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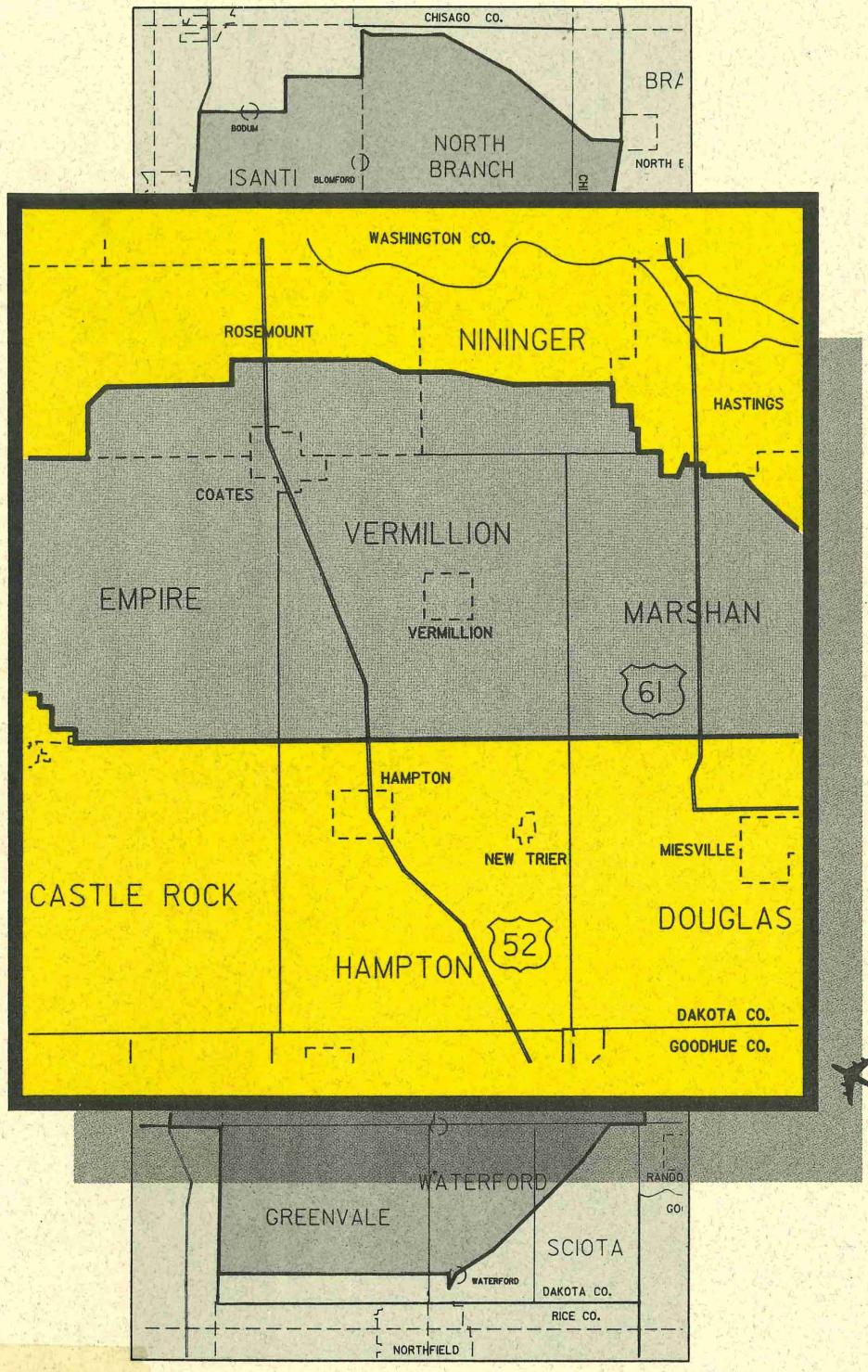

Selecting a Search Area for a New Major Airport

December 1991

Part four: Search Area Designation

The fourth in a series of reports to the Twin Cities Area

Metropolitan Council

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The fourth in a series of reports
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Preface

This report represents a major step in airport planning for the Twin Cities Metropolitan Area. It describes a Metropolitan Council decision, made in December, 1991, to designate a large area in east-central Dakota County as the "search area" - - a general location - - for a possible replacement airport. The decision is the culmination of two years of planning in the Twin Cities that has led up to the search area selection.

The report focuses on the designation itself and the activities of the Council in the last three months of 1991. This report should be read together with a companion report, *Selecting a Search Area for a New Major Airport. Part Three: Recommended Search Area* (Sept. 1991). This earlier report summarizes the work and recommendations of the Council's New-Airport Search Area Advisory Task Force. The task force report contains considerable data on the Dakota Search Area and comparative data on two other areas the task force considered. In addition, the task force report describes the methodology task force members used to rank the three search areas then under consideration and summarizes the public process the task force followed.

People interested in reviewing the data base and the analysis of the data prepared by the Council should also review *Selecting a Search Area for a New Major Airport. Part Two: Data Analysis* and *Appendices* (Sept. 1991). The Bibliography section at the end of this report has a complete list of search area reports published by the Council.

The Council has been conducting the search area planning under the "dual-track" process. One track is the subject of this report. The second track refers to the planning the Metropolitan Airports Commission has been conducting to see how additional capacity might be added at Minneapolis-St. Paul International Airport (MSP).

