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METROPOLITAN AIRPORTS COMMISSION

PUBLIC HEARING

RE:

DRAFT FLYING CLOUD AIRPORT (FCM)

ZONING ORDINANCE

ORIGINAL

HELD ON

FEBRUARY 27, 2018

6:00 p.m.

EDEN PRAIRIE CITY HALL COUNCIL CHAMBERS

8080 MITCHELL ROAD, EDEN PRAIRIE, MINNESOTA

REPORTED BY: CAITLIN J. ALBRECHT

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APPEARANCES

FLYING CLOUD AIRPORT

JOINT AIRPORT ZONING BOARD MEMBERS:

Brad Aho, JAZB Chair

Kate Aanenson, Chanhassen

Keith Tschohl, Eden Prairie

Julie Klima, Eden Prairie

Michael Beard, Shakopee

Eric Weiss, Shakopee

Rick King, Metropolitan Airports Commission

Katie Clark Sieben, Metropolitan Airports Commission

METROPOLITAN AIRPORTS COMMISSION STAFF:

Bridget Rief, Vice President - Planning &
Development

Neil Ralston, Airport Planner

Evan Wilson, Senior Attorney

Shelly Cambridge, Board Secretary

1 CHAIR AHO: I'll call the meeting to
2 order, then. My name is Brad Aho and I am the chair of
3 the Flying Cloud Airport Joint Airport Zoning Board,
4 and I welcome all of you to tonight's meeting. This is
5 a public meeting, and it's a public hearing on the
6 proposed airport zoning ordinance.

7 Board members, why don't we go around and
8 introduce ourselves. We'll start down here with Katie.

9 MS. SIEBEN: I'm Katie Clark Sieben. Do I
10 need to --

11 CHAIR AHO: So make sure that your
12 microphone says live and that's green.

13 MS. SIEBEN: Thank you.

14 Katie Clark Sieben with Metropolitan Airports
15 Commission.

16 MR. WEISS: Eric Weiss, long-range
17 planner, City of Shakopee.

18 MR. BEARD: I'm Mike Beard, Scott County
19 Commissioner. I'm here representing Shakopee this
20 evening.

21 CHAIR AHO: So I serve on the city council
22 in Eden Prairie and am currently chair.

23 MR. KING: Rick King. I'm on the
24 Metropolitan Airports Commission, and my area includes
25 Eden Prairie, and I live here.

1 MR. TSCHOHL: I'm Keith Tschohl. I'm
2 chair of the Flying Cloud Airport Advisory Commission
3 for the City of Eden Prairie.

4 MS. KLIMA: I'm Julie Klima. I'm the city
5 planner for the City of Eden Prairie.

6 MS. AANENSON: Kate Aanenson. I'm the
7 community development director for the City of
8 Chanhassen.

9 MS. RIEF: And I am Bridget Rief with the
10 Metropolitan Airports Commission. I am the staff
11 liaison at the airport.

12 CHAIR AHO: Great. Well, thank you, all.

13 So the structure of the Board meeting and the
14 public hearing is going to be as follows this evening:

15 So, first, we're going to have -- Neil Ralston,
16 who is the planner for the Metropolitan Airports
17 Commission, is going to provide an overview of the
18 Flying Cloud Airport Zoning Ordinance.

19 Second, we're going to have exhibits for the
20 hearing entered into the record starting at 6:30.

21 And, third, the Board will take testimony from
22 the public on the proposed Flying Cloud Airport Zoning
23 Ordinance. So if anyone has a prepared statement or
24 document, you may read it into the record or submit it
25 or both, and we'll make it part of the record. And the

1 Board just asks that you limit your statement to no
2 more than 5 minutes so that everyone gets a chance to
3 speak. I don't think it's going to be a problem
4 tonight. But if you wish to testify, please fill out a
5 speaker card and hand it to the Board secretary,
6 Ms. Shelly Cambridge.

7 And, Shelly, do you want to stand so everyone
8 can see? Is she -- where is she?

9 MS. RIEF: She's in the back, standing by
10 the table.

11 CHAIR AHO: She's in the back. Okay.

12 All right. So if you have any questions, go
13 back there and fill out a card, please. And -- let's
14 see.

15 So this is a public hearing about zoning and
16 not about airport noise -- I just want to make that
17 very clear so that everyone understands why we're here
18 tonight -- and adoption of the zoning ordinance will
19 not alter the number, frequency, or noise level of
20 traffic at the airport. Any zoning ordinance would
21 affect the land use surrounding the airport.

22 And we will have a -- we have a court reporter
23 here tonight who is going to take notes on all the
24 proceedings. Other than that, the meeting is not
25 televised, nor is it recorded.

