Flying Cloud Airport (FCM)  
Joint Airport Zoning Board (JAZB)  
2017 – 2018 Meeting Record

Meeting #1 – September 21, 2017  
Meeting #2 – October 26, 2017  
Meeting #3 – January 18, 2018  
Meeting #4 – April 5, 2018
Flying Cloud Airport (FCM)  
Joint Airport Zoning Board (JAZB)  

Meeting Agenda  
Thursday, September 21, 2017  
4:30 P.M.  
Eden Prairie City Center – Heritage Rooms 1 & 2  
8080 Mitchell Road, Eden Prairie

Agenda Items

1. Board Member Introductions
2. Selection of Chairperson
3. Review of FCM JAZB Historical Timeline & Accomplishments
4. Summary of Draft FCM Airport Zoning Ordinance
5. Goals for Re-Convened FCM JAZB
6. Overview of Meeting Plan and Establish Meeting Dates
7. Organizational Logistics
FLYING CLOUD AIRPORT
JOINT AIRPORT ZONING BOARD

Thursday, September 21, 2017
Eden Prairie City Center – Heritage Rooms 1 & 2
8080 Mitchell Road, Eden Prairie, MN

MEETING MINUTES

Bridget Rief, MAC Vice President of Planning and Development, convened the Flying Cloud Airport Joint Airport Zoning Board meeting at 4:31 p.m. The following were in attendance:

Members: Kate Aanenson, City of Chanhassen, Board Member
Jerry McDonald, City of Chanhassen, Board Member
Brad Aho, City of Eden Prairie, Board Member
Julie Klima, City of Eden Prairie, Board Member
Rick Getschow, City of Eden Prairie, Alternate (non-voting)
Joseph Helkamp, City of Shakopee, Board Member
Gary Schmidt, Metropolitan Airports Commission, Alternate (voting)
Katie Clark Sieben, Metropolitan Airports Commission, Board Member

Others: Rylan Juran, Ryan Gaug, Mn/DOT; John Krack, RAAC; Bridget Rief, Evan Wilson, Neil Ralston, Andrew Hanson, Chad Leqve, Mitchell Kilian, Mike Wilson, Roy Fuhrmann, Jenn Felger, Shelly Cambridge, MAC Staff

1. INTRODUCTIONS

Bridget Rief, MAC Vice President Planning and Development introduced herself and indicated she would kick off the meeting and move forward with the agenda as noted. She thanked everyone for attending and asked for each person to introduce themselves and indicate whether or not they are on the board or serving as an alternate for the meeting. Board members introduced themselves; also in attendance today were Shelly Cambridge and Jenn Felger who will be providing staff support to the Board. Meeting attendees seated in the audience were also asked to introduce themselves.

2. ORGANIZATIONAL LOGISTICS

Bridget Rief advised those in attendance that Evan Wilson, MAC Senior Attorney recommended the Board vote on the establishment of “Robert’s Rules of Order” as a guide for conducting the Flying Cloud Airport Joint Airport Zoning Board meetings.

IT WAS MOVED BY HELKAMP AND SECONDED BY KLIMA THAT THE BOARD UTILIZE ROBERT’S RULES FOR CONDUCTING THE MEETINGS. THE MOTION CARRIED BY UNANIMOUS VOTE.

3. SELECTION OF CHAIRPERSON

Rick King formerly served as Chairperson of this board when it was convening back in 2009. At that time, he was not a MAC Commissioner but he is currently. As a MAC
Commissioner, he is willing to serve as one of two representatives, along with Commissioner Katie Clark Sieben. As a board member however, he cannot serve in both positions so the board’s next order of business will be to elect a chair for the group, and if one of the board members is elected as chair, then that entity would need to backfill their board member position because similarly, they cannot serve in both roles.

Ms. Rief informed the board that the City of Eden Prairie had a representative they wanted to nominate for Chair, and turned the floor over to the City of Eden Prairie representatives to move forward with their nomination.

**KLIMA MOVED TO NOMINATE BRAD AHO AS CHAIRPERSON; THE MOTION WAS SECONDED BY HELKAMP.**

Ms. Rief asked if anyone present wished to further discuss the nomination; no one responded. Ms. Rief then called for a vote.

**THE MOTION WAS CARRIED BY UNANIMOUS VOTE.**

Ms. Rief introduced Brad Aho as Chairperson for the Flying Cloud Airport Joint Airport Zoning Board, and turned management of the meeting over to Chair Aho.

4. BACKFILLING OPEN BOARD MEMBER POSITION

The Chair recognized Bridget Rief, who stated the City of Eden Prairie needed to nominate someone to backfill their board member position as a formal action. Rick Getschow stated the plan is to appoint either the Chair or Vice-Chair from the Flying Cloud Airport Advisory Commission. Chair Aho noted his approval and Mr. Getschow stated he has talked to them about it, and though neither could be present at this meeting, they are aware that there would be an opening on the Board if Mr. Aho was elected Chair. Mr. Getschow would then continue to serve as a Board Alternate. Chair Aho opened it up for further discussion but there was none.

Chair Aho asked if a formal vote was needed today to backfill the vacant position. Ms. Rief responded negatively. Chair Aho then indicated the group should move on with the meeting agenda.

5. HISTORICAL TIMELINE AND ACCOMPLISHMENTS

Neil Ralston, MAC Staff, gave a brief presentation on the history of the Flying Cloud Airport Joint Airport Zoning Board in preparation to discuss the current Board’s goals. This body originally began in 2009, and by April 2010 the group had developed a draft Zoning Board Ordinance for Flying Cloud Airport. A public hearing was held in late 2010 for that ordinance. The draft was finalized and submitted to Mn/DOT for review and action in late 2010, which gives this Board a strong launching point for its work. In early 2011, MAC requested on behalf of the JAZB that Mn/DOT temporarily suspend review of the draft ordinance due to legal uncertainties surrounding airport zoning-related litigation that was pending in the state at the time. Also introduced was a collaborative effort by Mn/DOT Aeronautics to update state zoning statute rules, a process which is still ongoing.

Mr. Ralston deferred to Evan Wilson, MAC Senior Attorney, who stated he wants the board to be aware of a zoning bill which has been in the works for about four years. There have
been no hearings on it. There is some uncertainty going forward and he is not sure if it will move in the next session since it’s a policy bill. With this uncertainty, MAC still feels it is best to move forward with the work of the JAZB. Mr. Wilson stated most likely the bill would not change the outcome of the Joint Airport Zoning Ordinance. It deals more with procedural issues.

Mr. Ralston continued that in 2016 it became increasingly apparent that MAC needed to move forward with completing the zoning effort at Flying Cloud Airport due to development activity in the vicinity of the airport. MAC Staff asked Mn/DOT Aeronautics to re-initiate review of the draft ordinance originally submitted in 2010. Mn/DOT indicated they wouldn’t be able to review that draft until three things occurred; the JAZB is reconvened, the JAZB holds a public hearing about the proposed zoning regulation and the JAZB submits to record its official action requesting review of the proposed zoning. This is the first meeting of the reconvened JAZB for Flying Cloud Airport.

6. SUMMARY OF DRAFT FCM AIRPORT ZONING ORDINANCE

Mr. Ralston continued with a brief summary of the 2010 Draft FCM Airport Zoning Ordinance, highlighting key features of the ordinance. The JAZB’s focus was identifying land use controls necessary to ensure a reasonable level of safety around the airport while considering social and economic costs associated with implementing those proposed land use controls. The guiding concept employed throughout the process was that of “reasonableness.”

7. GOALS FOR RECONVENED FCM JAZB

Mr. Ralston addressed why safety zoning remains important for Flying Cloud Airport. Zoning is a state law in order to be eligible for state aviation grant funding and Mn/DOT’s expectation is that MAC will successfully develop and implement zoning at Flying Cloud Airport. The pace of development around the airport is increasing and several developers have asked about zoning in place for specific parcels near the airport, and MAC needs to be able to provide them definitive direction. MAC wants to continue pursuing non-aeronautical uses of some parcels located within or very close to the safety zones. Uncertainty regarding zoning is holding up land releases by the FAA that are needed to allow development. MAC would also like to provide a level of certainty to all stakeholders about airport safety zoning requirements for Flying Cloud.

The Board’s primary goal remains the same as it was in 2009; development of an airport zoning ordinance for approval by Mn/DOT’s Commissioner of Transportation and subsequent adoption by this Board and local communities. Supporting goals include:

- Update relevant sections of the draft ordinance to reflect current conditions.
- Ensure an appropriate level of stakeholder engagement occurs.

Ms. Rief asked Mr. Ralston to clarify what “updating relevant sections” might mean in more detail. Mr. Ralston stated it would entail updating the airport’s 2008 safety risk analysis as well as overall airport operations to reflect current conditions including the airfield configuration. The City of Eden Prairie would also be asked to take a fresh look at the
potential socioeconomic impact of restricting land use around the airport. Others may arise during the course of the review.

Chair Aho agreed that refreshing the data is important due to the time elapsed since the last JAZB meeting. Chair Aho asked if methodology has changed in terms of determining current data and Mr. Ralston stated he believes MAC’s methodology is still robust and sound though staff is always open to new ideas.

8. OVERVIEW OF MEETING PLAN AND ESTABLISHING MEETING DATES

Mr. Ralston explained his tentative meeting plan outline which details potential future meetings for the Board to get a sense of what is to be accomplished and what might be required to accomplish those goals in terms of meetings. The strategy is to update the draft ordinance, make it available for public review and comment including holding a public hearing and then re-submit the plan to Mn/DOT for review and action. This takes the JAZB through the first four meetings on the proposed meeting plan.

Evan Wilson responded to questions from Chair Aho regarding the impact of potential legislative changes following the approval of the ordinance by Mn/DOT. Mr. Wilson stated it would depend on the effective date of the legislation and on what the legislation itself details about actions it might apply to. The currently proposed bill would apply to actions of the JAZB taken after the effective date of the legislation.

Mr. Ralston continued, stating that under the current statute we do not expect the Commissioner of Transportation to approve the draft ordinance in the form of its first submittal. Meetings 5 and 6 are designed for responding to Mn/DOT’s comments and re-submitting the proposal for a second review. In the second review, Mn/DOT has more freedom to consider conditions relating to the socioeconomic cost of implementing the state model versus the proposed ordinance and consider a reasonable level of safety in that context. Meeting 7 will be held after a second public hearing and the Board’s work should be complete.

The Chair recognized Board Member Helkamp who mentioned there are no dates or timelines given in conjunction with the meeting plan. Mr. Ralston asked the Board to determine meeting location first. None of the members objected to Eden Prairie as the meeting location and Chair Aho indicated they were willing to host. As for acceptable meeting days and times, Mr. Ralston stated Thursday afternoons were preferred during the first round of meetings and asked if that works well for the majority again. The Board is not relegated to only Thursday afternoons, but it seemed to be a good starting point for future scheduling. Mr. Ralston stated it would be difficult to project the required meeting frequency at this juncture but asked the members to agree today on scheduling the next board meeting. He suggested 1 to 1 ½ months between meetings should allow enough work to be done between meetings to facilitate productive discussions. The earlier JAZB Board attempted to meet about every three weeks which seemed a bit compressed; four to five weeks between meetings should be appropriate. Mr. Ralston suggested Thursday, October 26th at 4:00 p.m. for the next meeting. No one objected. Mr. Ralston will check with Board members not present at this meeting to confirm their availability and will send out a subsequent meeting invite.
The next meeting is tentatively scheduled for Thursday, October 26th at 4:00 p.m. at Eden Prairie City Center.

9. FURTHER ORGANIZATIONAL LOGISTICS

Mr. Ralston recognized the acceptance of Robert’s Rules of Order but that the Board did not discuss what constitutes a quorum. Chair Aho indicated the Board understood what suffices as quorum for the group.

Mr. Ralston confirmed he would send an agenda to the Board for review prior to the next meeting, striving to have that emailed one week prior. He noted MAC’s creation of a separate landing page for the JAZB and associated meeting information being available on MAC’s website for anyone to reference. Board Member McDonald asked if prior meeting agendas would be housed on the website as historical records and Mr. Ralston replied affirmatively.

Mr. Ralston stated the City of Bloomington was previously a member of the JAZB Board but at this time it is not expected that any of the zoning surfaces will extend into Bloomington so they are technically not qualified to be part of the Joint Airport Zoning Board. Mr. Ralston has discussed that situation with them and they agreed they felt no need to participate. He will be keeping them abreast of the Board’s activities but they would not be participating unless something unforeseen happened and the City of Bloomington became an affected municipality.

