

Appendix A: Stakeholder Outreach

Stakeholder Interviews Summary Report

Background and Objectives

During the period of January 13, 2017, to February 23, 2017, Compass Solutions LLC conducted more than fifty interviews with MWC stakeholders, potential users and local businesses. The data obtained through the interviews will be used to define MWC's role as well as in the development of the business plan.

The stakeholder interviews were designed to:

- Better identify the current and desired assets of the MWC
- Gather critical information from stakeholders, potential users and area businesses.
- Establish connections potential users and local businesses

Process Overview

The following sections describe the steps used in developing and conducting the stakeholder interviews.

Participant Selection

Milwaukee County staff and the FBO assisted with identifying key stakeholders for interviews, including:

- Current stakeholders at MWC, businesses and private aviation users
- Business users of other aviation facilities in the MWC market area
- Local businesses that could help drive market growth
- Local brokers/developers that could be interested in aviation or nonaviation development at MWC

Participant Contact

Recommended stakeholders were interviewed face to face and via telephone.

Stakeholders and current users of MWC were interviewed in person, while potential users and local businesses were interviewed via telephone.

Interviews

Fifty-five interviews were conducted during the period of January 13, 2017, to February 23, 2017.

Stakeholder Interviews:

Targeted face-to-face interviews were conducted with the following stakeholders: John Lotzer, president, Gran-Aire Inc.; Gavin Leake: manager, Spring City Aviation; and Edward Novak, manager, Midwest Air Traffic Control Services Inc.

The format of the stakeholder interview was face to face, with the participation of Susan Zellers, Hanson's project manager and Kim Berry, Milwaukee County's project manager. Each were able to ask additional questions that were not listed on the questionnaires.

The stakeholders were introduced to the project, including the background of the Milwaukee County airport's goals and objectives, project process and schedule and contact information.

Telephone Interviews:

During the period of January 16, 2017, to February 23, 2017, telephone interviews were conducted with the companies listed on Exhibit A.

Interview Questionnaire

Two separate questionnaires were developed for the interviews. One for the stakeholders and current users and one for the area businesses. Both questionnaires are attached as Exhibit B and C, respectively.

Interview Responses

The interview responses are listed below by two separate categories: responses by stakeholders and current users and responses by area businesses.

1. Stakeholder Responses

Here are the most common responses from the stakeholders:

- Need longer runway. Minimum 4,500 ft. (5,000 ft. would be ideal)
- Need instrument approach to Runway 33
- Need to upgrade FBO facilities
- Need upgrade to hangar facilities (corporate and private)
- Need on-airport restaurant facility
- Need marketing program to advertise airport services

2. Stakeholder Responses

Here are the most common responses from the stakeholders:

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- Need instrument approach to Runway 33
- Need to upgrade FBO facilities
- Need upgrade to hangar facilities (corporate and private)
- Need on-airport restaurant facility
- Need marketing program to advertise airport services

Develop Stakeholder Committee

Background and Objectives

Through the interviewing process, a stakeholder committee was developed to serve as a sounding board during the business planning process and could be available during the implementation process.

The recommended stakeholder committee consist of the following:

- John Lotzer: president, Gran-Aire Inc.
- Gavin Leake: manager, Spring City Aviation
- Edward Novak: manager, Midwest Air Traffic Control Services Inc.

The stakeholder committee should also include Milwaukee County airport representatives.

EXHIBIT A

LAWRENCE J. TIMMERMAN AIRPORT

Business Plan

Interview List

Milwaukee Harley-Davidson	BizTimes Media
Briggs and Stratton Corp.	Milwaukee Business Journal
Oldenburg Group	Bridge Logistics Services Inc.
CAP Timmerman Composite Sq.	GDLSK LLP
Hyatt Place Milwaukee – West	Cornerstone International Group
Hampton Inn Milwaukee – Northwest	Hilton Milwaukee River
Spring City Aviation	The Pfister Hotel
Executive Air Transport	Newport Jets
Hawthorne Global Aviation Services	Funjet Vacations
CAP Timmerman Composite Sq.	Adelman Travel Group
Milwaukee County Economic Development	Attention Era Media
Milwaukee County airports	OnMilwaukee
Wheaton Franciscan Healthcare	AECOM
We Energies	Rivera & Associates
Johnson Controls	Reputation Partners
J. M. Brennan Inc.	Hall, Render, Killian, Heath & Lyman P.C.
The Mark Travel Corporation	Journal Sentinel Inc.
Zywave	TDS Telecommunications Corp.
Wipfli LLP	Hilton Garden Inn Milwaukee Downtown
Butters Fetting Co. Inc.	Hilton Milwaukee City Center
Eppstein Uhen Architects	Brady Corp.
Paper Machinery Corp.	Ivarson Inc.
BMO Harris	The Iron Horse Hotel
Northwestern Mutual	The Daily Reporter Publishing Co.
Creative Marketing Resources	Total Energy Systems
El Greco Restaurant	

