

**MINUTES OF A JOINT STUDY SESSION WITH THE PRINCETON CITY COUNCIL AND  
AIRPORT ADVISORY BOARD HELD ON JUNE 4, 2012, 4:30 P.M. IN THE CITY HALL  
COUNCIL CHAMBERS**

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**CITY COUNCIL CALL TO ORDER**

Acting Mayor Paul Whitcomb called the meeting to order. Council members present were Paul Whitcomb, Dick Dobson and Thom Walker. Mayor Jeremy Riddle and Councilor Victoria Hallin were absent. Staff present was Administrator Mark Karnowski, Finance Director Steve Jackson, Community Developer Carie Fuhrman, Public Works Director Bob Gerold, Police Chief Brian Payne, Liquor Store Manager Nancy Campbell, City Clerk Katie Hunter, City Attorney Dick Schieffer and Airport Engineers Joel Dresel and Kaci Nowicki. Others present: Jack Edmonds (Mille Lacs Co.), Bruce Cochran (Mille Lacs Co Engineer), Sharon Sandberg, Carol Dalske and Rick Hoffman.

**CLOSE STREET REQUEST CAROL DALSKA**

Karnowski explained that Northern Attitudes owner, Carol Dalske was requesting that 5<sup>th</sup> Avenue from south of the bar to North 6<sup>th</sup> Street be closed off from 12:00 noon to 5:00 pm on Saturday June 16, 2012 for a street dance. Dalske also requested the barricades from the Street Department. There are a lot of people that walk back and forth and it would keep things safe, Dalske added.

DOBSON MOTIONED TO APPROVE THE STREET CLOSURE FOR NORTHERN ATTITUDES ON SATURDAY JUNE 16 FROM 12:00 NOON TO 5:00 PM. WALKER SECONDED THE MOTION. THE MOTION CARRIED UNANIMOUSLY (3 AYES, 0 NAYS).

**AIRPORT BOARD CALL TO ORDER**

The Chair, Gene Stoeckel, called the meeting to order at 4:35 P.M. Other members present included Joe Glenn, Jim Ferlaak, Duane Kruse and Jeff Dotseth.

**AIRPORT BOARD AND CITY COUNCIL DISCUSSIONS - Taxiway Width/21<sup>st</sup> Avenue  
Alternative Routing/Crosswind Runway**

Karnowski said it has been at least three years since the last Airport Board and City Council joint meeting.

The Council was advised that the proposed 2012 Airport Improvement Project being done with federal funding is the aircraft tie-down area and southwest/northeast main taxiway replacement/resurfacing project.

Karnowski noted that one of the issues is that the FAA will only pay for the center thirty-five feet of the taxiway rehab and the current taxiway is forty feet wide. He asked whether the city wants to apply for a state grant to do the additional five feet or just change the width to thirty-five feet.

The cost for the additional five feet would be between \$20,000 and \$25,000, so the city share would be between \$6,000 and \$7,500, with 70/30 State grant.

Another option would be to grind the asphalt in place and leave it as a base for the new blacktop. That would save money but could make the elevation of the tie-down area higher than the A/D building which the engineers suggest might create water ponding issues between the area and the A/D building.

Stoeckel asked if thirty-five would make a difference as opposed forty feet. Dresel said that it could not be designated that way but that five feet, one way or another, does not make much difference for safety.

Ferlaak added that as long as the sides of the runway are kept clear, and mowed thirty-five feet is plenty to cover any crosswind landing or taxi-way use.

Ferlaak went on to say that Walmart has nineteen airplanes and that the City of Princeton Airport would love to see that land here.

Karnowski added the pavement could be milled and left it in place with the paving over the crushed material. Concerned about the grade, Karnowski said that Eric Hanson is looking at the most economical way of approaching it. Unless there is a heavy rainfall early in the spring when the ground is still frozen, there are current water ponding issues.

Dotseth asked if the asphalt was crushed if it would still be adequate. Dresel said that grass will come in for most of it and like Ferlaak said, thirty-five feet should be more than accurate.

**DOTSETH MOVED TO APPROVE APPLYING FOR THIRTY-FIVE FEET AS RECOMMENDED BY DRESEL. FERLAAK SECONDED THE MOTION.**

Kruse asked if this pavement included in between the hangars and Nowicki said it would not include the taxi lanes. Kruse said that between the hangers are in more need of repair. Nowicki said the project is set already and includes just the taxiway and apron. The Airport Advisory Board (AAB) voted for the project limitations in February or March, of this year. Dotseth asked if the schedule of completion could be brought to the next meeting.

