



## College Station

This station profile describes existing conditions around the College 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 College Station serves the students, employees, and visitors of an important and fast-growing educational institution in southern Illinois, the Southwestern Illinois College (SWIC) campus. The quarter-mile station area is about evenly divided between SWIC’s campus and surface parking lots, and a vast vacant lot east of the MetroLink rail line. The College and surrounding residential neighborhoods are served by a “big box” strip mall development along Carlyle Avenue/IL-161, just north of the College campus.

*The quarter-mile station area covers five lots on four blocks, with a total assessed value of \$654,215. SWIC owns and operates large surface parking lots adjacent to the MetroLink Station, and 598 of those spaces are dedicated parking for Metro customers.*

### Regional Accessibility by Transit

From the College Station, MetroLink and MetroBus offer direct connections and timely travel to a variety of neighborhoods, shopping centers, jobs, and other high-demand destinations:

- **#16 St. Clair Square MetroBus**
  - Highway 161 into Belleville
  - Belleville and Swansea MetroLink
  - Highway 159 to Fairview Heights and Collinsville
  - St. Clair Square
  - Madison County Transit Center- Collinsville
- **MetroLink (RED LINE)**
  - Scott Air Force Base (5 minutes)
  - Belleville (5 minutes)
  - Downtown St. Louis (35 minutes)
  - Lambert International Airport (75 minutes)

As can be seen in Table 1 below, average boardings at the College Station is slightly lower than the average for Illinois stations, and significantly 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>COLLEGE METROLINK STATION</b>	<b>21,300</b>	<b>860</b>	<b>330</b>

\*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 half of the population between the ages of 25 and 64, and a third under 17. Two-thirds of residents graduated from high school, and one-third have a college or graduate degree. A third of these households make less than \$50,000 per year, and another third make over \$100,000. Only 2% of individual residents live below the federal poverty line.

Table 2: Demographics

Population		Population		Income		
Acres	25,007.0	Age		Persons in poverty	1.9%	
Population	6,423	0-17	33.1%	Household income		
Density (persons/acre)	0.3	18-24	9.6%		\$0-9,999	0%
Sex		25-34	19.8%	\$10,000-14,999	3.2%	
		35-64	32.6%	\$15,000-24,999	2.6%	
Male	49.4%	65+	4.9%	\$25,000-49,999	27.9%	
Female	50.6%			\$50,000-74,999	22.1%	
<p><i>Source: 2005-2009 American Community Survey, US Census Bureau</i></p> <p><i>*Education statistics apply to persons age 25 or older.</i></p>		Education*		\$75,000-99,999	13.3%	
		No diploma	1.7%	\$100,000+	30.9%	
		High school	66.6%	Household size		
		College degree	19.8%	1	73.0%	
		Graduate degree	12.0%	2	19.2%	
				3	3.4%	
		4	4.4%			
		5+	0.0%			

As shown in Table 3 below, the half-mile station area has a very low average residential density of 0.1 housing units per acre; that is to be expected for an area mostly occupied by large institutions, “big-box” retail, and vacant land. Half of the housing stock was built between the 1940s and 1990s, with 42% built since 2000. The occupied housing stock is roughly evenly split between rental units and owner-occupied homes, and the overall vacancy rate is relatively low (3.5%). One-third of the owner-occupied units are valued less than \$200,000, and half of rental units are priced between \$750 and \$999 per month. In this neighborhood, 82% drive their own car to work, 10% carpool, 1.8% use transit, and 1.3% walks to work.

