



Shiloh-Scott Station

This station profile describes existing conditions around the Shiloh-Scott MetroLink Station. This is one of a set of profiles for each of the MetroLink System’s 37 light rail stations. These profiles present demographic and employment data from within a half-mile of the station, and describe the land uses and building types within a quarter-mile of the station. They also identify Metro-owned parcels that may offer opportunity to encourage new development around the station; other vacant and underutilized sites that may offer opportunity for infill development; and the physical, policy, and zoning barriers to TOD that currently exist. These profiles serve as a basis for conversation and planning with the community, elected officials, developers, financial institutions, and other stakeholders.

The Shiloh-Scott Station serves one of southern Illinois’ largest employers, Scott Air Force Base. The central part of the base is well outside the quarter-mile station area, but the eastern portion of the station area covers two different types of housing for base personnel. The area north of Enlisted Drive contains military housing based on a traditional suburban model of one- and two-story single-family homes on cul-de-sac roads. South of Enlisted Drive, east of the MetroLink Station and Park-Ride Lots, is a subdivision of three-story, apartment-style dormitories. The remainder of the station area contains Metro’s two Park-Ride Lots and very large vacant lots.

The quarter-mile station area covers 10 lots on 10 blocks, with a total assessed value of \$41,174. Metro owns and operates two Park-Ride Lots at the Shiloh Station. One is a 10-acre lot containing 645 public parking spaces. The other is an eight-acre lot containing 421 spaces limited to Scott AFB personnel.

Regional Accessibility by Transit

From the Shiloh-Scott Station, MetroLink and MetroBus offers direct connections and timely travel to numerous neighborhoods, shopping centers, jobs, and other high-demand destinations:

- **#12 O’Fallon-Fairview Heights MetroBus**
 - Highway 158 into O’Fallon
 - O’Fallon Transfer Center
 - Highway 50 into Fairview Heights
 - Fairview Heights MetroLink
 - St. Clair Square
 - Vatterott College
- **#15 Belleville-Shiloh Scott MetroBus**
 - Lebanon Avenue to Belleville
- **#17X Lebanon-Mascoutah MetroBus**
 - Mid-America St. Louis Airport
 - Cities of Lebanon and Mascoutah
- **#21 Scott Air Force Base – Main Base Shuttle**
 - Scott Air Force Base Hospital
 - Scott Inn
 - Heritage & Hanger
- **#21X Scott Air Force Base – East Base Shuttle**
 - Scott Air Force Base
 - South Drive & Superior Street
 - East Drive & Pryor Drive
- **MetroLink (RED LINE)**
 - Southwestern Illinois College (5 minutes)
 - Belleville (10 minutes)
 - Downtown St. Louis (40 minutes)
 - Lambert International Airport (80 minutes)

As can be seen in Table 1 below, average boardings at the Shiloh-Scott Station are slightly lower than the average for Illinois MetroLink stations, and significantly lower than the system-wide average. This is likely due to the fact that the Shiloh-Scott Station is the last MetroLink station in Illinois, and serves a fairly car-dependent community of people who live and work on base.

*Table 1: Average MetroLink Boardings Estimates**

	Total Monthly Boardings	Average Daily Boardings	
		Weekday	Weekend
METROLINK STATION AVERAGE	36,500	1,360	830
ILLINOIS STATION AVERAGE	23,500	880	520
SHILOH-SCOTT METROLINK STATION	22,500	810	570

**Metro Fiscal Year July 2010 - June 2011*

Demographics, Housing, and Employment

As shown in Table 2 below, the residential population appears to consist mostly of family units, with half of the population between the ages of 25 and 64, and a quarter under age 17. Half of these residents possess a high school diploma, and a third hold a college or graduate degree. Nearly 40% of the households within a half-mile of the Shiloh-Scott Station make less than \$50,000 per year, but 20% make over \$100,000. Approximately 4% of individual residents live below the federal poverty line.

