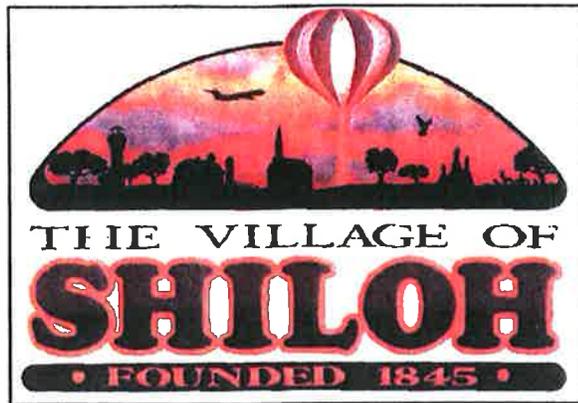


# VILLAGE OF SHILOH



## COMPREHENSIVE PLAN

Passed 10-06-03  
Amended 08-02-04

# SHILOH COMPREHENSIVE PLAN

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## **SECTION I - INTRODUCTION**

The Village of Shiloh, Illinois, faces the kinds of challenges and opportunities that most communities in the country would like to have. These challenges and opportunities for the most part revolve around coping with a brisk rate of growth and development and providing municipal services and amenities expected by an affluent constituency.

Some of the attributes of the Village of Shiloh include its proximity to a large urban area but with retention of the small town atmosphere, the feeling of a safe and secure community, stable property values, and the friendliness of the people.

The primary challenge facing the community is managing and controlling growth such that upgrades and expansion of transportation facilities, utilities, schools, parks, emergency services, etc. can keep pace with the growth. This requires proper allocation of capital resources and maintaining highly efficient governmental services. The other primary challenge is how to maintain the current high quality of life, the small town atmosphere and the community spirit while adding significant population.

Growth on the one hand strengthens the local economy and adds to the tax base, but on the other hand adds stress to the environment, requires more roads, classrooms, police, fire protection, parks, etc. The challenge is to require high quality growth, to protect property values, and to establish environmentally responsible development practices to minimize adverse impacts.

### **A. PURPOSE OF THE PLAN**

This Shiloh Comprehensive Plan is intended to replace the 1997 Comprehensive Plan. The Village has experienced significant changes since that time. The combination of rapid residential growth and aggressive annexation by the Village have significantly increased the population. Since 1990 Shiloh has been increasing in population by an annual average rate of 18.8%. This increase in population has put increased demand on public systems, such as fire, police, highways, sewers, water, school. The prospect for continued rapid urbanization is supported by such developments as Mid-America Airport, Metro Link, the I-64 (Exit 16), Frank Scott Parkway, and an Easterly expansion of the St. Louis Metropolitan Region. These changes necessitate development of a new Comprehensive Plan.

The purpose of the Plan is to establish a series of policies and recommendations to guide development in the Village over an extended period of time. These land use, transportation, and development practice recommendations are intended to create an overall vision for the community which carries forward through future years and transcends current Village Officials.

The Plan provides explicit statements of policy and recommendations for guiding and controlling future development in the Village and is intended to be used by the Village Board and Planning Commission, and Village Staff in their decision making process concerning land use, transportation, utilities, zoning, and development reviews. The Plan intends to represent a balance of land uses that could and should be expected to occur in the future. The Plan also intends to represent a balance between urban land uses and agricultural, conservation, and other open space land uses.

### **B. THE PLANNING PROCESS**

The Comprehensive Plan for the Village of Shiloh has been developed by the Planning Commission with assistance provided by the Competitive Communities Initiative Program of the Illinois Department of Commerce and Community Affairs. Additional input was provided by the Village Board.

Based upon the current planning issues, the Competitive Communities Initiative Steering Committee developed a series of goals, objectives, and policies to address the issues. During the process suggested revisions to the future land use map were made to accurately represent the vision of the Village for the future. The Committee then developed specific plan recommendations for actions to be taken by the Village to effect implementation of the Plan. These recommendations pertained to land use, transportation, utility systems, development regulations, and community facilities.

### **C. THE PLANNING PERIOD**

The Comprehensive Plan is intended to cover a 10-year horizon through the year 2013. The recommended land uses as shown on the Land Use Plan should not, however be construed as a "build out" strategy. It is not the intention that the land use for the Village at the end of the planning period will mirror the map, but rather that development be encouraged to follow the general land use pattern that the plan suggests. This is shown in this manner to provide a greater degree of flexibility to developers in selecting individual parcels of land to develop while sustaining a high quality of life for residents.

### **D. CURRENT PLANNING ISSUES**

The primary issues that confront the Village center around rapid growth and the community's ability to respond to the effects this growth brings. They are:

1. Ability to manage rapid growth.
2. Traffic management.
3. Wastewater systems expansion.
4. School overcrowding.
5. Capital formation for needed improvements.
6. Metro Link Station development.
7. Shiloh postal zip code.
8. Overlapping jurisdictions, i.e., school, fire, water, sewer, etc.
9. Lack of community & civic identity.
10. Acquisition & Development of park land.
11. Need for preservation of forest areas and habitat linkages.
12. Need for stormwater management.
13. Protection of scenic views.
14. Need for commercial and industrial development.
15. Need for additional governmental buildings.

## SECTION II - BACKGROUND AND TECHNICAL ANALYSIS

### A. DEMOGRAPHIC TRENDS AND PROJECTIONS

The Village of Shiloh has been experiencing a period of rapid growth for the past fifteen years. The average annual population growth rate from 1990 to 2000 has been 18.8% (an average addition of 659 people per year.) This can be attributed to a combination of factors including attractive mortgage rates, annexations, more aggressive developers, and the Shiloh area being discovered as a highly desirable place to live. Utilizing the land use component of the Comprehensive Plan, the projected population within the Shiloh Planning Area in 10 years is 20,131.

Table 1 illustrates the historical population trends for the Village. The change from decade to decade reflects a slow growth rate from the 1920 period until 1980, and then very rapid growth since 1980.

**Table 1**  
**POPULATION TRENDS**

<u>Year</u>	<u>Population</u>	<u>Additional People</u>	<u>Decade to Decade</u>
			<u>Percent Change</u>
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
01/83	*1,730	685	---
07/86	*2,176	446	---
1990	2,650	1,605	154.0
09/92	*3,314	659	
01/96	*4,932	1,736	
05/00	7,643	2,593	188%

Founded in 1845. Incorporated in 1905.

\*By Special Census.

For more detailed information see the Census Report on file at the Shiloh Municipal Building. Table 2 represents the age of the housing stock in the Village of Shiloh. This indicates that 80 percent of housing units in the Village have been built since 1980. This reflects that the housing stock of the Village is virtually new as compared with other communities. Annexation of existing units are not reflected in Table 2.

**Table 2**

**VILLAGE OF SHILOH  
AGE AND CATEGORY OF HOUSING UNITS**

<u>Year Built</u>	<u>Number</u>	<u>Percent</u>
1996 to 2001	865	35.6
1991 to 1995	538	22.0
1980 to 1990	546	22.0
1960 to 1979	292	12.0
1940 to 1959	115	4.7
1939 or earlier	66	2.7
TOTAL	2,422	100.0

Source: Village of Shiloh Permit Records.

Building permits as shown in Table 3 show the trend in building construction from 1990 through 2002.

Annexations of existing units are not reflected in these totals.

**Table 3**

**BUILDING PERMITS - VILLAGE OF SHILOH**

<u>Year</u>	<u>New Building Permits</u>
1990	34
1991	49
1992	125
1993	112
1994	130
1995	88
1996	98
1997	148
1998	186
1999	235
2000	252
2001	340
2002	431
TOTAL	2,228

Sales tax receipts are a good measure of the economic activity occurring in a community. Contact the Illinois Department of Revenue for current information.

Population projections generated for this Comprehensive Plan assume that national factors such as a stable economy and attractive mortgage rates will continue and that local factors such as sewer capacity and transportation needs will be addressed. The projections also assume that the Village will continue to annex the area within its planning boundary. On the regional level it is assumed that St. Clair County will continue to experience a population shift from west to east. Mid-America

Airport and Metro-Link extension will also bolster population growth in Shiloh.

Population projections for Shiloh are based on utilizing estimates of building permits over a ten year period. Table 4 indicates that building permits are expected to be 190 to 200 per year over the next three years and then stabilize for the next seven years through the ten year planning horizon. The 2002 estimate of population includes only the incorporated area. This process yields a projection of nearly 15,000 people by 2012. Note: This table is based on building permits and does not include annexations of existing units.

**Table 4**

**VILLAGE OF SHILOH POPULATION PROJECTIONS  
BASED ON BUILDING PERMITS**

YEAR	PERMITS	POPULATION PROJECTIONS
1996	100	
1997	120	
1998	133	
1999	158	
2000	152	8,069
2001	208	8,651
2002	190	9,183
2003	190	9,715
2004	190	10,247
2005	190	10,779
2006	200	11,339
2007	200	11,899
2008	200	12,459
2009	200	13,019
2010	200	13,579
2011	200	14,139
2012	200	14,699

## **B. DEVELOPMENT LIMITATIONS**

Development limitations are physical and environmental features or factors which constitute building constraints or restrictions. Such features or factors may include natural conditions such as soil characteristics, geology, hydrology, and environmentally sensitive aspects. They may also be man made constraints such as areas of archaeological significance, undermining, or airport restrictions. A building constraint does not necessarily mean no development should occur on a particular site, however it may suggest certain types of land use or certain restrictions on development.

### **1. Soil Conditions**

Soils in the Shiloh planning area consist primarily of:

Fayette Silt Loam

Muscatine Silt

Tama Silt Loam

These soil categories do not have characteristics which cause restrictions to development provided proper construction practices are used. They are all three considered to be moderately well drained soils, which means there usually are no problems for septic systems or aeration systems. Frost heave needs to be taken into account for design of streets to prevent damage to pavement after construction. An environmental concern that relates to these soils is that they are highly erosive particularly after being disturbed during the construction process. Soil erosion has an effect on water quality downstream. Sediment carried by water runoff will redeposit downstream and adversely affect stream carrying capacity.

The soils in the Shiloh area are considered to be highly productive for farming purposes. Urban encroachment removes this farmland from production.

### **2. Flood Plain Areas**

Richland Creek and its tributaries present the primary concern for flooding in the Shiloh area. Interstate 64 at Green Mount Road is the headwaters for the Richland Creek basin which flow southerly through Belleville to the Kaskaskia River in Monroe County. Figure 1 shows the location of the 100 year flood plain as mapped by the Federal Emergency Management Agency. Development subject to flood damage should be precluded in these areas. The Village flood plain ordinance should be used as the vehicle to preclude such development.

An issue related to preclusion of development in the flood plain is the lack of stormwater management practices. In the case of the Richland Creek drainage basin, new hard surface areas such as roofs, driveways, streets, parking lots, means there is a greater volume of runoff reaching downstream points faster without stormwater management. Belleville for instance experienced flooding from Richland Creek in 1995's heavy spring rain event. Areas of Shiloh have experienced flooding in the past. Shiloh minimizes this adverse impact by requiring stormwater detention \ retention basins in areas as they are being developed. Potential sites to accomplish this are rapidly disappearing as a result of new development.

### **3. Wetlands**

Development in wetlands is regulated by Federal law and Shiloh Ordinance. Wetlands in the Shiloh provide valuable habitat linkages, screening, filtering areas and are not extensive in nature. They generally are located in streams such as along Richland Creek and its tributaries or in surface waters such as lakes and ponds. See Figure 2. New development should be restricted in such areas. Development adjacent to Wetland, should also be managed in such a manner so as to not effect the wetlands.

### **4. Steep Slopes**

Shiloh has a number of areas where slopes exceed 15%. Slopes in excess of 15% can present certain building problems such as slope stability and high erosion potential. Such areas are not the best places to build sewer lines, streets or for the Village to maintain these improvements after they are transferred to the municipality. Figure 3 shows the slopes in excess of 15% in the Shiloh planning area. Steeply sloping land should not necessarily be precluded from development, however the Village may want to limit such development to certain types of less intense land uses as well as taking special building precautions.

### **5. Forested Areas and Green Space**

Forested and green space areas are not only visually attractive but provide important habitat linkage for many plant and animal species. As they are frequently found in steep slope areas and drainageways in Shiloh, they also serve the purpose of keeping soil erosion in check. Early agriculture cleared the more level land for farming operations while leaving the steeper slopes in their natural state. Forested and green space areas are shown in Figure 4. These remaining tracts of forested and green space areas should be protected for future generations.

### **6. Waterway Corridors**

Flood plain areas, wetlands, habitat linkages, forested and green space areas shall be managed & protected to preserve waterway corridors.

### **7. Scenic Views and Vistas**

The original town of Shiloh was laid out along the top of a ridge line. Expansive views for great distances are available from several strategic locations. These locations have not yet had development which block such views. Figure 5 indicates one such viewpoint is at the intersection of Green Mount Road and Lebanon Avenue. The second general area is between the Catholic Cemetery and Shiloh Station Road at Lebanon Avenue. A third area has views to the East, Southeast, and South in the Seibert Road/Johnson Road vicinity. Developers must work with the Village to preserve these important scenic views and vistas.

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## **8. Archaeological and Historic Places**

The Shiloh area is rich from an archaeological perspective. The Illinois Historic Preservation Agency has mapped areas of high potential for archaeological significance in terms of the presence of Indian artifacts. The significance of this fact as it relates to development concerns the procedures which must be followed to be in compliance with the Historic Preservation Act. Surveys and potential mitigation actions must be completed prior to development. See Figure 6. Shiloh also has a number of historic cemeteries and other structures which need to be preserved for future generations. These structures are primarily in the original town area of Shiloh. The Village should identify historic structures & locations to encourage preservation.

## **9. Airport Height and Hazard, Noise Zone and Accident Potential Zone**

The combined future air traffic of Scott Air Force Base and Mid America Airport presents certain development regulations and constraints. The Federal Aviation Administration guidelines on building heights adjacent to the airport will have some effect on the type structures that can be located in this zone. Of particular concern is the Southwest quadrant of the IL 158 and I-64 interchange. This area with high development potential is in the Scott Air Force Base runway take-off and landing zone. Not only is there concern over building height in this area but development of any type may restrict Scott AFB operations.

Projected noise levels for the Airport area will likewise affect planning for compatible land uses. A combination of land use restrictions through zoning and building noise insulation requirements through building codes are employed to minimize the impact on development in the Airport noise zone. Figure 7 shows the Height and Hazard, Noise Zone and Accident Potential Zones as reflected in the Scott Joint Use Airport Plan.

## **10. Undermined Areas**

Extensive underground coal mining has taken place in the Shiloh area through the 1950's. The extent of underground mining is seen in Figure 8. The source of this mapping is the State of Illinois Department of Natural Resources. Subsidence found in this area is typically sag subsidence. Coal seams in this area generally did not exceed six feet in thickness. The maximum sag reported in this area is about 2½ feet at the surface. In other words catastrophic failures are unlikely.

There are some simple and reasonable precautions that can be taken to reduce the potential for subsidence problems:

Encourage 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, etc. in undermined areas. The weight of the structure will speed up subsidence.

Subsidence protection can be designed into some infrastructure installations to minimize damage. This includes natural gas lines, sanitary sewer lines, water lines, and street pavements.

The Village of Shiloh takes a proactive approach to minimize the adverse effects of mine subsidence through the land use plan in this comprehensive plan and the subsequent zoning ordinance update.

## **11. Composite Building Constraints**

Figure 9 illustrates all of the development limitations discussed above in a composite map. Suitable precautions should be taken depending on the limitation for new urban development.

### **C. DEVELOPMENT OPPORTUNITIES**

The Village of Shiloh finds itself in the enviable position of seeing positive growth. A significant portion comes from the West .

Shiloh's location with respect to the St. Louis region is an important factor as it relates to development. Figure 10 illustrates the extent of continuous urban development in the St. Louis region. Transportation factors play a significant role in shaping the direction and extent of development. Originally the rail lines and early highways started to shape this development. Interstate 64, Route 15, Route 161, Route 158 and Frank Scott Parkway and the Interchange at Green Mount Road and I-64 have more recently added to this development trend. Mid America Airport, Scott AFB, Metro Link, expansion of I-64, and other highway improvements will have a profound effect on Shiloh's development potential.

#### **1. Residential Development**

The Shiloh planning area is a prime target for residential development. As Figure 11 shows there is a substantial amount of available land for residential development. Current developments are setting the standard for attractive and quality developments in the moderate to executive or estate homes. The primary opportunity for new residential development is seen in the single family home market. Lot sizes for development will range from the typical 12,500 square foot per lot subdivision tract up to 2½ acre estate home sites.

The combination of the out-migration factor, good transportation accessibility, and the prospect for new job growth in the immediate area suggest that residential growth will continue. The Shiloh area also has a positive image as a community with an attractive living environment, good schools, low crime rate, and effective units of local government. Population projections suggest that 2,160 new residential units will be built in the Shiloh planning area in the next 10 years.

#### **2. Commercial and Industrial Development**

The Shiloh planning area has extensive open land tracts which are highly desirable from a locational standpoint for commercial and industrial development. See Figure 11 for exact locations:

### **D. EXISTING LAND USE AND TRANSPORTATION ANALYSIS**

The existing land use analysis presented includes land within the corporate limits as well as in the 1½ mile planning area. As Shiloh abuts other municipal boundaries the planning area map has been adjusted to reflect more closely the territory Shiloh expects to one day encompass.

The following land use types and their respective characteristics are shown on the current zoning map available at the Shiloh Municipal Building. (See Figure 12.)

To analyze the existing highway system it is helpful to look at the highways, roads and streets according to their functional use. Figure 13 shows the existing highway system by functional use breakdown. Following are descriptions of the categories used for this functional classification:

### **Major Arterials -**

- \* Serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel.
- \* Form a regional integrated network along with other principal arterials.
- \* Have high traffic carrying capacity at higher operating speeds.
- \* Typically link cities and form an integrated network with other major arterials.

### **Minor Arterials and \ or Collectors -**

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

### **Local Access Streets -**

- \* Accommodate the short trip length at low operating speeds.
- \* Land access is their principal purpose.
- \* Typically are not through streets.

Traffic counts along with the level of service operating characteristics are measures of how well a particular highway/road segment is serving. Figure 14 reflects most recent traffic count data for highways/roads in the planning area.

From the regional perspective there are several points of concern. Interstate 64 is carrying 38,400 trips per day through the Shiloh area. Given the rate of increase in traffic being experienced on this highway along with expected development of Mid America Airport an additional two lanes of traffic are needed. The Illinois Department of Transportation has included this project in its five year program.

The second area of concern is a continuing shortage of north-south carrying capacity particularly serving the longer trip. In order for the Shiloh area to achieve its economic development ambitions a new north-south principal arterial is needed. For this reason Shiloh supports the extension of Illinois 158 to Troy and Columbia.

Within the Shiloh planning area the local area highway system has a number of deficiencies which must be overcome before the area can accommodate substantial growth. North-South, East-West and the South side are routes that need to be addressed.

