

# Lake Elmo Airport

## Joint Airport Zoning Board (JAZB)

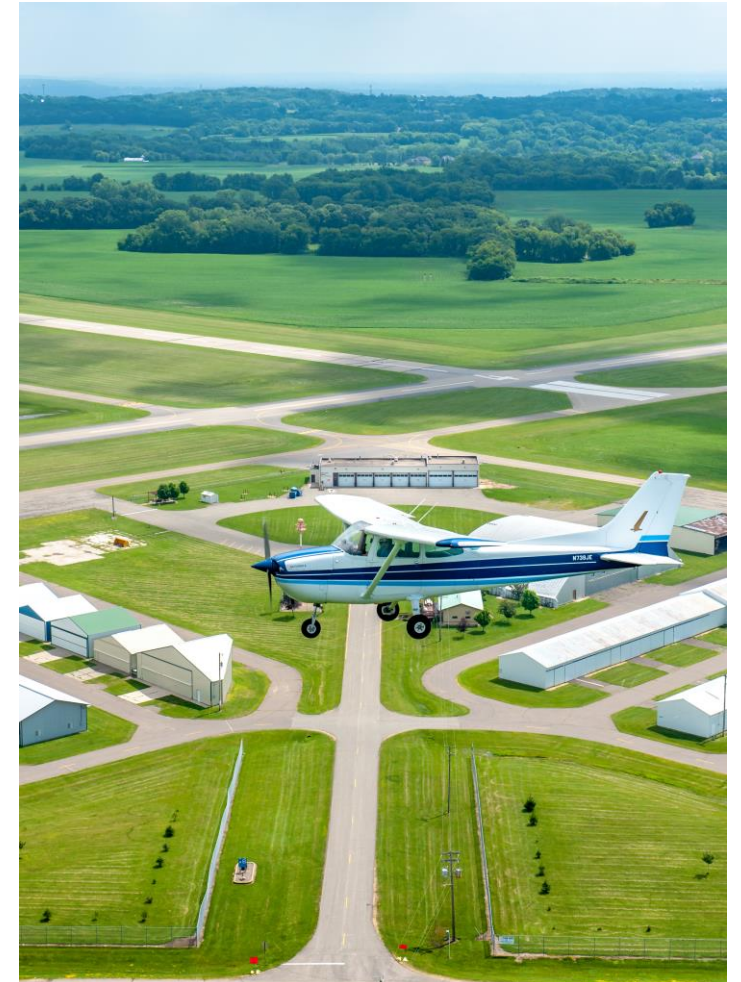


25 June 2019

JAZB Kickoff Meeting

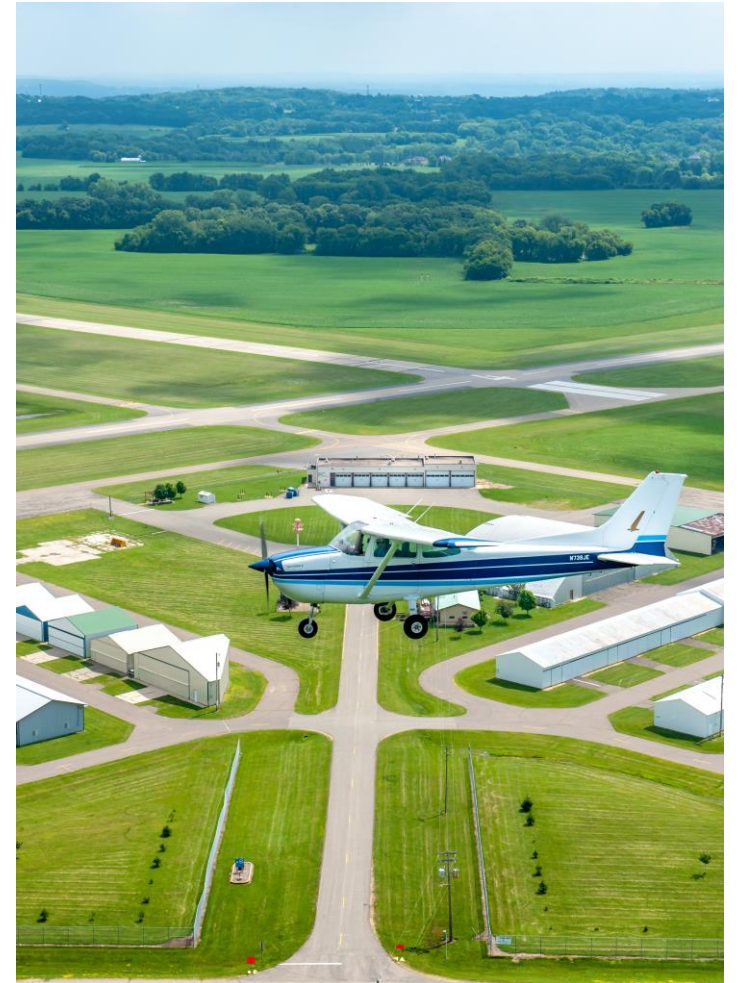
# Meeting Agenda

- **Welcome and Agenda Overview**
- Board Member Introductions
- JAZB Overview
- Selection of Chairperson
- Organizational Logistics
- Goals for the Lake Elmo JAZB
- Summary of New State Airport Zoning Statute
- Initial Meeting Plan
  - Establish Next Meeting Date
- Public Comments
- Adjourn

