



## Belleville Station

This station profile describes existing conditions around the Belleville 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 Belleville Station serves a largely residential section of one of Southern Illinois’ most vibrant and growing cities. The quarter-mile station area is centered around Scheel Street, which connects directly to Main Street and Downtown Belleville, approximately one mile southwest. Most of the land immediately surrounding the MetroLink Station is vacant, though a few industrial and commercial uses remain. A residential neighborhood consisting mostly of one- and two-story single-family homes surrounds the core station area. The area also contains a number of community facilities, including YMCA of Southwest Illinois, Jefferson Elementary School, and Calvary Baptist Academy.

*The quarter-mile station area covers almost 490 lots on 48 blocks, with a total assessed value of \$11,203,871. Metro’s 4.5-acre Park-Ride Lot adjacent to the MetroLink Station contains 287 spaces.*

### Regional Accessibility by Transit

From the Belleville Station, MetroBus and MetroLink offer timely travel and direct connections to a variety of housing opportunities, 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
  - St. Clair Square
  - Madison County Transit Center-Collinsville
- **#15 Belleville-Shiloh-Scott MetroBus**
  - Lebanon Avenue to Shiloh-Scott
- **#16 St. Clair Square MetroBus**
  - Highway 161 into Belleville
  - College and Swansea MetroLink
  - Highway 159 to Fairview Heights and Collinsville
- **#17 Carlyle Plaza-17<sup>th</sup> Street MetroBus**
  - City of Belleville
- **MetroLink (RED LINE)**
  - Scott Air Force Base (10 minutes)
  - Downtown (28 minutes)
  - Central West End (42 minutes)
  - Delmar Loop (47 minutes)
  - Lambert International Airport (62 minutes)

As can be seen in Table 1 below, average boardings at the Belleville Station are lower than average for a MetroLink Station in Illinois, and substantially lower 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
<b>BELLEVILLE METROLINK STATION</b>	<b>17,400</b>	<b>680</b>	<b>310</b>

\*Metro Fiscal Year July 2010 - June 2011

## Demographics, Housing, and Employment

As can be seen in Table 2 below, the residential population living within a half-mile of the Belleville Station appears to consist mostly of middle-income family units. Nearly a third of the population is under the age of 24, and almost 60% are between the ages of 25 and 64. Over two-thirds have a high school diploma, and 16% hold a college or advanced degree. Household income is fairly spread out along the economic spectrum, with one-third of households making less than \$25,000 per year; a third making between \$25,000 and \$50,000 per year; and another third making more than \$50,000. Twelve percent of individual residents are living below the federal poverty line.

Table 2: Demographics

Population		Population		Income		
Acres	914	Age		Persons in poverty	12.3%	
Population	5,625	0-17	19.2%	Household income		
Density (persons/acre)	6.2	18-24	13.9%		\$0-9,999	7.7%
Sex		25-34	14.0%	\$10,000-14,999	10.1%	
		35-64	44.5%	\$15,000-24,999	12.9%	
Male	47.6%	65+	8.3%	\$25,000-49,999	38.1%	
Female	52.4%	Education*		\$50,000-74,999	16.9%	
		No diploma	13.2%	\$75,000-99,999	11.0%	
		High school	70.4%	\$100,000+	3.4%	
		College degree	11.8%	Household size		
		Graduate degree	4.6%		1	39.5%
					2	29.2%
					3	17.0%
					4	8.8%
				5+	5.4%	

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

\*Education statistics apply to persons age 25 or older.

Table 3 below provides data on housing units and modes of travel. The half-mile station area has an average residential density of 3.17 dwelling units per acre. Just over half of these housing units were built before World War II, and most of the remainder were built between World War II and the year 2000. As of 2009, 83% of the 2,898 housing units were occupied, 52% by home owners and 48% by renters. Nearly three-fourths of the owner-occupied units are valued below \$100,000, and over half of the rental units are priced below \$500 per month. Despite the proximity of light rail transit, only 3% of households – 13% of renter households – do not own a vehicle, and only 3% of self-identified workers reported using transit for their daily commute.

