

May 2018



PROPOSED ACTION:

The City of Yankton, in cooperation with the Federal Aviation Administration and the South Dakota Department of Transportation, proposes to expand the general aviation apron area at the Chan Gurney Municipal Airport. This action has been proposed to enable Chan Gurney Municipal Airport to efficiently and safely accommodate projected levels of aviation activity utilizing the existing apron.

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City of Yankton

CHAN GURNEY MUNICIPAL AIRPORT

Draft Environmental Assessment & Draft Section 4(f) Evaluation



THIS ENVIRONMENTAL ASSESSMENT BECOMES A FEDERAL DOCUMENT WHEN EVALUATED AND SIGNED AND DATED BY A RESPONSIBLE FAA OFFICIAL OFFICIAL

Responsible FAA Official

Date

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APPENDICES

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- Appendix B: Letters and Responses**
- Appendix C: Background Information**
- Appendix D: Section 106 Information**
- Appendix E: Draft Memorandum of Agreement**

ACRONYMS

A

Airports District Office (ADO)
Advisory Circular (AC)
Advisory Council on Historic Preservation (ACHP)
Air Operations Area (AOA)
Airplane Design Group (ADG I)
Airport Layout Plan (ALP)
Airport Reference Code (ARC)
Area of Potential Effect (APE)

B

Best Management Practices (BMPs)

C

Code of Federal Regulations (CFR)
Comprehensive Environmental Response,
Compensation, and Liability Act of 1980 (CERCLA)
Council on Environmental Quality (CEQ)

D

Department of Transportation (DOT)

E

Environmental Assessment (EA)

F

Federal Aviation Administration (FAA)
Federal Facility Compliance Act of 1992, (FFCA)

G

General Aviation (GA)
Greenhouse gas (GHG)

L

Lead (Pb)

M

Migratory Bird Treaty Act (MBTA) 28

N

National Ambient Air Quality Standards (NAAQS)
Natural Resources Conservation Service (NRCS)
National Environmental Policy Act (NEPA)
National Pollutant Discharge Elimination System
(NPDES)
National Priority List (NPL)
National Register of Historic Places (NRHP)
Native American Graves Protection and Repatriation Act
of 1990 (NAGPRA)
Nitrogen Dioxide (NO₂)

O

Ozone (O₃)

P

Particulate Matter (PM)
Pavement Condition Index (PCI)
Portland Concrete Cement (PCC)
Prisoners of War (POWs)

R

Resource Conservation and Recovery Act of 1976 (RCRA)

S

Safe Drinking Water Act, as amended (SDWA)

Solid Waste Disposal Act of 1980 (SWDA)
South Dakota Department of Environment and Natural
Resources (SDDENR)
South Dakota Department of Transportation (SDDOT)
South Dakota Department of Game, Fish, and Parks
(SDGFP)
South Dakota State Historical Preservation Officer (SD
SHPO)
Square Yards (SY)
Sulfur Dioxide (SO₂)
Surface Water Discharge (SWD)

T

Taxilane Object Free Area (TOFA)
Terminal Area Forecast (TAF)
Toxic Substances Control Act of 1976, as amended
(TSCA)

U

United States Army Corps of Engineers (USACE)
United States Code (USC)
United States Department of the Interior (USDOl)
United States Fish and Wildlife Service (USFWS)

W

World War II (WWII)

Y

Yankton County Conservation District (YCCD)

FEDERAL STATUTES, REGULATIONS, EXECUTIVE ORDERS, AND GUIDANCE, INCLUDING ADVISORY CIRCULARS

STATUTE	IMPLEMENTING REGULATIONS AND OTHER GUIDANCE
Air Quality	
<ul style="list-style-type: none"> Clean Air Act (CAA), as amended [42 U.S.C. 7401–7671] [PL 91–604, PL 101–549] 	<ul style="list-style-type: none"> Title 40 CFR parts 9, 50–53, 60–61, 66, 67, 81, 82, and 93 (which includes General Conformity)
Coastal Resources	
<ul style="list-style-type: none"> Coastal Barrier Resources Act of 1982 as amended by the Coastal Barrier Improvement Act of 1990 [16 U.S.C. 3501–3510] [PL 97–348] 	<ul style="list-style-type: none"> U.S. Department of Interior Coastal Barrier Act Advisory Guidelines (57 FR 52730 November 5, 1992)
<ul style="list-style-type: none"> Coastal Zone Management Act as amended [16 U.S.C. 1451–1464] [PL 92–583] 	<ul style="list-style-type: none"> 15 CFR part 930, subparts C and D 15 CFR part 923
<ul style="list-style-type: none"> Executive Order 13089, Coral Reef Protection (63 FR 32701, June 16, 1998) 	
Compatible Land Use	
<ul style="list-style-type: none"> Aviation Safety and Noise Abatement Act of 1979, as amended (49 U.S.C. 47501–47507) 	<ul style="list-style-type: none"> 14 CFR part 150
Department of Transportation	
<ul style="list-style-type: none"> Department of Transportation Act of 1966, Section 4(f) [recodified at 49 U.S.C. 303 (c)] Land & Water Conservation Fund Act of 1965 Act [16 U.S.C. 4601–4 et. Seq.] [PL 88–578] 	
Farmlands	
<ul style="list-style-type: none"> Farmland Protection Policy Act [7 U.S.C. 4201–4209] [PL 97–98, amended by section 1255 of the Food Security Act of 1985, PL 99–198] 	<ul style="list-style-type: none"> 7 CFR part 658 (59 FR 331109, June 17, 1994) 7 CFR part 657 (43 FR 4030) CEQ (Council of Environmental Quality) Memorandum on Analysis of Impacts on Prime and Unique Agricultural Lands in Implementing the National Environmental Policy Act, August 11, 1980 (45 FR 59189, September 8, 1980)
Fish, Wildlife, and Plants	
<ul style="list-style-type: none"> Endangered Species Act of 1973 [16 U.S.C. §§1531–1544] [PL 93–205] Marine Mammal Protection Act of 1972 [16 U.S.C. §§1361–1421h] Related Essential Fish Habitat Requirements of the Magnuson-Stevens Act, as amended by the Sustainable Fisheries Act [16 U.S.C. §1855(b)(2)] 	<ul style="list-style-type: none"> 50 CFR parts 17 and 22 50 CFR part 402 50 CFR parts 450–453 50 CFR 600.920 MOU [among 14 Federal agencies] on Implementation of the Endangered Species Act, September 28, 1994] MOU on Using an Ecosystem Approach in Agency Decision-making, December 5, 1995 CEQ Guidance on Incorporating Biodiversity Considerations into Environmental Impact Analysis, January 1993.
<ul style="list-style-type: none"> Sikes Act Amendments of 1974 [PL 93–452] 	
<ul style="list-style-type: none"> Bald and Golden Eagle Protection Act of 1940, as amended [16 U.S.C. 669–668d] Fish and Wildlife Coordination Act of 1958 [16 U.S.C. §§661–666c] [PL 85–624] 	

STATUTE	IMPLEMENTING REGULATIONS AND OTHER GUIDANCE
<ul style="list-style-type: none"> • Fish and Wildlife Conservation Act of 1980 [16 U.S.C. §§2901–2912 [PL 96–366] • Executive Order 13112, Invasive Species (64 FR 6183, February 8, 1999) • Migratory Bird Treaty Act of 1918 [16 U.S.C. §§703–712] • Executive Order 13186, Responsibilities of Federal Agencies to Protect Migratory Birds [66 FR 3853, January 17, 2001] • Presidential Memorandum on Environmentally and Economically Beneficial Landscape Practices on Federally Landscaped Grounds (April 26, 1994); Executive Order 13148, Greening the Government Through Leadership in Environmental Management (April 22, 2000). 	<ul style="list-style-type: none"> • 50 CFR part 83 • DOT Policy on Invasive Species, April 22, 1999 • 50 CFR part 10 • Environmental Protection Agency, Office of the Federal Environmental Executive, Guidance for Presidential Memorandum on Environmentally and Economically Beneficial Landscape Practices on Federal Landscaped Grounds (60 FR 40837, August 10, 1995) • Paragraph 3f of attachment 2; Order DOT 5610.1C
Floodplains	
<ul style="list-style-type: none"> • Executive Order 11988, Floodplain Management, May 24, 1977 (42 FR 26951) • Appropriate State and Local construction statutes 	<ul style="list-style-type: none"> • Order DOT 5650.2, Floodplain Management and Protection • Federal Emergency Management Agency "Protecting Floodplain Resources: A Guidebook for Communities," 1996
Hazardous Materials, Pollution Prevention, and Solid Waste	
<ul style="list-style-type: none"> • Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA) (as amended by the Superfund Amendments and Reauthorization Act of 1986 and the Community Environmental Response Facilitation Act of 1992) [42 U.S.C. 9601–9675] 	<ul style="list-style-type: none"> • 40 CFR parts 300, 311, 355, and 370
<ul style="list-style-type: none"> • Pollution Prevention Act of 1990 [42 U.S.C. 1310–1319] 	<ul style="list-style-type: none"> • CEQ Memorandum on Pollution Prevention and the National Environmental Policy Act, January 12, 1993 (58 FR 6478)
<ul style="list-style-type: none"> • Toxic Substances Control Act of 1976, as amended (TSCA) [15 U.S.C. 2601–2692] [PL 94–469] 	<ul style="list-style-type: none"> • 40 CFR parts 761 and 763
<ul style="list-style-type: none"> • Resource Conservation and Recovery Act of 1976 (RCRA) [PL 94–580, as amended by the Solid Waste Disposal Act of 1980 (SWDA), PL 96–482, the Hazardous and Solid Waste Amendments of 1984, PL 98–616, and the Federal Facility Compliance Act of 1992, (FFCA) PL 103–386] [42 U.S.C. 6901–6992(k)] 	<ul style="list-style-type: none"> • 40 CFR parts 240–280
<ul style="list-style-type: none"> • Executive Order 12088, Federal Compliance with Pollution Control Standards, October 13, 1978 (43 FR 47707, amended by Executive Order 12580, January 23, 1987 (52 FR 2923) January 29, 1987 	
<ul style="list-style-type: none"> • Executive Order 12856, Federal Compliance with Right-to-Know Laws and Pollution Prevention Requirements (58 FR 41981, August 3, 1993) 	
<ul style="list-style-type: none"> • Executive Order 12580, Superfund Implementation, amended by Executive Order 13016 and 12777 	
Historical, Architectural, Archaeological, and Cultural Resources	
<i>Laws governing National Historic Preservation Programs, Natural Landmarks, and Historic Landmarks</i>	
<ul style="list-style-type: none"> • National Historic Preservation Act of 1966, as amended, including Executive Order 11593, Protection and Enhancement of the Cultural Environment (36 FR 8921, May 13, 1971) [16 U.S.C. 470, 470 note] [PL 102–575 (1992)] 	<ul style="list-style-type: none"> • 36 CFR parts 60 (National Register of Historic Places [NRHP]), 61 (State and Local Preservation Programs), 62.1 (National Natural Landmarks), 63 (NHRP), 65, 65.1 (National Historic Landmarks), 68 (standards) 73 (World Heritage Program), 78 (waiver of Federal agency section 110 responsibilities), 79 (curation) and

STATUTE	IMPLEMENTING REGULATIONS AND OTHER GUIDANCE
	800 (consultation), as revised (65 FR 77697; December 12, 2000, effective January 1, 2001)
Laws governing the Federal Archaeology Program	
<ul style="list-style-type: none"> • Antiquities Act of 1906 [16 U.S.C. 431, 432, 433] [PL 59–209 (1906)] 	<ul style="list-style-type: none"> • 43 CFR part 3 • 25 CFR part 261
<ul style="list-style-type: none"> • Archaeological and Historic Preservation Act of 1974, as amended [16 U.S.C. 469–469c] [PL 89–665] 	<ul style="list-style-type: none"> • Guidelines for Archaeology and Historic Preservation: Standards and Guidelines (DOI) (48 FR 44716, September 29, 1983) • 36 CFR part 68
<ul style="list-style-type: none"> • Archaeological Resources Protection Act of 1979, as amended [16 U.S.C. 470aa–470mm] [PL 96–95 (1979)] 	<ul style="list-style-type: none"> • 43 CFR parts 3 and 7 • 36 CFR part 79 • 25 CFR part 262 • Federal Archaeological Preservation Strategy
<ul style="list-style-type: none"> • Native American Graves Protection and Repatriation Act of 1990 [25 U.S.C. 3001] [PL 101–601 (1990)] 	<ul style="list-style-type: none"> • 43 CFR part 10 • 25 CFR 262.8
Other Major Federal Historic and Cultural Resource Preservation Laws and Executive Orders	
<ul style="list-style-type: none"> • American Indian Religious Freedom Act of 1978 [42 U.S.C. 1996, 1996 note] [PL 95–341 (1978)] 	<ul style="list-style-type: none"> • 43 CFR 7.7 and 7.32 • 25 CFR 262.7
<ul style="list-style-type: none"> • Department of Transportation Act [49 U.S.C. 303] 	
<ul style="list-style-type: none"> • Public Building Cooperative Use Act of 1976 [40 U.S.C. 601 (a), 601(a)(1), 606, 611(c), 612(a)(4)] [PL 94–541] 	<ul style="list-style-type: none"> • 41 CFR parts 101–17, 101–17.002(l), (m), (n) (rural areas), 101.17.002(i)(2) (urban areas), and 101–19
<ul style="list-style-type: none"> • Executive Order 13006, Locating Federal Facilities on Historic Properties in Our Nation’s Central Cities (61 FR 26071, May 24, 1996) 	
<ul style="list-style-type: none"> • Executive Order 13007, Indian Sacred Sites (61 FR 26771, May 29, 1996) 	
<ul style="list-style-type: none"> • Executive Order 13175, Consultation and Coordination with Indian Tribal Governments (65 FR 67249, November 9, 2000), and the Presidential Memorandum of April 29, 1994, Government-to-government Relations with Native American Tribal Governments. 	
<ul style="list-style-type: none"> • Executive Order 11593, Protection and Enhancement of the Cultural Environment (36 FR 8921, May 13, 1971) (16 U.S.C. 470 note) 	
Noise	
<ul style="list-style-type: none"> • 49 U.S.C. 47501–47507 (Aviation Safety and Noise Abatement Act of 1979, as amended) • 49 U.S.C. 40101 et seq., as amended by PL 103–305 (Aug. 23, 1994) (The Federal Aviation Act of 1958) • The Control and Abatement of Aircraft Noise and Sonic Boom Act of 1968 • 49 U.S.C. 47101 et seq., as amended by PL 103–305 (Aug. 23, 1994) (The Airport and Airway Improvement Act) • 49 U.S.C. 2101 et seq. (Airport Noise and Capacity Act of 1990) • 49 U.S.C. 44715 (The Noise Control Act of 1972) 	<ul style="list-style-type: none"> • 14 CFR part 150 • FAA Advisory Circular 150/5020, Noise Control and Compatibility Planning for Airports • 14 CFR part 161 Notice and Approval of Airport Noise and Access Restrictions • FAA Advisory Circular 91-53A, Noise Abatement Departure Profile
Socioeconomic Impacts, Environmental Justice, and Children’s Environmental Health and Safety Risks	
<ul style="list-style-type: none"> • Title VI of the Civil Rights Act of 1964 [16 U.S.C. 2000(d)–2000(d)(1)], as amended by the Civil Rights Restoration Act of 1987 	<ul style="list-style-type: none"> • Order DOT 5610.2, Environmental Justice in Minority and Low-Income Populations, April 15, 1997

STATUTE	IMPLEMENTING REGULATIONS AND OTHER GUIDANCE
<ul style="list-style-type: none"> Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (59 FR 7629, February 16, 1994) Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks (62 CFR 19883, April 23, 1997) Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 [42 U.S.C. 4601] [PL 91-528 amended by the Surface Transportation and Uniform Relocation Act Amendments of 1987, PL 100-117] 	<ul style="list-style-type: none"> CEQ Environmental Justice: Guidance Under the National Environmental Policy Act, December 10, 1997 Final Guidance For Consideration of Environmental Justice in Clean Air Act 309 Reviews, July 1999 40 CFR 1508.27 FAA Advisory Circular 150/5100-17 49 CFR part 24 FAA Order 5100.37A, Land Acquisition and Relocation Assistance for Airport Projects
Water Quality	
<ul style="list-style-type: none"> Federal Water Pollution Control Act, as amended, known as the Clean Water Act [33 U.S.C. 1251-1387]; [PL 92-500, as amended by the Clean Water Floodplains and the Floodways Act of 1977, 33 U.S.C. 1252, PL 95-217, and PL 100-4]; as amended by the Oil Pollution Act of 1990 (section 311 of the Clean Water Act) Safe Drinking Water Act, as amended (SDWA, also known as the Public Health Service Act) [42 U.S.C. 300f to 300j-26] [PL 104-182] Fish and Wildlife Coordination Act of 1980 [16 U.S.C. 661-666c] [PL 85-624] 	<ul style="list-style-type: none"> 40 CFR parts 110-112, 116, 117, 122, 125, 129, 130, 131, 136, and 403
Wetlands	
<ul style="list-style-type: none"> Clean Water Act, section 404 [33 U.S.C. 1344] [PL 92-500, as amended by PL 95-217 and PL 100-4] Water Bank Act [16 U.S.C. 1301-1311] Rivers and Harbors Act of 1899, section 10 Executive Order 11990, Protection of Wetlands (May 24, 1977) (42 FR 26961) 	<ul style="list-style-type: none"> 33 CFR parts 320-330 Order DOT 5660.1A, Preservation of the Nation's Wetlands
Wild and Scenic Rivers	
<ul style="list-style-type: none"> Wild and Scenic Rivers Act of 1968 [16 U.S.C. 1271-1287] [PL 90-542 as amended by PL 96-487] 	<ul style="list-style-type: none"> 36 CFR part 297, subpart A (USDA Forest Service) Department of the Interior and Department of Agriculture, Wild and Scenic River Guidelines for Eligibility, Classification and Management of River Areas (47 FR 39454, September 7, 1982) CEQ Memorandum on Interagency Consultation to Avoid or Mitigate Adverse Effects on Rivers in the Nationwide Inventory, August 11, 1980 (45 FR 59190, September 8, 1980)
Additional Advisory Circulars and Regulations	
<ul style="list-style-type: none"> Advisory Circular 150/5200-33B, Hazardous Wildlife Attractants on or Near Airports Advisory Circular 150/5200-36A, Qualifications for Wildlife Biologist Conducting Wildlife Hazard Assessments and Training Curriculums for Airport Personnel Involved in Controlling Wildlife Hazards on Airports Advisory Circular 150/5300-13A, Change 1 Advisory Circular 150/5370-10G, Standards for Specifying Construction of Airports Advisory Circular 150/5370-2F, Operational Safety on Airports During Construction FAA Order, 1050.1F, Environmental Impacts: Policies and Procedures FAA Order, 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions FAA Order 5100.38D, Airport Improvement Program Handbook FAA Order 5090.3C, Field Formulation of the National Plan of Integrated Airport Systems (NPIAS) 	

CHAPTER 1 PURPOSE AND NEED

1.1 Introduction

This Environmental Assessment (EA)¹ is prepared in accordance with Federal Aviation Administration (FAA) Order 1050.1F, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. Both documents prescribe the policies and procedures of the FAA for implementing NEPA, and the regulations of the Council on Environmental Quality (CEQ), 40 Code of Federal Regulations (CFR) Parts 1500–1508. The EA is an informational document intended for use by both decision makers and the public to consider the proposed action.

1.2 Description of the Proposed Action

The City of Yankton (Yankton), in cooperation with the FAA and the South Dakota Department of Transportation (SDDOT), proposes to expand the general aviation apron (apron) area at the Chan Gurney Municipal Airport- YKN (Airport).

The Airport is located north of Yankton in Yankton County, South Dakota. Please refer to **Figure 1, Project Location Map**. The Study Area, shown in **Figure 2, Study Area Map**, is an area used to study the range of reasonable alternatives. The Area of Potential Effect (APE), shown in **Figure 2, Study Area Map**, is the geographic area within which a project may directly or indirectly effect historic properties.

¹ The information and reference materials contained herein are intended to be read as a complete document.

Figure 1, Project Location Map

SOUTH DAKOTA

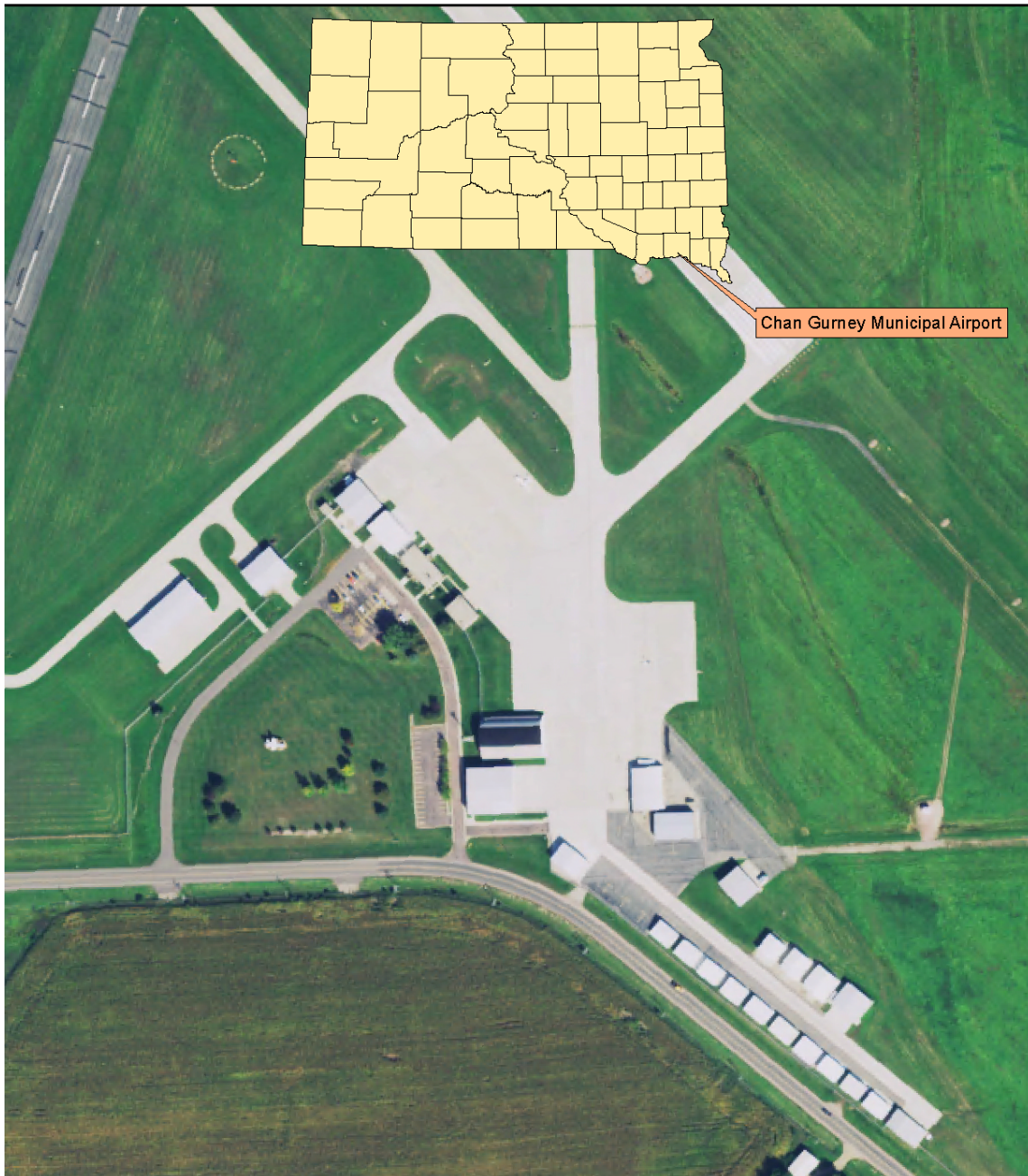
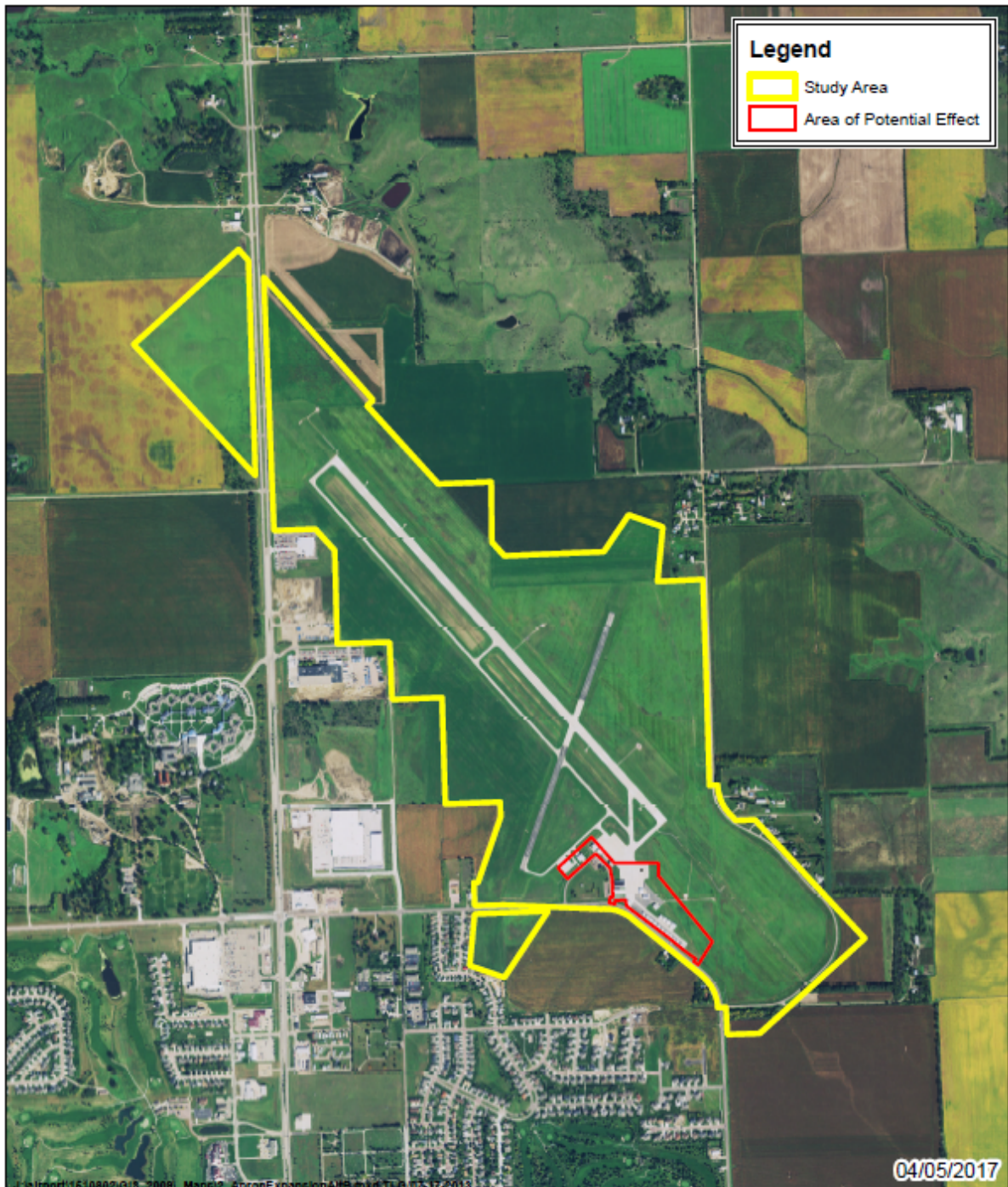


Figure 2, Study Area Map



1.3 Purpose and Need for the Proposed Action

Currently, the Airport has approximately 4,025 Square Yards (SY) of apron designated for aircraft parking. The Airport has a total of nine ADG I parking spaces with tiedowns or six ADG I spaces with two ADG II spaces (located north of Structure G, Barrel Hangar). In addition to the nine ADG I spaces, one ADG I space cannot be utilized due to poor pavement condition and another ADG I space is utilized by fueling aircraft during inclement weather.