**THE AAB MOTION CARRIED UNANIMOUSLY (5 AYES, 0 NAYS).**

### **PLEDGE OF ALLEGIANCE TO THE FLAG**

Ferlaak suggested that the Airport Board follow the City Council's lead and recite the Pledge of Allegiance to the Flag at the beginning of each meeting.

**FERLAAK MOVED TO ADD THE PLEDGE TO THE AIRPORT BOARD'S STANDARD AGENDA. THE MOTION WAS SECONDED BY DOTSETH. THE AAB MOTION CARRIED UNANIMOUSLY (5 AYES, 0 NAYS).**

### **APPROVAL OF MINUTES**

**DOTSETH MOVED TO APPROVE THE MINUTES OF THE MAY 7, 2012 MEETING. THE MOTION WAS SECONDED BY FERLAAK. THE MOTION CARRIED UNANIMOUSLY (5 AYES, 0 NAYS).**

### **21<sup>ST</sup> AVE ALTERNATIVE**

Karnowski reminded the Council and Board that Richard Anderson had presented an alternative routing for the extension of 21<sup>st</sup> Avenue through the industrial park, about six weeks ago. The Mille Lacs County Engineer, Bruce Cochran and the Sherburne County Engineer, Rhonda Lewis had both written respond letters. City Engineer Mike Nielson also had a response letter.

Nielson added that some of the concerns of the Engineers were as follows: there would be significant wetland impacts which would add excessive costs to construct the road through those wetland areas. The cost to prepare an environmental assessment worksheet to determine if the plan would be allowed would also be costly. The County Engineers had advised that the suggested State-Aid funding for construction would not be available since neither County can spare State Aid Road designation for the proposed route.

Nielson added that the typical process when constructing a roadway is to provide a benefit for the abutting properties so that when they are assessed, there is a positive outcome for them as well. There are some properties along the Anderson route that the city could zone for industrial or business use in order to be more appealing and, if necessary, it could also provide sewer and water for the airport.

Nielson said the wetlands were created when Highway 169 was originally built over 25 years ago. He noted that, because of the timeframe, the wetlands along the proposed Anderson route were now considered natural wetlands. Nielson said the muck would either have to be excavated and replaced or surcharged with additional material. Nielson went on to say that the

cost was really the major factor as well as construction and permitting issues. The estimated cost for the Anderson option would be near \$2.5 to \$3 million.

Dotseth asked how WSB's proposal would affect the future crosswind runway expansion. Dresel said, with the road being pushed further east, the crosswind runway may not be able to be built.

Nielson said going back to the original alignment prior to Anderson's proposal, it brought the road slightly into the wetland. Although this is not the first choice of Mr. Anderson, the road could try to be pulled as far east as possible to minimize impact on a crosswind runway.

Dotseth mentioned that Sylva Corporation had been allowed to fill in a portion of that wetland.

Cochran mentioned that Sylva's moving fill into the wetland area was because a portion of the wetland was manmade. What is left is natural.

The Board asked Nielson how the original alignment would impact the hangar owners who are already close to where the road would be built. A fence would be needed, mentioned Ferlaak. Ferlaak added that he was told the road would be eighty (80) feet from his hangar. Ferlaak requested that the engineers site the road as far to the east as possible.

Karnowski added that a diagram was done of the distance of the front of the easterly most hangers and the driving space is 20 feet wider than the space between the fronts of the other lines of hangers. Nielson confirmed that statement.

Dobson asked about the land on the southeast part of the current hangar area and whether additional hangars could be built there. Nielson said that there is enough room to build two or three hangars in that area.

Stoeckel asked about the corner by the hangars; is it still someone else's property? Nielson said the city owns it and asked the AAB if they were interested in it being added to the airport property but the Airport Board but the board recommended tabling the item. Stoeckel noted one of the reasons to table was to be able to use the land as leverage with the FAA in our negotiations about the In-line Packaging property issue. .

Dobson asked if there are plans for a trail on the east side of road. Nielson said that there are.

Stoeckel asked if an extension of Rum River Drive to the west was still being considered to run south of the airport connect with County Road 3. Nielson said that, eventually, a road would be constructed south of the Industrial Park area, but an exact timeline is unknown. Stoeckel asked if the runway could still be extended to a 5,000-foot length. Dresel answered yes, that option would be protected. Stoeckel mentioned that long-term future development warranted a 5,000 foot runway.

Stoeckel asked if the proposed plan will allow for a crosswind runway. Nielson said it is dependent on whether the roadway is shifted and what can be fit in the space.

Dotseth added that the board would like to try to keep the option of adding a crosswind runway in at some point. The airspace needs could increase with Wal-Mart moving along with the need to accommodate larger aircraft. Ferlaak said that a crosswind is not needed for bigger planes as much as a longer runway is needed.

