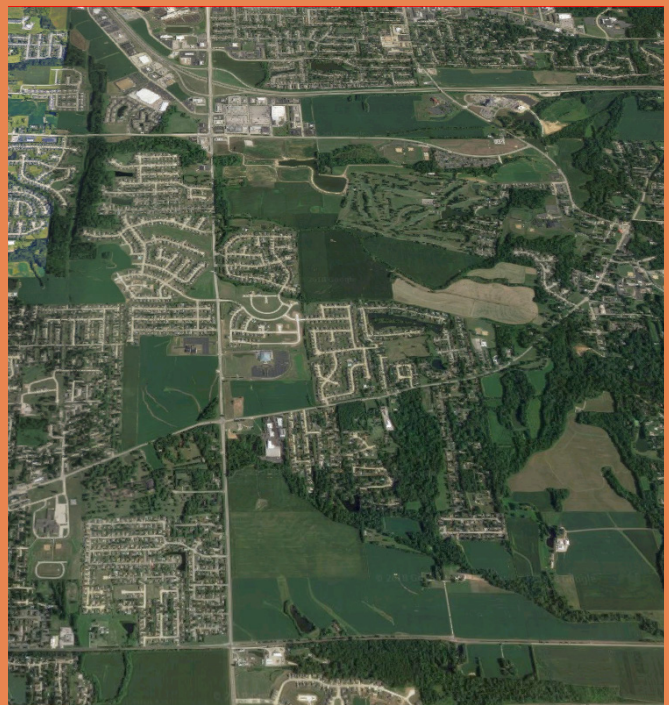


Shiloh Comprehensive Plan



updated 2018 for
The Village of Shiloh, Illinois



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This Comprehensive Plan
Update 2018 was prepared for
the Village of Shiloh by
HeartLands Conservancy.

June 2018

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Section I: Introduction

The Village of Shiloh, Illinois faces the types of challenges and opportunities that most communities in the country would love to have: a steady rate of economic and population growth and many amenities and municipal services that support a high standard of living. In addition, Shiloh is within close proximity to large metropolitan areas and has a multitude of scenic and beneficial natural resources, low crime rates, good schools, stable property values and small town charm.

The challenge is finding a proper balance between community growth and quality of services. How does Shiloh continue to take advantage of these opportunities without infringing on neighborhoods, open spaces, and municipal overload?

On one hand, growth strengthens the local economy and adds to the tax base. On the other hand, unplanned growth adds stress to the environment and requires additional roads, classrooms, police, fire protections, and parks. The future success of Shiloh depends on how well the village meets the challenges of growth while embracing and conserving the aspects that make Shiloh a great place to live.



Purpose of the Plan

A comprehensive plan is a policy document that guides future development in the village for ten to 20 years. The Village Board, Planning Commission, and village staff use the comprehensive plan to guide and inform decisions such as land use, transportation, utilities, zoning, parks, and development.

The primary goal of the comprehensive plan is to better manage growth so that upgrades and expansion of services like transportation, facilities, utilities, schools, parks, and emergency services are keeping up with the rate of growth.

The comprehensive plan is not a zoning ordinance or regulatory document. It helps village officials make decisions about proposed changes in the community and aids in capital improvement planning and future annexations.

The 2018 update to the comprehensive plan replaces the 2004 version. Since then, the village has experienced significant growth and change. The combination of rapid residential growth and annexation by the village has significantly increased the population, causing higher demand on public systems such as fire, police, highways, sewers, water, and schools. The prospects for continued rapid urbanization are supported by such developments as MidAmerica Airport, MetroLink, the I-64 corridor, Frank Scott Parkway, and the easterly expansion of the St. Louis Metropolitan area.

This plan is designed to cover the village's current and projected growth issues and opportunities over the next ten to 20 years. The recommended land uses, as shown on the land use plan, should not be construed as a "build out" strategy; however, development should generally follow the land use pattern that the plan suggests. This will provide flexibility for the development of individual parcels of land while promoting a high quality of life for residents. This plan should be updated as needed on a five-year cycle to address any changes impacting the community.

The Planning Process

Updating the Village of Shiloh's comprehensive plan began with a detailed analysis of the community, including demographics, housing, economics, and current land use.

The village gathered public input on these topics during two community workshops held in May and July 2017. At the workshops, residents completed a survey and participated in an exercise where they identified current liabilities, assets, and needs, as well as future dreams for the Village.

After review by the planning commission, village staff, and the public, the planning commission recommended the comprehensive plan to the Village Board on May 14, 2018. The Village Board adopted the comprehensive plan on June 4, 2018.



Public Engagement

The planning commission held community workshops in May and July 2017 at the Senior Citizens Center to gather information from residents. At both meetings, residents participated in an exercise to identify Shiloh's liabilities, assets, needs and weaknesses. For each category they submitted three items and then voted on their top choices. Top results included:

- **Liabilities**
 - o Traffic congestion, specifically on Green Mount Road and Frank Scott Parkway.
 - o Dependency on Scott Air Force Base (AFB).
- **Assets**
 - o Good schools, parks, and open space.
 - o Low crime rate.
 - o Small community feel with room to grow.
 - o Good location in proximity to the interstate, St. Louis, Scott AFB, and retail.
- **Needs**
 - o New police and administrative buildings.
 - o A village center for community gatherings.
 - o Business and commercial development to encourage a more diverse economy.
 - o Traffic flow improvements and infrastructure to encourage walking and biking.
- **Dreams**
 - o Establish a traditional downtown area with local shops and events.
 - o Become a medical destination complete with a Children's Hospital.
 - o Offer additional passive and active recreational opportunities.

At the workshops, residents completed a survey where they rated the village's current services, infrastructure livability and future needs. They also participated in a small group discussion to create a vision for Shiloh in 2040.

The results of the public engagement, combined with data analysis, set the framework for the 2040 Comprehensive Plan.

Primary issues and opportunities identified during the public engagement and community analysis process include:

- Ability to manage rapid growth.
- Traffic regulation.
- Infrastructure expansion.
- Capital formation for needed improvements.
- Creation of a village core, similar to a traditional downtown.
- MetroLink Station development.
- Lack of community and civic identity.
- Acquisition and development of park land, recreation facilities, and passive open space.
- Forest area preservation and habitat linkages.
- Connection of parks and destinations via trails and pedestrian and bicycle facilities.
- Stormwater management.
- Protection of scenic views.
- Additional government buildings for service expansion



Section II: Existing Community Analysis

Section II – Existing Community Analysis

Brief History of Shiloh, Illinois

Population

Housing

Economy

Education

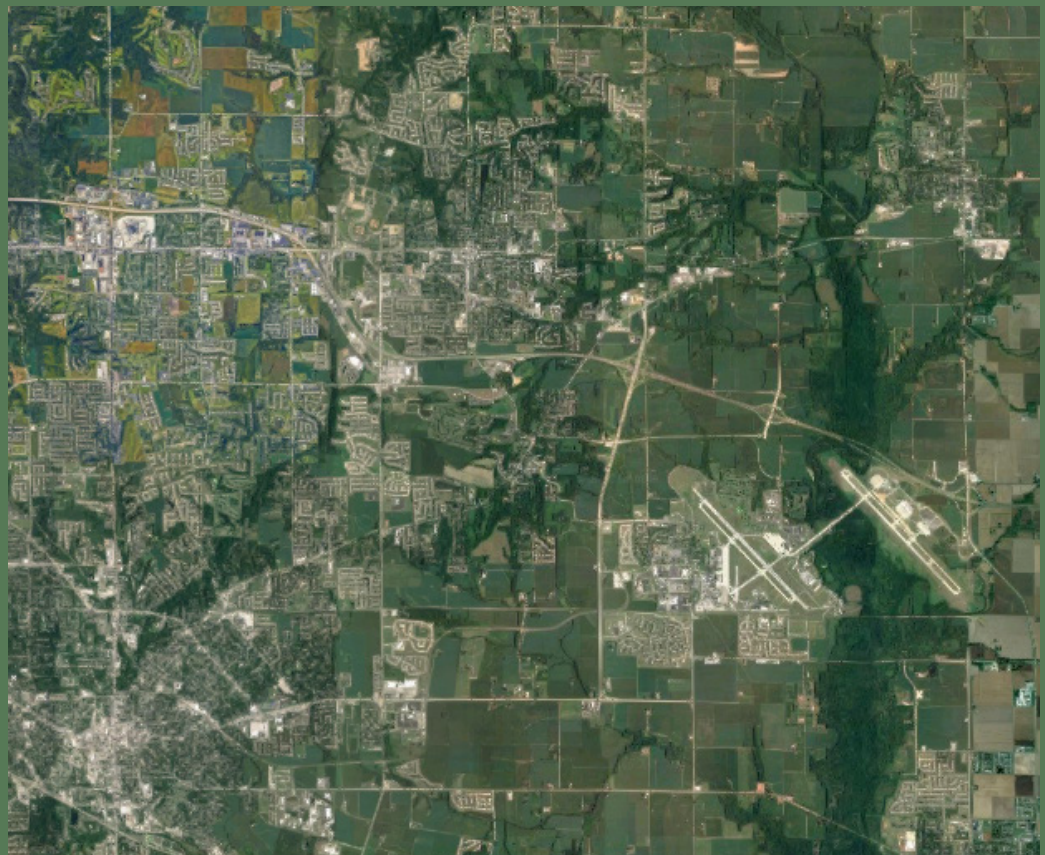
Transportation

Infrastructure and Public Services

Parks and Recreation

Environmental and Natural Resource Features

Undermined Areas



Brief History of Shiloh, Illinois

Early Settlement

- Shiloh's first settlers arrived in 1802. The Scott family, consisting of three brothers and their wives, moved to Shiloh and established a grist and powder mill on a branch of Silver Creek.
- The state's first Methodist church was built in Shiloh in 1807.
- Three spring-fed streams converge in Shiloh. For many years, the area was referred to as "Three Springs."
- Friedrich Engelmann, a German immigrant, purchased a farm property on Shiloh Station Road in 1833 (today known as "Engelmann Farm"). It served as a refuge and major stop for German settlers during westward expansion. Today the farm is owned by St. Clair County and is preserved as a scenic, passive recreation area.
- George Engelmann, another German immigrant and resident of the Engelmann farm in the 1830s, was a renowned botanist. He helped to develop the Missouri Botanical Garden using plants that he grew on the farm in Shiloh. This acreage today represents the last old-growth forest in Shiloh Valley.

1900 - 1945 (Early 20th Century)

- Shiloh officially became an incorporated village in 1905. At the time it had 51 residents.
- Many of Shiloh's residents in the early 1900s came to work in the coal mines. There were at least four mines in the Shiloh vicinity, which operated from 1900 to 1968. Today, there are few visible traces of the coal mines and railroads that once dominated the landscape.
- In 1917, Scott Field was built with a \$10,000 appropriation from Congress. Five hundred soldiers trained at the field for World War I (WWI).

1960s - 1980s

- Shiloh's iconic water tower was built in 1978. The 145-foot-tall red and white striped tower has become a symbol of Shiloh. Interestingly, the Federal Aviation Administration chose the color scheme for flight safety reasons due to the proximity of Scott AFB.
- Beginning in the late 1980s, the village began annexing land, growing Shiloh to its current size. Today the village is 11 square miles.

1990s - Present

- In 1997, MidAmerica Airport was built adjacent to Scott AFB. The airport is currently served by Allegiant Air. In 2015, 63,000 passengers came through the airport.
- In 2001, Green Mount Crossing was built near the I-64 interchange on Green Mount Road. This development brought the first big-box stores to Shiloh and is now a retail hub for the community.
- In 2008, the Engelmann Farm was dedicated as a St. Clair County Park to preserve its history, old-growth forests, rolling hills, two historic homes, and the Engelmann family cemetery.
- In 2015, a six-acre emergent scrub-shrub and forested wetland was built in Three Springs Park.
- Memorial Hospital East, a 94-bed state-of-the-art facility located on Cross Street, was built in 2016.

Population

The Village of Shiloh has been experiencing a period of rapid growth for the past 30 years to a population of 14,200 according to a 2016 special census. According to U.S. Census data the population growth rate from 2000 to 2010 was 64 percent, with an annual average increase of 491 people. During this same period of time, the population of St. Clair County grew from 256,082 to 270,056, but at a comparatively slower rate of 5.4 percent. The American Community Survey estimates that between 2010 and 2016, population for the county declined 1.1 percent while Shiloh's population grew ten percent.

The increase in population can be attributed to the following factors:

- Annexations
- Demand/supply of new housing development
- Success/expansion of employment at Scott AFB
- I-64 access improvements
- MetroLink expansion
- Capital infrastructure expansion (e.g., water, sewer)
- Highly-rated school district
- Increased economic development
- New medical facilities

It is anticipated that Shiloh's population will continue to grow. Projections suggest that the population will increase by 3,859 new residents before 2030, for a total population of 16,941.

Table 1.1 Population Trends for the Village of Shiloh

Year	Population	Increase (#)	Percent Change (Decade to Decade)
1920	381		
1930	384	3	0.7%
1940	409	25	6.5%
1950	453	44	10.7%
1960	701	248	54.7%
1970	945	244	34.8%
1980	1,045	100	10.6%
1990	2,650	1,605	154%
2000	7,643	2,593	188%
2010	12,561	4,918	64.3%
2016 (special census)	14,200	640	5.1%
2020 (projected)	14,840 (+/- 2.4%)	879	12.1%
2030 (projected)	16,941 (+/- 2.4%)	2980	20%

* Based on a 6 year timeframe

Source: U.S. Census Bureau

Housing

Three-quarters of homes in Shiloh have been built since 1990. Less than ten percent of homes were built prior to 1970.

Average household sizes in Shiloh have remained relatively constant between 2000 (2.69 people in an owner-occupied household, and 2.4 people in a renter-occupied household) and 2016 (2.71 people in an owner-occupied household, and 2.34 people in a renter-occupied household). The percentage of family households with children under 18 has decreased between 2000 (40 percent) and 2016 (31.5 percent).

Householder ages have been increasing since 2000 in Shiloh. In 2000, 14 percent of households were comprised of families/singles ages 65 and older. This number has increased to 34 percent of households ages 65 and older. The proportion of householders over the age of 65 living alone has also increased between 2000 (five percent) and 2016 (ten percent). One possible explanation could be an increase in the availability of senior living facilities in the village.

Seventy-eight percent of housing units in Shiloh are owner-occupied and 22 percent are renter-occupied. As of the 2016 U.S. Census American Community Survey, 12.9 percent of all units are estimated to be vacant. The median value of houses for sale in Shiloh is \$214,500 and the median rental price is \$935.

Age of Housing Units

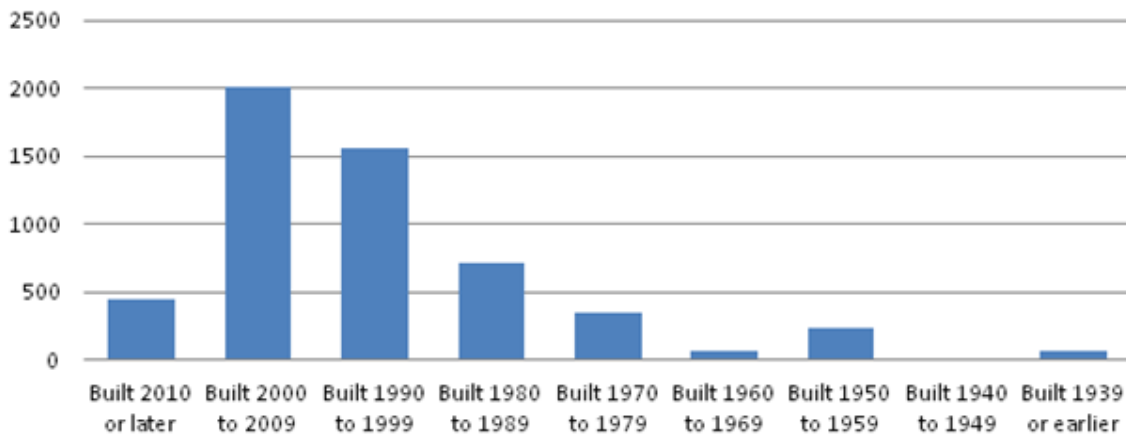


Chart 1.1 Age of housing units in Shiloh
U.S. Census Bureau American Community Survey 2012-2016 Estimates

Household Types

	#	%
Family households (families)	3,361	70.4%
With own children under 18 years	1,504	31.5%
Married-couple family	2,908	60.9%
With own children under 18 years	1,240	26.0%
Male householder, no wife present	157	3.3%
With own children under 18 years	51	1.1%
Female householder, no husband present	296	6.2%
With own children under 18 years	213	4.5%
Nonfamily households	1,411	29.6%
Householder living alone	1,264	26.5%
65 years and over	458	9.6%
Total households	4,772	-

A family household consists of a householder and one or more other people living in the same household who are related to the householder by birth, marriage, or adoption. A nonfamily household is a householder living alone or with nonrelatives only. Same-sex couple households with no relatives of the householder present are tabulated in nonfamily households. For more information, visit the American Community Survey Data & Documentation page: http://www.census.gov/acs/www/data_documentation/documentation_main/.

Source: American Community Survey 2016

Table 1.2 Household Types

Economy

Shiloh's current unemployment rate of 3.6 percent is slightly lower than the national average of about five percent. Twenty-nine percent of Shiloh's population is retired. Only 4.3 percent of residents are living below the poverty level. Five percent are in the armed forces. The median household income in Shiloh is \$81,156. Comparatively, the median household income in O'Fallon is \$80,329, St. Clair County is \$50,006, and state-wide is \$59,196 (U.S. Census Bureau, American Community Survey 2012-2016).

According to the U.S. Census Bureau American Community Survey 2012-2016, occupations with the highest percentage of workers in Shiloh are:

- Management, business, science, and arts (46.7%)
- Sales and office operations (22.5%)
- Service occupations (12.1%)

In addition, top industries include:

- Educational services, health care, and social assistance (21.4%)
- Professional, scientific, and management, and administrative and waste management services (15.1%)
- Transportation, warehousing, and utilities (9.9%)
- Finance, insurance, and real estate (8.7%)
- Manufacturing (8%)
- Arts, entertainment, recreation, accommodation, and food services (7%)

The U.S. Government employs 22 percent of workers in Shiloh. Within the St. Louis Metropolitan Statistical Area (MSA), Shiloh has a higher concentration of agriculture, forestry, fishing and hunting industries than the rest of the region. However, Shiloh has a much lower concentration than the St. Louis MSA of management, accommodation and food services, arts, entertainment and recreation, wholesale trade, and administrative and waste services.