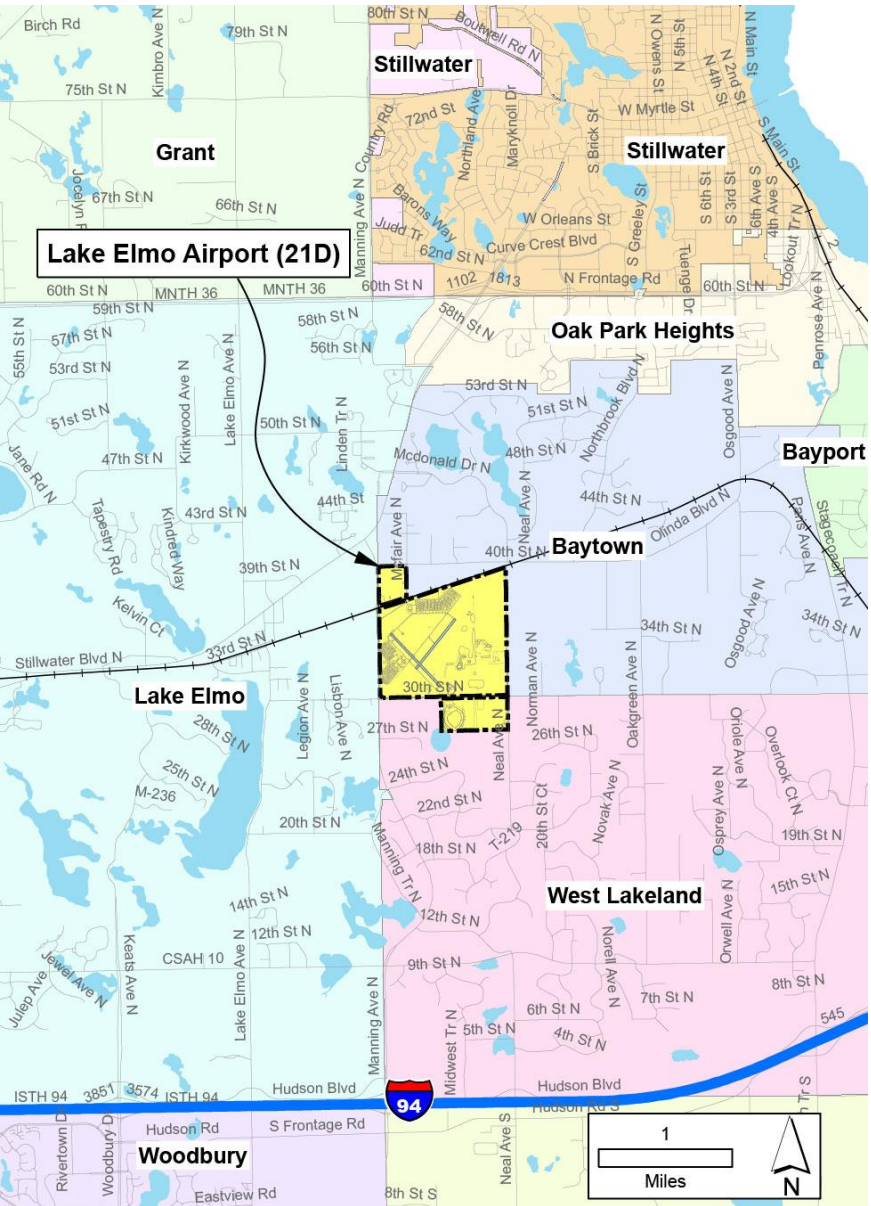


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# Introductions



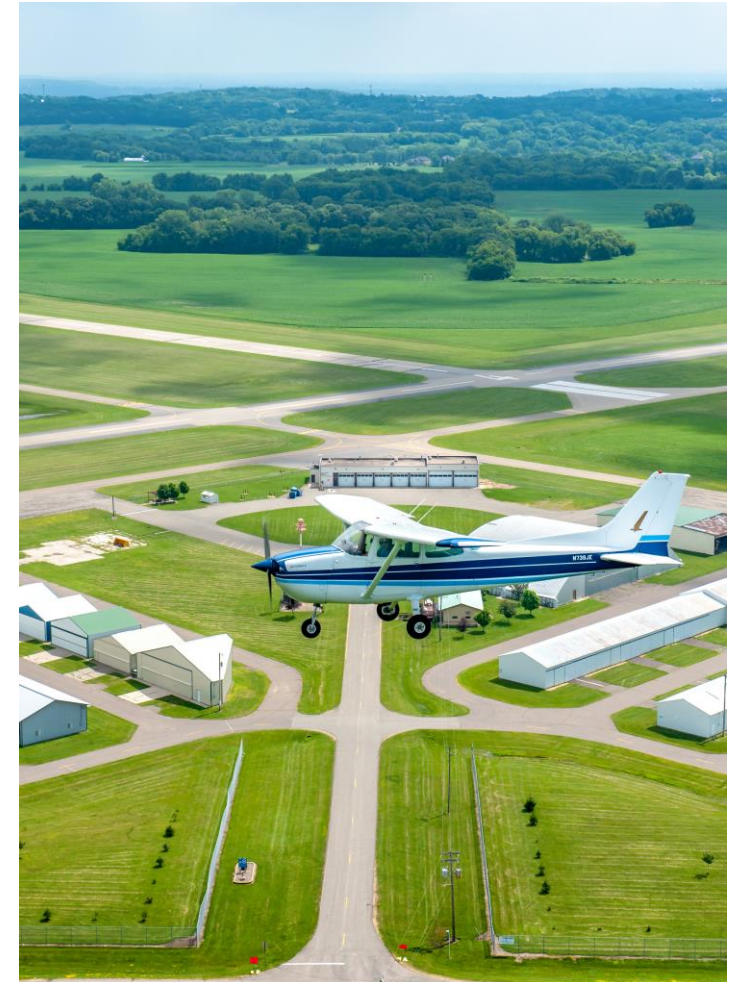
## LAKE ELMO AIRPORT JOINT AIRPORT ZONING BOARD (JAZB) MEMBERS

CHAIR	
TBD	
BAYTOWN TOWNSHIP	
Kent Grandlienard Township Supervisor Baytown Township 4020 McDonald Drive North Stillwater, MN 55082 <a href="mailto:kent.grandlienard@baytownmn.org">kent.grandlienard@baytownmn.org</a> ph: 651-430-1142	Richard Weyrauch Township Supervisor Baytown Township 4020 McDonald Drive North Stillwater, MN 55082 <a href="mailto:rick.weyrauch@baytownmn.org">rick.weyrauch@baytownmn.org</a> ph: 651-303-9165
LAKE ELMO	
Justin Bloyer Council Member City of Lake Elmo 3880 Laverne Avenue North Lake Elmo, Minnesota 55042 <a href="mailto:jbloyer@lakeelmo.org">jbloyer@lakeelmo.org</a> ph: 651-334-9721	Ken Roberts Planning Director City of Lake Elmo 3880 Laverne Avenue North Lake Elmo, Minnesota 55042 <a href="mailto:kroberts@lakeelmo.org">kroberts@lakeelmo.org</a> ph: 651-747-3912
OAK PARK HEIGHTS	
