

LAND USE

Airport

The Crystal Airport is identified as a consistent use on the land use map for the planning period. Although, the City of Crystal would like to have the airport relocated to a site within the metropolitan area that is more conducive for airport operations, it will continue to operate here for the short term. The land use plan recognizes its desired short term use in the City to accommodate aircraft operations. If the MAC should find a suitable site for its relocation, the site and its periphery will need to be redesignated to accommodate redevelopment. Previous comprehensive plans have identified the area as mixed use for housing and employment. This redevelopment approach is still a valid approach and should be further explored to satisfy the City's housing and employment goals. The transportation section of the plan includes a detailed discussion of the airport facility.

TRANSPORTATION

AVIATION

Existing Conditions

...While Crystal is considered by MAC to meet accepted noise and safety standards, it is surrounded by residential development. Even Safety Zones A and B, where residential development is normally precluded or restricted "to protect life and property in the case of accident," are filled with homes. These areas were excepted as "Established Residential Neighborhoods in Built-Up Urban Areas" at the time the City's Airport Ordinance was adopted in 1983. This represents an unacceptable level of risk to life, property and aviation safety. MAC has no master plan for the Crystal Airport and it offers little, if any, economic or aviation benefit to the City of Crystal and its residents. The City is located within a Critical Airspace Policy Area, which must be protected from obstructions to air navigation until the Airport is relocated.

Aviation Plan

The City of Crystal would prefer that the Crystal Airport be relocated outside of Crystal, in order to enhance public safety and to provide land for mixed use residential, commercial and industrial redevelopment. The City believes that this course of action is consistent with Metropolitan Council's goals for enhanced population and employment growth within the existing Metropolitan Urban Service Area (MUSA) boundary. However, the City also understands the Crystal Airport's importance as a Metropolitan Airports Commission reliever airport, and that it will be a necessary part of the regional transportation system for the foreseeable future.

In the meantime, the City understands that the Crystal Airport will continue to operate at its present location. It is, therefore, the City's intent to comply with all requirements necessary to protect the life and safety of residents and property and maximize aviation safety. The City intends to continue to enforce its Crystal Airport Joint Airport Zoning Ordinance which was adopted in 1983. It will continue to prevent the establishment of airport hazards or obstructions

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to aviation which would project above established airspace zones. It also intends to insure that no further safety violations be created within Land Use Safety Zones A, B or C.

On the other hand, since it is the City's intent to have the airport relocated, it does not intend to: 1) play a role in the removal of incompatible land use activities within established land use safety zones, 2) implement a noise attenuation overlay ordinance, or 3) participate in noise attenuation programs on private property.

Aviation Policies

The following are the City's policies for Aviation:

1. To support the relocation of the Crystal Airport.
2. Because the area surrounding the airport is essentially fully developed, the City opposes any expansion of the airport site or the length and number of runways. The City will not pursue the removal of land uses incompatible with airport activities within established land use safety zones. The City does not intend to implement a noise attenuation overlay ordinance or participate in any noise attenuation programs on private property.
3. The City recognizes that limited improvements may be necessary to ensure the operation of the airport for the foreseeable future. The City therefore does not oppose the extension of centralized water and sanitary sewer facilities to the airport. The City furthermore encourages some enhancements to the airport, such as improved signing, landscaping, beautification and aviation-related business services, in order to enhance the airport's role as an asset to the community.
4. To formulate a program with MAC to landscape and buffer the edges of the Airport to mitigate noise and view impacts on adjacent residential areas. Also, to improve airport access and signage to enhance emergency vehicle accessibility.
5. The City intends to comply with all necessary safety requirements to protect residents, local property and general aviation traffic. The City will continue to enforce the Crystal Joint Airport zoning Ordinance as adopted in 1983 and as amended. The City will continue to prohibit the construction of new airport hazards or obstructions to aviation traffic within established airspace zones. The City will also prohibit the construction of additional safety violations within Land Use Safety Zones A, B, and C.
6. The City will continue to zone the airport as R-1 Single Family Residential and will continue to allow the airport as a conditional use in the R-1 District. The City may choose to modify the regulations governing such conditional use to protect public health and safety and the general welfare.