The purpose of the dual-track planning, in its broadest sense, is to compile comparable cost and human, community and environmental impact information so a factual comparision can be made between the options of either building a new airport or expanding MSP.

Under state law (the Metropolitan Airport Planning Act of 1989), the Metropolitan Council and the Metropolitan Airports Commission are to complete all necessary studies, and make recommendations to the Minnesota Legislature. That body will decide which option, or some variation, to implement.

People interested in the status of the long-range planning for MSP should contact the MAC directly.

Metropolitan Council Recommendations

New-Major Airport Search Area

1. The Metropolitan Council designates the **Dakota Search Area** as the search area for the location of a potential new major replacement airport to serve the scheduled air service needs of the Twin Cities Metropolitan Area pursuant to Minnesota Statutes, section 473.155, subdivision 3 (1990). The search area is defined in the "Technical Description of the Dakota Search Area" section of the Appendices.

2. The Metropolitan Council finds that the environmental analysis is adequate to support the designation of the **Dakota Search Area**. This analysis is contained in *Selecting a Search Area for a New Major Airport. Part Two: Data Analysis* and *Selecting a Search Area for a New Major Airport Part Three: Recommended Search Area* and associated reports. Additional detailed environmental analysis will be done in the course of the siting process.

3. The Metropolitan Council directs staff to transmit the Council's action on the designation of the **Dakota Search Area** and the background documents to the Metropolitan Airports Commission.

Associated Recommendations

1. *Dual-Track Major Airport Planning Strategy*. The Metropolitan Council and Metropolitan Airports Commission should:

- examine in the 1991 *Annual Contingency Assessment Report* ways to shorten and expedite the planning process required for the new major airport site selection, airport development planning and environmental analysis;

- develop a detailed planning time line for the siting process (1992-1996 or a shortened period) for use by the affected units of government, public agencies and general public; and

- develop a budget for future work on both tracks of the process.

2. *New-Major Airport Siting*. The Metropolitan Airports Commission should establish an interactive planning process with the affected communities, Dakota County and regional and state agencies to assist in the new-airport studies. The Metropolitan Airports Commission and the Metropolitan Council should address the issues identified in the "Issues to be Addressed During New-Major Airport Site Selection Process" section of this report in the planning for a potential new-major airport in the Dakota Search Area.

3. *Land-Use Compatibility*. The Metropolitan Council should work closely with Dakota County and communities in and around the search area to develop a joint management plan for land-use compatibility around a new airport that would take effect if the decision is made to build a new major airport.

4. *Financial and Technical Assistance*. Communities in the search area should be provided financial and/or technical assistance for their participation in the site selection and new airport planning process. The Metropolitan Council should work with the communities, Dakota County and MAC to develop technical and financial assistance proposals for legislative consideration for the 1992 legislative session. The report and recommendations should be presented to the Minnesota Advisory Council on Metropolitan Airport Planning.

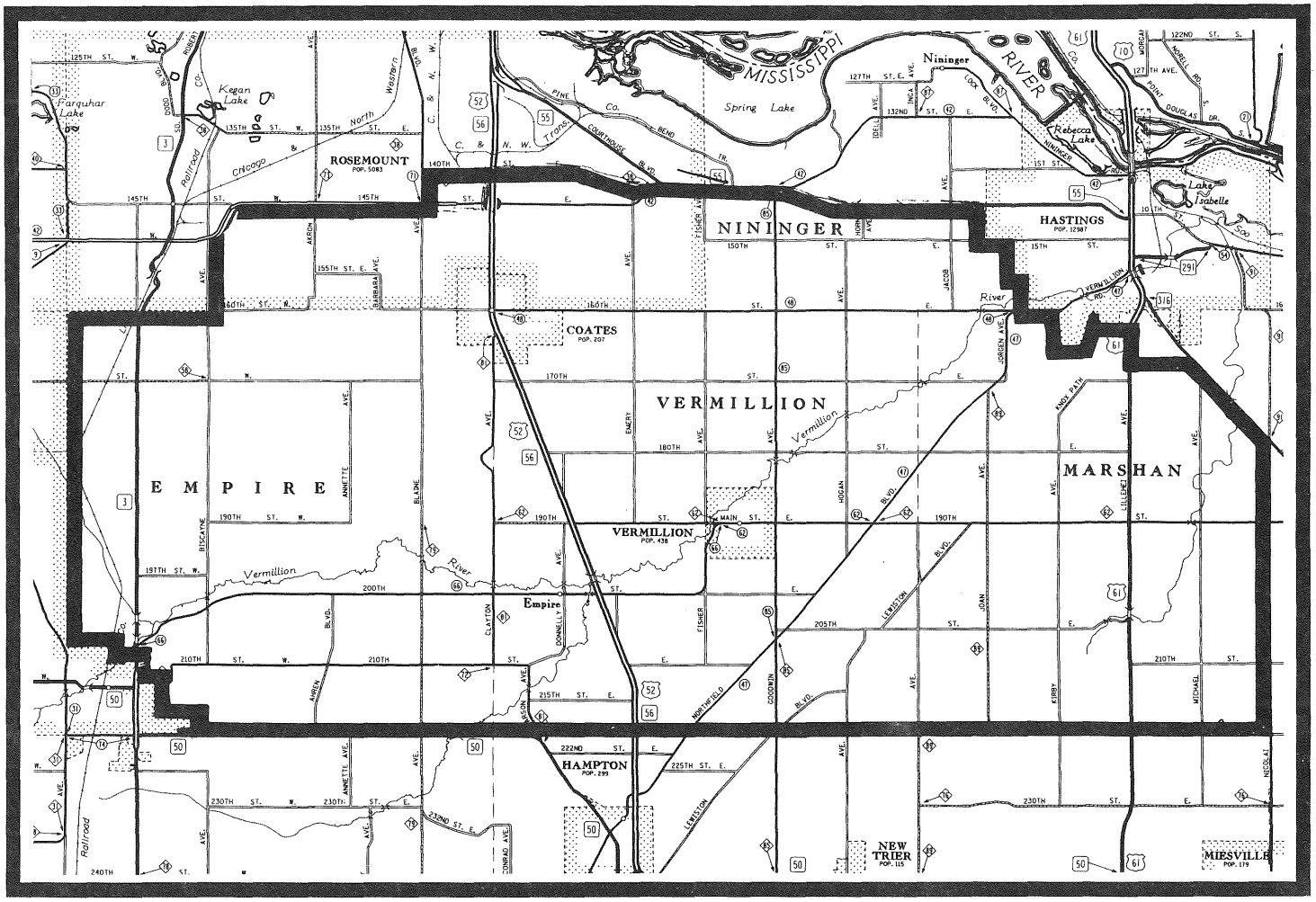
5. *Assistance for Home Owners and Land Owners*. The Metropolitan Council, in consultation with the search area communities, Dakota County and MAC, should prepare a proposal for a purchase guarantee program and funding source to assist owners of individual homes and/or small acreage who are facing a hardship situation in selling their properties at fair prices in the search area. The report and recommendations should be presented to the Minnesota Advisory Council on Metropolitan Airport Planning.