Based on a shift-share analysis of industry mix changes from 2010 to 2015 in Shiloh and the St. Louis MSA, Shiloh is expected to see an increase in its competitive share of the following industries: utilities, transportation and warehousing, finance and insurance, real estate, management of companies, and educational services. Competitive growth is also expected in the healthcare industry with the addition of the new hospital, Memorial East, and ancillary medical establishments near I-64.

Eighty percent of workers in Shiloh drive alone to work, with a mean travel time of 27 minutes. Less than ten percent take public transportation, walk, or bike to work (U.S. Census Bureau, American Community Survey 2012-2016).

Sales Tax Revenue

On average, sales tax revenue in Shiloh has increased annually since 2013. In 2016, sales tax revenue totaled \$1.84 million.

Sales Tax Receipts, Village of Shiloh

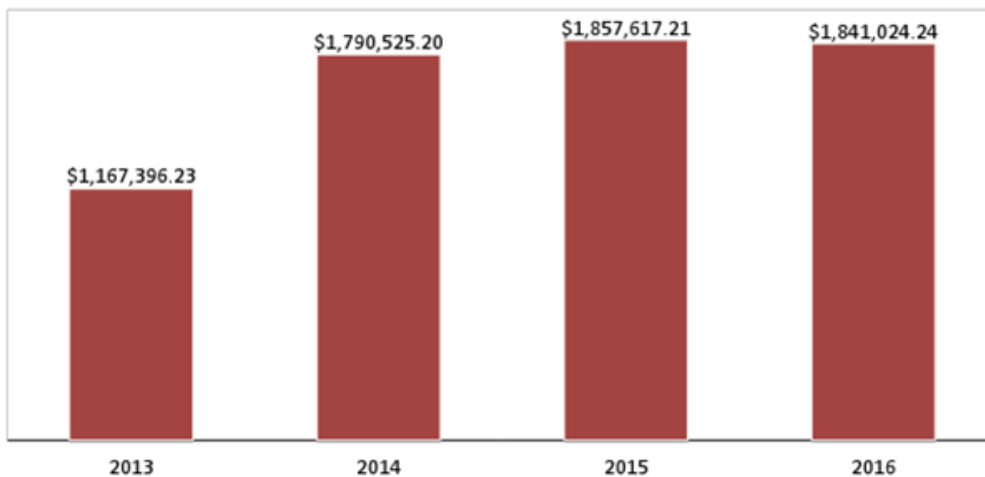


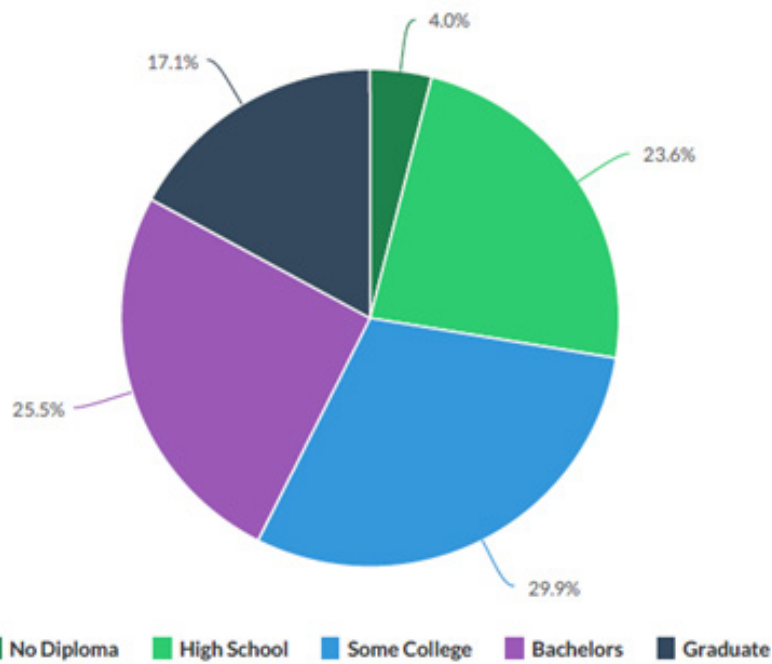
Chart 1.2 Sales Tax Receipts
Village of Shiloh

Education

Shiloh is home to four schools within three school districts. Shiloh Village School District is comprised of an elementary school (pre-K through 3rd grades) and a middle school (4th through 8th grades), with 589 students enrolled. Whiteside Middle School is within Shiloh city limits and is part of Whiteside School District 115 with 573 students enrolled in 5th through 8th grades. Wingate Elementary, part of Mascoutah Community Unit School District 19, has 304 students enrolled in grades K through 5th. Students from areas of Shiloh also attend Central Elementary School and Joseph Arthur Middle School in O'Fallon. Shiloh students attend O'Fallon Township, Belleville East, or Mascoutah high schools.

Educational Attainment

Nearly three-quarters of Shiloh residents have attended college, with 42 percent completing a bachelor's degree or higher and an additional 30 percent achieving an associate's degree or some college. Ninety-six percent of residents have received at least a high school diploma or equivalent. Shiloh has a higher percentage of residents that have graduated from high school than St. Clair County (90 percent) and the St. Louis MSA (91 percent).



	#	%
No diploma	346	4.0%
High school graduate & equivalency	2,073	23.6%
Associate degree & some college, no degree	2,625	29.9%
Bachelor's degree	2,242	25.5%
Graduate or Professional degree	1,498	17.1%
Population 25 Years and Over	8,784	-

Source: American Community Survey 2016

Chart 1.3 Educational attainment for village residents
U.S. Census Bureau American Community Survey 2012-2016 Estimates

Transportation

Shiloh's location within the greater St. Louis regional transportation network factors into the community's growth. Transportation factors play a significant role in shaping the direction and extent of development. The village is served by major highways I-64, Illinois Route 161, and Illinois Route 158. Other arterials include Frank Scott Parkway, Green Mount Road, and Lebanon Avenue. These transportation corridors provide the community with easy access to the greater St. Louis region, job and shopping centers, and other major metropolitan areas (e.g., Chicago, Kansas City, Indianapolis).

Roadways serve two primary travel needs: access and mobility between locations. Most roads provide some combination of each of these needs; however, it is the roadway's primary purpose that classifies it into a functional use category.

Figure 1 shows the existing roadway system by functional use. The following are descriptions of the categories used for this functional classification:

Interstate Examples: I-64

- Allow for mobility and long-distance travel.
- Separate limited access, high speed and directional travel lanes by a physical barrier, such as a grassy median.
- Serve major activity centers, highest traffic volume corridors, and longest trip demands.
- Carry a high proportion of urban travel on minimal mileage.
- Interconnect and provide continuity for major rural area corridors to accommodate trips entering, leaving and traveling through urban areas. Connect all, or nearly all, urbanized areas and a large majority of urban clusters.

Principal Arterials Examples: Carlyle Ave and Illinois Route 158, Air Mobility Drive

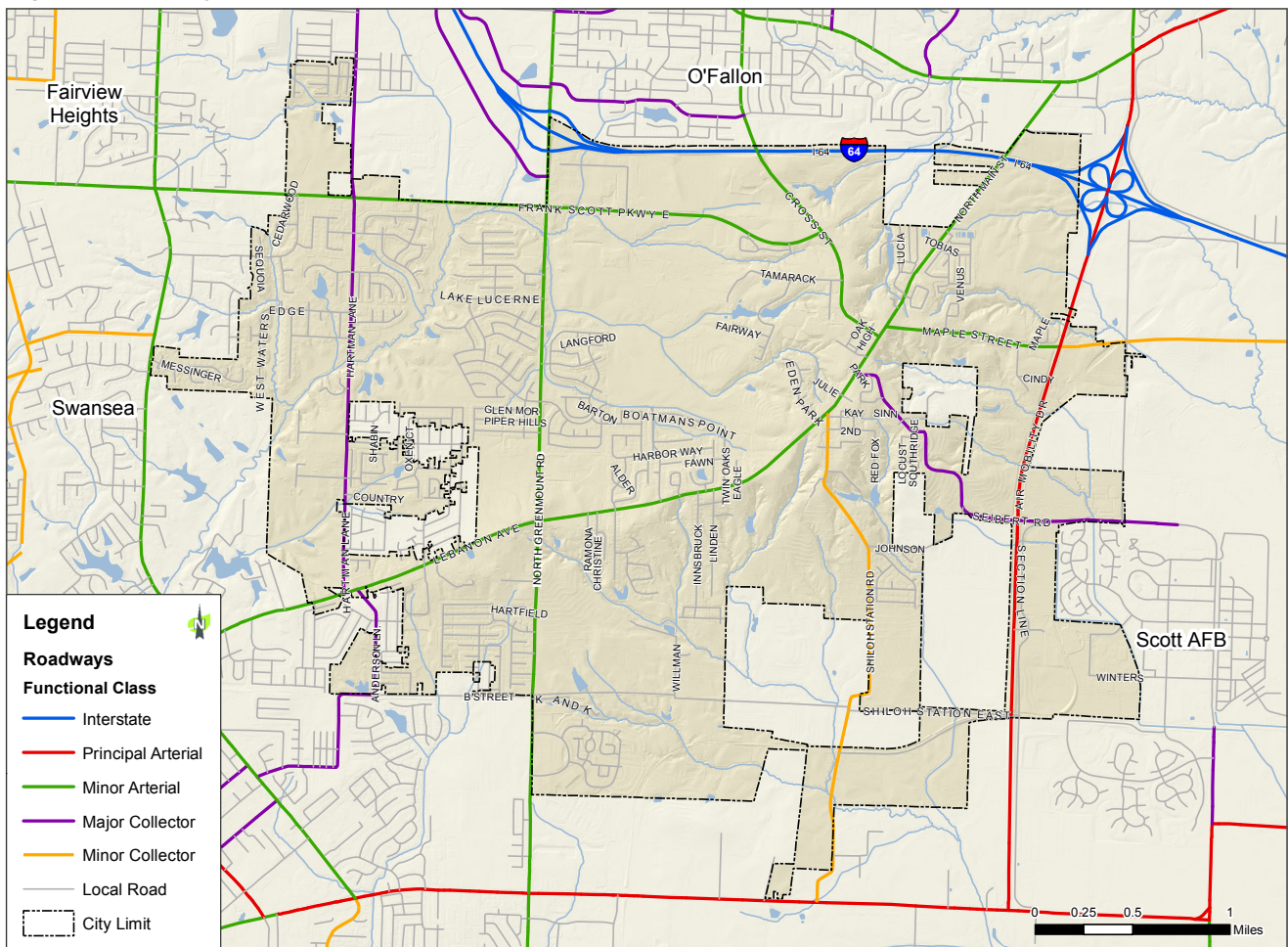
- Serve corridor movements that have the trip length and travel density characteristics indicative of substantial regional travel.
- Form a regional, integrated network along with other principal arterials.

- Have a high-traffic carrying capacity at higher operating speeds.
- Link cities and form an integrated network with other major arterials.

Minor Arterials Examples: Green Mount Road, Frank Scott Parkway, Lebanon Avenue

- Provide service for trips of moderate length.
- Serve geographic areas that are smaller than its higher arterial counterparts.

Figure 1: Roadway Functional Class



- Offer connectivity to the higher arterial system.
- Provide intra-community continuity and potentially carry local bus routes.

Major and Minor Collectors Examples: Hartman Lane, Shiloh Station Road, Seibert Road

- Accommodate the moderate trip length at moderate speeds and mobility.
- Feed traffic to arterials, other collectors or provide for cross town, intra-city movement.
- Provide a degree of land accessibility for abutting property.

Local Roads Examples: Eden Park Drive, Johnson Road

- Accommodate shorter trip length at low operating speeds.
- Provide access to land.
- Typically do not carry through traffic.

In 2017, an additional two lanes of traffic with an interchange at Rieder Road were added to I-64 near Shiloh. Given the increased rate of traffic on this highway, along with the expected development of MidAmerica Airport and the recent additions of Memorial East Hospital and St. Elizabeth's Hospital, the interstate expansion will reduce the strain of I-64 on Shiloh, which carries 60,700 trips per day. As part of this study, traffic volume data for the Village was compiled from existing sources including the Illinois Department of Transportation (IDOT). Figure 2, Traffic Counts, depicts the annual average 24-hour traffic volume on IDOT owned/maintained roadways in the Village. Traffic volumes range from 25,000 a day on parts of Green Mount Road to 4500 daily on Siebert and Maple Streets.

Airport

Shared with Scott AFB, MidAmerica Airport is located east of Shiloh in the City of Mascoutah. MidAmerica Airport provides passenger and logistical services for southwestern Illinois and the greater St. Louis metropolitan area. The combined future air traffic of Scott AFB and MidAmerica Airport present certain development challenges to the village. The Federal Aviation Administration (FAA) guidelines on building heights and land uses adjacent to the airport affects the type of development that can be built. For example, the southwest quadrant of the Illinois Route 158 and the I-64 interchange has high development potential; however, it is located in the Scott AFB take-off and landing zone. Not only is there concern with the height of structures and aircraft noise levels in this area, but other land uses may interfere or restrict Scott AFB operations.

Projected noise levels around the Scott AFB operating area require proper zoning and building codes that minimize the impacts from aircraft noise on development in the vicinity. F 3 shows the height and hazard, noise zone, and accident potential zones as reflected in the Scott Joint Use Airport Plan. The Village has included these measures in their zoning and land use code.

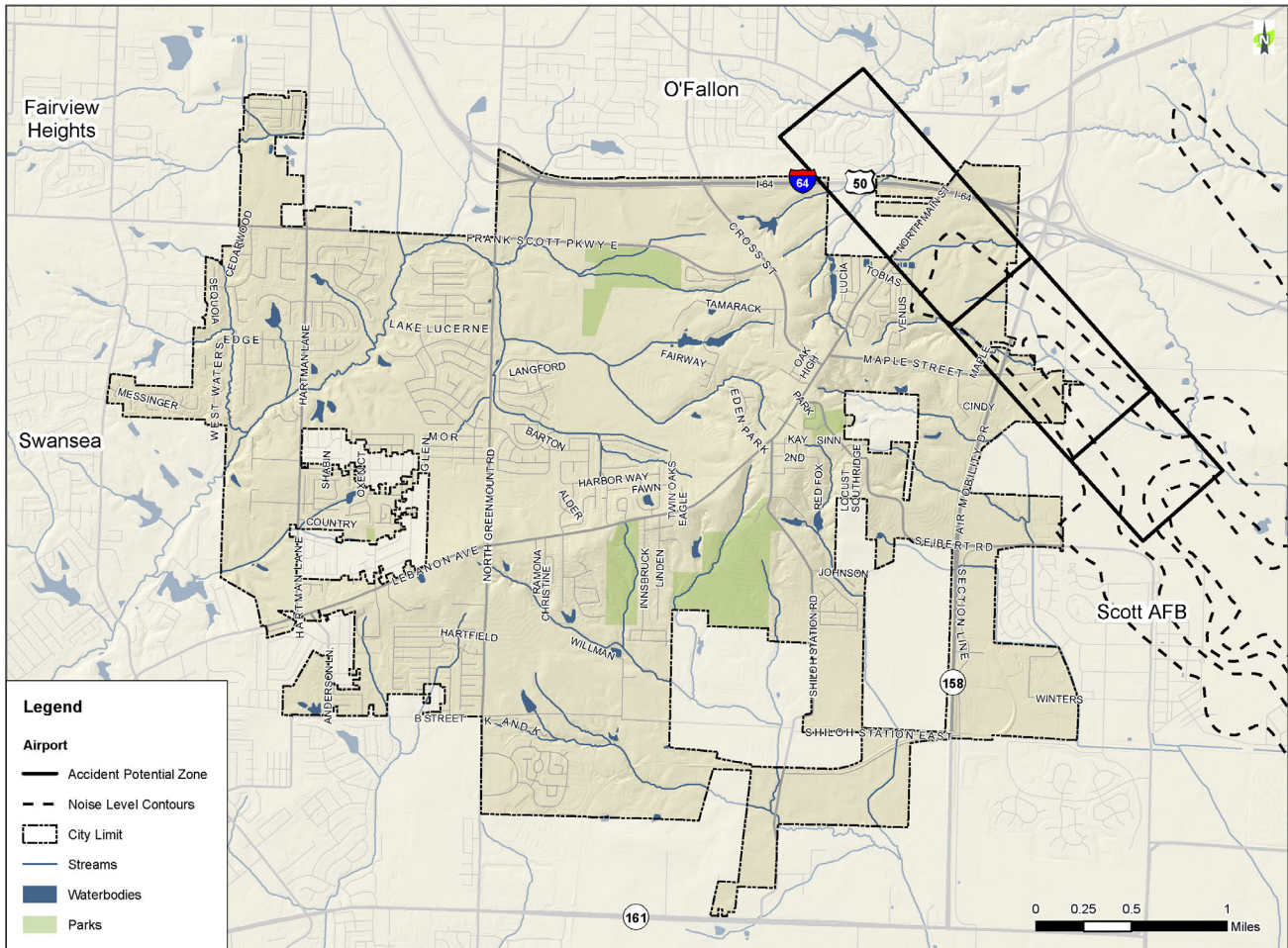
Mass Transit

Three St. Clair County transit system bus routes serve Shiloh. Bus stops are located along Main Street, Green Mount Road, Cross Street, and Illinois Route 158/Air Mobility Drive. The St. Louis regional MetroLink light rail station is located adjacent to Scott AFB. This is the most easterly stop for the light rail route serving the entire St. Louis metro region.

Railroad

A Norfolk Southern Railway Company railroad line runs east to west through the southern part of Shiloh, connecting to Belleville to the west and Scott AFB to the east. There are currently no stops in Shiloh.