**Lawrence J. Timmerman Airport
Business Plan**

Exhibit B

LAWRENCE J. TIMMERMAN AIRPPORT
Business Plan

1. How long has your company been operating at Timmerman?
2. What service(s) does your company provide at Timmerman?
3. Are there any additional service(s) your company would like to provide?
4. What types of facilities and/or equipment does your company require to provide its service(s)?
5. Are these types of facilities and/or equipment available at Timmerman?
6. How would these facilities and/or equipment enable you to grow your business at Timmerman?
7. Who is responsible for providing these facilities and equipment?
8. Are there any facility and/or equipment that should be at the airport that is not there?
9. Can you rank them in order of importance to your company?
10. What questions are we not asking? Is there an elephant in the living room?

Exhibit C

LAWRENCE J. TIMMERMAN AIRPPORT
Business Plan

1. How long has your company been operating at Timmerman?
2. What service(s) does your company provide at Timmerman?
3. Are there any additional service(s) your company would like to provide?
4. What types of facilities and/or equipment does your company require to provide its service(s)?
5. Are these types of facilities and/or equipment available at Timmerman?
6. How would these facilities and/or equipment enable you to grow your business at Timmerman?
7. Who is responsible for providing these facilities and equipment?
8. Are there any facility and/or equipment that should be at the airport that is not there?
9. Can you rank them in order of importance to your company?
10. What questions are we not asking? Is there an elephant in the living room?

Appendix B: Strategic Planning Charrette Minutes

Appendix C: Alternatives Workshop Minutes

Appendix D: Marketing/Branding Workshop Minutes

Appendix E: Financial Planning Workshop Minutes

Appendix F: Terminal Existing Conditions Report

Date: March 13, 2017

RE: **Timmerman Airport Business Plan – Administration Bldg. Condition Report**
Quorum Architect's Project Number: 16041.00



Building Information

Structure Type: Building
Area: 25,700 SF
Use: Office and Repair/Storage Hanger
Construction Type: IC – Type IIIB
Occupancy Classification: B: Business / S-1: Moderate-Hazard Storage; Aircraft Hanger (storage and repair)
Floors: 2
Historic Name₁: Curtiss Wright Field
Current Name: Timmerman Airport Terminal
Historical Category₁: Not listed on City, State or National Registers
WHS Ref. No. ₁: 118469
Address: 9305 W Appleton Ave
City/State/Zip: Milwaukee, WI 53225
Year Constructed₁: 1929
Year Renovated: 1992
Architect₁: Franzheim, Kenneth
Architectural Style₁: Art Deco
Ownership: Milwaukee County

General:

The Administration Building / Spring City Aviation (formerly Gran-Aire, Inc.) is located at 9305 W Appleton Avenue and is part of the Lawrence J. Timmerman Field Airport complex. This 2-story, 24,433 square foot building was built in 1929 and has approximately 12,885 square feet of business space (office, lobby, flight-school classrooms, former restaurant now converted to pilot lounge, maintenance and storage offices) and 11,548 square feet of hanger, workshop and storage space. The building has a two-story business portion on the south side that contains the lobby, flight operations offices and classrooms on the ground floor and pilots' lounge. The north side of the building is two-story with an aircraft repair workshop and storage area on the ground floor and repair shop operations, flight school offices and unused classroom, and parts storage department on the second floor. The center area consists of two back-to-back hanger areas with the east hanger being the aircraft repair area and the west hanger being used for aircraft storage for private planes and helicopters. There is an unfinished enclosed mezzanine in the west hanger that is accessed by open stairs from both hangers. The ground floor area is 18,116 square feet and the second floor area is 6,318 square feet. There is no basement.