6. *Airport Site Protection*. The Metropolitan Council, in conjunction with the search area communities, Dakota County, MAC, and communities adjacent to MSP, should study the pros and cons of various site protection measures, their impacts on the local area and how they could be implemented for each track of the dual-track process. The study should be presented to the Minnesota Advisory Council on Metropolitan Airport Planning.

7. *Contingency Planning Assessment.* In 1992, as part of the contingency planning process, the Council, in consultation with MAC, should reassess the long-term major airport capacity needs of the region and the adequacy of MSP. This update of the MSP Adequacy Study should be carried out with the assistance of an independent panel of experts to evaluate the basic assumptions and methodology used to develop long-term aviation forecasts for the region. This should include a financial assessment of the state's budget in order to make a determination as to whether or not it is appropriate to continue with the dual-track process.



Dakota Search Area



The search area shown above is the area within which a potential new airport would be sited. This area was sized to accommodate the new airport conceptual runway design as shown on p. 15 of this report. Runway approach zones, airspace zones and airport noise zones may extend beyond, depending on local geographic features that may affect the exact runway placement. Where needed, legislation provides for a 3-5 mile buffer zone around the final site to ensure future community/airport land use and operational compatibility. (See Appendices section, "Summary of Land Use Regulations Related to New-Major Airport Development," for more information). The section also has an illustration of the airport conceptual design that was used in the search area planning that shows federal and state protection areas.

New-Major Airport Search Area Designation

Dakota Search Area

After nearly two years of data collection, analysis, community meetings, review and debate, the Metropolitan Council finds that the Dakota Search Area is the most promising area within which to locate a possible new replacement airport for MSP.

The Dakota Search Area is located in Dakota County and is approximately 17 miles in length east and west, and 8 miles in width north and south. It covers approximately 115 square miles, or 74,590 acres. The search area comprises major parts of the City of Rosemount and the Townships of Nininger and Marshan and all of the Cities of Coates and Vermillion and the Townships of Empire and Vermillion.

The Metropolitan Council's designation of the Dakota Search Area marks the beginning of a new phase of the "new airport option" track of the dual-track strategy. The MAC is charged under the dual-track legislation to select a site for a potential new major airport within the search area, to prepare an airport development plan and to conduct the required environmental analysis.

Designation of the Dakota Search Area is based on six major selection criteria adopted by the Council and its New-Airport Search Area Advisory Task Force. The task force reported its recommendations to the Council in September 1991 in the report *Selecting a Search Area for a New Major Airport. Part Three: Recommended Search Area.* The three most significant criteria used by the task force were:

- Metropolitan access (the ease of reaching the search area from the Twin Cities metropolitan region);
- Potential environmental impacts (the environmental concerns within each search area); and
- General search area characteristics (the social and economic nature of each area that will be affected by a possible new airport);

The other criteria used involved general land requirements developed for a conceptual new airport, national, state and regional airspace considerations, and policy considerations. The data analyses based on the criteria are contained in the report *Selecting a Search Area for a New-Major Airport: Part Two, Data Analysis* (September 1991) and its *Appendices.*

Environmental Review Process

The Metropolitan Council recognizes the great importance of assessing environmental impacts as part of the planning process for a potential new major airport. The environmental review process the Council has been following for the search area designation process is unique. It recognized that two separate agencies, the Council and the MAC, have responsibilities for different stages of the new airport option of the dual-track strategy. It also recognized the need to comply with both state and federal environmental rules. The Council used an alternative form of state environmental review which was approved by the Minnesota Environmental Quality Board (MEQB). The Council has been examining the environmental issues in a step-by-step process. The completion of each step has resulted in more detailed analysis. Each step provided guidance for the next step. The MAC will use a similar alternative review process in its siting effort. The MEQB found the Council's process to be "as comprehensive or more comprehensive than an EIS." In addition, the process is compatible with the policies and procedures of the Federal Aviation Administration.

