



12/29/2020

Sent via Email

City of Middleton Common Council

Mayor@cityofmiddleton.us

Mayor Gurdip Brar

City of Middleton

7426 Hubbard Avenue

Middleton, WI 53562

Dan Ramsey II (Dist. 7), City of Middleton Common Council President and Plan Commission Member; district7@cityofmiddleton.us

Alder and Morey Airport Master Plan Advisory Committee Chair, Robert Burck;

district2@cityofmiddleton.us

Alder Kathy Olson; district1@cityofmiddleton.us

Alder Katy Nelson; district3@cityofmiddleton.us

Alder Emily Kuhn; district4@cityofmiddleton.us

Alder Luke Fuszard; district5@cityofmiddleton.us

Alder Susan West; district6@cityofmiddleton.us

Alder Mark Sullivan; [district 8@cityofmiddleton.us](mailto:district8@cityofmiddleton.us)

City of Middleton Plan Commission Members

Mayor Gurdip Brar, Plan Commission Chair

Alder Dan Ramsey II

Kurt Paulsen, Paulsen.Kurt@gmail.com

Michael Slavish, mikeslavish@gmail.com

Jennifer Murray, murray.jen88@gmail.com

John Schaffer (also a member of the Morey Airport Master Plan Advisory Committee),

jwschaff@gmail.com

Re: Town of Middleton Public Testimony regarding the 1/12/2021, City of Middleton Plan Commission Public Hearing on the Draft 2020 City of Middleton Comprehensive Plan

Dear Mayor Brar, Common Council Alders and Members of the Plan Commission:

On 11/24/2020, the City of Middleton Plan Commission recommended that the City of Middleton Common Council set a Public Hearing date for 1/12/2021 for the Draft City of Middleton 2020 Comprehensive Plan Update. At its 12/1/2020 Common Council Meeting, the Common Council approved the recommended Public Hearing date of Tuesday, 1/12/2021, 7 pm, for the Draft City of Middleton 2020 Comprehensive Plan Update available at <https://www.cityofmiddleton.us/366/2020-Comprehensive-Plan-Update>.

Attached please find Town of Middleton comments relating to the City of Middleton Draft 2020 City of Middleton Comprehensive Plan with a particular focus on the Transportation Element as

it relates to the Middleton Municipal Airport – Morey Field (a/k/a “Morey Airport” or “C29”). We are requesting that you include the Attached comments as part of the official 1/12/2021 City of Middleton Plan Commission Public Hearing Record on the 2020 Draft City of Middleton Comprehensive Plan.

We are also requesting that you work cooperatively with the Town of Middleton (and Town of Springfield) *before* the Draft 2020 City of Middleton Comprehensive Plan is adopted in 2021, particularly with respect to the Land Use and Transportation Elements as they relate to the Middleton Municipal Airport – Morey Field (a/k/a “Morey Airport” or “C29”) and its *current* and *future* impacts on the Town of Middleton (and Town of Springfield) as your neighbors to the west/south and north, respectively.

Below is a summary of the Attached Town of Middleton more detailed comments on the City of Middleton 2020 Draft Comprehensive Plan, Land Use and Transportation Elements, as they relate to the pending Morey Airport Master Plan Project regarding various Morey Airport expansion alternatives and the existing impacts on the Town of Middleton from current Morey Airport operations:

1. Add language from the federal statute regarding balance and aviation priorities of “minimizing airport noise impacts on nearby communities” and “protecting natural resources”, and as stated in the U.S. Department of Transportation, National Plan of Integrated Airport Systems (2021-2025), page 3, “Airports should be compatible with surrounding communities, maintaining a balance between the needs of aviation, the environment, and the requirements of residents”.
2. Commit to not take property by Condemnation/Eminent Domain for Morey Airport expansion and reaffirm the City’s ongoing commitment to City and area residents to restrict the runway length to 4,000 feet; to not support the construction of a crosswind runway; and to urge pilots to follow flight patterns over commercial and industrial areas and away from residential areas, which should also include:
 - a. Implementation of an *effective* noise reduction procedure and policy at Morey airport;
 - b. Create an *independent* body comprised of an equal number of members from the City of Middleton, the Town of Middleton, and the Town of Springfield, including representatives of schools in the vicinity of Morey Airport, to review, report on, and objectively address noise and safety complaints;
 - c. Implement a right turn procedure for Morey Airport to reduce *current* Morey Airport airplane noise levels over noise sensitive residential and school areas. The Attached Map (Source: Draft 2020 City of Middleton Comprehensive Plan Update) clearly identifies the benefits of utilizing a right-hand traffic pattern (dashed magenta line) for operations on Runway 28 (as opposed to the current left-hand traffic pattern) by directing aircraft operations over agricultural land, thereby, reducing existing and future impacts to noise sensitive land uses around Morey Airport. According to the Federal Aviation Administration (“FAA”) and the Wisconsin Department of Transportation, Bureau of Aeronautics (“BOA”), right turn (clockwise) traffic patterns may be implemented as a compatible land use measure to avoid noise sensitive areas as further evidenced by the seventeen Wisconsin airports in 2019 with right turn traffic patterns (Source: FAA AC No. 90-66B, section 11.1; and the BOA, Wisconsin Non-Standard Traffic Patterns 2019 Map and 6/1/2011 BOA Wisconsin Airport Land Use Guidebook, page 10).

