Metropolitan Council

Working for the Region, Planning for the Future

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September 14, 2000

Jeffery Hamiel, Executive Director
Metropolitan Airports Commission
6040 28th Ave. South
Minneapolis, MN 55450

Subject: Anoka County-Blaine Airport LTCP (Referral file No. 16729-2)

Dear Mr. Hamiel:
At its meeting of August 30, 2000 the Metropolitan Council took action on the Anoka County-Blaine Long-Term Comprehensive Plan (LTCP); the specific recommendations were as follows:

- That the Anoka County-Blaine 2015 LTCP be approved by the Council,
- That the City of Blaine and the Metropolitan Airports Commission (MAC) amend their plans to reflect the changes resulting from proposed conversion of airport property to non-aviation uses,
- That the MAC work with the Coon Creek and Rice Creek Watershed Districts to complete a wetland mitigation – compensation plan for the entire airport, including land use conversion areas, prior to proceeding with any airport expansion projects,
- That the MAC include the cost of the comprehensive wetland mitigation program in the next Capital Improvement Program,
- The MAC should continue to monitor activities of the "warbird" type aircraft using the airport for their compliance with the noise abatement program,
- That the MAC develop an ISTS monitoring and tracking program for all on-site septic systems that will remain in use after metropolitan sanitary sewer service is provided to the site.

Approval of the long-term comprehensive plan reflects the recent legislative actions concerning maximum runway lengths at Minor airports, and the *Settlement Agreement* reached between the MAC, the Council and City of Mounds View. The recommendations are discussed in more detail in the attached referral report. It is possible that some of these items may be discussed again as part of further environmental analysis/permitting, Aviation Policy Plan Update or Capital Improvement Program review. We look forward to continued coordination on these recommendations and successful implementation of this development plan.

Sincerely,

Jay Lindgren
Regional Administrator

cc Nigel Finney - MAC
Mike Ulrich – City of Mounds View
Ron Hendrickson – City of Blaine
Tim Kelly – Coon Creek Watershed Dist.

Encl.

RECEIVED
SEP 22 2000
Airport Development

ATTACHMENT 1

Metropolitan Council

Working for the Region, Planning for the Future

METROPOLITAN COUNCIL MEETING

Regional Growth Policy Issues
Wednesday, August 30, 2000
Conference Room 1A
3:00 P.M.

AMENDED AGENDA

I. **CALL TO ORDER**

II. **APPROVAL OF AGENDA**

III. **APPROVAL OF MINUTES** Metropolitan Council Meeting of August 16, 2000

IV. **PUBLIC INVITATION** *Invitation to interested persons to address the Council on matters not on the agenda (each speaker is limited to a five-minute presentation).*

V. **BUSINESS** *Note: The Council always attempts to honor requests by the public to move individual items earlier on the agenda when appropriate. Requests can be made through Sandi Lindstrom, Council Recording Secretary, prior to the meeting at (651) 602-1390.*

A. **Consent List**

Committee Consent List

1. 2000-380 Authorization to Approve an Agreement with Reliant Energy Minnegasco to Supply Natural Gas to the Blue Lake Wastewater Treatment Plant (Helen Boyer, 602-1106)

2. 2000-381 Authorization to Issue Purchase Order to Ashland Chemical Company for the Purchase of Potassium Permanganate for the Seneca Wastewater Treatment Plant (Helen Boyer, 602-1106)

3. 2000-382 Approval of Additional Change Order Authority for Plymouth Forcemain Relocation, MnDOT Agreement No. 79995-R, Project No. 900178 (Bill Moeller, 602-4504)

4. 2000-383 Approval of Engineering Services Contract Amendment for Blue Lake Groundwater Relief System, Project No. 980200 (Bryce Pickart, 602-1091)

5. 2000-388 Approval of Contract for Telephone Network Upgrade (Tom Hayes, 602-1537)

SW 6. 2000-392 Moved to Transportation Committee Report

SW 7. 2000-393 Moved to Transportation Committee Report

Non-Committee Consent List

1. 2000-403 Rogers Comprehensive Plan Update, Referral No. 16148-7 (Tori Dupre, 602-1621)

B. **Report of Transportation Committee**

SW 1. 2000-335 Anoka Airport Long-term Comprehensive Plan, Referral No. 16729-2 (Chauncey Case, 602-1724)

SW 2. 2000-400 Outlook Ridge Transit Center Amendment (Carol Becker, 602-1756)

SW * 3. 2000-358 Authorization to Award Uptown Transit Station Construction Contract (Patrick Jones; Rich Rovang, 612/349-7684; Bill Foster, 612349-7511)

SW * 4. 2000-392 Hennepin County Regional Rail Authority Joint Powers Agreement Easement in the City of Minneapolis for Uptown Transit Station (Pat Jones; Rich Rovang, 612/349-7684; Bill Foster, 612/349-7511)

SW * 5. 2000-393 ADA Span of Services (Blaine Baier 602-1717)

C. **Report of the Livable Communities Committee** - None

D. **Report of the Management Committee** - Consent List Items Only

E. **Report of Environment Committee** - Consent List Items Only

F. **Report of the Rail Transit Committee**

SW 1. 2000-321 **DELETED** - Metropolitan Council/Metropolitan Airports Commission Funding Agreement (Mark Fuhrmann, 612/349-7701; Julie Johanson, 612/349-7514) **Materials under separate cover**

SW 2. 2000-322 Owner-Controlled Insurance Program (OCIP) Contract Approval (Art Leahy, 612/349-7510 Frank Loetterle, 602-1716) **Materials under separate cover**

G **Report of the Legislative Strategies Committee** - None

VI. OTHER BUSINESS

1. Lessons Learned from Visit to European Transit Systems (Mary Smith/Caren Dewar)

VII. REPORTS

Chair

Council Members

Regional Administrator

VIII. ADJOURNMENT

SW Action taken by the Council and Committee the Same Week
* Additional materials included for items on published agenda
** Additional business items added following publication of agenda

Committee Report

T Transportation Committee

Item: 2000-335

For the Metropolitan Council meeting of August 30, 2000

ADVISORY INFORMATION

Date Prepared: August 29, 2000

Subject: Anoka County-Blaine Airport 2015 Long Term Comprehensive Plan

Summary of Committee Discussion: No quorum. Committee could not act.
Connie Kozlak, System Planning/Programming Manager gave a power point presentation. Ms. Kozlak and Mark Ryan, MAC Planner were available for questions. Members did not have comments or questions. Committee members present forwarded the staff recommendation directly to Council.

Recommendation:

That the Metropolitan Council approve the attached report 16729-2 on the Anoka County-Blaine Airport 2015 long term comprehensive plan (LTCP).

Executive Summary

Transportation Committee

Item: 2000-335

Meeting date: August 28, 2000

ADVISORY INFORMATION	
Date:	August 22, 2000
Subject:	Anoka County-Blaine Airport 2015 Long Term Comprehensive Plan
District(s), Member(s):	District 9 Natalie Haas Steffen
Policy/Legal Reference:	MS 473.145, MS 473.146
Staff Prepared/Presented:	Chauncey Case (651) 602-1724 , Jim Larsen (651) 602-1159
Division/Department:	Transportation and Environmental Services

Proposed Action/Motion

That the Metropolitan Council approve the attached report 16729-2 on the Anoka County-Blaine Airport 2015 long term comprehensive plan (LTCP).

Issue(s)

- None

Overview and Funding

The Council is required to review the long-term comprehensive plans of the Metropolitan Airports commission (MAC). These plans are periodically updated, and on January 20, 1998 the MAC adopted a 2015 plan for the Anoka County-Blaine Airport. On July 27, 1998 the Council's Transportation Committee reviewed the 2015 long-term comprehensive plan for the Anoka County-Blaine Airport. The Committee gave contingent approval of the plan. However, a court-approved temporary restraining order, brought by City of Mounds View litigation, precluded final action by the Council at that time. At request of the MAC, the Council has re-initiated review of the LTCP.

The following issues have been addressed since the initial review:

- The 1999/2000 Legislative session changed state law to limit the length of runways at all metro [Minor] reliever airports to a maximum of 5,000 feet in length;
- Concurrent with the legislative effort, the City of Mounds View, Metropolitan Airports Commission (MAC) and the Council executed a ***Settlement Agreement*** on future Anoka County-Blaine airport development;
- The MAC adopted sewer a and water policy; and, began installation of Sewer and Water Service to the airport;
- MAC policy, agreements, and plan for the proposed golf course development were clarified; and,
- Supplemental materials on wetland mitigation were provided; however, a comprehensive wetland mitigation plan still needs to be completed.

Therefore, the Council recommends its approval as discussed in the attached referral report.

LINKAGE TO COUNCIL STRATEGIES
☑ **Infrastructure: Plan identifies airport/community infrastructure improvements.**
☑ **Quality of life:** Plan identifies environmental impacts and mitigation measures.
☑ **Communication/constituency building:** Provides basis for coordinating planning & development.
☑ **Alignment:** Maintains functioning of airport and provision of services.

ANOKA COUNTY-BLAINE AIRPORT
LONG-TERM COMPREHENSIVE PLAN REVIEW
Referral Report No. 16729-2

AUTHORITY TO REVIEW:

Minnesota Statutes 473.611, Sd.5, states "any long-term comprehensive plans adopted by the [Metropolitan Airports] Commission for the betterment and enlargement of existing airports, for acquisition and construction of new airports, and for the categories of airports owned and controlled by the Commission shall be consistent with the development guide of the metropolitan Council".

MS 473.165 states "If, within 60 days after the date of submission, the Council finds that a plan, or any part thereof, is inconsistent with its comprehensive guide for the metropolitan area or detrimental to the orderly and economic development of the metropolitan area, or any part thereof, it may direct that the operation of the plan, or such part thereof, be indefinitely suspended".

PLAN OVERVIEW:

The LTCP for the Anoka County-Blaine Airport maintains its role as a Minor airport within the Regional Airport System. The plan update extends the planning horizon to the year 2015. Projected demand indicates an increase of about 6 based aircraft a year (from 431 to 550), and about 4,600 annual operations a year (from 181,000 to 272,000) over the twenty year period.

About 40% of the total annual operations are by itinerant aircraft coming from other airports; the other 60% are generated by local takeoffs and landings by based aircraft. It is anticipated that the mix of aircraft using the airport will reflect only small changes from the existing users; in 2015 the aircraft fleet would consist of about 85% single-engine aircraft, 13% multi-engine, 1.2% jet-engine, .4% helicopter.

The LTCP analysis indicates the existing airfield does not have enough capacity to meet projected demand. Future needs are proposed to be met by:

- Lengthening the existing north/south and east/west runway and constructing parallel runways/taxiways. This would increase ultimate airside capacity from 230,000 to 355,000 annual operations,

- Opening new hangar building areas on the east and northwest sides of the airport. This would increase the total hangar building area from 720,000 square feet to about 935,000 square feet by 2015.

- Implementing a precision landing approach and improving aircraft landing aids. The precision approach is for operations from the east on the extended east/west runway.

The facilities identified to meet the projected demand are listed in Table 1. Total capital cost to implement the projects is estimated at $27 million, and another $6.3 million for sewer and water services is scheduled for implementation in the year 2000. Cost of the projects will be further defined when individual projects are implemented and necessary environmental analysis completed. It is expected that the 2001 and future CIP will be adjusted to show the projects identified in the *Settlement Agreement*. Funding is anticipated from MAC general sources and FAA grants. A map of the airport is depicted in **Figure 1**; it shows the location of the key airport developments proposed in the 2015 LTCP.

Table 1

Capital Improvement Plan*

Project Description	Estimated Cost	Development Phasing
Localizer Approach – Runway 26	$ 200,000	5 Year
Pavement Rehabilitation	$ 850,000	5 Year
Building Area Development - NW Area	$ 2,200,000	5 Year
Compass Calibration Pad	$ 100,000	5 Year
Extend/Widen Runway (8R/26L & Taxiway)	$ 3,400,000	10 Year
Instrument Landing System (Runway 26L)	$ 1,100,000	10 Year
MALSR (Runway 26L)	$ 750,000	10 Year
Wetland Mitigation (Runway 8R/26L)	$ 1,300,000	10 Year
Building Area Addition – East Area	$ 2,200,000	10 Year
Continuation of NW Area Development & Mitigation	$ 3,300,000	20 Year
Construct Runway 8L/26R	$ 5,500,000	20 Year
Construct Runway 17R/35L & Taxiway**	$ 6,500,000	20 Year
Total Development Cost	$27,400,000	

* To be changed in future CIP to reflect projects allowed in Settlement Agreement period 2000 to 2020.
**Engineering estimates not available; actual costs may vary greatly based upon mitigation and other factors.

BACKGROUND:

The Council approved the Anoka Airport Master Plan in 1983, and reviewed the airport EIS for phase 1a &1b development in 1986. A Stipulation Agreement was executed between the MAC and the City of Mounds View concerning this development. All of the projects in phase 1a &1b have been implemented. A Public Hearing on the 1997 Anoka Airport LTCP Update was held on July 10, 1997. The Metropolitan Airports Commission adopted a long-term comprehensive (LTCP) plan for the Anoka County- Blaine Airport on January 20, 1998.