Table 3: Housing and Transportation

Housing			Housing			Transportation	
Housing Units			Owner-occupied housing values			Vehicle Availability	
Total units	2,299		< \$100,000	35	3.1%	Zero-vehicle households	0%
Density (DUs/acre)	0.1		\$100,000-199,999	382	33.4%	Owner-occupied	0%
Occupied	2,218	96.5%	\$200,000-299,999	312	27.3%	Renter-occupied	0%
Owner-occupied	1,143	51.5%	\$300,000-499,999	333	29.1%	Workers*	3,254
Renter-occupied	1,075	48.5%	\$500,000+	81	7.1%		
Vacant	81	3.5%	Rental prices			Means of commute*	
Housing Age			No cash rent	351	32.7%	Drives alone (SOV)	81.7%
Pre-1940s	114	5.0%	\$0-100	0	0%	Carpool	10.0%
1940s-1990s	1,213	52.8%	\$100-499	60	8.3%	Transit	1.8%
2000s	972	42.3%	\$500-749	93	12.8%	Motorcycle	0%
			\$750-999	359	49.6%	Walk	1.3%
			\$1000-1499	204	28.2%	Other	1.3%
			\$1500+	8	1.1%	Work at Home	3.8%

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 College MetroLink Station there are 22 firms and agencies employing over 1,000 people. The vast majority of these jobs fall into the retail trade sector. Other sectors providing a considerable number of jobs include educational services, health care and social assistance, and accommodation and food services.

Table 4: Employment, Half-Mile Radius

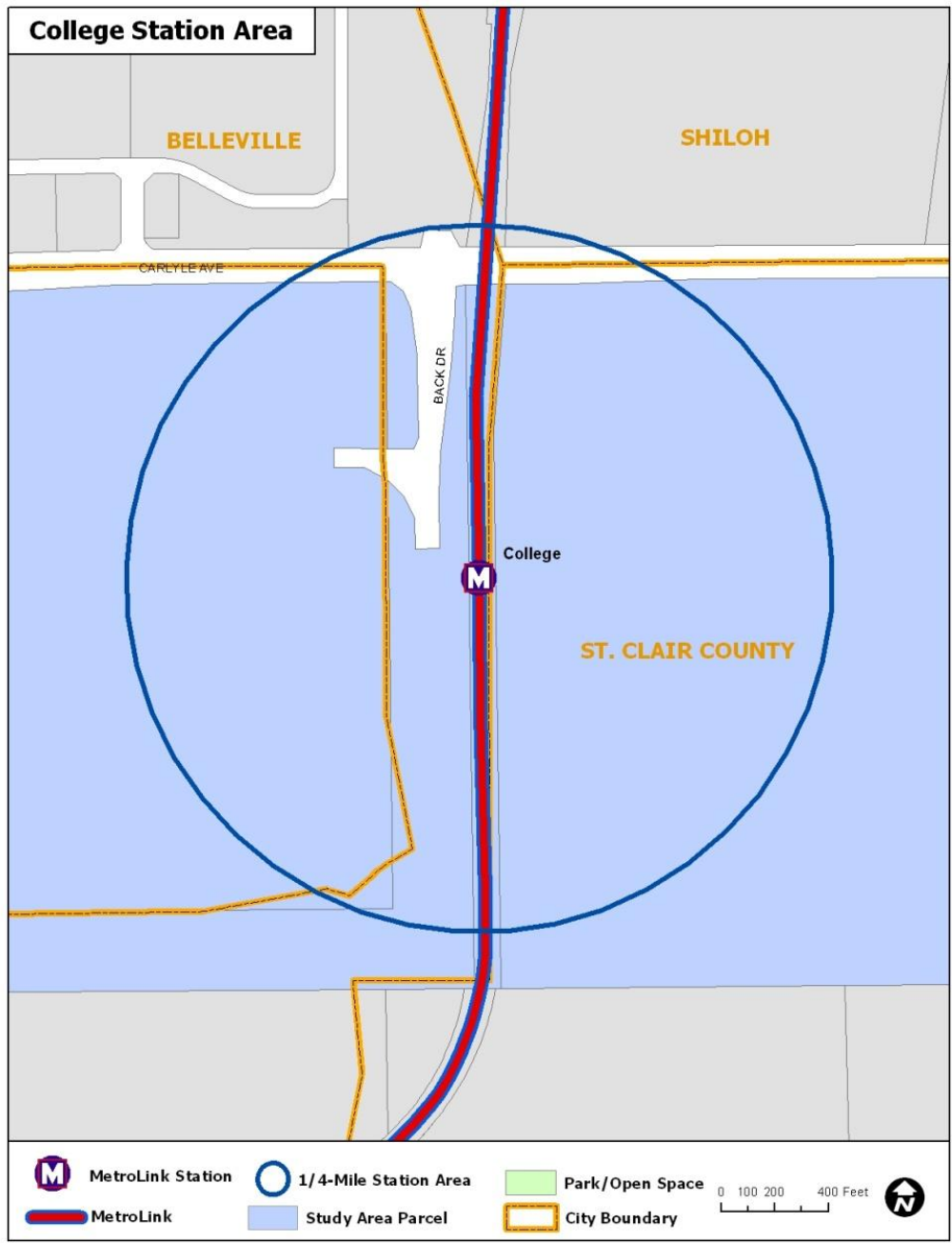
NAICS	Industry	Firms	Jobs	NAICS	Industry	Firms	Jobs
44-45	Retail Trade	5	408	62	Health Care & Social Assistance	3	163
52	Finance & Insurance	2	10	72	Accommodation and Food Services	5	108
53	Real Estate, and Rental & Leasing	1	4	81	Other Services	1	5
54	Professional, Scientific, Technical Services	2	13	92	Public Administration	1	4
61	Educational Services	2	315		<b>Total:</b>	<b>22</b>	<b>1,030</b>

