

SECTION 10: AIRPORT ZONING

Subdivision 1. PURPOSE AND AUTHORITY

The City of Hutchinson, McLeod County and Hassan Valley and Lynn Townships Joint Airport Zoning Board, created and established by joint action of the Common Council of the City of Hutchinson, the Board of County Commissioners of McLeod County and the Town Boards of Hassan Valley and Lynn Townships pursuant to the provisions and authority of Minnesota Statutes 360.063, hereby finds and declares that:

- A. An airport hazard endangers the lives and property of users of the Hutchinson Municipal Airport, and property or occupants of land in its vicinity, and also if of the obstructive type, in effect reduces the size of the area available for the landing, takeoff, and maneuvering of aircraft, thus tending to destroy or impair the utility of the Hutchinson Municipal Airport and the public investment therein.
- B. The creation or establishment of an airport hazard is a public nuisance and an injury to the region served by the Hutchinson Municipal Airport.
- C. For the protection of the public health, safety, order, convenience, prosperity, and general welfare, and for the promotion of the most appropriate use of land, it is necessary to prevent the creation or establishment of airport hazards.
- D. The prevention of these airport hazards should be accomplished, to the extent legally possible, by the exercise of the police power without compensation.
- E. The prevention of the creation or establishment of airport hazards and the elimination, removal, alteration, mitigation, or marking and lighting of existing airport hazards are public purposes for which political subdivisions may raise and expend public funds.

Subdivision 2. SHORT TITLE

This Ordinance shall be known as "Hutchinson Area Airport Zoning Ordinance". Those Sections of land affected by this Ordinance are indicated in "Exhibit B" which is attached to this Ordinance.

Subdivision 3. AIRSPACE OBSTRUCTION ZONING

- A. Airspace Zones: In order to carry out the purpose of this Ordinance, as set forth above, the following airspace zones are hereby established: Primary Zone, Horizontal Zone, Conical Zone, Approach Zone, Precision Instrument Approach Zone, and Transitional Zone whose locations and dimensions are as follows:
 - 1.) Primary Zone: All that land which lies directly under an imaginary primary surface longitudinally centered on the runway and extending 200 feet beyond each end of Runway 15-33. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline. The width of the primary surface is 500 feet for Runway 15-33.

- 2.) Horizontal Zone: All that land which lies directly under an imaginary horizontal surface 150 feet above the established airport elevation, or a height of 1,210 feet above mean sea level, the perimeter of which is constructed by swinging arcs of specified radii from the center of each end of the primary surface of the runway and connecting the adjacent arcs by lines tangent to those arcs. The radius of each arc is 6,000 feet for Runway 15-33.
 - 3.) Conical Zone: All that land which lies directly under an imaginary conical surface extending upward and outward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet as measured radially outward from the periphery of the horizontal surface.
 - 4.) Approach Zone: All that land which lies directly under an imaginary approach surface longitudinally centered on the extended centerline at each end of a runway. The inner edge of the approach surface is at the same width and elevation as, and coincides with, the end of the primary surface. The approach surface inclines upward and outward at a slope of 40:1 for Runway 15-33. The approach surface expands uniformly to a width of 3,500 feet for Runway 15-33 at a distance of 10,000 feet to the periphery of the conical surface.
 - 5.) Transitional Zone: All that land which lies directly under an imaginary surface extending upward and outward at right angles to the runway centerline and centerline extended at a slope of 7 to 1 from the sides of the primary surfaces and from the sides of the approach surfaces until they intersect the horizontal surface or the conical surface.
- B. Height Restrictions: Except as otherwise provided in this Ordinance, and except as necessary and incidental to airport operations, no structure or tree shall be constructed, altered, maintained, or allowed to grow in any airspace zone created in Subdivision 3 (A) so as to project above any of the imaginary airspace surfaces described in said Subdivision 3 (A) hereof. Where an area is covered by more than one height limitation, the more restrictive limitations shall prevail.
- C. Boundary Limitations: The municipality may regulate the location, size and use of buildings and the density of population in that portion of an airport hazard area under the approach zones for a distance not exceeding two miles from the airport boundary and may regulate height restriction zoning for a distance not to exceed one and one-half miles beyond the perimeter of the airport boundary.

Subdivision 4. LAND USE SAFETY ZONING

- A. Safety Zone Boundaries: In order to carry out the purpose of this Ordinance, as set forth above and also, in order to restrict those uses which may be hazardous to the operational safety of aircraft operating to and from the Hutchinson Municipal Airport, and furthermore to limit population and building density in the runway approach areas, thereby creating sufficient open space so as to protect life and property in case of an accident, there are hereby created and established the following land use safety zones:

- 1.) Safety Zone A: All land in that portion of the approach zones of a runway, as defined in Subdivision 3 (A) hereof, which extends outward from the end of primary surface a distance equal to two-thirds of the planned length of the runway, which distance shall be 2,667 for Runway 15-33.
- 2.) Safety Zone B: All land in that portion of the approach zones of a runway, as defined in Subdivision 3 (A) hereof, which extends outward from Safety Zone A a distance equal to one-third of the planned length of the runway, which distance shall be 1,333 feet for Runway 15-33.
- 3.) Safety Zone C: All that land which is enclosed within the perimeter of the horizontal zone, as defined in Subdivision 3 (A) hereof, and which is not included in Zone A or Zone B.