1 So, Mr. Ralston, will you take it away, please,
2 and give us the presentation.

3 MR. RALSTON: Thank you, Chair Aho. And
4 good evening, everyone. Thank you for taking the time
5 to join us tonight.

6 As I said, my name's Neil Ralston. I'm the
7 airport planner for the airport's commission.

8 Can everybody hear me okay? Excellent.

9 CHAIR AHO: Those microphones should work.
10 Just make sure that they're on.

11 MR. RALSTON: Yeah, I think we're good.

12 CHAIR AHO: Okay. Good.

13 MR. RALSTON: Excellent.

14 I'm here tonight to give a brief overview of
15 the draft airport zoning ordinance that is being
16 developed for Flying Cloud Airport. I'm going to begin
17 with presenting the purpose and goals for the Joint
18 Airport Zoning Board, along with the timeline of this
19 Board's activity going back to 2009.

20 Then I'll move into a summary of the draft
21 airport zoning ordinance itself.

22 And finally, we'll talk about the next steps in
23 the process to advance the draft ordinance towards
24 approval and final adoption.

25 Before going any further, however, I'd like to

1 define a few of the terms and acronyms that I'll be
2 using tonight both in my presentation and that you'll
3 see on the slides.

4 First, the three letters "FCM" refer to Flying
5 Cloud Airport. That is the official airport identifier
6 that pilots use when they're flying into the airport.

7 Second, the term "JAZB," which I'll pronounce
8 as JAZB (pronounced JAZZ-bee), that refers -- that's
9 the shorthand version of Joint Airport Zoning Board.

10 Next, "MnDOT" refers to the Minnesota
11 Department of Transportation, Office of Aeronautics.

12 And finally, "FAA" is used to reference the
13 Federal Aviation Administration.

14 So why is it important for the JAZB to pursue
15 airport zoning for Flying Cloud Airport now? First,
16 and perhaps foremost, zoning remains a requirement of
17 state law. MnDOT's expectation is that the JAZB will
18 successfully develop zoning for the airport in order to
19 avoid potential airport improvement grant funding
20 implications.

21 Second, the pace of development around Flying
22 Cloud Airport is only increasing, and the lack of an
23 adopted airport zoning ordinance is creating
24 uncertainty and some level of confusion about possible
25 land use controls in the area of the airport.

1 Third, the Metropolitan Airports Commission
2 would like to continue to pursue non-aeronautical
3 commercial use of some airport parcels of land that are
4 within the designated safety zones. Uncertainty
5 regarding zoning is holding up the approval process for
6 these parcels, and that's a hurdle that we'd like to
7 remove.

8 Last but not least, it is time to finish what
9 was started back in 2009, to provide a level of
10 certainty to all stakeholders about airport zoning
11 requirements around the airport.

12 So at a high level, this group, the JAZB's
13 purpose, is to collaboratively develop an airport
14 zoning ordinance that achieves a balance between
15 providing for a reasonable level of public safety while
16 allowing for compatible community development to occur.
17 To achieve this, Minnesota state statutes provide
18 guidance to consider the social and economic cost of
19 restricting land uses versus the benefits that would be
20 derived from a strict application of the state's model
21 airport zoning ordinance. The state's model zoning
22 ordinance is a template provided by MnDOT that provides
23 a common approach to developing zoning for all airports
24 in Minnesota.

25 The overarching goal for this JAZB is to

1 develop an airport zoning ordinance for review and
2 approval by the MnDOT Commissioner of Transportation
3 that would subsequently be adopted by the Board, and
4 then by local communities.

5 Supporting goals for this JAZB include updating
6 the relevant sections of the draft ordinance to reflect
7 current conditions and trends, and to ensure that an
8 appropriate level of stakeholder and community
9 engagement occurs. Tonight's hearing, of course, is an
10 important step in achieving that goal.

11 Next, I'd like to take a quick trip down memory
12 lane to help provide some context for where we are
13 headed next. This Joint Airport Zoning Board was stood
14 up back in 2009 and first met in July of that year. By
15 April of 2010, the group had done a lot of heavy
16 lifting and developed a draft airport zoning ordinance
17 that was ready for public review.

18 A public hearing, much like this one, for the
19 ordinance was held on April 29th of 2010. The draft
20 airport zoning ordinance was then finalized and
21 submitted to the MnDOT Commissioner of Transportation
22 for review and action in December 2010. However, in
23 early 2011, MAC requested on behalf of the JAZB that
24 MnDOT temporarily suspend review of the draft ordinance
25 due to legal uncertainties surrounding airport

1 zoning-related litigation that was pending in the state
2 at the time.