History:

The building was originally built by the newly combined Curtiss-Wright Corporation in 1929 and dedicated on July 6, 1930 as one of a series of 25 regional airports the company built to create a nationwide chain of modern airports containing service facilities that would make them the aviation centers of the future. In 1929, Curtiss-Wright was formed by the merger of companies founded by Glenn Curtiss, the father of naval aviation, and the Wright brothers, renowned for history's first flight.² Strategic locations for the new airports were selected on the most heavily traveled lines of transportation and within easy reach of the great business centers of the country. The airport was originally known as Curtiss-Wright Field, hence the letters "WC" in the airport codes used to this day. In 1945, Curtiss-Wright sold the airport to Fliteways, Inc., the airport's property manager since



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1936. Milwaukee County purchased the airport from Fliteways in July 1947, when it was 131 acres in size.³ The administration building for Milwaukee, as well as some of the other airport architecture built by the Curtiss-Wright Corporation at the same time, was designed in the Art Deco style; a style that embodied the streamlined, futuristic fashion of the 1920s and '30s. Traces of the Art Deco detailing are still evident on the building in the relief lines radiating from the original Curtiss-Wright logo on the pediments above the hanger doors. A renovation in 19XX covered some of the original window openings with exterior plaster and replaced the original bi-parting hanger doors with vertical-lift doors which removed the bottom portion of the original logos and obscured the detailing of the pediments above the doors.

Gran-Aire, Inc. served as the fixed-base operator at Timmerman since 1946 until they were bought in December, 2016 by Spring City Aviation. The fixed-base operator is contracted by Milwaukee County and is responsible for the day-to-day operations at the airport. Gran Aire provided fuel, mechanics & maintenance, aircraft storage, aircraft rental, air charter service, and flight instruction for training single-engine prop pilots (Cessna). Timmerman Field was the original home of the Experimental Aircraft Association (EAA) and the dope and fabric shop upstairs from the Gran-Aire maintenance hangar was where the first official gathering of the EAA was held on January 26, 1953. That same year, the first EAA fly-in was held at Timmerman Field as part of the Milwaukee Air Pageant. By 1959, the EAA annual fly-in had outgrown the Milwaukee location and moved to Rockford, Illinois Municipal Airport for a decade before moving to its current home at the EAA AirVenture in Oshkosh, Wisconsin. The former restaurant area on the second floor of the south side (facing the airfield) was the long-time home of the Sky Room Restaurant and Bar, a popular meeting place for both locals and airfield visitors.

Sources:

1. Wisconsin Historic Society: wisconsinhistory.org.
2. Curtiss-Wright company history: curtisswright.com.
3. Wikipedia.org: Lawrence J. Timmerman Airport.

Building Exterior:

The original building exterior was concrete base with face brick vertical panels between windows, 3-over-3 steel sash windows with relief-design metal spandrels between the ground floor and second floor windows and a contrasting brick spandrel above the second floor windows capped with a stone relief panel with Art Deco motif. The corner blocks flanking the hanger doors on the east and west sides were capped with a stone coping and the stepped spandrel over the hanger doors was stucco with a stylized wing pediment that had the Curtiss-Wright logo centered in the wing (see Figure 1). The original hanger doors were large glass and steel multi-section bi-parting doors with 5 sections on each side that slid into pockets in the corner blocks (see Figure 2). The south elevation of the building had punched steel window openings between brick pilasters with brick spandrels above and was probably similar in design to the Type "A" Hanger plans in shown in Figure 7. The second floor exterior wall on the south elevation was probably of lighter framed construction and the window openings did not line up with the ground floor window openings. The north elevation of the building had steel windows in a flush face brick wall at both stories with no exterior brick pilasters. The north side was more utilitarian with the same light-brown color brick used above the concrete base. The window and door openings on the south side that face the airfield were slightly recessed back from the main light-brown field with 4-inch-wide red brick reveals. The face brick was laid in a running bond with a rowlock course every 7th course.



