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Recommendations & Implementation

Scott Air Force Base
MidAmerica St. Louis Airport
Joint Land Use Study

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Overview

The JLUS document is intended to present a series of tools for minimizing land use conflicts between Scott Air Force Base, MidAmerica St. Louis Airport and the surrounding communities of O’Fallon, Mascoutah, Lebanon, the Village of Shiloh and St. Clair County. The recommendations presented here are the result of a thorough and good-faith effort to assess the existing and foreseeable affects of the joint airfields on the surrounding jurisdictions and to draw from the best practices of other defense and airport communities in the country. All of the entities, including the Air Force and the Airport have the prerogative of reviewing and selecting from among the recommended tools.

The purpose of the JLUS is to present a foundation of land use compatibility strategies to protect the military mission. Communities may choose more rigorous standards above these presented here if they feel it is appropriate to protect the welfare of their citizens. The Working Group evaluated a menu of tools based on such criteria as:

- Feasibility;
- Likely effectiveness;
- Availability of resources for implementation;
- The ability to protect the military mission and installation sustainability;
- The ability to protect the economic health of the region and individual property rights; and
- The overall ability to protect the health, safety , welfare and the quality of life for all local residents

This section is organized into four parts:

1. An overview of available encroachment reduction and communication tools;
2. A description of the JLUS planning areas and recommended land uses and intensities within each area;
3. A prioritized list of feasible action steps to be taken in the region; and
4. Implementation steps organized by responsible entity.

The Appendix includes land use compatibility guidelines, samples of recommended ordinances, and examples of legal agreements.

Overview of Tools

The tools are intended to address a variety of land use, operational and communication issues based on physical proximity to Scott Air Force Base and MidAmerica St. Louis Airport. The tools are strategies to promote compatible development near the two air fields, as well as establish ongoing mechanisms to support communication among all participating stakeholders.

Planning Documents and Policies: As part of this option, local governments include specific language about JLUS coordination as part of any Comprehensive Plan update or small area plans like corridor studies. These plans establish a firm legal basis for the implementation of compatibility actions. The plan can emphasize the relationship between the community and the military, the desire to promote cooperative land use planning such as agricultural conservation and environmental protection, and clear guidelines about appropriate future land use in areas vulnerable to encroachment.

Infrastructure: As part of this strategy, local governments would consider the impacts of both public and private infrastructure installation/extension (e.g. water and sewer facilities) into noise and safety affected areas around Scott AFB and the Airport. New infrastructure can induce or support incompatible growth patterns, such as denser residential development, especially if compatible zoning and land use guidelines are not in place.

A method for ensuring the consistency of infrastructure planning with desired goals of the community and the prevention of future incompatible growth is to link the Comprehensive Plan with the Capital Improvement Plan, the region's Transportation Improvement Plan, and other infrastructure plans.

Consultation: Under this approach, local governments would share information on community development proposals with Scott AFB and MidAmerica St. Louis Airport. Military and airport representatives would make recommendations to the local government based on the potential impacts of the proposed development on the installation or airport.

Regional Advisory Board: The State of Illinois already allows St. Clair County to use eminent domain authority to resolve incompatible land uses around the joint airfield¹. In an attempt to prevent the necessity of this aggressive tool, it is recommended that the affected communities create and adopt a board whose purpose is to review potentially incompatible development applications within a specific geography around Scott AFB. This Board, the Regional Advisory Board (RAB) would provide an interim step to address potentially incompatible land uses while still complying and meeting the spirit of the current Illinois law.

¹ County Air Corridor Protection Act, IL HB 1338, 2003

Members on the RAB would be appointed by local zoning authorities and would convene only when a proposed project is deemed incompatible by Scott AFB. The Board would present an advisory finding to the local jurisdiction responsible for approval of the application. The local authority would then make the final decision, though each jurisdiction may determine that a super-majority of votes is required to proceed with an application that the Board has found to be incompatible.

Memorandum of Understanding: The Memorandum of Understanding (MOU) is a "good faith" document that lays out procedures for communication among affected parties and formalizes collaboration among multiple stakeholders. All participating local governments, Scott AFB and MidAmerica St. Louis Airport would sign a general MOU.

Joint Boundary Agreements: Neighboring jurisdictions may also enter Joint Boundary Agreements to establish an understanding of where future annexations may occur and what land use intensity may be permitted. These agreements help each community produce a comprehensive land use plan that minimizes land use conflicts across jurisdictional lines. These agreements are especially advantageous near airports and military installations where encroachment can have a negative impact on an entire region.

Communications/Information: These tools establish clear mechanisms for information exchange among residents, local governments, and the military. Under this communications option, participating jurisdictions would develop appropriate mechanisms to ensure that residents, developers, businesses, and local decision-makers have adequate information about Air Force and Airport operations, possible impacts on lands surrounding the military installation, procedures to submit comments, and any additional local measures to promote

land use compatibility around the airfields. Examples of communication tools could include:

- Joint creation and distribution with the military of materials explaining base activities and compatibility issues. Governments should use all available media, including posters and web sites to convey the information;
- Post maps on local government websites to assist in identifying properties within designated noise, air safety and planning buffers;
- Create a web site where people can search individual parcels for information on noise or air safety issues/conditions and any easements or special development requirements attached to the property.

Real Estate Disclosure: Disclosure requires the release of information on possible impacts (dust, smoke, noise/vibration, air safety zones) to prospective buyers or renters as part of real estate transactions for properties close to Scott AFB and MidAmerica St. Louis Airport. Having a real estate disclosure ordinance/resolution in place educates individuals about the potential hazards and nuisances of nearby aircraft operations and it allows them to make well-informed decisions about property investment around military uses. Typically, the strongest disclosures take place at the earliest possible point of interaction between the realtor/real estate agent and the interested buyer/renter, such as the initial advertisement or listing of the affected property.

To ensure the full and effective release of information, jurisdictions requiring disclosure would work with the local real estate community to develop standard language on noise and other possible operational impacts. Local governments would implement this tool by adopting a local real estate disclosure

ordinance and seeking the participation of real estate professionals.

Along with adopting a local ordinance to require disclosures, communities can also play a facilitator role by supporting voluntary disclosure in the real estate sector through the use of maps and searchable property database that identify affected properties, which are described in the *Communications/ Information* recommendation above.

Another option is for communities to lobby the state to mandate disclosure for properties affected by noise and air safety concerns around active airfields. Local governments can do this individually or partner together with the East-West Gateway Council of Governments.

Avigation and Noise Easements: An easement is the right granted to a third party to use private real property in a specified manner. An easement may be given, for example, for overhead wires, underground gas lines or roads. A noise or avigation easement is a property right acquired from a land owner that grants the right of military training impacts, including the right to:

- cause noise, vibration, dust, etc.
- ensure unobstructed airspace over the property above a specified height
- restrict or prohibit certain lights, electromagnetic signals, or land uses that could interfere with communications technology and safe aircraft operation.

The easement runs in perpetuity with the deed to the property and protects against lawsuits for military related impacts. Local governments, for example, may establish the granting of a noise easement by the developer as a condition for the approval of a proposed new home subdivision in areas subject to military training impacts. The cities of Mascoutah and O'Fallon

have enabling ordinances to require aviation easements.

Sound Attenuation: Attenuation refers to design and construction practices intended to lower the amount of noise that penetrates the windows, doors, and walls of a building. Local governments can require attenuation as part of building codes for new residential and other noise sensitive construction in certain noise affected areas.

Cluster Developments: Cluster subdivisions are intended to protect landscape features, such as wetlands and wildlife habitat. Local governments would implement a special provision for cluster zoning that recognizes those portions of a parcel within a noise/safety zone as prime candidates for the application of clustering. The site design would set aside areas subject to noise and safety constraints and allow denser, but compatible, development in areas outside of noise and hazard zones. This approach is density-neutral, so it allows the developer to build an equal number of housing units as would otherwise be permitted under conventional zoning.

Height Restrictions: In addition to density and site location, local governments may use zoning controls to regulate the impacts of tall structures such as cell towers on navigable airspace in flight corridors used by the airfields. Regulation would ensure that such structures are properly sited so as not to interfere with safe aircraft operation.

Outdoor Lighting Standards: Outdoor lighting systems, especially lighting associated with billboards, gas stations, major roadways, athletic fields, and large commercial or industrial uses often allow significant light to travel upward into an otherwise darkened sky. The resulting “light pollution” can obscure pilot vision or interfere with the use of night vision training devices. A lighting ordinance that requires fully shielded, cut-off exterior lighting

applications can reduce the excess illumination and thereby improve pilot navigation.

Land Use Regulations: These tools control the densities and placement of land use activities within established noise and safety zones around the base and airport to protect the health, safety, and welfare of the public. These options are intended to accommodate future growth while minimizing the concentrations of people and uses that may trigger conflicts with noise and operations. Since local jurisdictions exercise land use control through zoning, any of the regulatory actions described would be implemented through the established local government legislative process. The Working Group developed a thorough outline of recommended land uses and intensities within specific geographic boundaries, described below.

Planning Areas and Recommendations

Members of the JLUS Working Group established three planning areas in which specific regulations relating to land use, intensity of use, communication and other operational regulations are recommended. Each of the planning areas and its sub-areas are based on proximity to training activities, noise impacts, safety risks, or other operational impacts. Table 16, *Summary of Permitted Intensities by Planning Area*, summarizes the intensity recommendations for permitted uses by planning area. At the end of this section is Table 18, *Planning Area Recommendations*, details all the land use, intensity and communication recommendations for each of these. Figure 21- *Study Area – Planning Influence Area – Protection Zone* shows the physical location of the recommended planning areas.

Table 16: Summary of Permitted Intensities by Planning Area

Planning Area*	Permitted Intensities*		
	Residential	Commercial	Industrial
Approach/ Departure Area	No restrictions other than height limitations		
Planning Influence Area	No restrictions other than height limitations		
Protection Area			
<i>Installation Perimeter Buffer</i>	2 du/acre	Maximum height of 35 feet or 3 stories	
<i>Military Clear Zone</i>	None permitted	None permitted	None permitted
<i>Runway Protection Zone</i>	None permitted	None permitted	None permitted
<i>Military APZ 1</i>	None permitted	Maximum building footprint 8,000 sf and minimum side yard setback of 15 feet. Max. gross acreage coverage of 20%. Strip commercial prohibited and Planned Development approach encouraged	Sliding scale of employment and acreage coverage. Max. gross acreage coverage of 20% with 35 employees per shift. Planned Development approach encouraged
<i>Military APZ 2</i>	Maximum density of 1 dwelling unit per acre. 2 dwelling units per acre may be permitted with a maximum building coverage of 20% per acre.	Maximum building footprint 15,000 sf and minimum side yard setback of 10 feet. Max. gross acreage coverage of 40%. Strip commercial prohibited and Planned Development approach encouraged	Sliding scale of employment and acreage coverage. Max. gross acreage coverage of 40% with 35 employees per shift. Planned Development approach encouraged
<i>Military Noise Contours</i>	Sound attenuation in all noise contours. Residential uses (including hotels) prohibited altogether in 75 dB and above. Additional recommendation to limit density to 1 du per acre in 65-70 dB and prohibit all residential uses including hotels in 70 dB and above.	Sound attenuation in 70 dB and above. Uses prohibited in 80 dB and above.	Sound attenuation in 70 dB and above.
<i>Airport Noise Contours</i>	Sound attenuation in all noise contours. Residential uses (including hotels) prohibited altogether in 75 dB and above. Additional recommendation to limit density to 1 du per acre in 65-70 dB and prohibit all residential uses including hotels in 70 dB and above.	Sound attenuation in 70 dB and above	No restrictions