3 Fast-forwarding to 2016, that litigation had
4 been settled, and it was becoming increasingly apparent
5 that there was a need to move forward with completing
6 the zoning effort due to the pace of development
7 activity around the airport. Based on coordination
8 with MnDOT, it was determined that too much time had
9 passed just to pick up where we had left off in early
10 2011 without reconvening the Board and reengaging with
11 stakeholders.

12 To accomplish this, the first meeting of the
13 reconvened Joint Airport Zoning Board was held in
14 September of 2017. Between then and now, the JAZB has
15 been working to update the draft airport zoning
16 ordinance and supporting studies, which include a
17 safety/risk study and an economic impact analysis.
18 These updates validate the original JAZB
19 recommendations pertaining to the major elements of the
20 proposed zoning ordinance, so only minor updates are
21 being proposed at this time, and we'll go through what
22 those are here in a few moments.

23 At its meeting a few weeks ago on January 18th,
24 the JAZB formally approved an updated version of the
25 zoning ordinance for formal public review and comment,

1 and that is serving as the basis for this public
2 hearing tonight.

3 So moving into the ordinance itself. This
4 slide shows the airfield configuration that served as
5 the basis for the updated draft ordinance. Runway
6 18-36, which is the north-south crosswind runway -- if
7 you can see the cursor moving here -- was incorporated
8 into the ordinance at its current length of 2,691 feet.
9 In the previous version of the ordinance, this runway
10 was shown to be extended to a slightly longer length.

11 Meanwhile, the north parallel runway 10L-28R
12 here was incorporated as a utility category runway,
13 whereas in the previous ordinance, it had a different
14 designation. The distinction between the designations
15 has to do with the types and the weights of aircraft
16 that use the runway on a regular basis. Since the
17 north parallel runway does not accommodate a lot of
18 larger, heavier aircraft types, the utility runway
19 designation is appropriate. The length, width, and
20 operational characteristics of the north parallel
21 runway are not affected by the change.

22 From a zoning and land use perspective, the
23 change results in a smaller protection zone at the end
24 of the north parallel runway -- at each end of the
25 north parallel runway. From an airspace and height

1 limitation perspective, it also results in a steeper or
2 less restrictive approach surface slope. As noted on
3 the slide, these configuration changes from the 2010
4 draft ordinance result in less restrictive zoning
5 areas.

6 The draft airport zoning ordinance continues to
7 have two primary components: Height limitations and
8 land use limitations. We'll cover both, starting with
9 the height limitations item.

10 The draft zoning ordinance establishes an
11 airspace zone to limit the height of structures and
12 vegetation out to approximately 2 miles to the west of
13 the airport and out to approximately 1 1/2 miles around
14 the airport and other areas. The airspace zone heights
15 are based on the FAA's airspace criteria.

16 If a proposed development seeks to penetrate
17 the height limitations stipulated by an airspace zone,
18 a variance will have to be granted for that penetration
19 by a Board of Adjustment. The Board of Adjustment is
20 proposed to be comprised of members of the Metropolitan
21 Airports Commission.

22 The ordinance does provide for an exception
23 from seeking a variance for an airspace surface
24 penetration. If the applicant submits an aeronautical
25 study review case to the FAA and the FAA determines

1 that the object penetrating the surface would not be a
2 hazard to air navigation and would not require changes
3 to airport operations, and the proponent complies with
4 any conditions included in the FAA's determination,
5 then no variance would be required.

6 Now, the draft ordinance includes a set of grid
7 maps that show the airspace zone heights in 10-foot
8 intervals for areas surrounding the airport. As an
9 example, what's on the slide shows grid location C3,
10 which is on the northwest side of the airport. Just
11 for orientation purposes, each of the graphics in the
12 zoning ordinance has an index at the bottom that shows
13 the geographic grid of the spreads -- geographic spread
14 of the grids -- I'm sorry -- each of which has its own
15 grid map in the document. The heights on these grid
16 maps are expressed as above mean sea level, not above
17 ground level, so to calculate the height above the
18 ground of this airspace zone, one must subtract the
19 ground elevation from the airspace elevation.

20 To provide more specificity and perhaps clarity
21 on the allowable heights for each parcel, we have
22 created another set of grid maps called "Maximum
23 Construction Heights Without Permit." These maps
24 establish a height per parcel up to which an airport
25 zoning permit is not needed.

