

**MINUTES OF STUDY SESSION OF THE PRINCETON CITY COUNCIL HELD ON
DECEMBER 3, 2009, 4:30 P.M. IN THE CITY HALL COUNCIL CHAMBERS**

Mayor Riddle called the meeting to order. Council members present were Mayor Jeremy Riddle, Councilors Paul Whitcomb, Dick Dobson, and Victoria Hallin. Lee Steinbrecher was absent. Staff present was Mark Karnowski, Steve Jackson, Jay Blake, Bob Gerold, Brian Payne, and Katie Hunter. Also present was Mike Nielson from WSB & Associates.

ANDERSON HANGER

Karnowski explained that the city has been trying to dispense with the issues surrounding the airport access between the old airport site and the new airport.

A couple of years ago the city purchased the Elizabeth Christensen hangar and property at the following rates:

1 Hangar \$60,000
Land Area \$1.24/ft²
Total Price \$101,000

Using those figures, the city offered the Andersons the same proportionate compensation which came out as follows:

1 Hangar \$60,000
Land Area \$1.24/ft² (2 lots at 3,000 ft² each)

The total proposed purchase price comes to \$67,440.

The Andersons have agreed to the \$67,440 purchase price and the funds are in place. Karnowski added that both the city's and the Anderson's expectation is to get the deal finalized by the end of the year.

DOBSON MOVED TO PURCHASE THE HANGER AT THE PRICE OF \$67,440. HALLIN SECONDED THE MOTION.

Whitcomb asked if the hanger WAS useable for anything at this time. The Public Works Department is anxious for use of the hanger and yes, it is useable.

ON THE VOTE: AYES - 4; NAYS - 0. THE MOTION CARRIED UNANIMOUSLY.

The Council agreed to switch two topics on the agenda and speak about the Fire Department Relief Association Gift first.

PRINCETON FIRE AND RESCUE DEPARTMENT RELIEF ASSOCIATION GIFT

Karnowski explained that Chief Roxbury was recently advised of a used pumper that, until this past August, was Robbinsdale Fire Department's back-up pumper. While the Princeton Fire Department has not yet personally inspected the vehicle, they've talked to several firefighters familiar with the truck and one company that did the most recent compliance tests on the truck and the impression is that this is a good truck.

The proposal is to purchase the vehicle for \$4,800 and locate it at the Wyanett Sub-Station.

The rationale is that, by locating the pumper at that location it will enhance the ISO rating for that portion of our coverage area and will also serve to help the city this summer when the TH95 Bridge is under construction. A description of the vehicle as copied from EBAY is as follows (additional photos are also attached):

1980 American LaFrance Century pumper. Just recently retired (August 09) this one owner (fire Department) truck has been carefully maintained and tested annually by ASE/EVT certified technicians. The paint is the original ALF bright red with a white roof. (see attached photos).

The paint does show signs of use (nicks and scratches) after all it is a used fire truck. Whether you're a truck collector or fire department this truck is response ready with less than 10,000 original miles. Some of the features include a Detroit diesel 6V92TA 350hp engine, HT740 Allison automatic transmission, power steering and air brakes. 1500 GPM 2 stage ALF pump, 500 gallon stainless steel water tank, FRC electronic pressure governor, 28' extension ladder, 16' roof ladder, 8' attic ladder, Onan 3 KW diesel generator, newer radial tires with the original chrome wheels, updated emergency lighting with LED lights. Radiator, alternator and 4 batteries (2007) have also been replaced.

The rust on the right rear compartment door is from the booster reel leaking (has been removed) not from salt corrosion. This truck will pump all day and not leave engine oil puddles on the ground.

VIN: CE6929 Engine horsepower: 350 Vehicle title: certificate of origin Transmission type: Automatic (4 speed) Class: Class 7 (26,001-33,000 lbs.) Tire size: 20 inches

The good news is that the PFRD (Princeton Fire and Rescue Department) Relief Association voted this past Monday to purchase the vehicle and gift the truck to the City. At this time, the City's only up front expense would be changing the decals and doing some other minor improvements. The PFRD has sufficient hoses and other apparatus to fully equip the truck. The city's annual expense would include about \$400 in additional insurance premiums.