Steps in the Environmental Review Process

- Initial Scoping. In August 1989, the Council held a public forum on the issues and concerns of the broader Twin Cities community regarding locating a new major airport.

- Task Force. In September 1989, the Council appointed a New-Major Airport Search Area Advisory Task Force to assist in the planning and search area designation process. Members were added to represent each of the three search areas in January 1991.

- Criteria Development. The task force developed a draft report on new major airport search area criteria in November-December 1989, and conducted a series of public discussions and critique sessions in January-April 1990. The Council adopted the criteria in May 1990 (*Search Area Criteria for a New Major Airport*).

- Candidate Search Areas. The Council, with the advice of the task force, selected three search areas using the criteria and information on general availability of land (*A Report on the General Land Availability for a New Major Airport to Serve the Twin Cities Metropolitan Area*). The MEQB agencies received the candidate search area report, *Selecting a Search Area for a New Major Airport, Part One: Three Candidate Areas*, for review and comment.

- Public Meetings On Search Areas.

The task force conducted a series of public meetings in each of the candidate search areas and in St. Paul to solicit public comments. The comments were used to refine and focus the study/analysis of search areas (*Selecting a Search Area for a New Major Airport: Summary of Comments at Eight Public Meetings*).

• Draft Data Analysis Report. The task force prepared a draft data analysis report on the three search areas (*Selecting a Search Area for a New Major Airport. Part Two: Draft Data Analysis* and *Appendices*). The MEQB review agencies received the report and provided comments. Public information meetings were held and three public comment meetings were conducted in July. The environmental evaluation of the search areas focused on three key categories, as follows:

- Physical Environmental Factors: wetlands, rivers, lakes, and streams, floodplains, groundwater/surficial geology, agricultural and forest land coverage, parks and open space, pipelines, hazardous/solid waste sites and organic soil;

- Biological Environmental Factors: Animal and plant biotic communities; and

- Airport Development/Operations Environmental Factors: waste generation, air quality and water quality.

• Task Force Recommendation. Following the receipt of public comments, the task force updated and revised the data analysis report. The task force prepared its draft recommendations for public comment (*Selecting a Search Area for a New Major Airport. Part Three: Recommended Search Area*) and held public hearings in early September. The draft report highlighted the environmental issues raised in the search area selection process that would require further analysis in the site selection process. The task force recommended the Dakota Search Area to the Council in September.

• Council Public Hearing. The Council conducted public hearings on the task force final report on Oct. 30. The report was available at least 30 days prior to the public hearing. The hearing record was held open for 10 days and a summary of the correspondence and what was discussed at the hearing was prepared. The summary was also sent to MEQB agencies.

• Council Final Report. This final report has been prepared after review of the public hearing comments. The report and background reports–*Selecting a Search Area for a New Major Airport. Part Two: Data Analysis* and *Selecting a Search Area for a New Major Airport; Part Three: Recommended Search Area*–identify environmental issues raised during the search area process and that require further analysis in the MAC's site selection process.

• Council Search Area Designation. The Council's designation of the Dakota Search Area and determination of adequacy of the analysis supporting the decision will be transmitted to the MAC and the Minnesota Advisory Council on Metropolitan Airport Planning. The transmittal will include identification of environmental issues raised in the search area selection process that require further analysis in the site selection process.

Development of Associated Recommendations

As part of the search area designation, the Council identified issues for further analysis in the site selection process. While the MAC is the lead agency, both the Council and MAC have responsibilities for various parts of the site selection and new-airport master planning process. During the search area study, citizens, communities, business organizations, environmental groups, and public agencies provided information and identified issues for attention during the site selection process. These issues are summarized in a following section of this report, "Issues to be Addressed During the New-Major Airport Site Selection Process."

This report will become part of the scoping for the new-major airport siting process when the MAC begins the siting process in January 1992. The siting process is to be completed within four years. Once the new-airport studies are completed, comparisons of the advantages/disadvantages and costs/benefits between expanding MSP and building a new major replacement airport will be made.

Next Steps

Following publication of this report, the responsibility for siting a location within the Dakota Search Area moves to the MAC. Under state law, the MAC has until the end of 1995 to pick a site, and complete all necessary studies. The Council will be assisting the MAC with the siting process. The MAC and the Council will make recommendations based on their studies to the legislature regarding implementation of improvements at the current airport or building a new airport.

The MAC will be considering physical, social and environmental aspects of the search area and could modify the spacing and orientation of the runways to accommodate these aspects. Once this has been accomplished, questions about land ownership and/or land use compatibility can be addressed.

Once the Council designates the search area, new search area protection takes effect (see Appendices). The Council will communicate the procedures to affected local governments. The Council will also need to amend its *Aviation Development Guide* to incorporate the search area.

The Council will continue to prepare an annual contingency

report to the state legislature. The report includes information about changes in air service, the economy and other factors that could affect the timing of the region's dual-track decisions

Part of this activity in 1992 includes a review of the aviation forecasts, the long-term airport capacity needs of the region and the adequacy of MSP.