Figure F1: Historical photo of Milwaukee Curtiss-Wright hangar building



Figure F2: St. Louis Lambert Field Curtiss-Wright hangar – similar design to Milwaukee

The building currently has modern aluminum framed window units with insulated glazing in good condition on the north and south elevations. The windows at the north side have a stucco infill at the lower half of the opening to reduce the total glazed area (see Figure 3). The windows at the south side are fixed storefront at the second floor and fixed-over-a-pair of awning windows at the ground floor openings (see Figure 4). The brick pilasters and 2nd floor exterior wall on the south side, as well as the windows and spandrel panels on the four corner blocks have been furred out and covered with an exterior stucco system. The original stone coping caps have been completely covered with painted metal trim. The original east and west hanger doors were removed and replaced with large 90' x 18' bi-fold vertical-rising overhead doors with a painted ribbed-metal skin and borrowed light units. The height of the doors required that the lower quarter of the original Curtiss-Wright logo on either side to be cut off. The vertical-lift hangar doors are in fair condition and are currently slated by the County for renewal in 2026. The non-original hollow-metal exterior doors and frames flanking either side of the hangar doors are in fair condition and require repainting. The other exterior hollow metal doors at the north side are in good condition. The aluminum and glass entry doors to the main building entry on the south, the stair to the second floor at the southeast, and the flight-line service entry at the southwest are in good condition. The roof is listed in the Milwaukee County 2016 Facility Assessment Report as being a built-up roof with a proposed replacement date of 2018.



Figure F3: Current north elevation of building



Figure F4: Current south elevation of building



Figure F5: Current west elevation of building



Figure F6: Current east elevation of building



Figure F7: Type "A" Hanger plans, CWFS. George M Bartlett, architect. *The American Architect*, July 20, 1929

Building Interior:

The building interior is comprised of seven main building areas, each with its own level of interior finish and materials.

1. Ground Floor South – Spring City Aviation Office (108 – 120) and Lobby Area (107): This area of the building is used as a reception area for visitors, office area for Spring City Aviation, and pilot training rooms. The lobby is entered through a vestibule from the south side of the building and has dated floor and wall finishes in fair condition. The ceiling is 2' by 2' acoustic ceiling tile and grid. The west end of the lobby has a reception desk with etched glass front. There are offices to the west, separate break and vending areas off the main corridor and small rooms for pilot training and filing flight plans.
2. Second Floor South – Pilots' Lounge (200 – 207; formerly restaurant and kitchen area): The second floor area is accessed through an exterior door on the south side of the building at the southeast corner. A stair (ST-1) leads directly to the second floor without connecting to other areas in the building. The pilots' lounge (200; former Dining Room) has windows that overlook the field and appears to have been recently renovated, with large air maps wallpaper and galvanized metal ribbed panels on the north wall opposite the windows. The floor is carpeted and the ceiling is painted 2' by 2' ACT. The existing men's and women's restrooms (201 – 202) on the east end are very dated and are not accessible. The lounge is connected to the west to a former wait-station room and the old kitchen area (204) beyond that. Most of the kitchen equipment has been disconnected and removed. To the west of the kitchen is a storage room (205) with separate small washroom (207), janitors sink and service stair (ST-2) back down to grade through the line service entry.
3. East Hanger – Aircraft Repair and Maintenance (122): The east hanger is a large open area with painted block walls on three sides and the bi-fold vertical-rising overhead door on the east. There are painted-over original steel and glass windows up high on the south side of the room and at grade level on the west, common wall between hangers. The floor is painted concrete with three floor drains on the east side. The floor is not pitched to the drains. The ceiling is plaster and mechanical systems are hung below it. Lighting is prismatic high-by metal halide fixtures. There is a small, non-accessible washroom (103) on the south and suspended enclosed mezzanine office (211) in the northeast corner accessed by an open steel stair. There is a painted steel door with glazed half-lite in the south wall that connects back to the office lobby, and an open steel stair the leads up to an entry to the enclosed mezzanine (208-209) in the west hanger at the southwest corner. There is a masonry opening with a sliding metal fire door through the north wall into the north workshop area.
4. West Hanger – Aircraft Storage and Maintenance (121): The west hanger is similar to the east hanger, a large open area with painted block walls on three sides and the bi-fold vertical-rising overhead door on the west. There are painted-over original steel and glass windows up high on the south side of the room and at grade level on the east, common wall between hangers. The floor is painted concrete with three floor drains on the west side. The floor is not pitched to the drains. The ceiling is 2' by 4' suspended ACT and mechanical systems are hung below it. Lighting is prismatic high-by metal halide fixtures that are hung through the suspended ceiling. There is a janitor area with a utility sink on the south raised one step above the hanger floor. There is a mechanical room with two air handlers and electric water heater off the janitor room entry. There is a painted steel door with glazed half-lite in the south wall that connects back to the office area, and an open steel stair the leads up to an entry to the enclosed mezzanine in the west hanger at the southeast corner. An IT room (118) is located under the mezzanine stair and is cooled by a thru-wall window air-conditioning unit that blows back into the west hanger area. There is also a thru-wall air conditioning unit serving Training Room 110 that blows back in the hanger.
5. Ground Floor North – Aircraft Maintenance Shops (123 – 125): The aircraft maintenance shop (124) opens off of the east hanger through a large horizontal sliding fire door. The shop has painted block walls, concrete floor and painted plaster ceilings. There are clerestory windows on the north wall that provide good natural light. Lighting fixtures are ceiling mounted fluorescent