Whitcomb asked if the runway is lengthened, would a crosswind have to become longer too. Dresel answered no.

Ferlaak said that, currently, there are so many people driving through the Industrial area that at times he has had to stop and wait for trucks and semi truck trailers, especially with USDP's expansion. He said that adding more traffic to area that could be a problem.

Nielson said that was why the city looked at alternate routes. Nielson said it staff's intention to bring in traffic to the Industrial Park, and that there are limitations.

Cochran mentioned that the westerly extension of Rum River Drive south of the airport would be sort of a belt around the city as Rum River Drive has been for Highway 169.

Stoeckel mentioned that folks looking to purchase property may be more interested in industrial property rather than residential. Nielson said that leapfrog development is not promoted and the city would rather have development occur in an orderly fashion.

Union Eagle reporter, Joel Stottrup (who arrived late), asked how feasible Richard Anderson's proposed plan was. Nielson said the proposal has a lot of wetland hurdles and would cost significantly higher. It would not be impossible, but would be difficult.

Karnowski added that in Anderson's initial proposal, the most positive reception was the fact that it would be paid for by both Mille Lacs and Sherburne Counties and cost the city little or nothing. After receiving documents from both engineers, it was determined that that wasn't going to happen.

Dobson asked if crosswind runway has significant A and B clear zones area, and if it does, at what point does it affect Meadowview Estates. Nowicki advised that the A and B clear zones are directly proportional to the length of the crosswind runway and already impact Meadowview.

Nowicki said the Airport Layout Plan has to exactly match the city's zoning ordinance and that's not currently the case. Because the crosswind is a shorter runway, the A & B clear zones are shorter than those of the main runway. Re-configuring the crosswind would require a re-zoning. Furman noted that the current A & B Zones are larger than necessary and could be modified and that the city zoning ordinances could be amended to reflect that change. That change would free up some land in Meadowview.

Fuhrman added that the crosswind runway zoning is based on the existing Airport Zoning Ordinance, and that the Ordinance is for a crosswind location of a different length and location than the one on the current Airport Layout Plan (ALP). The zoning can be changed to match the ALP. If the crosswind runway zoning were changed to match the ALP crosswind, the development potential would be opened up. Right now, the crosswind zoning is limiting the building potential in portions of Meadowview as well as commercial or industrial possibilities south of First Street.

Karnowski asked if it would be appropriate to note that the city council recognizes that the proposed alternative if 21<sup>st</sup> Avenue is not viable and Mr. Anderson's proposal will not work. The Council agreed with that statement.

Nielson said that WSB is looking for direction on how to proceed. One question remaining is how far the crosswind runway would have to be moved to the southwest with the current 2230 foot length configuration as proposed on the ALP.

Walker asked if Nielson had come up with options on how farther east 21<sup>st</sup> could possibly be located. Nielson said that, without a formal application to the DNR (which will cost money); it may be hard to know. Nielson suggested that a less expensive alternative would be to set up a meeting with the DNR to discuss crosswind and 21<sup>st</sup> Avenue alternatives.

Stoeckel suggested the Nielson work Dresel as much as possible to make sure the crosswind stays a viable option for the future. Ferlaak agreed.

### **FUTURE OF CROSSWIND RUNWAY**

Joel Dresel from SEH said that as the airport develops, there is only so much time, energy and money to get things accomplished. He said that the Crosswind Runway is a project that has been discussed for years, but that things are changing. Dresel said that passions and interests run high for those favoring making a 5000 foot runway the priority versus those who support the crosswind runway.

Dresel made points regarding the crosswind runway:

1. Nothing in engineering is impossible
2. There is only so much time and money
3. The crosswind runway has always relied on the road going through Runway Protection Zone (RPZ). The proposed extension of 21<sup>st</sup> Avenue would not have light poles or fire hydrants. The city has proceeded on that path for a quite a while. The FAA's position on roads through an RPZ is changing and getting more restrictive. A draft of the new policy is out for public comment, but the hoops to jump through to get Federal funding are becoming tougher. Even though the Airport Layout Plan was approved years ago, today's standards will be used when the FAA considers approval for a roadway through the RPZ.
4. The wind requirements have changed in two ways and have become a funding issue. Justifications using certain wind issues are needed for a Crosswind Runway. Also, the Princeton Airport has now had a weather recording station for a longer period of time; therefore new and more accurate data will be taken from Princeton reading versus the St. Cloud reading that were previously used. The FAA requires ten years of wind data.

Nowicki added that now, using the Princeton's own wind data, it is unknown whether a crosswind runway will still qualify for Federal Funding.