Table 2: Demographics

Population		Population		Income		
Acres	6,964.0	Age		Persons in poverty	3.8%	
Population	5,948	0-17	26.2%	Household income		
Density (persons/acre)	0.9	18-24	18.1%		\$0-9,999	6.2%
Sex		25-34	11.3%	\$10,000-14,999	0%	
Male	54.7%	35-64	37.8%	\$15,000-24,999	6.2%	
Female	45.3%	65+	6.6%	\$25,000-49,999	26.5%	
		Education*		\$50,000-74,999	17.7%	
		No diploma	8.5%	\$75,000-99,999	23.0%	
		High school	56.4%	\$100,000+	20.3%	
		College degree	22.4%	Household size		
		Graduate degree	12.7%		1	20.6%
					2	25.9%
					3	18.6%
					4	21.2%
					5+	13.7%

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

**Education statistics apply to persons age 25 or older.*

As shown in Table 3 below, the half-mile station area has an average residential density of 0.3 housing units per acre; this is likely because so much of the station area is occupied by a large military installation and vast vacant lots. Most of the housing stock (73%) was built between the 1940s and 1990s, and 9% built since 2000. Almost 60% of the occupied housing stock is owner-occupied, and the overall vacancy rate is 17%. This housing is comparatively affordable, with over one-third of the owner-occupied units being valued less than \$100,000, and one-third of rental units priced below \$500 per month. In this neighborhood, 79% use their own vehicles to drive to work, 9.7% carpool, and 5.6% walk to work.

Table 3: Housing and Transportation

Housing		Housing			Transportation	
Housing Units		Owner-occupied housing values			Vehicle Availability	
Total units	2,160	< \$100,000	394	37.5%	Zero-vehicle households	0%
Density (DUs/acre)	0.3	\$100,000-199,999	372	35.4%	Owner-occupied	0%
Occupied	1,794	\$200,000-299,999	222	21.1%	Renter-occupied	0%
Owner-occupied	1,052	\$300,000-499,999	64	6.1%	Workers*	3,349
Renter-occupied	742	\$500,000+	0	0%		
Vacant	366				Means of commute*	
Housing Age		Rental prices			Drives alone (SOV)	
		No cash rent	97	13.1%	Carpool	9.7%
Pre-1940s	397	\$0-100	0	0%	Transit	1.0%
1940s-1990s	1,576	\$100-499	200	31.0%	Motorcycle	0%
2000s	187	\$500-749	113	17.5%	Walk	5.6%
		\$750-999	73	11.3%	Other	1.3%
		\$1000-1499	179	27.8%	Work at Home	3.2%
		\$1500+	80	12.4%		

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

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

Table 4 provides data on employment within the station area. The Shiloh-Scott MetroLink Station serves Scott Air Force Base, which employs over 12,000. Within a half-mile of the station there are an additional 7 firms and agencies employing 19 people. The vast majority of these jobs fall into the educational services sectors. Other sectors providing jobs include arts, entertainment, and recreation; and transportation and warehousing.

Table 4: Employment, Half-Mile Radius

NAICS	Industry	Firms	Jobs
48-49	Transportation & Warehousing	1	2
61	Educational Services	5	13
71	Arts, Entertainment, and Recreation	1	4
Total:		7	19
Source: ReferenceUSA as accessed via the St. Louis City Library Database			
*This station serves Scott Air Force Base, which employs over 12,000.			
Source: St. Louis Regional Chamber & Growth Association			

Neighborhood Context: Summary

The Shiloh-Scott Station serves one of southern Illinois' largest employers, Scott Air Force Base. The central part of the base is well outside the quarter-mile station area, but the eastern portion of the station area covers two different types of housing for base personnel. The area north of Enlisted Drive contains military housing based on a traditional suburban model of one- and two-story single-family homes on cul-de-sac roads. South of Enlisted Drive, east of the MetroLink Station and Park-Ride Lots, is a subdivision of three-story, apartment-style dormitories. The remainder of the station area contains Metro's two Park-Ride Lots and very large vacant lots.

The map on this page illustrates the general station location and quarter-mile station area. The map on the following page provides a more detailed description of existing land uses and prevailing development patterns within that quarter-mile area.