3. Prepare a Land Use Compatibility Plan for Morey Airport that includes analysis and impacts of the City's stated goal to change Morey Airport from recreational use into commercial cargo and business Airport when Dane County Regional Airport is only 9.9 miles from Morey Airport.
 - a. Include an assessment of the impact on residential property and other property values such a significant change in use at Morey Airport would have on the City of Middleton, the Town of Middleton, and the Town of Springfield's tax base.
 - b. Include an assessment of the impact on livability, health, safety and wellbeing of residents of the City of Middleton, Town of Middleton, and Town of Springfield.
4. Prepare a Third-Party Risk Assessment Report for the safety of persons and property on the ground in the vicinity of Morey Airport, defined by the Wisconsin Department of Transportation BOA as the area within five miles of Morey Airport where aviation accidents are more likely to occur.
5. Prepare an Environmental Report to protect the Morey Airport wetlands as an environmentally important site groundwater recharge area that cannot be replicated, including but not limited to:
 - a. Preparation of a Morey Airport Aircraft Emissions Inventory and Atmospheric Dispersion Modeling for the current, exclusive use at Morey Airport of *leaded* aviation-gas and *kerosene*-based Jet A fuel and its impact on the air, soil, and water in the vicinity of Morey Airport.
 - b. Preparation of a report to protect the habitats, nesting grounds, and flyways for birds and other wildlife in the environmentally sensitive areas in the vicinity of Morey Airport, and to examine Morey Airport airplane flight paths to reduce the risk of bird strikes and overflights over residences and schools.
6. Increase the inadequate Minimum Standards for Commercial Aeronautical Activities at Morey Airport with respect to student pilot liability insurance, which currently provides for only a \$100,000 liability insurance limit.
7. Enter into a comprehensive cooperative boundary agreement with the Town of Middleton per the Town's 2020 petition and Wis. Stats. §66.0307.

Thank you in advance for your prompt attention to this important matter to ensure continued cooperation between neighboring municipalities as genuine good neighbors. We look forward to hearing from you at your earliest convenience.

Sincerely,


Town of Middleton Board of Supervisors

By: 
Cynthia Richson, Chair

By: 
Richard Oberle, Supervisor, Seat #1

By: 
Brent Renteria, Supervisor, Seat #2

By: 
Denise Schmidt, Supervisor, Seat #3

By: 
Tom Stemrich, Supervisor, Seat #4

Cc: Wisconsin Governor Tony Evers; EversInfo@wisconsin.gov
Maggie Gau, Governor Evers Chief of Staff; Maggie.gau@wisconsin.gov

Dawn Vick, Wisconsin Dept. of Administration, Div. of Intergovernmental Relations,
Division Administrator, dawn.vick@wisconsin.gov

