



Welcome and thank you for your interest in the Lawrence J. Timmerman Environmental Assessment to analyze the potential environmental impacts associated with proposed improvements at the airport.

Project Background

The Milwaukee County Board of Supervisors accepted Timmerman Airport's Strategic Development and Airport Master Plan Study (Master Plan) in February 2008. The Master Plan assesses the Airport's current and future role in the regional aviation system and provides guidance and direction regarding future airport development needs. The Master Plan recommends a 300-foot extension to each end of Runway 15L-33R and associated parallel taxiways which will increase runway length from 4,106 feet to 4,706 feet. The proposed runway and taxiway extension projects will occur entirely on existing airport property and will provide safer operating conditions for existing airport users.

As a condition of requesting and accepting a Federal Aviation Administration (FAA) grant for this project, potential environmental impacts must be evaluated and documented in accordance with the National Environmental Policy Act (NEPA) of 1969. Milwaukee County, as owner of the Airport, will prepare an Environmental Assessment (EA) for this project

Meeting Format

- ▶ This is an open-house workshop. The presentation boards provide information about the environmental review process and the proposed improvements. Feel free to seek out one of the consultants with any questions or comments.
- ▶ This is an informational meeting only, no formal presentation will be given.

More Information/Comments

For more information about the project, including copies of the printed meeting materials, visit:

<http://www.mitchellairport.com/projects.html>

Written comments on the project may be submitted on the provided comment sheets or by email to:

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Project website and contact information is also available by scanning the following Quick Response (QR) codes with your smartphone.



Project Website

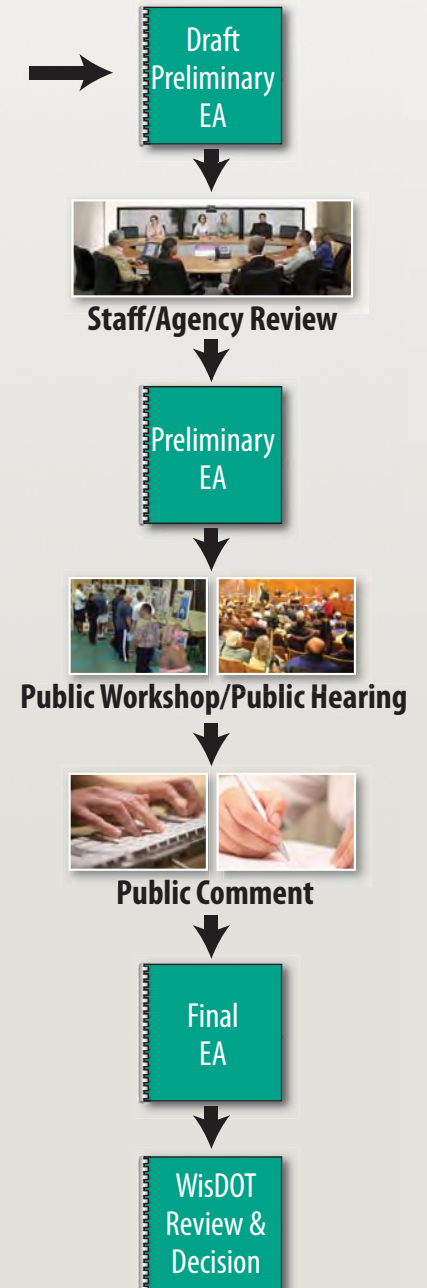
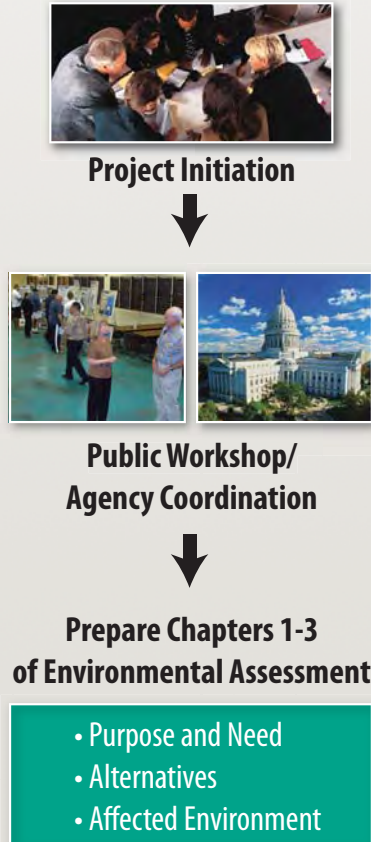


