MASON CITY AIRPORT COMMISSION SPECIAL MEETING

Monday, June 28th, 2021 @ 3:00 P.M.

The Joni E. Dunn Meeting Room
Second Floor, Terminal Building

AGENDA

1. Jefferson Bus Line Lease

2. Federal Aviation Administration Grant 3-19-0059-053-2021 – Widen Taxiway A to 50 Feet - Acceptance and execution of Grant Offer

3. Terminal Planning Study Presentation

4. Adjourn

MEMORANDUM

Date: June 25th, 2021
To: Members of the Airport Commission and Attorney Jim Locher
From: David Sims, Airport Manager
RE: Brief for MONDAY, June 28th, 2021 @ 4:00 P.M.

1. **Jefferson Bus Line Lease**

   Due to an error found in the lease approved on June 14th, the Airport Commission will need to re-approve the lease with Jefferson Bus Lines.

2. **Federal Aviation Administration Grant 3-19-0059-053-2021 – Widen Taxiway A to 50 Feet**

   The Federal Aviation Administration has approved Grant Offer 3-19-0059-053-2021, the additional funding needed to widen the section of Taxiway A currently under construction, in the amount of $279,243.00

   The following action items will need to be acted upon at the meeting:
   -Acceptance and execution of Grant Offer

3. **Terminal Planning Study Presentation**

   Representatives from Foth Infrastructure, Miller Dunwiddie, and Bergland and Cram will be present the Terminal Planning Study to the Airport Commission. Please see attached report for details.

JEFFERSON PARTNERS L.P. LEASE AGREEMENT

THIS AGREEMENT, made and entered into as of the 14th day of June 2021, by and the between Airport Commission of the City of Mason City, Iowa hereinafter called "LESSOR", and Jefferson Partners L.P., hereinafter called "LESSEE", WITNESSETH:

In consideration of the mutual terms, agreements and covenants herein contained, it is agreed by and between the parties hereto as follows:

Paragraph I

The term of this lease agreement shall commence on the 1st day of July, 2021, and terminate on the 30th day of June, 2022, provided, however, either of the parties hereto may terminate the lease agreement upon 60 days written notice to the other party.

Paragraph II

Lessor rents and leases unto Lessee space to operate a Scheduled Passenger Bus Terminal Office in the Terminal Building, Mason City Municipal Airport, consisting of 696 square feet, as delineated in the drawing attached hereto as Exhibit “A” and incorporated herein by this reference. At the termination hereof said space shall be returned to the same condition as existed prior to entering into this Lease Agreement, ordinary wear and tear expected.

Paragraph III

As rental for said office space, Lessee shall pay to Lessor the sum of $1,742.94 per month, beginning on the 1st day of July, 2021, and continuing on the 1st day of each and every month thereafter through June 30, 2022. Said rentals shall be paid at the office of the Airport Manager, Mason City Municipal Airport, Mason City, Iowa. All rentals required from Lessee to Lessor shall accrue interest at the rate of 18% annum from and after their due date until paid.

In addition to the termination provision of Paragraph I hereof, Lessor shall have the right to terminate this Agreement and all portions hereof upon failure of Lessee to make any of the payments of rental promptly and at the times herein stated, by serving or mailing unto Lessee, at Lessee's last known address, a three-day notice to quit, after which time, this Agreement shall terminate without further notice to Lessee.

Paragraph IV

Lessee shall protect, defend, indemnify and hold Lessor, the Mason City Airport Commission, the City of Mason City, Iowa, their employees, agents and representatives completely harmless from and against any and all liabilities, losses, suits, claims, judgments, fines and demands arising by reason of injury to or death of any person or damage to any property, including all reasonable costs for investigation and defense thereof, (including but not limited to attorney fees, court costs and expert fees), of every nature whatsoever arising out of or incident to this Agreement, Lessee's activities and operations hereunder, Lessee's use or occupancy of the leased premises, or the acts or omissions of Lessees its officers, employees, contractors, subcontractors, licensees, or invitees, regardless of where the injury, death, or damage may occur. Lessee shall give Lessor reasonable notice of any such claims or actions. Lessee shall also use counsel reasonably acceptable to Lessor in carrying out his obligations hereunder. The provisions of this numbered paragraph shall survive the expiration or early termination of this Agreement.

Lessee shall purchase and maintain comprehensive public liability insurance for claims for bodily injury, death and property damage allegedly caused by or resulting from Lessee's activities or operations at and from the Mason City Municipal Airport including as described herein in an amount not less than $5,000,000 million per occurrence. The policy therefore shall name Lessor and City of Mason City, Iowa, and their employees as additional insureds, and shall include a 30-day written cancellation notice provision to: Airport Commission of City of Mason City, Iowa, Attention: Airport Manager, Mason City Municipal Airport, PO Box 1484, Mason City, Iowa 50402-1484. Certificates of required insurance coverage shall be delivered to Lessor.

Paragraph V

Lessee shall have no right to sublet or assign this lease, or any of the rights or privileges herein stated, without the prior written consent of Lessor. All property not removed from Mason City Municipal Airport by Lessee within five days after termination hereof shall then become automatically and absolutely the property of Lessor without further act or deed on the part of either of the parties hereto.

Paragraph VI

The Lessee, for himself, his heirs, personal representative, successors in interest and assigns, as a part of the consideration hereof, does hereby covenant and agree as a covenant running with the land that in the event facilities are constructed, maintained or otherwise operated on the said property described herein for a purpose for which a Department of Transportation program or activity is extended or another purpose involving the provision of similar services or benefits, the Lessee shall maintain and operate such facilities and service in compliance with all other requirements imposed pursuant to 49 CFR 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation, and as said Regulations may be amended.

The Lessee, for himself, his personal representatives, successors, in interest and assigns, as a part of the consideration hereof, does hereby covenant and agree as a covenant running with the land that: (1) no person on the grounds of race, color or national origin shall be excluded from participation in, denied the benefits of or be otherwise subjected to discrimination in the use of said facilities, (2) that in construction of any improvements on, over, or under such land and the furnishing of services thereon, no person on the grounds of race, color or national origin shall be excluded from participation in, denied the benefits of or otherwise be subjected to discrimination, (3) that the Lessee shall use the premises in compliance with all other requirements imposed by or pursuant to 49 CFR 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation, and as said Regulations may be amended.

It is the policy of the Department of Transportation that minority business enterprises as defined in 49 CFR Part 26 shall have the maximum opportunity to participate in the performance of leases. Consequently, this lease is subject to 49 CFR Part 26 as applicable.

Lessee hereby assures that no person shall be excluded from participation in, denied the benefits of or otherwise discriminated against in connection with the award and performance of any contract, including leases, covered by 49 CFR Part 26 on the grounds of race, color, national origin or sex.

Lessee hereby assures that he will include the above clauses in all sub-leases and cause sub-lessees to similarly include clauses in further sub-leases.

Lessor reserves the right to maintain and keep in repair the landing area of the Airport in accordance with F.A.A. guidelines and all publicly-owned facilities of the Airport, together with the right to direct and control all activities of the Lessee in this regard.

Lessor reserves the right further to develop or improve the landing area and all publicly-owned air navigation facilities of the Airport as it sees fit, regardless of the desires or views of Lessee, and without interference or hindrance.

Lessor reserves the right to take any action it considers necessary to protect the aerial approaches of the Airport against obstruction, together with the right to prevent Lessee from erecting, or permitting to be erected, any building or other structure on the Airport which in the opinion of Lessor would limit the usefulness of the Airport or constitute a hazard to aircraft.

During time of war or national emergency, Lessor shall have the right to enter into an agreement with United States Government for military or naval use of part or all of the landing area, the publicly-owned air navigation facilities and/or other areas or facilities of the Airport. If any such agreement is executed with the United States Government, the provisions of this agreement shall be modified so as not to be in conflict therewith.

It is understood and agreed that the rights granted by this Agreement will not be exercised in such a way as to interfere with or adversely affect the use, operation, maintenance or development of the Airport.

There is hereby reserved to Lessor, its successors and assigns, for the use and benefit of the public, a free and unrestricted right of flight for the passage of aircraft in the airspace above the surface of the premises herein conveyed, together with the right to cause in said airspace such noise as may be inherent in the operation of aircraft, now known or hereafter used for navigation of or flight in the air, using said airspace or landing at, taking off from, or operating on or about the Airport.

This lease shall become subordinate to provisions of any existing or future Agreement between the Lessor and the United States of America or any agency thereof relative to the

operation, development, or maintenance of the Airport, the execution of which has been or may be required as a condition precedent to the expenditure of federal funds for the development of the Airport.

Paragraph VII

Lessee shall have the right to place advertising signs, at his sole expense, on or in the vicinity of the leased premises, provided, however, permission to do so must first be obtained in writing from Lessor as to size, type, content and location of any such advertising signs.

Paragraph VIII

Any repairs, alterations or improvements contemplated by Lessee on the leased premises shall be subject to the prior written approval of Lessor. Lessee shall be responsible for providing a ticket counter of identical color and design as those currently contained within the passenger terminal building. Lessee shall incur the cost for any improvements to the interior of the leasehold space (decorating, remodeling, counter space and furnishings), of which should be of the highest business like, good quality and professional appearance. At the termination of this lease, any and all such repairs, alterations and improvements shall become solely and absolutely the property of Lessor, or, at the option of Lessor, said premises shall be restored by Lessee to their condition at the time of the commencement of the Lease.

Paragraph IX

Upon expiration or other termination of this lease, Lessee's authority to use the premises subject of the lease, as well as the rights and facilities granted hereby, shall cease absolutely, and Lessee shall promptly and in good condition, ordinary wear and tear excepted, surrender the premises to Lessor.

Paragraph X

Lessor may enter upon the leased premises at any reasonable time for any purpose necessary, incidental to or connected with the performance of its obligations hereunder, or in the exercise of its governmental functions.

Paragraph XI

Lessee management and employees are required to park their private vehicles in the designated Employee Parking Lot or such other suitable area as may be from time to time designated by Lessor. Lessee management and employee private vehicles are prohibited from parking at any time along the Terminal Building curb, roadway and within the Customer Short Term and Long Term Main Parking Lot.

Paragraph XII

Lessee and its local agent shall be responsible at all times for the conduct of its passengers and customers within the passenger terminal building and grounds of the Mason City Municipal Airport.

The front curb area of the passenger terminal building shall be used by Lessee only for the active loading and unloading of motorcoach passengers, or Lessor's Airport Manager may designate other locations to park Lessee's motorcoaches. Lessee's motorcoaches shall be parked at a remote site, away from the terminal building curb and front drive if not actively involved in handling of passengers, baggage and freight. Lessee's drivers shall operate and park the motorcoaches in a way not to block the free flow of airport vehicular traffic.

Lessee and its local agent shall provide aid and assistance as necessary to arriving motorcoach passengers with their ground transportation requirements from the Mason City Municipal Airport. Lessee's local agent shall remain at the airport terminal depot location until the last motorcoach passenger has departed the airport grounds. The passenger terminal building shall not be secured, locked or closed for business by Lessee's local agent until the last motorcoach passenger/customer has departed the airport premises.

Lessee's local agent shall be present at the passenger terminal building motorcoach depot for the scheduled arrival of each motorcoach operation.

Lessee shall be responsible for damages resulting from motorcoach operations (passenger, customer baggage and freight handling) within the passenger terminal building and grounds of the Mason City Municipal Airport, provided this provision shall not limit Lessee's obligations as otherwise provided for in paragraph IV hereof.

Paragraph XIII

Lessee shall comply with all applicable federal, state, county, city, airport and other pertinent statutes, ordinances and rules applicable to the leased premises.

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed at Mason City, Cerro Gordo, County, Iowa, as of the day and year first above written.

Paragraph XIV

Tenant certifies that it is not acting, directly or indirectly, for or on behalf of any person, group, entity or nation named by any Executive Order or the United States Treasury Department as a terrorist, "Specially Designated National and Blocked Person" or any other banned or blocked person, entity, nation or transaction pursuant to any law, order, rule or regulation that is enforced or administered by the Office of Foreign Assets Control; and it is not engaged in this transaction, directly or indirectly on behalf of, or instigating or facilitating this transaction, directly or indirectly on behalf of, any such person, group, entity or nation. Tenant hereby agrees to defend, indemnify and hold harmless Landlord from and against any and all claims, damages, losses, risks, liabilities and expenses (including attorney's fees and costs) arising from or related to any breach of the foregoing certification.

_____	_____
PRESIDENT JEFFERSON PARTNERS L.P. .	CHAIR, MASON CITY AIRPORT COMMISSION MASON CITY MUNICIPAL AIRPORT
"LESSEE"	"LESSOR"

MASON CITY MUNICIPAL AIRPORT
TERMINAL PREDESIGN STUDY

fly MCW
Mason City Municipal Airport



June 23, 2021

Foth
Miller Dunwiddie
BERGLAND + CRAM
architecture | planning | interiors
bluestone
engineering

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MCW Terminal Aerial

EXECUTIVE SUMMARY

This study is intended to develop and analyze alternatives for the existing airport terminal in Mason City. These alternatives include renovation and expansion of the existing terminal and adjacent FAA Annex and the restaurant structures, as well as full replacement of the existing terminal with a new structure. This study includes deferred maintenance needs and code required minimum upgrades that have been documented in the Facility Assessment Report from December of 2020. All of the deficiencies identified in that report will be addressed in these concepts.

The primary goals for this study include:

- Addressing the deferred maintenance items.
- Improving accessibility and addressing code compliance issues.
- Improving the passenger experience.
- Improving the airport's security screening capabilities.
- Improving the airport's energy efficiency to reduce long term operating costs.
- Effective utilization of federal funding opportunities to prepare the terminal for the next 20 years of operations.

This study follows the planning timeframe used in the 2017 masterplan, with 2036 as the planning target and also considers the needs for the 50-seat aircraft and larger charter flights.

Included in this effort was an architectural and historical survey that inventoried and evaluated 5 buildings proposed for replacement or removal and the airport as a whole as a potential historic district. The 5 buildings include the current FAA Annex, terminal, restaurant, T hangar and storage building.

Key functional considerations include:

- Updated and accessible ticket counters
- Expanded passenger screening for proper flow and to accommodate future screening equipment
- Expanded baggage screening to accommodate future equipment
- Expanded and updated gate area/holdroom



Existing Terminal and Curbside

BACKGROUND

Originally dedicated in 1946, the Mason City Municipal Airport serves Mason City, Cerro Gordo county, and the surrounding area with a population of over 50,000. The airport is categorized by the FAA as a "Nonprimary Commercial Service, Nonhub" airport and is also designated as an Essential Air Service (EAS) airport. General aviation activity at the airport is served by the North Iowa Air Service fixed base operator (FBO) and 10 other hangar structures. While the airport's passenger enplanements in 2020 were reduced to 3,503 due to the COVID-19 pandemic, there were 8,056 enplanements in 2019 and the average enplanements for the previous 10 years were between 8,000 and 9,000. The most recent airport masterplan completed in 2017 projected future enplanements of 14,600 in 2026 and 23,900 in 2036.

Mason City is currently served by United Express (operated by SkyWest Airlines) with daily service to Chicago O-Hare International Airport on a 50-seat regional jet. This service began on March 1, 2021 and passenger loads have been growing steadily through the spring and early summer. In addition there is the potential for charter flights with larger aircraft, such as the Sun Country flights that have operated a 160 seat aircraft out of Dubuque and Cedar Rapids.

The terminal building was constructed in 1965, infilling space between the previously constructed restaurant building (1950) and the FAA Annex (1961). The 2-story brick terminal was constructed over the basement of the farmhouse that previously served as the terminal building. The terminal building is a soild brick structure and a good example of Mid Century design. It is holding up well but does need renovation and rehabilitation for issues typical for a 55 year old building, such as window replacements, building systems and accessibility improvements. To function properly both now and in the future, the airport terminal needs functional improvements to keep pace with the significant changes in the aviation industry including enhanced security requirements, increased airline needs and growing expectations of both business and leisure travelers.

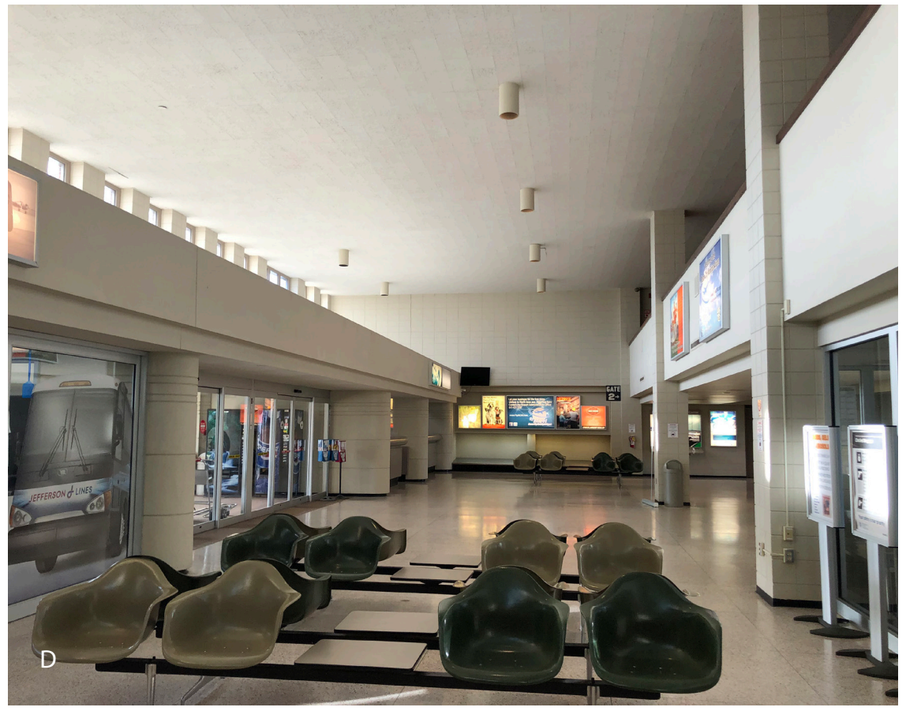

A



B



C



D

EXISTING CONDITIONS - BUILDING

A. Existing curbside condition: acceptable length for both departures and arrivals.

B. Existing gatehold or passenger waiting is very undersized and significantly constrained.

C. Existing Public Lobby (looking east): The lobby is undersized for peak conditions. The bus company office can be seen to the right.

D. Existing Public Lobby (looking west): The west end of the lobby serves as both baggage claim and rental car queuing area. Since these 2 functions accomodate arrivals both could be busy at the same time.

The construction of the center vestibule, offices and rental car counters in the lobby in 1990 reduced the size of the public lobby by about 50%, and the lobby provides space for ticket counter queues as well as the rental car queues and baggage claim as note above.



A



B



C


D

EXISTING CONDITIONS - BUILDING

A. Existing baggage claim:
The limited area and claim presentation length may be workable for most 50 seat flights since not every passenger checks a bag, but would very tight for any larger aircraft.

B. Existing Rental Car Counters:
The counter length is adequate for 2 companies to operate but does not meet accessibility requirements.

C. Existing Restaurant Entry: The entrance to the restaurant from the terminal is workable, but the elevation difference and ramp limits flexibility for terminal functions.

D. Existing Security Screening Checkpoint:
The screening function is essentially in the gatehold area, and does not provide recommended areas for passenger divestiture or recomposure. There is also not adequate space for TSA standard arrangement for secondary screening or updating the screening technology, such as the Advanced Imaging Technology (AIT) body scan portals.



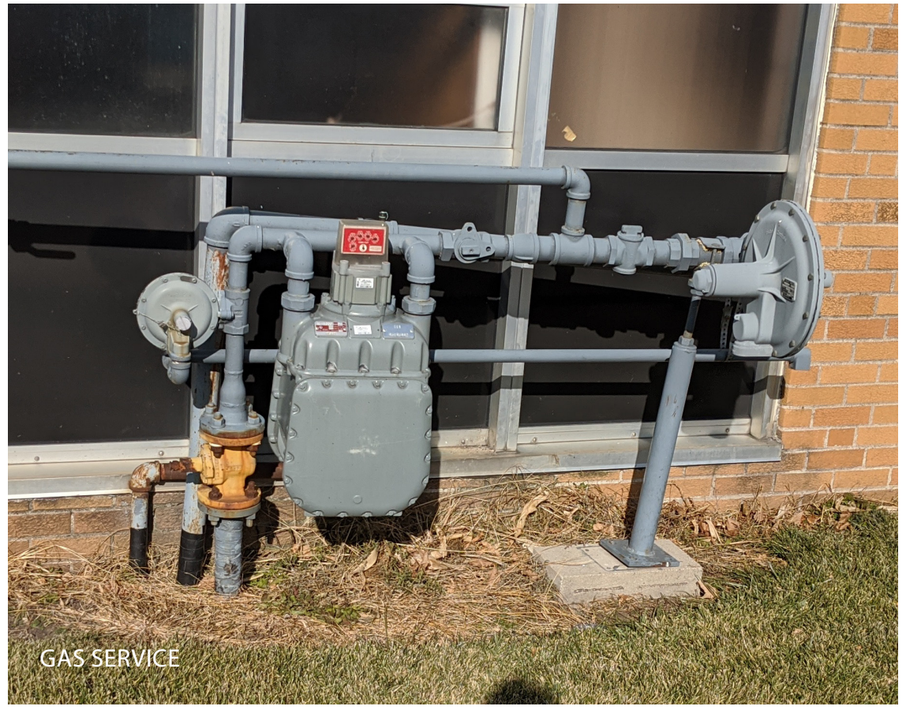
BOILER



CHILLER



FAN COIL UNIT



GAS SERVICE

EXISTING CONDITIONS

MECHANICAL SYSTEMS

- Gas-fired boilers (2) and an outdoor air-cooled chiller create heating water and chilled water for conditioning the building.
- The boilers and pumping infrastructure have been recently upgraded in 2018 and are located in the basement of the Annex.
- The boilers are 1000 MBH each operating lead-standby with pumps designed for 80 gpm.
- The 50-ton air-cooled chiller, installed in 2017, is located on the west side of the Annex building.
- Space heating and cooling is provided by floor mounted fan coil units, installed in 2020, on a two-pipe changeover system with ventilation at each unit.
- An older ventilation air system that serves gate check and the airport lobby is located in the basement of the original airport building.

FIRE PROTECTION

- The existing building is not served by a fire sprinkler system.

PLUMBING

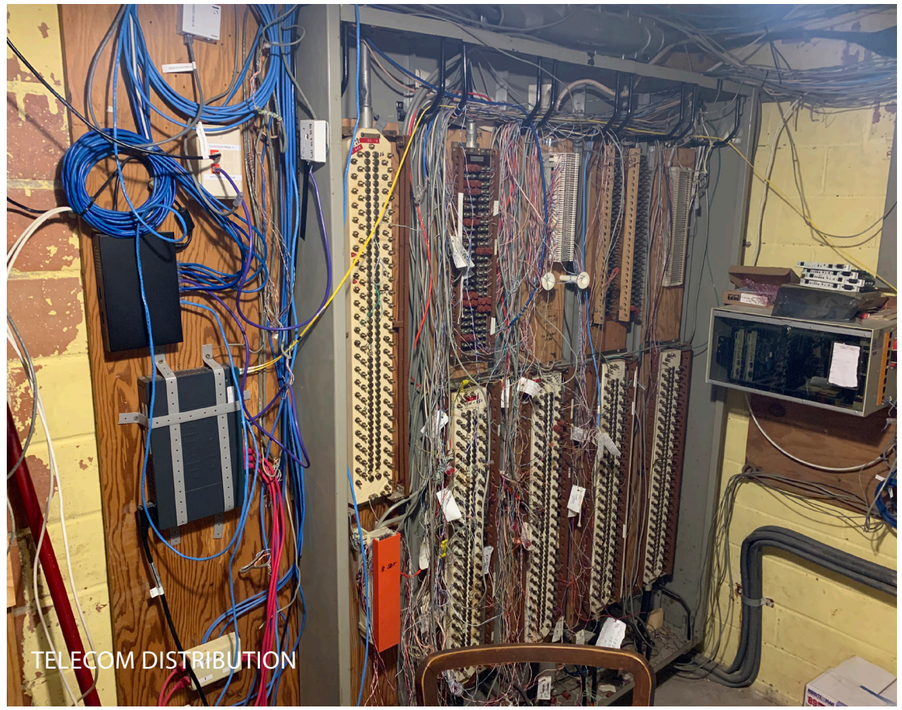
- The plumbing system and fixtures are original to the building. Modification of the plumbing system piping will be required to accommodate any changes to placement of fixtures within restrooms to meet ADA standards.