HALLIN MOTIONED TO APPROVE RESOLUTION #09-50 A RESOLUTION ACCEPTING THE GIFT OF A FIRE TRUCK FROM THE PRINCETON FIRE AND RESCUE DEPARTMENT'S RELIEF ASSOCIATION. WHITCOMB SECONDED THE MOTION.

Dobson complemented Roxbury on finding good deals for the Fire Department and for looking ahead for when the bridgework starts. Roxbury observed that one of the pumpers may be stationed at the Princeton Township Garage as well when bridge is out so there will be a pumper on the East and West sides of the river. Then, Firefighters that live closer to those locations will respond there, so their response time will not be impeded when the bridge is out.

ON THE VOTE: AYES - 4; NAYS - 0. THE MOTION CARRIED UNANIMOUSLY.

21ST AVENUE DISCUSSION

Mike Nielson explained that the 21st Avenue project has been sitting idle for quite some time. Figure 6 is a general layout of the latest alignment. There are two choices that the City is facing when expanding 21st Avenue: whether to avoid the wetland completely or get a permit to do a small allotment to the wetland and minimize the effect to the airport runway. Basically, the City needs to decide which path is the best way to go – taking some land from airport or going into the wetland.

Nielson stated that he isn't even sure what to recommend to the Council.

Dobson added that he would not like to give up airport property.

Karnowski said that after discussions with Federal Aviation Administration (FAA) related to the road issue, if we do end up acquiring airport land, the city could compensate on the West side. If you look at how developable that land is opposed to the West side, the West side actually has more potential. So, overall, the square footage of airport property would stay the same or increase in the end. But, Karnowski added that the City would need to submit an application to the Department of Natural Resources (DNR) soon.

Whitcomb asked if the Airport Board is informed about any of this. Karnowski stated that they are aware of it, but no details have been laid out. Whitcomb asked what the Airport Board's feeling was. Dobson answered that the Airport Board wants to make sure the road doesn't prohibit the crosswind.

Blake reiterated that the city should take the path of least resistance. Karnowski said regardless of what happens the FAA will probably not be happy. If the city approaches the FAA and they say, "No", as anticipated, that may help the city out with the DNR situation, because it shows we tried to minimize the impact on the wetlands. If the FAA senses resolve with the City, they may work with us to minimize impact as to the design of the road to make sure that the crosswind runway could still be constructed at some point in the future. Karnowski added that the Airport Board would like the crosswind runway, but it settles in with actual construction costs of around 2.5 million dollars to build a grass striped crosswind runway, which is only used for lighter planes. A twin engine has no need for crosswind runway. There are a lot of associated issues with crosswind runway and 21st avenue. Karnowski thought we should plot a course. This is more or less a safety issue to relieve the amount of traffic on rum river drive. The North-South route would be critical to reduce traffic.

The Council asked what this project does to John Westling financially. Nielson said as for assessments, the route won't have a big impact. Dobson said if we get a definite "No" from the Airport, then it may be easier to work with the DNR.

Nielson asked the Council if they wanted to go with an urban curb and gutter with storm sewer or the other option would be to go with a rural section with ditches. If the City chose ditches, then we will eliminate our options for a trail. Karnowski supposed that if the crosswind at the airport and 21st Avenue are going to coexist, ditches would not be allowed. Westling liked the idea of curb and gutter for trails to enhance the property.

Mr. Westling had sold some of his land to Sylva Corporation at the amount of \$25,000 an acre. The amount we would be acquiring would be .94 acres. Nielson explained that the City is looking at an estimate of a \$25,000 acquisition. Does the Council want to try to secure the land now so it isn't sold to someone else?

Whitcomb asked if the City will need to acquire the .94 acres from Westling no matter where the road goes. Nielson stated that it may vary a little, but he would like to get some paperwork going so Westling knows we're serious. Blake said that there is some urgency with the acquisition. Westling is in a position that he wants to sell this land.

The Council questioned where the funds for the land and hangar acquisition would come from. Blake said the City set aside funds in 2009 for acquisition of north side hangers for about \$120,000. The anticipated acquisition of the Anderson Hangar would leave adequate funds in the capital improvements budget for this acquisition. This acquisition is related to airport operations and the CIP funds could be used for this purpose.

Hallin said she would like to make a purchase on the property to secure it for further development. Dobson inquired if Westling was aware of the assessments. Nielson said that yes, he is aware of those. Blake stated that Westling is aware, although they didn't get into details of amounts.