In addition, the Council will conduct a legislatively mandated re-use study of the current airport site to assess possible new uses if the airport is moved to a new location. A task force created by the Council will oversee the study. It is made up of representatives of groups interested in the possible reuse of the airport.

This search area designation report recommends looking at ways to shorten the amount of time needed to do the necessary studies to locate the site within the search area. The Council and the MAC are currently discussing how this might be accomplished. 

Issues to be Addressed During New-Major Airport Site Selection Process

The following table summarizes the subjects that will be looked at by the MAC as a site within the search area is identified and the economic, environmental and social effects of a possible new airport are analysed.

Airport Operation Issues

New Airport Siting Process

- **Airport Design Requirements**
  - update long-term air carrier forecasts and annually assess major assumptions and results (annual contingency planning assessment).
  - update facility requirements for 2020 and beyond for a new replacement airport; determine facility needs for potential date of opening (including number and orientation of runways, number and type of gates, terminal space requirements, parking facilities, on-site support facilities).
  - determine development phasing of new airport and define airport transition plan (including impacts on regional systems and investments).
  - compare capabilities of new airport and MSP.
    assess role and impact of alternative transportation modes on airport facility design and facility require ments.

- **Airspace System**
  - define new terminal control area, airspace gate structure, navigational way points/fixes and air traffic proce dures.
  - assess specific impacts on existing land use, adjacent airports, navigational aids, airways for each alternative site.
  - conduct preliminary airspace reviews (alternative sites and final airport layout plan) with the FAA

- **Land Use Compatibility (See also "Infrastructure Investment Issues")**
  - apply provisions of new-major airport search area protection law.
  - develop/implement procedures for airport safety zone regulations and new major airport development area law.

Environmental Issues

New Airport Siting Analysis

- **Natural Habitat and Wildlife**

  - conduct biological survey comparable to a Minnesota County Biological Survey for the search area and environs to establish specific locations of critical plant and animal habitat.
  - determine boundaries of critical plant and animal habitat.
  - assess impacts of airport development and operation.
  - identify mitigation measures and general cost of mitigation.

- **Surface Water and Groundwater**

  - define location of protected rivers, lakes and streams.
  - assess impacts of airport development (land coverage of runways, terminal buildings, associated airport buildings, road access) and operation.
  - Minnesota Pollution Control Agency and U. S. Environmental Protection Agency require compliance with federal Clean Water Act. MAC is required to apply for a national pollutant discharge elimination system permit and a state disposal system permit. The permits regulate runoff to protect surface and groundwater.
  - assess geologic sensitivity to surface-derived contaminants (surface spills, etc.).
  - assess geologic sensitivity to subsurface-derived contaminants (petroleum storage tanks, leaking pipelines).
  - assess impact of abandoned (unsealed) wells and existing wells (including Wellhead Protection Area).
  - assess use of and impact on aquifers for water supply needs of airport operation.
  - assess impact of proximity to potential sources of contamination (old open dumps, landfills, etc.)
  - assess depth to water table.
  - assess relationship to regional and local groundwater flow regimes (vertical and horizontal gradients).
  - assess impact of any groundwater appropriation permits.

- **Wetlands**

- define location of wetlands including use of field checks.
- evaluate type and classification of wetlands.
- assess impacts of airport development and operation.
- comply with requirements of state and federal law regarding avoidance of wetlands, wetland replacement and mitigation measures.

- **Agricultural Land**

- identify prime agricultural land.
- assess impacts of airport development and operation on prime agricultural land (including potential use of airport development area law and land use controls to protect or continue agricultural uses).
- assess impact on Metropolitan Agricultural Preserves Program.

- **Noise Impacts**

- federal and state noise analysis required to ensure airport development plan and operation meets federal and state criteria for noise impact and future land use compatibility (including FAR PART 150 Implementation Program).
- LdN 75 to be on airport site and LdN 65 on or within airport land use control area (airport development area law provides for noise-related regulations).
- assess land use regulations of the airport development area law and noise impact area determined for final airport site.
- assess application of Metropolitan Council land use compatibility guidelines.

- **Rural Development Impacts**

- identify population, households and housing units within new airport site.
- assess land use changes (employment and economic activity).
- assess relocation costs and impacts.
- assess impacts on cemeteries.
- assess development impacts of airport development on local infrastructure (including roads).

- **Airport User Impacts**

  - assess air travel distances (including cost of delay and airport efficiency)
  - assess travel time and distance for population and employment to new airport site.
  - assess travel time and distance for airport employees to new airport site.
  - assess travel time and distance for airport-dependent businesses (air cargo, etc.)

- **Air Quality**

  - assess air quality impacts of airport road system (parking, terminal area access), boiler plant and aircraft operation; indirect-source permit required.
  - assess compliance with state and federal air quality regulations.

- **Solid Waste/Hazardous Disposal**

  - assess impacts of waste disposal facilities on airport site.
  - assess cost of mitigation measures (including relocation of facilities or the reimbursement for remaining economic life).

- **Historic, Architectural, Archaeological, Cultural Resources**

  - assess impact on properties included or eligible for the National Register of Historic Places and cost of mitigation of impacts on properties covered by National Historic Preservation Act.
  - survey to identify and evaluate cultural resources including consultation with Office of the State Archaeologist and Minnesota Indian Affairs Council.