The purpose of the proposed action is to:

Enable the Airport to efficiently and safely accommodate projected levels of aviation activity utilizing the existing apron by:

- Increasing the number of parking spaces to accommodate projected parking demands on the apron.
- Maintaining efficient movement of aircraft from hangar areas to apron to runway, while maintaining the 115 feet Taxilane Object Free Area (TOFA) width criteria for ADG II, in accordance with design standards found in *FAA AC 150/5300-13A, Change 1*.

Taxilane Object Free Area (TOFA) An area on the ground centered on a taxiway, or taxilane centerline provided to enhance the safety of aircraft operations by having the area free of objects, except for objects that need to be located in the TOFA for air navigation or aircraft ground maneuvering purposes.

FAA AC 150/5300-13A, Change 1, states that the airfield design process focuses on safety first, then efficiency and capacity. An apron's geometry and operational use play a crucial role in enhancing airfield safety and efficiency.

The proposed action is needed because:

The Airport does not have sufficient parking to meet the projected parking demands on the existing apron.

The existing apron does not have sufficient area for efficient movement of aircraft activities such as loading/unloading, parking, and fueling. In addition to aircraft activities, portions of the apron are reserved to meet FAA standards for TOFA.

1.3.1 Airport Design Criteria

FAA AC 150/5300-13A, Change 1, establishes the criteria and standards for designing airports. This AC relates airport design criteria to the physical and operational characteristics of an aircraft and the type of approach procedures. In general, an airport's capabilities are identified by an Airport Reference Code (ARC). The ARC signifies the airport's highest Runway Design Code (RDC), minus a visibility component, and is used for planning and design only.

The ARC/RDC consists of the Aircraft Approach Category (AAC), which relates to an aircraft's approach speed (ranging from I through VI), and Airplane Design Group (ADG), which is based on the airplane's wingspan and tail height. The ARC/RDC is determined by combining AAC and ADG for an aircraft design family. For example, an aircraft design family that includes aircraft with an approach speed of 140 knots (Category C), wingspan of 117 feet, and tail height of 35 (Group III) is classified as a C-III aircraft. Please refer to **Table 1, ARC/RCD System of Categories and Groups**.

FAA recommends designing runway and other airfield facilities to meet design standards for the most demanding aircraft regularly serving the Airport. The current Airport Layout Plan (ALP) for the Airport

lists the ARC as B-II. As indicated in **Table 1, ARC/RCD System of Categories and Groups**, a B-II aircraft has an approach speed between 91-120 knots in addition to a wingspan between 49-78 feet and/or tail height between 20-29 feet.

Table 1, ARC/RCD System of Categories and Groups

AAC	CRITERIA
Approach Category A	90 knots or less
Approach Category B	91–120 knots
Approach Category C	121–140 knots
Approach Category D	141–165 knots
Approach Category E	166 knots or more
ADG	CRITERIA
ADG I	Wingspan: 48 feet or less; Tail Height: 19 feet or less
ADG II	Wingspan: 49–78 feet; Tail Height: 20-29 feet
ADG III	Wingspan: 79–117 feet; Tail Height: 30-44 feet
ADG IV	Wingspan: 118–170 feet; Tail Height: 45-59 feet
ADG V	Wingspan: 171–213 feet; Tail Height: 60-65 feet
ADG VI	Wingspan: 214–261 feet; Tail Height: 66-79 feet

Source: FAA AC 150/5300-13A, Change 1

1.3.2 Apron Layout

The existing apron is used for parking, loading, maneuvering, and fueling aircraft. The existing apron does not have sufficient area for efficient movement of aircraft activities such as loading/unloading, parking, and fueling; portions of the apron are reserved to meet FAA standards for TOFA. The Airport does not have sufficient parking to meet the projected parking demands on the existing apron. The following sections discuss the existing apron layout, parking space available, and the projected parking needs at the Airport.

1.3.2.1 Existing Apron Layout

Please refer to **Figure 3, Existing Conditions** for a map of the current apron layout. The Airport has approximately 29,638 SY of paved apron, which includes:

- ◆ Approximately 4,025 SY designated for aircraft parking. Currently, the Airport has a total of nine ADG I parking spaces with tiedowns or six ADG I spaces with two ADG II spaces located north of the Barrel Hangar. In addition to the nine ADG I spaces, one ADG I space cannot be utilized due to poor pavement condition and another ADG I space is utilized by fueling aircraft during inclement weather.
- ◆ Approximately 1,764 SY designated for loading and unloading aircraft. The area in front of the terminal buildings should only be used for loading and unloading aircraft.

- ◆ Approximately 14,094 SY designated as TOFA (approximately 335 SY overlaps into the fueling area). Aircraft operators cannot use portions of the apron for parking and loading since some of the area is designated for the 115-foot TOFA.

- ◆ Approximately 637 SY designated as the fueling system (approximately 335 SY overlaps into the TOFA). Fueling of aircraft occurs outside of the departure surface, on the south side of the fuel system. When parked to fuel, the wing tip of an aircraft does penetrate the southeast TOFA. A portion of the apron adjacent to the fueling system falls underneath Runway 31's approach surface and Runway 13's departure surface.

Departure Surfaces, when clear, allow pilots to follow standard departure procedures (AC 150/5300-13A)

- ◆ Approximately 9,118 SY is not suitable for aircraft parking. This portion of the apron includes areas within the approach and departure surfaces, areas in proximity to several hangars, and the terminal building. The areas in proximity to the hangars have a pavement condition index (PCI) rating of 1-10 (considered "failed") in 2015. Please refer to **Figure 4, Chan Gurney Municipal Airport PCI Date: April 2015.**

Figure 3, Existing Conditions

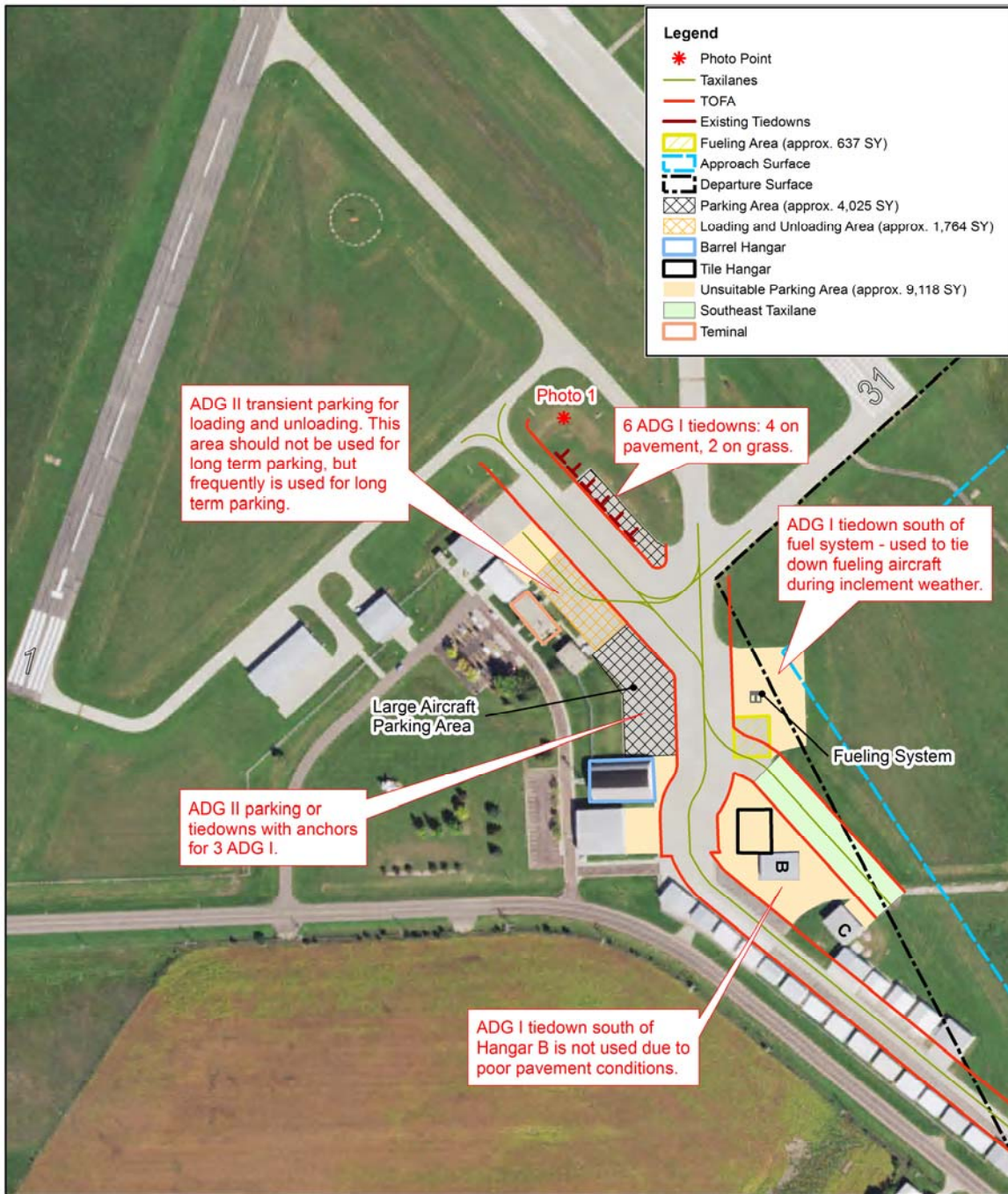
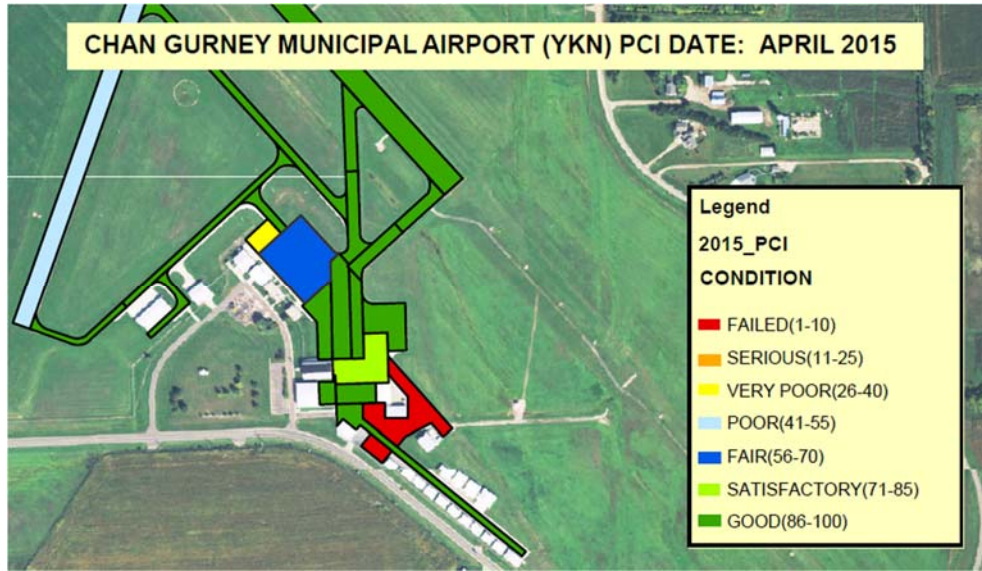


Figure 4, Chan Gurney Municipal Airport PCI Date: April 2015



1.3.2.2 Efficiency of the Existing Apron

An apron’s size requirement is dependent on the number of parking spaces needed to satisfy based and transient aircraft. To identify an approximate number of aircraft utilizing the apron, a review of operations, traffic counts, and hangar use was conducted at the Airport. The *Aircraft Apron and Hangar Parking Report* included data from January 2014 through December 2015. Airport overnight use reports from January 2014 through December 2015 indicates the number of transient aircraft that frequent the Airport.

Table 2, Aircraft Parking for 2014 and 2015 shows the amount of aircraft that use the apron and hangars. This information shows that transient aircraft are primarily parking on the apron rather than using hangar space. In 2015, 362 transient aircraft frequented the Airport. Of these aircrafts, 341 had to use the apron instead of the hangar space, since the number of parked aircrafts exceeded the available hangar space. On average in 2015, a total of approximately 28 aircraft per month use the apron for a minimum of 2 hours or more.

Table 3, Estimated Parking Spaces Needed notes the number of parking spaces estimated for ADG I and ADG II for 2018 and 2023. The calculation and assumptions utilized for these estimations are noted in the table. This table demonstrates that ADG II parking is required at the Airport. In 2018, five ADG I and four ADG II parking spaces are needed. To determine the projected need to a 5-year planning horizon, an estimation for 2023 was completed. In 2023, six ADG I and five ADG II parking spaces are needed.

Table 2, Aircraft Parking for 2014 and 2015

MONTH	AIRCRAFT APRON AND HANGAR PARKING			
	HANGAR TRANSIENT USE*		APRON USE **	
	2014	2015	2014	2015
January	3	4	17	15

MONTH	AIRCRAFT APRON AND HANGAR PARKING			
	HANGAR TRANSIENT USE*		APRON USE **	
	2014	2015	2014	2015
February	3	3	23	18
March	0	0	22	23
April	0	0	28	20
May	0	0	25	30
June	2	2	31	30
July	6	8	55	57
August	2	4	33	33
September	1	0	24	35
October	0	0	35	35
November	0	0	21	23
December	0	0	16	22
Total:	17	21	330	341

* Based on transient hangar parking for a minimum of one night or more.

** Based on both transient and based aircraft parking on the apron for a minimum of 2 hours or more.

Note: Data not collected in 2016 or 2017. Two-year sampling was utilized and the trend is assumed to continue.

Source: Chan Gurney Municipal Airport Aircraft Parking Records

Table 3, Estimated Parking Spaces Needed

	2018	PROJECTED 2023
Total Operations		
ADG I	6,422	6,929
ADG II	4,978	5,371
Total	11,400*	12,300*
Itinerant Operations**		
ADG I	1,851***	1,997***
ADG II	1,435	1,548
Local Operations		
ADG I	4,571	4,932
ADG II	3,543	3,823
Aircraft Parking****		
Transient Average Day ADG I	1.65	1.78
Transient Average Day ADG II	1.28	1.38
Transient Peak Day ADG I	3.35	3.62
Transient Peak Day ADG II	1.59	1.72
Local Peak Day ADG I	1.59	1.72
Local Peak Day ADG II	1.23	1.33
Parking on Peak Day ADG I	5	6
Parking on Peak Day ADG II	4	5
<p>*Total operations were calculated for 2018 by utilizing the base aircraft (38) times 300. The multiplier of 300 was derived from Order 5090.3C, general guideline between rural general aviation and busier general aviation. For 2023, a growth rate of 1.3% was utilized (KLJ, 2012).</p> <p>**Percentage of itinerant was multiplied times the total operations to determine itinerant total. Percentage was determined utilizing 2018 Airport Master Record (FAA Form 5010).</p> <p>*** Percentage of ADG I was multiplied times the total operations to determine ADG I amount of total. Percentage was calculated utilizing Instrument Flight Rules (IFR) and TAF data.</p> <p>**** ACRP Report 113 equation was utilized: $(X/2*T)/365*P$ = Number of Transient Parking Positions, where: X = number of operations T = percent of operations that are transient; Assumed to be 25% of operations and was determined utilizing TAF and IFR data P = percent of transient aircraft that parked on apron at the same time; Assumed to be 75% of transient</p>		

This Airport is a common, popular stop for aircraft traveling to the annual airshow in Oshkosh, WI. This airshow is a week-long event so many travel the week before, during and after to attend. This Airport is also utilized during hunting season in South Dakota, most notably pheasant season from October to January. Many times, around the annual airshow in Oshkosh, WI and during the hunting seasons, aircraft parking space does not meet the needs of transient traffic. Often, parked aircraft must be moved so other aircraft have access to the taxiway or runway. During those times, aircraft park in front of the terminal building and other locations that are less efficient, convenient, or at times congested. In July 2015, the Airport records indicate that 65 aircraft were parked overnight. Please refer to **Photo 1, Aircraft Parked on Airport's Apron and in Unloading/Loading Area** that was taken in July 2016 to show the Airport's parking space needs during the annual airshow in Oshkosh, WI.

Due to parking demand from both based and transient aircraft, the area located north of the Barrel Hangar is frequently at capacity. As a result, ADG II aircraft must park on the loading and unloading area, in front of the terminal building, as shown in **Photo 1, Aircraft Parked on the Airport's Apron and in Unloading/Loading Area**. In many cases, the ADG II aircraft do not fit, so one must park within the TOFA. In effect, rendering the existing entrance taxiway to the apron area useless to other aircraft. Typically, ADG II aircraft are too large to "push back" into the existing ADG I tiedown spaces on the edge of the apron area. As a result, ADG II aircraft must park so the aircraft does not have to back up.

Photo 1, Aircraft Parked on Airport's Apron and in Unloading/Loading Area (View South)



1. Aircraft parked in an unsuitable parking area. 2. ADG I aircraft parked in the large aircraft parking area. 3. ADG II aircraft parked in loading and unloading area. 4. All parking tiedowns being used by ADG I aircraft.

Based aircraft temporarily park on the apron for unloading/loading, fueling, and during periods when hangars are not available. Two larger hangars, Structure A (Tile Hangar) and Barrel Hangar, are located on the apron. The Barrel Hangar stores multiple based aircraft. This requires aircraft in the front of the hangar to be temporarily moved into parking locations on the apron to access aircraft in the rear of the hangar; conflicting with transient aircraft parked on the apron. The Tile Hangar was utilized as a larger

hangar for aircraft parking but has been determined to be inadequate for aircraft storage due to the structure's overall condition. A *Structural Assessment of Historical Hangar Memo* was completed in 2011. Since 2012, the Tile Hangar has not been utilized for aircraft storage. The inability to provide aircraft storage restricts parking and the location of the Tile Hangar on the apron causes the inefficient movement of aircraft from hangar to the apron to the runway. Please refer to **Photo 1, Aircraft Parked on Airport's Apron and in Unloading/Loading Area** and **Photo 2, Based Aircraft Inside Barrel Hangar**.

Photo 2, Based Aircraft Inside Barrel Hangar



CHAPTER 2 ALTERNATIVES ANALYSIS

2.1 Introduction

This chapter provides information on the development and evaluation of the range of alternatives, including the No Build Alternative.

2.2 Alternative Development

2.2.1 Project Background

Previously, an alternative was approved through a Categorical Exclusion that examined expanding the existing apron while avoiding the demolition of the Tile Hangar. However, further analysis of the structure was needed since the Tile Hangar in its current condition could no longer be utilized for aircraft storage. Please refer to **Section 2.2.2, Tile Hangar Options** for further discussion. This alternative that avoids the demolition of the Tile Hangar would not meet the purpose and need since it did not provide additional ADG II parking. The location of the Tile Hangar would continue to limit expansion of the apron. Based on the new information regarding the Tile Hangar, this EA was prepared to determine the options for the Tile Hangar and to consider the alternatives to improve the existing apron layout. Please refer to **Figure 5, Categorical Exclusion Alternative**.

2.2.2 Tile Hangar Options

The Tile Hangar has been determined to be inadequate for aircraft storage due to the structure's overall condition. The Tile Hangar was built in 1943 and is over 74 years old. The steel bowstring trusses, the masonry pilasters supporting the trusses, and the 2x4 wood joists supporting the ceiling were deemed structurally inadequate for the current design loads and did not meet current design codes (International Building Code (IBC) 2006, and American Society of Civil Engineers (ASCE) 7-05). The clay tiles were found to be structurally adequate, but are in poor condition. After a fire in 1973, a drop ceiling was installed on the northern and southern thirds of the building. The center third contained a wood sheathed barrel ceiling. No recognizable remnants of any original inner partitions are present, except perhaps mounting holes in the concrete floor. Interior wall cladding is painted particle board over two-by-four framing. The concrete block addition on the building's southwest has modified the interior's rear wall design where the addition is present. Local informants noted that charring of the original ceiling and structural members can still be seen under the false ceiling. The windows are post-1973 replacements and were retrofitted to modified openings.

Steel Bowstring Trusses - A structural truss consisting of a curved top chord meeting a bottom chord at each end. The steel bowstring trusses do not have adequate structural capacity to support the full design load.



Masonry Pilasters - A pilaster is a rectangular support or decorative protrusion that resembles a flat column. The pilasters on the Tile Hangar do not have the structural capacity to support the full design snow load.



2x4 Wood Joists - The 2x4 ceiling joists are adequate under the design dead load; however, they do not have additional capacity to support maintenance live loads.



Clay Tiles - The exterior clay tiles on nearly every pilaster have some degree of damage. This would reduce the load carrying capacity of the structure.



Although the Airport maintained the Tile Hangar, the age of the structure and fire has contributed to its physical deterioration. Please refer to **Section 3.3, Historical, Architectural, Archaeological, and Cultural Resources** for additional discussion of the Tile Hangar. Please also refer to **Appendix D, Section 106 Information**.

Under Section 106 of the NHPA, the Tile Hangar has been identified as *Eligible* for listing on the National Register of Historic Places (NRHP). Three options for the Tile Hangar were considered and are discussed below.

2.2.2.1 Renovation of the Tile Hangar

This option considered the renovation of the structure at the current location. The building would need to be renovated to meet current building code (City of Yankton Ordinance #996), while retaining the characteristics under Criterion C of the NRHP. Previous renovation efforts were not consistent with the historic integrity of the structure (e.g., drop ceiling, windows, doors, wood sheathing, lighting). In addition, due to the structure’s age, the potential for hazardous material abatement exists (e.g., asbestos). For these reasons, it would be difficult and likely expensive to restore the building in such a way that is “consistent with the Secretary’s standards for the treatment of historic properties (36 CFR part 68) and applicable guidelines” (36 CFR 800.5 (2)(ii)). The unique components of the Tile Hangar include trusses and the clay tiles. Although these materials could be fabricated (in-kind), the replacement of both unique materials would lead to an *Adverse Effect* under Section 106 of the NHPA on this historic structure.

National Register Eligibility
Criteria A: Association with events, activities, or broad patterns of history
Criteria C: Embody distinctive characteristics of construction, or represent work of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction.

This option would not meet the purpose and need of this project because the location of the Tile Hangar restricts the expansion of the apron, inhibiting the efficient movement of aircraft for unloading/loading, parking, and fueling. This option would result in an *Adverse Effect* since it would not meet the Secretary of Interior’s standards. Therefore, this option is discarded from further consideration.

2.2.2.2 Relocation of the Tile Hangar

This option considered the relocation of the structure within or outside of Airport property. In addition, significant repairs would be required before the structure were to be suitable for use in a new location due to its structural condition (e.g., reinforcement of roof and walls, replacement of tiles). If the structure was relocated within Airport property, the available location would be in the same proposed area for the relocation of Hangars B and C. The Tile Hangar would not be with in the same viewshed as the other structures noted within the historic district and would be surrounded by modern hangars. Therefore, the relocation on Airport property or off Airport property is assumed to result in “removal of the property from its historic location” (36 CFR 800.5 (2)(iii)).

The structure would need to be braced for relocation on or off Airport property. If the location is outside of the Airport property, additional bracing would be likely to move the structure a further distance. Due to the existing deteriorated condition and delicate condition of wall tiles on the structure, the relocation process is anticipated to result in further deterioration of the structure, resulting in “damage to all or part of the property” (36 CFR 800.5 (2)(i)). The relocation of the Tile Hangar would lead to an *Adverse Effect* under Section 106 of the NHPA on this historic structure, by affecting the structure’s importance under Criterion A.

Once relocated, the structure would need to be brought up to building codes, as described above (under Renovation of the Tile Hangar). The discussion of the renovation and repair of the structure would also apply to this option.

Although the relocation of the Tile Hangar would allow the apron to be expanded meeting the purpose and need of the project; the relocation of the structure would cause further deterioration of the unique components of the structure (e.g. trusses and clay tiles), resulting in an *Adverse Effect* under Section 106. Therefore, this option is discarded from further consideration.

2.2.2.3 Demolition of the Tile Hangar

This option considered the demolition of the Tile Hangar. The Tile Hangar has not been utilized since 2012 for aircraft storage. Therefore, the structure affects the efficiency of the existing apron due to its location and structural condition. The demolition of the Tile Hangar would allow the apron to be expanded. Although demolition would have an *Adverse Effect* under Section 106, restoration and/or relocation would likely have the same effect. The structure would require extensive work that would change the historic characteristics in order to utilize the structure again to store aircrafts. Therefore, this option was pulled forward for further consideration due to meeting the purpose and need of this project.