Additional North-South routes are needed in the areas between Hartman Lane and Illinois Route 158 to relieve traffic on the existing routes and provide connectivity. Developers should address north-south traffic flow connectivity in their plans.

For East-West traffic there are several deficiencies in the system. On the north side of the planning area Frank Scott Parkway needs to be extended easterly from Cross Street to Main or Maple Street. Additional East-West roads are needed in the area between Lebanon Avenue and Frank Scott Parkway and in the area between Lebanon Avenue and B Street Road. The Southerly road could connect to the Shiloh/Scott Metro Link access on Illinois Route 158. (Air Mobility Drive.) These resulting improvements would distribute traffic much more efficiently, promote connectivity and reduce the traffic burden on Lebanon Avenue, as well as open up significant land for development.

On the South side of the planning area, B Street Road could play a much more important function if current rail conflicts are removed and surface improvements are made.

#### **E. UTILITY SYSTEM ANALYSIS**

The Village of Shiloh has the unfortunate circumstance of having numerous providers of utility services within the planning area, particularly in the sanitary utilities.

The power company has the franchise with the Village to provide both electric service and natural gas to the planning area. No problems are anticipated in serving future development with natural gas. Similarly no problems are seen for local electric service. The deregulation of electric service presents a number of uncertainties for the future however. In the future individual users may be able to select other electric providers. It is unclear at this point what effect, if any, this may have on municipalities such as Shiloh.

Local telecommunications service is provided for Shiloh through the use of fiber optic cable and digital switch gear. As business and residential needs for telecommunications change service expansion is foreseen.

Cable television service to Shiloh is provided. Part of this service is for local coverage access. While this industry is in somewhat of a state of flux no insurmountable problems are foreseen for future service.

Potable water supply for the Shiloh area is provided. No source or supply problems is foreseen.

Sanitary sewer service is comprised of developments on private sewage disposal systems and on a number of public systems. Shiloh is served by a number of Facility Planning Areas (FPA's.) These FPA's provide that proper planning can be done in respect to collection systems and properly sited and built treatment capacity. Figures 15 & 16 reflects sewer services and Facility Planning Areas (F.P.A.'s.)

Stormwater management is another element of concern for the Shiloh area. Extensive development is anticipated for the planning area which will result in a substantial increase in hard surfaces (parking lots, streets, driveways, roofs, etc.). This has the effect of causing stormwater to runoff in greater volumes and at greater speed. The net effect of this is downstream flooding without proper stormwater management.

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## **SECTION III - PLAN ELEMENTS**

### **A. GOALS, OBJECTIVES, AND POLICIES**

An essential component of a comprehensive community plan is the identification of goals, objectives, and policies. These ingredients are fundamental to the entire planning process and form the basis for making plans, considering alternative solutions to problems, making decisions on the development of the community and evaluating the resulting developments. Each of the ingredients should be defined, stated and agreed upon as part of the planning process. Goals are generalized statements of what a community ultimately wants to achieve in the long-range. Objectives are more specific statements of what must be achieved in the short-range in order to reach the long-range goals. Policies define the kinds of actions needed on the part of the community in order to achieve the plan objectives. The following pages contain the goals, objectives and policies used to prepare the Shiloh Plan.

#### **GOALS**

To develop the Village of Shiloh as a whole community comprised of stable residential neighborhoods and with local and regional commercial and industrial development to expand the revenue and employment base of the community.

To promote development which provides for compatible land uses, preserves the unique natural environment, waterway corridors, green spaces and historic features, and allows for above average living conditions.

To assist growth and development levels which allows for the school system, infrastructure, and other municipal services to keep pace in an orderly fashion.

To develop a system of highways, streets, walk trails , bike trails and public transit which provides for the mobility expected by Village residents in a safe and efficient manner.

To develop a full range of interconnected passive and active recreational facilities and programs for the community and region.

#### **OVERALL COMMUNITY DEVELOPMENT OBJECTIVES**

Promote a manageable rate of population growth.

Promote an orderly growth which allows the school systems time to respond to increased demand.

Promote growth that permits utility services, street system, park system, bike trails, walkways and other municipal services to keep pace with new demand.

Preserve Shiloh's community identity.

Provide for compatible land uses.

Prepare an annexation policy.

Maintain highest quality standards for new development.

Protect scenic views and vistas, green spaces, waterways, habitat linkages, greenways, wetlands, flood plain, forested areas, and areas of historic interest.

Promote regional cooperation for parks, greenways, bikeways/trails, transportation, sewage treatment, storm drainage, emergency response and development. Work with developers to build “community identity,” connectivity into projects and parks.

**OVERALL COMMUNITY DEVELOPMENT POLICIES**

Develop and adopt a new zoning ordinance which supports the goals, objectives, policies, and recommendations of the Comprehensive Plan.

Base future zoning decisions on the intent expressed in the Comprehensive Plan.

Develop improvement standards which ensure the highest quality developments, improvements with prove life cycles and require provision of sanitary sewer service and stormwater management.

Open Space Protective Areas - Major creeks, riparian habitat, wetlands, slopes, and other sensitive environmental areas should be conserved as much as possible. Open space areas and other outdoor amenities should be incorporated into newly developed areas. Fencing and piping of creeks should be avoided and channelization should be minimized where possible. {PGAV amendment added 08-02-04}

New Primary Roadway System - Local streets should be recognizable, formalized, and interconnected converging toward the town core, community commercial areas, or transit stops. All local streets should promote a pedestrian friendly environment with sidewalks, street trees, building entries, and parallel parking in certain areas. The streets should enhance the idea of a walking environment. {PGAV Amendment added 08-02-04}

New Growth Areas - These areas are basically located to the edges of the community or large sites that have been passed over. New growth should not, however, be used to justify Leap Frog development. A true effort should be made to develop the center of the community in the highest quality, then move towards the edges, promoting the redevelopment and infill of some areas that will help protect older neighborhoods from decreasing in land value. Continuing effort should be made towards annexing property into the Village as required on a selective basis. {PGAV Amendment added 08-02-04}

Develop and adopt an annexation plan which allows for orderly development of utility extensions street improvements and discourages “leap frog” development.

**HOUSING AND RESIDENTIAL DEVELOPMENT OBJECTIVES**

Development of high quality single family residential developments.

Require developers to design developments with connectivity and follow the transportation plan for all modes of movement, i.e. vehicles, walkways, bikeways, etc.

Locate multi-family residential units in areas that have compatible adjacent uses such as in transition areas between commercial and single family uses.

Encourage residential developments geared to seniors living needs.

## **HOUSING AND RESIDENTIAL DEVELOPMENT POLICIES**

Maintain high standards for new construction by strictly enforcing building codes.

Maintain high standards for maintenance of existing housing through use of an occupancy permit system and building codes.

Require new subdivisions to provide sanitary sewer service as well as potable water.

Require new residential developments to set aside property for common ground or park land or contribute to a Village park property fund and provide for pedestrian \ bikeways.

Encourage developers in planning and building senior housing with various levels of care and services.

## **COMMERCIAL AND INDUSTRIAL DEVELOPMENT OBJECTIVES**

Take advantage of the locational proximity of MidAmerica Airport, Scott AFB, and Metro Link to attract new businesses and industry.

Utilize Interstate 64 and Illinois Route 158 frontages along with access to the Norfolk Southern Railroad and Metro Link (Rapid Transit System) as locational incentives for business and industry.

Encourage development of an industrial park to attract light industry to the Village.

Continue to work with Bi-State Development Agency to promote development around the Shiloh/Scott Metro Link Station.

Encourage development of commercial or professional office parks.

Encourage extension of Frank Scott Parkway to IL 158 to create a commercial corridor parallel to I-64.

Require developers to design improvements with connectivity and that follow the transportation plan for all modes of movement (i.e. vehicles, walkways, bikeways, etc.)

## **COMMERCIAL AND INDUSTRIAL DEVELOPMENT POLICIES**

Encourage the development of commercial, retail businesses with interstate exposure.

Establish a Village Economic Development group to plan for and promote commercial and industrial development.

Establish business attraction incentive packages in order to attract business and industry. See also overall community development policies.

## **TRAFFIC AND TRANSPORTATION OBJECTIVES**

Improve traffic circulation and safety in and through the Village by making key system improvements.

Ensure that new developments take traffic considerations into account and incorporate designated collector routes, bike trails, walkways and connectivity into development plans.

Support Illinois Department of Transportation plan to extend Illinois Route 158 to the North and South.

Obtain support and cooperate with St. Clair County for highway improvements to Frank Scott Parkway, Green Mount Road, Maple Street and any other County roadways within the Village limits.

Establish a system of collector streets in the Village based on an approximate 1 mile grid system to facilitate traffic movements and create development opportunities.

Establish a system of East/West and North/ South Routes within the 1 mile grid.

Cooperate with Bi-State Development Agency for the development of the Metro Link light rail transit system to Mid America Airport.

Make the Village more pedestrian, golf cart and bicycle friendly.

## **TRAFFIC AND TRANSPORTATION POLICIES**

Prioritize several north-south and east-west routes for improvement or new construction to facilitate mobility and open up land for development.

Adopt an Official Map which delineates planned road improvements in order to preserve rights-of-way and to make developers aware of future improvements.

Strictly enforce high quality street and sidewalk standards for new development.

Establish a priority system to upgrade existing collector streets to include horizontal curve corrections, pavement replacement, curbs, gutters, and sidewalks.

Identify and establish a bikeway/walkway/trail system for the Village to connect with a regional trail network.

## **UTILITIES OBJECTIVES**

Give adequate forethought and planning to future system wide demands for the Village.

Participate in and cooperate with regional sanitary sewer, stormwater management and erosion control efforts.

Require all new developments have sanitary sewer service and stormwater management provisions.

Identify funding sources for improvements to and extension of the sanitary sewer system.

## **UTILITIES POLICIES**

Require developers to negotiate with adjacent governmental units or private companies for treatment of sanitary sewage based on existing Facility Planning Area boundaries, existing or planned plant capacities, gravity flow considerations and growth projections and based on the systems needs plan.

Strictly enforce a stormwater management plan and an erosion and sediment control ordinance for the Village and the surrounding area.

Work with local utility suppliers to plan for growth and development opportunities.

## **PARK AND RECREATION DEVELOPMENT OBJECTIVES**

Provide park, open space, and recreational opportunities in sufficient quantity and variety to effectively serve the future needs of all age groups in the Village.

Develop a park, greenspace, wetland and waterway corridor plan within the Village and promote the interconnection of area parks.

Establish a Park Board or Committee under the auspices of the Village Board for the purpose of planning, establishing and operating parks and recreational facilities in the Village.

## **PARK AND RECREATION DEVELOPMENT POLICIES**

Prepare an Official Map that would identify for preservation future park land greenspaces, wetlands, floodplain and waterway corridors.

Acquire land and the development of facilities utilizing Village budgeted funds and outside grants as possible.

Ensure developers follow the Official Map as they plan developments.

## **B. LAND USE PLAN**

The Shiloh Land Use Plan reflects what is considered to be the highest and best use of land in the Village and in the surrounding planning area. The factors included in developing the land use plan include:

- \* Existing land use - For the most part pre-existing developed land uses are assumed to continue to exist.
- \* Physical constraints to development affected the location of certain land uses and the preclusion of development in some areas.
- \* Population and housing projections were developed along with land consumption forecasts.
- \* Market opportunities for attracting a variety of commercial and industrial development were considered.

- \* The practicality of utility and street extensions to various areas of the Village affected the placement of certain land uses.
- \* The compatibility of land uses was considered.

One express concern in developing the future land use plan has been the relationship of the Village with Scott AFB and Mid America. The Village has taken a proactive role to support Scott by keeping the runway glide path free of development and enforcing the Scott Airport Overlay Zone.

The Village of Shiloh and St. Clair County support more military operations at Scott. This can be done by promoting certain support facilities and services. These could include hotel space, contractor office space, dining and entertainment facilities.

The Village of Shiloh can expect substantial development over the next 10 year time frame. The land use plan presented in Figure 17 & 17A herein reflects this substantial development. Following is a description of the elements of this Plan:

### **1. Residential Development**

The Land Use Plan calls for a mixture of residential land use types. See map for locations (Figure 17 & 17 A.)

Single-family development should be designed to promote a high-quality image with mixed lot sizes and varying housing styles. All new development should be designed using the zoning requirements as minimums. Design and layout of new neighborhoods should create opportunities for outdoor recreational amenities, such as playground and picnic areas, and open space for more passive recreational activities. Connections with adjacent subdivisions and trail systems should be encouraged. Streetscapes for all roadways should promote pedestrian usage, street trees, light standards, and directional sign. 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 whose street system is more grid-like (following new urbanist themes) will yield more efficient layouts, creates traditional neighborhood environments, and makes the provision of Village services somewhat easier.

{PGAV Amendment added 08-02-04}

- a. **Country Estate** - This residential land use is characterized by large lot sizes greater than one acre intended to accommodate the larger executive style single family home. This type development fits with Shiloh's goal of promoting high quality residential areas. The high property value per unit will produce more property tax per unit and thus help school districts as well as other taxing districts generate more income per unit and per person than other residential categories. It is desirable that these units be connected to public sanitary sewer systems, however the larger lot sizes may be able to support private aeration systems if public sewers are not available
- b. **Low Intensity Residential** - This residential category is characterized by single family homes on typically sized subdivision lots of 15,000 square feet per R-2 to 22,500 square feet for R-1 zone. For this type development public sanitary sewer service is essential as are all other utility services.

- c. **Moderate Intensity Residential** - this residential category is characterized by single family homes on a lot size of at least 12,500 square feet per R-3 zone. For this type development public sanitary sewer service is essential as are all other utility services.
- d. **Medium Density Residential** - this residential area should promote convenient walking distance to the town core commercial and office area (see 3 below) and the retail/ business park area as discussed previously. There should be a mix of low to medium residential density styles to provide a wide range of housing types including small single-family lots, town homes, zero-lot-line attached villas, and luxury apartments (in limited numbers). This area should create a pedestrian friendly environment with less reliance on the automobile. The overall character should be that of an identifiable viable neighborhood that is intertwined with the town core.  
{PGAV Amendment added 08-02-04}
- e. **High Intensity Residential** - This land use category represents multi-family housing ranging from duplex, six-plex units and larger complying with the unit density on larger developments. The unit density may range up to 10.45 units per acre. There is a particular concern in the Village about the extent of new multi-family housing as there is already a fair amount of this type residential land use within the planning area. The school districts and other taxing districts are of the opinion that this type of development does not provide sufficient real estate tax revenue to support required services.

It is recognized, however that apartment living is the logical choice for certain segments of the population.

- f. **Mobile Home Parks** - The Village of Shiloh has three existing mobile home parks which are shown on the Land Use Plan.

## 2. **Commercial**

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 with Interstate 64 or IL 158 frontage. This development can be directly linked to the eastern migration of regional commercial development. The Village also has local or community commercial market opportunities for the purpose of supporting the growing local population.

### a. **"B-1" Neighborhood Business District**

The "B-1" business district is primarily intended to accommodate low intensity retail, office, and personal service uses adjacent to residential areas within the Village of Shiloh. The district is established to provide convenient locations for business which generally serve the needs of surrounding residents and the immediate community without disrupting the character of the neighborhood in which the use is located. It is not intended to accommodate retail uses which primarily attract passing motorists. Compatibility with nearby residences is paramount and should be reflected in the design and site layout of buildings and structures within the district. The use in the "B-1" district should constitute an integral part of the neighborhood in which it is located and should be a low impact usage.

b. **“B-2” Office Business District**

The “B-2” office zoning district is intended to provide for compatible transitional land uses between areas of residential and limited business use and to provide suitable areas for concentrations of executive office parks and professional and service offices.

c. **“B-3” Highway Business District**

The “B-3” zoning district is primarily intended to accommodate a wide range of retail, service, and office uses, but with a lesser intensity than the “B-4” General Business District. Typically, this district would be located along main thoroughfares and at the intersections of arterial streets within the Village of Shiloh. Establishments located in the “B-3” zoning district would generally serve the local community and the surrounding area,

d. **“B-4” General Business District**

The “B-4” zoning district is intended to accommodate a wide range of retail, service, office and other business uses in more intense and larger scale activities than the “B-3” highway business district. The district is established to provide locations for uses and establishments which serve both the community and the larger region and also require a fairly high degree of visibility with good access. The district would also accommodate multiple retail/service developments such as shopping centers, malls, motels, hotels, office parks, and similar higher intensity uses.

e. **“PB” Planned Business District**

In order to maximize economic value to the Village and the property owners, the area along and south of I-64 between the Green Mount Road and Route 158 interchanges should be used for office, retail, and business park development. This development pattern should also extend slightly southward along the west side of 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. The system helps to connect regionally with the highway and locally with the secondary streets.

The design and configuration of the retail and business park developments should be of high-quality in recognition of the high visibility and accessibility of the area. During discussions with property owners and developers, Village Officials and development/code administration staff should emphasize the goal to limit curb cuts for individual businesses onto the major thoroughfares and provide vehicular and pedestrian cross-access between uses. In addition, pedestrian access should be emphasized by providing sidewalks and access to a community trail system. In order to achieve these goals and objectives, the area must be developed using Planned Development zoning techniques that encourage the combination of smaller parcels into larger tracts (preferably of not less than 5 acres) to maximize the development potential and promote internal vehicular circulation between tracts.

A high level of building design should be targeted (the Dierbergs development providing an excellent example). In order to achieve this goal the Village should discourage "Logo" building designs. These are designs that use the building shape or architectural style in conjunction with distinctive (often garish) colors to create an identity for the retailer. There are ways in which the Village can negotiate with the retailer to allow for the retention of certain identifiable building

characteristics while reducing the design features that make such buildings unattractive. An added benefit to this practice will result if the original user vacates the building because its adaptability for reuse will be improved and result in less cost for the new user. Except as decorative accents of high quality materials (such as Aloucabond or similar materials), the use of metal siding for broad expanses of building walls (or "butler building" construction) should be prohibited. This district 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.

It should be noted that certain parts of Area 1 may present topographical, environmental, and other physical challenges for retail or business park-types of development. So long as the properties involved are of sufficient size to comprise a unified, planned development (five acres or greater), the development of such properties for residential uses should be considered appropriate. The residential uses could include single-family development of low and medium density and villa and townhouse-style developments that are condominium or luxury rental units. As is the case with the retail and business park developments planned for this Area, the design and quality of building materials of such developments should be of high quality. Because of the proximity to existing and future shopping areas housing developments aimed at senior citizens or retirees could also represent an appropriate use for tracts within Area 1 that may be difficult to develop for retail or business park uses. {PGAV Amendment added 08-02-04}

**f. Town Core Commercial \ Office**

This portion of the Village includes the original settlement area and contains some of the mix of residential and commercial buildings that constituted the original village. The town 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 town core, discourage sporadically-placed neighborhood retail (particularly the conversion of residential structure to business uses), and create an atmosphere that identifies this area as the original Village core.

