



Memorial Hospital Station

This station profile describes existing conditions around the Memorial Hospital 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 Memorial Hospital Station serves a lower-density suburban neighborhood of diverse land uses located near a major regional community facility, Memorial Hospital in Belleville, IL. The MetroLink Station is located near the intersection of two major corridors, IL-161 and Frank Scott Parkway. The area immediately surrounding the station hosts three Park-Ride Lots containing 431 spaces and a number of large vacant lots. There is a subdivision of one-story multi-family condominiums to the north, just outside the quarter-mile station area. Land immediately south and west of the station contains single-story commercial developments, a U.S. Post Office, and a church. The remainder of the station area south of the MetroLink rail line is developed with a mix of two-story garden apartment buildings and one-story, “ranch”-style single-family homes.

The quarter-mile station area covers 49 lots on approximately 15 blocks, with a total assessed value of \$2,846,615. Metro owns and operates three Park-Ride Lots totaling nearly eight acres and containing 431 parking spaces.

Regional Accessibility by Transit

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

- **#14 Memorial Hospital-Westfield Plaza**

- **MetroBus**

- Memorial Hospital
 - Westfield Plaza
 - #1 Main Street-State Street connection
 - Belleville, Fairview Heights, East St. Louis

- **MetroLink (RED LINE)**

- Scott Air Force Base (10 minutes)
 - College (5 minutes)
 - Downtown St. Louis (30 minutes)
 - Lambert International Airport (70 minutes)

As can be seen in Table 1 below, boardings at the Memorial Hospital Station are significantly lower than the average boardings at all MetroLink stations, and about half the average boardings 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
MEMORIAL HOSPITAL METROLINK STATION	10,800	410	220

*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 35% of the population between the ages of 35 and 64, and a quarter over 65 years of age. Around two-thirds of residents possess a high school diploma, and over a quarter hold college or graduate degrees. Half of the households within a half-mile of the station make less than \$50,000 per year, while close to 17% make more than \$100,000. Six percent of the individual residents live below the federal poverty line.

Table 2: Demographics

Population		Population		Income		
Acres	1,834.6	Age		Persons in poverty	6.0%	
Population	3,094	0-17	19.7%	Household income		
Density (persons/acre)	1.7	18-24	8.2%		\$0-9,999	5.9%
Sex		25-34	14.1%	\$10,000-14,999	8.5%	
		35-64	35.1%	\$15,000-24,999	16.1%	
Male	48.0%	65+	22.9%	\$25,000-49,999	19.4%	
Female	52.0%	Education*		\$50,000-74,999	16.4%	
<small>Source: 2005-2009 American Community Survey, US Census Bureau</small> <small>*Education statistics apply to persons age 25 or older.</small>			No diploma	10.0%	\$75,000-99,999	16.4%
			High school	63.3%	\$100,000+	17.3%
			College degree	18.4%	Household size	
		Graduate degree	8.2%	1		39.9%
		2	35.0%			
				3	11.6%	
				4	6.9%	
				5+	6.7%	

As shown in Table 3 below, the half-mile station area has an average residential density of 0.8 housing units per acre, comparatively low for the St. Louis region. Most of the housing stock (71%) was built between the 1940s and 1990s, with only 6% built before World War II. The majority of the occupied housing stock (83%) is owner-occupied, and the overall vacancy rate is relatively low (6%). This housing is comparatively affordable, with over half of the owner-occupied units being valued less than \$100,000 and 43% of rental units priced below \$500 per month. In this neighborhood, 72% of residents use their own car to drive to work, 11% carpool, and 6% use transit.

Table 3: Housing and Transportation

Housing			Housing			Transportation	
Housing Units			Owner-occupied housing values			Vehicle Availability	
Total units	1,521		< \$100,000	666	56.3%	Zero-vehicle households	7.8%
Density (DUs/acre)	0.8		\$100,000-199,999	269	22.7%	Owner-occupied	2.8%
Occupied	1,430	94.0%	\$200,000-299,999	240	20.3%	Renter-occupied	32.1%
Owner-occupied	1,184	82.8%	\$300,000-499,999	0	0%	Workers*	1,482
Renter-occupied	246	17.2%	\$500,000+	9	0.8%		
Vacant	91	6.0%	Rental prices			Means of commute*	
Housing Age			No cash rent	0	0%	Drives alone (SOV)	71.7%
Pre-1940s	90	5.9%	\$0-100	0	0%	Carpool	10.5%
1940s-1990s	1,073	70.5%	\$100-499	105	42.7%	Transit	6.3%
2000s	358	23.5%	\$500-749	113	45.9%	Motorcycle	0%
			\$750-999	16	6.5%	Walk	0%
			\$1000-1499	12	4.9%	Other	1.2%
			\$1500+	0	0%	Work at Home	10.3%