WITH NO FURTHER BUSINESS TO DISCUSS, IT WAS MOVED BY KLIMA AND SECONDED BY HELKAMP TO ADJOURN. THE MOTION WAS CARRIED BY UNANIMOUS VOTE.

The meeting was adjourned at 5:03 p.m.
Meeting Agenda

• Board Member Introductions
• Selection of Chairperson
• Review of FCM JAZB Historical Timeline & Accomplishments
• Summary of Draft FCM Airport Zoning Ordinance
• Goals for Re-Convened FCM JAZB
• Overview of Meeting Plan and Establish Meeting Dates
• Organizational Logistics
Meeting Agenda

• Board Member Introductions
• Selection of Chairperson
• Review of FCM JAZB Historical Timeline & Accomplishments
• Summary of Draft FCM Airport Zoning Ordinance
• Goals for Re-Convened FCM JAZB
• Overview of Meeting Plan and Establish Meeting Dates
• Organizational Logistics
Meeting Agenda

- Board Member Introductions
- Selection of Chairperson
- Review of FCM JAZB Historical Timeline & Accomplishments
- Summary of Draft FCM Airport Zoning Ordinance
- Goals for Re-Convened FCM JAZB
- Overview of Meeting Plan and Establish Meeting Dates
- Organizational Logistics
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 Board Members, i.e., not a quorum of the majority or other lessor number

- No other criteria are stated

- Nominations/Voting
Meeting Agenda

• Board Member Introductions
• Selection of Chairperson
• Review of FCM JAZB Historical Timeline & Accomplishments
• Summary of Draft FCM Airport Zoning Ordinance
• Goals for Re-Convened FCM JAZB
• Overview of Meeting Plan and Establish Meeting Dates
• Organizational Logistics
JAZB Historical Timeline and Accomplishments

- **July 2009**: First of 7 FCM JAZB meetings
- **August 2009 – April 2010**: JAZB develops draft Airport Zoning Ordinance
- **April 2010**: First Public Hearing for the draft Ordinance
- **December 2010**: JAZB approves submittal of draft Ordinance to MnDOT Commissioner
- **Early 2011**: MAC requests that MnDOT temporarily suspend Ordinance review due to legal uncertainties surrounding airport zoning related litigation pending at the time
- **2011 – 2016**: Court cases resolved; efforts to update Airport Safety Zoning Statutes underway
- **December 2016**: MAC requests that MnDOT re-initiate review of the draft Ordinance
- **June 2017**: MnDOT determines they are unable to review the draft Ordinance as submitted pending recalling the JAZB and holding a public hearing
- **September 2017**: First meeting of the re-convened FCM JAZB
Meeting Agenda

- Board Member Introductions
- Selection of Chairperson
- Review of FCM JAZB Historical Timeline & Accomplishments
- Summary of Draft FCM Airport Zoning Ordinance
- Goals for Re-Convened FCM JAZB
- Overview of Meeting Plan and Establish Meeting Dates
- Organizational Logistics
FCM 2010 Zoning Ordinance Highlights

Key JAZB Considerations for FCM Zoning:

- MnDOT Model Ordinance was starting point
- Unique characteristics in context of existing and planned land used around FCM
  - Challenging airport to zone with adjacent dense urban development
- Maintaining a “reasonable standard of safety” while considering social and financial costs to the communities
  - Focus on “Reasonableness” per Chapter 360.066 Subdivision 1, considering:
    - Character of flying operations
    - Location of the airport and the nature of terrain within the Airport Hazard Area
    - Existing land uses and character of the neighborhoods around the airport
    - Uses to which the property to be zoned are planned and adaptable
    - Social and economic costs of restricting land uses versus the benefits derived from a strict application of the standards of the commissioner
  - Conducted detailed Safety/Risk Study
  - Estimated economic impact to surrounding community of implementing State Model Zoning Ordinance
FCM 2010 Zoning Ordinance Highlights

Factors Considered by FCM JAZB:

- Safety/Risk study found accident probability less than 1 in 10m beyond the FAA RPZ in “planned occupant areas”
  - But greater than 1 in 10m in other Zone A/B areas
  - Recognizes that pilots retain some control in many GA accidents
- Economic impact analysis: ~$600k annual property tax losses; $150m lost commercial & $12m lost residential development

FCM JAZB 1st Submittal Land Use Recommendations:

- Zone A = FAA RPZ*
- Zone B = Balance of SSZ A+B footprint
  - Removed site acre/structure limitations*
  - Identified Permitted Residential Areas to allow for improvement, expansion and development of new residential uses in existing and planned residential areas (treated as conforming uses)*
  - Added a provision that a minimum of 20% of the total Zone B acreage or 20 acres, whichever is greater, is contiguous open space as an added margin of safety*

* = deviation from MnDOT Model Zoning Ordinance
FCM 2010 Zoning Ordinance Overview

Safety Zones (Land Use)

Airspace (Height)

Maximum Construction Height Without Permit (Height)
FCM 2010 Zoning Ordinance Overview
FCM 2010 Zoning Ordinance Overview
Meeting Agenda

• Board Member Introductions
• Selection of Chairperson
• Review of FCM JAZB Historical Timeline & Accomplishments
• Summary of Draft FCM Airport Zoning Ordinance
• Goals for Re-Convened FCM JAZB
• Overview of Meeting Plan and Establish Meeting Dates
• Organizational Logistics
JAZB Goals

Why airport safety zoning remains important:

• State requirements/expectations and funding implications
• Pace of development in the vicinity of FCM
• Non-aeronautical use opportunities on property in safety zones
• Certainty for surrounding community
JAZB Goals

• To develop an FCM zoning ordinance for review and approval by the Commissioner of Transportation for subsequent adoption by the Board and then by local communities.
• Update relevant sections of 2010 draft Zoning Ordinance to reflect current conditions
• Ensure appropriate level of stakeholder/community engagement
Meeting Agenda

• Board Member Introductions
• Selection of Chairperson
• Review of FCM JAZB Historical Timeline & Accomplishments
• Summary of Draft FCM Airport Zoning Ordinance
• Goals for Re-Convened FCM JAZB
  • Overview of Meeting Plan and Establish Meeting Dates
• Organizational Logistics
Tentative Meeting Plan

Meeting 1 (Kickoff):
- Board Member Introductions
- Selection of Chairperson
- Review of FCM JAZB Historical Timeline & Accomplishments
- Summary of 2010 Draft FCM Airport Zoning Ordinance
- Goals for Re-Convened FCM JAZB
- Overview of Meeting Plan and Establish Meeting Dates
- Organizational Logistics

Meeting 2:
- Presentation about efforts to update airport safety zoning laws
- Outline of proposed updates/refinements to 2010 Draft FCM Airport Zoning Ordinance
- Board member input on items to be updated/refined

Meeting 3:
- Presentation of Updated Draft FCM Airport Zoning Ordinance
- Approval of Updated Draft FCM Airport Zoning Ordinance for Public Hearing #1

Public Hearing #1

Meeting 4:
- Review of First Public Hearing comments and responses
- Approval to submit Updated Draft FCM Airport Zoning Ordinance to MnDOT Commissioner of Transportation

Meeting 5:
- Review MnDOT Commissioner of Transportation’s comments
- Discuss changes (if any) in response to MnDOT comments
- Approval to submit response (if necessary) to MnDOT

Meeting 6:
- Review MnDOT final approval
- Approval of Second Public Hearing for Final Draft FCM Airport Zoning Ordinance

Public Hearing #2

Meeting 7:
- Review of Second Public Hearing comments and responses
- Final adoption by JAZB of FCM Airport Zoning Ordinance

Public Hearing #2
Meeting Agenda

• Board Member Introductions
• Selection of Chairperson
• Review of FCM JAZB Historical Timeline & Accomplishments
• Summary of Draft FCM Airport Zoning Ordinance
• Goals for Re-Convened FCM JAZB
• Overview of Meeting Plan and Establish Meeting Dates
• Organizational Logistics
Organizational Logistics

- Meeting location – Eden Prairie City Center?
- Meeting Day/Time – Thursday afternoons?
- Meeting Organization
  - Robert’s Rules of Order
  - Quorum = majority of members being in attendance to take action
- Communications
  - Agenda posted one week before meeting
  - Relevant materials posted to JAZB page on MAC website
- Other items
  - Bloomington not participating as the proposed zoning surfaces do not extend into the City
Thank you for your participation!
FCM 2010 Zoning Ordinance Overview
FCM 2010 Zoning Ordinance Overview
FCM 2010 Zoning Ordinance Overview
Flying Cloud Airport (FCM)  
Joint Airport Zoning Board (JAZB)

Meeting Agenda  
Thursday, October 26, 2017  
9:00 A.M.  
Eden Prairie City Center – Heritage Rooms 1 & 2  
8080 Mitchell Road, Eden Prairie

**Agenda Items**

1. Approval of Minutes from September 21, 2017 JAZB Meeting

2. Introduction of new JAZB member (Eden Prairie representative)

3. Proposed updates to 2010 Draft FCM Airport Zoning Ordinance
   - Airfield configuration updates
   - Safety Study/Risk Assessment updates
   - Economic Impact Study updates

4. Board Member input on items to be updated

5. Next steps/timeline for preparing Updated Draft FCM Airport Zoning Ordinance

6. Next meeting date
Brad Aho, Chair, convened the Flying Cloud Airport Joint Airport Zoning Board meeting at 9:02 a.m. The following were in attendance:

Members: Brad Aho, Chair
Kate Aanenson, City of Chanhassen, Board Member
Bob Barker, City of Eden Prairie, Alternate (voting)
Michael Beard, City of Shakopee, Incoming Board Member
Joseph Helkamp, City of Shakopee, Outgoing Board Member
Rick King, Metropolitan Airports Commission, Board Member
Julie Klima, City of Eden Prairie, Board Member
Mark Noble, City of Shakopee, Alternate
Gary Schmidt, Metropolitan Airports Commission, Alternate (voting)
Eric Weiss, City of Shakopee, Board Member

Others: Rick Getschow, George Esbensen, City of Eden Prairie; Rylan Juran, Mn/DOT; Bridget Rief, Evan Wilson, Neil Ralston, Brad Juffer, Andrew Hanson, Chad Leqve, Mike Wilson, Jenn Felger, Shelly Cambridge, MAC Staff

1. APPROVAL OF 09-21-17 FCM JAZB MEETING MINUTES

Chair Aho opened the meeting by requesting a motion to approve the meeting minutes from the Flying Cloud Airport Joint Airport Zoning Board meeting held on 09-21-17.

IT WAS MOVED BY HELKAMP, SECONDED BY AANENSON TO APPROVE THE MINUTES OF THE SEPTEMBER 21, 2017 FLYING CLOUD AIRPORT JOINT AIRPORT ZONING BOARD MEETING, AS PRESENTED. THE MOTION CARRIED BY UNANIMOUS VOTE.

2. INTRODUCTIONS

Chair Aho stated the City of Eden Prairie intended to appoint Keith Tschohl as the new JAZB board member representing the City of Eden Prairie, although Keith was not able to attend today’s meeting. Bob Barker is in attendance today as Keith Tschohl’s alternate.

Chair Aho then asked each person to introduce themselves, as Bob Barker is new to the group. Board members introduced themselves; also in attendance were Bridget Rief, Evan Wilson, Neil Ralston, and Shelly Cambridge and Jenn Felger who will be providing staff support to the Board.
3. PROPOSED UPDATES TO 2010 DRAFT FCM AIRPORT ZONING ORDINANCE

Because it has been a number of years since the last FCM Airport Draft Zoning Ordinance was proposed, some changes have been recommended. Neil Ralston, MAC Staff, gave an overview of the proposed changes for the group.

Before beginning his presentation, Mr. Ralston asked Chair Aho if there was a formal action that needed to occur with the Shakopee Board representation. Commissioner King stated it’s his understanding that the affected municipality makes the appointment as opposed to the Board, and the Board should recognize the appointment but doesn’t need to approve it. Chair Aho concurred, and recognized Mike Beard as taking Joseph Helkamp’s spot on the Flying Cloud Airport Joint Airport Zoning Board as a representative for the City of Shakopee going forward. Resolution from the Shakopee City Council confirming that appointment is forthcoming.

Mr. Ralston, MAC Staff, began with a brief overview of the goals of the Flying Cloud Airport Joint Airport Zoning Board, touched on at the previous meeting. The primary goal of the group remains the same as it was back in the 2009-2010 time period, which is to develop an airport zoning ordinance for Flying Cloud Airport for review and approval by the Mn/DOT Commissioner of Transportation and subsequent adoption by this Board and local communities surrounding the airport. Supporting goals for the group include updating the relevant sections of the draft ordinance to reflect current baseline conditions and to ensure an appropriate level of stakeholder/community engagement occurs. Mr. Ralston stated today’s presentation would focus mainly on updating relevant sections and supporting analyses from the draft ordinance to a current baseline condition. Additional information and/or detail on any particular item covered can be discussed in an offshoot meeting, by request.