B. Use Restrictions:

- 1.) General: Subject at all times to the height restrictions set forth in Subdivision 3 (B), no use shall be made of any land in any of the safety zones defined in Subdivision 4 (A) which creates interference with the operations of radio or electronic facilities on the airport or with radio or electronic communications between airport and aircraft, makes it difficult for pilots to distinguish between airport lights and other lights, results in glare in the eye of pilots using the airport, impairs visibility in the vicinity of the airport, or otherwise endangers the landing, taking off, or maneuvering of aircraft.
- 2.) Zone A: Subject at all times to the height restrictions set forth in Subdivision 3 (B) and to the general restrictions contained in Subdivision 4 (B) (1) areas designated as Zone A shall contain no buildings, temporary structures, exposed transmission lines, or other similar above-ground land use structural hazards, and shall be restricted to those uses which will not create, attract, or bring together an assembly of persons thereon. Permitted uses may include, but are not limited to, such uses as agricultural (seasonal crops), horticulture, animal husbandry, raising of livestock, wildlife habitat, light outdoor recreation (nonspectator), cemeteries, and auto parking.
- 3.) Zone B: Subject at all times to the height restrictions set forth in Subdivision 3 (B), and to the general restrictions contained in Subdivision 4 (B) (1), areas designated as Zone B shall be restricted in use as follows:
 - a. Each use shall be on a site whose area shall not be less than three acres.
 - b. Each use shall not create, attract, or bring together a site population that would exceed 15 times that of the site acreage.
 - c. Each site shall have no more than one building plot upon which any number of structures may be erected.
 - d. A building plot shall be a single, uniform and non-contrived area, whose shape is uncomplicated and whose area shall not exceed the following minimum ratios with respect to the total site area:

Site Area at Least (Acres)	But Less Than (Acres)	Ratio of Site Area to Bldg. Plot Area	Building Plot Area (Sq. Ft.)	Max. Site Population (15 Persons/A)
3	4	12:1 12:1	10,900	45
4	6	10:1 10:1	17,400	60
6	10	8:1 8:1	32,700	90
10	20	6:1 6:1	72,600	150
20	& up	4:1	218,000	300

e. The following uses are specifically prohibited in Zone B: Churches, hospitals, schools, theaters, stadiums, hotels and motels, trailer courts, camp grounds, and other places of frequent public or semi-public assembly.

4. Zone C: Zone C is subject only to height restrictions set forth in Subdivision 3 (B), and to the general restrictions contained in Subdivision 4 (B)(1).

C. Boundary Limitations: The municipality may regulate the location, size, and use of buildings and the density of population in that portion of an airport hazard area under the approach zones for a distance not to exceed two miles from the airport boundary and in other portions of an airport hazard area not to exceed one mile from the airport boundary.