Mary McComber Mayor City of Oak Park Heights 14168 Oak Park Blvd. N Oak Park Heights, MN 55082 <a href="mailto:marymccomber@aol.com">marymccomber@aol.com</a> ph: (651) 351-7879	Mike Liljegen Council Member City of Oak Park Heights 14168 Oak Park Blvd. N Oak Park Heights, MN 55082 <a href="mailto:liljegrens@comcast.net">liljegrens@comcast.net</a> ph: (651) 351-2742
WEST LAKELAND TOWNSHIP	
Dave Schultz Township Supervisor West Lakeland Township P.O. Box 447 Lake Elmo, MN 55042 <a href="mailto:dschultz6816@comcast.net">dschultz6816@comcast.net</a> ph: 651-436-6816	Mary Vierling Citizen West Lakeland Township P.O. Box 447 Lake Elmo, MN 55042 <a href="mailto:sonny_jim@msn.com">sonny_jim@msn.com</a> ph: n/a
Daniel Kylo (Alternate) Board Chairman West Lakeland Township P.O. Box 447 Lake Elmo, MN 55042 <a href="mailto:dan.kylo@westlakeland.govoffice2.com">dan.kylo@westlakeland.govoffice2.com</a> ph: 651-436-1134	Brian Krafthefer (Alternate) Citizen West Lakeland Township P.O. Box 447 Lake Elmo, MN 55042 <a href="mailto:krafthefer@aol.com">krafthefer@aol.com</a> ph: n/a