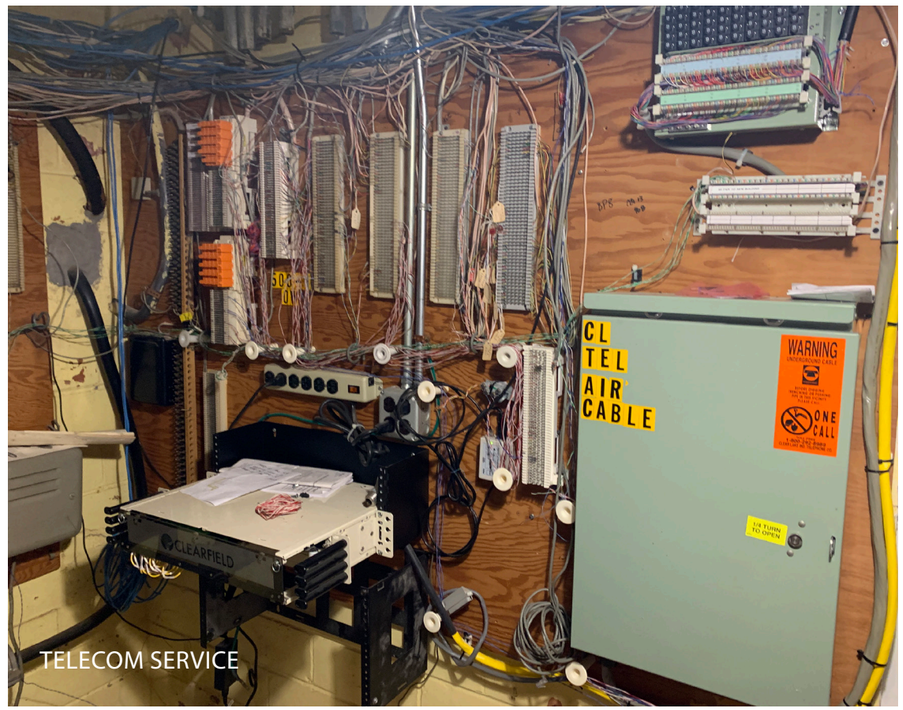
GENERATOR



SERVICE PANEL AND TRANSFER SWITCH



TELECOM DISTRIBUTION



TELECOM SERVICE

EXISTING CONDITIONS

ELECTRICAL

- The airport building and FAA Annex are served by a single service located in the FAA Annex building.
- Branch panel located throughout the terminal building serve branch loads.
- An exterior generator is located on the west side of the FAA Annex building and serves non-life safety loads through a single transfer switch.
- Emergency lighting is battery powered bug eye and combination exit/emergency fixtures.
- Existing light fixtures are comprised of T8 and A-base style fixtures.
- Portions of the building have been upgraded to LED fixture or lamps.
- The existing fire alarm system is outdated to the point of being obsolete.
- Voice and data cable originate in the basement of the original airport building. Service is through single mode fiber.
- Security and paging head end panels are located in the same room as the data rack.
- Existing equipment is outdated and needs to be replaced.



BRICK DETERIORATION



PRECAST PANEL DETERIORATION



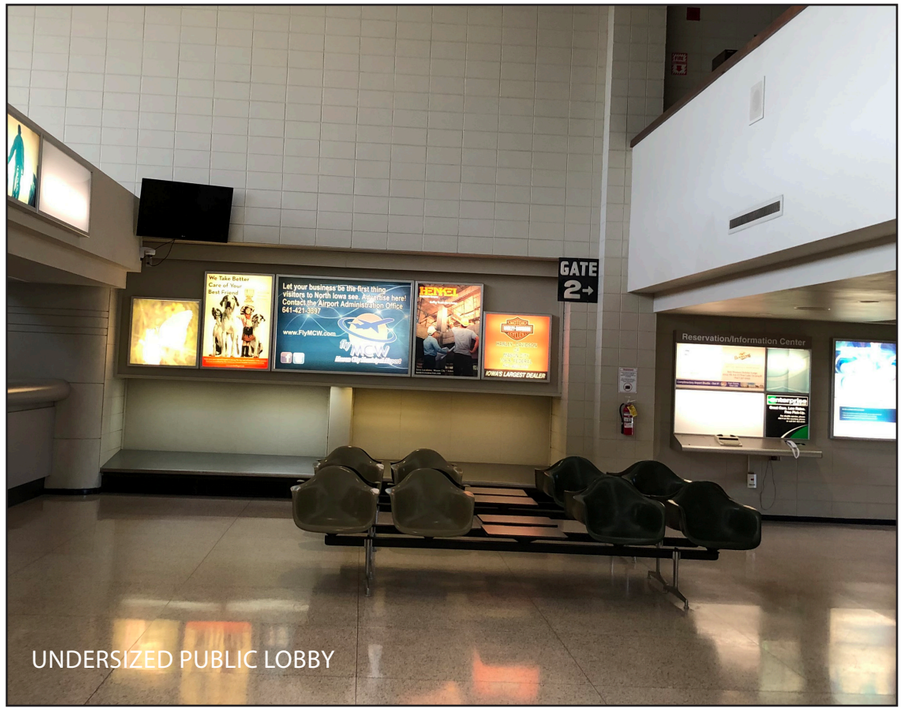
WINDOWS IN NEED OF REPLACEMENT



DETERIORATED PREFINISHED METAL AT ANNEX

DEFERRED MAINTENANCE ITEMS

- A fire sprinkler system and fire alarm system is required.
- The second floor is not universally accessible; this requires either installing an elevator or moving publicly utilized functions to the main, accessible level. This includes the board room used for public meetings, and offices where the public will come to meet with staff.
- Upgrades to infrastructure and systems original to the building are needed including mechanical, lighting, and plumbing (see MEP notes for additional info). These systems are generally at the end of life and will require more maintenance in the future. Some portions of these systems (i.e. the boilers) have been replaced.
- Accessibility requirements are an issue in the current restrooms. An improved configuration of the layout and overall updates are recommended.
- Exterior materials need rehabilitation including:
  - brick and precast panel deterioration & tuckpointing
  - window and door replacement for energy efficiency and weathertightness (B & C recommends full replacement)
  - roofing
  - sealant joints
- A full asbestos and lead abatement should be completed.



UNDERSIZED PUBLIC LOBBY



UNDERSIZED GATEHOLD



UNDERSIZED TICKETING AREA DOES NOT MEET ADA REQUIREMENTS

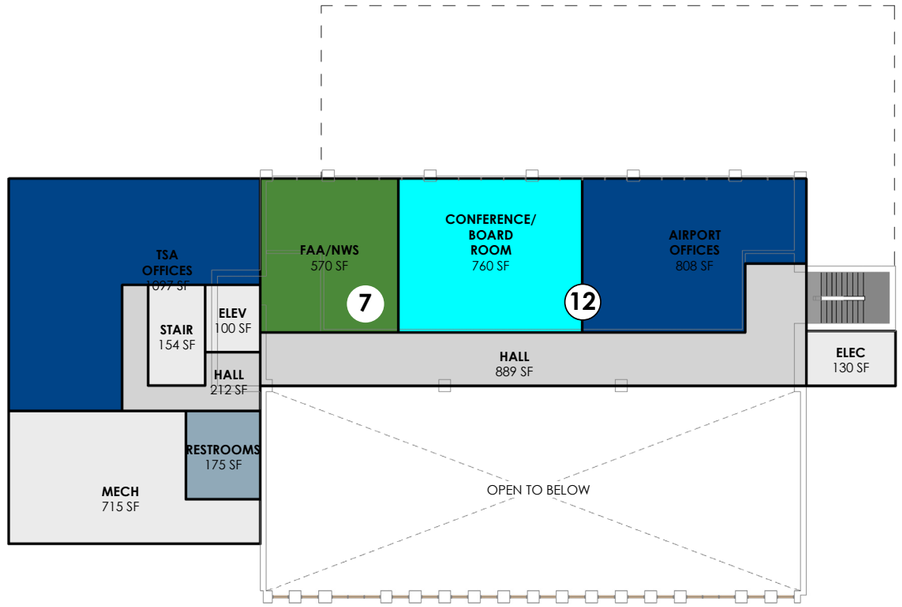

CHECKPOINT TOO SMALL TO ACCOMMODATE CURRENT TSA EQUIPMENT

FUNCTIONAL & OPERATIONAL ISSUES

1. Public or pre-security lobby is undersized for the current passenger loads.
2. Ticketing area is undersized and does not meet accessibility requirements.
3. The security screening checkpoint is significantly undersized for current passenger loads and cannot accommodate current TSA equipment such as Advanced Imaging Technology (AIT) passenger screening and larger x-ray equipment for carry-on baggage. It also does not provide the appropriate amount of divestiture and recomposure space or the required private screening room.
4. The passenger gatehold is significantly undersized for the 50 seat aircraft currently serving MCW as well as the potential for two 50 seat aircraft at the same time or a charter aircraft; that number of passengers also exceeds the gatehold occupancy permitted by fire code. In addition, in response to COVID-19, many airports are creating additional space for social distancing; this would be impossible to implement in the current MCW space.
5. Passenger-requested private security screenings occur within the single-stall gatehold restroom due to lack of available space.
6. Outbound baggage screening should be located in a room out of sight of the passengers, and with enough space to accommodate an Explosive Detection System (EDS) x-ray machine for checked baggage and the required level 2 hand screening area with explosive trace detection (ETD) machines.

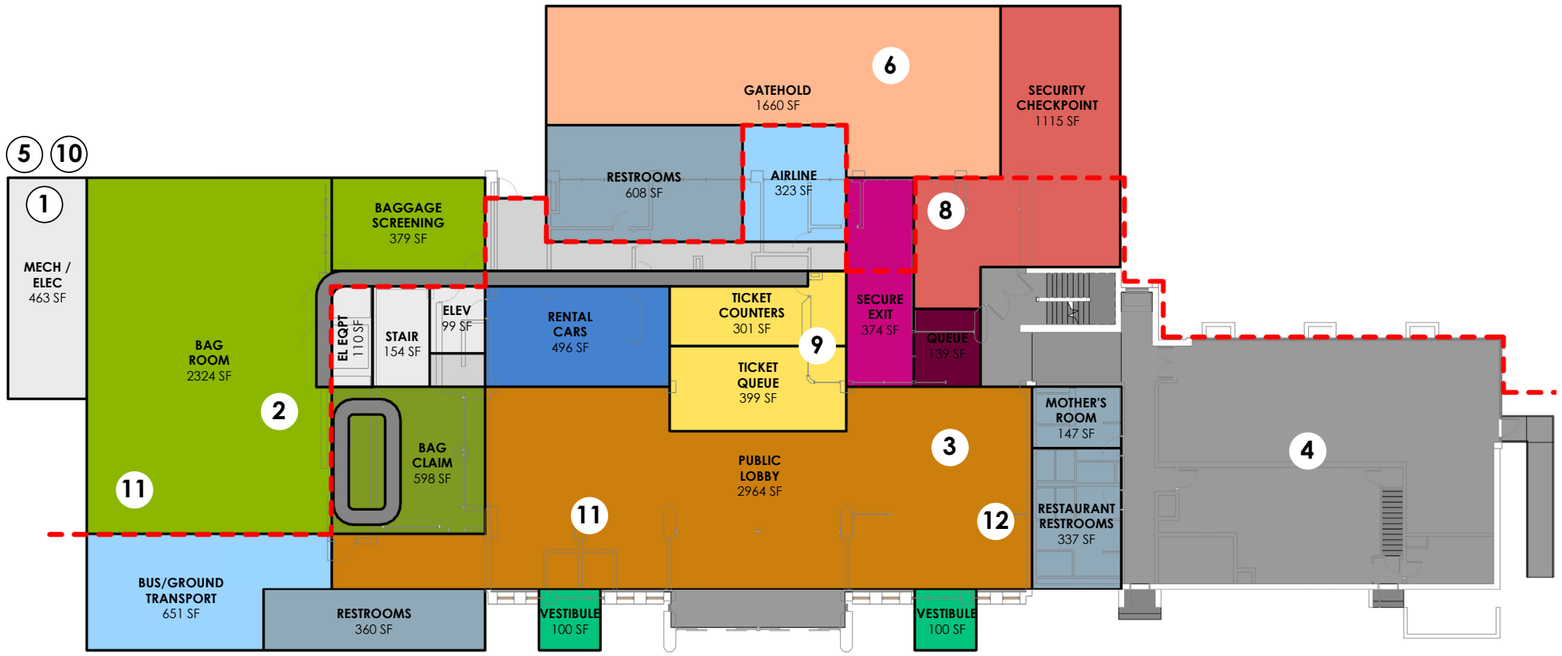
Enplanements			2019	2021	2026	2036	50 Seat 2036	Proposed
Annual Enplanements			8056	10200	14600	23900	23900	23900
Peak Month Enplanements			806	1020	1460	2390	2390	2390
Design Day Enplanements			28	35	50	82	82	82
Design Hour Enplanements			7	9	9	19	50	50
Design Hour Deplanements			7	9	9	19	19	50
Design Hour Departing Flights			1	1	1	1	1	1
Terminal Function or Area	**Planning Factor**	**Unit**	**Existing Facility**					
Airline Operations								
Agent Positions			Four					Four
Ticket Counter Length	0.30	LF/DHEP	30	3	3	6	15	24
Ticket Counter Area	3.15	SF/DHEP	325	28	28	60	158	300
Ticket Counter Queing Area	6.00	SF/DHEP	445	54	54	114	300	400
Airline Offices/Support	0.01	SF/ANNEP	260	102	146	239	239	260
Security								
Screening Lanes	150	EP/Lane/Hr	One	One	One	One	One	One
Security Checkpoint Area	1,500	SF/Lane	365	360	360	360	1,500	1,400
Checkpoint Queing/Circulation	2	SF/DHEP	in above	18	18	38	100	150
TSA Office	4	SF/DHEP	1100	39	39	82	217	1100
Landside								
Public Lobby	25	SF/DHEP	2,230	1530	2190	3585	3585	2800
Gatehold								
Gatehold Area	30	SF/DHEP	235	485	485	635	1500	2000
Airline Operations								
Airline Offices/Support	3.25	SF/DHEP	260	126	126	126	252	300
Outbound Baggage								
Bag Screening	7	SF/DHEP	in below	63	63	133	350	1000
Bag Make-up Area	7	SF/DHEP	585	63	63	133	350	1500
Inbound Baggage								
Baggage Claim Presentation	0.80	LF/DHDP	12	7	7	15	40	32
Baggage Claim Area	12	SF/DHDP	75	108	108	228	600	600
Inbound Bag Room			550	194	194	410	410	1,600
Rental Car								
Rental Car Counter Length	0.0025	LF/ANNEP	20	26	37	60	60	24
Rental Car Counters & Office	0.0100	SF/ANNEP	330	102	146	239	239	240
Rental Car Queueing		SF/DHEP	285	14	14	30	46	240
Tenants								
Vending	n/a	n/a	10	10	10	25	50	50
Restaurant	0.020	SF/ANNEP	2,335	204	292	478	478	2,335
Bus Company	n/a	n/a	370	370	370	370	370	370
FAA/NWS			500					500
Airport Administration								
Offices			490	555	855	1,155	1,755	800
Board Room/Conference Room			645	645	645	645	645	800
Support								
Restrooms - Landside	2	SF/DHEP	263	530	530	1,060	2,200	600
Restrooms - Airside			57	in above	in above	in above	in above	750
Storage/Janitorial			120					300
Mechanical/Electrical								
Totals			11,897 (less bsmt.)	5,636	6,783	10,226	15,458	20,475

Code Required Minimum Improvements - Does not accommodate 50 seat carrier							
Main Floor - Remodel Existing Space	9,762	NSF	$100	-	$175	$976,200	- $1,708,350
Upper Level - Remodel Existing Space	4,957	NSF	$100	-	$175	$495,700	- $867,475
Restaurant - No work	2,253	NSF	$0	-	$0	$0	- $0
Environmental - Asbestos / Lead paint		L. SUM				$50,000	- $80,000
Landscaping		L.SUM				$25,000	- $50,000
Signage		L.SUM				$15,000	- $20,000
Sub-Total Hard Costs						**$1,561,900**	**- $2,725,825**
Furnishings, Fixtures, Equipment						$270,000	- $300,000
Engineering/Architectural Fees, Permits, etc… (15%)		%				$234,285	- $408,874
Design Contingency (10%)		%				$156,190	$272,583
Construction Contingency (10%)		%				$156,190	- $272,583
Total	**16,972 SF**					**$2,378,565**	**- $3,979,864**



Floor Plan Level 2 - Option 1





Floor Plan Level 1 - Option 1



OPTION 1: RENOVATE TERMINAL, REPLACE FAA ANNEX

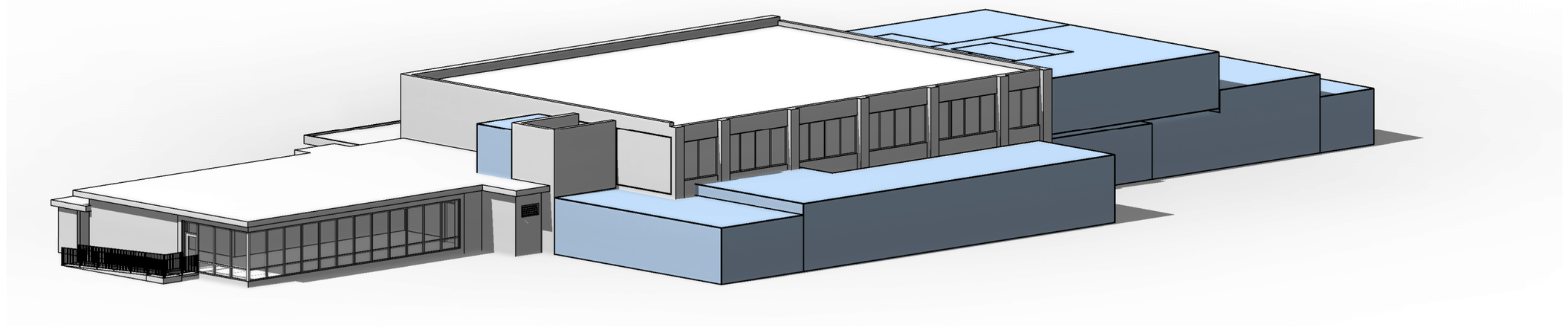
- Constructs mech/elec utility building for new service before demolishing Annex
- North expansion for security checkpoint and gatehold in approx. same location
- West expansion for bag claim and bag room at lobby level
- Renovates Restaurant Restrooms and creates mother's room.
- FAA equipment relocated to portion of existing TSA space to maintain operations
- Reconstructs south vestibules in original locations and removes offices to open up lobby

PHASING / SEQUENCING

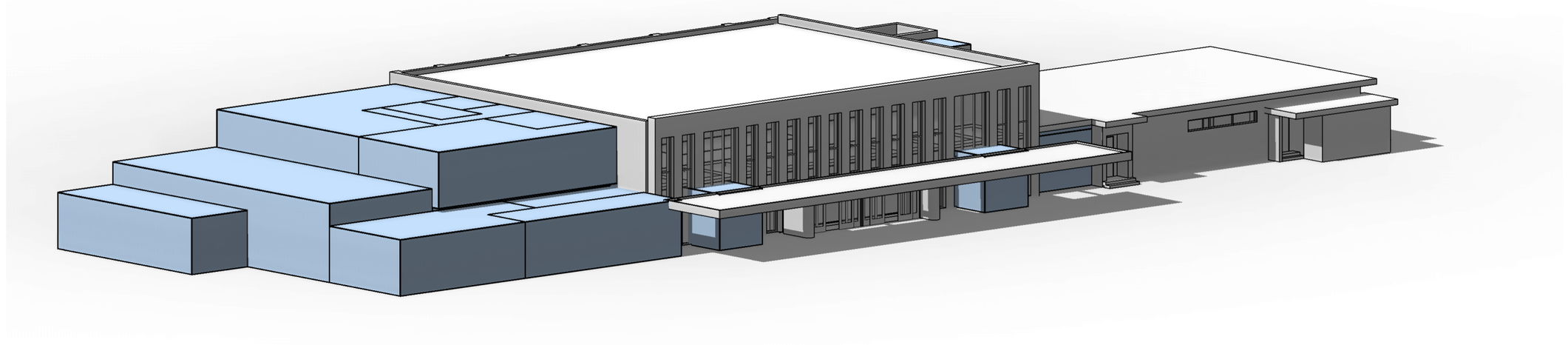
1. Construct utility building and tunnel. Connect utility tunnel to existing building.
2. Clean up Annex and temporarily relocate screening & gatehold.
3. Create temporary ticketing area in lobby.
4. Clean up restaurant dining room and temporarily relocate TSA Offices.
5. New mechanical, electrical and technology systems online.
6. Construct north addition utilizing permanent utilities through tunnel; renovate ticketing.
7. Relocate FAA/NWS equipment to terminal 2nd floor.
8. Move screening & gatehold into north addition.
9. Move ticketing back to permanent location.
10. Transfer existing terminal building over to new mechanical system and decommission all existing MEP systems.
11. Demo Annex, construct west addition and renovate west 1/2 of lobby.
12. Renovate eastern 1/2 of lobby and 2nd floor offices.

