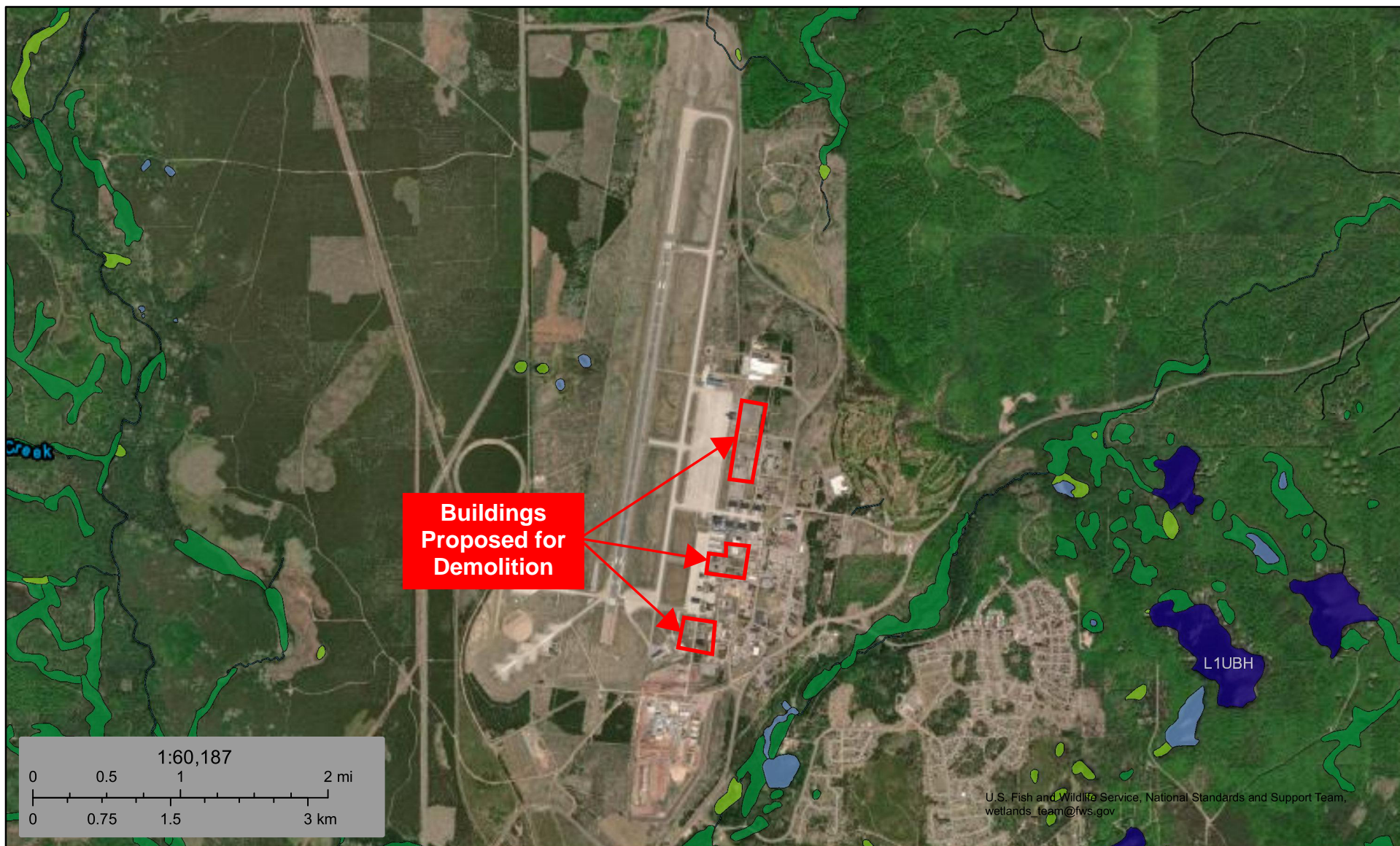

Appendix G – Water Resources



U.S. Fish and Wildlife Service

National Wetlands Inventory

SAW Wetlands



March 27, 2023

Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland

- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond




- Lake
- Other
- Riverine

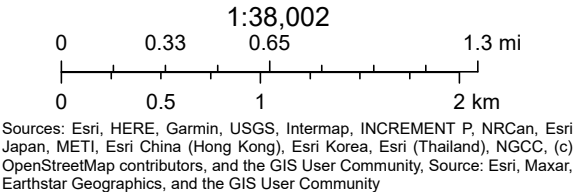
This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.



March 28, 2023

Part 303 Final Wetlands Inventory

-  Wetlands as identified on NWI and MIRIS maps
-  Soil areas which include wetland soils
-  Wetlands as identified on NWI and MIRIS maps and soil areas which include wetland soils

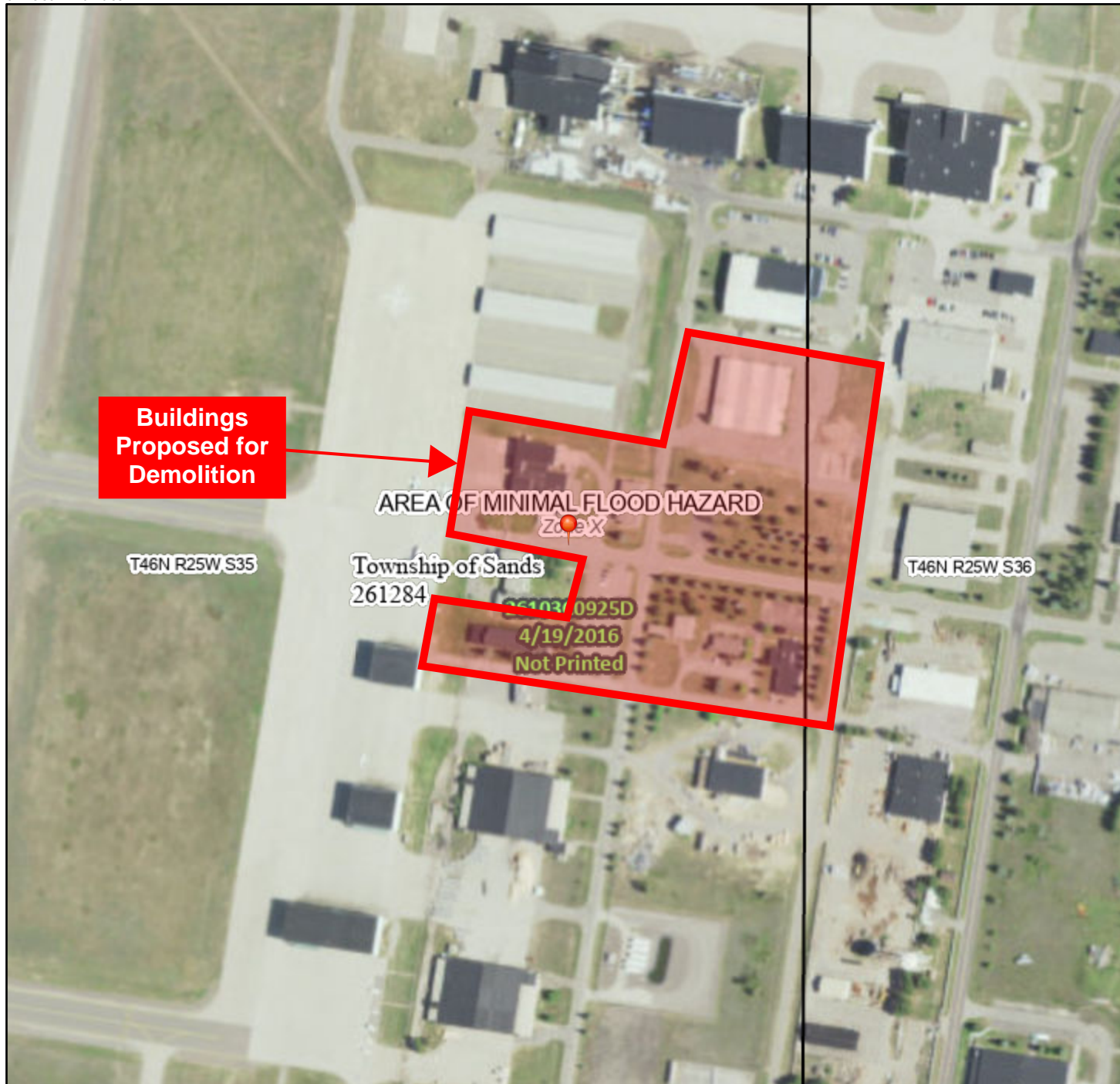


Disclaimer: This map is not intended to be used to determine the specific

National Flood Hazard Layer FIRMMette



87°23'38"W 46°20'35"N



0 250 500 1,000 1,500 2,000 Feet

1:6,000

87°23'1"W 46°20'10"N

Basemap: USGS National Map: Orthoimagery: Data refreshed October, 2020

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS		Without Base Flood Elevation (BFE) Zone A, V, A99
		With BFE or Depth Zone AE, AO, AH, VE, AR
		Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD		0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
		Future Conditions 1% Annual Chance Flood Hazard Zone X
		Area with Reduced Flood Risk due to Levee. See Notes. Zone X
		Area with Flood Risk due to Levee Zone D
OTHER AREAS		NO SCREEN Area of Minimal Flood Hazard Zone X
		Effective LOMRs
GENERAL STRUCTURES		Area of Undetermined Flood Hazard Zone D
		Channel, Culvert, or Storm Sewer
OTHER FEATURES		Levee, Dike, or Floodwall
		Coastal Transect Baseline
MAP PANELS		Digital Data Available
		No Digital Data Available
MAP PANELS		Unmapped
		The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.



This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on **3/28/2023 at 10:30 AM** and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

National Flood Hazard Layer FIRMMette



87°23'49"W 46°20'15"N



Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS		Without Base Flood Elevation (BFE) Zone A, V, A99
		With BFE or Depth Zone AE, AO, AH, VE, AR
		Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD		0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
		Future Conditions 1% Annual Chance Flood Hazard Zone X
		Area with Reduced Flood Risk due to Levee. See Notes. Zone X
		Area with Flood Risk due to Levee Zone D
OTHER AREAS		NO SCREEN Area of Minimal Flood Hazard Zone X
		Effective LOMRs
GENERAL STRUCTURES		Area of Undetermined Flood Hazard Zone D
		Channel, Culvert, or Storm Sewer
OTHER FEATURES		Levee, Dike, or Floodwall
		Cross Sections with 1% Annual Chance Water Surface Elevation
MAP PANELS		Coastal Transect
		Base Flood Elevation Line (BFE)
OTHER FEATURES		Limit of Study
		Jurisdiction Boundary
OTHER FEATURES		Coastal Transect Baseline
		Profile Baseline
OTHER FEATURES		Hydrographic Feature
		Digital Data Available
MAP PANELS		No Digital Data Available
		Unmapped



The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

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0 250 500 1,000 1,500 2,000 Feet 1:6,000

Basemap: USGS National Map: Orthoimagery: Data refreshed October, 2020

87°23'11"W 46°19'50"N

National Flood Hazard Layer FIRMette



87°23'27"W 46°20'56"N



0 250 500 1,000 1,500 2,000 Feet 1:6,000

Basemap: USGS National Map: Orthoimagery: Data refreshed October, 2020

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS		Without Base Flood Elevation (BFE) Zone A, V, A99
		With BFE or Depth Zone AE, AO, AH, VE, AR
		Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD		0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
		Future Conditions 1% Annual Chance Flood Hazard Zone X
		Area with Reduced Flood Risk due to Levee. See Notes. Zone X
		Area with Flood Risk due to Levee Zone D
OTHER AREAS		NO SCREEN Area of Minimal Flood Hazard Zone X
		Effective LOMRs
GENERAL STRUCTURES		Area of Undetermined Flood Hazard Zone D
		Channel, Culvert, or Storm Sewer
OTHER FEATURES		Levee, Dike, or Floodwall
		Cross Sections with 1% Annual Chance Water Surface Elevation
MAP PANELS		Coastal Transect
		Base Flood Elevation Line (BFE)
OTHER FEATURES		Limit of Study
		Jurisdiction Boundary
OTHER FEATURES		Coastal Transect Baseline
		Profile Baseline
OTHER FEATURES		Hydrographic Feature
		Digital Data Available
MAP PANELS		No Digital Data Available
		Unmapped



The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on **3/28/2023 at 10:33 AM** and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