MAC	
Rick King Commissioner Thomson Reuters 610 Opperman Drive - Mail D5-N1349 Eagan, MN 55123 <a href="mailto:rick.king@thomsonreuters.com">rick.king@thomsonreuters.com</a> ph: 651-848-7819	Michael Madigan Commissioner Madigan, Dahl & Harlan Campbell Mithun Tower 222 South Ninth Street, Suite 3150 Minneapolis, MN 55402 <a href="mailto:Madigan@mdh-law.com">Madigan@mdh-law.com</a> ph: 612-604-2588
Joe Harris (Alternate) Airport Manager, Lake Elmo Airport Metropolitan Airports Commission 6040 28 <sup>th</sup> Avenue South Minneapolis, MN 55450 <a href="mailto:Joe.Harris@mshpac.org">Joe.Harris@mshpac.org</a> ph: 651-224-4306	Kelly Gerads (Alternate) Assistant Director, Reliever Airports Metropolitan Airports Commission 6040 28 <sup>th</sup> Avenue South Minneapolis MN 55450 <a href="mailto:Kelly.Gerads@mshpac.org">Kelly.Gerads@mshpac.org</a> ph: 612 726-8142
BOARD SECRETARY	PROJECT MANAGER
Kristin Berwald Administrative Assistant Metropolitan Airports Commission 6040 28 <sup>th</sup> Avenue South Minneapolis, MN 55450 <a href="mailto:Kristin.Berwald@mshpac.org">Kristin.Berwald@mshpac.org</a> ph: 612-726-8144	Neil Ralston Airport Planner Metropolitan Airports Commission 6040 28 <sup>th</sup> Avenue South Minneapolis, MN 55450 <a href="mailto:neil.ralston@mshpac.org">neil.ralston@mshpac.org</a> ph: 612-726-8129
MAC STAFF SUPPORT	
Bridget Rief Vice President, Planning & Development Metropolitan Airports Commission 6040 28 <sup>th</sup> Avenue South Minneapolis, MN 55450 <a href="mailto:bridget.rief@mshpac.org">bridget.rief@mshpac.org</a> ph: 612-725-8371	Evan Wilson Senior Attorney Metropolitan Airports Commission 6040 28 <sup>th</sup> Avenue South Minneapolis, MN 55450 <a href="mailto:evan.wilson@mshpac.org">evan.wilson@mshpac.org</a> ph: 612-794-4465

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- Welcome and Agenda Overview
- Board Member Introductions
- **JAZB Overview**
- Selection of Chairperson
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# JAZB Overview

Through a collaborative process, the JAZB seeks to collaboratively develop an airport zoning ordinance that achieves a balance between providing for a reasonable level of safety while allowing for compatible community development.

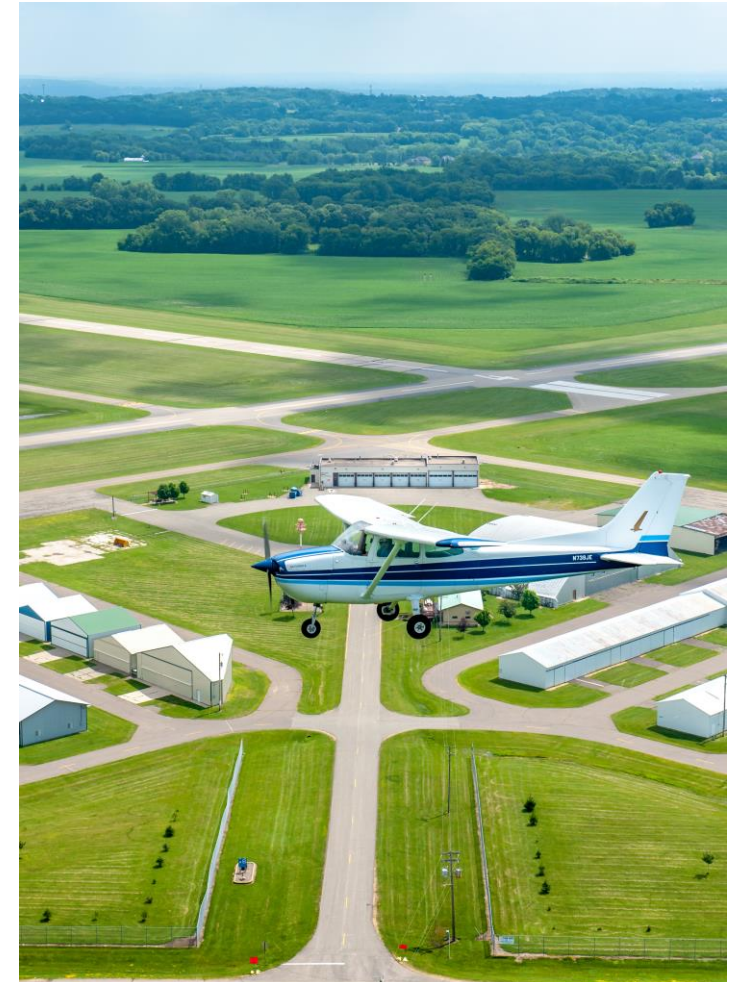


## **Why airport safety zoning is important:**

- State requirements/expectations
- Pace of development in the vicinity of Lake Elmo Airport
- Certainty for surrounding community