- **Fossil Fuels**

  - assess fuel consumption for ground transportation (automobile and transit alternatives) to serve new airport site and compare with MSP.
  - assess difference in fuel consumption for aircraft between major city pairs and MSP/ new airport site.

Economic Development and Airport Finance Issues

New Airport Siting Process

- **Long-Range Metropolitan Growth**

  - assess impact of new airport site and MSP on the long-range growth and on the orderly and economic development of the Metropolitan Area including potential impact on *Metropolitan Development and Investment Framework* policies.
  - annually assess changes in airline industry. Examine such factors as: aircraft operations; airline passengers and air cargo; technology–aircraft, navigational aids/landing systems, alternative transportation modes (modes competitive with air travel; modes used to provide airport ground access); fuels (availability and price); and finance; airline structure; national/regional economy. Examination will help ascertain need for and/or timing of major airport development.

- **Land Use and Economic Development**

  - assess potential impact on regional development policy (*Metropolitan Development and Investment Framework).*
  - assess impact of airport development on property tax valuation and taxes.
  - determine method to capture for public uses a portion of the revenue from development around the new airport.
  - determine reuse policies for MSP; examine airport-related development in airport environs–commercial, industrial and residential.
  - update airport development area law to ensure adequate zoning and land use controls to protect the new airport from incompatible development.

- **Spin-off Development**

  - estimate timing, amount and type of spin-off development and impact on *Metropolitan Development and Investment Framework* policies.
  - determine method to capture for public uses a portion of the revenue from development around the new airport.
  - determine reuse policies for MSP; examine airport-related development in airport environs–commercial, industrial and residential.

- **Airport Finance**

- determine process, policies and controls needed and a financial plan to implement a site protection program for a potential new airport.
- determine financial plan for airport development (new airport and MSP) including sources of funds (fees, leases charges, federal grants, sale of MSP airport assets).
- determine reuse policies for MSP.
- compare financing options for new airport site development and MSP expansion.
- annually assess changes in airline industry (operations; technology–aircraft, navigational aids/landing systems, alternative modes–; finance; airline structure; national/regional economy).

Infrastructure Investment Issues

New Airport Siting Process

- **Onsite Airport Infrastructure Investment**

- determine how to provide on-site airport public services (sanitary and storm sewer systems, water, fire, police) consistent with regional development policy, specifically the *Metropolitan Development and Investment Framework.*

- **Offsite Airport Infrastructure Investment**

- assess impact of ground transportation (highway and transit) corridors and investment requirements including regional highway network and minor arterial network.
- assess impacts of on-site and off-site investment needs (regional and local community/county) and develop implementation schedule.
- conduct a study to determine jurisdictional roles and responsibilities for infrastructure improvements to serve the new airport and related off-site development.
- assess social and economic impacts of airport development on airport environs (residential, commercial, industrial, agriculture and public services including schools.

Appendices

Technical Description of Dakota Search Area

All land within an area with boundaries described as follows: beginning at a point located at the northwest corner of Section 6, Township 114N, Range 19W, Dakota County, said point also being a common point of the corporate limits of Apple Valley, Rosemount, and Lakeville; thence easterly along the southern corporate limit of Rosemount to the centerline of Biscayne Avenue; thence northerly along said centerline to the centerline of County Road 42; thence easterly along said centerline to the centerline of Blaine Avenue; thence northerly along said centerline to the centerline of County Road 38; thence easterly along said centerline to the centerline of County Road 42; thence northeasterly along said centerline to the centerline of State Highway 55; thence easterly along said centerline to the corporate limits of Hastings; thence southerly and easterly along said corporate limits to the centerline of Highway 316; thence southeasterly along said centerline to the centerline of County Road 91; thence southerly along said centerline to the centerline of 220th Street East; thence westerly along said centerline and its extension to the corporate limits of Farmington; thence northerly and westerly to the point of beginning; all roads, streets, highways, and political jurisdiction boundaries as they exist as of December 21, 1990; all being in the County of Dakota, Minnesota.

Planning Process Since Task Force Completed its Recommendations in September

In September, the Metropolitan Council received the report of the New-Airport Search Area Advisory Task Force, *Selecting a Search Area for a New Major Airport. Part 3: Recommended Search Area*. The task force selected the Dakota Search Area and made six other recommendations about the airport planning process for the coming years.

The Council decided to hold public hearings to get public reaction to the report. The process was published in the *State Register* and local newspapers, and notices were mailed to local governments and citizens in the three search areas. Notices of the hearings were mailed to about 1,200 people, including every unit of government in the three search areas, "community contacts" identified early in the process and all of the people who had attended previous meetings in the recommended search area. The Council purchased advertisements in local papers, and distributed a newsletter on the question to about 700 people.

On Oct. 30, the Council held two public hearings in St. Paul and in Rosemount. About 200 people participated in these hearings; 35 provided testimony. The public hearing record remained open through Nov. 14, allowing people additional time to submit written comments.

In mid-November, the Council's Metropolitan Systems Committee reviewed the public hearing comments, and on Dec. 3, the committee recommended designating the Dakota Search Area as the general location for a possible replacement airport for Minneapolis-St.Paul International Airport. Following committee action, there was a 10-day public comment period to allow interested groups and individuals another opportunity to submit written comments based on the committee's recommendations. The full Council considered and adopted this report on Dec. 19, 1991.