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 Memorial Hospital MetroLink Station there are 18 firms and agencies employing 95 people. The vast majority of these jobs fall into the construction sector. Other sectors providing a considerable number of jobs include administrative and support, waste management and remediation services; and health care and social assistance.

Table 4: Employment, Half-Mile Radius

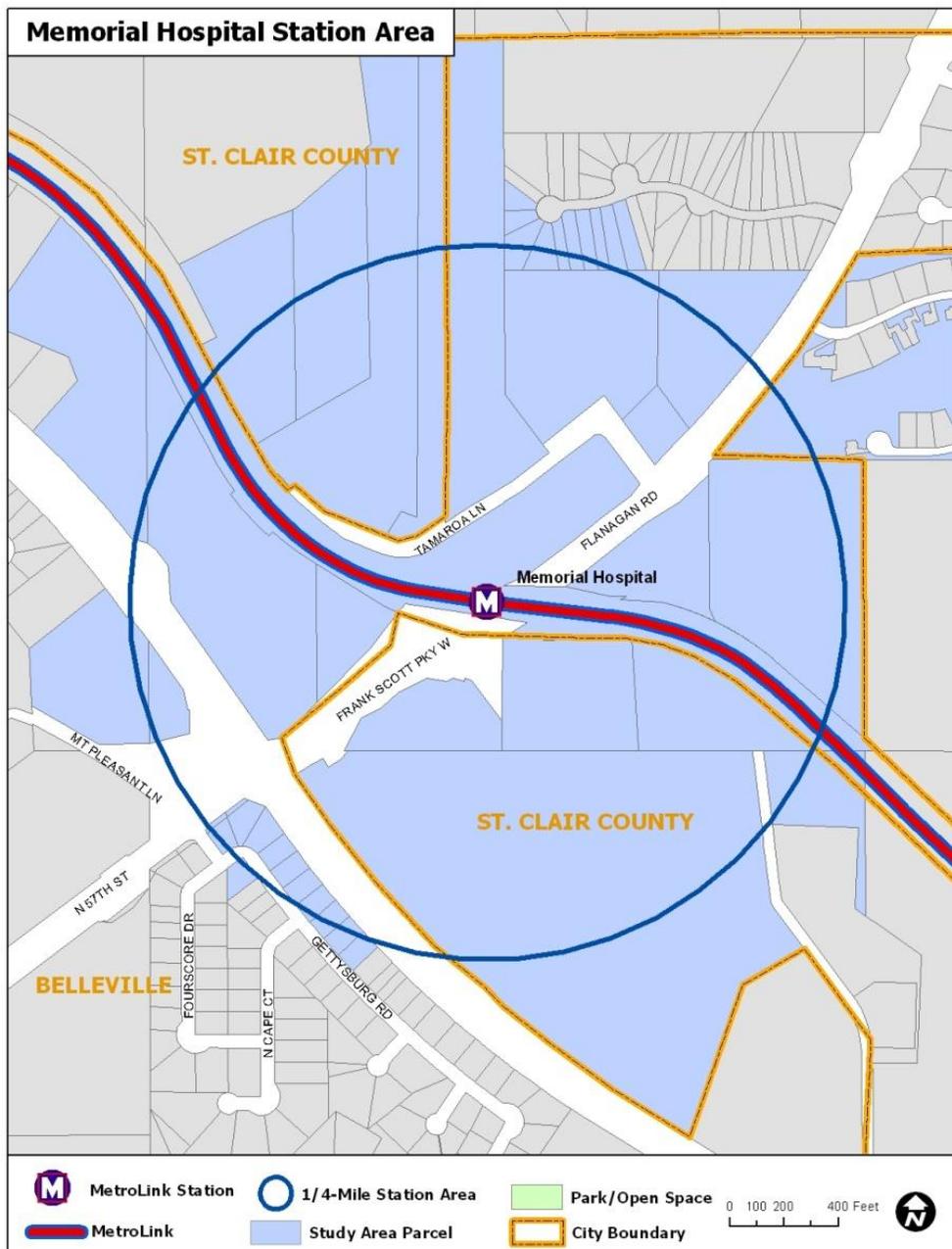
NAICS	Industry	Firms	Jobs	NAICS	Industry	Firms	Jobs
23	Construction	5	22	56	Administrative & Support, Waste Management & Remediation Services	1	20
42	Wholesale Trade	1	1	62	Health Care & Social Assistance	2	18
48-49	Transportation & Warehousing	1	4	72	Accommodation and Food Services	1	8
53	Real Estate, and Rental & Leasing	1	3	81	Other Services	2	12
54	Professional, Scientific, Technical Services	3	4	99	Unclassified	1	3
Total:						18	95