On June 22, 1998 the Council's Transportation Committee reviewed the Anoka County-Blaine long-term comprehensive plan. The City of Mounds View asked the Council to jointly seek declaratory judgement on the 1986 Stipulation Agreement between the City and the MAC concerning future airport development. The matter was tabled until July 27 to enable Council to conduct a legal assessment of the issue. At the July 27, 1998 Transportation Committee meeting legal staff recommended that Council not join in the court proceedings. City of Mounds View then requested that the Committee table review of the airport plan until August 24, 1998 when their declaratory judgement would be ready for filing with the court. The Council requested extension of the review period until October 8 to allow court filing by the City. On August 14, 1998 a summons and complaint was served on the MAC and on October 6, 1998 a temporary restraining order was issued. It stated that the MAC shall withdraw the Anoka County-Blaine Airport LTCP from consideration by the Metropolitan Council; thus, there was no final action on approving the LTCP by the Council.

Recent Activities:

The MAC requested re-initiation of the airport LTCP review January 13, 2000. The Council indicated that there were a number of concerns with restarting the review at that time; namely, that the legislature was actively engaged in discussing the runway length issue, that the legal matters brought on by the City of Mounds View were not settled, and that no new materials (that had been requested in the referral review recommendations) had been submitted with the re-initiation request, and would require clarification by agency staffs. Supplemental materials were received from the MAC, (letter from Mark Ryan, May 24th; and final draft of Comprehensive Wetland Permit Application, June 26th) in response to

the referral recommendations. The attached referral report 16729-1 has been revised to reflect the various changes and supplemental items as discussed above. Official review within the 60-Day review period was restarted on July 10, 2000.

DISCUSSION:

1. Proposed 2015 Development Plan

- Policy 16 of the Aviation Guide state: ***"Long-term comprehensive plans should be prepared for all system airports according to an established timetable and with required contents contained in the Aviation Policy Plan's system implementation procedures section."***

The Anoka County-Blaine airport LTCP prepared by the MAC meets the requirements of MS 473.611 Sd.5 concerning consistency with the Aviation Guide. The LTCP has identified the need for a 5,000-foot long precision instrument runway. This runway length and design criteria is consistent with the Minor system role and function of the airport as defined in the Aviation Policy Plan.

The Minnesota Legislature 1999/2000 session, however, amended MS 1998, 473.641, Section 1, Sd.4 to read:
Subd. 4 [EXPANSION OR UPGRADE OF METRO AIRPORT]
Notwithstanding any other law, the metropolitan airports commission shall not use revenue from any source, as described by section 473.608, for construction of air facilities to expand or upgrade the use of an existing metropolitan airport from minor use to intermediate use status~~as defined by the metropolitan development guide, aviation chapter, adopted pursuant to section 473.145.~~ without legislative approval. For purposes of this section, a minor use airport is defined as an airport with a runway or runways of length no longer than 5,000 feet. This action by the legislature was a required condition for the ***Settlement Agreement & Mutual Release*** concerning the City of Mounds View lawsuit. On June 14, 2000 the MAC was notified that the Agreement between the MAC, City of Mounds View, and the Council was in effect (**see Attachment A**).

Key parts of the Agreement state that:
- On effective date of the agreement, the 1986 Stipulation is terminated;
- Until December 31, 2020, the MAC and Council shall not, without the consent of the City of Mounds View, – construct any North/South runway(s) at the airport in excess of 4, 885 feet in length, install or operate an instrument landing system or microwave landing system on the North/South runways.

- Policy 6 of the Aviation Guide states: ***The MAC is urged to provide the facilities needed by general aviation operators and to maintain all of its reliever airports at a high level of operational readiness. If experience indicates that further inducements are necessary to encourage greater use of the reliever airports, the MAC should use financial inducements that would make it more economical to use the reliever airports than the major airport.***

Figure 2 depicts the proposed runway layout and associated state land use safety zones for each runway. The size of the zones reflects the runway length and potential instrumentation. Zone A allows no structures. Zone B prohibits some land uses and restricts density of development. The proposed lengthening and widening of the east/west runway (8R/26L) along with providing a precision instrument landing system improves the safety and operational utility of the airport. Planning for the additional runway capacity and hangar facilities to meet projected 2015 demand, also supports this policy.

- Regional Blueprint policy includes an action step 5I which states ***"The Council will give priority for funds for regional systems to maintaining, upgrading and replacing system facilities serving existing urban development to make the best use of investments the region has already made".***

The proposed runway extension reflects this investment philosophy and also addresses the need for investments to promote economic renewal and competitiveness of the region. However, additional capital and operating costs are going to accrue with the proposed infrastructure and facility development, including implementation of various mitigation measures. User costs are also anticipated to increase. Therefore, the scope and phasing of the development plan should be continually reassessed according to Aviation Policy 1B which states: *Public investments in air transportation facilities should respond to forecast needs and to the area's ability to support the investments over time.*

2. **Conversion of Airport Land**

- *Policy 6 of the Aviation Guide states: "The MAC is urged to provide the facilities needed by general aviation operators and to maintain all of its reliever airports at a high-level of operational readiness...".*

The LTCP update has a brief discussion of converting some airport property to non-airport use as depicted in Figure 3. The Aviation Guide does not include a "no-net-loss" system policy concerning airport property; however, with increasing levels of urban encroachment and less feasibility to develop new aviation facilities there needs to be an increased awareness of protecting existing airport properties, even if they serve only as buffer zones. Land use issues are normally addressed in the LTCP facility needs and coordinated with affected communities land use plans on a case-by-case basis. Any airport property declared as "surplus" is usually handled under a FAA order on airport compliance requirements. The adopted MAC policy regarding use of Commission owned lands is explained in **Attachment B.**

The information on property changes at the Anoka-Blaine airport was presented to the MAC at its December, 1997 Planning & Environmental Committee meeting, where alternative uses for the airport property were described (**Attachment C**). This information indicates potential revenue enhancement for the MAC reliever airports and additional business opportunities and tax base for the City of Blaine. The proposed release of airport parcels (A) & (B), for commercial use by the City of Blaine, is now under review by the FAA.

The City of Blaine indicated that they were not involved in development or provision of services to the proposed golf course complex. The MAC has entered into an agreement with the Minnesota Amateur Sports Commission to lease airport property at the Anoka-County/Blaine airport (**see Attachment D**). For the golf course development to proceed the Federal Aviation Administration (FAA) must make a determination that the land can be released from airport use, and that golf course development will not increase the likelihood of potential bird strikes. There is also the fact that about 30 acres of wetlands will be filled by golf course developments. It appears that a state EAW and federal EA will have to be prepared. Additional information on the general location of the golf course, and general design of the course layout in relation to the existing/proposed runway protection zones has been included in the wetland permit application document (**Figure 4 and Figure 5**). FAA and MAC reviews are in progress.

Existing and proposed roadway rights-of-way across airport property, and existing and proposed conversion of airport property to non-aviation uses, will reduce the total airport land envelope by about 427 acres. The land envelope of the airport was at one time almost 2,000 acres. It is the largest, and arguably the most protected, reliever airport in the metropolitan system. In the past decade there has been increased urban development around the airport, and resulting legislative directives defining what are allowable runway lengths and locations at the airport.

To lessen potential adverse actions on the airport's long-term function and system role, the following concerns should be addressed when non-airport uses are evaluated/implemented by the MAC or the City on these "airport" properties:

- Although compatible recreational uses are proposed for Area C, the planned 40:1 approach for MnDOT safety zones on runway 8R &17R should be maintained, along with any clearance considerations for the proposed frontage road along the east side of T.H. Hwy 65 or on Co. Rd. 52;

- The MAC already owns the runway protection zones (RPZ) for approaches to 17L &17R and 8R & 8L; they should retain control over these RPZ's to ensure that safety and noise impacts are addressed, and compatible land uses are established and maintained. Caution should be exercised in the type and terms of any agreements pertaining to use of this property;

- Release of airport parcels A,B, and C, with approval by the FAA, will likely result in the MAC retaining ownership and a lease agreement with the City and Sports Commission. The type of restrictions and reversions appropriate to protect airport development should be included in any agreement.

It is anticipated that a FAA - approved airport layout plan (ALP) will result from the changes discussed above and from the 2015 plan; a copy of the revised ALP should be made available to the Council.

3. **Aircraft Noise**

- Policy 8B of the Aviation Guide states: ***Once regional and local efforts have been made to bring about land-use compatibility in runway approach and departure areas every effort should be made by the airport authority and the FAA to direct air traffic operations over such areas to minimize aircraft noise impacts to the greatest extent possible. It is expected that such operations would not compromise safety or be counterproductive to overall noise abatement and reduction efforts.***

About 70% of the aircraft operations now occur on the north/south runway; in the future 50% would be on the north/south runways and the other half on the east/west runways. Significant noise impacts (>65DNL) from aircraft operations in 2015 would be on airport property (see **Figure 6**). A Noise Abatement Plan is in place at the airport, and the Air-Traffic Control Tower provides the capability to effectuate the plan. This plan addresses noise abatement takeoff, approach, and air traffic procedures, aircraft maintenance run-ups, helicopter training, nighttime restrictions, and a noise complaint procedure.

It appears that the operation of the older and larger "warbird" type aircraft as perceived by the communities is disruptive to airport noise abatement efforts. The MAC believes the noise abatement programs at the airport are working very well, and that ATCT staff are aggressively implementing the program. Continuing communication with the airport users is deemed far more successful than enforcing an "ordinance". The MAC is committed to work with the industry groups represented on the airport to encourage compliance. The noise abatement program should continue monitoring and coordination efforts that directly address these types of aircraft and their operations. Recent closure of the Polar Aviation Museum has reduced activities by this contingent.

4. Surface Water Management

- Policy 10 of the Aviation Guide states: ***Long-term comprehensive airport plans should include a plan for surface water management that contains provisions to protect groundwater. In addition to including information that must be consistent with plans of watershed management organizations and the state wetland regulations, the water management plans should include provisions to mitigate impacts from construction, restore or retain natural functions of remaining wetlands and water-bodies, and include the pretreatment of runoff prior to being discharged to surface waters.***

The MAC developed a *Water Management Plan* for the airport. The LTCP references this water management plan as the place to look for more detailed information on environmental issues. The LTCP states that the water management strategies presented in the water management plan are generally consistent with the watershed district plans. The LTCP needs to be consistent with all of the policies in the Coon Creek and Rice Creek Watershed District plans.

Wetlands -The MAC has indicated that the draft Wetland Mitigation plan cannot be finalized until the LTCP has been judged consistent with the metropolitan development guide (MDG). Supplemental information provided by the MAC includes a draft of the comprehensive wetland permit application. This document states that "no efforts to quantify the quality of the existing wetlands on the airport property have been made." According to that document there are approximately 160 acres of wetland areas impacted by airport development projects. Total wetlands impacted in the Rice Creek and Coon Creek watersheds for both airport and golf course development is about 190 acres of wetlands (see **Figure 7**). Anoka County is the only county left in the metropolitan area that has greater than 50% of its pre-settlement wetlands. If the avoidance of wetlands cannot be achieved and wetland fill is needed, mitigation will be required. To help to keep the county at greater than 50% county, mitigation should be done on-site wherever possible. At a minimum, mitigation should be completed in the same sub-watershed. The MAC now needs to work with the Coon Creek and Rice Creek Watershed Districts to prepare a comprehensive mitigation and compensation plan for the entire airport, prior to proceeding with any airport expansion projects. The MAC mitigation proposal is to mitigate wetlands at a 2:1 ratio and provide wetland replacement within the impacted watershed. Total costs for mitigation are unknown at this time since the MAC is unable to expend funds toward wetland replacement until a project is authorized for design and construction. The MAC's current plan is that projects will be phased in, with the golf course, west building area expansion, east-west runway extension, instrument landing system and northwest building expansion all proposed for the next five years. Not all of the proposed projects are currently included in the seven-year CIP; cost of the mitigation program should be included in the next CIP.

The need to implement an appropriate wetland mitigation program at this airport is critical since the ability to provide capacity for the aviation demand at another airport is not feasible. Alternatives to the current airport development proposal were assessed as part of the 1986 airport EIS; expansion of the existing airport is the selected alternative. No additional hangar or runway development is feasible at the Crystal airport, Gateway North airport in the City of Ramsey is no longer in existence, and the Forest Lake airport is an unimproved facility where planning and funding for new development has yet to be determined.