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# Selection of Chairperson

- Method of JAZB Chair selection is set out in State Statute

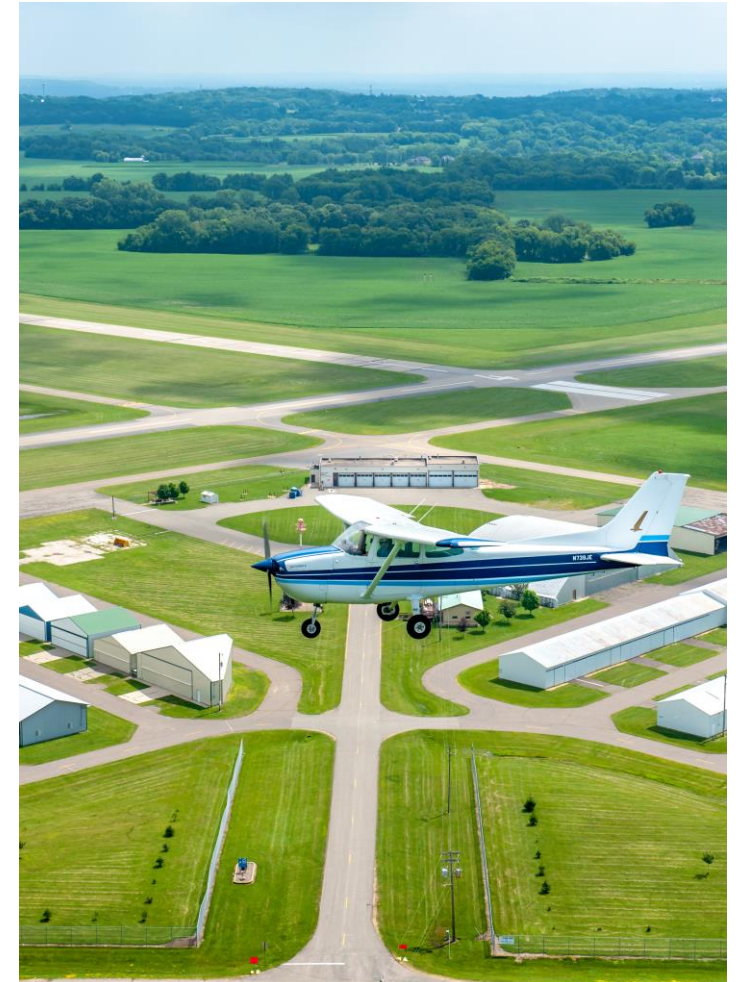
*A joint board shall have as members two representatives appointed by the municipality owning or controlling the airport and two from the county or municipality, or in case more than one county or municipality is involved two from each county or municipality, in which the airport hazard is located, and in addition a chair elected by a majority of the members so appointed. All members shall serve at the pleasure of their respective appointing authority.*

- The Chair must be someone “in addition” to the Board, i.e., not one of the members or alternates appointed by the municipalities or the Metropolitan Airports Commission
- The Chair must be elected by a majority of the JAZB Membership
- No other criteria are stated
- Nominations/Voting



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# Organizational Logistics

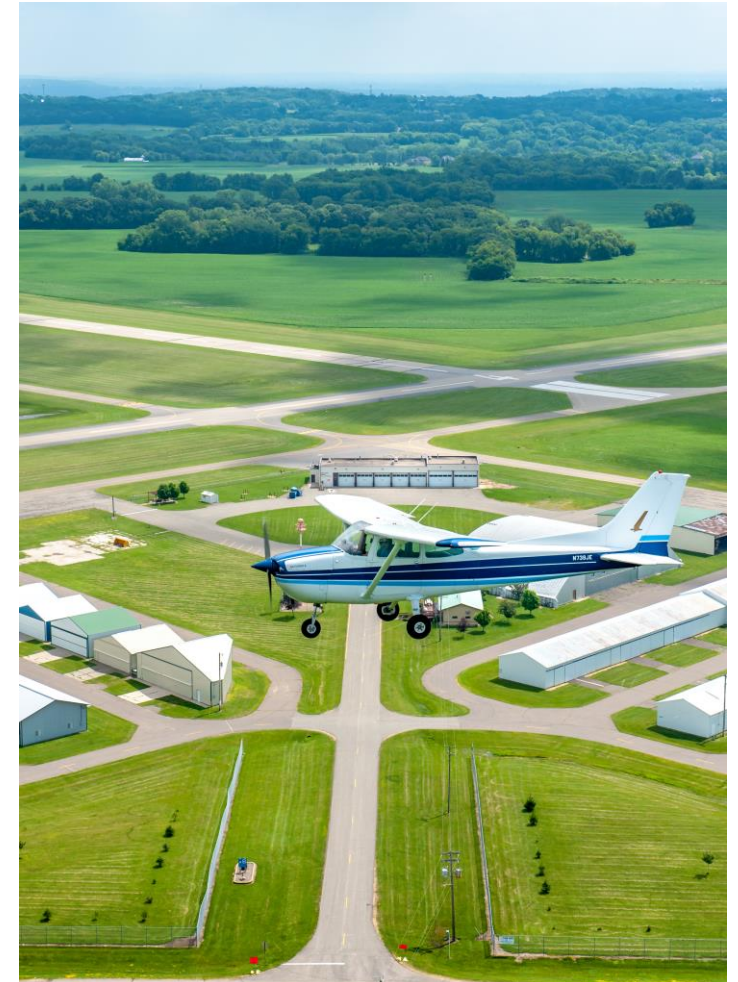
- Meeting Organization
  - Robert's Rules of Order
    - Quorum = majority of JAZB membership in attendance to take action (6 members)
    - Majority vote for action pass/fail
  - Motion to adopt
  - Identification of alternate members encouraged!