Mr. Ralston reviewed the three main categories for these updates – changes to the airfield configuration itself, updates to the Safety Risk Study that was done, as well as updates to the associated Economic Impact Study.

His presentation addressed airfield configuration updates first, indicating that some conditions on the airfield have changed or will be changing, so we need to be sure the updated ordinance accounts for those changes. When envisioning changes to the airfield configuration in 2010, the draft ordinance foresaw a need to shift and extend Runway 18-36 by approximately 100 feet, out to around 2800 feet. That concept has since been discarded; the updated ordinance will reflect the runway in its present state. This modest change does, however, affect several of the zones associated with the zoning ordinance and results in a need to rework the analysis for Runway 18-36 because the zones are technically changing their locations.

Mr. Ralston clarified some of the more frequently used technical terms for today’s presentation. Chair Aho then recognized Mike Beard, who asked for clarification on whether or not the safety zones could extend from a displaced threshold. Mr. Ralston responded that the State Safety Zones are based on the physical end of pavement which was verbally affirmed by Rylan Juran from Mn/DOT. Board Member Beard noted the clarification.
The second airfield configuration change involves the north parallel Runway 10L-28R. While no physical changes are being proposed to the width, length or position of this runway, staff proposes to change its designation from “other than utility” to “utility”. The distinction between designations pertains to the type of aircraft using the runway on a regular basis. The re-designation is being proposed to reduce the number of runway incursions as a result of moving the runway hold lines. From a zoning and land use perspective, that change will result in smaller runway protection zones and a less restrictive approach surface slope.

With regard to the last Safety Risk Study, it was prepared to evaluate the probability of aircraft accidents occurring adjacent to the airport including those in the FAA Runway Protection Zone and the State’s Model Safety Zones A & B. Mr. Ralston’s discussion focused on the input data for the study’s calculations, which MAC is proposing to update. The historic accident rate for this study will be drawn from a different timeframe, using data from 1997 to 2016 rather than 1989 to 2008. This calculation amounts to a small increase in the overall result, based on fewer aircraft accidents along with fewer aircraft operations. Of the 23 aircraft accidents that occurred from 1997 to 2016, 14 were located adjacent to airfield pavements; 3 were in Runway Protection Zones; 1 was in State Safety Zone A beyond the Runway Protection Zone; 1 was in State Safety Zone B; and 4 were off airport outside of State Safety Zones A and B.

Since this study evaluates accident probability in the State Safety Zones, the geographic areas used in the study remain the same as in the 2010 Study.

Use of the California Airport Land Use Planning Handbook for general aviation accident locations is also unchanging. While not 100% complete, the data set is still considered to be the best currently available. For Flying Cloud, two data sets will be used; one showing accident locations for runways under 4,000 feet in length (for Runways 18-36 and 10L-28R) and one showing accident locations for runways between 4,000 and 5,999 feet in length (for Runway 10R-28L). Mr. Ralston explained that the next step is to take the data from the California source study and superimpose those accident locations onto a base map for each runway end at the airport. Mr. Ralston then displayed an example of that, using the Runway 18 end at Flying Cloud. Next it must be determined how many aircraft operations are projected for each runway end for a future year; MAC recommends using the year 2040. This is accomplished by combining actual runway use percentages with forecast airport operations extrapolated out to the year 2040 to arrive at the estimated number of aircraft operations per runway end, which filters into the probability calculations.

Chair Aho asked about the estimated number of aircraft operations today at Flying Cloud; approximately 85,000 was Mr. Ralston’s response. Chair Aho noted it is then estimated that the total number of aircraft operations will increase by 10 to 20 percent and Mr. Ralston confirmed that estimate, over the 22 year study period. The 2025 projection used in the last zoning ordinance was around 125,000 aircraft operations so this is actually a step back based on current results. Nationwide an increase in aviation is projected; that growth attributable more to business and corporate flying rather than an increase in personal aviation use.

The final component of the Safety Risk Study which requires updating is occupant areas, which are land uses that currently support concentrations of people or are likely to support
large concentrations of people in the future based on foreseeable development. Also included in this analysis are some currently undeveloped areas that MAC has identified as candidates for non-aeronautical development. In the 2010 study, the probability of an aircraft accident within the identified occupant area was below the targeted risk standard, and the update will confirm if that is still the case.

4. **BOARD MEMBER INPUT ON ITEMS TO BE UPDATED**

Chair Aho addressed the Board by asking for questions or discussion items for debate. Board Member King pointed out that forecasting operational growth is not pure science but rather a great deal of speculation, and this is a long-range forecast plan. Chair Aho concurred, siting the last plan expected operations to peak at 125,000 and the currently proposed plan is being revised to expect 101,000 operations which, from the public’s perspective, is actually a decrease of what was projected in the original draft ordinance. Board Member Helkamp also noted the designation change for the north parallel runway down to the utility category so the type of aircraft using that runway along with noise levels will be changing. Mr. Ralston clarified that changing the runway to the utility designation won’t in fact change the type of aircraft using the runway; there will be no new restrictions to the type of aircraft using that runway. Board Member King interjected that the discussion, however, concerned perceptions of the public. Mr. Ralston pointed out that changing to the utility designation actually reflects a more accurate picture of the types of aircraft which currently utilize that runway. Chair Aho noted the overall public perception of downgrading that runway’s designation will be positive along with the fact that there is no current plan to extend the other runway’s length. Board Member Beard explained that’s why he asked about the 18-36 scenario discussed earlier because the additional 140 to 160 feet of asphalt being contemplated could be a source of great comfort to pilots on a takeoff roll on a hot day. Board Member Beard asked if the reason the notion of lengthening the runway was abandoned was due to economic decisions or pressure from the community.

Chair Aho recognized Bridget Rief to respond to Board Member Beard’s question. Ms. Rief explained that a few years ago MAC completed a minor extension to that runway and worked with the FAA with regard to potentially extending it out to 2800 feet. There are a couple limiting obstructions which make it difficult to extend to 2800 feet, one of them is the Green Acres barn and the second is Pioneer Trail. When MAC worked with the city and county on reconstruction of Pioneer Trail years ago, we worked with them to set the elevation that worked with the existing runway length, not having projected a runway extension at that time.

The final component of the study update will be the Economic Impact Study which estimates the economic impact of implementing the State Model Airport Zoning Ordinance vs. the proposed JAZB zoning ordinance; to compare both models based on an economic development standpoint. The JAZB will rely on the expertise of Eden Prairie’s planning team to identify what the dollar impact would be on lost residential and commercial property development potential along with lost property tax revenue, lost job creation opportunities and lost MAC non-aeronautical revenues.

Chair Aho affirmed that this final component of the study is especially important from the city’s viewpoint and a good reason why we need this ordinance to go through, as it has
potential to greatly impact the city’s development. Having this zoning ordinance in limbo makes it more difficult to have meetings with potential developers in the city when the rules and development zones are unclear. Mr. Ralston pointed out that although there is less information to present today on the Economic Impact Study portion of the ordinance, it is equally as important as the Safety Risk materials presented.

Chair Aho asked the Board if there were additional comments or concerns that needed to be addressed with regard to the presentation but no questions were raised.

5. NEXT STEPS/TIMELINE FOR PREPARING UPDATED DRAFT FLYING CLOUD AIRPORT ZONING ORDINANCE

Depending on additional input from the group, the next step is to incorporate the items to be updated into the analysis, prepare the updated Safety Risk Study and Economic Impact Analysis, and subsequently determine if any modifications to the draft 2010 zoning ordinance are warranted prior to submission. Dependent upon how all that progresses, Mr. Ralston proposed the next meeting be tentatively scheduled for mid-December, prior to the holidays, to review the results of these analyses and hopefully prepare the updated draft zoning ordinance with relatively few changes. Based on this timeline, the Board would be able to proceed with initiating the first public hearing right after the first of the year.

Chair Aho asked Board Member Klima if that timeline would allow the Eden Prairie planning team enough time to update the Economic Impact Study in preparation for that meeting. Board Member Klima replied affirmatively. Mr. Ralston stated his team would work diligently to pull together all in the information needed to update the Safety Risk Study as well, and it would be communicated to the Board if more time was needed. Chair Aho and Mr. Ralston added they are expecting minimal changes, so updating the analyses should not be a tremendous amount of work.

6. ESTABLISH NEXT MEETING DATE

Chair Aho noted Mr. Ralston’s recommendation of Thursday, December 14th for the next JAZB meeting. Mr. Ralston explained the time frame for the next meeting may be longer than the first two meetings and the Board should allow 60 to 90 minutes for that meeting, depending on the level of detail staff needs to go into on the analyses. Members tentatively affirmed the recommended date. The next meeting is tentatively scheduled for Thursday, December 14th at 4:00 p.m. at Eden Prairie City Center.

WITH NO FURTHER BUSINESS TO DISCUSS, IT WAS MOVED BY COMMISSIONER KING AND SECONDED BY KLIMA TO ADJOURN. THE MOTION WAS CARRIED BY UNANIMOUS VOTE.

The meeting was adjourned at 9:40 a.m.
Flying Cloud Airport
Joint Airport Zoning Board
Meeting Agenda

• Approval of Minutes from September 21, 2017 JAZB Meeting
• Introduction of new JAZB member (Eden Prairie representative)
• Proposed updates to 2010 Draft FCM Airport Zoning Ordinance
  • Airfield configuration updates
  • Safety Risk Study updates
  • Economic Impact Study updates
• Board Member input on items to be updated
• Next steps/timeline for preparing Updated Draft FCM Airport Zoning Ordinance
• Next Meeting Date
Meeting Agenda

- Approval of Minutes from September 21, 2017 JAZB Meeting
- Introduction of new JAZB member (Eden Prairie representative)
- Proposed updates to 2010 Draft FCM Airport Zoning Ordinance
  - Airfield configuration updates
  - Safety Risk Study updates
  - Economic Impact Study updates
- Board Member input on items to be updated
- Next steps/timeline for preparing Updated Draft FCM Airport Zoning Ordinance
- Next Meeting Date
Meeting Agenda

- Approval of Minutes from September 21, 2017 JAZB Meeting
- Introduction of new JAZB member (Eden Prairie representative)
- Proposed updates to 2010 Draft FCM Airport Zoning Ordinance
  - Airfield configuration updates
  - Safety Risk Study updates
  - Economic Impact Study updates
- Board Member input on items to be updated
- Next steps/timeline for preparing Updated Draft FCM Airport Zoning Ordinance
- Next Meeting Date
Meeting Agenda

- Approval of Minutes from September 21, 2017 JAZB Meeting
- Introduction of new JAZB member (Eden Prairie representative)
- Proposed updates to 2010 Draft FCM Airport Zoning Ordinance
  - Airfield configuration updates
  - Safety Risk Study updates
  - Economic Impact Study updates
- Board Member input on items to be updated
- Next steps/timeline for preparing Updated Draft FCM Airport Zoning Ordinance
- Next Meeting Date
JAZB Goals

• To develop an FCM zoning ordinance for review and approval by the Commissioner of Transportation for subsequent adoption by the Board and then by local communities.
• Update relevant sections of 2010 draft Zoning Ordinance to reflect current conditions
• Ensure appropriate level of stakeholder/community engagement
Proposed Airfield Configuration Updates

Runway 18-36 Length
- Draft Ordinance – 2,800 feet
- Updated Ordinance – 2,691 feet (existing length)
  - Affects RPZ and safety zone starting point (200 feet from runway end)
  - Affects safety zone A & B length
Proposed Airfield Configuration Updates

Runway 10L–28R Designation

- Draft Ordinance – “Other Than Utility”
- Updated Ordinance – “Utility”
  - Proposed to enhance runway safety
  - Increased space for aircraft to hold on taxiways prior to the runway
  - Smaller Runway Protection Zone/JAZB Zone A
  - No change to JAZB Zone B shape/size
  - Steeper approach surface slope
  - Slightly smaller Zone C radius
Proposed Airfield Configuration Updates
Meeting Agenda

• Approval of Minutes from September 21, 2017 JAZB Meeting
• Introduction of new JAZB member (Eden Prairie representative)
• Proposed updates to 2010 Draft FCM Airport Zoning Ordinance
  • Airfield configuration updates
  • Safety Risk Study updates
  • Economic Impact Study updates
• Board Member input on items to be updated
• Next steps/timeline for preparing Updated Draft FCM Airport Zoning Ordinance
• Next Meeting Date
Safety Risk Study Updates