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ENVIRONMENTAL PROCESS



Compatible Land Use

An airport's compatibility with surrounding land uses is usually associated with the extent of the airport's noise impacts. Airport projects such as those needed to accommodate fleet mix changes, an increase in operations at the airport, or air traffic changes are examples of activities which can alter noise impacts and affect surrounding land uses. Typically, if the noise analysis concludes that there is no significant impact, a similar conclusion usually can be made with respect to compatible land use. However, if the proposed action would result in other impacts exceeding thresholds of significance which have land use ramifications, such as disruption of communities, relocation of businesses or residences, and induced socioeconomic impacts, the effects of the land use impacts shall also be discussed within this section.

Thresholds of Significance

When the noise analysis determines that a significant impact will occur over noise-sensitive areas within the 65 DNL noise contour, the compatible land use discussion should include a discussion on mitigation measures to be taken along with other land use controls. Special consideration needs to be given to unique and sensitive Section 4(f) properties.

Noise

Aircraft sound emissions are often the most noticeable environmental impact an airport will produce on a surrounding community. If the sound is sufficiently loud or frequent in occurrence, it may interfere with various activities or otherwise be considered objectionable. To determine noise-related impacts that the proposed action could have on the environment surrounding the airport, noise exposure patterns based on projected future aviation activity were analyzed.

Thresholds of Significance

FAA Orders 1050.1E and 5050.4B define a significant noise impact as one which would occur if the Proposed Action would cause noise-sensitive areas to experience an increase in noise of 1.5 DNL or more, at or above the 65 DNL noise exposure level when compared to the No Action alternative for the same timeframe.



Construction Impacts

Temporary environmental impacts may occur as a result of construction activities. Primarily, these impacts would relate to noise resulting from heavy construction equipment, fugitive dust emissions, and potential impacts on water quality from runoff and soil erosion from exposed surfaces.

Thresholds of Significance

Construction impacts alone are rarely significant. Refer to the air quality, water, fish, plants, wildlife, and other relevant impact categories for discussions regarding potential construction impacts.



Secondary (Induced) Impacts

Major development proposals often involve the potential for induced or secondary impacts on surrounding communities. When such potential exists, the EA shall describe in general terms such factors. Examples include shifts in patterns of population movement and growth, public service demands, and changes in business and economic activity to the extent influenced by the airport development. Induced impacts will normally not be significant except where there are also significant impacts in other categories, especially noise, land use, or direct social impacts.

No threshold of significance is established for this impact category.



Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks

Socioeconomic impacts known to result from airport improvements are often associated with relocation activities or other community disruptions, including alterations to surface transportation patterns, division or disruption of existing communities, interferences with orderly planned development, or an appreciable change in employment related to the project. Social impacts are generally evaluated based on areas of acquisition and/or areas of significant project impact, such as areas encompassed by noise levels in excess of 65 DNL.

Executive Order 12898 and Order DOT 5610.2, Environmental Justice, require FAA to provide for meaningful public involvement by minority and low-income populations, as well as analysis that identifies and addresses potential impacts on these populations that may be disproportionately high and adverse.

Pursuant to Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks, federal agencies are directed to identify and assess environmental health and safety risks that may disproportionately affect children. These risks include those that are attributable to products or substances that a child is likely to come in contact with or ingest, such as air, food, drinking water, recreational waters, soil, or products they may be exposed to.

FAA Order 1050.1E, Appendix A, paragraph 16.3, states the thresholds of significance for this impact category are reached if the project negatively affects a disproportionately high number of minority or low-income populations or if children would be exposed to a disproportionate number of health and safety risks. Significant socioeconomic impacts would result if an extensive number of residents need to be relocated and sufficient replacement housing is unavailable; if extensive relocation of a business is required and this relocation would create a severe economic hardship for the affected communities; if disruptions of local traffic patterns would substantially reduce the level of service of the roads serving the airport and the surrounding community; or, if there would be a substantial loss in the community tax base.