Figure 3: Airport Hazard Zones & Noise Contours



Bicycle and Pedestrian Facilities

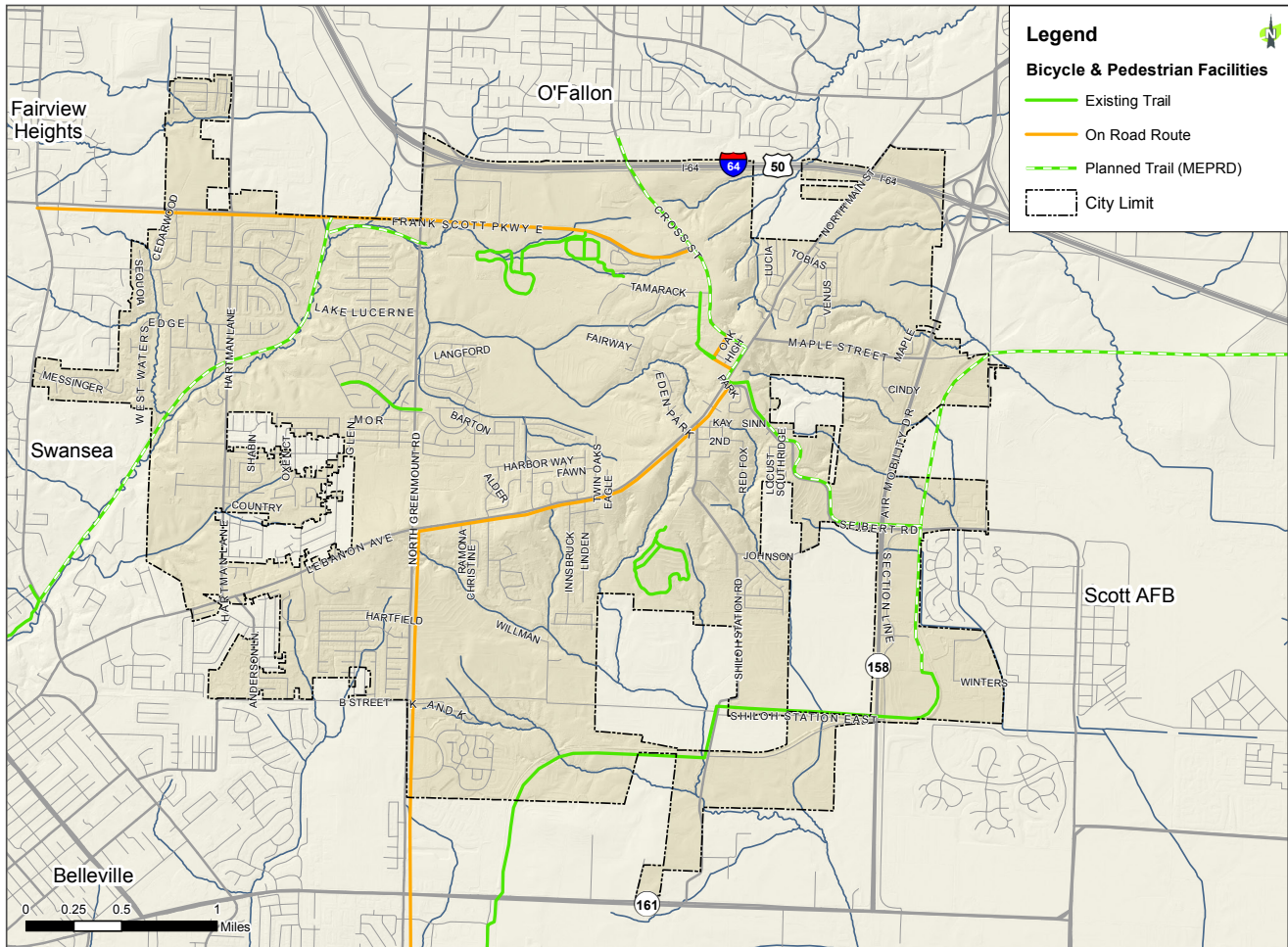
St. Clair County Transit District's MetroBikeLink trail, completed in 2016, parallels the MetroLink rail line connecting the Shiloh and Scott station with the Belleville and O'Fallon stations. MetroBikeLink also connects to another regional trail, the Richland Creek Greenway. The Greenway follows the creek connecting Belleville's South Side Park to Swansea's Centennial Park, as well as many parks in between.

For bicyclists, wide shoulders on Green Mount Road, Lebanon Avenue and Frank Scott Parkway are signed as on-street routes to provide connection between trails. The Village has built a multi-use trail to connect the middle school to Church Street and along Seibert Road from Lebanon Avenue to Johnson Road. Within Engelmann Farm Park and Three Springs Park there are multi-use loop trails for recreation.

Metro East Park and Recreation District's Long Range Plan, approved by the Village Board, includes proposals for three new trails in Shiloh. This would expand the Richland Creek Greenway from Centennial Park to Three Springs Park, the Scott-Troy Connector Trail along Cross Street and Seibert Road, and the MetroBikeLink to Seibert Road and continuing to any future MetroLink station.

Shiloh has 37 miles of public sidewalk as mapped by Metro East Park and Recreation District. The sidewalk inventory gives location of all sidewalks but not the condition. Sidewalk inventory was based off of aerial imagery and may need to be verified in locations. The MEPRD dataset provided base information the City could build off of by documenting new sidewalks as they are built and the condition of sidewalks. Such information is useful to determine locations for new infrastructure and maintenance schedules.

Figure 4: Bicycle & Pedestrian Facilities



Infrastructure and Public Services

Utilities

Electric service and natural gas are both supplied to the village. No problems are anticipated in serving future development with electric service or natural gas.

Local telecommunications service is provided via fiber optic cable, as well as satellite service.

Drinking Water

Drinking water is provided through Illinois-American Water.

Sanitary Sewer

Sanitary sewer service is comprised of limited developments served by private sewage systems, and the majority of the community served by multiple public sanitary sewer system providers.

Stormwater Management

Extensive development is anticipated in the watersheds (i.e., the areas of land that drain to a single point) that encompass Shiloh. Continued regional growth will likely result in a substantial increase in impervious surfaces (e.g., parking lots, streets, driveways, roofs). These surfaces cause stormwater to runoff in greater volumes and at higher speeds instead of filtering into the ground. The net effect of this runoff is downstream flooding.

With support from the U.S. Army Corps of Engineers and the Illinois Department of Natural Resources, the village worked with a developer to implement a stormwater management plan for approximately 110 acres near North Green Mount Road and Frank Scott Parkway. Shiloh has made a number of other improvements as well.

In 2016, several community partners launched a regional effort to reduce flooding and improve water quality within the Lower Silver Creek watershed. Partners include Scott AFB, HeartLands Conservancy, Illinois Environmental Protection Agency (EPA), Village of Shiloh, City of O'Fallon, City of Mascoutah,

and City of Lebanon. The effort will provide recommendations for the entire watershed and identify ways to make improvements, large and small, for watershed health.

The village also participates in the countywide Municipal Separate Storm Sewer System (MS4), which is regulated by the EPA.

Trash & Recycling

Republic Services is the exclusive trash and recycling hauler for the residents of Shiloh.

Fire & Police Service

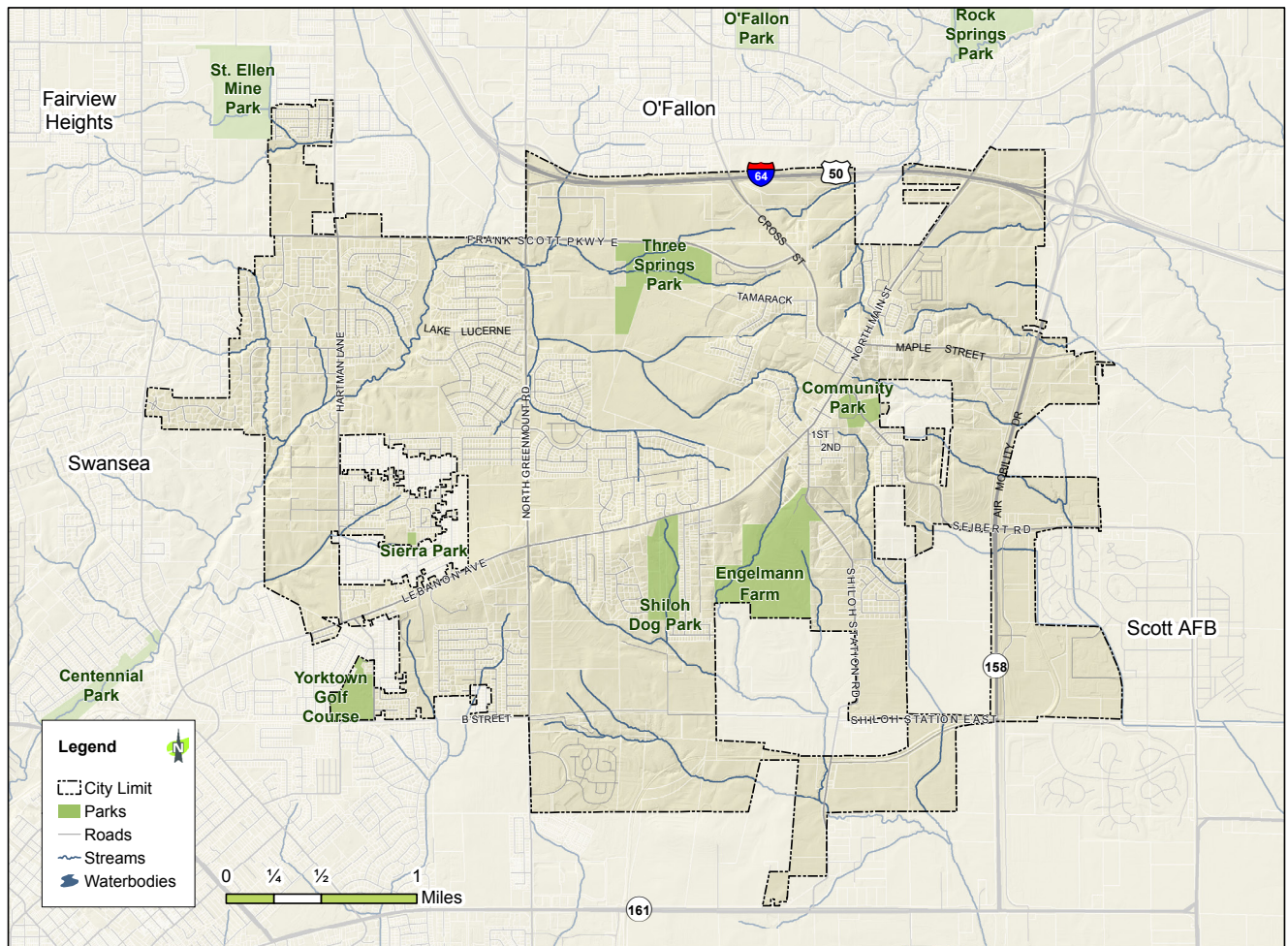
Fire services are provided to Shiloh by the O’Fallon Fire Department and the East Side Fire Department (Belleville, IL). The O’Fallon-Shiloh Emergency Medical Services are the Professional Advanced Life Support Service and acting 911 providers for citizens within the O’Fallon Fire District. East Side Fire Department residents are served by MedStar Private Ambulance. There are currently 20 full-time officers on the police force. A neighborhood watch program is also in effect for the Village of Shiloh.

Parks and Recreation

Shiloh has four community parks, a golf course, and one county park (see Figure 5):

- **Shiloh Community Park (17 acres)**—Located on Park Drive
Features include: Playgrounds, picnic areas, mulch walking trail (circles Fields B and C and is 0.5 mile), ball fields, pavilions, Shiloh Village Hall, Senior Center and Klucker Community Hall. This park is also the site of the Shiloh Picnic held in September.
- **Three Springs Park (80 acres)**—Located on Frank Scott Parkway
Features include: Wetlands, playground, picnic areas, paved walking trail (0.5 mile), paved non-motorized trail around the lake (1.7 miles), ball fields, tennis courts, and basketball/volleyball courts. This park is also the site of the Police Department’s National Night Out in August.
- **Sierra Park (2 Acres)**—Located on Sierra Drive
Features include: Playground, picnic areas and a paved walking path (0.3 mile).
- **Shiloh Dog Park (53 acres)**—Located on Lebanon Avenue
Features include: Small and large dog pens, water faucets, picnic tables, and a small pavilion. A wooded area with a stream running through it is located on the south side of the dog park property.
- **Yorktown Golf Course (32 acres)**—Located on Goalby Drive
Features include: 18 hole, lighted, par 3 course owned by the Village of Shiloh. The course was designed by Bob Goalby and Pete Dye and has been open since the early 1960’s.
- **Engelmann Farm, a St. Clair County Park (145 acres)**—Located on Shiloh Station Road. Features include: Two pavilions, paved walking trail (1.25 miles), and scenic vistas.

Figure 5: Public Parks & Open Space



Open Space Features

The National Recreation and Park Association (NRPA) have established a benchmark ratio for park space to population of ten acres per 1000 residents. This means that Shiloh needs 140 acres of park space to meet the needs of its approximately 14,000 residents. Shiloh currently exceeds this acreage benchmark with 281 acres of parks, over half of which is located in St. Clair County's Engelmann Farm on the eastern edge of the village. Even with the population estimated to grow to 16,941 people by 2030, Shiloh will still meet the new acreage benchmark of 170 acres without any additions to the parks system.

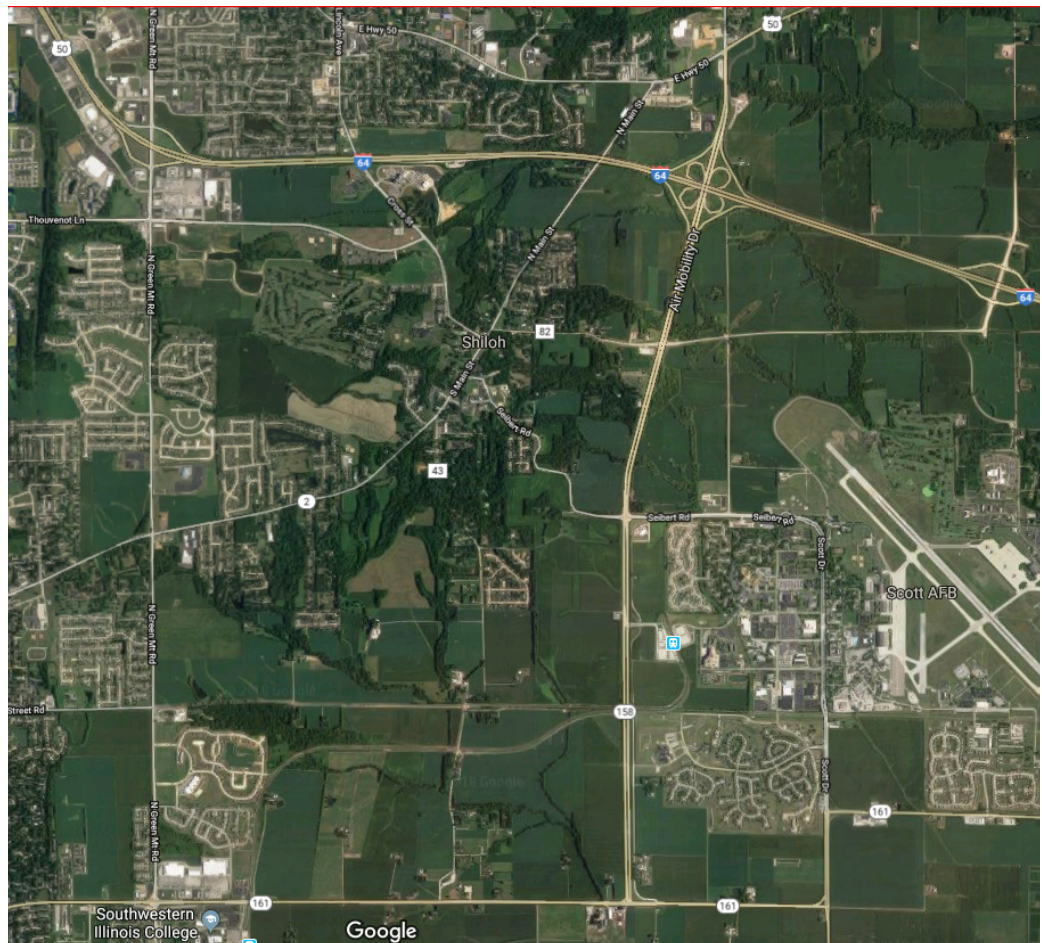
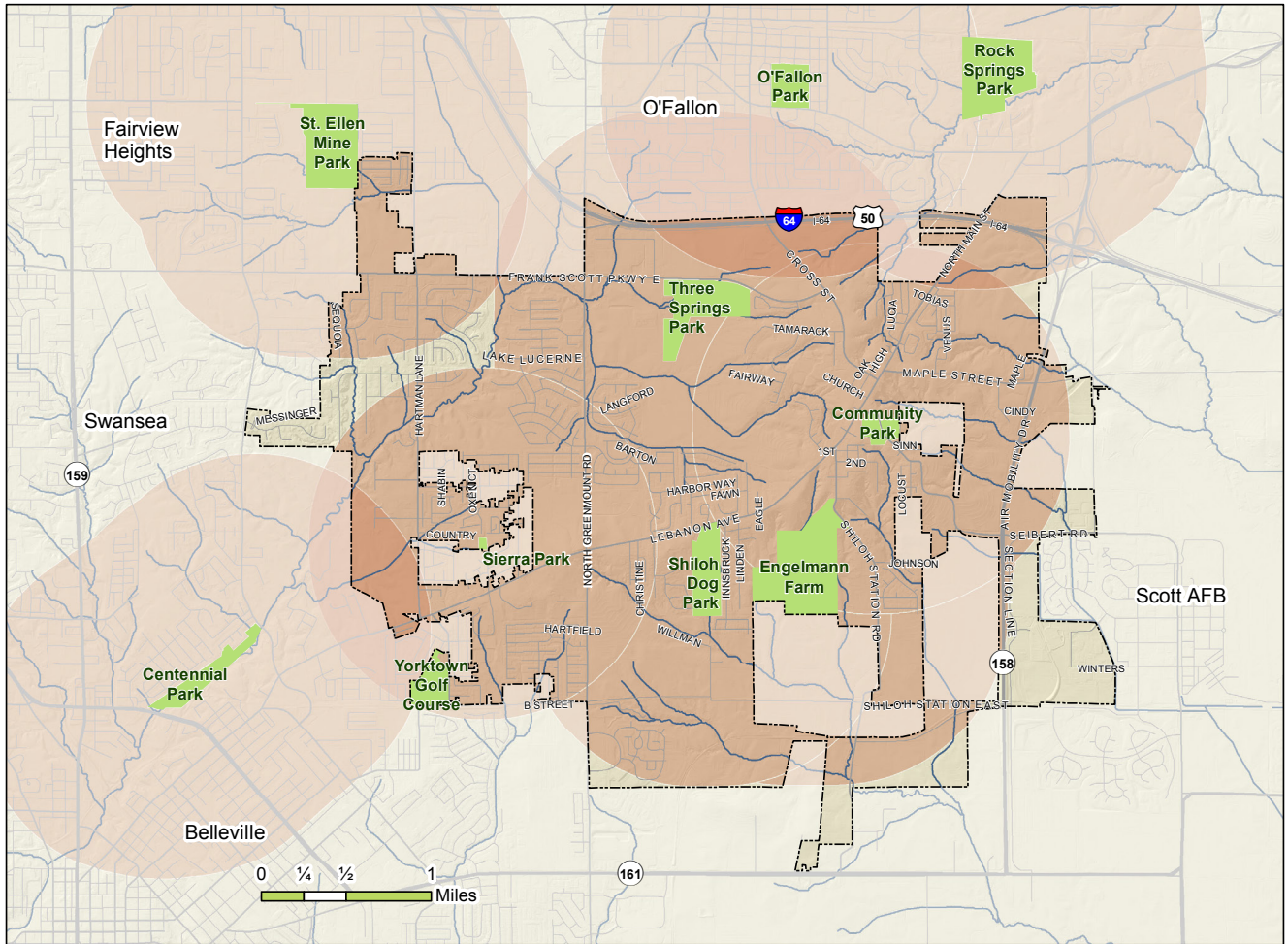


Figure 6: Public Parks Service Area



Environmental & Natural Resource Features

Shiloh is situated in the Southern Illinois Till Plain ecoregion and, more specifically, the Effingham Plain Section. This region is relatively flat and drained by the Kaskaskia River. It was once dominated by mesic tallgrass prairies with forests surrounding streams and rivers. The bedrock consists of limestone, sandstone, coal, and shale. A layer of thin soil with poor drainage, called loess, covers the bedrock. Most soils have a high clay content. Supported forest communities consist of southern flatwoods of post oak, swamp white oak, blackjack oak, and pin oak (Illinois Natural History Survey).