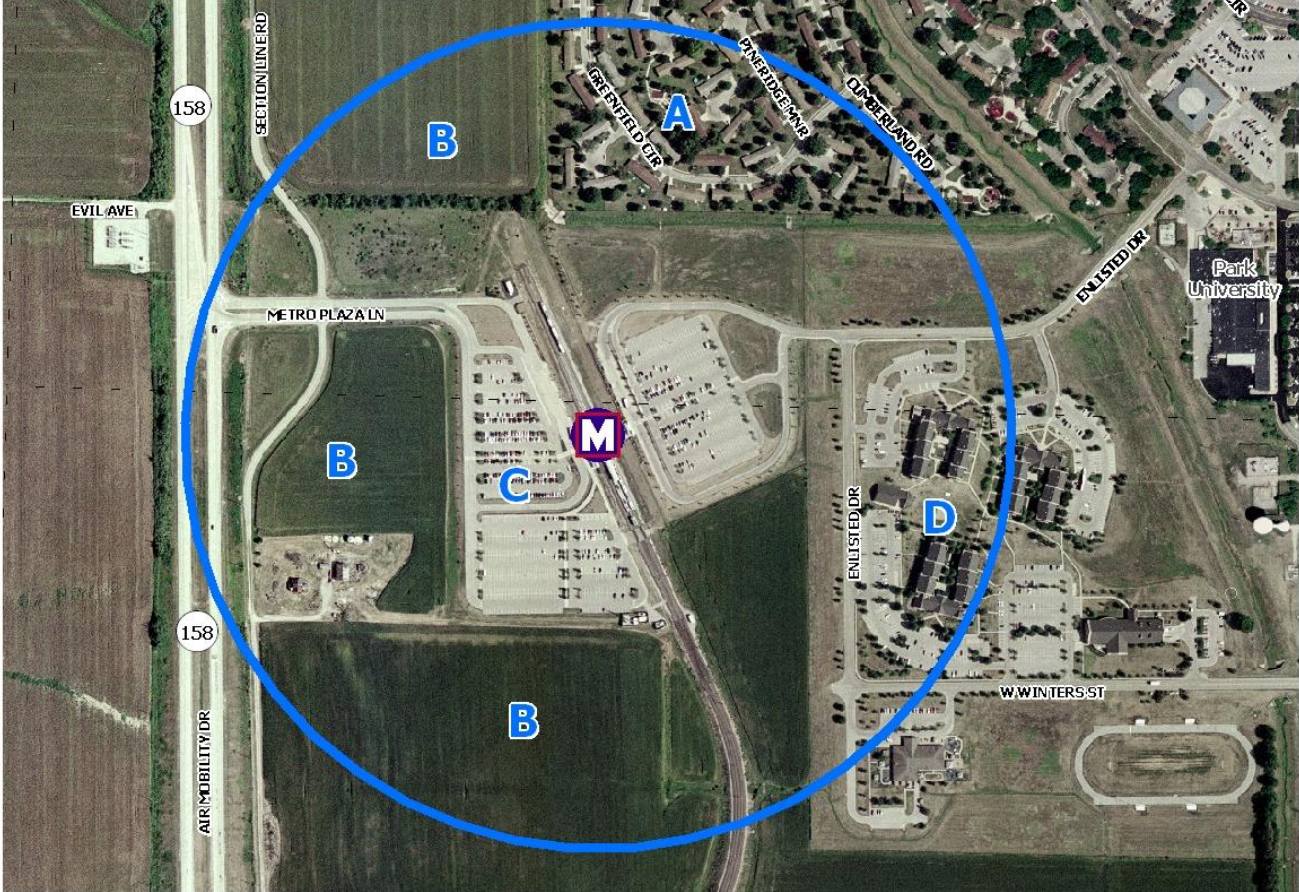


Shiloh-Scott Station: Neighborhood Context



A - North of Metro Park-Ride Lots, west of Scott AFB: This area serves as residential housing for Scott AFB personnel. All of these units are 1.5 - 2 story, single-family detached homes. The area follows a traditional suburban pattern, with large homes on cul-de-sac roads. Parking is located in driveway-loaded attached garages.

B - IL-158: IL-158 is lined on both sides by very large vacant fields.



C - Shiloh-Scott MetroLink Station and Park-Ride Lots. Metro owns and operates 3 large Park-Ride Lots surrounding the station. The 2 lots to the west of the station are open to the general public, and total 645 spaces, 50 of which are long term. The lot to the east of the station contains 421 spaces, but is open only to those with Scott Air Force Base security clearance.