The screenshot shows the website for the Metropolitan Airports Commission (MAC). The header includes navigation links for Accessibility, Site Map, News & Events, and Contact Us. Below the header is a search bar and a main navigation menu with options like Airports, Airport Users, FBOs & Commercial Services, Advisory Councils, News, and Contact. The main content area features a large image of an airport runway with the word "Airports" overlaid. Below the image is a sub-navigation menu for various airports: Airlake, Anoka County - Blaine, Crystal, Flying Cloud, Lake Elmo (highlighted), St. Paul Downtown, and MSP. The main content area is titled "Joint Airport Zoning Board - Lake Elmo" and includes a description of the JAZB's role, a paragraph about the collaborative process, and a "Calendar and Meeting Information" table. The table lists a meeting on 6/25/2019 at the Baytown Community Center at 3:30 p.m. with links for Agenda, Minutes, and Presentations. To the right of the main content is a "Board Members" section listing the Chair-TBD, Baytown Township Supervisor Kent Grandlienard, Township Supervisor Richard Weyrauch, Lake Elmo Councilmember Justin Bloyer, Planning Director Ken Roberts, and Oak Park Heights Mayor Mary McComber.

Date	Location and Time	Agenda	Minutes	Presentations
6/25/2019	<a href="#">Baytown Community Center</a> 3:30 p.m.	<a href="#">Agenda</a>	<a href="#">Minutes</a>	<a href="#">Presentation</a>

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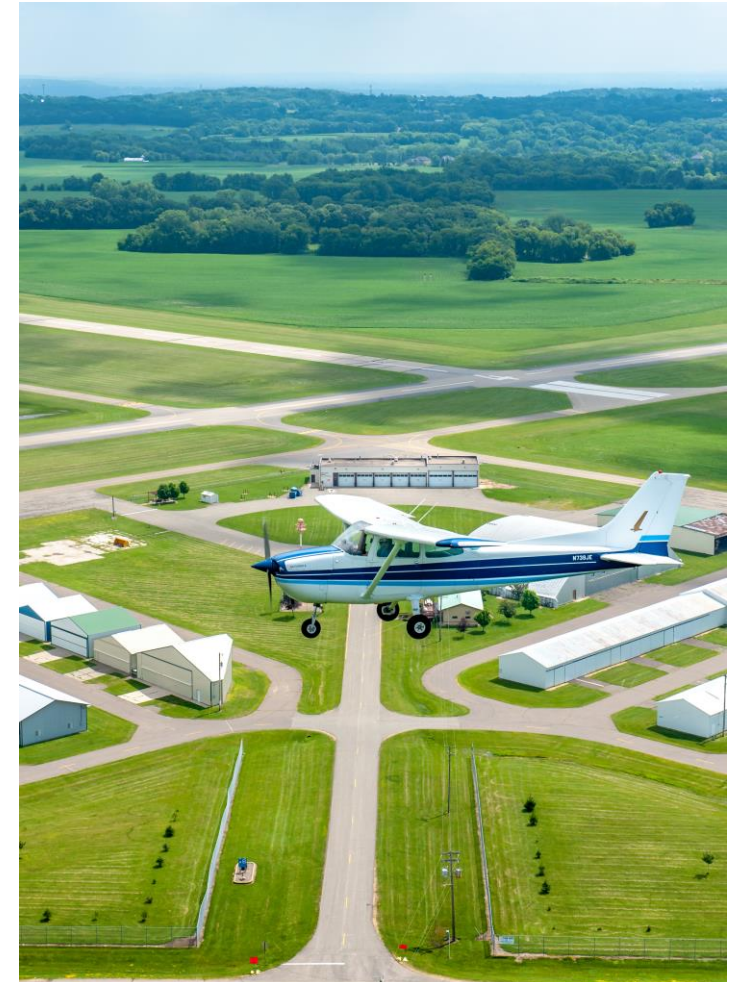
# JAZB Goals