As the option carried forward, the demolition of the Tile Hangar was included in each alternative, including the No Build Alternative. Under the No Build Alternative, the structure needs to be demolished to remove a hangar that no longer can be used for based aircraft parking. Under all alternatives, the structure needs to be demolished to remove a hangar that cannot be used for based aircraft parking and to further improve the efficiency of the existing apron by allowing for additional apron area. Therefore, no alternative that avoids the demolition of the structure can be included in this analysis.

Under Section 106 of the NHPA, all alternatives would have an *Adverse Effect* determination due to the demolition of the structure. Therefore, the project would have an *Adverse Effect* determination as identified under 800.5(a)(2)(i) which notes “Adverse effects on historic properties includes...physical destruction of or damage to all or part of the property.” An adverse effect is found when a project may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property as *Eligible* for the NRHP.

This structure has been identified as a property protected by Section 4(f) of the Department of Transportation Act due to being an *Eligible* property for the NRHP. All alternatives would require a permanent use of the property since the demolition of the structure would allow the area to be become a part of the existing apron. Based on the alternatives analysis, there is no feasible and prudent alternative to avoid the permanent use of Tile Hangar. As required under Section 4(f), FAA reviewed alternatives to avoid harm; however, due to the structural condition of the Tile Hangar avoidance of demolition is not feasible. Please refer to **Chapter 4, Draft Section 4(f) Evaluation** for additional discussion of the Section 4(f) analysis.

Figure 5, Categorical Exclusion Alternative



2.3 Alternatives Considered

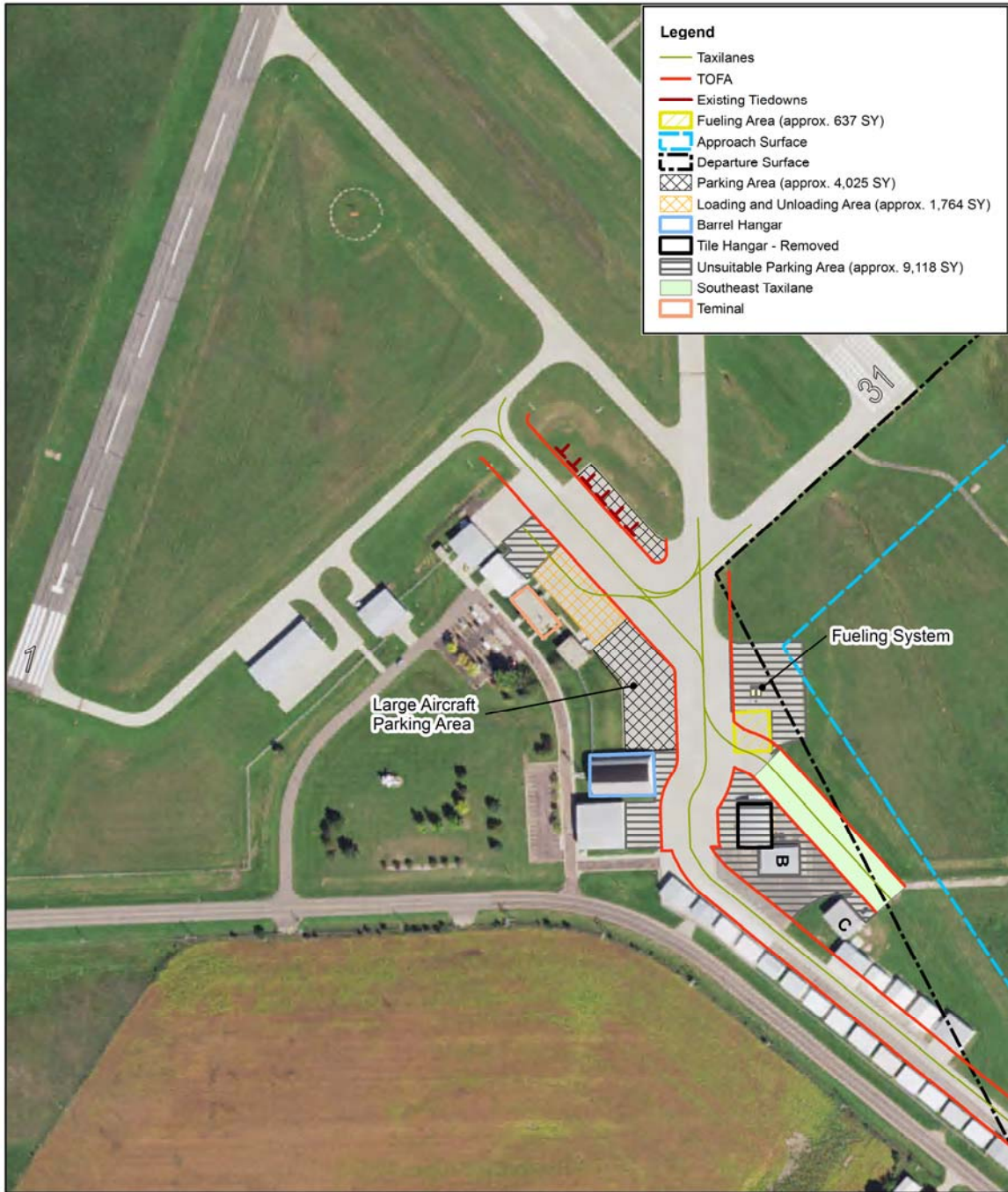
Four alternatives, including a No Build Alternative, were examined for their potential ability to meet the purpose and need for the proposed action. All four alternatives include the demolition of the tile hangar, resulting in an *Adverse Effect* under Section 106. The following sections provide a detailed description of the alternatives and their compatibility with the purpose and need.

2.3.1 Alternative A: No Build

Alternative A (No Build) would maintain the existing apron layout and continue to have limited aircraft parking. Also, fueling aircraft would be parked within the TOFA. However, aircraft would continue to avoid the approach and departure surfaces while fueling. Alternative A would not improve the utility of the apron for aircraft. Aircraft parking and the 115-foot TOFA width criteria for ADG II would not be met. The apron efficiency and effectiveness would continue to be lacking and would not meet the design standards stated by FAA AC 150/5300-13A, *Change 1*. Please refer to **Figure 6, Alternative A**.

Alternative A would not meet the purpose and need for this project. This alternative is carried throughout the analysis to provide a baseline to examine potential impacts of each build alternative.

Figure 6, Alternative A



2.3.2 Alternative B: Apron Expansion and Relocation/Removal of Hangars

Alternative B includes the expansion and reconfiguration of the apron. This alternative would provide a total of ten parking spaces which consists of six ADG I spaces with tie downs and four ADG II spaces (two spaces north of Barrel Hangar and two additional spaces south of fueling system). The apron would enhance the safety and efficiency of the airfield. The expansion would be located on the southeast apron. The remainder of the apron would be reserved for TOFA, aircraft fueling, designated loading and unloading area, and areas that would not be suitable for aircraft parking. Please refer to **Figure 7, Alternative B**.

Alternative B would relocate two existing private metal-sided hangars constructed post 1978, Hangar B and Hangar C; and removing the associated southeast taxilane. Hangars B and C would be relocated to the southeast corner of the apron and turned 180 degrees so that the doors would open to the west. Relocating these buildings would eliminate the associated hangars' taxilane. The reconfiguration would provide additional parking for large aircraft which minimizes the need for parking in the loading and unloading area. This would allow for apron expansion which would provide for more efficient taxilanes as well as new parking with tie downs. The proposed apron expansion under Alternative B does not fall under Runway 31's approach surface or Runway 13's departure surface.

As proposed under Alternative B, a small portion of the proposed taxilane that surrounds the fuel system falls under the Runway 31's approach surface and Runway 13's departure surface. This area would not be utilized for parking, but aircraft could utilize it for taxiing. Two locations are shown on **Figure 8, Aerial View of Aircraft Under Departure Surface**. At Location 1, aircraft taxiing would penetrate the approach and departure surfaces with wing and/or tail. At Location 2, the departure surface would be approximately 10 feet above ground. The approach and departure surfaces are not anticipated to be penetrated by a parked aircraft, nor is it anticipated to require any modifications to the approach or departure procedures. Please refer to **Figure 9, New Aircraft Parking and Fueling Area** and **Photo 3, 3-D View of Aircraft Under Departure Surface**.

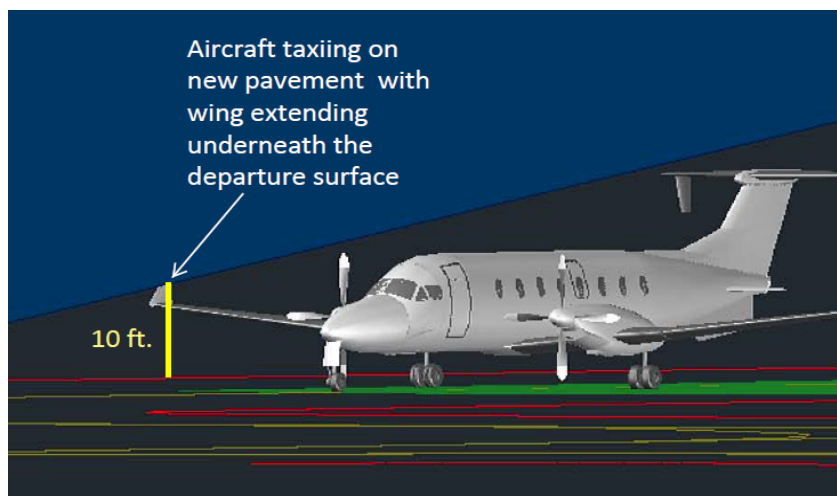
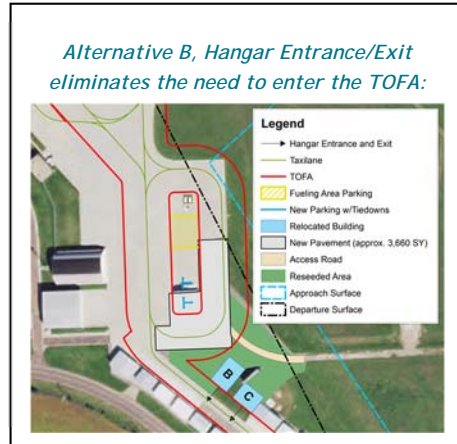
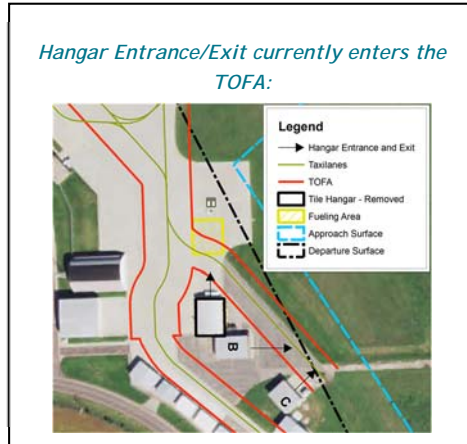


Photo 3. 3-D View of Aircraft Under Departure Surface

As shown below, Alternative B eliminates the conflict between the aircraft utilizing the fueling area and the aircraft utilizing the taxiway to access Hangars B and C. The removal of the Tile Hangar, as well as the relocation of Hangars B and C would provide additional apron area, allowing for more efficient taxiways as well as new parking with tie downs. Relocating Hangars B and C would also eliminate a portion of the failing pavement. This pavement had a PCI rating in 2015 of 1-10 (failing).



Alternative B would enhance the movement of aircraft from hangar areas to apron to runway. Although the alternative would provide for the current parking space needs of the Airport, the alternative would not meet the projected parking space needs for ADG II. Therefore, Alternative B does not meet the projected needs of the Airport. Alternative B is discarded from further analysis.

Figure 7, Alternative B

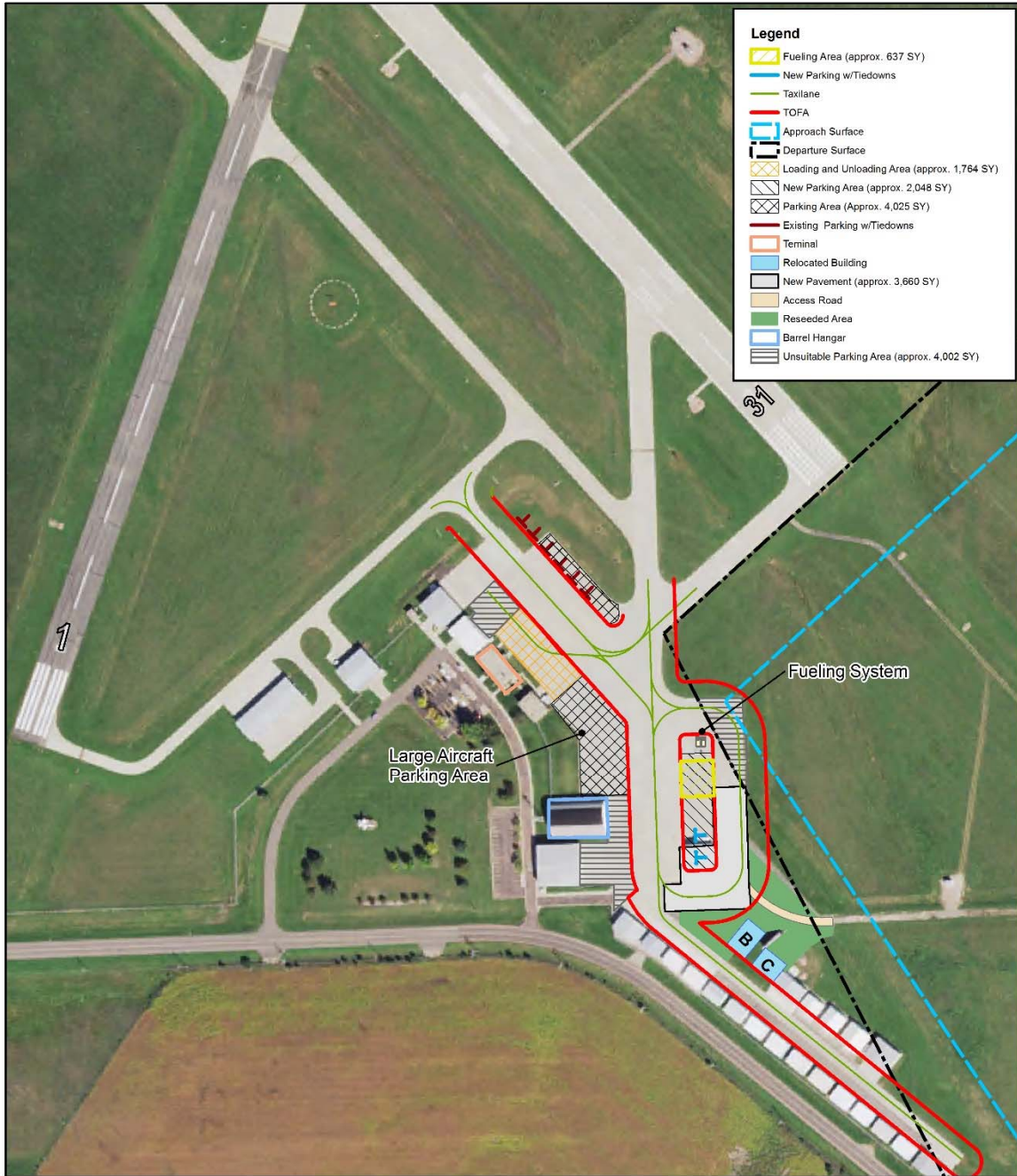


Figure 8, Aerial View of Aircraft Under Departure Surface

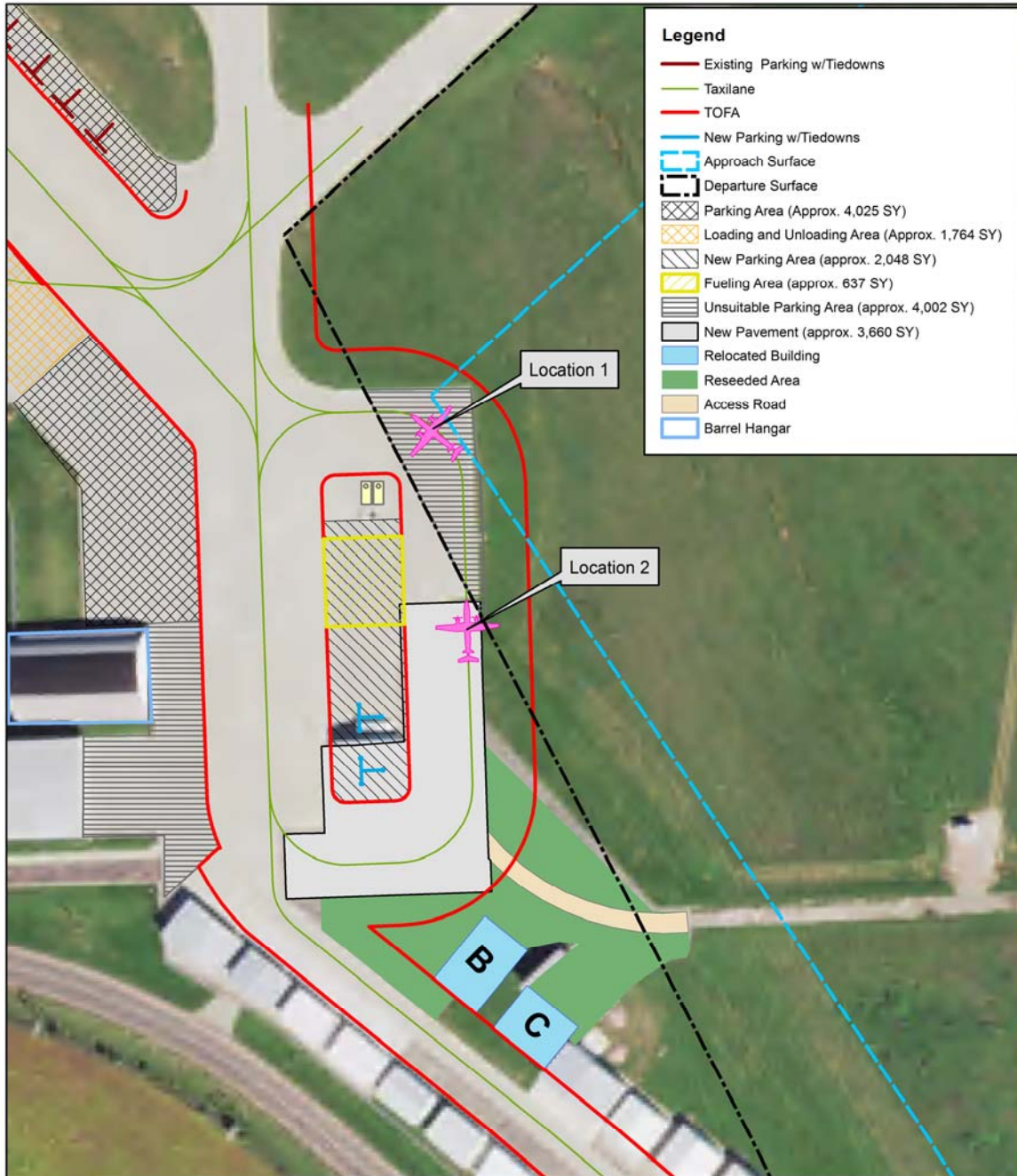
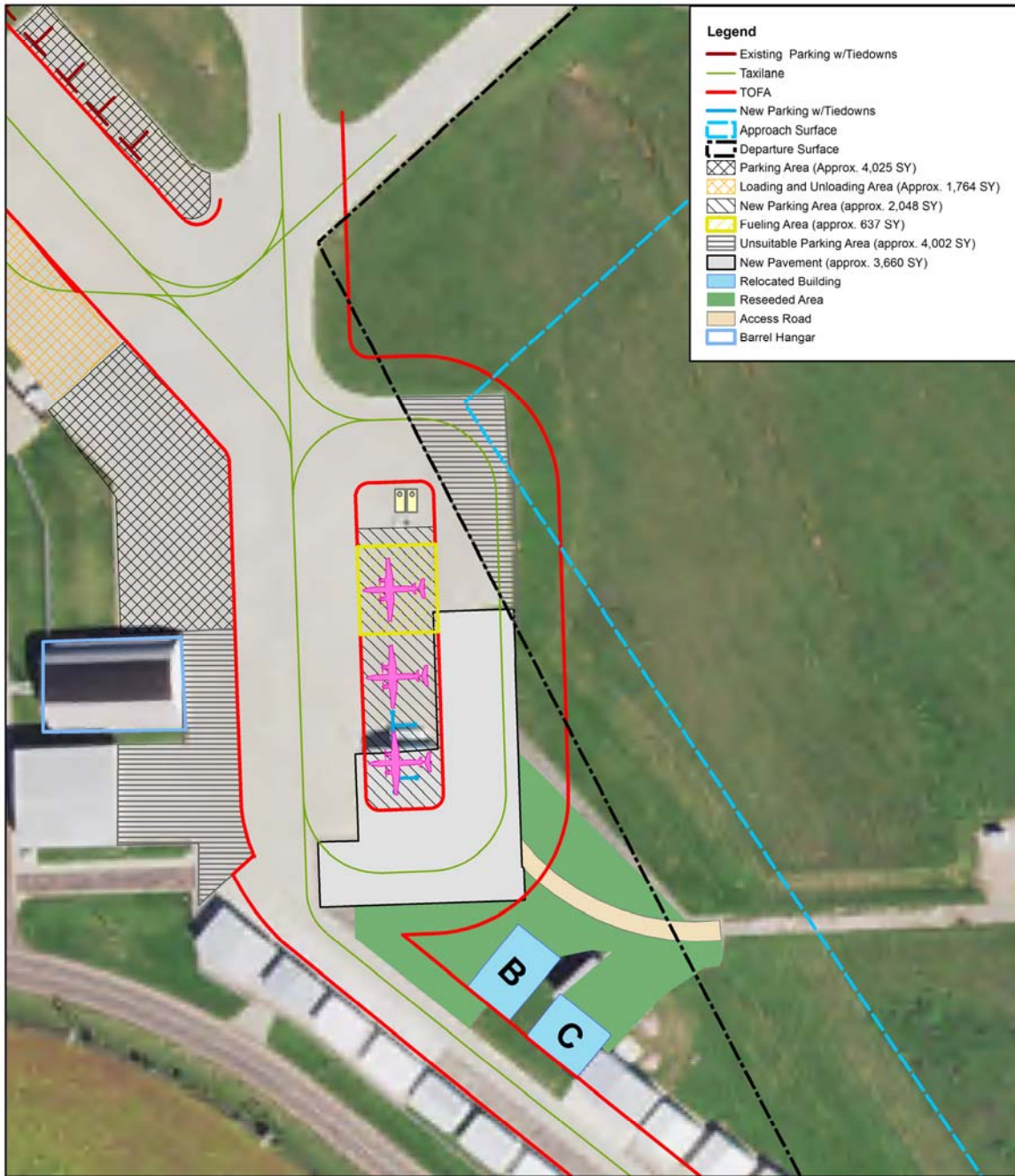


Figure 9, New Aircraft Parking and Fueling Area



2.3.3 Alternative C: Apron at Different Location

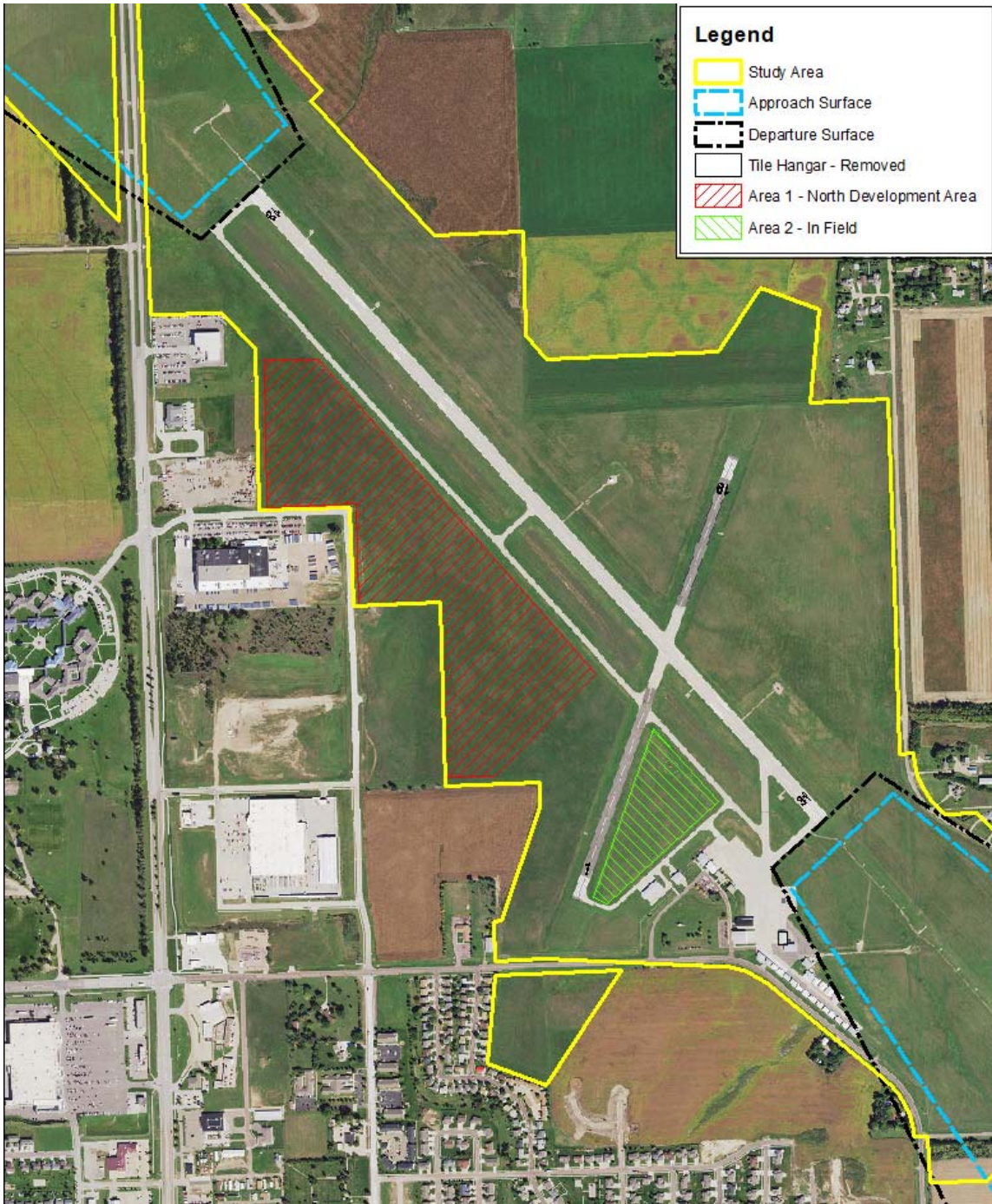
Alternative C examined the potential of constructing additional apron at two areas, Area 1- North Development Area and Area 2- In Field. Both areas are currently undeveloped, please refer to **Figure 10, Alternative C**. Under Alternative C, the current apron layout would remain.