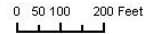
D - East of the MetroLink Station, south of Enlisted Dr.: These blocks are part of the Scott AFB complex. They contain 3-story dormitory buildings for Scott AFB personnel.

Shiloh-Scott Station: Vacant Lots



Area	Area Description	Ownership	Zoning	# Lots	Acres	Assessed Value
A	Agricultural Lot North of MetroLink Station	M. Meinkoth	B-2: Office/Business	1	14.1	\$4,546
B	MetroLink Station Park-Ride Lot & Right of Way	Metro	B-2: Office/Business	1	40.0	\$0
C	Agricultural Lot South of MetroLink Station	J. & P. Alexander	B-2: Office/Business	1	48.1	\$10,387
D	Agricultural Lot South of MetroLink Station	J. & P. Alexander	B-2: Office/Business	1	23.4	\$7,484

 1/4-Mile Station Area
 Vacant Lot
 Metro-Owned Lot



Zoning, Land Use Policies, and Community Plans

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

St. Clair County

- AO1: Agricultural Industry District with a Conservation Overlay Zone

Village of Shiloh

- B-2: Office and Business District

Potential Development Opportunities and Issues

Availability of land: Nearly all of the land around the Shiloh Station is vacant, aside from the parts of Scott Air Force Base located within the quarter-mile station area. Metro's two Park-Ride Lots occupy approximately 18 acres and hold a total of 1,066 parking spaces; however, the eastern lot containing 421 spaces is reserved for Scott AFB personnel. Metro may have interest in joint development on the other lot. The remainder of the station area holds approximately 85 acres of vacant land.

Zoning: Existing zoning regulations within the quarter-mile station area **may present substantial difficulties for new transit-oriented development around the Shiloh Station.** Most of the land in the eastern portion of the station area is within St. Clair County and zoned **AO1, which allows only very low-impact agricultural and recreational uses.** However, all of that land is already occupied by Scott Air Force Base and its housing subdivisions for base personnel. The remainder of the station area is within the Village of Shiloh's **B-2 District, which allows only offices and commercial services.** Neighborhood-oriented retail and services require a special permit, and residential development is not allowed. Buildings require a minimum lot size of 12,500 sq. ft., lot width of 90', 25' front yards, and are limited to a height of 35'. Offices require a minimum of five spaces per 1,000 sq. ft. of floor area, and retail requires six spaces per 1,000 sq. ft. **These regulations would not allow residential or mixed-use transit-oriented development, and may present barriers to designing a walkable, pedestrian-oriented business district.**