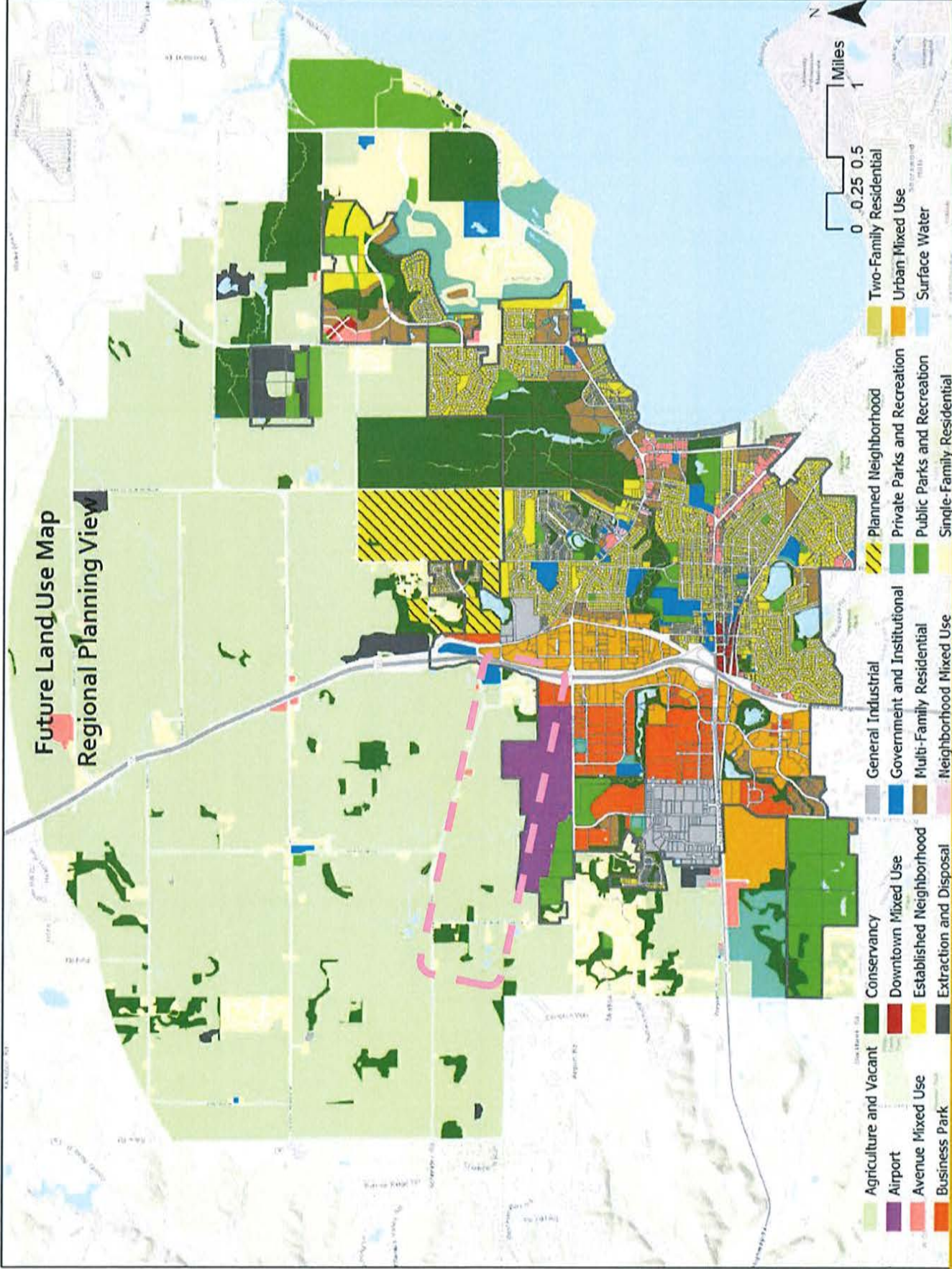
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David Greene, Director, Wisconsin Dept. of Transportation, Bureau of Aeronautics;
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Rebecca B. MacPherson, Regional Administrator, Federal Aviation Administration,
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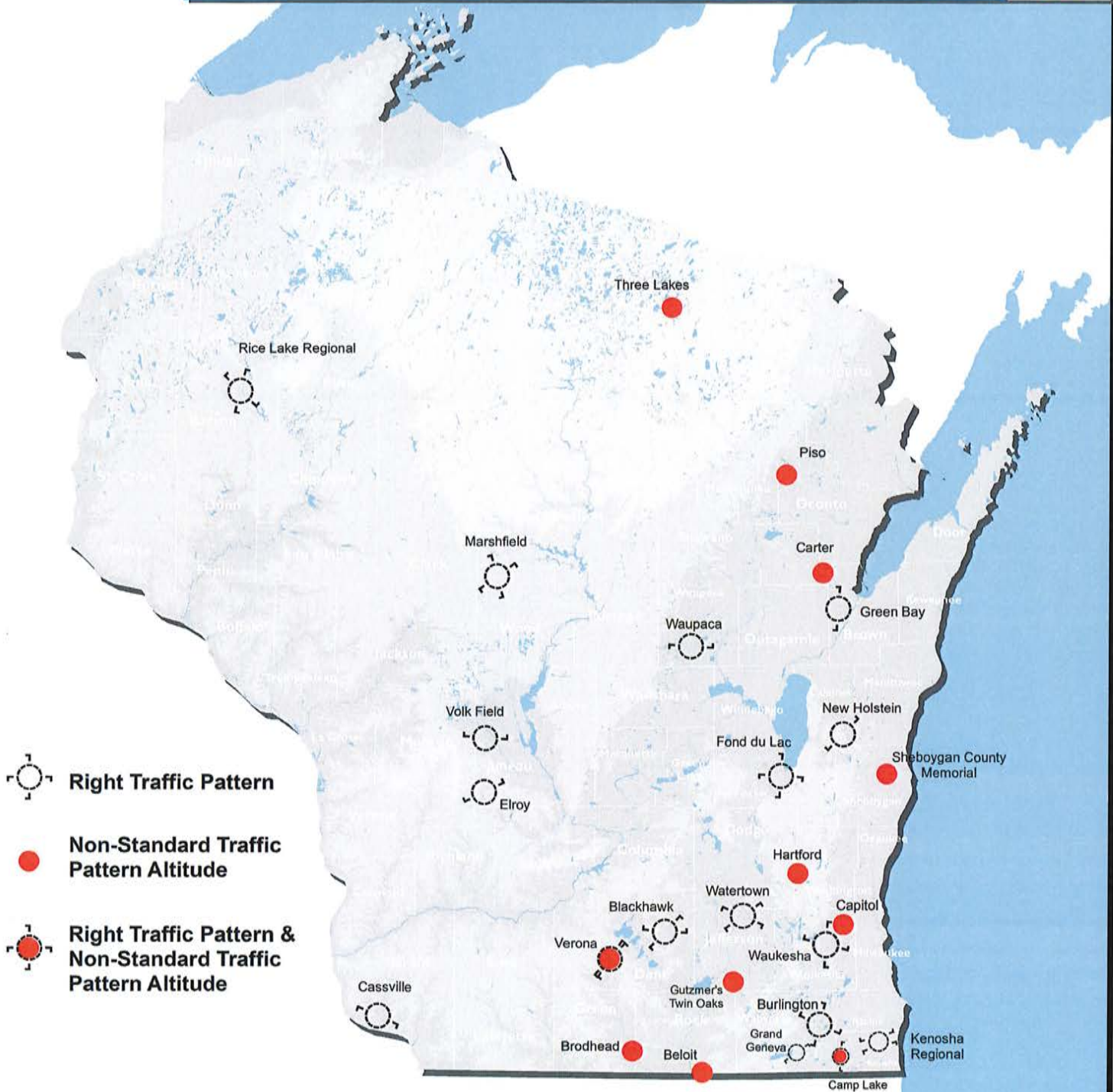
Jim Pulvermacher, Town of Springfield, WI, Town Board Chair;
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Mike Davis, City of Middleton, WI, Administrator, mdavis@ci.middleton.wi.us