shop lights with exposed conduits. There are still three original metal shade warehouse lights mounted directly to ceiling junction boxes down the center of the room. This shop area is connected to the shop room to the west through an original metal clad fired door. The room is heated by a ceiling mounted gas-fired space heater in the northeast corner. The west shop (123) is connected to the west hanger by a large sliding metal door, but this door is blocked by cabinets and workbenches on the hanger side. The northwest shop room has painted block walls, concrete floor and painted plaster ceilings. There are clerestory windows along a portion of the north wall and the room is lit by one ceiling mounted fluorescent shop fixture and has a small gas-fired space heater in the northeast corner suspended from the ceiling. There is a self-contained spray booth in the room and the eastern-most window sash opening has been filled with a metal panel and a centrifugal exhaust fan. There is a composite single-tub utility sink on the north wall and an electric tank water heater. The room exits to the west through an original metal recessed-panel door into the northwest stairwell and exit to grade. There is an additional room (125) to the east of the main shop room, but is entered only from the exterior. Access to this room was not available during the condition assessment walk-thru.

6. Second Floor North – North Offices, Classroom and Parts Stockroom (210 – 217): This second floor area to the north of the hangers is access via an open steel stair up from the east hanger on the east end and an enclosed stair (ST-3) to grade at the west end. The two stairs are joined by a finished corridor (210) along the north wall of the west hanger. The Parts Room desk (213) is accessed off the open landing at the top of the east steel stair and is connected to the Stock room (212) to the east through a cased opening and the parts Office (214) to the west through a double door. Parts Stock (212) has painted concrete floor and an exposed plaster ceiling with surface mounted fluorescent channel lighting. Parts Room (213) has an unpainted concrete floor and 2' by 4' acoustic ceiling tile (ACT) ceiling. Enclosed mezzanine Office (211) is suspended from the attic trusses above over the northwest corner of the east hanger. There are glass windows in the southeast corner of the office that afford a view of the entire east hanger. The office has painted gypsum board walls above an oak paneled wainscot. The ceiling in this office is gypsum board with recessed 2' by 4' recessed fluorescent lighting fixtures. The corridor (210) has carpeted floor, painted walls and 2' x 4' acoustic ceiling with dark metal grid and recessed fluorescent lighting. The offices and classroom along the north windows have carpeted floors, painted gypsum board walls, and ACT ceilings. Office (215) has a paneled wainscot and a gas-fired furnace that serves the offices in that area. Classroom has an ACT metal grid system, but all of the tiles have been removed. The stair (ST-3) at the west end is painted risers and treads, painted concrete block walls, painted plaster ceiling, and is lit by a single porcelain socket fixture.
7. West Hanger Mezzanine – Unfinished Rooms (208 – 209): This enclosed mezzanine area is located in the southeast corner of the west hanger, above the ground floor Spring City Aviation training rooms. The mezzanine is accessed by open stairs from both hangers. At the time of the assessment walk-through, this area was in the process of being remodeled. Existing walls on the south, east and north were furred out with wood studs and the floor was sheathed with plywood. The east wall is the painted concrete block demising wall between the hanger areas. The existing ceiling is painted drywall and the room is light by three suspended fluorescent shop lights. The original steel sash exterior windows on the south end of the room have been uncovered on the interior side, but are painted over and possibly covered at the exterior. The only mechanical system for the room is (3) thru-wall air conditioners that blow into the hanger areas adjacent.