Stormwater -The MAC reliever airports are regulated by a General Stormwater Permit by the State of Minnesota. Because of the activities that take place in the lease space of certain commercial tenants,

these tenants may be obligated to comply with either the airport's General stormwater Permit or the State's General Stormwater Permit through the development of Best Management Practices and a Stormwater Pollution Prevention Plan to meet the requirements of the Clean Water Act. These tenants are obligated under the state permit to comply with the stormwater sampling and monitoring requirements as defined in the permit. The MAC's Environmental Compliance Program evaluates the level of compliance of each tenant obligated under the permit and, where a tenant is deficient, requires compliance with the airport's stormwater program. The MAC may at some point in time have an obligation to sample under the permit. Sampling related to stormwater discharges will, therefore, be conducted as required by the tenant's or the MAC's obligations through the permit. In addition, if problems are discovered during MAC's environmental audit at the airport, MAC may want to institute a sampling program as well. A sampling program would be useful in determining if there is a direct correlation between airport runoff and water quality entering the Coon Creek or Rice Creek Watershed Districts.

5. Groundwater

- Policy 11 of the Aviation Guide states: ***Long-term comprehensive airport plans shall include a management strategy to protect groundwater quality that indicates proposed policies, criteria and procedures for preventing, detecting, and responding to the spill or release of contaminants on the site. The plans should identify the location, design, and age of individual/group/central sewer systems on-site and all well location sites, and evaluate system deficiencies and pollution problems.***

Within the LTCP, the MAC describes its strategy regarding water quality through the use of a water management plan. This plan is broken down into many elements including the development of an Environmental Compliance Program. This program was initiated in 1997 and is ongoing at this time. An emphasis of the compliance program is the protection of groundwater. As described in the LTCP, the compliance program identifies regulatory deficiencies through the use of compliance checks. Included within these checks are wells and septic systems because these private systems have the potential of becoming pathways for contamination to impact groundwater and soil.

The LTCP does a good job of describing the general geologic characteristics of the area and the potential groundwater contaminants that may be present on the site. The LTCP refers to the *Spill Prevention Control and Countermeasure Plan* for more detailed information on the spill prevention management strategy at the site. The environmental audit may point to areas of concern that may require groundwater sampling and monitoring. Any groundwater sampling that occurs as a result of the audit should be summarized and included as a future amendment to the LTCP.

6. Sanitary Sewer System

- Policy 12 of the Aviation Guide states: ***The long-term comprehensive airport plans and the major airport plan shall include detailed proposals for providing sanitary sewer services. Reliever airports should be connected to the sewer system when service is available near the airport. Whenever this is not practical, the airport owner and the local governmental units must adopt and implement ordinances and administrative and enforcement procedures that will adequately meet the need for trouble-free on site sewage disposal in accord with the Council's guidelines in its Wastewater Treatment and Handling Policy Plan.***

Article III, Section 301 of the Council's Waste Discharge Rules for the Metropolitan Disposal System states that within 24 months after a public sewer connected to the Metropolitan Disposal System(MDS) becomes available to a property served by a private sewage disposal system or treatment works, a connection shall be made to the public sewer.

The MAC has indicated that the Commission adopted a policy on how and what type of services could be provided at their reliever airports in October 1998 (see **Attachment E**). In October 1999 the MPCA and the Council concurred in approval of a sewer service hook-up permit at the Anoka airport. Installation of sewer and water service is expected to be completed as part of the year 2000 construction season. When completed, all commercial operators, as well as those storage hangar tenants wanting sewer and water services will be connected. The MAC policy also indicates that septic systems are terminated within 24 months after sewer and water is available. If all ISTS will not be phased out within 24 months of connection of the airport to the MDS, the MAC will need to develop and implement a monitoring and tracking program for all systems that will remain in use. This is to ensure continued proper operation and maintenance, in accordance with Council policy and guidelines. The MAC will need to prepare and implement such a program by an agreed-upon date certain. The City of Blaine has identified that the airport sewer service is included in the city sewer capacity allocation. This information has been included in the Blaine comprehensive plan as approved by the Council (see **Attachment F**).

FINDINGS:

1. Preparation of the LTCP is consistent with the plan preparation guidelines/schedule contained in the Aviation guide.

2. The 2015 LTCP does not change the "Minor" role of the airport; this is consistent with the aviation system plan and state law.

3. The existing airport facilities do not have the capacity to meet projected demand and additional runways, taxiways and hangar building areas will be needed.

4. Extension of the east/west runway will permit balanced operations with the north/south runway and aid in noise abatement efforts.

5. A precision instrument landing system will improve safety and airport utilization.

6. The MAC, City of Mounds View and the Council have reached a Settlement Agreement on airport development at the Anoka County-Blaine Airport.

7. Conversion of airport property to non-aviation uses will require amendment of the Blaine comprehensive plan and the airport LTCP where appropriate.

8. Most aircraft noise impacts over 60DNL are expected to occur over airport property; however, older, larger "warbird" aircraft cause a need for continuos monitoring and coordination of noise abatement efforts.

9. Proposed airport and golf course development will impact about 190 acres of wetlands. The MAC has not prepared a comprehensive mitigation plan in cooperation with the Rice Creek and Coon Creek Watershed Districts. The MAC has indicated that the draft Wetland Mitigation Plan cannot be finalized until the LTCP has been judged consistent with the MDG. The MAC should continue to coordinate with Council staff on preparation/implementation of the plan.

10. The need to implement an appropriate, comprehensive, wetland mitigation program at this airport is critical since the ability to provide capacity for the aviation demand at another airport is not feasible.

11. Sewer service to the airport is included in the Blaine comprehensive plan. The installation of sewer and water service is expected to be completed as part of the year 2000 construction season.

RECOMMENDATIONS:

1. That the Anoka County - Blaine 2015 Long-Term Comprehensive plan be approved by the Council.

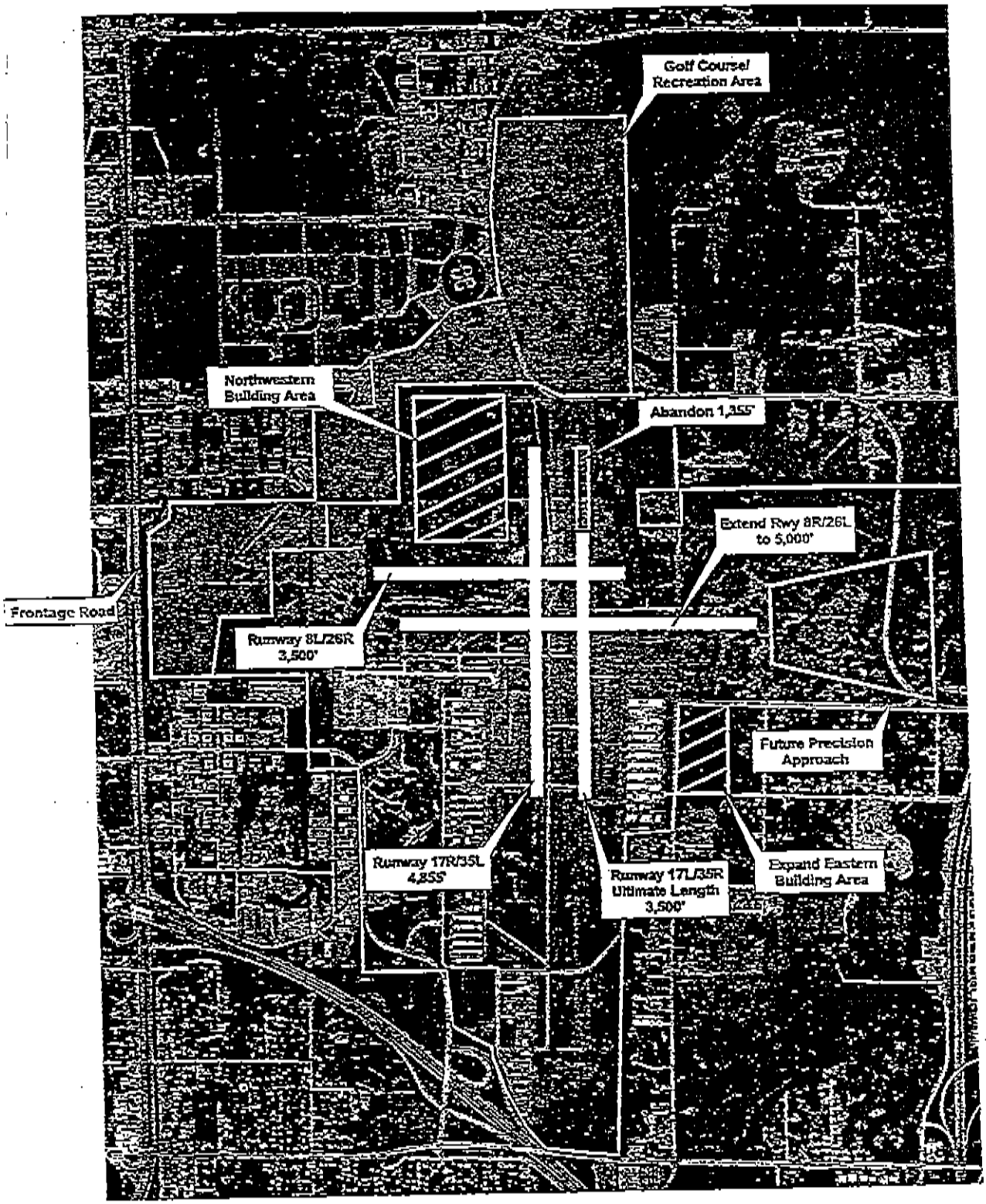
2. That the City of Blaine and the MAC amend their plans to reflect the changes resulting from proposed conversion of airport property to non-aviation uses.

3. That the MAC needs to work with the Coon Creek and Rice Creek Watershed Districts to complete a wetland mitigation - compensation plan for the entire airport, including land use conversion areas, prior to proceeding with any airport expansion projects.

4. That the MAC include the cost of the comprehensive wetland mitigation program in the next CIP.

5. The MAC should continue to monitor the activities of the "warbird" type aircraft using the airport for their compliance with the noise abatement program.

6. That the MAC develop an ISTS monitoring and tracking program for all on-site septic systems that will remain in use after metropolitan sanitary sewer service is provided to the site.



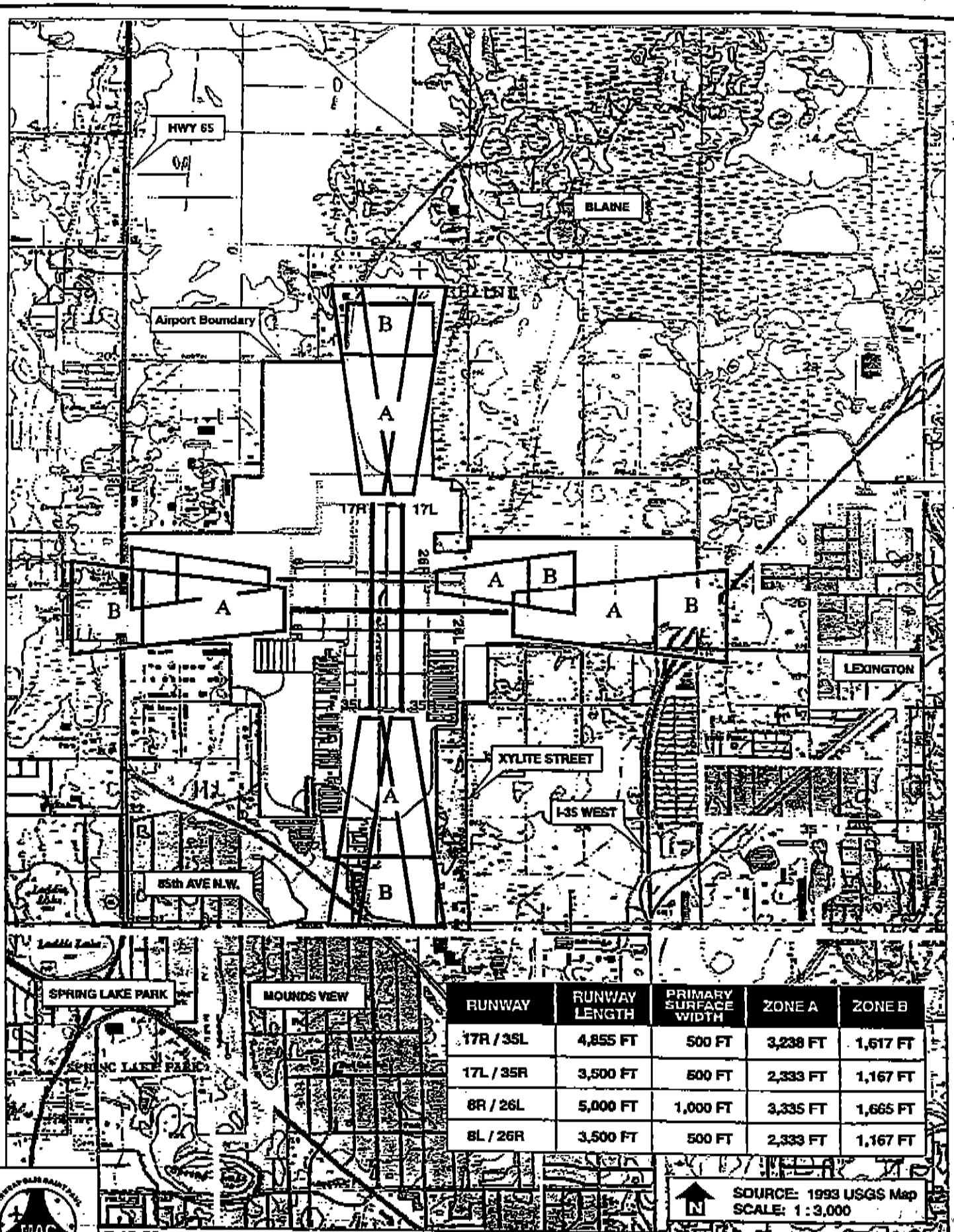
Other Recommendations

- Relocate north-south taxiway
- Widen taxiways to 40'
- Develop additional apron