* properties in multiple areas should comply with the most restrictive intensity

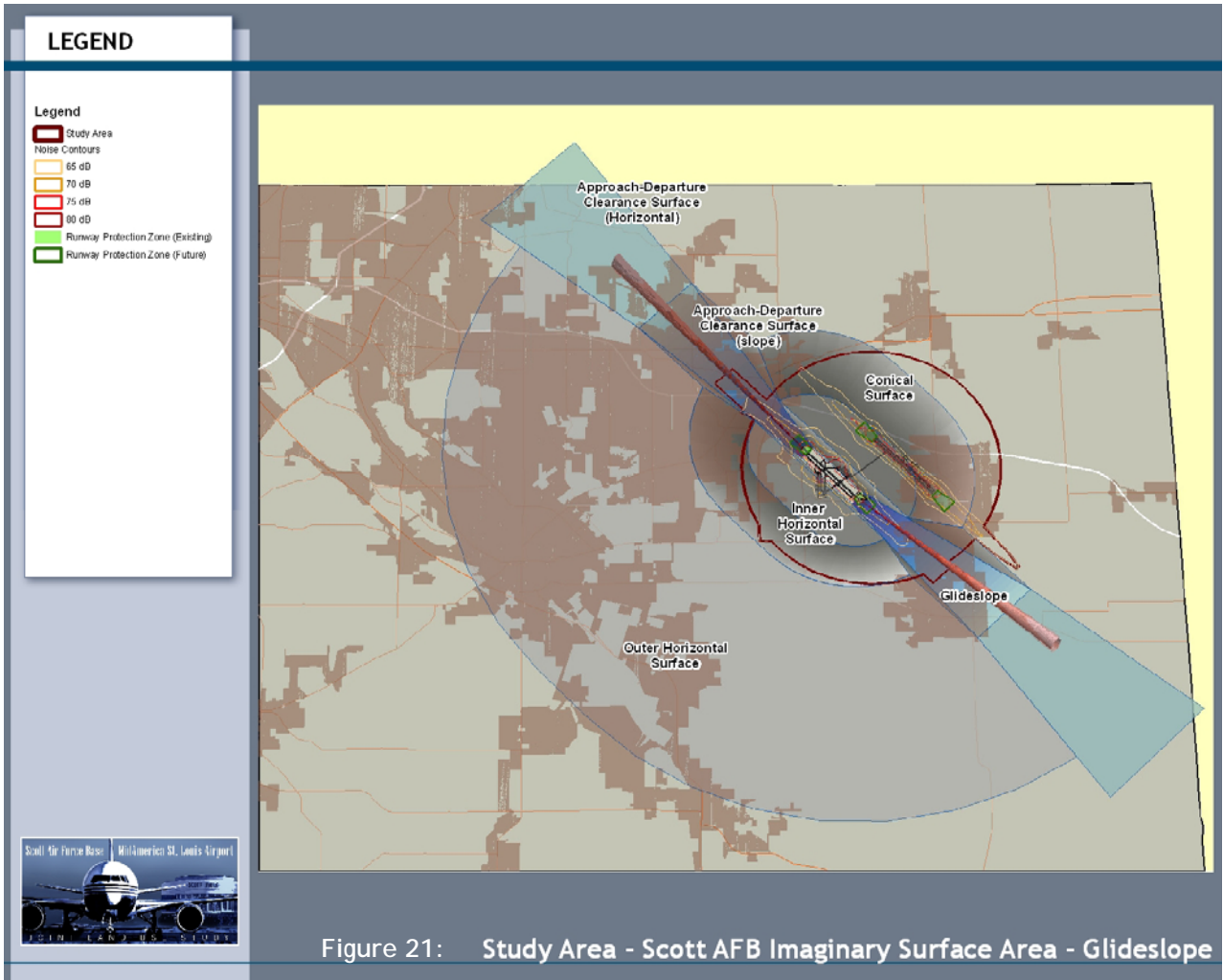


Figure 21: Study Area - Scott AFB Imaginary Surface Area - Glideslope

Approach and Departure Area:

- This area is the land within the approach and departure routes for the two airfields, as shown in the 3D model of the airfield Imaginary Surfaces, described in Part 1.
- The purpose of this area is to protect aircraft operations by limiting the height of airspace intrusions
- Recommendation is to limit structure height to 100 feet within the area. However, structures located within close proximity to the runways pose greater risks to aviators, and should, therefore, comply with the FAA Part 77, *Imaginary Surfaces* height restrictions. Table 17 depicts examples of height restrictions that would apply to adjacent properties within the Approach and Departure Area.

Table 17: Sample Height Restrictions

Distance (ft) from Runway Centerline	Maximum Height*
MidAmerica Approach/ Departure	
500	25
750	38
1,000	50
1,500	75
2,000	100
Scott AFB Approach/ Departure	
1,000	20
1,500	30
2,000	40
2,500	50
3,000	60
3,500	70
4,000	80
4500	90
5,000	100

*measured from runway elevation

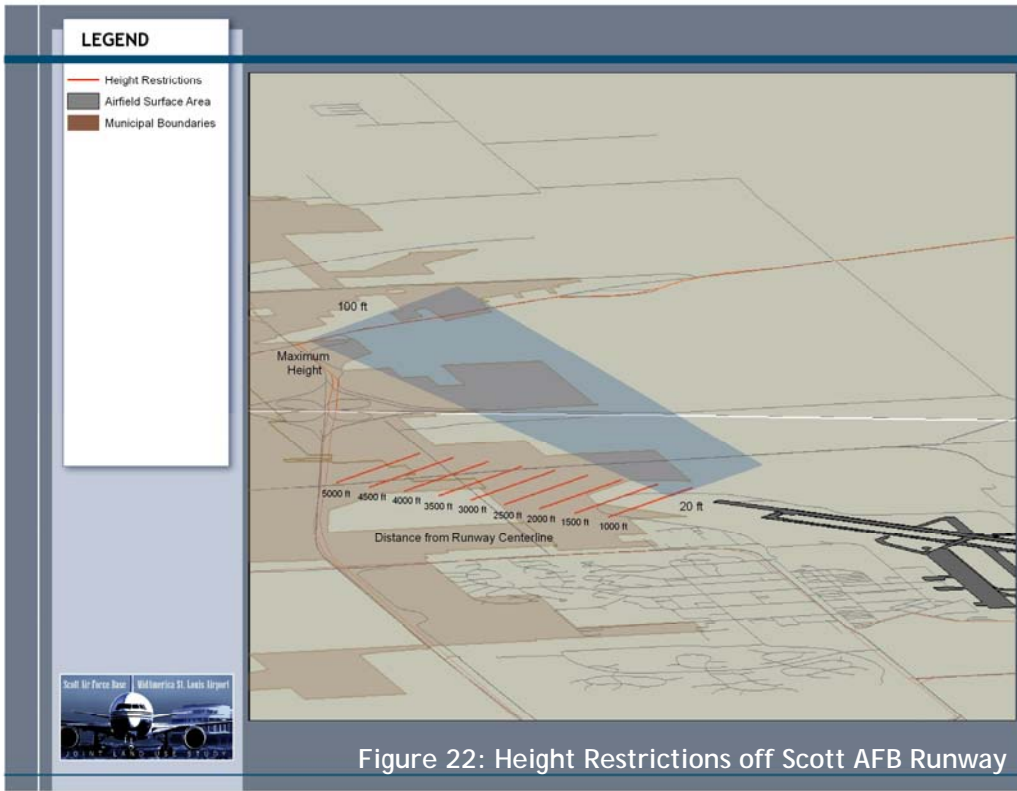


Figure 22: Height Restrictions off Scott AFB Runway

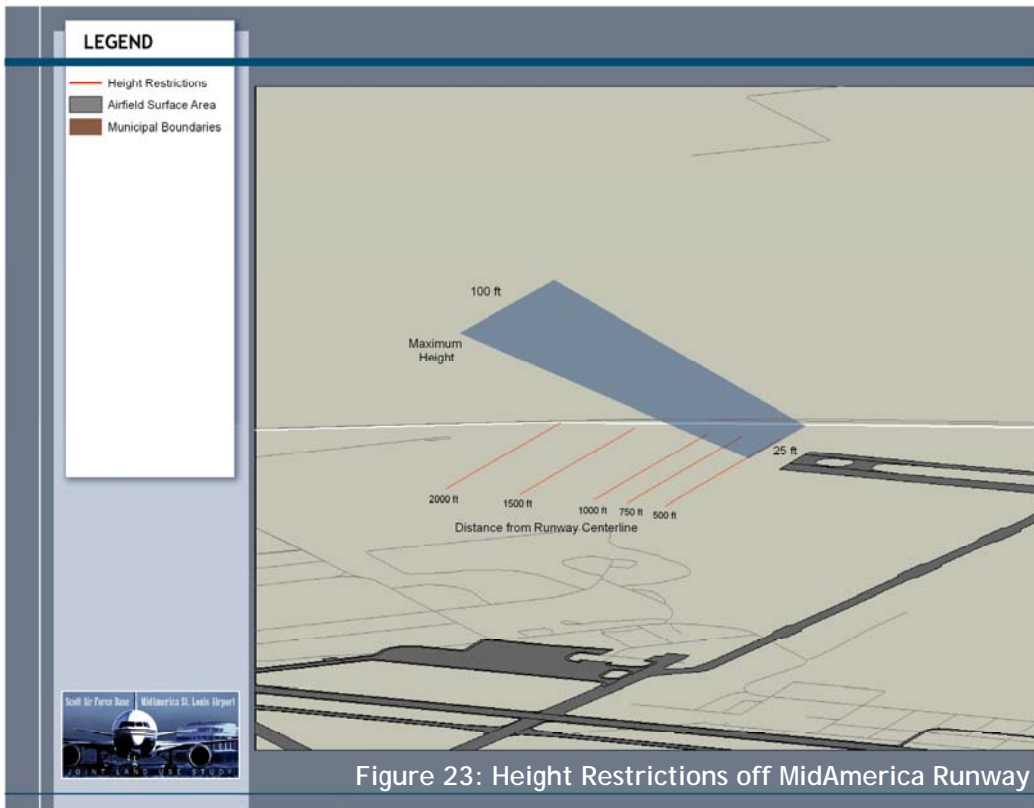


Figure 23: Height Restrictions off MidAmerica Runway

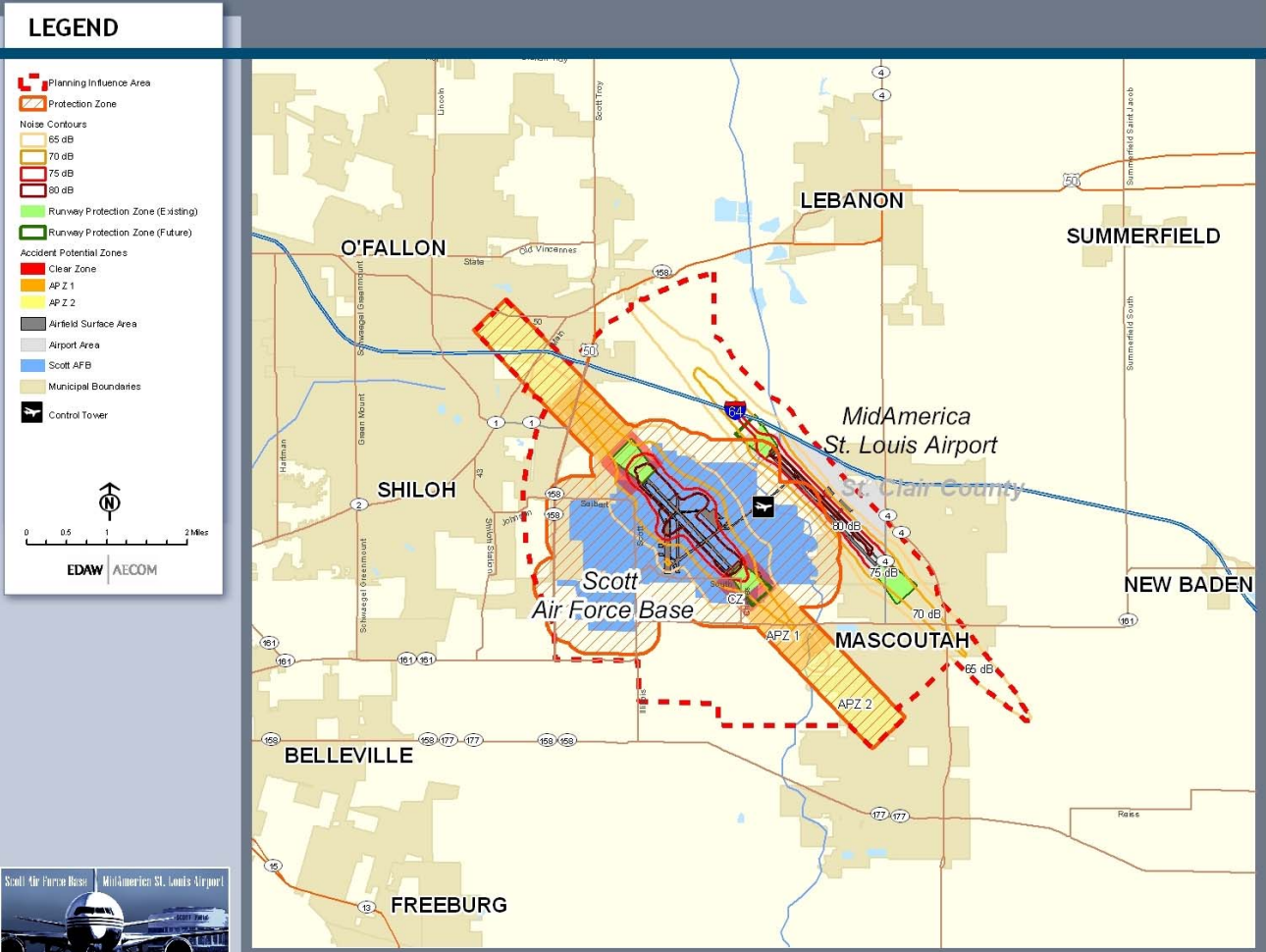


Figure 24: Planning Influence Area - Protection Zone

Planning Influence Area:

- This boundary follows natural and man-made features such as roads to assist local planners and officials in defining its limits.
- The purpose of this boundary is to identify an area for increased coordination and communication among local jurisdictions, the airport and the military. The purpose of this boundary is not to identify areas for reduced densities or development potential. Any recommended development conditions instead function as part of an overlay that allows underlying zoning to continue.
- Recommendations within the Planning Influence Area include:
 - Adopt outdoor lighting requirements. Current lighting ordinances adopted

by surrounding communities do not fully address military dark sky training needs. The International Association of Dark Skies is currently authoring a sample ordinance, but several good examples exist around the country. A lighting ordinance example and a sample of dark sky compliant lighting fixtures are included in the Appendix.