- Estimated Cost: $7.3M - $10.2M
- 21,218 SF

*Arriving pax may be required to transport bags from airfield to terminal

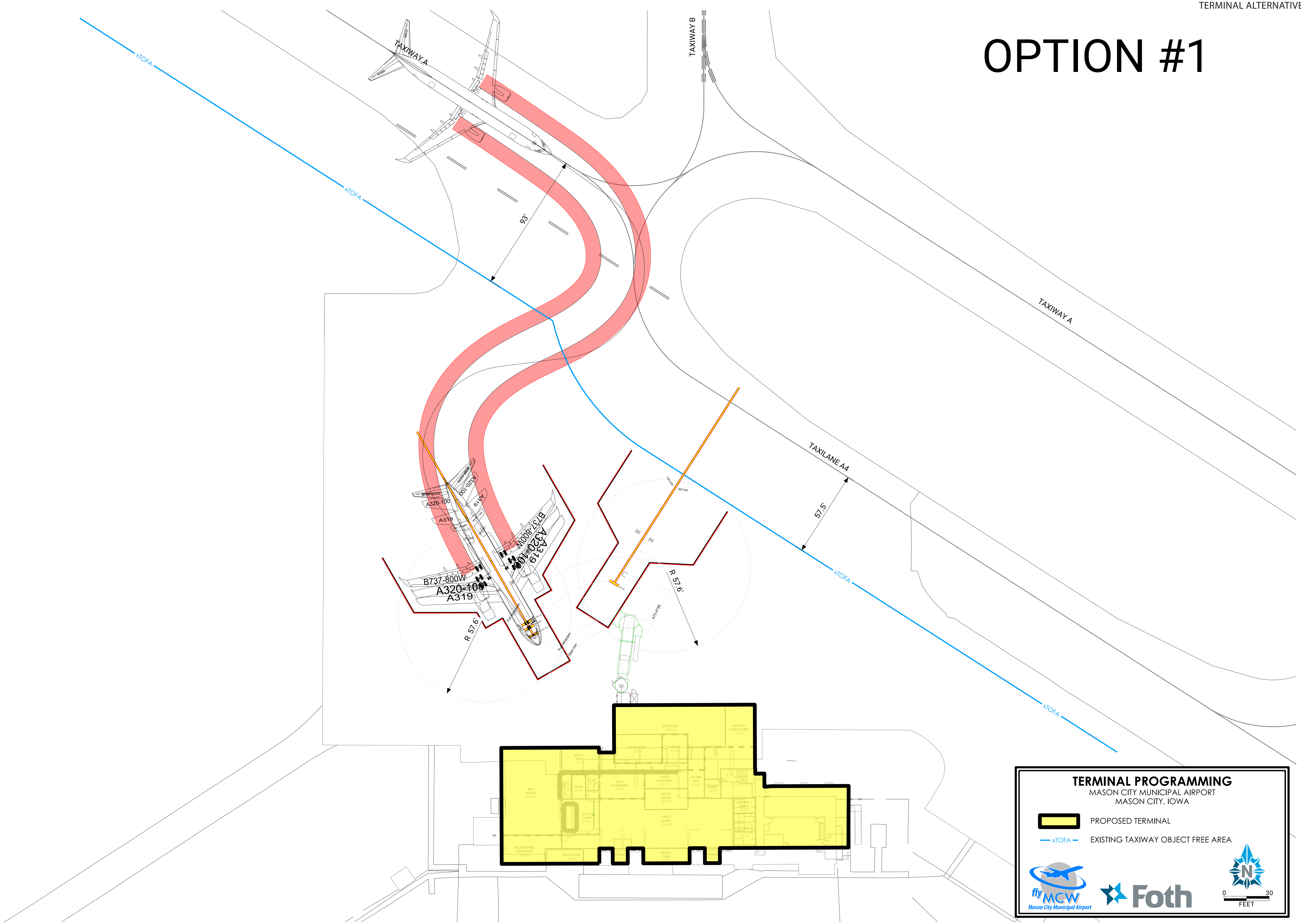


3D Massing View from Northeast - Option 1

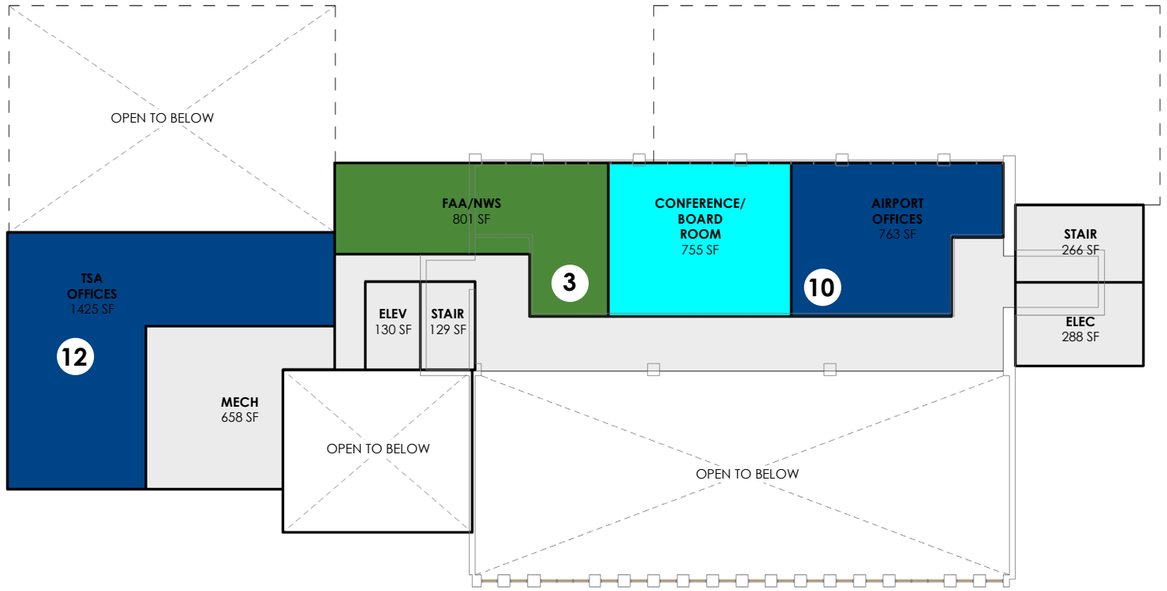


3D Massing View from Southwest - Option 1

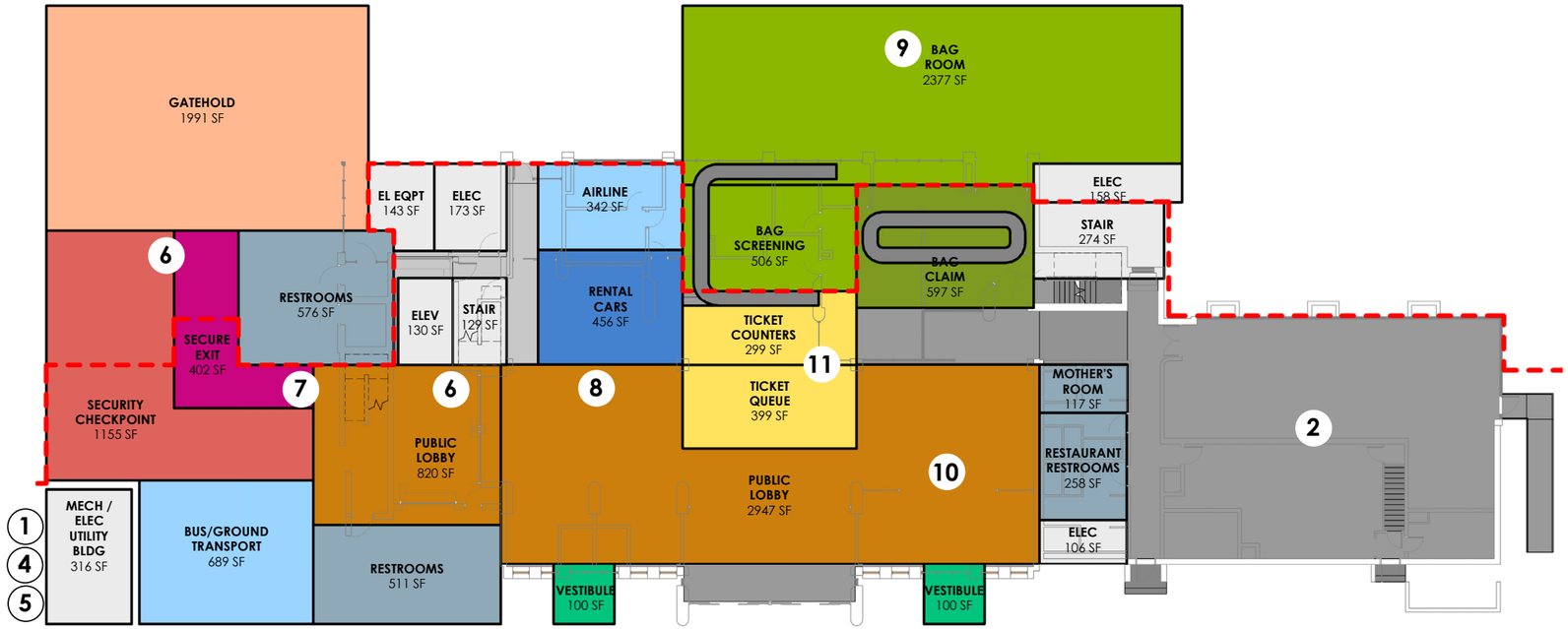
OPTION #1


TAXIWAY A
TAXIWAY B
xTOFA
93'
TAXIWAY A
TAXILANE A4
57.5'
R 57.6'
R 57.6'
B737-800W
A320-100
A319
TERMINAL PROGRAMMING
MASON CITY MUNICIPAL AIRPORT
MASON CITY, IOWA
PROPOSED TERMINAL
EXISTING TAXIWAY OBJECT FREE AREA
fly MCW
Mason City Municipal Airport
Foth
0
30
FEET

Option 1 - Renovate Terminal, Replace FAA Annex								
Main Floor - Remodel Existing Space	8,005	NSF	$125	-	$200	$1,000,625	-	$1,601,000
Main Floor - New Space	7,445	NSF	$250	-	$325	$1,861,250	-	$2,419,625
Upper Level - Remodel Existing Space	4,270	NSF	$125	-	$200	$533,750	-	$854,000
Upper Level - New Space	1,498	NSF	$250	-	$325	$374,500	-	$486,850
Demo Annex		L.SUM				$50,000	-	$75,000
Temp Utility Structure						$50,000	-	$100,000
Restaurant / Trailer - Temp Gate Hold						$5,000	-	$10,000
Ancillary civil costs		L. SUM				$380,000	-	$420,000
Environmental - Asbestos / Lead paint		L. SUM				$50,000	-	$80,000
Landscaping		L.SUM				$25,000	-	$50,000
Signage		L.SUM				$15,000	-	$20,000
Sub-Total Hard Costs						**$4,345,125**	-	**$6,116,475**
Furnishings, Fixtures, Equipment						$270,000	-	$300,000
Passenger Boarding Bridge						$712,500	-	$787,500
Baggage Conveyor						$400,000	-	$840,000
Engineering/Architectural Fees, Permits, etc… (15%)		%				$651,769	-	$917,471
Design Contingency (10%)		%				$434,513		$611,648
Construction Contingency (10%)		%				$434,513	-	$611,648
Total	**21,218 SF**					**$7,248,419**	-	**$10,184,741**



Floor Plan Level 2 - Option 2



Floor Plan Level 1 - Option 2

OPTION 2: RENOVATE TERMINAL, REPLACE FAA ANNEX

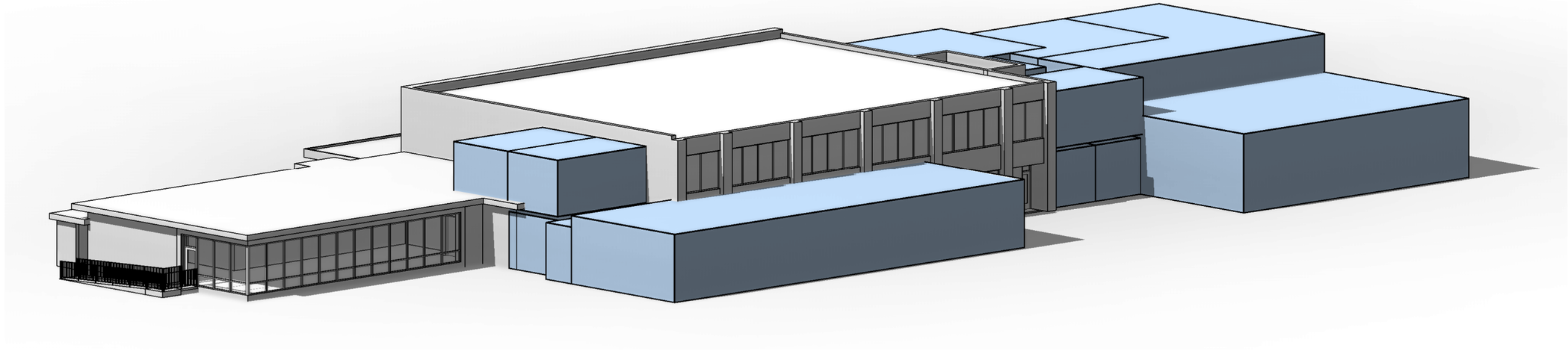
- Constructs Mech/Elec utility building for new service before demolishing Annex
- West expansion replaces Annex, providing security checkpoint, gatehold, etc. at lobby level
- FAA equipment relocated to portion of existing TSA space to maintain operations
- North expansion for bag claim and bag room.

Phasing / Sequencing

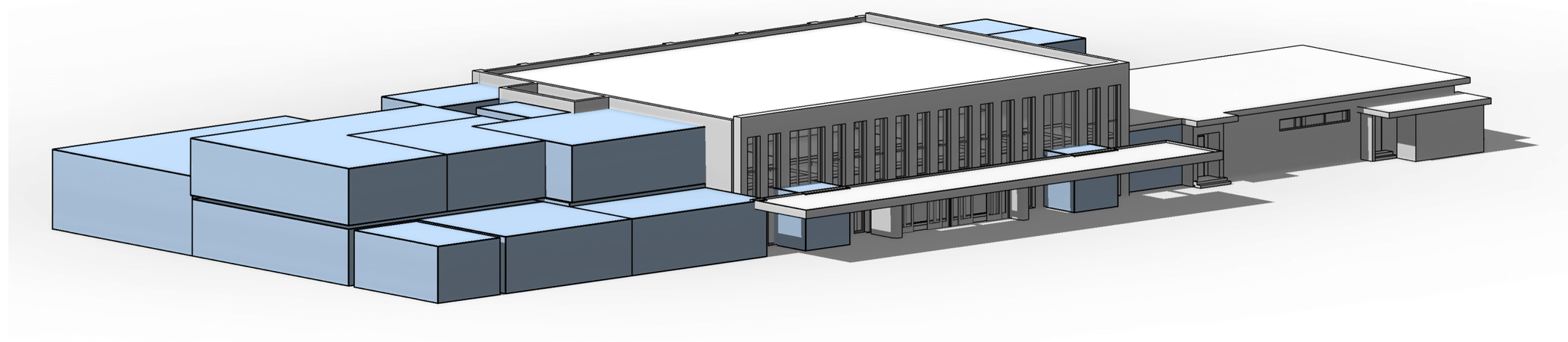
1. Construct utility building and tunnel. Connect utility tunnel to existing terminal.
2. Clean up restaurant dining room and temporarily relocate TSA Offices.
3. Relocate FAA/NWS equipment to terminal 2nd floor.
4. New mechanical, electrical, and technology systems online.
5. Transfer existing terminal over to new mechanical system and decommission all existing MEP systems.
6. Demo Annex, construct west addition and renovate west 1/2 of lobby.
7. Move screening & gatehold into west addition.
8. Create temporary ticketing area in lobby.
9. Construct north addition & renovate ticketing.
10. Renovate eastern 1/2 of lobby and 2nd floor offices.
11. Move ticketing back to permanent location.
12. Move TSA into new offices.

- ESTIMATED COST: $8.0M - $11.1M
- 23,082 SF

*Arriving pax may be required to transport bags from airfield to terminal

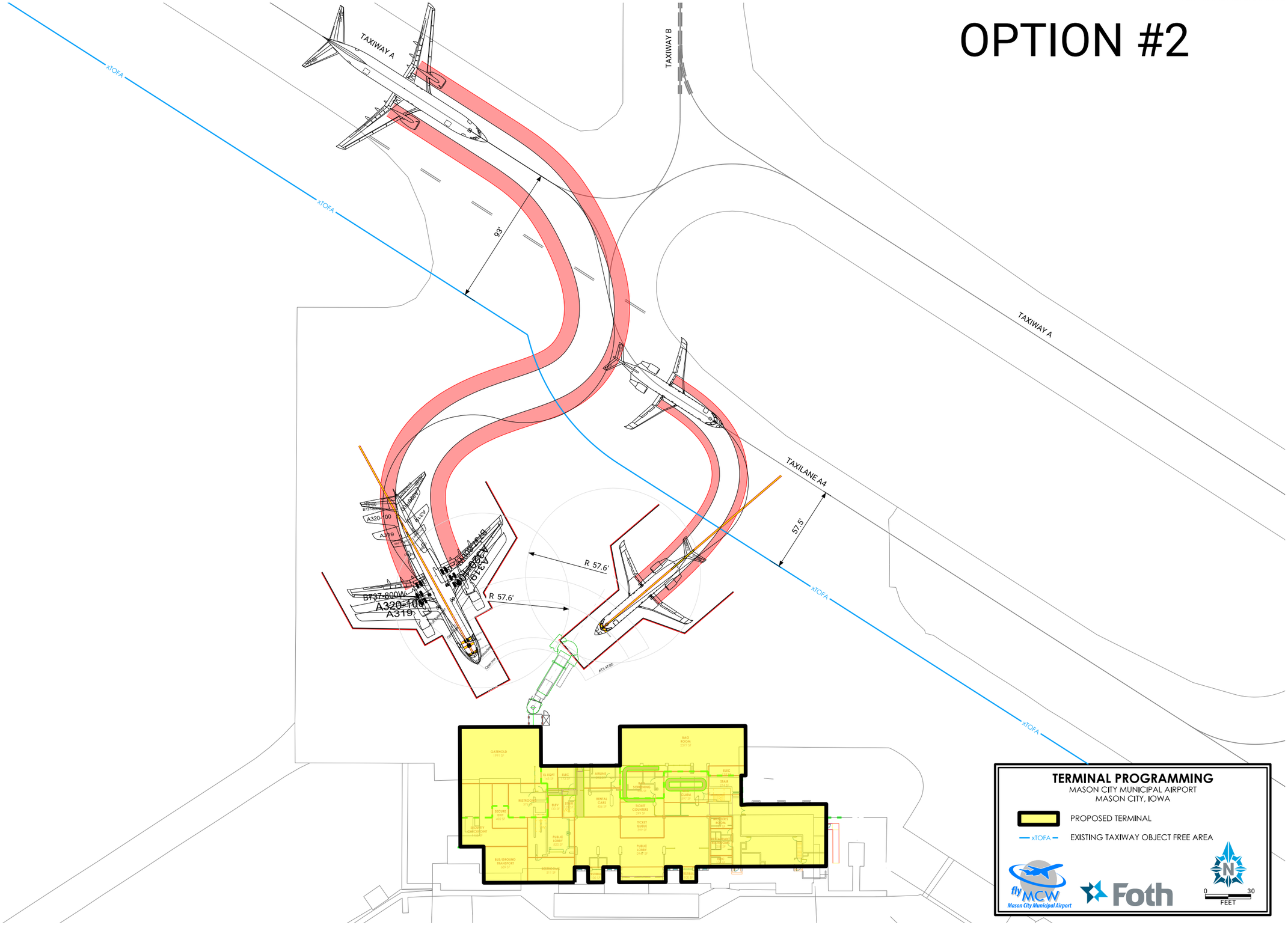


3D Massing View from Northeast - Option 2

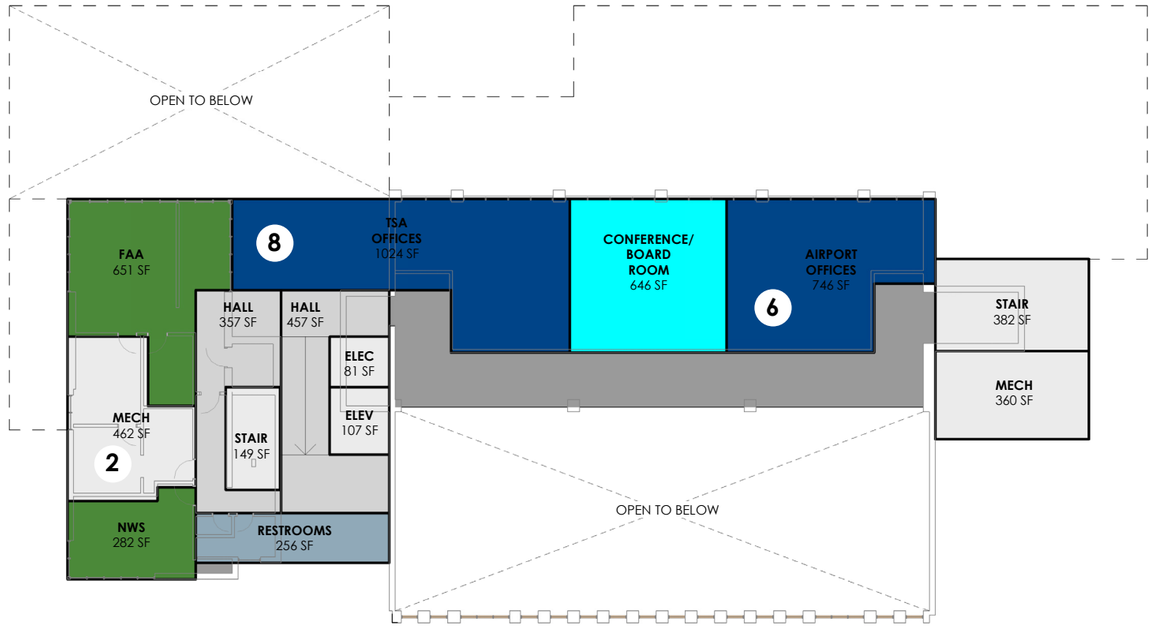


3D Massing View from Southwest - Option 2

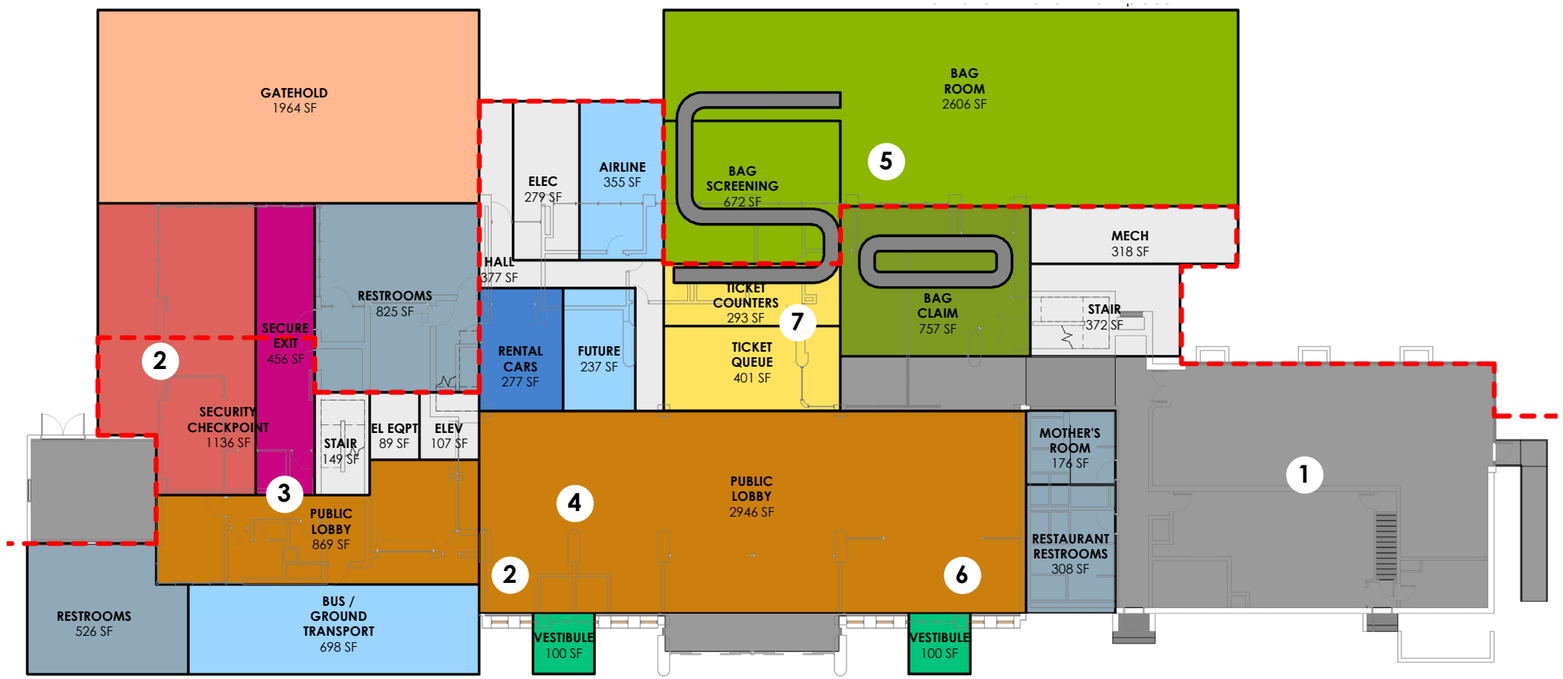
OPTION #2


TAXIWAY A
TAXIWAY B
xTOFA
xTOFA
93'
TAXILANE A4
57.5'
R 57.6'
R 57.6'
TAXIWAY A
xTOFA
xTOFA
A320-100
A319
B737-800W
A320-100
A319
TERMINAL PROGRAMMING
MASON CITY MUNICIPAL AIRPORT
MASON CITY, IOWA
PROPOSED TERMINAL
xTOFA
EXISTING TAXIWAY OBJECT FREE AREA
fly MCW
Mason City Municipal Airport
Foth
0
30
FEET

Option 2 - Renovate Terminal, Replace FAA Annex								
Main Floor - Remodel Existing Space	8,005	NSF	$125	-	$200	$1,000,625	-	$1,601,000
Main Floor - New Space	8,712	NSF	$250	-	$325	$2,178,000	-	$2,831,400
Upper Level - Remodel Existing Space	3,385	NSF	$125	-	$200	$423,125	-	$677,000
Upper Level - New Space	2,980	NSF	$250	-	$325	$745,000	-	$968,500
Demo Annex		L.SUM				$50,000	-	$75,000
Temp Utility Structure						$50,000	-	$100,000
Ancillary civil costs		L. SUM				$380,000	-	$420,000
Environmental - Asbestos / Lead paint		L. SUM				$50,000	-	$80,000
Landscaping		L.SUM				$25,000	-	$50,000
Signage		L.SUM				$15,000	-	$20,000
Sub-Total Hard Costs						**$4,916,750**	-	**$6,822,900**
Furnishings, Fixtures, Equipment						$270,000	-	$300,000
Passenger Boarding Bridge						$712,500	-	$787,500
Baggage Conveyor						$400,000	-	$840,000
Engineering/Architectural Fees, Permits, etc… (15%)		%				$737,513	-	$1,023,435
Design Contingency (10%)		%				$491,675		$682,290
Construction Contingency (10%)		%				$491,675	-	$682,290
Total	**23,082 SF**					**$8,020,113**	-	**$11,138,415**



Floor Plan Level 2 - Option 3



Floor Plan Level 1 - Option 3

OPTION 3: RENOVATE TERMINAL, RENOVATE FAA ANNEX

- Removes garage between Lobby and Annex to construct elevator and lobby expansion, and add 2nd floor space
- Renovates first floor of Annex for security checkpoint, etc.
- Maintains existing electrical service in place
- Maintains existing pumps and boilers in place
- Maintains FAA and NWS in place

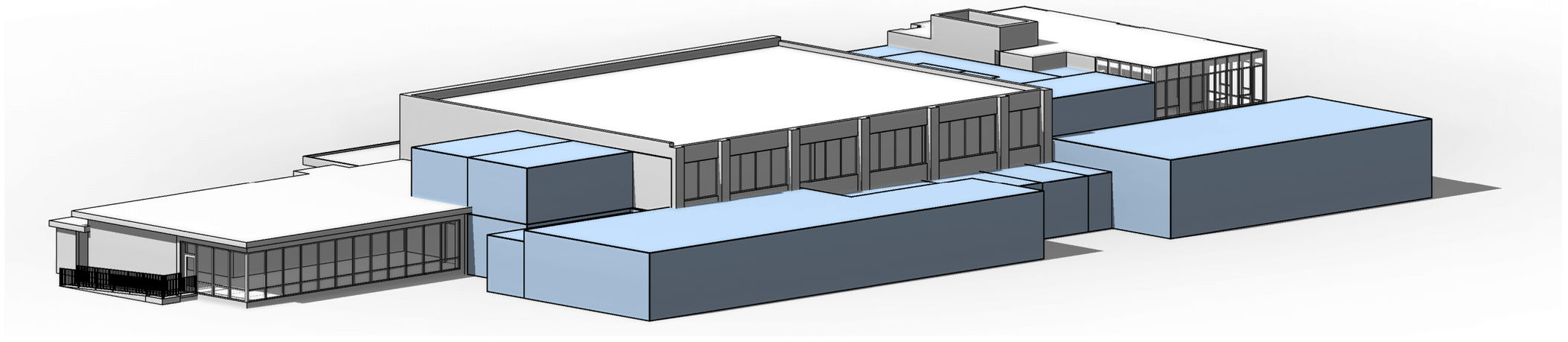
Phasing / Sequencing

1. Clean up restaurant dining room and temporarily relocate TSA Offices.
2. Renovate and expand Annex; install new chiller, pumps and piping to allow for increased capacity; renovate west 1/2 of lobby.
3. Move screening & gatehold into west addition.
4. Create temporary ticketing area in lobby.
5. Construct north addition & renovate ticketing.
6. Renovate eastern 1/2 of lobby and 2nd floor offices.
7. Move ticketing back to permanent location.
8. Move TSA into new offices.