Air Quality

Air contaminants increase the aggravation and production of respiratory and cardiopulmonary diseases. The standards also establish the level of air quality which is necessary to protect the public health and welfare including, among other things, effects on crops, vegetation, wildlife, visibility, and climate, as well as effects on materials, economic values, and on personal comfort and well-being.

The U.S. Environmental Protection Agency (EPA) has adopted air quality standards that specify the maximum permissible near-term and long-term concentrations of various air contaminants. The National Ambient Air Quality Standards (NAAQS) consist of primary and secondary standards for the six criteria pollutants:

- Ozone (O₃)
- Carbon Monoxide (CO)
- Sulfur Dioxide (SO_x)
- Nitrogen Dioxide (NO_x)
- Particulate Matter (PM₁₀ and PM_{2.5})
- Lead (Pb)

Primary air quality standards are established to protect the public health from harm with an adequate margin of safety. Secondary standards are set at levels necessary to protect the public health and welfare from any known or anticipated adverse effects of a pollutant. All areas of the country are required to demonstrate attainment with the NAAQS.

Thresholds of Significance

Potentially significant air quality impacts associated with an FAA project or action would occur if the project or action exceeds one or more of the NAAQS for any of the time periods analyzed.



Floodplains

Executive Order 11988 directs federal agencies to take action to reduce the risk of flood loss, minimize the impact of floods on human safety, health, and welfare, and restore and preserve the natural and beneficial values served by the floodplains. Department of Transportation (DOT) Order 5650.2 contains DOT's policies and procedures for implementing the Executive Order. Agencies are required to make a finding that there is no practicable alternative before taking action that would encroach on a base floodplain.

Thresholds of Significance

Floodplain impacts would be considered significant if the encroachment would result in either: (1) a high probability of loss of human life; or (2) substantial encroachment-associated costs or damage, including interrupting aircraft service or loss of a vital transportation facility; or (3) adverse impacts on natural and beneficial floodplain values.



Water Quality

The *Clean Water Act* provides the authority to establish water quality standards, control discharges, develop waste treatment management plans and practices, prevent or minimize the loss of wetlands, and regulate other issues concerning water quality. Water quality concerns related to airport development most often relate to the potential for surface runoff and soil erosion as well as the storage and handling of fuel, petroleum products, solvents, etc.

Thresholds of Significance

Water quality regulations and issuance of permits will normally identify any deficiencies in the proposed development with regard to water quality or any additional information necessary to make judgments on the significance of impacts. Difficulties in obtaining needed permits for the project, such as National Pollutant Discharge Elimination System (NPDES) or Section 404 permits, typically indicate a potential for significant water quality impacts.



Wetlands and Waters Of The U.S.