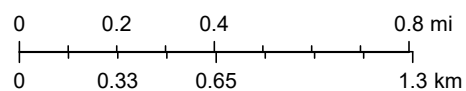
SAW Surface Water Resources



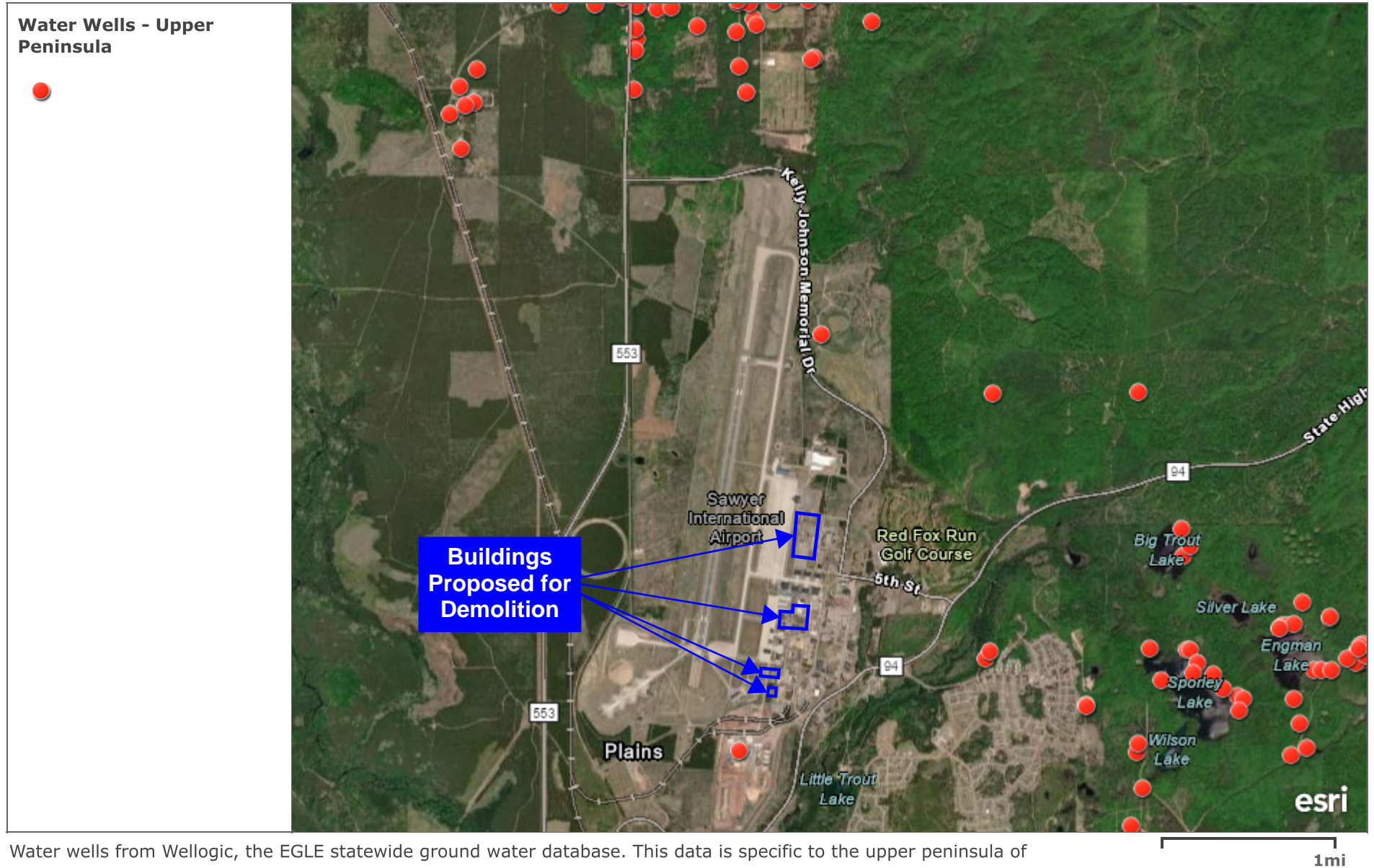
March 28, 2023

1:36,112

- Streams
- Water Bodies

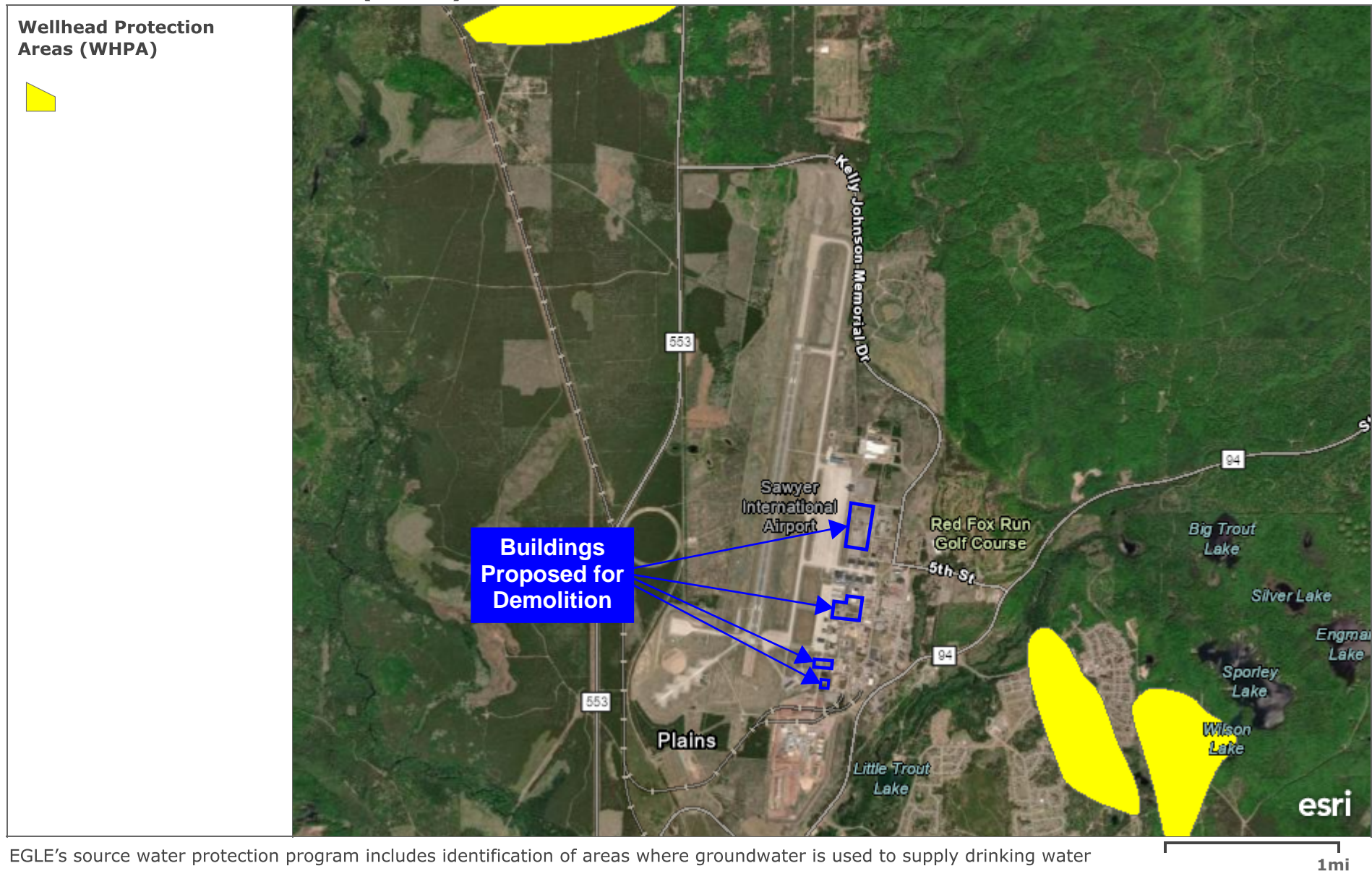


Water Wells - Upper Peninsula



Water wells from Wellogig, the EGLE statewide ground water database. This data is specific to the upper peninsula of Michigan.

Wellhead Protection Areas (WHPA)



EGLE's source water protection program includes identification of areas where groundwater is used to supply drinking water to communities. A Wellhead Protection Area (WHPA) is the surface and subsurface area surrounding a water well or well field, supplying a public water system, through which contaminants are reasonably likely to move toward and reach such water well or well field. It is that area which contributes groundwater to a public water supply well.

Appendix H - Section 4(f) Evaluation



IN REPLY REFER TO:

United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
Custom House, Room 244
200 Chestnut Street
Philadelphia, Pennsylvania 19106-2904

August 2, 2023

4112.1
ER 23/0272

Misty Peavler
Federal Aviation Administration
Detroit Airports District Office
11677 South Wayne Road, Suite 107

Re: Section 4(f) evaluation for the FAA Marquette County/Sawyer International Airport
Building Demolitions Project, Marquette County, Michigan

Dear Misty Peavler,

The Department of the Interior (Department) has reviewed the draft Section 4(f) evaluation for the Marquette County/Sawyer International Airport (Airport) Building Demolitions Project in Marquette County, Michigan. The Airport is owned by Marquette County, and the Federal Aviation Administration (FAA) is the lead federal agency for the proposed action. The project would demolish 14 buildings on the Airport grounds, and its purpose is to allow for redevelopment and meet the Airport's long-term economic development goals through attracting new businesses, facilities, and green spaces.

The 14 buildings proposed for demolition are: Building 403–503 H Avenue; Building 404–530 F Avenue; Building 414–516 H Avenue; Building 426–605 Second Street; Building 428–509 Second Street; Building 429–505 Second Street; Building 430–403 D Avenue; Building 600–603 Third Street; Building 601–551 Third Street; Building 610–500 block of Eighth Street; Building 725–520 Eighth Street; Building 726–249 D Avenue; Building 731–232 G Avenue; and Building 732–541 Ninth Street.

Section 4(f) Properties

The draft Section 4(f) evaluation considers effects under Section 4(f) of the Department of Transportation Act of 1966 (codified at 49 U.S.C. 303) associated with the project. Section 4(f) applies to publicly owned parks, recreation areas, or wildlife and waterfowl refuges, or significant historic resources. The Airport was determined eligible for listing in the National Register of Historic Places (NRHP) as the Sawyer Air Force Base Historic District (the District), and is a significant historic resource. There are no public parks, recreation areas, or refuges in the project area.

Sawyer Air Force Base Historic District

The Airport has been determined eligible for listing in the NRHP as an historic district encompassing the historic boundaries of the Air Force base. The period of significance was recommended to extend from 1955 to 1995, the entire period the property was operated by the United States Air Force. The 14 buildings proposed for demolition were recommended eligible as contributing resources of the District based on existing information. A full survey will be conducted in the future to identify all contributing and noncontributing resources and fully assess the District's significance.

On January 5, 2023, the Michigan State Historic Preservation Office (SHPO) concurred with the FAA's determination that the District is eligible for listing in the NRHP under Criterion A for Military, Politics, and Government. The SHPO also stated that the District's historic significance is likely at the state level rather than the national level and that the District is eligible under Criterion A for Community Planning and Development in addition to its eligibility for Military, Politics, and Government.

Alternatives

FAA considered a no action alternative and three other alternatives, one of which was an avoidance alternative. The avoidance alternative would leave the 14 buildings in place and construct new buildings elsewhere on the Airport property. This alternative was not found to be both feasible and prudent. When there is no prudent and feasible avoidance alternative, the FAA must choose from the remaining alternatives using a "least overall harm analysis." The remaining two alternatives would either 1) renovate the existing buildings or 2) demolish them. Both of these alternatives would result in a use of a Section 4(f) property.

The FAA determined that the demolition alternative would cause greater harm to the Section 4(f) properties as compared to the restoration alternative. However, the demolition alternative would fully meet the project's purpose and need, while the renovation alternative would not meet the purpose and need. The restoration alternative would also represent a substantially greater project cost as compared to the demolition alternative. The FAA therefore determined that the demolition alternative would result in the least overall harm, considering all factors.

Assessment of Effect and Consultation

The FAA determined that the proposed removal of the 14 buildings would result in an Adverse Effect to the District under Section 106 of the National Historic Preservation Act. The SHPO concurred with the Adverse Effect determination on January 5, 2023 and reminded the FAA of their responsibility to avoid, minimize, or mitigate adverse effects and to continue consultation with the SHPO and other parties. The SHPO also stated that if the FAA and SHPO concur that the adverse effect cannot be avoided, the Section 106 process will not conclude until the consultation process is complete, a Memorandum of Agreement (MOA) is developed, executed, and implemented, and, if applicable, the formal comments of the Advisory Council on Historic Preservation (ACHP) have been received.

In addition to coordination with the SHPO, the Airport and FAA coordinated with other potential consulting parties. The ACHP, Native American Tribes, and six other potentially interested

parties were notified of the Adverse Effect and invited to consult on mitigations. One tribe, the Sault Ste. Marie Tribe of Chippewa Indians, responded on January 19, 2022 and stated it did not have interest in the project area or undertaking, but noted that if any human ancestral remains or objects of cultural patrimony are discovered, or scope or work changes, it wished to be notified. The FAA submitted a letter to the ACHP on January 19, 2023, inviting the agency to participate in consultation. In a letter dated February 2, 2023, the ACHP declined to participate in consultation.

On February 1, 2023, the Airport sent consultation letters on behalf of the FAA inviting parties to participate in the drafting of an MOA and to sign as a concurring party. Parties contacted included the Marquette County Board of Commissioners, Sawyer Operating Authority, Sawyer Community Alliance, Sawyer Village (as operated by the Sault Ste. Marie Tribe of Chippewa Indians), Marquette Regional History Center, and the K.I. Sawyer Heritage Air Museum. Parties were provided thirty (30) days to respond after receiving the letter. No party expressed interest in participating in the development of the MOA.

Section 4(f) Comments

The Department concurs with the determination that the proposed alternative would constitute an adverse effect to the Sawyer Air Force Base Historic District under Section 106 of the National Historic Preservation Act. Based on the information provided by the FAA in its Section 4(f) evaluation, the Department also concurs with FAA's determination that there is no feasible and prudent avoidance alternative to the Section 4(f) use of the historic property. The Department has no objection to the Section 4(f) approval of this project, contingent upon an executed and final Section 106 MOA with the consulting parties and recommends that consultation continue with all Section 106 consulting parties pursuant to 36 CFR § 800.6.

For issues concerning Section 4(f) resources, please contact Rene Ohms, Acting Regional Environmental Coordinator, Regions 3/4/5, National Park Service, Rene_Ohms@nps.gov.

We appreciate the opportunity to provide these comments.