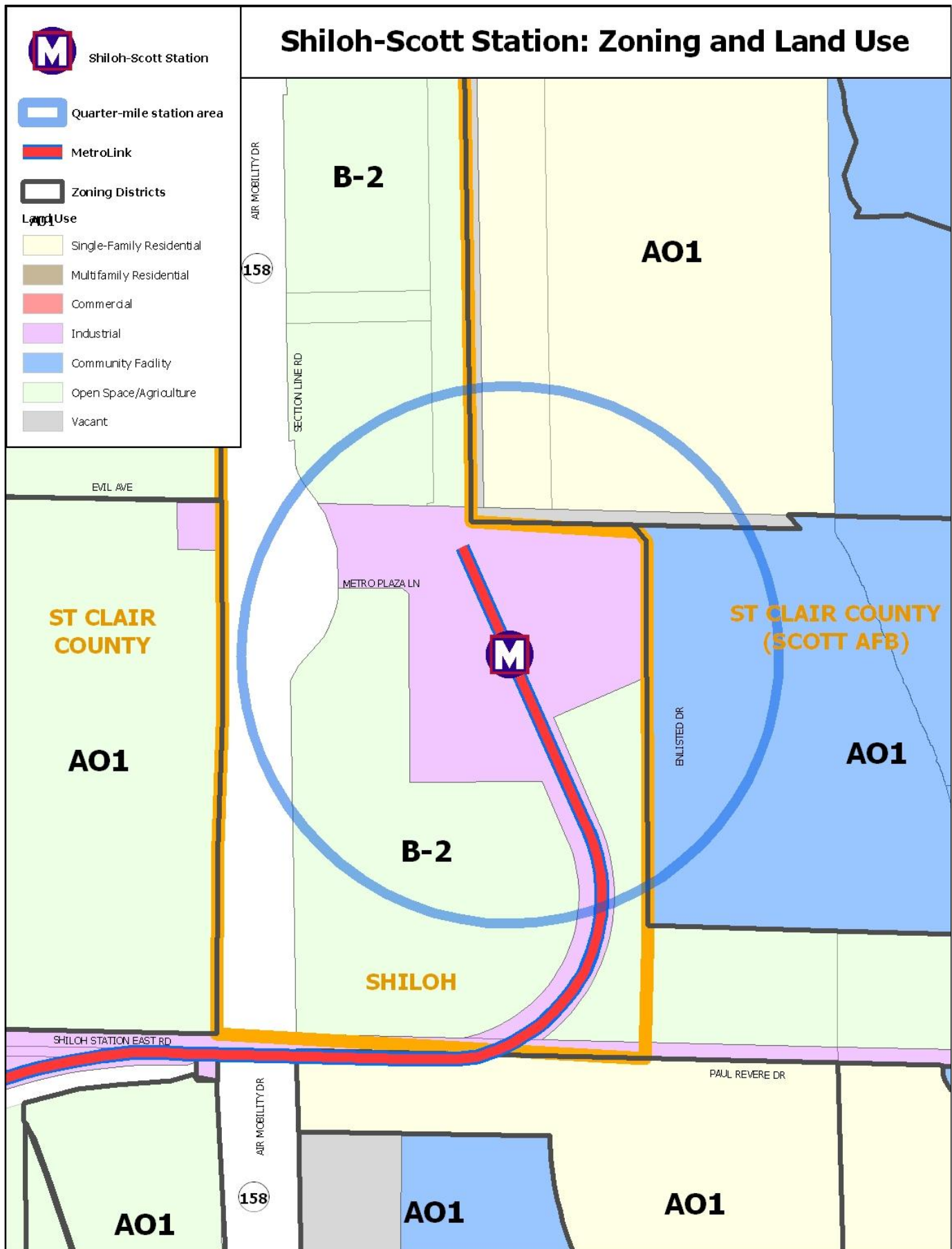


Table 5: Shiloh-Scott Station: Existing Zoning Regulations

	Village of Shiloh	St. Clair County
	B-2	AO1
District Type	Office and Business District	Agricultural Industry District with Conservation Overlay Zone
Uses Permitted	Offices; office parks; business services; convenience stores; hospitals	Agriculture; forestry; animal breeding; farm residences; utilities; outdoor recreation; roads, bridges, highways and railroads; timber production; fishing and gaming
By Special Permit	Neighborhood-oriented retail and personal services; restaurants; churches; home health care; day care; schools; utility substations; Planned Commercial Developments (PCDs)	Special permits required for all uses that would require excavating, grading, fill, dredging, and/or clear-cutting. Specifically, 1-family homes; parking lots; boat docks/marinas; clubs and lodges
Minimum Lot Area	12,500 sq.ft.	3 acres
Minimum Lot Width	90'	N/A
Minimum Lot Depth	100'	N/A
Max Building Height	35'	N/A
Maximum F.A.R.	0.75	N/A
Minimum Front Yard	25'	N/A
Minimum Side Yard	10'	N/A
Minimum Rear Yard	20'	N/A
Maximum Lot Cover	30%	20%
Parking	Offices = 5 per 1,000 sq.ft.; retail = 6 per 1,000 sq.ft.; hospitals = 2 per 1,000 sq.ft.	Residential = 2 per home
Miscellaneous	The Village of Shiloh's zoning ordinance establishes the existence of a "TOD Overlay Zone" around the Shiloh-Scott MetroLink Station, but provides no details for the overlay district.	Active uses that require grading, construction, or other modifications to the lot are limited to 20% of the lot.

*PCD = Planned Commercial Development, provides greater flexibility in site planning and arrangement of uses for large-scale developments (minimum 5 acres), in return for a more thorough public review/approval process. Generally, overall density and parking levels must match underlying zoning.