ANOKA COUNTY - BLAINE AIRPORT
LONG-TERM COMPREHENSIVE PLAN

RECOMMENDED PLAN

FIGURE 1



RUNWAY	RUNWAY LENGTH	PRIMARY SURFACE WIDTH	ZONE A	ZONE B
17R / 35L	4,855 FT	500 FT	3,238 FT	1,617 FT
17L / 35R	3,500 FT	500 FT	2,333 FT	1,167 FT
8R / 26L	5,000 FT	1,000 FT	3,335 FT	1,665 FT
8L / 26R	3,500 FT	500 FT	2,333 FT	1,167 FT

MAC

7-18-96

ANOKA COUNTY - BLAINE AIRPORT

LONG-TERM COMPREHENSIVE PLAN

MINNESOTA PROTECTION ZONES

FIGURE 2

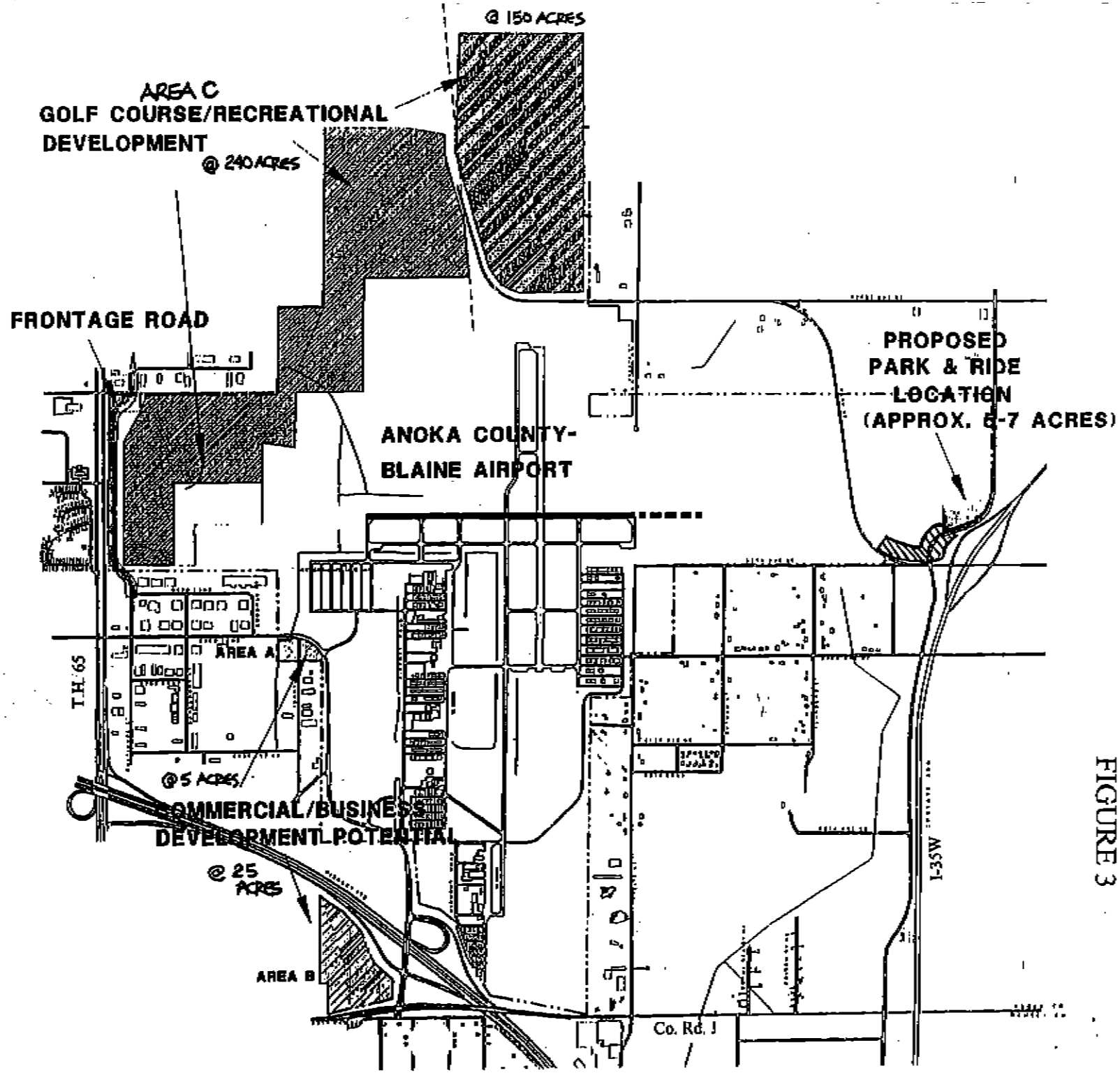

@ 150 ACRES
AREA C
GOLF COURSE/RECREATIONAL
DEVELOPMENT
@ 240 ACRES
FRONTAGE ROAD
ANOKA COUNTY-
BLAINE AIRPORT
PROPOSED
PARK & RIDE
LOCATION
(APPROX. 6-7 ACRES)
AREA A
T.H. 65
@ 5 ACRES
COMMERCIAL/BUSINESS
DEVELOPMENT POTENTIAL
@ 25
ACRES
AREA B
Co. Rd. J
I-35W