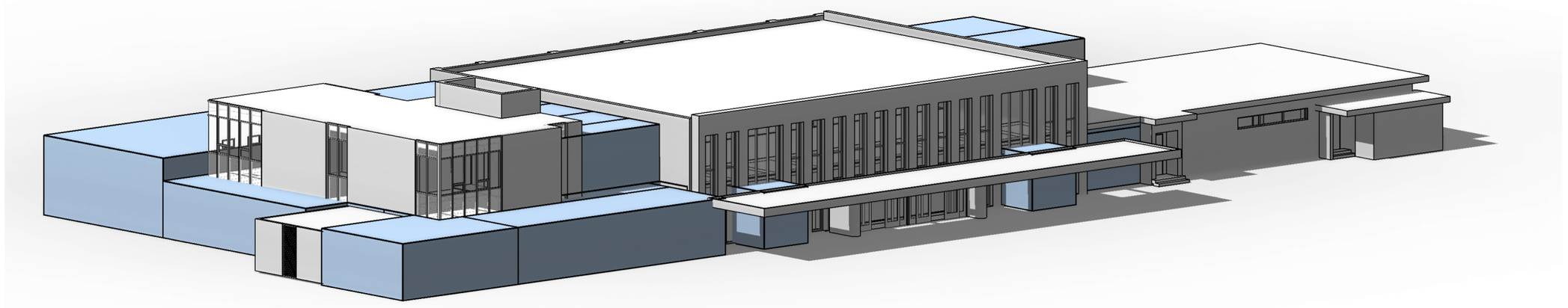
- ESTIMATED COST: $8.3M - $11.6M
- 25,134 SF

*Arriving pax may be required to transport bags from airfield to terminal

**Install new interior fan coil units, energy recovery units, and associated ductwork and piping in each phase as project progresses. Existing MEP equipment to be reused if of sufficient capacity and good working order. Outdated MEP equipment will be replaced. Technology service will be upgraded and new equipment installed.

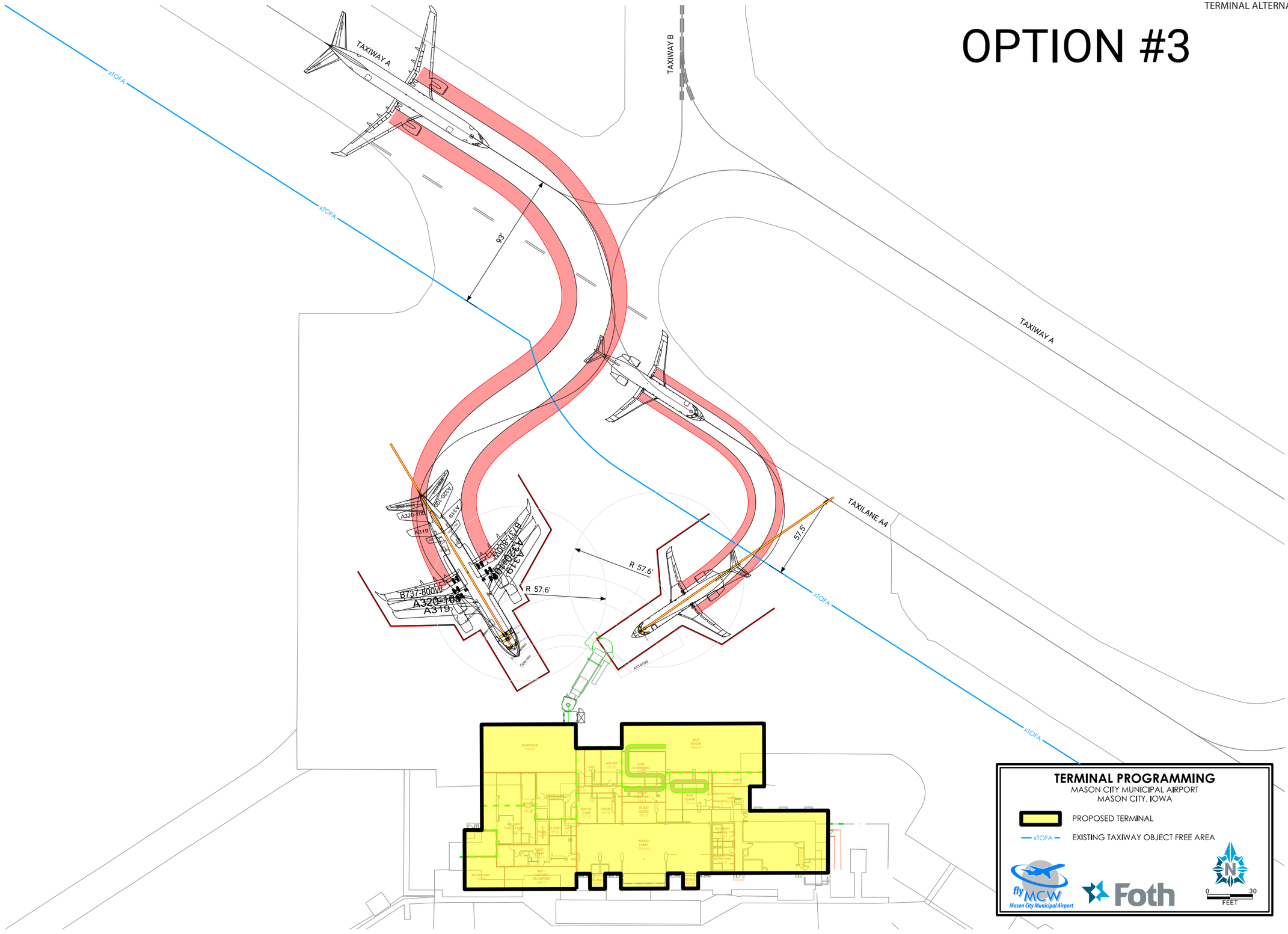


3D Massing View from Northeast - Option 3

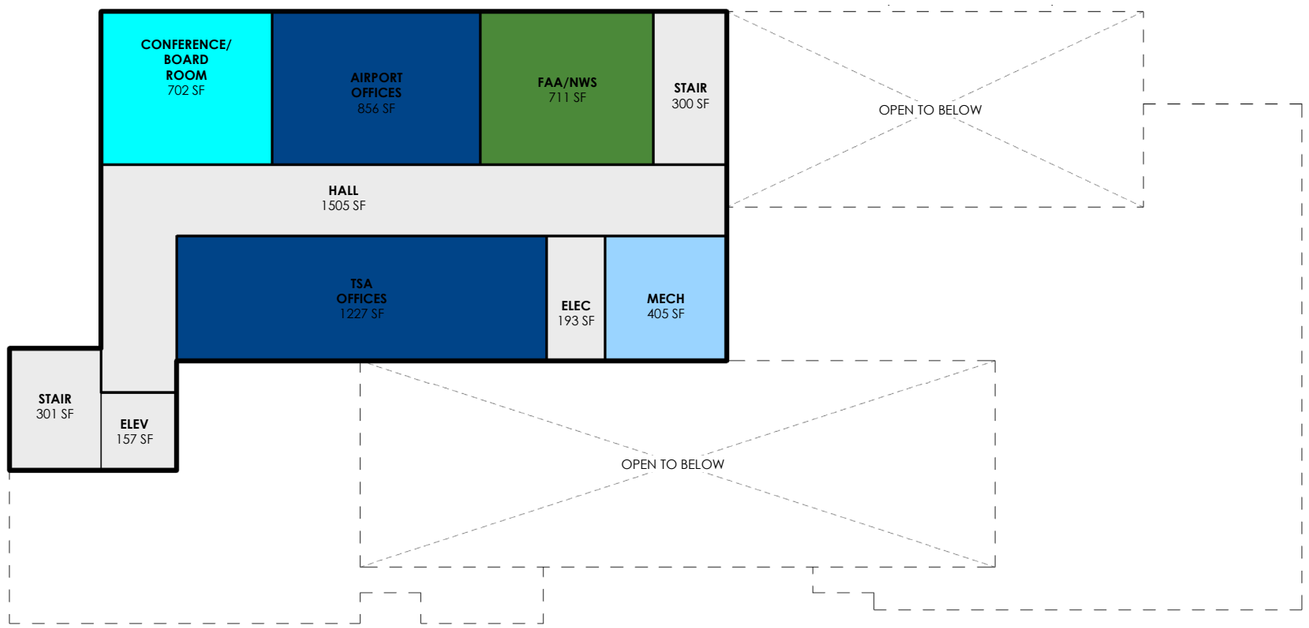


3D Massing View from Southwest - Option 3

OPTION #3


TAXIWAY A
TAXIWAY B
xTOFA
xTOFA
93'
TAXILANE A4
57.5
R 57.6'
R 57.6'
xTOFA
xTOFA
B737-800W
A320-100
A319
A321-200W
A319
B737-800W
A320-100
A319
TERMINAL PROGRAMMING
MASON CITY MUNICIPAL AIRPORT
MASON CITY, IOWA
PROPOSED TERMINAL
xTOFA
EXISTING TAXIWAY OBJECT FREE AREA
fly MCW
Mason City Municipal Airport
Foth
N
0
30
FEET

Option 3 - Renovate Terminal, Renovate Annex, Demo Garage							
Main Floor - Remodel Existing Space	8,690	NSF	$125	-	$200	$1,086,250 -	$1,738,000
Main Floor - New Space	9,473	NSF	$250	-	$325	$2,368,250 -	$3,078,725
Upper Level - Remodel Existing Space	4,703	NSF	$125	-	$200	$587,875 -	$940,600
Upper Level - New Space	2,268	NSF	$250	-	$325	$567,000 -	$737,100
Demo Garage (selective)		L.SUM				$50,000 -	$75,000
Ancillary civil costs		L. SUM				$380,000 -	$420,000
Environmental - Asbestos / Lead paint		L. SUM				$50,000 -	$80,000
Landscaping		L.SUM				$25,000 -	$50,000
Signage		L.SUM				$15,000 -	$20,000
Sub-Total Hard Costs						**$5,129,375 -**	**$7,139,425**
Furnishings, Fixtures, Equipment						$270,000 -	$300,000
Passenger Boarding Bridge						$712,500 -	$787,500
Baggage Conveyor						$400,000 -	$840,000
Engineering/Architectural Fees, Permits, etc… (15%)		%				$769,406 -	$1,070,914
Design Contingency (10%)		%				$512,938	$713,943
Construction Contingency (10%)		%				$512,938 -	$713,943
Total	**25,134 SF**					**$8,307,156 -**	**$11,565,724**



Floor Plan Level 2 - Option 4





Floor Plan Level 1 - Option 4



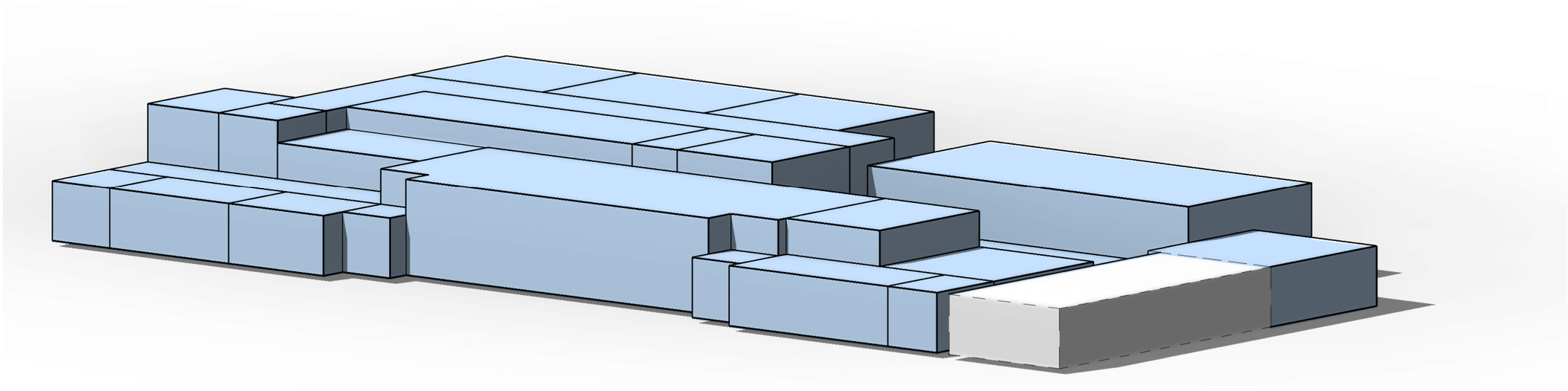
OPTION 4: CONSTRUCT NEW TERMINAL

- All public spaces at one level
- Most energy efficient option with all new envelope and systems
- Most efficient layout
- Restaurant space could be incorporated if desired

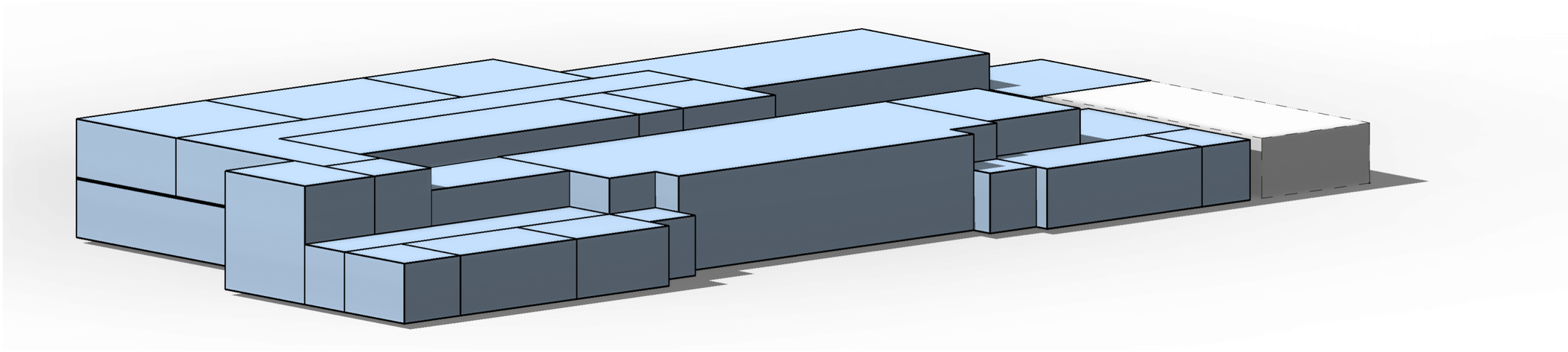
Phasing / Sequencing

1. Construct new terminal
2. Add taxiway pavement
3. Adjust curbside lanes and parking
4. Demo existing terminal

- ESTIMATED COST: $12.0M - $15.5M
- 25,429 SF



3D Massing View from Southeast - Option 4



3D Massing View from Southwest - Option 4

OPTION #4

TAXIWAY A

TAXIWAY B

TAXIWAY A

TAXILANE A4

xTOFA

xTOFA

xTOFA

xTOFA

93'

57.5'

R 57.6'

R 57.6'

3,265 SY OF PROPOSED PAVEMENT

EXISTING TERMINAL

MECH AND ELEC IN BASEMENT BELOW - 2503SF

TERMINAL PROGRAMMING
MASON CITY MUNICIPAL AIRPORT
MASON CITY, IOWA

PROPOSED TERMINAL

xTOFA — EXISTING TAXIWAY OBJECT FREE AREA

0 30
FEET

Option 4 - Complete New Terminal							
Main Floor - New Space	19,072	NSF	$250	-	$325	$4,768,000	- $6,198,400
Upper Level - New Space	6,357	NSF	$250	-	$325	$1,589,250	- $2,066,025
Airside Improvements		L.SUM				$646,000	- $714,000
Landside Imrpovements		L.SUM				$627,000	- $693,000
Demolition (entire facilit)		L.SUM				$100,000	- $150,000
Environmental - Asbestos / Lead paint		L. SUM				$50,000	- $80,000
Landscaping		L.SUM				$75,000	- $125,000
Signage		L.SUM				$15,000	- $20,000
Sub-Total Hard Costs						**$7,870,250**	- **$10,046,425**
Furnishings, Fixtures, Equipment						$270,000	- $300,000
Passenger Boarding Bridge						$712,500	- $787,500
Baggage Conveyor						$400,000	- $840,000
Engineering/Architectural Fees, Permits, etc… (15%)		%				$1,180,538	- $1,506,964
Design Contingency (10%)		%				$787,025	$1,004,643
Construction Contingency (10%)		%				$787,025	- $1,004,643
Total	**25,429 SF**					**$12,007,338**	- **$15,490,174**

***** Geothermal - Add $600,000 to all options**

APPENDIX A

FACILITY ASSESSMENT REPORT - DECEMBER 11, 2020

Mason City Municipal Airport Facility Assessment Report

December 11, 2020



PREPARED BY BERGLAND + CRAM | BLUESTONE ENGINEERING

Contents

Existing Terminal/Annex Layout

TERMINAL

Code & Accessibility Compliance

Physical Condition Observations

Additional Space Needs

Existing Conditions Reference

ANNEX

Code & Accessibility Compliance

Physical Condition Observations

Existing Condition Reference

FBO

Facility Needs

Existing FBO Layout

Proposed Improvement Scopes

Estimate Cost Range

Study Scope

The Mason City Municipal Airport commissioned an assessment study of the existing main Terminal and FAA Annex Buildings. A related yet separate space planning study of the FBO building is also included as part of this document.

Objectives of the study:

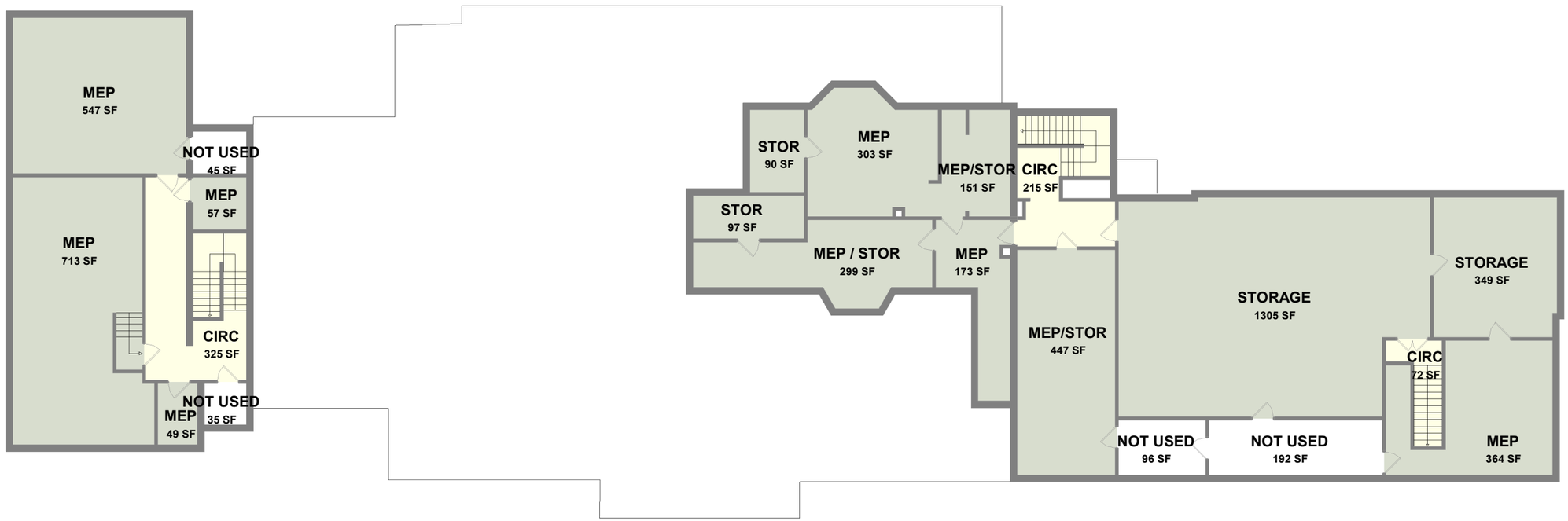
- Evaluate existing facility conditions
- Identify necessary code and ADA compliance upgrades
- Identify possible upgrades to space planning and finishes required to modernize the facilities

Executive Summary

The following is a high-level summary of critical findings, outlined in further detail in this study. Information within is separated between Code & Accessibility Compliance (regulation directed) and Physical Condition Observations (aesthetic, maintenance, and functionality items).

- A fire protection and alarm system is required.
- It is required to install an elevator or move publicly utilized functions to the main, accessible level. This includes the board room used for public meetings, and offices where the public will come to meet with staff. The ability for the public to meet with airport staff on the main floor (separate from their offices) is also a possibility.
- Upgrades to infrastructure original to the building are needed including mechanical, lighting, and plumbing.
- Knee wall on second floor corridor/landing is a non-compliant height (too short). The wall will need to be raised, or install a 42” railing.
- The Hold Room is undersized for current use, and even more so for social distancing measures and future growth.
- The Screening Area is undersized for the installation of a required body scan machine.
- Accessibility requirements are an issue in the current restrooms. An improved configuration of the layout and overall updates are recommended.
- The facility has exterior renovation needs including brick and panel deterioration and a need for new windows and canopy/roof to stabilize conditions and prevent further damage.
- A full asbestos abatement is recommended.