- Limit land uses that pose a higher risk of bird strikes to aircraft. Solid waste landfills, recycling centers, large bodies of open water that are two surface acres or larger should be prohibited.
- Formalize local government communication procedures with Scott AFB with a Memorandum of Understanding.

- Provide development permits, such as zoning applications (except agriculture), major subdivision plats (5 lots or more), major changes to the future land use map, corridor plans, Planned Development and Special Use permit applications to Scott AFB for review and advisory opinion.
- Conduct Joint Boundary Agreements or sign Memoranda of Understanding between neighboring communities.
- Require real estate disclosure of proximity to Scott AFB or Airport to potential buyers.
- Require avigation easements on all major subdivisions or rezoning approvals.
- Height restrictions as delineated by the approach and departure model.

Protection Area:

- The purpose of this boundary is to provide compatible land use planning and increase communication among all affected parties. Communities may wish to explore options for new zoning to allow compatible development.
- The entire Protection Area is divided into several sub-areas based on noise contours, safety and risk zones, and proximity to the base.
- Separate recommendations are made for military and civilian safety and risk zones based on the different requirements for each.
- Some property is included in more than one sub-area. In these cases, both standards should be applied; and if discrepancies exist, the stricter should apply.

Installation Perimeter Buffer Sub-Area:

- This area includes all lands within a 1,500 foot buffer around the perimeter of Scott AFB.
- Recommendations include all measures applicable to the Planning Influence Area plus:
 - Provide land development activity applications to Scott AFB for a compatibility review. Applications include zoning (except agriculture), major subdivision plats (5 or more lots), major changes to the future land use map, corridor plans, Planned Development and Special Use permit applications. If the finding is incompatible, meeting of the Regional Advisory Body is triggered.
 - No structures greater than 3 stories, or 35 feet above ground level, should be permitted.
 - Mobile home parks, multifamily residential, group homes or hotels should not be permitted.
 - Provide a maximum density of two single-family dwelling units per acre.

Military Clear Zone Sub-Area:

- This area includes lands within the north and south Clear Zones off the Scott AFB runway
- Recommendations include all measures for the Planning Influence Area plus:
 - Provide land development activity applications to Scott AFB for a compatibility review. Applications include zoning (except agriculture), major subdivision plats (5 or more lots), major changes to the future land use map, corridor plans, Planned Development and Special Use permit applications. If the finding

is incompatible, meeting of the Regional Advisory Body is triggered.

- No uses shall be permitted within the Clear Zone except roads, underground utilities, agriculture, livestock grazing, and permanent passive open space.

Military APZ 1 Sub-Area:

- This area includes lands within the north and south Accident Potential Zone 1 (APZ 1).
- Recommendations are all measures for the Planning Influence Area plus:
 - Provide land development activity applications to Scott AFB for a compatibility review. Applications include zoning (except agriculture), major subdivision plats (5 lots or more), major changes to the future land use map, corridor plans, Planned Development and Special Use permit applications. If the finding is incompatible, meeting of the Regional Advisory Body is triggered.
 - Manufacturing or above-ground bulk storage of flammable liquids or gases, or other explosive materials should be prohibited.

- No uses should be permitted that emit smoke, steam, gases or projectiles of any type that may interfere with safe aircraft operation.
- The maximum gross acreage coverage for all industrial uses shall be 20% and have no more than 35 employees per shift. A sliding scale of employment density per shift and maximum acreage cover should apply. (See Figure 25 - *Sliding Scale of Industrial Acreage Coverage and Employees in APZ 1*). A Planned Development approach is encouraged to maximize flexibility in layout and guide buildings away from the centerline of the runway.
- The maximum building footprint for all commercial uses including office, business, retail and wholesale trade shall be 8,000 square feet. Strip commercial centers should be explicitly prohibited.
- Prohibit all residential uses, including transient accommodations such as hotels.

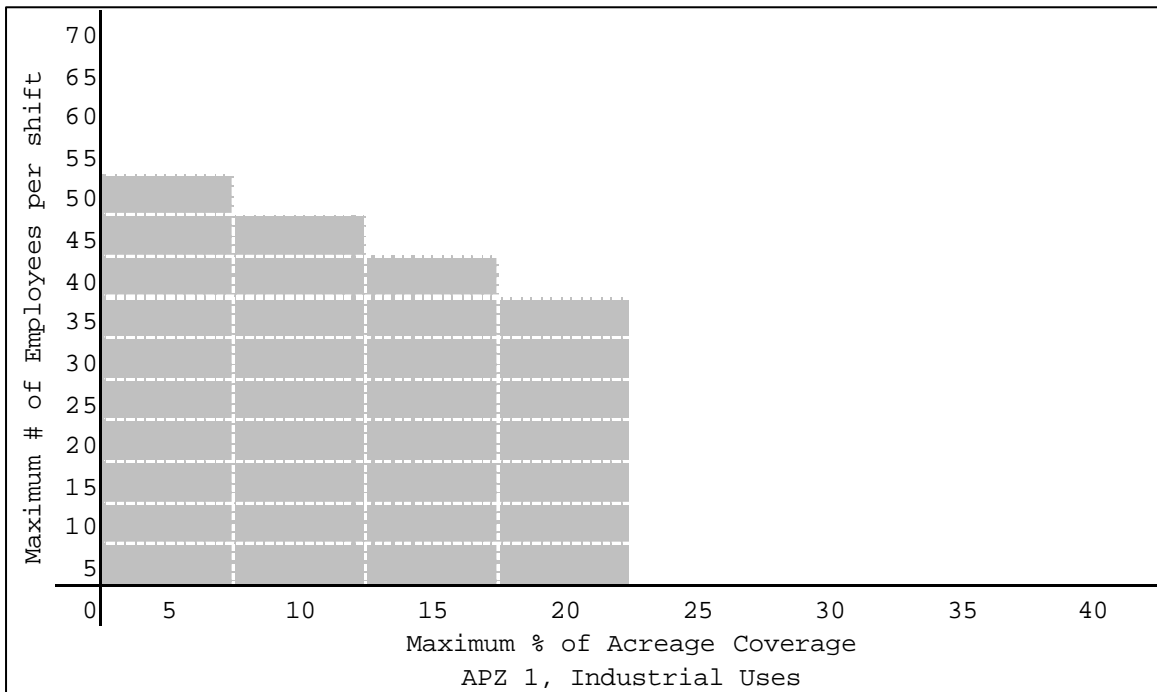


Figure 25: Sliding Scale of Industrial Acreage Coverage and Employees in APZ 1

- Prohibit hospitals and clinics, nursing homes, child care centers, schools, movie theaters and auditoriums, churches and places of worship, sports arenas, restaurants and other places of public assembly.
- Maximum assembly should be limited to 25 people per acre per hour over a 24-hour period, and not more than 50 people per acre at any one time.
- Active park uses and playgrounds, should be prohibited.

Military APZ 2 Sub-Area:

- This area includes lands within the Accident Potential Zone 2 (APZ 2).
- Recommendations are all measures applicable for the Planning Influence Area plus:
 - Provide development applications to Scott AFB for a compatibility review. Applications include zoning (except agriculture), major subdivision plats (5 lots or more), major changes to the future land use map, corridor plans, Planned Development and

Special Use permit applications. If the finding is incompatible, meeting of the Regional Advisory Body is triggered.

- Prohibit the manufacturing of or bulk storage of flammable liquids or gases, or other explosive materials
- No uses should be permitted that emit smoke, steam, gases or projectiles of any type that may interfere with safe aircraft operation.
- The maximum gross acreage coverage should be 40% and have no more than 35 employees per shift. A sliding scale of employment density and maximum acreage cover should apply. (See Figure 26) A Planned Development approach is encouraged to maximize flexibility in layout and guide buildings away from the centerline of the runway.
- The maximum building footprint for all commercial uses including office, business, retail and wholesale trade shall be 15,000 square feet. Strip commercial centers should be explicitly prohibited.

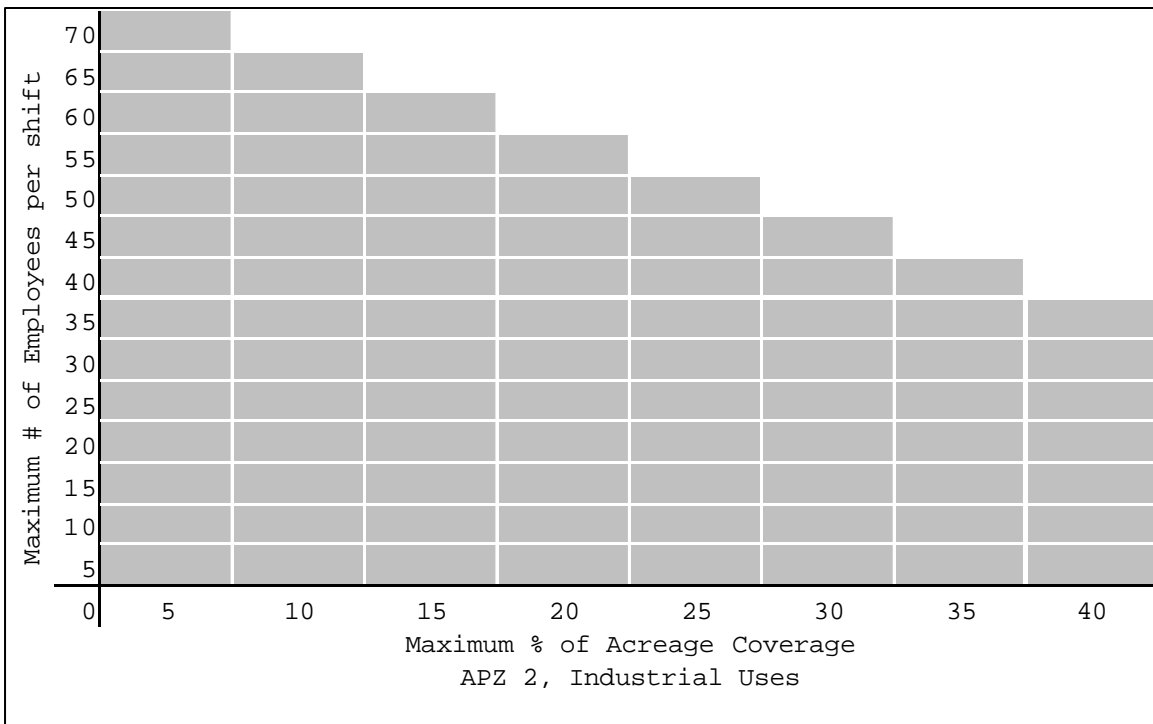


Figure 26: Sliding Scale of Industrial Acreage Coverage and Employees in APZ 2

- Prohibit hospitals and in-patient clinics, nursing homes, child care centers, schools, movie theaters and auditoriums, churches and places of worship, sports arenas, restaurants and other places of public assembly.
- Mobile home parks, multifamily residential, attached single family, group homes, dormitories or hotels should be prohibited.
- Limit single-family developments to a maximum density of one dwelling unit per acre. Two dwelling units per acre may be permitted with a maximum building coverage of 20% per acre.

Military Noise Contour Sub-Area:

- This area includes lands within the Scott AFB 65 L_{dn} Noise Contours (military only).
- Some properties are within an APZ and a noise contour. Recommendations for both sub-areas should apply to these properties.
- Recommendations include all measures for the Planning Influence Area plus:
 - Provide land development activity applications to Scott AFB for a compatibility review. Applications include zoning (except agriculture), major subdivision plats (5 lots or more), major changes to the future land use map, corridor plans, Planned Development and Special Use permit applications. If the finding is incompatible, meeting of the Regional Advisory Body is triggered.
 - Require noise easements to be granted to the local jurisdiction on all major subdivisions and rezoning requests. Require notes on all subsequent subdivision plats that property is near an airport and therefore subject to operational noise impacts.
- Prohibit outdoor amphitheatres and mobile home parks in all noise contours.
- Require noise attenuation standards to achieve indoor to outdoor noise level reduction within portions of industrial structures in Noise Contours 70 and above. The portion of industrial structures where noise attenuation is applicable includes offices and reception areas. When property is located within an APZ and a noise contour, maximum acreage coverage and/or employment densities should be met in addition to noise attenuation measures.
- Require noise attenuation standards to achieve NRL of at least 25 dB on all new commercial construction including office, business, retail and wholesale trade within Noise Contours 70-75. When property is located within an APZ and a noise contour, maximum acreage coverage and/or employment densities should be met in addition to noise attenuation measures.
- When hospitals and clinics, nursing homes, child care centers, schools, movie theaters, auditoriums, churches and places of worship are not prohibited within the APZ, noise attenuation standards should be used to achieve a noise reduction level (NRL) of 25 dB within Noise Contour 65-70 and 30 dB within Noise Contour 70-75. These uses should not be permitted in Noise Contours greater than 75.
- Require noise attenuation standards to achieve NRL of at least 30 dB within the Noise Contours 70-75 and 25 dB within Noise Contours 65-70

- o on all new residential construction, including hotels.
- o Prohibit all residential uses and structures, including hotels within the 75-80 noise contours. All of the property affected by this level of noise is located on base.
- o Consider stricter standards of limiting new residential developments to a maximum density of one dwelling unit per acre within Noise Contour 65-70. Two dwelling units per acre may be permitted with a maximum building coverage of 20% per acre.
- o Consider stricter standards of prohibiting any new residential development including hotels within Noise Contour 70 dB and above.