FIGURE 3

The First Tee

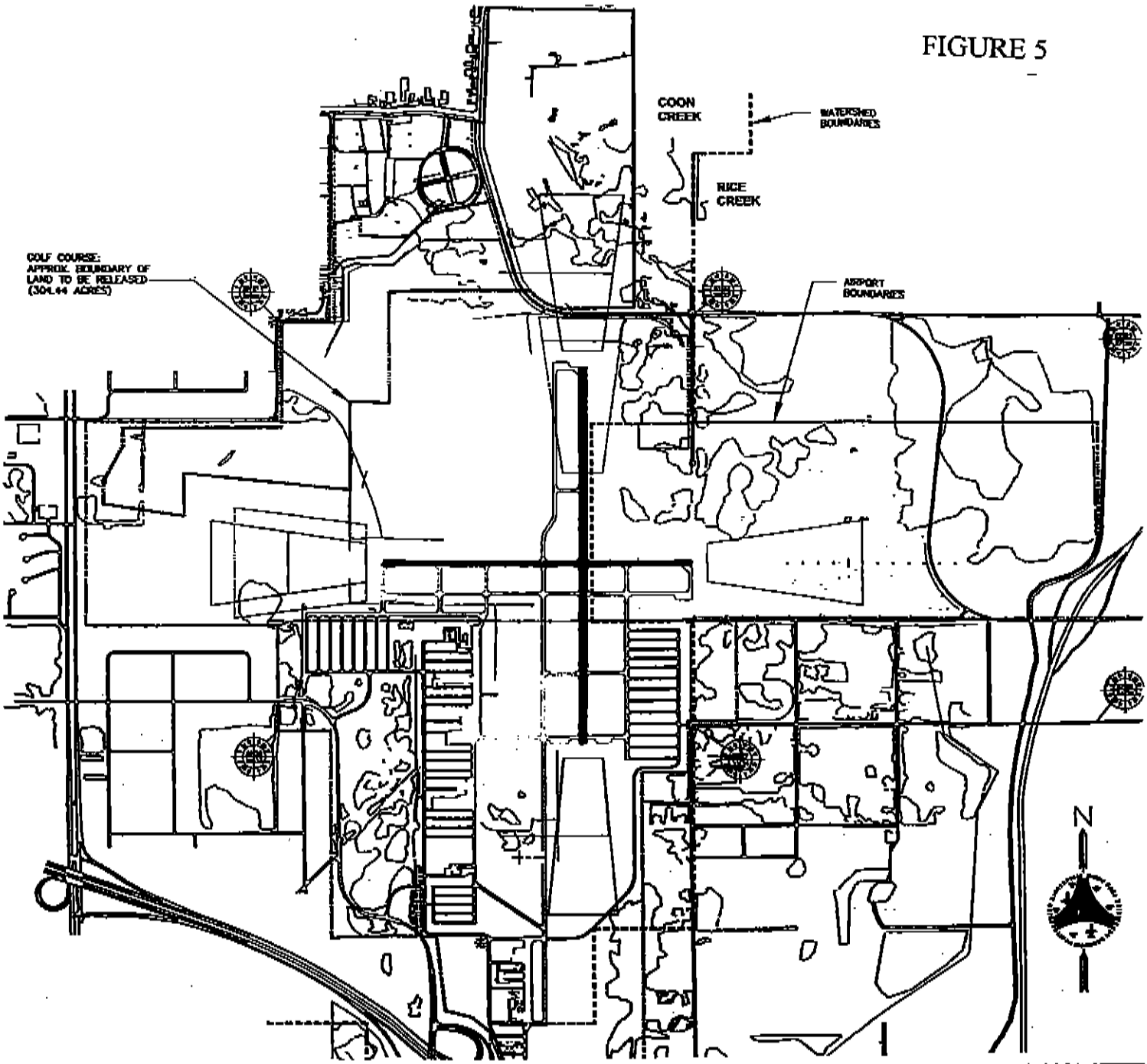
Blaine, Minnesota

National Youth Golf Center

FIGURE 4

Golf Course Concept Plan

FIGURE 5

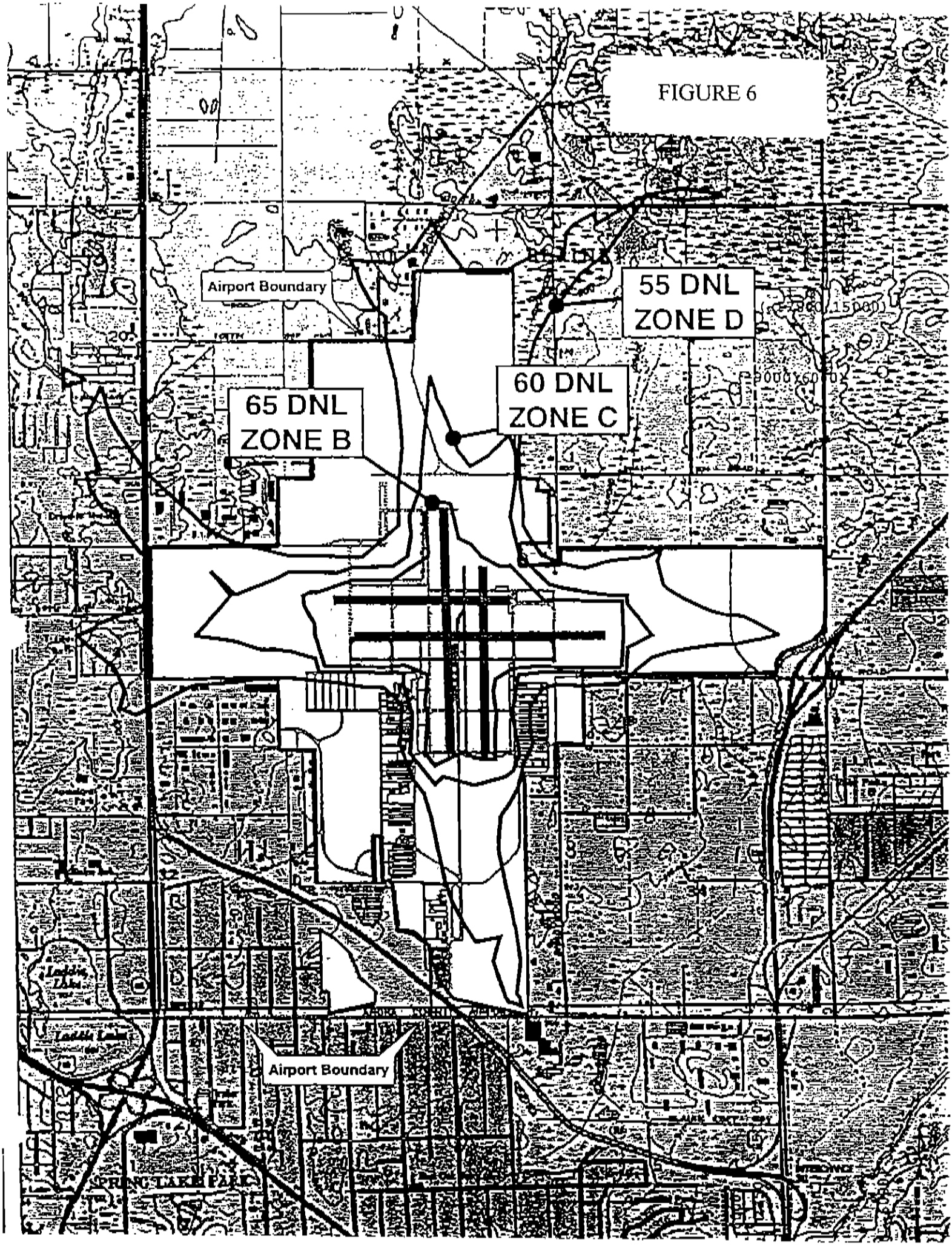


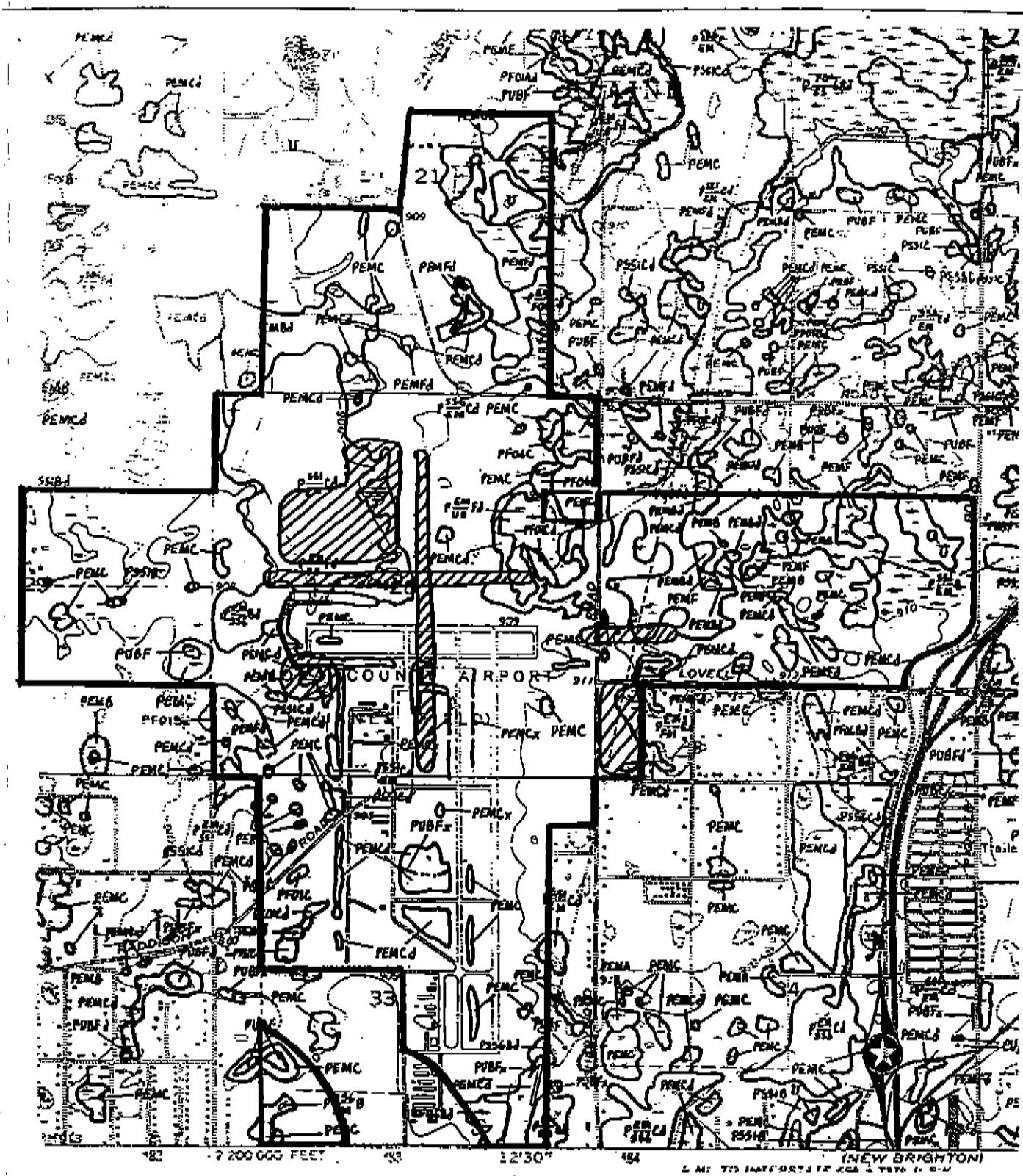
WETLAND DELINEATION REPORT
ANOKA COUNTY – BLAINE AIRPORT

SEH

AIRPORT PROPERTY BOUNDARIES
LOCATED BY GPS SURVEYING

FIGURE 6


Airport Boundary
55 DNL
ZONE D
60 DNL
ZONE C
65 DNL
ZONE B
Airport Boundary



(See Text for Explanation of Wetland Types)

Source: National Wetlands Inventory. Circle Pines, MN Quadrangle. 1989.
Scale: 1 inch = 2,000 feet

ATTACHMENT A

SETTLEMENT AGREEMENT AND MUTUAL RELEASE

THIS SETTLEMENT AGREEMENT AND MUTUAL RELEASE ("Agreement") is made this 15th day of May, 2000, by and between and among the CITY OF MOUNDS VIEW, a municipal corporation ("City"), the METROPOLITAN AIRPORTS COMMISSION, a Minnesota public corporation ("MAC") and the METROPOLITAN COUNCIL, a Minnesota public corporation ("MC").

RECITALS

A. The City, MAC and MC are parties to litigation in Ramsey County District court, styled as City of Mounds View v. Metropolitan Airports Commission and Metropolitan Council, Court File No. 62-C9-98 8094 and currently on appeal before the Minnesota Court of Appeals, Case No. C2-99-2006 ("Litigation").

B. The dispute giving rise to the Litigation involves whether and the extent to which a stipulation entered into between the City and MAC in 1986 limits the right of MAC to develop the Blaine/Anoka County Airport ("Airport"), in matters including but not limited to runway length ("1986 Stipulation").

C. The parties enter into this Agreement in anticipation of the enactment of legislation identified in Exhibit A, attached to and made a part of this Agreement, which would render moot one of the primary issues in the Litigation, the permissible length of the east-west 4,000 foot runway at the Airport ("Legislation").

D. The parties hereby seek to resolve all disputes in the Litigation and settle all issues relating to the development of certain Airport runways and the use of instrument landing systems at the Airport. The parties admit no wrongdoing or fault relating to the Litigation and

intend by this Agreement to clarify the rights and limitations on the parties with respect to the Airport.

E. This Agreement is expressly conditioned upon the Legislation as set forth in the attached Exhibit A becoming law. If any material change to the Legislation as it now reads is made into law or if the Legislation is not enacted, this Agreement will have no force or effect.

AGREEMENT

NOW, THEREFORE, for valuable consideration, the parties hereby agree to the following:

1. The Recitals are made a part of this Agreement.

2. The Effective Date of this Agreement is the date by which all parties have executed this Agreement and which the Legislation becomes effective.

3. On the Effective Date, each of the parties to this Agreement, their successors, past and present elected and appointed officials, employees, attorneys, agents and representatives release and discharge each of the other parties to this Agreement, their successors, past and present elected and appointed officials, employees, attorneys, agents or other representatives, from any and all actions, claims or demands brought, or which could have been brought, arising out of or in any way related to the subject matter of the Litigation.

4. After the Effective Date, none of the parties shall assert that any provision of the 1986 Stipulation is of any further force and effect and the parties hereby declare that on the Effective Date the 1986 Stipulation shall be terminated by mutual agreement. The parties agree to take all necessary steps to cause the District Court for Ramsey County to dismiss and otherwise terminate the Order entered by said court on the 1986 Stipulation.

5a. MAC and MC agree that, unless consented to by the City, they shall not:

(1) construct any north-south runway(s) at the Airport in excess of 4,855 feet, the current length of the Airports north-south runway; or

(2) install or operate an Instrument Landing System or Microwave Landing System except on the east-west runways at the Airport and not on the north-south runways.

The agreements by MAC and MC in this paragraph 5a shall remain in effect until December 31, 2020, provided that these provisions or this Agreement may be terminated or amended at any time by statutory enactment of the Minnesota Legislature. Thereafter, they shall terminate unless otherwise agreed by the parties.

5(b). During the period for which this Agreement is effective, the City promises that it shall take no action to oppose the planning and construction of the east-west runway(s) at the Airport to the length authorized by the Legislation. Without limiting the generality of the foregoing, the City agrees:

1) the approval of this Agreement constitutes a declaration that the City does not oppose such extension of the east-west runway(s); and

2) it shall not institute, be a party to, financially contribute to or in any other manner support any legislation or legal proceedings (whether judicial, administrative or other) which has as a goal or intended effect the delay or prevention of the construction of the east-west runway(s) to the length authorized by the Legislation, including, without limitation, proceedings asserting rights under environmental laws or regulations.

6. The parties expressly agree that they are barred by this Agreement from asserting, joining or assisting in any claim or action by a third party asserting that any of the promises

made in this Settlement Agreement are unenforceable as an ultra virus act or on any other basis. This paragraph 6 shall survive and be severable from paragraph 5, if paragraph 5 is held to be invalid by a court of competent jurisdiction. MAC, MC and the City agree to honor the restrictions set forth in paragraph 5 unless a court of competent jurisdiction has finally ruled the promises are unenforceable.

7. It is the intention of the parties to this Agreement that the releases contained herein shall be effective as a full and final accord and satisfaction, and as a bar to all actions, causes of action, obligations, costs, expenses, attorneys' fees, damages for acts occurring through the Effective Date related to the subject matter of the Litigation, including but not limited to injunctive relief, compensatory and punitive damages, losses, claims, liabilities and demands of whatsoever nature, character or kind, known or unknown, suspected or unsuspected. The undersigned parties hereby acknowledge that they are aware that they or their attorneys may hereafter discover claims or facts in addition to or different from those that they now know or believe to exist with respect to the subject matter of the Litigation through the Effective Date, but that it is their intention hereby fully, finally and forever to settle and release all of the disputes and differences, known or unknown, suspected or unsuspected, which do now exist, may hereafter exist, or may heretofore have existed, and without regard to the subsequent discovery or existence of different or additional facts.

8. This Agreement may not be changed orally.

9. No breach of any provision hereof can be waived by any undersigned party unless in writing. Waiver of any one breach by an undersigned party shall not be deemed to be a waiver of any other breach of the same or any other provision hereof.

10. Nothing contained in this Agreement shall be construed to release any party hereto or any other person with respect to the covenants, undertakings, and agreements of such party contained in this Agreement.

11. Each of the parties through their respective counsel has reviewed and revised this Agreement, and the normal rule of construction to the effect that any ambiguities are to be resolved against the drafting party shall not be employed in the interpretation of these documents.

12. Each and all of the parties acknowledge and represent that they have been represented by counsel in connection with their consideration and execution of this Agreement. Each and all parties further represent and declare that in executing the Agreement they have relied solely upon their own judgment, belief and knowledge, and the advice and recommendation of their own independently selected counsel, concerning the nature, extent and duration of their rights and claims, and that they have not been influenced to any extent whatsoever in executing this Agreement, or the exhibits hereto, by any representation or statements except those expressly contained or referred to herein.

13. This Agreement shall be governed by the substantive laws of the State of Minnesota.

14. Upon the Effective Date, counsel for the parties shall promptly execute and file the Stipulation for Dismissal with Prejudice, attached as Exhibit B.

15. This Agreement may be executed in counterparts, each of which shall be deemed an original and shall be deemed duly executed upon the signing of the counterparts by the parties.

IN WITNESS WHEREOF, the undersigned have executed this Agreement to be on the date first above written.

CITY OF MOUNDS VIEW

BY: _____

Its Mayor

BY: _____

Its City Administrator

METROPOLITAN AIRPORTS COMMISSION

BY: _____

Its Chairman or Designee

BY: _____

Its Executive Director or Designee

METROPOLITAN COUNCIL

BY: _____

Its General Counsel

BY: _____

Its Regional Administrator or Designee

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BY: _____

Its City Administrator

METROPOLITAN AIRPORTS COMMISISON

BY: _____

Its Executive Director

METROPOLITAN COUNCIL

BY: _____

Its Executive Director or Designee

BY: _____

Its General Counsel

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BY: _____

Its Mayor

BY: _____

Its City Administrator

METROPOLITAN AIRPORTS COMMISSION

BY: _____

Its Chairman or Designee

BY: _____

Its Executive Director or Designee

METROPOLITAN COUNCIL

BY: _____

Its General Counsel

BY: _____

Its Regional Administrator or Designee

SECTION 2

CATEGORIES OF COMMISSION LEASES AND AGREEMENTS

I. AIRCRAFT STORAGE GROUND LEASE

This type of lease is issued by the Commission solely for the purpose of permitting tenants to construct hangar buildings for aircraft storage by tenant or sale of aircraft storage space to others. On the premises of any property leased for the purposes of aircraft storage, tenants & sub-tenants may perform maintenance on their own aircraft.