Ideally, this area would become an activity node for the entire community. It will be important to retain certain public buildings and institutional uses (including branch banking) in this area. Pedestrian and vehicular circulation and parking should be planned and designed into the overall concept. Major intersections provide high visibility retail locations for business, as well as helping direct people into the town core. Building character and streetscape design should be part of an overall redesign of the street image. {PGAV Amendment added 08-02-04}

**3. Planned Development B Mixed Use - Green Mount/Lebanon Avenue Vicinity**

A combination of properties located at four quadrants of the Green Mount Road and Lebanon Avenue intersection provide an excellent planned development opportunity. The properties immediately adjacent to the interchange contain existing retail and service commercial uses and certain new uses of this nature are proposed. Combinations of properties at three quadrants of the intersection (northeast, northwest, and southwest) comprising combined development areas as large as 70 acres provide an opportunity to create a mixed-use development environment consisting of villa or town house residential, neighborhood retail and service, and small office uses in a planned environment. Development of these areas, if carefully planned and coordinated by the Village in conjunction with the property owners or prospective developers, represents the opportunity for this intersection to take on the character of a new town in town development.

It should be noted that the site of Wilke Window and Door is not included within the boundaries of this Area 11 but remains as an Area 10 light industrial designation. This is to clarify that the properties within Area 11 are not intended to provide for light industrial development and to reinforce the fact that the Wilke properties represent an existing use that is intended to be grandfathered under the provisions of the zoning ordinance at its present location. {PGAV Amendment added 08-02-04}

#### **4. Light Industrial**

The "I-1" light industrial zoning district is intended to provide suitable areas for industrial and commercial areas that are engaged in assembly, fabrication or that may require outdoor storage and generally require larger lots and acreage. This district is also suitable for warehousing, wholesaling, and similar activities.

This area is intended to provide for more traditional light industrial development on individual parcels (as opposed to the business or office park-type development environment that is outlined in the discussion of Area 1 above.) It is also intended to take advantage of proximity to the railroad & MetroLink alignments. As with the Area 1 development concept, it is still important that certain basic design and development standards be adhered to (no metal buildings, buffering against residential uses, etc.). Again, it is important to reinforce the concept that no areas of the Village of Shiloh are intended to support (or capable of supporting) major warehousing/distribution facilities (such as those being developed at Gateway Commerce Center in Edwardsville/Pontoon Beach) or other types of industry that in typical urban planning land use classification would not be considered light industry. This would include industries that generate major volumes of truck traffic, are large users of outdoor storage areas, or have major water, sewer, or other utility requirements that would tax existing systems or present environmental issues where they might be located proximate to residential uses both inside and outside the Village boundaries.

It should be noted that the only other area designated for industrial development consists of property located on the south side of Lebanon Avenue just east of Green Mount Road. This is the site of Wilke Window and Door. This use is actually a combination of commercial and industrial uses that includes offices, showroom, and manufacturing facilities in a grouping of buildings. {PGAV Amendment added 08-02-04}

#### **5. Public and Semi Public**

This land use category covers a wide spectrum of uses such as parks, schools, recreational facilities, government facilities, golf courses, health care, churches, and cemeteries.

- a. The Village is in need of public park and open space areas. One area recommended for this is the southwest quadrant of the Frank Scott Parkway - Green Mount Road intersection. This is a heavily wooded flood plain area of Richland Creek. Passive recreational uses can be developed in this area while retaining much of the natural habitat.
- b. The Village should regulate the greenspace within developments and the preservation of wetlands and natural habitats.
- c. The Village should cooperate in the regional park, greenways and bike trails.

- d. The Village is encouraged to extend the Richland Creek greenway from Belleville to the above mentioned park site, and to the Village Park (Three Springs Park.) This greenway could be utilized as a part of a regional trail system.

## **6. Scott Airport Overlay Zone**

A Scott Airport Overlay Zone is established and includes some land in 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. Said Plan is designated as the official and principal reference to be used to determine and to evaluate the appropriate location and use of land for any zoning purposes.

## **7. Conservation**

Although no specific zone is indicated on the Land Use and Transportation Plan (Figure 17 & 17A), areas identified on Flood Plain Map (Figure 1), Wetlands and Surface Waters (Figure 2), Steep Slopes (Figure 3), Forested Areas and Green Space (Figure 4) should not be developed.

These areas provide valuable open space, riparian corridors and natural habitat. It is important that they be kept in a natural state and preserved for future generations to ensure the quality of life in the Village and the Region.

## **8. Non-Urban**

The Land Use Plan reflects a substantial reduction in the amount of row crop agricultural uses with conversion to urban land use. This is one of the unfortunate effects of urban development. To minimize the effect of this conversion on the rural community and rural way of life leap-frogging of development should be discouraged. In other words, as development extends outward it should be continuous rather than leaving a farm operation in the middle of urban development.

The non-urban areas shown indicate location of particular concern where leapfrog development should not occur or where lot sizes conform to the non-urban requirements.

## **9. MetroLink Corridor and Station Plan Overlay**

The MetroLink Corridor and Station Plan Overlay Zone is hereby established and includes lands within the Village of Shiloh. The working overlay zone is based on the most recent plan adopted by the Village and all participating communities per the plan proposed by Woolpert L.L.P. Said plan is designated as the official and principal reference to be used to determine and to evaluate the appropriate location and use of land for any purpose.

**a. Transit Oriented Development (TOD)** - the TOD area provides an opportunity to develop an urban-scale, mixed-use area of retail and service commercial and 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 Route 158. As development occurs to the southeast edge of Shiloh, this area becomes a key to introducing neighborhood commercial and convenience-type development for the surrounding residential areas. Development of the type contemplated in this area has proven to be very desirable in other communities with major transit systems and is beginning to emerge at several MetroLink stations in the Missouri portion

of the MetroLink transit system. {PGAV Amendment added 08-02-04}

## C. TRANSPORTATION PLAN

There are several primary purposes of the Shiloh Transportation Plan shown on Figure 18 & 18A. One is to identify a grouping of highways and streets which collectively form a functional highway system. This system of highways is intended to serve both existing and future land use development as shown in the Land Use Plan. A second purpose of the Plan is to make specific recommendations for priority improvements to the system. The third is to identify a system of pedestrian and bike trails.

Following are specific recommendations for the Village of Shiloh Transportation Plan:

### 1. Arterials

There exists a shortage of north-south traffic carrying capacity for regional traffic, particularly with regard to the longer trip length. It is recommended that a major arterial highway be developed using IL 158. It is suggested that this route be a four-lane divided route with at-grade intersections and access control similar to the IL 158 section. This would logically be an IDOT project. This highway could be developed in phases as funding permits. The economic development that this facility could generate would in itself warrant the expenditure.

### 2. Collectors

While the Shiloh area is developing rapidly, it is in the fortunate position to be able to identify a system of collector routes to serve the new land use and to take the appropriate actions to preserve the rights of way such that they will ultimately be able to be built. Given the density of development suggested in the land use plan it is recommended that the future collector system be developed as close as possible on a 1-mile grid pattern on a north-south and east-west orientation. This pattern for the most part fits very well with existing collector routes and with section lines, quarter section lines and land parceling derived therefrom. The effect of laying a 1-mile grid pattern over the existing transportation system is shown on Figure 13.

Since the existing development and some existing collector routes preclude a perfect grid this plan attempts to make a best fit to accomplish this pattern in consideration of proposed land uses. To promote safe traffic flow the Village of Shiloh should restrict access off of Frank Scott Parkway, Hartman Lane, Cross Street and Green Mount to public streets. In other words prohibiting private entrances.

A new north-south collector route is suggested to parallel IL 158 to serve both as a through traffic carrier and as a frontage road for planned development along IL 158. With IL 158 being access controlled, land access will have to be accomplished by a frontage road. To be truly effective in opening up this property for development this route should extend Lebanon from the Frank Scott Parkway extension on the north to IL 161 on the south.

In the east-west direction Frank Scott Parkway represents a very important collector route and should be extended Easterly from Cross Street. This route would open up substantial amounts of land for development. It would serve the combined purpose of being a frontage road providing land access as well as a through traffic carrying collector route.

A new east-west collector route is recommended between Frank Scott Parkway and Lebanon Avenue. This route would start at Hartman Lane an extend east on the north side of Meadowbruck Lake Estates and tie back into Lebanon Avenue along the Valley View Farms

Road.

An additional East - West collector route is recommended in the area between Lebanon Avenue and B Street. This could tie into the intersection of the entrance to the Shiloh/Scott Metro Link Station and Illinois Route 158.

B Street Road is the logical east-west collector for the southern area of Shiloh. However, railroad and Metro Link conflicts limit its use West of Willmann Lane.

The net effect of the proposed collector routes is to take a measure of traffic generated by new development off of Lebanon Avenue and provide connectivity. Lebanon Avenue is difficult to substantially upgrade due to the limited right of way, close proximity of existing development and the utilities which follow this road through the old town area. Wherever possible along Lebanon Avenue a third turning lane would be very helpful in keeping traffic moving.

The existing Main Street roadway between Green Mount Road and Interstate 64 should be targeted as a major pedestrian and vehicular corridor throughout the Village. Developing a highly-attractive streetscape will assist in connecting the Village together. The right-of-way along the road should be utilized for sidewalks, lighting, and landscaping. Improvements will further enhance the pedestrian quality and help to support the redevelopment of the town core. A principal goal is to provide a safer environment and a visually attractive roadway system for all its users and residents of the Village. {PGAV Amendment added 08-02-04}

### 3. Pedestrian/Bikeways

To promote alternate means of transportation, a system of pedestrian/bikeways should be developed.

With the completion of Metro Bike Link, Shiloh is tied into this regional trail. The proposed Belleville, Swansea, Shiloh, O'Fallon Bike Trail and the Metro Bike Trail will serve to enhance the system. To feed the regional network a series of tie-in trails should be planned in each development with connectivity to each subdivision. It is recommended that multiple benefits trails be encouraged. These to include trails in connection with wetlands, greenspace and waterway corridor preservation.

Developers should provide the opportunity for logical through connection of "sub-collectors" pedestrian and bikeway routes.

### 4. Reservation

In order to help preserve highway rights of way for future use it is recommended that the Village of Shiloh adopt and record with St. Clair County an official map of these suggested improvements. State statutes provide this vehicle as a means to indicate the intent to make an improvement at some point in the future.

### 5. Mass Transit

Rapid transit is also an important element in Shiloh's future transportation system. The extension of the Metro Link light rail transit system to Mid America Airport is currently in the planning process. Metro Link is also discussed on Page 22 - #9 of this Plan.

## **D. UTILITY SYSTEMS PLAN**

As the Village of Shiloh continues its rapid development it must also keep pace with utility system improvements to accommodate this growth. Electric, natural gas, telephone, water and cable services are provided by private companies that by all indications are able to keep pace with new demands.

The long term goal that the Village should consider for the expansion of its wastewater collection system is the placement of a lift station on the Southeast side of the Village in a drainage basin that can service much of the tributary watershed area. Ideally, the lift station could be located near the intersection of IL Route 158 and IL Route 161 which would place the facility at the upper reaches of Loop Creek. As an alternate, a lift could be placed further upstream near Shiloh Station Road and service the upper reaches of this watershed in this manner. From either of these lift stations, main interceptors could be constructed to allow development of these areas as needed.

It may also be necessary for the Village to consider placement of wastewater lift stations with interceptor sewers in the watershed adjacent to IL Route 158 between a point south of Seibert Road and Maple Street. This lift station would open up commercial development along IL Route 158.

With sanitary sewer service agreements which have recently been completed with the City of Belleville, an opportunity exists for the Village to pursue sewerage areas such as Orphan Place Subdivision, Vintage Forest Estates Subdivision, and Innsbruck Subdivision. Placement of a lift station to pump to Belleville or construction of an interceptor sewer in this area could allow sewerage these unsewered areas and open up this section of the Village to development.

The Village has recently secured permits for providing sewer service North of Lebanon Avenue between Green Mount and Innsbruck and the Acorn Lake subdivision.

It is also recommended that the Village initiate requests for Facility Planning Area boundary changes to make the above recommendations possible. Detailed investigation is needed to complete these requests for changes to the FPA boundaries.

### **1. Stormwater Management/Waterway Corridor**

The Village should require developers to combine their stormwater management plan, wetlands, greenspace, pedestrian, bikeway transportation plan and habitat preservation plans into a comprehensive waterway corridor component of development.

## **E. DEVELOPMENT PRACTICES RECOMMENDATIONS**

This section makes recommendations aimed at tools used for implementing the Comprehensive Plan.

### **1. Development Code**

The current Development Code has been in effect for a number of years and has generally served the Village well during that period. New types of demands such as regional commercial, residential development pressure and the effects of mass transit-operation indicate the need to make updates and new additions to the Development Code.

## 2. Official Map

Following the adoption of the Comprehensive Plan, it is recommended that the Village prepare and adopt an official map. The purpose of this map is to identify critical rights-of-way which should be preserved for the future. This could include rights-of-way for streets, utilities, stormwater detention basins, and parks. By virtue of state statutes, a land developer must recognize the official map when planning private developments.

## 3. Capital Improvements Program

The Village of Shiloh has a good track record in managing Village funds. With rapid development in the Village, it becomes necessary to anticipate capital projects and capital funding further in advance. Planning for and budgeting of capital formation farther into the future will help the Village continue to grow more smoothly and with fewer crisis-type situations.

Capital Improvements Programming is the preparation of, and updating of, a proposed schedule of public works and related equipment to be built or purchased by a community in the foreseeable future. It is suggested that in Shiloh's rapid growth situation that an 3 to 5 year program be used for capital budgeting. Using this process the Village identifies future capital projects, establishes a base line budget amount for the project, determines the project's relative priority for development and establishes a goal year for implementation.

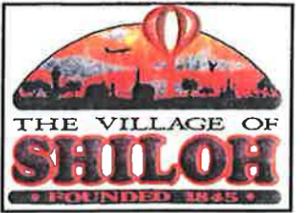
Based on a policy framework established by the Village a financial analysis is performed to determine revenue generation, debt capacity and alternate revenue sources. Through an interactive process the Capital Improvement Program is refined and eventually adopted by the Board as a part of its annual budgeting process.

The end result is that the Village real estate tax rate, utility taxes, tap-on fees, etc. can all have a component of the rate targeted for capital formation. The goal is that at the time the project is to be implemented the combination of funds on hand and available debt capacity can be used to complete the project.

## 4. Village Park Development

It is suggested that the Village Board create a Park Committee to develop recommendations to the Board for acquisition, development and operation of active and passive park land in the Village.

FIGURE 1



**Village of Shiloh  
Comprehensive Plan**

**Flood Plain Areas**

Legend

- Lot and Road Lines
- Corporate Limits
- Flood Plain Elevations
- ▨ 100 yr Flood Plain
- ▨ 500 yr Flood Plain

AUGUST, 2003

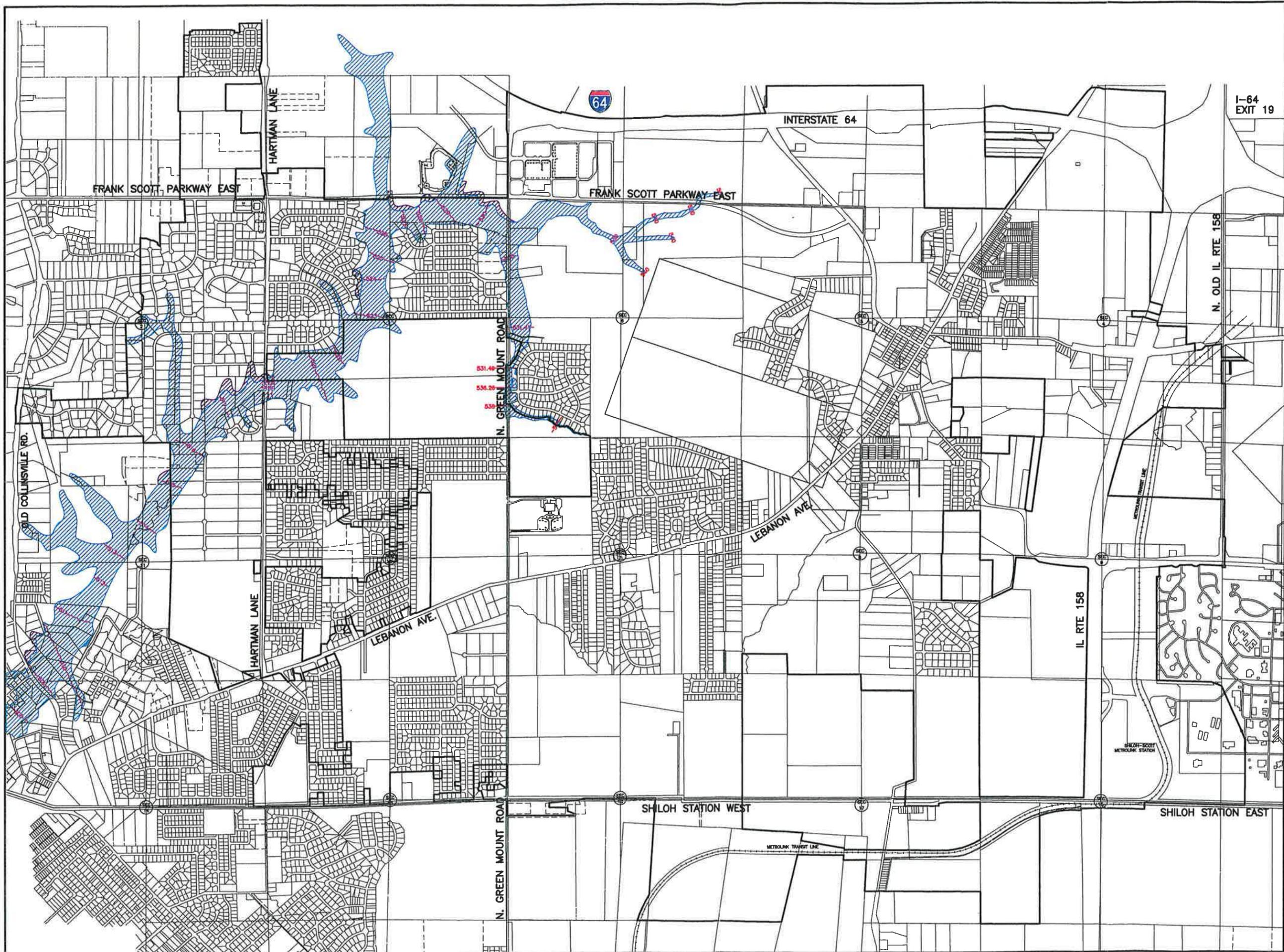
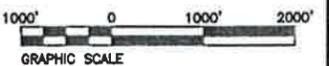
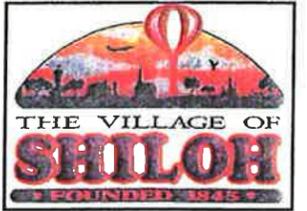