Table 3: Housing and Transportation

Housing			Housing			Transportation	
Housing units			Owner-occupied housing values			Vehicle availability	
Total units	2,898		< \$100,000	613	72.0%	Zero-vehicle households	7.8%
Density (DUs/acre)	3.17		\$100,000-199,999	214	25.1%	Owner-occupied	3.4%
Occupied	2,404	83.0%	\$200,000-299,999	24	2.8%	Renter-occupied	12.6%
Owner-occupied	1,246	51.8%	\$300,000-499,999	0	0%	Workers*	2,771
Renter-occupied	1,158	48.2%	\$500,000+	0	0%		
Vacant	494	17.0%				Means of commute*	
Housing age			Rental prices				
			< \$100	34	3.0%	Drives alone (SOV)	75.1%
Pre-1940s	1,466	50.6%	\$100-499	647	57.3%	Carpool	16.1%
1940s-1990s	1,407	48.6%	\$500-749	273	24.2%	Transit	3.1%
2000s	25	0.9%	\$750-999	169	15.0%	Bicycle	0.5%
			\$1000-1499	7	0.6%	Walk	0.4%
			\$1500-1999	0	0%	Other	1.2%
			\$2000+	0	0%	Work at Home	3.2%

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 80 firms and agencies employing 630 people within a half-mile of the Belleville Station. The industries providing most of those jobs include wholesale trade (25%), construction (15%), other services (13%), and educational services (12%).

Employment, Half-Mile Radius

NAICS	Industry	Firms	Jobs	NAICS	Industry	Firms	Jobs
11	Agriculture, Forestry, Fishing, and Hunting	1	4	53	Real Estate and Rental and Leasing	4	9
23	Construction	9	93	54	Professional, Scientific, Technical Services	4	22
32-33	Manufacturing	7	31	56	Administrative & Support, Waste Management & Remediation Services	7	37
42	Wholesale Trade	7	157	61	Educational Services	3	78
44	Retail Trade	5	13	62	Health Care & Social Assistance	2	26
48-49	Transportation & Warehousing	4	44	71	Arts, Entertainment, and Recreation	2	12
51	Information	1	1	72	Accommodation and Food Services	1	5
52	Finance and Insurance	4	14	81	Other Services	19	84

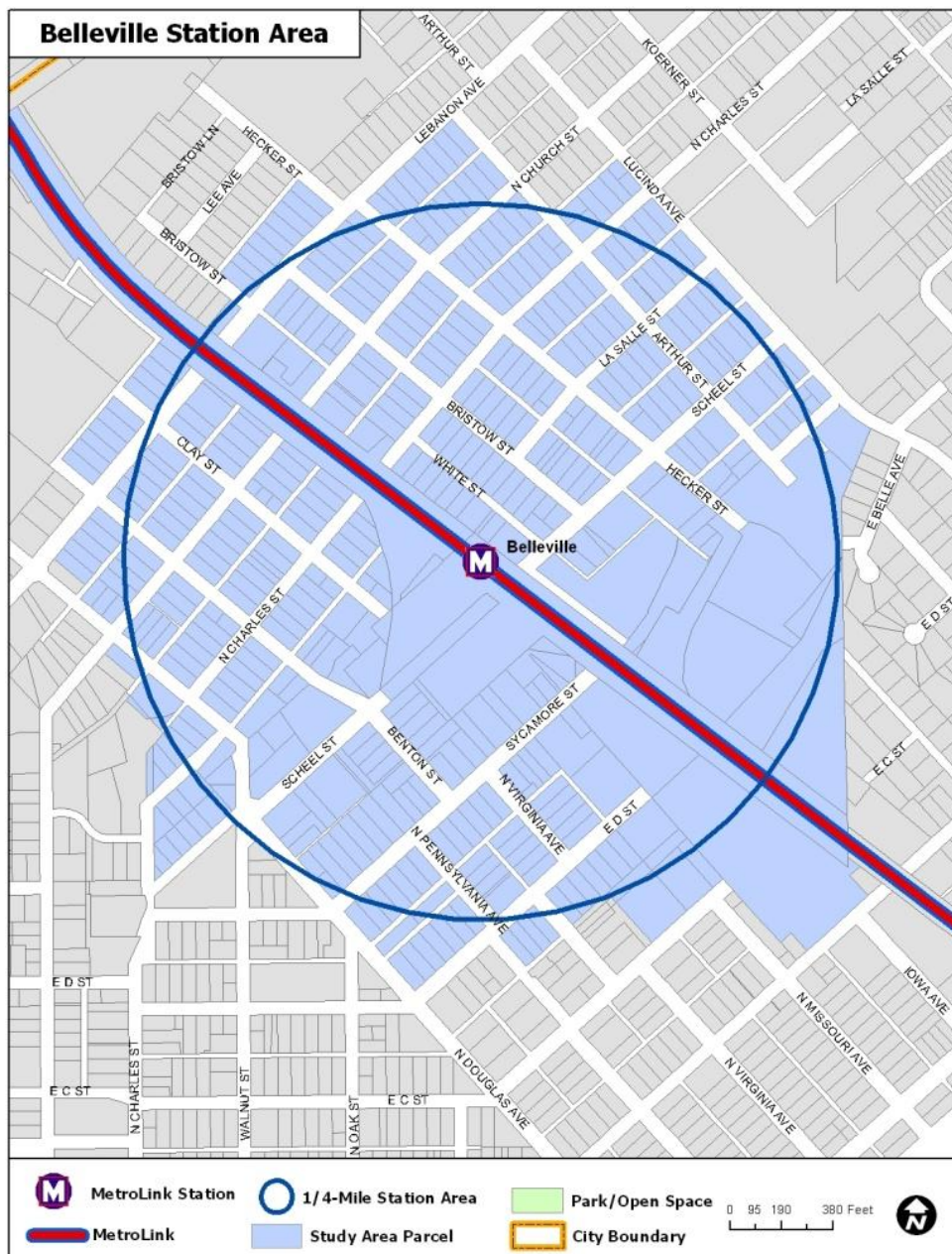
Source: ReferenceUSA, as accessed via the St. Louis County Library database