Sincerely,

**JOHN
NELSON**

John V. Nelson
Regional Environmental Officer

Digitally signed by JOHN
NELSON
Date: 2023.08.02
12:12:49 -04'00'

Electronic distribution: DDOTcomments@detroitmi.gov; misty.peavler@faa.gov

Section 4(f) Evaluation

Marquette County/Sawyer International Airport (SAW) Building Demolitions Project

Marquette County, Michigan

Prepared for

Federal Aviation Administration

Prepared by



www.meadhunt.com

June 2023

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Appendices

- A Project Alternatives Matrices
- B Map of Project Location Showing Section 4(f) Properties
- C Photographs
- D Coordination with Official With Jurisdiction

1. Introduction

Section 4(f) of the U.S. Department of Transportation (DOT) Act of 1966 (codified as 49 U.S. Code [USC] 303) states that the Federal Aviation Administration (FAA) may not approve the use of a property protected under Section 4(f) unless it first determines:

- That there is no feasible and prudent alternative that avoids use of land from the property, or that any use of Section 4(f) property would be a *de minimis* impact;
- That the project includes all possible planning to minimize harm resulting from the use of the Section 4(f) property.

DOT Order 5610.1D lists DOT procedures for meeting Section 4(f) requirements. The FAA uses Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) Section 4(f) regulations (23 CFR 774) and the FHWA Section 4(f) Policy Paper as guidance to the extent relevant to FAA programs.

A Section 4(f) property, as defined at 23 CFR 774.17, includes publicly owned land of a public park, recreation area, or wildlife and waterfowl refuges of national, state, or local significance, or land of a historic site of national, state, or local significance. Where the use of a Section 4(f) property cannot be avoided, the FAA may approve, from among the remaining alternatives, that use of a Section 4(f) property if it causes the least overall harm to the 4(f) property. A Section 4(f) use is defined in 23 CFR 774.17 and includes:

- When land is permanently incorporated into a transportation facility;
- When there is a temporary occupancy of land that is adverse in terms of the statute's preservation purpose determined by the criteria in 23 CFR 774.13; or
- Where there is a constructive use of a Section 4(f) property as determined by the criteria in 23 CFR 774.15.

Chapter 7, Section 3.g. of FAA's *Environmental Desk Reference for Airport Actions* states that a physical use of a Section 4(f) property occurs:

- When the proposed project or a reasonable alternative would physically occupy a portion or all of a Section 4(f) resource;
- When the proposed project permanently incorporates the resource for project purposes through acquisition or easement;
- If alteration of structures or facilities located on Section 4(f) properties is necessary, even though the action does not require buying the property; or

- If temporary occupancy meets one of the following conditions:
 - The duration of project occupancy is greater than the duration needed to build a project and there is a change in ownership of the land;
 - The project's work scope is major in the nature and magnitude of changes to the Section 4(f) resource;
 - Anticipated permanent adverse physical impacts would occur and a temporary or permanent interference with Section 4(f) activities or purposes would occur;
 - The land use is not fully restored (i.e., it is not returned to a condition that is at least as good as that existing before the project); or
 - There is no documented agreement with the appropriate Federal, state, or local official having jurisdiction over the resources with regard to the conditions noted [above].

De minimis impacts to 4(f) properties are also defined and addressed in 23 CFR 774.17. For historic properties, a *de minimis* impact is defined as determination of either “no adverse effect” or “no historic properties affected” in compliance with Section 106 of the National Historic Preservation Act of 1966 (Section 106). For parks, recreation areas, and wildlife and waterfowl refuges, a *de minimis* impact is one that will not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f).

Reasonable alternatives to the proposed action are developed and evaluated as part of the planning process and in accordance with the Council on Environmental Quality (CEQ) regulations implementing the National Environmental Policy Act (NEPA), and FAA and FHWA guidance on Section 4(f) resources. According to 23 CFR 774.17, an alternative is not prudent if it compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need. An alternative is not feasible if it cannot be built as a matter of sound engineering judgement. Alternatives that do not adequately meet the project's purpose and need can be dropped from further consideration.

This Section 4(f) Evaluation provides an alternatives analysis, describes measures taken to minimize harm, and summarizes coordination with the Michigan State Historic Preservation Officer (SHPO) as the Official With Jurisdiction (OWJ) over the Section 4(f) properties. The purpose of the alternatives analysis is to identify alternatives that address the project purpose and need while causing the least overall harm to Section 4(f) properties. There is no alternative that meets the project purpose and need while avoiding Section 4(f) properties; all reasonable alternatives result in a use of Section 4(f) properties. Appendix A contains two matrices that summarize the project alternatives. Appendix B provides a map of the project area showing identified Section 4(f) properties and evaluated project alternatives.

2. Description of the Proposed Action

The proposed action would be undertaken by the Marquette County Airport/Sawyer International Airport (Airport, also abbreviated as SAW) in Marquette County, Michigan. The Airport is owned by Marquette County and has a total size of 2,275 acres, including existing Airport facilities and area held for future development. The FAA is the lead federal agency for the proposed action and is responsible for project review and approval, as the Airport operates under an FAA license. The proposed action would remove 14 existing buildings on Airport property that are vacant, in poor condition, and do not meet the strategic planning goals of the Airport. The Airport seeks to create new leasable facilities and green spaces that could be used to market new business growth in the area. The buildings were originally part of the former K.I. Sawyer Air Force Base, which operated from 1955 to 1995 before the Airport's conversion to a commercial service airport in 1999.

Proposed project activities consist of demolishing the buildings, backfilling the foundations, and grading the footprint of each building. The buildings proposed for demolition are:

- Building 403 – 503 H Avenue, Gwinn, MI 49843
- Building 404 – 530 F Avenue, Gwinn, MI 49843
- Building 414 – 516 H Avenue, Gwinn, MI 49841
- Building 426 – 605 Second Street, Gwinn, MI 49843
- Building 428 – 509 Second Street, Gwinn, MI 49843
- Building 429 – 505 Second Street, Gwinn, MI 49843
- Building 430 – 403 D Avenue, Gwinn, MI 49843
- Building 600 – 603 Third Street, Gwinn, MI 49843
- Building 601 – 551 Third Street, Gwinn, MI 49843
- Building 610 – 500 block of Eighth Street, Gwinn, MI 49843
- Building 725 – 520 Eighth Street, Gwinn, MI 49843
- Building 726 – 249 D Avenue, Gwinn, MI 49843
- Building 731 – 232 G Avenue, Gwinn, MI 49843
- Building 732 – 541 Ninth Street, Gwinn, MI 49843

A map of these buildings is provided in Appendix B.

3. Purpose and Need

The purpose of the proposed action is to allow for redevelopment at the location of the 14 existing buildings, to meet the Airport's long-term economic development goals through attracting new businesses, facilities, and green spaces. The 14 existing buildings on Airport property that are proposed for removal are vacant and in poor condition. The buildings were originally part of the former K.I. Sawyer Air Force Base, with construction beginning in 1955. Construction materials and techniques in the subject buildings are generally consistent with construction of the era, and most of the subject buildings have undergone multiple renovations prior to the base closure in 1995. In most cases, renovations did not include removal of old building materials, lighting, or mechanical systems. Consequently, multiple layers of ceiling tiles and/or floor tiles are present throughout the subject buildings. Original fluorescent light fixtures are present, generally without bulbs, above current ceiling installations.

Due to the specialized nature of some buildings or portions of buildings, construction materials may be atypical. For example, a material X-ray installation is present that includes lead walls. Radio and electromagnetic frequency shielding is present in some structures, which includes metal wall paneling and concrete ceilings. Facility security included protections against unauthorized access to mechanical systems above ceilings. Additionally, most original attic space access points are no longer visible due to building renovation.

All of the subject buildings are in structurally sound condition. Several have been significantly impacted by water intrusion; however, the majority of water intrusion has resulted from broken roof drain plumbing rather than failure of the roof envelope. Consequently, a significant portion of building materials in some structures are waterlogged and visible mold growth is present.

The proposed action is needed because the buildings do not meet the Airport's long-term economic development goals. In their place, the Airport seeks to attract private development consisting of new businesses, facilities, and green spaces that would generate Airport revenue, on- and off-Airport jobs, regional economic activity, and further investment at the Airport. The Airport has already missed out on several opportunities to attract prospective tenants due to the continued presence of the subject buildings on valuable property near the commercial service and general aviation aprons. Other prospective tenants are currently waiting for the Airport to remove the subject buildings and prepare the sites for redevelopment.

4. Description of Section 4(f) Properties

The FAA determined that the Airport (former K.I. Sawyer Air Force Base) is eligible for the National Register of Historic Places (National Register) under *Criterion A* in the areas of Military and Politics/Government. The base is significant under *Criterion A* in the area of Military for its associations with Cold War-era military efforts and the expansion of the United States Air Force into northern Michigan. Although the airfield was extant before government purchase, the build-up of the properties around it was in accordance with the standard layout for Strategic Air Command (SAC) bases, with some modifications. The location was prime for detecting incoming attacks and for housing fighter-interceptor squadrons to counter Soviet threats along the northern border of the United States. The base is also significant under *Criterion A* in the area of Politics/Government for its associations with changing political policies during the Cold War that increasingly focused on air defense and detection. During the military's use, the base was designed as a fighter-inceptor base and evolved into a bomber and tanker base.

The Airport is recommended eligible as a historic district that encompasses the historic boundaries of the base, but a full survey will need to be conducted to determine all contributing and noncontributing resources. The period of significance is recommended to extend from 1955 to 1995, the entire period the property was operated by the United States Air Force.

In a letter dated January 5, 2023, the Michigan SHPO concurred with the FAA's determination of eligibility and with the FAA's finding that the proposed removal of 14 buildings would result in an Adverse Effect to the National Register-eligible historic district under Section 106. The 14 buildings that are proposed for removal are described below. All photographs were taken by Commonwealth Heritage Group, Inc. (Commonwealth), which performed a cultural resources review in 2021.

Building 403

This building was built in 1986. It originally served as an administration building and was used for the maintenance orderly room and small shops. Building 403 is directly east of the south end of the runway and taxiway. It is in the middle of a paved lot that is in poor condition with significant vegetation growing from the cracks. Grass surrounds the paved lot and access is gained along H Avenue and a paved drive from the hangar apron.

The single-story, concrete-block building has an irregular footprint. The entire building is painted with a contrasting color below the water table, along the parapets, as well as the doors. The paint is in poor shape and is peeling away from the structure. The main block of the building is rectilinear with a shallow ell at the north end of the east elevation. A small rectangular addition abuts the south elevation of the ell and connects to the main block. This addition is covered by a shed roof and features a set of double glass doors with sidelights on the south elevation. The east elevation has a single glass door on the small shed-roof addition, followed by four windows on the ell. The east elevation of the main block includes a double steel door and a fixed triple window. There is evidence of fenestration changes to the east elevation, where four large bays appear to be filled in by square concrete blocks down to grade. The north elevation of the ell includes a double door and a window at the east corner of the building. Two rectilinear structures abut the main block and each other on the north elevation. The eastern structure lacks windows and doors. The larger structure rests near the center of the main block and has two sets of steel doors on the east elevation. The north elevation extends slightly above the roofline and does not feature

Section 4
Description of Section 4(f) Properties

windows or doors. The south elevation of the main block includes a center section that rises above the roofline and is slightly recessed between two concrete-block structures. The western end of the elevation contains a single steel door.



Figure 1. Building 403.

Building 404

This building was built in 1961. It originally served as an administration building and was used for calibrations. Building 404 is south of the hangars, east of H Avenue, and west of F Avenue. It is on a grassy lot with access drives along the north, south, and west elevations.

The single-story, concrete-block building has an irregular plan. The entire building is painted and has a contrasting color below the water table and on the doors. The paint is peeling away from the structure in many areas. The building consists of two adjacent, low-pitch, gable roof units that align along the south elevation. The western block projects north past the main block, creating an ell. The ell does not have any fenestration on the north elevation. A shed-roof addition is located at the junction of the main block and ell. The addition includes a single door, capped by a transom window near the ell along the north elevation. The addition has two plate glass windows east of the door that rest on bulkheads. The north elevation of the main block has a series of windows on bulkheads near the addition and ell. A set of double steel doors and two metal, quarter-round vent hoods/awnings are located near the center of the block. The east elevation of the main block has a set of double steel doors adjacent to a metal addition with a low-pitch gable roof. The addition has two, two-bay, overhead doors spanning the east elevation. The south elevation is windowless. It has a two sets of steel doors at the center of the elevation covered by a flat hood. Three vent hoods/awnings are at the west end of the building.



Figure 2. Building 404.

Building 414

This building was not documented in the 2021 cultural resources review completed by Commonwealth nor the 1995 *Historic Building Inventory and Evaluation* completed when K.I. Sawyer Air Force Base was decommissioned. The building's date of construction is not clear, but it is known that Building 414 formerly operated as the Pest Management Shop.

The concrete-block building has two-story sections at each end of the building and a central one-story section. Building entries include a roll-up vehicular door and single and double pedestrian doors. Plywood panel siding is present above the vehicular door. A fixed steel ladder leads to the building roof.



Figure 3. Building 414.

Building 426

This building was built c.1960 and originally served as an administration/office building for base security and police. Building 426 is north of Second Street, east of the airfield apron, and west of F Avenue. It is surrounded by grass and has mature trees growing along the south elevation and near the southeast and northeast corners of the building. A parking lot is located east of the building.

The concrete-block building has a central main block that is two stories tall and is covered by a front-gable roof. It is sandwiched between a one-and-one-half-story block along the east elevation and a one-story block along the west elevation. The eastern block is covered by a front-gable roof. The building's gable ends are clad in plywood panel siding. Two vestibules project away from the east elevation and are covered by flat roofs. Each vestibule includes a glazed, steel door with transom. The side walls are comprised of plate glass windows resting on bulkheads. A single-story, shed-roof extension projects north from the east end of the north elevation. It contains a double steel door on the east elevation and two windows on the north elevation. The north and south elevations of the main block are nine bays wide. Most bays on the north and south elevations have paired windows. The west block is covered by a flat roof, with a single entry door on the south elevation.



