



## Swansea Station

This station profile describes existing conditions around the Swansea 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 Swansea Station serves a lower-density suburban neighborhood with diverse land uses. The area immediately surrounding the station holds two Park-Ride Lots containing 716 spaces and a community facility (the local Moose Lodge). North of Old Fullerton Road lies a mixed-use area containing a large storage rental facility, a small office park, several one-story commercial buildings, and a small number of one- to three-story apartment buildings. The area south of the MetroLink Station is generally developed with “ranch”-style single-family homes and a mobile home park. There are several one-story commercial uses at the intersection of Belt Avenue and IL-159, and most of Boul Avenue is developed with large industrial uses and a school.

*The quarter-mile station area covers 143 lots on approximately 17 blocks, with a total assessed value of \$6,697,476. Metro owns and operates two Park-Ride Lots containing nearly eight acres and 716 parking spaces, as well as a maintenance facility located at the intersection of Metro Way and IL-159.*

### Regional Accessibility by Transit

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

- **#16 St. Clair Square MetroBus**
  - IL-161 to Southwestern Illinois College
  - Belleville and College MetroLink
  - IL-159 to Fairview Heights and Collinsville
  - St. Clair Square
  - Madison County Transit Center
- **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, boardings at the Swansea Station are significantly lower than the average boardings at all MetroLink stations, and about 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
<b>SWANSEA METROLINK STATION</b>	<b>12,400</b>	<b>480</b>	<b>240</b>

\*Metro Fiscal Year July 2010 - June 2011

## Demographics, Housing, and Employment

As shown in Table 2 below, half of the residential population is between the ages of 25 and 64, and 20% are under 17. 70% of residents possess a high school diploma, but only 15% have a college or graduate degree. One-quarter of households within a half-mile of the station make less than \$50,000 per year, and 9% percent of the individual residents live below the federal poverty line.

Table 2: Demographics

Population		Population		Income		
Acres	808.1	Age		Persons in poverty	8.9%	
Population	3,336	0-17	19.0%	Household income		
Density (persons/acre)	4.1	18-24	10.8%		\$0-9,999	4.3%
Sex		25-34	17.8%	\$10,000-14,999	6.0%	
		35-64	32.4%	\$15,000-24,999	19.2%	
Male	47.8%	65+	19.9%	\$25,000-49,999	42.9%	
Female	52.2%			\$50,000-74,999	12.6%	
		Education*		\$75,000-99,999	10.3%	
		No diploma	14.0%	\$100,000+	4.6%	
		High school	71.0%	Household size		
		College degree	10.9%		1	37.4%
		Graduate degree	4.0%		2	38.6%
					3	10.6%
				4	11.8%	
				5+	1.7%	

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 density of 1.9 housing units per acre. Much of the housing stock (81%) was built between the 1940s and 1990s, but only 2.4% has been built since 2000. All housing units are fully occupied, and 65% of that housing stock is owner-occupied. The housing stock is comparatively affordable, with two-thirds of the owner-occupied units being valued less than \$100,000, and one-third of rental units priced below \$500 per month. In this neighborhood, 85% of residents drive their own cars to work, 5.6% carpool, and 4.6% use transit.

Table 3: Housing and Transportation

Housing			Housing			Transportation		
Housing Units			Owner-occupied housing values			Vehicle Availability		
Total units	1,566		< \$100,000	645	63.6%	Zero-vehicle households	5.1%	
Density (DUs/acre)	1.9		\$100,000-199,999	349	34.4%	Owner-occupied	7.0%	
Occupied	1,566	100%	\$200,000-299,999	13	1.3%	Renter-occupied	1.6%	
Owner-occupied	1,014	64.8%	\$300,000-499,999	7	0.7%	Workers*	1,507	
Renter-occupied	552	35.2%	\$500,000+	0	0%			
Vacant	0	0%				Means of commute*		
Housing Age			Rental prices			Drives alone (SOV)		84.6%
Pre-1940s	262	16.7%	No cash rent	60	10.9%	Carpool	5.6%	
1940s-1990s	1,267	80.9%	\$0-100	0	0%	Transit	4.6%	
2000s	37	2.4%	\$100-499	166	33.7%	Motorcycle	0%	
			\$500-749	286	58.1%	Walk	0%	
			\$750-999	4	0.8%	Other	3.3%	
			\$1000-1499	36	7.3%	Work at Home	1.8%	
			\$1500+	0	0%			

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

\*\*Workers\* refers to persons age 16 and over who self-identified as being employed.

