly Industrial District

City of East St. Louis

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

Potential Development Opportunities and Issues

Availability of land: There is a large amount of vacant land within the quarter-mile station area. Metro owns and operates a 10-acre Park-Ride Lot containing 681 spaces, and may have an interest in joint development. There are three other large concentrations of vacant lots, totaling approximately 62 acres. These lots may provide significant opportunity for new development.

Zoning: Existing zoning regulations within the quarter-mile station area generally match the current development pattern. The station area north of the MetroLink rail line is zoned for industrial, business, and commercial uses. The area south of the rail line is mostly zoned for residential uses, specifically single-family homes. **Various elements of the existing zoning regulations may present difficulties for new and infill TOD:**

- **Mixed uses and multi-family residential development are not permitted:** All of the land north of the MetroLink rail line is within a B2, C-3, or I-1 District, all of which allow a wide range of commercial, industrial, and retail uses, but do not permit residential development. The residential area south of the rail line, which contains a large number of contiguous vacant lots, is mostly within an R-1 District, which allows only single-family homes and limited community facilities. A few lots near the intersection of IL-111 and Summit Avenue are zoned C-1, which allows neighborhood-oriented retail and services, but no residential uses.
- **Minimum lot and yard sizes:** The R-1 and R-2 residential districts require a minimum lot size of 6,000 sq. ft., a width of 60', 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 I-1 and B2 Districts north of the MetroLink rail line require lots at least 1 acre in size and 150' across. These minimum dimensions for lot size and width may pose difficulties for a more compact design for single-family neighborhoods and pedestrian-oriented business districts.
- **Lower-density building envelopes:** All of the residential and commercial districts within the station area set a maximum building height of two to three stories. The I-1 and B2 Districts allow buildings up to 45', and the M-1 District allows a flexible building envelope of a 60' angle from adjacent street centerlines.
- **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 100-300 sq. ft. of commercial floor area, and one space for every 200-300 sq. ft. of office space. These commercial parking requirements may be high for a transit-supportive area, and occupy lot or building area that could be dedicated to more active, remunerative uses.

Table 5: Washington Park Station: Existing Zoning Regulations							
City of East St. Louis			Village of Washington Park** and St. Clair County				
District Type	R-1	R-2	C-1	C-3	M-1	I-1	B2
Single-Family Residential	Two-Family Residential	Neighborhood Commercial	Highway Commercial	Medium Manufacturing & Industrial	Research and Assembly Industrial District	General Business District	
1-family detached homes; utilities; churches; non-profit schools; public museums, libraries, and community centers; public parks and playgrounds	Same as R-1, plus 2-family detached and semi-detached homes	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	Wide range of industrial/manufacturing; warehouses; research labs; offices; government buildings; commercial parking; restaurants; gas stations and car washes; transportation and airports; trade schools	Non-retail commercial services; limited light industrial; warehousing; wholesale; restaurants; government buildings; trade schools	
Cemeteries	Same as R-1, plus health centers, nursing homes, large-scale developments	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, plus radio and TV towers. No trailer home parks	Bars; stadiums, auditoriums, and arenas; planned business/office centers	Bars; amusement and recreational facilities; planned business/office centers; schools	
6,000 sq. ft. per home	3,000 sq. ft. per dwelling	None	20,000 sq. ft.	20,000 sq. ft.	1 acre	1 acre	
60'	60'	None	100'	75'	150'	150'	
100'	100'	None	None	150'	N/A	N/A	
2.5 stories / 35'	2.5 stories / 35'	2 stories / 30'	2 stories / 25'	Unlimited, but must be within 60' angle from street	45'	45'	
25'	25'	10', or 20' if abutting a residential district	25'	25', or 50' if abutting a residential district	75'	75'	
5', no less than combined 10'	5'	None, or 20' if abutting a residential district	None, but buildings must be 50' from residential districts	None, but buildings must be 50' from residential districts	None required. 12' if provided, 25' if abutting streets or R-districts	None required. 12' if provided, 25' if abutting streets or R-districts	
20'	20'	10', or same as adjacent residential district	20', but buildings must be 40' from residential districts	25', but buildings must be 50' from residential districts	12'	12'	
30% main building, 10% accessory building	30% main building, 10% accessory building	60%	35% for all structures; may be increased to 90% when parking located off-site	75%	40%	40%	
Residential = 1 per DU	Residential = 1 per DU	Retail = 1/300 sq. ft. over 1,000 sq. ft.	Retail = 1/100 sq. ft.; industrial = 1/1,000 sq. ft. + 1/4 employees	General offices = 1 per 300 sq. ft.; medical offices = 1 per 200 sq. ft.; industrial = 1 per 1.5 employees + 1 visitor space per 25 employees			
R-Districts: Minimum of 250 sq. ft. of usable open space for every dwelling unit. C-Districts: Street walls 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.							
Miscellaneous							

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

**Zoning for the Village of Washington Park is administered by St. Clair County.