Total: 80 630

### Neighborhood Context: Summary

The Belleville Station is located at the intersection of Scheel Street and the Richland Creek Greenway Trail. Scheel Street runs southwest-northeast through the center of the station area, and is developed primarily with commercial and industrial uses. The MetroLink rail line and Greenway Trail are lined with one- to three-story industrial and commercial uses and a considerable amount of vacant land. Lebanon and Douglas Avenues are two main arterials running through the station area, and both contain a mix of lower-density residential and commercial uses. The remainder of the station area is primarily developed with one- and two-story single-family homes on a traditional street grid.

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.





# Belleville Station: Vacant Lots



Area	Area Description	Ownership	Zoning	# Lots	Acres	Assessed Value
A	Scheel St. North of MetroLink Station	City of Belleville	A-1: Single-Family Residential	2	2.9	\$46,340
B	MetroLink Station & Park-Ride Lot	Metro	A-1: Single-Family Residential	3	5.0	\$15,419
C	Lot South of Metro Park-Ride	City of Belleville	A-1: Single-Family Residential	1	0.4	\$0
D	Lots East of Metro Park-Ride	Multiple	A-1: Single-Family Residential	5	2.7	\$79,426
E	Scheel St. at Douglas Ave.	Multiple	A-1: Single-Family Residential	3	1.6	\$17,775

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

0 50 100 200 Feet

## Zoning, Land Use Policies, and Community Plans

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The quarter-mile station area is located entirely within the City of Belleville. 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:

- A-1: Single-Family Residential
- A-2: Two-Family Residential
- MH-2: Mobile Home Park
- C-2: Heavy Commercial District
- D-1: Light Industrial District
- D-2: Heavy Industrial District

## Potential Development Opportunities and Issues

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*Availability of land:* There is a substantial amount of vacant land within the quarter-mile station area, totaling approximately 12 acres. One of these lots is Metro's 4.5-acre Park-Ride Lot, containing 287 parking spaces; Metro may have an interest in pursuing joint development on that property. The City of Belleville owns two of the large lots within the station area, a 3-acre lot and a half-acre lot, and may have an interest in the other vacant parcels. Collectively, these vacant lots in close proximity to the MetroLink Station may offer considerable potential for TOD.