Table 4 provides data on employment within the station area. Within a half-mile of the Swansea MetroLink Station there are 169 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 health care and social assistance, accommodation and food services, and finance and insurance.

Table 4: Employment, Half-Mile Radius

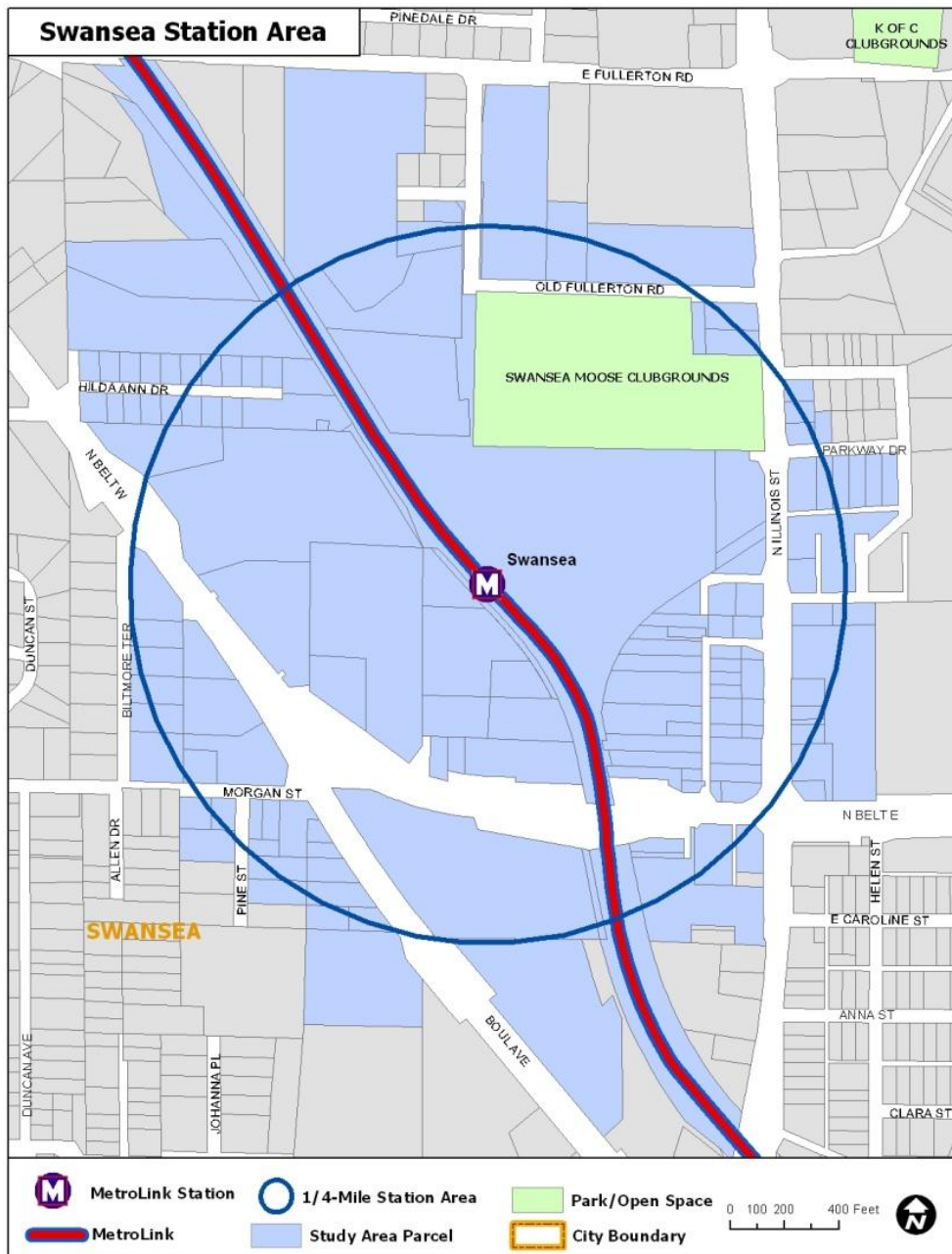
NAICS	Industry	Firms	Jobs	NAICS	Industry	Firms	Jobs
23	Construction	9	27	56	Administrative & Support, Waste Management & Remediation Services	1	5
31-32-33	Manufacturing	2	5	61	Educational Services	1	50
42	Wholesale Trade	7	61	62	Health Care & Social Assistance	51	288
44-45	Retail Trade	24	380	71	Arts, Entertainment, and Recreation	1	1
48	Transportation & Warehousing	2	8	72	Accommodation and Food Services	6	215
52	Finance & Insurance	20	101	81	Other Services	15	49
53	Real Estate, and Rental & Leasing	8	32	99	Unclassified	2	6
54	Professional, Scientific, Technical Services	20	81		<b>Total:</b>	<b>169</b>	<b>1,309</b>