1 Now, as a point of clarification, an airport
2 zoning permit is different than a variance issued by
3 the Board of Adjustment. For example, if a proposed
4 development does not exceed the maximum construction
5 height without permit elevation, no zoning permit or
6 variance is needed; however, an FAA airspace review may
7 still be required. If a proposed development exceeds
8 the maximum construction height without permit
9 elevation, but does not penetrate an airspace zone, the
10 applicant will need to obtain an airport zoning permit
11 from the city zoning administrator, but not a variance.

12 The maximum construction heights without permit
13 are intended to provide a buffer below the airspace
14 surfaces -- I'm sorry -- the airspace zones, and we
15 think it's prudent for the city zoning professionals to
16 review proposed developments that are getting close to
17 penetrating the airspace zones. If a proposed
18 development exceeds both the maximum construction
19 height without permit elevation and penetrates the
20 airspace zone, then both an airport zoning permit and a
21 variance would be needed.

22 The draft ordinance also contains a series of
23 grid maps showing the maximum construction heights
24 without a permit that have been calculated for each
25 parcel within the zoning area. This example continues

1 to use the grid section C3, again, on the northwest
2 side of the airport. Each of the heights shown is
3 expressed as above ground level, making it easier to
4 interpret views in the previous airspace zone grid
5 maps.

6 These heights were calculated by identifying
7 the location of each parcel where the highest ground
8 level was under the lowest airspace zone elevation. We
9 then subtracted the ground elevation from the airspace
10 height and then rounded it down to the nearest 10-foot
11 interval. In the vast majority of cases, we found that
12 the airport zoning height limitations would be less
13 restrictive than the maximum structure heights allowed
14 in municipal zoning codes.

15 Next we'll move on to the land use safety
16 zones. The draft ordinance provides three safety
17 zones, Zones A, B, and C. JAZB Safety Zone A is the
18 most restrictive zone, and that's located immediately
19 off the ends of the runways and prohibits structures
20 and trees.

21 JAZB Safety Zone B is a less restrictive zone,
22 located further off the runway ends, that contains
23 prohibitions against certain land uses. Residential
24 development is allowed in permanent residential areas
25 within JAZB Safety Zone B.

1 JAZB Safety Zone C is the least restrictive
2 zone and contains general land use restrictions against
3 interfering with flight activity at Flying Cloud
4 Airport.

5 Next, I'm going to go into a little more detail
6 on each of those zones, starting with Zone C and then
7 working back in towards Zone A.

8 JAZB Safety Zone C is shown by the black
9 ellipsoid line on the slide. It's established by
10 drawing radiuses of specified distances from the runway
11 ends. Again, it is the least restrictive safety zone
12 in that it calls for general prohibitions that would
13 interfere with flight activity at Flying Cloud Airport.

14 Even though the language here may seem a bit
15 technical, the uses prohibited in Zone C are generally
16 commonsense items that the vast majority of people
17 wouldn't partake in anyway. For example, use of a
18 high-powered radio transmitter that would interfere
19 with navigational aids at the airport or would
20 interfere with communications between aircraft and air
21 traffic controllers would be a use that we would be
22 trying to prevent. Another example of an undesirable
23 use would be bright uplighting, like searchlights or
24 lasers pointed into the sky that could blind pilots.

25 We did receive a question via e-mail from an

1 area resident asking if we were seeking to prohibit the
2 use of rooftop solar panels on homes within Zone C due
3 to glare concerns. In response, we want to clarify
4 that the draft ordinance does not seek to prohibit
5 residential solar installations. If a particular solar
6 installation is determined to cause glare issues for
7 pilots, using the airport, we would want to work with
8 that property owner to mitigate to the extent practical
9 that visual impairment. However, based on operational
10 experience, the likelihood of a typical residential
11 rooftop solar installation to cause a glare problem is
12 expected to be a very rare occasion.

13 In the event that a property owner wishes to be
14 proactive about the potential of glare concerns from a
15 specific solar installation, there is an option of
16 submitting an airspace review case to the appropriate
17 agencies to take a look at it in advance.

18 And finally, the land use controls established
19 for JAZB Zone C apply to the other two JAZB safety
20 zones as well.

21 Next, we'll move inward to Safety Zone B, which
22 is shown on this graphic as green trapezoids. JAZB
23 Safety Zone B is more restrictive than C but less
24 restrictive than A. It prohibits certain land uses,
25 such as amphitheaters and theaters, churches,

1 hospitals, nursing homes, schools, stadiums, and
2 wildlife attractants, particularly those attractants
3 that would attract waterfowl like the Canada goose.

