

**MINUTES OF STUDY SESSION OF THE PRINCETON CITY COUNCIL  
HELD ON NOVEMBER 1, 2007, AT 4:30 P.M. IN THE CITY HALL COUNCIL CHAMBERS**

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Mayor Jeremy Riddle called the meeting to order. Council members present were Mayor Jeremy Riddle and Councilors Paul Whitcomb, Dick Dobson, Lee Steinbrecher, and Victoria Hallin. Staff present was Mark Karnowski, Jay Blake, Steve Jackson, and Ann Bien.

Also present were Airport Advisory Board members Jack Edmonds, Duane Kruse, Jeff Dotseth, Gene Stoeckel, John Mezera. Joel Dresel and Kaci Gavic from SEH were also present. Others present were Joe Glenn, Don Erickson, Sharon Sandberg, Sherburne County Commissioner John Rieble, John Beard, Sherburne County Planning. Richard Anderson arrived around 5:30

Stoeckel stated he was also representing Princeton Township and Dotseth stated he was also representing Baldwin Township.

**AIRPORT AREA ZONING DISCUSSION**

**A. Community Development Department Update**

Blake explained that the City's Community Development Department is in the process of reviewing and updating the City's land use map and comprehensive plan. He explained the current map was adopted in 2004 and is a guide to protect land uses around the city. He explained staff wants to reduce current and future conflicts in land use around the airport and the current comp plan is not consistent with the map or zoning ordinance.

Blake stated staff believes it is easier and less costly to protect our current asset airport. He reviewed the current land use map around the airport and pointed out conflicts since 1994. He stated it is also important to recognize the use of the airport and stated he views it as a sub regional airport. He went on to say now is a good time to decide what should happen with the "Edmonds/Miller" property, explaining the owners of the property have hired a realtor to determine the best use of property. Staff suggested at least the south-east 80 acres be developed for business/industrial rather than residential as it is now classified.

Blake stated extending the runway to 5,000 feet has impacts on both ends, explaining the exact locations of Zones A and B can impact current established properties and future development. The Council needs to consider the impacts and not lose a potential future tax base. The crosswind runway will have the same impacts.

Blake stated he believes the extension of 21<sup>st</sup> Avenue South is extremely important as an alternative north-south route and will become even more important when the Dunn bridge is renovated.

He stated he firmly believes protecting the airport is important and recognizing its role in the community and region. He added it is cheaper to do good zoning and planning now. Karnowski agreed with the assessment and wanted to add that MAC is playing around with their reliever airports and Princeton may get an influx from their customers.

**B. Airport Engineer Comments**

Dresel reviewed the possible Safety Zones A and B if the runway was extended and/or moved. He explained there is existing zoning and future zoning changes requires a group of two from each affected entity plus an appointed chair.

He explained a church is prohibited in Zone B and if the runway is extended, the church (New Life Christian Center) will not be allowed. He explained the runway protection zone, which is an FAA requirement. He also stated the City's airport layout plan shows a crosswind runway.

Gavic reviewed the township's zoning. She reported Sherburne County shows urban expansion south of the current runway and Princeton Township zoning has several conflicts with the current airport. She also showed impacts of moving the runway either direction.

Karnowski explained that a 5,000 foot runway allows for the use by corporate jets, while 4,999 feet does not. Extending the runway to 4,500 feet does not gain a large benefit. Dresel stated a 5,000 foot runway is not planned for next year, but possibly sometime in the future.

Steinbrecher asked if land acquisition for zoning falls within the 90/10 FAA reimbursement. Dresel stated MNDOT takes the stand that zoning is zoning and will not contribute to that end. He stated it is a rare occurrence that acquisition of property in Zone A is reimbursed and the FAA usually will go along with MNDOT's recommendation. Steinbrecher stated we continually have this same discussion (crosswind and extension) and no one will ever make a decision; the longer we wait, the more it will cost. Dobson agreed now is the time to make the decision. Dresel added now is perfect when the City is looking at land use and the comp plan.

Karnowski stated here is a huge amount which will not be covered by entitlement funds. He also added the Feds may only help with one project, so the Council needs to decide which has priority - Hwy. 95 or the airport.

### **C. Airport Board Comments**

Joe Glenn stated the airport is an integral part to the growth of Glenn Metalcraft, explaining it allows them to not need a large staff of salespeople. He stated that in looking at towards the future, he thinks there will be a need for a 5,000 foot runway, not necessarily for landing but rather for insurance purposes. He stated he agrees with zoning for business and making that decision now.

Dotseth asked if Glenn thought the airport was vital for the City to compete for growth. Glenn answered yes, he thinks it sets us apart from neighboring communities. Blake agreed, stating he thinks it give us a competitive edge.

Glenn stated jets will not use the crosswind runway often. It will afford him a limited amount of extra days and he has cancelled a few trips because of wind. He thought it was more important to have a 5,000 foot runway.

Dobson stated another consideration is that reliever airports are getting squeezed and raising rents, so renters are looking for relocation. Princeton is prime target to move to. They will have smaller planes so a crosswind runway will be more vital to their move.

Whitcomb stated he thought he engineer was going to look at the ultimate need of the airport. Dresel stated they looked at wind data; past information was taken from St. Cloud, Right now, according to FAA, we would have a challenge getting funding based on wind data.

Dotseth asked what other factors would be considered and Dresel answered users of the airport. Riddle stated lengthening the runway may take away the need for a crosswind runway since larger planes may replace current planes.