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

## Neighborhood Context: Summary

The Swansea Station serves a lower-density suburban neighborhood of diverse land uses. The MetroLink Station is located near the intersection of three major corridors: Boul Avenue, Belt Avenue/IL-161, and IL-159. The area immediately surrounding the station holds two Park-Ride Lots containing 716 spaces, a large community facility, and open space. North of the Moose Lodge Club grounds lies a mixed-use area containing an office park with two-story buildings; a large storage rental facility; one-story commercial buildings; and a small number of one- and three-story apartments. The area south of the MetroLink Station is generally developed with one-story, "ranch"-style single-family homes and a mobile home park. There is a node of one-story commercial uses at the intersection of Belt Avenue and IL-159. Most of Boul Avenue is developed with large industrial uses and a school.

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 MetroLink Station, west of IL-159: This is a mixed-use area containing an office park with 2-story buildings; 1-story commercial uses; a large storage rental facility; an industrial site; and a small number of 1-3 story apartment buildings. Parking is generally provided on surface lots surrounding buildings on all sides.



B - MetroLink Station, Park-Ride Lots, and Swansea Moose Lodge Clubgrounds: The center of the station area is occupied by the Swansea Station, two Park-Ride Lots totaling 8 acres and 716 parking spaces, and a community facility.



C - Remainder of station area: Much of the station area is developed with 1-story, "ranch"-style, single-family homes. Parking is generally provided in private garages and driveways. One 2-story multifamily complex is located at the intersection of Boul and Belt.



D - North of E. Belt Ave., east of IL-159: These blocks are occupied by a trailer park community consisting of numerous 1-story semi-permanent trailer homes. Parking pads are located on the left side of each lot.