II. COMMERCIAL GROUND LEASE

A Commercial Lease may be granted by the Commission solely in those airport areas designated for commercial usage. The granting of commercial leases is dependent upon the physical area available being adequate to accommodate the intended tenant activity, and is further contingent upon the applicant being properly licensed by the Federal Aviation Administration and the Aeronautics Division of the Minnesota Department of Transportation.

Commercial Leases shall be issued only for the performance of aviation-related operations, such as:

A. Sale of aircraft,
B. Repair of aircraft,
C. Storage of aircraft,
D. Sale of parts and accessories,
E. Sale of flight and ground instruction,
F. Flying for charter or hire,
G. Providing fueling and lubrication services,
H. Aircraft rental operations, and
I. Others approved by the Commission.

III. COMMERCIAL LICENSE

Commercial licenses are issued by the Commission on a case-by-case basis for the purpose of conducting a certain limited segment of a commercial operation from an airport area which, while not expressly designated for full commercial operations, is judged by the Commission to be compatible for the intended type of operation.

IV. TIE-DOWN LEASES

This type of lease is issued to commercial leaseholders for the sole purpose of aircraft tie-down on the leased space, and no construction activity is permitted on the leased premises. Such leases convey non-exclusive rights in aircraft tie-down areas. Additionally, all airport areas so leased must be designated only by authorized airport personnel of the Metropolitan Airports Commission.

V. FARM LEASES

Farm leases are issued to neighboring farmers for agricultural purposes only, and may be issued only for land areas not immediately needed for airport operational purposes.

VI. OTHER LEASES AND AGREEMENTS

These are special use leases and/or agreements, considered on a case-by-case basis, and primarily for land areas currently in excess to that needed for airport operational purposes (i.e. recreational areas leased to a municipality). See separate policy on non-aviation use of Commission land areas. (Copy attached).

COMMISSION POLICY
REGARDING USE OF COMMISSION OWNED LANDS

The Commission's airport properties under the Commission's governing law are not to be used for any except appropriate aeronautical purposes, these to be detemined by the Commission. Aeronautical purposes for determination by the Commission have been to some extent enumerated under MAC Law (M.S. §360.107, Subd. 15) which states:

> "*** further the interests of aeronautics *** and for motel, hotel and garage purposes, and for such other purposes as, in the opinion of the Commissioners, are desirable to furnish goods, wares, services and accommodations to or for the passengers and other users of the airports under the control of the corporation ***"

The MAC, in consideration of federal aid grants to airport development, has made certain assurances and is subject to certain obligations and limitations in regard to use of its land for other than aeronautical purposes. Generally, the federal requirements will not permit any activity thereon which would interfere with its use for airport purposes. The federal requirements vary in regards to whether or not the federal aid has been received in the acquisition of the land to be used and depends on the location of the property and its designated use in the airport layout plan. The land use requirements in clear zones and approach zones are particularly restrictive.

In the light of the foregoing, going beyond strict aeronautical use of Commission properties, the Commission has:

1. Recognized its obligation to the public and to the airport neighbors, and has on specific occasions permitted use of lands and designated areas, not devoted or committed to aeronautical use, for public purposes not inconsistent with aeronautical use of the airport. These include use as parks, ball diamonds, nature areas, environmental parks, etc. These uses have been in areas outside of the operational areas of the airport and in buffer zones or areas not needed for immediate airport requirements or in areas physically separated form the operational portions of the airport by roads or natural barriers. Accordingly, these uses did not interfere with the continued operation or development of the airport. These uses were granted to other public agencies or for use of the public carrying the approval of municipalities in which the land was located.

2. The Commission has permitted temporary use of airport properties for nonaviation purposes. This includes brief transitory use of such excess

properties or for longer periods of time where airport tenants have surplus space not needed for aeronautical purposes and where a definite hardship to the tenants has been determined. In these two cases the nonaviaton use granted has been for a very short period of time or on a month-by-month basis subject to termination when aviation use is needed for the property.

3. The Commission has a policy of longstanding to lease excess airport lands, unimproved and not devoted to aeronautical use for farming purposes. This type of use is clearly compatible with airport operations, it brings in additional revenue to the Commission, and in fact is in furtherance of Commission's need to properly maintain and farm these excess land areas to prevent erosion and other unsightly and improper land management. These leases are short-term, consistent with the planting and harvesting requirements of the farming tenants.

Consistent with the foregoing, the Commission hereby declares:

> IT IS THE DECLARED POLICY OF THE COMMISSION to limit the use of Commission lands, except as hereinafter otherwise provided, to purposes which, in the opinion of the Commissioners, are appropriate aeronautical purposes and, connected therewith, for such other purposes as in the opinion of the Commission are desirable to furnish goods, wares, services and accommodations to or for passengers and other uses of the airport under the control of the Commission.
>
> The Commission will, however, permit use of Commission airport properties not devoted or committed to aeronautical use for public purposes not inconsistent with aeronautical use of the airport (including, but without limiting the foregoing, parks, baseball diamonds, nature areas, environmental parks), provided requests for such use be from or carry the approval of public agencies having jurisdiction in the area and further provided that there be included in the agreements under which such use is made recapture provisions through which the Commission would be permitted to terminate such use if the property is needed later for aeronautical purposes.
>
> Likewise Commission may for brief temporary periods permit use of airport lands excess to Commission's aeronautical requirements for transitory purposes or to respond to hardship situations of its tenants with surplus space not then needed for aeronatical purposes, provided that such nonaviation uses will be subject to termination at any time and will cease whenever aeronautical use of the property is indicated.
>
> Finally, the Commission will continue its policy of leasing out for farming purposes the excess airport lands which are unimproved and

not devoted to airport operations, such leases to be for a term consistent with the planting and harvesting needs of the farming tenants and subject to Commission control as to the nature of the farming operations.

All proposals for nonaeronautical use of Commission airport properties shall be considered on a case-by-case basis and a grant of a permit for nonaeronautical use in one instance shall not operate as a committment on the Commission to make similar grants to others.

ATTACHMENT - C

MEMORANDUM

ITEM 11

TO: Planning and Environment Committee

FROM: Gary G. Warren, Airport Engineer (726-8131)

SUBJECT: ALTERNATIVE USES FOR ANOKA COUNTY - BLAINE AIRPORT PROPERTY

DATE: December 30, 1997

As you are aware, staff has been investigating the feasibility of constructing a golf course/golf training facility and other recreational facilities on Anoka County-Blaine Airport, north of Radisson Road (see Attachment 1 for a general location of the area). Coincident with our efforts in this regard, the City of Blaine and the Minnesota Amateur Sports Commission (MASC) have approached staff with a proposal to work with them and the Professional Golfers Association (PGA) to construct a golf course/training facility on MAC property which would be designed and operated by the PGA and programmed not only as a championship course but also as a training facility for youth programs. There appears to be strong support from the Governor for such a program, and while the details have not been discussed, it would appear to have some distinct advantages to the MAC in seeing that the areas of the airport which are not necessary for "aeronautical purposes" could be used to generate revenues for the reliever airport system. The PGA, the City of Blaine and MASC have indicated great flexibility and are open to working with the MAC to define the structure of a financial arrangement.

In a related aspect, the City of Blaine has also requested that the MAC consider making available areas which are clearly outside the aeronautical use portion of the airport for development which would benefit the MAC from a revenue standpoint and the city from the aspect of additional business opportunities and additional tax base. Specific parcels which have been discussed to date are also shown on the attached exhibit and are described as the 93rd Lane extension property (Area A), and the Highway 118 triangle located in the southwest quadrant of Trunk Highway 118 / Airport Road just north of 85th Avenue Northeast (Area B). In addition, the city has also requested that MAC consider the granting of an easement for the city's construction of a frontage road along the east side of Central Avenue/TH 65 (west side of the airport).

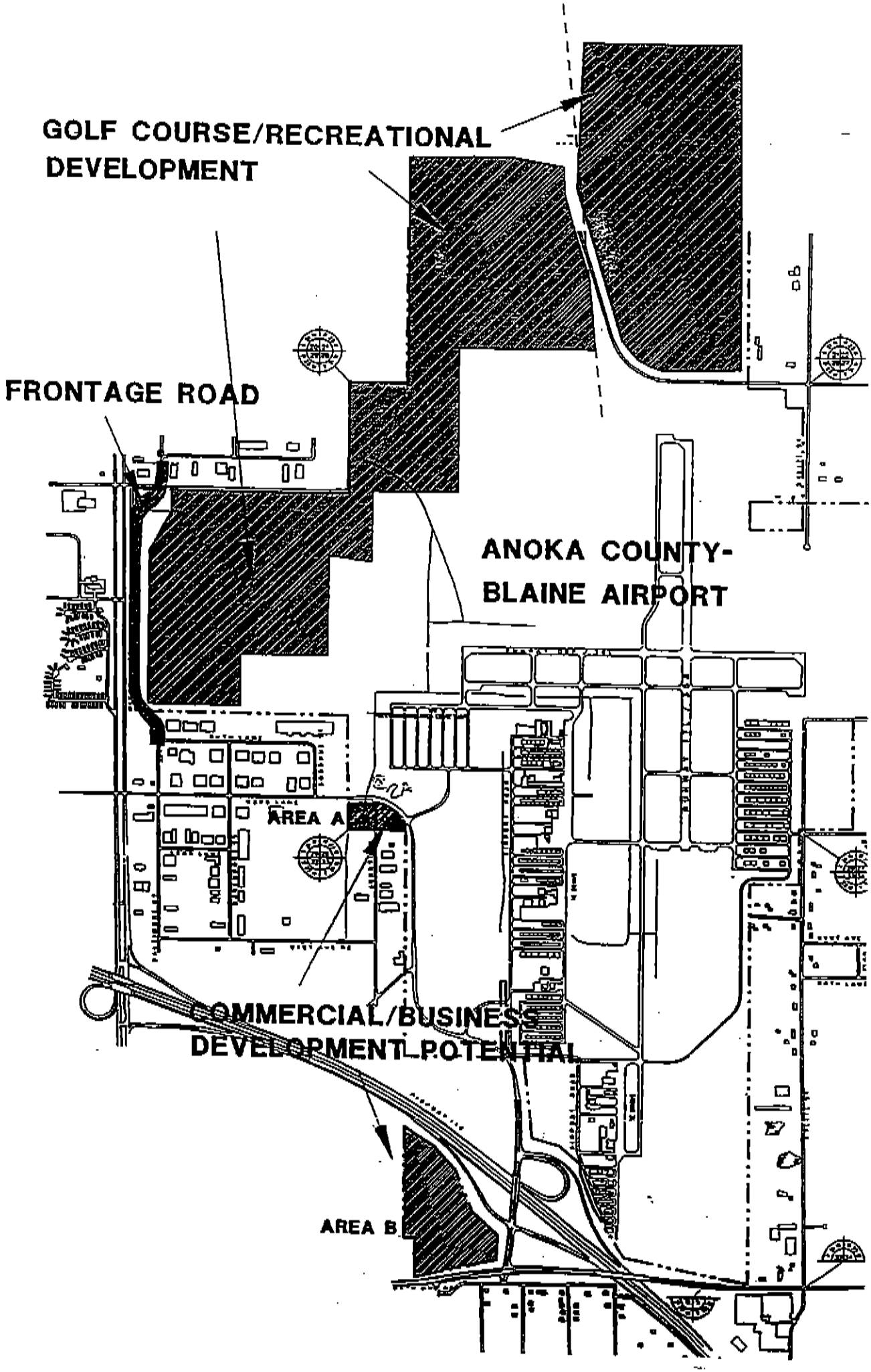
In 1975 the Commission adopted a policy regarding the use of Commission-owned lands which provides for cooperating with surrounding communities for use of lands not necessary for aeronautical uses. The construction of the 93rd Lane extension project and the Radisson Road realignment involving property at Anoka County-Blaine Airport are two good examples of work that the MAC has done in concert with Anoka County and the City of Blaine.

In order for the MAC to entertain development proposals for the property, staff will need to spend some time working with the city to evaluate the specific uses which would be allowable on these parcels and similarly evaluate the type of lease arrangements which would be appropriate. Further, it will be necessary to conduct an environmental assessment for any

properties being considered for non-aeronautical uses and coordinate all activities with the FAA and MnDot-Office of Aeronautics.

This update is for information only, although staff would appreciate input from Commissioners regarding pursuit of these non-aeronautical uses for revenue enhancement.

wbane1.jan


GOLF COURSE/RECREATIONAL
DEVELOPMENT
FRONTAGE ROAD
ANOKA COUNTY-
BLAINE AIRPORT
AREA A
COMMERCIAL/BUSINESS
DEVELOPMENT POTENTIAL
AREA B

B6 **AWARD OF AUTO RENTAL BIDS C.F. 1264**

In October 1999, the Commission authorized staff to rebid five on-airport rental auto concessions. The new concession agreement will take effect on May 2000, or as soon thereafter as the new rental auto facility is completed and ready for occupancy. It is a four year agreement with two one-year extensions at MAC's discretion. Each company bid a minimum annual guarantee for the four years of the agreement.