Figure 4. Building 426.

Building 428

Building 428 was built c.1960 and originally served as a shop facility. Building 428 is east of F Avenue between Second and Third Streets. It is on a grassy lot with trees planted along the west and north elevations. A paved parking lot is southeast of the building.

The painted concrete-block building consists of two main blocks that create an L-shaped footprint. The east block is two stories tall and is covered by a nearly flat roof with an east-west ridgeline. The south elevation includes double steel entrance doors at the center of the block. The north and east elevations do not have windows or doors. The west block projects slightly south of the eastern block and is one story tall. The south elevation is seven bays wide, with single and double doors and paired and quad casement windows. The west elevation has a single entrance door located at the north end of the elevation. The north elevation is windowless.



Figure 5. Building 428.

Building 429

This building was built c.1960 and originally served as an administration building for the Air Force Auditor General. Building 429 is at the center of the block bound by Second and Third Streets to the south and north, and D and F Avenues to the east and west. It is between Buildings 428 and 430. A parking lot is south of the building and paved drives are to the north, east, and west of the building.

The painted concrete-block building is rectilinear in plan, with a projecting entrance vestibule at the southwest corner of the building. The building is covered by a flat roof. The metal windows consist of a fixed upper sash above a hopper window. The north elevation is seven bays wide. The third bay from the west and easternmost bay each have a flat overhang sheltering the door below. The easternmost bay has a single door, and the third bay from the west has a double door. The east elevation has a central door covered by flat overhang flanked by windows. The south elevation is nine bays wide with windows in the eight eastern bays. The western bay includes the entrance vestibule and has a single entrance door. The west elevation of the vestibule has no windows, whereas the north elevation includes one window. The west elevation of the main block has a single window.



Figure 6. Building 429.

Building 430

Building 430 was built c.1960 and originally served as a shop facility. The building is at the northwest corner of Second Street and D Avenue. The building is surrounded by grass, paved drives, and paths. Parking lots are north, south, and west of the building. Rows of trees line the north and east.

The painted concrete-block building has an irregular footprint and consists of three rectilinear blocks: the north, central, and south blocks. The building is one story in height, with a two-story unit projecting from the center block along the north elevation. The south block is covered by a flat roof. The south elevation includes a steel door and single-light windows with upper metal spandrels at each end of the elevation. The east elevation has three sets of the same windows and a double steel door covered by flat hood. The west elevation has five sets of the paired windows.

The south block abuts the central block, which projects past the west elevation. The south elevation of the central block contains a double steel door flanked by a window on each side. The west elevation has two sets of paired windows. The north elevation has a double steel door covered by a flat hood and abuts the north block. Near the juncture, a two-story gable roof structure rises above the flat roof of the north and central blocks. The north block is windowless along the north elevation and has two windows and a single steel door on the west elevation and two windows and a double steel door with flat hood on the east elevation. The central block has several near-square windows along the east elevation.



Figure 7. Building 430.

Building 600

This building was constructed in 1956 and originally served as a fire station. Building 600 is north of Third Street, east of F Avenue, and west of the airport apron. It is surrounded by pavement along the east elevation and the southeast corner of the building. Grass islands are at the southwest corner of the building, east of the east drive, and a grass strip lines the north elevation. The building has access to the airfield along the north and west elevations.

The painted concrete-block building is irregularly shaped and features one- and two-story blocks. The southeast block is two stories tall. It is covered by a near flat roof with an east-west ridgeline. The block's east elevation features two narrow, tripartite, awning windows near the roofline. Two single steel doors

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with glazing are located at each ends of the elevation. A channel letter sign located at the south end of the elevation under the window reads “Fire Station.” The south elevation of the block features three nearly roof to ground overhead doors. West of this block is a single-story block that includes a single entrance door at the center of the south elevation and a tripartite window at the west end. Rising from this block near the west elevation of the building is a two-story structure. It is windowless along the east elevation and has narrow windows along the roofline on the north elevation. North of the southeast block is a single-story block. It has two paired, one-over-one-light windows and a single entrance door along the east elevation. North and west of this block is a second two-story block. It features two nearly roof to ground overhead doors and a single pedestrian door along the east elevation. The north elevation of this block features four narrow, horizontal windows along the roofline.



Figure 8. Building 600.

Building 601

This building was constructed in 1993 and served as an administration building. Building 601 is at the northwest corner of Third Street and F Avenue. It is on a grassy lot with paved parking along the west elevation. Sidewalks are present north and south of the building. Unkempt shrubs are sporadically planted along the foundation.

The painted concrete-block building has a rectilinear plan. It is covered by a flat roof with moderate eaves. The north elevation features a single steel door with glazing just east of center. It is covered by a flat hood supported by square posts. A paired casement window with spandrel transom is located near the east corner of the building. The east elevation is four bays wide. It has three bays of four casement windows with spandrel transoms. The second bay from the north elevation includes a pair of steel doors. The south elevation has an off-center steel door. The west elevation is windowless. The southwest corner of the building is truncated, and a single door is located on the west elevation.



Figure 9. Building 601.

Building 610

Building 610 was constructed c.1960 and its original function is unknown. Building 610 is west of F Avenue in the middle of the block between Third and Fourth Streets. It is surrounded by a paved parking lot. A small strip of grass lines the west elevation. Two trees are growing at the south end of the west elevation.

The building has a rectilinear footprint. It is clad in standing seam metal with three parallel gable roofs clad in the same material. Each gable section along the south elevation features a centered overhead door and single steel pedestrian door with glazing. The center unit also has three one-over-one windows. The west elevation has a gabled vestibule with single door projecting from the center of the building. A small sliding window is north of the vestibule. The north elevation repeats the south elevation's overhead and pedestrian door pattern and does not include windows.



Figure 10. Building 610.

Building 725

This building was constructed c.1955 and originally served as administration and shop facilities, including a machine shop, welding shop, parachute shop, barber, gun room, and training and conference rooms. Building 725 is south of Eighth Street between E and G Avenues. It is on a paved lot with several small grass islands.

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The painted concrete-block building has an irregular footprint. The south elevation is a half-story taller than the rest of the building. It has three evenly spaced vents along the roofline and an overhead door, and two single and one double steel pedestrian doors. Two near-cube-shape structures with double doors and a steel structure are near the east end of the elevation. The east elevation of the one-and-one-half-story structure has an overhead door, a single pedestrian door, and a vent. The elevation steps down to single-story height and has a series of overhead, double, and single doors and vents. At the north end of the elevation, several small flat- and shed-roof additions abut the building. The north elevation has two ells projecting north from the elevation at the east end of the building. These ells are without windows and doors. The recessed wall between the ells contains an overhead and pedestrian door. West of the ells a tall, square, concrete-block structure extends above the roof. Two overhead doors and a single and double steel door complete the fenestration on the north elevation. The west elevation has evidence of several blocked-in overhead door openings at the north end of the building. Further south are two single pedestrian doors, a double door, and an overhead door. The building steps back in the west elevation to reveal three overhead doors and a single pedestrian door along the south elevation.



Figure 11. Building 725.

Building 726

This building was constructed c.1955 and originally served as an administration building. Building 726 fills the entire block between Eighth and Ninth Streets and E and G Avenues. The building is surrounded by grass bound by sidewalks. Sporadic trees and shrubs dot the property.

The painted concrete-block building has a rectilinear plan with two additions to the north elevation. The building is covered by a flat roof. The north elevation of the main block is windowless and has a single steel door located between the two additions and a double steel door at the west end of the elevation. The eastern addition is covered by a flat roof. A smaller, rectilinear addition abuts the north elevation of the addition. This addition is shorter than the main addition and is covered by a flat roof. It has entrance doors on both the north and east elevations. The west addition is covered by a gable roof. The gable extends east creating a covered walk to a double, glass door. The west elevation of the addition has a single steel door near the north end. Two single steel doors are located along the main block's west elevation. The south elevation has two concrete-block structures abutting the building near the center of the elevation. The western structure has a door along the east elevation and the narrower eastern structure has three vent grates along the top of the structure. A double glass door and two double vents are west of the center of the building. A ladder to the roof and three steel doors is along the east half of

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the elevation. The east elevation has a double glass door near south of the center of the building. It is covered by a steeply pitched, metal, standing seam hood.



Figure 12. Building 726.

Building 731

Building 731 was constructed in 1986 and served as an administration building. Building 731 is south of Tenth Street and east of G Avenue. It is on a grassy lot surrounded by sidewalks.

The single-story building has a rectilinear footprint. It is clad in plywood panel siding and is covered by an asphalt-shingle, side-gable roof. Small cross gables are along the east and west slopes at the center of the building. The west gable shelters two steel doors along the west elevation. A third steel door is south of the center of the building. The south elevation has a centrally placed vinyl sliding window. It is flanked by a tripartite casement window to the west and a paired casement window to the east. The north elevation has a vinyl sliding window and a casement window. The east elevation features a double-door vestibule under the gablet at the center of the building. Two paired casement windows flank the central bay.



Figure 13. Building 731.

Building 732

Building 732 was built in 1991 and served as an administration building. Building 732 is south of Tenth Street and Building 731 and east of G Avenue. The building is surrounded by grass. Sidewalks lead to adjacent Building 731 and the paved parking lot south of the building.

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The single-story building has a rectilinear plan and is clad in plywood panel siding. The building is covered by an asphalt shingle, side-gable roof with moderate eaves. The eaves are interrupted by two gablets near the center of the south elevation and a projecting vestibule with cross gable roof on the north elevation. The south elevation has three doors near the center of the building flanked by two sliding windows at the east and west ends of the building. The north elevation vestibule has double doors and is flanked by two vinyl sliding windows. The east and west elevations have two vinyl sliding windows.



Figure 14. Building 732.

5. Alternatives Analysis

This section presents project alternatives that were evaluated during the alternatives analysis process to determine if there are any feasible and prudent alternatives that avoid use of the Section 4(f) property. As noted in Section 1, the FAA uses FHWA/FTA regulations as guidance for completing Section 4(f) evaluations. FHWA/FTA regulations at 23 CFR 774.17 define the following for purposes of evaluating feasible and prudent alternatives:

1. A feasible and prudent alternative is one that avoids using Section 4(f) property and does not cause other severe problems of a magnitude that substantially outweighs the importance of protecting the Section 4(f) property. In assessing the importance of protecting the Section 4(f) property, it is appropriate to consider the relative value of the resource to the preservation purpose of the statute.
2. An alternative is not feasible if it cannot be built as a matter of sound engineering judgment.
3. An alternative is not prudent if:
 - i. It compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need;
 - ii. It results in unacceptable safety or operational problems;
 - iii. After reasonable mitigation, it still causes:
 - a. Severe social, economic, or environmental impacts;
 - b. Severe disruption to established communities;
 - c. Severe disproportionate impacts to minority or low-income populations; or
 - d. Severe impacts to environmental resources protected under other Federal statutes;
 - iv. It results in additional construction, maintenance, or operational costs of an extraordinary magnitude;
 - v. It causes other unique problems or unusual factors; or
 - vi. It involves multiple factors in paragraphs (3)(i) through (3)(v), that while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude.

A matrix summarizing the various alternatives is provided in Appendix A-1. A map showing the project area and Section 4(f) properties is provided in Appendix B.

A. No Action Alternative – No Renovation or Demolition of Existing Buildings

The No Action Alternative assumes that no action would be taken to demolish the 14 buildings. Under this alternative, the Airport would remain in its current state with no plans to renovate the buildings for prospective tenants or remove the buildings and prepare the sites for redevelopment. The buildings and support infrastructure would remain in their current locations and continue to decline in condition. Some ongoing maintenance and repair would potentially take place, but no attempt would be made to meaningfully improve any facilities or infrastructure. As such, this alternative would not meet the needs of prospective tenants who are seeking new, modern facilities in which to conduct their business operations. These businesses would continue to seek development opportunities elsewhere.

The No Action Alternative does not meet the project's purpose and need of allowing for redevelopment at the location of the 14 existing buildings to meet the Airport's long-term economic development goals of

attracting private development consisting of new businesses, facilities, and green spaces that would generate Airport revenue, on- and off-Airport jobs, regional economic activity, and further investment at the Airport.

B. New Location – Construction of New Buildings Elsewhere on Airport Property

During planning phases for the proposed project, the Airport considered the option of constructing additional new buildings elsewhere on Airport property, while retaining the 14 existing buildings in place with minimal ongoing maintenance similar to the No Action Alternative. This option was removed from consideration early in the planning process, due to a lack of available space suitable for redevelopment elsewhere on the Airport property. In addition, this option would be as expensive as demolishing the existing buildings (see Alternative 2 in Section 6 of this document) and would allow the buildings to continue to deteriorate.

C. Alternative 1 – Renovation of Existing Buildings

Alternative 1 proposes to renovate the 14 buildings and convert them into new facilities for prospective tenants to lease. The renovations would involve gutting the buildings, reworking plumbing and electrical wiring, and replacing the following:

- Windows
- Roofs
- Heating, ventilation, and air conditioning (HVAC) systems
- Interior finishes

Although Alternative 1 would convert vacant buildings in poor condition into new facilities, this alternative does not meet the project purpose and need due to the physical characteristics of the subject buildings, which were originally designed and constructed for military purposes. Therefore, even with renovations, the buildings would not be adequately sized and configured for use by the types of businesses and industries the Airport is attempting to attract to meet its long-term economic development goals,

Implementation of this alternative would potentially have impacts on two categories of environmental resources. First, when the subject buildings underwent previous renovations, in most cases the existing building materials, lighting, and mechanical systems were not removed. Consequently, as discovered during a Hazardous Materials Assessment (HMA) of the subject buildings conducted in 2021, most of the buildings contain the following:

- Asbestos containing building materials (ACBM)
- Painted surfaces containing lead
- Light ballasts and high voltage transformers containing polychlorinated biphenyls (PCBs)
- Mercury-containing lamps, bulbs, and thermostats
- Hazardous material-containing devices such as smoke detectors and exit signs

Renovation of the buildings would require abatement and removal of these building components.