Area 1 (Option 1)- North Development Area, would include the construction of additional facilities (i.e. fueling system, terminal) on an undeveloped area north of the existing apron. By constructing the apron and facilities in this location, additional apron and parking would be provided for the Airport. Option 1 would not maintain the efficient movement of aircraft from hangar areas to apron to runway. However, the additional apron may be more feasible as funding becomes available as the projected aircraft increases, which would require hangar and apron space for parking and maneuvering.

Area 2 (Option 2)- In Field, would provide additional parking spaces, specifically ADG II spaces. Utilizing this area, would not maintain the efficient movement of aircraft at the existing apron. Aircraft would continue to be congested at the terminal and Barrel Hangar.

Both Options 1 and 2 would increase the number of parking spaces to accommodate projected parking demands. However, neither Option would improve the utility of the existing apron for aircraft. The apron efficiency and effectiveness would continue to be lacking and would not meet the design standards stated by FAA AC 150/5300A, Change 1. Therefore, Alternative C would not meet the purpose and need and has been discarded from further analysis.

Figure 10, Alternative C



2.3.4 Alternative D: Expansion of the Apron

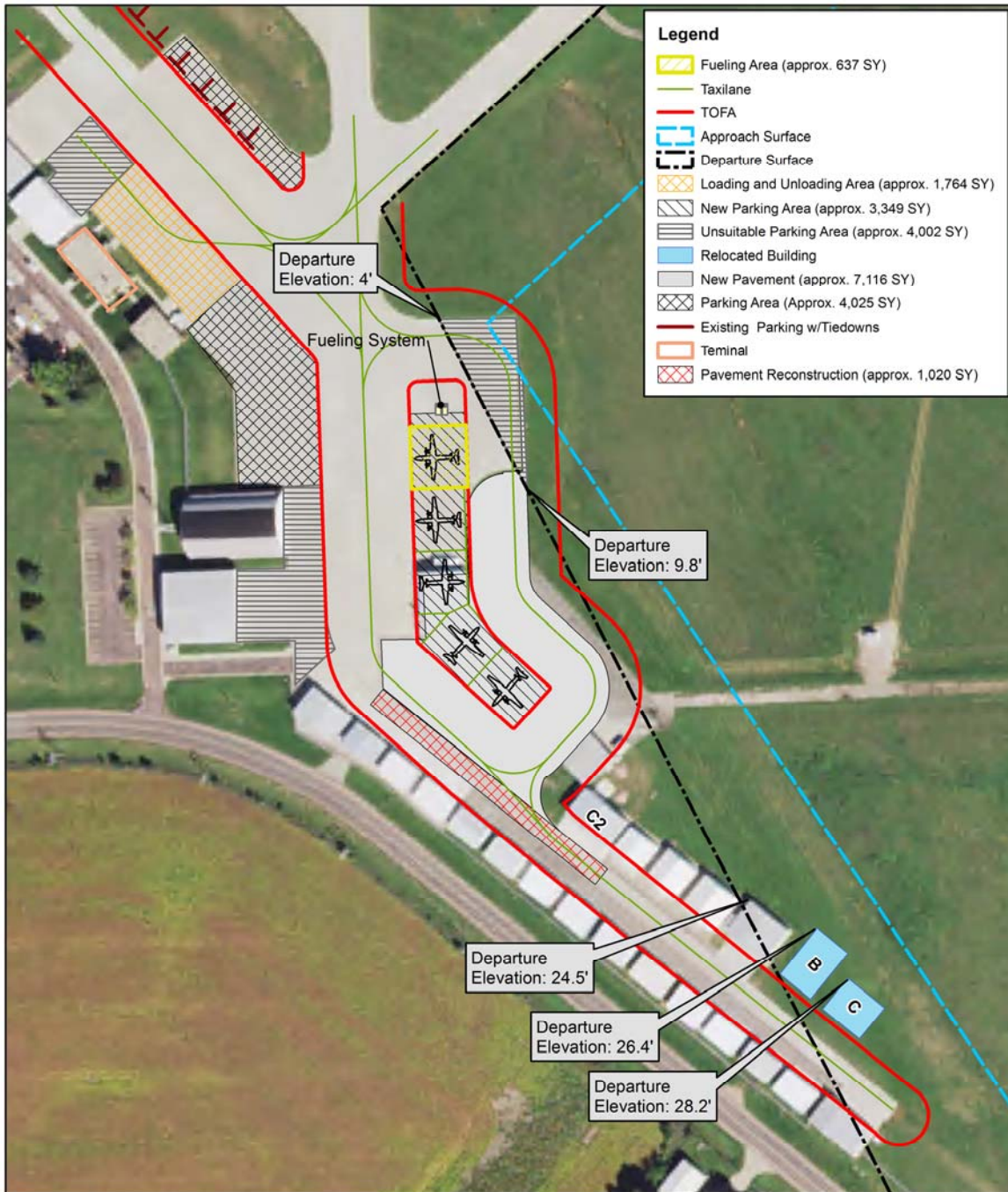
Alternative D includes the expansion and reconfiguration of the apron. This alternative would provide a total of 12 parking spaces which consists of six ADG I spaces with tie downs and six ADG II spaces (two spaces north of Barrel Hangar and four additional spaces south of fueling system). The expansion would relocate two private hangars to provide for additional area for aircraft parking. Please refer to **Figure 11, Alternative D**. The reconfiguration would provide additional parking for ADG II which minimizes the need for parking in the loading and unloading area. This would allow for apron expansion which would provide for more efficient taxilanes as well as new parking.

The alternative originally considered the expansion by removing the private hangars. Due to their frequent use, these private hangars could not be demolished. The location that the hangars are being placed at the vertical clearance for the departure surface is over 26 feet, both hangars would be below that. Therefore, the hangars would not penetrate the vertical departure surface. The location of the hangars would not be as convenient as their current locations. Both hangars would require additional taxiing for the aircraft owners.

Alternative D may require reconstruction of existing pavement of the taxilane to the hangars. In comparison to Alternative B, Alternative D changes the existing taxilane slightly for aircrafts accessing the row of hangars. The taxilane would be changed slightly northwest of Hangar C2. Please refer to **Figure 6, Alternative A** and **Figure 11, Alternative D**. The remainder of the taxilane to the southeast would match the existing taxilane. Alternative B would not require the same change; therefore, would not need to have the pavement reconstructed in this area. The pavement would need to be reconstructed to promote drainage, create a consistent pavement section, and abide by FAA standards for centerline profile of a taxilane alignment.

Alternative D would provide the number of ADG I and ADG II parking spaces for the projected needs of transient and based aircraft. This alternative would also enhance the movement of aircraft from hangar areas to apron to runway. Therefore, Alternative D is carried forward for further analysis.

Figure 11, Alternative D



CHAPTER 3 AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND CUMULATIVE ANALYSIS

This chapter describes the existing conditions within the Study Area and the APE, as well as the potential impacts from the no build alternative and build alternative (Alternative D) carried forward for further analysis. Please refer to **Figure 2, Study Area Map** and **Appendix C, Background Information** for a more detailed map of the Study Area and APE. The existing conditions, or affected environment, are the baseline conditions that may be affected by the proposed action. The environmental consequences are the direct and, if applicable, indirect environmental, social, and cultural impacts of the proposed alternative to the affected environment. Cumulative impacts to the environmental, social, and cultural resources from the proposed action in addition to other past, present, and reasonably foreseeable future actions is also provided in this section. Information regarding avoidance, minimization, and/or mitigation measures to reduce or eliminate impacts is included in this chapter as well.

Direct impacts are caused by the action and occur at the same time and place (40 CFR § 1508.8)

Indirect impacts are defined as being caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable (40 CFR § 1508.8).

This chapter is divided into sections for each impact category analyzed as part of this document. Some environmental categories reference appendices where further information can also be found. For each resource addressed, the following components are provided, where applicable:

Cumulative impacts are described as the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions, regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time (40 CFR § 1508.7).

- ◆ Background discusses the resource and contains information related to the applicable regulations or laws associated with the resource.
- ◆ Affected Environment discusses the existing conditions associated with the resource.
- ◆ Environmental Consequences & Mitigation discusses the potential direct and indirect impacts associated with no build and build alternatives that are pulled forward for further consideration. Mitigation measures, where applicable, are provided to assist in reducing or eliminating impacts.

A cumulative analysis is provided at the end of this section and addresses cumulative impacts to all resources discussed prior instead of individually under each resource heading.

3.1 Biological Resources

3.1.1 Background

Pursuant to the *Fish and Wildlife Coordination Act*, if the proposed improvements would impound, divert, deepen, control or modify any stream or water body, consultation with the United States Fish

and Wildlife Service (USFWS) and with the state agency having administrative responsibilities over wildlife resources must be initiated. In South Dakota, this state agency is the South Dakota Department of Game, Fish, and Parks (SDGFP).

Threatened and endangered species are protected under the *Endangered Species Act of 1973* (ESA). Section 7 of this Act applies to Federal agency actions and sets forth requirements for consultation to determine if the proposed action “may affect” an endangered or threatened species. If an agency determines that an action “may affect” a threatened or endangered species, then Section 7(a)(2) requires each agency to consult with the USFWS or the National Marine Fisheries Service (NMFS), as appropriate. The consultation is to ensure that any action the agency authorizes, funds, or carries out is not likely to jeopardize the continued existence of any Federally listed endangered or threatened species or result in the destruction or adverse modification of critical habitat.

The *Bald and Golden Eagle Protection Act* of 1940, 16 USC § 668-668d as amended, was written with the intent to protect and preserve the bald eagle. The Act mandates it is unlawful to take, possess, import, export, or sell bald and golden eagles or any part thereof, including nests. The taking of these eagles can only be made allowable by the Secretary of Interior, who may deem taking necessary for scientific purposes. Those violating this law can be punished by monetary fines, imprisonment, or cancellation of grazing agreements on Federal land.

The *Migratory Bird Treaty Act* of 1918 (MBTA) protects migratory birds by implementing a treaty among the United States, Mexico, Canada, Japan, and the former Soviet Union. The Act makes it unlawful to take, hunt, kill, or possess any migratory bird, nest, eggs, or any part thereof. The Secretary of the Interior has the discretion to decide when the above actions may be permitted.

3.1.2 Affected Environment

Fauna: The project lies in the central flyway of North America. As such, this area is used as resting grounds for many birds on their spring and fall migrations, as well as nesting and breeding grounds for many waterfowl species. Other non-game bird species are known to fly through and inhabit this region.

Flora: Present vegetation within the Study Area consists primarily of cultivated farmlands, mixed-grass native prairie pastures, and non-native grassland. Trees and shrubs are scarce, consisting primarily of planted trees and shrubs associated with farmstead windbreaks and tree rows. The majority of the APE, as shown on **Figure 2, Study Area Map**, is on existing Airport property and pavement.

Threatened and Endangered Species: In accordance with Section 7 of the *Endangered Species Act*, the Study Area was evaluated to determine the potential for occurrences of Federally-listed threatened and endangered species. Information was obtained from the USFWS County Occurrence of Endangered, Threatened and Candidate Species and Designated Critical Habitat in South Dakota, January 2018 list. Listed species within Yankton County include six endangered species: gray wolf, least tern, pallid sturgeon, topeka shiner, scaleshell muscle, and the Higgins eye mussel; as well as four threatened species: piping plover, rufa red knot, northern long-eared bat, and the western prairie fringed orchid. An early coordination letter was sent January 15, 2016, to the USFWS discussing the project and requesting comments and responses regarding T&E species. On January 18, 2016, input was received from the USFWS stating “no objection” to the project. Please refer to **Appendix B, Letters and Responses**.

3.1.3 Biological Resources Environmental Consequences & Mitigation

Alternative A (No Build): *No Effect* to biological resources would occur with this alternative. Alternative A would require the demolition of the Tile Hangar. Structures can be potential roosting locations for the northern long-eared bat. The structure is located within the existing apron of the Airport and is disturbed often by human activity. In discussions with the Airport Manager, no bats have been noted in or near the structure. It is anticipated that suitable habitat is not located within the Study Area, therefore it has been determined the project would have *No Effect* on the northern long-eared bat.

Alternative D (Build Alternative): Alternative D would have *No Effect* on the listed, proposed or candidate species, or critical habitat. Please refer to **Appendix C, Background Information** for the Affect Determination Table. Please refer to **Table 4, Threatened and Endangered Species**, for a summary of threatened and endangered species.

Gray Wolf (*Canis lupus*): The proposed action would occur within Yankton County, SD, where the gray wolf currently remains classified as an endangered species. Gray wolves are highly adaptable to a wide range of habitats; however, it is unlikely that gray wolves would inhabit the Study Area. There have been no reported sightings or other indications of gray wolves within the Study Area. Therefore, the project would have *No Effect* on the gray wolf or its associated habitat.

Least Tern (*Sterna antillarum*): The least tern is the smallest tern in North America. They breed in isolated areas along the Missouri, Mississippi, Ohio, Red, and Rio Grande river systems, and winter along coastal areas of Central and South America and the Caribbean Islands, but not a lot is known about their wintering areas. Preferred nesting habitat includes barren to sparsely vegetated sand bars along rivers, lake and reservoir shorelines, gravel rooftops, and sand and gravel pits. Since the project is located on previously disturbed ground and on Airport property, it is determined that the project would have *No Effect* on the least tern or their habitat.

Topeka Shiner (*Notropis topeka*): The Topeka shiner is a small minnow that resides in Iowa, Minnesota, and portions of South Dakota. Suitable habitat for the Topeka shiner tends to have good water quality and cool to moderate temperatures in mid-size prairie streams in pool and run areas, and also in oxbows and off-channel pools. The Big Sioux River has suitable habitat for the Topeka shiner and is located approximately 0.2 miles east of the project. Since the project is located on previously disturbed ground and on Airport property, it is determined that the project would have *No Effect* on the Topeka shiner or their habitat.

Scaleshell Mussel (*Leptodea leptodon*): The scaleshell is a freshwater mussel that is relatively small with a thin, fragile shell and faint green rays. The scaleshell gets its name from the scaly appearance of the shell, which is only seen in females. Scaleshell mussels live in medium-sized and large rivers with stable channels and good water quality. There is no preferred habitat near the Study Area, therefore, the project would have *No Effect* to the scaleshell mussel.

Pallid Sturgeon (*Scaphirhynchus albus*): The pallid sturgeon resides in the Missouri and Mississippi River drainages and are bottom dwelling, slow growing fish that feed primarily on small fish and immature aquatic insects. There is no preferred habitat near the Study Area, therefore, the project would have *No Effect* to the pallid sturgeon.

Higgins Eye Mussel (*Lampsilis higginsii*): The Higgins eye mussel is a freshwater mussel with a rounded to slightly elongate smooth-textured shell that is usually yellowish brown with green rays. The inside of the shell is white with portions that are iridescent and areas that may be tinged with cream or salmon. Habitat for the Higgins eye include larger rivers where it is usually found in deep water with moderate currents. There is no preferred habitat near the Study Area, therefore, the project would have *No Effect* to the Higgins eye mussel.

Northern Long- Eared Bat (*Myotis septentrionalis*): The northern long-eared bat is a medium-sized bat found in eastern and north central United States, and all Canadian provinces from the Atlantic Ocean to the southern Yukon Territory and eastern British Columbia. It is distinguished by its long ears. Structures can be potential roosting locations for the northern long-eared bat. The structure is located within the existing apron of the Airport and is disturbed often by human activity. In discussions with the Airport manager, no bats have been noted in or near the structure. It is anticipated that suitable habitat is not located within the Study Area, therefore the project would have *No Effect* on the northern long-eared bat.

Piping Plover (*Charadrius melodus*): Piping plover critical habitat is located approximately 2.5 miles south of the Airport. Since the project is located on previously disturbed ground and on Airport property, it is determined that the project would have *No Effect* on the piping plover or their habitat.

Rufa Red Knot (*Calidris canutus rufa*): The Rufa red knot flies more than 9,300 miles from south to north every spring and repeat the trip in reverse every autumn, making this bird one of the longest-distance migrants in the animal kingdom. They need to encounter favorable habitat, food and weather conditions, within narrow seasonal windows as the bird migrates between wintering and breeding areas. For much of the year, the Rufa red knot eats small clams, mussels, snails and other invertebrates. The project would have *No Effect* on the Rufa red knot or their habitat due to the project being located on Airport property and on previously disturbed ground.

Western Prairie Fringed Orchid (*Platanthera praeclara*): The western prairie fringed orchid is a terrestrial perennial orchid that resides in moist tallgrass prairie and sedge meadows. It can reach up to three to four feet tall and has white to creamy white fringed flowers when flowering and elongated hairless leaves hug the stem. High probability of species occurrence happens in or near the Big Sioux River Valley or the Sheyenne National Grasslands. The project is located on previously disturbed ground and on Airport property; therefore, it is determined that the project would have *No Effect* on the western prairie fringed orchid or their habitat.

Table 4, Threatened and Endangered Species

LISTED SPECIES	STATUS	HABITAT PREFERENCE	MIGRATION	DETERMINATION OF EFFECT TO SPECIES	PROBABILITY OF OCCURRENCE IN STUDY AREA
Gray wolf (<i>Canis lupus</i>)	E	No particular habitat preference except for the presence of native ungulates within its territory on a year-round basis	No migratory patterns but may move seasonally.	No Effect	Low probability of occurrence. No suitable habitat in the Study Area
Least tern (<i>Sterna antillarum</i>)	E	Inland rivers, nesting in middle of rivers.	Nests along Missouri and Yellowstone Rivers during summer months.	No Effect	Low probability of occurrence. No suitable habitat in the Study Area
Topeka Shiner (<i>Notropis topeka</i>)	E	Small prairie streams		No Effect	Low probability of occurrence. No suitable habitat in the Study Area
Scaleshell Mussel (<i>Leptodea leptodon</i>)	E	Freshwater, medium-sized and large rivers with stable channels and good water quality	No migratory patterns	No Effect	Low probability of occurrence. No suitable habitat in the Study Area
Pallid sturgeon (<i>Scaphirhynchus albus</i>)	E	Diversity of water depths and velocities formed by braided river channels, sand bars, sand flats, and gravel bars.	Spring, thought to be dependent upon temperature, water quality, and water discharge.	No Effect	Low probability of occurrence. No suitable habitat in the Study Area
Higgins Eye Mussel (<i>Lampsilis higginsii</i>)	E	Freshwater, larger rivers where it is usually found in deep water with moderate currents	No migratory patterns	No Effect	Low probability of occurrence. No suitable habitat in the Study Area
Northern Long-Eared Bat (<i>Myotis septentrionalis</i>)	T	Caves and mines - swarming in surrounding wooded areas, upland forests.	Hibernates in caves and mines - swarming in surrounding wooded areas in autumn. During late spring and summer roosts and forages in upland forests.	No Effect	Low probability of occurrence. No suitable habitat in the Study Area
Piping Plover (<i>Charadrius melodus</i>)	T	Sparsely vegetated midstream sandbars and saline wetlands.	Nests in areas in North Dakota, primarily along major river courses, during summer months.	No Effect	Low probability of occurrence. No suitable habitat in the Study Area
Rufa Red Knot (<i>Calidris canutus rufa</i>)	T	Atlantic and bay beaches and mudflats	High Arctic breeding grounds, migrates from Arctic to southern tip of South America.	No Effect	Low probability of occurrence. No suitable habitat in the Study Area
Western Prairie Fringed Orchid (<i>Platanthera praeclara</i>)	T	mesic to wet unplowed tallgrass prairies and meadows, and have been found in old fields and roadside ditches	No migratory patterns	No Effect	Low probability of occurrence. No suitable habitat in the Study Area

E = Endangered T = Threatened

3.2 Hazardous Materials, Pollution Prevention, and Solid Waste

3.2.1 Background

The *Comprehensive Environmental Response, Compensation and Liability Act* of 1981 (CERCLA) and the *Resource Conservation and Recovery Act* of 1976 (RCRA) are two important statutes that govern actions to construct and operate facilities (42 U.S.C. 9601–9675). CERCLA provides for cleanup of any release of a hazardous substance (excluding petroleum) into the environment. RCRA governs the generation, treatment, storage, and disposal of hazardous wastes.

Most hazardous materials and petroleum products used in support of aviation activities are in connection with aircraft fueling, aircraft maintenance and airfield maintenance. The most common materials consist of jet fuel, avgas, and motor vehicle fuels; paints, paint removers, deicers and antifreeze, and cleaning solvents; pesticides, herbicides, and fertilizers; and a range of other miscellaneous items including batteries, filters, and electrical equipment, as described in 40 CFR Part 261.

The broad mission of pollution prevention is to avert pollution at the source, promote the use of more efficient material, and conserve natural resources. Pollution prevention offers important economic benefits, as pollution that is never created avoids the need for expensive investments in waste management and cleanup.

3.2.2 Affected Environment

During the scoping process, consultation with the South Dakota Department of Environment and Natural Resources (SDDENR) did identify National Priority List (NPL) sites located near the Study Area but none within the Study Area. Please refer to **Appendix B, Letters and Responses** for the SDDENR Ground Water Quality Program Letter and for the list of release cases near the Study Area. The most recent spill, DENR ID 2014.287, was closed on February 4, 2015 (SDDENR 2014). All sites have been closed. The SDDENR does not anticipate any adverse impacts to groundwater quality for the project.

It is possible that other unrecorded sites may contain hazardous materials, hazardous waste, and/or environmental contamination in the areas of the proposed Airport improvements. This is because not all sites, spills, and problems are reported or are known to exist.

Typical solid waste associated with construction may include concrete, asphalt, limestone, steel rebar, concrete pipes, and other construction materials.

The Airport does not currently have a formal pollution prevention plan for operation. For additional information regarding prevention plans during construction, please refer to **Section 3.9, Water Resources- Surface and Ground Water**.

3.2.3 Hazardous Materials, Pollution Prevention, and Solid Waste Environmental Consequences & Mitigation

Alternative A (No Build): Alternative A would not directly or indirectly impact hazardous materials, pollution prevention, or solid waste aspects. For the demolition of the Tile Hangar, the project is subject

to state asbestos requirements including ensuring an asbestos inspection and notification to the SDDENR prior to the start of demolition.

Alternative D (Build Alternative): Alternative D is not expected to involve hazardous materials or generate hazardous waste other than those generally associated with construction. Furthermore, this alternative would not produce a large increase in solid waste collection, control, or disposal other than that which is associated with the construction itself. Such waste would have a minimal effect on the community's collection, control, and disposal system, based on the relative size of the Airport and other waste generators. Based on a waste management determination done by the SDDENR the project would have little or no impact on the waste management in the area. For the demolition of the Tile Hangar, the project is subject to state asbestos requirements including ensuring an asbestos inspection and notification to the SDDENR prior to the start of demolition. Please refer to **Appendix B, Letters and Responses**.

In the event that previously unknown contaminants are discovered during construction or a spill occurs during construction, work should cease until the Contractor notifies the National Response Center (800.424.8802). If contamination is encountered, the Contractor must also notify the SDDENR (605.773.3296). Any contaminated soil that is encountered should be temporarily stockpiled and sampled to determine disposal requirements.

3.3 Historical, Architectural, Archaeological, and Cultural Resources

3.3.1 Background

Section 106 of the *National Historic Preservation Act* of 1966, as amended, requires that Federally-funded projects be evaluated for their effects on historic and cultural properties included listed, or *Eligible* for listing in, the NRHP. The *Archaeological and Historic Preservation Act of 1974* provides for the survey, recovery, and preservation of significant scientific, pre-historical, or archaeological data when such data may be destroyed or irreparably lost due to a Federal, Federally-licensed, or Federally-funded project.

The *Native American Graves Protection and Repatriation Act of 1990* (NAGPRA) is triggered by the possession of human remains or cultural items by a Federally-funded repository or by the discovery of human remains or cultural items on Federal or tribal lands. It provides for the inventory, protection, and return of cultural items to affiliated Native American groups. Permits are required for intentional excavation and removal of Native American cultural items on Federal or tribal lands.

The *American Indian Religious Freedom Act of 1978* requires consultation with Native American groups concerning proposed actions on sacred sites on Federal land or affecting access to sacred sites. It establishes Federal policy to protect and preserve for American Indians, Eskimos, Aleuts, and Native Hawaiians their right to free exercise of their religion in the form of site access, use, and possession of sacred objects, and freedom to worship through ceremonial and traditional rites. The Act requires Federal agencies to consider the impacts of their actions on religious sites and objects important to Native Americans, regardless of the eligibility for listing on the NRHP.

Chapter 1-19A-Preservation of Historic Sites of the South Dakota Legislature Codified Laws State Statute, requires that the State Historical Society be given notice and provided an opportunity to investigate and comment on a proposed action. The State Historical Society shall coordinate the activities of local historical commissions in accordance with the state plan and programs for historic preservation.

3.3.2 Affected Environment

The APE consists of the geographic area that the project may directly or indirectly cause changes in the character or use of historic properties. In identifying the APE, the following potential impacts were considered: 1) areas where the project could cause ground disturbance; and 2) areas where the project could cause indirect visual or audible impacts to historic properties. The direct impacts (i.e. ground disturbance) within the APE would be limited to the apron area, hangars, and previously disturbed areas around the apron.

A Level I Literature Review was conducted within 1 mile of the APE to identify previously recorded sites in the area. A Level III Cultural Resources Inventory (pedestrian survey) was completed in November 2009 to identify and evaluate cultural resources. A Structural Inventory Technical Memorandum was completed in March 2011 to consider the structural condition of the Tile Hangar. An Architecture Reconnaissance Survey was completed in March 2017 to identify and evaluate architectural features/structures. Refer to **Appendix D, Section 106 Information** for additional information.

The Architectural Reconnaissance Survey identified and documented 34 structures within the Study Area. Of these structures, 31 were determined to be less than fifty years old and are not *Eligible* for listing in the NRHP. The three remaining structures and historic district were determined to be *Eligible* for listing in the NRHP as follows:

- ◆ The Tile Hangar was constructed in 1943. It is a single story, rectangular plan, clay tile sided airplane hangar with a metal-clad barrel roof. Please refer to **Photo 4, Tile Hangar**. The Tile Hangar is *Eligible* for listing in the NRHP under:

National Register Eligibility

Criteria A: Association with events, activities, or broad patterns of history

Criteria C: Embody distinctive characteristics of construction, or represent work of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction.