4 The length and outer width of the proposed JAZB
5 Safety Zone B is based on MnDOT's state model zone
6 dimensions; however, the draft JAZB ordinance is
7 proposing less stringent land use controls than those
8 prescribed by MnDOT's state model. For example, JAZB
9 Safety Zone B does not prescribe a minimum parcel size
10 for development, nor does it limit site populations
11 based on site acreage. These limitations were relaxed
12 in the JAZB ordinance based on the results of a
13 detailed safety/risk study and economic impact analysis
14 that were specific to the conditions at Flying Cloud
15 Airport.

16 As another feature, the proposed JAZB Safety
17 Zone B allows for the improvement, expansion of
18 existing, and development of new residential uses in
19 areas guided for residential development and designated
20 in the ordinance as permitted residential areas. These
21 permitted residential areas, as shown with green
22 shading on this slide, are recognized and treated as
23 conforming land uses in the draft ordinance.

24 Finally, JAZB Safety Zone B contains a
25 requirement to provide a minimum of 20 percent of the

1 total Zone B acreage or 20 acres, whichever is greater,
2 to remain as continuous open space. The purpose for
3 the open space is to provide an extra margin of safety
4 by providing a large area for the pilot of a disabled
5 aircraft to be able to make an emergency landing,
6 should that be needed. The open space requirement
7 applies to the totality of the proposed JAZB Safety
8 Zone B area and does not apply to each parcel within
9 the zone.

10 As shown on the yellow shading on the slide,
11 the Zone B open space requirement is easily met by
12 existing airport-owned land, along with other
13 off-airport property guided to remain as open space or
14 otherwise not expected to be regularly occupied.

15 Lastly, JAZB Safety Zone A is shown by the blue
16 trapezoid on the slide. As mentioned before, it's the
17 most restrictive safety zone, that structures are
18 prohibited unless needed for aviation purposes.

19 JAZB Safety Zone A is the same shape and size
20 as the FAA-defined runway protection zone, or RPZ, off
21 the ends of each runway. The runway protection zone
22 has very similar land use restrictions mandated by the
23 FAA, so it makes sense to pair the RPZ and Safety
24 Zone A together.

25 The joint runway protection zone in Safety

1 Zone A are smaller than the Zone A prescribed in
2 MnDOT's state model. Again, the results of the
3 detailed safety/risk study and economic impact analysis
4 suggests that the draft JAZB ordinance provides the
5 reasonable level of safety that we are seeking.

6 Regarding the actual ordinance itself, we
7 reviewed the draft language from 2010 to see if any
8 elements needed to be updated. We did make a few minor
9 text updates, primarily to update the zone descriptions
10 and dimensions that changed the airfield configuration
11 items that we previously discussed.

12 We also made a few other minor edits, such as
13 removing the City of Bloomington from the list of JAZB
14 participants since the proposed zoning surfaces do not
15 extend into the municipal boundary, and also clarified
16 a few items related to airspace evaluations and
17 judicial review procedures. Other than these minor
18 edits and clarifications, there were no substantial
19 differences between the draft ordinance moving forward
20 now and the one that moved forward back in 2010. We do
21 have a track-changed version of the draft ordinance
22 language available, so anyone interested to see the
23 exact edits that have been made to the previous version
24 of the ordinance can see them.

25 Which brings us to the next steps for the

1 process. This public comment period is open until
2 Wednesday, March 14th. If you would like to provide
3 written comments beyond any verbal testimony that you
4 make here tonight, you can either fill out a comment
5 form before you leave -- and Shelly in the back can
6 point you to those if you're interested in that -- you
7 can mail comments to us at the address in the notice or
8 on the slide, or you can send them via e-mail as well.
9 The e-mail address is in the notice for your use.

10 After the public comment period closes, the
11 JAZB will review all testimony and comments submitted,
12 then it will schedule its next meeting to discuss any
13 proposed changes to the draft ordinance based on public
14 input and the timeline for submittal to MnDOT.

15 After submitting the draft ordinance to MnDOT,
16 the Board will await their comments and then work to
17 address any feedback items that they have. We do
18 expect that MnDOT will provide comments relative to
19 areas where the draft JAZB ordinance deviates from the
20 state model, and we look forward to productive dialogue
21 with them about the justifications for those deviations
22 based on the robust technical work of this group.

23 After MnDOT approves the airport zoning
24 ordinance, we will hold another public hearing to
25 present the final version to interested community

1 members, then the JAZB will take action to formally
2 adopt the final ordinance, to be followed by formal
3 adoption and implementation by the participating
4 municipalities. We hope to finalize these steps yet
5 during 2018.

6 So, Chair Aho, that concludes my presentation,
7 but I would be happy for a few minutes to take
8 questions until the public hearing starts at 6:30, if
9 that would be something you would like to do.