Implementation of Alternative 1 would require coordination with the FAA and SHPO to determine if the renovations would have an adverse effect on the proposed historic district. For purposes of this alternatives analysis, it is assumed that the renovations would adhere to the *Secretary of the Interior's Standards for Rehabilitation* (36 CFR Part 67) to the extent practicable. However, as noted above, substantial renovations would be required for health and safety reasons as well as for effective adaptive reuse of the buildings. If renovations to one or more of the 14 buildings resulted in a determination of Adverse Effect under Section 106, Alternative 1 would be considered a "use alternative" for purposes of Section 4(f).

Alternative 1's total cost of implementation is estimated to be \$73.1 million, nearly 20 times more expensive than Alternative 2. A detailed summary of implementation costs is provided in Appendix D.

Alternative 1 does not meet the project's stated purpose and need. Even with substantial renovations, the existing buildings would not attract business owners and tenants called for in the Airport's long-term development plans, due to their size and configuration as constructed. While Alternative 1 would allow the buildings to remain extant and in their existing location, the renovations themselves could possibly represent a use of the buildings under Section 4(f) due to the nature of the required exterior and interior alterations. In addition, implementation of Alternative 1 would cause costs of extraordinary magnitude compared to the other build alternative. While feasible as a matter of architectural and engineering judgment, Alternative 1 is not a prudent alternative considering its overall social and economic consequences.

D. Summary

Based on the above analysis, there is no feasible and prudent alternative that avoids any use of Section 4(f) properties.

6. Least Overall Harm Analysis

A. Introduction

Based on the alternatives analysis in Section 5 of this evaluation, there are no feasible and prudent alternatives that avoid any use of Section 4(f) property. When there is no prudent and feasible avoidance alternative, the FAA must choose from the remaining alternatives, all of which result in a use of Section 4(f) property. The FAA must analyze the remaining alternatives and select the alternative that causes the least overall harm in light of Section 4(f)'s preservationist purpose. This is known as "least overall harm analysis." The two remaining alternatives carried forward for least overall harm analysis are:

- Alternative 1 – Renovation of Existing Buildings
- Alternative 2 – Demolition of Existing Buildings

The least overall harm analysis is conducted through application and comparison of seven factors:

1. The ability to mitigate adverse impacts to each Section 4(f) property including any measures that result in benefits to the property;
2. The relative severity of the remaining harm, after mitigation, to the protected activities, attributes, or features that qualify each Section 4(f) property for protection;
3. The relative significance of each Section 4(f) property;
4. The views of the officials with jurisdiction over each Section 4(f) property;
5. The degree to which each alternative meets the purpose and need for the project;
6. After reasonable mitigation, the magnitude of any adverse impacts to resources not protected by Section 4(f); and
7. Substantial differences in costs among the alternatives.

A matrix summarizing the least overall harm analysis is in Appendix A-2.

B. Alternative 1 – Renovation of Existing Buildings

Alternative 1 would renovate the 14 existing buildings and convert them into new facilities for prospective tenants to lease. The renovations would involve gutting the buildings; reworking plumbing and electrical wiring; replacing windows, roofs, HVAC systems, and interior finishes; and remediating hazardous material conditions as identified in the 2021 HMA. While renovations completed under Alternative 1 would follow the *Secretary of the Interior's Standards for Rehabilitation* when practicable, the renovations would still have a possibility of resulting in a determination of adverse effect to one or more of the existing

buildings through Section 106 coordination with the Michigan SHPO, which would constitute a use of Section 4(f) property. Therefore, Alternative 1 was carried forward into the least overall harm analysis.

Alternative 1 would have relatively less severity of harm to the 14 buildings, which are included in the National Register-eligible K.I. Sawyer Air Force Base Historic District, by keeping them in place, though with substantial alterations. Renovations completed under Alternative 1 could possibly have an Adverse Effect as determined through Section 106 consultation with the Michigan SHPO. Specific renovation plans could mitigate adverse impacts to some extent, by following the *Secretary of the Interior's Standards for Rehabilitation* when practicable. Other mitigation measures would be similar to that of Alternative 2, as described in Section 8 of this report.

Alternative 1 does not meet the project's stated purpose and need. Even with substantial renovations, the existing buildings would not attract business owners and tenants called for in the Airport's long-term development plans, due to their size and configuration as constructed.

There would be no significant impacts to non-Section 4(f) resources under Alternative 1.

The total cost for Alternative 1 is estimated to be \$73.1 million, substantially higher than the other alternative studied in this level of analysis.

C. Alternative 2 – Demolition of Existing Buildings

Alternative 2 proposes to demolish the 14 buildings, followed by backfilling the foundations and grading the footprint of each building. Hazardous materials conditions would also be remediated. Individual developers would privately fund new facilities and green spaces constructed at the former building sites as demand increases. Implementation of this alternative would involve the same environmental considerations as Alternative 1. The previously described building components discovered in most buildings during the HMA in 2021 would need to be addressed under this alternative as part of the overall demolition and removal process.

With the demolitions, Alternative 2 would have greater severity of harm to the 14 buildings, which are included in the National Register-eligible K.I. Sawyer Air Force Base Historic District. Alternative 2 would have an Adverse Effect to the historic district, as determined through Section 106 coordination with the Michigan SHPO, which would constitute a use of the Section 4(f) property. Mitigation would be developed as described in Section 8 of this report.

This alternative would fully meet the proposed project's purpose and need of constructing modern facilities that are sized and configured based on the needs of the prospective tenants the Airport is trying to attract in order to meet its long-term economic development goals.

Alternative 2 would fully meet the proposed project's purpose and need of constructing modern facilities that are sized and configured based on the needs of the prospective tenants the Airport is trying to attract in order to meet its long-term economic development goals.

There would be no significant impacts to non-Section 4(f) resources under Alternative 2.

The total cost for Alternative 2 is estimated to be \$3.7 million, substantially lower than the other alternative studied in this level of analysis. A detailed summary of implementation costs is provided in Appendix D.

Alternative 2 would be the least expensive of the build options, with a preliminary cost estimate of \$3.7 million. A detailed summary of implementation costs is provided in Appendix D.

While Alternative 2 would demolish the 14 buildings and result in a Section 4(f) use of the historic property, it fully meets the project's stated purpose and need and is far less expensive than the other build alternative.

D. Summary

Based on the above analysis, Alternative 2 would fully meet the project's purpose and need, while Alternative 1 would not meet the purpose and need. Alternative 2 would have greater harm to the Section 4(f) properties compared with Alternative 1. The ability to mitigate adverse impacts to the Section 4(f) properties, the relative significance of the Section 4(f) properties, and the views of the Michigan SHPO as Official With Jurisdiction are essentially the same under both studied alternatives. Alternative 2 is much less expensive than Alternative 1.

7. Recommended Alternative

Based on the alternatives analysis as presented in Sections 5 and 6, Alternative 2 results in the least overall harm in light of Section 4(f)'s preservation purpose, through application of the seven balancing factors. Alternative 2 is therefore selected as the recommended project alternative.

8. Measures to Minimize and Mitigate Harm

The FAA, Airport, Michigan SHPO, and Michigan Strategic Fund are currently negotiating a Section 106 Memorandum of Agreement (MOA). The draft MOA includes several measures to minimize and mitigate harm to the Section 4(f) properties:

- Conduct a Cultural Resources Survey for the former K.I. Sawyer Air Force Base to ascertain which resources contribute or do not contribute to the National Register-eligible K.I. Sawyer Air Force Base Historic District.
- Develop a Historic Property Management Plan (HPMP) to identify future planning needs and recommendations.
- Develop up to two interpretive panels that highlight the history and significance of K.I. Sawyer Air Force Base.
- Complete Historic American Building Survey (HABS)-like archival documentation through development of a historic narrative report to provide context to large-format, black-and-white, archival photography of the 14 buildings identified for demolition. The archival photography was completed during initial cultural resource survey and Section 106 consultation.

9. Coordination with Official With Jurisdiction over the Section 4(f) Resource

Because the property that would be used under Section 4(f) is a historic property, the FAA is conducting consultation in accordance with Section 106 with the Michigan SHPO regarding this project. The following provides the date and summary of the SHPO coordination, as well as consultation with other potential consulting parties. Copies of the SHPO coordination are provided in Appendix C.

- August 1995 – A Historic Building Inventory and Evaluation prepared by Alexandra C. Cole and Terri Caruso Wessel recommended the former K.I. Sawyer Air Force Base as not eligible for National Register listing.
- August 2021 – Commonwealth completed a cultural resources survey for the proposed project and recommended the former K.I. Sawyer Air Force Base as eligible for National Register listing under *Criterion A* in the areas of Military and Politics/Government.
- March 9, 2022 – In a Section 106 consultation letter to the Michigan SHPO, the Airport expressed its disagreement with Commonwealth's findings regarding National Register eligibility. The FAA then determined that the project would have No Adverse Effect on historic properties.
- May 26, 2022 – The Michigan SHPO responded to the FAA that it did not concur with the FAA's determination of No Adverse Effect and recommended additional survey efforts to clarify the National Register eligibility of K.I. Sawyer Air Force Base. SHPO staff later conducted additional survey at the Airport property. Based on the additional survey, SHPO generally concurred with Commonwealth's recommendation of eligibility and stated that the 14 buildings proposed for demolition were likely contributing to the K.I. Sawyer Air Force Base Historic District. SHPO also stated that the historic district was likely significant at the state level rather than at the national level and that it was also eligible under *Criterion A* in the area of Community Planning and Development.
- December 22, 2022 – Based on the additional information from SHPO, the FAA made a determination of Adverse Effect to the K.I. Sawyer Air Force Base Historic District.
- January 5, 2023 – SHPO concurred with the FAA's findings regarding National Register eligibility and project effects to the National Register-eligible historic district.

In addition to the coordination with the Michigan SHPO, the Airport and FAA coordinated with potential consulting parties. The Advisory Council on Historic Preservation (ACHP), Native American Tribes, and six potentially interested parties were notified of the Adverse Effect and invited to consult on mitigation. One Native American Tribe, the Sault Ste. Marie Tribe of Chippewa Indians, responded on January 19, 2022, and stated it did not have interest in the project area or undertaking, but noted that if any Human Ancestral Remains or objects of cultural patrimony are discovered, or scope or work changes, it wished to be notified. The FAA submitted a letter to the ACHP on January 19, 2023, inviting the agency to

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participate in consultation. In a letter dated February 2, 2023, the ACHP declined to participate in consultation. On February 1, 2023, the Airport sent out consultation letters on behalf of the FAA inviting parties to participate in the drafting of an MOA and to sign as a concurring party. Parties contacted included the Marquette County Board of Commissioners, Sawyer Operating Authority, Sawyer Community Alliance, Sawyer Village (as operated by the Sault Ste. Marie Tribe of Chippewa Indians), Marquette Regional History Center, and the K.I. Sawyer Heritage Air Museum. Parties were provided thirty (30) days to respond after receiving the letter. No party expressed interest in participating in the development of the MOA.

The Airport, on behalf of the FAA, also conducted public involvement for both NEPA and Section 106 requirements. Public notice regarding the project was provided in *The Mining Journal*, the predominant daily newspaper of Marquette County, with a request for responses by March 20, 2023, regarding any questions, concerns, or suggested mitigation items. Upon issuance of the project's Draft Environmental Assessment (EA), the document will be made available for public and agency review and comment for a minimum of 30 days. Following the public review period, a public hearing meeting will be advertised and held with a court reporter in attendance to record public comments. Written comments from the regulatory agencies and the public will be considered and incorporated into the Final EA where applicable.

As part of the Section 4(f) requirements, the FAA is responsible for soliciting and considering the comments of the Department of Interior and, where appropriate, U.S. Department of Agriculture (USDA), or U.S. Department of Housing and Urban Development (HUD), as well as the appropriate official(s) with jurisdiction over the Section 4(f) property. The Proposed Action does not include the use of a National Forest or land holding under the jurisdiction of the U.S. Forest Service; therefore, the USDA does not have jurisdiction of the identified Section 4(f) resource. In addition, because the Section 4(f) resource is owned and operated by Marquette County, HUD should have no interest in this Section 4(f) resource.

10. Conclusion

Based on the analysis presented in this evaluation, there are no feasible and prudent avoidance alternatives to use of Section 4(f) property. The recommended alternative is the preferred option, which results in the least overall harm among the feasible and prudent alternatives. The project includes all possible planning to minimize harm to Section 4(f) properties resulting from the use.