	BASEMENT	BUILDING TOTAL
ANNEX	1,800 SF	5,400 SF
TERMINAL	4,300 SF	17,600 SF
COMPLEX	6,100 SF	23,000 SF



EXISTING BASEMENT FLOOR

MASON CITY MUNICIPAL AIRPORT, IA

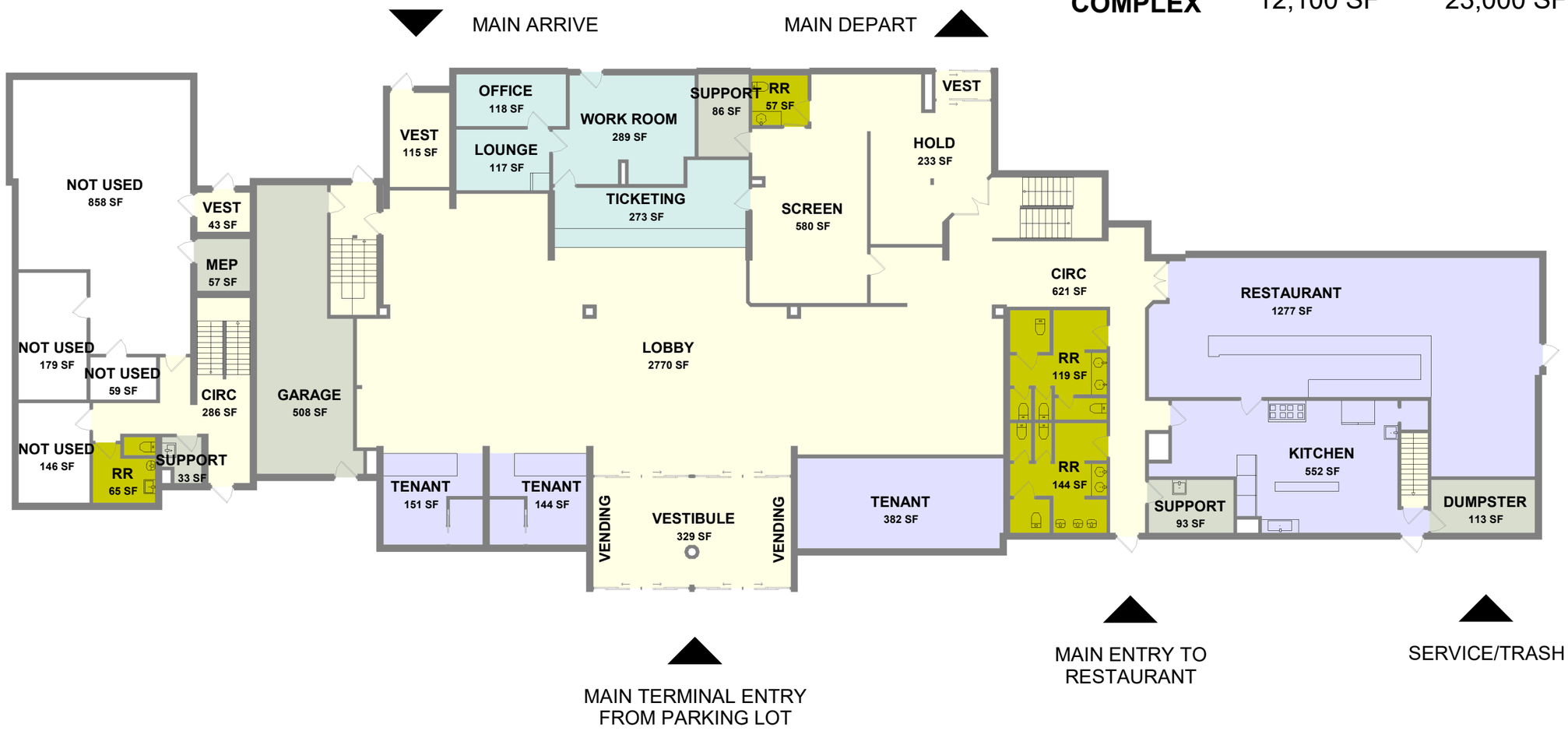
PROJECT #20022 12/8/2020

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	1ST FLOOR	BUILDING TOTAL
ANNEX	1,900 SF	5,400 SF
TERMINAL	10,200 SF	17,600 SF
COMPLEX	12,100 SF	23,000 SF



EXISTING FIRST FLOOR

MASON CITY MUNICIPAL AIRPORT, IA

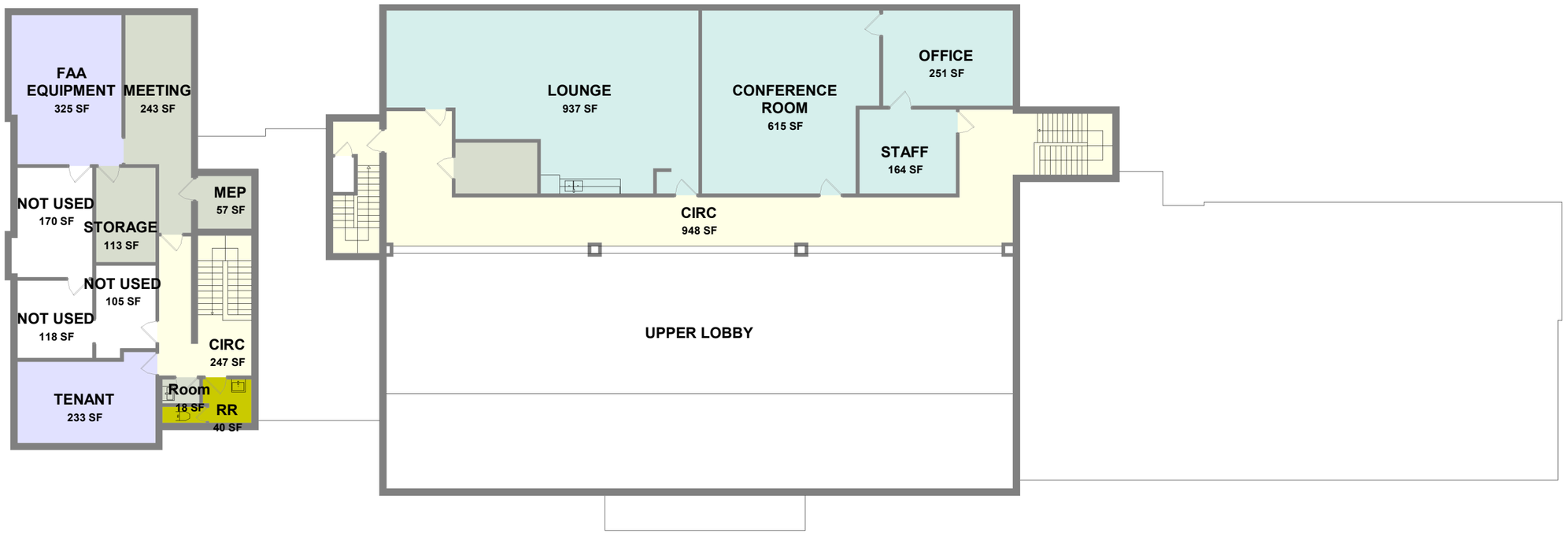
PROJECT #20022 12/8/2020

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	2ND FLOOR	BUILDING TOTAL
ANNEX	1,700 SF	5,400 SF
TERMINAL	3,100 SF	17,600 SF
COMPLEX	4,800 SF	23,000 SF



EXISTING SECOND FLOOR

MASON CITY MUNICIPAL AIRPORT, IA

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Terminal Report



Mason City Municipal Airport's terminal, built in 1965, consists of three levels, a main floor (10,200 SF) and an upper level (3,100 SF), as well as a partial basement (4,300 SF) utilized for storage and infrastructure routing and equipment. The second floor is accessible via stair and chair lift, the lower level is accessible via stair only. Handicapped accessibility has been accommodated to the best possible extent short of extensive interior remodeling. Interior ramps comply with accessibility standards. Some upgrading in the facility are required for building and fire code compliance.

PASSENGER TERMINAL FACILITY
A3 OCCUPANCY

References:
Uniform Building Code, 2015 Edition
Americans with Disabilities Act (ADA), 2015
Clarified in IBC Chapter 29 Plumbing Systems

Fire Protection / Fire Alarm

IBC 903.2.13 requires a sprinkler system for A3 occupancy if over 12,000 SF in a fire area, or occupant load of 300+, or the fire area is located on a floor other than level of exit discharge serving occupancies. Existing fire area including main floor, mezzanine and basement (not including restaurant or annex) exceeds 12,000 SF. The existing building is not served by a fire sprinkler system, fire sprinkler service required. With the extension of offering 50-seat service, a new fire sprinkler service will also be required by code. The existing fire alarm system is outdated and obsolete. An completely new fire alarm system will also be required. The fire alarm system is a requirement of the building being sprinklered or the addition of an elevator.

The terminal basement holds a large amount of obsolete equipment, paperwork, boxes and general debris. Such items pose a risk of fire hazard, safety and exiting concerns and purging unnecessary items is recommended.



Maintain clearance at drinking fountain. Update lighting and peeling wall covering.

Power Distribution

Electrical service and distribution panels have been recently upgraded and a new service installed. Sizing appears adequate for anticipated loads for current terminal and FAA building sizes. Some branch panels appear vintage and will need to be replaced to allow additional breakers to be added for new loads. Additional receptacles should be added throughout the terminal for passenger convenience.

Generator

The generator serves the building though a single transfer switch and serves non-life safety loads only. Prior to renovations, a full assessment of the generator's capacity to run additional proposed items is recommended. Generator condition appears to be in good to fair condition and is serviced regularly by airport staff.

Mechanical

The heating water boilers and pumping infrastructure have been recently upgraded. Sizing is adequate for the current loads of the terminal and annex building. Space heating and cooling is provided by floor mounted fan coil units on a two-pipe changeover system. The fan coil units are being upgraded currently along with new condensate piping in the annex building. The ventilation system air handling unit is original to the facility, though components have been replaced over time. The ventilation air system should be replaced to improve distribution throughout the terminal and meet new minimum outdoor airflow code requirements for increasing the seating capacity in the terminal.

Recent mechanical system upgrades include:
2015 - Annex electrical capacity upgrade
2017 - Terminal Chiller Replacement
2019 – Terminal Boiler Replacement
2020 – Terminal Fan Coil Unit Replacement

Lighting

Existing light fixtures are comprised of T8 and A-base style fixtures. Portions of the building have been upgraded to LED fixture or lamps. Light levels are inadequate in the terminal lobby and at a minimum, new fixtures should be installed. Consider updating lighting fixtures with more efficient yet complimentary fixtures. Ensure all covers and bulbs on existing fixtures are secured and in working order to maintain safety and professional appearance.

Code & Accessibility Compliance
(continued)
TERMINAL



Provide pipe cover at under-counter plumbing.

Emergency Egress Lighting

Emergency egress lighting is through battery powered bug-eye and combination exit-light/emergency combination units. Fixtures appear new and several units were tested and operated properly. Proposed layout changes should be reviewed to assure code mandated coverage and light levels.

Plumbing / Restrooms

The plumbing system and fixtures are original to the building. Modification of the plumbing system piping will be required to accommodate any changes to placement of fixtures within restrooms to meet ADA standards.

Men's stall configuration is non-compliant. Men's restroom currently does not have an accessible stall that is compliant with ADA regulations. Code only requires one stall per 500 people of each sex. Currently, the terminal has 6 men's stalls and 5 women's stalls. A complete remodel to the bathrooms to achieve ADA standards, and reduction of stall count to requirements is recommended and will also minimize future maintenance. Upon renovation, hand dryer near urinals in men's restroom to be relocated out of path of approach to urinals. Provide pipe cover at exposed under-counter plumbing in bathrooms to meet ADA requirements.

Stairs / Chair Lift / Elevator

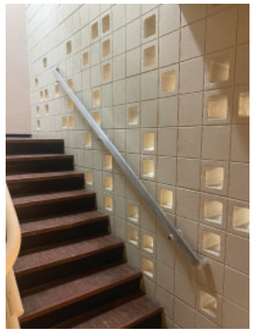
IBC 1019.3 Stair enclosure not required.
IBC 1109.8 Open chair lift non-compliant, does not meet requirement to serve upper floor spaces that are open to the public. Access is required to public-use spaces. It is required to either install an elevator to access the upper level, or move public-use spaces including administrative offices and board room to the main level.

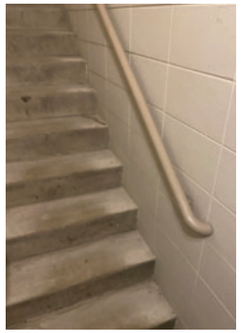
The existing chair lift is allowed to serve non public spaces on the upper floor. An inspection of the chair lift within the terminal is required by the State on an annual basis. There have been small maintenance issues and expenses on the chair lift but no major maintenance expenses. In addition to cost considerations, the chair lift is cumbersome and inefficient to use. Guests or visitors with mobility challenges are reluctant to use the lift, with concerns that they are burdening staff, drawing too much attention to themselves, or not trusting the safety of the system. Because of this, guests that really should have been utilizing the accessibility assistance are forgoing the chair lift and risking navigation of the stairs on their own. Non-use poses a risk to injury/liability and cancels out any real benefit to having the lift system installed and maintained.

Code & Accessibility Compliance

(continued)

TERMINAL





Handrails do not have required landing extensions.





Accessibility and access into east restaurant area.

Drinking Fountain

IBC 1109.5 Existing single drinking fountain is non-compliant. Code requires two drinking fountains at separate heights to accommodate ADA or a single unit with two separate spouts. Clear storage around the drinking fountain and maintain access at all times.

Exiting / Entry / Railings

Exiting width in the facility is compliant.

All door knob hardware should be reviewed and replaced with lever handles to meet current building accessibility codes and requirements.

Existing mezzanine knee wall height of 36" is non-compliant. A knee wall height of 42" is required.

Handrail extensions on all stairs non-compliant. Landing extensions to the handrail required where space exists.

East ramp out of restaurant non-compliant, not flush at bottom grade, accessible handrail needed to maintain an accessible route.

ADA accessible entrance to the restaurant requires entry through the terminal, requiring that the entire terminal lobby be open during restaurant hours. Door security and locking can be an issue.

Asbestos

Known areas of asbestos exist in HVAC systems and in basement and upper floor tiles. Some abatement has occurred over the years. However, a full assessment is recommended to be able to fully document existing conditions.

Physical Condition Observations

TERMINAL



Generally, it appears that the terminal building has been well cared for. However, some of the systems and finishes are still in place from the original time of construction and are at or have exceeded their useful life. The building has a classic, mid-century civic appearance which has the potential to be refreshed and in some cases repaired to provide many additional years of functionality and service.

Currently, Air Choice One is the sole airline operator. It is understood that the Airport Commission anticipates a change in air service occurring next year (2021), with SkyWest replacing Air Choice One. This new service will be performed with 50-seat regional jets. Additional tenants within the main terminal include Patriot Wings CAVU Restaurant, TSA, and an operations center for Jefferson Lines Bus Travel.

The following is our account of possible upgrades for consideration, based upon investigation of the general condition and characteristics of the terminal building.

Exterior

Overall, the building masonry is in good repair, with face brick in sound condition other than deterioration issues at grade and the vertical brick accents on the south facade. Instances of visual cracking of the mortar joints stems from minor shrinkage of material in combination with very minimal wall flexure or movement. This type of movement is typical of the material response to changing temperature which shrinks and expands material volume slightly. Those forces are joined with typical incidental wall movement or flexture forces induced by wind pressure. Masonry is a building material that is strong in compressive strength (pressing), but not in tensile strength (pulling). So as the natural forces press against the walls and roof the pulling forces produce the cracking of the compressive materials.

On all facades, exterior precast veneer panels are extremely soiled. Wash and repoint joints where needed. Replace panels as needed (utilizing samples for on-site color matching) in areas of damage, particularly corners. (Pg 20/Photos 1,2).



Physical Condition Observations

(continued)

TERMINAL

More major deterioration was observed at the vertical brick elements on the south facade, with actual splitting down and through the brick. Insufficient repairs appear to have been made utilizing a flexible caulk or silicone material. These areas should be properly repaired with new brick and mortar tuck pointing for a more permanent and stable solution. (Pg 20/Photos 3,4)

The EIFS wall system around the front entry is damaged, which will likely continue to deteriorate over time due to moisture infiltration through an inadequate canopy roof system. Wood trim at vestibule exterior needs replacing or wrap with synthetic material. Upon fixing and stabilizing the canopy/vestibule roof, repair the EIFS or re-clad the exterior vestibule to create a durable, lower maintenance exterior finish solution. (Pg 20/Photo 5)

Wood fascia trim and soffit is peeling, splitting, and warping in some areas. Scrape, repair, repaint wood fascia and soffit or wrap with durable synthetic material for a long-term, lower maintenance solution. (Pg 20/Photo 6)

The entrance canopy has ongoing maintenance issues. At a minimum, blast and repaint the existing corrugated soffit and place on a regular maintenance schedule. For a long-term, more durable solution, consider the application of a flat, panelized metal soffit over the existing system. This will lesson the ongoing maintenance effort and nesting issues. There has been incidences of the large transit buses running into and damaging the outermost horizontal canopy support. Consider reworking the drop off/pick up curb just below the canopy to proactively route the bus far enough away from the building to avoid future damage to the canopy. (Pg 20/Photo 7,8)

The front retaining wall/decorative wall at the south entry appears unstable and/or not properly installed or maintained. Over time, this could become a safety or liability issue as blocks become loose. Consider a more commercial-grade bench/wall solution and installation which compliments the scale and high traffic use of this area. Consider also a more commercial-grade approach to other features such as trash cans, low maintenance landscaping, or public art or hardscaping at the entry which will help to convey a more professional appearance. (Pg 21/Photo 9)

The length of the entire south facade of the terminal offers several entry points from the parking lot. While way-finding to the main doors centered under the canopy is fairly straight-



Physical Condition Observations

(continued)

TERMINAL

forward, entry to the restaurant east side is less clear. The air conditioning units on the south kitchen windows convey a back-of-house or service entry. Consider replacing or applying a different solution for these units in order to maintain a more professional and welcoming first impression appearance to the entire building. Consider also punctuating the main restaurant door with a different color or material to clearly convey which door is the main desired entry point for the tenant. (Pg 21/Photos 10, 11)

In and around the dumpster alcove, seemingly re-purposed residential wood doors provide little value in actual security or closure. Replace with commercial grade doors and trims. Consider improvements to the access and layout of this space to improve efficiency, usability, and to minimize further damage the building. (Pg 21/Photo 12)

Roof

A re-roof of the terminal was last completed in 1996, putting the current state of the system near the end of its life cycle. As part of a broader terminal upgrade project, roof replacement is recommended. The Annex roof was completed in 2006. Re-roofing both buildings at the same time will allow for a cohesive maintenance schedule to be established. However, consider staggering these roof replacements to also stagger the cost of future maintenance and replacement.

Regarding the roof over the vestibule, flashing is inadequately installed between the exterior wall and the roof transition, causing leaks and damage in the vestibule. Pull concrete sills, extend and install adequate wall blocking, and provide proper flashing and roof membrane. (Pg 22/Photo 13)

The roof drain for the canopy discharges into front entry rock landscaping. As repairs to canopy roof are done, consider a better draining solution to avoid issues with flooding or freezing so near the building. (Pg 21/Photo 9)

Windows

Steel lintels show preliminary signs of rust. Blast and repaint lintels to avoid further deterioration. (Pg 22/Photo 15)

Glazing appears to be insulated, double pane. Existing hollow metal window frame system appears to have been painted to mimic an aluminum system. At a minimum, blast and repaint frames. For a long-term solution, replace these systems with aluminum frames and insulated glass. (Pg 22/Photo 16).

Joints at stone window sills need repointing. (Pg 20/Photo 4)

Physical Condition Observations

(continued)

TERMINAL



Doors, Security + Safety

North exit door frames are aluminum and appear in fair condition. The existing south and north garage doors should be replaced with insulated metal doors. (Pg 22/Photo 17)

A manual, roll down security gate exists to prevent access to the second floor staff spaces via the east stairs.

Currently, if a security threat exists, an alarm goes to the upper floor administration area, which in turn is tasked to call dispatch. This is a blind system as the administration area has no visual or data link to the actual threat, only an indication that an alarm has been activated. A need for security cameras exists which can be coordinated and monitored holistically. Most door and access security throughout the facility is lock and key, yet there is no master key. Keypad access to other doors is isolated and not part of an integrated system. A more fully integrated safety and security system is recommended.

Vestibule doors were replaced in 2019.

Vestibule

Ceiling damage caused by leaking and general wear needs to be repaired, replaced, and repainted. Drywall repair is needed in and around the vestibule. Move/restore vending machines to the lobby to maintain clear space and discourage unnecessary circulation and door activation within the vestibule. The existing sliding glass doors within the vestibule into the east tenant area of Jefferson Lines may be obsolete. Consider infilling this door for added security and functionality on either side of this wall if independent circulation from the vestibule is not used, and a second exit is not needed in this tenant space. This would also supply more area for cart storage within the vestibule. Walk off carpet in the vestibule appears in fair condition. (Pg 22/Photo 13, Pg 23/Photo 19)

Ticket Center / Baggage

Consider rerouting or trenching electrical to eliminate at least one of the passover platforms which are a trip hazard and ergonomic issue for staff. A baggage scale is needed at the passover platforms. Additionally, the ticket counter does not include an accessible height service counter. The hand screening luggage area just behind the ticket counter does not allow for privacy. If a larger jet service is in place, the hand screen station will not be adequate in it's current location. (Pg 23/Photo 20)

Physical Condition Observations

(continued)

TERMINAL



The swing doors between the ticket counter and the back work room are not currently utilized because of low capacity of check bags (around 2-3 per flight on average). The original baggage claim area is also not utilized because of this low volume. However, the general flow of these spaces still exists and could be reactivated with some renovations if needed for larger service. The work room behind the ticket counter could benefit from functional and efficient upgrades to flooring and storage solutions. (Pg 23/Photo 21)

Main Lobby

The terrazzo floor appears in good condition overall. Any renovations which relocate existing interior walls would need to consider a patch and match or contrast to this floor. Lobby furnishings are in decent repair and still useful. However, consider an update to all or some seating which includes bariatric accommodations and integrated or separate charging stations. (Pg 23/Photo 22)

With lighting and HVAC updates, a new acoustic ceiling should be installed, or consider an exposed ceiling structure if conditions are favorable.

Many of the graphics and illuminated signage within the lobby are faded, obsolete or outdated. General condition and upkeep of signage helps to support confidence (or lack of) in the overall airport as a well-maintained, safe, and professional facility. Current evening and night-time lighting levels are insufficient within the main lobby. Wall mounted, backlit advertising panels are no longer populated with current content, but instead display airport branding images or are left blank. These advertising panels provide some, yet low quality light in the evening hours. (Pg 23/Photo 23)

East Corridor / Restrooms

Replace wall covering in and around east corridor near restrooms. Repair ceiling leak damage near drinking fountain and maintain clear access to the drinking fountain at all times. (Pg 23/Photo 24)

Complete updates to bathroom finishes are needed including wall tile, paint, flooring, ceilings, lighting, counters and fixtures. Validate that large vent covers near bathroom openings are obsolete, remove/patch wall. (Pg 24/Photos 25, 26)



Physical Condition Observations

(continued)

TERMINAL

Tenant Areas

A large glass storefront wall exists between the Jefferson Lines tenant area and the main terminal lobby. This glass wall was originally designed for the airport gift shop. With the gift shop gone and a more independent tenant in its place, consider the pros and cons of the glass storefront. The glass wall could be redone as a solid wall with a door and/or smaller window(s) to provide added security and functionality on either side of this wall. Visually separating this tenant space would also add privacy, decrease maintenance and cleaning of the glass wall system, and provide a less cluttered look in the lobby. A downside would be losing borrowed light into the lobby from the south exterior windows, however, clerestory windows could be utilized in a new wall system.
(Pg 23/Photo 22)

The borrowed light openings above the south tenant spaces have a variety of partial covers such as plywood or louvered panels. These modifications screen the light infiltration below, however they are inconsistent in effect and appearance. Consider a more cohesive approach to these covers or consider the possibility of filling in these openings permanently if they are providing more hassle than benefit. Additional revenue generating tenant or communal space could be created as a south mezzanine, being mindful of a design strategy that maintains borrowed light into the lobby. (Pg 23/Photo 23)

Restaurant

The east portion of the terminal building is currently occupied by a restaurant. In addition to vending, a cafe or restaurant option is important and expected by airport travelers, or people meeting airport travelers. The restaurant area is deemed adequate for short to long term needs, including a 50-seat jet scenario. However, upgrades and efficiencies to the kitchen and service areas could improve functionality. An outdoor patio could provide an added dining option, but would only be able to be utilized for part of the year. Upgrades to physical as well as visual accessibility to the restaurant could help to expand its patron base with travelers as well as the public in general. Providing favorable connections and accessibility to the restaurant will help the airport to stabilize the long term viability of their largest tenant. (Pg 24/Photo 27)



Physical Condition Observations

(continued)

TERMINAL

Security / Screening / Hold

Family restroom is needed in the security area/hold room. A nursing room could be added as well.