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

Neighborhood Context: Summary

The Memorial Hospital Station serves a lower-density suburban neighborhood of diverse land uses located near a major regional community facility, Memorial Hospital in Belleville, IL. The MetroLink Station is located near the intersection of two major corridors, IL-161 and Frank Scott Parkway. The area immediately surrounding the station hosts three Park-Ride Lots containing 431 spaces and a number of large vacant lots. There is a subdivision of one-story multi-family condominiums to the north, just outside the quarter-mile station area. Land immediately south and west of the station contains single-story commercial developments, a U.S. Post Office, and a church. The remainder of the station area south of the MetroLink rail line is developed with a mix of two-story garden apartment buildings and one-story, “ranch”-style single-family homes.

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.



Memorial Hospital Station: Neighborhood Context



A - Hawkskill Dr., west of Frank Scott Pkwy: Just outside the quarter-mile station area, this subdivision contains 1-story multifamily condominiums, 2-3 units per building. Parking is in driveway-loaded attached garages.



B - Metrolink Station, Park-Ride Lots, east of Frank Scott Pkwy: The Metrolink Station is surrounded by 3 park-Ride Lots totaling 431 spaces. There are also large vacant lots directly to the north and west, across Frank Scott Pkwy.



C - Intersection of Frank Scott Pkwy. and IL-161: This intersection hosts a 1-story US Postal Service office and distribution facility to the west, and a 2-story church to the east. Both buildings occupy large lots with substantial surface parking.