Seven bids were received for the five on-airport concessions. Space will be allocated to the top five companies, in order of bid ranking by the Executive Director. The bids are as follows:

Ranking	Company	4 Year Bid Total
1	Hertz	$14,170,353.80
2	Avis	$12,051,305.10
3	National	$ 7,936,178.79
4	Alamo	$ 6,431,080.61
5	Budget	$ 6,219,456.88
6	Thrifty	$ 2,770,861.92
7	Enterprise	$ 2,508,311.72

The top five bids were received from the current five on-airport companies. The only change is the order of Avis and National as the #2 and #3 companies.

Staff was directed to negotiate with Preferred Car Rental, LLC d/b/a Dollar, as a disadvantaged business enterprise for an on-airport concession. Staff has reached agreement with Dollar on virtually the same terms as the other rental auto concessionaires, except with a $125,000 minimum annual guarantee.

A Committee member expressed concern with the low minimum annual guarantee negotiated with the DBE, Preferred Car Rental, d/b/a Dollar.

COMMISSIONER DOWDLE MOVED AND COMMISSIONER KAHLER SECONDED TO RECOMMEND TO THE FULL COMMISSION ACCEPTANCE OF THE FIVE HIGHEST RESPONSIBLE BIDS TO HERTZ, AVIS, NATIONAL, ALAMO AND BUDGET; APPROVAL OF THE AGREEMENT WITH PREFERRED CAR RENTAL LLC D/B/A DOLLAR; AND AUTHORIZE THE EXECUTIVE DIRECTOR OR A DESIGNATED REPRESENTATIVE TO EXECUTE THE NECESSARY DOCUMENTS. The Motion passed by unanimous vote.

B7 **AGREEMENT WITH MINNESOTA AMATEUR SPORTS COMMISSION TO LEASE PROPERTY AT ANOKA COUNTY/BLAINE AIRPORT C.F. 1265**

Gary Schmidt, Director of Reliever Airports, stated approximately 10 months ago MAC staff was approached by the Minnesota Amateur Sports Commission (MASC) seeking a "partnership" for a golf course development on lands at the Anoka County/Blaine Airport. The partnership proposal would have MASC

leasing airport land for the construction and operation of a golf course complex. The lease agreement would provide for a sharing of golf course revenues. The property under consideration is adjacent to the National Sports Center operated by MASC, and the proposed use is consistent with the long-range development plans for the airport.

The MASC would be well suited as MAC's partner in this endeavor. They have a 10-year record of successfully operating the National Sports Center, and their mission is to maximize the economic and social benefit of amateur sports for all Minnesotans. They have already secured a commitment from the Professional Golf Association Tour (PGAT) for golf course design, as well as a commitment to support youth golf through the PGAT's "First Tee" program which promotes youth golf with clinics and special events.

Mr. Schmidt highlighted the planned development and key points of the agreement. He concluded that the golf course is supported by the City of Blaine, is consistent with the mission of the MASC, is consistent with MAC's goal to maximize alternative revenue, and will be a public benefit. The proposed golf course would bring in significantly more revenue than currently received.

Questions were raised regarding MAC's assurance to mitigate the goose problem and wetland impacts by June 2000, whether the golf course would impact operations at the airport, and how reclaiming of property for aviation use is defined in the lease.

A Commissioner requested that a copy of the final lease be provided to him.

COMMISSIONER DOWDLE MOVED AND COMMISSIONER FIORE SECONDED TO RECOMMEND TO THE FULL COMMISSION APPROVAL OF THE LEASE AGREEMENT WITH THE MINNESOTA AMATEUR SPORTS COMMISSION FOR THE DEVELOPMENT OF A GOLF COURSE COMPLEX AT THE ANOKA COUNTY BLAINE AIRPORT AND AUTHORIZE THE EXECUTIVE DIRECTOR OR A DESIGNATED REPRESENTATIVE TO EXECUTE THE NECESSARY DOCUMENTS. The Motion passed by unanimous vote.

B8 <u>RELIEVER AIRPORT ADVISORY COMMITTEE C.F. 1266</u>

Chairman Rehkamp stated this item was acted on in November and forwarded to the full Commission for approval. Due to divergent views of certain Commissioners, it was referred back to the M&O Committee for reconsideration.

Commissioner Speer expressed uncertainty as to her role as a Commissioner in relationship to her district, the Lake Elmo Airport, and the role of the Reliever Airports Advisory Committee and how they compliment or conflict with one another. She requested communication with staff or Commissioners as to the role of a Commissioner as a district representative. A Committee member

ATTACHMENT E

MEMORANDUM

ITEM 16

TO: Planning and Environment Committee

FROM: Gary Warren, Director – Airside Development (726-8131)

SUBJECT: **RELIEVER AIRPORTS SANITARY SEWER & WATER INSTALLATION POLICY REVISION**

DATE: December 1, 1999

On October 19, 1998, the Commission adopted the Sanitary Sewer and Water Installation Policy for the Reliever Airports. This policy defines the timeline for individual tenants to close and or abandon their private well and septic systems, which tenants are required to connect to the new sanitary sewer and water tenants and when, as well as the fees each tenant who connects to the new sewer and water system is required to pay. To be clear, storage tenants are not required to connect, and those storage tenants who do not connect to the sanitary sewer and water system at any time do not have to pay any connection fees associated with this policy. They are only required to pay for the abandonment or closure of their private system, if they have one and if closure is required; however, the policy allows for reimbursement for actual cost of abandonment up to a maximum of $2,500.

In addition to the connection and permit fees charged by the cities in which the Reliever Airports are located, MAC's policy also includes an Airport Utility Connection (AUC) fee. The AUC was adopted at $7,500 per connection.

Since MAC has started working with tenants on the implementation of this policy, staff has been asked to reconsider the AUC fee in the amount of $5,000. This will make the process of connecting to sewer and water more economical for the tenants, in turn generating more interest from the tenants to close out private systems and connect to the new system.

Also in Article 10 of the attached policy, the language has been clarified to state that the AUC be adjusted each subsequent year following its adoption to account for inflation and the time value of money.

The amended policy, showing the revised AUC fee, is attached.

COMMITTEE ACTION REQUESTED

RECOMMEND TO THE FULL COMMISSION THAT ARTICLE 10 OF THE SANITARY SEWER AND WATER INSTALLATION POLICY FOR THE RELIEVER AIRPORTS BE AMENDED TO REDUCE THE AIRPORT UTILITY CONNECTION FEE FROM $7,500 PER CONNECTION TO $5,000 PER CONNECTION AND THE LANGUAGE BE REVISED TO CLARIFY THAT THE AUC SHALL BE ADJUSTED EACH YEAR AFTER ITS ADOPTION FOR INFLATION.

Dated 10/19/98
Amended 11/19/99

METROPOLITAN AIRPORTS COMMISSION
POLICY FOR
SANITARY SEWER AND WATER INSTALLATION AT THE RELIEVER AIRPORTS

The Metropolitan Airports Commission (MAC) has adopted on the 19th day of October, 1998, the following policy relative to the installation of sanitary sewer and water facilities at its reliever airports:

1. All wells and septic systems or other sanitary facilities, except as provided in Paragraph 4 below, must be discontinued and properly closed out or abandoned either (a) within 24 months after the adoption date of this policy, or (b) within the timeline specified by the Minnesota Department of Health, the Minnesota Pollution Control Agency or the applicable city ordinance where the airport is located if less than 24 months. Tenants will be responsible for discontinuing and properly closing out or abandoning their private systems.

2. MAC will install trunk and lateral water and sanitary sewer mains to service areas for tenant use at the reliever airports. The lateral lines will be extended to a tenant's lease line for hookup by the tenant.

3. Any tenant intending to provide sanitary services or water in their lease space must do so by connecting to the available sanitary sewer and water. At no time will tenants be allowed to connect to only sanitary sewer or water and provide the other by installing or maintaining a private system. No new well or septic installations will be allowed after the adoption of this policy. Any tenant upgrading existing well or septic systems to become compliant after the adoption of this policy is still obligated to connect to sewer and water (pursuant to Paragraph 1 above) and will not be eligible for reimbursement for costs associated with properly closing out or abandoning systems as outlined in Paragraph 11 below.

4. Any tenant who currently has, within their lease space, a system which includes a well or septic system or both and the entire system is in compliance with all state and local laws at the time this policy is adopted, will be allowed to continue operation of the system for a maximum of 24 months from the date that sewer and water service becomes "available" to that leasehold, unless the local jurisdiction requires otherwise. When the sanitary sewer and/or water lines abut a tenant's leasehold, then sanitary sewer and/or water shall be considered "available" to that leasehold. Installation of a "trunk" line does not constitute "availability" in and of itself. Tenants are obligated to maintain a complying system from the date this policy is adopted, including throughout the 24-month period. If the tenant's existing system currently includes a non-complying well or septic system or either the well or septic system become non-complying after the date this policy is adopted, including during the 24-month period described above, the system may be upgraded to a compliant system if: a) the existing system can be made compliant without the installation of a new deep well; b) if the tenant is willing to pay for the upgrades; and c) the upgrades do not cause any other leaseholder's private system to become non-compliant. If either the well or septic system cannot be brought into compliance, then the entire system must be discontinued as described in Paragraph 1 above.

ATTACHMENT 1

5. All tenants required by MAC Ordinance 78 - Minimum Standards, or as amended, to provide a restroom facility must connect to and utilize the sewer and water system at the airport within the timeline specified in Paragraph 1 above. The exception provided in Paragraph 4 above will not apply to these tenants.

6. MAC will determine the service and non-service areas at the airport. Any tenant located within a service area not required to connect to the system in Paragraph 5 above may, at their discretion, connect to the sewer and water system at the airport only if the tenant agrees to pay the applicable fees as determined by the MAC.

7. A tenant in a non-service area may only connect to the sewer and water system if:

   A. Tenant petitions MAC to provide service that would allow tenant to connect to the sewer and water systems; and
   B. MAC agrees to provide a lateral line at a time determined by MAC; and
   C. Tenant pays applicable fees.

8. MAC may, in response to a tenant request or at MAC's discretion, change a non-service area or a portion thereof, to a service area.

9. All new building areas constructed by MAC will have sanitary sewer and water trunk and lateral pipes installed at the time of construction. No private well or sewage disposal system installation will be allowed in new building areas.

10. The cost of the sanitary sewer and water trunk and lateral installation will be borne by MAC, less an Airport Utility Charge (AUC) in the amount of $5,000 per connection to be paid by the tenant. This fee may be paid to MAC at the time of connection, or paid on a monthly (equal payment) basis over fifteen (15) years at an annual interest rate to be determined by MAC. The AUC will be inflated annually, beginning January 2001, at a 3% interest rate to account for inflation. This increase will occur regardless of when services are provided to any area of an airport.

11. Tenants will receive reimbursement from MAC for costs associated with properly abandoning existing well and septic systems. The reimbursement will be in the form of a credit applied on the tenant's AUC or cash in the event that the tenant chooses not to connect to the MAC system. The amount reimbursed will be the actual cost of abandonment as documented by receipts, up to a maximum of $2,500 per leasehold. The maximum reimbursement amount will be reviewed annually on the anniversary of adoption and adjusted accordingly by staff to reflect the cost of inflation. Any new holding tanks installed or upgrades to existing systems completed after the adoption of this policy will not be eligible for reimbursement.

12. Individual tenants will be responsible for making and maintaining the necessary plumbing connections to the lateral or trunk line services at their own expense. In addition, each tenant shall be responsible for Sewer and Water Access Charges (SAC & WAC) as levied by the Metropolitan Council Environmental Services (MCES) and the City at the time of connection. Tenants will be responsible for all City and other charges, including but not limited to meter charges, taxes, permit or inspection fees. Tenants will pay monthly or quarterly charges as invoiced by the City for the amount of usage.

13. Non-conformance with this policy or unauthorized connections to the available sanitary sewer and water is a violation of this policy. MAC, or other applicable regulatory authority, may take any action authorized by law.

Metropolitan Council
Working for the Region, Planning for the Future

ATTACHMENT F

Environmental Services
Internal Memorandum

To: Dick Thompson
Nacho Diaz
Keith Buttleman
Chauncey Case

Date: October 20, 1999

From: Kyle L. Colvin KLC
Sr. Staff Engineer

RE: Recommendation of MnPCA Sewer Extension Permit Approval
Anoka County Airport Facility – MAC – City of Blaine

Background

On September 16, 1999 the Metropolitan Airport Commission (MAC) submitted to the Metropolitan Council, a copy of the application for Sanitary Sewer Extensions and/or Changes Permit Application. This is the permit, which is issued by the Minnesota Pollution Control Agency (MnPCA) after the Metropolitan Council reviews the application for consistency with the communities Comprehensive Plan. The Council either recommends approval of the issuance of the permit, or objects to the issuance of the permit based on conformance or non-conformance of local comprehensive plans. The MnPCA permit is required by law for any extension of sanitary sewer lines or wastewater treatment plant expansions that occur anywhere within the state.