General Study Methodology

1. Identify applicable risk probability standard
   - 1.0 accidents per 10m operations (1 x 10^-7)
2. Calculate airport-specific accident rate
3. Define airport areas to be analyzed
4. Distribute accident location data to selected airport areas and count
5. Determine forecast operations by runway end
6. Calculate accident probabilities by runway end
7. Compare probabilities to selected standard
8. Break out existing and planned occupant areas
9. Assess results
Safety Risk Study Updates

Historical Accident Rate (per 100k aircraft operations)

- Draft Ordinance – 1989 to 2008
  - 28 accidents
  - 3.7m operations
  - 0.75 accidents/100k operations

- Updated Ordinance – 1997 to 2016
  - 23 accidents
  - 2.7m operations
  - 0.84 accidents/100k operations
Safety Risk Study Updates

Analysis Areas

- On Airport
- Runway Protection Zones
- Model State Safety Zone A
- Outside RPZ
- Model State Safety Zone B
- Off Airport (Beyond Model State Safety Zones A & B)
Safety Risk Study Updates

Analysis Areas
- On Airport
- Runway Protection Zones
- Model State Safety Zone A
- Outside RPZ
- Model State Safety Zone B
- Off Airport (Beyond Model State Safety Zones A & B)
Safety Risk Study Updates

Analysis Areas
- On Airport
- Runway Protection Zones
- Model State Safety Zone A
  - Outside RPZ
- Model State Safety Zone B
- Off Airport (Beyond Model State Safety Zones A & B)
Safety Risk Study Updates

Analysis Areas

- On Airport
- Runway Protection Zones
- Model State Safety Zone A
  Outside RPZ
- Model State Safety Zone B
- Off Airport (Beyond Model State Safety Zones A & B)
Safety Risk Study Updates

Analysis Areas

• On Airport
• Runway Protection Zones
• Model State Safety Zone A
  Outside RPZ
• Model State Safety Zone B
• Off Airport (Beyond Model State Safety Zones A & B)
Safety Risk Study Updates

Analysis Areas
- On Airport
- Runway Protection Zones
- Model State Safety Zone A Outside RPZ
- Model State Safety Zone B
- Off Airport (Beyond Model State Safety Zones A & B)
Safety Risk Study Updates

Accident Location Data

- GA accident locations with land use compatibility implications
- Different data sets based on runway length
  - < 4,000’ for RWY 18/36 and 10L/28R
  - 4,000’ – 5,999’ for RWY 10R/28L
Safety Risk Study Updates

Example – Runway 18 end

- Accident locations from source study superimposed on Runway 18 end
  - Runway 18 arrivals – yellow
  - Runway 36 departures – blue
- Shows locations where accidents have occurred nationwide
  - NOT actual accidents at FCM!
- Used to count accident locations by area
  - Example: 69 in RPZ
Safety Risk Study Updates

**FCM Runway Use CY2016**

<table>
<thead>
<tr>
<th>Runway</th>
<th>% Arrivals</th>
<th>% Departures</th>
</tr>
</thead>
<tbody>
<tr>
<td>18</td>
<td>10%</td>
<td>14%</td>
</tr>
<tr>
<td>36</td>
<td>4%</td>
<td>5%</td>
</tr>
<tr>
<td>10L</td>
<td>17%</td>
<td>15%</td>
</tr>
<tr>
<td>10R</td>
<td>20%</td>
<td>15%</td>
</tr>
<tr>
<td>28L</td>
<td>23%</td>
<td>19%</td>
</tr>
<tr>
<td>28R</td>
<td>26%</td>
<td>32%</td>
</tr>
</tbody>
</table>

**FCM 2040 Estimated Operations**

<table>
<thead>
<tr>
<th>Runway</th>
<th># Arrivals</th>
<th># Departures</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>18</td>
<td>5,073</td>
<td>7,153</td>
<td>12,226</td>
</tr>
<tr>
<td>36</td>
<td>2,070</td>
<td>2,412</td>
<td>4,482</td>
</tr>
<tr>
<td>10L</td>
<td>8,541</td>
<td>7,599</td>
<td>16,140</td>
</tr>
<tr>
<td>10R</td>
<td>9,906</td>
<td>7,548</td>
<td>17,454</td>
</tr>
<tr>
<td>28L</td>
<td>11,779</td>
<td>9,824</td>
<td>21,603</td>
</tr>
<tr>
<td>28R</td>
<td>13,152</td>
<td>15,985</td>
<td>29,137</td>
</tr>
<tr>
<td>Total</td>
<td>50,521</td>
<td>50,521</td>
<td>101,042</td>
</tr>
</tbody>
</table>

**Forecast Operations by Runway**

- Update runway use percentages
  - Based on CY 2016 flight track data
- Update forecast year operations (2040)
  - 2035 forecast extrapolated to 2040
  - 101,042 total operations projected for 2040
- Updates accident rate by runway end
Occupant Areas

- Areas with congregations of people, either existing or future
- Updating to include possible MAC non-aeronautical development parcels
- Used to calculate accident risk/probability in occupant areas within the safety zones
Meeting Agenda

• Approval of Minutes from September 21, 2017 JAZB Meeting
• Introduction of new JAZB member (Eden Prairie representative)
• Proposed updates to 2010 Draft FCM Airport Zoning Ordinance
  • Airfield configuration updates
  • Safety Risk Study updates
  • Economic Impact Study updates
• Board Member input on items to be updated
• Next steps/timeline for preparing Updated Draft FCM Airport Zoning Ordinance
• Next Meeting Date
Economic Impact Study Updates

Estimate economic impact to surrounding community of implementing State Model Zoning Ordinance vs. JAZB Proposal

- Lost Commercial Development potential
- Lost Residential Development potential
- Annual Property Tax Losses
- Lost Job Creation Opportunities
- Lost MAC non-aeronautical revenue

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>MAC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Private Owners</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Totals</td>
<td>NA</td>
<td>NA</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Meeting Agenda

• Approval of Minutes from September 21, 2017 JAZB Meeting
• Introduction of new JAZB member (Eden Prairie representative)
• Proposed updates to 2010 Draft FCM Airport Zoning Ordinance
  • Airfield configuration updates
  • Safety Risk Study updates
  • Economic Impact Study updates
• Board Member input on items to be updated
• Next steps/timeline for preparing Updated Draft FCM Airport Zoning Ordinance
• Next Meeting Date
Meeting Agenda

• Approval of Minutes from September 21, 2017 JAZB Meeting
• Introduction of new JAZB member (Eden Prairie representative)
• Proposed updates to 2010 Draft FCM Airport Zoning Ordinance
  • Airfield configuration updates
  • Safety Risk Study updates
  • Economic Impact Study updates
• Board Member input on items to be updated
• Next steps/timeline for preparing Updated Draft FCM Airport Zoning Ordinance
• Next Meeting Date
Next Steps / Timeline

Next Steps

• Finalize updates to Draft Zoning Ordinance analyses
  ▪ October / November 2017
• Determine if updated analyses warrant any changes to 2010 Draft Ordinance
• Prepare Updated Draft Zoning Ordinance for JAZB review
  ▪ November / December 2017
• Proceed with Public Hearing #1
  ▪ January 2018
Flying Cloud Airport
Joint Airport Zoning Board

Simple Example of Airport Zoning

Thank you for your participation!
Flying Cloud Airport (FCM)
Joint Airport Zoning Board (JAZB)

Meeting Agenda
Thursday, January 18, 2018
4:00 P.M.
Eden Prairie City Center – Heritage Rooms 1 & 2
8080 Mitchell Road, Eden Prairie

Agenda Items

1. Chair Opening/Remarks

2. Approval of Minutes from October 26, 2017 JAZB Meeting

3. Results of updates to 2010 Draft FCM Airport Zoning Ordinance
   - Safety/Risk Study update
   - Economic Impact Study update
   - Zoning Ordinance Language and Exhibit update

4. Board Member input/questions regarding updated items

5. Timeline for Public Review and Public Hearing

6. Next meeting date
Brad Aho, Chair, convened the Flying Cloud Airport Joint Airport Zoning Board meeting at 4:05 p.m. The following were in attendance:

Members:
- Brad Aho, Chair
- Kate Aanenson, City of Chanhassen, Board Member
- Jerry McDonald, City of Chanhassen, Board Member
- Bob Barker, City of Eden Prairie, Alternate (voting)
- Julie Klima, City of Eden Prairie, Board Member
- Michael Beard, City of Shakopee, Board Member
- Eric Weiss, City of Shakopee, Board Member
- Rick King, Metropolitan Airports Commission, Board Member
- Katie Clark Sieben, Metropolitan Airports Commission, Board Member

Others:
- Rick Getschow, George Esbensen, City of Eden Prairie; Rylan Juran, MnDOT; Roy Fuhrmann, Bridget Rief, Pam Rasmussen, Neil Ralston, Brad Juffer, Gary Schmidt, Chad Leqve, Mike Wilson and Shelly Cambridge, MAC Staff

1. **CHAIR OPENING REMARKS**

Chair Aho called the meeting to order and thanked Board Members and interested parties for attending. He stated the goal for today’s meeting was to compare elements of the original 2010 Draft Zoning Ordinance to the current version of the ordinance, highlighting the results of the updated Safety/Risk study and ensuring that the JAZB is on track with the proposed ordinance reflecting current data. Chair Aho indicated the changes appear minimal and mainly reflect changes in the size and/or distribution of safety zones, along with their associated economic impacts.

2. **APPROVAL OF 10-26-17 FCM JAZB MEETING MINUTES**

Chair Aho requested a motion to approve the meeting minutes from the Flying Cloud Airport Joint Airport Zoning Board meeting held on 10-26-17.

**IT WAS MOVED BY KLIMA, SECONDED BY MCDONALD TO APPROVE THE MINUTES OF THE OCTOBER 26, 2017 FLYING CLOUD AIRPORT JOINT AIRPORT ZONING BOARD MEETING, AS PRESENTED. THE MOTION CARRIED BY UNANIMOUS VOTE.**
3. RESULTS OF UPDATES TO 2010 DRAFT FCM AIRPORT ZONING ORDINANCE

Mr. Neil Ralston, MAC Staff, introduced himself and briefly reviewed the purpose and goals for the Joint Airport Zoning Board. Mr. Ralston reminded the Board that the goal of the FCM Airport Draft Zoning Ordinance has not changed; that being to achieve a reasonable balance between public safety and compatible community development. Minnesota State Statutes provide guidance while considering the social and economic costs of restricting land uses as compared to the safety benefits derived from a strict application of the State’s Model Zoning Ordinance. In today’s presentation, assessments will be reviewed looking at both sides of this balancing equation – safety and community economic impact.

Mr. Ralston continued by reviewing the results of the updated Safety/Risk study. Back in 2009, an airport-specific Safety Risk Study was prepared by the original JAZB to study the probability of aircraft accidents occurring adjacent to the airport. The assessment used the same risk criteria used in other MAC zoning processes which is one accident per ten million flight operations. Before presenting the updated data in summary form, Mr. Ralston recognized Brad Juffer, MAC Staff, for his extensive work in gathering data and creating graphics for the study presentation.

Mr. Ralston’s updated Safety/Risk study data illustrated airfield configuration changes, indicating that some conditions on the airfield have changed or will be changing, so the JAZB needs to be sure the updated ordinance accounts for those changes. The crosswind runway 18-36 was assessed at its current length and the north parallel Runway 10L-28R was assessed as a utility runway. As the purpose of the study is to evaluate accident probability in the State Safety Zones, five geographic areas were chosen for analysis including aircraft accidents 1) on airport property but not in an Runway Protection Zone (RPZ) or Safety Zone, 2) in RPZs, 3) in Model State Safety Zone A beyond the RPZ, 4) in Model State Safety Zone B and 4) Off Airport beyond the Model State Safety Zone areas. Mr. Ralston again defined what constitutes a RPZ and Model State Safety Zones A & B.

The Safety Risk Study also identifies Occupant Areas, defined as land uses that currently, or may likely in the future, support concentrations of people. For non MAC-owned off-airport properties, Occupant Area uses are guided by the City of Eden Prairie’s planning documents. For MAC-owned on-airport parcels, Occupant Areas include currently undeveloped sites MAC has identified as candidates for non-aeronautical development. The essence of the Safety/Risk Study is focused on the probability of an aircraft accident occurring in Occupant Areas. In the 2010 study, it was concluded that the probability of an aircraft accident occurring in an Occupant Area was below the targeted risk standard of one accident per 10 million aircraft operations.