- Develop an Airport Zoning Ordinance for review and approval by the MnDOT Commissioner of Transportation
- Seek to develop an Airport Zoning Ordinance that achieves a balance between providing for a reasonable level of safety while allowing for compatible community development
- Ensure that the Airport Zoning Ordinance is developed in a manner that includes meaningful stakeholder engagement

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# Summary of Zoning Statute Changes



## Summary of Zoning Statute Changes (HF6/SF5 Chapter 3 – 2019, First Special Session)

to Minnesota's Airport Safety Zoning Laws (MN Chapters 360, 394 & 462)

### Integration of airport zoning with local planning and zoning

#### Before August 1st

No reference to airport safety zoning currently exists in municipal or county planning and zoning laws (MS 394 & 462), which has caused MN Supreme Court to view airport zoning different from other, more routine types of zoning

#### Effective August 1st

Comprehensive plans required to consider the location and dimensions of airport safety zones  
Encourages uses in airport safety zones that are compatible with the airport  
Airport safety zones required on maps depicting official controls at next update

### Flexibility to enact airport zoning

#### Before August 1st

The Joint Airport Zoning Board (JAZB) adopts airport zoning regulations that conform to the standards prescribed by the commissioner

Funding must be withheld if zoning effort is not initiated

Loosely defined social and economic cost arguments required in lieu of the Commissioner's Standard

#### Effective August 1st

Expands authority of Joint Airport Zoning Board (JAZB) allowing for creation and adoption of a Custom standard

Safety projects to maintain existing infrastructure are eligible for funding regardless of zoning effort

For custom zoning, specific criteria must be evaluated by the JAZB and resulting ordinance must provide a reasonable level of safety

Replace social and economic cost argument provision with criteria for Custom Airport Zoning Standards

### Alignment with municipal and county process requirements

#### Before August 1st

Requires a minimum of two public hearings

No timeline for MnDOT review

#### Effective August 1st

One public hearing required unless changes are made after the initial public hearing

Notice of hearing posted on the municipality, county or JAZB's website.

Notice of hearing published at least 3 times between 15 and 5 days in two newspapers. Only one newspaper required if no second newspaper of wide circulation exists.

Mailed notice to affected parties must be given 10 days before each hearing.



### Airport's role

#### Before August 1st

The importance of airports to the general public is not explicitly stated

#### Effective August 1st

The maintenance and operation of airports is deemed an essential public service

### Clarification of "planning" project eligibility

#### Before August 1st

Planning is not specifically identified as allowable for funding with State Airport Fund dollars

#### Effective August 1st

Insertion of "planning" as eligible for funding (allowing for potential funding of Custom ordinances and related analysis)

### Existing land uses

#### Before August 1st

Established Residential Neighborhoods designation exempts existing neighborhoods built before January 1, 1978 from airport zoning restrictions

#### Effective August 1st

The term "Existing Land Use" replaces Established Residential Neighborhood allowing for broader exemptions from Commissioner's Standard zoning restrictions

Future rulemaking envisioned to define "Existing Land Use"

### Federal no hazard determination

#### Before August 1st

Variance must be obtained for object to penetrate height restrictions

#### Effective August 1st

Custom zoning allows the flexibility to approve obstruction without variance, if FAA analyzes proposed construction, alteration, or growth and deems it non-hazardous

### Boundary limitations

#### Before August 1st

The municipality may regulate via land use zoning only up to two miles from the airport boundary under approach zones, and up to 1 and 1/2 miles elsewhere

#### Effective August 1st

Conflicting boundary limitations on zoning removed and left to the JAZB to determine limitations, if any