HALLIN MOTIONED TO APPROVE STAFF ENTERING INTO NEGOTIATION WITH WESTLING, DOBSON SECONDED THE MOTION.

Dobson asked if Westling is going to want access to the road from his property. Nielson answered that yes, he will want access. Blake said it will be in line with the access to the airport. Dobson stated he would prefer to have one intersection versus several.

ON THE VOTE: AYES - 4; NAYS - 0. THE MOTION CARRIED UNANIMOUSLY.

Nielson stated that complete airport acquisition could take six months to a year. Karnowski said that if the city wants to move forward with this, Nielson should work directly with Joel Dresel to outline the best way to package the request to the FAA and be up front and honest as possible. The first choice would be to do a land swap, and if the FAA is not interested, then we'll pursue Plan B.

Nielson stated that he wished he could give a dollar figure of what it would take to go through the process. It will depend on their stubbornness. An initial couple thousand of dollars to get the paperwork together; and then from there, it is uncertain the cost to complete the acquisition. Dobson asked if there are any funds in the Airport Budget that could be used.

Jackson stated that the Airport is not a money maker and there are no extra funds available. The Council pondered the fact that Economic Development Authority Funds could possibly be used. Blake said that there are funds set aside for engineering and other services. Whitcomb stated that this project is a business and economic-development related.

DOBSON MOTIONED TO AUTHORIZE THE CITY TO PROCEED WITH THE AIRPORT ACQUISITION DEPENDING UPON ON WHERE THE FUNDS WILL COME FROM. HALLIN SECONDED. ON THE VOTE: AYES - 4; NAYS - 0. THE MOTION CARRIED UNANIMOUSLY.

The Council agreed to continue discussion at the next Council meeting on the 10th of December, 2009.

Nielson stated that because construction contracts have been coming in lower than estimates, the construction of 21st Avenue sooner may ultimately save the city money. The Council decided that sanitary sewer should be put in that area now in order to save money.

Nielson added that in looking at an area wide assessment, the City needs to show benefit from the project and that to prove a benefit to areas other than the Industrial Park would be difficult. We could do a per-lot assessment, area, or business assessment? Nielson estimated that he thought about 30% of the costs could conceivably be assessed to industrial park. Nielson questioned how many lots were in the Industrial Park. Blake said that we have some disparity,

for some businesses are unplatted and others have fairly large businesses that have eight or ten of those lots. A per-lot assessment evaluation may be more difficult. Blake asked how the Council wanted to pursue an assessment. Two years ago a meeting was held with some of the business owners of the Industrial Park and only two people showed up and we didn't get a true sense of how they felt. The Council reiterated that two years ago the business climate was different. Nielson said he will put some scenarios together and bring them back to the Council for review.

Nielson reviewed the decisions to start negotiations with Westling and the FAA. The hanger acquisition seems to be done. The next few steps would be the preliminary and design and ultimately the construction. Nielson stated that construction probably wouldn't happen until late 2010, probably completion in 2011.

The Council thanked Mike Nielson for his hard work.

IMMANUEL LUTHERAN CHURCH RAFFLE

Karnowski explained that the Immanuel Lutheran Church will be holding a raffle during the first quarter of 2010.

HALLIN MOTIONED TO APPROVE THE RAFFLE APPLICATION FOR IMMANUEL LUTHERAN CHURCH. DOBSON SECONDED THE MOTION. ON THE VOTE: AYES - 4; NAYS - 0. THE MOTION CARRIED UNANIMOUSLY.

FEE FOR REGISTRATION OF VACANT PROPERTIES

Blake explained we adopted an ordinance earlier in the year where one would apply to secure a vacant property. The City has had some inquiries about the application as well as the fee. Staff feels a \$25.00 fee is plenty to begin with.

HALLIN MOTIONED TO APPROVE THE \$25.00 FEE FOR SECURING VACANT PROPERTIES. DOBSON SECONDED THE MOTION. ON THE VOTE: AYES - 4; NAYS - 0. THE MOTION CARRIED UNANIMOUSLY.

There being no further business, HALLIN MOVED TO ADJOURN AT 6:30 P.M. DOBSON SECONDED THE MOTION. ON THE VOTE: AYES - 4; NAYS - 0. THE MOTION CARRIED UNANIMOUSLY.

Respectfully Submitted,

Katie Hunter, City Clerk

ATTEST:

Jeremy Riddle, Mayor