Before presenting the updated numbers, Mr. Ralston explained some of the work involved in arriving at the results. Using the west side of Flying Cloud as an example, a variety of shapes and colors were used to designate accident locations within a specific analysis area; location data was superimposed on Runway 10L and 10R. This detail facilitated counting accident locations within each analysis zone. Mr. Ralston pointed out that the illustration was a compilation of national aircraft accident location data occurring over a long period of time, not actual accidents which occurred at Flying Cloud Airport. Chair Aho pointed out that this is standard methodology in a study of this type, and Mr. Ralston...
Board Member Beard asked about the source and range of the compilation data; was it segregated by states, airport classifications or other qualifying factors? Mr. Ralston advised the data was pulled from a study completed for the California Department of Transportation which looked at general aviation aircraft accidents over a long period of time based on different runway lengths. That data set is being used because it is the most complete set of data available for this type of analysis.

The next step in the analysis involved counting accident locations. Following through with the example above of Runways 10L and 10R’s combined accident location data, Mr. Ralston’s illustration showed two accident locations within State Zone A beyond the RPZ and in designated Occupant Areas, and eight accident locations within State Zone B in designated Occupant Areas. These accident location counts then flowed over into the risk probability calculations. Again using the same examples of the combined Runways 10L and 10R ends, the ten total Occupant Area accidents then translate into 0.7 accidents per ten million aircraft operations which is below the targeted risk standard of one accident per ten million aircraft operations on each end. This level of risk also translates into an accident occurrence rate of once every 333 or so years for the combined Runway 10L and 10R ends.

The results indicate that the accident risk probability off all runway ends at FCM is below the targeted risk standard of one accident per ten million aircraft operations. This validates the findings of the previous Safety/Risk Study that the probability of an aircraft accident within an Occupant Area at Flying Cloud is below the aforementioned targeted risk standard.

Mr. Ralston explained the Board is proposing to carry over the findings from the previous JAZB recommendations that Safety Zone A be co-located with the FAA Runway Protection Zone. The recommendation continues to include a provision that continuous open space be provided in Zone B to allow a pilot to set down a disabled aircraft in an unoccupied area. It also removes the site acre and structure limitations in Zone B that would be included in the state ordinance and identifies permitted residential areas that will be treated as conforming land uses. Board Member Beard asked for clarification on the Board’s stance on Safety Zone A. Mr. Ralston noted the draft zoning ordinance continues to pass the “reasonable level of safety” test.

Mr. Ralston moved on to the update of the Economic Impact study, the other side of the safety vs. economic impact equation. Board Member Beard interjected, asking for clarification on the authority of the Joint Airport Zoning Board to determine what level of land use restrictions to apply in each safety zone. He questioned whether or not MnDOT Aeronautics may be resistant as the proposed ordinance deviates from MnDOT’s model. Mr. Ralston responded that the JAZB will submit to MnDOT what it feels provides a reasonable level of safety but there are no guarantees that MnDOT will accept it. When a similarly proposed draft ordinance for St. Paul Downtown airport was submitted, the JAZB received a rejection letter from MnDOT saying the draft didn’t meet the state model standard but it was allowed to make revisions and resubmit the document. It is within the
JAZB’s authority to submit what it feels balances safety with economic impact and MnDOT will either approve or disapprove the ordinance. The accuracy of Mr. Ralston’s summation was confirmed as accurate by MnDOT attendee Rylan Juran. Chair Aho and Board Member Beard stated the JAZB submits our best effort; if it needs revision, the JAZB works through that, resolves any conflicts and moves on from there. Chair Aho stated that MnDOT has a policy that indicates if the zoning ordinance as submitted doesn’t meet state standards, it has to be rejected at first but if the group reconvenes and re-presents with changes, they would likely react favorably to the compromise solution.

Mr. Ralston pointed out if the JAZB continues with the work that was done by the previous Board, it will be submitting an ordinance that does not fully comply with the MnDOT model state standard. MnDOT eventually signed off on a zoning ordinance that deviated from the state standard for MSP. Board Member King noted that the process doesn’t allow MnDOT to lay down those rules for airports; the process has to be adhered to, which is their process so it seems that a local variation is being encouraged by this process. Chair Aho noted if the City of Eden Prairie and the Board is okay with this, and our process for data analysis is reasonable and the Board can prove its case, then the Board has a good basis by which to move forward.

Continuing the discussion of the Economic Impact Study, again the Board is assessing the economic impact of strictly implementing the Model State Model Zoning Ordinance versus the proposed JAZB Zoning Ordinance. Mr. Ralston acknowledged the efforts of Board Member Klima and her team, most specifically Beth Novak-Krebs for getting the numbers together. The analysis evaluated two development scenarios: comparing the value of development under the land use criteria established by the MnDOT State Model Zoning Ordinance as opposed to the value of development under the land use criteria established in the proposed JAZB Airport Zoning Ordinance. Specific land uses were identified for each of the parcels within the safety zones so future economic activity could be assessed. The land use for each parcel remains a constant but the level of future development differs rather dramatically based on the smaller size of Safety Zone A and relaxed development restrictions for the balance of Zone B in the JAZB scenario as compared to the State scenario. Chair Aho noted the importance of looking at the total size of the safety zones, as they have not been altered in any way. It is the makeup of Zone A vs. Zone B that is changing.

The Economic Impact Study evaluates three categories for each scenario: 1) Value of building development, 2) Value of city real estate taxes and 3) Number of potential jobs. There were two separate land use cases developed for each scenario, as there is a MAC-owned parcel on the west side of the airfield labeled “undefined” land use that is zoned residential by the City but commercial by the County. So this study considered the impacts of each zoning scenario as it relates to this parcel. Additionally, City staff studied the impacts of a range of possible building sizes used in commercial development, these details being available in their associated reports.

To summarize, the results show that strictly implementing the State scenario instead of the JAZB scenario would result in a loss in combined residential and commercial building development of approximately $53 to $64 million, along with a reduction in combined real estate taxes of approximately $139K to $257K annually. Note the loss in building development value would be a one-time loss but the reduction in real estate tax revenue
is ongoing. The estimated long-term loss of economic value over a twenty year period amounts to approximately $56 to $69 million. Chair Aho noted those figures are related only to the economic development differential; other areas impacted would be potential job opportunities bringing people into the City or the attraction for people to spend money in the City, for example. There are other economic impacts to consider as well, so the estimated figures above are probably very conservative estimates.

Mr. Ralston introduced some graphic illustrations for review, showing the 20-year economic impact results for both scenarios discussed above assuming development occurs on that MAC-owned “undefined” land use parcel, comparing residential development potential with commercial development potential. In either case, these illustrations confirm that strict implementation of the State scenario would have an adverse long-term economic impact on the surrounding community.

Mr. Ralston explained possible future employment generation was also analyzed based on the development of property in the safety zones, comparing the two scenarios. Again, strictly implementing the State scenario could result in a reduction of employment generation by 600 to 1,000 jobs on those parcels, mainly driven by potential office uses in those areas.

Mr. Ralston pointed out that the draft ordinance that the JAZB Board is proposing delivers a better balance between safety and economic impact for the area than that which would result from strict implementation of the State scenario.

Mr. Ralston advised that the next step was to review the 2010 draft zoning ordinance language and see if any updates were needed. A few text updates were made and that was mainly to update zone descriptions and dimensions due to airfield configuration modifications but there were no substantive changes; still the same guiding principles with the same results. There were a few additional minor edits and clarifications made to the document but nothing of any substance. The document is set up in Appendix 7 of the technical report distributed to JAZB members to display tracked changes to facilitate review.

The presentation continued with Mr. Ralston’s explanation of the next few slides including the locations of Permitted Residential Areas in the ordinance and three sets of grid maps showing impacted areas around the airport in more detail. Mr. Ralston again thanked Brad Juffer, MAC staff, for his extensive work in putting these maps together for illustration.

4. BOARD MEMBER INPUT/QUESTIONS REGARDING UPDATED ITEMS

Chair Aho addressed the Board by asking for questions or discussion items. No additional concerns were raised by Board members.

5. TIMELINE FOR PUBLIC REVIEW AND PUBLIC HEARING

Chair Aho continued by reiterating that the Board is required to go through a formal process to get the draft ordinance approved, and that Neil has laid out recommendations for the Board to navigate this process expeditiously, making sure the Board meets all
necessary steps and deadlines laid out for the public hearing. Mr. Ralston showed a slide which illustrated a sample timeline for said process.

Chair Aho then explained the current options available to the Board. Option 1 would entail Board members taking the technical report, reviewing the report individually and then reconvening the Board at a future date to discuss and likely approve the current version of the ordinance, moving it forward in the process. Option 2 would be for Board members to agree today that they are comfortable with the ordinance in its current form, knowing that they will have opportunity to make changes if items of concern were uncovered at a later date after navigating through the public hearing process, etc. But if all are in agreement and wish to streamline the process, the opportunity exists today to say the ordinance is approved as is for the purpose of proceeding into the public review and comment phase. At this time, the Board was asked to provide their thoughts or concerns with moving the document along in the process today.

Board member Aanenson voiced her recommendation for acceptance of the document and advocated for moving forward in the process today. Board member McDonald agreed with his colleague, Ms. Aanenson. Board member Beard concurred with the recommendation of Board members Aanenson and McDonald, indicating he also recommends moving forward through the process. Board member King noted there are actually very few changes from the draft ordinance approved in 2010 and he advocates moving forward as well. Board member Clark Sieben concurred with Mr. King. Chair Aho pointed out that the JAZB Board went through the process in 2010, assembled a good document that had to be tabled for a few years; due diligence has been done with re-validating the data and what now exists is an updated form of the 2010 ordinance. Therefore Chair Aho acquiesced that he sees no reason to hold it up and would like to see the Board approve the document today.

Chair Aho stated if all Board members are in agreement, he would look for a motion to approve this document and move it forward in the process.

IT WAS MOVED BY BOARD MEMBER MCDONALD AND SECONDED BY BEARD TO APPROVE THE DOCUMENT AND MOVE IT FORWARD IN THE PROCESS ON THE TIMELINE.

Chair Aho asked if there was any further discussion on the motion and Board Member King asked if any special language must be included for this motion. Bridget Rief, MAC Staff, advised that she did not specifically have the motions from 2010 with her but she recommended adding language about approving the scheduling of a public hearing associated with this document. Chair Aho asked if that would be taken as an amenable amendment, and indicated he would add that to Board member McDonald’s motion. Chair Aho opened up the floor for further discussion. Board member Beard then stated that it seems right now that the JAZB is establishing the public hearing which triggers the process’ timeline, and Chair Aho confirmed his statement. Board member Beard indicated the first thing the Board was required to do was approve the updates and Chair Aho stated the Board was doing that now, which triggers the public hearing. Mr. Ralston clarified the timeline presented was merely a projected timeline he had put together in the event the Board didn’t approve the document today. Chair Aho asked for additional input and there was none.
THE AFOREMENTIONED MOTION BY BOARD MEMBER MCDONALD, SECONDED BY BEARD, WAS CARRIED BY UNANIMOUS VOTE.

6. ESTABLISH NEXT MEETING DATE

Chair Aho requested Mr. Ralston please clarify the timeline based on today’s actions by the Board. Knowing that as a body the Flying Cloud JAZB has approved the updated draft zoning ordinance for the purpose of proceeding into the public review and comment phase, he indicated the original projected timeline will compress considerably. The public comment period will open sooner than February 26th, and that will most likely happen in mid-February. A more detailed timeline will be disseminated to Board members. Neil asked if Board members could please verify that Tuesday, February 27th was a viable date for the public hearing. As the public hearing is a JAZB meeting, a quorum must be present, so Mr. Ralston asked Board members to kindly check their calendars to determine if the prospective date is workable for most members from 5 to 8 p.m. at Eden Prairie City Hall in the council chambers. Chair Aho requested Board members bring to light any conflicts they might have with the proposed meeting date. Board member McDonald asked how many members of the board need be present at the meeting. Chair Aho indicated he believed a quorum would be sufficient, as MAC Staff would be present to respond to questions by the public. Chair Aho conceded the timeline as discussed sounded viable, that February 27th would then serve as the next JAZB meeting and called for further discussion points. Members tentatively affirmed the next meeting date. The next meeting date is tentatively scheduled for Tuesday, February 27th at 5:00 p.m.at Eden Prairie City Hall in council chambers.