Contributing properties: May not possess a strong sense of historical significance or meet the criteria for listing individually, but that still retain physical integrity which relates to a context within a historic district. National Register eligible historic district must "possess a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development."

- *Criteria A-* The Tile Hangar meets the Criteria A as part of Yankton’s persistent efforts to bring Navy and Yankton College flight programs to their community and the continued use of the Tile Hangar and Airport for transportation uses. In addition, the Tile Hangar’s use as an internment facility for German prisoners of war (POWs) connects the community to the larger history of US involvement in World War II (WWII).
- *Criteria C-* The Tile Hangar meets Criterion C due to the structure possessing the possessing integrity of location, design, setting, materials, workmanship, feeling and association as a 1943 airplane hangar.
- *Contributing structure-* The Tile Hangar is an individually *Eligible*, contributing structure to the historic district.



Photo 4, Tile Hangar

- ◆ The Barrel Hangar is an arched roof building that was constructed in 1943. Please refer to **Photo 5, Barrel Hangar**. The structure is recommended *Eligible* for listing in the NRHP under:



Photo 5, Barrel Hangar

- *Criteria A-* The Barrel Hangar meets Criteria A as part of a successful municipal effort to attract a Naval flight training program to Yankton College. In addition, according to local lore, the Barrel Hangar was constructed by POWs while they were housed in the Tile Hangar. As such, the Barrel Hangar is a physical remnant of the Airport’s wartime use and is a unique local reflection of South Dakota’s WWII military heritage.
- *Criteria C-* The Barrel Hangar meets Criteria C due to the structure’s design and that the self-supporting compressed wood arches embody important national engineering and industrial material trends.
- *Contributing structure-* The Barrel Hangar is an individually *Eligible*, contributing structure to the historic district.

- ◆ The Radio Tower is a 50-foot self-supporting steel lattice tower painted alternately red and white at 10-foot intervals, with a small antenna mounting platform at the top of tower. Please refer to **Photo 6, Radio Tower**. The structure is recommended *Eligible* for listing in the NRHP under:

- *Contributing structure*- The Radio Tower is not individually *Eligible*; however, it is *Eligible* as a contributing structure to historic district based on its association with the two historic hangars at the airport as a physical remnant of the airport's wartime use and as a unique local reflection of South Dakota's WWII military heritage.



Photo 6, Radio Tower

- ◆ A historic district is located within the Study Area and includes two individually *Eligible*, contributing structures (Tile Hangar and Barrel Hangar) and one structure recommended *Eligible* for listing in the NRHP as a contributing structure (Radio Tower). These structures were constructed by the City of Yankton in 1943 to attract a Naval flight training program to Yankton College. They retain a high degree of historical integrity and are associated with the WWII military heritage of South Dakota. The boundary of the historic district encompasses the immediate footprint of the three eligible structures and exclude all other structures at the Airport because they fall well outside the period of significance.

3.3.3 Historic, Architectural, Archaeological, and Cultural Resources Environmental Consequences & Mitigation

Alternative A (No Build), and Alternative D (Build Alternative): Alternatives A and D would result in the following impacts on historic properties architectural resources:

- ◆ Tile Hangar – Alternatives A and D would result in an *Adverse Effect* under Section 106 of the NHPA on the individually *Eligible* (NRHP) Tile Hangar due to its removal.
- ◆ Barrel Hangar – Removal of the Tile Hangar under Alternatives A and D would result in an *Adverse Effect* under Section 106 of the NHPA on the historic setting associated with the individually *Eligible* Barrel Hangar², whereas the proximity of the Tile Hangar removal to the Barrel Hangar would substantially impair the aesthetic features of the Barrel Hangar.
- ◆ Historic District – Removal of the Tile Hangar under Alternatives A and D would result in an *Adverse Effect* under Section 106 of the NHPA on the historic district due to the removal of one *Eligible* historic structure (Tile Hangar), which is one of three contributing structures to the historic district.

On February 21, 2018, SHPO concurred with the finding of Adverse Effect. FAA has continued to consult with SHPO, SDDOT, and the City on the resolution of effects. A Draft Memorandum of Agreement (MOA) has been developed and includes mitigation measures. Mitigation measures

² 36 CFR 800.5 (a)(2)

include recordation and the development of a sign that will be displayed at the Airport terminal and at the County Historical Museum. Refer to **Appendix E, Draft Memorandum of Agreement**.

3.4 Section 4(f) Properties

3.4.1 Background

Section 4(f) of the Department of Transportation Act of 1966 (49 USC 303 and 23 USC 138) specifies that the FAA shall not approve any program or project that requires the use of publicly owned land from a public park, recreation area, wildlife or waterfowl refuge of national, state, or local significance, or land of a historic site of national, state, or local significance, unless (1) there is no feasible or prudent alternative to the use of such land, and (2) such program or project includes all possible planning to minimize harm resulting from the use. Alternately, the FAA may determine that impacts on the affected property would have a *de minimis* impact, when, after taking into account avoidance, minimization, mitigation and enhancement measures, the proposed action results in no adverse effect on the activities, features, or attributes qualifying a park, recreation area, or refuge for protection under Section 4(f).

There are three forms of “use” under Section 4(f): permanent incorporation, temporary occupancy, and constructive use. Permanent incorporation refers to the purchase of land for transportation ROW or securement of permanent access for transportation purposes, such as a permanent easement. Temporary occupancy refers to the use of land for construction purposes, which may or may not be considered a Section 4(f) use. Temporary occupancy is not considered a use if certain conditions outlined in 23 CFR 774.13(d) are met, whereas the temporary occupancy constitutes a use if any of the conditions are not met. If a temporary occupancy meets these conditions, and therefore does not constitute a Section 4(f) use, the temporary occupancy is considered an exception and does not require approval from the FAA. Finally, constructive use involves no actual physical use of land, but occurs when there are impacts as a result of proximity to the project, such as noise or visual impacts, that are so substantial that they impair the activities, features, or attributes that qualify the property for protection under Section 4(f).

3.4.2 Affected Environment

There are no public parks, recreation areas, or wildlife or waterfowl refuges within the Study Area. Section 4(f) also applies to historic sites and historic districts that are *Eligible* for listing in the NRHP within the Study Area. Within an *Eligible* historic district, Section 4(f) applies to those properties that are considered contributing to the eligibility of the historic district, as well as any individually *Eligible* property within the district. As such, Section 4(f) applies to the Tile Hangar, Barrel Hangar, and the historic district, which includes the individually *Eligible* structures (Tile Hangar and Barrel Hangar) and the contributing structure (Radio Tower). For details on these properties, please refer to **Section 3.3, Historical, Architectural, Archaeological, and Cultural Resources**, and **Chapter 4, Draft Section 4(f) Evaluation**.

3.4.3 Section 4(f) Properties Environmental Consequences & Mitigation

Alternative A (No Build), and Alternative D (Build Alternative): Use of properties protected by Section 4(f) under Alternatives A and D would consist of:

- ◆ Tile Hangar – Alternatives A and D would result in an *Adverse Effect* under Section 106 of the NHPA on the individually *Eligible* (NRHP) Tile Hangar due to its removal. Use of the Section 4(f) property would constitute permanent incorporation.
- ◆ Barrel Hangar – Removal of the Tile Hangar under Alternatives A and D would result in an *Adverse Effect* under Section 106 of the NHPA on the historic setting associated with the individually *Eligible* (NRHP) Barrel Hangar³, even after mitigation is incorporated. However, there would be no Section 4(f) use of the property, as there would not be substantial impairment to the property’s activities, features, or attributes that qualify the property for protection under Section 4(f)³.
- ◆ Historic District – Removal of the Tile Hangar under Alternatives A and D would result in an *Adverse Effect* under Section 106 of the NHPA on the historic district due to the removal of one *Eligible* historic structure (Tile Hangar), which is one of three contributing structures (Tile Hangar, Barrel Hangar, and Radio Tower) to the historic district. Use of the Section 4(f) property would constitute permanent incorporation.

A Memorandum of Agreement (MOA) would be coordinated between the FAA and SHPO, including mitigation measures. A Draft Section 4(f) Evaluation has been prepared to document compliance with Section 4(f) requirements. Please refer to **Chapter 4, Draft Section 4(f) Evaluation**. The FAA will determine the appropriate course of action for the affected Section 4(f) properties after the Draft Section 4(f) Evaluation has been circulated for public and agency comment.

3.5 Land Use

3.5.1 Background

Land use was evaluated by determining the direct and indirect effects of the project on existing land uses and by verifying the consistency of the project with development patterns and land use planning within the City. Compatible land uses for an operating airport are those that typically are not influenced by normal airport operations. The compatibility of existing land uses near an airport is usually associated with the extent of noise impacts occurring from airport property and safety concerns.

Due to the impact airport noise can have on individuals, *FAA Orders 1050.1F, Environmental Impacts: Policies and Procedures*, and *5050.4B, National Environmental Policy Act Implementing Instructions for Airport Actions*, require a noise analysis when certain thresholds are reached. Thresholds are reached when: 1) a transport or utility airport accommodates ADGs I and II, and 2) the airport’s ADGs I or II traffic has forecasted operations that exceed 90,000 annual adjusted propeller operations or 700 annual adjusted jet operations. This project would be under the thresholds and would not require noise analysis.

Incompatible land uses for an operating airport are typically structures or vegetation such as fuel storage facilities, areas of public assembly, tree rows, high density residential areas, and areas that

³ Section 4(f) Policy Paper, 23 CFR 774.15 (e)(2), (f)(5), and (f)(6)

have the potential to attract hazardous wildlife. Wildlife hazard attractants may also be considered incompatible land uses. FAA AC 150/5200-33B, *Hazardous Wildlife Attractants On or Near Airports*, provides guidance regarding land uses that may attract hazardous wildlife near airports. The FAA AC recommends wildlife attractants be at least 10,000 feet away from their air operations area (AOA) for turbine powered aircraft, and five miles from the AOA if they would cause wildlife to cross the approach/departure surface. Potential wildlife hazards in the area include a variety of wetlands, area cropland, and grasses. These are potential habitat for migratory birds.

To avoid an Airport being incompatible with local laws, Airports must also comply with city and/or county zoning ordinances. Pursuant to 49 United States Code (USC) § 47107 (a) (10) (AIR 21 Wendell H. Ford Aviation Investment and Reform Act for the 21st Century), formerly Section 511 (a) (5) of the 1982 Airport Act, the adoption of zoning laws shall be taken to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft.

3.5.2 Affected Environment

Most of the land surrounding the Airport is used for agriculture. There is a rural residential area located to the south of the Airport. The closest public park, Fantle Memorial Park, is approximately 1.34 miles to the southwest of the Airport. Please refer to the Yankton Comprehensive Plan adopted in November 2003 in **Appendix C, Background Information** for more information regarding land use around the Airport (Yankton, 2003). The 2003 Comprehensive Plan is based on a 20-year development plan and states that industrial development is occurring at locations around the Airport and along SD 52 on the west side of Yankton. Overall, the majority of development would occur west of Yankton. The 2003 Comprehensive Plan does not specifically note the Airport.

Yankton changed its zoning ordinance in 2000, which designated agricultural and business/commercial land uses for much of the area surrounding the Airport and within the approaches to Runway 13-31. Areas within the approaches to Runway 01-19 are largely residential. The Yankton Master Plan states the Airport would follow compatible land use guidelines from the FAA AC 150/5020, Noise Control and Compatibility Planning for Airports, and 14 CFR Part 150, Airport Noise Compatibility Planning.

Prior to any development pressures near the Airport, Yankton in cooperation with the FAA, completed a project in the 1990's that involved land acquisition for the Runway Protection Zone (RPZ) expansion at the Airport. Through those acquisitions and the diligent regulation of airport proximity regulations as a part of the building permit process, Yankton ensures the protection of current and future operations at the Airport. The application of these regulations function as an overlay zone that is used with other land use plans and regulations like the zoning ordinance, comprehensive plan and nuisance abatement codes.

3.5.3 Land Use Impacts/Mitigation

Alternative A (No Build): Alternative A would result in no direct or indirect impacts to land use in the area.

Alternative D (Build Alternative): Alternative D is compliant with the regulations established within the overlay zone. Alternative D would result in no direct or indirect impacts to land use in the area and

would remove approximately 5,715 SY of “failed” pavement. Alternative D would utilize this area for apron expansion. Please refer to **Figure 4, Chan Gurney Municipal Airport PCI Date: April 2015.**

3.6 Natural Resources and Energy Supply

3.6.1 Background

EO 13123, *Greening the Government through Efficient Energy Management*, requires Federal agencies to reduce petroleum use, total energy use, associated air emissions and water consumption at their facilities.

Impacts to energy supplies and natural resources are related to changes of stationary facilities, such as airfield lighting or terminal building heating, as well as any increase of fuel consumption by aircraft or ground vehicles.

3.6.2 Affected Environment

The energy requirements associated with the construction and operation of an alternative falls into two basic categories. The first of those relates to the energy required by in-place on-site improvements, such as electrical service to the buildings and the airport lighting system. The second involves the energy resources expended for the movement of air and ground vehicles.

There are a number of energy resources located in Yankton and Yankton County. South Dakota has approximately 31 power generation plants⁴. This includes Yankton’s Power Plant operated by Northwestern Energy, Oahe, Fort Randall and Big Bend plants operated by the USCE-Missouri River District, and the Spirit Mound Plant operated by Basin Electric Power Coop. Water is supplied to the area by Yankton, natural gas is provided to the Airport by MidAmerican Energy, and electricity is provided by Northwestern Energy.

3.6.3 Natural Resources and Energy Supply Environmental Consequences & Mitigation

Alternative A (No Build): No additional energy above the current usage or other natural resources would be consumed as a result of Alternative A.

Alternative D (Build Alternative): Alternative D would use energy and other natural resources for construction. Recycling and reuse of construction materials would be implemented during construction, as applicable. Additional fuels would be required for construction equipment. Upon construction completion, the demand on fuel reserves by the project would no longer exist. Alternative D would have no indirect impacts.

3.7 Socioeconomics

3.7.1 Background

Socioeconomics is an umbrella term used to describe aspects of a project that are either social or economic in nature. Socioeconomics affect the quality of life for residents living within the area of the project. Impacts to the socioeconomics may include changes in neighborhoods or community cohesion

⁴ <http://www.powerplantjobs.com/ppj.nsf/powerplants1?openform&cat=sd&Count=500>

for various social groups; changes in travel patterns and accessibility; impacts to school districts, recreation areas, churches, businesses, police, and fire protection; and/or impacts to highway, traffic, and overall public safety. A variety of Federal laws and regulations address socioeconomic factors, including the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, which must be met if acquisition of real property or displacement of persons is involved with the project.

Secondary effects related to socioeconomic issues are generally related to shifts in population and growth; public service demands; changes in business and economic activities; or other factors identified by the public.

Secondary/induced effects concern indirect impacts to various community characteristics.

3.7.2 Affected Environment

Yankton is located in Yankton County, in southeast South Dakota. Yankton is accessible by SD 50 and SD 52 from the east and west, and by US 81 from the north and south.

According to the 2014 United States Census Bureau, Yankton County had a population of 22,684. Yankton had a population of 14,552. This comprises approximately 64 percent of the total population of Yankton County. Approximately 92.8 percent of Yankton County's population is white. Hispanic or Latino origins makes up the largest minority group, totaling 3.3 percent of the population.

The primary industries in the area include: manufacturing, education, merchant wholesalers, and social services. There are 20 places of worship in Yankton. Approximately 89.1 percent of the population has a high school degree, while 26.8 percent have a bachelor's degree or higher. There are 8 schools in the Yankton, two of which provides the opportunity for higher education. Mount Marty College offers two- and four-year degrees in liberal arts and sciences, and Regional Technical Education Center offers technical education and training.

3.7.3 Socioeconomics Environmental Consequences & Mitigation

Alternative A (No Build): No changes to socioeconomics of the area would result from Alternative A. A construction safety plan would be developed to isolate Tile Hangar demolition activities from taxiing aircraft and to address the intersection of taxiing air traffic with haul truck traffic during demolition of the Tile Hangar in accordance with FAA AC 150/5370-2F, *Operational Safety on Airports During Construction*.

Alternative D (Build Alternative): Alternative D would not alter land uses, current development, or the potential for future development for Yankton. It would not relocate residences, divide or disrupt established communities, alter planned community development, cause a disproportionate risk to children, or cause a change of employment; therefore, no direct or indirect impacts are anticipated due to the project.

During construction of the build alternative, the Airport would have temporary impacts to the operations. These impacts are defined below and are anticipated to be minimal. A construction safety plan would be developed in accordance with FAA AC 150/5370-2F, *Operational Safety on Airports During Construction*.

- ◆ Tile Hangar demolition activities would be isolated from taxiing aircraft and the intersection of taxiing air traffic with haul truck traffic during demolition of the Tile Hangar would be carefully managed.
- ◆ The relocation of Hangars B and C would require hangars and associated construction to remain outside the TOFA. When it is necessary to be within the TOFA, the taxiway may be closed as needed or airport personnel that can guide the aircrafts would be provided.
- ◆ Operation of construction equipment and transport of workers and materials would result in a minimal increase in vehicle traffic volume. However, this increase is not anticipated to result in congestion or degradation of level of service. Traffic volumes would return to pre-construction levels upon completion of construction.

3.8 Visual Effects

3.8.1 Background

The aesthetic value of an area is influenced by its landscape and the viewer's response to the view, scenic resource, or man-made feature. The extent of potential visual contrast/compatibility effects with adjacent landforms and land uses are addressed from the vantage point of those looking to an airport from outside the system.

Light emissions from the various types of lighting installed on, around or related to an airport can be a potential annoyance for people living or working in the vicinity of the lighting. An annoyance can be often avoided by shielding, changing a beam angle, or considering the location of the lights or light system.

3.8.2 Affected Environment

The visual landscape around the Airport is associated with cropland, residential and industrial buildings, and US 81 and East 31st Street. The visual landscape within the Airport includes the Barrel Hangar, Radio Tower, and Tile Hangar which were associated with Yankton's attempt to attract a Naval flight training program to Yankton College.

3.8.3 Visual Effects Environmental Consequences & Mitigation

Alternative A (No Build): Alternative A is not anticipated to result in impacts to light emissions and the visual setting. The demolition of the Tile Hangar would have indirect effects, such as changing the viewshed within the Airport, specifically looking from the Barrel Hangar or Radio Tower.

Alternative D (Build Alternative): No changes to existing light emissions and no direct or indirect impacts to light emissions would occur from Alternative D. Removing and relocating hangars on the Airport would change the visual landscape of the Airport. The removal of the Tile Hangar would also result in an Adverse Effect to the historic setting associated with the Barrel Hangar and historic district, i.e. a change of the physical features within the property's setting, and an introduction of visual elements that are out of character with the Barrel Hangar and historic district.

Please refer to **Section 3.3, Historical, Architectural, Archaeological, and Cultural Resources** and **Section 3.4, Section 4(f) Property**, for further discussion of the change in viewshed due to the demolition of the Tile Hangar.

3.9 Water Resources - Surface and Ground Water

3.9.1 Background

The Federal Water Pollution Control Act of 1972, as amended by the Clean Water Act of 1977, provides the authority to establish water quality standards, control discharges into surface and subsurface waters, develop waste treatment management plans and practices, and issue permits for discharges (Section 402) and dredged or fill material (Section 404).

Airport activities can impact water quality, mainly due to stormwater runoff from paved areas. Typical pollutants found in airport runoff include spilled oil and fuel, loose debris, rubber tire deposits and accidentally discharged chemicals. Water pollution problems can be intensified during winter if deicers are used to clear taxiways runways and apron areas. Additionally, washing and deicing agents used on aircraft can pollute stormwater runoff.

3.9.2 Affected Environment

Surface water resources in the Study Area include drainages that ultimately flow into tributaries of the James River. The Airport is approximately 1.5 miles from the James River. Yankton is permitted by SDDENR for stormwater discharges. The land adjacent to the Study Area on the east and north sides contain developed agricultural crop with effectively no impervious surfaces. Industrial buildings, residential buildings, US 81, and East 31st Street are located on the west and south sides of the Airport.

There are three aquifers that lie below the Airport. The aquifers spanning the Airport are 50 to 100 feet from surface. On the eastern side and the north quarter of the Airport are separate aquifers that are greater than 100 feet from the surface, and a small portion of the southern edge is 0 to 50 feet from the surface. All of the aquifers are made up of sand and gravel which may not be uniform in depth and thickness and may be discontinuous in lateral extent (SDDENR 2018 and Yankton County Rural Development Site Analysis, 2016).

3.9.3 Surface Water Environmental Consequences & Mitigation

Alternative A (No Build): There would be no direct or indirect impacts to surface waters associated with Alternative A.

Alternative D (Build Alternative): For Alternative D, the area of pavement would minimally increase stormwater runoff and the total runoff is anticipated to remain similar to existing conditions. Stormwater drainage would be managed according to FAA AC 150/5320-5D. A surface water quality determination made by the SDDENR provided that little to no impact on the surface water quality would occur in the Study Area. Please refer to **Appendix B, Letters and Responses** for the SDDENR response letter.

A Surface Water Discharge (SWD) permit would be required if any construction dewatering is necessary to construct either build alternative, and a National Pollution Discharge Elimination System (NPDES) permit would be required since disturbed area exceeds one acre. Construction impacts to

water quality would be minimized through the use of Best Management Practices (BMPs), which would reduce or eliminate the potential for erosion of excavated areas. Temporary, minimal impacts to area water quality may occur during construction. Water would be added, if necessary, to reduce dust along the embankment areas. In order to prevent erosion, the Airport's Contractor would be required to install a silt fence, hay bales, and/or other acceptable methods to contain silt within the site area. Specifications for the project shall include Item P-156 Temporary Air and Water Pollution, Soil Erosion, and Siltation Control. These specifications are contained in FAA AC 150/5370-10F, *Standards for Specifying Construction of Airports*. The Airport's Contractor would be advised of the need to abide by these specifications throughout the duration of the project.

If contamination is encountered during construction activities or caused by the construction work, Yankton would report the contamination to the SDDENR at 605.773.3296.

3.9.4 Ground Water Environmental Consequences & Mitigation

Alternative A (No Build): There would be no direct or indirect impacts to ground water associated with Alternative A.

Alternative D (Build Alternative): Under Alternative D, it is anticipated that a minimal decrease in infiltration would occur due to the additional pavement for the apron expansion. These changes would be minimal compared to the existing conditions. The SDDENR determined that the project would have no adverse effect to the drinking water in the Study Area. Please refer to **Appendix B, Letters and Responses** for the SDDENR response letter.

3.10 Cumulative Impacts

Cumulative impacts result from the incremental consequences of an action "when added to other past, present, and reasonably foreseeable actions regardless of what agency or person undertakes such other actions" (40 CFR § 1508.7). Effects of an action may be insignificant when evaluated in an individual context, but these effects can add to other disturbances and cumulatively may lead to a measurable environmental change. By evaluating the impacts of the proposed action with the effects of other projects and actions, the relative contribution of the proposed action to a projected cumulative impact can be estimated.

As described throughout this chapter, the alternatives would impact the following resources: biological resources; Section 4(f) properties; hazardous materials, pollution prevention, and solid waste; land use; historic, architectural, archaeological, and cultural resources; natural resources and energy supply; socioeconomics; visual effects; and water resources. This cumulative impact evaluation is limited to these resources and projects and actions with the potential to effect these resources.

3.10.1 Past, Present, and Reasonably Foreseeable Future Projects and Actions

The following sections identify the past, present, and reasonably foreseeable future actions within the boundaries of the Study Area. For reasonably foreseeable future actions, the projects within the next 14 years were identified.

3.10.1.1 Past Projects and Actions

The following past actions have occurred within the Study Area:

- ◆ 2007- Apron construction with Portland Concrete Cement (PCC) pavement in front of the Fixed Based Operator
- ◆ 2009- Apron reconstruction with PCC pavement
- ◆ 2012- Wildlife fence installation

Each of these past actions required a NEPA document. As part of the NEPA documents, the following resources were reviewed: biological resources; Section 4(f) properties; hazardous materials, pollution prevention, and solid waste; land use; historic, architectural, archaeological, and cultural resources; natural resources and energy supply; socioeconomics; visual effects; and water resources. These past actions included coordination with the SD SHPO and were determined to have *No Adverse Effect* under Section 106 of the NHPA to the hangars that are considered *Eligible* for listing in the NRHP, therefore, no impacts to Section 4(f) or historic, architectural, archaeological, and cultural resources; created minor impacts to hazardous materials, pollutant prevention, and solid waste, land use, natural resources and energy supply, socioeconomics, and water resources; and created no impacts to the viewshed and biological resources.

3.10.1.2 *Present and Reasonably Foreseeable Future Projects and Actions*

The Airport's Capital Improvement Plan includes information on proposed future projects at the airport and the capital needs necessary for those projects. According to the Airport's Draft Capital Improvement Plan/National Plan of Integrated Airport Systems and FAA-approved Chan Gurney Municipal Airport ALP Master Plan, there are no present projects and actions near the Study Area, but the following are reasonably foreseeable future projects and actions within and near the Study Area:

- ◆ Construct Runway 01-19 Rehabilitation (approximately 23,100 SY paved)
- ◆ Construct North Taxilanes (approximately 4,200 SY paved)
- ◆ Construct North Access Road and Parking (approximately 2,400 SY paved)
- ◆ Reconstruct PCC Apron in front of GA Terminal (approximately 6,855 SY paved)
- ◆ Design & Construct North Apron (approximately 2,500 SY paved apron)
- ◆ Design & Construct North Hangar Taxilane (approximately 3,900 SY paved)
- ◆ Construct North Fuel Farm
- ◆ Reconstruct Parallel Taxiway A North of Runway 01-19 with PCC Pavement (approximately 18,840 SY)
- ◆ Reconstruct Parallel Taxiway A South of Runway 01-19 with PCC Pavement (approximately 5,220 SY)
- ◆ Construct 6-Unit T-hangar Extension and Approaches

3.10.2 Cumulative Impacts Analysis

3.10.2.1 *Biological Resources*

Alternatives A and D would have *No Effect* on the listed, proposed or candidate species, or critical habitat. The Airport property is limited in providing suitable habitat for the listed, proposed or candidate species. Therefore, future projects are also anticipated to have no effect on species since the infrastructure improvements would occur within Airport property.