Structure:

The building super structure is primarily a combination of exterior masonry bearing walls and steel frame construction. The hanger areas have large gabled steel trusses that free span the hanger areas and are supported on steel columns embedded in masonry pilasters. The steel trusses support standard wood joists and the roof deck observed in the attic is the original wood board sheathing. Ceiling structure at the hangers appears to be wood joists spanning between the bottom chords of the trusses and are additionally suspended with wires attached to roof joists above at the mid points. The steel truss configuration appears to be similar to that of the design illustrated in Figure 8.

The substructure/foundations are assumed to be reinforced concrete walls on strip footings with spread footings at the interior columns. The ground floors are reinforced concrete slab on grade. The concrete slab at the hanger areas is thickened and there is a step-down in elevation from the lobby/office area slab at the south two-story area. The upper floor system at the two-story areas flanking each side of the central hangers are most likely wood joists with wood decking and concrete topping. There is evidence of a wood beam and steel pipe columns above the ceiling at the south side of the building. The second floor structure at the north side is not exposed, but is most likely either steel bar joists or wood joists hung at mid-span from above as there are no visible columns or beams support supporting the approximately 23 foot span. The flat roof structure above the second story at the flanking structures is most likely wood joists with wood roof deck.

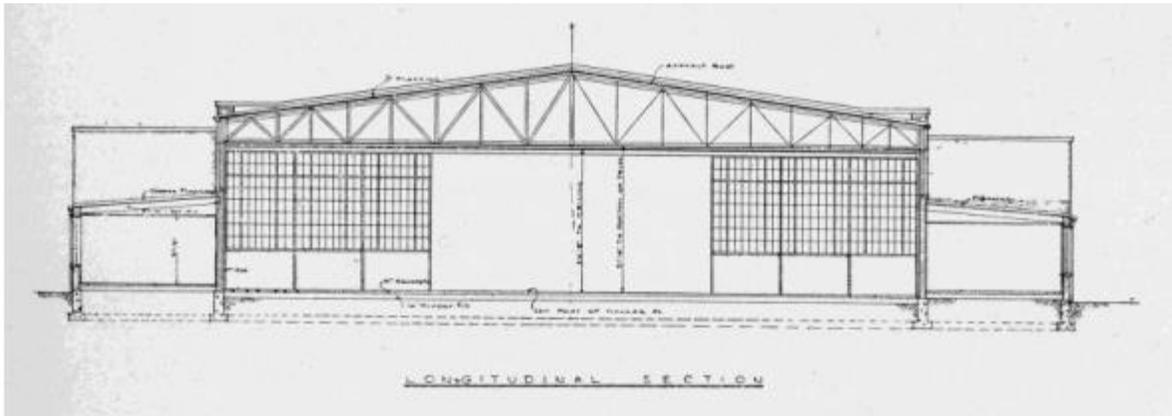


Figure F8: Service Hanger, CWPS, Kansas City Missouri, George M. Bartlett, architect. *The American Architect* July 10, 1929

Handicapped Accessibility:

The building lobby/office entry and accessible path within are not currently accessible as evaluated utilizing the 2009 International Building Code (IBC – Chapter 11), and the 2003 ANSI/ICC A117.1 accessibility standards, and the 2009 International Existing Building Code (IEBC). There is currently a 3-inch step from the exterior grade to the building vestibule at the south lobby entry. There is currently a ramped area at Break Area 111 to the training rooms, but there are not handrails. There is a step-down from the lobby/office area to the hanger floors. The public restrooms off the main entry vestibule are not accessible and would be difficult to alter to allow for full accessibility. None of the second floors areas are accessible as there are no elevators or lifts.

