

**MINUTES OF A STUDY SESSION OF THE PRINCETON CITY COUNCIL
AND REGULAR AIRPORT ADVISORY BOARD MEETING HELD ON
MAY 14, 2007, 5:30 P.M. IN THE CITY HALL COUNCIL CHAMBERS**

Chair Jack Edmonds called the meeting to order. Council members present were Mayor Jeremy Riddle and Councilors Dick Dobson, Victoria Hallin, Lee Steinbrecher, and Paul Whitcomb. Airport Advisory Board members present were Jack Edmonds, John Mezera, Gene Stoeckel, Jeff Dotseth, and Duane Kruse. Staff present was Mark Karnowski and Ann Bien. Also present were City Engineers Joel Dresel and Kaci Gavic, SEH, Sherburne County Commissioner John Rieble, and Joe Glenn.

APPROVAL OF MINUTES OF APRIL 9, 2007

DOTSETH MOVED TO APPROVE THE MINUTES OF APRIL 9, 2007, AS WRITTEN. MEZERA SECONDED THE MOTION. ON THE VOTE: AYES - 5; NAYS - 0. THE MOTION CARRIED UNANIMOUSLY.

OLD BUSINESS

A. Discussion with City Council

3. Airport Layout Plan - Proposed Revisions and Updates

Karnowski explained the purpose of this joint meeting is to discuss the future of the airport, i.e. crosswind runway, runway extension, location, and pros and cons for having an airport.

Joel Dresel and Kaci Gavic, SEH, were present. Dresel explained the largest issue right now is the relationship of the City with the FAA. He stated they can stop funding at any time and they do not like "through the fence" operations and have been telling the City this. Other issues include the ALP update and getting off-airport items resolved. They are currently working on getting other building areas and hope to move the north end hangars. He stated that although other issues to discuss tonight are crosswind runway and extension of runway, he recommends no decision be made tonight. He stated he will talk about ways to get a 5,000 foot runway, although the City does not qualify at this time with the FAA. The purpose is to look ahead and insurance companies require 5,000 feet for certain aircraft.

Dresel reviewed maps of the existing airport layout, the ALP, the proposed crosswind runway, a 1,100' extension to north, to the south, and equally, divided. He stated the Council should decide what they want the airport to be.

He gave examples of how an airport can affect whether a corporate business comes to town or not; i.e. a Wal-Mart distribution center went to Mankato rather than North Branch because of the airport. He stated extending the runway to the north looks hard because of the church; the south looks better but land acquisition may be tough. A federal Environmental Assessment will be required.

Riddle asked what if you shoved the airport further south and cut off the north and the same with the crosswind. Dresel replied it is very viable, the biggest concern is a transportation plan.

Karnowski stated the perception is an east west route and the extension of Rum River Drive was recommended, with a north south connection from the industrial park to Hwy. 95. Dresel stated he does not think the FAA will allow a road through an RPZ, they will allow which ever is built first – the road or runway extension.

Edmonds asked what qualified for a 5,000 foot runway. Dresel answered arguing for it with the FAA. It is based on the number aircraft using the runway right now.

Edmonds asked about the Meadow View Estates property owned by John Peterson. Peterson clarified his property is in a restricted area and asked about flying over a wetland. Dresel answered mitigation cannot be built after the fact.

Whitcomb asked if we extend the runway, do we have to have a longer crosswind. Karnowski stated a shorter crosswind should still be adequate for smaller planes. Dresel stated the ALP should reflect what we would ultimately like to do and then do it in stages. It is important to have a plan.

Steinbrecher asked in light of where the airport sits, its affect on development property, and the cost to buy out the church, have they thought the airport should be moved further away from the city. Dresel replied yes, Willmar actually moved. Glencoe and Glenwood have also been contacted by Alexandria to build new airport. It is not a new concept, but it doesn't usually happen.

Steinbrecher asked if the FAA is interested in those type of projects. He stated development will happen faster than the airport, so a plan needs to include future development. He stated as it sits now, it may become another situation like Crystal. Dresel replied the difference is Princeton has zoning so building will not happen at the end of the runway. Steinbrecher stated we talked about this five years ago and nothing has changed.

Karnowski stated he came to same the conclusion, that it made more sense for us to move the airport and possibly work jointly with Milaca. However, he could get no one at the FAA to agree. Dresel stated two new runways were built over the last few years, but it is politically tough with citizens and funding.

Dotseth thought it would be a good time to start discussing road options with township. Karnowski stated he will be visiting with Sherburne County to discuss possible roads. The Prairie Restoration property may also develop if a road is built.

Riddle stated he has been told by other city officials that an airport is an asset. Dresel stated it is important to buy land now, rather than just plan.

Karnowski stated there is an urgency in making a decision. Dresel explained step 1 is getting the funding flow coming from the FAA; the City has to get the "through the fence" issue resolved, the ALP needs to be revised; the City needs to get reimbursed for the "Westling" building purchase; get a building area update; and push forward with ALP visioning. He stated he feels the Council is more interested in the economic driver rather than a small airport.

Whitcomb stated he feels it is important to get a north south road from the industrial park to Hwy. 95. He is concerned with pushing too far into wetland and not being allowed. Hallin agreed.