Civilian Runway Protection Zone:

- This area includes lands within the Runway Protection Zones of the Airport. Most, if not all, of this land is owned by the Airport
- Recommendations include:
 - o No uses shall be permitted within the Runway Protection Zone except roads, underground utilities, agriculture, livestock grazing, and permanent passive open space.

Airport Noise Contour Sub-Area:

- This area includes all lands within the Airport 65 Ldn Noise Contours (civilian only).
- Recommendations within the Airport Noise Area include all measures for the Planning Influence Area plus:
 - o Prohibit outdoor amphitheaters and mobile home parks in all noise contours.
 - o All commercial uses including office, business, retail and wholesale trade

- o within Noise Contours 70-75 should use noise attenuation standards to achieve and NRL of at least 25 dB.
- o For hospitals, clinics, nursing homes, child care centers, schools, movie theaters, auditoriums, churches and places of worship, noise attenuation standards should be used to achieve an NRL of 25 dB within Noise Contour 65-70 and 30 dB within Noise Contour 70-75. These uses should not be permitted in Noise Contours greater than 75.
- o Require noise attenuation standards to achieve an NRL of at least 25 dB within the Noise Contours 65-70 and 30 dB within the Noise Contours 70-75 dB on all new residential construction, including hotels.
- o Prohibit all residential uses, including hotels, within the Noise Contours 70-75 and 75-80. Most of the property affected by the high noise levels within Noise Contours 75-80 is airport-owned.
- o Consider stricter standards of limiting new residential developments to a maximum density of one dwelling unit per acre within Noise Contour 65-70. Two dwelling units per acre may be permitted with a maximum building coverage of 20% per acre.
- o Consider stricter standards of prohibiting any new residential development including hotels within Noise Contour 70 dB and above.

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Table 18, Planning Area Recommendations

GOALS & OBJECTIVES	PROPOSED TOOL	PROPOSED USE RESTRICTIONS	PROPOSED INTENSITIES	NOTES AND OTHER TOOLS	AVAILABLE GUIDANCE
<i>APPROACH AND DEPARTURE AREA</i>					
Limit air space intrusions	Height Restrictions	Towers, antennas, and tall buildings	Height restrictions dependent on location within the Imaginary Surfaces. In general structures under 100 feet in height within the designated 3D modeled air space environment are compatible.		Air Field Imaginary Surfaces
<i>PLANNING INFLUENCE AREA- recommendations apply to all areas within the Planning Influence Area and the Protection Area</i>					
Provide dark skies for training and aviation operations	Lighting Ordinance	None	Require all commercial and industrial lighting, street lights and billboard lighting to illuminate downward and be 100% shielded	The Village of Shiloh and the City of O' Fallon have a lighting ordinance	International Dark Skies Association
Limit bird strike hazards	Land Use Prohibitions	Solid Waste Landfills, Recycling Centers, Open Bodies of Water that are 2 surface acres or larger (unless controlled by a nationally-recognized wildlife program)	None Permitted	USDA, Wildlife Services, National Wildlife Research Center is researching stormwater pond design for best practices.	
Strengthen communication between surrounding communities, Scott AFB and Airport	Communication	None	N/A	Provide land development activity applications to Scott AFB for review and advisory opinion	
Strengthen communication between surrounding communities and Scott AFB	Communication	None	N/A	Formalize the community's communication procedures with Scott AFB with a Memorandum of Understanding.	
Strengthen communication and coordination between neighboring communities	Communication	None	N/A	Enter into a Joint Boundary Agreement with neighboring communities, with emphasis on compatible land use planning around Scott AFB and the Airport	
Notify land owners and potential buyers/renters of proximity to airfields	Real Estate Disclosure	None	N/A	Potential buyers/renters must be notified of proximity to airfields as soon as feasible during real estate transactions.	
Protect existing and future aircraft operations in the vicinity of both air fields	Avigation Easements	None	N/A	Approval of major subdivisions or rezoning requests is contingent upon granting an avigation easement to the City or County. Notes required on all subdivision plats that property is near an airport and therefore subject to operational impacts.	

Table 18, Planning Area Recommendations

GOALS & OBJECTIVES	PROPOSED TOOL	PROPOSED USE RESTRICTIONS	PROPOSED INTENSITIES	NOTES AND OTHER TOOLS	AVAILABLE GUIDANCE
<i>PROTECTION AREA - divided into sub-areas</i>					
<i>Military Installation Perimeter Buffer Sub-Area</i>					
Strengthen communication between surrounding communities, Scott Air Force Base and MidAmerica St. Louis Airport	Communication	None	N/A	Provide land development activity applications to Scott AFB for a compatibility review. If the finding is incompatible, meeting of the Regional Advisory Body is triggered	
Provide secure border around military installation for Anti-Terrorism Force Protection (AT/FP) purposes	Height Restrictions	All Uses	No structures greater than 3 stories, or 35 feet above ground level, shall be permitted	This is more restrictive than the height restrictions proposed over the entire Planning Influence Area stated above	AT/FP guidance
Provide secure border around military installation for Anti-Terrorism Force Protection purposes	Residential Land Use Restrictions	Mobile home parks, multifamily residential, group homes, dormitories or hotels	None Permitted		AT/FP guidance
Limit incompatible development around military installation	Residential Land Use Restrictions	Single-family detached units	Maximum density of 2 dwelling units per acre		
<i>Military Clear Zone Sub-Area</i>					
Strengthen communication between surrounding communities, Scott Air Force Base and MidAmerica St. Louis Airport	Communication	None	N/A	Provide land development activity applications to Scott AFB for a compatibility review. If the finding is incompatible, meeting of the Regional Advisory Body is triggered	
Eliminate exposure of built safety risks to aviators within the Clear Zone	Land Use Restrictions	No uses shall be permitted within the Clear Zone except roads, underground utilities, agriculture, livestock grazing, and permanent passive open space	N/A		1981 DoD Guidelines prohibit all uses except roads, utilities, agriculture, livestock grazing, and permanent open space
<i>Military APZ 1 Sub-Area</i>					
Strengthen communication between surrounding communities, Scott Air Force Base and MidAmerica St. Louis Airport	Communication	None	N/A	Provide land development activity applications to Scott AFB for a compatibility review. If the finding is incompatible, meeting of the Regional Advisory Body is triggered	
Limit safety exposure risks within APZ 1 by prohibiting above-ground bulk storage of flammable liquids or gases, or other explosive materials	Prohibit Land Uses	Manufacturing or above-ground bulk storage of flammable liquids or gases, or other explosive materials. These users are usually grouped within the Heavy Industrial land use category	None Permitted		1981 DoD Guidelines, AICUZ Managers Handbook and various local zoning codes from across the country

Table 18, Planning Area Recommendations

GOALS & OBJECTIVES	PROPOSED TOOL	PROPOSED USE RESTRICTIONS	PROPOSED INTENSITIES	NOTES AND OTHER TOOLS	AVAILABLE GUIDANCE
<i>Military APZ 1 Sub-Area, continued</i>					
Limit number of people exposed to safety risks in APZ 1	Industrial Land Use Maximum Lot Coverage and Employment Densities	All industrial uses including manufacturing, distribution, and warehousing.	No uses shall be permitted that emit smoke, steam, gases or projectiles of any type that may interfere with safe aircraft operation. Within APZ 1, the maximum gross acreage coverage shall be 20% and have no more than 35 employees per shift. (See sliding scale graphic). A Planned Development approach is encouraged to maximize flexibility in layout and guide buildings away from the centerline of the runway.		AICUZ Project Manager's Guidebook suggests maximum lot coverage for non-residential uses be 20% and only 1 story. City of Aurora, CO has a sliding scale of employment density dependent on lot coverage and proximity to runway
Limit number of people exposed to safety risks in APZ 1	Commercial Land Use Maximum Building Footprint	All commercial uses including office, business, retail and wholesale trade.	Within APZ 1, the maximum building footprint shall be 8,000 square feet (this is roughly 20% of an acre). Side yard setback should be a minimum 15 feet, with portion of the building or permanent structure encroaching into the side yard. Strip commercial centers are prohibited, and a Planned Development approach should be encouraged.		AICUZ Project Manager's Guidebook suggests maximum lot coverage for non-residential uses be 20% and only 1 story
Limit safety exposure risks within APZ 1 by prohibiting uses that congregate large numbers of people or host people who have limited resources to respond to emergency situations	Prohibit Land Uses	Hospitals and clinics, nursing homes, child care centers, schools, movie theaters and auditoriums, churches and places of worship, sports arenas, restaurants and other places of public assembly	None Permitted	Appoint a representative from the school board to the County Planning Commission	1981 DoD Guidelines prohibit all of these uses
Limit number of people exposed to safety risks within APZ 1	Residential Land Use Restrictions	Mobile home parks, multifamily residential, attached single family, detached single-family, group homes, dormitories or hotels	None Permitted		No residential uses in APZ 1 per 1981 DoD guidelines
Limit the number of children exposed to safety risks within APZ 1	Recreational Land Use Restrictions	Playgrounds and active uses within parks	Active park uses and playgrounds, either municipal or within private developments, shall be prohibited within APZ 1		1981 DoD Guidelines prohibit playgrounds and neighborhood parks in APZ 1
<i>Military APZ 2 Sub-Area</i>					
Strengthen communication between surrounding communities, Scott Air Force Base and MidAmerica St. Louis Airport	Communication	None	N/A	Provide land development activity applications to Scott AFB for a compatibility review. If the finding is incompatible, meeting of the Regional Advisory Body is triggered	
Limit safety exposure risks within APZ 2 by prohibiting above-ground bulk storage of flammable liquids or gases, or other explosive materials	Prohibit Land Uses	Manufacturing or above-ground bulk storage of flammable liquids or gases, or other explosive materials. These users are usually grouped within the Heavy Industrial land use category	None Permitted		1981 DoD Guidelines, AICUZ Managers Handbook and various local zoning codes from across the country

Table 18, Planning Area Recommendations

GOALS & OBJECTIVES	PROPOSED TOOL	PROPOSED USE RESTRICTIONS	PROPOSED INTENSITIES	NOTES AND OTHER TOOLS	AVAILABLE GUIDANCE
<i>Military APZ 2 Sub-Area, continued</i>					
Limit number of people exposed to safety risks in APZ 2	Industrial Land Use Maximum Lot Coverage and Employment Densities	All industrial uses including manufacturing, distribution, and warehousing	No uses shall be permitted that emit smoke, steam, gases or projectiles of any kind that may interfere with safe aircraft operation. Within APZ 2, the maximum gross acreage coverage shall be 40% and have no more than 35 employees per shift. (See sliding scale graphic). Side yard setback should be a minimum 10 feet, with portion of the building or permanent structure encroaching into the side yard. A Planned Development approach is encouraged to maximize flexibility in layout and guide buildings away from the centerline of the runway.		AICUZ Project Manager's Guidebook suggests maximum lot coverage for non-residential uses should be 20% and should only be one story. City of Aurora, Colorado has a sliding scale of employment density dependent on lot coverage and proximity to runway
Limit number of people exposed to safety risks in APZ 2	Commercial Land Use Maximum Building Footprint	All commercial uses including office, business, retail and wholesale trade	Within APZ 2, the maximum building footprint shall be 15,000 square feet (this is roughly 35% of an acre). Side yard setback should be a minimum 10 feet, with portion of the building or permanent structure encroaching into the side yard. Strip commercial centers are prohibited, and a Planned Development approach should be encouraged.		AICUZ Project Manager's Guidebook suggests maximum lot coverage for non-residential uses should be 20% and should only be one story
Limit safety exposure risks within APZ 2 by prohibiting uses that congregate large numbers of people or host people who have limited resources to respond to emergency situations	Prohibit Land Uses	Hospitals and in-patient clinics, nursing homes, child care centers, schools, movie theaters and auditoriums, churches and places of worship, sports arenas, restaurants and other places of public assembly	None Permitted	Appoint a representative from the school board to the County Planning Commission	1981 DoD Guidelines prohibit all of these uses
Limit number of people exposed to safety risks within APZ 2	Residential Land Use Restrictions	Mobile home parks, multifamily residential, attached single family, group homes, dormitories or hotels	None Permitted		No Multifamily, attached residential, group quarters, residential hotels or mobile home parks permitted per 1981 DoD guidelines
Limit number of people exposed to safety risks within APZ 2	Residential Land Use Restrictions	Single-family detached units	Maximum density of 1 dwelling unit per acre in APZ 2. 2 dwelling units per acre may be permitted with a maximum building coverage of 20% per acre.		1-2 du per acre in APZ 2 only per 1981 DoD guidelines