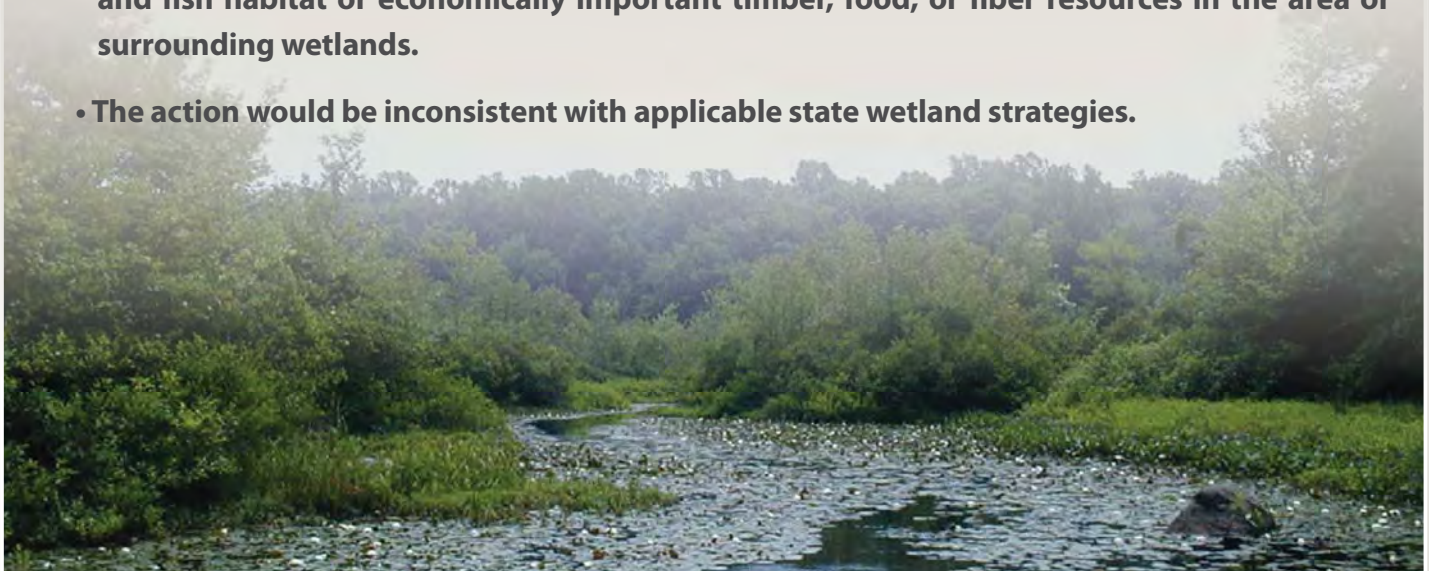
The U.S. Army Corps of Engineers (COE) regulates the discharge of dredged and/or fill material into waters of the United States, including adjacent wetlands, under Section 404 of the *Clean Water Act*.

Wetlands are defined by Executive Order 11990, Protection of Wetlands, as those areas that are inundated by surface or groundwater with a frequency sufficient to support, and under normal circumstances does or would support, a prevalence of vegetation or aquatic life that requires saturated or seasonally saturated soil conditions for growth and reproduction. Categories of wetlands include swamps, marshes, bogs, sloughs, potholes, wet meadows, river overflows, mud flats, natural ponds, estuarine areas, tidal overflows, and shallow lakes and ponds with emergent vegetation.

Thresholds of Significance

As outlined within FAA Orders 1050.1E and 5050.4A, a significant impact to wetlands would occur when the proposed action causes any of the following:

- The action would adversely affect the function of a wetland to protect the quality or quantity of municipal water supplies, including sole source, potable water aquifers.
- The action would substantially alter the hydrology needed to sustain the functions and values of the affected wetland or any wetlands to which it is connected.
- The action would substantially reduce the affected wetland's ability to retain floodwaters or storm-associated runoff, thereby threatening public health, safety, or welfare.
- The action would adversely affect the maintenance of natural systems that support wildlife and fish habitat or economically important timber, food, or fiber resources in the area or surrounding wetlands.
- The action would be inconsistent with applicable state wetland strategies.



Cultural, Historical, Architectural, and Archaeological Resources

Determination of a project's environmental impact to historic and cultural resources is made under guidance in the *National Historic Preservation Act (NHPA) of 1966*, as amended, the *Archaeological and Historic Preservation Act (AHPA) of 1974*, the *Archaeological Resources Protection Act (ARPA)*, and the *Native American Graves Protection and Repatriation Act (NAGPRA) of 1990*. In addition, the *Antiquities Act of 1906*, the *Historic Sites Act of 1935*, and the *American Indian Religious Freedom Act of 1978* also protect historical, architectural, archaeological, and cultural resources.

Thresholds of Significance

The action would affect a property that is on or eligible for inclusion in the NRHP if it has the potential to alter the characteristics of the property which make it eligible for listing. Federal agencies can make one of three types of "effects findings" for an action: "no properties affected," "no adverse effect," and "adverse effect." The level of finding depends upon how severely a project would alter the characteristics of a property that make it eligible for the NRHP. Although the FAA works closely with the State Historic Preservation Officer (SHPO) and/or the Tribal Historic Preservation Officer (THPO), the FAA is ultimately responsible for the effect decision, not the SHPO or THPO.