FIGURE 2



Village of Shiloh  
Comprehensive Plan

Wetlands and  
Surface Water

Legend

- Lot and Road Lines
- Corporate Limits
- Water Bodies
- Wetland

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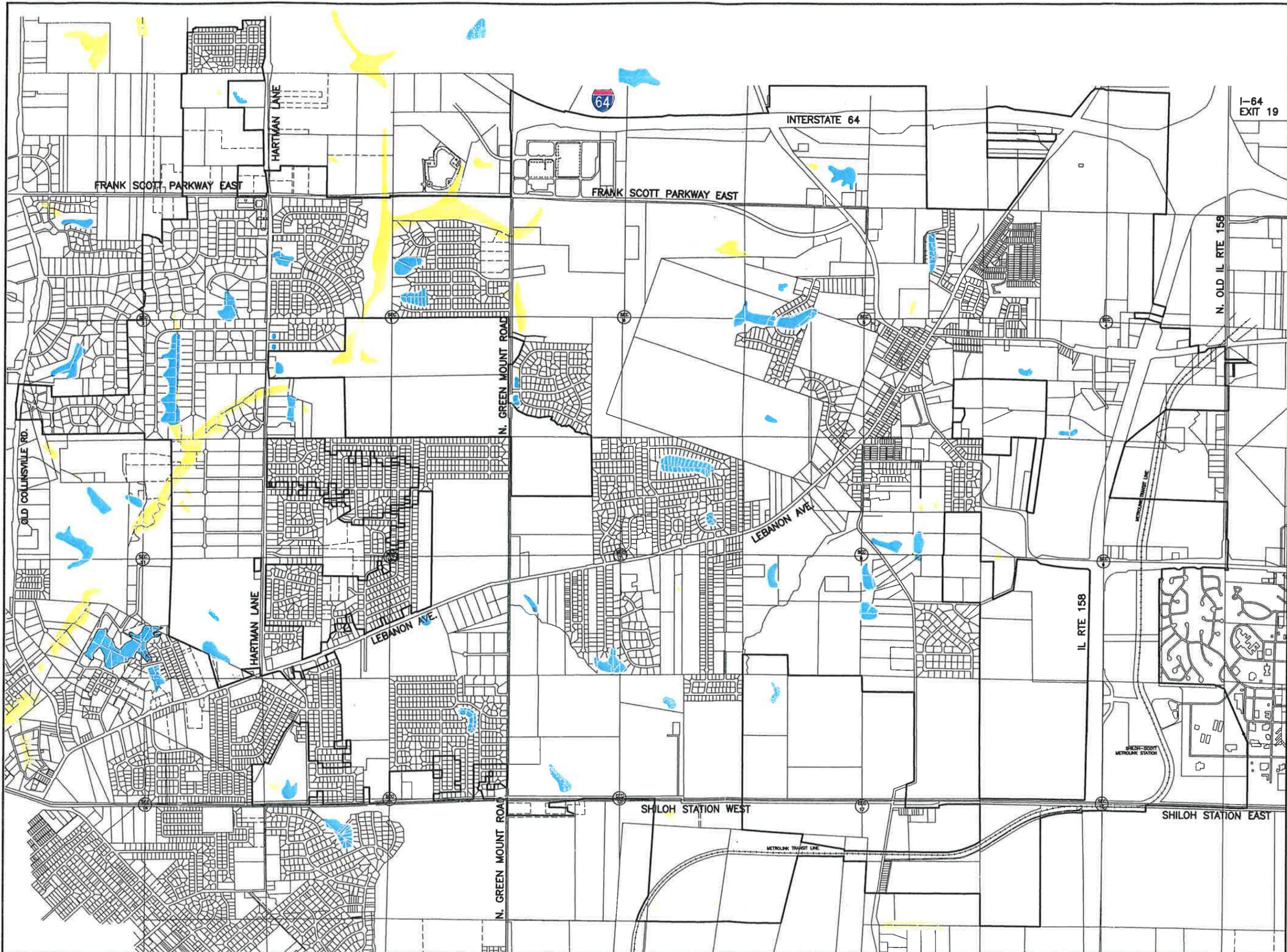
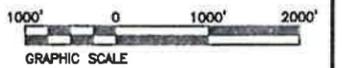
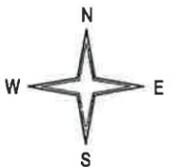
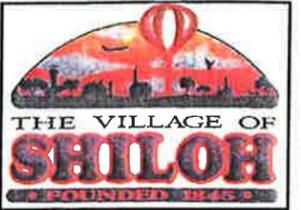


FIGURE 3



**Village of Shiloh  
Comprehensive Plan**

**Steep Slopes**

Legend

- Lot and Road Lines
- Corporate Limits
- Steep Slopes

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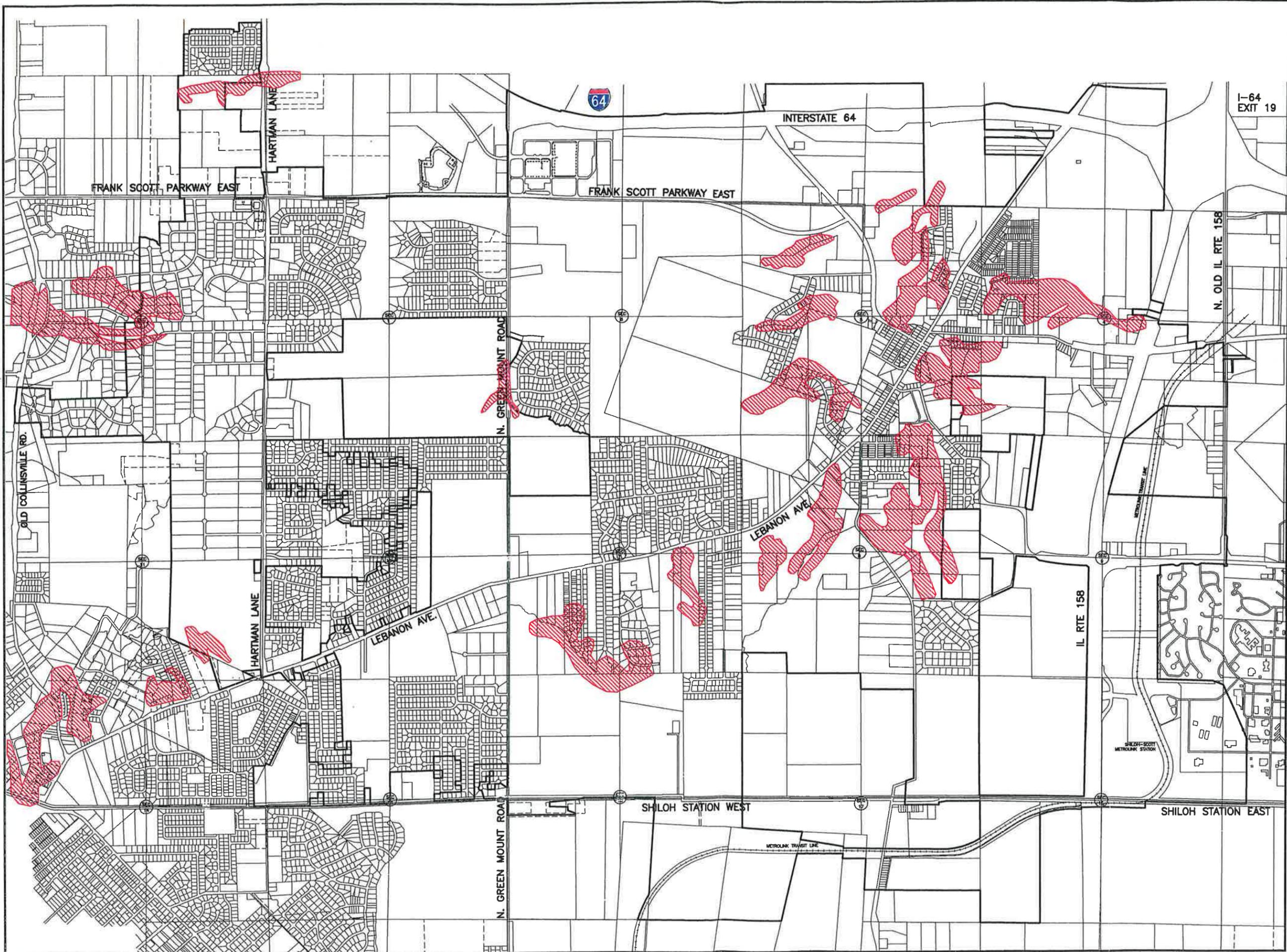
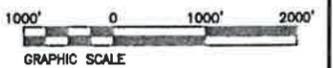
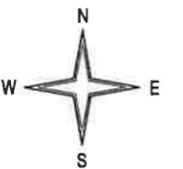
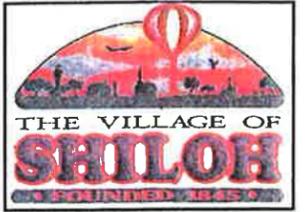


FIGURE 4



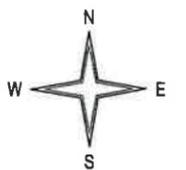
**Village of Shiloh  
Comprehensive Plan**

**Forested Areas  
and Green Space**

Legend

- Lot and Road Lines
- Corporate Limits
- Forested Areas
- Green Space Areas

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1000' 0 1000' 2000'  
GRAPHIC SCALE

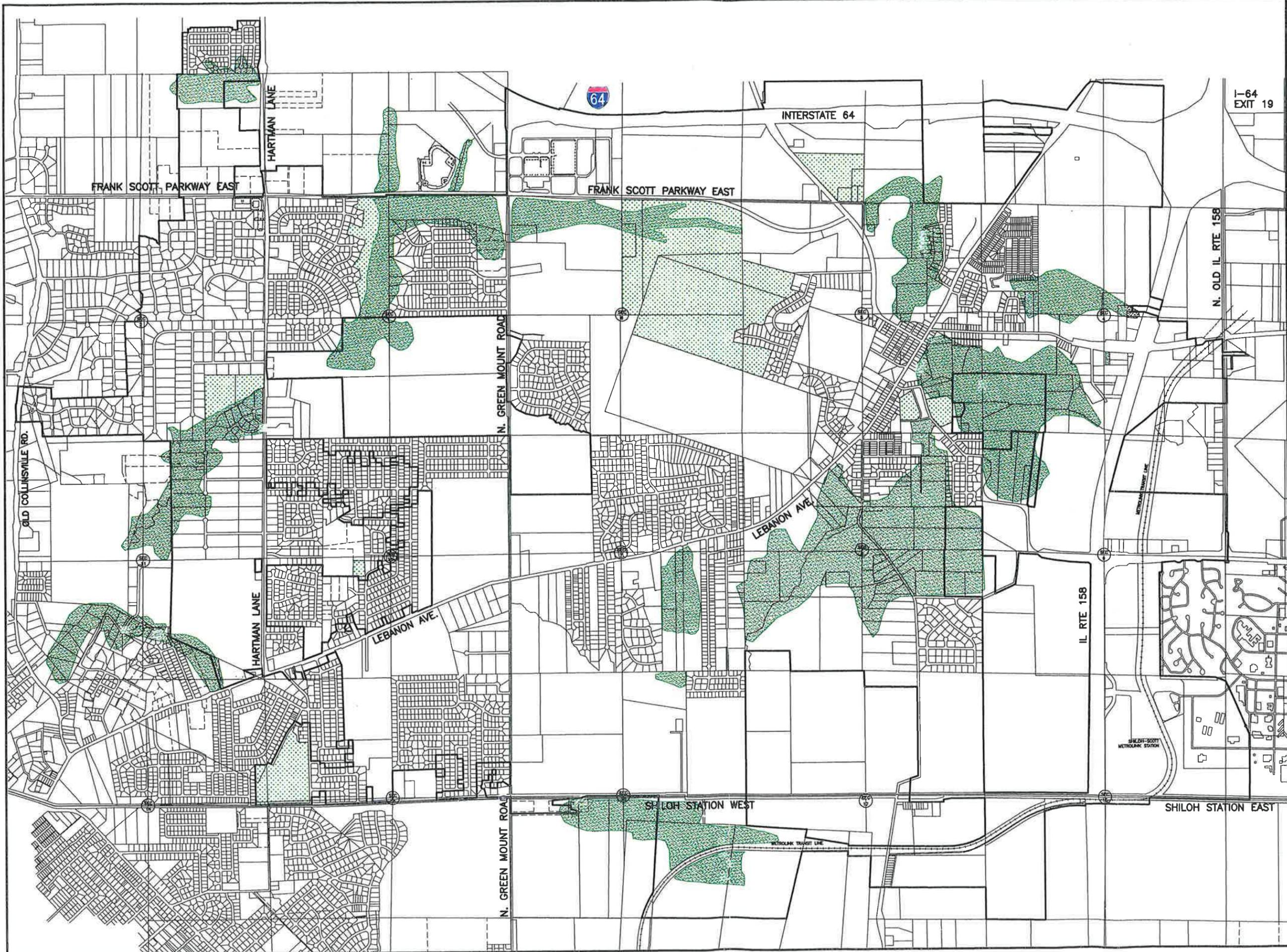
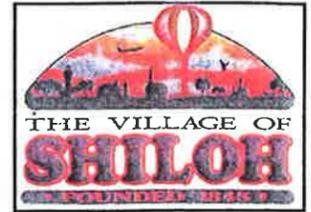


FIGURE 5



**Village of Shiloh  
Comprehensive Plan**

**Scenic Views and  
Vistas**

Legend

- Lot and Road Lines
- Corporate Limits

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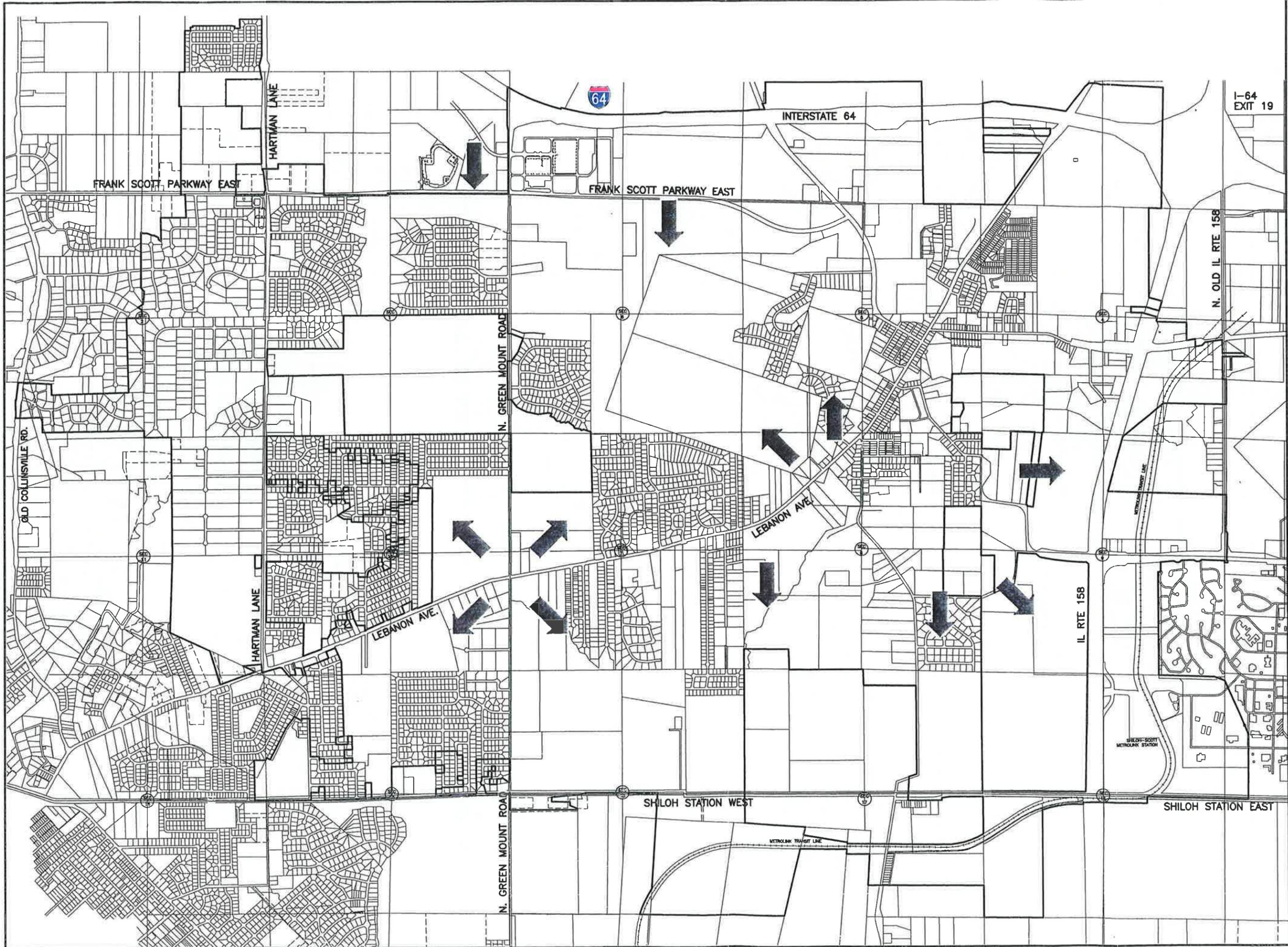
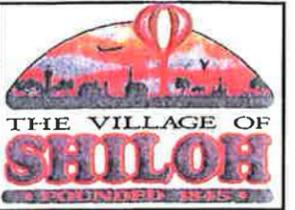


FIGURE 6



Village of Shiloh  
Comprehensive Plan

Archaeologic and  
Historic Places

Legend

- Lot and Road Lines
- Corporate Limits
- ▨ Archaeologic and Historic Areas

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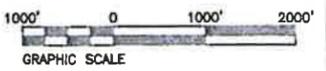
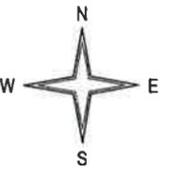
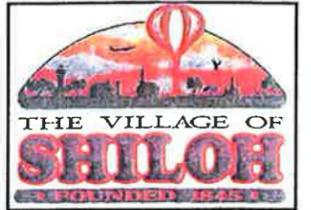


FIGURE 7



**Village of Shiloh  
Comprehensive Plan**

**Airport Height and  
Hazard and Accident  
Potential Zones**

**Legend**

- Lot and Road Lines
- Corporate Limits
- - - Noise Level Contours
- Accident Potential Zones
- - - Airport Height Levels