10 CHAIR AHO: Yeah. So that gives about 5
11 minutes. So if anyone has questions, now would be a
12 good time, because during the public testimony, we're
13 really just receiving testimony. We're not here to
14 answer questions as part of this. We're just going to
15 read -- or hear the testimony and read it into the
16 record.

17 So if anyone has a question for Mr. Ralston,
18 now would be a great time to do that.

19 MR. TRAUGHBER: Hi. My name is Tom
20 Traughber. I live on Red Rock Lake, and I have a
21 federally licensed amateur radio station with a 60-foot
22 radio tower, and I do emit electronic emissions. It
23 seems like this --

24 (Interruption in proceedings.)

25 MR. TRAUGHBER: So I'm wondering, given

1 that my station has a federal license, how is this
2 Zone C going to impact my operation?

3 MR. RALSTON: Sir, it will not. If you
4 have a federal license and it doesn't have any -- your
5 activity does not have any adverse impact on flight
6 activity at the airport, which if you've been doing
7 this for a while, it sounds like --

8 MR. TRAUGHBER: Twenty years.

9 MR. RALSTON: -- it hasn't, it's not going
10 to impact it.

11 MR. TRAUGHBER: Thank you.

12 MR. RALSTON: You're welcome.

13 CHAIR AHO: Anyone else have any questions
14 that they'd like to ask?

15 MS. LANGSDORF: Does it affect any
16 cellular towers or radio station -- you know, us
17 getting service?

18 MR. RALSTON: No. No. I mean, we're
19 trying to protect against things that would interfere
20 with the use of the existing equipment on the airport
21 or the communications between pilots and air traffic
22 controllers, and, I mean, these things are all going on
23 today. So cell phones' frequencies tend to be on a
24 completely different frequency spectrum than aviation
25 frequencies. There's not going to be any changes. We

1 just want to be able to address any issues that come up
2 with somebody using some very specialized equipment
3 that would start having interference. It's highly
4 unlikely to happen, but it's one of those things we
5 want to protect against.

6 MS. LANGSDORF: Thank you.

7 MR. RALSTON: You're welcome.

8 CHAIR AHO: Any other questions?

9 (No response.)

10 CHAIR AHO: It looks like you did a great
11 job and you've answered all the questions, and I think
12 everyone is happy.

13 So at this time -- well, at 6:30, we've got
14 2 minutes left, then we'll start taking public
15 testimony.

16 Mr. Beard.

17 MR. BEARD: Well, Mr. Chairman, as long as
18 we're kind of running in place waiting for the clock to
19 wind down ...

20 CHAIR AHO: Yep.

21 MR. BEARD: Neil, I'm interested in Safety
22 Zone A. It's smaller than MnDOT's -- what MnDOT likes
23 to see. Can you talk about how the commissioners are
24 going to react to that, or have we had any experience
25 with dealing with that? I've had some past experience

1 with that thousand-foot RPZ, they're pretty proud of
2 that, and we're asking, I think, for a variance from
3 that, if I'm not mistaken.

4 MR. RALSTON: Yeah, Commissioner, Board
5 members, we are proposing that the Safety Zone A in the
6 JAZB ordinance is a concurrent full size and shape with
7 the FAA's runway protection zone. We do have that in
8 place at MSP. That was part of the zoning ordinance at
9 the Minneapolis-St. Paul International Airport. We
10 believe that, you know, the FAA's criteria related to
11 the RPZ is very consistent with what MnDOT would have
12 in Zone A, and that it makes a lot of sense to pair
13 them together. We hope MnDOT agrees that it's
14 reasonable to make that correlation.

15 MR. BEARD: So, Mr. Chairman, then to be
16 clear, Neil, what you're proposing in this revised
17 zoning ordinance here comports with the FAA's
18 protection zone; MnDOT's is a little more expansive
19 than what the FAA is subscribing -- or prescribing?

20 MR. RALSTON: That's --

21 MR. BEARD: Okay.

22 MR. RALSTON: Sir, that is correct.

23 MR. BEARD: Thanks.

24 CHAIR AHO: Great. Thank you.

25 Any other questions from commissioners or

1 anyone in the audience?

2 Go ahead, sir.

3 MR. WINGERT: I have a question. I
4 apologize, I was late.

5 You know, when we had the Super Bowl here, we
6 had planes everywhere in Flying Cloud and there was a
7 lot of noise. Do you -- is this a proposal to expand
8 the runways and have bigger aircraft?