Karnowski reported Jay Blake is working on a Tax Increment Financing (TIF) district to provide funds for a buyout of the north end hangars. He also reported the City has two hangar sites that are unbuildable because of electrical pedestals which could be moved. Another problem is the extension of 21st Avenue south from 1st Street past the old hangars.

Steinbrecher stated his concern is general aviation vs. business. He stated if the improvements are made, they should be to develop the airport for improvement of the business atmosphere. If the airport is intended for general aviation, then it should be left as is. He stated the cost of a crosswind runway would not be paid happily by the taxpayers.

Dresel asked about getting money for purchase Prairie Restoration. Steinbrecher thought it would be received better than a crosswind runway for general aviation because it would be perceived as helping to bring business to the City.

Mezera stated if we had a flight school, they would use crosswind runway daily, but it could be grass.

Dresel stated he thinks the revised ALP should be planned specific. If the north south road is built, he does not know if the City could win an argument for a crosswind runway.

Dotseth asked if moving the crosswind runway to the west, if Peterson would be able to develop. Dresel answered yes, but there is a pretty good sized wetland and existing road to the west. Karnowski stated Peterson bought his property with zoning already on it. If we shifted the crosswind runway to the west, we might have to rezone and possibly buy land or easements.

Dresel stated if the Council is serious about a north south road, the road should be built and then work to get it through the RPZ.

Peterson stated he and partner are flyers and Karnowski is right that the land was overlaid with airport zoning. He explained their interest is to move the process along and find out how long the City should hold developable land for some maybe future use.

Karnowski explained as long as the crosswind runway remains on the ALP, it remains a possibility. He liked the idea of building the road and then arguing later if a crosswind runway is wanted.

Dresel stated the FAA does not trust the City to do what it says it will do. He stated he thinks the City should buy land now if it may extend the runway in the future.

Karnowski warned that would be committing \$150,000/year far into the future and that will impact other CIP projects at the airport. Dresel stated the State may be able to help with some funding.

Steinbrecher left approximately 7:15 p.m.

Bob Pontious informed the Council and Board he's owned his property longer than the airport has been at its present location and before it was zoned. He stated his land is worthless because he cannot build in zone A and there should be a taking. He stated he will have to get an attorney and is only asking for a fair shake. He stated his land is very valuable without the airport.

Dresel stated MNDOT has taken the stance that the City cannot get State or Federal money because they have determined there is not a taking.

Pontious stated they had an attorney but he wanted 1/3rd of the settlement and they were not that much in a hurry at that time to sell; now they want to sell. He stated he wants a decision if the City is going to help him with the taking of his land; he's not going to wait too much longer. He explained he bought it a month before Edmonds sold his land for the airport. Pontious knew that the airport was going to be renovated in 1976 but he didn't think it would affect the Butler property (the property he purchased).

Dresel stated the Feds have taken the position they will back state zoning but they do not recognize zoning and will not help pay. The State's official position is that it is zoning and you do not pay for it. Right now the City could not buy them out even if they wanted to because they have no money and have no way to get funding.

IT WAS THE CONSENSUS OF THE COUNCIL TO BUILD THE NORTH SOUTH ROAD (21ST AVENUE) AND BRING BACK CONCEPTION PLANS AND COST ANALYSIS TO EXTEND THE RUNWAY SOUTH.

Karnowski reminded the Council it is important for them to keep priorities; Hwy. 95 vs airport funding from Oberstar. He stated he thinks the Planning Commission and staff will be asking to modify the comp plan and discuss funding from federal and/or state,

There being no further Council items, IT WAS THE CONSENSUS OF THE COUNCIL TO ADJOURN AT 7:40 P.M.

The Airport Advisory Board meeting continued. Council Dick Dobson remained.

1. T-Hangar

Karnowski reported the building permit was issued today. The hangar will be condo type.

2. a. Kruse

Karnowski reported he met with Duane Kruse, who intends to continue working with North Ambulance. Staff has also met with North Ambulance about the Westling building, but they do not want to own a building. One option would be for the EDA to lease the land, but then funding could not be recovered from the FAA. The Council has agreed keeping helicopters at the airport is important.

Kruse is also interested in selling his land and then leasing it back from the City; or having the City buy the whole lot and building and reselling it, like Westling. Staff is working on getting an appraisal. Kruses are receptive to getting the access issue solved.

Kruse stated he would like to sell the property and hangar and lease another space from the airport and rebuild.

b. Old Hangar Area

Karnowski reported Jay Blake is working on setting up a TIF district.

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6. EAA

Mezera reported they will be towing an airplane in the parade on June 7th, and handing out candy and coloring books. They will be giving rides on the 10th; in 2004 they gave 49 rides. On the 16th, EAA member will be serving chili to the public at the A/D building. Kar-nowski suggested they contact the Lion's to coordinate the event on the 10th.

7. Manager's Report (Fuel Report)

Fuel was down according to the February report.

There being no further business, KRUSE MOVED TO ADJOURN AT 8:00 P.M. MEZERA SECONDED THE MOTION. ON THE VOTE: AYES - 5; NAYS - 0. THE MOTION CARRIED UNANIMOUSLY.

Respectfully Submitted,

Ann Bien
Deputy City Clerk

ATTEST:

Jeremy Riddle, Mayor