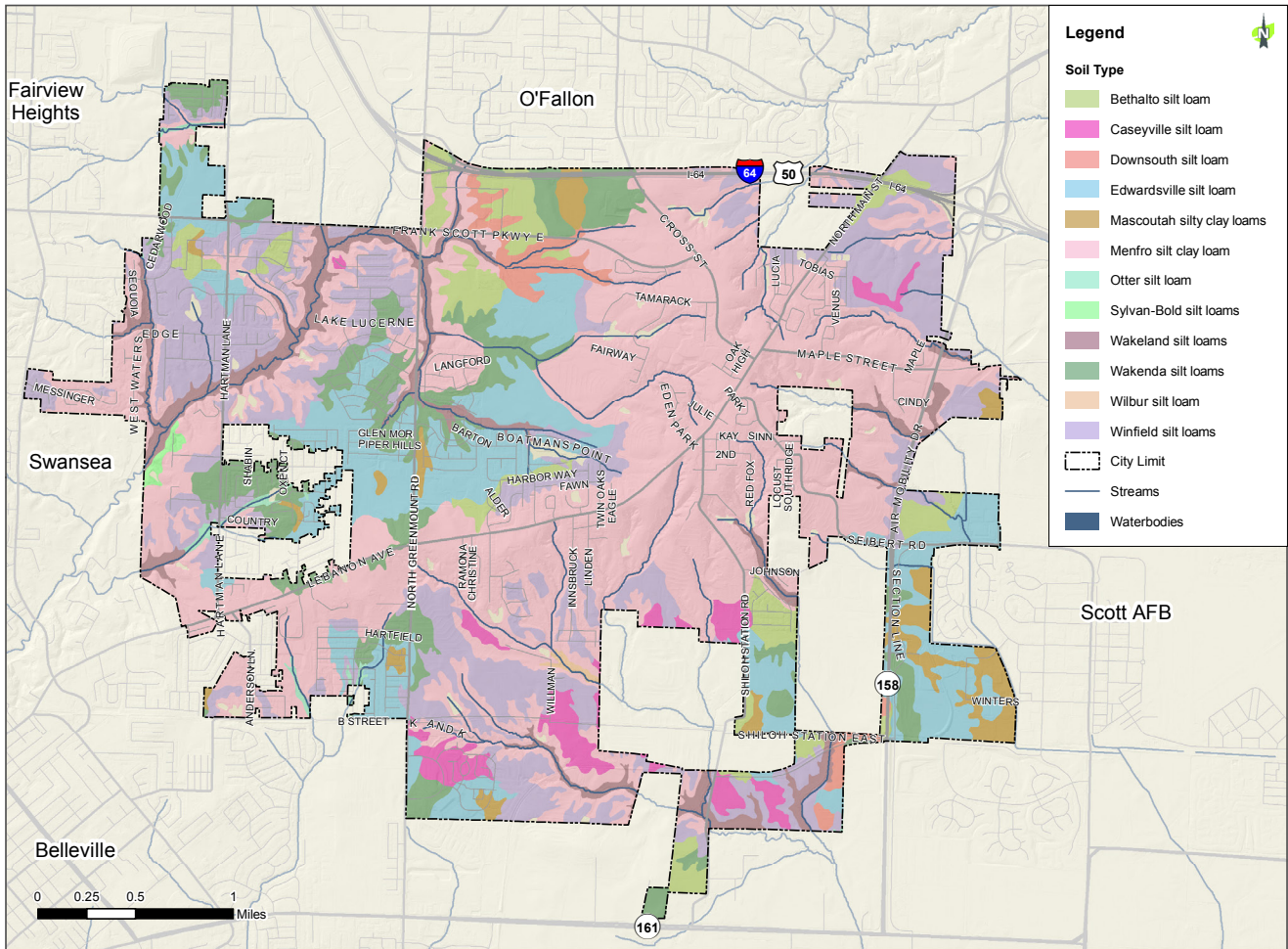
Natural Resources

Soil Conditions

Soils in the Shiloh planning area consist primarily of Caseyville, Downsouth, Edwardsville, Mascoutah, Menfro, Wakenda, and Winfield soils series. These soils are geographically associated and together cover 93 percent of Shiloh. They are shown in Figure 7 and are further described below in order of well drained to poorly drained.

- Menfro silt loam (44%): Soils are deep, well drained, and moderately permeable. The potential for surface runoff ranges from low to very high. They are found on upland ridgetops, backslopes, and benches adjacent to the Missouri and Mississippi rivers and related major tributaries. Natural vegetation is deciduous hardwoods. Most of the steeper areas remain in timber. Streamside vegetated buffers are necessary to prevent severe erosion problems.
- Wakenda silt loam (7.7%): Soils are very deep, well drained, and moderately permeable. Formed in loess. Runoff is medium. These soils are on uplands and high stream terraces. Native vegetation is tall prairie grasses.
- Winfield silt loam/silty clay loam (17.6%): Soils are very deep, moderately well drained, and moderately permeable. Runoff potential is low to high. These soils are on ridgetops and sideslopes of hills and on terraces. Native vegetation is deciduous hardwoods (oak and hickory).

Figure 7: Soils



- Edwardsville silt loam (13.2%): Areas of very deep, somewhat poorly drained, moderately permeable soils formed in loess on till plains. Slope ranges from zero to five percent. Native vegetation is tall prairie grasses.
- Bethalto silt loam (4.6%): Somewhat poorly drained. Permeability is moderate. Surface runoff is slow or medium. Bethalto soils are on nearly level or gently sloping summits on till plains. They are in areas of transition between prairie grass and deciduous forest. Native vegetation is mixed prairie grasses and deciduous forest.
- Caseyville silt loam (2.5%): Somewhat poorly drained. Surface runoff is slow or medium. Permeability is moderate. Caseyville soils are on nearly level or gently sloping summits on till plains. Native vegetation is deciduous forest.
- Downsouth silt loam (1.5%): Moderately well drained and moderate permeability. The potential for surface water runoff is medium. Downsouth soils are on gently sloping to moderately sloping convex summits, shoulders, and backslopes. Native vegetation is mixed prairie grasses and deciduous trees.
- Mascoutah silty clay loam (2.4%): Mascoutah soils are on or nearly level areas between valleys. These soils are poorly drained. Permeability is moderate. Surface runoff is very slow or ponded. Native vegetation is marsh grasses and sedges. Protection of these soils is encouraged.

Other soils in Shiloh include:

- **Sylvan-Bold silt loam (0.2%):** Sylvan soils are on convex side slopes on loess-covered till plains and risers on stream terraces. Well drained. Potential runoff is high to medium. Native vegetation is hardwood forest.
- **Otter silt loam (0.4%):** Otter soils are on flood plains and upland drainageways. Slope gradients are dominantly less than one percent but range from zero to five percent. Poorly drained and very poorly drained. Potential for runoff is negligible or low. Permeability is low. Flooding is rare to common for brief to long periods between November and June. Native vegetation is hydrophytic grasses, reeds, and sedges.
- **Wakeland silt loam (4.8%):** Wakeland soils are on nearly level floodplains and flood-plain steps. They are formed in silty alluvium. The soil moisture control section is not dry in all parts for more than 60 cumulative days per year. Somewhat poorly drained. Permeability is moderate. The potential for surface water runoff is low to negligible. Native vegetation is mixed hardwood forest. Protection of these soils is encouraged.
- **Wilbur silt loam (0.1%):** Wilbur soils are on nearly level floodplains and floodplain steps. The Wilbur soils formed in silty alluvium deposited mainly from loess-covered hills and loess-covered till plains. Moderately well drained. The potential for surface water runoff is negligible or very low. These soils are subject to rare to frequent periods of flooding. The native vegetation is deciduous forest, chiefly of beech, elm, hickory, hackberry, buckeye, sugar maple, oak, and sycamore.

The loess soils predominate in this area are nutrient rich and also highly erodible due to the very fine particle size, particularly after being moved during the construction process. Soil erosion has an effect on both water quality and stream carrying capacity, the latter a condition where sediment carried by water runoff will deposit downstream.

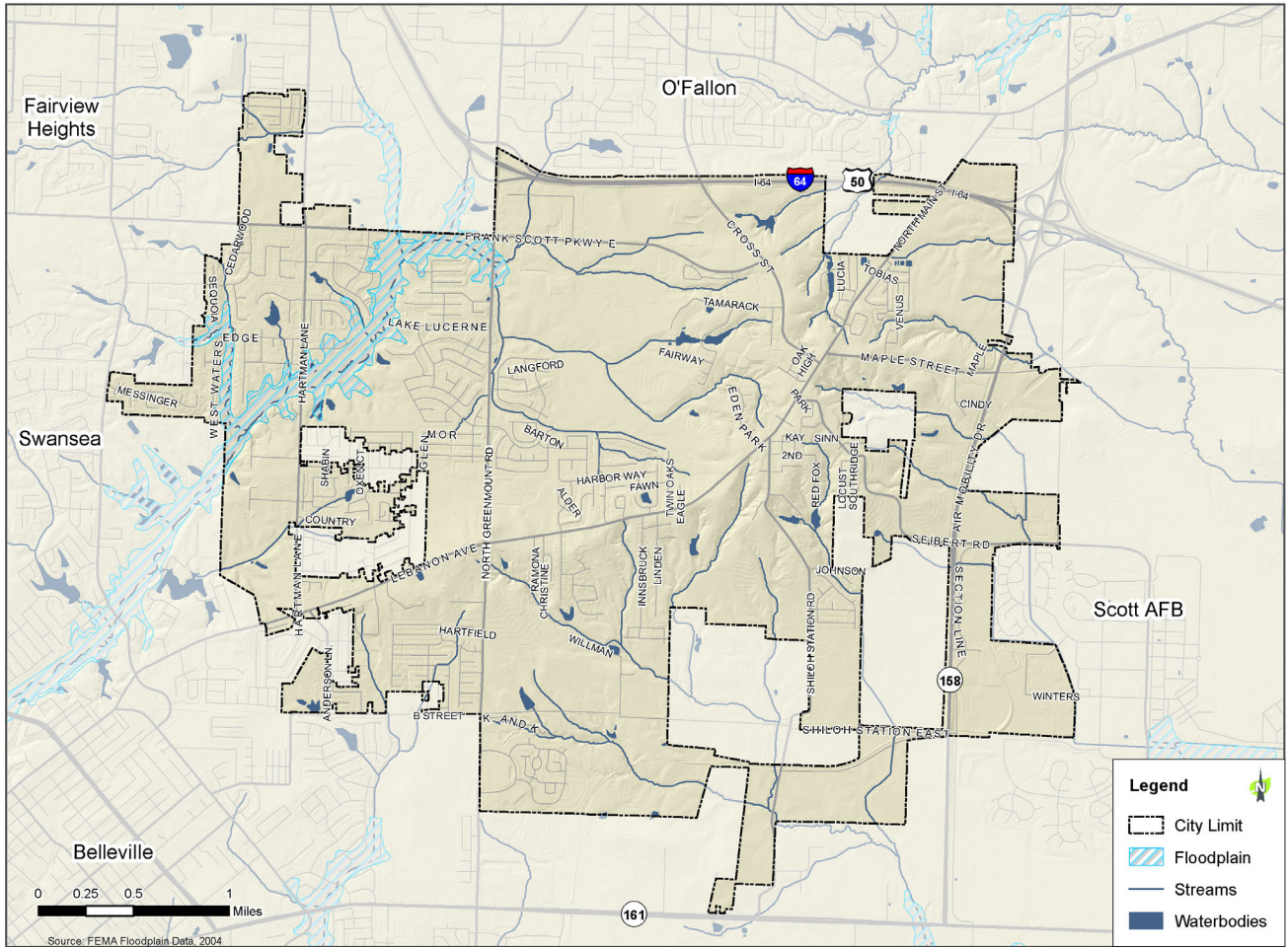
Streams and Floodplain Areas

Richland Creek is the largest stream system in Shiloh. I-64 at Green Mount Road is the headwaters for Richland Creek basin, which flows southerly through Belleville to the Kaskaskia River in Monroe County. Ash Creek, Loop Creek, Rock Spring Branch, and Cardinal Creek are major stream systems that are a part of the Lower Silver Creek Watershed and drain into Silver Creek, which flows to the Kaskaskia River and ultimately the Mississippi River. These streams have been highly modified over the centuries, causing bank erosion, gullies, and logjams. The loss of forest and native vegetation along the streams (known as riparian area) have further contributed to water quality issues, flooding, and erosion, as well as loss of habitat for a variety of wildlife including birds, butterflies and bees, mammals, amphibians, and insects.

Figure 8 shows the location of the 100-year floodplain as mapped by the Federal Emergency Management Agency (FEMA). Development subject to flood damage should be precluded in these areas. The village floodplain ordinance should be used as the vehicle to address such development.

An issue related to the development in the floodplain is the lack of stormwater management practices. In the case of the Richland Creek basin, new impervious surfaces such as roofs, driveways, streets, and parking lots mean there is a greater volume of runoff reaching downstream points faster than before. Shiloh works to minimize this adverse impact by requiring stormwater detention/retention basins in areas as they are being developed. Potential sites for building these basins are disappearing as a result of new development.

Figure 8: Streams and Floodplains



Wetlands

Development in wetlands is regulated by federal law and Shiloh ordinance. Wetlands in the Shiloh area provide valuable habitat linkages, screening and filtering areas, and stormwater storage. These areas have the capacity to hold excess stormwater and reduce the impact of flooding. The wetlands are generally located in streams such as Richland Creek and its tributaries, or in surface waters such as lakes and ponds. See Figure 9. New development should be restricted in these areas. Development adjacent to wetlands should also be managed in such a way that proper buffer zones and other protections are strictly enforced through zoning and code enforcement. In 2014, Shiloh constructed a wetland next to Three Springs Park.

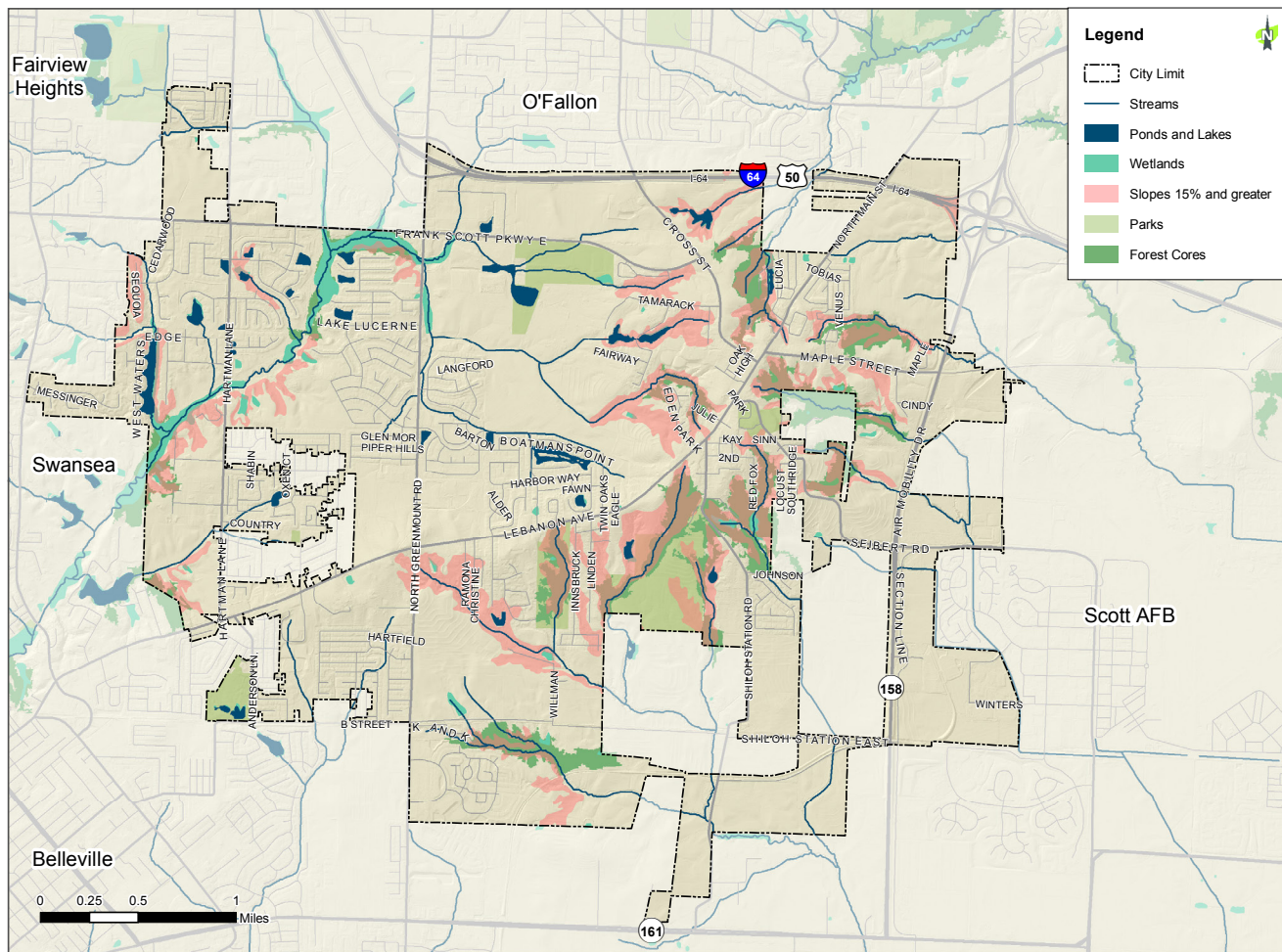
Slopes and Hillsides

Many areas in Shiloh exceed the 15 degrees of slope considered to be “highly sloped.” Slopes in excess of 15 degrees present certain building problems, such as slope stability and high erosion potential. Highly sloped areas are not places where sewer lines or streets should be built, or for the Village to dedicate funds to maintain the infrastructure after it has been transferred to the municipality. Figure 9 shows the slopes in excess of 15 degrees. Development should be limited (such as one house per ten to 20 acres) in steeply sloped areas and would be best served as open space or protected natural area for hiking, birding, mountain biking, and scenic views.