### Circumstances of updating zoning

#### Before August 1st

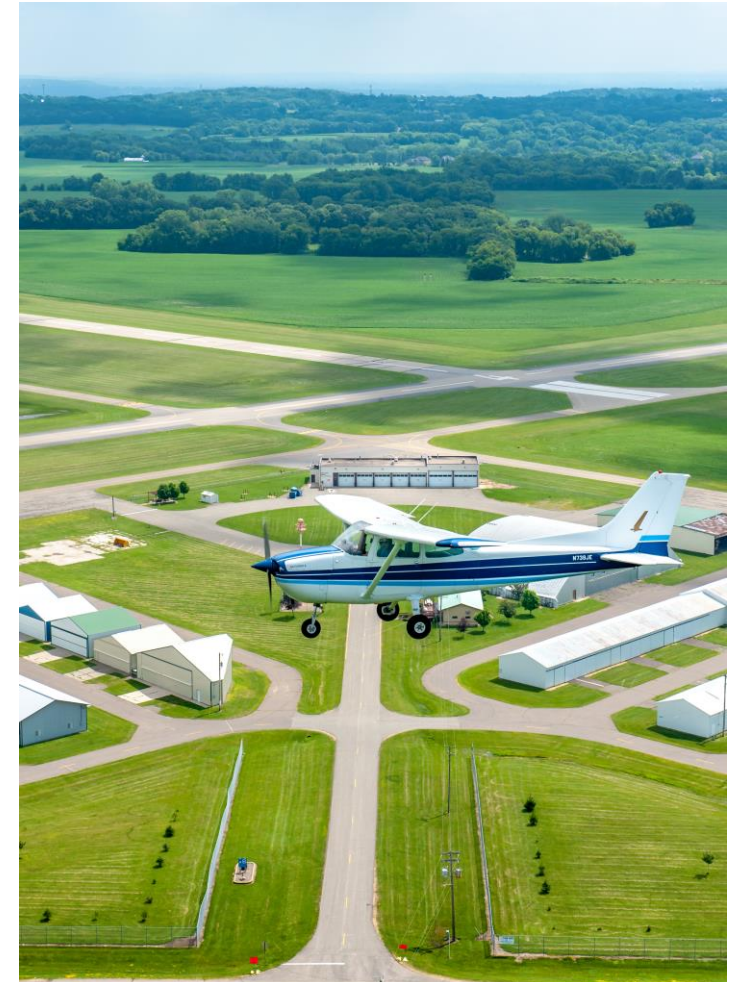
Loosely defined statutory guidance on when a zoning update is required

#### Effective August 1st

Clarification of when zoning must be updated, stating that changes to runway lengths or configurations are the trigger or if existing zoning was noncompliant

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# Initial Meeting Plan

## Meeting 1:

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## Meeting 2:

- Presentation and Work Session – Custom vs. Commissioner’s Standards
- Board member input on zoning standard selection

Proposed Meeting Location & Time

## CUSTOM STANDARD

### Meeting 3:

- Presentation of Custom Zoning Factors and Methodology
- Board member input on Custom Zoning Factors and Methodology
- Discuss outline of proposed Draft Lake Elmo Airport Zoning Ordinance

### Meeting 4:

- Presentation of Draft Lake Elmo Airport Zoning Ordinance
- Approval of Draft Lake Elmo Airport Zoning Ordinance for Public Hearing #1

### Public Hearing #1

## COMMISSIONER’S STANDARD

### Meeting 3:

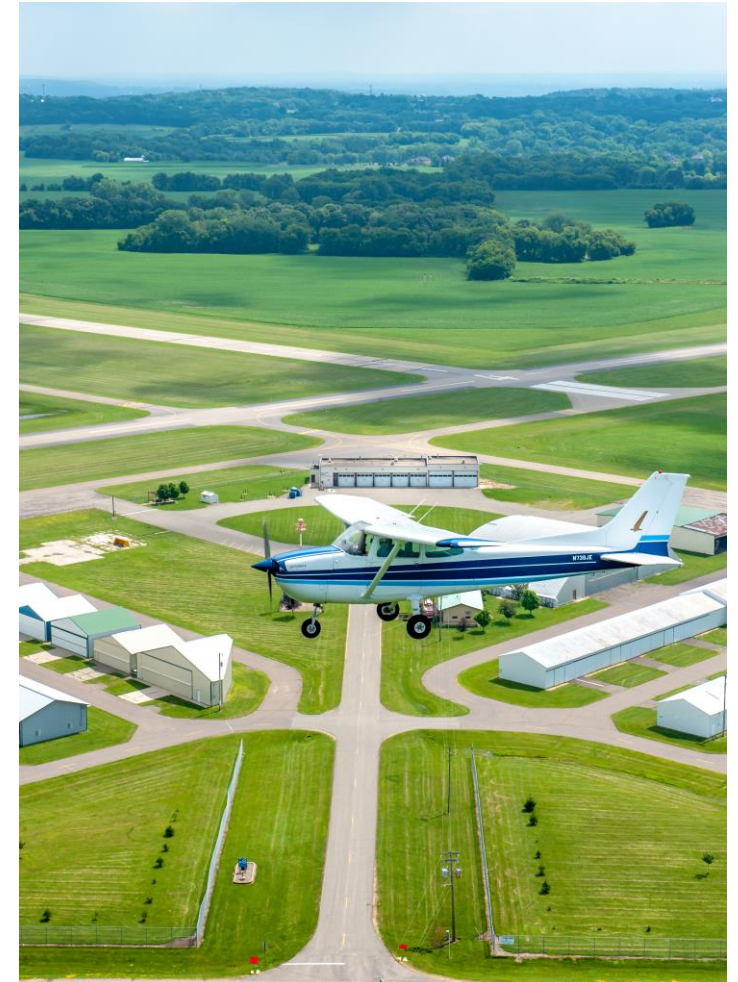
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### Public Hearing #1



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