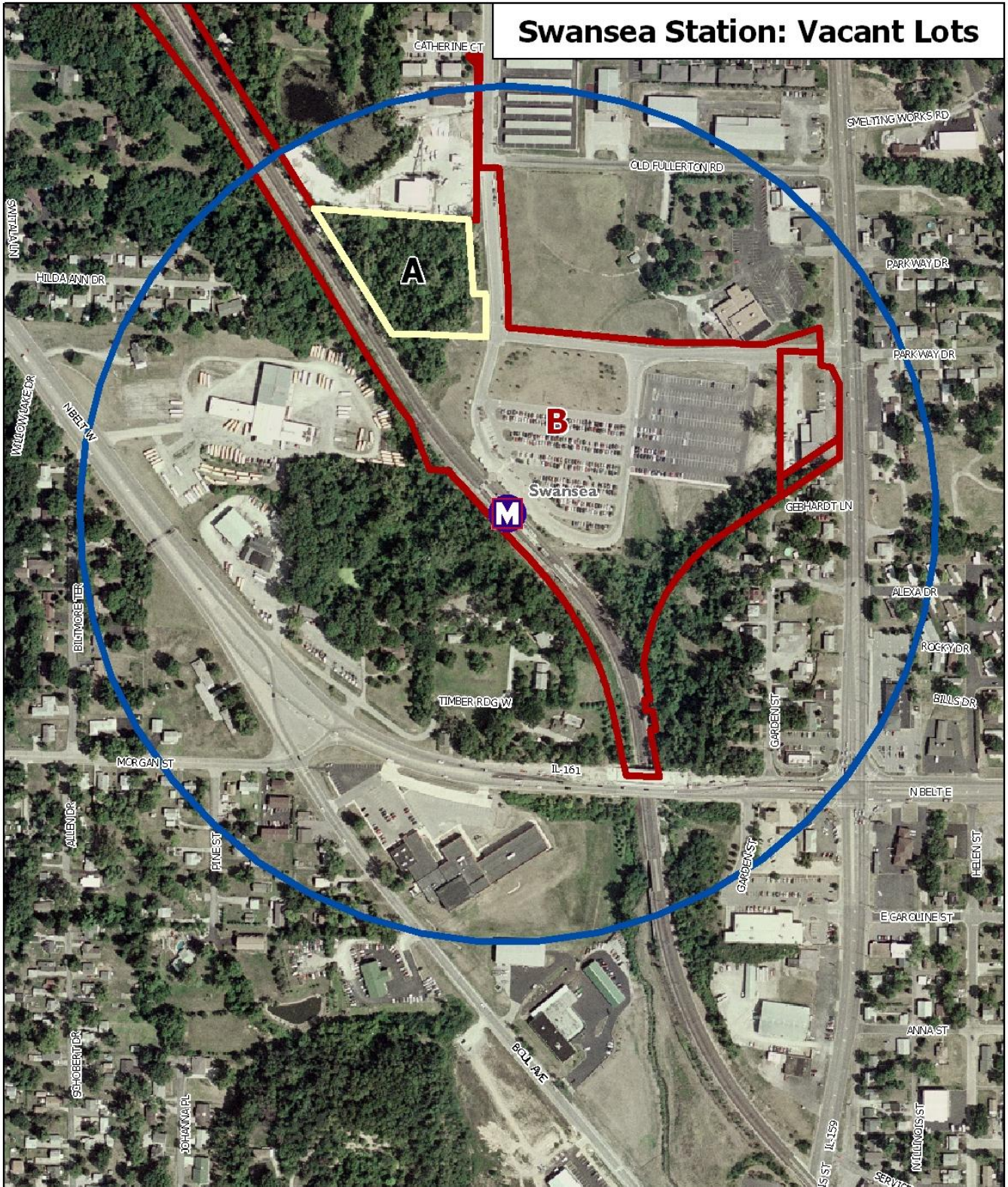
F - East side of W. Belt Ave. and Boul Ave.: The eastern side of this corridor is occupied by 1-2 story industrial and commercial uses with large footprints and surface parking lots. The High Mount School is located at the intersection of Belt and Boul.



E - Intersection of Belt Ave. and IL-159: This intersection of two major corridors is developed with 1-story commercial uses and small professional offices. Parking is provided on large surface lots.

## Swansea Station: Neighborhood Context

# Swansea Station: Vacant Lots



Area	Area Description	Ownership	Zoning	# Lots	Acres	Assessed Value
A	Vacant Lot North of MetroLink Park-Ride Lot	Moos e Lodge No. 1221	U: Light Industrial	1	3.2	\$277
B	MetroLink Station, Park-Ride Lot, Maintenance Facility	Metro	PB: Planned Business	3	26.5	\$324,022

  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 Swansea Station. The station area is entirely within the Village of Swansea, and all lots are covered by one of the following zoning districts:

- SR-2: Single-Family Residential District (9,600 sq. ft.)
- SR-3: Single-Family Residential District (8,400 sq. ft.)
- SR-4: Single-Family Residential District (6,000 sq. ft.)
- MH-2: Mobile Home Residential District
- HB: Highway Business District
- PB: Planned Business District
- LI: Light Industrial District