3.10.2.2 *Hazardous Materials, Pollution Prevention, and Solid Waste*

Alternatives A and D are not expected to involve hazardous materials or generate hazardous waste other than those generally associated with construction. Furthermore, Alternatives A and D would not produce a large increase in solid waste collection, control, or disposal other than that which is associated with the construction itself.

Temporary increases in hazardous materials use and hazardous and solid waste generation from construction of Alternatives A and D, when combined with increases in these substances from construction other projects are anticipated to result in minor, cumulative impacts. The quantities of hazardous and solid waste generated from construction activities would not be expected to exceed the capacities of existing disposal facilities. In addition, the variations in timing of cumulative construction and demolition activities would moderate impacts over space and time.

In the event that previously unknown contaminants are discovered during construction or a spill occurs during construction, work should cease until the Contractor notifies the National Response Center (800.424.8802). If contamination is encountered, the Contractor must also notify the SDDENR (605.773.3296). Any contaminated soil that is encountered should be temporarily stockpiled and sampled to determine disposal requirements.

3.10.2.3 *Historical, Architectural, Archaeological, and Cultural Resources*

Alternatives A and D would have an *Adverse Effect* under Section 106 of the NHPA to the Tile Hangar, Barrel Hangar, and historic district. A MOA will be coordinated, and the mitigation measures would be determined during this process. Future projects and actions are not anticipated to have no *Adverse Effect* to the Barrel Hangar or historic district.

3.10.2.4 *Section 4(f) Properties*

Alternatives A and D would require the demolition of the Tile Hangar. The demolition of the Tile Hangar would require a permanent use of the Tile Hangar and historic district. A MOA will be coordinated with FAA, SDDOT, Yankton, and SHPO, and the mitigation measures would be determined during this process. Preliminary discussions included potential for signage. Future projects and actions are not anticipated to require the use of the Barrel Hangar or historic district.

3.10.2.5 *Land Use*

Alternatives A and D would result in no direct or indirect impacts to land use in the area. Future projects would occur within Airport property with the exception of the north apron expansion. A small area has been identified adjacent to the Airport property on the west side that would be acquired. The area is currently industrial area and minor changes to land use are anticipated.

3.10.2.6 *Natural Resources and Energy Supply*

There would be temporary increases in demand on natural resources and energy during construction activities associated with Alternatives A and D. These temporary increases in demand, when combined with the demand from other projects and actions are anticipated to result in minor, cumulative impacts. Recycling and reuse of construction materials would be implemented during construction, as applicable. The cumulative demand for energy is not anticipated to exceed existing capacity. In addition, the variations in the timing of cumulative construction and demolition activities would moderate impacts over space and time.

3.10.2.7 *Socioeconomics*

Temporary impacts to operations would be expected under Alternatives A and D. These temporary impacts, when combined with temporary impacts to operations from other future projects and actions would result in minor, cumulative impacts. The variations in the timing of cumulative construction and demolition activities would moderate impacts over space and time.

3.10.2.8 *Visual Effects*

The project would have moderate effects of the visual character of the area by removing the Tile Hangar. The affects would be moderate due to the Barrel Hangar and Radio Tower remaining. Overall, the viewshed of this area is Airport so the visual character of the study area would not be affected. The project would not create any obstructions in the viewshed. The increase in pavement associated with Alternative D, when combined with other future projects and actions that result in increased pavement, would result in moderate, cumulative impacts to the overall viewshed of the airport and viewshed from the historic district.

3.10.2.9 *Water Resources- Surface and Ground Water*

The increase in pavement associated with Alternative D, when combine with other future projects and actions, would result in a minimal decrease in infiltration would occur due to the additional pavement. These changes would be minimal compared to the existing conditions.

There would be temporary increases in sedimentation and erosion within surface waters during construction of Alternative D. These temporary impacts, when combined with the temporary increases in sedimentation and erosion from other future projects and actions are anticipated to result in cumulative effects. Impacts to water quality would be minimized through the use of BMPs and mitigation/minimization measures discussed in **Section 3.9, Water Resources- Surface and Ground Water**. In addition, the variations in the timing of cumulative construction and demolition activities would moderate impacts over space and time. Therefore, cumulative impacts are anticipated to be minor.

3.11 Environmental Consequences Not Relevant to the Project

3.11.1 Air Quality

SDDENR has adopted the Federal regulations by reference and operates a network of air monitors at various locations that track the concentration of particulate matter, ozone, sulfur dioxide, nitrogen

dioxide, and air toxics. The air quality monitoring station closest to the Study Area is located at Elk Point in Union County. There are currently no designated nonattainment areas for all criteria pollutants in South Dakota; therefore, a detailed air quality analysis is not required under the FAA's NEPA requirements.

3.11.2 Coastal Resources

Coastal resources are defined in the *Coastal Barriers Resources Act* of 1982 and were amended by the *Coastal Barrier Improvement Act* of 1990 and the *Coastal Zone Management Act* of 1972. The project alternatives are not located within a coastal barrier or coastal zone; therefore, impacts to coastal resources are not anticipated.

3.11.3 Farmlands

The *Farmland Protection Policy Act* of 1981 provides protection to prime and unique farmlands. The Act defines prime farmland as land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops, and is available for these uses (not urban build-up land or water). It has the soil quality, growing season, and moisture oversupply needed to economically produce sustained high yields of crops when treated and managed, including water management (irrigation), according to acceptable farming methods. Unique farmland is farmland that is used for production of specific high value food, feed, and fiber crops. The project would not involve the conversion of property ownership; therefore, no impacts are anticipated to farmland.

3.11.4 Noise and Compatible Land Use

FAA Orders 1050.1F, Environmental Impacts: Policies and Procedures and *5050.4B, National Environmental Policy Act Implementing Instructions for Airport Actions* require a noise analysis when certain thresholds are reached. The project would not increase flights, number of aircraft, or the types of aircraft using the Airport; therefore, no further analysis is required. Please refer to **Appendix C, Background Information** for the January 2018 TAF.

3.11.5 Section 6(f) Properties

Section 6(f) provides funds for buying or developing public use recreational lands through grants to local and state governments. Section 6(f) prevents conversion of lands purchased or developed with Land and Water Conservation Funds (LWCF) to non-recreation uses, unless the Secretary of the Department of the Interior (DOI), through the National Park Service (NPS), approves the conversion. Conversion may only be approved if consistent with the comprehensive statewide outdoor recreation plan in force when the approval occurs, and the converted property is replaced with other recreation property of reasonably equivalent usefulness and location and at least equal fair market value. Upon review of the Land and Water Conservation Funds on the National Park Service website, no Section 6(f) properties were identified to be in/near the project area; therefore, no impacts to Section 6(f) Properties are anticipated.

3.11.6 Environmental Justice

EO 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, addresses proposed projects that would result in a disproportionately high and adverse human health and the environment effects on minority or low-income populations. In review of census

information for the City of Yankton, no environmental justice populations were present (US Census Bureau, 2018). Therefore, the project alternatives would not cause any disproportionately high and adverse impacts to minority and/or low-income populations.

3.11.7 Children's Environmental Health and Safety Risks

EO 13045, *Protection of Children from Environmental Health Risks and Safety Risks*, requires Federal agencies to ensure their policies, programs, activities, and standards address disproportionate risks to children resulting from environmental health and safety risks. The expansion of the apron would be approximately 1,200 feet from the closest residence and over 7,400 feet from the closest school, Yankton Middle School. Therefore, the project would not have the potential to lead to a disproportionate health or safety risk to children.

3.11.8 Water Resources - Wetlands

Wetlands and other waters of the U.S. are regulated by the U.S. Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act. Other waters of the U.S. include rivers, streams, intermittent streams, lakes, ponds, and impoundments. Wetlands and other waters of the U.S. are subject to USACE jurisdiction, which is determined by the USACE regulatory office. Executive Order (EO) 11990, *Protection of Wetlands* (May 24, 1977), directs agencies to consider avoidance of adverse effects and incompatible development in wetlands. A desktop review of the project area (also referred to as APE) was conducted. There are no wetlands present in the project area; therefore, no impacts are anticipated due to the project.

3.11.9 Water Resources - Floodplains

Floodplains constitute lands situated along rivers and their tributaries subject to periodic flooding with a one-percent chance of being flooded in any given year. They are protected under EO 11988, *Floodplain Management*.

Please refer to **Appendix C, Background Information** for the Flood Insurance Rate Map (FIRM) that is community-panel number 46435C0320D, dated July 06, 2010. Consultation with the USACE Omaha District Office indicated that the Study Area is located outside the 100-year floodplain; therefore, no impacts are anticipated due to the project.

3.11.10 Water Resources - Wild and Scenic River

The Wild and Scenic Rivers Act of 1968, as amended, identifies rivers within the US that are eligible to be included in a system of rivers afforded protection. The rivers are free-flowing and possess outstandingly remarkable scenic, recreational, geologic, fish and wildlife, historic, cultural, or other similar values. Rivers designated as wild and scenic are inventoried and administered by the NPS. There are no wild and scenic rivers in the Study Area; therefore, no impacts are anticipated due to the project.

3.12 Commitments and Compliance

Impacts to the environment were considered in the selection of the alternatives in conjunction with the purpose and need outlined in **Chapter 1, Purpose and Need** of this document. Please refer to **Table 5, Comparison of Project Alternatives and Environmental Impacts**, located at the end of this chapter.

General: The Airport’s Contractor shall comply with all Federal, state, and local laws and regulations controlling pollution of the environment. A NPDES permit would be obtained for construction. This permit requires the use of BMPs to control erosion and sedimentation. Necessary precautions shall be taken to prevent pollution of streams, lakes, ponds, and reservoirs with fuels, oils, chemicals, or other harmful materials and to prevent pollution of the atmosphere from particulate and gaseous matter.

Material sources, such as borrow, aggregate, and/or rip-rap, would be from an approved source(s) or a material source site specific to the project that has been cleared for cultural resources, wetlands, and Threatened and Endangered Species.

The use of haul roads is expected. The Airport’s Contractor shall properly maintain public roads and streets and any portion of the Airport property that is used for haul roads for the duration of the project. The Contractor is responsible for the written approval from the local officials for all routes. Haul roads shall be left in original or better condition than prior to hauling operations.

Table 5, Comparison of Project Alternatives and Environmental Impacts

IMPACT CATEGORIES	ALTERNATIVE A (NO ACTION)	ALTERNATIVE D	COMMITMENTS AND COMPLIANCE
Biological Resources	No effect.	No effect.	Measures would be taken to minimize land uses on the airport that have the potential to attract hazardous wildlife. If threatened or endangered species are observed within one mile of the construction area during site preparation or anytime construction activities are ongoing, work would cease until the USFWS is contacted in order to evaluate the level of disturbance risk. If migratory bird nests are seen during construction, the Dakota-Minnesota ADO (Airports District Office), and USFWS would be contacted.
Hazardous Materials, Pollution Prevention, and Solid Waste	No impact.	Four known contamination sites; all sites are closed so no anticipated impact.	If previously unknown contaminants are discovered during construction or a spill occurs during construction, work should cease until the Contractor notifies the National Response Center (800.424.8802). If contamination is encountered, the Contractor must also notify the SDDENR (605.773.3296). Any contaminated soil that is encountered should be temporarily stockpiled and sampled to determine disposal requirements. If any hangar is demolished the project is subject to state asbestos requirements including ensuring an asbestos inspection and notification to the SDDENR prior to the start of demolition.

IMPACT CATEGORIES	ALTERNATIVE A (NO ACTION)	ALTERNATIVE D	COMMITMENTS AND COMPLIANCE
Historical, Architectural, Archaeological, and Cultural Resources	<i>Adverse Effect</i> caused by demolition of Tile Hangar.	<i>Adverse Effect</i> caused by demolition of Tile Hangar	Complete MOA and execute mitigation measures determined within the MOA.
Department of Transportation Act Section 4(f)	Permanent use of Section 4(f) properties, Tile Hangar and historic district.	Permanent use of Section 4(f) properties, Tile Hangar and historic district.	Complete MOA and execute mitigation measures determined within the MOA.
Land Use	No impact.	Removal of approximately 5,715 SY of “failed” pavement.	Replant area with warm season grasses that would not attract wildlife.
Natural Resources and Energy Supply	Energy and natural resources would be used for demolition of hangar.	Energy and natural resources would be used in construction.	Not Applicable.
Socioeconomics	No impact to residences or land use. Temporary detour for hangar users during construction.	No impact to residences or land use. Temporary detour for hangar users during construction.	Not Applicable.
Visual Effects	Changes to visible landscape by removal of hangar.	Changes to visible landscape by removal and relocation of hangars	Not Applicable.
Water Resources – Surface and Groundwater	No impact.	Minimal impacts during construction. Minor changes to drainage patterns. The impervious surfaces and runoff rates would decrease minimally with the proposed action resulting in a minor increase in the rate of infiltrate.	If contamination is encountered during construction activities or caused by the construction work, the City of Yankton, must report the contamination to the SDDENR at 605.773.3296. Permits required: SWD, NPDES

CHAPTER 4 DRAFT SECTION 4(F) EVALUATION

Pursuant to Section 4(f) of the Department of Transportation (DOT) Act of 1966 (49 USC 303 and 23 USC 138), transportation project development must consider any public park and recreation lands, wildlife and waterfowl refuges, and historic sites that are listed on or *Eligible* for listing on the NRHP. Prior to FAA approving the use of a Section 4(f) property, feasible and prudent avoidance alternatives must be considered, and all possible planning to minimize harm to Section 4(f) properties must occur. If there is an avoidance alternative, only that alternative may be approved under Section 4(f).

4.1 Description of Proposed Action and Purpose and Need

Yankton is proposing, in cooperation with FAA and SDDOT, to expand the apron at the Airport. The propose of the proposed action is to efficiently and safely accommodate projected levels of aviation activity utilizing the existing apron. For more information, please refer to **Chapter 1, Purpose and Need**.

The No Build Alternative (Alternative A) and one build alternative (Alternative D) have been carried forward for detailed analysis in the EA. Alternative D would provide a total of 12 parking spaces which consists of 6 ADG I spaces with tie downs and six ADG II spaces. In addition, two hangars would be relocated southwest of existing hangars and taxilane reconstruction may be necessary. For more information, please refer to **Chapter 2, Alternatives**.

4.2 Description of Section 4(f) Properties

Three Section 4(f) properties are located within the APE: Tile Hangar, Barrel Hangar, and the historic district (comprised of the aforementioned hangars plus a Radio Tower). The two hangars are individually recommended *Eligible* for listing under the NHPA and as contributing structures to the historic district, while the Radio Tower is *Eligible* as a contributing structure to the historic district. Please refer to **Figure 12, Section 4(f) Properties Subject to Use; Figure 13, Alternative A and Section 4(f) Properties Subject to Use; Figure 14, Alternative D and Section 4(f) Properties Subject to Use**.

Figure 12, Section 4(f) Properties Subject to Use



Figure 13, Alternative A and Section 4(f) Properties Subject to Use

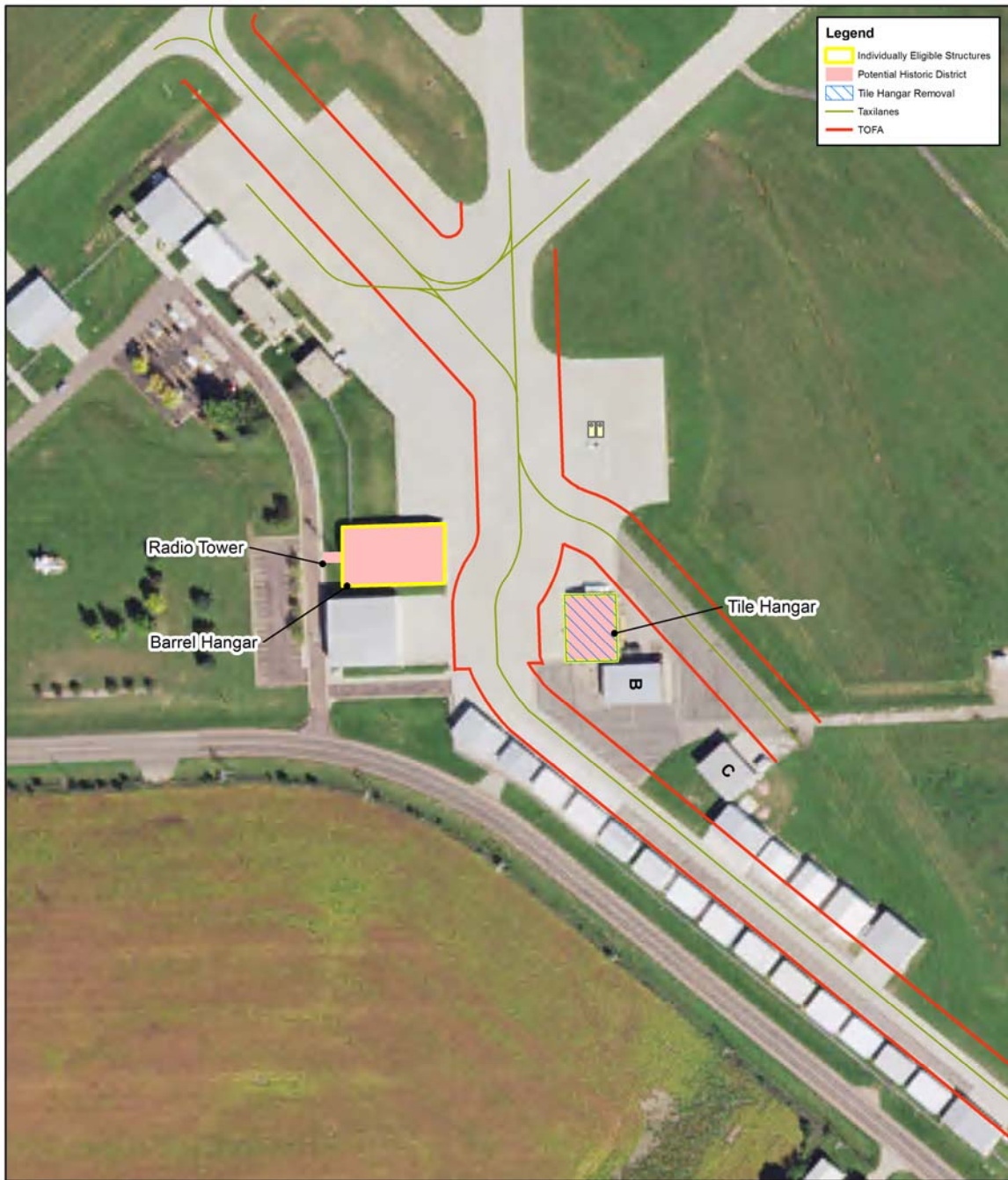
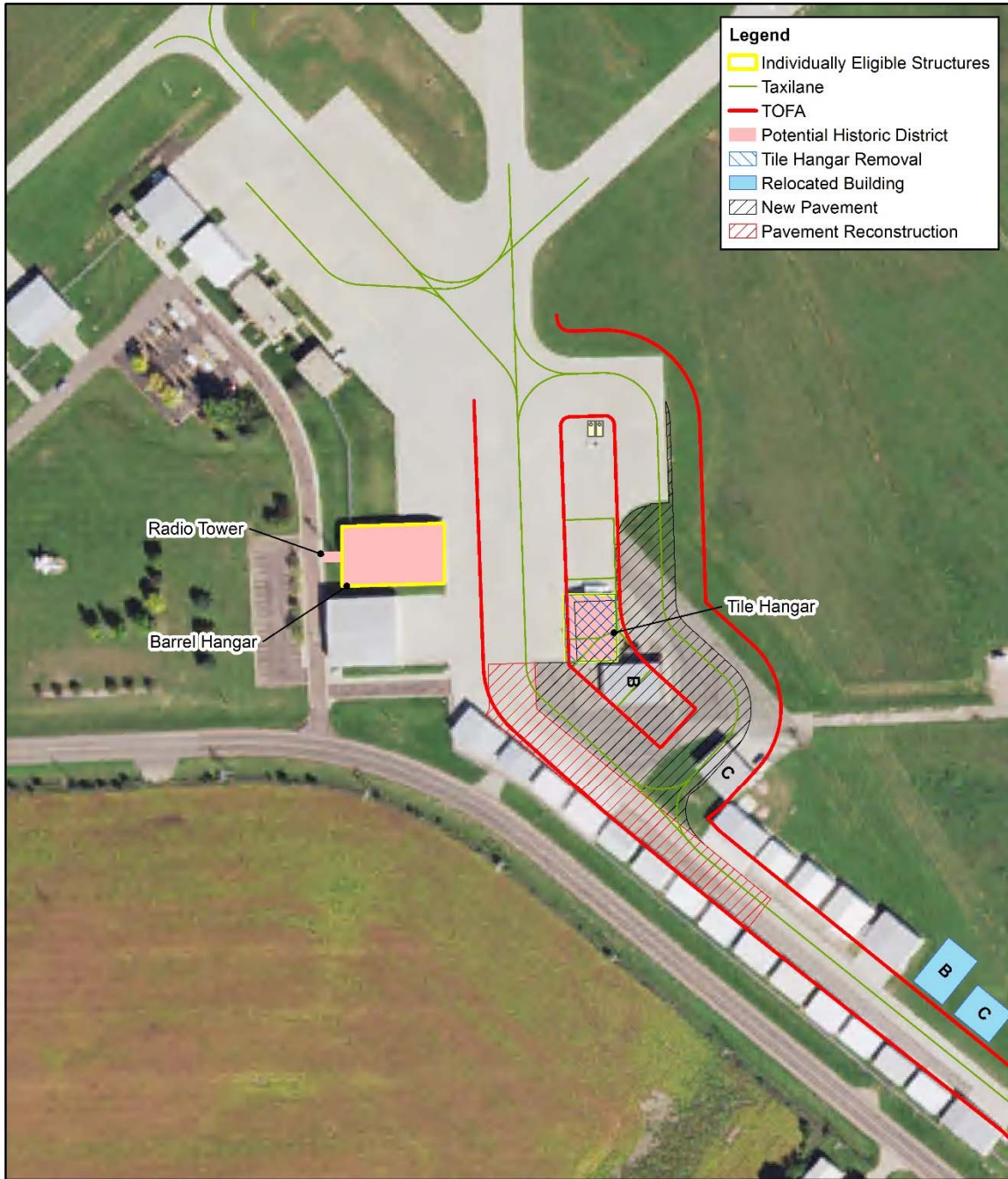


Figure 14, Alternative D and Section 4(f) Properties Subject to Use



4.2.1 Tile Hangar

The Tile Hangar is individually *Eligible* for listing in the NRHP under Criteria A and C, and as a contributing structure to a historic district. As such, it is protected under Section 4(f) as a historic site. The 579 square-foot hangar is publicly owned by Yankton and is located on Airport property. Apart from protection afforded by Section 4(f) and Section 106 of the NHPA, there are no known clauses (e.g., leases, easements, covenants, restrictions, conditions) affecting ownership of the Tile Hangar.

The Tile Hangar functions solely as an example of a 1943 airplane hangar, which was associated with the Navy and Yankton College flight programs and a WWII German POW internment camp (Moloney, 2017). A structural analysis determined that the Tile Hangar is structurally inadequate to support design loads. As such, the hangar has not been in use by the Airport since January 2012 (McNames, 2011). The structural inadequacy reduces the value of the entire Tile Hangar. As discussed below, the Tile Hangar is associated with the Barrel Hangar and Radio Tower as part of a historic district. The historic district enhances the value of the Tile Hangar. Apart from the planned demolition of the Tile Hangar as part of this project, there are no other existing or planned facilities associated with the Tile Hangar.

Access to the Tile Hangar is by vehicle or airplane. On average, 21 aircraft operations occur at the Airport each day. Under normal operating circumstances, the Airport is accessible 24 hours per day, 7 days per week. The Airport is staffed from 8 am to 5 pm, Monday through Friday, with on-call after hours service available (AirNav, 2017). The public is able to view the Tile Hangar while utilizing the Airport.

4.2.2 Barrel Hangar

The Barrel Hangar is individually *Eligible* for listing in the NRHP under Criterion A and C, and as a contributing structure to a historic district. As such, it is protected under Section 4(f) as a historic site. The 1,210 square-foot hangar is publicly owned by the Yankton and is located on Airport property. Apart from protection afforded by Section 4(f) and Section 106 of the NHPA, there are no known clauses (e.g., leases, easements, covenants, restrictions, conditions) affecting ownership of the Barrel Hangar.

The Barrel Hangar functions as “a physical remnant of the airport’s wartime use and is a unique local reflection of South Dakota’s WWII military heritage” due to its association with Yankton’s effort to attract a Naval flight training program to Yankton College and local lore that the Barrel Hangar was constructed by POWs while they were housed in the Tile Hangar. In addition, the Barrel Hangar is an example of “important national engineering and industrial material trends,” and is currently used as an airplane hangar (Moloney, 2017). As discussed below, the Barrel Hangar is associated with the Tile Hangar and Radio Tower as part of a historic district. The historic district enhances the value of the Barrel Hangar. There are no other existing or planned facilities associated with the Barrel Hangar.

Access to the Barrel Hangar is by vehicle or airplane. On average, 21 aircraft operations occur at the Airport each day. Under normal operating circumstances, the Airport is accessible 24 hours per day, 7 days per week. The Airport is staffed from 8 am to 5 pm, Monday through Friday, with on-call after hours service available (AirNav, 2017). The public is able to view the Barrel Hangar while utilizing the Airport, and aircraft owners utilize the hangar for airplane storage.

4.2.3 Historic District

The boundary of the historic district is limited to the footprint of three contributing structures dating from 1943: the Tile Hangar, Barrel Hangar and Radio Tower. The historic district is *Eligible* for listing in the NRHP due to its “significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development” (36 CFR 60.3(d)). As such, it is protected under Section 4(f) as a historic site. The 1,870 square-foot historic district is publicly owned by the Yankton and is located on Airport property. Apart from protection afforded by Section 4(f) and Section 106 of the NHPA, there are no known clauses (e.g., leases, easements, covenants, restrictions, conditions) affecting ownership of the historic district.