9 MR. RALSTON: No, sir. This has to do
10 with -- the zoning ordinance has to do with land use
11 and height restrictions around the airport to provide a
12 balance between protecting pilots and people on the
13 ground. It has nothing to do with expanding the
14 airport.

15 MR. WINGERT: Larger aircraft coming here?
16 It has nothing to do with larger aircraft?

17 MR. RALSTON: That is correct.

18 MR. WINGERT: Okay.

19 MR. RALSTON: This is purely to protect
20 the existing infrastructure.

21 MR. TSCHOHL: Mr. Chair?

22 CHAIR AHO: Yes.

23 MR. TSCHOHL: One more question. There
24 were two questions from the public about radio
25 transmitters, other sources of interference. Just for

1 the record, would anything licensed by the FCC not be
2 affected by this? Is that your understanding?

3 MR. RALSTON: My understanding is anything
4 licensed by the FCC would have that review built in to
5 make sure that it would not interfere with aviation
6 frequencies.

7 MR. TSCHOHL: Thank you.

8 CHAIR AHO: All right. Well, it is 6:30
9 now, so now I'd like to open the floor up to comments
10 by the public.

11 So we'll now take public testimony. Again,
12 speaker cards are located at the entrance to this room,
13 so if you've not filled out a card but would like to
14 speak, please raise your hand and a card will be
15 brought to you. We will not be answering any more
16 public questions tonight. Really, this is just about
17 hearing from the public on the Joint Airport Zoning
18 Board proposed zoning.

19 And so we are not going to be taking any action
20 or making any recommendation tonight. All of the
21 verbal and written comments will be taken into
22 consideration before taking final action at a future
23 meeting of the Joint Airport Zoning Board.

24 So a reminder to all of the JAZB members,
25 tonight's hearing is primarily for the public to

1 provide comments. Once the hearing is complete and all
2 comments are received, we, the JAZB members, will have
3 our chance to review the public record and deliberate
4 before voting. While the chair does not wish to
5 discourage JAZB members' questions or discussion today,
6 it might be better to hold them for a later meeting
7 when we have the benefit of the full public record.

8 And again, the public record is open, as
9 Mr. Neil said, until 5 p.m. on Wednesday, March 14th,
10 2018. So there's a few weeks for people to get their
11 notes into the public record, and if you want to -- oh,
12 entering -- so, yeah. Let's see here.

13 If you want to deliver materials, you may make
14 it a part of the record. Deliver them to the Board
15 secretary at the Metropolitan Airports Commission,
16 which is located at 6040 28th Avenue South,
17 Minneapolis, Minnesota 55450, or you may transmit them
18 by e-mail to fczoning@mspamc.org [sic]. And if you
19 need that again, talk to someone and we'll get that for
20 you.

21 But finally, the Board requests that the public
22 testimony focus on the proposed Flying Cloud Airport
23 Zoning Ordinance. And again, let me note that this is
24 not a public hearing on airport noise.

25 So at this time I don't have any cards for

1 requested speakers. I see we do have some back in the
2 back. Would you mind bringing those forward, and then
3 I will call the people forward as --

4 MS. CAMBRIDGE: These are blanks.

5 MR. RALSTON: Mr. Chair, while we're doing
6 that, I have a couple exhibits I'd like to enter into
7 the formal public meeting record, if that would be
8 okay.

9 CHAIR AHO: Okay. Oh, I see.

10 I'm sorry, say that again.

11 MR. RALSTON: I have a couple exhibits
12 that I'd like to enter into the public record before we
13 go into public testimony, so --

14 CHAIR AHO: Yes, I see that. I skipped
15 that part. I apologize.

16 MR. RALSTON: It's okay. Not to worry.

17 CHAIR AHO: So, yes, please -- at this
18 time, Mr. Ralston, please proceed with entering those
19 into the public record.

20 MR. RALSTON: All right. Thank you, Chair
21 Aho.

22 Notice of this public hearing was published in
23 several places: First of all, the Star Tribune
24 newspaper on February 12th and February 19th, 2018; it
25 was published in the Eden Prairie News newspaper on

1 February 15th; and in the State Register on February
2 12th. In addition, notices were mailed to the
3 governing boards of the JAZB members' cities, Hennepin
4 and Scott Counties, to property owners within
5 approximately 1 mile of the Flying Cloud Airport
6 boundary as determined by the City of Eden Prairie, and
7 distributed electronically to persons subscribing to
8 the Metropolitan Airports Commission GovDelivery news
9 service.

10 Notice was also posted on the Flying Cloud
11 Airport JAZB page of the MAC website. The notice and
12 proposed Flying Cloud Airport Zoning Ordinance were
13 made available for public inspection at the following
14 locations: The Metropolitan Airports Commission main
15 office, the city halls of the cities of Eden Prairie,
16 Shakopee, and Chanhassen, and at the Eden Prairie
17 Library.