The FAA has determined that if planes can land 95% of the time on the primary runway that a crosswind runway may not be justified. The FAA defines "knots" or wind speed is different as to what type of aircraft can land. Smaller aircraft lands statistically up to 10.5 knots. Using that data, our current coverage is at about 94.3, just under the required 95%. Using the old method, it would still qualify Princeton for a Crosswind Runway. With all the changes in FAA rules, there is more scrutiny. Not only would we have to prove that you have less than 95% but also to prove that there would be an additional 500 landings that would have not been able to occur if our airport didn't have a crosswind Runway. Nowicki said that they are finding that with other small airports such as Princeton's, it may difficult to meet that 500 landing threshold.

Ferlaak asked if using the 10.5 knots was in relationship to the primary runway. Nowicki said that any airplane that could land just as easily on an 8-knot crossway could not be counted.

Dotseth asked if the Flight School would help and Nowicki said that it would.

Dresel went on to comment about the desired 5,000 foot runway:

1. It is not on the current ALP,
2. The FAA has not indicated that they want a 5,000 foot runway at Princeton. As a side note, 5,000 feet is not an FAA requirement, it's only an insurance requirement for private jet users.
3. Similar to the crosswind, the city would have to demonstrate that an additional 500 takeoffs/landings will occur if the longer runway is built.
4. The project would also have to go through the city's zoning process

Ferlaak added that with Wal-Mart's jets and Coborns' jets, there could be larger airplanes landing in Princeton.

Dotseth asked if a survey could be sent to businesses asking about the need for a 5,000 foot runway. Walker said it would difficult to secure a list of appropriate businesses to pole. Ferlaak said that he is aware of a business in St. Cloud that would like to move their business in Princeton if there was jet fuel available and had Princeton had a 5,000 foot runway.

Dobson asked how this could affect Glenn Metalcraft. Glenn answered that, as for future plans, he has ambitions of owning a larger plane. A pilot with his experience would love to have a longer runway. Currently, Glenn flies into Anoka or St. Cloud a lot of the time.

Walker asked how much the extension of the runway would cost the city. Dresel estimated about ten percent of about three million dollars.

Walker advised the Airport Board that there would be no way he would say "yes" to both a crosswind runway and the extension of the runway to 5,000 feet. Walker suggested that the

AAB and city pick one and focus on that project.

Dotseth asked if any of the larger businesses could contribute toward the runway. Walker noted that the pilots that would use the longer runway are not the same pilots that would use the crosswind runway. In other words, if we asked people to contribute to one project and then spent money on the other, it would not be honest.

Karnowski added that noted in the movie *Field of Dreams*; "If you build it, they will come." So if we had a 5,000 foot runway, it may attract new business. But, if you ask those businesses to pay for a runway improvement that is not there yet, it may not be as attractive. For community development, there is a better chance of attracting a resident if you already have the facility in place.

Dobson commented that since he has been a liaison for the Airport Board, the extension of the existing runway has always been the number one priority. He feels, the crosswind can stay as a wish list item for the future. All agreed that lengthening the runway is more important at this point than the crosswind.

Karnowski added that when he and Fuhrman discussed the issue they agreed that the zoning that is in place is for a crosswind inhibits development of properties in the city. As Richard Anderson noted in his proposal, land northeast of the airport might be better used as industrial land. Some of the land could be zoned industrial, but the existing crosswind Zone A is eating up a third of the land. Karnowski said the city could leave it on the ALP as a possibility to build it later but that it is currently holding up the development of some land.

Nowicki said that once Nielson determines how far to the east 21<sup>st</sup> can be built she and Dresel can work on where the crosswind should go.

Whitcomb asked if Nowicki knew Princeton's current wind data. Nowicki said she did not.

Walker again reiterated his wish to have Dresel and Nielson work together to come up with a workable plan.

Fuhrman suggested concentrating on the greater good for the community and that we already know the justification is difficult for the crosswind.

Walker is aware that Fuhrman wishes for the zoning that comes with the crosswind to "go away".

Dobson said that what is good for the community today needs to be a priority. The first step is to see how 21<sup>st</sup> Avenue can be built and how will it affect other lands to the north and south. The AAB can then make a decision and bring it to council. Dobson said he does not want to take the possibility of a crosswind runway completely off the board. But, more facts are needed before a decision is made. Dotseth asked if Nielson could have more facts for the Airport Board.

Nielson asked the SEH Engineers what the current number of takeoffs at the Princeton airport. Nowicki said Princeton currently has a little under 400 landings and take at the Airport. It was also noted that a B2 private jet type airplane can land on a 3,900 foot runway like Princeton's.