Hold room is currently too small to adequately hold enough passengers. This problem is exacerbated with social distancing requirements. To alleviate this problem, some flights can be staggered. However, even without the addition of a larger jet service, the hold room is undersized by half (235 SF existing vs. 485 SF estimated need in the short term, 1,100 SF estimated need for 50 seat jet scenario). (Pg 24/Photo 28)

Upper Floor

Mezzanine paneling has worn areas and areas of finish that have been removed by adhesives or fasteners. The wood wall paneling and corresponding doors compliment the building's aesthetic and could be repaired, or inform a more contemporary replacement wall finish. This upgrade would be a secondary priority to main level renovations. Updates to the first floor lobby could introduce similar wood tone accents to highlight a more hospitality inspired atmosphere within the existing monochromatic public spaces at the airport.

Although not necessary to the current public experience, general updates to the mezzanine level should be considered so that renovations and future maintenance schedules can align building-wide. In general, carpet upstairs is in fair condition and should be replaced in the short to mid term. Updates could include floor base, flooring on the circulation corridor, paint, lighting, and ceilings. Furnishings in the Conference/Board Room seem to be adequate for flexible use of the space. Consider an update to the kitchenette to add additional cabinetry and storage for food, drinks, supplies and appliances. Although not a top priority in the facility, better AV equipment could enhance use of staff/meeting areas.
(Pg 24/Photo 29, 30)

The managers office could benefit greatly from soundproofing measures. Currently, walls are clad in old/original paneling. Sound transfer becomes a problem when handling HR and private issues.

Additional Space Needs

TERMINAL

Existing Basement Terminal	4,300 SF
Existing Main Floor Terminal	**10,200 SF**
Existing Second Floor Terminal	**3,100 SF**

Upon assessment of the terminal facility, speaking with staff, and citing the 2017 Airport Master Plan by Coffman Associate/Foth, functional space planning needs within the terminal are estimated at 10,600 SF in the intermediate term and 15,000 SF in the long term.

In a bare minimum/modest approach to growth, additional or reconfigured space will be needed for the basic requirements of the terminal. While lobby and circulation spaces are currently generous in size, it must be taken into account that an elevator is required for access to any public spaces not on the main level. If the expense of installing and maintaining an elevator is not pursued, only non-public spaces (such as staff areas) may be located on the second floor. No elevator will require the reconfiguration or addition of space on the main level - or possibly within the Annex Building.

The following list identifies these additionally required or desired spaces, independent of the potential needs of the 50 seat jet service facility needs. The addition of a 50-seat regional jet would require 20,700 SF of functional space for specialized and expanded needs.

Space Needs to modernize existing facility

A	**Screening Body Scan**	Currently no space for required body scan machine	+ 70-120 SF
B	**Screening Office and Storage**	More staff space and storage solutions to allow for clear circulation	+ 60-100
C	**Hold Room**	Additional space for growth and social distancing	+ 230-250 SF
D	**Family Restroom**	Private restroom for families, elderly, disabled	+ 65-80 SF
E	**Lactation Room**	Beyond security	+ 50-60 SF
F	**Work Room**	Existing space Optimize flow and storage	+ 0
G	**Bag/Hand Screening at Ticketing**	Currently not private, out in open Relocate or reconfigure in alcove	+ 0-35 SF
H	**Break Room**	Airport staff Separate from TSA Breakroom	+ 140-160 SF
I	**Elevator**	Required if public spaces exist on upper or lower levels	+ 100-120 SF

Existing Conditions Reference



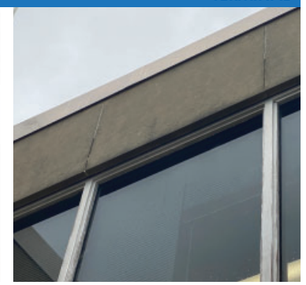




1
Most concrete veneer panels are soiled but are in fair condition. Clean panels, replace/repair damage, and repoint joints. Exterior brick requires cleaning as well.

TERMINAL





2
Concrete veneer panels at certain locations need repair and/or tuck pointing.









3
Brick on south facade has cracked, settled, or failed in many areas, with unsuitable mortar repair. Remove failing mortar and brick and replace/repair to extend the life of the entire existing wall system and restore appearance.

4
Repoint, minor repairs to joints at window sills and brick.





5
EIFS, wood trim damage and disrepair at vestibule. Peeling paint and rust at canopy soffit.



6
Scrape, repair, repaint wood fascia and soffit or wrap with durable, synthetic material around entire one story east portion of the terminal building.



7
The canopy's east cantilevered corner has been struck by large passenger buses. No structural damage observed. Consider re-positioning the curb to avoid this problem.



8
Existing canopy soffit condition.







9
Main entry area retaining wall does not appear durable long term for seating. Consider a better solution for roof drain, low maintenance landscaping, and civic/commercial grade outdoor fixtures at the entrance.

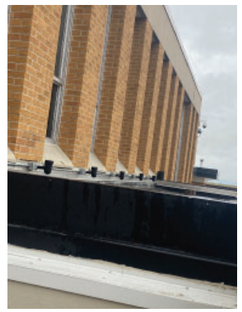
10
Air conditioning units in windows and various signs around secondary doors present back of house appearance and confusing wayfinding, especially for first encounters with the facility.



11
Entrance to restaurant with various signs.



12
Dumpster alcove requires redesign or optimizing with commercial grade doors and trims. Damage to facility an ongoing concern, as well as access and security.





13
Insufficient flashing above canopy/vestibule entrance causing leaks/water damage.



14
Existing north facade showing soiled panels and equipment stored near the north windows.

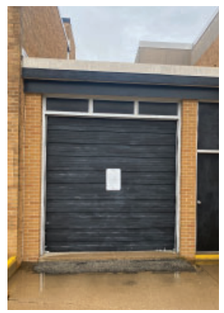






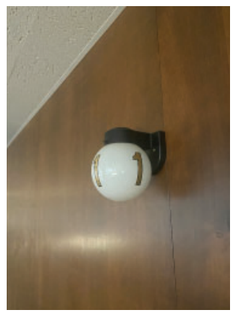
15
Steel lintels at windows starting to rust. Blast and repaint.

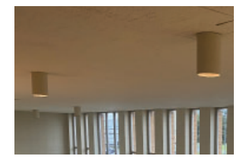
16
Window frames are painted hollow metal, blast and repaint or replace with more durable aluminum frames.

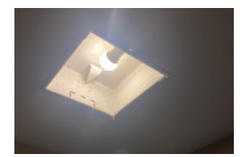




17
Replace existing garage doors with insulated metal doors. Current garage space is not utilized for baggage handling.





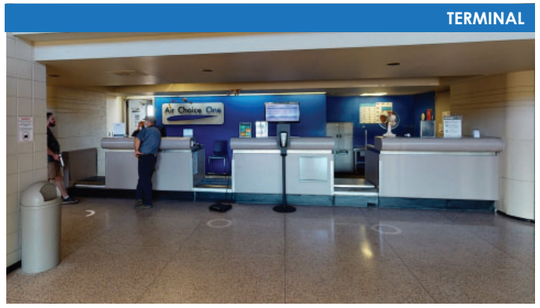


18
Replace light fixtures for improved energy efficiency, fixture choices should be mindful of the building's mid-century aesthetic to maintain classic and cohesive appearance.



19
Existing vestibule, including vending machines which could be moved back their original lobby location.

TERMINAL



20
Existing ticket center. Note lack of accessible counter height and baggage platforms which do not allow staff to circulate to the lobby without stepping over.



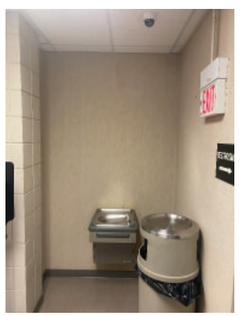
21
Service room behind the ticket center is functional but could benefit from upgrades such as better storage solutions and cohesive, durable flooring.

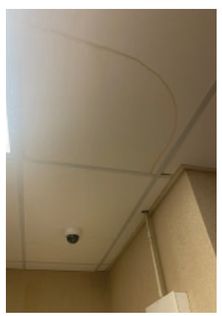


22
Some lobby seating is original to the facility and still utilized. Glass storefront with operable door to tenant space provides borrowed light to lobby, but offers little for privacy/separation to the tenant space.



23
Light shafts above tenant space are covered with various materials. Signage faded, no longer useful or relevant. Signage requires update to relevant content or removal.



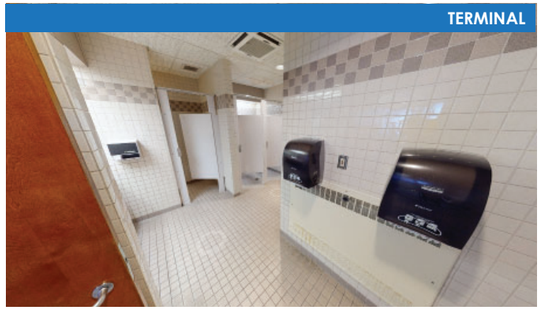


24
East corridor wall covering and ceiling disrepair. Access to drinking fountain should be clear of temporary or permanent items.



25
Bathroom accessibility issues, hand dryer is in path of approach to urinal.

TERMINAL



26
Existing restrooms require an update to finishes and obsolete fixtures. Men's restroom is not compliant with ADA regulations.



27
Existing kitchen in east restaurant tenant space.



28
Screening and hold room are undersized, especially for growth and social distancing.



29
Existing mezzanine landing with wood paneling. Knee wall is non-compliant height.



30
Upper level public spaces including the meeting room and administrative offices will have to be moved to first floor or an elevator must be installed to access these spaces.

Annex Report





Code & Accessibility Compliance

ANNEX

The FAA Annex was built in 1961 and consists of an additional 5,300 SF on two levels and a basement. The FAA Annex is a separate yet adjacent building just west of the main terminal. The Terminal and Annex are connected physically but do not have an accessible and connective interior route, as they are separated by a garage space at a lower elevation. The upper and lower levels of the Annex are accessible only via stair.

Fire Protection

The existing building is not served by a fire sprinkler system.

Mechanical

The main mechanical and electrical hub for the terminal/annex campus exists in the Annex basement. The heating water boilers and pumping infrastructure have been recently upgraded. Sizing is adequate for the current loads of the terminal and annex building. Recent mechanical system upgrades include: 2015 - Annex electrical capacity upgrade.

Exiting / Entry / Railings

Entry/exit points to the Annex are not accessible. An ADA accessible entrance will be required for any public use in the Annex building. Ramping and grade work at at least one of the entry points would make first floor accessible. However, the second floor is still only reached by stair.
(Pg 29/Photo E, Pg 30/Photo J)

All door knob hardware should be reviewed and replaced with lever handles to meet current building accessibility codes and requirements.

Handrail extensions on all stairs non-compliant. Landing extensions to the handrail required where space exists.

Existing west window well requires egress ladder for proper exiting out of basement boiler/mechanical room.

Stairs / Chair Lift / Elevator

ADA access is required to any public-use spaces. If considering use of the Annex second floor for public-use, elevator access will be required.

Asbestos

Known areas of asbestos exist. A full assessment is recommended to be able to fully document existing conditions.



Physical Condition Observations

ANNEX

The annex facility currently houses one private tenant leasing general office space, as well as space leased to the FAA Facilities & Equipment Division, both on the upper floor. The main mechanical/electrical equipment for the terminal and annex is housed in the basement. Additionally, some minor storage and utility closets are utilized. Other than these functionalities, the majority of the annex building is unused.

General Conditions

In its current condition, the building is outdated in both infrastructure and finish. Systems and finishes are still in place from the original time of construction and are at or have exceeded their useful life. The condition of windows, doors, ceilings, lights, flooring, hardware, etc. would need to be holistically renovated to attract additional tenants or to be utilized for public terminal space. Although it may provide a marginal benefit over new construction, renovating and utilizing at least the first floor space of the annex could be considered. Recent and ongoing investment in the basement mechanical room equipment and routing makes it unlikely that a complete demolition of the annex would be viable without relocating this equipment to a stand alone facility.

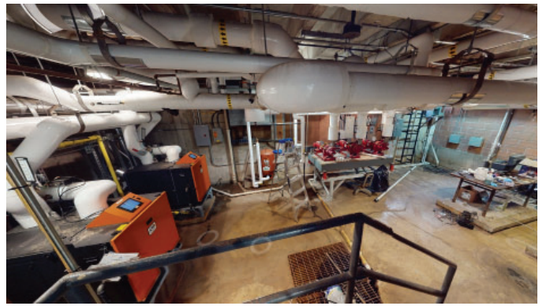
Connection to the terminal building is separated by a garage at a lower elevation. A connection between the two buildings could be considered, as the difference between the terminal first floor and annex first floor is marginal.

Exterior

Overall, building masonry is in fair condition, with face brick in stable condition other than some efflorescence and deteriorating issues at the building's base. Conduct general tuck pointing and cleaning. (Pg 29/Photo A, B, C)

Repaint exterior louvers or replace with exterior panel or brick infill if louvers are no longer in use. (Pg 29/Photo C, D)

Replace or wrap fascia on entire west, one story portion of the annex with synthetic material. (Pg 29/Photos C, D)



Lower level mechanical room.

Physical Condition Observations

(continued)

ANNEX

Windows

Double glass seals on exterior windows appear to be faulty, resulting in clouding or condensation, especially on the upper floor. Replace glass (at least upper floor) with properly sealed and insulated glass. Existing frames appear in fair condition to continue use. (Pg 29/Photo F)

Roof

A last re-roof of the annex was completed in 2006. As part of a broader terminal upgrade project, roof replacement could be considered for the annex to coincide with the terminal re-roof which was last done in 1996. Re-roofing both buildings at the same time will allow for a cohesive maintenance schedule to be established. However, consider staggering these roof replacements to also stagger the cost of future maintenance and replacement.

Interiors

Overall, available space within the annex is underutilized and in need of updates to attract potential tenants. Currently, there is no specific identified need for the airport to utilize this additional space. (Pg 30/Photos G, H, I, J)

Lower level houses mechanical equipment and is generally free of debris and unnecessary storage. However, the annex has ongoing water issues in the lower level. This area has flooded and because of this, three sump pumps run continuously. Equipment on the lower level have been elevated on racks. However, the ongoing threat of water infiltration/flooding should be addressed to protect the safety of equipment, operations, and staff.

Existing Conditions Reference



A
South exterior.



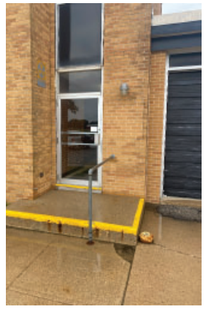
B
West exterior.



C
South exterior.



D
North exterior.





E
Entry points to the FAA Annex are not accessible or connected internally to the terminal building.

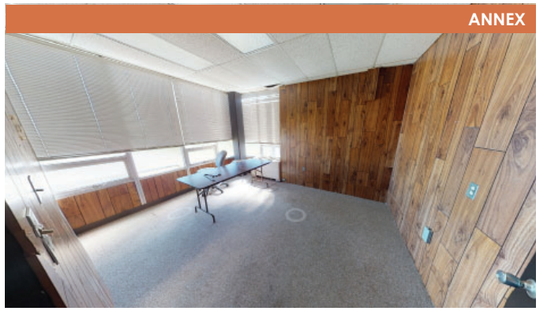


F
Window glazing and frames.

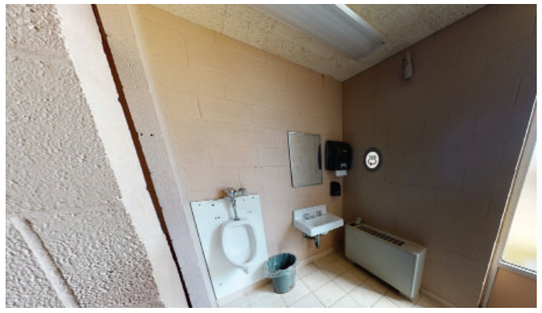
Existing Conditions Reference



G
Existing conditions, unused space north first floor.



H
Existing conditions, unused space south first floor.



I
Existing restrooms, functioning but in need of update, particularly broken floor tiles.



J
Existing corridor & stairs.



K
FAA Facilities & Equipment area, north second floor.



L
Current leased office space, south second floor.

APPENDIX B

ARCHITECTURAL & HISTORICAL SURVEY AND EVALUATION

MASON CITY MUNICPAL AIRPORT ARCHITECTURAL & HISTORICAL SURVEY AND EVALUATION

Miller Dunwiddie job #_
Bergland + Cram job #20022
Foth & Associates job #_
Bluestone job #_
HABD no. ____

Submitted to _

Arch of record address _

Submitted by
Bergland + Cram
115 S Delaware
Mason City, IA 50401

June 2021

DRAFT

ABSTRACT

The architectural and historical survey and evaluation for the Mason City Municipal Airport (MCW) Replacement Terminal Environmental Assessment in the City of Mason City, Cerro Gordo County, Iowa, inventoried and evaluated 5 buildings proposed for replacement or removal and the airport as a whole as a potential historic district. The 5 buildings include the current FAA tower, terminal, restaurant, T hangar and storage building.

MCW restaurant; 1950
The restaurant at the Mason City Municipal Airport became a reality in 1950 as popularity of aviation grew. It is one of three adjoining buildings along with the FAA tower and the main terminal building. When constructed in 1950, the restaurant was connected to the original farmhouse terminal building. Under Criterion A, the restaurant reflects the post-World War Two federal funding of aviation infrastructure, focusing on those with commercial passenger facilities that also include special interior functions for passenger comfort along with operational necessities and safety elements. The exterior of the restaurant is largely unaltered and it's simple Mid-Century influenced style remains prominent as guests approach the airport, thus falling under Criterion C. It continues to provide guests the opportunity to watch aircraft arrive and depart while in the dining room. Because of it's integrity, the restaurant building is recommended for eligibility for inclusion in the NRHP.

MCW FAA tower; 1961
The FAA Tower at the Mason City Municipal Airport was constructed in 1961 as an addition to the original farmhouse terminal building. As with the restaurant, the FAA tower was a result of the post-World War Two federal funding, thus falling under Criterion A. While the interior of the existing tower does not allow adequate function to meet today's requirements, the exterior of the FAA Tower is largely unaltered and is good representation of the mid-century style of the early 1960s, falling under Criterion C.

MCW terminal building; 1965 (remodel 1999, 2004 TSA project)
The MCW terminal building was the last of three significant improvements to the airport terminal complex. The construction of the 1965 Terminal Building was the piece that joined the restaurant and FAA tower to create one large facility. Again, the federally funded post WW2 aviation infrastructure endeavor allowed the 1965 project to come to fruition, thus meeting Criterion A. The terminal building also meets Criterion C. Although alterations in 1999 and 2004 modified the interior of the terminal building, it remains largely intact with evidence of original design intent. The exterior façade has also seen some modification, but it's Mid-Century Modern style is strong and well executed.

T HANGER
One T hangar complex dates to pre 1971. It remains in it's as-built condition and is used by the on-site FBO. It is of typical T hangar construction with metal paneled siding. See figure 51. While largely unaltered, the building holds no major significance under either Criterion A or C.

STORAGE BUILDING
A six bay "cold storage" building has been on site since at least 1951 per Mason City Public Library archive photo. While the shape of the building remains original, roof, siding, and doors have been replaced. See figure 59. This building holds no major significance under Criterion A or C.

Mason City Municipal Airport (MCW) as a potential historic district

MCW in its entirety encompasses approximately 30 buildings and structures, of which five are of historic age (pre 1971), while the remaining are post 1971. Of the five, three of the historic buildings retain much of their architectural integrity, specifically of the Mid-Century Modern style. The remaining buildings consist of post 1971 buildings that are used as hangars and T-Hangars and other support services. The newer main FBO building consists of both a metal building hangar as well as smaller masonry components. Other ancillary buildings (post 1971) consist of both metal construction and masonry construction but do not have any architectural integrity or historical value. The assessors records show 37 building permits for the airport property from 1948 to 2019. These permits include remodeling, alterations, paving, and new construction. Permits for properties unrelated to the airport are not included in this count. See table 1.

DRAFT

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53. Photo: FBO hangar, 2021
54. Photo: FBO hangar and administration, 2021
55. Photo: FBO hangar and administration, 2021
56. Photo: FBO hangar and administration, 2021
57. Photo: Facility generator and utility bldg., 2021
58. Photo: Facility generator and utility bldg., 2021
59. Photo: Cold storage building, 2021
60. Photo: Runway 12-30, 2021
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62. Photo: National Weather Service station, 2021
63. Photo: privately leased building on City property, 2021
64. Photo: privately leased building on City property, 2021
65. Photo: Photo: privately building on leased property, 2021
66. Image: Aerial photo with building keys

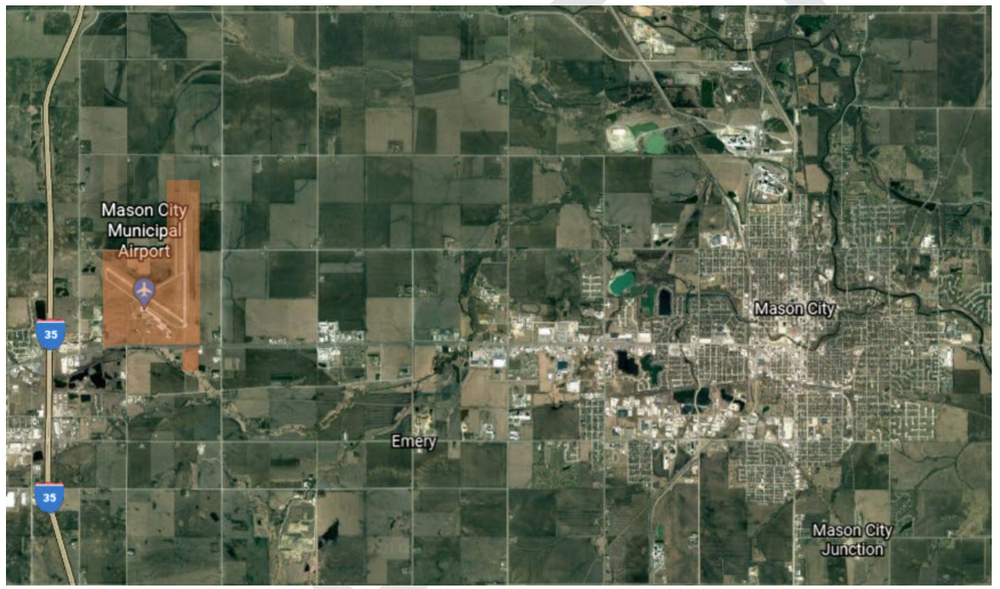
LIST OF TABLES

Table 1: List of buildings/structures at the Mason City Municipal Airport
Table 2: List of permitted projects at the Mason City Municipal Airport (info courtesy of City of Mason City)

MASON CITY MUNICIPAL AIRPORT, MASON CITY IOWA

INTRODUCTION AND PROJECT AREA

This study reports the findings of an architectural and historical survey and evaluation for the Mason City Municipal Airport Assessment, City of Mason City, Cerro Gordo County, Iowa (see figure #1). The Area of Potential Effect (APE) consists of the area of the airport where improvements are proposed (see figure #3). Proposed projects include replacement or remodeling of three buildings of historic age (buildings 50 years of age or older can be considered historic) (see figure #3). The project is a federally assisted undertaking, therefor falling under the requirements of Section 106 of the National Historic Preservation Act of 1966, as amended (NHPA). Section 106 requires Federal agencies to take into consideration the effects of their undertakings on historic properties, and to offer the Advisory Council on Historic Preservation opportunity to comment on such undertakings. The Federal Aviation Administration (FAA) will be the agency reviewing the report. This study was conducted by Bergland + Cram Architects of Mason City, Iowa. The study was executed for ____ and the Mason City Municipal Airport.