18 The following exhibits that are part of the
19 public hearing record at this point in time will be
20 entered into the formal record.

21 First is Exhibit A, which is the Draft Flying
22 Cloud Airport Zoning Ordinance that's dated January
23 18th, 2018.

24 Exhibit B is the Draft Flying Cloud Airport
25 Zoning Ordinance Technical Report, dated January 18th,

1 2018, and updated on February 6th, 2018.

2 Exhibit C is the public presentation that I
3 made this evening here at the public hearing.

4 Exhibit D is the notice of public comment
5 period and public hearing for the Draft Flying Cloud
6 Airport Zoning Ordinance. That's the letter that most
7 of you should have received in the mail.

8 Exhibit E is the affidavits of publication on
9 the public notice -- of the public notice in the Star
10 Tribune, Eden Prairie News, and State Register, dated
11 February 23rd, February 21st, and February 12th, 2018,
12 respectively.

13 Exhibit F is the affidavit of mailing of the
14 public notice, dated February 12th, 2018.

15 Exhibit G is the affidavit of web posting of
16 the public notice, dated February 26th, 2018.

17 Exhibit H is the affidavit of GovDelivery
18 distribution of the public notice, dated February 26th,
19 2018.

20 And last but certainly not least, Exhibit I is
21 the Flying Cloud Airport Joint Airport Zoning Board
22 record for the meeting held on January 18th, 2018.

23 CHAIR AHO: All right. Thank you,
24 Mr. Ralston, for reading that into the record. Sorry I
25 missed you the first time.

1 Okay. Now we are open to comments by the
2 public. So is there anyone that wishes to speak and
3 make comments on the proposed Flying Cloud Airport
4 Zoning Ordinance?

5 (No response.)

6 CHAIR AHO: And again, if you don't want
7 to make them tonight formally at this meeting, you have
8 until March 14th to do so, and that can be through
9 e-mail, and the e-mail address was in the presentation.
10 What I read just a moment ago was incorrect. It should
11 be fcm.zoning@mspmac.org, mspmac.org. So that's the
12 correct e-mail address. So if anyone wants to --
13 wishes to do that, you can do it by e-mail or you can
14 do it by mailing it in or stopping in at the
15 commission.

16 So is there any -- I'll give you another
17 opportunity. Anyone that wishes to make public comment
18 on the proposed zoning?

19 (No response.)

20 CHAIR AHO: All right. I'll ask one more
21 time. Any further comments? Anyone like to make any
22 comments?

23 (No response.)

24 CHAIR AHO: Seeing none, I will close the
25 public hearing, and I'd like to remind everyone that

1 the hearing record will remain open until 5 p.m.,
2 Wednesday, March 14th, 2018. You may mail or deliver
3 the materials that you wish to make a part of the
4 record to the Board secretary at the Metropolitan
5 Airports Commission, located at 6040 28th Avenue South,
6 Minneapolis, Minnesota 55450, or you may transmit them
7 by e-mail to fcm.zoning@mspmac.org.

8 Under state law, there's a number of additional
9 steps that must take place prior to the adoption of a
10 zoning ordinance, and Mr. Ralston went over those steps
11 just previously. After the close of the comment
12 period, this JAZB Board will meet again and we will
13 review those public comments and decide whether to make
14 any changes to this draft zoning airport -- airport
15 zoning ordinance.

16 This ordinance would then be submitted to the
17 commissioner for the Minnesota Department of
18 Transportation for review and approval. After the
19 commissioner's review, the JAZB will hold a second
20 public hearing and submit the proposed ordinance to the
21 Commissioner of Transportation a second time prior to
22 adopting a zoning ordinance at the subsequent meeting.

23 So I'd like to just take this opportunity to
24 thank everyone for your attention, thank you for coming
25 out and participating, and we appreciate the interest

1 in our airport and the zoning around it.

2 So thank you for attending, and the public
3 hearing is now closed, and the meeting of the Joint
4 Airport Zoning Board is adjourned.

5 Thank you.

6 (Proceedings concluded at 6:40 p.m.)

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REPORTER'S CERTIFICATE

I, Caitlin J. Albrecht, Notary Public of and for the State of Minnesota, do hereby certify that the foregoing pages of typewritten material constitutes an accurate verbatim stenographic record taken by me of the Arbitration Proceedings aforementioned on the 27th day of February, 2018, at the times and place specified.

DATED: March 8, 2018.



Caitlin J. Albrecht