

Proposed Statute Changes to Airport Zoning Public Outreach – St. Cloud, May 28, 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: Do you have GIS shape files that identify the locations of airport zoning at individual airports?

Response: MnDOT does not have an inventory of these files. However, we have been requesting zoning shape files with new zoning efforts. The ability to produce shapefiles for older ordinances can be problematic due to a variety of factors. Also, MnDOT is

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now expecting that runway end coordinates be included as part of the new airport zoning ordinance maps.

Comment: Princeton's airport zoning map produced in the 1970's does not depict the current airport configuration. It doesn't include the planned crosswind runway and the primary runway end has shifted.

Response: We are aware that there have been shifts in runway configurations in plan and as we become aware we ask the community to update their zoning ordinance to adequately protect all existing and planned infrastructure.

Comment: Our community was planning to build a trail next to the airport however the FAA required that the trail be rerouted on a different alignment.

Response: The trail likely passed through the Runway Protection Zone (RPZ) which is an area off the ends of runways that must be kept clear and for airport use only. The FAA has increased scrutiny on this area over the past few years.

Question: We have a situation where the airport zoning ordinance is enforced by the county but the city is not being included in airport zoning matters. How does the city know if the ordinance is being properly enforced?

Response: Proper enforcement of existing ordinances does require a degree of communication between affected governmental entities. In this case MnDOT knows that the county has requested shape files for all three airports in their county, likely in an effort to better protect their airports.

Question: In our community a township has been known to allow construction of new structures that may impact the airport possibly because they are unaware of the existing airport zoning ordinance. How do you recommend keep everyone informed?

Response: Proper enforcement of existing ordinances does require a degree of communication between affected governmental entities. If the proposal to require that airport zoning boundaries be shown on official control maps is approved by the legislature, that should help communities better understand airport zoning impacts.

Comment: The St. Cloud Airport has good communication with the counties, city and townships in the area. They all work well together. The airport mails information to people living in the vicinity of the airport whenever there's a change at the airport, including the master plan process to keep them informed. Citizens often stop in at the airport to talk when they have questions.

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MnDOT Comment: We'd like to have broader citizen involvement during airport master planning efforts so land use and zoning impacts are known earlier in the airport planning process that typically occurs today.

Question: Some communities work with townships or counties that don't want zoning and the county won't enforce the zoning – how is that addressed?

Response: MnDOT can help educate these communities on the importance of airport zoning.

Question: How are solar farms affecting airport zoning?

Response: Zones A, B and C has general restrictions that prohibit glare hazards. The FAA has a tool called Solar Glare Hazard Analysis Tool (SGHAT) that can determine if a proposed solar facility will impact the airport. Call or email Rylan Juran (MnDOT Aviation Planner) and for assistance running the analysis. It is a sophisticated tool that considers many factors.

Question: Can you please share some additional detail regarding proposed Established Residential Neighborhood (ERN) changes in the statute language?

Response: The current proposed statute language removes the 1978 date and bases the exemption eligibility on the date of the ordinance.

Question: I understand MnDOT has received comments suggesting that commercial property be included in the ERN exemptions. Is that accurate?

Response: That is accurate and MnDOT will consider the recommendation along with all others received.

Comment: In St. Cloud the zoning near the airport was changed from R-1 single family residential to Airport R-1 to let people know they're in or near an airport zone. Also, adopted PUDs need to notify purchasers that the property is located in or near an airport zone.

Comment: Our Joint Airport Zoning Board (JAZB) hasn't met in 16 years. How can the ordinance be enforced? Some of the JAZB members have passed.

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Response: Often JAZBs haven't met since the 1970s and others, such as the Owatonna JAZB, meet every year. We recommend the JAZB fill vacancies as they occur and meet more regularly if there is a need. The JAZB is often not a necessary entity to ensure an ordinance is enforced. They often dissolve immediately upon completion of a new airport zoning ordinance. In these instances administration of the ordinance is the responsibility of a community as directed by the ordinance.

Question: How do we support this proposal as it moves through the legislature?
Should people call their local legislators?

Response: We encourage everyone to be engaged. It's great to let your legislators know you are involved and in support of these common sense changes.

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Attendees:

<u>Name</u>	<u>Organization</u>
Doug Stewart	City of Little Falls
Tim Stieber	Todd County
Bill Towle	STC Airport
Dave Leiting	STC Airport
Tammy Lou Pfaff	City of Aitkin
Tom Werner	Duluth Airport
Tom Olson	Little Falls Airport
Melissa Underwood	Bolten & Menk
Jennifer Buckentine	Stearns County
Mark Ostgarden	City of Brainerd
Todd Schultz	City of Sauk Rapids
Gary Geer	Kandiyohi County
Jeff Schlingmann	Haven Township
Vicki Willer	City of Sauk Centre
Sarah Morton	City of Sauk Centre
Mark Larson	City of Glencoe
Mike Drew	City of Glencoe
Angie Stenson	St. Cloud APO
Matt Glaesnan	City of St. Cloud
Steve Voss	MnDOT District 3
Jon Mason	MnDOT District 3
Jon Sevald	Sherburne County
Ryan Gaug	MnDOT Office of Aeronautics
Rylan Juran	MnDOT Office of Aeronautics
Kathy Vesely	MnDOT Office of Aeronautics
Julie Carr	MnDOT Office of Aeronautics