

**CITY OF MASCOUTAH  
PLANNING COMMISSION  
#3 WEST MAIN STREET  
MASCOUTAH, IL 62258-2030**

**JANUARY 20, 2021**

The minutes of the Regular Virtual Meeting of the Planning Commission of the City of Mascoutah.

**PUBLIC HEARING – 7:03 PM**

**PC 21-01- Planned Development Procedure – MidAmerica St. Louis Airport PDP Plan.**

Assistant City Manager Kari Speir introduced the applicant, MidAmerica St. Louis Airport (St. Clair County), represented by Scott Hanson (CMT Engineers), is the property owner of the +/- 217 acres located north of the Norfolk Southern Railroad and west of Route 4. Hanson showed a presentation of the proposed Planned Development Proposal, which included site plans for three sites in addition to the main Boeing site.

A Planned Development Procedure (PDP) is intended to provide for development incorporating a single type or a variety of related uses which are planned and developed as a unit. A PDP further allows for any permitted and/or accessory uses that would not be possible under the strict application of the various zoning districts of the City Code.

The subject property is designated General Commercial (GC) and Airport (AP) and located within the Airport Overlay District (AO). The land surrounding this project is zoned the same with MidAmerica Airport located to the north of the subject project. The subject tract will straddle the two zoning areas.

The PDP will:

1. Allow for permitted and accessory uses in the Airport District to occur on the adjacent General Commercial zoned property.
2. Permit the following, as approved by MidAmerica St. Louis Airport:
  - a. Search, detection, navigation, guidance, aeronautical and nautical system, and instrument manufacturing.
  - b. Motor vehicle electrical and electronic equipment manufacturing.
  - c. Manufacturing associated with aerospace product and parts manufacturing.
  - d. Manufacturing associated with search, detection, navigation, guidance, aeronautical, and nautical systems and instruments.
  - e. Aeronautical uses.
  - f. Petroleum bulk stations and terminals associated with aerospace and aircraft uses.

Principal buildings in Phase 1 include a main building, three hangars/aircraft shelter buildings, and a maintenance building. Accessory buildings and uses include inspection buildings, emergency/fire equipment shelters, fuel storage, Hazmat/trash compactor shelters and facilities, and security facilities. After Phase 1, three additional sites planned.

Access to the development is via Route 4. A traffic impact study has been provided by CMT and is currently being reviewed by IDOT. Any improvements identified by IDOT related to traffic impact will be required. The development will meet a standard of one space per 700 square feet of gross floor area for the principal buildings. The subject property will be served by City of Mascoutah electric, water and sewer service. Drainage plans will be reviewed and approved by staff. A buffer requirement for this development is not required, as it does not approach any residential development. Any landscaping or screening will be regulated and/or restricted by FAA or USDA guidelines.

*Signs-* A freestanding entrance sign will be allowed of up to 150 square feet in sign area and 25 feet in height. Each building site will be allowed a freestanding sign of up to 100 square feet and 15 feet in height. Wall signs may be up to 10% of the area of the building façade facing Route 4 to a maximum of 800 square feet. Signs placed on all other building facades may be up to 10% of the area of the building face to a maximum of 300 square feet. Illumination and heights for all signs shall adhere to FAA regulations. Sign permit and applicable fees will be required.

*Fencing –* Fences will be allowed to exceed the 6' height restrictions with a 10' height maximum. Barbed wire will be an allowable material. Fence permit and applicable fee will be required.

*Architecture –* Use of brick, stucco, textured masonite, stone masonry, metal panel, concrete brick, permastone, translucent panels, or glass with subdued earth tones, white, or similar suitable colors will be prioritized. Materials and colors for building exteriors as approved by MidAmerica St. Louis Airport.

*Communication Antennae –* Heights of accessory uses, such as but not limited to antennas, dishes, and similar communications apparatus, either affixed to building or free-standing, shall be allowed to exceed 70' height as allowed by MidAmerica Airport and FAA requirements.

Site Plan and Architectural Review and approval will take place by staff in consultation with engineers, inspectors, and commercial plan review. Staff is currently working with applicant on review of preliminary building plans.