Summary of Land Use Regulations Related to New Major Airport Development

Presented to the New-Major Airport Search Area Advisory Task Force on July 20, 1990

The following summarizes the numerous regulatory measures available to protect a new-major airport in the metropolitan area from incompatible land uses. These regulations are graphically depicted below. Except for the Airport Zoning Act, these regulations apply only to the seven county metropolitan area.

New-Major Airport Search Area Protection

The initial regulatory measure for protecting a new major airport site from incompatible land uses is the search area protection legislation (Minn. Stat. § 473.151) passed by the Minnesota Legislature in 1990. This legislation requires that land use changes (rezoning, variances, and conditional use permits) within the candidate search areas be consistent with the comprehensive plans adopted by the affected local units of government. These comprehensive plans have been reviewed and approved by the Metropolitan Council.

For the final search area, the legislation requires that land use changes (rezoning, variances, and conditional use permits) be consistent with comprehensive plans of the affected local units of government, the metropolitan system plans (the Metropolitan Council's plans for

airports, transportation, waste control, regional recreation open space), and the development and operation of a new major airport.

The search area protections will remain in effect for one year following the Metropolitan Council and the Metropolitan Airports Commission report to the Legislature with recommendations concerning major airport development and acquiring a site for a new major airport. Following the expiration of the search area protections, the Metropolitan Council will still be able to use its authority related to comprehensive plan approval and its authority to control the provision of metropolitan urban services to limit conflicting land uses around the airport site. The following regulations will also apply.

Airport Land-Use Safety Zoning

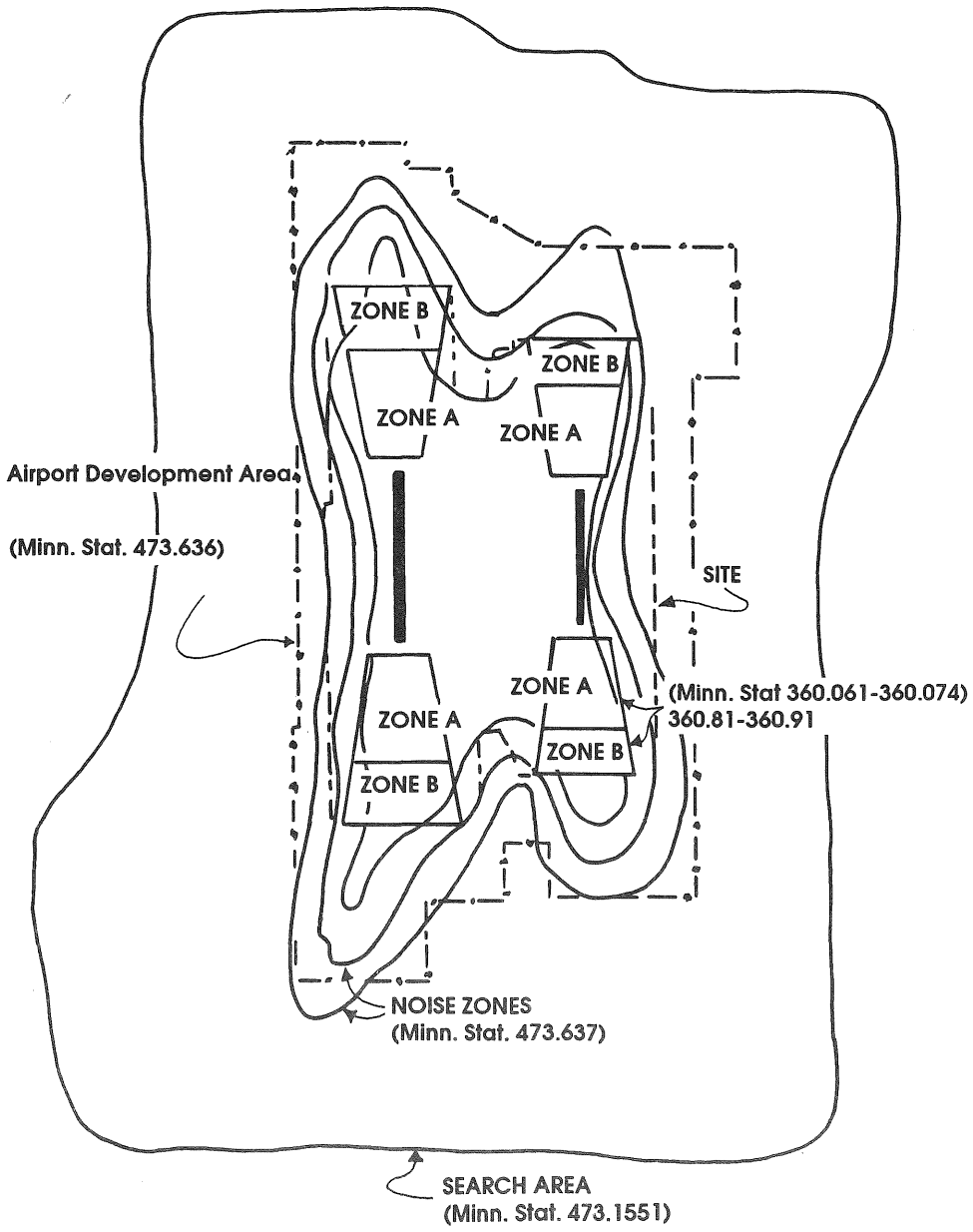
Assuming that the legislature decides that a new major airport is needed, the provisions of the Airport Zoning Act (Minn. Stat. §§ 360.360.91) will apply once the new airport is built to protect the airport site from incompatible land uses. The Airport Zoning Act restricts land uses within zones emanating from the ends of the runways (Zone A and Zone B) and elsewhere. The Act, however, will not immediately apply if the airport site is simply landbanked and the runways are not built until a later date.