Appendix A. Project Alternatives Matrices

Appendix A-1. Alternatives Evaluation Matrix

Appendix A-2. Least Overall Harm Analysis Matrix

Appendix A-1. Alternatives Evaluation Matrix

Appendix A-1. Project Avoidance Alternatives Evaluation Matrix – SAW Buildings Demolition Project

Evaluation Criteria	Alternatives		
	No Build Alternative	New Location – Construction Elsewhere on Airport Property	Alternative 1 – Renovation of Existing Buildings
Uses Section 4(f) Property?	No	No	Possibly – depends on specific renovation plans
Meets Project Purpose and Need?	No	No	No
Total Cost?	\$0 (basic maintenance would continue)	Estimated costs not available – basic maintenance would continue, costs of new buildings dependent on future tenant and develop needs	\$73.1 million
Other Social, Economic, or Environmental Impacts?	Vacant buildings would not provide economic growth from redevelopment	No	No
Constructability/Safety/Design Issues?	Continued deterioration of existing buildings	Continued deterioration of existing buildings; lack of available space elsewhere on Airport property	Hazardous materials condition would require remediation
Feasible and Prudent Alternative?	No	No	No

Appendix A-2. Least Overall Harm Analysis Matrix

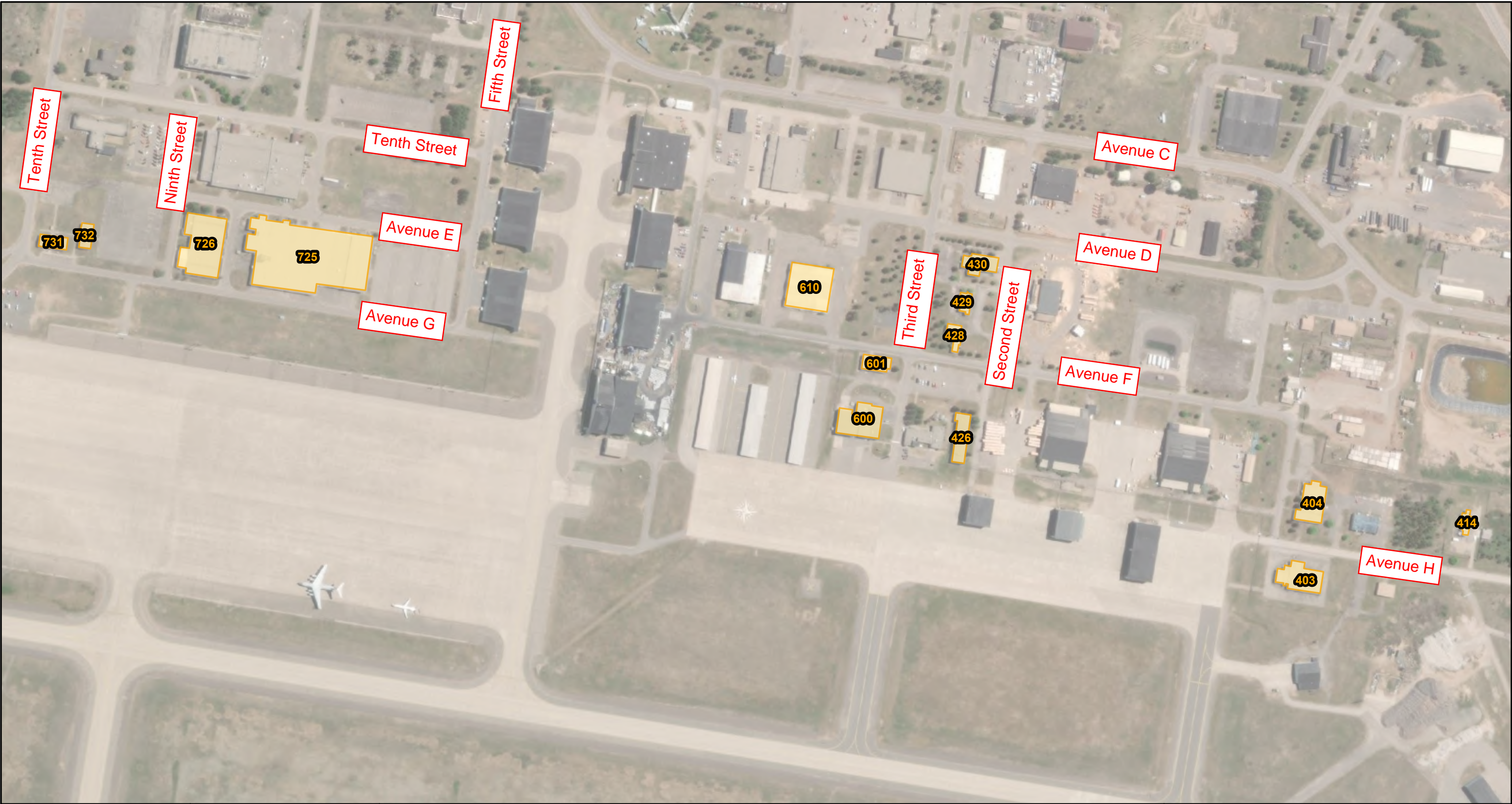
Appendix A-2. Least Overall Harm Analysis Matrix – SAW Buildings Demolition Project

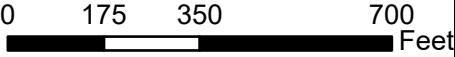
Least Overall Harm Analysis Factors	Alternatives	
	Alternative 1 – Renovation of Existing Buildings	Alternative 2 – Demolition of Existing Buildings
Ability to mitigate adverse effects to each Section 4(f) property	Major renovations to buildings could have adverse effects but would follow the Secretary of the Interior's Standards for Rehabilitation as much as practicable. Other mitigation measures (develop cultural resources survey and management plan, install interpretive panel, archival documentation) would be equal.	Other mitigation measures (develop cultural resources survey and management plan, install interpretive panel, archival documentation) would be equal.
Relative severity of harm after mitigation	Lower – Buildings could be adversely affected by major renovations but would remain in place.	Higher – Buildings would be demolished.
Relative significance of impacted Section 4(f) properties	Equal – 14 buildings are contributing to the National Register-eligible K.I. Sawyer Air Force Base Historic District.	Equal – 14 buildings are contributing to the National Register-eligible K.I. Sawyer Air Force Base Historic District.
Views of Officials With Jurisdiction	SHPO has not provided specific comments on this alternative, but major alterations could result in adverse effects.	SHPO has concurred with adverse effect determination to historic district.
Degree to which alternative meets purpose and need	Buildings would be usable but configurations/sizes would not match needs for businesses and tenants called for in Airport long-term redevelopment plans.	Land would be redeveloped with buildings that match the needs of prospective businesses and tenants.
Magnitude of adverse impacts to non-Section 4(f) resources	Equal – none	Equal – none
Substantial differences in costs	\$73.1 million	\$3.7 million

Appendix B. Maps of Project Area Showing Section 4(f) Properties

SITE DIAGRAM

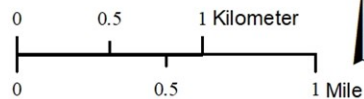




 Drawn By: DJF 1/18/2023 Approved By: TRS 1/18/2023 Project #: 2021-2800	<p>Map Location</p> 	<p>Legend</p> <p> Building Footprint</p> <div data-bbox="1908 1729 2340 1901"> </div>	<p>KI SAWYER BUILDING DEMOLITION</p> <p>Building Locations</p> <p>GWINN, MI</p>
--	---	---	---



- Recommended Contributing
- ▬ Proposed Historic District Boundary
- ▬ Project Area



Appendix C. Coordination with Official with Jurisdiction



Airport Services Center: 125 G Avenue • Gwinn, MI 49841 • www.sawyerairport.com

Airport Administrative Office
(906) 346-3308

Water/Wastewater Department
(906) 346-3137

Maintenance Department
(906) 346-4336

March 09, 2022

Mr. Brian G. Grennell
Cultural Resource Management Coordinator
State Historic Preservation Office
300 N. Washington Square
Lansing, MI 48913

Re: Marquette County Airport Building Demolitions Project
Marquette County, Michigan

As the Sawyer International Airport (Airport) Director, I have carefully reviewed Commonwealth Heritage Group's (Commonwealth) cultural resources report prepared for the subject project. We would like to inform the Federal Aviation Administration (FAA) and State Historic Preservation Office (SHPO) that Marquette County/ Sawyer International Airport does not agree with the National Register of Historic Places (National Register) eligibility recommendation for the former K.I. Sawyer Air Force Base (Base) put forth in the report.

In August 1995 a Historic Building Inventory and Evaluation was prepared for the Base in support of the Environmental Impact Statement for its disposal. This report recommended the Base was not eligible for listing in the National Register. It is our understanding that SHPO would concurred with this recommendation.

The Commonwealth report does not reference this 1995 study or provide any additional information that would reverse the previous recommendation of not eligible for the National Register. Marquette County respectfully requests that you consider this in your review of the Section 106 application.

Respectfully,

Duane DuRay
Sawyer International Airport Director



GRETCHEN WHITMER
GOVERNOR

STATE OF MICHIGAN
MICHIGAN STRATEGIC FUND
STATE HISTORIC PRESERVATION OFFICE

QUENTIN L. MESSER, JR.
PRESIDENT

May 26, 2022

MISTY PEAVLER
FEDERAL AVIATION ADMINISTRATION
DETROIT AIRPORTS DISTRICT OFFICE
11677 SOUTH WAYNE ROAD SUITE 107
ROMULUS MI 48174

RE: ER22-654 Marquette County Airport Building Demolitions Project, Sec. 25, 26, 35, 36, T46N,
R25W, Sands and Forsyth Townships, K.I. Sawyer, Marquette County (FAA)

Dear Ms. Peavler:

We have received your request for review of the above-cited undertaking until under Section 106 of the NHPA. The State Historic Preservation Officer (SHPO) cannot concur with your determination of that the undertaking will not have an adverse effect on historic properties.

In the application and cover letter, you state that the FAA disagrees with the findings made by Commonwealth Heritage Group that the K.I. Sawyer Air Force Base is eligible for listing in the National Register of Historic Places under Criterion A in the areas of Military and Politics/Government. Rather, you reference a 1995 EIS and Historic Building Inventory and Evaluation whereby it was determined that at that time that the base was not eligible.

Please be aware that the previous determination of eligibility was conducted in 1995/1996, more than 25 years ago, and the Michigan SHPO believes that this must be reassessed to determine whether this site is eligible under any of the National Register Criterion. Furthermore, we cannot adequately make a current determination of eligibility based on the information provided. While the national military history and context is important and valid given the use of the property during the Cold War Period, that limited assessment is leaving out a significant portion of the history of the site, the community development impact that the construction, operation, and closure that this base had on the local community, region, and state. Limiting the context and history to only national-level military history and significance does not provide a full analysis of the history and significance of the base and indicates to a reader that this site existed in a vacuum and did not have a significant impact on the community, region, or state.

Given the scope of the proposed demolitions, we respectfully request that the FAA conduct additional assessment by 36cfr qualified professionals, of this under appropriate additional criteria, areas of significance, periods of significance, and levels of significance in order to provide us a fuller picture of the significance of the property and enable us to provide an accurate eligibility decision.

Specifically, we would like information on the following:

1. The development of housing and other infrastructure related to the base's presence in the community and region
2. Community planning efforts that went into the location of the base near Gwinn and the construction of the base and its associated community
3. Information on the impact that the presence of this base had on the local community and region

Evaluation of the former KI Sawyer Air Force Base should also evaluate the property's significance under Criterion A in the area of Military significance at the state level. The base was part of larger SAGE air defense system in the



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Cold War era. Bases such as KI Sawyer provided air defense in the event of enemy air attack. KI Sawyer and the 473rd Fighter Group appears to have had a specific regional mission – protection of the upper Midwest (or portions thereof). Though part of a larger system and operating under the Eastern Air Defense Command, the fighter group's mission was not national in scope and a national framework for evaluation does not appear to be an appropriate for this property. We respectfully request reevaluation at the state level of significance under National Register Criterion A in the area of Military significance.

Without this information, we feel that we do not have adequate documentation to make an eligibility determination, and subsequently, a finding of effects for this undertaking.

Please note that the Section 106 review process cannot proceed until we are able to consider the information requested above. If you have any questions, please contact Brian Grennell, Cultural Resource Management Coordinator, at (517) 335-2721 or by email at grennellb@michigan.gov. **Please reference our project number in all communication with this office regarding this undertaking.** Thank you for your cooperation.

Sincerely,



Brian G. Grennell
Cultural Resource Management Specialist

for Mark A. Rodman
State Historic Preservation Officer



U.S. Department
of Transportation
**Federal Aviation
Administration**

**Detroit Airports District Office
11677 S. Wayne Road, Ste. 107
Romulus, MI 48174**

December 22, 2022

Mr. Scott Slagor
Michigan State Historic Preservation Office
300 N. Washington Sq.
Lansing, MI 48913

Section 106 Consultation
Marquette County Airport Building Demolitions Project
Marquette County, Michigan

Dear Mr. Slagor:

The Sawyer International Airport (SAW) has identified a need to remove 14 buildings located within the airport's property in Gwinn, Michigan. The 14 buildings are in poor condition and pose a risk to aircraft. Due to the location of the buildings, project implementation will require approval from the Federal Aviation Administration (FAA). The FAA will be the lead Federal agency and will consult with the Michigan State Historic Preservation Office (SHPO) through project completion.

SAW retained Commonwealth Heritage Group Inc. to complete a historic resource review to assess the buildings' eligibility for listing in National Register of Historic Places (NRHP). The Sawyer International Airport, formally known as the K.I Sawyer Air force Base is recommended as eligible for listing in the NRHP under Criterion A by Commonwealth for their integrity of feeling and association with the Cold War. The 14 associated buildings are recommended as contributing to the potential K.I Sawyer Air Force Base.

The FAA originally disagreed with Commonwealth's determination based on the Historic Building Inventory and Evaluation completed in August 1995 by Alexandra C. Cole and Terri Caruso Wessel, and requested SHPO's concurrence with our determination of no adverse effect on historic properties. The SHPO determined they cannot concur with FAA's determination of no adverse effect on historic properties and suggested FAA conduct additional survey by Title 36 CFR qualified professionals.