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

**Neighborhood Context: Summary**

The College Station serves the students, employees, and visitors of an important and fast-growing educational institution in southern Illinois, the Southwestern Illinois College (SWIC) campus. The quarter-mile station area is about evenly divided between SWIC’s campus and surface parking lots, and a vast vacant lot east of the MetroLink rail line. The College and surrounding residential neighborhoods are served by a “big box” strip mall development along Carlyle Avenue/IL-161, just north of the College campus.

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.





# SWIC - College Station: Neighborhood Context



A - North of Carlyle Ave.: Just north of the SWIC campus lies a supporting commercial strip of large "big box" stores, including a Wal-Mart Supercenter. At the eastern edge of this commercial strip, just within the quarter-mile station area, lies a YMCA.



B - SWIC Campus: Half of the station area covers the SWIC campus. Most buildings on campus are 2-3 stories tall, with large footprints. Athletic facilities are located on the southern end of the campus, and the buildings are ringed by a very large parking lots. One of those lots lies between the campus and the MetroLink Station.



C - East of the MetroLink rail line: The other half of the station area covers a vast empty field. Much of this land is owned by SWIC, and the only existing structure is what appears to be a small abandoned farm.



# College Station: Vacant Lots



Area	Area Description	Ownership	Zoning	# Lots	Acres	Assessed Value
A	Northeast Corner of SWIC Parking Lot	Southwestern Illinois College	A-2: Two-Family Residential	1	1.5	\$109,890
B	Large Agricultural Field	Southwestern Illinois College	A: Agricultural Industry	1	154.2	\$48,584

  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 map and table on the following pages illustrate and explain current zoning regulations within a quarter-mile of the College Station. The station area is split between two jurisdictions, St. Clair County and the City of Belleville. All lots are covered by one of the following zoning districts:

### St. Clair County

- A: Agricultural Industry District

### City of Belleville

- A-2: Two-Family Residential District
- C-4: Commercial District

## **Potential Development Opportunities and Issues**

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*Availability of land:* Approximately half of the entire station area is a large vacant lot, measuring 154 acres. SWIC owns some portion of this land, so any new development within the College Station area will depend on the College's plans for the property.