The historic district functions as “an example of the airport's wartime use and is a unique local reflection of South Dakota's WWII military heritage” (Moloney, 2017). The structural inadequacy of the Tile Hangar reduces the value of the historic district. Apart from the planned demolition of the Tile Hangar as part of the project, there are no other existing or planned facilities associated with the historic district.

Access to the historic district is by vehicle or airplane. On average, 21 aircraft operations occur at the Airport each day. Under normal operating circumstances, the Airport is accessible 24 hours per day, 7 days per week. The Airport is staffed from 8 am to 5 pm, Monday through Friday, with on-call after hours service available (AirNav, 2017). The public is able to experience the historic district while utilizing the Airport.

4.3 Description of Use and Impacts on the Section 4(f) Properties

4.3.1 Tile Hangar

Alternatives A and D would result in an *Adverse Effect* under Section 106 of the NHPA on the Tile Hangar due to its demolition. Use of the Section 4(f) property would constitute permanent incorporation. The Tile Hangar would no longer function as an example of a 1943 airplane hangar that was associated with the Navy and Yankton College flight programs and a WWII German POW internment camp (Moloney, 2017).

4.3.2 Barrel Hangar

Removal of the Tile Hangar under Alternatives A and D would result in an *Adverse Effect* under Section 106 of the NHPA on the historic setting associated with the Barrel Hangar by affecting the viewshed of the structure. The Barrel Hangar would not be directly affected; therefore, permanent incorporation and temporary occupancy do not apply. For constructive use to apply, the use occurs when the proximity impacts of a proposed project adjacent to, or nearby, the Section 4(f) property result in substantial impairment to the property's activities, features, or attributes that qualify the property for protection under Section 4(f). Although the project would indirectly impact the Barrel Hangar by affecting the viewshed of the structure, the affect would not be substantial. The Barrel Hangar would continue to be retain the features that are unique to past events and design of the structure. In addition, the incorporation of mitigation to highlight the past events history would also minimize the effect of the project to the Barrel Hangar's importance to history. Although, Alternatives A and D would

have an *Adverse Effect* under Section 106 of the NHPA, the alternatives would not meet the substantial effect threshold to constitute a construction use of the property.

4.3.3 Historic District

Removal of the Tile Hangar under Alternatives A and D would result in an *Adverse Effect* under Section 106 of the NHPA on the historic district due to the removal of one *Eligible* historic structure (Tile Hangar), which is one of three contributing structures to the historic district. Use of the Section 4(f) property would constitute permanent incorporation. The historic district would continue to function as “an example of the airport's wartime use and is a unique local reflection of South Dakota's WWII military heritage” (Moloney, 2017).

4.4 Avoidance Alternatives

In addition to the No Build Alternative (Alternative A), three Build Alternatives (Alternatives B, C, and D) were initially considered to examine a range of reasonable alternatives and in an effort to avoid Section 4(f) properties. Of these, Alternative D were carried forward for detailed analysis in the EA, while Alternatives B and C were discarded. During this EA development, no feasible and prudent alternatives pursuant to 23 CFR 774.17⁵ were identified that would avoid all Section 4(f) properties.

All alternatives would include demolition of the Tile Hangar due to the structure's condition. The Tile Hangar has not been utilized since 2012 for aircraft storage. Therefore, the structure affects the efficiency of the existing apron due to its location and structural condition. Under all of the alternatives, the structure needs to be demolished to remove a hangar that cannot be used for based aircraft parking and to further improve the efficiency of the existing apron by allowing for additional apron area. Leaving the Tile Hangar in place is not prudent because it would result “in unacceptable safety or operational problems” (23 CFR 774.17 (3)(iii)(D)).

As with demolition, options to relocate the Tile Hangar (on or off Airport property) and/or restore the Tile Hangar (in place or in a new location) are anticipated to result in an *Adverse Effect* under Section 106 of the NHPA on the Tile Hangar for one or more of the following reasons:

- ◆ Due to the existing deteriorated condition and delicate condition of wall tiles on the structure, the relocation process is anticipated to result in further deterioration of the structure, resulting in “damage to all or part of the property” (36 CFR 800.5 (2)(i)).
- ◆ Any relocation or repair of the structure would need to be in accordance with current building code (City of Yankton Ordinance #996). Significant repairs would be required before the structure were to be suitable for use in a new or the existing location due to its structural condition (e.g., reinforcement of roof and walls, replacement of tiles). Changes to the structure since a fire in 1972 were not consistent with the historic integrity of the structure (e.g., drop ceiling, windows, doors, wood sheathing, lighting). In addition, due to the structure's age, the potential for hazardous material abatement exists (e.g., asbestos). For these reasons, it would be difficult and likely expensive to restore the building in such a way

⁵ Title 23 Highways, Chapter 1 FHWA DOT, Subchapter H Right of Way and Environment, 774 Parks, Recreation Areas, Wildlife and Waterfowl Refuges, and Historic Sites (Section 4(f))

that is “consistent with the Secretary's standards for the treatment of historic properties (36 CFR part 68) and applicable guidelines” (36 CFR 800.5 (2)(ii)).

- ◆ If the structure was relocated within Airport property, the only available location would be in the same area that Hangars B and C would be relocated to. The Tile Hangar would not be with in the same viewshed as the other structures noted within the historic district and would be surrounded by modern hangars. It is assumed that moving the structure to another location on Airport property or moving the structure to a location off of airport property would constitute “removal of the property from its historic location” (36 CFR 800.5 (2)(iii)).

Assuming relocating and/or restoring the structure were possible without resulting in an *Adverse Effect* under Section 106 of the NHPA, it is anticipated that relocating and/or restoring the structure would not be prudent because it would result “in additional construction, maintenance, or operational costs of an extraordinary magnitude” 23 CFR 774.17 (3)(iv). While the cost of restoring the structure is not known, it is anticipated that repairs would exceed \$500,000 (assuming \$100 per square foot) compared to a project cost of approximately \$10,000 for Alternative A and \$1,011,000 for Alternative D. In addition, a 2011 estimate for moving the structure ranged from \$250,000 to \$300,000, which does not account for utilities, foundation, inflation, or increased cost of business.

Furthermore, Alternatives A and C, and options to repair or relocate the Tile Hangar, are not prudent because they would compromise “the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need” (23 CFR 774.17 (3)(i)).

4.5 Least Overall Harm

When there are no feasible and prudent alternatives that avoid the use of Section 4(f) properties, a least overall harm analysis compares the alternatives under consideration (i.e., Alternatives A and D) in terms of seven factors (23 CFR 774.3(c)) to determine which alternative would cause the least overall harm. The determination of which alternative results in the least overall harm will be documented in the Final Section 4(f) Evaluation.

4.5.1 Ability to Mitigate Adverse Impacts

Alternatives A and D would result in the same use of Section 4(f) properties; therefore, the ability to mitigate adverse impacts would be the same under all alternatives.

4.5.2 Relative Severity of the Remaining Harm

Alternatives A and D would result in the same use of Section 4(f) properties; therefore, the severity of the remaining harm, after mitigation would be the same under all alternatives.

4.5.3 Relative Significance of Properties

Alternatives A and D would result in the same use of Section 4(f) properties; therefore, consideration of the relative significance of each Section 4(f) property is inapplicable.

4.5.4 Views of the Official(s) with Jurisdiction

Alternatives A and D would result in the same use of Section 4(f) properties; therefore, it is anticipated that views of the official with jurisdiction over the properties (i.e., SHPO) would be the same under all alternatives.

4.5.5 Degree Each Alternative Meets the Purpose and Need

Alternative A does not meet the purpose and need. Alternative D meets the purpose and need.

4.5.6 Magnitude of Any Adverse Impacts to Other Resources

In addition to demolition of the Tile Hangar, Alternatives A and D would impact resources as described in **Chapter 3, Affected Environment, Environmental Consequences, and Cumulative Analysis**. The magnitude of impacts under Alternatives A and D would be similar, and are not anticipated to be significant.

4.5.7 Differences in Costs

Alternative A would cost a total of approximately \$10,000 to remove the Tile Hangar.

Based on preliminary design, Alternative D would cost a total of approximately \$1,011,000: \$770,000 for new pavement, \$111,000 for reconstructed pavement, \$120,000 to relocate hangars, and \$10,000 to remove the Tile Hangar. Alternative D would provide an additional four ADG II parking spaces.

4.6 Minimization and Mitigation of Harm

Once the alternative with the least overall harm is determined in the Final Section 4(f) Evaluation, all possible planning must occur to minimize harm or mitigate for adverse impacts on the affected Section 4(f) properties and the identified minimization and/or mitigation measures must be included as part of the project.

Regardless of whether Alternative A or D is selected as the alternative with the least overall harm, a Memorandum of Agreement (MOA) would be coordinated between the FAA and SHPO, including mitigation measures to offset impacts on the Tile Hangar, Barrel Hangar, and historic district pursuant to Section 106 of the NHPA.

4.7 Coordination

The FAA has coordinated with SHPO (i.e., the official with jurisdiction over the affected Section 4(f) properties) throughout project development with regard to avoidance alternatives, significance of and impacts on historic sites, and mitigation measures. On February 21, 2018, SHPO concurred with the finding of Adverse Effect. FAA has continued to consult with SHPO, SDDOT, and the City on a resolution of effects. A draft MOA has been developed and includes mitigation measures. Refer to **Appendix E, Draft Memorandum of Agreement**.

This Draft Section 4(f) Evaluation will be made available for a 40-day review and comment period to the public and the official with jurisdiction over the affected Section 4(f) properties.

CHAPTER 5 PREPARERS, AGENCY COORDINATION, AND PUBLIC INVOLVEMENT

5.1 Introduction

As required by FAA Order 5050.4B, *NEPA Implementing Instructions for Airport Actions*, FAA Order 105.1F, *Environmental Impacts: Policies and Procedures*, and 40 CFR § 1502.17 of the CEQ, the names and qualifications of the principal persons contributing information to this EA are identified. It should be noted that, in accordance with 40 CFR § 1502.6 of the CEQ regulations for implementing NEPA, the efforts of an interdisciplinary team, consisting of technicians and experts in various fields, were required to accomplish this study.

5.2 Preparers

KLJ prepared this EA under a contractual agreement with Yankton.

Table 6, Preparers lists individuals with primary responsibility for preparing this EA.

Table 6, Preparers

NAME	TITLE	RESPONSIBILITY
Bryan Jacobson	Project Manager	Project oversight; project management; senior review
Mikayla Boche	Environmental Planner	Impact analysis; document production
Jessica Dudley	Environmental Planner	Impact analysis; document production; NEPA process coordination
Curt Cady	Environmental Planner	Impact analysis; document production; NEPA process coordination
Becky Baker	Environmental Planner	Senior QA/QC of environmental documentation
Jim Welch	Archeologist	Architecture Reconnaissance Survey Contact (2017)
Dana R. Vaillancourt	Archeologist and Architectural Historian	Class III Cultural Inventory (2009)
Brenna Moloney	Architectural Historian	Architecture Reconnaissance Survey (2017)
Lance Rom	Archeologist and Architectural Historian	Architecture Reconnaissance Survey Contact (2017)
Cassie McNames	Structural Engineer	Technical Memorandum – Structural Assessment of Historical Hangar (2011)
Tim Gellerman	GIS Analyst	Exhibit Creation
Adam Tollefsrud	GIS Analyst	Exhibit Creation

5.3 Agency Coordination

Pursuant to Section 102(2) (D) (IV) of the NEPA process, a letters soliciting views were sent to 38 Federal, state, and local agencies, and other interested parties on January 15, 2016. This scoping package included a brief description of the project, as well as a map identifying the Study Area.

Comments were to be turned in by February 16, 2016. Please refer to **Appendix A, Advance Notification** which contains the notification package and a list of agencies and interested parties that received the package.

Comments were received from 14 agencies and interested parties. The comments were referenced and incorporated, where appropriate, within the environmental impact categories in **Chapter 3, Affected Environment & Environmental Consequences**. These comments provided valuable insight into the evaluation of potential environmental impacts. Please refer to **Appendix B, Letters and Responses** which contains a list of agencies and interested parties who commented, as well as copies of each letter received in response to the advance notification package. Additional agency coordination was conducted throughout the process.

5.4 Public Involvement

A Notice of Availability of the EA and Public Hearing date will be scheduled and advertised.

5.5 Environmental Assessment Coordination

Copies of the EA document will be sent to the following agencies:

- ◆ SD SHPO, Pierre, South Dakota
- ◆ US Department of Interior, Washington DC
- ◆ Dakota Territorial Museum

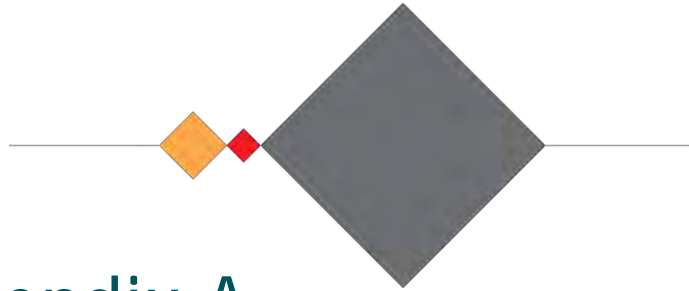
The EA will be made available at the following public viewing locations:

- ◆ FAA, Bismarck ADO, Bismarck, ND
- ◆ SDDOT – Office of Local Transportation Programs-Aeronautics Division, Pierre, SD
- ◆ Airport Manager’s Office, Yankton, SD
- ◆ Yankton Community Library, Yankton, SD

CHAPTER 6 REFERENCES

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Appendix A

Advance Notification

- ◆ Agency Notification Package
- ◆ Mailing List
- ◆ Study Area Map

◇ January 15, 2016

«Pre» «First» «Last»
«Title»
«Department»
«Agency»
«Address»
«City», «State» «Zip»

Re: Chan Gurney Municipal Airport, Yankton, SD
Environmental Assessment for Apron Expansion

«GreetingLine»

KLJ is assisting the City of Yankton in the development of improvements to the Chan Gurney Municipal Airport. The Federal Aviation Administration (FAA) is the lead agency for review and approval, in coordination with the SD Department of Transportation, Office of Aeronautics. The funding of improvements associated with this airport involves a federal action, which requires environmental documentation in accordance with the National Environmental Policy Act. The improvements may include, but are not limited to, apron expansion and hangar removal. One of the hangars proposed to be removed has been identified as potentially eligible for the National Register of Historic Places. *Please refer to the enclosed study area map.*

To ensure that social, economic, and environmental effects are considered in the development of this project, we are soliciting your views and comments on the proposed development of this project pursuant to Section 102(2) (D) (IV) of the National Environmental Policy Act of 1969, as amended. We are particularly interested in any property that your department may own, or have an interest in, and which would be adjacent to the proposed improvements. We would also appreciate being made aware of any environmental concerns your department may have regarding the project. Any information that might help us in our evaluation would be appreciated.

It is requested that any comments or information be forwarded to our office on or before February 16, 2016. We request your comments by that date to ensure we will have adequate time to review them and incorporate them into the necessary environmental documentation.



If further information is desired regarding the proposed improvements, you may contact me at 701-250-5917. Thank you in advance for your cooperation.

Sincerely,
KLJ

A handwritten signature in blue ink that reads "Jessica Dudley". The signature is fluid and cursive.

Jessica Dudley
Environmental Planner

Enc: Study Area Map

cc: Bruce Lindholm, SDDOT Aeronautics Division
Joshua Fitzpatrick, FAA
Amy Nelson, Yankton City Manager
Brad Moser, City of Yankton

◇ January 15, 2016

«Pre» «First» «Last»
«Title»
«Department»
«Agency»
«Address»
«City», «State» «Zip»

Re: Chan Gurney Municipal Airport, Yankton, SD
Environmental Assessment for Apron Expansion

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To ensure that social, economic, and environmental effects are considered in the development of this project, we are soliciting your views and comments on the proposed development of this project pursuant to Section 102(2) (D) (IV) of the National Environmental Policy Act of 1969, as amended. Previously, your agency was contacted and submitted comments regarding the above improvements as part of a prior environmental review. We are currently evaluating the social, economic, and environmental affects in order to complete an Environmental Assessment for this project.

It is requested that any additional and/or revised comments or information be forwarded to our office by February 16, 2016. We request your comments by that date to ensure we will have adequate time to review them and incorporate them into the necessary environmental documentation. If we do not receive any new comments, your original comments will be included as part of our analysis. *Please refer to the enclosed copy of your agency's previous comments.*



If further information is desired regarding the proposed improvements, you may contact me at 701-250-5917. Thank you in advance for your cooperation.

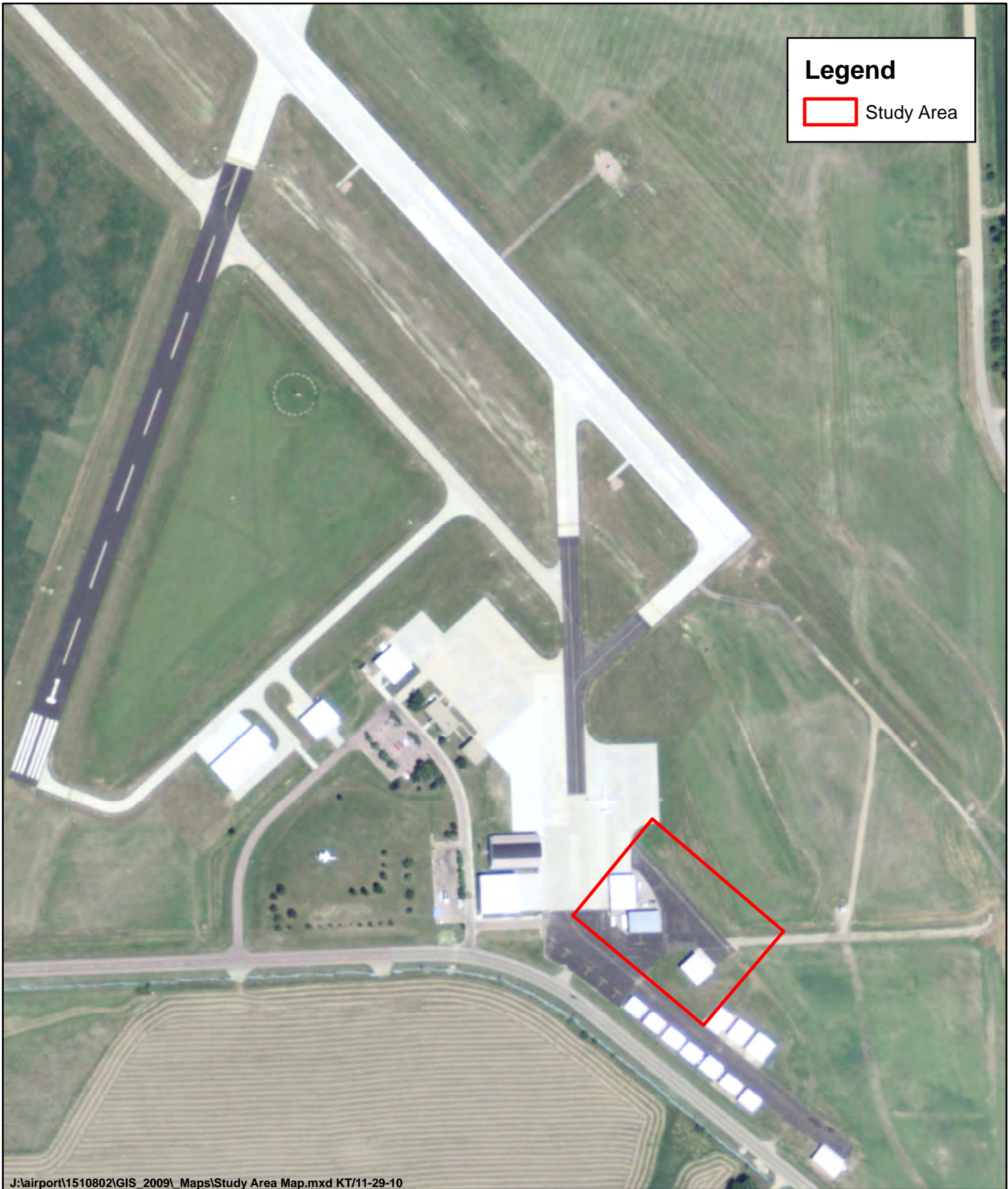
Sincerely,
KLJ

Jessica Dudley
Environmental Planner


Enc.

cc: Bruce Lindholm, SDDOT Aeronautics Division
Joshua Fitzpatrick, FAA
Amy Nelson, Yankton City Manager
Kevin Kuhl, City of Yankton
Brad Moser, City of Yankton

Type	Pre	First	Last	Title	Department	Agency	Address	City	State	Zip
FEDERAL	Mr.	Timothy	L. LaPointe	Regional Director		Bureau of Indian Affairs	115 4th Ave SE	Aberdeen	SD	57401
FEDERAL	Mr.	Barber	Barber	Environmental Engineer		Federal Highway Administration	116 E Dakota Ave. Ste. A	Pierre	SD	57501-3110
FEDERAL	Mr.	Steve	Navlor	Office Manager	SD Regulatory Office	US Army Corps of Engineers	28563 Powerhouse Rd. Room 118	Pierre	SD	57501
FEDERAL	Mr.	Randal	Sellers	Acting Chief, Environmental Resources and Missouri River Recovery Program Plan Formulation Section	Omaha District	US Army Corps of Engineers	1616 Capitol Ave	Omaha	NE	68102-4901
FEDERAL	Mr.	Douglas	Henderson	Soil Conservation Technician	Yankton County Natural Resources Conservation Service	USDA	2914 N BROADWAY AVE	Yankton	SD	57078-4836
FEDERAL	Mr.	David	Charles	County Executive Director	Yankton County Farm Service Agency	USDA	2914 N BROADWAY AVE	Yankton	SD	57078-4836
FEDERAL	Mr.	Nathan	Jones	State Soil Scientist	Natural Resources Conservation Service	US Department of Agriculture	200 4th St. SW	Huron	SD	57350
FEDERAL	Mr.	Scott	Larsen	Field Supervisor	SD Field Office	US Fish & Wildlife Service	420 S Garfield Ave, Suite 400	Pierre	SD	57501-5408
TRIBAL	Mr.	Steve	Vance	THPO		Cheyenne River Sioux Tribe	PO Box 590	Eagle Butte	SD	57625
TRIBAL	Mr.	Darrell	Zepher	THPO		Crow Creek Sioux Tribe	PO Box 50	Fl Thompson	SD	57339
TRIBAL	Mr.	Garlie	Killsahundred	THPO		Flandreau Santee Sioux Tribe	PO Box 283	Flandreau	SD	57028
TRIBAL	Mr.	Clair	Green	Cultural Resources Office		Lower Brule Sioux Tribe	PO Box 187	Lower Brule	SD	57548
TRIBAL	Mr.	Dennis	Yellow Thunder	THPO		Oglala Sioux Tribe	PO Box 419	Pine Ridge	SD	57770
TRIBAL	Mr.	Russell	Eagle Bear	THPO		Rosebud Sioux Tribe	PO Box 809	Rosebud	SD	57570
TRIBAL	Mr.	Perry	Little	THPO		Yankton Sioux Tribe	PO Box 1153	Wagner	SD	57380
TRIBAL	Mr.	Kelly	Morgan	THPO		Standing Rock Sioux Tribe	PO Box D	Fort Yates	ND	58538
TRIBAL	Ms.	Dianne	Destrosiers	THPO		Sisseton-Wapeton Ojate Tribe	PO Box 907	Sisseton	SD	57262
STATE	Mr.	Mike	Rounds	Senator			1313 W. Main St.	Rapid City	SD	57701
STATE	Mr.	John	Thune	Senator			246 Founders Park Drive, Suite 102	Rapid City	SD	57701
STATE	Ms.	Kristi	Noem	Representative			343 Quincy St	Rapid City	SD	57701
STATE	Mr. or Ms.			Staff Analyst		SD Public Utilities Commission	500 E Capitol Ave	Pierre	SD	57501-5070
STATE	Mr. or Ms.			Environmental Review and Management		SD Department of Game, Fish and Parks	523 East Capitol Avenue	Pierre	SD	57501
STATE	Mr.	Steven	Plmer, P.E.	Department Secretary		SD Department of Environment and Natural Resources	523 E Capitol Ave	Pierre	SD	57501
CITY	Mr.	Craig	Sommer	Commissioner		City of Yankton	416 Walnut	Yankton	SD	57078
CITY	Mr.	Chris	Fendig	Commissioner		City of Yankton	416 Walnut	Yankton	SD	57078
CITY	Mr.	David	Knoff	Commissioner		City of Yankton	416 Walnut	Yankton	SD	57078
CITY	Mr.	Brad	Woerner	Commissioner		City of Yankton	416 Walnut	Yankton	SD	57078
CITY	Mr.	Lake	Hoffner	Commissioner		City of Yankton	416 Walnut	Yankton	SD	57078
CITY	Mr.	David	Carda	Mayor		City of Yankton	416 Walnut	Yankton	SD	57078
CITY	Mr.	Charlie	Gross	Commissioner		City of Yankton	416 Walnut	Yankton	SD	57078
CITY	Mr.	Nathan	Johnson	Commissioner		City of Yankton	416 Walnut	Yankton	SD	57078
CITY	Mr.	Amy	Illner	Commissioner		City of Yankton	416 Walnut	Yankton	SD	57078
COUNTY	Mr.	Todd	Woods	Chairman		Yankton County	321 West 3rd St., Suite 100	Yankton	SD	57078
COUNTY	Ms.	Donna	Freng	Vice-Chairman		Yankton County	321 West 3rd St., Suite 100	Yankton	SD	57078
COUNTY	Ms.	Debra	Bodenstedt	Commissioner		Yankton County	321 West 3rd St., Suite 100	Yankton	SD	57078
COUNTY	Mr.	Raymon	Epp	Commissioner		Yankton County	321 West 3rd St., Suite 100	Yankton	SD	57078
COUNTY	Ms.	Donna	Kettering	Commissioner		Yankton County	321 West 3rd St., Suite 100	Yankton	SD	57078
COUNTY	Ms.	Crystal	Nelson	Director		Yankton County Historical Society	610 Summit St	Yankton	SD	57078



Legend

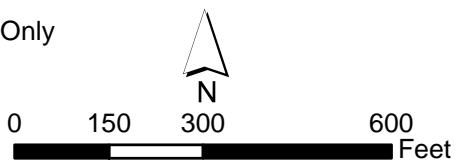
 Study Area

J:\airport\1510802\GIS 2009\ Maps\Study Area Map.mxd KT/11-29-10

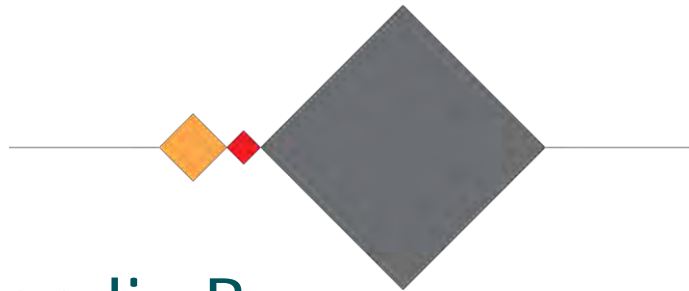
**Kadmas
Lee &
Jackson**
Engineers Surveyors
Planners

*Intended for Planning Purposes Only

PRELIMINARY



**Chan Gurney Municipal Airport
Study Area Map
Apron Expansion
and Hangar Relocation**



Appendix B

Letters and Responses

- ◆ U.S. Department of the Army Corps of Engineers
02/01/2016
- ◆ U.S. Fish & Wildlife Service
02/11/2016
- ◆ U.S. Department of the Interior, Bureau of Indian Affairs
02/11/2016
- ◆ U.S. Department of Agriculture
02/23/2016
- ◆ U.S. Department of the Army Corps of Engineers
02/29/16
- ◆ KLJ to U.S. Department of Agriculture, phone
03/01/2016
- ◆ KLJ to U.S. Department of Agriculture
03/02/2016
- ◆ U.S. Department of Agriculture, Yankton County Natural Resources
Conservation Service, email
03/10/2016



- ◆ South Dakota Department of Environment and Natural Resources, Surface Water Quality Program
01/20/2016
- ◆ South Dakota Department of Environment and Natural Resources, Drinking Water Quality Program
01/20/2016
- ◆ South Dakota Department of Environment and Natural Resources, email
01/22/2016
- ◆ South Dakota Department of Environment and Natural Resources, Waste Management Program
01/22/2016
- ◆ South Dakota Department of Environment and Natural Resources, Air Quality Program
01/25/2016
- ◆ South Dakota Department of Environment and Natural Resources, Ground Water Quality Program
01/26/2016
- ◆ South Dakota Department of Game, Fish, and Parks
02/23/2016
- ◆ KLJ to South Dakota Division of Emergency Management, email
02/23/2016
- ◆ City Commissioner
02/06/2016



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, OMAHA DISTRICT
1616 CAPITOL AVENUE
OMAHA NE 68102-4901

RECEIVED
FEB - 8 2016

February 1, 2016

Planning, Programs, and Project Management District

Ms. Jessica Dudley
Kadrmass, Lee & Jackson
4585 Coleman Street
P.O. Box 1157
Bismarck, North Dakota 58502

Dear Ms. Dudley:

The U.S. Army Corps of Engineers, Omaha District (Corps) has reviewed your letter dated January 15, 2016 (received January 19, 2016) regarding the Environmental Assessment of the Chan Gurney Municipal Airport Apron Expansion Project in Yankton, South Dakota. We offer the following comments for your consideration:

Your plans should be coordinated with the state water quality office that has jurisdiction within the area where the project is located to ensure compliance with federal and state water quality standards and regulations mandated by the Clean Water Act and administered by the U.S. Environmental Protection Agency. Please coordinate with the South Dakota Department of Environment & Natural Resources concerning state water quality programs.