## Potential Development Opportunities and Issues

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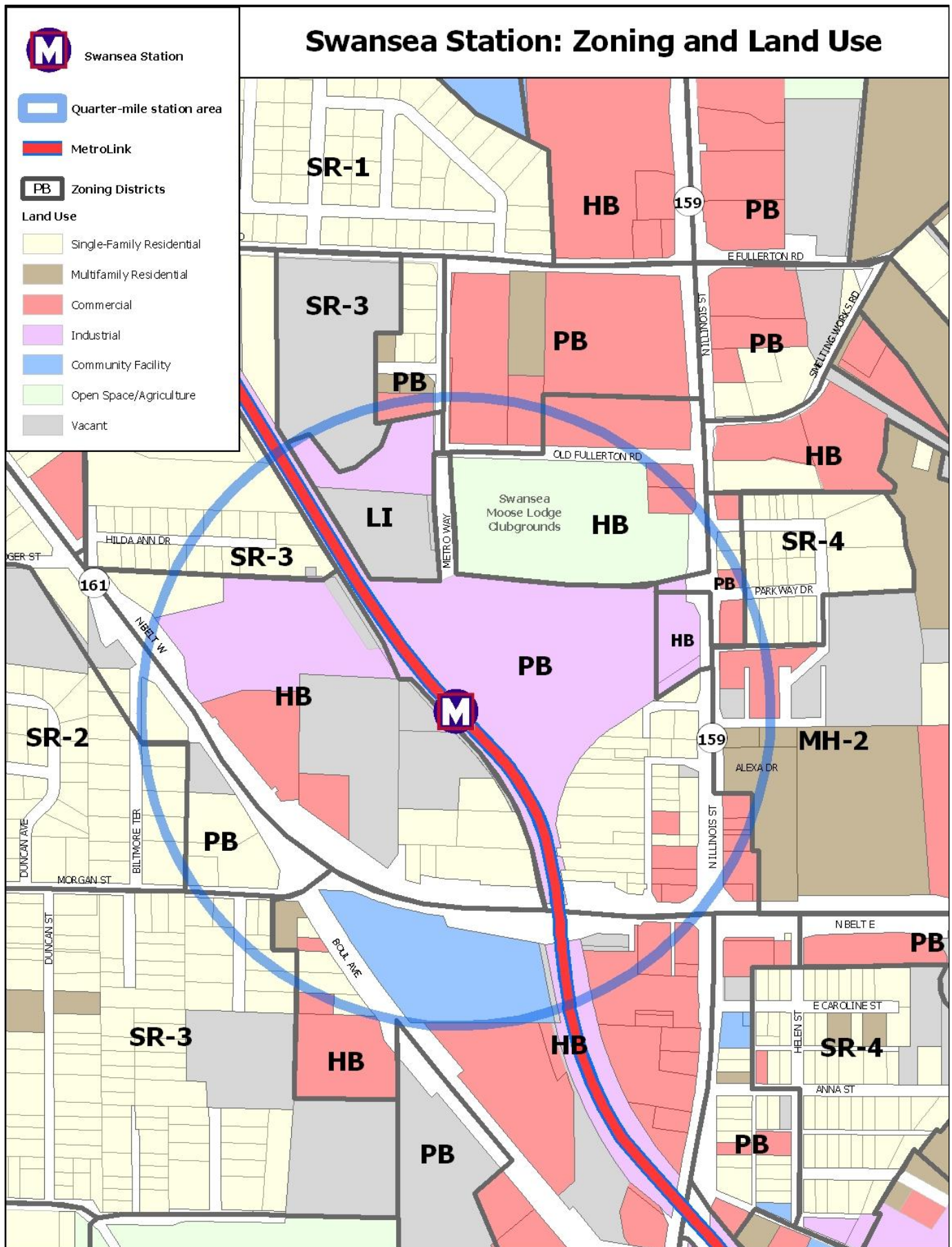
*Availability of land:* There are no significantly large vacant lots within the quarter-mile station area. Metro does own two Park-Ride Lots totaling approximately eight acres and containing 716 parking spaces, and may have an interest in joint development. There is also a three-acre lot west of the Swansea Station, but it is owned by a private club and may not be available for development.

*Zoning:* Some of the current zoning regulations within the station area, particularly surrounding the MetroLink Station, **may be supportive of lower-density, transit-oriented development:**

- **Mixed uses and multi-family residential development are permitted near the station**, by special permit in the HB and PB Districts. The full quarter-mile station area includes several zoning districts, but most of the station area lies within one of these two zoning districts. The HB: Highway Business District allows a wide range of commercial, office, and retail uses, and allows multi-family apartments by special permit. The PB: Planned Business District allows all housing types and most commercial uses.