Upon receipt of the MnPCA permit application neither MAC nor the city of Blaine had an approved comprehensive plan identifying or recognizing metropolitan sewer service to the Anoka County Airport. MAC had submitted a "Long-Term Comprehensive Plan" (LTCP) to the Metropolitan Council for review. After review of the LTCP, Metropolitan Council staff determined that the plan was not sufficient for a complete review. However, prior to the Council's formal response to MAC regarding the incomplete Plan items, MAC received a temporary restraining order from the Ramsey County District Court. The restraining order prompted MAC to withdraw the LTCP from further consideration by the Metropolitan Council.

The City of Blaine's current approved Comprehensive Plan does not identify metropolitan sewer service to the MAC facilities nor does this document plan for any type of regional sewer service to the airport for the future. Up until 1996 the City of Blaine was provided regional sanitary sewer service through primarily one interceptor located at the western boarder of the City. This interceptor provided Blaine with the majority of its sanitary sewer service needs. In 1994 the City formally requested that an interceptor be built to provided additional capacity within the regional system to address the lack of capacity in the existing interceptor, and to allow the City to continue to develop. At that time the City

indicated that it did not have sufficient capacity in the local or existing regional system to provide sanitary services to the Anoka County Airport. In response to the 1994 request for additional regional service capacity, the MCES initiated a capital improvement project which resulted in the construction of the "Blaine Interceptor" (MCES interceptor 8656). The Blaine Interceptor was designed to provide service for primarily the central and north central area of Blaine including all of the land within the Anoka County Airport. The interceptor was completed in 1996 and began accepting flow from Blaine at that time.

Included with MAC's submittal of the MnPCA permit application on September 16, 1999 was limited information regarding the estimated flow that could be generated by uses within the airport. Prior to September 16, MAC had provided no information identifying how the airport was to be provided with service. The Council requested a breakdown of the estimated flow projections from the airport by interceptor service point. On September 22, 1999 the Council received a notice from MAC that the Ramsey County Judge assigned to the Mounds View lawsuit had dismissed the case. A few days after which MAC, through their consultant submitted a Report outlining Sanitary Sewer and Water Plans for the Anoka, Crystal and Flying Cloud airports. Included in this report were plans showing how each airfield would be served with water and sewer, and an estimated sanitary flow projection for each facility.

Issue

To-date, MAC does not have on file at the Metropolitan Council an approved LTCP outlining how the subject airfield is to be provided metropolitan services. Therefore, there is no formal approved plan to reference in reviewing and approving the MnPCA permit for sanitary sewer extension. In addition, the City of Blaine does not have on file an approved Comprehensive Plan that recognizes service of the airfield through its local collection and conveyance system. In fact in the City's 1980 Comprehensive Sanitary Sewer Plan (CSP), they indicate that the 7,000 population equivalent flow which was originally identified for the airport to be reserved in the City's service district 1D, was eliminated and that the airport's capacity allocation was redistributed into an expanded district No. 1. The 1980 CSP states that no future sewage flow allocation need be reserved for the airport. The report goes on to state that the rapid growth in the city will utilize all excess capacity in the existing trunk system and that MAC has the resources to deal directly with the MWCC for a separate sewage facility.

Therefore, in addition to both MAC and the city of Blaine not identifying the airport as requiring metropolitan sewer service, the City of Blaine's 1980 CSP indicated that both the metropolitan and local systems lacked capacity to provide service to the airport. This makes a recommendation to approve the sanitary sewer extension permit request difficult.

Resolution

In discussing the issue with MAC's consultant, Short, Elliott, Hendrickson, Inc. (SEH), the Consultant indicated that the completion of the final draft of the LTCP and its approval was months if not years away.

The city of Blaine is currently working on its CP Update and has already submitted a draft copy for review and comment by the Metropolitan Council. The Update was found incomplete for formal review.

On September 29, 1999 I called the City Engineer for Blaine and reviewed the situation with the MnPCA sewer extension application with him. I explained that in order to approve the permit request, the Council would require that either the City's Update, or the MAC's LTCP would need to address sewer service to the airfield and show that flows generated by the airfield facility would not adversely impact the MDS. Since the airfield will be provided service through the City, I thought that if the City could include service issues in their Update, we could then approve the proposed extension into the airfield. The City's draft Update identified the airport as a planning area but did not recognize any need for sanitary sewer service. Therefore, the Update would need to identify service to the airport through the local collection system. However, I reviewed the 1980 CP with him and pointed out that at that time the City indicated that the local and regional sanitary systems lacked capacity to accommodate the airport.

The Engineer, Mr. Chuck Lenthe, indicated that the 1980 CP assumed some land uses that are different than what was actually developed. These differences included lower residential densities, commercial/industrial property that was developed as open recreational uses associated with the Blaine Sports Athletic fields, etc. Mr. Lenthe stated that the difference in these land uses reflect lower sanitary sewer flow generation rates than what the 1980 CP assumed by more than enough to accommodate the proposed flow from the airport.

In a letter dated October 1, 1999, from Mr. Lenthe, and attached herewith is a summery of this information.

The Conversation I had with Mr. Lenthe on September 29, with the documentation provided in the City's October 1 letter adequately addresses our concern regarding the capacity in the local and regional sanitary systems to accommodate the proposed flow from the airport.

In order to expedite the approval of the MnPCA sanitary sewer extension permit application, it was decided that the Metropolitan Council would recommend approval of MnPCA application. The Council would also require that the City revise it's Tier I CP Update to reflect service to the airport and include these flows in the overall flow projections for the City.

Follow-up

On October 7, 1999, I called Mr. Don Perwien at the MnPCA and left a message indicating our recommendation of approval of the MnPCA sewer extension permit application for the MAC sewer extension. A letter, dated October 20, 1999 was sent to the City of Blaine, indicating our recommendation of approval to the MnPCA. Also included in the letter to the City were the requirements that the City shall include in their Tier I, CP Update that service to the MAC property be recognized and that the flow projections for the City shall include flows from the airport.

cc: William G. Moore, General Manager Wastewater Services
Donald S. Bluhm, Manager, Municipal Services Section
Bill Moeller, Assistant General Manager Interceptor Services
Liz VanZommeren, Plan Reviewer, Office of Local Assistance

City of Blaine

9150 Central Avenue N.E., Blaine, Minnesota 55434-3499 (612) 784-6700 FAX (612) 785-6156

October 1, 1999

Mr. Kyle Colvin
MCES, Municipal Services
230 East Fifth Street
St. Paul MN 55101

Subject: Anoka-Blaine Airport, Sewer and Water via City of Blaine

Dear Kyle:

This letter responds to your fax of September 29, 1999, regarding projected flows from the Anoka-Blaine Airport, and the impact of such flows on the City system and MCES system to accept the flows.

As indicated in our last submittal of the Comprehensive Plan, I did not consider projected flow from the airport to be of issue, partially due to the low flow, but primarily due to two (2) more significant considerations.

First, the National Sports Center owns the westerly 80 acres and intends to control the 150 acres shown in yellow on the enclosed photocopy of our Proposed Zoning Map of the Comprehensive Plan. The same area is depicted on the map indicating sewer lines and district boundaries, also enclosed. The National Sports Center is currently using and intends to use that entire area for open space/recreation rather than the industrial use for which it is zoned. The decrease in flow which occurs to interceptor 4NS-522 is 0.3 MGD compared to the 0.03 MGD projected flow from the airport.

Second, although we continue to design pipe sizes for commercial/industrial areas based on 2,000 gallon/acre/day, MCES estimates proposed and City discharges do confirm, that actual discharges are more close to 250 gallons/acre/day, thus developed flows will likely be less than projected.

The City has participated in inflow/infiltration studies, the results of which indicate that, even though Blaine has a high water table, extensive mitigation measures would not be cost beneficial. However, the City does monitor its system to locate and eliminate I/I that can be reasonably identified and take action to eliminate the extra flow.

I do not object to your modifying the table of projected sewer flows adding a total of 0.03 MGD to 4NS-522 and 0.01 MGD to 86-56. It has long been a goal of the Metropolitan Council to have the reliever airports connected to the Municipal Systems and off individual sewage disposal systems. The City supports this.

Sincerely,

Charles Lenthe

Charles Lenthe, PE
Public Works Coordinator/City Engineer
CL:haa

cc: Bridget Rief - Metropolitan Airports Commission
Ron Henrickson - Director of Community Development

Enclosures

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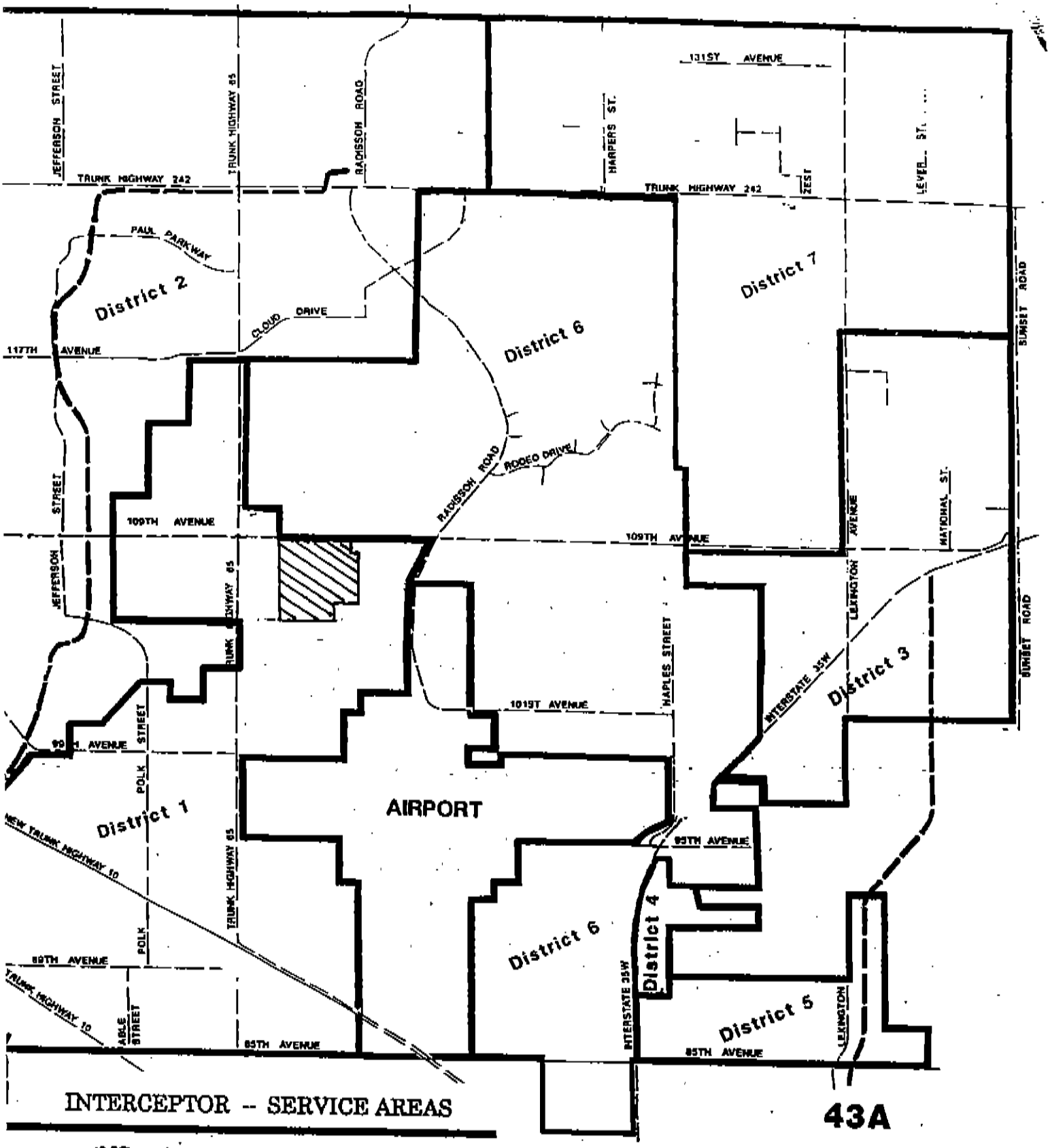
Sewer Lines and District Boundaries



INTERCEPTOR -- SERVICE AREAS

43A

4NS - 522 -- DISTRICT 1 & 2
4NS - 523 -- DISTRICT 3, 4, AND 5
4 SL - 534 -- SOUTH OF HIGHWAY 10
MWCC 86-56 -- DISTRICT 6

Sanitary Sewer District Boundaries
MWCC Sewer Lines