Wisconsin Non-Standard Traffic Patterns

2019



Right Traffic Pattern

Non-Standard Traffic Pattern Altitude

Right Traffic Pattern & Non-Standard Traffic Pattern Altitude

Non-Standard Traffic Pattern Altitude		
Airport	LOCID	Traffic Pattern Altitude (FT AGL)
Beloit	44C	700
Brodhead	C37	800
Camp Lake	49C	600
Capitol	02C	800
Carter	92C	800
Gutzmer's Twin Oaks	5Y3	800
Piso	7P5	500
Sheboygan County Memorial	58M	800
Three Lakes Municipal	40D	800
Verona	W19	600

Right Traffic Pattern					
Airport	LOCID	Runway(s)	Airport	LOCID	Runway(s)
Blackhawk	87Y	04, 27	Marshfield Municipal	MFI	05, 16
Burlington Municipal	BUU	19, 29	New Holstein Municipal	8D1	22
Camp Lake	49C	36	Rice Lake Regional	RPD	01, 31
Cassville Municipal	C74	11	Verona	W19	03, 04
Elroy	60C	24	Volk Field*	VOK	27
Fond du Lac County	FLD	09, 18	Watertown Municipal	RVV	05, 11
Grand Geneva Resort	C02	05	Waukesha County*	UES	28, 36
Green Bay*	GRB	18	Waupaca Municipal	PCZ	10, 28
Kenosha Regional*	ENW	07R, 25R			

*When GRB, ENW, VOK, and UES towers are closed.

This map was created by the Wisconsin Department of Transportation's Bureau of Aeronautics. Any use or recompilation of the information, while not prohibited, is the sole responsibility of the user. WisDOT expressly disclaims all liability regarding fitness of the use of this information for other than DOT business.