New-Major Airport Development Area Act

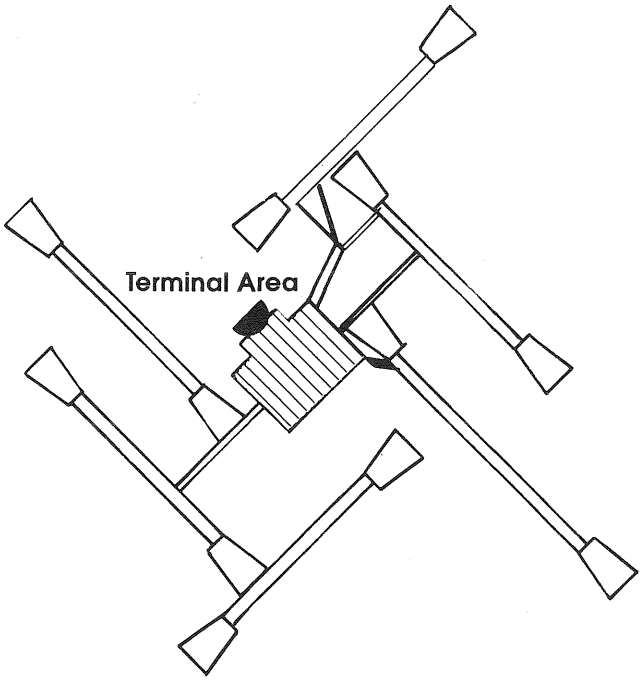
Minnesota Statutes, section 473.636, authorizes the Metropolitan Council to establish criteria and guidelines for the development of land within an area called the "airport development area." This area may consist of all or a portion of the property extending out three miles from the proposed boundaries of the new airport site. The airport development area may extend five miles in any direction from the airport site if the Metropolitan Council determines the extension is necessary to protect natural resources of the metropolitan area.

The criteria and guidelines may relate to various land use and development control measures, including zoning ordinances, building codes, subdivision regulations, and official maps. The criteria and guidelines are meant to insure the development or maintenance of compatible land uses within the airport development area. The local units of government within the airport development area must adopt land use control measures which are consistent with the criteria and guidelines established by the Metropolitan Council.

In addition, Minnesota Statutes, section 473.637, authorizes the Metropolitan Council to establish "aircraft noise zones." The noise zones will designate the acceptable land uses for the applicable level of noise within the noise zone. A noise zone may extend beyond the boundaries of the airport development area. The local units of government with land use control authority located within the zones must adopt land use control measures consistent with the zones.

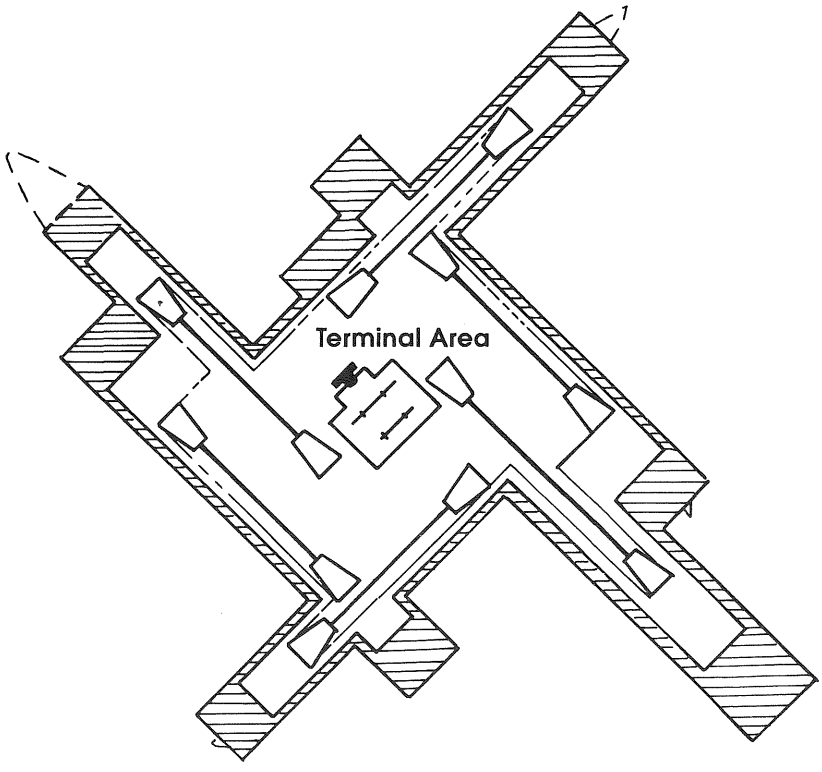


New Airport Runway Conceptual Design



Source: New Air Carrier Airport Conceptual Design Study and Plan. January, 1991. Metropolitan Airports Commission by TRA Airport Consulting, et. al.

New Airport Conceptual Design
State and Federal Protection Zones



Source: Metropolitan Council

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