

MINUTES
SPECIAL JOINT AIRPORT ZONING BOARD & CITY COUNCIL MEETING

OCTOBER 22, 2013

The meeting was called to order by Chairperson Steve Brown at 6:05 p.m. Members present were Steve Whitcomb, Pasty Fenske, Joe Speldrich, Dallas Fenske. Absent were Jennifer Buckentine, Stearns County, Roger Imdieke, and Phil Bailey. Advisory Members present were Chuck DeWolf, Bolton & Menk, Inc.; Ron Mergen, Public Works Director; and Renee Eckerly, City Administrator. Also present was Alex Conzemius, Bolton & Menk, Inc.; Kay McDaniel, Jeff Thompson, Donavan Mayer, Jean Soine, and Gene Beavers.

Motion was made by Whitcomb to approve the minutes from the February 14, 2011 meeting. Seconded by Buckentine and unanimously carried.

ZONING ORDINANCE

This document would replace the existing ordinance which was adopted in 2000. DeWolf and Conzemius reviewed the draft ordinance:

- Black type is boiler plate language; red and blue type are changes
- **Sec. I Purpose And Authority**
- Page 3 – add Stearns County and Kandiyohi County back in
- Line 67 – was explained
- **Sec. IV Air Space Obstructions**
- Restrictions start on page 7
- Line 164 – this is the runway and immediate area around the airport
- Line 174 – 150 foot ceiling that allows for no growth, buildings, or trees
- The existing ordinance is less restrictive and would change to 40:1 approach from 34:1 approach; this would be more restrictive
- Existing length of runway is 3,302 feet; the future length is 4,450 feet
- There was some discussion regarding the 40:1; power lines would become non-conforming if the runway is expanded to the west 900 feet, but it would be an existing structure.
- Line 222 – not planned for the airport at this time
- **Sec. V Land Use Safety Zoning**
- Page 9 – Line 253 – restricted from anything (people & property) is Zone A. Zone A is 2/3 of existing and planned runway length.
- Page 10 – Line 260 – Buckentine's comment – have to zone for both or will be missing a section of existing Zone A. 2/3 of length of the runway.
- Line 273 – density restriction – 3 acre lot restrictions
- Line 286 – all land allowed in Zone C except for anything that produces a glare or smoke
- Page 12 – Line 316 – use restriction
- Line 331 – remove wildlife habitat
- Page 13 – can have multiple buildings, but clustered in one acre of the land
- Page 15 – Line 413 – Bolton & Menk, Inc. added to assist the Zoning Administrator to help them determine if land is in a zone

- Line 419 – example is a radio tower; the Board discussed this and determined to leave the wording in the document. It is a requirement and will make people aware of the requirement; another 10,000 feet past Zone C.

Sec VI Airport Mapping

- Line 430 – all maps will be referred to as exhibits not figures

Sec VII Permits

- Page 16 – Line 460 – Bolton & Menk, Inc. added, this is duplicated, but will be left in
- Page 17 – Line 474 – 478 – The group discussed Speldrich being able to add onto his structures; this would be up to the Zoning Administrator as long as the addition does not make it a more hazardous condition.

Sec IX Variances

- Line 494 – MnDOT Aeronautics may be made aware of any variances
- Page 18 – Line 514 – may/shall change to may

Sec. X Airport Zoning Administrator

- Line 530 – 535 – leave that the City Zoning Administrator will review all requests as it is now worded

Sec. XII Board of Adjustments

- Page 19 – Line 542 – Send out letters annually, before the annual Zoning Board meeting to confirm that they are still committed to serve on the Board of Adjustment.
- Review current members from website. No changes were suggested to the Board of Adjustment members.

The group discussed the following after reviewing the draft ordinance:

- The ultimate runway is 4,400 an expansion from 4,000. The existing runway is 3,302. Feet. The extension now expands out to developments and areas around Coakley.
- Can allow high density in the additional area, but would have to justify with MnDOT. Another option – does the City zone now for 4,000 feet and in the future re-zone to 4,400 if it looks like the airport has a need to expand the runway. If zone for 4,000 feet and structures are built they would be grandfathered in
- Notify the two owners of the situation prior to the public hearing. Conzemius noted there are strict requirements regarding notification.
- Page 10 – Line 291 – These areas do not meet the 1978 existing area of urban development.
- Cross Runway – additional land use restrictions and would affect Speldrich. Speldrich would have to do a variance because his buildings would be non-conforming. Almost all of the Speldrich property would be in Zone A of the cross wind runway. So if any of Speldrich's buildings were destroyed 80% he would have to build outside of Zone A or get a Variance. The Local Board of Adjustment would hear the variances. At this time the FAA and MnDOT would not have input in a variance. In 2009 the ALP was submitted and approved for a cross wind runway. It is a Federal requirement to show cross wind runways. The group discussed how many and what were the other options. The group requested moving the cross wind runways over the cemetery.

Motion was made by Speldrich to make the recommended changes and submit the ordinance to MnDOT with the variance for low density housing on the East end of zone B. Seconded by Brown and passed 4:2 (Patsy Fenske, yes; Dallas Fenske, yes; Loven, no; Speldrich, yes; Brown, yes; and Whitcomb, no).

There being no further business, the meeting was adjourned at 7:50 p.m.