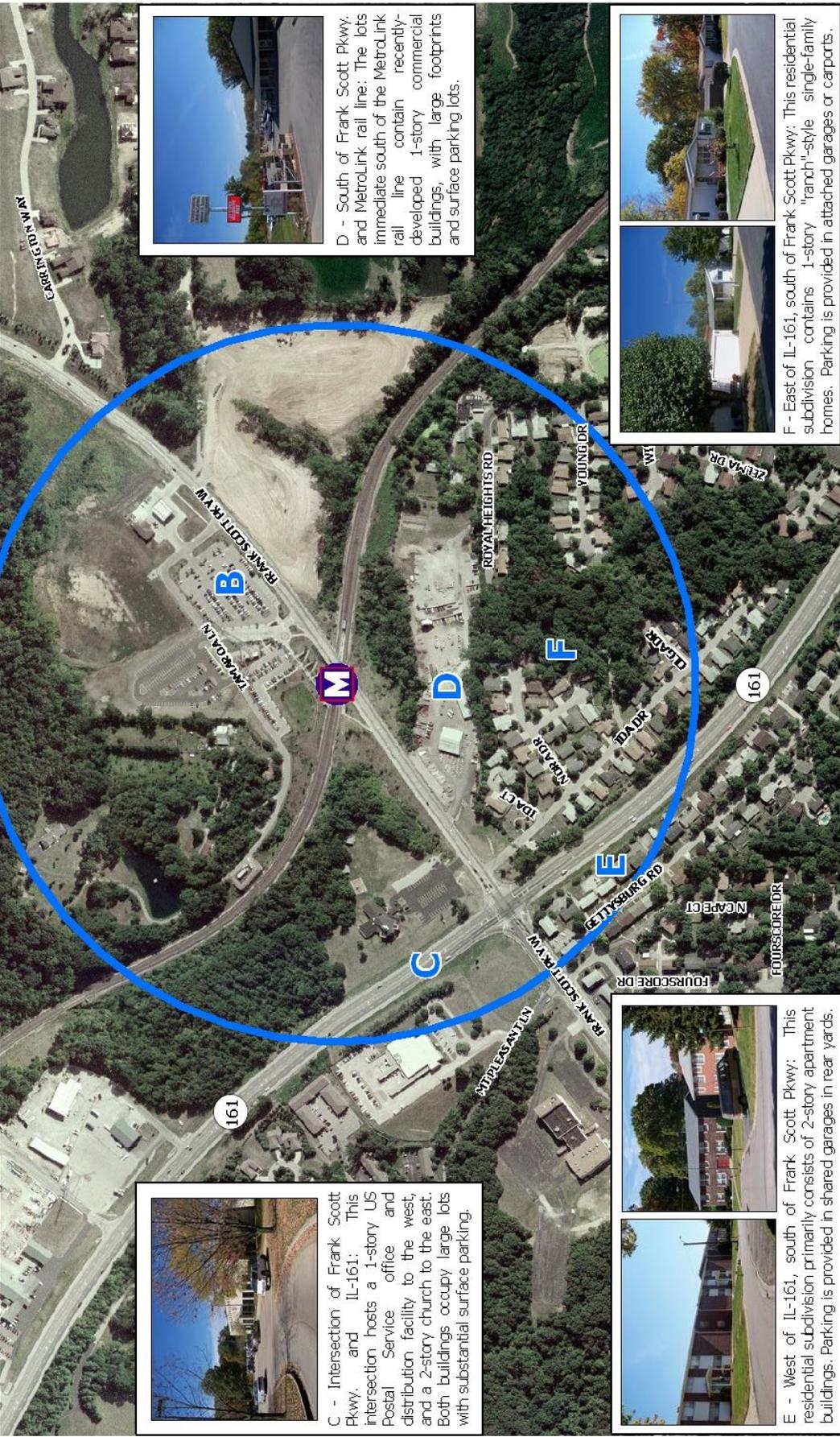
D - South of Frank Scott Pkwy. and Metrolink rail line: The lots immediate south of the Metrolink rail line contain recently-developed 1-story commercial buildings, with large footprints and surface parking lots.