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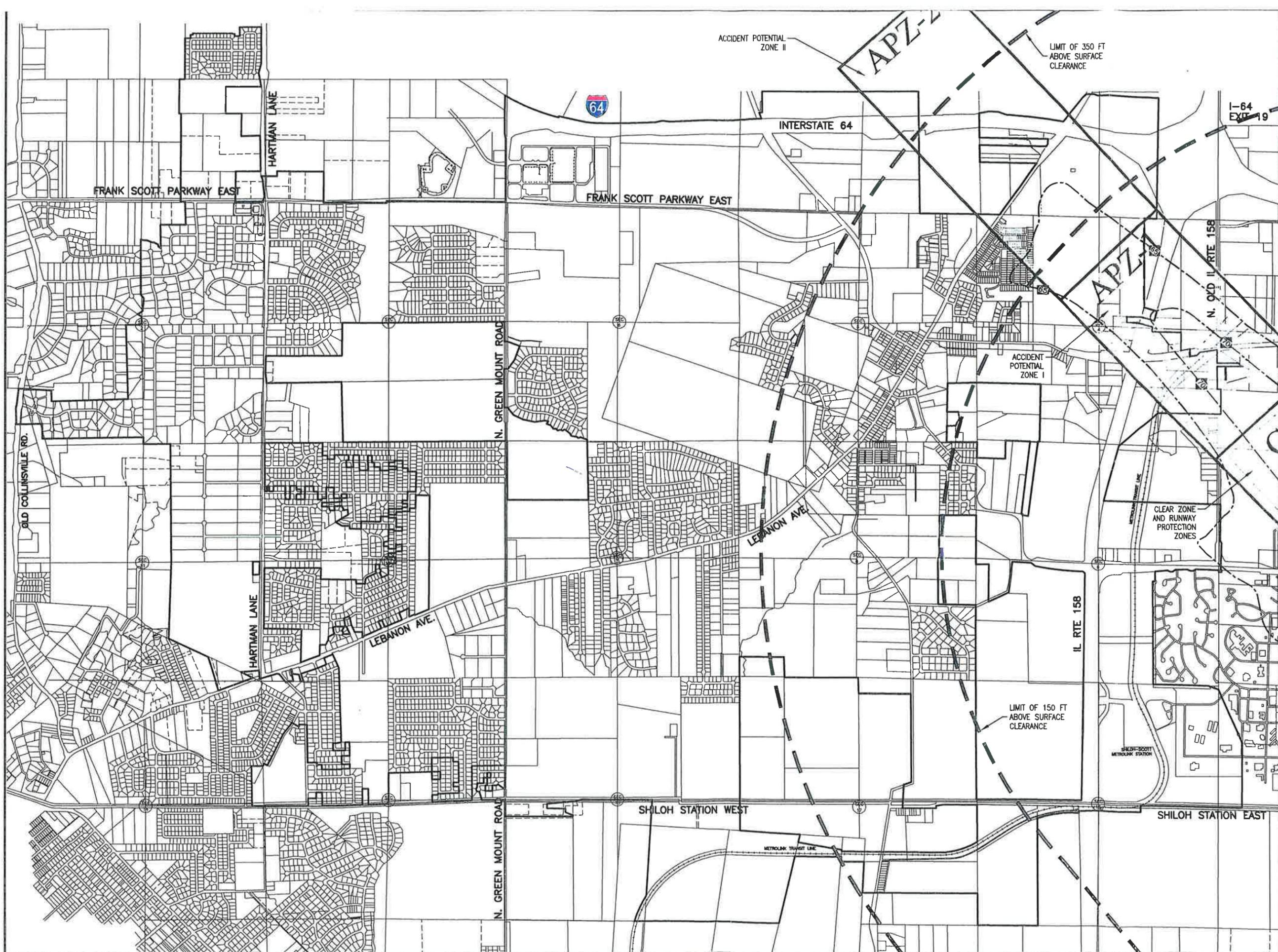
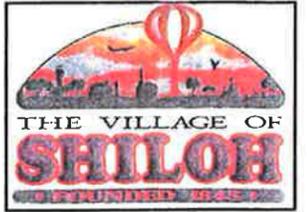


FIGURE 8

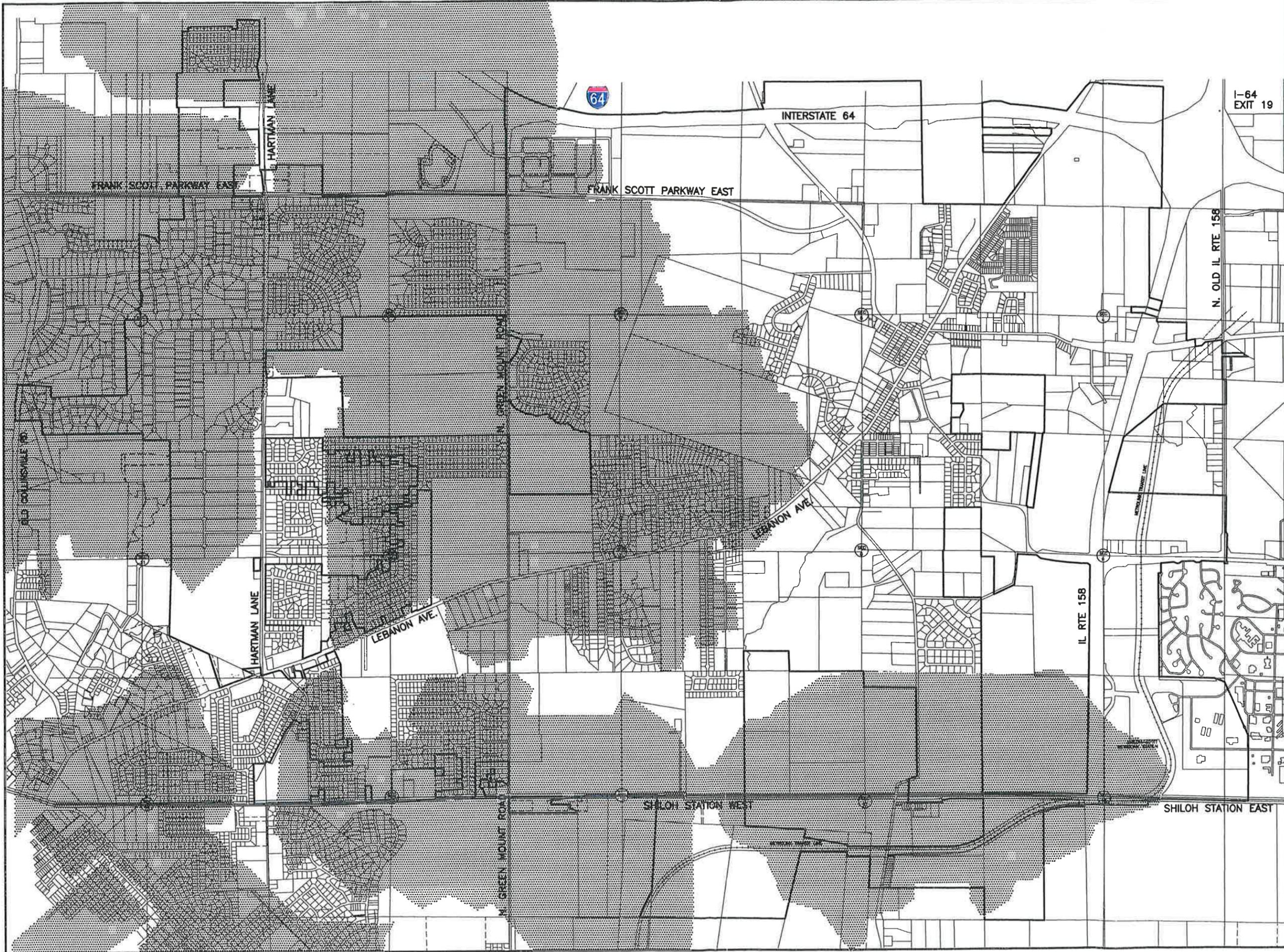


Village of Shiloh  
Comprehensive Plan

**Undermined Areas**

Legend

- Lot and Road Lines
- Corporate Limits
- Undermined Areas



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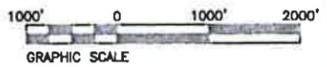
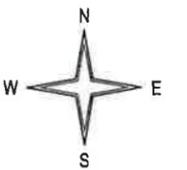
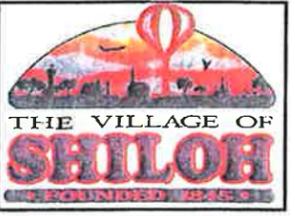


FIGURE 9



**Village of Shiloh  
Comprehensive Plan**

**Composite Building  
Constraints**

Legend

- Lot and Road Lines
- Corporate Limits
- Flood Plain Areas
- Forested Areas
- Green Space Areas
- Airport Hazard Zones
- Steep Slopes
- Archaeologic Areas
- Undermined Areas
- Wetlands
- Surface Water

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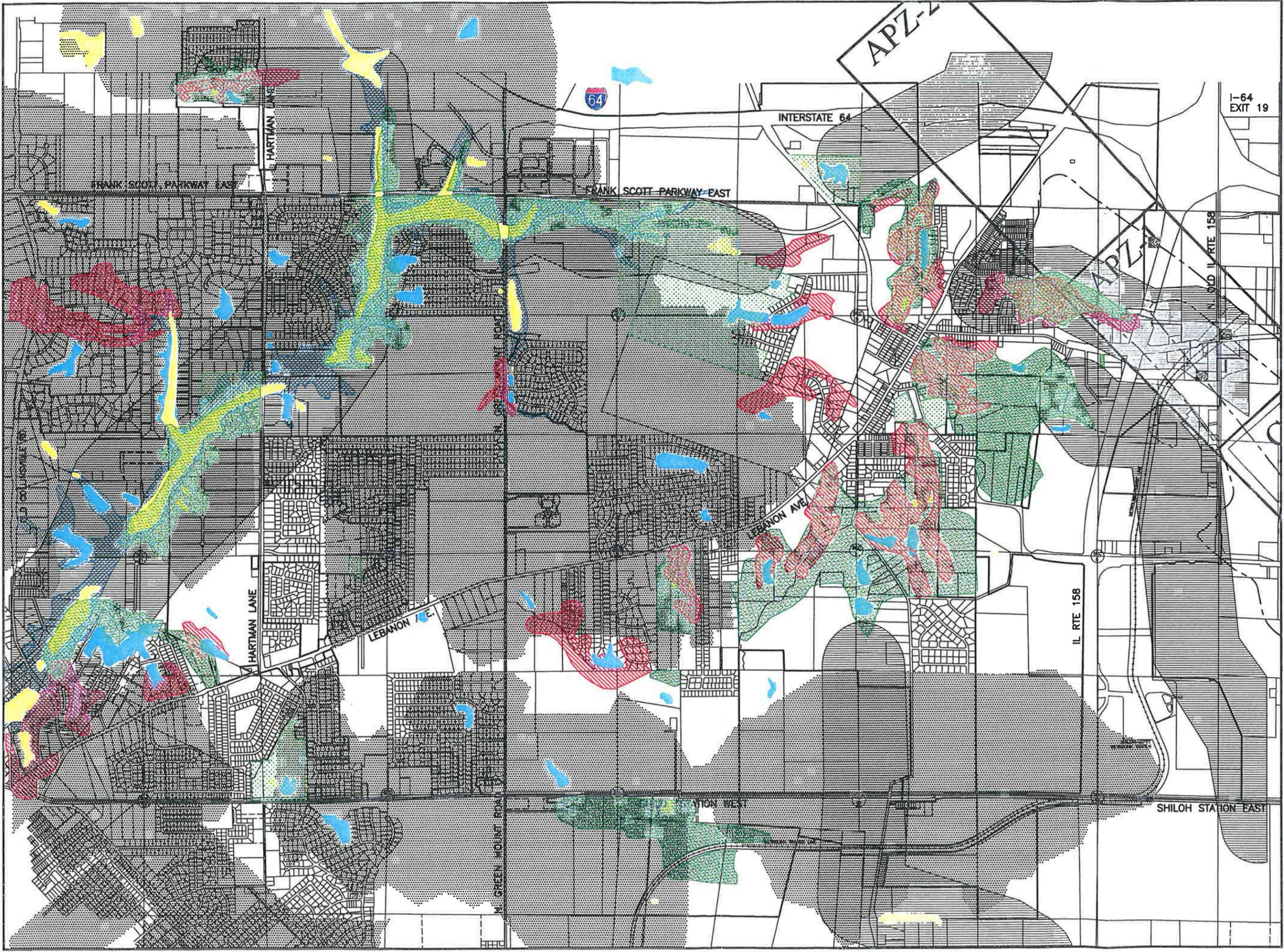
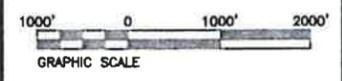
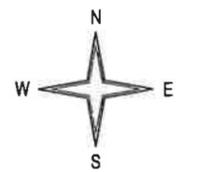
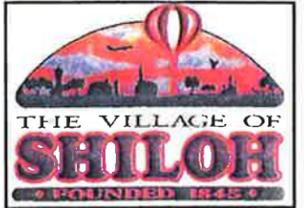




FIGURE 11



### Village of Shiloh Comprehensive Plan

## Development Opportunities

### Legend

- Residential
- Commercial / Industrial
- Forested Areas
- Green Space Areas
- Flood Plain Level
- Major Roads
- Proposed Roads
- Rail Line
- Metrolink Line
- Corporate Limits

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\* SEE MORE DETAILED FIGURES FOR SPECIFIC INFORMATION.

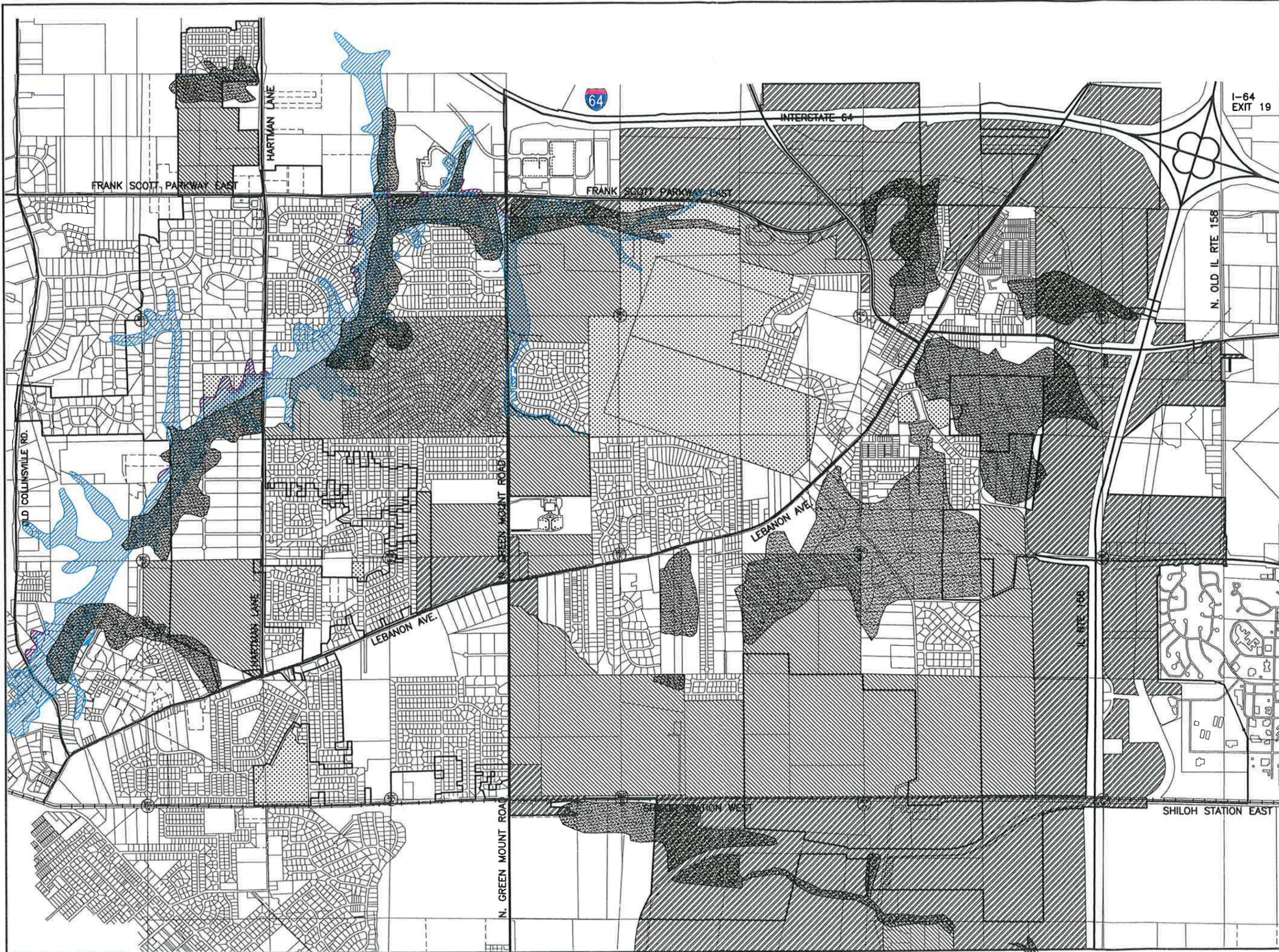
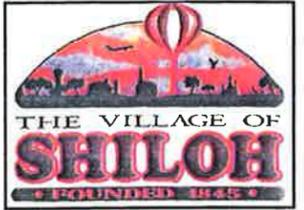


FIGURE 11A

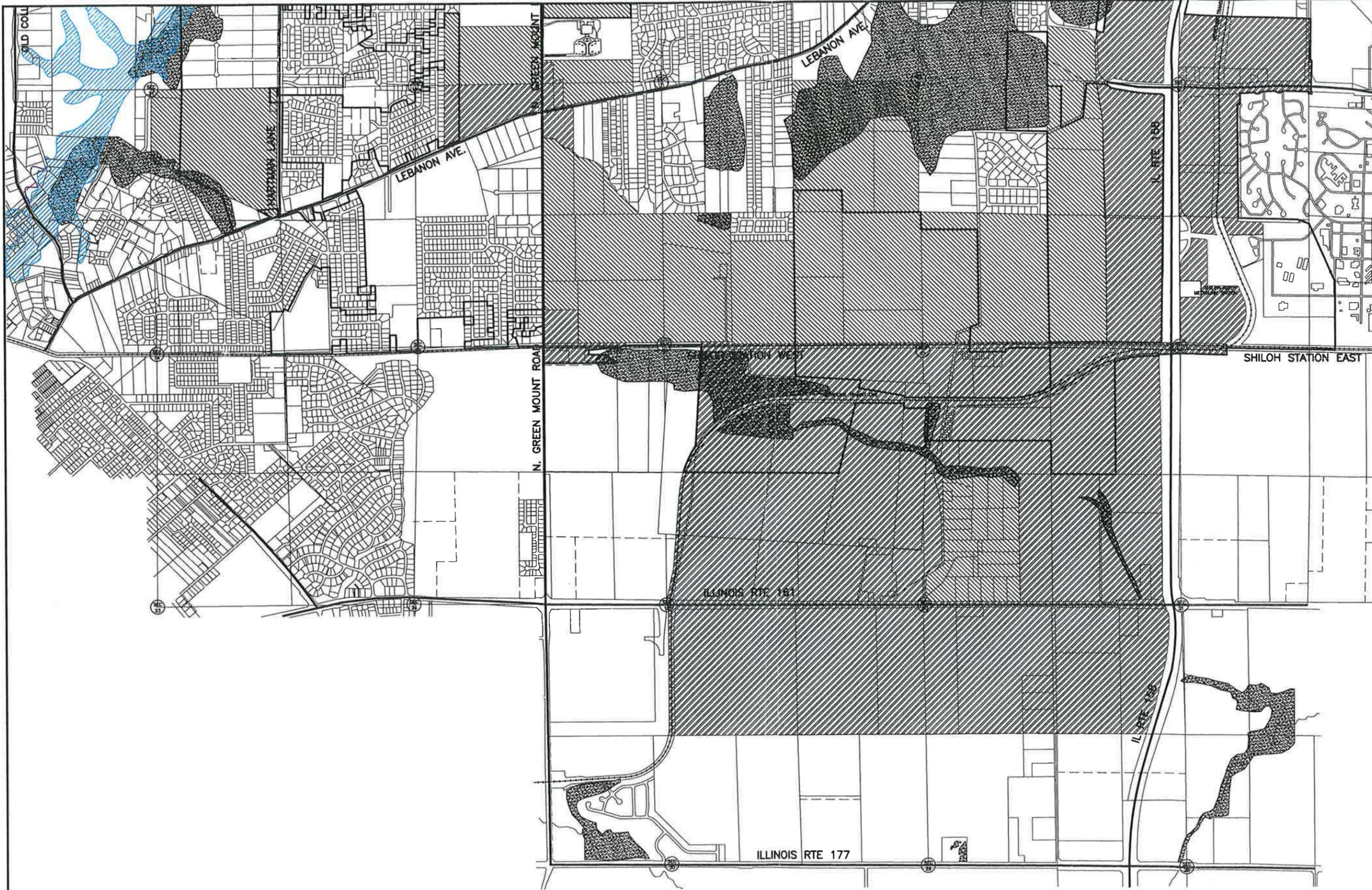


Village of Shiloh  
Comprehensive Plan

Development  
Opportunities

Legend

-  Residential
-  Commercial / Industrial
-  Forested Areas
-  Green Space Areas
-  Flood Plain Level
-  Major Roads
-  Proposed Roads
-  Rail Line
-  Metrolink Line
-  Corporate Limits

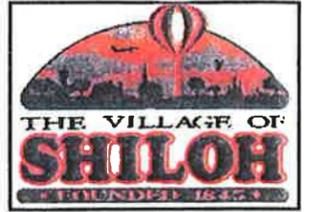


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\* SEE MORE DETAILED FIGURES FOR SPECIFIC INFORMATION.