Table 18, Planning Area Recommendations

GOALS & OBJECTIVES	PROPOSED TOOL	PROPOSED USE RESTRICTIONS	PROPOSED INTENSITIES	NOTES AND OTHER TOOLS	AVAILABLE GUIDANCE
<i>Military Noise Contour Sub-Area - some properties are in both an APZ and a Noise Contour, so both requirements should apply</i>					
Strengthen communication between surrounding communities, Scott Air Force Base and MidAmerica St. Louis Airport	Communication	None	N/A	Provide land development activity applications to Scott AFB for a compatibility review. If the finding is incompatible, meeting of the Regional Advisory Body is triggered	
Protect existing and future aircraft operations in the vicinity of both air fields	Noise Easements	None	N/A	Approval of major subdivisions or rezoning request contingent upon granting noise easement to the jurisdiction. Notes required on subdivision plats that property is near an airport and subject to operational noise impacts.	
Minimize the number of people exposed to noise within all Noise Contours	Prohibit Land Uses	Outdoor amphitheatres and mobile home parks	None permitted in any noise contour		FICUN Guidelines
Minimize noise exposure to industrial uses within Noise Contours 70 and above	Industrial Noise Attenuation Building Standards	Portions of industrial structures such as offices and reception areas should include noise attenuation	Noise attenuation standards to achieve outdoor to indoor Noise Level Reductions in portions of industrial structures		AICUZ Program Manager's Guide, US Air Force 1999
Minimize noise exposure to all commercial uses within Noise Contours 70-75	Commercial Noise Attenuation Building Standards	All commercial uses including office, business, retail and wholesale trade	Noise attenuation standards to achieve outdoor to indoor Noise Level Reductions of at least 25 dB	When property is also within an APZ and a noise contour, both standards should be met	FICUN Guidelines
Minimize noise exposure to noise-sensitive uses where a quiet environment is typically expected within all Noise Contours	Commercial Noise Attenuation Building Standards	Hospitals and clinics, nursing homes, child care centers, schools, movie theaters and auditoriums and churches and places of worship	When not prohibited within the APZ, noise attenuation standards should be used to achieve an NRL of 25 dB within Noise Contour 65-70 and 30 dB within Noise Contour 70-75. These uses should not be permitted in Noise Contours greater than 75		FICUN Guidelines
Minimize indoor noise levels for new residential construction within the Noise Contours 65-70	Residential Noise Attenuation Building Standards	All residential uses and structures, including hotels	Noise attenuation standards to achieve outdoor to indoor Noise Level Reductions of at least 25 dB	When property is located within an APZ and a noise contour, residential densities should meet the recommendations above <i>and</i> include noise attenuation measures	FICUN Guidelines discourages any residential uses in this noise contour area
Minimize indoor noise levels for new residential construction within the Noise Contours 70-75	Residential Noise Attenuation Building Standards	All residential uses and structures, including hotels	Noise attenuation standards to achieve outdoor to indoor Noise Level Reductions of at least 30 dB	When property is located within an APZ and a noise contour, residential densities should meet the recommendations above <i>and</i> include noise attenuation measures	FICUN Guidelines <i>strongly</i> discourages any residential uses in this noise contour area
Prohibit residential exposure to noise within the Noise Contours 75-80	Land Use Restrictions	All residential uses and structures, including hotels	None permitted	All 75-80 property is located on-base	FICUN Guidelines

Table 18, Planning Area Recommendations

GOALS & OBJECTIVES	PROPOSED TOOL	PROPOSED USE RESTRICTIONS	PROPOSED INTENSITIES	NOTES AND OTHER TOOLS	AVAILABLE GUIDANCE
<i>Civilian Runway Protection Zone Sub-Area</i>					
Eliminate exposure of built safety risks to aviators within the Runway Protection Zone	Land Use Restrictions	No uses shall be permitted within the Runway Protection Zone except roads, underground utilities, agriculture, livestock grazing, and permanent passive open space	N/A	Most, if not all of the Runway Protection Zone is owned by the Airport	
<i>Airport Noise Contour Sub-Area</i>					
Minimize the number of people exposed to noise	Prohibit Land Uses	Outdoor amphitheaters and mobile home parks	None permitted in any noise contour		FAA Part 150 Land Use Compatibility Table, Appendix 1
Minimize noise exposure to all commercial uses within Noise Contours 70-75	Commercial Noise Attenuation Building Standards	All commercial uses including office, business, retail and wholesale trade	Noise attenuation standards to achieve Noise Level Reductions of at least 25 dB		FAA Part 150 Land Use Compatibility Table
Minimize noise exposure to noise-sensitive uses where a quiet environment is typically expected within all Noise Contours	Commercial Noise Attenuation Building Standards	Hospitals and clinics, nursing homes, child care centers, schools, movie theaters and auditoriums and churches and places of worship	Noise attenuation standards should be used to achieve an NRL of 25 dB within Noise Contour 65-70 and 30 dB within Noise Contour 70-75. These uses should not be permitted in Noise Contours greater than 75.		FAA Part 150 Land Use Compatibility Table
Prohibit residential exposure to noise within the Noise Contours 75-80	Residential Land Use Restrictions	All residential uses and structures, including hotels	None permitted	Property affected by this Noise Contour is mostly Airport-owned	FAA Part 150 Land Use Compatibility Table
Minimize indoor noise levels for new residential construction within the Noise Contours 70-75	Residential Noise Attenuation Building Standards	All residential uses and structures, including hotels	Noise attenuation standards to achieve outdoor to indoor Noise Level Reductions of at least 30 dB	Consider prohibiting residential uses within this noise contour, see following recommendation	FICUN Guidelines <i>strongly</i> discourages any residential uses in this noise contour area. FAA Part 150 Land Use Compatibility Table recommends indoor noise level reductions
Limit residential exposure to the higher noise levels within Noise Contours 70-75	Residential Land Use Restrictions	All residential uses and structures, including hotels	None permitted	In lieu of or in addition to recommendation above	FICUN Guidelines <i>strongly</i> discourages any residential uses in this noise contour area. FAA Part 150 recommends indoor noise level reductions
Minimize indoor noise levels for new residential construction within the Noise Contours 65-70	Residential Noise Attenuation Building Standards	All residential uses and structures, including hotels	Noise attenuation standards to achieve outdoor to indoor Noise Level Reductions of at least 25 dB	Consider limiting number of residential units within this noise contour, see following recommendation	FICUN Guidelines discourages any residential uses in this noise contour area. FAA Part 150 recommends indoor noise level reductions
Limit residential exposure to the higher noise levels within Noise Contours 65-70	Residential Land Use Restrictions	All residential uses and structures, including hotels	Maximum density of 1 dwelling unit per acre. 2 dwelling units per acre may be permitted with a maximum building coverage of 20% per acre.	In lieu of or in addition to recommendation above	FICUN Guidelines discourages any residential uses in this noise contour area. FAA Part 150 recommends indoor noise level reductions

Prioritized List of Feasible Encroachment Reduction Measures

Most of the surrounding communities have adopted some of the best compatibility practices available to defense communities throughout the country. A review of current measures, however, indicates critical gaps in the region’s encroachment reduction approach, both in the form of geographic areas that remain unregulated and/or existing policies that require stronger provisions.

The following is a list of feasible, near-term measures developed on the basis of the planning team’s compatibility findings and feedback from area stakeholders and officials.

1. Adopt and Ratify the Regional Advisory Board

During the JLUS process, locally elected officials agreed to the value of a Regional Advisory Board (RAB) to coordinate and review land use decisions around Scott AFB and MidAmerica St. Louis Airport. The RAB will consist of one policy-maker from each of the following entities:

- Scott AFB
- St. Clair County
- The Village of Shiloh
- The City of Mascoutah
- The City of O’Fallon

The trigger for convening the RAB will be a finding by the Air Force that approval of a development application is incompatible (based on AICUZ guidance) in the Protection Zone as defined above in the Planning Areas section. The RAB will act as a strictly advisory body. However, local governments may consider adopting a provision that requires a super-majority vote from the local legislative body to

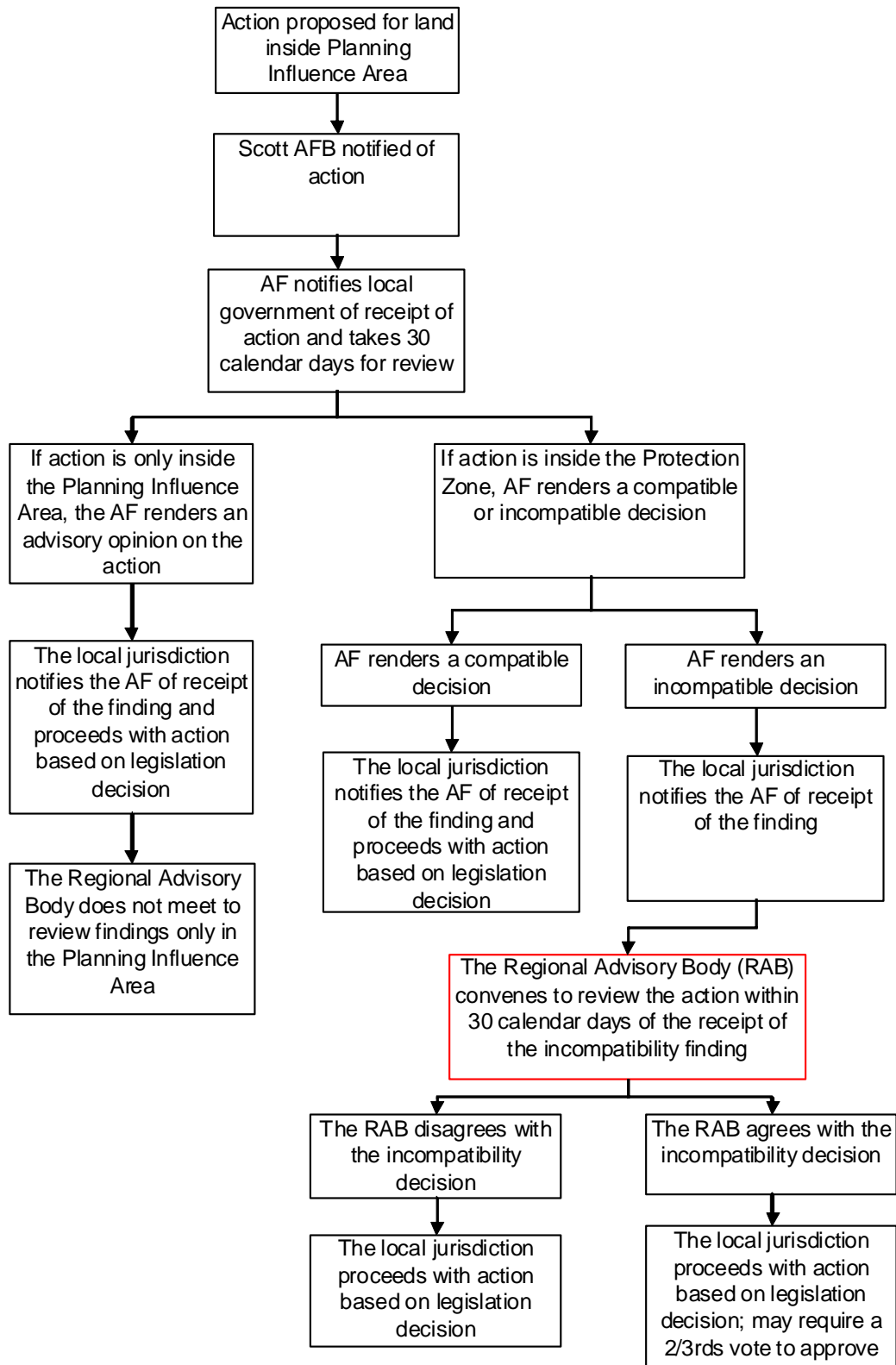
approve an application after the RAB has found it to be incompatible.

The process for a development application within the Protection Zone would follow this process: (See Figure 27)

- The local governments will notify the Air Force of those actions (rezonings, subdivisions, development proposals, changes in the future land use, etc.) inside the Planning Influence Area.
- The Air Force will review these actions within a 30 calendar day period and render an advisory opinion on those actions only inside the Planning Influence Area and a compatible/incompatible decision for those actions inside the smaller Protection Zone.
- If the Air Force finds an application within the Protection Area to be incompatible, the RAB will meet within a 30 calendar day period following an incompatible finding. The Air Force has agreed to provide administrative support for the scheduling of the RAB meeting and the distribution of necessary background materials.
- The RAB will render a finding, which the local government shall consider. The local government should not make a final decision without first receiving the finding from the RAB.

Note that as currently defined, the RAB would only meet to review those actions that draw an incompatible finding from the Air Force inside the Protection Zone. It is the conclusion of the Policy Committee to begin with this narrower area of review and to consider expansion of the review to the broader Planning Influence Area at a later time.

Figure 27: Process Chart for the Regional Advisory Board Review



2. Update Zoning Codes to Include JLUS Planning Areas with Recommended Land Uses and Intensities

Through the JLUS planning process, committee members established several planning boundaries with the intent to make specific recommendations for regulations and policies. These boundaries and recommendations are described above in the Planning Areas section. The purpose of these boundaries, especially when recommendations include land use controls, is to closely link regulations to specific impacts experienced in those areas. The purpose of the JLUS is to lay out a foundation of land use compatibility strategies on which to build local jurisdictional planning efforts around the base and airport. The adoption of clear and regionally consistent criteria to assess compatibility will make for sounder and more predictable land use decision-making.