Forests and Natural Greenspace

Forested areas and green spaces are not only visually attractive, but provide important community benefits including protecting slopes, wildlife habitat, mitigating erosion, cleaning the water, filtering air pollution, and reducing flooding. Forests and natural areas in Shiloh are found primarily in areas with steep slopes and along streams. Early agriculture cleared the flatter land for farming operations while leaving the steeper slopes in their natural state. Numerous studies have also found that frequent access to nature benefits the health of humans, improves cognitive abilities and production, and has a positive effect on property values. Forested areas and greenspace are shown in Figure 9.

Figure 9: Wetlands, Steep Slopes & Natural Areas

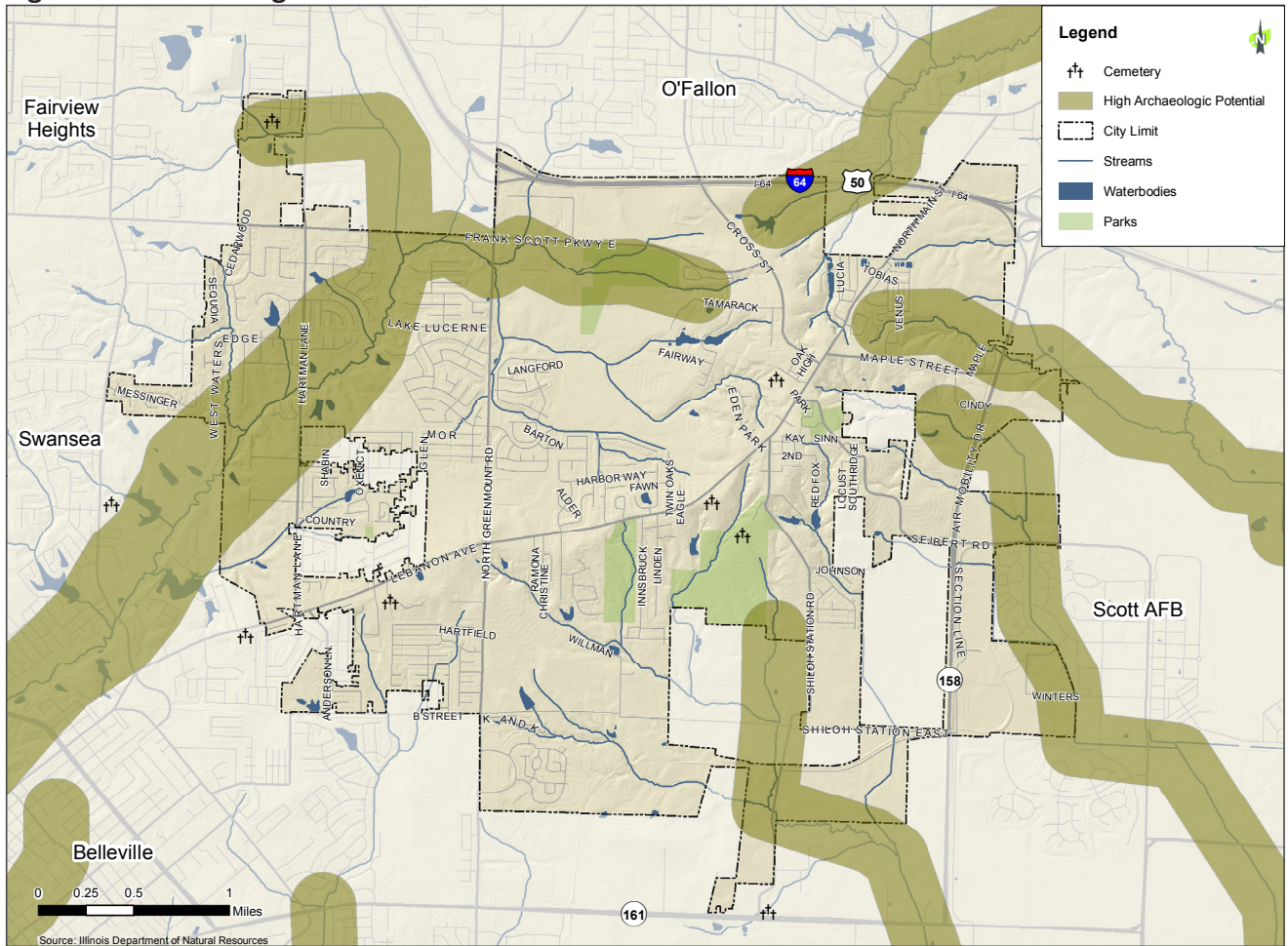


Archaeological and Historic Places

The Shiloh area is rich in significant archaeological areas. The Illinois Historic Preservation Agency has mapped areas of high potential for the archeological significance and presence of Native American artifacts. Surveys, potential mitigation, and preservation steps must be completed prior to any type of development taking place in areas of significance. See Figure 10.

Shiloh has a number of historic structures and cemeteries. The structures are primarily located in the original village area of Shiloh and include the oldest Methodist Church in Illinois. Significant cemeteries include the cemetery at Englemann Farm, whose family is believed to be among the first German immigrants in the state of Illinois, and Shiloh Cemetery on Main Street, which dates back to the 1820s and is the final resting place for several revolutionary war heroes.

Figure 10: Archaeological and Historic Places



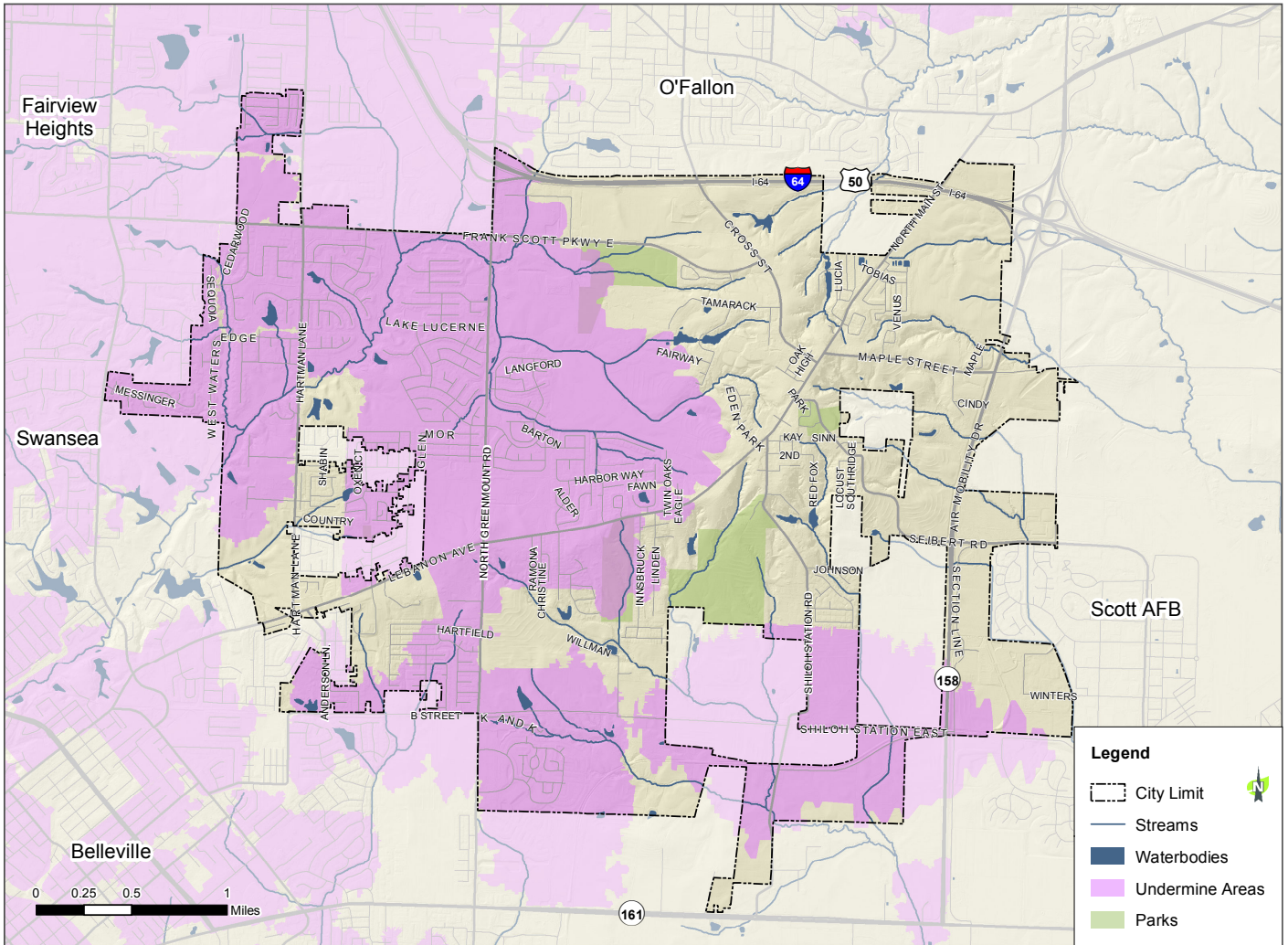
Undermined Areas

Extensive underground coal mining took place around the Shiloh area through the 1950s. The extent of underground mining is shown in Figure 11. Subsidence in this area is typically sag subsidence. Coal seams in this area generally do not exceed six feet in thickness. The maximum sag reported in this area is about 2.5 feet at the surface. In other words, catastrophic failures are unlikely.

There are some simple precautions that can be taken to reduce the potential for subsidence problems, such as:

- Encouraging low-density, single-family residences for undermined areas. Frame structures fare much better than masonry structures, as they tend to have more flexure.
- Avoid heavier commercial, industrial, or public buildings such as schools, hospitals, and big-box stores in undermined areas. The weight of these structures will speed up subsidence.
- Subsidence protection can be designed into some infrastructure installations in order to minimize damage. This includes natural gas lines, sanitary sewer lines, water lines, and street pavements.

Figure 11: Undermined Areas





Section III: Plan Elements

Section III – Plan Elements

Vision Element

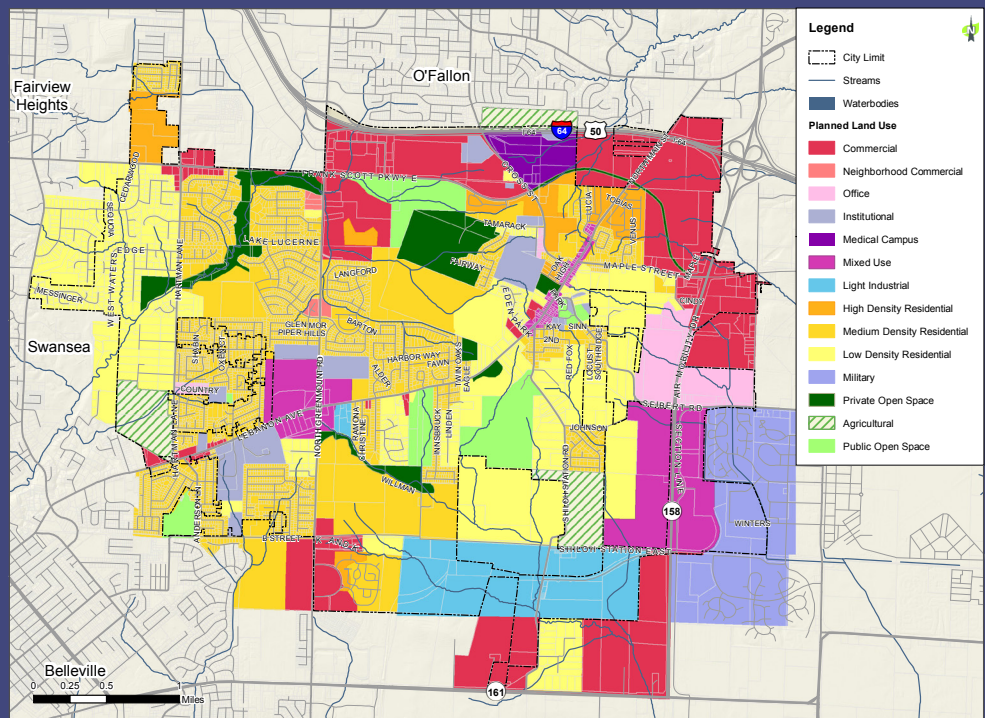
Land Use Element

Transportation Element

Infrastructure and Facilities Element

Neighborhoods & Housing Element

Parks, Open Space, and Natural Resources Element



Vision Element

Vision for Shiloh in 2040

Shiloh is a premier community that supports diverse types of businesses, walkable neighborhoods, business districts, and a connected system of parks and open spaces. Our focus is on the future business, medical, education, and technology services that support the greater St. Louis Metro East while preserving our small-town charm, natural resources, and rich history.

Guiding Principles

The following principles help guide the community's growth toward its collective vision:

- Maintain Shiloh's "small community feel" by promoting a diverse range of housing, walkable and bikeable neighborhoods, and a connected system of parks and natural open spaces.
- Balance the inevitable growth of the community with the infrastructure needs of both residential and commercial development while building and enriching community programs, facilities, and administrative services to better serve the community of Shiloh.
- Work to establish a "village center" that serves as the primary gathering place and focal point for the community.
- Work collaboratively with Scott AFB to address regional needs that support both the base and village.
- Promote a multi-modal transportation system that safely accommodates automobile, transit, pedestrian, and cyclist travel within and through the village.

As society continually changes with time, these principles should be consulted when requests to amend the comprehensive plan are being considered.



Land Use Elements

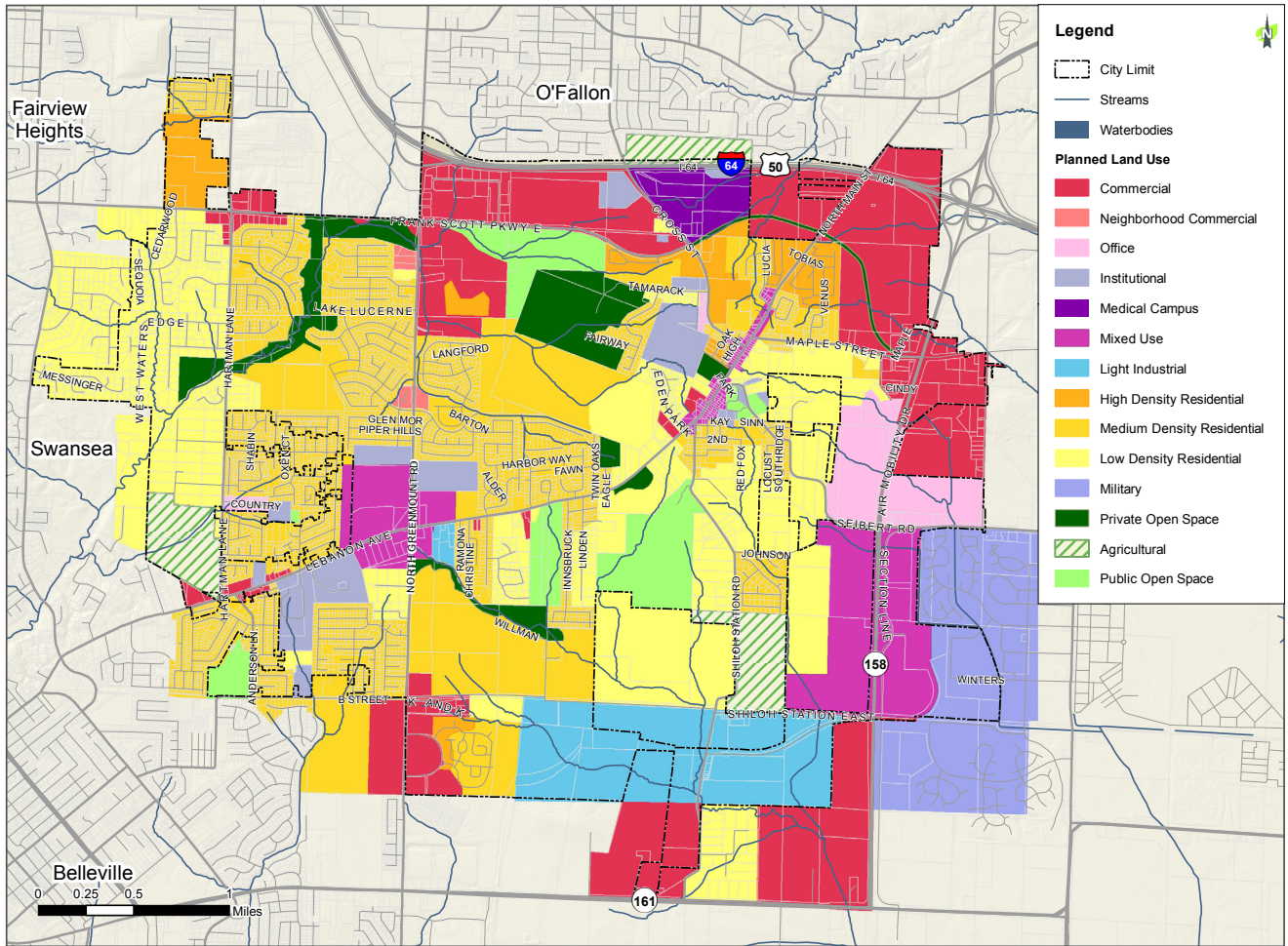
Residential Development

The Village of Shiloh supports a mixture of residential land use types. Residential development design should consider good quality and long-lasting materials, a variety of styles and lot sizes, universal design features to support residents aging-in-place, and energy efficiency.