FIGURE 12



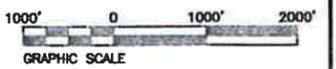
**Village of Shiloh  
Comprehensive Plan**

**Existing Land Use**

**Legend**

- Light Industrial
- Neighborhood Commercial
- Office/Business
- Highway Business
- General Business
- Non-Urban
- Country Estates
- R-1 Residential
- R-2 Residential
- R-3 Residential
- Mobile Home
- Multi-Family Residential
- Scott Air Force Base within Shiloh Limits
- Planning Boundary

AUGUST, 2003



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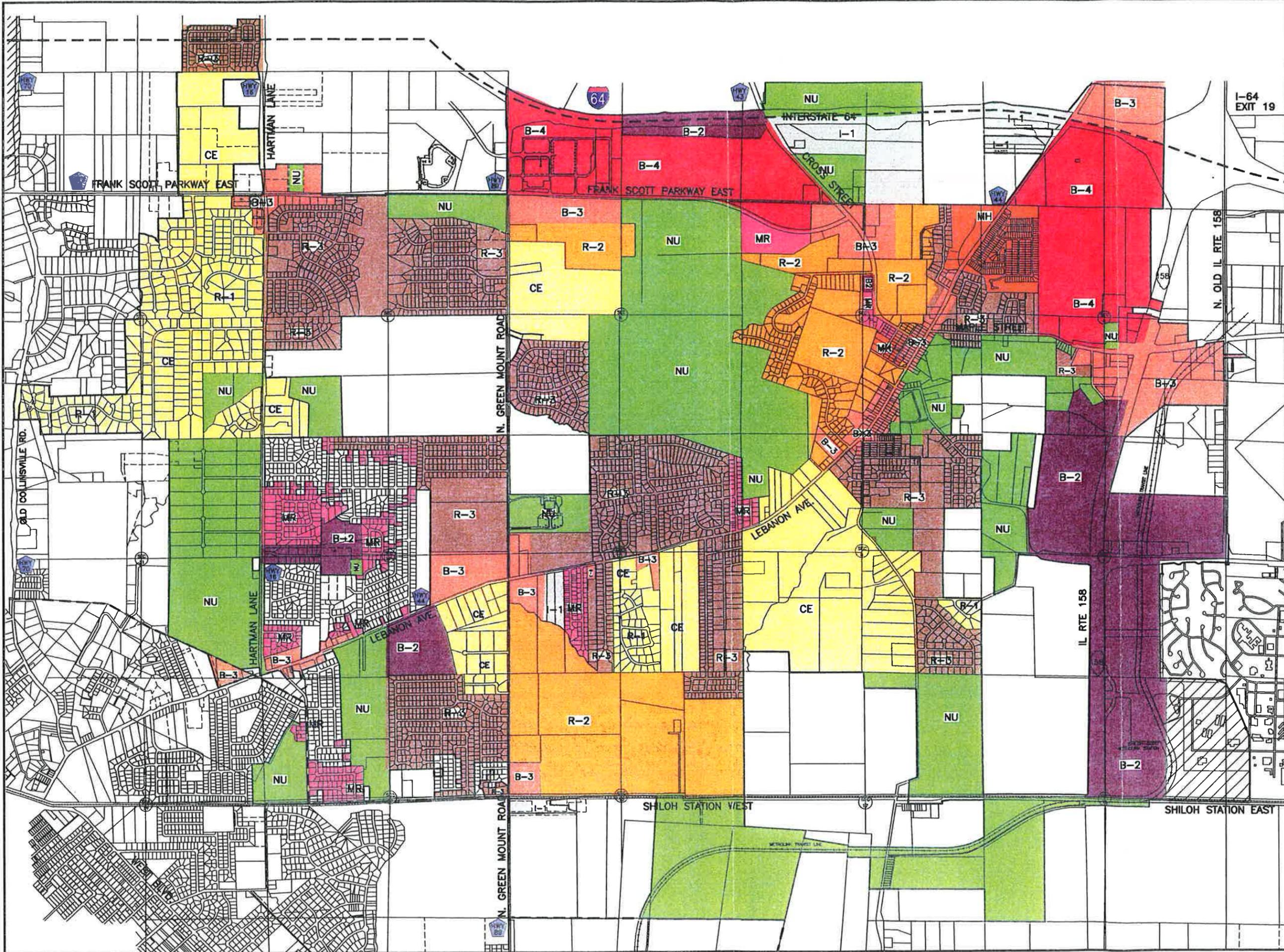
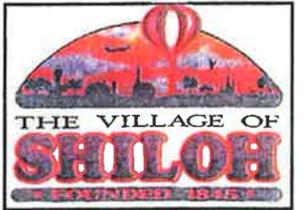


FIGURE 13



Village of Shiloh  
Comprehensive Plan

Existing  
Transportation System

Legend

- Major Arterials
- Minor Arterials and Collector
- Grid Overlay

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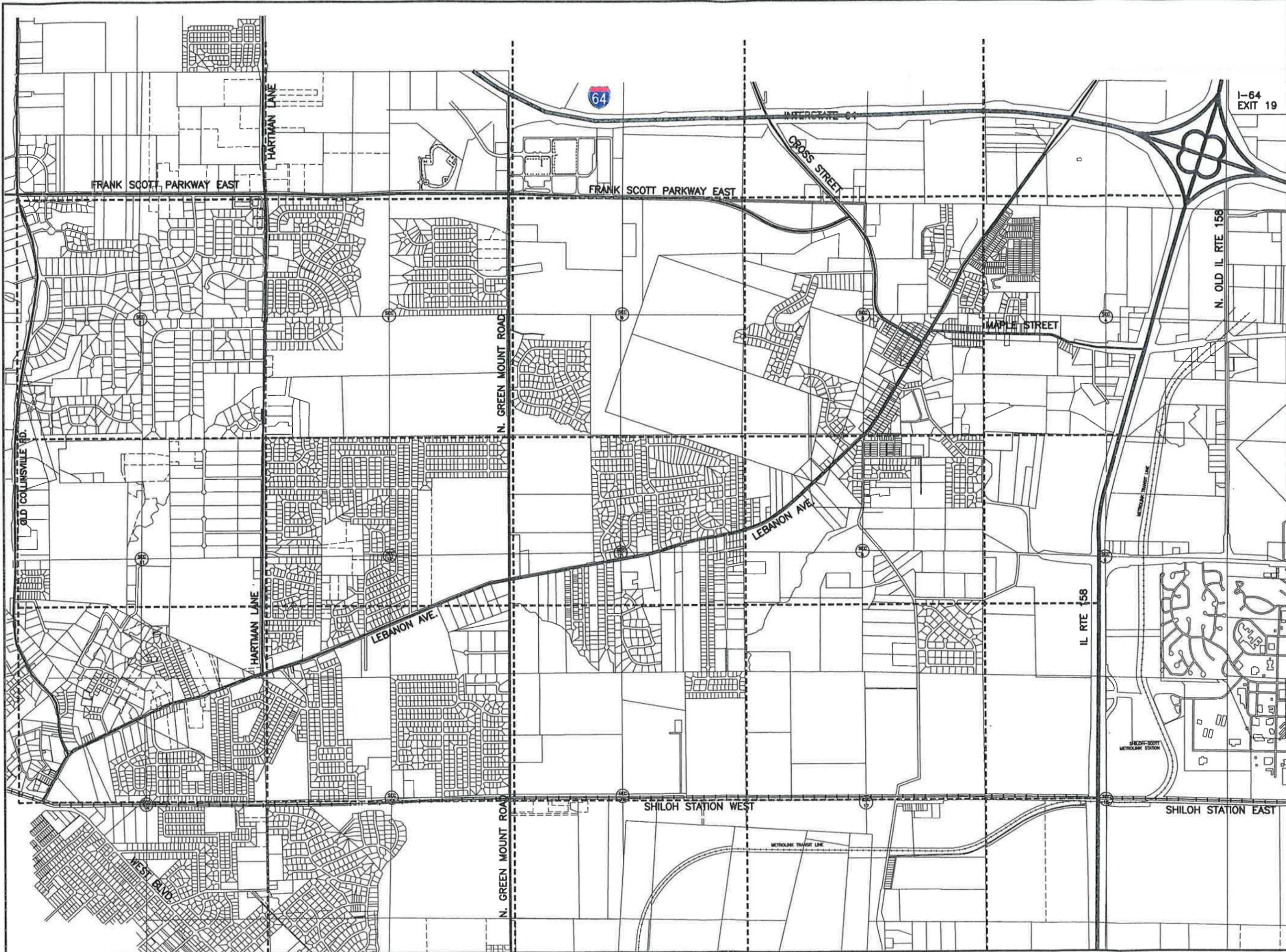
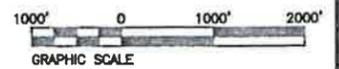
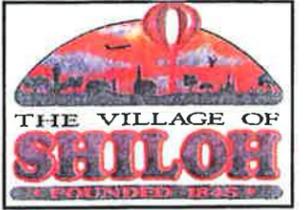


FIGURE 14

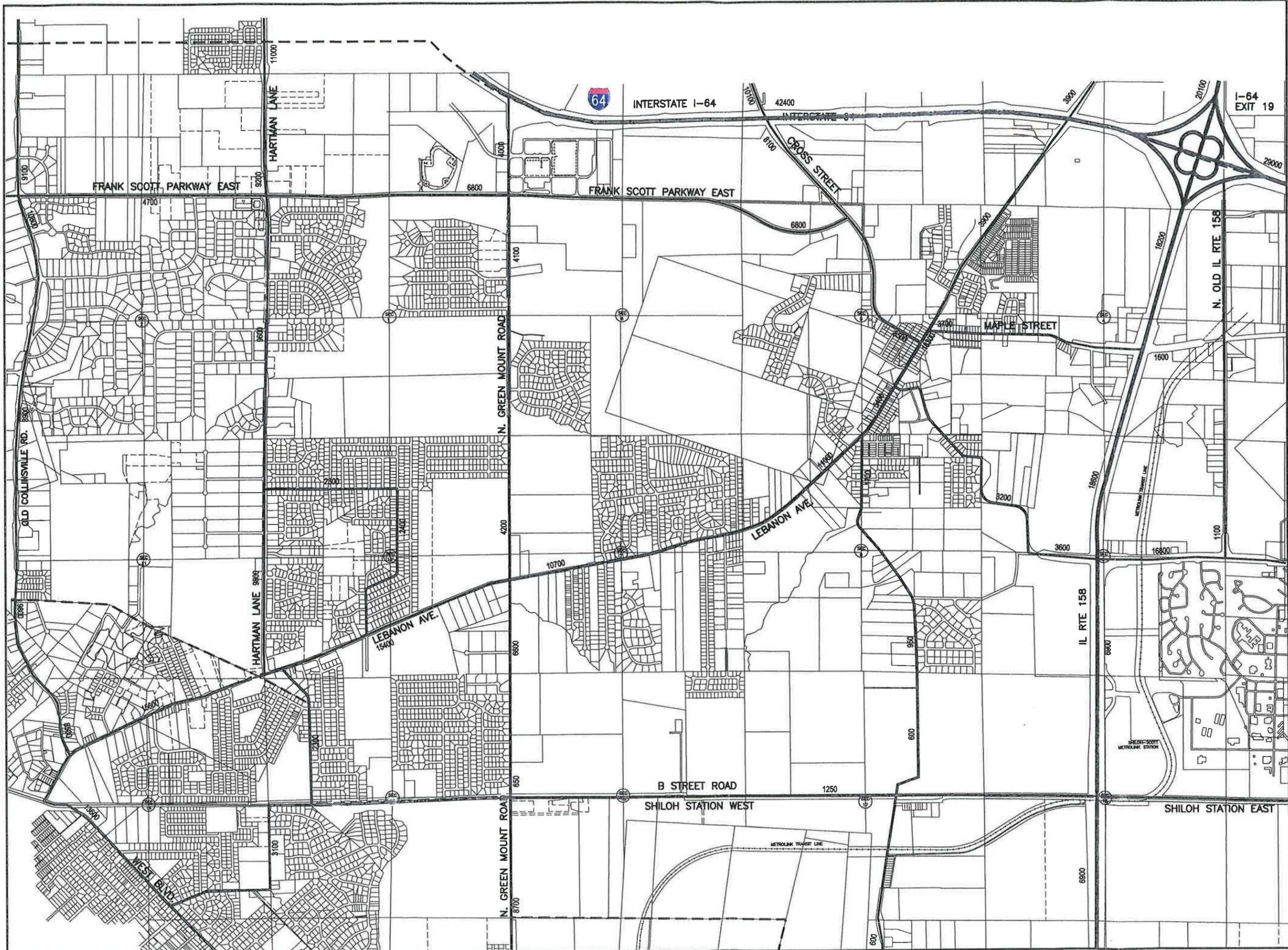


Village of Shiloh Comprehensive Plan

Traffic Volume

Legend

- Major Arterials
- Minor Arterials and Collector
- Planning Boundary
- 2003 Illinois Department of Transportation Annual Average Daily Traffic Volume



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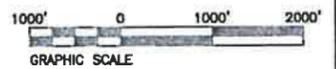
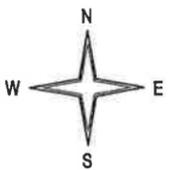
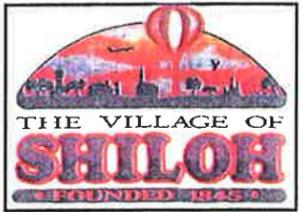


FIGURE 15



Village of Shiloh  
Comprehensive Plan

Sanitary Sewer  
System Map

Legend

- Lot and Road Lines
- Corporate Limits
- Areas Sewered by Village of Shiloh
- Areas Sewered Privately
- Areas Sewered by St. Clair Twp.
- Areas Not Sewered but on Aeration System
- Areas Sewered by Village of Swansea
- Areas Sewered by Caseyville Township

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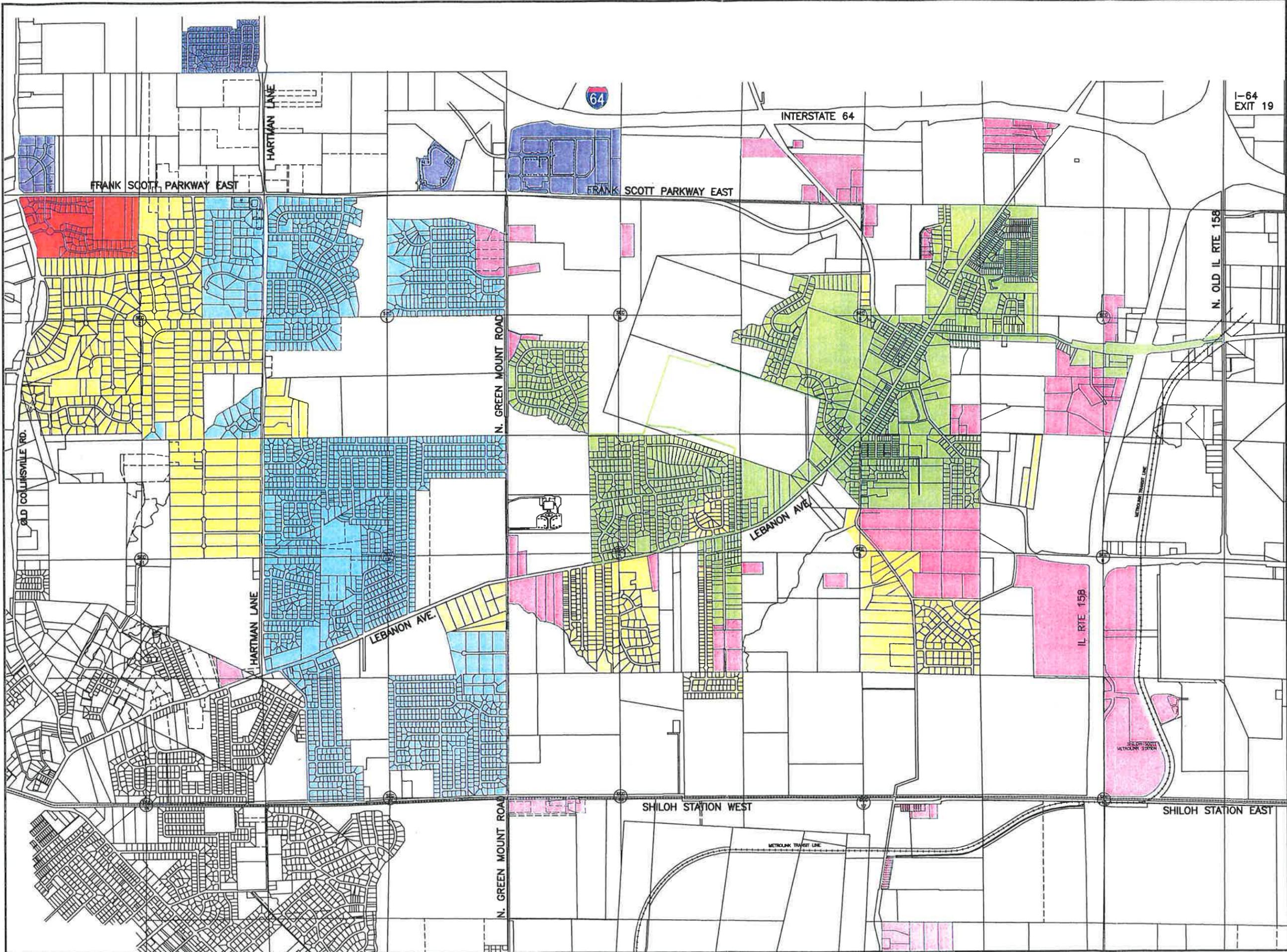
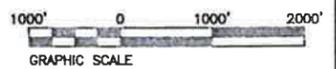
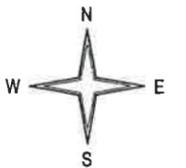


