

Proposed Statute Changes to Airport Zoning Public Outreach – Marshall, June 2, 2015 Summary

These meetings notes are a summary of the above meeting. Any corrections should be sent to Rylan Juran, Rylan.Juran@state.mn.us.

Attendance: See the attached attendance sheet.

Agenda

- Introductions
- Airport Zoning History
- Purpose of Airport Zoning
- Current Airport Zoning
 - Airspace
 - Land Use
- Issues/Solutions
- Next Steps
- How to Provide Further Comments
- Questions

MnDOT delivered a presentation on the agency's proposed changes to airport zoning statutes. The presentation included the history and purpose of airport zoning, current MN airport zoning requirements, and the work of the airport zoning advisory committee.

The airport zoning advisory committee identified issues with current airport zoning and provided input to guide a statutory change proposal. This proposal seeks to provide for better integration with local zoning and planning efforts and provide more flexibility into airport zoning efforts.

MnDOT asked for input on custom-zoning criteria and modifications to Established Residential Neighborhood provisions, and feedback on the proposal in general.

A discussion session followed the presentation and is summarized below:

Question: Could you provide an example of an airport that might need to use "custom zoning"?

Response: An airport with significant land use challenges would likely use the custom approach. This could include airports with very long runways that would be required to have extensive land use zones off each runway end under current rules.

Question: Will there be zoning for heliports?

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Response: Heliports are private, but we do license them. We have recently begun to work with communities to identify standards for heliport zoning.

Comment: It would be helpful if there was an easier way to show airspace zoning.

Response: There are innovative ways to show airspace zoning restrictions. Wisconsin divides neighboring land into sections that show the maximum building height for that area. There are other ways to depict the height restrictions, but these methods all result in a lower allowable building height and are therefore not often chosen.

Question: Does the proposed legislation have any changes regarding the make-up of the Joint Airport Zoning Board (JAZB)?

Response: The current proposal does not include revisions to JAZB provisions.

Question: Should farmers who own property be on the JAZB?

Response: Landowners who are affected by a proposed airport zoning ordinance who also sit on a JAZB could have a conflict of interest and cause difficulty in getting an ordinance adopted.

Question: Do all governmental entities such as school district, water shed, etc. participate on a JAZB?

Response: No. Representatives include those from counties, municipalities and townships.

Question: Are there instances where the city can enforce an airport zoning ordinance in county jurisdiction?

Response: Yes. The way an ordinance is written determines who enforces the ordinance. The JAZB decides who that entity should be.

Question: Is an airport zoning ordinance an overlay zone in addition to current zoning?

Response: Yes. Sometimes there is some conflict between local zoning and airport zoning. The goal is that by considering airport zoning when comprehensive planning and adding airport zoning to control maps there will be more integration and awareness of both zoning controls.

Question: Do all airports have an approved airport zoning ordinance?

Response: Only a very small number of airports do not have any airport zoning in place.

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Question: Will MnDOT check with communities to be sure they are considering airport zoning when updating comprehensive plans?

Response: Whether or not these proposed legislative changes are enacted, we are looking to MnDOT district planning directors to help notify us when a community updates their comprehensive plan.

Question: Will you be updating the model ordinance?

Response: Yes. Once the proposed legislative changes are enacted and rulemaking complete we will update the model ordinance.

Question: Will there be funding available for zoning if communities are updating their comprehensive plans?

Response: There is already funding for airport zoning efforts. We have been considering a level of participation for comprehensive plan updates that consider the airport. Contact MnDOT if you want to explore this option. There is not a program yet, but MnDOT will consider some amount of participation.

Question: How are solar electric facilities (the potential glare) affecting airports?

Response: Our current rules restrict uses that create glare. The FAA has developed a tool to analyze potential solar glare impacts. Contact Rylan Juran for more information on this analysis.

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Attendees:

<u>Name</u>	<u>Organization</u>
Barrett Voigt	UMV RDC
Wayne Smith	Nobles County
Rob Wolfington	City of Benson
Jean Christoffels	Murray County
Robert Wolfington III	City of Tyler
John Biren	Lyon County
Kyle Krier	Pipestone County
Mark Erickson	Renville County
Brian Meyer	DGR
Annette Fiedler	SRDC
Lindsey Knutson	MnDOT District 8
Dean Coudron	City of Marshall
Josh Malchow	City of Slayton
Dave Maschoff	City of Jackson
Ryan Gaug	MnDOT Office of Aeronautics
Rylan Juran	MnDOT Office of Aeronautics
Cassandra Isackson	MnDOT Office of Aeronautics
Julie Carr	MnDOT Office of Aeronautics