Edmonds stated we're talking about zoning tonight and talking about moving the runway into Baldwin township which could be taking away their profit zone. Dotseth stated they can preserve these boundaries right now, looking in the next 40 years

John Beard stated it probably wouldn't hurt as much to move the runway south as it would to move it north and hurt Princeton Township. He stated he sees the airport as positive for both counties. Blake advised if we decide to go in that direction, we need to talk to land-downers now.

Hallin asked if the crosswind runway will have an impact on extending 21<sup>st</sup> Avenue south. Dresel stated the ALP currently shows both the crosswind runway and the road. He stated that is usually not allowed so he was surprised when they approved the ALP as presented. He stated he personally thinks there could be an argument for allowing both, but the FAA representative interpreted it as approving whichever comes first.

Dotseth asked if Sherburne County has discussed moving the township road over and Rieble answered no.

Hallin stated she thinks it is vital the 21<sup>st</sup> Avenue extension is completed as quickly as possible. Karnowski suggested completing 21<sup>st</sup> Avenue, leave the crosswind runway in the ALP, and argue further when the crosswind runway is decided to be done.

Dobson stated he thinks the main decision the Council needs to make is to keep businesses interested in the community. He stated if we are going to need a 5,000 foot runway and a crosswind runway, we need to work towards getting zoning and acquisition of land. It is important to look down the road 30-40 years.

Steinbrecher asked if the runway is moved south, does the crosswind runway need to be moved south also. Dresel answered if you show enough reason, the crosswind runway may not have to be moved.

Riddle stated it is safe to say moving the 5,000 foot runway to the south is easy to support, and he would also like to hear comments from the townships on land use.

Dotseth stated he personally thinks zoning to the west and south of the airport would be better industrial because of the water level.

Karnowski asked if MNDOT and the FAA would want us to have a 5,000 foot runway because it could be a reliever airport. Dresel stated they will hate it because of funding.

Dresel recommended doing the zoning first and then update the ALP. Karnowski stated zoning changes can begin with the land use map update; then public hearings for rezoning can be scheduled. Blake cautioned if you rezone property for stricter uses, you flirt with the takings law. He stated he thinks public comment in the beginning is important.

Dotseth clarified that other township board members were invited to this meeting and was told they were.

Stoeckel stated Princeton Township is revising its comp plan and looking at placing commercial industrial along Hwy. 95 west to Green Bush Township.

Steinbrecher stated the Council has two decisions to make – planning for a crosswind runway and extending the runway to 5,000 feet. Commitments needs to be made and the process needs to begin in whatever direction is decided. Dobson agreed the decision needs to be made on both ideas quickly. Steinbrecher stated he is much more in favor of this plan than previously.

Dresel recommended working with Sherburne County on maps and zoning and having staff meet with MNDOT to get some facts and quotes from them. He thinks the argument with MNDOT needs to be made now.

Steinbrecher stated he thinks the Council's intention is to definitely extend 21<sup>st</sup> Avenue south and the Council agreed.

Edmonds stated he thinks the City should not be looking at either/or but rather priority; he also thinks hangar space is necessary.

Dresel stated the discussion with MNDOT will hopefully happen within 2-3 weeks and a survey is ready to mail to pilots. Glenn suggested Bien contact the list of people interested in hanger lots to see if they are still interested and what their use would be.

Karnowski suggested businesses be asked these questions during BR&E interviews and further discussion can be added to the February study session.

### **AIRPORT ROAD DESIGNATION RESOLUTION**

Blake explained the south end road to the airport was never designated as a public road and needs to be for the sale of land to Larry Doose from John Westling.

HALLIN MOVED TO APPROVE RESOLUTION #07-61, A RESOLUTION DESIGNATING A PUBLIC STREET (AIRPORT ROAD). DOBSON SECONDED THE MOTION. ON THE VOTE: AYES - 5; NAYS - 0. THE MOTION CARRIED UNANIMOUSLY.

### **WWTP HUNTING REQUEST**

Karnowski explained some of the City employees have requested permission to hunt geese at the WWTP. He stated last year's approved "hunt" by folks affiliated with the Golf Course did not go as well as planned, so Public Works Director Mismash is not anxious to have another session approved. He added if City employees were allowed to hunt, it would seem that members of the general public should also be allowed hunt, which may not be in the best interests of the city or those living in proximity of the WWTP.

IT WAS THE CONSENSUS OF THE COUNCIL TO NOT ALLOW HUNTING AT THE WASTE-WATER TREATMENT PLANT.

### **2008 BUDGET DISCUSSION**

Jackson stated as the City nears it's growth potential, emphasis needs to be on long term planning. He stated the Council and staff need to think about the future and what items should be included in the capital improvement program (CIP), what funding may be attached, and whether

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a funding source is a requirement for that expenditure. He added there are expenses not included in this CIP which should be.

He stated another consideration is adding in replacements such as sewer lines. He stated some lines are 100 years and the City needs to make improvements before it becomes an emergency. He also suggested a funding mechanism for street repair.

Karnowski stated another item to consider is the civic center, it needs severe upgrading. He suggested liquor store profits could be dedicated to renovating it.

Jackson reiterated we need to look at what we need and also look at surrounding communities for competitive aspect.

There being no further business, DOBSON MOVED TO ADJOURN AT 6:45 PM. STEINBRECHER SECONDED THE MOTION. ON THE VOTE: AYES - 5; NAYS - 0. THE MOTION CARRIED UNANIMOUSLY.

Respectfully Submitted

Ann Bien, Deputy City Clerk

ATTEST:

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Jeremy Riddle, Mayor