FIGURE 16



Village of Shiloh  
Comprehensive Plan

Facility Planning  
Area Map

Legend

- Sub-Fpa Boundaries
- - - FPA Boundaries
- Sub-Drainage Basins

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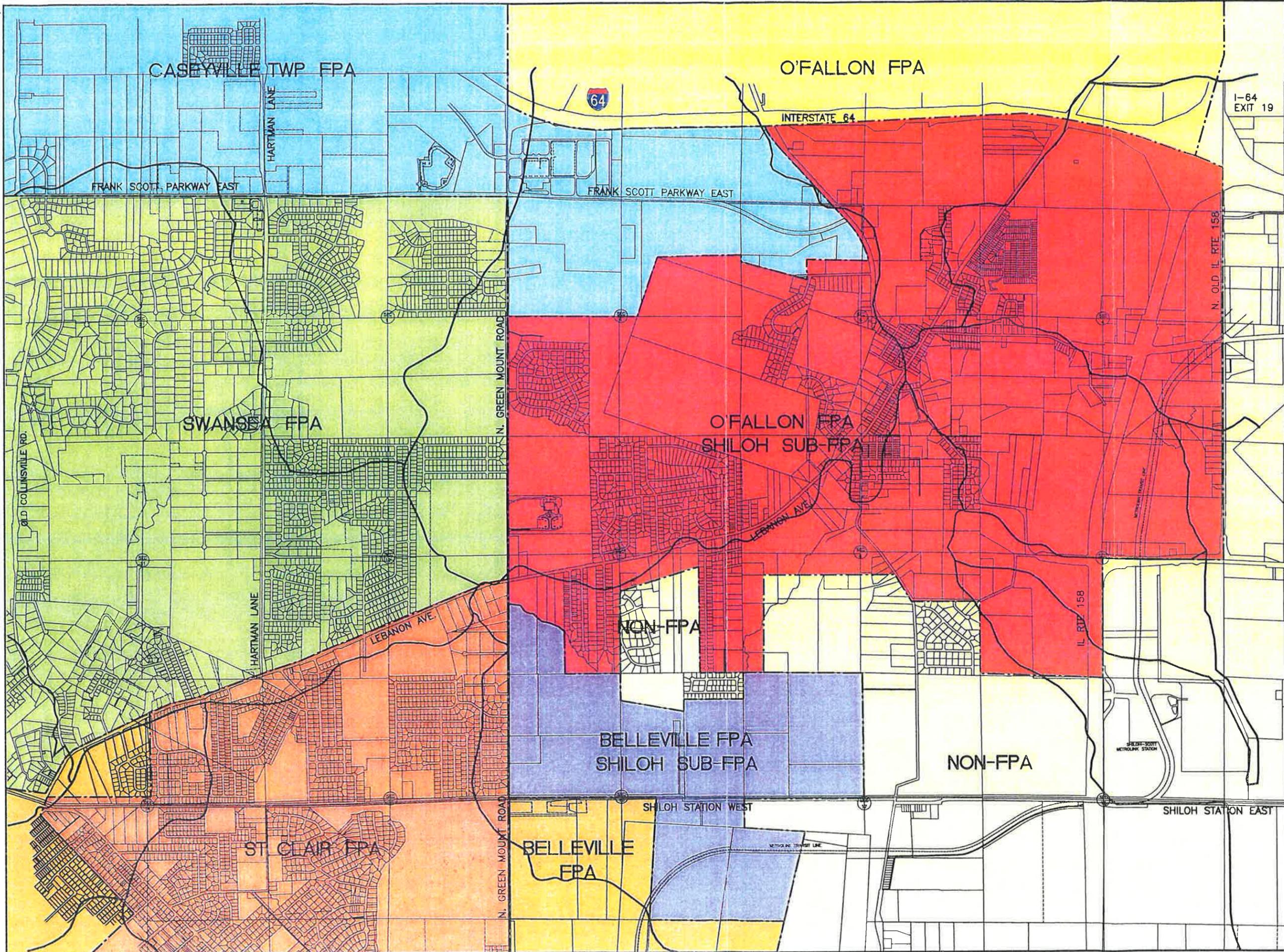
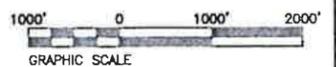
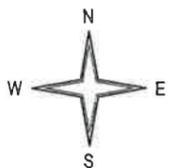
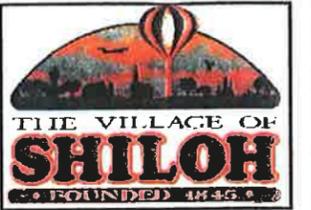


FIGURE 17



Village of Shiloh Comprehensive Plan

Land Use and Transportation Plan

Legend

- Major Arterials
- Minor Arterials and Collector
- Proposed Collector
- Proposed Bikepath / Walkway
- Metrolink
- Metrolink Station
- Planning Boundary
- Light Industrial
- Neighborhood Commercial (B-1)
- Office / Business (B-2)
- Highway Business (B-3)
- General Business (B-4)
- Non-Urban
- Country Estates
- Residential (R-1)
- Residential (R-2)
- Residential (R-3)
- Mobile Home
- Multi-Family Residential
- Public/Semi-public
- Military
- Planned Development
- Planned Business
- Flood Plain

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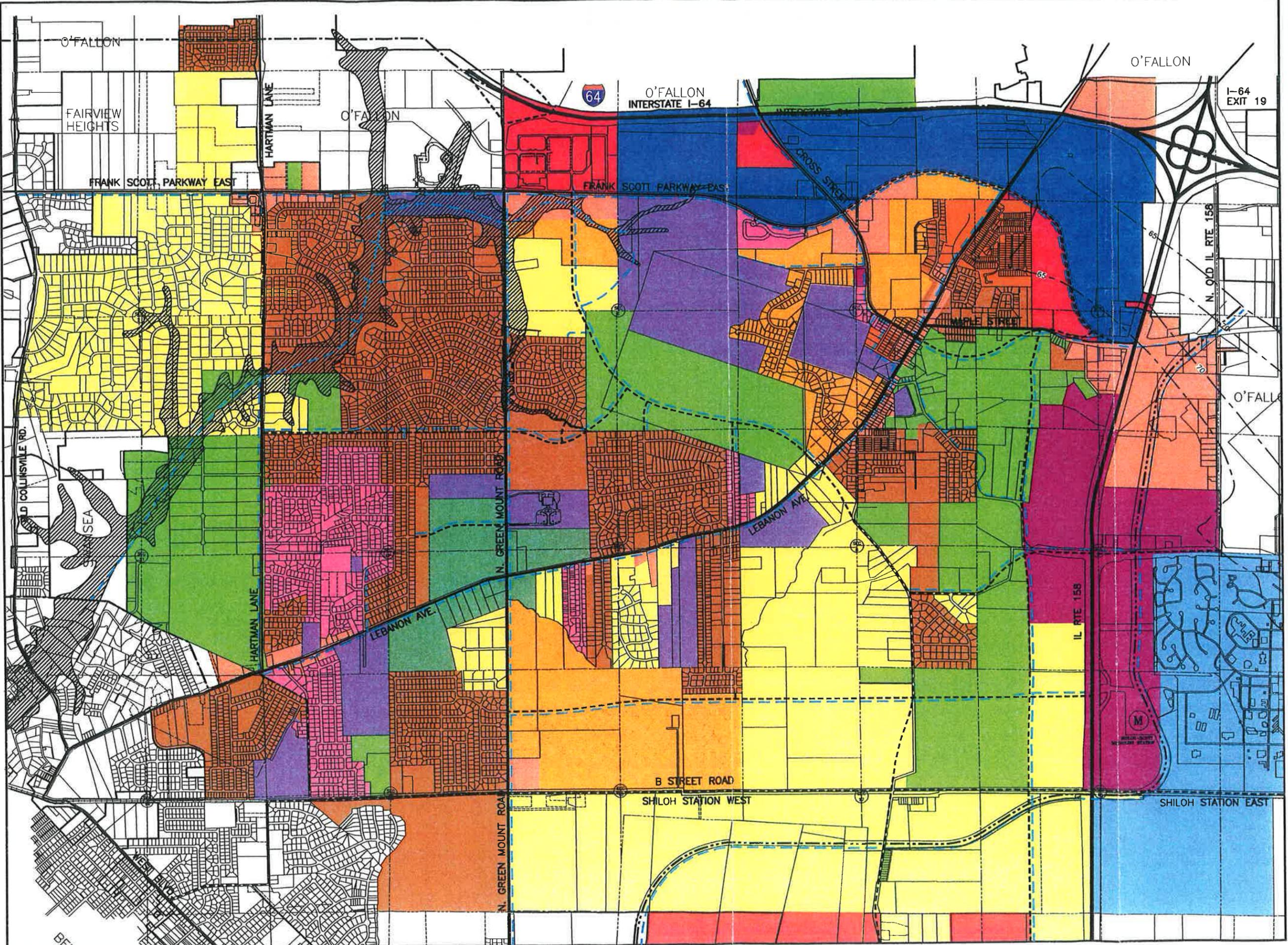
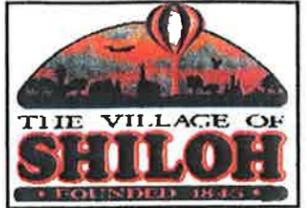


FIGURE 17A



Village of Shiloh  
Comprehensive Plan

Land Use and  
Transportation  
Plan

Legend

- Major Arterials
- Minor Arterials and Collector
- Proposed Collector
- Proposed Bikepath / Walkway
- Metrolink
- Metrolink Station
- Planning Boundary
- Light Industrial
- Neighborhood Commercial (B-1)
- Office / Business (B-2)
- Highway Business (B-3)
- General Business (B-4)
- Non-Urban
- Country Estates
- Residential (R-1)
- Residential (R-2)
- Residential (R-3)
- Mobile Home
- Multi-Family Residential
- Public/Semi-public
- Military
- Planned Development
- Planned Business
- Flood Plain

AUGUST 2, 2004



TWA TROVENSOT, WADE & MORSEY, INC.  
ENGINEERS - SURVEYORS - PLANNERS

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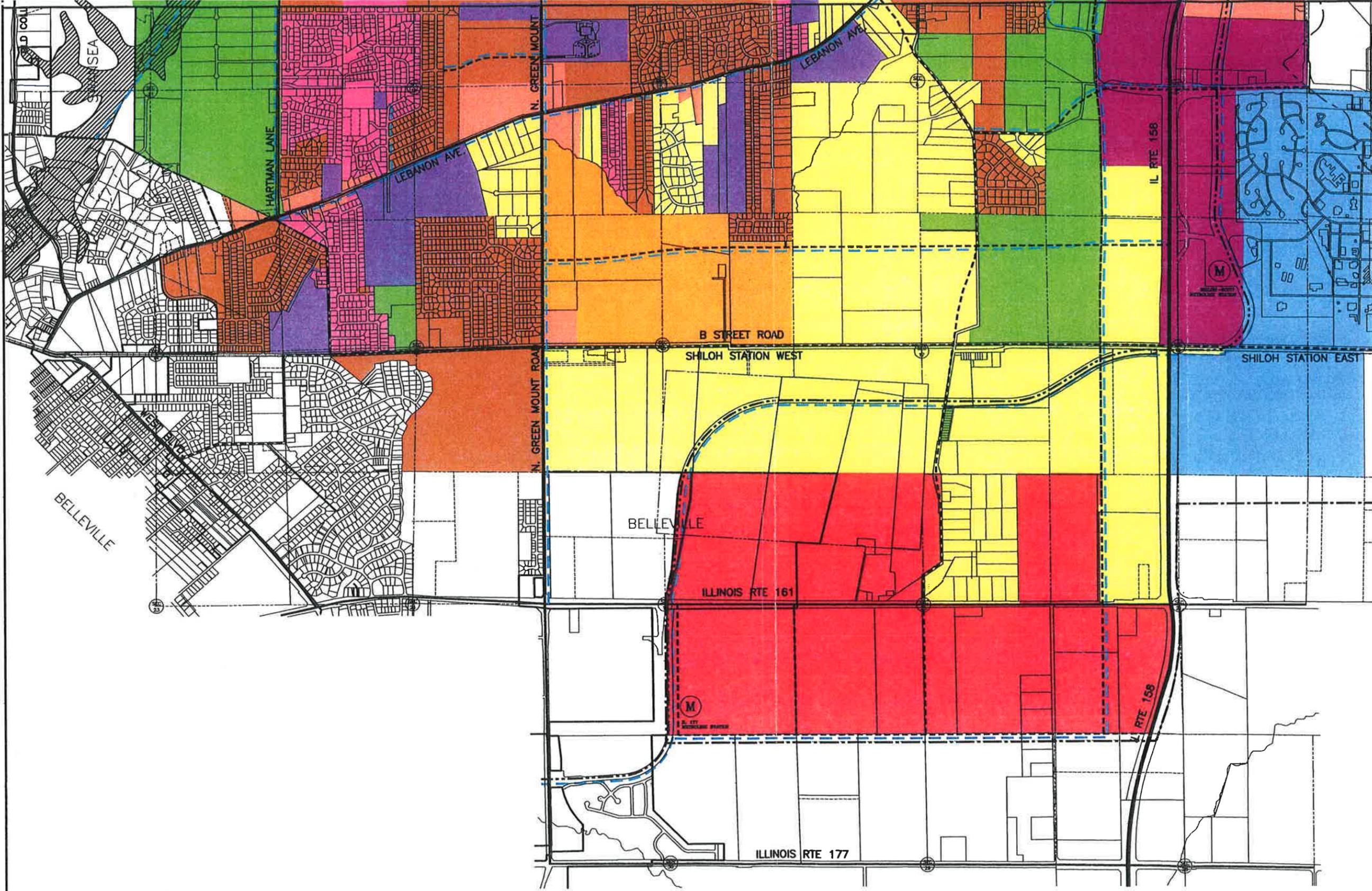
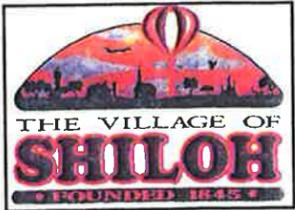


FIGURE 18



Village of Shiloh  
Comprehensive Plan

Transportation  
Plan

Legend

- Major Arterials
- Minor Arterials and Collector
- Proposed Collector
- Metrolink
- Metrolink Station
- Planning Boundary

AUGUST 2, 2004

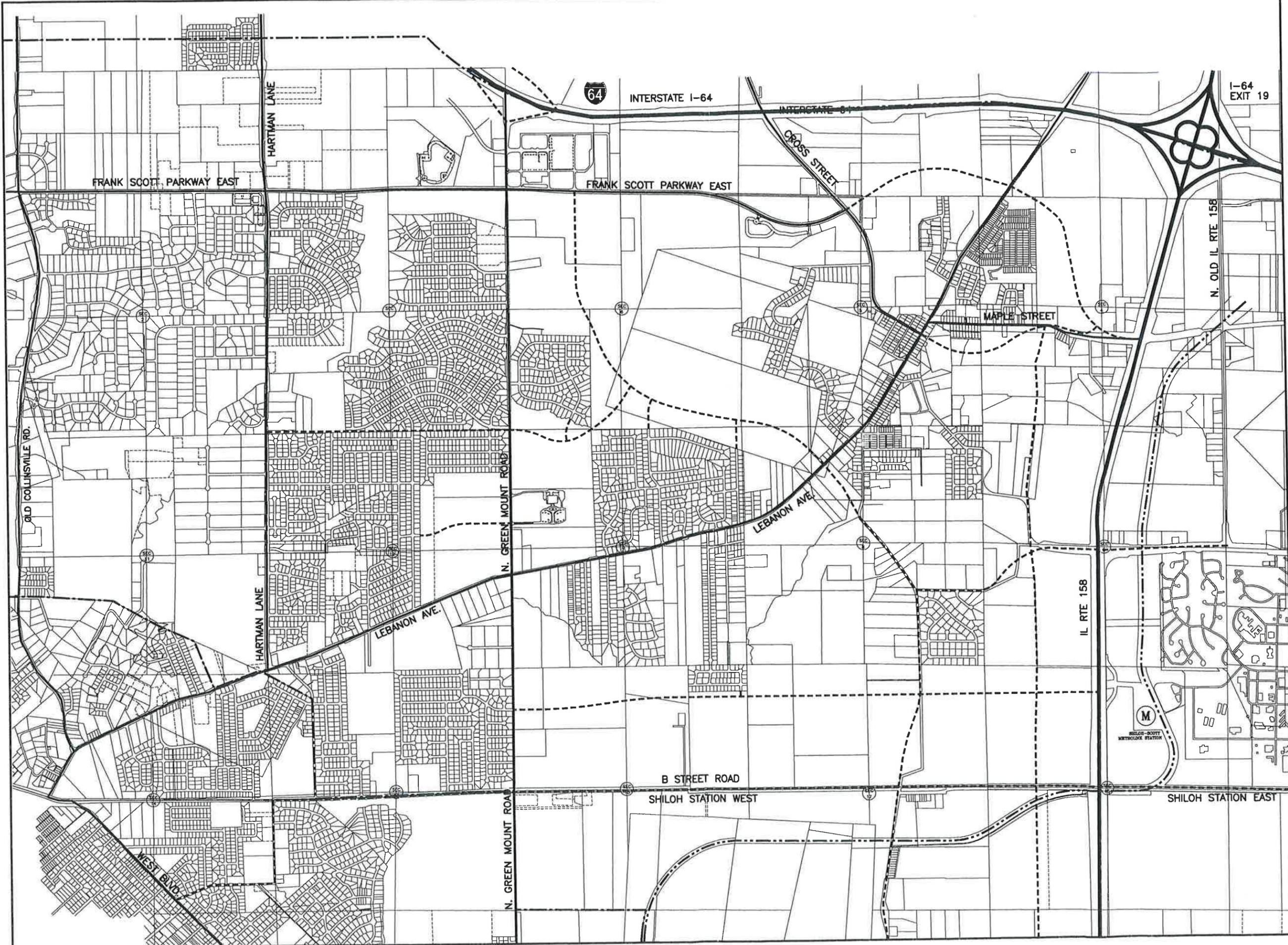
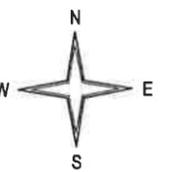
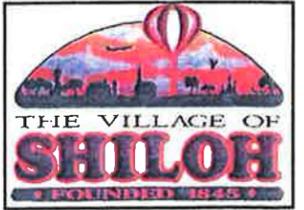