There are several criteria for reviewing PDP applications (listed below). Section 34-6-36 of the Unified Land Development Code lists the criteria for generally evaluating PDP applications as follows:

- (a) **Criteria:** The appropriateness of the proposed use or uses for the site in terms of land patterns in the entire city and the community's Comprehensive Plan.
- (b) **Criteria:** The compatibility with surrounding uses and the surrounding neighborhood.
- (c) **Criteria:** The comparative size, floor area, mass, and general appearance of the proposed structures in relationship to adjacent structures and buildings in the surrounding properties and neighborhood.
- (d) **Criteria:** The amount of traffic generated by the proposed use or uses and the relationship to the amount of traffic on abutting streets and on minor streets in the surrounding neighborhood in terms of the street's capacity to absorb the additional traffic and any significant increase in hourly or daily traffic levels.

Staff stated that the proposed PDP meets the criteria and is compatible with surrounding uses and consistent with good general planning.

Commission member Thompson questioned why the term manufacturing was used instead of assembly. He asked for clarification on the use of manufacturing, as that term is a different context than assembly. Doug Graham with Boeing stated that it would strictly be an assembly facility. Hanson stated that these definitions came from the North American Industry Classification System and could be easily changed to assembly in lieu of manufacturing. Thompson felt manufacturing had the connotation of potential water and air pollution that is associated with heavy manufacturing. Graham stated there would be some fabrication as well. Commission members and applicants were in agreement that assembly and fabrication would be used in lieu of manufacturing.

Commission member Jung referred to the architectural materials listed in the PDP. He assumed this would be a concrete building with potentially some brick façade. Mike Brugnara stated due to the height they would be using some insulated metal panels as well. Jung wanted clarification since the drawing did not elaborate. Hanson stated that some additional architectural types would need to be added after this discussion, specifically insulated metal panels and precast concrete.

## **PUBLIC HEARING ADJOURNED at 7:38 PM**

## **PUBLIC HEARING – 7:39 PM**

### **PC 21-02- Chapter 34 Code Changes – Carports, Fences, Handicapped Parking, and Stormwater Management.**

Assistant City Manager Kari Speir presented report and explained the recommended changes to Chapter 34.

Public hearing by the Planning Commission to consider the following text amendments to Chapter 34 – Unified Land Development code of the Mascoutah City Code of Ordinances:

- Section 34-3-6 – Fences, walls and hedges

- (clarify definition of properties having two frontages)

- Section 34-7-16 – Customary accessory uses

- (include allowance for metal carports to be located on defined areas of a property)

- Section 34-9-41 & 34-9-42 – Handicapped parking spaces

- (update to follow current ADA Standards for Accessible Design and the current Illinois Accessibility Code)

- Section 34-12-24 – Drainage and storm sewers

- (update to include recommendation from the Illinois Department of Natural Resources for added protection for flooding and storm events)

### **TEXT AMENDMENT – SECTION 34-3-6 – FENCES, WALLS AND HEDGES:**

#### **Background Information:**

This text amendment will clarify definition of fence location and height for properties having two frontages.

### **Proposed Text Amendment:**

#### **Section 34-3-6 – Fences, walls and hedges.**

- (a) *Easements and rights-of-ways.* Fences, walls and hedges shall not be constructed on or over any dedicated public drainage or public rights-of-way. Construction may be allowed in utility easements, however, owners are responsible to replace or remove, at their cost, fences, walls and hedges that might be removed or damaged during utility repairs/improvements by the city or other approved entities. The city will attempt to notify owners in advance about required removals but reserves the right to remove a fence, wall or hedge in an easement without advance notice, as emergency or other scheduling considerations warrant. Notice of this provision will be displayed on the city's fence permit application. Trees are prohibited in all easements and all public rights-of-way.
- (b) *Front yard.* Fences not exceeding 48 inches in height may be erected in the front yard of any lot.
- (c) *Side yard.* Fences not exceeding six feet in height may be erected in the side yard of any lot provided they do not extend beyond the front setback line.
- (d) *Rear yard.* Fences not exceeding six feet in height may be erected in the rear yard of any lot. **In the case of a double frontage lot whose rear yard abuts a local street, a fence not exceeding six feet in height may be erected no closer than five (5) feet from the edge of rear property line.**
- (e) *Prohibited materials.* No barbed wire, electrical elements, or other hazardous materials shall be maintained as a fence or part of a fence or wall in a residential district.
- (f) *Placement of fences.*
  - (1) Fences may be erected along lot lines.
  - (2) All structural or supporting members of any fence must be constructed to be within or toward the area to be enclosed. This provision will not preclude home owners to share a fence on the property line.