Since jurisdictions vary in the level and type of operational impact, an itemized list of action steps to be taken by each community is included in the following section. Jurisdictions with existing codes that are more stringent may choose to maintain current standards. The adoption of the planning areas into the zoning code will help address some of the potential areas of encroachment concern identified in Part One of this document. Those areas are:

- Undeveloped property in the City of O’Fallon along Hwy 50
- Undeveloped property along IL 158 near Scott AFB (this is in multiple jurisdictions)
- Property along Maple Street near the intersection with IL 158 in the Village of Shiloh
- Property along IL 161 designated for industrial and Scott AFB-related uses in the City of Mascoutah and St. Clair County

- Commercial property at the intersection of West Fuesser Road and North 6th Street in the City of Mascoutah
- Commercial and industrial property along Route 4 in the City of Mascoutah
- Future development around the proposed Reider Road interchange in the City of O’Fallon and St. Clair County

3. Adopt or Update Outdoor Lighting Ordinances

Continued community growth, particularly along Interstate 64, IL-158, Highway 50 and Route 4 in the vicinity of Scott AFB and MidAmerica St. Louis Airport will continue to flood the night sky with light pollution from over-lighting and unshielded lighting. Light pollution adversely affects night vision device (NVD) operation and could curtail future night time training and readiness activities at the base. Regulations that minimize interference with the NVD environment do not require the strict prohibition of exterior lighting or the complete replacement of existing lighting fixtures. Instead, regulations focus on the installation of less intrusive lighting applications either for new development or as part of the routine maintenance/replacement of public utilities.

The supporting Appendix contains a model lighting ordinance that requires fully shielded lighting applications for new nonresidential uses. The ordinance is a prescriptive-based code that regulates the installation of new lighting systems, modifications to existing lighting systems or the replacement of lighting fixtures for non-residential uses, common residential areas and street lights. Also included in the Appendix is a list of light fixtures that meet dark-sky standards.

Local communities and Scott AFB should work closely with IDOT on the design and installation of lighting along I-64, especially at the new

potential interchange at Reider Road. Other interchanges in the area such as Exits 19 and 23 may be candidates for dark-sky approved lighting fixtures when existing fixtures need to be repaired or replaced.

4. Encourage Planned Developments Wherever Feasible

Because property around military installations and airfields can have special needs, using the planned development process often results in a better overall project. The planned development process's flexibility allows a developer to create a tailored site design and program to address the impacts from nearby military or aircraft operations. Environmental considerations, land uses, lot coverage, height concerns and lighting design can all be addressed through the planned development process while ensuring that the land owner creates a successful and profitable development.

While large scale projects are more apt to use the planned development process, smaller developments should also be encouraged to use this flexible design process. Some local codes require a minimum lot size for planned developments, thereby limiting the ability to use this tool. In these cases, local jurisdictions may wish to implement a Special Permit application process required for all developments in close proximity to the military installation and airport, so that incremental development is beneficial to the entire region.

5. Adopt Height Restrictions

Airspace intrusions can limit aircraft maneuverability and affect military training. Although FCC regulations apply to all communication towers, additional recommendations are to limit height of towers and structures to 100 feet within the planning areas.

The approach and departure zones for each airfield are especially sensitive to airspace intrusions. These zones and all of the Airfield

Imaginary Surfaces as defined by the FAA are incorporated in the 3-D Geographic Information Systems (GIS) model included in the JLUS.

6. Update and/or Adopt Noise Attenuations Standards In Building Codes

While residential encroachment in areas impacted by significant levels of aircraft noise can be controlled through comprehensive planning and zoning, another technique to reduce the effects of aircraft noise on people is to establish sound attenuation requirements for new construction. Typically the sound attenuation requirements are incorporated into the Building Code² of the affected jurisdiction(s).

Most building code regulations are developed to protect the public safety and welfare. Controlling noise involves public welfare because sleep, communication, and psychological factors are involved. Therefore, the incorporation of noise attenuation standards into local building codes for noise-sensitive land uses is a valid means of protecting the public welfare. Combined with zoning, noise insulation standards offer a means of achieving land use compatibility in areas exposed to high levels of noise without causing any undue disruption to existing land use and future plans.

This recommendation presents general construction requirements/techniques to achieve noise level reductions and information related to the cost of new construction with and without additional sound attenuation. A draft amendment to the International Code Council's 2003 International Building Code to require sound attenuation of new or redeveloped is included in the Appendix.

² The cities of O'Fallon, Shiloh, and Mascoutah have all adopted the International Code Council's 2003 International Building Code.

Table 19: General Construction Requirements to Achieve 25 dB Noise Level Reduction

Element	Location	STC	Requirement
Exterior walls	All perimeter walls	39	2 x 4 stud wall required with 5/8-inch exterior sheathing and 5/8-inch gypsumboard or plaster interior
Exterior walls	All perimeter walls		Insulation grade R-9 required
Exterior walls	All perimeter walls		No thru-wall HVAC
Windows	All habitable rooms	30	Stucco, brick, or siding homes - STC 30
Windows	All bedrooms		Window area max. 20% of floor area
Exterior doors	All doors to house	28	1-3/4-inch prime solid-core wood or insulated metal
Exterior doors	All doors to house		No thru-door openings
Roof construction	Entire house	39	Rafter depth 6 inches or more
Attic and kneewall	Vented attic and pitched roof		Insulation grade R-19 required
Ceiling	All habitable rooms	28	1/2-inch-thick gypsumboard or plaster
Ceiling under roof	All habitable rooms		Skylights STC-28
Floor	Over crawl space		Max vent area 2% of floor area
Ventilation	Entire house		Fresh air requirements met with windows and doors closed
Ventilation	Kitchen		Baffle vents to exterior
Ventilation	Attic		Code Minimum Number Gravity Vents

General Construction Requirements to Achieve Noise Level Reductions in Airport

Tables 19 through 21 provide a summary of general construction requirements to achieve specific noise level reductions and the Sound Transmission Class (STC)³ of various types of building construction elements.

These tables were reproduced from a study prepared by Wyle Research and Consulting for Wright-Patterson Air Force Base. It should be noted that a structure can be designed to achieve the maximum acceptable interior noise

level from exterior sources in many ways. Construction methods should be chosen by the builder, subject to other building and safety regulations.

³ Sound Transmission Class (STC) - Sound transmission class (STC) is a single number rating of the sound transmission loss (the reduction of sound energy passing through a building material) of a wall or structure which attempts which attempts to account for the variation in transmission loss with frequency.

Table 20: General Construction Requirements to Achieve 30 dB Noise Level Reduction

Element	Location	STC	Requirement
Exterior walls	All perimeter walls	44	2 x 4 stud wall required with 5/8-inch exterior sheathing and 5/8-inch gypsumboard or plaster interior
Exterior walls	All perimeter walls		Interior walls resiliently mounted
Exterior walls	All perimeter walls		Insulation grade R-11 required
Exterior walls	All perimeter walls		No thru-wall HVAC
Windows	All habitable rooms	36/40	Stucco or brick homes - STC 36; siding homes - STC 40
Windows	All bedrooms		Window area max. 20% of floor area
Exterior doors	All doors to house	35	1-3/4-inch prime and storm door
Exterior doors	All doors to house		No thru-door openings
Roof construction	Entire house	44	Rafter depth 6 inches or more
Attic and kneewall	Vented attic and pitched roof		Insulation grade R-19 required
Ceiling	Habitable rooms under pitched roof with attic	44	5/8-inch-thick gypsumboard or plaster
Ceiling under roof	All habitable rooms		No skylights
Floor	Lowest occupied rooms	49	Slab or enclosed basement/crawlspace
Floor	Over crawl space		Insulation grade R-9 required
Ventilation	Entire house		Fresh air requirements met with windows and doors closed
Ventilation	Kitchen		Baffle vents to exterior
Ventilation	Attic		No gravity vents
Miscellaneous	All habitable rooms		No vented fireplaces

Table 21: General Construction Requirements to Achieve 35 dB Noise Level Reduction

Element	Location	STC	Requirement
Exterior walls	All perimeter walls	49	2 x 4 staggered stud wall required with 5/8-inch exterior sheathing and sealed top and bottom and 1-inch gypsumboard or plaster interior
Exterior walls	All perimeter walls		Interior wall not rigidly connected to exterior wall studs
Exterior walls	All perimeter walls		Insulation grade R-11 required
Exterior walls	All perimeter walls		No thru-wall HVAC
Windows	All habitable rooms	40/24	Brick homes - STC 40; stucco or siding homes - STC 42
Windows	All bedrooms		Window area max. 20% of floor area
Exterior doors	All doors to house	38	1-3/4-inch prime and storm door
Exterior doors	All doors to house		No thru-door openings
Roof construction	Entire house	49	Rafter depth 6 inches or more
Attic and kneewall	Vented attic		Insulation grade R-30 required
Ceiling	Habitable rooms under cathedral ceiling, flat or pitched roof without attic		Resilient ceiling attachment
Ceiling	All habitable rooms		1-inch-thick gypsumboard or plaster
Ceiling under roof	All habitable rooms		No skylights
Floor	Lowest occupied rooms	49	Slab or enclosed basement/crawlspace
Floor	Over crawl space		Insulation grade R-11 required
Ventilation	Entire house		Fresh air requirements met with windows and doors closed
Ventilation	Kitchen		No vents direct to exterior
Ventilation	Attic		No gravity vents
Miscellaneous	All habitable rooms		No vented fireplaces

Cost Implications for New Construction

The cost to build a new home with additional sound attenuation is usually slightly higher than the cost to build a standard home. Variables that affect the cost of building a sound attenuated home versus a standard home include home design, availability and cost of construction materials, climate, desired exterior to interior noise level reduction (NLR), and local construction techniques. While some design considerations (e.g., locating bedrooms away from potential noise sources) have no cost associated with them other design considerations (e.g., using double or triple pane windows) have obvious cost implications. While costs will vary on a case by case basis it is estimated that the cost of constructing a sound attenuated home in the environs of Scott Air Force Base/MidAmerica St. Louis Airport would be between \$5,000 and \$10,000 more than constructing a standard home assuming a desired NLR of 25 decibels.

7. Require Avigation and Noise Easements on Major Subdivisions and/or Rezoning

Expansion of the Scott AFB mission and MidAmerica St. Louis expands air operations, will result in additional economic activity and therefore regional growth. The continued viability of the base and Airport is dependant on compatible development and a cooperative nearby landowners. Avigation and noise easements are sound legal devices created to protect against lawsuits.

Local jurisdictions are increasingly relying on avigation and noise easement to protect airfields as well as inform property owners of potential operational impacts. Sample easements are provided in the Appendix.

8. Adopt Real-Estate Disclosure Policy for Properties in The JLUS Planning Areas

Notifying potential renters and buyers of a property's proximity to Scott AFB or MidAmerica St. Louis Airport at the earliest possible point in the transaction will protect military and civilian aircraft operations as the residential population expands. Having a real estate disclosure ordinance/resolution in place educates individuals about the potential hazards and nuisances of nearby aircraft operations and encourages sound decisions about property investment around military uses.

Local governments should implement this tool by adopting a local real estate disclosure ordinance. To ensure the full and effective release of information, jurisdictions requiring disclosure should work with the local real estate community to develop standard language on noise and other possible operational impacts. A sample disclosure is included in the Appendix.

9. Build Regional Capacity

Establish ongoing mechanisms to ensure consistent coordinated and regionally based decision-making even with a change in decision-makers. One method to ensure long-term consistent decision making is to continue Working Group meetings on a bi-annual basis to review compatibility issues and JLUS recommendation implementation by local jurisdictions.

Other methods of communication and coordination include signing Memoranda of Understanding (MOU) with Scott AFB and Joint Boundary Agreements between neighboring communities. MOUs, though not binding, are good-faith agreements which formalize procedures of communication between governmental bodies. Joint Boundary Agreements also establish coordination efforts between governmental jurisdictions and can

place emphasis on compatible development around Scott AFB and Airport. A sample MOU is included in the Appendix.

10. Continue to Improve Overall Communication and Coordination

Under this approach, participating jurisdictions would ensure that residents, developers, businesses, and local decision-makers have adequate information about Air Force and Airport operations, possible impacts on lands surrounding Scott AFB and MidAmerica St. Louis Airport, procedures to submit comments, and any additional local measures to promote land use compatibility around the installations.

Governments should use all available media, including posters, brochures, and city and county web sites to convey the information. Website data should also include maps of properties within the designated noise, safety and planning buffers. Ideally, land owners, developers, and prospective renters or buyers could access a searchable database of properties in these areas.

Action Steps by Partner

The following section organizes recommended action steps by regional partner. Implementation steps are categorized as either Near Term, to be implemented in the next 3 years, and Long Term, to be implemented after 3 years.