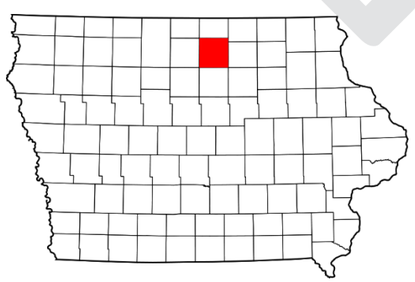


FIGURE 1 MAP LOCATION OF MASON CITY MUNICPAL AIRPORT (shaded area), AND GENERAL LOCATION OF CERRO GORDO COUNTY AND THE STATE OF IOWA. (street map from Google Maps 2021).

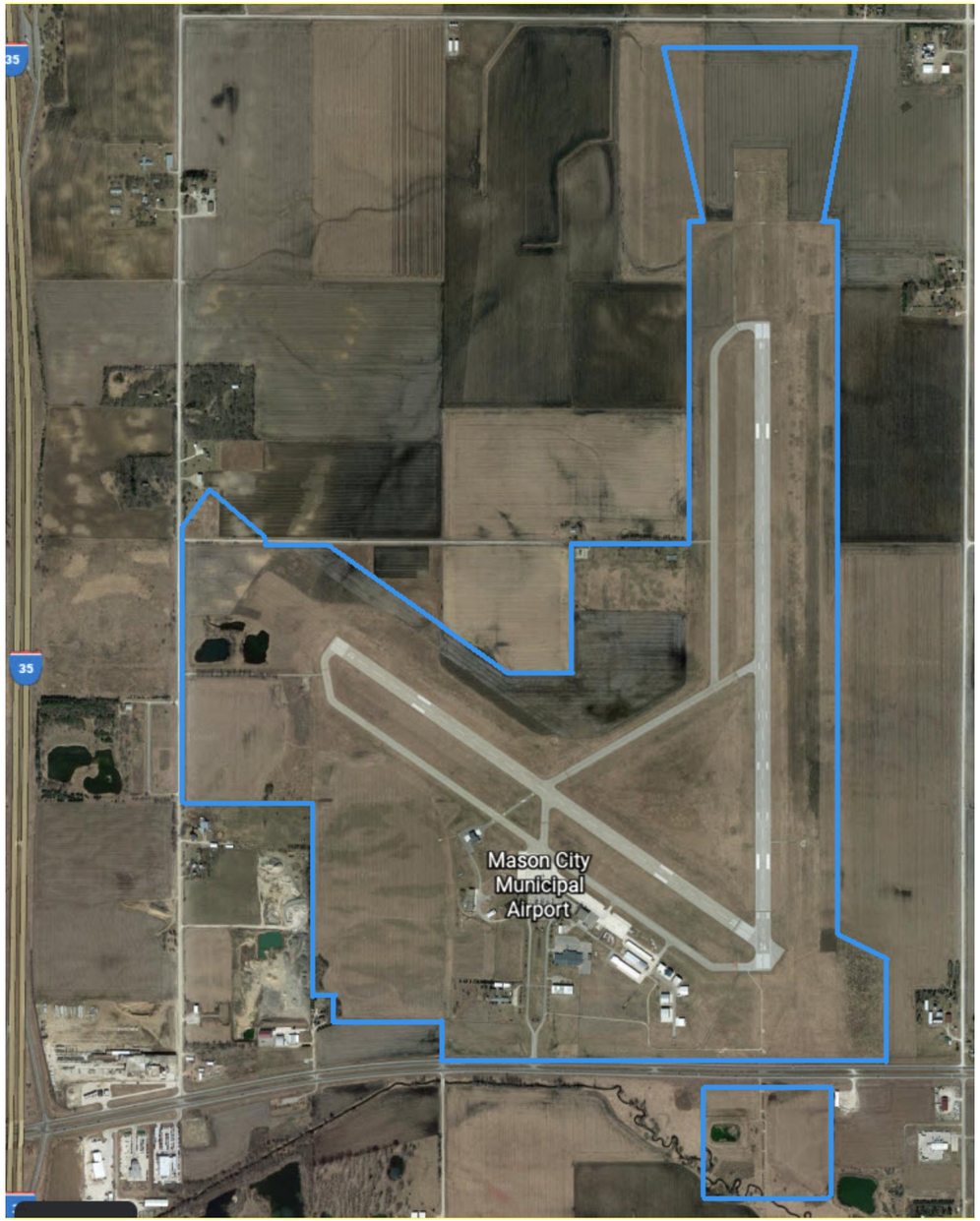


FIGURE 2 AERIAL MAP SHOWING CURRENT PROPERTY/PROJECT AREA (blue outline). (aerial map from Google Maps 2021)



FIGURE 3 AERIAL MAP HIGHLIGHTING (BLUE OUTLINES) BUILDINGS PROPOSED FOR REPLACEMENT OR MODIFICATION AND/OR EVALUATED BY THE CURRENT STUDY. (aerial map from Google Maps 2021)

METHODS AND SOURCES

The goal of this survey was to evaluate the NRHP eligibility of three building proposed for replacement or remodeling at Mason City Municipal Airport in Mason City, Iowa. The field photography was completed in May of 2021 after obtaining clearance from airport administration. Airport staff escorted Scott Borcherding of Bergland + Cram to various areas of the property to acquire current images. Historical Research was conducted by Bergland + Cram using information, photographs, architectural drawings and other historical documents and data provided by MCW from their archives. Additional historical materials were gathered from the archives of the Mason City Public Library as well as online digital newspaper services.

Three airport buildings were evaluated using the significance criteria and integrity considerations of the NRHP, with the airport as a whole considered for potential eligibility as a historic district Iowa Site Inventory Forms were completed for the three buildings by Bergland + Cram Architects. These forms can be found in the appendix.

PREVIOUS STUDIES

Mason City Municipal Airport has no previous studies of the property.

The nearest NRHP listed property is the Surf Ballroom in Clear Lake, Iowa. The Surf Ballroom is approximately 3.3 miles from the airport. The integrity of this property will not be impacted by any of the proposed projects at MCW. See figure 4.



FIGURE 4 STREET MAP SHOWING LOCATION OF THE CURRENT PROJECTS AREA OF POTENTIAL EFFECT (blue outline) IN RELATION TO THE NEAREST NRHP LISTED PROPERTY, THE SURF BALLROOM (green outline) IN CLEAR LAKE, IOWA. (image from google earth 2021)

HISTORICAL OVERVIEW

According to the Iowa Department of Transportation, the first glider flight in the State of Iowa happened in 1898 in Clear Lake, Iowa. Just 12 years later in 1910, the first powered flights took place in Iowa. The sudden and growing enthusiasm for aviation created the first Mason City Airport in 1927. Charles Lindbergh often attended the dedications of new airports, and the Mason City occasion was no exception. Not long after its dedication, the City of Mason City purchased 312 acres of land west of the City. It was 1942, the midst of WWII, and leaders in Mason City saw the need to expand opportunities for air service in the region. Efforts such as this were largely funded by and overseen by the Federal Government. While a delay was imposed prior to the start of construction, it was eventually released and construction could begin. Using a remodeled farmhouse as the terminal, the first flight at the new location happened in March of 1945. The new airport consisted of two runways and associated taxiways, and a small ramp area for passengers. The airport was officially dedicated on June 22, 1946. Over the next decade, a restaurant, FAA tower, new terminal, T hangar and service/storage building would be added to the facility. Over time, the airport grew from 312 acres to just over 1,100 acres. Additional support facilities would eventually include buildings and grounds maintena Moderate modifications have been made to the main terminal building since built, primarily in 1999 and 2004 (post 9/11 TSA project).



MASON CITY MUNICIPAL AIRPORT—This is the first aerial photograph taken of the new Mason City Municipal airport since the completion of the runways. It shows the vastness of the port in a way that cannot be shown from the ground. Permission to publish this photograph, taken by S. W. Lock, Mason City photographer, was given by the Army Service Forces, Omaha. The port, still under federal and military supervision, will be ready to receive the largest planes flying within a short time. Only daylight landings and leave takings will be permitted, however, until the lighting contract is completed. Completion of the administration building, drainage ditch, some grading and seeding and minor installations will be needed to finish the port. It is expected that the operation of passenger and transport planes will be started before long. (Lock photo, Kayenay engraving)

MRS. SPRINGER, 88, SUCCUMBS

Funeral Services to Be at Eleva, Wis.

The body of Mrs. Mary Jane Tinker Springer, 88, who died Thursday afternoon at 4:30 at the home of her daughter, Mrs. Roy V. Harris, 1025 3rd S. W., will lie in state at the McAuley and Son

CIO-SPONSORED PROJECTS AIDED

$3,650,000 of War Chest Funds Allocated

While predicting that $25,000,000 will be raised for War Chest agencies by CIO members, Le Perlis, national director of th CIO relief committee at New Yor pointed out that $3,650,000 of th funds raised is planned for dis

FIGURE 5 HISTORIC PHOTO/AERIAL WITH OLD HOUSE TERMINAL FIRST AERIAL PHOTO POST RUNWAY COMPLETION. THE TERMINAL CAN BE SEEN IN THE UPPER LEFT CORNER. (photo from Mason City Globe Gazette, November 17, 1944)

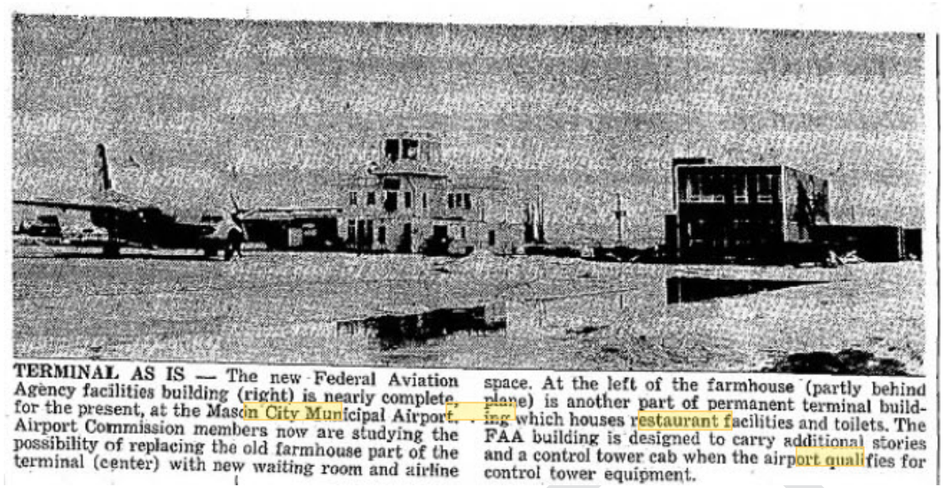


FIGURE 6 HISTORICAL PHOTO: RESTAURANT (image c. 1950 courtesy of Mason City Public Library)

In May of 1951, the Globe Gazette reported on the opening of the Aire-o-Room at the Mason City Municipal Airport. Costing approximately $90,000, the paper reported that the modern amenity will be one of the finest of its type in southern Minnesota and northern Iowa. This building addition consisted of brick construction and would be fireproof in nature, the addition would generate additional revenue for the facility and provide much needed space for additional administrative functions.

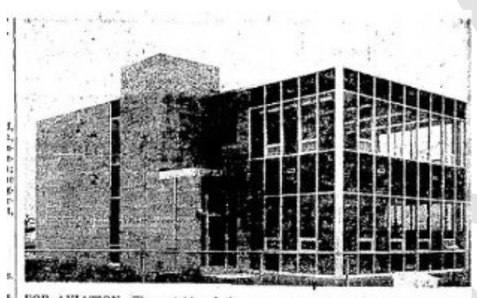


FIGURE 7 HISTORICAL PHOTO, PHOTO OF LOUNGE IN ORIGINAL TERMINAL WITH BUILDING ADDITION VISIBLE IN THE BACKGROUND (image c. 1950 courtesy of Mason City Public Library)



TERMINAL AS IS — The new Federal Aviation Agency facilities building (right) is nearly complete, for the present, at the Mason City Municipal Airport. Airport Commission members now are studying the possibility of replacing the old farmhouse part of the terminal (center) with new waiting room and airline space. At the left of the farmhouse (partly behind plane) is another part of permanent terminal building which houses restaurant facilities and toilets. The FAA building is designed to carry additional stories and a control tower cab when the airport qualifies for control tower equipment.

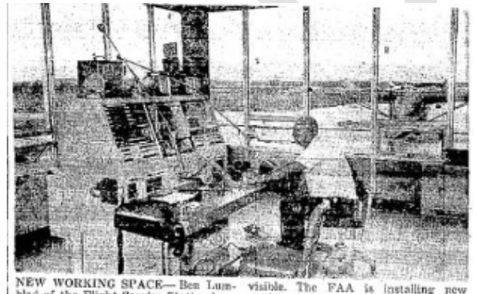
FIGURE 8 HISTORICAL PHOTO FAA TOWER COMPLETION, THE NEW FAA 2 STORY BUILDING CAN BE SEE ON THE RIGHT OF THE PHOTO ABOVE. THE ORIGINAL TERMINAL IS CENTRALLY LOCATED IN THE PHOTO. (image from April 12, 1962 Globe Gazette)



FOR AVIATION—The outside of the new Mason City airport building to house Federal Aviation Agency facilities is complete—including a variety of antennas on the roof. The FAA Flight Service Station at the airport is to move into the new building within a matter of days. The building is designed to be built higher and topped with a control cab when Mason City's airport qualifies for a control tower operation.



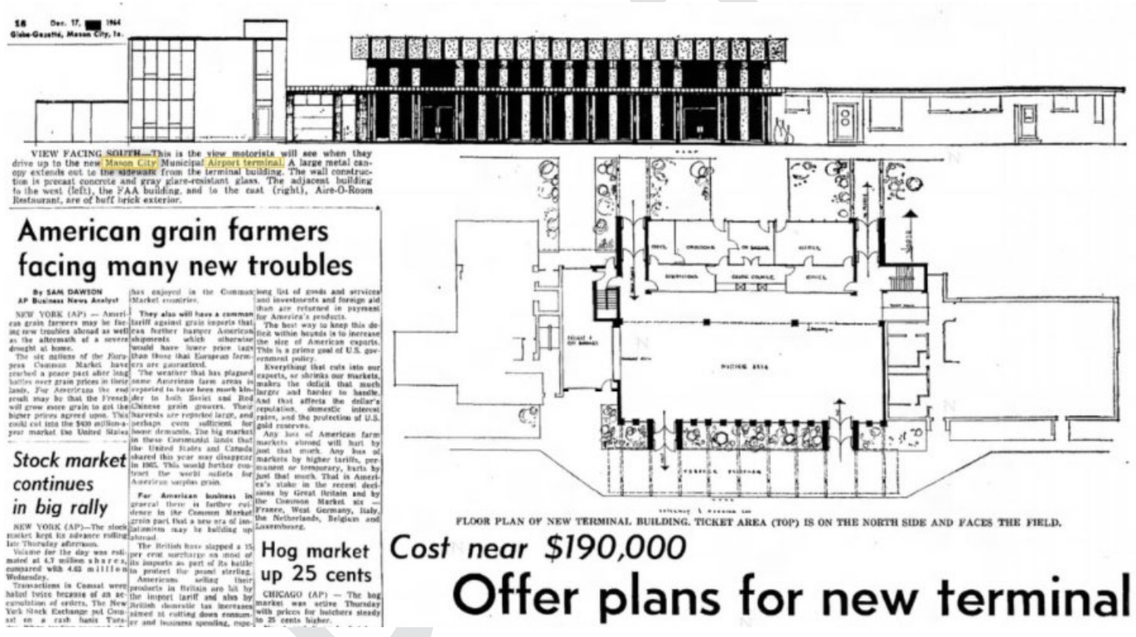
LOTS OF ROOM — Open trenches in the floor of this room in the new building at the city's airport will be covered with teletype equipment for which wiring is already in place. There is much open space in the building so that considerable additions to equipment can be made in the years ahead without the sort of critical overcrowding experienced in the FAA's old terminal building space.



NEW WORKING SPACE— Ben Lumblad of the Flight Service Station here checks over equipment he will use in the new FAA facilities building at the Mason City Municipal Airport. Runways and airplanes outside are easily visible. The FAA is installing new equipment here for a fast change-over when the building is occupied. Similar equipment in present FAA space in the old terminal building then will be removed.

FIGURE 9 HISTORICAL PHOTOS OF THE COMPLETED FAA TOWER EXTERIOR AND INTERIOR (images from September 4, 1962 Globe Gazette)

According to an August 1, 1961 Globe Gazette article, contracts were let for the FAA building in the amount of $151,931. The article states that the building will be completely used by the Federal Aviation Agency and will be just west of the existing terminal building. It's design will allow it to be attached to the future terminal. According to the same article, the building measures 27' x 62' and is two stories high. Its design also allows for the addition of a third and fourth floor if the facility would ever qualify for the addition. The building was competed in 1962, and the additional 3rd and 4th floors were never added.



VIEW FACING SOUTH.—This is the view motorists will see when they drive up to the new Mason City Municipal Airport terminal. A large metal canopy extends out to the sidewalk from the terminal building. The wall construction is precast concrete and gray glare-resistant glass. The adjacent building to the west (left), the FAA building, and to the east (right), Aire-O-Room Restaurant, are of buff brick exterior.

American grain farmers facing many new troubles

Stock market continues in big rally

Hog market up 25 cents

FLOOR PLAN OF NEW TERMINAL BUILDING. TICKET AREA (TOP) IS ON THE NORTH SIDE AND FACES THE FIELD.

Cost near $190,000

Offer plans for new terminal

FIGURE 10 HISTORICAL IMAGE TERMINAL BUILDING PLAN AND ELEVATION, GLOBE GAZETTE DECEMBER 17, 1964

According to the December 17, 1964 article in the Globe Gazette, cost of the new terminal building would be $190,000. The project would connect the previously constructed FAA tower and restaurant/administration area. Ramps were implemented rather than steps to make flow from areas easier. The new terminal was designed with several intentions, the primary one being flexible space that would allow the facility to adapt and grow as needed. A second floor mezzanine was included for administrative spaces and additional growth. Figure 11 represents the architects rendering of the proposed project. The Globe Gazette reported on July 27, 1964 that the project budget could near

$300,000, but that scope was met with resistance by the City Council. The project was ultimately bid May 7, 1965 but were ultimately rejected due to prices beyond the budget. The project was rebid on June 8, 1965. A June 9, 1965 Globe Gazette article states that the new bids came in at $185,511 due to design modifications that reduced cost. Permits were issued in July of 1965 and construction began immediately. As reported in the January 29, 1966 Globe Gazette, an industrial heater exploded causing damage in the immediate area and smoke damage throughout. The facility was officially dedicated on July 24, 1966.

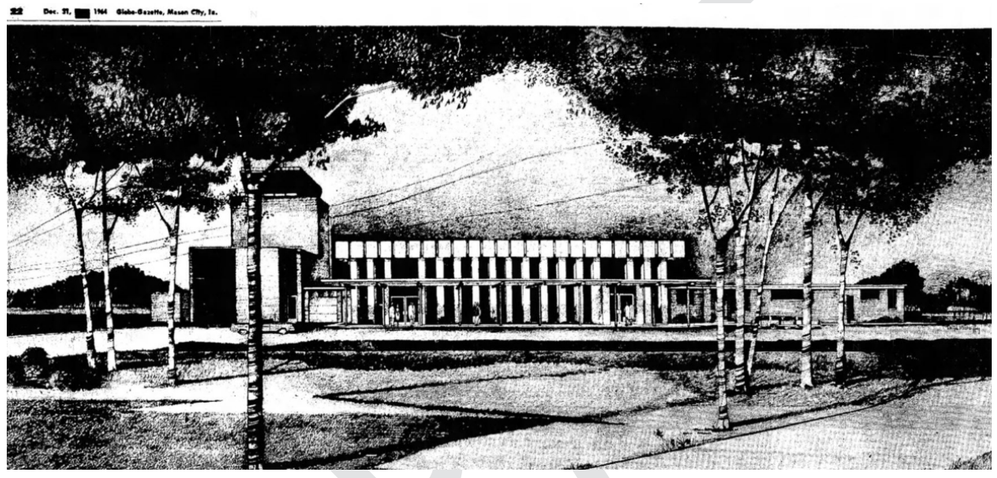
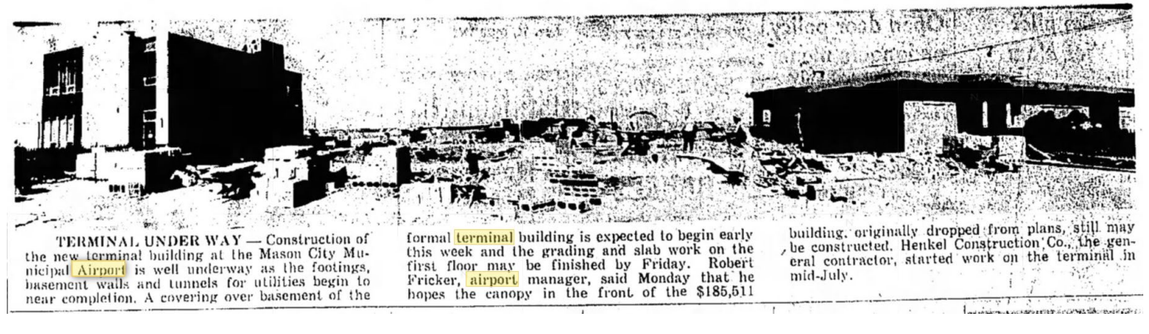
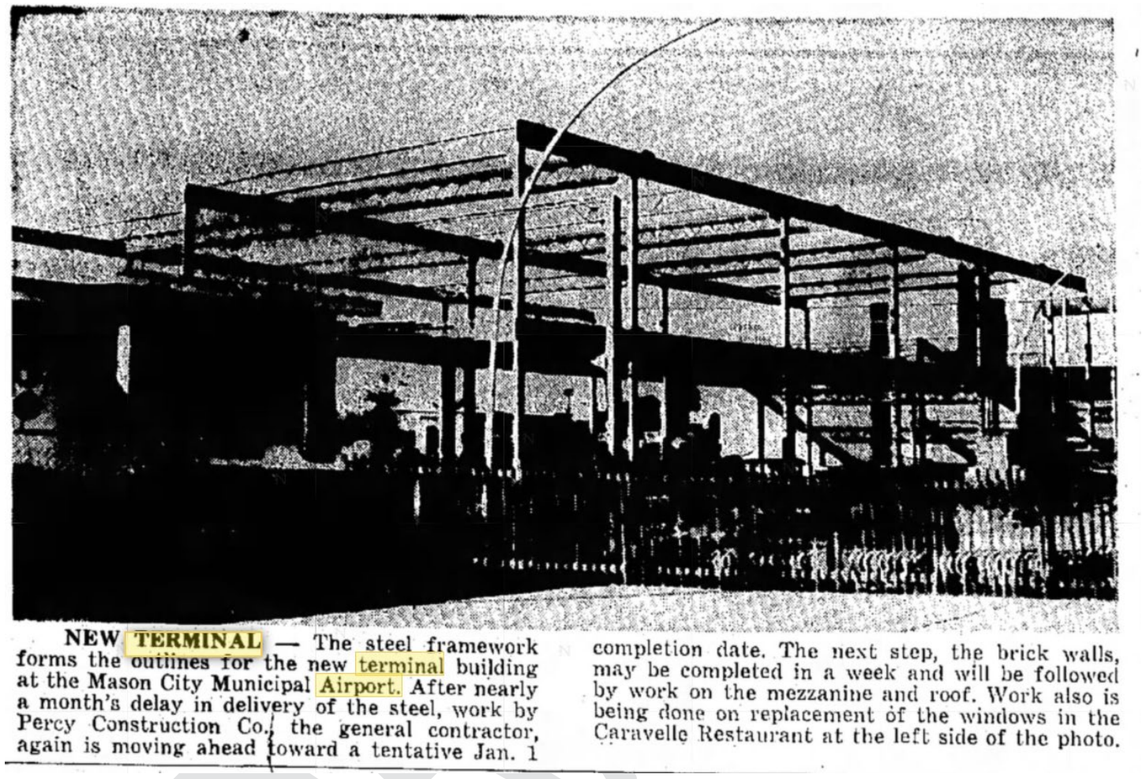


FIGURE 11 ARCHITECTS RENDERING. NOTE THE ADDITIONAL FLOORS ADDED TO THE FAA TOWER. (Globe Gazette, December 31, 1964)



TERMINAL UNDER WAY — Construction of the new terminal building at the Mason City Municipal Airport is well underway as the footings, basement walls and tunnels for utilities begin to near completion. A covering over basement of the formal terminal building is expected to begin early this week and the grading and slab work on the first floor may be finished by Friday. Robert Fricker, airport manager, said Monday that he hopes the canopy in the front of the $185,511 building, originally dropped from plans, still may be constructed. Henkel Construction Co., the general contractor, started work on the terminal in mid-July.