The SHPO conducted a site visit at SAW and additional research on the site and community via historic newspapers. The SHPO provided their findings to the FAA in the form of Identification Forms and a 36 CFR 16 letter. The letter stated SHPO staff concurs with Commonwealth's determination that the base is eligible for Military, Politics, and Government under Criterion A. SHPO also stated the buildings proposed for demolition would likely be determined contributing during a formal survey of the district.

A full analysis of the base and community will be completed at a later date to fully assess the district's significance. Based on the additional information provided by SHPO, FAA is determining historic properties will be affected and the project will have an Adverse Effect on one or more historic properties within the APE. FAA will consult with the SHPO and other parties to resolve the adverse effect under 800.6.

The FAA respectfully requests SHPO's written concurrence with the determination of NRHP eligibility of the K.I Sawyer Air Force Base.

If you have questions or require additional information, please do not hesitate to contact me at misty.peavler@faa.gov.

Sincerely,

A handwritten signature in cursive script that reads "Misty Peavler".

Misty Peavler
Environmental Protection Specialist
Detroit Airports District Office
Federal Aviation Administration
(734) 229-2906
Misty.Peavler@faa.gov

Cc. Mr. Duane DuRay, Sawyer International Airport (SAW)



GRETCHEN WHITMER
GOVERNOR

STATE OF MICHIGAN
MICHIGAN STRATEGIC FUND
STATE HISTORIC PRESERVATION OFFICE

QUENTIN L. MESSER, JR.
PRESIDENT

January 5, 2023

MISTY PEAVLER
FEDERAL AVIATION ADMINISTRATION
DETROIT AIRPORTS DISTRICT OFFICE
11677 SOUTH WAYNE ROAD SUITE 107
ROMULUS MI 48174

RE: ER22-654 Marquette County Airport Building Demolitions Project, Sec. 25, 26, 35, 36, T46N,
R25W, Sands and Forsyth Townships, K.I. Sawyer, Marquette County (FAA)

Dear Ms. Peavler:

Under the authority of Section 106 of the National Historic Preservation Act of 1966, as amended, we have reviewed the effects assessment for the proposed undertaking at the above-noted locations. Based on the information provided for our review, the State Historic Preservation Officer (SHPO) concurs with the determination of the FAA that the proposed undertaking will have an **adverse effect** on K. I. Sawyer Air Force Base Historic District, which appears to meet the criteria for listing in the National Register of Historic Places.

This undertaking meets the criteria of adverse effect because: *the undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association*, 36 CFR § 800.5(a)(1). Specifically, the undertaking will result in physical destruction of or damage to all or part of the property by demolishing contributing resources to the eligible historic district.

Federal agencies are required to avoid, minimize, or mitigate adverse effects. Please note that if the federal agency and the SHPO concur that the adverse effect cannot be avoided, the Section 106 process will not conclude until the consultation process is complete, an MOA is developed, executed, and implemented, and, if applicable, the formal comments of the Advisory Council have been received, 36 CFR § 800.6. For more information on federal agencies' responsibilities to resolve the adverse effect pursuant to 36 CFR § 800.6 for undertakings that will have an adverse effect on historic properties under 36 CFR § 800.6, please review the enclosed materials.

We remind you that federal agency officials or their delegated authorities are required to involve the public in a manner that reflects the nature and complexity of the undertaking and its effects on historic properties per 36 CFR § 800.2(d). The National Historic Preservation Act also requires that federal agencies consult with any Indian tribe and/or Tribal Historic Preservation Officer (THPO) that attach religious and cultural significance to historic properties that may be affected by the agency's undertakings per 36 CFR § 800.2(c)(2)(ii).

Additionally, your finding letter dated December 22, 2022 states that SHPO staff concurred with the consultant, Commonwealth Heritage Group (Commonwealth), that the K. I. Sawyer Air Force Base Historic District is eligible under Criterion A for Military, Politics, and Government. We would like to clarify that we concurred with this recommendation but stated that historic significance is likely at the state level rather than national level as recommended by Commonwealth. We also stated that in our opinion the district is also eligible under Criterion A for Community Planning and Development.



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The opinion of the SHPO is based on the materials provided for our review. If you believe that there is material that we should consider that might affect our finding, or if you have questions, please contact Scott Slagor,, Cultural Resource Protection Manager, at (517)285-5120 or by email at slagors2@michigan.gov. **Please reference our project number in all communication with this office regarding this undertaking.**

Finally, the State Historic Preservation Office is not the office of record for this undertaking. You are therefore asked to maintain a copy of this letter with your environmental review record for this undertaking. Thank you for this opportunity to review and comment, and for your cooperation.

Sincerely,

A handwritten signature in blue ink, reading "Martha MacFarlane-Faes".

Martha MacFarlane-Faes
Deputy State Historic Preservation Officer

MMF:AK:SES

Enclosures: Adverse Effect Guidance Documents

copy: Rachel Magnum, Advisory Council on Historic Preservation
Duane DuRay, Sawyer International Airport
Emily Pettis, Mead and Hunt

Appendix D. Alternatives Cost Estimates

Estimated Cost to Renovate

Task	Percent	Sqft Price	~ Sqft	Cost
Site work	10%	\$ 30.00		\$ 7,310,000.00
Labor	25%	\$ 75.00		\$ 18,275,000.00
Materials	23%	\$ 69.00		\$ 16,813,000.00
Finishes	25%	\$ 75.00		\$ 18,275,000.00
Design	2%	\$ 6.00		\$ 1,462,000.00
MEP	15%	\$ 45.00		\$ 10,965,000.00
Total	100%	\$ 300.00	243,667	\$ 73,100,000.00

*Based on Midwest Commercial 1 Story Building

Estimated Cost to Demo

Task	Percent	Sqft Price	~ Sqft	Estimated Cost
Abatement	41%	\$ 6.16		\$ 1,500,000.00
Demo	54%	\$ 8.21		\$ 2,000,000.00
Oversight	5%	\$ 0.82		\$ 200,000.00
Total	100%	\$ 15.18	243,667	\$ 3,700,000.00

Note:

Based on a 3-4 month schedule

Abatement Unit Prices	Amount	Unit
Task		
Mob	\$ 10,000.00	Lump Sum
Extra Transport and Disposal	\$ 200.00	Ton
Misc Labor	\$ 125.00	hour
Sheet goods	\$ 4.00	Sqft
9x9 floor tile	\$ 3.50	Sqft
9x9 floor tile with Mastic	\$ 5.50	Sqft
9x9 floor tile with mastic and carpet	\$ 7.00	Sqft
Window Caulk	\$ 17.00	Sqft
PCB Light Ballast	\$ 9.00	each
Drywall	\$ 18.00	Sqft
Drywall mud	\$ 18.00	Sqft
Flourescent Light Bulbs	\$ 6.00	each
Glue Pod	\$ 13.00	each
TSI	\$ 35.00	Lnft
TSI Elbow, Joint, ACM <6"	\$ 39.00	each
TSI Elbow, Joint, ACM >6"	\$ 41.00	each
TSI Duct Wrap	\$ 26.00	sqft
Transite Board	\$ 16.00	Sqft

Appendix I – Public and Agency Review of Draft EA

List of Agencies that Received the Draft EA for Review and Comment

Salutation line	Contact Name	Title	Organization	Address	City, State, Zip	Phone
Federal Agency Coordination						
Mr. Reinke	Stan Reinke	Statewide Environmental Project Manager	MDOT Office of Aeronautics	2700 Port Lansing Road	Lansing, MI 48906	616-299-2654
Mr. Duffiney	Tony Duffiney	State Director	USDA - APHIS Wildlife Services	2803 Jolly Rd., Suite 100	Okemos, MI 48864	517-336-1928
Mr. Gustafson	John Gustafson	Transportation Review	EGL, Water Resources Division	1504 W. Washington Street	Marquette, Michigan 49855	906-203-9887
Mr. Castaldi	Duane Castaldi	Regional Environmental Officer	Federal Emergency Management Agency, Region 5	536 South Clark Street, 6th Floor	Chicago, Illinois 60605	312-408-5549
Ms. Gagliardo	Jean Gagliardo	District Conservationist	USDA, Natural Resource Conservation Service, Portage Service Center	5950 Portage Road, Suite B	Portage, MI 49002	269-382-5121 ext 3
Ms. Sadler	Taunia Sadler	Executive Assistant	Michigan Department of Natural Resources, Executive Division	P.O. Box 30028	Lansing, MI 48909	517-243-3166/517-284-5810
Mr. Hicks	Scott Hicks	Field Office Supervisor	US Fish and Wildlife - Michigan Field Office	2651 Coolidge Road, Suite 101	East Lansing, Michigan 48823	517-351-6274
Send document through email			EPA Region 5 , NEPA Implementation Section	R5NEPA@epa.gov		

Public Involvement Details

A public notice (found in this appendix) was advertised in a local newspaper explaining that the Draft Environmental Assessment (EA) was available for public review and comment and included directions on how to provide comments to the project team and request a public hearing.

To allow the public a chance to thoroughly review the Draft EA, the document was available for 32 days prior to the closing of the commenting period. A hardcopy of the Draft EA was available for public review at the Airport during normal business hours and an electronic version was available on the Airport's website.

Summary of Agency and Public Comments and Responses

No public comments were received. However, correspondence from two agencies was received on the Draft EA. Their comments can be found below.

Summary of Agency Comments Received on the Draft EA:

Michigan Department of Natural Resources (MDNR)

- MDNR comment #1:
 - *On P. 3-13 the paragraph stating “At the state level, threatened and endangered species are protected from being taken or harmed during project activities by EGLE under Part 365 of the Natural Resources and Environmental Protection Act (1994, as amended) (NREPA). An environmental review must be completed for the project area to identify whether any threatened and endangered species may be affected by project actions. Permits may be required by EGLE if impacts are identified” is a bit misleading. It suggests that EGLE has authority over Part 365, which is incorrect. Also, permits for impacts may be required by both DNR and EGLE.*

The intent of the following recommended changes is to clarify the roles of DNR and EGLE.

P. 3-13

At the state level, threatened and endangered species are protected from being taken or harmed during project activities ~~by EGLE~~ under Part 365 of the Natural Resources and Environmental Protection Act (1994, as amended) (NREPA). The Michigan Department of Natural Resources (DNR) has authority over Part 365. An environmental review must be completed for the project area to identify whether any threatened and endangered species may be affected by project actions. Permits may be required by DNR and EGLE if impacts are identified.

Airport Response: Comment noted. The suggested revisions have been made to P. 3-13 in the Final EA.

- MDNR comment #2:
 - *They should also be aware that the DNR would require them to submit EGLE's letter from the Voluntary Transportation Preliminary Review (Mentioned on P. 3-14) with a DNR T&E permit application, should a permit be required.*

Airport Response: Comment noted. If a DNR permit is required, EGLE's letter from the Voluntary Transportation Preliminary Review would be included with the DNR T&E permit application.

United States Environmental Protection Agency (USEPA)

- *EPA's NEPA program is in receipt of Mead & Hunt's email requesting review of the Draft EA for Proposed Building Removals at the Marquette Sawyer Regional Airport, Gwinn, Michigan. At this time, due to staffing constraints, EPA will not be reviewing or providing comments on the documents you submitted. However, please continue to send us NEPA documents for review.*

To ensure that all FAA NEPA documents are routed correctly to the NEPA program, please continue to send all NEPA-related documents and requests to the EPA Region 5 NEPA email box at R5NEPA@epa.gov.

Airport Response: Comment noted.

Whitmer praised for role in paper mill expansion

By ILSA MINOR
The Daily Press

ESCANABA — Governor Gretchen Whitmer was at the Upper Peninsula State Fair Thursday to talk about her administration's accomplishments and goals during the annual Lunch With the Governor event, hosted by the Delta County Chamber of Commerce.

Whitmer discussed a number of items in the education, housing, and economic development spaces, including the expansion of the Billerud paper mill in Escanaba.

"We're thrilled that we were able to win this project and it was not a fait accompli, it was not necessarily going to happen. We had to compete. We had to roll up our sleeves and sharpen our pencils and make sure they grew here. We're proud that we won this opportunity," Whitmer told the crowd at the luncheon.

Billerud itself has not formally announced the expansion to convert one of its North American paper mills to produce cartonboard, a packaging material used in cereal boxes and other items, will take place in Escanaba.

Other mills in the running for the project were the mills in Quinnesec and Wisconsin Rapids, Wis.

The Daily Press has reached out to Billerud for confirmation of the expansion at the Escanaba mill, but no response was received by press time.

Whitmer referenced other major projects taking place in the Upper Peninsula that received state funding, including the redevelopment of the former Marquette General Hospital in Marquette, revitalization of the Vista Theater in Negaunee, expansion of Ore Dock Brewing in Marquette, an critical improvements on the Soo Locks.

She also touted the recently-formed Growing Michigan Together Council, a bipartisan group focused on growing Michigan's economy and population while

protecting the state's natural resources.

"This work has got to continue after my time in office, because the state of Michigan is more important than any one of us. It's about every one of us. And so I know folks in the U.P. understand the challenge of growing a population. I know that we have a vested interests in our mutual success, and you've lived it," Whitmer told the crowd.

It was noted during the event that there are currently no Michiganders from the Upper Peninsula on the council.

"As you all know, we're a little disappointed that there was nobody from the Upper Peninsula on the council — no offense governor, but you know, we like to be included," said Marty Fittante, CEO of Invest U.P., who was at the event to recognize Whitmer for her role in sup-

porting the expansion of the Billerud mill.

Expansion of the mill and other redevelopment and revitalization projects in the U.P. has made affordable housing a priority for legis-

lators, both at the state level and in local municipalities. Whitmer, too, noted the importance of affordable housing when speaking to the crowd at the luncheon.