Site Adjacent to the Building:

The building is surrounded by asphalt paving on the west, north and south sides. The south entries to the second floor stair vestibule and the lobby/office area have exterior concrete paving and are connected to the parking area to the east and the tarmac to the south with concrete walkways. The area around entry slab and walkway from the parking are protected with a 48-inch tall painted metal fence to limit access to the flight areas. Two posts flanking each side of the lockable gate from the lobby entry to the tarmac are

evidence of a previous awning structure. From the lobby entry west to the line entry stoop, there is a lawn area between the building and the tarmac.

Hazardous Materials, Mechanical, Plumbing, Electrical and Building Utility Services:

Refer to the 2016 Facility Assessment Reports – Asset Detail Report for the Administration Building at the Timmerman field Airport (Final Report-August 31, 2016) prepared by Milwaukee County – AE & ES Section for current assessments of these systems.

This assessment is based on observations of the on-site assessment walk-thru that occurred on January 12, 2017 and was limited to observable construction in accessible areas. Some inferences to type of construction are based on construction techniques common to other Curtiss Wright hangers of similar vintage. All historical references cited are noted or annotated.

Respectfully submitted,

Mark W. Knapp, AIA

Quorum Architects, Inc. fence to limit access to the flight areas. Two posts flanking each side of the lockable gate from the lobby entry to the tarmac are evidence of a previous awning structure. From the lobby entry west to the line entry stoop, there is a lawn area between the building and the tarmac.

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Respectfully submitted,

Mark W. Knapp, AIA

Quorum Architects, Inc.

Appendix G: Forecast Resources

Appendix H: Environmental Considerations

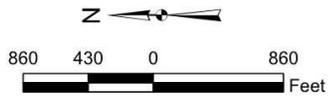
Alternative 3 – Realignment of Both Runways, Declared Distances for Runway 16L/34R

Environmental Impact Category	Potential for Impact			Comment
	Yes	No*	Further Study Needed	
Air quality		X		As part of the FAA's Order 5050.4B, air quality analysis is not required, because the airport is a general aviation facility and has less than 180,000 operations forecasted annually, and the proposed project will not increase operations beyond that threshold.
Biological/ecological resources (including fish, wildlife and plants)			X	This alternative is located on airport property and does not appear to have habitat for any federal threatened and endangered species. The U.S. Fish and Wildlife Service Section 7 Consultation Technical Assistance and distribution maps were reviewed. To determine effects on state-listed threatened and endangered species, coordination with the Wisconsin Department of Natural Resources will occur through early coordination documentation.
Climate		X		The proposed project is unlikely to include a substantial increase in aircraft and/or ground equipment that would cause an increase in exhaust emissions. Any change would be comparable to the emissions from the adjacent highway.
Coastal resources		X		There are no adjacent coastal resources.
Dept. of Transportation Act 4(f) and 6(f) resources			X	This alternative is located on airport property and does not appear to have historic or cultural resources. This alternative will not require impacts to the golf course off of Runway End 33. The baseball fields located off of Runway End 15L will be removed. They are on airport property and owned by the airport authority. However, if the airport has received federal money for the construction or maintenance of the baseball fields, then Section 4(f) consultation will need to occur.
Farmland		X		The runway and taxiway realignment will occur on airport property that is already designated for aeronautical use.
Hazardous material, solid waste and pollution prevention			X	This alternative will be constructed on airport property that is being mowed, however, no recent documentation was available to determine if any recognizable environmental concerns are located within the project area.