As a final note, Board member Aanenson mentioned she is part of a Community Development Group who recently had the opportunity to go down to the Minneapolis-St. Paul International Airport and participate in a tour led by Brian Ryks, the Executive Director. She spoke very highly of the experience and wanted to express her gratitude to the Metropolitan Airports Commission for taking time to host the event.

WITH NO FURTHER BUSINESS TO DISCUSS, IT WAS MOVED BY BOARD MEMBER KING AND SECONDED BY BEARD TO ADJOURN. THE MOTION WAS CARRIED BY UNANIMOUS VOTE.

The meeting was adjourned at 4:51 p.m.
Meeting Agenda

• Chair Opening/Remarks
• Approval of Minutes from October 26, 2017 JAZB Meeting
• Results of updates to 2010 Draft FCM Airport Zoning Ordinance
  • Safety/Risk Study update
  • Economic Impact Study update
  • Zoning Ordinance and Exhibit update
• Board Member input on updates
• Timeline for Public Review and Public Hearing
• Next Meeting Date
Meeting Agenda

• Chair Opening/Remarks
• Approval of Minutes from October 26, 2017 JAZB Meeting
• Results of updates to 2010 Draft FCM Airport Zoning Ordinance
  • Safety/Risk Study update
  • Economic Impact Study update
  • Zoning Ordinance and Exhibit update
• Board Member input on updates
• Timeline for Public Review and Public Hearing
• Next Meeting Date
Meeting Agenda

• Chair Opening/Remarks
• Approval of Minutes from October 26, 2017 JAZB Meeting
• Results of updates to 2010 Draft FCM Airport Zoning Ordinance
  • Safety/Risk Study update
  • Economic Impact Study update
  • Zoning Ordinance and Exhibit update
• Board Member input on updates
• Timeline for Public Review and Public Hearing
• Next Meeting Date
Meeting Agenda

- Chair Opening/Remarks
- Approval of Minutes from October 26, 2017 JAZB Meeting
- Results of updates to 2010 Draft FCM Airport Zoning Ordinance
  - Safety/Risk Study update
  - Economic Impact Study update
  - Zoning Ordinance and Exhibit update
- Board Member input on updates
- Timeline for Public Review and Public Hearing
- Next Meeting Date
JAZB Purpose & Goals

Through a collaborative process, the JAZB seeks to develop an airport zoning ordinance that achieves a balance between a reasonable level of public safety and compatible community development.

In determining what minimum airport zoning regulations to adopt, Minnesota State Statutes guide the JAZB to consider the social and economic costs of restricting land uses versus the benefits derived from a strict application of the standards of the commissioner (the State’s Model Zoning Ordinance).

Goals for the FCM JAZB include:

• Develop an FCM zoning ordinance for review and approval by the Commissioner of Transportation for subsequent adoption by the Board and then by local communities
• Update relevant sections of 2010 draft Zoning Ordinance to reflect current conditions
• Ensure appropriate level of stakeholder/community engagement
Airfield Configuration

Runway 18-36 Length
- Draft Zoning Ordinance – 2,800 feet
- Updated Zoning Ordinance – 2,691 feet (existing length)

Runway 10L–28R Designation
- Draft Zoning Ordinance – “Other Than Utility”
- Updated Zoning Ordinance – “Utility”
Safety/Risk Study Analysis Areas

Analysis Areas

- On Airport
- Runway Protection Zones
- Model State Safety Zone A Outside RPZ
- Model State Safety Zone B
- Off Airport (Beyond Model State Safety Zones A & B)
Occupant Areas

- Land that is or could likely be developed to accommodate congregations of people in Safety Zones
- Off-Airport (non-MAC property) guided by City of Eden Prairie planning documents
- On-Airport (MAC property) guided by MAC non-aeronautical development concepts
Safety/Risk Study Accident Distribution

Example – Runway 10L/10R
Accident locations from California Study superimposed on Runway 10L and 10R ends

- Arrivals – black
- Departures – yellow
- North Parallel – squares
- South Parallel - circles
- Occupant Area – red outline

- Shows locations where accidents have occurred nationwide
  - NOT actual accidents at FCM!
- Used to count accident locations by analysis area
## Safety/Risk Study Accident Location Counts

### RWY 10L & 10R ENDS COMBINED

<table>
<thead>
<tr>
<th>LOCATION AREA</th>
<th>RWY 10L &amp; 10R ARRIVALS</th>
<th>RWY 10L &amp; 10R DEPARTURES</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>AIR</td>
<td>% CATEGORY</td>
<td>% TOTAL</td>
</tr>
<tr>
<td>TOTAL</td>
<td>313</td>
<td>--</td>
<td>44%</td>
</tr>
<tr>
<td>ON AIRPORT PROPERTY</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RPZ</td>
<td>221</td>
<td>--</td>
<td>73%</td>
</tr>
<tr>
<td>SSZ A NOT IN RPZ</td>
<td>89</td>
<td>40%</td>
<td>23%</td>
</tr>
<tr>
<td>SSZ B</td>
<td>19</td>
<td>9%</td>
<td>6%</td>
</tr>
<tr>
<td>Other On Airport</td>
<td>4</td>
<td>2%</td>
<td>1%</td>
</tr>
<tr>
<td>Subtotal</td>
<td>221</td>
<td>100%</td>
<td>72%</td>
</tr>
<tr>
<td>OFF AIRPORT PROPERTY</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RPZ</td>
<td>82</td>
<td>--</td>
<td>27%</td>
</tr>
<tr>
<td>SSZ A NOT IN RPZ</td>
<td>2</td>
<td>2%</td>
<td>3%</td>
</tr>
<tr>
<td>SSZ B</td>
<td>1</td>
<td>1%</td>
<td>0%</td>
</tr>
<tr>
<td>Other Off Airport</td>
<td>74</td>
<td>29%</td>
<td>24%</td>
</tr>
<tr>
<td>Subtotal</td>
<td>82</td>
<td>100%</td>
<td>27%</td>
</tr>
<tr>
<td>Total</td>
<td>303</td>
<td>100%</td>
<td>45%</td>
</tr>
</tbody>
</table>

2 Occupant Area accident locations in SSZ A beyond RPZ

8 Occupant Area accident locations in SSZ B boundary
Safety/Risk Study Occupant Area Accident Probabilities

<table>
<thead>
<tr>
<th>FCM Runway</th>
<th>State Safety Zone A Beyond RPZ</th>
<th></th>
<th>State Safety Zone B</th>
<th></th>
<th>Combined</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Accident Locations</td>
<td>Years Between</td>
<td>Per 10m</td>
<td>Accident Locations</td>
<td>Years Between</td>
</tr>
<tr>
<td>10R</td>
<td>2</td>
<td>1,866</td>
<td>0.3</td>
<td>4</td>
<td>933</td>
</tr>
<tr>
<td>28L</td>
<td>2</td>
<td>1,962</td>
<td>0.3</td>
<td>5</td>
<td>785</td>
</tr>
<tr>
<td>10L</td>
<td>0</td>
<td>---</td>
<td>0.0</td>
<td>1</td>
<td>2,704</td>
</tr>
<tr>
<td>28R</td>
<td>1</td>
<td>3,862</td>
<td>0.1</td>
<td>2</td>
<td>1,931</td>
</tr>
<tr>
<td>18</td>
<td>0</td>
<td>---</td>
<td>0.0</td>
<td>0</td>
<td>---</td>
</tr>
<tr>
<td>36</td>
<td>0</td>
<td>---</td>
<td>0.0</td>
<td>0</td>
<td>---</td>
</tr>
<tr>
<td>All</td>
<td>7</td>
<td>712</td>
<td>0.1</td>
<td>20</td>
<td>249</td>
</tr>
<tr>
<td>10L+10R</td>
<td>2</td>
<td>1,663</td>
<td>0.1</td>
<td>8</td>
<td>416</td>
</tr>
<tr>
<td>28L+28R</td>
<td>5</td>
<td>927</td>
<td>0.3</td>
<td>9</td>
<td>515</td>
</tr>
</tbody>
</table>

Notes:
- Targeted risk standard is 1 accident per 10,000,000 aircraft operations.
- Values in red text exceed the targeted risk standard.
- Values in green text are at or below the targeted risk standard.

Source: MAC analysis using methodology from 2009 Safety/Risk Study prepared by HNTB

Accident risk probability is below the 1 in 10 million standard.
Proposed JAZB Safety Zones

**Carry-Over Findings:**

- JAZB Zone A = FAA RPZ
- JAZB Zone B = Balance of SSZ A+B footprint
  - Removed site acre/structure limitations
  - Identified Permitted Residential Areas to allow for improvement, expansion and development of new residential uses in existing and planned residential areas (treated as conforming uses)
  - Added a provision that a minimum of 20% of the total Zone B acreage or 20 acres, whichever is greater, is contiguous open space as an added margin of safety
Meeting Agenda

• Chair Opening/Remarks
• Approval of Minutes from October 26, 2017 JAZB Meeting
• Results of updates to 2010 Draft FCM Airport Zoning Ordinance
  • Safety/Risk Study update
  • Economic Impact Study update
  • Zoning Ordinance and Exhibit update
• Board Member input on updates
• Timeline for Public Review and Public Hearing
• Next Meeting Date
Economic Impact Study Land Uses

State Model Safety Zone Scenario

JAZB Safety Zone Scenario
Economic Impact Study Update

Estimated economic impact of implementing State Model vs. JAZB Scenario

- Value of building development, both residential and commercial
- Value of city real estate taxes, both residential and commercial
- Number of potential jobs associated with proposed development

Evaluated two land use cases per scenario

- Residential vs. commercial/office for MAC-owned parcel on west side of FCM
- Also evaluated high and low ranges for building square footage in commercial land use areas
Economic Impact Study Update

Economic impact of strictly implementing State vs. JAZB scenario:

- Residential
  - Reduction in total residential development of $6-15 million
  - Reduction in annual residential real estate taxes of $20-50 thousand
- Commercial
  - Reduction in total commercial development of $38-58 million
  - Reduction in annual commercial real estate taxes of $89-237 thousand
- Combined Residential & Commercial
  - Reduction in total combined development of $53-64 million
  - Reduction in annual combined real estate taxes of $139-257 thousand
  - 20-year long-term economic impact value of $56-69m

<table>
<thead>
<tr>
<th>Combined Development Scenario</th>
<th>Total Development Value</th>
<th>Total Annual Real Estate Tax Value</th>
<th>20-Year Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>JAZB Scenario Case 1</td>
<td>$56,682,550</td>
<td>$153,948</td>
<td>$59,761,503</td>
</tr>
<tr>
<td>Range Midpoint</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>State Model Scenario Case 1</td>
<td>$3,925,758</td>
<td>$14,632</td>
<td>$4,218,495</td>
</tr>
<tr>
<td>Range Midpoint</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Differential Case 1</td>
<td>$52,758,792</td>
<td>$139,315</td>
<td>$55,543,098</td>
</tr>
<tr>
<td>Range Midpoint</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>JAZB Scenario Case 2</td>
<td>$75,242,077</td>
<td>$304,226</td>
<td>$81,326,601</td>
</tr>
<tr>
<td>Range Midpoint</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>State Model Scenario Case 2</td>
<td>$11,583,668</td>
<td>$47,303</td>
<td>$12,529,722</td>
</tr>
<tr>
<td>Range Midpoint</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Differential Case 2</td>
<td>$63,858,409</td>
<td>$256,924</td>
<td>$68,798,879</td>
</tr>
<tr>
<td>Range Midpoint</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Economic Impact Study Update

**CASE 1**

<table>
<thead>
<tr>
<th></th>
<th>JAZB</th>
<th>MODEL</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>RESIDENTIAL DEVELOPMENT</strong></td>
<td>$16,935,040</td>
<td>$1,927,473</td>
</tr>
<tr>
<td><strong>COMMERCIAL DEVELOPMENT</strong></td>
<td>$39,747,510</td>
<td>$1,998,285</td>
</tr>
<tr>
<td><strong>REAL ESTATE TAXES</strong></td>
<td>$3,078,953</td>
<td>$292,647</td>
</tr>
</tbody>
</table>