"We know that it's a huge

priority all across the country, and that's not unique to Michigan, but what is unique is this beautiful part of the state and the need to build up affordable housing," she said.

NOTICE OF AVAILABILITY OF AN DRAFT ENVIRONMENTAL ASSESSMENT AND OPPORTUNITY FOR A PUBLIC HEARING – IF REQUESTED FOR PROPOSED BUILDING REMOVALS AT MARQUETTE SAWYER REGIONAL AIRPORT GWINN, MICHIGAN

Marquette Sawyer Regional Airport (Airport) proposes to remove 14 existing buildings on Airport property. These buildings were originally part of the K.I. Sawyer Air Force Base, with construction of the various buildings beginning in 1955. All buildings are currently vacant, in poor condition, and require demolition. The 14 vacant buildings pose a risk to Airport operations due to potential hazardous materials and foreign object debris (FOD). The Airport needs the proposed action because the subject buildings do not meet long-term planning goals for future redevelopment.

All interested persons are hereby notified of the availability of a Draft Environmental Assessment (Draft EA) that evaluates the potential impacts of the building removals. Potential impacts were documented in the Draft EA as required by the National Environmental Policy Act (NEPA) of 1969. A hardcopy of the Draft EA is available for review during normal business hours at the Airport or an electronic version is available anytime online on the Airport's website until **September 19, 2023**. Documents can be found at the following locations:

- Hardcopy is available at:
Marquette Sawyer Regional Airport
125 Avenue G
Gwinn, MI 49841
- Electronic version is available at:
<https://sawyerairport.com/>

As a part of the Draft EA effort, it was determined by the Michigan State Historic Preservation Office (SHPO) that the former K.I. Sawyer Air Force Base is eligible for listing in the National Register of Historic Places as a historic district and has significance at the state level in the areas of Military, Politics, and Government. The FAA recommended that the proposed demolition of the 14 buildings would constitute an Adverse Effect under Section 106 and the SHPO concurred with this finding. As a result, a final draft of the Section 106 Memorandum of Agreement as well as a Section 4(f) Evaluation were developed, and both are included as a part of the Draft EA.

If substantial written requests for a Public Hearing are received, the Airport will schedule and hold a Public Hearing on the Draft EA. The purpose of the Public Hearing (if requested) would be to consider the effects of the proposed action and whether the building removals are in the public interest and consistent with the goals and objectives of the community. Written requests for a Public Hearing must be received by **September 19, 2023** at the address listed below.

Citizens are also encouraged to submit written comments or concerns regarding the project by mail or email. Comments submitted in this manner must be received by **September 19, 2023** to be included in the official project record. Send written or email comments to:

William Ballard, AICP
Mead & Hunt, Inc.
2605 Port Lansing Road
Lansing, MI 48906
william.ballard@meadhunt.com

2023

EXCHANGE

THE EXCHANGE CLUB OF MARQUETTE, MI

The Marquette County Exchange Club thanks the greater Marquette Community for its continued support of the International Food Festival that the Club sponsors annually over the Fourth of July holiday.

Proceeds from the festival are donated to more than 40 local organizations each year, with the total exceeding \$1 million over the past 41 years.

A special thanks goes to members of the Ishpeming High School Football, Marquette Senior High School Football and American Legion Baseball teams who volunteer during the set-up and take down of the food festival, helping to make these activities run smoothly and efficiently.

In addition, the efforts put forth by the City of Marquette Community Service and Public Works departments' staff are greatly appreciated.

We also would like to thank the many volunteers who worked the ticket/wristband tent and the beverage tent, as well as the following vendors and local businesses that support the festival with donations and volunteers:

- Babushka's Polish Foods
- Bell Roofing
- Bell's Brewing
- Bob's Septic
- Cal's Party Store
- Chippers 906
- City of Marquette
- Dave Mingay-Remax
- Double Trouble Entertainment
- Eagle Mine
- Embers Credit Union
- Enright Construction
- Ferrell Gas
- Getz's
- Great Lakes Radio
- Griffin Beverage
- Krist Oil
- Lake Superior Smokehouse Brewpub
- Mares-Z-Doats
- Marthaler Marquette
- Marquette County Search & Rescue
- Media Brew Communications
- Midway Rentals
- NAPA Auto Parts
- NMU
- Pomp's Tire
- Queen City Running
- Range Bank
- RSVP – Retired Senior Volunteer Program
- Superior Culture Kombucha
- Sweet & Salty
- Tadych's MarketPlace Foods
- The Island Food Vendor
- Vast Insurance
- Waste Management

A special thank you to Ray Dollar for coordinating and Jim Supanich of Sombrero Sound Co. for ensuring the quality sound of the great live music performed during the food fest.



The Mining Journal

Upper Michigan's Largest Daily Newspaper

249 W. Washington St., P.O. Box 430, Marquette, Michigan 49855. Phone (906)228-2500. Fax (906)228-3273.

AFFIDAVIT OF PUBLICATION

STATE OF MICHIGAN

AFFIDAVIT OF PUBLICATION

For the County of: **MARQUETTE**

In the matter of: Public Notice
Availability of Environmental Assessment Draft and
Opportunity for Public Hearing – If Requested
Proposed Building Removals
Marquette Sawyer Regional Airport

Size: 3 x 8

State of **MICHIGAN**, County of Marquette ss.

ANN TROUTMAN

being duly sworn, says that she is

PUBLISHER

of **THE MINING JOURNAL**

a newspaper published and circulated in
said county and otherwise qualified
according to Supreme Court Rule; that
annexed hereto is a printed copy of a
notice which was published in said
newspaper on the following date, or
dates, to-wit

August 19, 2023



ANN TROUTMAN

Subscribed and sworn to before me this 21st day of August, 2023.



HOLLY GASMAN

Notary Public for MARQUETTE County, Michigan
Acting in the County of Marquette
My commission expires: May 25, 2025

From: Sadler, Taunia (DNR) <SadlerT@michigan.gov>
Sent: Tuesday, September 19, 2023 8:26 AM
To: William Ballard
Cc: Sadler, Taunia (DNR)
Subject: Response to 8/16/23 Draft EA for Proposed Building Removals - Marquette Sawyer Regional Airport

Mr. Ballard,

In response to the above-referenced proposal, the DNR's comments are below.
If you need anything further, please let us know. Thank you.

I have the following comments related to Chapter 3.6.1 Endangered and Threatened Species:

On P. 3-13 the paragraph stating *"At the state level, threatened and endangered species are protected from being taken or harmed during project activities by EGLE under Part 365 of the Natural Resources and Environmental Protection Act (1994, as amended) (NREPA). An environmental review must be completed for the project area to identify whether any threatened and endangered species may be affected by project actions. Permits may be required by EGLE if impacts are identified."* is a bit misleading. It suggests that EGLE has authority over Part 365, which is incorrect. Also, permits for impacts may be required by both DNR and EGLE.

The intent of the following recommended changes is to clarify the roles of DNR and EGLE.

P. 3-13

"At the state level, threatened and endangered species are protected from being taken or harmed during project activities ~~by EGLE~~ under Part 365 of the Natural Resources and Environmental Protection Act (1994, as amended) (NREPA). **The Michigan Department of Natural Resources (DNR) has authority over Part 365.** An environmental review must be completed for the project area to identify whether any threatened and endangered species may be affected by project actions. Permits may be required by DNR and EGLE if impacts are identified.

They should also be aware that the DNR would require them to submit EGLE's letter from the Voluntary Transportation Preliminary Review (Mentioned on P. 3-14) with a DNR T&E permit application, should a permit be required.

Please let me know if there are any questions or if any clarification is needed.

Thanks,

Jennifer Kleitch

Endangered Species Specialist
Michigan Department of Natural Resources
989-370-2158 (call or text)
kleitchj@michigan.gov

Taunia Sadler
Executive Assistant to Deputy Directors Shannon Lott and Kristin Phillips
Michigan Department of Natural Resources
517-930-4989



From: R5NEPA <R5NEPA@epa.gov>
Sent: Wednesday, August 16, 2023 4:31 PM
To: William Ballard; misty.peavler@faa.gov
Subject: EPA Review - Draft EA-Proposed Building Removals at the Marquette Sawyer Regional Airport, Gwinn, Michigan

You don't often get email from r5nepa@epa.gov. [Learn why this is important](#)

Bill and Misty,

EPA's NEPA program is in receipt of Mead & Hunt's email requesting review of the Draft EA for Proposed Building Removals at the Marquette Sawyer Regional Airport, Gwinn, Michigan. At this time, due to staffing constraints, EPA will not be reviewing or providing comments on the documents you submitted. However, please continue to send us NEPA documents for review.

To ensure that all FAA NEPA documents are routed correctly to the NEPA program, please continue to send all NEPA-related documents and requests to the EPA Region 5 NEPA email box at R5NEPA@epa.gov.

Thanks!
Liz Pelloso

+++++

Liz Pelloso, Senior NEPA Reviewer
Tribal and Multimedia Programs Office | Office of the Regional Administrator
EPA Region 5 | 77 West Jackson Blvd. | Chicago, Illinois 60604
Phone: (312) 886-7425 | pelloso.liz@epa.gov

***** Please direct general NEPA correspondence, including EA submittals for EPA's review, to our team mailbox at R5NEPA@epa.gov *****

From: Bill Ballard <william.ballard@meadhunt.com>
Sent: Tuesday, August 15, 2023 3:40 PM
To: R5NEPA <R5NEPA@epa.gov>
Subject: Project: SAW EA & Section 106 MOA - File Transfer - Draft Environmental Assessment for Proposed Building Removals at the Marquette Sawyer Regional Airpo

Mead&Hunt

Project: 1345800-223188.01 **SAW EA & Section 106 MOA**

Notification about File Transfer **Draft Environmental Assessment for Proposed Building Removals at the Marquette Sawyer Regional Airport, Gwinn, Michigan**

A transfer (File Transfer) has arrived on the Mead & Hunt, Inc. Info Exchange Site.

Remarks

Hello,

For your review and comment - Here is a link to download the Draft Environmental Assessment for Proposed Building Removals at the Marquette Sawyer Regional Airport, Gwinn, Michigan. Hard copies of this document are available upon request.

A legal Notice of Availability (NOA) announcing that the Draft EA is available for public review and comment will be published in a local area newspaper on August 19, 2023. The NOA explains that a hard copy is available at the Airport office and electronically on the Airport's website. The NOA also provides information on how the public can request a public meeting if so desired.

Following review and comment by your agency, if no significant impacts are identified, it is our intention to submit this document to the Federal Aviation Administration (FAA), with a recommendation that a Finding of No Significant Impact (FONSI) be prepared. A FONSI is the final step in the environmental clearance process.

To maintain the project schedule, your comments are requested by September 22, 2023. Please send your written or email comments to:

MEAD & HUNT, Inc.
William Ballard, AICP
2605 Port Lansing Road
Lansing, MI 48906
william.ballard@meadhunt.com

Sincerely,



William Ballard

Download all files

File Transfer Info

To: R5NEPA@epa.gov

From: Bill Ballard (Mead & Hunt, Inc.)

CC: Bill Ballard (Mead & Hunt, Inc.)

Expiration Date: 9/13/2023

Transferred Files

SAW Building Demo Draft EA\01 SAW EA Cover.pdf	8/15/2023	8:22 AM	163 KB
SAW Building Demo Draft EA\02 SAW EA Signature Page-Preface.pdf	8/15/2023	8:24 AM	98 KB
SAW Building Demo Draft EA\03 SAW EA Table of Contents.pdf	8/15/2023	8:24 AM	106 KB
SAW Building Demo Draft EA\04 SAW EA Chapter 1.0 Purpose and Need.pdf	8/15/2023	8:24 AM	984 KB
SAW Building Demo Draft EA\05 SAW EA Chapter 2.0 Alternatives Considered.pdf	8/15/2023	8:25 AM	139 KB
SAW Building Demo Draft EA\06 SAW EA Chapter 3.0 Affected Environment Environmental Consequences.pdf	8/15/2023	8:29 AM	4,764 KB
SAW Building Demo Draft EA\07 SAW EA Chapter 4.0 List of Preparers.pdf	8/15/2023	8:30 AM	60 KB
SAW Building Demo Draft EA\08 SAW EA Chapter 5.0 References and Sources.pdf	8/15/2023	8:31 AM	136 KB
SAW Building Demo Draft EA\Appendices\Appendix A - Early Agency and Tribal Coordination.pdf	5/24/2023	1:03 PM	462 KB
SAW Building Demo Draft EA\Appendices\Appendix B - Biological Resources.pdf	4/25/2023	1:37 PM	432 KB
SAW Building Demo Draft EA\Appendices\Appendix C - Farmland.pdf	4/18/2023	10:03 AM	14,712 KB
SAW Building Demo Draft EA\Appendices\Appendix D - Hazardous Materials - ABRIDGED.pdf	8/9/2023	2:26 PM	3,952 KB

SAW Building Demo Draft EA\Appendices\Appendix E - Historic Resources.pdf	8/15/2023	10:10 AM	20,201 KB
SAW Building Demo Draft EA\Appendices\Appendix F - Noise.pdf	4/18/2023	10:09 AM	319 KB
SAW Building Demo Draft EA\Appendices\Appendix G - Water Resources.pdf	4/18/2023	10:12 AM	10,764 KB
SAW Building Demo Draft EA\Appendices\Appendix H - Section 4(f) Evaluation.pdf	8/9/2023	1:17 PM	4,059 KB

Additional Links

Bill Ballard, AICP

Project Manager | Aviation

Direct: 517-908-3105 | Cell: 989-640-1060 | Transfer Files

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