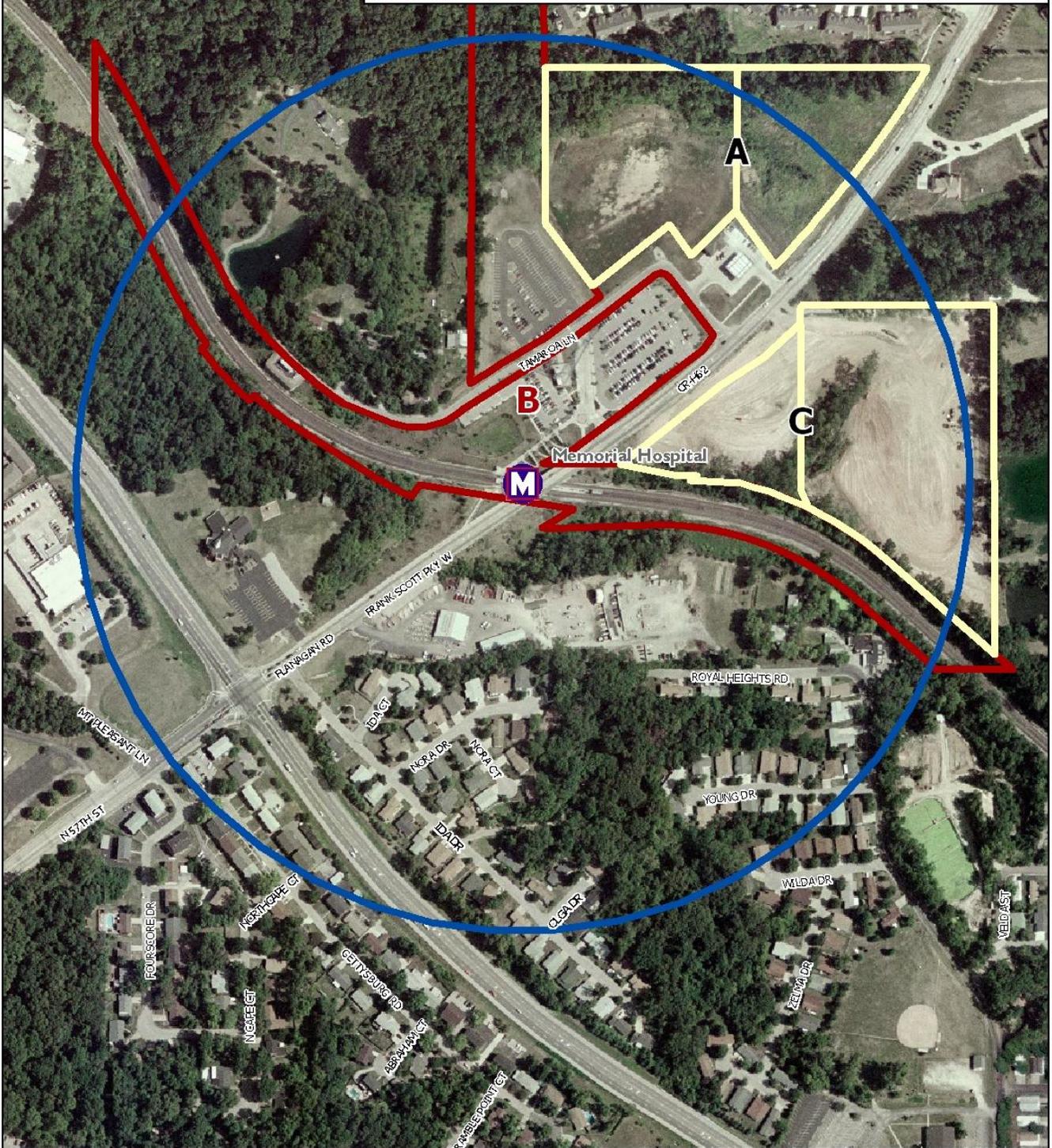
E - West of IL-161, south of Frank Scott Pkwy: This residential subdivision primarily consists of 2-story apartment buildings. Parking is provided in shared garages in rear yards.



F - East of IL-161, south of Frank Scott Pkwy: This residential subdivision contains 1-story "ranch"-style single-family homes. Parking is provided in attached garages or carports.



Memorial Hospital Station: Vacant Lots



Area	Area Description	Ownership	Zoning	# Lots	Acres	Assessed Value
A	Lots North of Metro Park-Ride Lot	Fawad Ursani	C-2: Heavy Commercial	2	11.4	\$273,419
B	MetroLink Station Park-Ride Lot and Right of Way	Metro	C-2: Heavy Commercial	2	25.1	\$140,478
C	Lots East of MetroLink Station Park-Ride Lot	SSM Contractors Inc.	C-2: Heavy Commercial	2	13.4	\$107,586

 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 Memorial Hospital 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

- RR1: Rural Residential District
- MHP: Manufactured Home Park District
- B2: General Business District

City of Belleville

- B-1: Multi-Family Residential District
- C-1: Light Commercial District
- C-2: Heavy Commercial District

Potential Development Opportunities and Issues

Availability of land: There is a considerable amount of vacant land north and east of the MetroLink Station. Metro owns and operates three Park-Ride Lots containing approximately eight acres and 431 spaces, and may have interest in joint development. There are two large concentrations of vacant lots near the station, totaling approximately 25 acres. These lots may present opportunity for new development.

Zoning: Existing zoning regulations within the quarter-mile station area generally match the current development pattern. Some of the current zoning regulations around the MetroLink Station, in the City of Belleville, **may be supportive of new and infill transit-oriented development:**

- **Mixed uses and multi-family residential development are permitted** in much of the station area, though both uses may require site plan and development approval as a special permit or PUD. Most of the land within the City of Belleville, along Frank Scott Parkway, is within C-1 or C-2 commercial districts. Both districts permit a wide range of commercial and offices uses, as well as single-family homes, and both allow multi-family apartments or PUDs by special permit. Belleville’s B-1 District in the southern portion of the station area, along IL-161, also allows apartments.
- **Liberal building envelopes in C-2 Districts:** As well as allowing multi-family housing and PUDs by special permit, the C-2 District allows buildings to reach a height of 100’ and cover up to 75% of the lot. The other zoning districts within the City of Belleville, B-1 and C-1, allow buildings up to 35’ covering 40% of the lot. All of these districts also require a minimum lot width of 50’, which could help maintain a feeling of compact walk-ability for multi-family housing and mixed-use developments.