Fish, Wildlife, and Plants

Section 7 of the *Endangered Species Act (ESA)*, as amended, applies to federal agency actions and sets forth requirements for consultation to determine if the proposed action "may affect" a federally endangered or threatened species.

Thresholds of Significance

A significant impact to federally listed threatened or endangered species would occur when the FWS or NMFS determines that the proposed action would likely jeopardize the continued existence of the species in question, or would result in the destruction or adverse modification of critical habitat for the species. However, an action need not involve a threat to extinction to federally listed species to result in a significant impact; lesser impacts including impacts on non-listed species could also constitute a significant impact. Consultation with agencies or organizations having jurisdiction or special expertise concerning the protection and/or management of the species should be utilized in cases such as this.



Hazardous Materials, Pollution, Prevention, and Solid Waste

The following acts have been adopted to regulate hazardous wastes: RCRA and CERCLA. RCRA governs the generation, treatment, storage, and disposal of hazardous wastes. CERCLA, commonly referred to as Superfund, provides Federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment.

Additionally, Executive Order 12088, as amended, directs Federal agencies to comply with “applicable pollution control standards,” in the prevention, control, and abatement of environmental pollution and consult with the EPA, State, interstate, and local agencies concerning the best techniques and methods available for the prevention, control, and abatement of environmental pollution.

Thresholds of Significance

Per FAA Order 1050.1E, Appendix A, Paragraph 10.3, thresholds of significance are typically only reached when the resource agency has indicated that it will be difficult to issue a permit for the proposed development. A significant impact may also be realized if the Proposed Action alternative will affect a property listed on the National Priorities List (NPL), which lists sites identified under the Superfund program that warrant further investigation.

Department of Transportation Act: Section 4(f)

Section 4(f) of the DOT Act, which was recodified and renumbered as Section 303(c) of 49 USC, provides that the Secretary of Transportation will not approve any program or project that requires the use of any publicly owned land from a historic site, public park, recreation area, or waterfowl and wildlife refuge of national, state, regional, or local importance unless there is no feasible or prudent alternative to the use of such land, and the project includes all possible planning to minimize harm resulting from the use.

Thresholds of Significance

A significant impact would occur when a proposed action either involves more than a minimal use of a Section 4(f) property or is deemed a “constructive use,” thereby substantially impairing the Section 4(f) property, and mitigation measures do not eliminate or reduce the effects. Substantial impairment would occur when impacts to Section 4(f) lands are sufficiently serious so that the value of the site in terms of its prior significance and enjoyment are reduced or lost.

Natural Resources and Energy Supply

Energy requirements associated with the proposed action alternative generally fall into two categories: (1) those that relate to changed demands for stationary facilities (i.e., airfield lighting and terminal building heating); and (2) those that involve the movement of air and ground vehicles (i.e., fuel consumption). In addition to fuel, the use of natural resources includes construction materials, water, and manpower.

Thresholds of Significance

An impact arises where a project will have a measurable effect on local energy supplies or would require the use of an unusual material or one in short supply. Increased consumption of fuel by aircraft is examined where ground movement or run-up times are increased substantially without offsetting efficiencies in operational procedures, or if the action includes a change in flight patterns. Ground vehicles' fuel consumption is examined only if the action would add appreciably to access time, or if there would be a substantial change in movement patterns for on-airport service or other vehicles.

Light Emissions and Visual Impacts

Airport lighting is characterized as either airfield lighting (i.e., runway, taxiway, approach and landing lights) or landside lighting (i.e., security lights, building interior lighting, parking lights, and signage). Generally, airport lighting does not result in significant impacts unless a high intensity strobe light, such as a Runway End Identifier Light (REIL), would produce glare on any adjoining site, particularly residential uses.

Visual impacts relate to the extent that the proposed development contrasts with the existing environment and whether a jurisdictional agency considers this contrast objectionable. The visual sight of aircraft, aircraft contrails, or aircraft lights at night, particularly at a distance that is not normally intrusive, should not be assumed to constitute an adverse impact.

No specific impact thresholds have been established for this resource category.