MILLIONS $0  $10  $20  $30  $40  $50  $60  $70

MODEL

JAZB

$1.93  $2.00  $0.29

MODEL
**Economic Impact Study Update**

**CASE 2**

<table>
<thead>
<tr>
<th>MILLIONS</th>
<th>JAZB</th>
<th>MODEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>$0</td>
<td>$6,483,592</td>
<td>$5,275,584</td>
</tr>
<tr>
<td>$10</td>
<td>$68,758,485</td>
<td>$11,056,084</td>
</tr>
<tr>
<td>$20</td>
<td>$6,084,524</td>
<td>$9,460,548</td>
</tr>
<tr>
<td>$30</td>
<td>$6,084,524</td>
<td>$9,460,548</td>
</tr>
<tr>
<td>$40</td>
<td>$6,084,524</td>
<td>$9,460,548</td>
</tr>
<tr>
<td>$50</td>
<td>$6,084,524</td>
<td>$9,460,548</td>
</tr>
<tr>
<td>$60</td>
<td>$6,084,524</td>
<td>$9,460,548</td>
</tr>
<tr>
<td>$70</td>
<td>$6,084,524</td>
<td>$9,460,548</td>
</tr>
<tr>
<td>$80</td>
<td>$6,084,524</td>
<td>$9,460,548</td>
</tr>
<tr>
<td>$90</td>
<td>$6,084,524</td>
<td>$9,460,548</td>
</tr>
</tbody>
</table>

Legend:
- **Residential Development**
- **Commercial Development**
- **Real Estate Taxes**

Model contributions:
- $0.53
- $0.95
- $11.06

JAZB contributions:
- $6.48
- $68.76
- $6.08
Economic Impact Study Update

Economic impact of strictly implementing State vs. JAZB scenario:

- Employment generation potential:
  - Reduction in employment generation potential of 600 to 1,000 jobs

<table>
<thead>
<tr>
<th>Development Scenario</th>
<th>Employment Potential</th>
</tr>
</thead>
<tbody>
<tr>
<td>JAZB Scenario Case 1</td>
<td></td>
</tr>
<tr>
<td>Range Midpoint</td>
<td>641</td>
</tr>
<tr>
<td>State Model Scenario Case 1</td>
<td></td>
</tr>
<tr>
<td>Range Midpoint</td>
<td>37</td>
</tr>
<tr>
<td><strong>Differential Case 1</strong></td>
<td></td>
</tr>
<tr>
<td>Range Midpoint</td>
<td>604</td>
</tr>
<tr>
<td>JAZB Scenario Case 2</td>
<td></td>
</tr>
<tr>
<td>Range Midpoint</td>
<td>1,173</td>
</tr>
<tr>
<td>State Model Scenario Case 2</td>
<td></td>
</tr>
<tr>
<td>Range Midpoint</td>
<td>203</td>
</tr>
<tr>
<td><strong>Differential Case 2</strong></td>
<td></td>
</tr>
<tr>
<td>Range Midpoint</td>
<td>970</td>
</tr>
</tbody>
</table>
Meeting Agenda

- Chair Opening/Remarks
- Approval of Minutes from October 26, 2017 JAZB Meeting
- Results of updates to 2010 Draft FCM Airport Zoning Ordinance
  - Safety/Risk Study update
  - Economic Impact Study update
  - Zoning Ordinance and Exhibit update
- Board Member input on updates
- Timeline for Public Review and Public Hearing
- Next Meeting Date
Minor changes and updates from 2010 draft language

- Mostly updates to zone descriptions and dimensions that have changed
- Removed City of Bloomington from the list of JAZB participants
- Adding clarifying language about airspace evaluation process
- Clarified judicial review language
- Track-changed version of the ordinance language is included in Appendix 7 of the technical report
FCM Zoning Permitted Residential Areas

Residential parcels that will be treated as conforming land uses

- Existing and future
- Allows for improvement, expansion, and development of new residential uses
FCM Zoning Airspace Surface Height Grid Map

Depicts height limitations imposed by Zoning Ordinance Based on FAA Part 77 criteria

- Used updated 1-foot airspace contours
- Airspace zones for north parallel runway are based on a steeper approach surface slope due to designation change
- Updated ordinance grid map plates are included in Appendix 8 of the technical report
Depicts JAZB Safety Zones

- JAZB Zone A = FAA RPZ
- JAZB Zone B = Balance of State Zone A+B footprint
- JAZB Zone C = State Zone C (within zoning limits)
- Updated ordinance grid map plates are included in Appendix 9 of the technical report
Establishes a height per parcel up to which an airport zoning permit is not needed

- Used updated 1-foot airspace contours and more precise ground elevation contours
  - Identifies the location on each parcel where the highest ground elevation underlies the lowest airspace zoning elevation
  - Subtracts the ground elevation from the airspace zoning elevation
  - Rounds down to the nearest 10 feet

- Updated ordinance grid map plates are included in Appendix 10 of the technical report
Meeting Agenda

• Chair Opening/Remarks
• Approval of Minutes from October 26, 2017 JAZB Meeting
• Results of updates to 2010 Draft FCM Airport Zoning Ordinance
  • Safety/Risk Study update
  • Economic Impact Study update
  • Zoning Ordinance and Exhibit update
• Board Member input on updates
• Timeline for Public Review and Public Hearing
• Next Meeting Date
Meeting Agenda

• Chair Opening/Remarks
• Approval of Minutes from October 26, 2017 JAZB Meeting
• Results of updates to 2010 Draft FCM Airport Zoning Ordinance
  • Safety/Risk Study update
  • Economic Impact Study update
  • Zoning Ordinance and Exhibit update
• Board Member input on updates
• Timeline for Public Review and Public Hearing
• Next Meeting Date
Next Steps / Timeline

Next Steps

• JAZB Approval of Draft Ordinance for Public Review/Hearing
• Initiate 30-Day Public Comment Period
• Hold Public Hearing #1
• Review comments submitted during public comment period
• Hold JAZB Meeting To:
  ▪ Review public comments and proposed responses
  ▪ Request approval to submit Updated Draft FCM Airport Zoning Ordinance to MnDOT Commissioner of Transportation
Sample Timeline for First Public Hearing

**JAZB Approval of updated Draft FCM Zoning Ordinance**
- Thursday, February 8

**Public Comment Period (30 days):**
- Opens week of Monday, February 26
- Closes week of Wednesday, March 26
- Public Hearing: Week of March 12, 5-8pm, Eden Prairie City Hall

**Public Newspaper Notices (5-15 days before hearing):**
- Star Tribune (general circulation): two times
- Eden Prairie News: one time
- Eden Prairie Sun Current: one time
- State Register: one time

**Written Notices (15 days before hearing):**
- Governing Boards of affected cities, Hennepin County, Scott County
- MAC GovDelivery distribution list
- Postcard to property owners in JAZB Zones A and B
- MAC website (FCM JAZB page)

**Locations to View Draft Documents (15 days before hearing):**
- MAC General Office
- City Hall of each JAZB city member
- MAC website (FCM JAZB page, downloadable PDF)
- Library

All listed dates are +/- and subject to change based on JAZB availability

Eden Prairie schools spring break starts April 2, Shakopee schools spring break starts March 26, Chanhassen schools spring break starts March 23
Meeting Agenda

• Chair Opening/Remarks
• Approval of Minutes from October 26, 2017 JAZB Meeting
• Results of updates to 2010 Draft FCM Airport Zoning Ordinance
  • Safety/Risk Study update
  • Economic Impact Study update
  • Zoning Ordinance and Exhibit update
• Board Member input on updates
• Timeline for Public Review and Public Hearing
• Next Meeting Date
Thank you for your participation!
Flying Cloud Airport (FCM)  
Joint Airport Zoning Board (JAZB)  

Meeting Agenda  
Thursday, April 5, 2018  
2:00 P.M.  
Eden Prairie City Center – Heritage Rooms 1 & 2  
8080 Mitchell Road, Eden Prairie

Agenda Items

1. Chair Opening/Remarks

2. Approval of Minutes from January 18, 2018 JAZB Meeting

3. Review of February 27, 2018 Public Hearing Report (First Public Hearing)

4. Motion to Accept Public Hearing Report

5. Review of Draft FCM Zoning Ordinance Submittal Materials
   - Submittal letter
   - FCM JAZB Meeting Record
   - Public Hearing Report
   - Technical Report
   - Draft FCM Zoning Ordinance dated January 18, 2018, as presented at the February 27, 2018 hearing
     i. No changes have been made to the public hearing draft of the ordinance

6. Motion to Approve Draft FCM Zoning Ordinance Submittal Materials and Make First Submittal to MnDOT Commissioner of Transportation

7. Next meeting date
Flying Cloud Airport
Joint Airport Zoning Board

05 April 2018
JAZB Meeting #4
Meeting Agenda

- Chair Opening/Remarks
- Approval of Minutes from January 18, 2018 JAZB Meeting
- Review of February 27, 2018 Public Hearing Report (First Public Hearing)
  - Motion to Accept Public Hearing Report
- Review of Draft FCM Zoning Ordinance Submittal Materials
  - Motion to Approve Draft FCM Zoning Ordinance Submittal Materials and Make First Submittal to MnDOT Commissioner of Transportation
- Next Meeting Date
Meeting Agenda

• Chair Opening/Remarks
• Approval of Minutes from January 18, 2018 JAZB Meeting
• Review of February 27, 2018 Public Hearing Report (First Public Hearing)
  • Motion to Accept Public Hearing Report
• Review of Draft FCM Zoning Ordinance Submittal Materials
  • Motion to Approve Draft FCM Zoning Ordinance Submittal Materials and Make First Submittal to MnDOT Commissioner of Transportation
• Next Meeting Date
Meeting Agenda

• Chair Opening/Remarks
• Approval of Minutes from January 18, 2018 JAZB Meeting
• Review of February 27, 2018 Public Hearing Report (First Public Hearing)
  • Motion to Accept Public Hearing Report
• Review of Draft FCM Zoning Ordinance Submittal Materials
  • Motion to Approve Draft FCM Zoning Ordinance Submittal Materials and Make First Submittal to MnDOT Commissioner of Transportation
• Next Meeting Date
Meeting Agenda

- Chair Opening/Remarks
- Approval of Minutes from January 18, 2018 JAZB Meeting
- Review of February 27, 2018 Public Hearing Report (First Public Hearing)
  - Motion to Accept Public Hearing Report
- Review of Draft FCM Zoning Ordinance Submittal Materials
  - Motion to Approve Draft FCM Zoning Ordinance Submittal Materials and Make First Submittal to MnDOT Commissioner of Transportation
- Next Meeting Date
JAZB Purpose & Goals

Through a collaborative process, the JAZB seeks to develop an airport zoning ordinance that achieves a balance between a reasonable level of public safety and compatible community development.

In determining what minimum airport zoning regulations to adopt, Minnesota State Statutes guide the JAZB to consider the social and economic costs of restricting land uses versus the benefits derived from a strict application of the standards of the commissioner (the State’s Model Zoning Ordinance).

Goals for the FCM JAZB include:

• Develop an FCM zoning ordinance for review and approval by the Commissioner of Transportation for subsequent adoption by the Board and then by local communities

• Update relevant sections of 2010 draft Zoning Ordinance to reflect current conditions

• Ensure appropriate level of stakeholder/community engagement
FCM JAZB Public Hearing #1

- Held on Tuesday, February 27, 2018 @ 6:30pm in the Eden Prairie City Center Council Chambers
- Before the Hearing, a Public Open House was held from 5:00-6:00pm, and a Public Presentation was given at 6:00pm
  - A public Q&A session followed the Public Presentation before the Hearing started
- 12 people signed in on the Public Hearing attendance sheet(s)
- No public testimony was given
- Proceedings were transcribed by a qualified court reporter
FCM JAZB Public Hearing #1

• Public comment period closed at 5:00pm on Wednesday, March 14
• Four (4) written comments were received during the comment period
  • 1 general comment about the Airport
  • 1 question about what JAZB Safety Zone a property is in
  • 1 question about JAZB Zone C restrictions (solar panels)
  • 1 statement about presence of an underground pipeline
• All written comments and responses will be published in the Public Hearing Report
Public Hearing Report Contents

- Notice of Public Comment Period and Public Hearing
- Public Hearing Attendance Sheets
- Public Hearing Transcript
- Public Presentation Slides
- List of Exhibits Entered into the Public Hearing Record
- Written Public Comments and Responses

Draft Flying Cloud Airport Zoning Ordinance
Public Hearing Report
First Public Hearing
February 27, 2018

A public hearing was conducted at 6:30 p.m. on February 27, 2018 at the Eden Prairie City Center, City Council Chambers, to receive verbal and written comments about the draft Airport Zoning Ordinance for Flying Cloud Airport. Public notice of the hearing was provided (Item A).