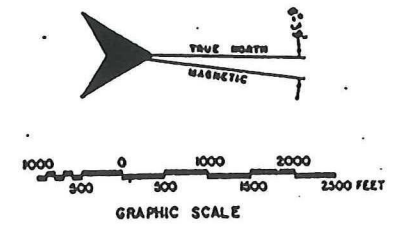
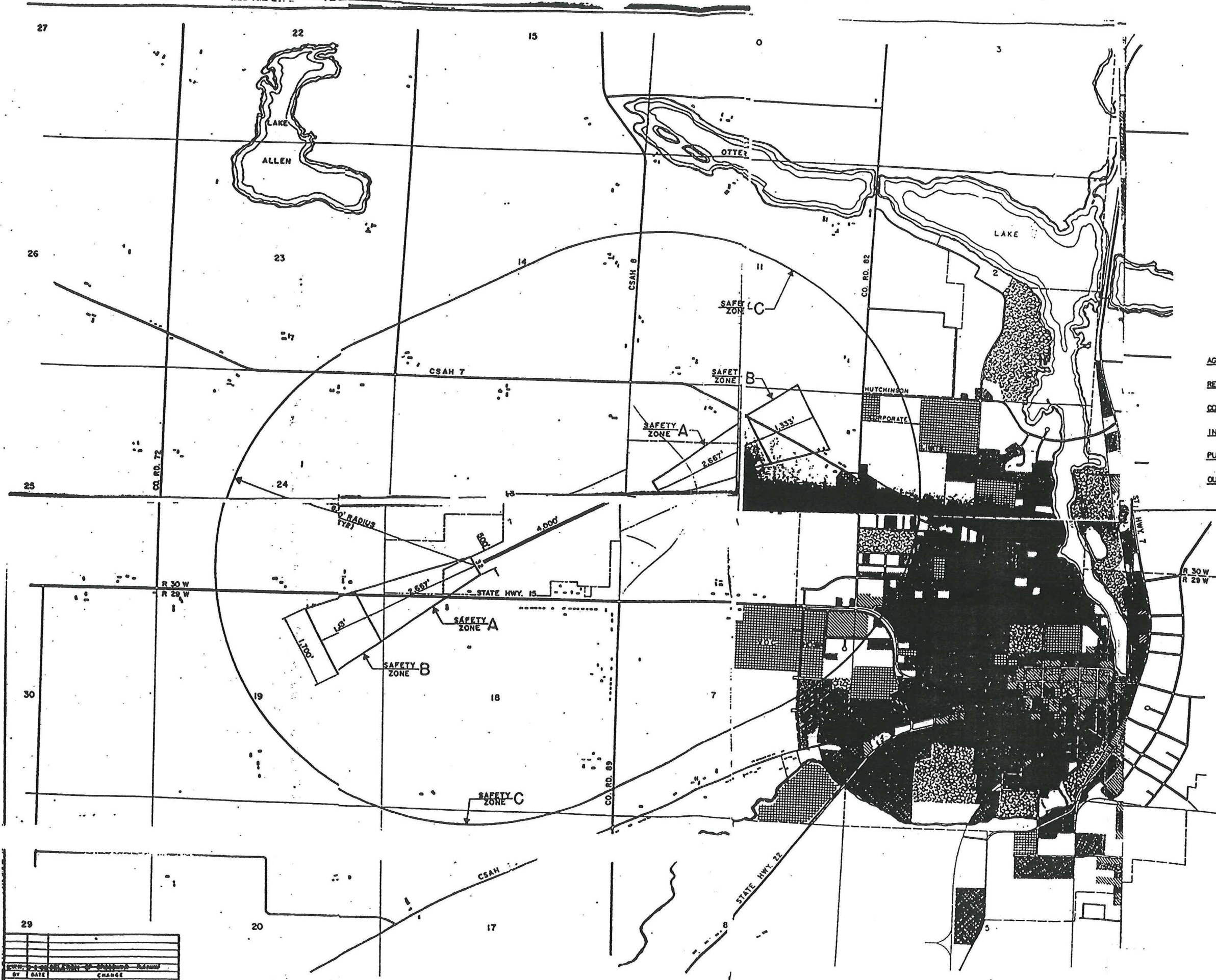
Subdivision 5. AIRPORT ZONING MAP

The several zones herein established are shown on the Hutchinson Municipal Airport Zoning Map consisting of three sheets, prepared by Toltz, King, Duvall, Anderson and Associates, Inc., and dated May 2, 1980, attached hereto and made a part hereof, which map, together with such amendments thereto as may from time to time be made, and all notations, references, elevations, data, zone boundaries, and other information thereon, shall be the same is hereby adopted as part of this Ordinance.

Subdivision 6. NONCONFORMING USES

Regulations not retroactive. The regulations prescribed by this Ordinance shall not be construed to require the removal, lowering, or other changes or alteration of any structure or tree not conforming to the regulations as of the effective date of this Ordinance, or otherwise interfere with the continuance of any nonconforming use. Nothing herein contained shall require any change in the construction, alteration, or intended use of any structure, the construction or alteration of which was begun prior to the effective date of this Ordinance, and is pursued and completed within two years thereof.

EXHIBIT "B"



LAND USE CODING
WITHIN HUTCHINSON CORPORATE LIMITS

- AGRICULTURAL** - Includes farming, farmsteads, scattered non-farm residential, undeveloped land and water.
- RESIDENTIAL** - Includes concentrated areas of single family, multifamily, mobile homes and related uses.
- COMMERCIAL** - Includes retail and wholesale trade, personal and business services, hotels-motels and related uses.
- INDUSTRIAL** - Includes manufacturing, transportation, communication, utilities, extraction (E) and related uses.
- PUBLIC & QUASI-PUBLIC** - Includes governmental (G), educational, medical, religious, cemeteries and related uses.
- OUTDOOR RECREATION** - Includes parks, playgrounds, golf courses, and related uses.

- NOTES:
1. BASE MAP DEPICTS EXISTING LAND USE
 2. EXISTING RURAL FARM AND NON-FARM SPELLINGS SHOWN IN IMMEDIATE AIRPORT VICINITY ONLY.

NO.	DATE	BY	REVISIONS

CITY OF HUTCHINSON MINNESOTA
 HUTCHINSON MUNICIPAL AIRPORT
 AIRPORT ZONING PLAN
LAND USE ZONING MAP
 TOLTZ, KING, DUVALL, ANDERSON & ASSOCIATES, INC.
 ENGINEERS AND ARCHITECTS - SAINT PAUL, MINN.
 I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED UNDER MY DIRECT SUPERVISION AND THAT I AM A ONLY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 DATE: JUL 1, 1972
 SHEET 3 OF 3