#### **TEXT AMENDMENT – SECTION 34-7-16 – CUSTOMARY ACCESSORY USES:**

##### **Background Information:**

This text amendment will allow the construction/placement of metal carports within residential zoning districts provided they are no closer to the road than the principal structure and must be similar in color scheme to the principal structure.

### **Proposed Text Amendment:**

#### **Section 34-7-16 – Customary accessory uses.**

- (a) *Size of accessory buildings in residential districts.* In residential (R) zoning districts, accessory buildings may not exceed the size of the principal building on any lot or parcel.

- (b) *Materials for accessory buildings in residential districts.* Portions of garages and similar sized accessory buildings in residential (R) zoning districts that face the streets shall be constructed of building materials that are similar to or consistent with the building materials of the principal building on the lot.

- (1) **Exceptions. Metal carports will be allowed to be constructed in residential (R) zoning districts no closer to the road than the principle building within a side or rear yard and must be similar or consistent in color to the principal building.**

## **TEXT AMENDMENT – SECTION 34-9-41 & 34-9-42 – HANDICAPPED PARKING SPACES:**

### **Background Information:**

This text amendment will update the City Code to follow current ADA Standards for Accessible Design and the current Illinois Accessibility Code.

### **Proposed Text Amendment:**

Section 34-9-41 – General.

All applicants should be aware of the requirements of the Americans for Disabilities Act (ADA) of 1990 including provisions of the Act, which were effective as of January 26, 1992, **the current ADA Standards for Accessible Design, and the current Illinois Accessibility Code.**

Section 34-9-42 – Handicapped parking spaces.

Handicapped parking spaces shall be a minimum of eight feet in width and each space shall have access to **an eight** five-foot wide access aisle. ~~In addition, at least one of the handicapped parking spaces must be capable of accommodating a wheelchair van which shall be provided a parking space of eight feet plus an eight foot wide discharge area.~~ All handicapped parking spaces shall be identified by **yellow** ~~light blue~~ lines and a handicapped symbol painted on the pavement, and by a handicapped parking space sign for each space.

## **TEXT AMENDMENT – SECTION 34-12-24 – DRAINAGE AND STORM SEWERS:**

### **Background Information:**

This text amendment is in line with the Illinois Department of Natural Resources recommendations and will provide added protection for the heavy rains that have become more frequent in recent years. It also increases the protection up to the 100-year storm event which is common in many municipalities.

### **Proposed Text Amendment:**

Section 34-12-24 – Drainage and storm sewers

(d) Design criteria. A storm water management plan shall be required for any new residential, commercial, industrial, institutional or utility subdivision having a gross aggregate area of one acre or more. The following rules shall govern the design of improvements with respect to managing storm water runoff.

- (1) Drainage and storage facilities shall be designed using the modified rational method or soil conservation service (SCS) method of calculating runoff discharge rate and total volume.
- (2) Storage volume. The volume of storage potential provided in detention facilities shall be sufficient to control the excess storm water runoff, as determined to be the difference between the storm water quality from the site in its developed state for a ~~50-year, 24-hour frequency rainfall (6.2 inches) as published by the Illinois State Water Survey and the U.S. Department of Agricultural rainfall for the region~~ **the 2-, 10-, 25-, 50-, and 100-year critical duration storm events,** less the allowable release rate as set forth in paragraph (d)(3). A higher frequency storm may be justified by the city depending upon the particular development conditions.
- (3) The controlled release rate of storm water runoff from all developments shall be limited to that which existed prior to development ~~for the design year used.~~
- (4) Street, blocks, lots, parks and other public grounds shall be located and laid out in such a manner as to minimize the velocity of overland flow and allow maximum opportunity for infiltration of storm water into the ground, and to preserve and utilize existing and planned streams, channels, and detention basins.
- (5) The increase storm water runoff resulting from the proposed development shall be accommodated by the provision of appropriate detention facilities including wet or dry bottom reservoirs, flat roofs, or parking lots.
- (6) **All storm water infiltration, retention, and detention facilities shall be provided with an emergency overflow structure or path capable of passing the inflow from a critical duration 100-year storm without damages to any structures of adjacent land. The emergency overflow structure shall have an invert elevation at or above the design high water elevation. A minimum freeboard of 1 foot shall be provided above the design high water elevation. The freeboard shall be measured from the design high water elevation to the top of the berm.**
- (7) ~~(6)~~ All culverts shall extend for the length of the property served and shall not terminate in the middle of a lot.
- (8) ~~(7)~~ **Culvert and S**storm sewer materials and construction shall conform to the applicable sections of the Illinois Department of Transportation's Standard Specifications for Road and Bridge Construction, latest edition. **Culverts and storm sewers located under paved surfaces, and shall be either reinforced concrete pipe meeting the requirements of AASHTO M 170 with rubber gasket joints, or corrugated metal pipe. Outside of paved areas, high density polyethylene pipe (HDPE) with a smooth interior meeting the requirements of AASHTO M 294 and elastomeric gasket joints in conformance with ASTM F477, or polyvinyl chloride pipe (PVC) meeting the requirements of AASHTO M 278 made with PVC plastic having a minimum cell classification of 12454-C per ASTM D 1784 with elastomeric gasket joints in conformance with ASTM F 477, may be allowed. Polymer coated corrugated metal pipe meeting the requirements of AASHTO M 245, or aluminized steel Type 2 corrugated culvert**