*Zoning:* Current zoning regulations within the quarter-mile station area may present significant barriers to TOD:

- **Mixed-use development generally is not permitted, and multi-family housing is very limited:** Most of the southern portion of the station area is within an A-1 District, and most of the northern area is within an A-2 District. The A-1 District permits only single-family homes and a limited range of community facilities; the A-2 District expands those uses to two-family homes. One block is zoned MH-2, which is intended for mobile home parks. A small number of blocks are within C-2, D-1, and D-2 District, which permit a wide range of retail, services, offices, and industrial uses, but allow multi-family housing and Planned Unit Developments only by special permit. This means multi-family housing and mixed-use development is only allowed by special permit on approximately four blocks located near the edges of the quarter-mile station area.
- **Low-density building heights:** Throughout most of the station area, buildings are limited to a height of 35'. The C-2, D-1, and D-2 Districts allow buildings to rise to 100', but those districts apply to only four blocks within the station area.
- **Minimum lot and yard sizes:** Single-family homes require lots 6,000 sq. ft. in size and at least 48' wide. Commercial uses in the C-2 District require 6,000 sq. ft. lots at least 50' wide. All buildings require front yards at least 25' deep, and buildings in D-1 and D-2 Districts require 25' 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:** Single-family homes require two parking spaces. Apartments (allowed only by special permit) require one-and-a-half to two spaces per dwelling unit. Retail stores and offices require one parking space for every 300 sq. ft. of floor area. These parking thresholds may not reflect the proximity of light rail transit, and requires lot or floor area that could be dedicated to more active, remunerative uses.





**Table 5: Belleville Station: Existing Zoning Regulations**

	A-1	A-2	MH-2	C-2	D-1	D-2
<b>District Type</b>	Single-Family Residential	Two-Family Residential	Mobile Home Parks	Heavy Commercial District	Light Industrial	Heavy Industrial
<b>Uses Permitted</b>	1-family detached homes; small community residences	1-2 family homes; public facilities; churches; day care; senior housing & nursing homes; small community residences	1-family mobile homes within mobile home parks	1-family homes and a wide range of retail, office, services, hotels, and recreational uses; includes automotive services	Light industrial and manufacturing uses; also includes wholesale	Same as D-1, plus junk yards
<b>By Special Permit</b>	PUDs; B&Bs; large community residences	PUDs; B&Bs; large community residences	Large and small community residences	PUDs; Industrial Parks; multifamily apartments; liquor stores and bars; outdoor amusements; used car sales; wholesale	PUDs; Industrial Parks; convenience retail; multifamily dwellings; liquor stores and bars; used car sales	Same as D-1
<b>Minimum Lot Area</b>	6,000 sq.ft.	6,000 sq.ft.	4,000 sq.ft.	6,000 sq.ft.	None	Same as D-1
<b>Minimum Lot Width</b>	48'	48'	40'	50'	None	Same as D-1
<b>Minimum Lot Depth</b>	100'	100'	80'	100'	None	Same as D-1
<b>Max Building Height</b>	35'	35'	35'	100'	100'	Same as D-1
<b>Minimum Front Yard</b>	25'	25'	25'	25'. Industrial Parks require min 75' setback.	25'. Industrial Parks require min 75' setback.	Same as D-1
<b>Minimum Side Yard</b>	5'	5'	25'	None, except 5' when abutting an "A" District	25'	Same as D-1
<b>Minimum Rear Yard</b>	25'	25'	15'	None, except 5' when abutting an "A" District	25'	Same as D-1
<b>Maximum Lot Cover</b>	30%	30%	N/A	75%	75%	Same as D-1
<b>Parking</b>	2 per dwelling		1.5 spaces per mobile home. May be grouped.	Apartments = 1.5 - 2 per dwelling; general retail and office = 1/300 sq.ft.; industrial = 1.5 spaces/employee + 1 space per company vehicle + 1 visitor space/25 employees on full shift		
<b>Miscellaneous</b>	Front yard depths can match existing conditions where 50% of existing lots do not meet required minimum. Corner lots must provide a side yard equaling half of the required front yard setback.					
<p>PUD = Planned Unit Development, which provide greater flexibility in site planning, housing types, and arrangement of uses for large-scale developments, in return for a more thorough public review/approval process. However, overall density and parking levels must match underlying zoning.</p> <p>Industrial Parks are similar to PUDs, allowing greater flexibility in site planning, architecture, open space, and arrangement of uses in return for formal public review and approval.</p> <p>B&amp;B = Bed and Breakfast hotel accommodations.</p> <p>Community Residences are communal living accommodations for residents with special needs and disabilities.</p>						