Design and layout of new neighborhoods should conserve existing natural features (e.g., stream and riparian buffers) and create opportunities for both active and passive outdoor recreation (e.g., playgrounds, picnic areas, walking paths, nature enjoyment). Connections with adjacent subdivisions and trail systems should be encouraged. Streetscapes for all roadways should promote pedestrian usage, native street trees and native landscaping, light standards and directional signs. Where large tracts of land are being developed, the village should encourage housing construction that avoids units that face the major feeder street to the development. This will encourage the development (or its component sections or phases) to have a neighborhood feeling. Encouraging development with grid-like street systems yields more efficient street, infrastructure and lot layouts, reduces traffic congestion, supports public safety, and creates healthier neighborhoods.

- a. **Low Density Residential** - This residential land use category is characterized by single-family homes at a density of three or fewer units per acre. It is desirable that these units are connected to public sanitary sewer systems; however, larger lot sizes (five acres or greater) may be able to support private aeration systems if public sewers are not available. Low Density Residential is appropriate in areas with sloping topography, undermined areas, and adjacent to natural areas, such as Engelmann Farm.
- b. **Medium Density Residential** - This residential land use category is characterized by single-family or two-family homes at a density of three to ten units per acre. For this type development, public sanitary sewer service is essential as are all other utility services and sufficient street capacity, such as collectors and arterial streets. A mix of housing types is encouraged, including single-family homes, townhomes, patio homes/zero-lot line attached villas, and luxury apartments. Medium Density

Figure 12: Land Use Plan



Residential neighborhoods should be pedestrian friendly and connected with adjacent commercial, office, and institutional areas.

- c. **High Density Residential** - This land use category is characterized by multi-family housing ranging from duplex to larger units at ten units or more per acre. It is appropriate in locations with adequate transportation access, such as arterial road access or light rail access, and in locations with adequate water, sanitary sewer, and stormwater storage capacity. This category also includes manufactured home neighborhoods. The Village of Shiloh has three existing neighborhoods comprised of manufactured homes.

Commercial Development

The Village of Shiloh has the opportunity for significant commercial growth in a number of areas. The larger commercial market potential is associated with properties along the I-64 or Route 158 frontage area. This development can be directly linked to the eastern migration of regional commercial growth. The village also has local and regional commercial market opportunities for the purpose of supporting the growing local population.

- a. **Office** – The Office land use category includes executive parks, professional services, and other uses that commonly take place in office settings. These areas are most appropriate in locations with access to utilities and public water and sewer infrastructure and may also serve as a compatible transitional land use between residential neighborhoods and higher intensity commercial and industrial uses.
- b. **Commercial** – This land use category accommodates a range of community-wide and region-serving retail, service, office, and other commercial land uses. Commercial areas are typically located along major and minor arterials and interstates. Commercial land uses require a high degree of visibility with good multimodal transportation access. This category may also include planned commercial centers such as shopping centers, lifestyle centers, motels, hotels, office parks, and similar higher intensity uses. The Commercial land use category is not intended to support industrial uses. Warehousing (including household storage facilities), industrial uses that generate major truck traffic, and any use that requires outdoor storage

should be prohibited.

Certain locations within the Commercial land use category may present topographical, environmental, and other physical challenges for retail or business park-types of development. For properties of sufficient size to comprise a unified, planned development (five acres or greater), residential uses should be considered appropriate components of an overall master plan. The residential uses could include a single-family development of low and medium density, villa and townhouse-style developments, and condominium or luxury rental apartment units.

The area along and south of I-64 between the Green Mount Road and Illinois Route 158. Air Mobility Drive interchanges should be used for commercial and medical district (see Medical District land use category) development. This development pattern should also extend southward along the west side of Illinois Route 158. The circulation system consisting of Frank Scott Parkway, Cross Street, and Lebanon Avenue (Main Street) provide ideal access for retail and business development.

In consideration of the high visibility associated with this area, the design and configuration of commercial developments should include native landscaping, premium and durable materials, and monument or other identifying signage. Curb cuts for individual businesses should be limited to the major thoroughfares and should provide vehicular and pedestrian cross-access between uses. Pedestrian access should be emphasized by providing sidewalks and access to the village-wide sidewalk system and community trail system.

Commercial areas should encourage unique expressions of corporate identity; however, emphasis should be placed on cohesive architectural features throughout a planned development through the use of premium materials, native landscaping, and adaptability for reuse by future users. The village should also discourage “logo” building designs—designs that use the building shape or architectural style in conjunction with distinctive (often garish) colors to create an identity for the retailer. The development can allow for the retention of certain identifiable building characteristics while reducing the design features that make such buildings unattractive. Landscape and hardscape screenings of trash/dumpster, utility, and

loading areas is highly encouraged to reduce their visibility by the general public.

- c. **Neighborhood Commercial** – This land use category accommodates low intensity retail, office, and personal service uses adjacent to residential areas. These areas provide convenient locations for businesses, which generally serve the needs of surrounding residents and the immediate community, without disrupting the character of the neighborhood. It is not intended to accommodate retail uses which serve the larger region (e.g., big-box retail). Compatibility with nearby residences is paramount and should be reflected in the design and site layout of buildings and structures within the district. Screening of mechanical areas, dumpsters, and loading areas using landscape and hardscape features is important.

Mixed Use

Mixed-use development combines residential, commercial, institutional, and cultural uses in the same site or building. These developments are reminiscent of traditional downtowns and are designed so people live can close to what they need and/or can easily walk between multiple uses. Mixed-use areas need to be supported by multiple modes of transportation and need to be safe areas for pedestrian and bicycle movement. Mixed-use areas are appropriate in three primary locations in Shiloh:

- a. **Lebanon Avenue and Green Mount Road Neighborhood Center** – A combination of properties located at four quadrants of the Green Mount Road and Lebanon Avenue intersection provide an excellent opportunity for mixed-use development and a new neighborhood activity center within the village. Possible uses include villa or townhouse residential development, neighborhood retail and service, and small office uses in a planned environment. Steep slopes present in this area should be set aside as open space to reduce erosion and provide a passive recreation area serving the northwest quadrant of the village.
- b. **MetroLink Station Activity Center**– MetroLink has served Shiloh with a station at Scott AFB since 2003. This system connects Shiloh with areas in the Metro East, as well as to popular St. Louis stops. In 2017, MetroBikeLink, expanded the existing trail from Southwestern Illinois College (SWIC) to

Scott AFB. The trail now runs the length of MetroLink from the Fairview Heights station to Scott AFB.

The area around this station, currently used for agriculture purposes, is ideal for transit-oriented development (TOD)—a type of mixed use development—because it would surround and capitalize on the light rail station. Development should be geared toward pedestrians, and when expanding to the west side of Illinois Route 158/Air Mobility Drive, should include a grade-separated crossing for easy access to both sides of the busy highway. This type of development around the Shiloh-Scott AFB station is supported in the Metro Link Corridor and Station Plan Overlay Zone designed by Woolpert L.L.P and adopted by St. Clair County, the Village of Shiloh, and other participating communities.

Said plan is designated as the official and principal reference to be used to determine and evaluate the appropriate location and use of land for any purpose. The TOD area provides an opportunity to develop an urban-scale, mixed-use area consisting of retail and service commercial development as well as medium-density housing use that capitalizes on the MetroLink station. Residents of this area should have the convenience of the transit stop but also the major highway connection of Illinois Route 158. As development occurs to the southeast edge of Shiloh, this area would become a key to introducing neighborhood commercial and convenience-type development for the surrounding residential areas.

- c. **Village Core** – This portion of the village includes the original settlement area and contains some of the residential and commercial buildings that constituted the original village. The village core should be a mixed-use commercial district located adjacent to large residential areas. This district should consist of convenience retail, neighborhood restaurants, and offices that provide locally-oriented services. In addition, the district should promote the village core, discourage sporadically-placed neighborhood retail, and create an atmosphere that identifies this area as the original village core.

Ideally, this area would become a gathering area for the entire community. Retention of public buildings and institutional uses is important for generating activity in this area. Pedestrian circulation should be

emphasized, with parking areas located to the side or rear of buildings. Major intersections provide high visibility retail locations, as well as directional sign/monument opportunities for guiding visitors into the village core. Building character and streetscape design should be part of an overall redesign of the street image.

Medical District

This area corresponds to the location of Memorial Hospital East and seeks to aid in the development of additional care facilities as well the ancillary services that support the healthcare sector of the economy. Potential uses include hospitals and surgical centers, physician offices, medical laboratories and diagnostic services, dialysis centers, rehabilitation facilities, and other outpatient service facilities. Other uses include supporting commercial and retail, such as hotels, extended stay hotels, restaurants, pharmacies, and convenience shops. Possible residential uses include senior and assisted living facilities and housing for employees who wish to live close to their workplace. Physical design should enhance pedestrian and handicapped accessibility, enhance visitor experiences, and ensure safety.

Light Industrial

The light industrial land use category includes assembly, fabrication, warehousing, wholesale, research and development, small distribution facilities, and other uses that may require outdoor storage and generally require larger lots and truck access.

Light industrial uses are appropriate in locations with proximity to railroad access, airport access, and major arterial and interstate roadway access. Design and development standards are important to reflect the identity of the community (e.g., no metal buildings, landscape and hardscape buffering against residential uses). No areas of Shiloh are intended to support—or are capable of supporting—major warehousing/distribution facilities or other types of industry that generate high volumes of truck traffic, are large users of outdoor storage areas (e.g., a scrap yard), or have major water, sewer, or other utility requirements that would tax existing systems or present environmental issues (e.g., excessive vibration, noise, or odor).

Institutional

Institutional land uses include government offices, schools, community centers, cultural facilities (e.g., art center or museum) and churches. These uses are appropriate for locating near neighborhoods with access to collector or arterial streets.

Public Open Space

This land use category includes parks, publicly owned golf courses, and recreation facilities. School playgrounds, school sports fields, and privately owned sports fields are not included. Parks, open space, and recreational opportunities are important, not only to enhance quality of life and neighborhood vitality, but also to preserve natural resources and provide alternative modes of travel and connection between neighborhoods and growth centers.

Private Open Space

This land use category includes private golf courses, clubs, and cemeteries, as well as privately held, valuable natural areas that should be conserved. This includes riparian corridors, floodplains, wetlands, large forest blocks, and steep slopes.

These areas provide valuable open space, stormwater capacity, and natural habitat. Conservation of these areas is important, and the village should work to permanently protect them through ownership or easement.

Agriculture

The land use plan includes a substantial reduction in the amount of row crop agricultural use and an increase in urban land use. This is one of the unfortunate effects of urban development. To minimize the impact of this change on the rural community, the “leapfrogging” of development should be discouraged (i.e., as development extends outward it should be continuous rather than leaving a farm operation in the middle of urban development). Agricultural land uses including large-lot (ten acres or more) single-family homes, farming, farmers markets, livestock, and other related agricultural uses.

Scott Airport Overlay Zone/Military Use

A Scott Airport Overlay Zone is established on the land use plan and includes portions of the Village of Shiloh.

The Scott Airport Overlay Zone is based on the most recent Scott Joint Use Environs and Site Plan adopted by the St. Clair County Board. The joint use plan was designated as the official and principal reference to be used to determine and evaluate the appropriate location and use of land.

Goals & Strategies

Goal: Encourage land uses that contribute to the community's economic vitality and character as an emerging medical hub with a small-town atmosphere and high quality of life.

1. Promote the orderly construction of infrastructure such as water, sewer, stormwater, streets, and transit facilities. Ensure that proposed development commits to construction of infrastructure prior to approval.
2. Encourage new development within the center of the community first, and then move towards the edges. Promote redevelopment of underused or obsolete development types and infill development in areas previously passed over.
3. Ensure that development at community edges is sensitive to neighborhood context. Examples include building height and bulk transitions, landscape buffering, and sensitive location of lighting and noise-generating operations.
4. Locate large-scale non-residential uses and employment centers along major transportation networks, such as I-64, to limit impacts on residential areas.
5. Work with adjacent municipalities, such as O'Fallon, Belleville, and Swansea, to understand the dynamics of emerging and re-developing areas on the borders of Shiloh.
6. Allow for diverse development patterns that accommodate an evolving population, including residential land use types and support services. For

example, accessory dwelling units, like mother-in-law suites, allow seniors to age-in-place close to family.

7. Emphasize the importance of connectivity between land uses among all modes of movement (e.g., vehicles, walkways, bikeways). In particular, provide pedestrian connectivity throughout the village and to connect to different land uses.
8. Support a mix of uses in close proximity to foster shorter and fewer automobile trips.

Goal: Promote land use patterns that conserve natural and historic resources.

1. Designate Open Space Protective Areas around major creeks, riparian (i.e., stream edge area) habitat, wetlands, slopes, and other sensitive environmental areas for conservation to the greatest extent possible.
2. Provide an interconnected, accessible open space system within the community.
3. Incorporate open space and outdoor recreation amenities in new residential and mixed-use developments.

Goal: Attract and retain diverse businesses that support a growing economy and provide employment opportunities.

1. Promote the clustering of land uses that support the creation of a Medical District parallel to I-64.
2. Highlight the village's existing infrastructure to attract business and light industry, such as proximity to MidAmerica Airport, MetroLink, highways, sewer and water service, and rail.
3. Encourage retail, commercial, and industrial land uses to take advantage of shared amenities such as parking, vehicle and pedestrian access, landscaping, and signage.
4. Continue to work with Bi-State Development Agency to promote development around the Shiloh-Scott AFB MetroLink station.

5. Establish a Village Economic Development group or committee to attract and retain commercial and industrial uses.

Goal: Protect and support Scott AFB by encouraging compatible land uses and building height restrictions within the base vicinity.

1. Work with Scott AFB and MidAmerica Airport to ensure Runway Protection Zones (RPZ) and other hazard areas are free from encroachment.
2. Discourage land uses within the base's vicinity that would impede safe operations.
3. Continue to work with Scott AFB and regional economic development entities to attract high-technology businesses and other development opportunities to the Shiloh-Scott AFB.

Infrastructure and Facilities Element

Goal: Manage stormwater runoff and reduce health and safety impacts of flooding in the village.

1. Identify drainage system needs and make improvements where flood control problems exist.
2. Mitigate stream obstructions from natural causes, such as logjams and beaver dams. Restrict man-made stream obstructions to reduce flooding in the village and near Scott AFB.
3. Continue regional conservation and flood control efforts within the Lower Silver Creek and Richland Creek watersheds and floodplains.
4. Locate critical facilities, such as hospitals and fire stations, outside of the 100-year floodplain.
5. Encourage preservation of the 100-year floodplain as natural drainageways, where possible.
6. Use green infrastructure (i.e., natural vegetation) to manage stormwater as well as to provide recreation, habitat, and aesthetic opportunities in the

community.

Goal: Ensure that new infrastructure systems can meet future demands of the village.

1. Continue to require all new developments to have sanitary sewer service and stormwater management provisions.
2. Identify funding sources for improvements to and the extension of the sanitary sewer system.
3. Continue to work with local utility suppliers to plan for growth and development opportunities.
4. Secure land for public facilities such as rights-of-way, parks, libraries, community centers, administrative functions, police, and fire.
5. Conduct comprehensive analyses of long-term infrastructure replacement requirements and costs through Capital Improvement Planning (CIP).

Goal: Participate in and cooperate with regional sanitary sewer, stormwater management, drinking water service, and erosion control efforts.

1. Continue to strictly enforce a stormwater management plan and an erosion and sediment control ordinance for village and surrounding area.

Transportation Element

The goal of Shiloh’s transportation system is to efficiently move people and goods throughout the community and connect to the regional transportation system. Because Shiloh’s built environment was developed in the second half of the 20th century, the automobile is the primary means of transportation in the village. As the community continues to grow and evolve, infrastructure development and redevelopment will be a top priority. The creation of multi-modal transportation (i.e., options that accommodate pedestrians, bicyclists, people with disabilities and limited mobility, elderly, children, and transit users) in addition to automobiles will be equally important.

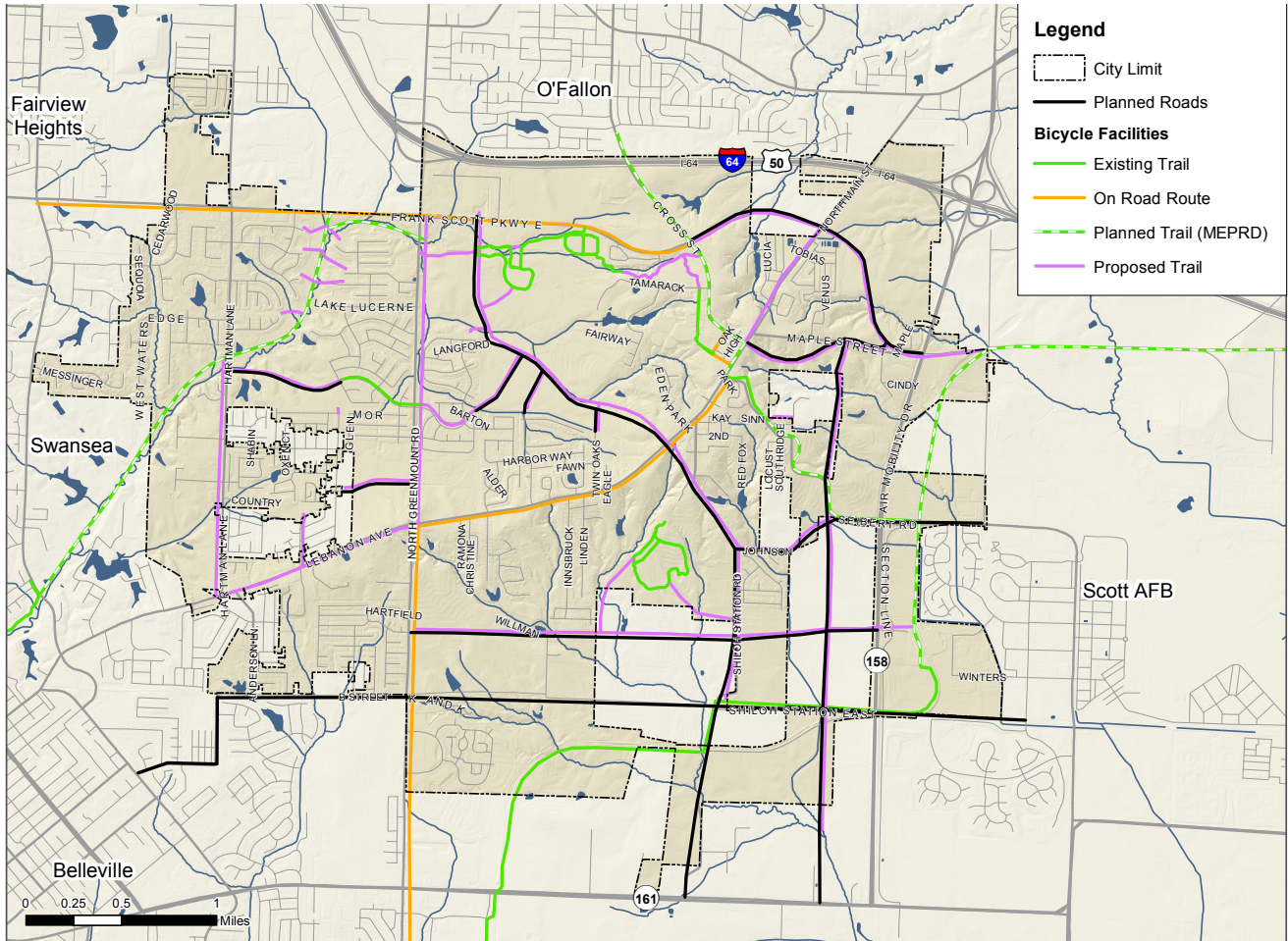
The transportation plan is intended to serve both existing and future land use development. Project prioritization included in this section will allow the village to invest in transportation efficiently to accommodate and promote growth.