**pipe meeting the requirements of AASHTO M 274 may be allowed for culverts.**

The minimum diameter for across road culverts shall be 15 inches **and shall be designed to convey the runoff associated with the 50-year storm event.** The minimum diameter for storm sewers shall be 12 inches **and shall be designed to convey the runoff associated with the 10-year storm event.** The minimum gradient shall be 0.3 percent. **Pipe materials used for the repair and replacement of existing storm sewers and culverts, and for street improvement projects, shall be at the discretion of the City Engineer.**

- (9) ~~(8)~~ Inlets shall be placed at locations required to handle the run-off **associated with the 10-year storm event** ~~within certain design controls~~ and wherever necessary so that surface water is not carried across any street or intersection. The maximum permissible encroachment of water on the pavement shall be ten feet.

**Public Notice:** Text amendments to the Unified Land Development Code require a public hearing before the Planning Commission. The legal notice was published. As of the date of this report, staff has received no questions or objections.

Commission member Connor asked if the carports in question are the prefabricated carports that are brought in and essentially only sat in place or if these are the carports that are potentially attached to the house. Speir stated these would be the prefabricated metal carports. The City has received increased interest from residents who would like to place them on their property. Many neighboring municipalities allow metal carports in the side or rear yard. Connor questioned how neighboring property owners would feel about metal carports and what would they do to property values. Speir stated that as of now, if a resident would want a metal carport, the resident would have to go in front of the Zoning Board to obtain a variance, but if the code were to be changed, they would only need to apply for the building permit. Chairman Zacharski asked if the person issuing the building permit would be responsible for approving or denying the request, which Speir responded that yes, City Staff would make the approval based on the application.

Jung asked if the Zoning Board was the driving factor in the request for the change. Speir stated that the Zoning Board denied one carport, as it was in the front of the house, and allowed another, since it was on the side of the residence. Speir also stated this has been discussed with Council, which they do not have any objections to allowing them, as long as they are in the side or rear yard. Zacharski asked if a request was denied, could the resident appeal. Speir stated they could appeal, and that appeal would go to the Zoning Board. Connor is concerned that the carport will be installed prior to the neighbors having knowledge about it. Zacharski stated he feels that it places the responsibility on the City Official issuing the building permit to make the determination whether or not the carport falls within the correct rules and regulations.

Commission member Wobbe asked if this will allow people to have more items sitting outside, where now, there are limits. She is concerned that having a carport would cause people to leave more things sitting outside in an open area. City Manager Myers stated that people do that now with wooden carports, and if that occurs, it becomes a Code Enforcement issue. Speir confirmed that the current code states that only one recreational vehicle is permitted per lot. Connor asked if the resident had a metal carport, would they be able to put as many as they want in it, or could they put one in the carport and leave one sitting out, which Speir responded they could not. The carport would not preclude the recreational vehicle limit rule.

Thompson asked if the change in handicapped parking spaces was for new buildings or would the City have everyone repaint their existing spaces. Myers stated he felt that anything existing would have to be grandfathered, and anything new would fall under the Code change. Speir agreed, as it would be an undue burden at this time.

Thompson asked about the fencing changes and if there were only height restrictions and not material restrictions, which Speir confirmed only height restrictions and Myers confirmed there are location restrictions as well.