Environmental Impact Category	Potential for Impact			Comment
	Yes	No	Further Study Needed	
National Historic Preservation Act resources, including historical, architectural, archeological and cultural resources			X	This alternative is located on airport property and does not appear to have historic or cultural resources. Coordination with the Wisconsin Historical Society will occur through early coordination documentation.
Land use		X		This alternative will be implemented on airport property and will not change the surrounding land use.
Surface transportation		X		This alternative will be implemented on airport property and will not change the surrounding surface transportation.
Natural resources and energy supply		X		This alternative will be implemented on airport property and will not require additional energy use. The addition of lighting to the expansion will similar to the airport's existing energy demands and will not put an undue burden on the existing energy system.
Noise and compatible land use			X	If the proposed project will increase operations at the airport or change the fleet mix, a noise analysis using the Aviation Environmental Design Tool (AEDT) will be required. If the 65 dB noise contour leaves airport property noise, mitigation may be required.
Socioeconomics, environmental justice and children's environmental health and safety risks		X		This alternative will be implemented on airport property and will not affect the surrounding economy or place an undue burden on any at-risk populations.
Visual effects including light emissions			X	This alternative will be implemented on airport property. Additional taxiway and runway lighting will be similar to the existing airfield lighting. Additional studies may be required if adjacent land owners have lighting issues.
Water resources			X	This alternative is located on airport property and is not anticipated to have water resources impacts. Coordination with the Wisconsin Department of Natural Resources and the U.S. Army Corps of Engineers Chicago District will occur through early coordination documentation.
Wetlands			X	This alternative is located on airport property and is not anticipated to have water resources impacts. Coordination with the Wisconsin Department of Natural Resources and the U.S. Army Corps of Engineers Chicago District will occur through early coordination documentation.
Floodplains		X		There are no floodplains mapped within the proposed project area. The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) was reviewed.
Surface water and Groundwater			X	This alternative is located on airport property and is not anticipated to have water-resources impacts. Coordination with the Wisconsin Department of Natural Resources and the U.S. Army Corps of Engineers Chicago District will occur through early coordination documentation.
Wild and scenic rivers		X		There are no wild and scenic rivers near the project area.

* Coordination with regulatory offices will likely occur and could change the scope of potential reviews

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	Property Line
	Water Resources
	NWI Wetlands
	Floodplains

 HANSON. Hanson Professional Services Inc.	Existing Environmental Conditions at Lawrence J. Timmerman Airport
	LAWRENCE J. TIMMERMAN AIRPORT ENVIRONMENTAL OVERVIEW MILWAUKEE, WI
	HANSON NO. 16A0099 FIGURE NO. 1

Figure H1. Existing Environmental Conditions at MWC

Appendix I: Key Performance Indicators

Timmerman Airport Key Performance Indicators

Operations and Safety:

- Runway Incursions per year
- LEO responses to airport property per quarter or year
- Number of theft reports per quarter or year
- Number of fire department emergency responses on airport property per quarter or year
- Number of accidents or incidents per year
- Annual average county response time to an accident or incident
- Monthly/quarterly itinerant operations by type; jet/piston
- Annual O&M expense

Financial/Administration

- Annual airport revenue per operation
- Annual airport revenue per jet/piston operation
- Annual airport revenue per itinerant operation
- Annual fuel flow revenue
- Monthly fuel flow revenue
- Monthly fuel flow revenue per operation
- Monthly fuel flow revenue by type; jet/piston
- Monthly fuel flow revenue by itinerant type; jet/piston
- Monthly fuel flow revenue by based aircraft type; jet/piston
- Annual operating expense per operation
- Quarterly operating expense per operation
- Annual FBO ground sublease revenue
- Annual complaints received airport wide
- Monthly/quarterly complaints received by category
- Monthly/quarterly/annual ground lease revenue to the county

Engineering/Project delivery/Asset management and maintenance

- Annual grass cutting expense
- Annual snow removal expense
- Annual number of maintenance work orders closed
- Annual number of emergency maintenance responses
- Annual FBO maintenance expense for leased buildings
- Annual county building maintenance expense by building number
- Annual total capital grants received by type; i.e. federal/state
- Annual building demolition costs
- Annual number of capital projects delivered
- Annual local share contribution to large capital projects
- Annual number of emergency maintenance responses
- Annual FBO maintenance expense for leased buildings
- Annual county building maintenance expense by building number

- Annual total capital grants received by type; i.e. federal/state
- Annual number of capital projects delivered
- Annual local share contribution to large capital projects

Business Development:

- Annual number of new tenants added (lost)
- Year-to-year increase (decrease) in operations
- Year-to-year increase (decrease) in ground rents by square feet
- Year-to-year increase in aviation or nonaviation business relocations/additions
- Year-to-year based aircraft increase (decrease) by type; jet/piston
- Annual number of on airport marketing/special events conducted by county, FBO or others
- Annual fuel sales associated with each specific marketing event
- Annual number of website hits/inquiries
- Annual number of Timmerman articles or blogs by county, FBO and outsiders
- Average monthly fuel charge ticket per aircraft

Appendix J: Updated Airport Layout Plan

**Lawrence J. Timmerman Airport
Business Plan**