Complete Streets

Accommodations for all street users—including pedestrians, bicyclists, transit users, and people with limited mobility—should be considered in every transportation project. Shiloh is now tied into the regional trail system through MetroBikeLink. Possible expansion of the Richland Creek Greenway from Swansea to Shiloh would increase regional connectivity. To feed into the regional network, multi-use trails or sidewalks and bicycle facilities should be planned and implemented in each new development project and with the redevelopment of existing roadways. Connectivity to each subdivision and school is vital for resident access and use. Continue to connect multi-use trails with wetlands, greenspace, waterway corridor, and floodplain preservation.

The Village of Shiloh should create a Bicycle and Pedestrian Master Plan to help guide the development of the pedestrian and bicycle system. New development should provide logical connections to pedestrian and bicycle routes and neighborhoods, schools, and parks.

Figure 13: Transportation Plan



Transit

Transit is an important element in Shiloh's future transportation system. The Village of Shiloh supports the potential future expansion of MetroLink light rail transit system to MidAmerica Airport or other determined destinations. For the transit-oriented development planned around the Shiloh-Scott AFB station, roadways should be pedestrian and bicycle friendly, including a safe crossing across Illinois Route 158.

Bus stops throughout the village should be easily accessed by foot or bike. Heavily used stops would benefit from the addition of a shelter, bike parking (i.e., racks or lockers), and trash cans.

Right-of-way Reservation

The village should continue to record future street and trail rights-of-way plans with St. Clair County.

Goals & Strategies

Goal: Improve traffic circulation and safety.

1. Require new development to incorporate designated collector routes, neighborhood connectivity, bike trails/routes, and walkways into development plans.
2. Establish a priority system to upgrade existing collector streets to include horizontal curve corrections, pavement replacement, curbs, gutters, and sidewalks.
3. Designate north-south connection routes to relieve traffic on Hartman Lane and Green Mount Road.
4. Designate new east-west collector routes between Frank Scott Parkway and Lebanon Avenue, and Lebanon Avenue and B Street.
5. Improve B Street and Shiloh Station Road to create a seamless east-west collector for the southern area of Shiloh by removing current rail conflicts and improving the road surface.
6. Promote safe traffic flow by limiting access off of Frank Scott Parkway,

Hartman Lane, Cross Street, and Green Mount Road to public streets (i.e., limit private entrances/driveways). Reducing driveways has the added benefit of making roads safer for pedestrians and bicyclists by limiting potential conflict areas.

Goal: Improve regional connectivity.

1. Work with regional partners to explore the expansion of principal arterial(s) south to Illinois Route 161 and Illinois Route 177 to meet the needs of anticipated growth in these areas.
2. Work with Bi-State Development Agency, St. Clair County Transit, and Scott AFB to coordinate improvements along the MetroLink and at Shiloh-Scott AFB station.
3. Continue to coordinate with neighboring communities to connect trails and bicycle routes to and through Shiloh.

Goal: Make the village more bicycle and pedestrian friendly.

1. Adopt a Bicycle and Pedestrian Master Plan, which would outline a bikeway/walkway/trail system for the village to connect with the regional trail network.
2. Work with regional partners and agencies to implement the Bicycle and Pedestrian Master Plan and connect to regional trail system.
3. Connect and unify neighborhoods with local and regional recreational activities as well as schools, shopping, and public facilities.
4. Emphasize pedestrian and bike accessibility in the funding and design of corridor planning and construction efforts.
5. Enforce high-quality street and sidewalk standards for any redevelopment or new development.
6. Create an Americans with Disabilities Act (ADA) transition plan for upgrading built areas.
7. Adhere to Complete Street priorities, policies, and intentions.

8. Provide connectivity for the new development off Lebanon Avenue through the proposed collector routes. Lebanon Avenue is difficult to substantially upgrade due to limited rights-of-way, close proximity of existing development, and utilities that follow the road through the old town area. The addition of a third turning lane along Lebanon Avenue will improve the flow of traffic.

Goal: Transition Main Street and Lebanon Avenue to a major pedestrian corridor throughout the village to create the community’s “town center.”

1. Create a major pedestrian corridor throughout the village by way of Main Street and Lebanon Avenue, between Green Mount Road and I-64.
2. Develop an attractive streetscape along the proposed pedestrian corridor to connect different areas of the village.
3. Enhance the pedestrian realm along Main Street and Lebanon Avenue via sidewalks, lighting, and landscaping.

Neighborhoods & Housing Element

More than three-quarters of the houses in Shiloh were built within the last 30 years, and nearly all are in subdivision or planned developments. The median house value in Shiloh is over \$214,000 (U.S. Census, ACS 2014), which is one of the highest rates in the region. Homes built since the 2000s are typically medium to large single-family homes.

Shiloh’s housing stock is 78 percent owner-occupied and 22 percent renter-occupied (U.S. Census Bureau), which is far below the national average of 34 percent renter-occupied. Well-maintained rental properties play a crucial role in attracting residents at a variety of life stages and often are a stepping stone to home ownership within a community.

Providing diverse housing options within a community enables people to live there throughout various stages of life. This is sometimes referred to as “aging in place.” Additionally, attracting residents at all life stages—young professionals, families, empty nesters, and seniors—can benefit economic

growth in the village, as potential incoming companies often favor communities with a range of wage earners and work experiences.

In Shiloh, the number of households with children under 18 is decreasing while the number with senior citizens is increasing. Similarly, across the nation, the aging baby boomer generation will require an increased number of senior living accommodations, ranging from ADA accessible single-family homes, townhomes, multi-family apartments, and assisted living and nursing facilities. Addressing these housing needs should be carefully considered so that the village is not left with an overabundance of senior living facilities for smaller future generations.

At the same time nationwide, the millennial generation (of similar size to the baby boomers) is in the workforce and seeking affordable homes with an economical commute. Offering a variety of starter homes and apartments attracts the millennial generation and encourages job growth in the local area. One way to achieve a balance between providing housing for the two generations is a small, ADA or universally accessible single-family home that is attractive to seniors as well as a recent graduate or young couple. In addition, offering accessory dwelling units (i.e., guest house) can also accommodate the growing trend of multi-generational housing. In this example, a senior family member can maintain independence but still live close enough to younger family members to support household and emotional needs.

Goals & Strategies

Goal: Provide safe, quality housing choices that are affordable and accessible to households of all ages and abilities.

1. Enable homeowners to remain in their neighborhood safely, comfortably, and affordably as they age.
 - a. Strengthen the ability of senior homeowners with limited resources to age-in-place through a range of housing options, including multi-family, accessory dwelling units, and senior-focused apartment living.
 - b. Promote and encourage development of new universally designed housing units (modified and accessible for seniors, disabled, and veterans).

2. Encourage a wide range of high-quality single-family residential developments.
3. Locate multi-family residential units in areas of mixed-use development, where many amenities can be found within walking distance, to attract young professionals, families, and retirees.
4. Maintain high standards of housing development through proactive enforcement of building and zoning codes.

Goal: Empower homeowners to address issues with property maintenance, aesthetics, and code enforcement within their neighborhoods.

1. Encourage formation of neighborhood associations in existing and new neighborhoods.
2. Assist residents in properly identifying and reporting code compliance issues.
3. Maintain high standards for maintenance of existing housing through use of an occupancy permit system, building codes, and a Crime Prevention Housing Program.

Parks, Open Space, and Natural Resources Element

In 1807, the community of Shiloh, once Three Springs, was sited for its hilltop location and proximity to natural resources. The three abundant springs at the foot of a hill became the birthplace of the Village of Shiloh, formally established in 1905. For over two hundred years, the village has developed into a community for all ages. Strategies should be implemented to ensure that existing parks and resources are cared for and future parks and open space are considered as the village continues to grow.

As the population increases and changes, parks and open space should be acquired to meet community needs and to accommodate appropriate levels of service and scale, including: mini parks, nodal parks, neighborhood parks, community parks, recreational facilities, and access to trails and greenways. As growth and development occurs or densifies in particular areas, the location and type of park most appropriate for the park system and its residents should be reviewed.

Parks should be evenly distributed so that all residents have access within one-half to one mile of home. Some of Shiloh's neighborhoods are substantially short of small-scale usable and convenient recreation and open space, such as playgrounds and pocket parks. Opportunities within the current boundaries for these mini and small parks should be evaluated throughout the village. Partnerships with schools, faith-based and private institutions can often offset costs if an agreement can be reached for sharing amenities.

Recreational amenities and open space are key in the ongoing growth and development of the village. A village-wide parks system should be established by connecting existing parks to civic and educational facilities using bike paths, trails, and tree-lined sidewalks. This infrastructure would also help manage stormwater. Amenities in future-planned parks and open space should cater to the needs of the residents that live nearby. Additional studies would be needed to determine the appropriate location and design of these elements.

Recreation is an important aspect of a residents' experience within their community. Offering youth activities and programs is essential for current

and future growth. For many young adults, access to outdoor recreation is a determining factor when deciding where to live and raise a family. Providing a variety of options for recreation and exercise can also increase the overall health of the community. Adding trails to connect parks and open space as well as neighborhoods and schools would be a huge asset to the community. In this vein, the collaborative partnership with O’Fallon, Illinois and its parks department is beneficial to both communities fiscally and qualitatively, providing active and passive recreation to all residents.

Future open space should be acquired to enhance the ecology of the village. When appropriate, priority parcels for consideration are those adjacent to or contiguous with wetlands, water bodies and streams, forested areas, and parks. Additionally, particular parcels within the land use categories such as Mixed Use, Commercial, Medium Density and High Density Residential should also be considered to provide public areas, gathering spaces, greenspace, and passive recreational opportunities for visitors and residents.

Collectively, these parks, amenities, trails, greenways, and natural resources will create a network of public and private open space. The proposed open space network will not only enhance the quality of life for residents and the vitality and connectivity of Shiloh, but will also provide corridors for alternative modes of travel and linkages between neighborhoods, schools, and growth centers.

Parks and Open Space Needs Assessment Methodology

While there is not a static industry standard on the topic of open space allowances, those most widely accepted by local governments come from the National Recreation and Park Association (NRPA). Within the NRPA guidelines are recommendations for a broad cross-section of recreational spaces—from neighborhood parks to nature preserves. Locally, cities and municipalities should account for three distinct types of recreational space: mini parks, neighborhood parks/recreation, and community parks. Regional open space includes both municipal-scale parks and natural reserve or preservation areas. Each category, and its correlating recommendation, is detailed on next page.

Mini Parks/Pocket Parks Recommendation: 0.25 to 0.5 acre per 1,000 residents -- Sometimes referred to as “tot-lots,” these local facilities are utilized primarily by parents and young children. While they are typically small in size, sustainable communities emphasize their placement and frequency within residential neighborhoods easily accessed on foot by families.

Neighborhood Parks/Recreation Recommendation: 1 to 2 acres per 1,000 residents -- Recently, highly populated areas have trended toward the consolidation of programmed recreational areas (e.g., soccer or baseball field complexes). This open space typology suggests that communities are best served by more sporadic, programmed open space. For example, sports fields throughout various neighborhoods tend to result in healthier and happier children than destination complexes placed beyond pedestrian access. This typology also includes playgrounds and active recreation spaces (e.g., skate parks, sports fields) used by older children and young adults.

Community Parks Recommendation: 5 to 8 acres per 1,000 residents Community parks are areas with diverse environmental qualities that can include both active and passive recreational uses. While portions of these areas may be loosely programmed, there are often larger, more natural green spaces, pasture, or water features for passive recreational activities.

Regional Parks Recommendation: 5 to 10 acres per 1,000 residents-- These areas are typically selected for their natural or ornamental beauty and are capable of hosting large-scale recreational activities such as hiking or boating. While not necessarily designated as such, natural reserves (see below) can sometimes be used in this manner if use is strictly governed.

Natural Reserve Recommendation: varies per community--Lands that contain valuable natural resources or greenbelt corridors and are preserved because of their ecological uniqueness or aesthetic beauty are considered a natural reserve. Ideally, lands protected within these areas should be large, contiguous blocks that may include a mixture of agricultural, waterways (e.g., streams, creeks, lakes), wetlands, steep topography (i.e., bluffs), prairie, bottomlands, and tree canopy/forests. Recreation in these areas is typically limited to passive use. Not every community has access to such an amenity.

PARKS AND OPEN SPACE

The NRPA has established a benchmark ratio for park space to population of ten acres per 1,000 residents. This means that Shiloh needs a minimum of 140 acres of park space to meet the needs of its nearly 14,000 residents. Shiloh numerically falls within the recommended range of 157.5 to 287 acres; however, of the total 281 acres of park space in the village, over half is included in St. Clair County’s Engelmann Farm. The majority of Engelmann Farm is considered passive or natural reserve rather than park space. This decreases the acreage in the NRPA metrics.

Park Category	Recommended Ratio (NRPA)	Recommended Distribution by Population 14,000	Existing Park Acreage Distribution
Mini-Park/Pocket Park	0.25 to 0.5 acre per 1,000 residents	3.5 -7 acres	2 acres
Neighborhood Park/Recreation	1 to 2 acres per 1,000 residents	14 - 28 acres	70 acres
Community Park	5 to 8 acres per 1,000 residents	70 -112 acres	80 acres
Regional Park (part of Eng. Farm)	5 to 10 acres per 1,000 residents	70 -140 acres	5 acres
Subtotal		157.5 - 287 acres	157 acres
Natural Reserve (part of Eng. Farm)	Varies by community	TBD	140 acres
Total		157.5 - 287 acres *Natural Reserves	297 acres

These acreage projections are exclusive to parks within the village and do not include natural reserves. Shiloh has forested areas, streams, and wetlands that would benefit from further protection by public or private entities. Protection of these resources will improve the quality of habitat, air, and water, as well as beautification of the village. Proximity to parks within adjacent municipalities are beneficial to many Shiloh neighborhoods, as is the partnership with O’Fallon to share amenities like sports fields and recreation programming. However, acreage of adjacent municipalities’ parks were not calculated in the

tables below. The neighboring parks are beneficial to the community-at-large and should be considered during the prioritization of future needs.

Even with the projected population increase of 16,941 people by 2030, Shiloh will almost meet the new acreage minimum without any additions to the parks system. However, it would benefit the village to review the quality of the landscapes, amenities, facility conditions, and community trends. Often the acreage is numerically enough but it may not meet the needs of residents.

Population Projection and Recommendation Tables

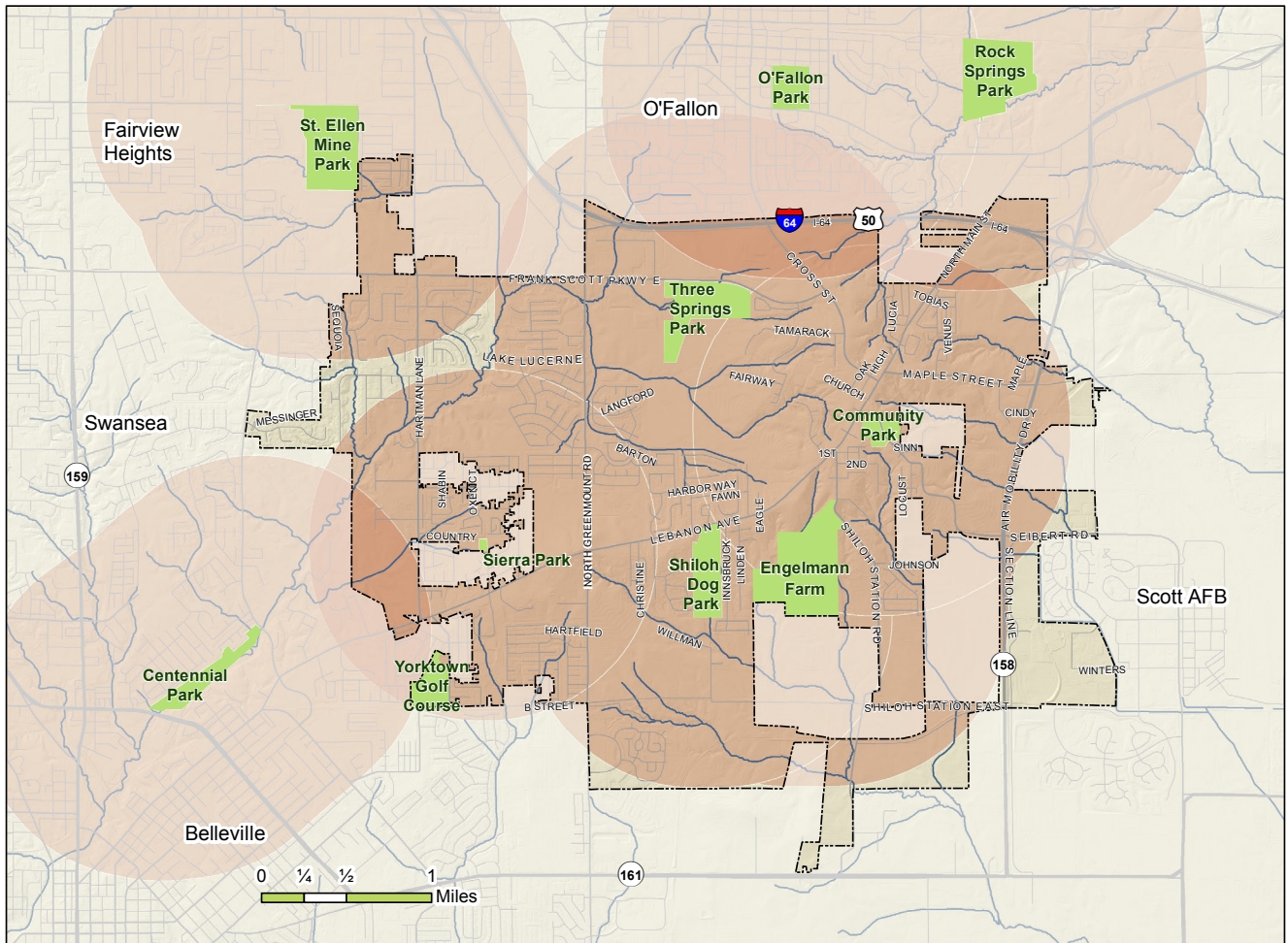
The table below illustrates minimum and optimal park space recommendations by park category, current population, projected population for 2020, and projected population for 2030. These ratios should be treated as general guidelines and indexed against the specific trends and values of the community.