Wobbe asked about the properties that will be grandfathered in under the handicapped parking Code change. She would like to know what happens if these property owners repainted or updated their parking areas, would they have to conform to the new rules as opposed to the old rules which they were grandfathered in under. Myers stated that if an existing business were to update their parking structures, they would have to conform to the new rules and follow the new ADA guidelines. Speir agreed and stated they would have to use the new paint color. Connor asked if the existing parking areas would be required to add the additional space to them under the new rules if they were to be redone. Myers stated the existing spaces are already in accordance with ADA guidelines, and this would only be for new spaces.

Thompson pointed out that the motion seems like an all or nothing motion, where many commission members appear to be in disapproval of the carports. Speir stated the Commission could amend or state the motion however they please, and exclude/deny any portion they are not wanting to approve. Commission members were all in favor of the text amendments to Chapter 34 – Unified Land Development code of the Mascoutah City Code of Ordinances clarifying definition of properties having two frontages for fences, walls and hedges. They were also in favor of updating the ADA standards along with the recommendations from the Illinois Department of Natural Resources for added protection for flooding and storm events. The Commission was not in favor of the allowance for metal carports to be located on defined areas of a property without going through the Zoning Board.

## **PUBLIC HEARING ADJOURNED at 8:00 PM**

## **CALL TO ORDER at 8:01 PM**

Chairman Ken Zacharski called the meeting to order.

## **VIRTUALLY PRESENT**

Commission members Jack Klopmeier, Glenn Shelley, Rich Thompson, Bruce Jung, Jim Connor, Karen Wobbe, and Chairman Ken Zacharski were present.

**ABSENT** – None.

## **ALSO PRESENT**

City Manager Brad Myers, Assistant City Manager Kari Speir, City Clerk Melissa Schanz, City Engineer Tom Quirk.

Scott Hanson and Ty Sanders with CMT.

Bryan Johnson and Dan Trapp with MidAmerica Airport.

Michael Brugnara, Doug Graham, Jerry Gravitt, Andy Murphy and John Frederick with Boeing.

Rick Yaw, Bryan Mason, Kyle Nottmeier and Kevin Shepark with Jacobs.



## **ESTABLISHMENT OF A QUORUM**

A quorum of Planning Commission members was present.

## **GENERAL PUBLIC COMMENT – NONE**

## **AMEND AGENDA – NONE**

## **MINUTES FROM NOVEMBER 18, 2020**

Klopmeyer moved, seconded by Connor, to approve the minutes from the November 18, 2020 Planning Commission Meeting.

## **THE MOTION BY ROLL CALL**

Jack Klopmeyer aye, Glenn Shelley aye, Rich Thompson aye, Bruce Jung aye, Jim Conner aye, Karen Wobbe aye and Chairman Ken Zacharski aye.

7-ayes, 0-nays

## **PC 21-01- Planned Development Procedure – MidAmerica St. Louis Airport PDP Plan**

Discussion was held during the Public Hearing process. Please see Public Hearing section of these minutes for details.

## **MOTION:**

Thompson moved, seconded by Jung, that the Planning Commission recommend approval to the City Council for the establishment of a Planned Development Procedure (PDP) entitled Mid America St. Louis Airport PDP Plan.

## **THE MOTION BY ROLL CALL**

Jack Klopmeyer aye, Glenn Shelley aye, Rich Thompson aye, Bruce Jung aye, Jim Connor aye, Karen Wobbe aye and Chairman Ken Zacharski aye.

7-ayes, 0-nays

## **PC 21-02- Chapter 34 Code Changes – Carports, Fences, Handicapped Parking, and Stormwater Management**

Discussion was held during the Public Hearing process. Please see Public Hearing section of these minutes for details.

## **MOTION:**

Connor moved, seconded by Klopmeyer, that the Planning Commission recommend approval of Section 34-3-6, Section 34-9-41, Section 34-9-42, Section 34-12-24 and denial of Section 34-7-16 to the City Council amending Chapter 34 – Unified Land Development code of the Mascoutah City Code of Ordinances.

## **THE MOTION BY ROLL CALL**

Jack Klopmeyer aye, Glenn Shelley aye, Rich Thompson aye, Bruce Jung aye, Jim Connor aye, Karen Wobbe aye and Chairman Ken Zacharski aye.

7-ayes, 0-nays

## **MISCELLANEOUS – NONE**

**ADJOURNMENT**

Shelley moved, seconded by Thompson, to adjourn at 8:10 p.m. All were in favor.

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Julia Biggs, Executive Assistant