*Zoning:* Existing zoning regulations within the quarter-mile station area may present substantial difficulties for new transit-oriented development around the College Station:

- **Multi-family residential development and mixed uses are not permitted or are very limited.** Nearly the entire station area, including SWIC's campus, is within St. Clair County's A District, which allows only low-impact agricultural and recreational uses, large institutions, and government buildings. A small part of the northern portion of the station area is within the City of Belleville's C-4 District along Carlyle Road. The C-4 District allows all types of retail and services, but allows multi-family apartments only by special permit. The City of Belleville's A-2 District covers only the MetroLink rail line and a portion of SWIC's campus, and permits only single- and two-family homes and a limited set of community facilities.
- **Low-density building envelopes:** All of these zoning districts restrict buildings to a general height of three stories or 35'.
- **Minimum lot and yard sizes:** The A District, which covers most of the station area, requires lots of at least 40 acres. The C-4 District along Carlyle Road requires individual lots of 10,000 sq. ft., 75' in width, and 25' front yards. The A-2 District running along the MetroLink right-of-way requires lot area of 6,000 sq. ft., a lot width of 48', and 25' front yards. These minimum dimensions, especially in the A and C-4 Districts, may pose difficulties for designing more compact single-family neighborhoods and pedestrian-oriented business districts.
- **Minimum parking thresholds:** All of the existing zoning districts establish similar parking requirements. Generally, residential developments require one-and-a-half to two spaces per dwelling unit. General retail uses require one space for every 300 sq. ft. of floor area. These minimum requirements may be high for transit-supportive development, and occupy lot or building area that could be dedicated to more active, remunerative uses.