**However, other elements of existing zoning regulations may pose difficulties for TOD** within the station area:

- **Lower-density building envelopes:** Building heights in the PB District are determined by the site plan approval process, but most of the other zoning districts set a maximum height of two to three stories. The LI: Light Industrial District allows buildings up to 60' in height, but does not allow residential or mixed-use buildings.
- **Multi-family residential development and mixed uses are not permitted around the periphery of the station area.** The core station area is surrounded by SR Single-Family Residential Districts and an MH-2 Mobile Home Residential District. None of these districts permit multi-family housing, commercial uses, or mixed-use buildings.
- **Minimum lot and yard sizes:** Lot sizes and yard requirements in the PB District are determined through the site plan approval process. Both the HB and LI Districts require a minimum lot size of 18,000 sq. ft., lot widths of 120', 30' front yards, and two side yards. The residential districts require lot sizes ranging from 6,000 sq. ft. to 9,600 sq. ft., lot widths from 50' to 80', and 25' front yards. These minimum dimensions for lot dimensions and yards may pose difficulties 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 six spaces for every 1,000 sq. ft. of floor area, and offices require four spaces for every 1,000 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: Swansea Station: Existing Zoning Regulations**

District Type	SR-2	SR-3	SR-4	MH-2	HB	PB	LI
	Single-Family Residential	Single-family residential	Single-family residential	Mobile Home Residential	Highway Business District	Planned Business District	Light Industrial District
<b>Uses Permitted</b>	1-family detached homes; parks and playgrounds; Swansea Government buildings; elementary and middle schools	Single-family residential	Single-family residential	1-family mobile/manufactured homes; parks and playgrounds; Swansea government buildings	Wide range of retail and services; offices; research labs; single-family homes; bars; restaurants; churches; Swansea govt bldgs; gyms; parking lots/garages	All residential types; very wide range of retail and services; offices; research labs; bars; restaurants; government buildings; churches; nursing homes; parking lots/garages; PUDs	Industrial/manufacturing from semi-finished materials; warehousing; wholesale; utilities; research labs; gas stations and auto repair; government buildings
<b>By Special Permit</b>	Churches; other government buildings; high schools; utility substations			Manufactured offices	Multifamily apartments; amusements, indoor and outdoor; schools; colleges; trade schools; dormitories; nursing homes; day care; hotels; hospitals	All developments require formal site plan approval and a development impact study	Junk yards; vehicle towing and storage
<b>Minimum Lot Area</b>	9,600 sq. ft.	8,400 sq. ft.	6,000 sq. ft.	4,500 sq. ft.	18,000 sq. ft.	As per site plan	18,000 sq. ft.
<b>Minimum Lot Width</b>	80'	70'	50'	30' - 50'	120'	As per site plan	120'
<b>Minimum Lot Depth</b>	100' - 120'	100' - 120'	100' - 120'	N/A	150'	As per site plan	150'
<b>Max Building Height</b>	2.5 stories / 35'	2.5 stories / 35'	2.5 stories / 35'	2.5 stories / 35'	3 stories / 50'	As per site plan	60'
<b>Minimum Front Yard</b>	25'	25'	25'	15'	30'	As per site plan	30'
<b>Minimum Side Yard</b>	2 required, min 10' each	2 required, min 10' each	2 required, min 10' each	20'	2 required; 20' each	As per site plan	2 required; 20' each
<b>Minimum Rear Yard</b>	25'	25'	25'	20'	25'	As per site plan	25'
<b>Parking</b>	Residential = 1.5 - 2 spaces per DU; hotels = 1 per room; general offices = 4 per 1,000 sq. ft.; general retail = 6 per 1,000 sq. ft.; general industrial = 2 per 3 employees						
<b>Miscellaneous</b>	No front-yard parking is allowed for single- and two-family homes. All principal commercial and industrial activities must be within enclosed buildings; accessory open storage is allowed, but must be visually screened. No environmental nuisances are allowed in any district, including the LI District.						

\*DU = dwelling unit

\*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.