Glenn mentioned that he has strong reservations about supporting increased traffic past his business and into the industrial park on their way to Wal-Mart. Glenn said that if he loses access to his loading docks, they are worthless to his business.

Nielson reiterated that before any money is spent on a final design of a 21<sup>st</sup> Avenue extension, the city would like to have the Airport Board's support.

Walker suggested more curves in the streets to slow people down so they won't want to take the route through the Industrial Park. Nielson said the road has standard curves with a 35-40 miles-per-hour design speed. The speed limit would remain at 30 miles-per-hour.

Stoeckel said the Airport Board would be willing to give a blessing if the potential for a

crosswind remained as a future option.

Kruse asked whether the city would encourage increased traffic through Industrial Park. Kruse said that, sooner than later, the extension of Rum River Drive south of the airport will have to be built. Nielson commented that the traffic need has to be there before the improvement can be justified.

Ferlaak added that, roughly ten years ago, it was a common practice for people to cut through the airport between 1<sup>st</sup> and the industrial park. At that time, the airport gates were left open. Ferlaak said he had to work with the FAA to avoid mixing cars and airplanes on the same roadway. When the Distillery and Crystal Cabinets work shifts would end at the same time, it was bumper to bumper going through the airport. Nielson said that a safe route is the goal. Because of congestion on Highway 169, at this time, to extend 21<sup>st</sup> Avenue is a desirable alternative route.

Stoeckel asked about two homes between the runway and the east-west road south of the airport. Nielson said he didn't think that there were any residential homes in that area. Karnowski said that Prairie Restorations owns the older home and will be tearing it down. The airport zoning extends outside the city, and homes cannot be built in the clear zone area.

Dotseth said that, when planning, the future expansion of the runway should be kept in mind.

Jackson added that the RPZ for the extension brings the road south quite a bit. If the runway is built longer, larger RPZs and better instruments will be needed. As well as larger A & B zones. Those are improvements that the board may want to consider.

Glenn asked about the proposed lots in the Prairie Restoration plat appear to be very small. Fuhrman said she mentioned that to Neilson; in that they are much smaller than any other industrial lot in the current park. They are not being actively marketed at this point as there is no sewer and water readily availabilities.

Glenn suggested an industrial lot with their own sewer, but Karnowski said if you are going to market a lot, and depending on the type of business, there should be sewer and water access. Some business cannot operate without it. Neilson said that must industrial concerns need city water for fire protection.

Dotseth asked that in the planning stages if the adjoining townships would be included in the discussions. Karnowski said that the city has had had conversations with the abutting property owners. But, rather than getting people worked up early in the planning stage, the township boards are not included in the discussion. Karnowski said that, often, ideas end up falling off of the table completely before they even make it onto paper.

Nielson offered to look at a timeline on the true impact that 21<sup>st</sup> Avenue will have on a crosswind and what types of adjustments could be made to allow the two to coexist. Nielson will speak with the DNR and Dresel will speak with the FAA and MnDOT. Karnowski suggested a 60-day time period before the boards meet again. Possibly the August Study Session.

#### **AIRPORT BOARD ADJOURNMENT:**

DOTSETH MOVED TO ADJOURN. THE MOTION WAS SECONDED BY GLENN. MOTION CARRIED UNANIMOUSLY. THE MEETING ADJOURNED AT 6:40 PM.

*(The City Council continued their meeting at this point)*

#### **CARIE FUHRMAN STEP INCREASE**

It was noted that after one year of service, Community Developer Carie Fuhrman's pay should increase to Step 4, which is 57,623.00 a year.

WALKER MOTIONED TO APPROVE CARIE FUHRMAN'S STEP 4 INCREASE EFFECTIVE ON JUNE 6, 2012. DOBSON SECONDED THE MOTION. THE MOTION CARRIED

UNANIMOUSLY (3 AYES, 0 NAYS).

**3<sup>RD</sup> STREET CONSTRUCTION**

The City Council tabled this to the June 14, 2012 regular meeting.

**FOURTH OF JULY MEETING**

The City Council agreed to not change the date for their July 5<sup>th</sup> Study Session.

**CITY COUNCIL ADJOURNMENT**

There being no further business:

DOBSON MOVED TO ADJOURN THE MEETING AT 6:51 PM. WALKER SECONDED THE MOTION. THE MOTION CARRIED UNANIMOUSLY (3 AYES, 0 NAYS).

Respectfully Submitted,

Katie Hunter  
City Clerk

ATTEST:

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Paul Whitcomb, Acting Mayor

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Gene Stoeckel, Airport Board Chair