

**MINUTES OF ASPECIAL AIRPORT ADVISORY BOARD MEETING HELD
AT 5:30 P.M., MONDAY, OCTOBER 29, 2007 AT THE PRINCETON
AIRPORT ARRIVAL/DEPARTURE BUILDING**

1. CALL TO ORDER

Chair Jack Edmonds called the meeting to order at 5:30. Other Airport Advisory Board members present included Duane Kruse, Gene Stoeckel, John Mezera, Jeff Dotseth and Council Liaison Dick Dobson. Staff present included Mark Karnowski and City Airport Engineers Joel Dresel and Kaci Gavic. Also present were Joe Glenn, Alden Osvold, Richard Anderson and Casey Rameriz. Absent: Sherburne County Commissioner John Reibel.

It was noted that the special meeting was called by the chair to allow the board to discuss the AAB's position on airport zoning, etc. prior to the special meeting of the AAB, City Council and representatives of the surrounding townships on Thursday, November 1st.

2. BUSINESS ITEMS

A. Airport Access Update

Karnowski distributed a copy of a memo relating to the proposed rezoning of the area around the airport for the Board's review.

Dotseth asked if the reduction of pilot use of the Crystal Airport would result in more pilots attempting to relocate at Princeton. Dresel responded that, contrary to popular rumor, Crystal Airport was not closing, nor did he feel there was going to be a significant migration of hangar owners from that facility.

Edmonds cautioned that the extension of the current runway to 5,000 feet could have a significant impact on the land uses surrounding the airport.

Dresel reminded those present that the purpose of the upcoming November 1 meeting was to get the townships' opinion on altering the zoning/land uses around the existing airport and to get their reaction to the airport overlay zoning that might accompany any lengthening of the main runway.

The consensus of the board is that they support both the lengthening of the main runway to 5,000 feet and construction of the crosswind runway.

Engineer Gavic advised that the overlay zoning for the crosswind runway is excessive for the crosswind alignment actually approved pursuant to the Airport Layout Plan (ALP). Dresel noted that when SEH inquired with MnDOT about the discrepancy, they indicated that they were not concerned. Dresel noted that MnDOT suggested that the area actually zoned should not be reduced.

Dresel also recommended that the crosswind zoning not be brought up at Thursday's meeting because its zoning is currently okay.

Kruse asked if the new apartments proposed to be built southwest of the TH95 and 1st Street intersection would be in the clear zone. Karnowski noted that the clear zone crossed the property but that the developers were aware of the zone's location and were not building in that particular area.

Dotseth stated that the City Council has to be reminded that the AAB's position is that we want the crosswind runway to remain on the ALP.

Dobson reminded those present that the primary purpose of Thursday's meeting was to alert the surrounding townships of the impacts of extending the runway and rezoning the surrounding area from residential to commercial/industrial.

Gavic positioned a 5,000 runway "overlay" on the ALP map to give the members an idea of what land would be affected by the clear zones should the runway be either extended on both ends to 5,000 feet or shifted NW or SE to gain the additional length. The AAB reviewed the possible impacts on the properties to the NW (primarily the church and the developable property NW of the TH95 and 100th Avenue intersection. Extending in that direction was deemed less desirable than the land impacts of going SE into Baldwin Township and Prairie Restorations.

The consensus of the AAB was that the group's goal for the Thursday meeting was to get the Council and surrounding townships to agree to consider zoning for the 5,000 runway with the understanding that it may be 20+ years before construction actually commenced.

Richard Anderson noted that the AAB needed to "sell" the Council on the airport's impact on the area's industrial growth.

Kruse asked about the status of the proposed connection of 21st and 19th through the airport. Dresel responded that roads have previously been allowed in the RPZ. It was his impression that if the road was constructed first that it would then be harder for the city to construct the crosswind in the future.

The group decided that, after Dresel and Gavic presented the zoning impact information, Joe Glenn will address the group on the importance of the airport and the longer runway to his business and the industrial park in general.

3. MISCELLANEOUS - The membership decided that, with this special meeting being held and the November 1st session, there was no reason to hold another November meeting.

4. ADJOURNMENT

There being no further business, Edmonds adjourned the meeting at 6:50PM.

Respectfully Submitted,

Mark Karnowski,
City Administrator/Airport Mngr.

ATTEST:

Jack Edmonds, Chair