Park Category	Recommended Ratio (NRPA)	Current Population +/- 14,000	Projected 2020 Population 14,840	Projected 2030 Population 16,941
Mini-Park/Pocket Park	0.25 to 0.5 acre per 1,000 residents	3.5 - 7 acres	3.75 - 7.5 acres	4.25 - 8.5 acres
Neighborhood Park/Recreation	1 to 2 acres per 1,000 residents	14 - 28 acres	15 - 30 acres	17 - 34 acres
Community Park	5 to 8 acres per 1,000 residents	70 - 112 acres	75 - 120 acres	85 - 136 acres
Regional Park	5 to 10 acres per 1,000 residents	70 - 140 acres	75 - 150 acres	85 - 170 acres
Natural Reserve	Varies by community	TBD	TBD	TBD
Total Park Acreage Range		157.5 - 287 acres	168.75 - 307.5 acres	191.25 - 348.5 acres

Park Service Area

A second benchmark set by the NRPA is that all residents should have access to a park within one mile of their home. This aspect of Shiloh's park system needs improvement. While there is a surplus of park acreage, most is located on the east side of town. See Figure 14: Park Service Areas, which displays neighborhoods lacking park access.

Figure 14: Park Service Areas



TRAILS AND GREENWAYS

The plan recommends sidewalks, trails, and improvements to the connectivity of amenities, resources, and neighborhoods. In a well-designed community, homes, parks, stores, and schools are connected and linked by safe walking and biking routes. Such routes allow all members of the community a chance to enjoy the outdoors and receive the benefits of healthy active living, resulting in a higher quality of life. Routes for walking and biking also assist residents of all ages without motorized transportation to safely reach their destinations. The village's future trails and shared amenities are further discussed in the Transportation Element.

Strategies in this element, as well as in the Infrastructure Element, recommend greenway corridors to connect the trails, existing parks system, broader community, and future growth centers. These proposed greenways along waterways are the most valuable for conservation purposes as buffers, but may also be used for unique passive recreational opportunities. To assist in the conservation of these areas, they can be protected or restored under public or private ownership. Creating these greenways may reduce the need for expensive infrastructure and traditional parks on developable land while providing multiple ecological and recreational benefits on land that is poorly suited for development.

Greenways are significant not only for their aesthetic and recreational value, but also for their ability to reduce the impacts of stormwater runoff. Larger greenways should be complemented by a minor network. These narrower corridors along culverts, roadways, and trails have lesser value for habitat but

METROBIKELINK TRAIL - *“This trail gets its name from the MetroLink Red Line train track it parallels through eastern Belleville and (briefly) the village of Swansea. It is a classic rail-with-trail configuration, where train and trail share the same corridor. Initially, there were four MetroLink stations along the route (Memorial, Swansea, Belleville, College), with plans to extend the trail to the next station on both ends of its length. By 2018, the trail had been extended east to the Shiloh-Scott MetroLink Station. The stations divide the trail into shorter segments for some trail users, also providing access and trail services to all. The trail is mostly flat with gentle inclines. It goes by woods, farmland, a college campus, and city neighborhoods. It has very nice bridges over and under all the major street, highway and railroad crossings. Just west of the Belleville station, the MetroBikeLink Trail is intersected by the picturesque Richland Creek Greenway Trail, which runs along the creek and through seven city parks in Belleville.”*

RICHLAND GREENWAY TRAIL - *“This trail along Richland Creek is in two discontinuous sections that must be accessed separately. The northern section goes by the thick and quiet woods of Centennial Park, where there are also very nice walking paths. The southern section begins in the same woods, then joins the MetroBikeLink Trail for 0.2 mile and separates again to continue southward through Belleville. There it goes through seven different city parks, each with its own features and amenities. The trail has several bridges and picturesque views of Richland Creek. It's ideal for a family or group outing, a quiet walk or a short bike ride. It is altogether flat except for its one steep rise to the MetroBikeLink Trail. Fishing is allowed at the pond in South Side Park.”*

As noted by the Rails-to-Trails website, TrailLink.

will connect people to nature, provide recreational opportunities, manage stormwater, and beautify areas.

This plan recommends that all streams are buffered by at least 15 feet on each side. Protecting the small tributaries will help maintain water quality and promote habitat corridors. The village should develop a multi-use trail system with new trails, linkages to existing trails, and on-road neighborhood connectivity linking the entire community to growth centers, services, and schools and to the larger regional trail network. See Figure 13: Transportation Plan on page 65 and Figure 15; Parks, Greenways, and Open Space on page 79.

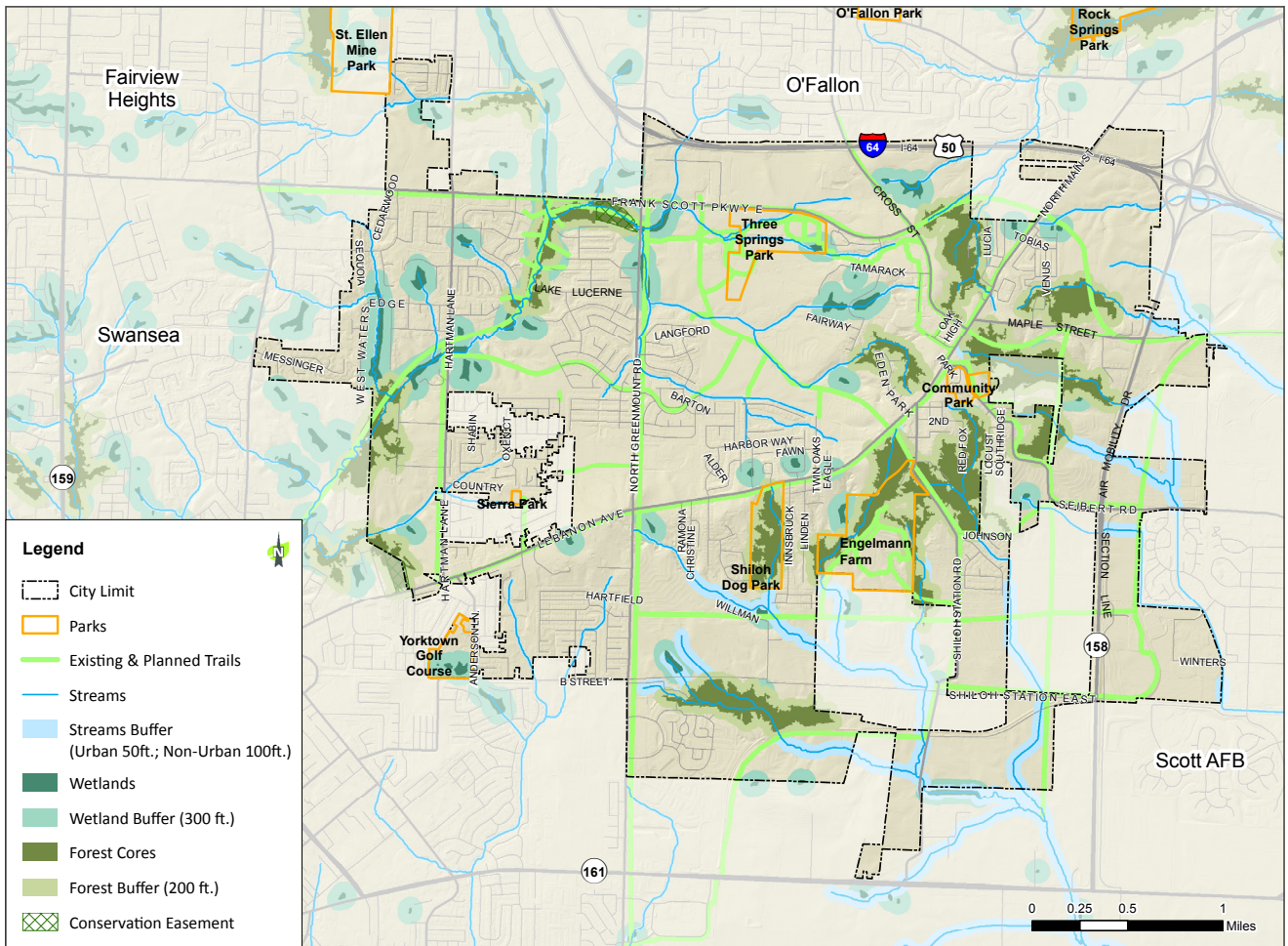
Recommended connections include two multi-use regional trails: the Richland Creek Greenway Trail and the MetroBikeLink Trail (also known as The St. Clair County Bike Trail). The trails run primarily north-south by 3.8 miles and east-west by 9.6 miles, respectively. The two intersecting trails provide easy links to recreation, transportation, services, schools, and neighboring communities of all sizes.

LANDSCAPE AND TREE CANOPY

This plan strongly recommends increasing the village's tree canopy through urban forestry, as well as increasing village-wide biodiversity and ecological corridors using native plants. Communities are losing urban trees at an alarming rate. Increasing urban tree canopy and improving the street-level appearance of the community, also known as streetscapes, can have additional benefits beyond beautification. Street trees, which are already prevalent in many neighborhoods, can benefit the village and homeowners. According to the Arbor Day Foundation, trees cut energy consumption by up to 25 percent, and therefore reduce homeowner utility expenses. Properly placed trees can increase property values from seven to 20 percent. Additionally, buildings with wooded lawns rent more quickly and tenants tend to stay longer.

From a municipal government standpoint, trees can reduce energy costs for the village and are crucial for stormwater management and erosion control. One native, deciduous tree can absorb over 40,000 gallons of water per year, carrying the water deep into the ground and removing pollutants along the way. Along stream banks or steep slopes, trees' complex root systems hold

Figure 15: Parks, Greenways and Open Space



soil in place, reducing erosion and flooding and improving water quality and habitat.

Incorporating native plants in public landscaping areas, streets, and parks promotes biodiversity, is beneficial for native pollinators, and reduces the cost of maintenance over time. Once established, native plants have deeper root systems, requiring less watering and making them more drought and heat tolerant. Similar to trees, these deep roots can also help mitigate the effects of stormwater.

Goals & Strategies

Goal: Village Board and Staff develop policies to plan, implement, and steward parks and recreation facilities.

1. Investigate innovative, available methods for the financing of maintenance and operating needs in order to reduce costs, retain financial flexibility, match user benefits and interests, and increase facility services.
2. Forge new and innovative partnerships with agencies and community organizations to support land acquisition and park development projects to leverage funding opportunities, including grants, sponsors, donations, in-kind, trade, lease, and community partnerships.

Goal: Provide high-quality park, open space, and recreation opportunities in sufficient quantity and variety to effectively serve the future needs of all age groups and abilities.

1. Develop a Park, Open Space, and Trails Framework Strategy and Master Plan, including a gap analysis of all existing parks, amenities, recreational facilities, and programming.
2. Provide neighborhood, community, and special-use parks and facilities that are accessible to neighborhoods and citizens.
3. Develop new active and passive parks of various scales, providing direct connections to existing neighborhoods and prioritizing areas deficient in quality green/park space.
 - a. Additional park space is needed for residents in the northwest areas

of Shiloh. One area recommended for this is the southwest quadrant of the Frank Scott Parkway/Green Mount Road intersection. This is a heavily wooded floodplain area of Richland Creek. Passive recreational uses can be developed in this area while retaining much of the natural habitat.

Encourage stewardship and volunteer programs that identify tasks, provide supervision, support and recognition to participants, and continue adopt-a-use groups to help maintain or develop specific facilities.

Where appropriate, initiate joint planning and operating programs with other public and private agencies to provide facilities for special activities that serve local residents and attract visitors from the region or state (e.g., soccer and baseball league tournaments).

Goal: Develop a connected and accessible system of multi-use trails and greenways to link parks, open space, schools, recreational facilities, neighborhoods, businesses, and areas of future growth.

1. Develop a comprehensive system of trails and greenway corridors plan. Include an ADA transition plan for making existing sidewalk and crosswalks accessible for all uses.
2. Develop a greenspace, wetland, and waterway corridor plan and promote the interconnection of area parks and natural resources.
3. Develop and implement a wayfinding (directional) and interpretive sign plan and materials for the entire parks and trails system, especially along designated routes linking destinations, neighborhoods, recreational facilities, and schools.
4. Collaborate with and connect to a regional park, greenways, and bike trails system.
 - a. Extend the Richland Creek greenway from Belleville to the new park site in the northwest section of Shiloh along Richland Creek (mentioned above) and to Three Springs Park. This greenway could be utilized as part of a regional trail system.

- b. Explore connections to MetroBikeLink from Town Center, including potential connections to Engelmann Farm.
- c. Ensure all local parks, transit stops, and schools are connected through municipal trails and shared roadways and paths.
- d. Add greenway corridor components, including waterways, new and existing rights-of-way for railroads or utility lines, trails, paths, scenic roads, and village sidewalks, arterials, and boulevards.
- e. Implement multiple low-impact recreational uses of forested areas, wetlands, waterways, and greenways, including walking, hiking, picnicking, and compatible activities.

Provide safe on-street connections and crossings where necessary to link pedestrians and bicyclists to neighborhoods, downtown, schools, services, and the trail and greenway system.

Provide trail connectors and resources that have regional significance and offer multiple uses for residents, including trailheads, public art, interpretation, passive recreation, and landscaping.

Include amenities at key park and trail intersections, such as bicycle parking, shade structures, trailheads, and facilities.

Goal: Create effective and efficient methods for acquiring, developing, operating, and maintaining park and recreation facilities and programs.

1. Encourage innovative programming opportunities through partnerships.
 - a. Continue joint planning and operating programs with other public agencies, civic partners, and private organizations to provide facilities for special activities that serve local residents and attract visitors from the region or state (e.g., soccer and baseball league tournaments).
 - b. Work with school districts, faith-based institutions, leagues, and local civic organizations on the joint-use and development of parks facilities suitable for a variety of age groups to minimize duplication of costs.
2. Encourage public/private partnerships in the development and stewardship

of new parks and open space.

- a. Review village development ordinances that require dedication of land to parks, sidewalks, and trails, or fee-in-lieu of dedication to be used for land acquisition of high-quality parcels for open space.
 - b. Require any new development to provide safe connections to the trail system and encourage installment of amenities for trail users.
 - c. Continue to enforce subdivision and development ordinances that require dedication of land to parks and trails or fee-in-lieu of dedication to be used for land acquisition.
 - d. Include design standards for high-quality streetscape, landscaping, and pedestrian amenities in development ordinances.
 - e. Encourage greater public participation in the preservation of park and open space lands.
3. Investigate innovative methods for the financing of maintenance and operating needs in order to reduce costs, retain financial flexibility, match user benefits and interests, and increase facility services.
 - a. Where advantageous, undertake alternative land leases, rental or sustainable resource management practices that could generate revenues for future operation, maintenance, and development of natural resource areas.
 - b. Encourage and cooperate with federal and state agencies, local units of government, and community organizations in financing, management, and acquisition of recreation and natural resources as appropriate.

Goal: Plant resilient, native landscapes that increase biodiversity and demonstrate conservation best practices while also creating beautiful public spaces and streets for all.

1. Design and develop pedestrian streetscapes that are sustainable, accessible, safe, and easy to maintain to enhance the overall sense of place and improve resident and visitor experience.

- a. Include streetscape, landscaping, and pedestrian amenities as appropriate in future planning efforts for arterial streets (e.g., Lebanon Avenue, Main Street, Green Mount Road) and new mixed-use developments, including the medical district, and reworking of subdivision and development ordinances.
 - b. Include local and native plant palette in landscaping choices to reduce maintenance costs while reflecting an authentic sense of the local natural environment.
 - c. Incorporate accessibility as a requirement in future development ordinances and redevelopment plans.
2. Encourage and expand native plantings, urban forestry, and biodiversity.
 - a. Designate certain streets as green boulevards, neighborhood greenways and urban forest corridors where trees, rain gardens, and native landscape are incorporated and maintained with help from residents and neighborhood associations.
 - b. Encourage the use of native plants to reduce maintenance costs and control stormwater while increasing biodiversity and showcasing native plants of southern Illinois.
 - c. Conduct a tree inventory for all parks and public open space to gauge the health, hazard, and longevity of trees. Then develop a reforestation plan for ecological connectivity among forests and other habitat patches fragmentation. Consider an Emerald Ash Borer mitigation plan.
 - d. Provide space in the parks system or vacant village-owned parcels for permanent or temporary use as community gardens, propagation areas, pollinator gardens, or rain gardens where appropriate.
3. Encourage Stewardship
 - a. Work with partners, community organizations, other communities, and civic groups (e.g., Master Naturalists, Wild Ones) to increase the

propagation and use of native plants and trees in parks and public open spaces.

- b. Engage local non-profit and neighborhood resources to provide for neighborhood-level beautification activities and programs.

4. Conserve and Protect Natural Areas

- a. Provide conservation and active management of forests and open space that includes removal of invasive species, selective timber harvest, and provision of limited, passive recreation uses that are compatible with timber management objectives.
- b. Encourage conservation and increase the publicly-owned acreage of forests, tree canopy, and wooded lots. Adopt a reforestation program to ensure the propagation and sustainability of native bottomland and upland forest species.