Present at the public hearing were the following Joint Airport Zoning Board (JAZB) members, who served as Hearing Officers: Brad Jolly (Chair, Eden Prairie), Kale Jorgenson (Chanhassen), Keith Jшиб (Eden Prairie), Julie Kim (Eden Prairie), Michael Beard (Shakopee), Eric Weiss (Shakopee), Rick King (MAC), and Kate Clark (Mendota MAC). MAC staff present at the public hearing included Bridget Reif (Vice President, Planning and Development), Neil Rabott (Airport Planner), Evan Wilson (Senior Attorney), Shelly Cambridge (Administrative Assistant and JAZB Board Secretary), Mike Wilson (FCM Airport Manager), Gary Schmidt (Director of Reliever Airports), and Jeni Flesher (Planning and Environment Coordinator).

Twelve people signed in on the attendance sheets (Item B).

The proceedings of the Public Hearing were transcribed by a qualified court reporter (Item C).

Neil Rabott, Airport Planner, provided an overview presentation of the draft Airport Zoning Ordinance for Flying Cloud Airport (Item D). Several members of the public asked verbal questions about the proposed airport zoning ordinance after the presentation but before the start of the public hearing. These comments are recorded on the official Public Hearing Transcript.

Exhibits A through I were entered into the record by MAC during the public meeting. Exhibits A through I are listed as Item E, and are available upon request to Shelly Cambridge, JAZB Secretary, at 512-726-9144 or via email at Shelly.Lenard@edn.gov.

All persons in attendance and wishing to do so were given the opportunity to testify and introduce evidence regarding the issues set forth in the Notice of Public Hearing. No testimony was given.

The public hearing record was kept open until 5:00 p.m. on Wednesday, March 14, 2018, to receive written comments from interested parties. Four (4) written comments were received during the public comment period. These comments, along with responses, are included as Items F.
Meeting Agenda

• Chair Opening/Remarks
• Approval of Minutes from January 18, 2018 JAZB Meeting
• Review of February 27, 2018 Public Hearing Report (First Public Hearing)
  • Motion to Accept Public Hearing Report
• Review of Draft FCM Zoning Ordinance Submittal Materials
  • Motion to Approve Draft FCM Zoning Ordinance Submittal Materials and Make First Submittal to MnDOT Commissioner of Transportation
• Next Meeting Date
Meeting Agenda

- Chair Opening/Remarks
- Approval of Minutes from January 18, 2018 JAZB Meeting
- Review of February 27, 2018 Public Hearing Report (First Public Hearing)
  - Motion to Accept Public Hearing Report
- Review of Draft FCM Zoning Ordinance Submittal Materials
  - Motion to Approve Draft FCM Zoning Ordinance Submittal Materials and Make First Submittal to MnDOT Commissioner of Transportation
- Next Meeting Date
Draft FCM Airport Zoning Ordinance Submittal

Submittal Package Contents

• Submittal Letter (dated April 13)
• FCM JAZB Meeting Record
  • Includes material from 2009-2010 JAZB meetings
• Public Hearing Report
• Airport Zoning Technical Report
  • Adding stakeholder engagement section and appendix
• Draft FCM Airport Zoning Ordinance
  • No content changes from Draft Ordinance presented at Hearing or January 18, 2018 JAZB meeting
  • Adding page numbers to supporting exhibits in document
Meeting Agenda

- Chair Opening/Remarks
- Approval of Minutes from January 18, 2018 JAZB Meeting
- Review of February 27, 2018 Public Hearing Report (First Public Hearing)
  - Motion to Accept Public Hearing Report
- Review of Draft FCM Zoning Ordinance Submittal Materials
  - Motion to Approve Draft FCM Zoning Ordinance Submittal Materials and Make First Submittal to MnDOT Commissioner of Transportation
- Next Meeting Date
Meeting Agenda

• Chair Opening/Remarks
• Approval of Minutes from January 18, 2018 JAZB Meeting
• Review of February 27, 2018 Public Hearing Report (First Public Hearing)
  • Motion to Accept Public Hearing Report
• Review of Draft FCM Zoning Ordinance Submittal Materials
  • Motion to Approve Draft FCM Zoning Ordinance Submittal Materials and Make First Submittal to MnDOT Commissioner of Transportation
• Next Meeting Date
JAZB Meeting Plan

Meeting 1 (Kickoff):
- Board Member Introductions
- Selection of Chairperson
- Review of FCM JAZB Historical Timeline & Accomplishments
- Summary of 2010 Draft FCM Airport Zoning Ordinance
- Goals for Re-Convened FCM JAZB
- Overview of Meeting Plan and Establish Meeting Dates
- Organizational Logistics

Meeting 2:
- Presentation about efforts to update airport safety zoning laws
- Outline of proposed updates/refinements to 2010 Draft FCM Airport Zoning Ordinance
- Board member input on items to be updated/refined

Meeting 3:
- Presentation of Updated Draft FCM Airport Zoning Ordinance
- Approval of Updated Draft FCM Airport Zoning Ordinance for Public Hearing #1

Public Hearing #1

Meeting 4:
- Review of First Public Hearing comments and responses
- Approval to submit Updated Draft FCM Airport Zoning Ordinance to MnDOT Commissioner of Transportation

Meeting 5:
- Review MnDOT Commissioner of Transportation’s comments
- Discuss changes (if any) in response to MnDOT comments
- Approval to submit response (if necessary) to MnDOT

Meeting 6:
- Review MnDOT final approval
- Approval of Second Public Hearing for Final Draft FCM Airport Zoning Ordinance

Public Hearing #2

Meeting 7:
- Review of Second Public Hearing comments and responses
- Final adoption by JAZB of FCM Airport Zoning Ordinance
Flying Cloud Airport
Joint Airport Zoning Board

Thank you for your participation!
Brad Aho, Chair, convened the Flying Cloud Airport Joint Airport Zoning Board meeting at 2:00 p.m. The following were in attendance:

**Members:**
- Brad Aho, Chair
- Jerry McDonald, City of Chanhassen, Board Member
- Bob Barker, Flying Cloud Airport Advisory Commission, Alternate (voting)
- Rick King, Metropolitan Airports Commission, Board Member
- Katie Clark Sieben, Metropolitan Airports Commission, Board Member
- Julie Klima, City of Eden Prairie, Board Member
- Eric Weiss, City of Shakopee, Board Member

**Others:**
- Rylan Juran, MnDOT; Michael Lawrence, Premier Jet Center; Bridget Rief, Evan Wilson, Neil Ralston, Brad Juffer, Andrew Hanson, Gary Schmidt, Mike Wilson, Jenn Felger, Shelly Cambridge, MAC Staff

1. **CHAIR OPENING REMARKS**

Chair Aho opened the meeting by discussing the recent open house and public hearing which was held on Tuesday, February 27, 2018 in the Eden Prairie City Council Chambers. Chair Aho stated the meeting did not attract a large number of public attendees but some comments were gathered from interested parties in the question and answer session before the hearing started. Keeping the comment period open until March 14th and posting notice of the hearing via multiple sources, gave the public ample time to address their questions with the board. Chair Aho stated the small number of attendees accentuates that the public has had their concerns addressed via the board’s process and transparency, and that the zoning ordinance the board is proposing is not controversial.

2. **APPROVAL OF 01-18-18 FCM JAZB MEETING MINUTES**

Chair Aho then requested a motion to approve the meeting minutes from the Flying Cloud Airport Joint Airport Zoning Board meeting held on 01-18-18.

**IT WAS MOVED BY KLIMA, SECONDED BY CLARK SIEBEN TO APPROVE THE MINUTES OF THE JANUARY 18, 2018 FLYING CLOUD AIRPORT JOINT AIRPORT ZONING BOARD MEETING, AS PRESENTED. THE MOTION CARRIED BY UNANIMOUS VOTE.**
3. REVIEW OF FEBRUARY 27, 2018 PUBLIC HEARING REPORT

Chair Aho turned the meeting over to Neil Ralston, MAC Staff, who briefly reviewed the purpose and goals for the Joint Airport Zoning Board. Mr. Ralston then noted the Flying Cloud Airport’s first public hearing regarding the draft FCM Airport Zoning Ordinance was held on Tuesday, February 27th in the Eden Prairie City Council Chambers. Mr. Ralston thanked Chair Aho and the City of Eden Prairie for hosting the meeting which began with a public open house from 5 p.m. to 6 p.m., followed by a short public presentation about the proposed draft zoning ordinance, and a question and answer session prior to the start of the formal public hearing at 6:30 pm. Twelve members of the public signed in on the attendance sheet but no public testimony was given.

The public comment period closed at 5 p.m. on Wednesday, March 14th and during the comment period four written public comments were received. One of the comments received was general in nature about the airport interacting with the community around it; one comment asked in what JAZB Safety Zone a particular property was located; one comment inquired about any restrictions on solar panel installations in JAZB Safety Zone B, and the last was a friendly reminder that we have an underground pipeline in the vicinity of the subject airport. Mr. Ralston prepared a matrix listing all written comments along with proposed responses to each. This matrix will become part of the formal Public Hearing Report.

Mr. Ralston then made reference to the Public Hearing Report, a copy of which was handed out at the meeting as part of the distributed agenda package. The Public Hearing Report contains the following items:

- The Notice of Public Comment Period and Public Hearing
- Attendance sheets
- Hearing Transcript
- Public presentation slides
- List of Exhibits entered into the record at the hearing
- The public comment response matrix

Mr. Ralston addressed the board by asking for questions or concerns. None were raised. Chair Aho stated he believes many of the individuals in attendance at the public hearing were unsure of how the draft zoning ordinance being proposed might change the nature of the airport. But given the format of the open house and public meeting, many concerns were addressed individually prior to the start of the public hearing which may account for why no one wanted to give public testimony at the hearing; their questions had been responded to earlier that evening during the open house.

4. Commissioner King moved to accept the Draft FCM Zoning Ordinance Public Hearing Report for the first public hearing that was held on February 27, 2018. Chair Aho recognized the motion and asked for a second.
IT WAS MOVED BY COMMISSIONER KING, SECONDED BY CLARK SIEBEN TO ACCEPT THE FLYING CLOUD AIRPORT PUBLIC HEARING REPORT AS PRESENTED. THE MOTION CARRIED BY UNANIMOUS VOTE.

5. REVIEW OF DRAFT FCM ZONING ORDINANCE SUBMITTAL MATERIALS

Mr. Ralston discussed preparations for submitting the Draft Airport Zoning Ordinance to MnDOT for formal review. Mr. Ralston advised that based on comments received, the recommendation is that no content changes be made to the Draft Airport Zoning Ordinance language that was presented at the public hearing, also unchanged from the version presented at the JAZB’s January meeting.

It is recommended the submittal package to MnDOT contain the following materials:

- Submittal cover letter
- FCM JAZB Meeting Record
- Public Hearing Report
- Technical Report
- Draft FCM Zoning Ordinance

6. Chair Aho asked board members for questions or discussion points regarding the submittal package being prepared for MnDOT. Hearing none, Chair Aho called for a motion to approve the FCM Draft Zoning Ordinance Submittal materials as presented. Commissioner King clarified the language for the motion, to approve the following draft materials for submission to the MnDOT Commissioner of Transportation, to include the Submittal Letter, the FCM JAZB meeting record, the Public Hearing Report, the FCM Airport Zoning Ordinance Technical Report and the Draft FCM Airport Zoning Ordinance dated January 18, 2018 as presented at the February 27, 2018 meeting.

IT WAS MOVED BY KLIMA, SECONDED BY MCDONALD TO APPROVE THE SUBMISSION OF THE FLYING CLOUD AIRPORT JOINT AIRPORT ZONING BOARD (JAZB) DRAFT ZONING ORDINANCE TO MNDOT AS PRESENTED. THE MOTION CARRIED BY UNANIMOUS VOTE.

Mr. Ralston advised the board will target a submittal date of Friday, April 13, 2018.

7. ESTABLISH NEXT MEETING DATE

The focus of the next JAZB meeting is to review MnDOT’s comments about the Draft Airport Zoning Ordinance as submitted. Although MnDOT does not have a deadline by which they must respond, a period of sixty days was deemed to be a reasonable expectation.

Mr. Ralston recommended Thursday, June 14th for the next JAZB meeting, contingent upon receipt of MnDOT’s comments. Members tentatively affirmed the recommended date and time. The next JAZB meeting is tentatively scheduled for Thursday, June 14th at 2:00 p.m. at Eden Prairie City Center. Chair Aho confirmed that getting the next
meeting date on the books illustrates to MnDOT that we are moving forward in the process and provides them at least a target date by which to return their comments.

**WITH NO FURTHER BUSINESS TO DISCUSS, IT WAS MOVED BY COMMISSIONER KING AND SECONDED BY BARKER TO ADJOURN. THE MOTION WAS CARRIED BY UNANIMOUS VOTE.**

The meeting was adjourned at 2:14 p.m.