St. Clair County

Scott AFB/ MidAmerica St. Louis Airport Joint Land Use Study Implementation Strategy Matrix ST. CLAIR COUNTY		Implementation Partners	Timeframe
REGIONAL ADVISORY BOARD			
OBJECTIVE:	<i>Establish procedure for regional review of development applications that have received an 'incompatible' finding from Scott AFB</i>		
Action 1:	Locally ratify the creation of the Regional Advisory Board, whose purpose is to review development application found to be incompatible by Scott AFB. Partners should draft a policy together which includes these universal standards: <ul style="list-style-type: none"> • who is represented on the Board; • what development applications and planning documents, at a minimum, shall be sent to Scott AFB for review; • which properties are subject to review by Scott AFB and the Regional Advisory Board; • a timeline and process for review; and • requirements for approval of an application that has been found to be incompatible by the Regional Advisory Board 	St. Clair County, Scott AFB, Airport, O'Fallon, Mascoutah, and Shiloh	Near Term
Action 2:	St. Clair County should consider adopting a provision that requires a super-majority vote by the County Commission to approve a development application that has been found to be incompatible by the Regional Advisory Board	St. Clair County Commission	Near Term
Action 3:	Work with partners to expand the review authority boundaries of the Regional Advisory Board to include, at a minimum, the Planning Influence area.	St. Clair County, Scott AFB, Airport, Lebanon, O'Fallon, Mascoutah, and Shiloh	Long Term
PLANNING & PUBLIC POLICY			
OBJECTIVE:	<i>Establish official community support for compatible land use planning near Scott AFB and MidAmerica St. Louis Airport</i>		
Action 1:	Update Comprehensive Plan to include language about JLUS coordination and desire to promote compatible land use planning. Include map of the JLUS planning areas, noise contours and Accident Potential Zones.	Building and Zoning Department	Near Term

Scott AFB/ MidAmerica St. Louis Airport Joint Land Use Study Implementation Strategy Matrix ST. CLAIR COUNTY		Implementation Partners	Timeframe
<i>PLANNING & PUBLIC POLICY, continued</i>			
Action 2:	Update Comprehensive Plan with a future land use plan that meets compatibility standards enumerated in the JLUS recommendations.	Building and Zoning Department	Near Term
Action 3:	Link Short Term Work Program and other infrastructure plans, such as roads, to the Comprehensive Plan. Future infrastructure extensions and service areas, along with planned road widenings and new roads, should be located to promote compatible land use development.	St. Clair County Highway Department, Building and Zoning Department, and Illinois-American Water Corporation	Near Term
<i>CODES</i>			
<i>OBJECTIVE:</i>	<i>Update existing building and zoning codes to provide compatible development and protect public welfare near Scott AFB and MidAmerica St. Louis Airport</i>		
Action 1:	Update existing Airport Overlay code (Sec. 40-4) to tie to most recent noise contours. In addition, provide clarification on prohibited uses by condensing lists into one overall list. Consider revising entire O-3 code to include JLUS recommendations.	St. Clair County Building and Zoning Department	Near Term
Action 2:	Revise existing Airport Overlay code (Sec. 40-4) to include JLUS recommendations. Include separate subareas for military Accident Potential Zones and noise contours from both runways.	St. Clair County Building and Zoning Department	Near Term
Action 3:	Adopt additional sound attenuation standards for new residential construction within the noise contours around Scott AFB and the Airport	St. Clair County Building and Zoning Department	Near Term
Action 4:	Adopt a height restriction ordinance around Scott AFB and MidAmerica St. Louis Airport limiting towers and structures to 100 feet outside the Approach and Departure Area, and meeting the FAA Part 77 Imaginary Surface heights within the Approach and Departure Area. (Sec. 40-1-14)	St. Clair County Building and Zoning Department	Near Term

Scott AFB/ MidAmerica St. Louis Airport Joint Land Use Study Implementation Strategy Matrix ST. CLAIR COUNTY		Implementation Partners	Timeframe
<i>CODES, continued</i>			
Action 5:	Adopt a Planned Unit Development ordinance or other flexible development ordinance that allows for clustering development without increasing the net density. The new code should be applicable to any property, including those affected by noise contours and Accident Potential Zones.	St. Clair County Building and Zoning Department	Long Term
Action 6:	Adopt a lighting ordinance with special protection against ambient light around Scott AFB and the Airport. (Update Sec. 40-4-110)	St. Clair County Building and Zoning Department	Long Term
<i>EASEMENTS</i>			
<i>OBJECTIVE:</i>	<i>Enable the requiring of easements on properties around Scott AFB and the Airport to limit future lawsuits and protect the existing and future military mission of Scott AFB</i>		
Action 1:	Adopt a policy or ordinance requiring all new major subdivisions and rezonings around Scott AFB and MidAmerica St. Louis Airport to grant noise easements that allow the continuance of aircraft operations.	St. Clair County Commission and the Building and Zoning Department	Near Term
Action 2:	Adopt a policy or ordinance enabling the ability to require aviation easements from major subdivisions and rezonings around Scott AFB and MidAmerica St. Louis Airport	St. Clair County Commission and the Building and Zoning Department	Long Term
<i>DISCLOSURE</i>			
<i>OBJECTIVE:</i>	<i>Provide future residents and land owners with accurate information concerning military training and aviation impacts on properties near Scott AFB and MidAmerica St. Louis Airport</i>		
Action 1:	Adopt ordinance requiring disclosure of property proximity to Scott AFB and the Airport to prospective buyers and renters. Work with the local real estate community to provide an acceptable notification document and standard language	St. Clair County Commission, the Building and Zoning Department, and real-estate builders representatives	Near Term

Scott AFB/ MidAmerica St. Louis Airport Joint Land Use Study Implementation Strategy Matrix ST. CLAIR COUNTY		Implementation Partners	Timeframe
COORDINATION			
OBJECTIVE:	<i>Coordinate land planning and development activities with Scott AFB to ensure compatible development around the installation</i>		
Action 1:	Enter into a Memorandum of Understanding with Scott AFB itemizing coordination effort for land use planning and development application reviews around the installation	St. Clair County Commission, Scott AFB	Near Term
OBJECTIVE:	<i>Coordinate land planning and annexation activities with neighboring communities to ensure compatible development around Scott AFB and MidAmerica St. Louis Airport</i>		
Action 1:	Enter into a Joint Boundary Agreement with each of the local municipalities around Scott AFB. The Agreements should discuss future annexation boundaries and land use plans for properties in proximity to the military installation and civilian airport.	St. Clair County, Lebanon, O'Fallon, Mascoutah, and Shiloh	Long Term
OBJECTIVE:	<i>Ensure that School planning and site locations meet JLUS recommendations.</i>		
Action 1:	Coordinate closely with the School Board on planning activities in the community and site location of new schools. Consider appointing a representative from the School Board on the Planning Commission.	St. Clair County School Board and St. Clair County Commission	Near Term
COMMUNICATION & EDUCATION			
OBJECTIVE:	<i>Provide residents, developers and the general public with information regarding noise and safety impacts related to aircraft operations around Scott AFB and the Airport</i>		
Action 1:	Post maps on the County website of the current noise contours and the Accident Potential Zones. Include major roads and parcels on the map. Post this map at the Building and Zoning permit desk as well.	St. Clair Building and Zoning Department, and the Mapping and Platting Department	Near Term
Action 2:	Post the 3-D Imaginary Airspace model on the County website.	St. Clair Building and Zoning Department, and GIS Department	Near Term
Action 3:	Create a searchable database of properties affected by the noise contours and Accident Potential Zones. Post the database tool on the County website.	St. Clair Building and Zoning Department, and the Mapping and Platting Department	Long Term

Village of Shiloh

Scott AFB/ MidAmerica St. Louis Airport Joint Land Use Study Implementation Strategy Matrix VILLAGE OF SHILOH		Implementation Partners	Timeframe
REGIONAL ADVISORY BOARD			
OBJECTIVE:	<i>Establish procedure for regional review of development applications that have received an 'incompatible' finding from Scott AFB</i>		
Action 1:	Locally ratify the creation of the Regional Advisory Board, whose purpose is to review development application found to be incompatible by Scott AFB. Partners should draft a policy together which includes these universal standards: <ul style="list-style-type: none"> • who is represented on the Board; • what development applications and planning documents, at a minimum, shall be sent to Scott AFB for review; • which properties are subject to review by Scott AFB and the Regional Advisory Board; • a timeline and process for review; and • requirements for approval of an application that has been found to be incompatible by the Regional Advisory Board 	Village of Shiloh, Scott AFB, Airport, O'Fallon, Mascoutah, and St. Clair County	Near Term
Action 2:	The Village should consider adopting a provision that requires a super-majority vote to approve a development application that has been found to be incompatible by the Regional Advisory Board	Village of Shiloh Board of Trustees	Near Term
Action 3:	Work with partners to expand the review authority boundaries of the Regional Advisory Board to include, at a minimum, the Planning Influence area.	Village of Shiloh, Scott AFB, Airport, O'Fallon, Mascoutah, and St. Clair County	Long Term
PLANNING & PUBLIC POLICY			
OBJECTIVE:	<i>Establish official community support for compatible land use planning near Scott AFB and MidAmerica St. Louis Airport</i>		
Action 1:	Update Comprehensive Plan to include language about JLUS coordination and desire to promote compatible land use planning. Include map of the JLUS planning areas, noise contours and Accident Potential Zones.	Engineering Department	Near Term

Scott AFB/ MidAmerica St. Louis Airport Joint Land Use Study Implementation Strategy Matrix VILLAGE OF SHILOH		Implementation Partners	Timeframe
<i>PLANNING & PUBLIC POLICY, continued</i>			
Action 2:	Update Comprehensive Plan with a future land use plan that meets compatibility standards enumerated in the JLUS recommendations, especially along IL-158 and Maple Street	Engineering Department	Near Term
Action 3:	Link Short Term Work Program and other infrastructure plans, such as roads, to the Comprehensive Plan. Future infrastructure extensions and service areas, along with planned road widenings and new roads, should be located to promote compatible land use development.	Village Engineering Department, St. Clair County Highway Department, and Illinois-American Water Corporation	Near Term
Action 4:	Consider adopting a policy to update the Villages' Comprehensive Plan on a regular basis, preferably every 5 years.	Engineering Department	Long Term
<i>CODES</i>			
<i>OBJECTIVE:</i>	<i>Update existing building and zoning codes to provide compatible development and protect public welfare near Scott AFB and MidAmerica St. Louis Airport</i>		
Action 1:	Update existing Scott Airport Overlay code to tie to most recent noise contours. (Sec. 6.4.07.01) Add reference to safety zones (APZ and Clear Zones). Consider revising code to include JLUS recommendations and planning areas.	Engineering Department	Near Term
Action 2:	Revise existing Airport Overlay code to include JLUS recommendations. Include separate subareas for military Accident Potential Zones and noise contours from both runways. (Sec. 6.4.07)	Engineering Department	Near Term
Action 3:	Adopt additional sound attenuation standards for new residential construction within the noise contours around Scott AFB and the Airport. (Sec. 6.4.07.05 and 6.4.07.06)	Engineering Department	Near Term
Action 4:	Adopt a height restriction ordinance around Scott AFB and MidAmerica St. Louis Airport limiting towers and structures to 100 feet. (Sec. 6.4.07.08)	Engineering Department	Near Term
Action 5:	Update lighting ordinance with protection against ambient light around Scott AFB and the Airport. (Sec. 6.7.22)	Engineering Department	Long Term

Scott AFB/ MidAmerica St. Louis Airport Joint Land Use Study Implementation Strategy Matrix VILLAGE OF SHILOH		Implementation Partners	Timeframe
EASEMENTS			
OBJECTIVE:	<i>Enable the requiring of easements on properties around Scott AFB and the Airport to limit future lawsuits and protect the existing and future military mission of Scott AFB</i>		
Action 1:	Adopt a policy or ordinance requiring all new major subdivisions and rezonings around Scott AFB and MidAmerica St. Louis Airport to grant noise easements that allow the continuance of aircraft operations.	Village Board of Trsutees and Engineering Department	Near Term
Action 2:	Adopt a policy or ordinance enabling the ability to require avigation easements from major subdivisions and rezonings around Scott AFB and MidAmerica St. Louis Airport.	Village Board of Trsutees and Engineering Department	Long Term
DISCLOSURE			
OBJECTIVE:	<i>Provide future residents and land owners with accurate information concerning military training and aviation impacts on properties near Scott AFB and MidAmerica St. Louis Airport</i>		
Action 1:	Adopt ordinance requiring disclosure of property proximity to Scott AFB and the Airport to prospective buyers and renters. Work with the local real estate community to provide an acceptable notification document and standard language	Village Board of Trustees, the Engineering Department, real-estate builders representatives, and surrounding communities	Near Term
COORDINATION			
OBJECTIVE:	<i>Coordinate land planning and development activities with Scott AFB to ensure compatible development around the installation</i>		
Action 1:	Enter into a Memorandum of Understanding with Scott AFB itemizing coordination effort for land use planning and development application reviews around the installation.	Village of Shiloh Board of Trustees and Scott AFB	Near Term

Scott AFB/ MidAmerica St. Louis Airport Joint Land Use Study Implementation Strategy Matrix VILLAGE OF SHILOH		Implementation Partners	Timeframe
<i>COORDINATION, continued</i>			
OBJECTIVE:	<i>Coordinate land planning and annexation activities with neighboring communities to ensure compatible development around Scott AFB and MidAmerica St. Louis Airport</i>		
Action 1:	Enter into a Joint Boundary Agreement with the cities of O'Fallon and Mascoutah and St. Clair County . The Agreements should discuss future annexation boundaries and land use plans for properties in proximity to the military installation and civilian airport.	Village of Shiloh, O'Fallon, Mascoutah, and St. Clair County	Long Term
<i>COMMUNICATION & EDUCATION</i>			
OBJECTIVE:	<i>Provide residents, developers and the general public with information regarding noise and safety impacts related to aircraft operations around Scott AFB and the Airport</i>		
Action 1:	Post maps on the Village website of the current noise contours and the Accident Potential Zones. Include major roads and parcels on the map. Post this map at the Village Hall permit desk as well.	Engineering Department	Near Term
Action 2:	Provide a link to the 3-D Imaginary Airspace model on the St. Clair County website.	Engineering Department	Near Term
Action 3:	Provide a link to the St. Clair County website searchable database of properties affected by the noise contours and Accident Potential Zones.	Engineering Department	Long Term

City of O'Fallon

The JLUS recommends that the City of O'Fallon regulate land use in the vicinity of MidAmerica Airport through the use of the planning areas identified as part of this study, rather than the use of air safety zones established specifically for military activities. The Planning Influence Area and associated policy actions in combination with existing Federal Aviation Administration regulations, Airport Noise Compatibility Planning (14 CFR Part 150) guidelines, and plans for compatible aviation-related commercial uses will provide adequate protection for current and foreseeable airport operations without imposing military-based standards.