FIGURE 18A

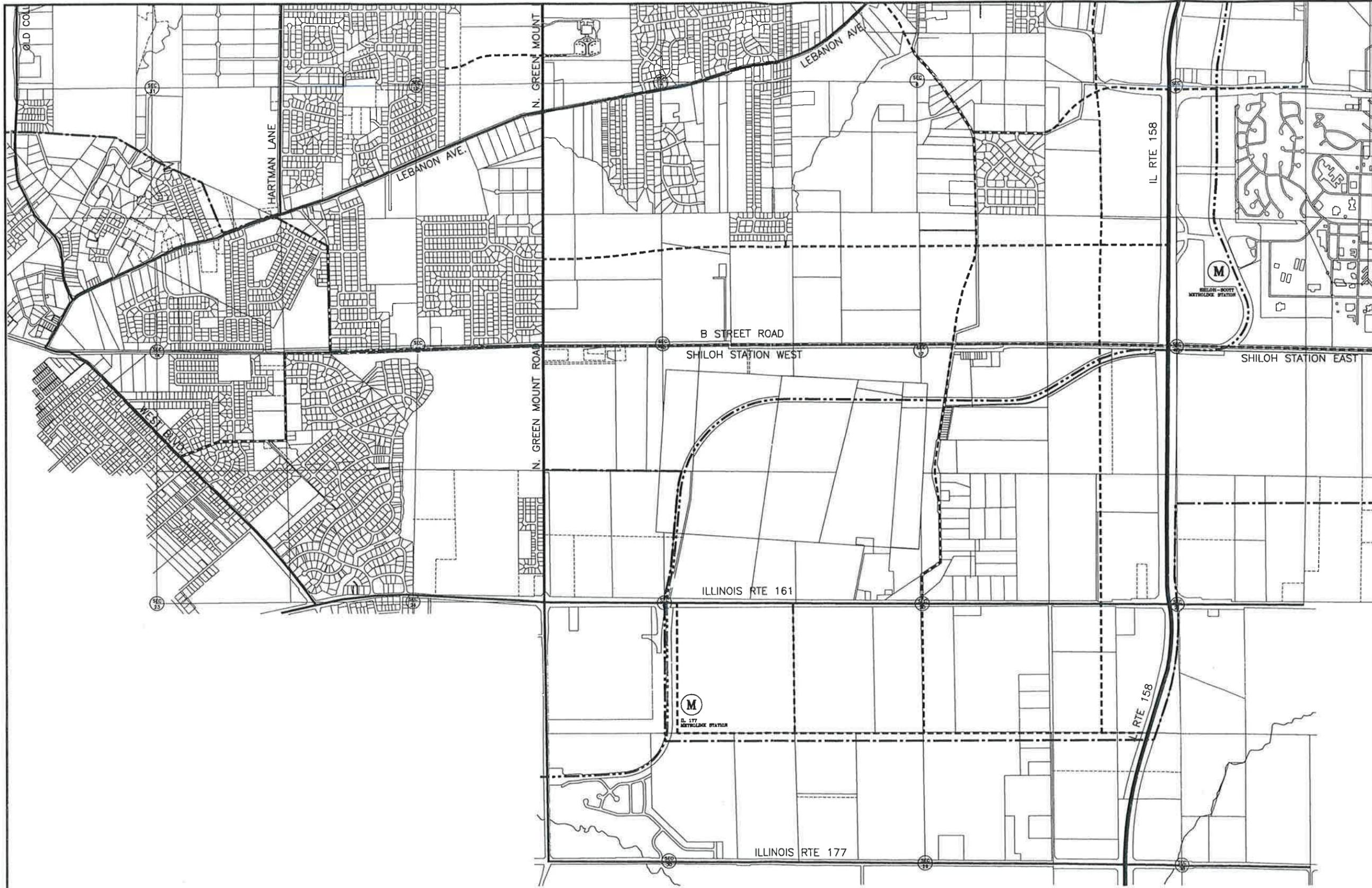


Village of Shiloh  
Comprehensive Plan

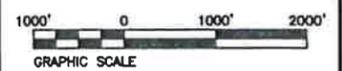
Transportation  
Plan

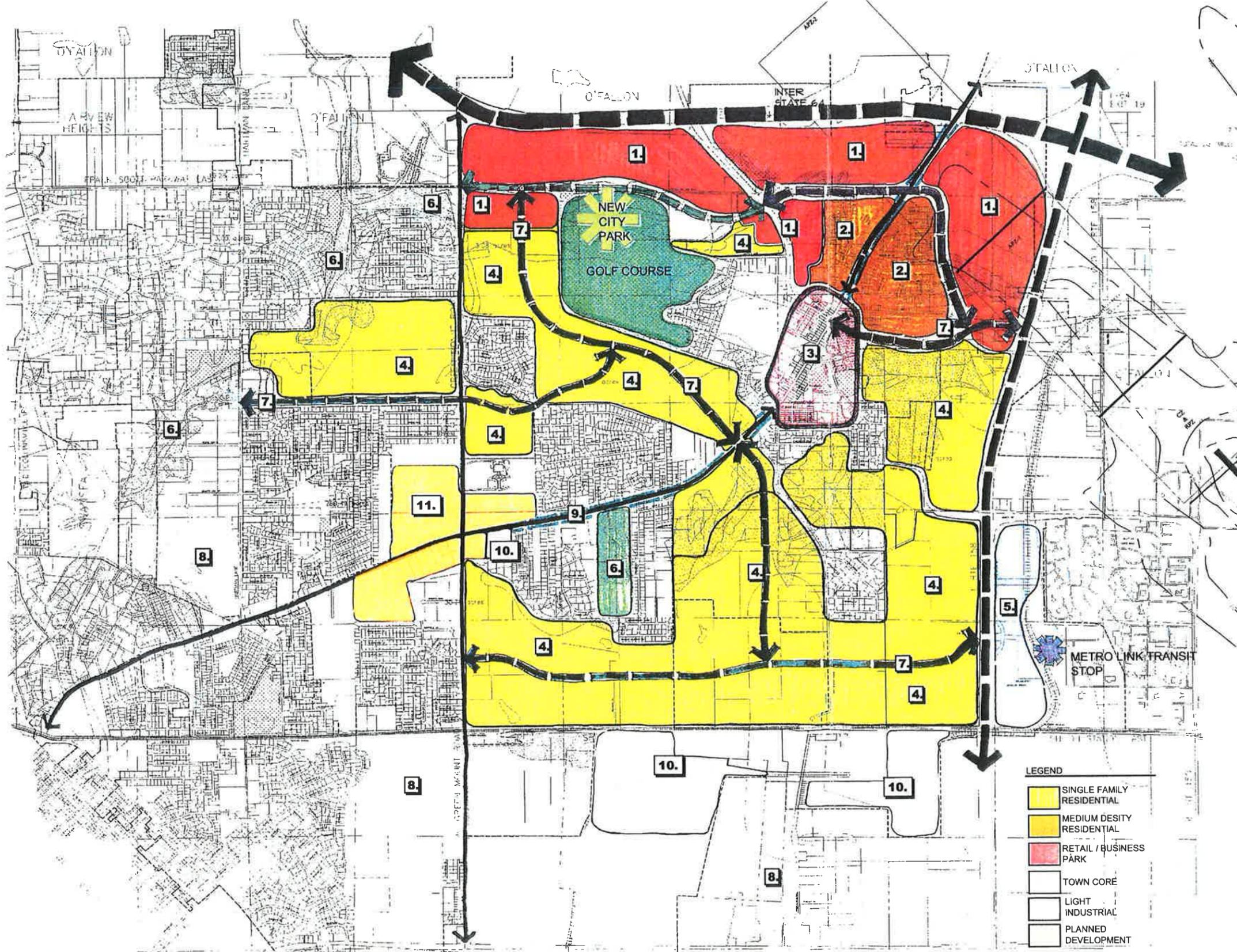
Legend

- Major Arterials
- Minor Arterials and Collector
- Proposed Collector
- Metrolink
- Metrolink Station
- Planning Boundary



AUGUST 2, 2004





- 1. RETAIL / BUSINESS PARK**  
In order to maximize economic value to the Village and the property owners, the area along and south of I-64 between the Green Mount Road and Route 158 interchanges should be used for office, retail, and business park development. This development pattern should also extend slightly southward along the west side of 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. The system helps to connect regionally with the highway and locally with the secondary streets. The design and configuration of the retail and business park developments must balance the high visibility and accessibility of the area with limited curb cuts to individual businesses. Pedestrian access should be emphasized by providing sidewalks and trail access. Therefore, the area must be developed as a planned development area (preferably in tracts of not less than 5 acres) to maximize the development potential and promote internal vehicular circulation between tracts. A high level of building design should be targeted (the Dierbergs development providing an excellent example). "Logo" building designs should be avoided, use of metal siding (or "butter building" construction) should be prohibited, and business park uses should be limited to office and service center types. Major warehousing or household storage facilities, industrial uses that generate major truck traffic, and any use that requires outdoor storage should be prohibited.
- 2. MEDIUM DENSITY RESIDENTIAL AREA**  
This residential area should promote convenient walking distance to the town core commercial and retail/business park. There should be a mix of residential density to provide a wide range of housing styles including small single-family lots, town homes, zero-lot-line attached villas, and luxury apartments. This area should create a pedestrian friendly environment with less reliance on the automobile. The overall character should be that of an identifiable viable neighborhood that is intertwined with the town core.
- 3. TOWN CORE COMMERCIAL / OFFICE**  
The town 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 town core, discourage sporadically-placed neighborhood retail (particularly the conversion of residential structure to business uses), and create an atmosphere that identifies this area as the original Village core. Ideally, this area would become an activity node for the entire community. It will be important to retain certain public buildings and institutional uses (including branch banking) in this area. Pedestrian and vehicular circulation and parking should be planned and designed into the overall concept. Major intersections provide high visibility retail locations for business, as well as helping direct people into the town core. Redevelopment of Cross Street and Main Street, into a four-way stop should assist in the rejuvenation of Main Street. Building character and streetscape design should be part of an overall redesign of the street image.
- 4. SINGLE-FAMILY RESIDENTIAL DEVELOPMENT**  
Single-family development should be designed to promote high quality image with mixed lot sizes and varying housing styles. All new development should be designed using the zoning requirements as minimums. Design and layout of new neighborhoods should create opportunities for outdoor recreational amenities, such as playground and picnic areas, and open spaces for more passive recreational activities. Connections with adjacent subdivisions and trail systems should be encouraged. Streetscapes for all roadways should promote pedestrian usage, street trees, light standards, and directional sign.
- 5. TRANSIT ORIENTED DEVELOPMENT (TOD)**  
The TOD area provides an opportunity to develop a mixed use of commercial retail and medium-density housing. Residents of this area should have the convenience of the transit stop but also the major highway connection of Route 158. As development occurs to the southeast edge of Shiloh, this area becomes a key to introducing neighborhood commercial and convenience-type development for the surrounding residential areas.
- 6. OPEN SPACE PROTECTIVE AREAS**  
Major creeks, riparian habitat, wetlands, slopes, and other sensitive environmental areas should be conserved as much as possible. Open space areas and other outdoor amenities should be incorporated into newly developed areas. Fencing and piping of creeks should be avoided and channelization should be minimized where possible.
- 7. NEW PRIMARY ROADWAY SYSTEM**  
Local streets should be recognizable, formalized, and interconnected converging toward the town core, community commercial areas, or transit stops. All local streets should promote a pedestrian friendly environment with sidewalks, street trees, building entries, and parallel parking in certain areas. The streets should enhance the idea of a walking environment.
- 8. NEW GROWTH AREAS**  
These areas are basically located to the edges of the community or large sites that have been passed over. New growth should not, however, be used to justify "Leap Frog" development. A true effort should be made to develop the center of the community in the highest quality, then move towards the edges, promoting the redevelopment and infill of some areas that will help protect older neighborhoods from decreasing in land value. Continuing effort should be made towards annexing property into the Village as required on a selective basis.
- 9. LEBANON / MAIN STREET**  
The existing Main Street roadway between Green Mount Road and Interstate 64 should be targeted as a major pedestrian and vehicular corridor throughout the Village. Developing a highly-attractive streetscape will assist in connecting the Village together. The right-of-way along the road should be utilized for sidewalks, lighting, and landscaping. Improvements will further enhance the pedestrian quality and help to support the redevelopment of the town core. A principal goal is to provide a safer environment and a visually attractive roadway system for all its users and residents of the Village.
- 10. LIGHT INDUSTRIAL**  
This area is intended to provide for more traditional industrial development on individual parcels (as opposed to the business park/ industrial park-type development as discussed in Area 1.) It is also intended to take advantage of proximity to the railroad & Metro-link alignments. As with the Area 1 development concept, it is still important that certain basic design and development standards be adhere to (no metal buildings, buffering against residential uses, etc.)
- 11. PLANNED DEVELOPMENT- MIXED USE- GREEN MOUNT/LEBANON AVENUE VICINITY**  
A combination of properties located at four quadrants of the Green Mount Road and Lebanon Avenue intersection provide an excellent planned development opportunity. The properties immediately adjacent to the interchange contain existing retail and service commercial uses and certain new uses of this nature are proposed. Combinations of properties at three quadrants of the intersection (northeast, northwest, and southwest) comprising combined development areas as large as 70 acres provide an opportunity to create a mixed-use development environment consisting of villa or town house residential, neighborhood retail and service, and small office uses in a planned environment. Development of these areas, if carefully planned and coordinated by the Village in conjunction with the property owners or prospective developers, represents the opportunity for this intersection to take on the character of a "new town in town" development.

**LEGEND**

	SINGLE FAMILY RESIDENTIAL
	MEDIUM DENSITY RESIDENTIAL
	RETAIL / BUSINESS PARK
	TOWN CORE
	LIGHT INDUSTRIAL
	PLANNED DEVELOPMENT



# VILLAGE OF SHILOH, ILLINOIS

## Concept Land Use Plan

**Comprehensive  
Plan Amendment**

# COMPREHENSIVE PLAN / LAND USE

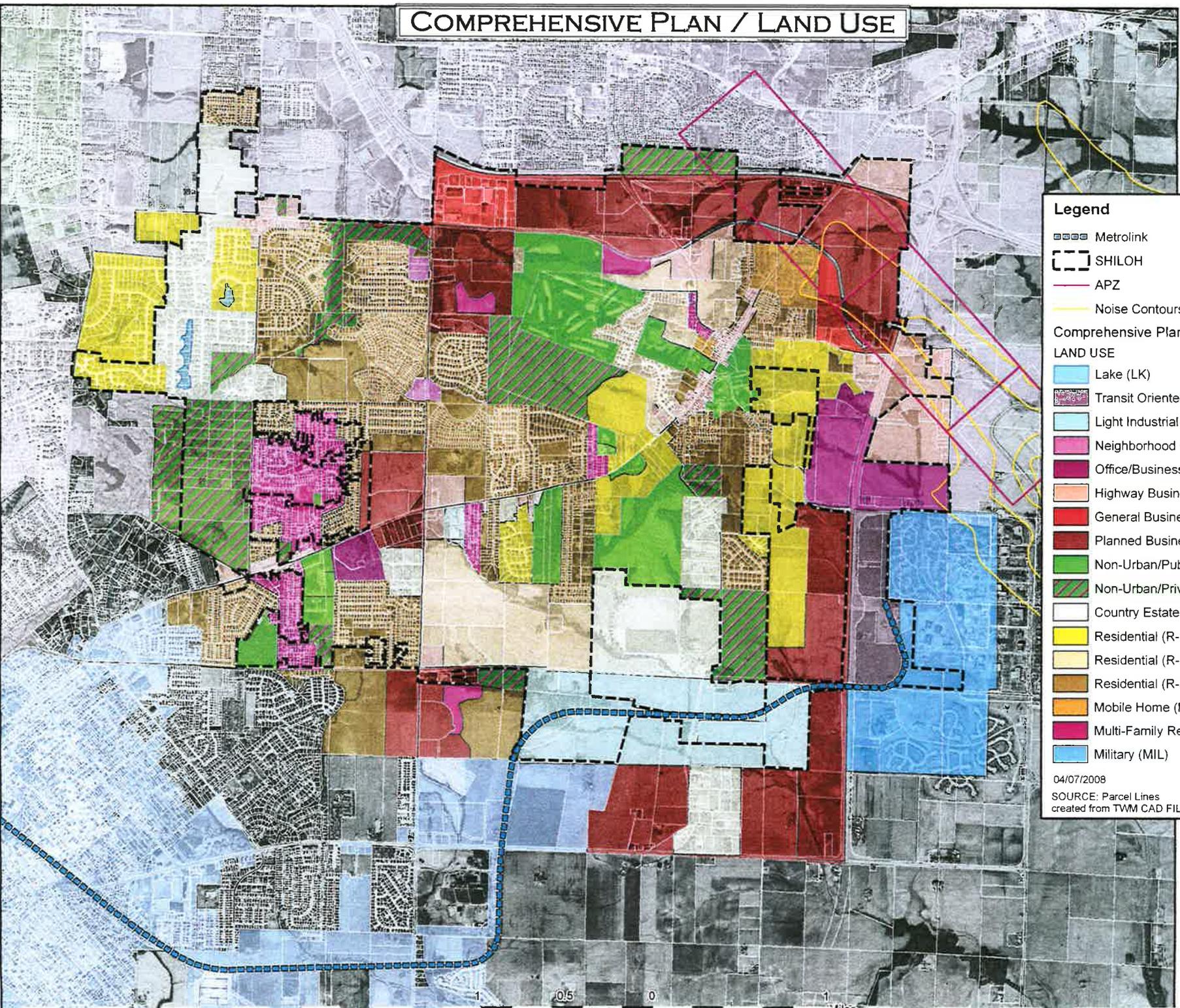
**Legend**

- Metrolink
- SHILOH
- APZ
- Noise Contours

**Comprehensive Plan LAND USE**

- Lake (LK)
- Transit Oriented Development (TD)
- Light Industrial (L-1)
- Neighborhood Commercial (B-1)
- Office/Business (B-2)
- Highway Business (B-3)
- General Business (B-4)
- Planned Business (PB)
- Non-Urban/Public
- Non-Urban/Private
- Country Estates (CE)
- Residential (R-1)
- Residential (R-2)
- Residential (R-3)
- Mobile Home (MH)
- Multi-Family Residential (MR)
- Military (MIL)

04/07/2008  
 SOURCE: Parcel Lines created from TWM CAD FILES



1 0.5 0 1 Miles