# SWIC - College Station: Zoning and Land Use

**M** SWIC - College Station

**○** Quarter-mile station area

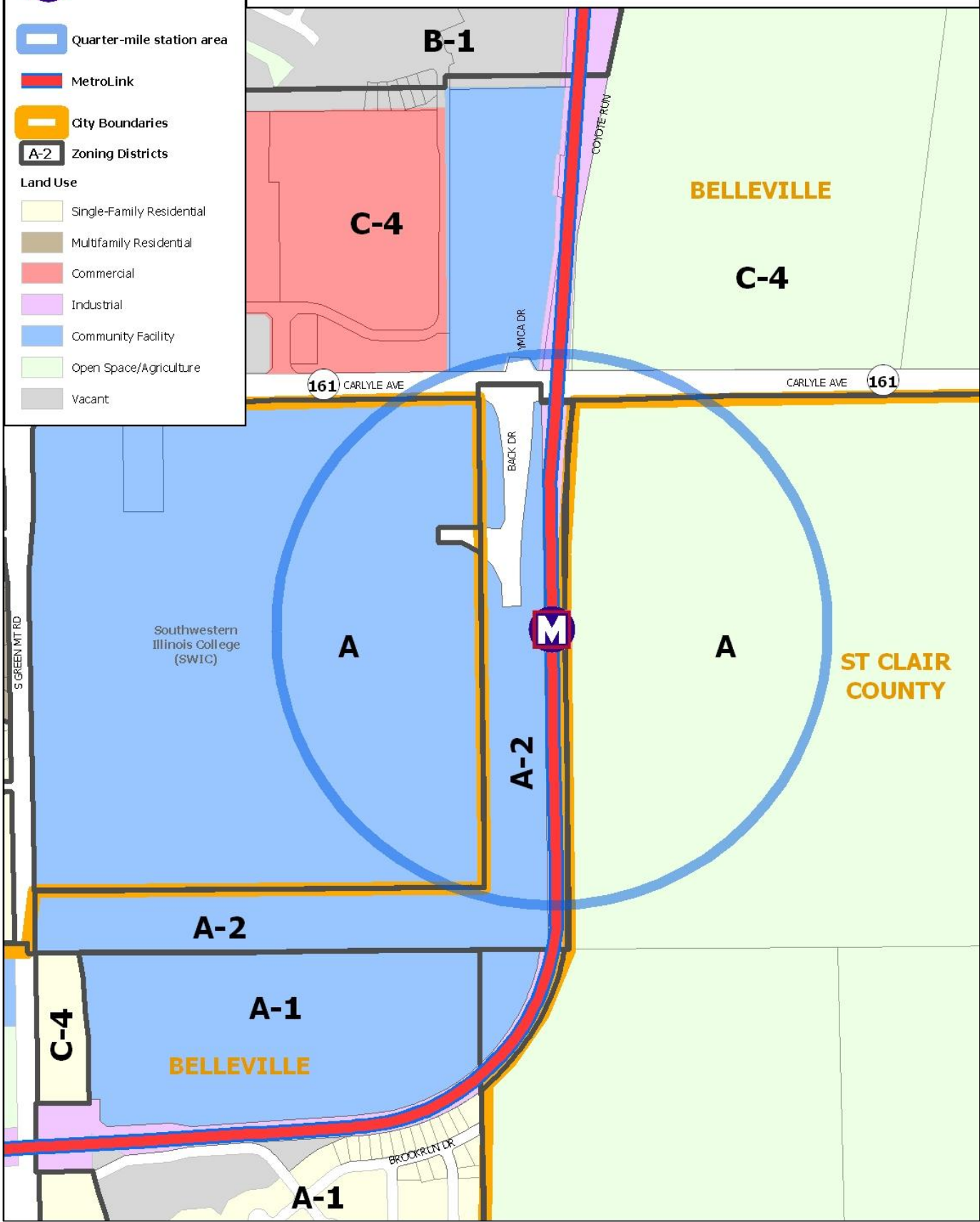
**—** MetroLink

**—** City Boundaries

**A-2** Zoning Districts

**Land Use**

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





**Table 5: College - SWIC Station: Existing Zoning Regulations**

		City of Belleville		St. Clair County
		A-2	C-4	A
		Two-family residential	Commercial District	Agricultural Industry District
<b>District Type</b>				
<b>Uses Permitted</b>		1-2 family homes; churches; parks and playground; cemeteries; public libraries/museums; schools; city buildings; small community residences; day care; nursing homes; retirement homes	All types of retail and service (no offices); hotels; restaurants; parking lots and garages; indoor amusements; auto repair, gas stations, and car washes; B&Bs	Agriculture; forestry; animal breeding; farm residences; schools; colleges; government buildings; military reservations; utilities; parking lots
<b>By Special Permit</b>		B&Bs	Multifamily apartments; convenience stores; liquor stores; wholesale; outdoor amusements; nursing homes; retirement homes; community residences	Churches; seminaries/convents; cemeteries; commercial agricultural services; animal hospitals; boat marinas; day care; B&Bs; greenhouses; electrical plants; airports; penal institutions
<b>Minimum Lot Area</b>		6,000 sq.ft.	10,000 sq.ft.	40 acres
<b>Minimum Lot Width</b>		48'	75'	200'
<b>Minimum Lot Depth</b>		100'	100'	300'
<b>Max Building Height</b>		35'	35'	35'
<b>Minimum Front Yard</b>		25'	25'	25'
<b>Minimum Side Yard</b>		2 required, each 5' min	None, except 5' when abutting an "A" District	2 required' 40' total, each 15' min
<b>Minimum Rear Yard</b>		25'	None, except 5' when abutting an "A" District	25'
<b>Maximum Lot Cover</b>		30%	50%	N/A
<b>Parking</b>		Residential = 1.5 - 2 per DU; general retail/services = 1 per 300 sq.ft.		Colleges = 1 per 2 students; general offices = 1 per 300 sq.ft.
<b>Miscellaneous</b>		Planned Unit Developments (PUDs) are allowed in all zoning districts by special permit. Planned Industrial Parks are allowed in C-Districts by special permit. Front-yard parking is not allowed for residential developments.		Planned Building Developments (PBDs), similar to PUDs in other locations, are allowed in most zoning districts by special permit. Front-yard parking not allowed MHP and RR1 Districts
<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>				