Scott AFB/ MidAmerica St. Louis Airport Joint Land Use Study Implementation Strategy Matrix CITY OF O'FALLON		Implementation Partners	Timeframe
REGIONAL ADVISORY BOARD			
OBJECTIVE:	<i>Establish procedure for regional review of development applications that have received an 'incompatible' finding from Scott AFB</i>		
Action 1:	Locally ratify the creation of the Regional Advisory Board, whose purpose is to review development application found to be incompatible by Scott AFB. Partners should draft a policy together which includes these universal standards: <ul style="list-style-type: none"> • who is represented on the Board; • what development applications and planning documents, at a minimum, shall be sent to Scott AFB for review; • which properties are subject to review by Scott AFB and the Regional Advisory Board; • a timeline and process for review; and • requirements for approval of an application that has been found to be incompatible by the Regional Advisory Board. 	O'Fallon, Scott AFB, Airport, Mascoutah, Shiloh, and St. Clair County,	Near Term
Action 2:	O'Fallon should consider adopting a provision that requires a super-majority vote by the City Council to approve a development application that has been found to be incompatible by the Regional Advisory Board.	O'Fallon City Council	Near Term
Action 3:	Work with partners to expand the review authority boundaries of the Regional Advisory Board to include, at a minimum, the Planning Influence area.	O'Fallon, Scott AFB, Airport, Mascoutah, Shiloh, and St. Clair County,	Long Term
PLANNING & PUBLIC POLICY			
Action 1:	Link Short Term Work Program and other infrastructure plans, such as roads, to the Comprehensive Plan. Future infrastructure extensions and service areas, along with planned road widenings and new roads, should be located to promote compatible land use development.	O'Fallon Public Works, Planning and Zoning, St. Clair County Highway Department, and Illinois-American Water Corporation	Near Term

Scott AFB/ MidAmerica St. Louis Airport Joint Land Use Study Implementation Strategy Matrix CITY OF O'FALLON		Implementation Partners	Timeframe
CODES			
OBJECTIVE:	<i>Update existing building and zoning codes to provide compatible development and protect public welfare near Scott AFB and MidAmerica St. Louis Airport</i>		
Action 1:	Revise existing Airport Environs Overlay code to include JLUS recommendations. Include separate subareas for Accident Potential Zones and noise contours from both runways. Address bird strike hazards in text definition or in engineering guidelines for stormwater retention ponds.	O'Fallon Planning and Zoning Department	Near Term
Action 2:	Adopt additional sound attenuation standards for new residential construction within the noise contours around Scott AFB and the Airport.	O'Fallon Planning and Zoning Department	Near Term
Action 3:	Adopt additional height restrictions around Scott AFB and MidAmerica St. Louis Airport limiting towers and structures to 100 feet. (Sec. 6.070)	O'Fallon Planning and Zoning Department	Near Term
Action 4:	Adopt a lighting ordinance with special protection against ambient light around Scott AFB and the Airport. (Sec.6.050 and Sec. 11.090)	O'Fallon Planning and Zoning Department	Long Term
EASEMENTS			
OBJECTIVE:	<i>Enable the requiring of easements on properties around Scott AFB and the Airport to limit future lawsuits and protect the existing and future military mission of Scott AFB</i>		
Action 1:	Adopt a policy or ordinance enabling the ability to require all new major subdivisions and rezonings around Scott AFB and MidAmerica St. Louis Airport to grant noise easements that allow the continuance of aircraft operations.	O'Fallon City Council and Planning and Zoning Department	Near Term
Action 2:	Adopt a policy or ordinance requiring aviation easements from major subdivisions and rezonings around Scott AFB and MidAmerica St. Louis Airport (Sec. 6.120)	O'Fallon City Council and Planning and Zoning Department	Long Term

Scott AFB/ MidAmerica St. Louis Airport Joint Land Use Study Implementation Strategy Matrix CITY OF O'FALLON		Implementation Partners	Timeframe
DISCLOSURE			
OBJECTIVE:	<i>Provide future residents and land owners with accurate information concerning military training and aviation impacts on properties near Scott AFB and MidAmerica St. Louis Airport</i>		
Action 1:	Adopt ordinance requiring disclosure of property proximity to Scott AFB and the Airport to prospective buyers and renters. Work with the local real estate community to provide an acceptable notification document and standard language	O'Fallon City Council, Planning and Zoning Department, real-estate builders representatives, and surrounding communities	Near Term
COORDINATION			
OBJECTIVE:	<i>Coordinate land planning and development activities with Scott AFB to ensure compatible development around the installation</i>		
Action 1:	Enter into a Memorandum of Understanding with Scott AFB itemizing coordination effort for land use planning and development application reviews around the installation	O'Fallon City Council	Near Term
OBJECTIVE:	<i>Coordinate land planning and annexation activities with neighboring communities to ensure compatible development around Scott AFB and MidAmerica St. Louis Airport</i>		
Action 1:	Enter into a Joint Boundary Agreement with the Village of Shiloh, St. Clair County and Lebanon. The Agreements should discuss future annexation boundaries and land use plans for properties in proximity to the military installation and civilian airport.	O'Fallon, St. Clair County, Lebanon, and Shiloh	Long Term
OBJECTIVE:	<i>Ensure that School planning and site locations meet JLUS recommendations.</i>		
Action 1:	Coordinate closely with the School Board on planning activities in the community and site location of new schools. Consider appointing a representative from the School Board on the Planning Commission.	O'Fallon City Council, Planning and Zoning, and St. Clair County School Board	Near Term

Scott AFB/ MidAmerica St. Louis Airport Joint Land Use Study Implementation Strategy Matrix CITY OF O'FALLON		Implementation Partners	Timeframe
<i>COMMUNICATION & EDUCATION</i>			
<i>OBJECTIVE:</i>	<i>Provide residents, developers and the general public with information regarding noise and safety impacts related to aircraft operations around Scott AFB and the Airport</i>		
Action 1:	Post maps on the City website of the current noise contours and the Accident Potential Zones. Include major roads and parcels on the map. Post this map at the permit desk as well.	O'Fallon Planning and Zoning Department	Near Term
Action 2:	Provide a link to the 3-D Imaginary Airspace model on the St. Clair County website.	Planning and Zoning Department	Near Term
Action 3:	Provide a link to the St. Clair County website searchable database of properties affected by the noise contours and Accident Potential Zones.	Planning and Zoning Department	Long Term

City of Mascoutah

Scott AFB/ MidAmerica St. Louis Airport Joint Land Use Study Implementation Strategy Matrix CITY OF MASCOUTAH		Implementation Partners	Timeframe
REGIONAL ADVISORY BOARD			
OBJECTIVE:	<i>Establish procedure for regional review of development applications that have received an 'incompatible' finding from Scott AFB</i>		
Action 1:	Locally ratify the creation of the Regional Advisory Board, whose purpose is to review development application found to be incompatible by Scott AFB. Partners should draft a policy together which includes these universal standards: <ul style="list-style-type: none"> • who is represented on the Board; • what development applications and planning documents, at a minimum, shall be sent to Scott AFB for review; • which properties are subject to review by Scott AFB and the Regional Advisory Board; • a timeline and process for review; and • requirements for approval of an application that has been found to be incompatible by the Regional Advisory Board 	Mascoutah, Scott AFB, Airport, O'Fallon, St. Clair County, and Shiloh	Near Term
Action 2:	Mascoutah should consider adopting a provision that requires a super-majority vote by the County Commission to approve a development application that has been found to be incompatible by the Regional Advisory Board	Mascoutah City Council	Near Term
Action 3:	Work with partners to expand the review authority boundaries of the Regional Advisory Board to include, at a minimum, the Planning Influence area.	Mascoutah, Scott AFB, Airport, Lebanon, O'Fallon, St. Clair County, and Shiloh	Long Term

Scott AFB/ MidAmerica St. Louis Airport Joint Land Use Study Implementation Strategy Matrix CITY OF MASCOUTAH		Implementation Partners	Timeframe
PLANNING & PUBLIC POLICY			
OBJECTIVE:	<i>Establish official community support for compatible land use planning near Scott AFB and MidAmerica St. Louis Airport</i>		
Action 1:	Link Short Term Work Program and other infrastructure plans, such as roads, to the Comprehensive Plan. Future infrastructure extensions and service areas, along with planned road widenings and new roads, should be located to promote compatible land use development.	Economic Development Department, St. Clair County Highway Department, and Summerfield-Lebanon-Mascoutah Water Commission	Near Term
CODES			
OBJECTIVE:	<i>Update existing building and zoning codes to provide compatible development and protect public welfare near Scott AFB and MidAmerica St. Louis Airport</i>		
Action 2:	Revise existing Airport Overlay District to include JLUS recommendations. Include separate subareas for military Accident Potential Zones and noise contours from both runways. (Sec. 34-6-5)	Mascoutah Economic Development Department	Near Term
Action 3:	Adopt additional sound attenuation standards for new residential construction within the noise contours around Scott AFB and the Airport (Sec. 34-6-7)	Mascoutah Economic Development Department	Near Term
Action 4:	Adopt a height restriction ordinance around Scott AFB and MidAmerica St. Louis Airport limiting towers and structures to 100 feet outside the Approach and Departure Area. Maintain existing limits based on FAA Imaginary Surfaces (Sec. 34-6-9)	Mascoutah Economic Development Department	Near Term
Action 5:	Encourage Planned Development Process where possible.	Mascoutah Economic Development Department	Long Term
Action 6:	Adopt a lighting ordinance with special protection against ambient light around Scott AFB and the Airport. (Sec. 34-6-6)	Mascoutah Economic Development Department	Long Term

Scott AFB/ MidAmerica St. Louis Airport Joint Land Use Study Implementation Strategy Matrix CITY OF MASCOUTAH		Implementation Partners	Timeframe
EASEMENTS			
OBJECTIVE:	<i>Enable the requiring of easements on properties around Scott AFB and the Airport to limit future lawsuits and protect the existing and future military mission of Scott AFB</i>		
Action 1:	Adopt a policy or ordinance enabling the ability to require all new major subdivisions and rezonings around Scott AFB and MidAmerica St. Louis Airport to grant noise easements that allow the continuance of aircraft operations.	Mascoutah Economic Development Department and City Council	Near Term
Action 2:	Adopt a policy or ordinance requiring aviation easements from major subdivisions and rezonings around Scott AFB and MidAmerica St. Louis Airport (Sec. 34-6-14)	Mascoutah Economic Development Department and City Council	Long Term
DISCLOSURE			
OBJECTIVE:	<i>Provide future residents and land owners with accurate information concerning military training and aviation impacts on properties near Scott AFB and MidAmerica St. Louis Airport</i>		
Action 1:	Adopt ordinance requiring disclosure of property proximity to Scott AFB and the Airport to prospective buyers and renters. Work with the local real estate community to provide an acceptable notification document and standard language	Mascoutah City Council, the Economic Development Department, real-estate builders representatives, and surrounding communities	Near Term
COORDINATION			
OBJECTIVE:	<i>Coordinate land planning and development activities with Scott AFB to ensure compatible development around the installation</i>		
Action 1:	Enter into a Memorandum of Understanding with Scott AFB itemizing coordination effort for land use planning and development application reviews around the installation	Mascoutah City Council, Scott AFB	Near Term

Scott AFB/ MidAmerica St. Louis Airport Joint Land Use Study Implementation Strategy Matrix CITY OF MASCOUTAH		Implementation Partners	Timeframe
<i>COORDINATION, continued</i>			
OBJECTIVE:	<i>Coordinate land planning and annexation activities with neighboring communities to ensure compatible development around Scott AFB and MidAmerica St. Louis Airport</i>		
Action 1:	Enter into a Joint Boundary Agreement with Lebanon, St. Clair County, and the Village of Shiloh. The Agreements should discuss future annexation boundaries and land use plans for properties in proximity to the military installation and civilian airport.	Mascoutah, St. Clair County, Lebanon, and Shiloh	Long Term
<i>COMMUNICATION & EDUCATION</i>			
OBJECTIVE:	<i>Provide residents, developers and the general public with information regarding noise and safety impacts related to aircraft operations around Scott AFB and the Airport</i>		
Action 1:	Post maps on the City website of the current noise contours and the Accident Potential Zones. Include major roads and parcels on the map. Post this map at the permit desk as well.	Mascoutah Economic Development Department and City Council	Near Term
Action 2:	Provide a link to the 3-D Imaginary Airspace model on the St. Clair County website.	Mascoutah Economic Development Department and City Council	Near Term
Action 3:	Provide a link to the St. Clair County website searchable database of properties affected by the noise contours and Accident Potential Zones.	Mascoutah Economic Development Department and City Council	Long Term