FIGURE 12 TERMINAL CONSTRUCTION IS UNDERWAY. THE EXISTING FAA TOWER CAN BE SEEN ON THE LEFT, THE RESTAURANT ON THE RIGHT. (Globe Gazette, August 16, 1965)



NEW TERMINAL — The steel framework forms the outlines for the new terminal building at the Mason City Municipal Airport. After nearly a month's delay in delivery of the steel, work by Percy Construction Co., the general contractor, again is moving ahead toward a tentative Jan. 1 completion date. The next step, the brick walls, may be completed in a week and will be followed by work on the mezzanine and roof. Work also is being done on replacement of the windows in the Caravelle Restaurant at the left side of the photo.

FIGURE 13 STRUCTURAL STEEL IS ERECTED AT THE NEW TERMINAL WITH A HOPEFUL COMPLETION DATE OF JANUARY 1, 1966 (Globe Gazette, October 12, 1965)

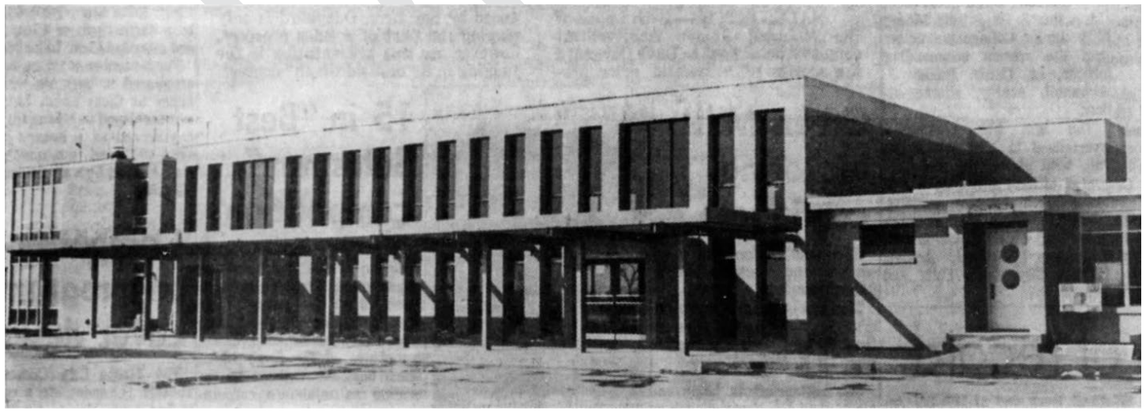


FIGURE 14 TERMINAL PROJECT COMPLETE (Globe Gazette April 1, 1966) Although slated to be eliminated to keep the project within budget, the structural canopy on the south elevation was able to be executed while staying with the contracted project expense.



From farm house . . .

The converted old farmhouse (left) that served as Mason City Municipal Airport terminal up to last year no longer is the view from the plane for passengers arriving in North Iowa. The new terminal (right) goes into use this weekend, and the general public is being invited to look it over Saturday and Sunday. Special guests were viewing the new facilities Friday afternoon. Ozark Air Lines moves into the new building Sunday.

. . . to the new on view

FIGURE 15 THE FORMER FARMHOUSE TERMINAL ON THE LEFT, THE NEW TERMINAL ON THE RIGHT. (Globe Gazette April 1, 1966).

After completion, the terminal complex served the north Iowa region largely using it's original design. The facility has adapted to changes in process and procedure without the need of expansion. Other areas of the Mason City Municipal Airport site have seen the addition of hangars, T hangars, as well as facility management including groundskeeping and fire protection facilities. See the table of City permitted projects included in this report.



FIGURE 16 AIRPORT TERMINAL LOOKING SOUTHEAST, C. LATE 1960s. (photo courtesy of MCW)



FIGURE 17 AIRPORT TERMINAL LOBBY LOOKING NORTHEAST, C. LATE 1960s. (photo courtesy MCW)



FIGURE 18 AIRPORT TERMINAL LOBBY LOOKING SOUTHEAST, C. 1970s. (photo courtesy of MCW)

ADDITIONAL PHOTOS 1990s, REMODEL



FIGURE 19 AIRPORT TERMINAL REMODEL, CENTRAL ENTRY DOORS LOOKING NORTH, C. 1990. (photo courtesy of MCW)



FIGURE 20 AIRPORT TERMINAL REMODEL, CENTRAL ENTRY DOORS, C. 1990. (photo courtesy of MCW)



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FIGURE 21 AIRPORT TERMINAL REMODEL, LOBBY REMODEL, C. 1990.
(photo courtesy of MCW)



FIGURE 22 AIRPORT TERMINAL REMODEL, LOBBY REMODEL, C. 1990.
(photo courtesy of MCW)



FIGURE 23 AIRPORT TERMINAL REMODEL, LOBBY REMODEL, C. 1990.
(photo courtesy of MCW)

ADDITIONAL PHOTOS: CURRENT CONDITIONS



FIGURE 24 CURRENT CONDITION: FAA TOWER, TERMINAL AND RESTAURANT SOUTH ELEVATION. (May, 2021, Bergland + Cram)

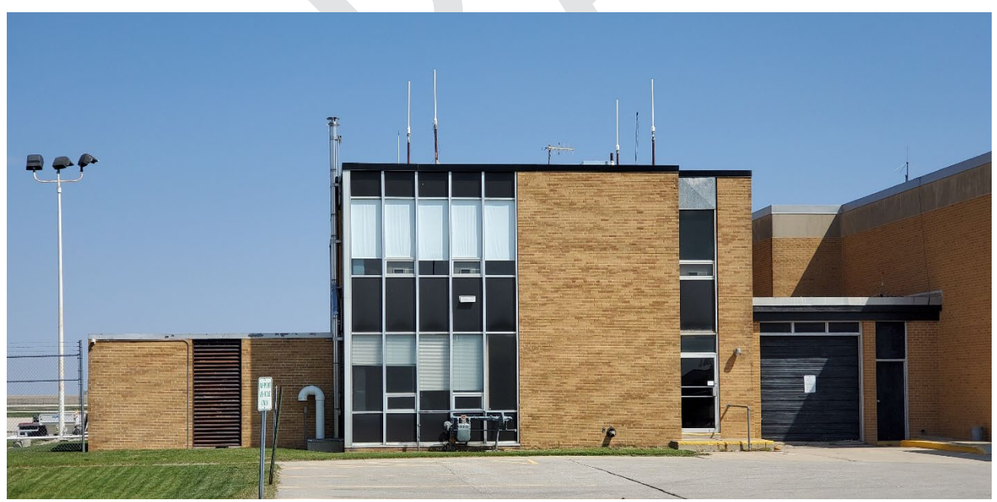


FIGURE 25 CURRENT CONDITION: FAA TOWER, SOUTH ELEVATION. (May, 2021, Bergland + Cram)



FIGURE 26 CURRENT CONDITION: FAA TOWER, NORTH ELEVATION.
(May, 2021, Bergland + Cram)



FIGURE 27 CURRENT CONDITION: TERMINAL LOOKING NORTHEAST.
(May, 2021, Bergland + Cram)



FIGURE 28 CURRENT CONDITION: TERMINAL NORTH ELEVATION LOOKING SOUTH/SOUTHEAST. (May, 2021, Bergland + Cram)



FIGURE 29 CURRENT CONDITION: TERMINAL INTERIOR TAKEN FROM MEZZANINE LOOKING SOUTHWEST. (May, 2021, Bergland + Cram)



FIGURE 30 CURRENT CONDITION: TERMINAL INTERIOR TAKEN FROM MEZZANINE LOOKING WEST. (May, 2021, Bergland + Cram)



FIGURE 31 CURRENT CONDITION: TERMINAL INTERIOR TAKEN FROM MEZZANINE LOOKING SOUTHEAST. (May, 2021, Bergland + Cram)

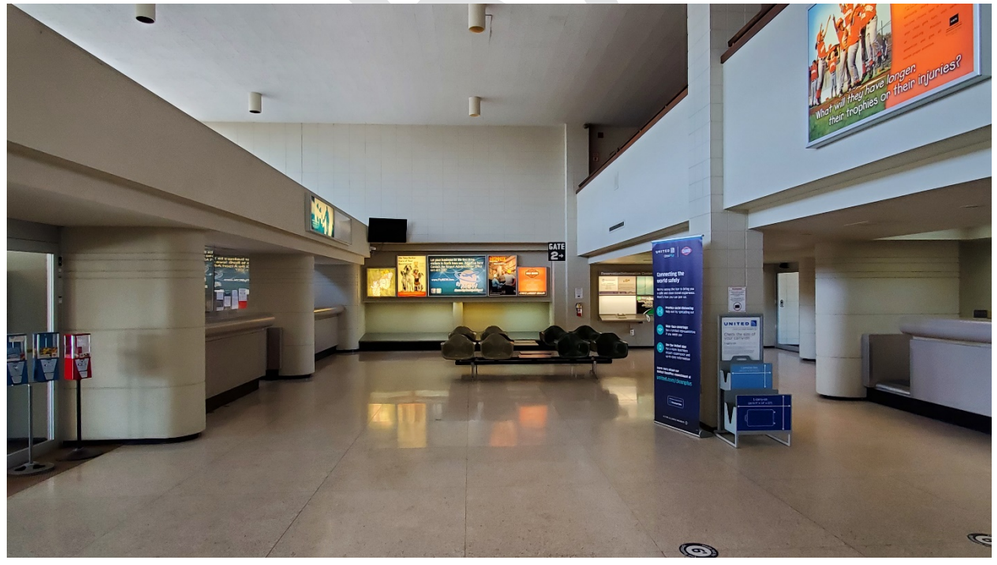


FIGURE 32 CURRENT CONDITION: TERMINAL INTERIOR TAKEN FROM MAIN FLOOR LOOKING WEST. (May, 2021, Bergland + Cram)



FIGURE 33 CURRENT CONDITION: TERMINAL INTERIOR TAKEN FROM MAIN FLOOR LOOKING EAST. (May, 2021, Bergland + Cram)



FIGURE 34 CURRENT CONDITION: RESTAURANT SOUTH ELEVATION. (May, 2021, Bergland + Cram)



FIGURE 35 CURRENT CONDITION: RESTAURANT NORTH ELEVATION. (May, 2021, Bergland + Cram)



FIGURE 36 CURRENT CONDITION: FIRE PREVENTION FACILITY.

(May, 2021, Bergland + Cram)



FIGURE 37 CURRENT CONDITION: BUILDINGS AND GROUNDS MAINTENANCE BUILDING. (May, 2021, Bergland + Cram)



FIGURE 38 CURRENT CONDITION: EXPERIMENTAL AVIATION BUILDING. (May, 2021, Bergland + Cram)



FIGURE 39 CURRENT CONDITION: PRIVATE HANGAR. (May, 2021, Bergland + Cram)



FIGURE 40 CURRENT CONDITION: PRIVATE HANGAR. (May, 2021, Bergland + Cram)



FIGURE 41 CURRENT CONDITION: PRIVATE HANGAR. (May, 2021, Bergland + Cram)



FIGURE 42 CURRENT CONDITION: PRIVATE HANGAR. (May, 2021, Bergland + Cram)

FIGURE 43 *not used*

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FIGURE 44 CURRENT CONDITION: PRIVATE HANGAR. (May, 2021, Bergland + Cram)



FIGURE 45 CURRENT CONDITION: PRIVATE HANGAR. (May, 2021, Bergland + Cram)



FIGURE 46 CURRENT CONDITION: PRIVATE HANGAR. (May, 2021, Bergland + Cram)



FIGURE 47 CURRENT CONDITION: PRIVATE HANGAR. (May, 2021, Bergland + Cram)



FIGURE 48 CURRENT CONDITION: PRIVATE HANGAR ILOCATIONS. (May, 2021, Bergland + Cram)



FIGURE 49 CURRENT CONDITION: MCW T HANGAR. (May, 2021, Bergland + Cram)



FIGURE 50 CURRENT CONDITION: MCW T HANGAR. (May, 2021, Bergland + Cram)



FIGURE 51 CURRENT CONDITION: MCW T HANGAR LEASED BY FIXED BASE OPERATOR. (May, 2021, Bergland + Cram)



FIGURE 52 CURRENT CONDITION: FIXED BASE OPERATOR HANGAR. (May, 2021, Bergland + Cram)



FIGURE 53 CURRENT CONDITION: FIXED BASE OPERATOR HANGAR. WEST ELEVATION. (May, 2021, Bergland + Cram)



FIGURE 54 CURRENT CONDITION: FIXED BASE OPERATOR HANGAR AND OFFICES. EAST ELEVATION. (May, 2021, Bergland + Cram)



FIGURE 55 CURRENT CONDITION: FIXED BASE OPERATOR. VIEW LOOKING SOUTHWEST. (May, 2021, Bergland + Cram)



FIGURE 56 CURRENT CONDITION: FIXED BASE OPERATOR HANGAR AND OFFICES, WEST ELEVATION. (May, 2021, Bergland + Cram)



FIGURE 57 CURRENT CONDITION: FACILITY GENERATOR AND UTILITY BUILDING LOOKING SOUTHEAST. (May, 2021, Bergland + Cram)



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FIGURE 58 CURRENT CONDITION: UTILITY BUILDING LOOKING SOUTHWEST. (May, 2021, Bergland + Cram)



FIGURE 59 CURRENT CONDITION: FACILITY STORAGE BUILDING LOOKING SOUTHWEST. (May, 2021, Bergland + Cram)



FIGURE 60 CURRENT CONDITION: RUNWAY 12-30 LOOKING NORTHWEST. (May, 2021, Bergland + Cram)



FIGURE 61 CURRENT CONDITION: RUNWAY 18-36 LOOKING NORTH. (May, 2021, Bergland + Cram)



FIGURE 62 CURRENT CONDITION: NATIONAL WEATHER SERVICE FACILITY. (May, 2021, Bergland + Cram)



FIGURE 63 CURRENT CONDITION: CITY OWNED PRIVATELY LEASED (OUTSIDE OF AREA OF POTENTIAL EFFECT). LOOKING SOUTHEAST (May, 2021, Bergland + Cram)



FIGURE 64 CURRENT CONDITION: CITY OWNED PRIVATELY LEASED (OUTSIDE AREA OF POTENTIAL EFFECT), LOOKING EAST. (May, 2021, Bergland + Cram)



FIGURE 65 CURRENT CONDITION: KINNEY PIONEER MUSEUM. LAND LEASED TO MUSEUM ORGANIZATION. OUTSIDE AREA OF POTENTIAL EFFECT. (May, 2021, Bergland + Cram)



FIGURE 66 AERIAL DIAGRAM WITH BUILDINGS KEYED TO TABLE 1.

(JUNE 2021, ZOOMEARTH)

TABLE 1: LIST OF BUILDINGS AND STRUCTURES AT THE MASON CITY MUNICIPAL AIRPORT

No.	BUILDING NAME/TYPE	YEAR BUILT	FIGURE NO.	CONTRIB	NON-CONTRIB
1	FAA TOWER	1962	26	X	
2	MAIN TERMINAL	1966	27	X	
3	RESTAURANT/ADMIN	1951	34	X	
4	MAINTENANCE/STORAGE SHED	C.1950	59		X
5	MCW T HANGAR/FBO	1959	51		X
6	UTILITIES		57, 58		X
7	FBO HANGAR & ADMIN	2006	54, 55, 56		X
8	FBO HANGAR	2015	52, 53		X
9	MCW T HANGAR	1973	49		X
10	MCW T HANGAR	1973	50		X
11	PRIVATE HANGAR	2004	42		X
12	PRIVATE HANGAR	2009	40		X
13	PRIVATE HANGAR	2013	39		X
14	PRIVATE HANGAR	2019	41		X
15	PRIVATE HANGAR	C.2000	44		X
16	PRIVATE HANGAR	C.2000	45		X
17	PRIVATE HANGAR	C.2000	46		X
18	PRIVATE HANGAR	C.2000	47		X
19	NATIONAL WEATHER SERVICE STATION	NA	62		X
20	FIRE STATION	2011	36		X
21	FACILITY MAINTENANCE BUILDING	1980, 1995	37		X
22	EXPERIMENTAL AVIATION		38		X
23	PRIVATE LEASE BUILDING/MCW LAND	NA	63		X
24	PRIVATE LEASE BUILDING/MCW LAND	NA	64		X
25	KINNEY PIONEER MUSEUM	NA	65		X

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TABLE 2: LIST OF PERMITTED PROJECTS AT THE MASON CITY MUNICIPAL AIRPORT (DATA COURTESY MASON CITY CITY HALL)

Permit #	Owner	Address	Description	Year
	Airport	Highway 18 West	Runway Expansion Plans	1948
	Airport	Highway 18 West	Maintenance Hanger - Plot Plan; Foundation & Footing plan, Heating & Ventilation plan, Electrical power Plan	1959
	Airport	Highway 18 West	Administration Building & Engine Generator Room	1962
	Airport	Highway 18 West	Terminal Building - Basement mechanical plan; ground floor mechanical plan; Balcony floor mechanical plan; Existing site plans & elevations	1965
9233	Airport	Highway 18 West	Municipal Airport Building	1966
10871	Airport	Highway 18 West	Construct a 1-Story 10 unit hanger building 56X242	1970
11472	Airport	Highway 18 West	Construction 80 X 150 Steel Building-Plane-Port	1973
11472	Airport	Highway 18 West	Airport Shelters - Const. 80 X 150 Steel Bldg	1973
14262	Airport	Highway 18 West	Construct tee-hanger 10 units CFR & Equipment Storage Building	1980
14519	Airport	Highway 18 West	Equipment Storage Building	
17020	Airport	Highway 18 West	Install door to restaurant, ramp for handicapped, replace sidewalk	1987
17666(2)	Airport	Highway 18 West	Passenger terminal remodel-Addition & remodel of Airport	1989
19711	Airport	Highway 18 West	New unisex bathroom/chairlift	1994
20117	Airport	Highway 18 West	48X72 addition to maintenance & snow equipment building	1995
20292	Airport	Highway 18 West	60X64 Private Airplane Hanger (Minert)	1996
20505	Airport	Highway 18 West	Remodel Meeting room for FAA	1997
20780	Airport	Highway 18 West	66X60 Hanger for aircraft (Lewerke/Menard)	1997
20934	Airport	Highway 18 West	Install counter/desk remove portion of west wall/Install new door	1998
21186	Airport	Highway 18 West	75X50 Aircraft Hanger (Joseph Minard)	1998
21617	Airport	Highway 18 West	Remodel bathrooms- handicap access	1999
21991(2)	Airport	Highway 18 West	Remodel interior mechanical/electrical/DOT/TSA EDS/ETD Deployment Program	2001
22135	Hanger One, LLC	Highway 18 West	Phase 1 footing aircraft hanger	2001
22224	Hanger One, LLC	Highway 18 West	Phase 2 80X80 Private Hanger	2001
22990	Airport	Highway 18 West	Install Steel Door Fire Bay 5 & North Bay 6	2003
23170	Airport/Carousal Condo's	Highway 18 West	Phase 1 Footing & Foundation for Carousal Condo Hanger	2004
		Highway 18 West		
23251	Airport Commission	Highway 18 West	Remodel terminal Building-Security alterations	2004
23260	Airport/Carousal Condo's	Highway 18 West	Phase 2 Finish of building for hangar & Offices	2004
	Airport	Highway 18 West	Miscellaneous/FBO Addition	2006
24385	Airport	Highway 18 West	44X56 Addition to existing hangar	2007
24434	Airport	Highway 18 West	Construct 8' Fence w/Barbed Wire	2008
24740	Kingland Aviation	Highway 18 West	92;6" X 80' X 26' Pre-Engineered Building for Hangar	2009
24844	AEA 267	Highway 18 West	New 30X60 Garage & Interior Office Remodel	2009
25417	City of Mason City	Highway 18 West	87X112 Aircraft fire fighting facility @ airport	2011
24971	City of Mason City	Highway 18 West	Repair Existing Hangar	2010
253880	City of Mason City	Highway 18 West	1500 sq ft Addition	2012
25693	Dan Sokoloski	Highway 18 West	63X60 Private Airplane Hangar	2013
BP2015-040	Kyle Aviation Enterprises, LLC	Highway 18 West	120' X 95' Hangar Building for aircraft	2015
	Airport	Highway 18 West	Interior Remodel - Wood Paneling Removal/Drywall/Plumbing/Electrical	2017
BP2019-146	Gary Snider	Highway 18 West	60' x 64' Post Framed Private Hanger w/Steel Skin	2019

FINDINGS AND RECOMMENDATIONS

MCW restaurant; 1950

The restaurant at the Mason City Municipal Airport became a reality in 1950 as popularity of aviation grew. It is one of three adjoining buildings along with the FAA tower and the main terminal building. When constructed in 1950, the restaurant was connected to the original farmhouse terminal building. Under Criterion A, the restaurant reflects the post-World War Two federal funding of aviation infrastructure, focusing on those with commercial passenger facilities that also include special interior functions for passenger comfort along with operational necessities and safety elements. The exterior of the restaurant is largely unaltered and it's simple Mid-Century influenced style remains prominent as guests approach the airport, thus falling under Criterion C. It continues to provide guests the opportunity to watch aircraft arrive and depart while in the dining room. Because of it's integrity, the restaurant building is recommended for eligibility for inclusion in the NRHP.

MCW FAA tower; 1961

The FAA Tower at the Mason City Municipal Airport was constructed in 1961 as an addition to the original farmhouse terminal building. As with the restaurant, the FAA tower was a result of the post-World War Two federal funding, thus falling under Criterion A. While the interior of the existing tower does not allow adequate function to meet today's requirements, the exterior of the FAA Tower is largely unaltered and is good representation of the mid-century style of the early 1960s, falling under Criterion C.

MCW terminal building; 1965 (remodel 1999, 2004 TSA project)
The MCW terminal building was the last of three significant improvements to the airport terminal complex. The construction of the 1965 Terminal Building was the piece that joined the restaurant and FAA tower to create one large facility. Again, the federally funded post WW2 aviation infrastructure endeavor allowed the 1965 project to come to fruition, thus meeting Criterion A. The terminal building also meets Criterion C. Although alterations in 1999 and 2004 modified the interior of the terminal building, it remains largely intact with evidence of original design intent. The exterior façade has also seen some modification, but it's Mid-Century Modern style is strong and well executed.

T HANGER
One T hangar complex dates to pre 1971. It remains in it's as-built condition and is used by the on-site FBO. It is of typical T hangar construction with metal paneled siding. See figure 51. While largely unaltered, the building holds no major significance under either Criterion A or C.

STORAGE BUILDING
A six bay "cold storage" building has been on site since at least 1951 per Mason City Public Library archive photo. While the shape of the building remains original, roof, siding, and doors have been replaced. See figure 59. This building holds no major significance under Criterion A or C.

Mason City Municipal Airport (MCW) as a potential historic district

MCW in its entirety encompasses approximately 30 buildings and structures, of which five are of historic age (pre 1971), while the remaining are post 1971. Of the five, three of the historic buildings retain much of their architectural integrity, specifically of the Mid-Century Modern style. The remaining buildings consist of post 1971 buildings that are used as hangars and T-Hangars and other support services. The newer main FBO building consists of both a metal building hangar as well as smaller masonry components. Other ancillary buildings (post 1971) consist of both metal construction and masonry construction but do not have any architectural integrity or historical value. The assessors records show 37 building permits for the airport property from 1948 to 2019. These permits include remodeling, alterations, paving, and new construction. Permits for properties unrelated to the airport are not included in this count. See table 1.

CRITERIA FOR EVALUATION

Criteria for Evaluation *The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:*

A. *That are associated with events that have made a significant contribution to the broad patterns of our history; or*

B. *That are associated with the lives of persons significant in our past; or*

C. *That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or*

D. *That have yielded or may be likely to yield, information important in prehistory or history.*