However, other elements of existing zoning regulations may pose difficulties for TOD within the station area, particularly on lots within St. Clair County:

- **Multi-family residential development and mixed uses are not permitted** in any of the St. Clair County zoning districts. The RR1 and MHP Districts allow only single-family homes and limited community facilities. The B2 District allows a wide range of commercial, office, and light industrial uses, but does not permit residential development. However, St. Clair County generally permits development as a Planned Building Development (PBD), similar to PUDs, by special permit in all zoning districts. The provision for PBDs may permit a transit-oriented form of development.
- **Minimum lot and yard sizes:** The RR1 and B2 Districts in St. Clair County require minimum lot size of one acre and widths of 125’-150’. The MHP District requires at least 10 acres for each manufactured home park, and 5,000 – 6,500 sq. ft. per home. The RR1 and MHP Districts require 25’ front yards for single-family homes, and the B2 District requires 75’ front yards for commercial uses. 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.

- **Low-density building envelopes:** Aside from the C-2 District, which allows buildings up to 100', the remainder of the station area is limited to a height of 35', or 45' in the B2 District.
- **Minimum parking requirements:** 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 and offices require one parking space for every 200 – 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.

Table 5: Memorial Hospital Station: Existing Zoning Regulations

District Type	City of Belleville				St. Clair County		
	B-1	C-1	C-2	RR1	MHP	B2	
Uses Permitted	Multifamily Residential All residential types; condos; community residences; half way homes; parks and playgrounds; churches; libraries; museums; schools; nurseries; public buildings	Light Commercial District Professional offices; bed & breakfast establishments; funeral homes; single-family homes (as per A-1 District)	Heavy Commercial District 1-family homes and a wide range of retail, office, services, hotels, and recreational uses; includes automotive services	Rural Residential District 1-family detached homes; public buildings; utilities; agriculture; fish & gaming; schools; colleges	Manufactured Home Park District 1-family detached manufactured homes; government buildings; police/fire; utilities	General Business District Non-retail commercial services; limited light industrial; warehousing; wholesale; restaurants; government buildings; trade schools	
By Special Permit	PUDs; bed & breakfast establishments	PUDs; Industrial Parks; nursing homes; half way homes; community residences	PUDs; Industrial Parks; multifamily apartments; liquor stores and bars; outdoor amusements; used car sales; wholesale	1-family manufactured homes; churches; cemeteries; community residences; day care; electrical plants; greenhouses; golf courses; athletic fields	Churches; day care; swimming pools	Bars; amusement and recreational facilities; planned business/office centers; schools	
Minimum Lot Area	6,000 sq.ft.	6,000 sq.ft.	6,000 sq.ft.	1 acre	Parks = 10 acres; homes = 5,000 - 6,500 sq.ft.	1 acre	
Minimum Lot Width	50'	50'	50'	125'	Park = 400'; homes = 50'-60'	150'	
Minimum Lot Depth	100'	100'	100'	150'	Parks = 400'; homes = 100'	N/A	
Max Building Height	35'	35'	100'	35'	35'	45'	
Minimum Front Yard	25'	25'	25'; Industrial Parks require min 75' setback.	25'	25'	75'	
Minimum Side Yard	10' if provided	10' if provided	None, except 5' when abutting an "A" District	2 required; 40' total, min 15' each	2 required; 20' total, 10' each	None required, 12' if provided. 25' if abutting a street or residential district	
Minimum Rear Yard	25'	25'	None, except 5' when abutting an "A" District	25'	15'	12'	
Maximum Lot Cover	40%	40%	75%	20%	30%	40%	
Parking	Residential = 1.5 - 2 spaces per DU	Apartments = 1.5 - 2 per DU; general retail, office = 1 per 300 sq.ft		Residential = 2 per DU		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	
Miscellaneous	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&B = Bed and Breakfast hotel accommodations.</p> <p>Community Residences are communal living accommodations for residents with special needs and disabilities.</p>							