If you have not already done so, it is recommended you consult with the U.S. Fish and Wildlife Service and South Dakota Department of Game, Fish and Parks regarding fish and wildlife resources. In addition, the South Dakota State Historic Preservation Office should be contacted for information and recommendations on potential cultural resources in the project area.

Since the proposed project does not appear to be located within Corps owned or operated lands, your plans should be submitted to the local floodplain administrator for review and approval prior to construction. It should be ensured that the proposed project is in compliance with the floodplain management criteria of Yankton County and the State of South Dakota. In addition, please coordinate with the following floodplain management office:

South Dakota Division of Emergency Management
Attention: Mr. Marc Macy
118 W. Capitol Avenue
Pierre, South Dakota 57501
Telephone: 605-773-3231
Fax: 605-773-3580
Email: marc.macy@state.sd.us

Any proposed placement of dredged or fill material into waters of the United States (including jurisdictional wetlands) requires Department of the Army authorization under Section 404 of the Clean Water Act. You can visit the Omaha District's Regulatory website for permit applications and related information. Please review the information on the provided website (<http://www.nwo.usace.army.mil/Missions/RegulatoryProgram.aspx>) to determine if this project requires a 404 permit. For a detailed review of the permit requirements, preliminary and final project plans should be sent to:

U.S. Army Corps of Engineers
Pierre Regulatory Office
Attention: Mr. Steve Naylor, CENWO-OD-R-SD
28563 Powerhouse Road, Room 120
Pierre, South Dakota 57501

If you have any questions, please contact Ms. Amanda Ciurej of my staff at (402) 995-2897 or amanda.k.ciurej@usace.army.mil and reference PD# 6805 in the subject line.

Sincerely,

A handwritten signature in black ink, appearing to read "Eric A. Laux". The signature is fluid and cursive, with the first name "Eric" and last name "Laux" clearly distinguishable.

Eric A. Laux
Chief, Environmental Resources and Missouri River
Recovery Program Plan Formulation Section

4585 Coleman Street
PO Box 1157
Bismarck, ND 58502-1157
701 355 8400
kljeng.com

RECEIVED
FEB 15 2016



January 15, 2016

Mr. Scott Larsen
Field Supervisor
SD Field Office
US Fish & Wildlife Service
420 S Garfield Ave, Suite 400
Pierre, SD 57501-5408

This constitutes a report of the Department of the Interior prepared in accordance with the Fish and Wildlife Coordination Act (16 U.S.C. 661 et seq.). We have reviewed and have NO OBJECTION to this proposed project.

2/11/16 
Date Field Supervisor

Re: Chan Gurney Municipal Airport, Yankton, SD
Environmental Assessment for Apron Expansion

Dear Mr. Larsen,

KLJ is assisting the City of Yankton in the development of improvements to the Chan Gurney Municipal Airport. The Federal Aviation Administration (FAA) is the lead agency for review and approval, in coordination with the SD Department of Transportation, Office of Aeronautics. The funding of improvements associated with this airport involves a federal action, which requires environmental documentation in accordance with the National Environmental Policy Act. The improvements may include, but are not limited to, apron expansion and hangar removal. One of the hangars proposed to be removed has been identified as potentially eligible for the National Register of Historic Places. ***Please refer to the enclosed study area map.***

To ensure that social, economic, and environmental effects are considered in the development of this project, we are soliciting your views and comments on the proposed development of this project pursuant to Section 102(2) (D) (IV) of the National Environmental Policy Act of 1969, as amended. Previously, your agency was contacted and submitted comments regarding the above improvements as part of a prior environmental review. We are currently evaluating the social, economic, and environmental affects in order to complete an Environmental Assessment for this project.

It is requested that any additional and/or revised comments or information be forwarded to our office by February 16, 2016. We request your comments by that date to ensure we will have adequate time to review them and incorporate them into the necessary environmental documentation. If we do not receive any new comments, your original comments will be included as part of our analysis. ***Please refer to the enclosed copy of your agency's previous comments.***

NATIONAL PERSPECTIVE
REGIONAL EXPERTISE
TRUSTED ADVISOR



If further information is desired regarding the proposed improvements, you may contact me at 701-250-5917. Thank you in advance for your cooperation.

Sincerely,
KLJ

Jessica Dudley
Environmental Planner

Enc.

cc: Bruce Lindholm, SDDOT Aeronautics Division
Joshua Fitzpatrick, FAA
Amy Nelson, Yankton City Manager
Kevin Kuhl, City of Yankton
Brad Moser, City of Yankton



United States Department of the Interior

BUREAU OF INDIAN AFFAIRS
Great Plains Regional Office
115 Fourth Avenue S.E., Suite 400
Aberdeen, South Dakota 57401

IN REPLY REFER TO:

DECRM
MC-208

FEB 11 2016

Brett Gurholt
KLJ Project Manager
Post Office Box 1157
Bismarck, North Dakota 58502

Dear Mr. Gurholt:

We received your letters regarding the proposed projects listed below. We have considered the potential for both environmental damage and impacts to archaeological and Native American religious sites on lands held in trust by the Bureau of Indian Affairs, Great Plains Region. You should be aware, however, that Tribes or Tribal members may have lands in fee status near the sites of interest. These lands would not necessarily be in our databases, and the Tribes should be contacted directly to ensure all concerns are recognized. The actions considered have the following issue date and location:

- October 8, 2015 Project No. TEU-7-002(160)014, PCN 21137
TEU-7-804(056)316, PCN 21138
Williston Community Entrance Signs
Williams County, Williston, North Dakota
- December 1, 2015 Project No. 7-806(014)306, PCN 21176
ND HWY 1806 Major Rehabilitation-31st St
NW to JCT 3B
McKenzie County, North Dakota
- December 11, 2015 Project No. 7-023(041)048, PCN 19862
New Town Northwest Truck Reliever
Route/Bypass
Mountrail County, North Dakota
- January 15, 2016 Project No. Chan Gurney Municipal Airport,
Yankton, South Dakota
Environmental Assessment for Apron
Expansion

We have no environmental objections to the actions as long as the projects comply with all pertinent laws and regulations. Questions regarding environmental opinions and conditions can be addressed to Kodi Augare-Estey, Environmental Protection Specialist, at (605) 226-7656.

We also find that the listed actions will not affect cultural resources on Tribal or individual landholdings for which we are responsible. Methodologies for the treatment of cultural resources now known or yet to be discovered – particularly human remains – must nevertheless utilize the best available science in accordance with provisions of the Native American Graves Protection and Repatriation Act, the Archaeological Resources Protection Act of 1979 (as amended), and all other pertinent legislation and implementing regulations. Archaeological concerns can be addressed to Dr. Carson N. Murdy, Regional Archaeologist, at (605) 226-7656.

Sincerely,



Deputy Regional Director – Trust Services



February 23, 2016

Jessica Dudley, Environmental Planner
KLJ
4585 Coleman Street
PO Box 1157
Bismarck, ND 58502-1157

RE: Environmental Review
Chan Gurney Municipal Airport Apron Expansion, Yankton, SD

Dear Ms. Dudley:

Thank you for the opportunity to provide Farmland Protection Policy Act (FPPA) review of this project.

The project **does** impact prime farmland and land of statewide importance. All the area outlined in your request are mapped as Prime Farmland. I estimated that about 2 acres on the NE side of the request area are currently cropland, and are subject to FPPA requirements. I have attached a soils map.

Enclosed is a Farmland Conversion Impact Rating Form (AD-1006) for this project. We have completed Parts II, IV, and V. Please complete parts I, III, VI, and VII as per instructions on the back of the form and following pages. If the TOTAL POINTS in part VII is less than 160 points, the proposed activity will have no significant impact on the prime farmland or farmland of statewide importance in Yankton County, and no further alternatives need be considered.

The Natural Resources Conservation Service (NRCS) would advise the applicant to consult with the local NRCS and Farm Service Agency offices regarding any United States Department of Agriculture easements or contracts in the project areas that may be affected. For any other easements outside of the NRCS, you should check with the local courthouse.

If you have any questions, please contact me at (605) 348-2889 ext. 104

Sincerely,

Timothy Nordquist
NRCS Conservation Agronomist

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request	
Name Of Project Apron Expansion Chan Gurney Municipal Airport, \		Federal Agency Involved	
Proposed Land Use		County And State Yankton, SD	
PART II (To be completed by NRCS)		Date Request Received By NRCS 1/19/16	
Does the site contain prime, unique, statewide or local important farmland? <i>(If no, the FPPA does not apply -- do not complete additional parts of this form).</i>		Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
		Acres Irrigated	Average Farm Size 490
Major Crop(s) Field Crops	Farmable Land In Govt. Jurisdiction Acres: 283,517 % 84	Amount Of Farmland As Defined In FPPA Acres: 258,726 % 76	
Name Of Land Evaluation System Used Relative Productinit	Name Of Local Site Assessment System	Date Land Evaluation Returned By NRCS 2/23/16	

PART III (To be completed by Federal Agency)	Alternative Site Rating			
	Site A	Site B	Site C	Site D
	A. Total Acres To Be Converted Directly			
	B. Total Acres To Be Converted Indirectly			
C. Total Acres In Site	0.0	0.0	0.0	0.0

PART IV (To be completed by NRCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	2.0			
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	0.0			
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	56.0			

PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)	82	0	0	0
---------------------------------------------------------------------------------------------------------------------------------------------	----	---	---	---

PART VI (To be completed by Federal Agency)	Maximum Points				
Site Assessment Criteria <i>(These criteria are explained in 7 CFR 658.5(b))</i>					
1. Area In Nonurban Use					
2. Perimeter In Nonurban Use					
3. Percent Of Site Being Farmed					
4. Protection Provided By State And Local Government					
5. Distance From Urban Builtup Area					
6. Distance To Urban Support Services					
7. Size Of Present Farm Unit Compared To Average					
8. Creation Of Nonfarmable Farmland					
9. Availability Of Farm Support Services					
10. On-Farm Investments					
11. Effects Of Conversion On Farm Support Services					
12. Compatibility With Existing Agricultural Use					
TOTAL SITE ASSESSMENT POINTS	160	0	0	0	0

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland <i>(From Part V)</i>	100	82	0	0	0
Total Site Assessment <i>(From Part VI above or a local site assessment)</i>	160	0	0	0	0
TOTAL POINTS (Total of above 2 lines)	260	82	0	0	0

Site Selected:	Date Of Selection	Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
----------------	-------------------	----------------------------------------------------------------------------------------------------------

Reason For Selection:

Farmland Classification—Yankton County, South Dakota



Map Scale: 1:1,330 if printed on A landscape (11" x 8.5") sheet.

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 14N WGS84

MAP INFORMATION

-  Streams and Canals
- Transportation**
 -  Rails
 -  Interstate Highways
 -  US Routes
 -  Major Roads
 -  Local Roads
- Background**
 -  Aerial Photography

The soil surveys that comprise your AOI were mapped at 1:20,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL: <http://websoilsurvey.nrcs.usda.gov>
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Yankton County, South Dakota
Survey Area Data: Version 17, Sep 21, 2015

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Aug 1, 2010—Sep 24, 2010

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Site Assessment Scoring for the Twelve Factors Used in FPPA

The Site Assessment criteria used in the Farmland Protection Policy Act (FPPA) rule are designed to assess important factors other than the agricultural value of the land when determining which alternative sites should receive the highest level of protection from conversion to non agricultural uses.

Twelve factors are used for Site Assessment and ten factors for corridor-type sites. Each factor is listed in an outline form, without detailed definitions or guidelines to follow in the rating process. The purpose of this document is to expand the definitions of use of each of the twelve Site Assessment factors so that all persons can have a clear understanding as to what each factor is intended to evaluate and how points are assigned for given conditions.

In each of the 12 factors a number rating system is used to determine which sites deserve the most protection from conversion to non-farm uses. The higher the number value given to a proposed site, the more protection it will receive. The maximum scores are 10, 15 and 20 points, depending upon the relative importance of each particular question. If a question significantly relates to why a parcel of land should not be converted, the question has a maximum possible protection value of 20, whereas a question which does not have such a significant impact upon whether a site would be converted, would have fewer maximum points possible, for example 10.

The following guidelines should be used in rating the twelve Site Assessment criteria:

1. How much land is in non-urban use within a radius of 1.0 mile from where the project is intended?

More than 90 percent:	15 points
90-20 percent:	14 to 1 points
Less than 20 percent:	0 points

This factor is designed to evaluate the extent to which the area within one mile of the proposed site is non-urban area. For purposes of this rule, "non-urban" should include:

- Agricultural land (crop-fruit trees, nuts, oilseed)
- Range land
- Forest land
- Golf Courses
- Non paved parks and recreational areas
- Mining sites
- Farm Storage
- Lakes, ponds and other water bodies
- Rural roads, and through roads without houses or buildings
- Open space
- Wetlands
- Fish production
- Pasture or hayland

Urban uses include:

- Houses (other than farm houses)
- Apartment buildings
- Commercial buildings
- Industrial buildings
- Paved recreational areas (i.e. tennis courts)
- Streets in areas with 30 structures per 40 acres
- Gas stations

use on the other side of the road for that area. Use 1 and 1/3 acre per structure if not otherwise known. Where 20 to 90 percent of the perimeter is non-urban, assign points as noted below:

Percentage of Perimeter Bordering Land	Points
90 percent or greater	10
82 to 89 percent	9
74 to 81 percent	8
65 to 73 percent	7
58 to 65 percent	6
50 to 57 percent	5
42 to 49 percent	4
34 to 41 percent	3
27 to 33 percent	2
21 to 26 percent	1
20 percent or Less	0

3. How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last ten years?

More than 90 percent:	20 points
90 to 20 percent:	19 to 1 point(s)
Less than 20 percent:	0 points

This factor is designed to evaluate the extent to which the proposed conversion site has been used or managed for agricultural purposes in the past 10 years.

Land is being farmed when it is used or managed for food or fiber, to include timber products, fruit, nuts, grapes, grain, forage, oil seed, fish and meat, poultry and dairy products.

Land that has been left to grow up to native vegetation without management or harvest will be considered as abandoned and therefore not farmed. The proposed conversion site should be evaluated and rated according to the percent, of the site farmed.

If more than 90 percent of the site has been farmed 5 of the last 10 years score the site as follows:

Percentage of Site Farmed	Points
90 percent or greater	20
86 to 89 percent	19
82 to 85 percent	18
78 to 81 percent	17
74 to 77 percent	16
70 to 73 percent	15
66 to 69 percent	14
62 to 65 percent	13
58 to 61 percent	12
54 to 57 percent	11
50 to 53 percent	10
46 to 49 percent	9
42 to 45 percent	8
38 to 41 percent	7
35 to 37 percent	6
32 to 34 percent	5
29 to 31 percent	4
26 to 28 percent	3

Types of Agricultural Zoning Ordinances include:

- A. Exclusive: In which the agricultural zone is restricted to only farm-related dwellings, with, for example, a minimum of 40 acres per dwelling unit.
- B. Non-Exclusive: In which non-farm dwellings are allowed, but the density remains low, such as 20 acres per dwelling unit.

Additional Zoning techniques include:

- A. Sliding Scale: This method looks at zoning according to the total size of the parcel owned. For example, the number of dwelling units per a given number of acres may change from county to county according to the existing land acreage to dwelling unit ratio of surrounding parcels of land within the specific area.
- B. Point System or Numerical Approach: Approaches land use permits on a case by case basis.

LESA: The LESA system (Land Evaluation-Site Assessment) is used as a tool to help assess options for land use on an evaluation of productivity weighed against commitment to urban development.
- C. Conditional Use: Based upon the evaluation on a case by case basis by the Board of Zoning Adjustment. Also may include the method of using special land use permits.

5. Development Rights:

- A. Purchase of Development Rights (PDR): Where development rights are purchased by Government action.

Buffer Zoning Districts: Buffer Zoning Districts are an example of land purchased by Government action. This land is included in zoning ordinances in order to preserve and protect agricultural lands from non-farm land uses encroaching upon them.
- B. Transfer of Development Rights (TDR): Development rights are transferable for use in other locations designated as receiving areas. TDR is considered a locally based action (not state), because it requires a voluntary decision on the part of the individual landowners.

6. Governor's Executive Order: Policy made by the Governor, stating the importance of agriculture, and the preservation of agricultural lands. The Governor orders the state agencies to avoid the unnecessary conversion of important farmland to nonagricultural uses.

7. Voluntary State Programs:

- A. California's Program of Restrictive Agreements and Differential Assessments: The California Land Conservation Act of 1965, commonly known as the Williamson Act, allows cities, counties and individual landowners to form agricultural preserves and enter into contracts for 10 or more years to insure that these parcels of land remain strictly for agricultural use. Since 1972 the Act has extended eligibility to recreational and open space lands such as scenic highway corridors, salt ponds and wildlife preserves. These contractually restricted lands may be taxed differentially for their real value. One hundred-acre districts constitute the minimum land size eligible.

Suggestion: An improved version of the Act would state that if the land is converted after the contract expires, the landowner must pay the difference in the taxes between market value for the land and the agricultural tax value which he or she had been

Under this Act, Oregon cities and counties are each required to draw up a comprehensive plan, consistent with statewide planning goals. Agricultural land preservation is high on the list of state goals to be followed locally.

If the proposed site is subject to or has used one or more of the above farmland protection programs or policies, score the site 20 points. If none of the above policies or programs apply to this site, score 0 points.

5. How close is the site to an urban built-up area?

The site is 2 miles or more from an urban built-up area	15 points
The site is more than 1 mile but less than 2 miles from an urban built-up area	10 points
The site is less than 1 mile from, but is not adjacent to an urban built-up area	5 points
The site is adjacent to an urban built-up area	0 points

This factor is designed to evaluate the extent to which the proposed site is located next to an existing urban area. The urban built-up area must be 2500 population. The measurement from the built-up area should be made from the point at which the density is 30 structures per 40 acres and with no open or non-urban land existing between the major built-up areas and this point. Suburbs adjacent to cities or urban built-up areas should be considered as part of that urban area.

For greater accuracy, use the following chart to determine how much protection the site should receive according to its distance from an urban area. See chart below:

Distance From Perimeter of Site to Urban Area	Points
More than 10,560 feet	15
9,860 to 10,559 feet	14
9,160 to 9,859 feet	13
8,460 to 9,159 feet	12
7,760 to 8,459 feet	11
7,060 to 7,759 feet	10
6,360 to 7,059 feet	9
5,660 to 6,359 feet	8
4,960 to 5,659 feet	7
4,260 to 4,959 feet	6
3,560 to 4,259 feet	5
2,860 to 3,559 feet	4
2,160 to 2,859 feet	3
1,460 to 2,159 feet	2
760 to 1,459 feet	1
Less than 760 feet (adjacent)	0

6. How close is the site to water lines, sewer lines and/or other local facilities and services whose capacities and design would promote nonagricultural use?

None of the services exist nearer than 3 miles from the site	15 points
Some of the services exist more than one but less than 3 miles from the site	10 points
All of the services exist within 1/2 mile of the site	0 points

State and local Natural Resources Conservation Service offices will have the average farm size information, provided by the latest available Census of Agriculture data

8. If this site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?

Acreage equal to more than 25 percent of acres directly converted by the project	10 points
Acreage equal to between 25 and 5 percent of the acres directly converted by the project	9 to 1 point(s)
Acreage equal to less than 5 percent of the acres directly converted by the project	0 points

This factor tackles the question of how the proposed development will affect the rest of the land on the farm. The site which deserves the most protection from conversion will receive the greatest number of points, and vice versa. For example, if the project is small, such as an extension on a house, the rest of the agricultural land would remain farmable, and thus a lower number of points is given to the site. Whereas if a large-scale highway is planned, a greater portion of the land (not including the site) will become non-farmable, since access to the farmland will be blocked; and thus, the site should receive the highest number of points (10) as protection from conversion.

Conversion uses of the Site Which Would Make the Rest of the Land Non-Farmable by Interfering with Land Patterns

Conversions which make the rest of the property nonfarmable include any development which blocks accessibility to the rest of the site. Examples are highways, railroads, dams or development along the front of a site restricting access to the rest of the property.

The point scoring is as follows:

Amount of Land Not Including the Site Which Will Become Non-Farmable	Points
25 percent or greater	10
23 - 24 percent	9
21 - 22 percent	8
19 - 20 percent	7
17 - 18 percent	6
15 - 16 percent	5
13 - 14 percent	4
11 - 12 percent	3
9 - 11 percent	2
6 - 8 percent	1
5 percent or less	0

9. Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?

All required services are available	5 points
Some required services are available	4 to 1 point(s)
No required services are available	0 points

This factor is used to assess whether there are adequate support facilities, activities and industry to keep the farming business in business. The more support facilities available to the agricultural

11. Would the project at this site, by converting farmland to nonagricultural use, reduce the support for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?

Substantial reduction in demand for support services if the site is converted	10 points
Some reduction in demand for support services if the site is converted	9 to 1 point(s)
No significant reduction in demand for support services if the site is converted	0 points

This factor determines whether there are other agriculturally related activities, businesses or jobs dependent upon the working of the pre-converted site in order for the others to remain in production. The more people and farming activities relying upon this land, the more protection it should receive from conversion. Thus, if a substantial reduction in demand for support services were to occur as a result of conversions, the proposed site would receive a high score of 10; some reduction in demand would receive 9 to 1 point(s), and no significant reduction in demand would receive no points.

Specific points are outlined as follows:

Amount of Reduction in Support Services if Site is Converted to Nonagricultural Use	Points
Substantial reduction (100 percent)	10
90 to 99 percent	9
80 to 89 percent	8
70 to 79 percent	7
60 to 69 percent	6
50 to 59 percent	5
40 to 49 percent	4
30 to 39 percent	3
20 to 29 percent	2
10 to 19 percent	1
No significant reduction (0 to 9 percent)	0

12. Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of the surrounding farmland to nonagricultural use?

Proposed project is incompatible with existing agricultural use of surrounding farmland	10 points
Proposed project is tolerable of existing agricultural use of surrounding farmland	9 to 1 point(s)
Proposed project is fully compatible with existing agricultural use of surrounding farmland	0 points

Factor 12 determines whether conversion of the proposed agricultural site will eventually cause the conversion of neighboring farmland as a result of incompatibility of use of the first with the latter. The more incompatible the proposed conversion is with agriculture, the more protection this site receives from conversion. Therefore, if the proposed conversion is incompatible with agriculture, the site receives 10 points. If the project is tolerable with agriculture, it receives 9 to 1 points; and if the proposed conversion is compatible with agriculture, it receives 0 points.

(7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?

All required services are available	5 points
Some required services are available	4 to 1 point(s)
No required services are available	0 points

(8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?

High amount of on-farm investment	20 points
Moderate amount of on-farm investment	19 to 1 point(s)
No on-farm investment	0 points

(9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?

Substantial reduction in demand for support services if the site is converted	25 points
Some reduction in demand for support services if the site is converted	1 to 24 point(s)
No significant reduction in demand for support services if the site is converted	0 points

(10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?

Proposed project is incompatible to existing agricultural use of surrounding farmland	10 points
Proposed project is tolerable to existing agricultural use of surrounding farmland	9 to 1 point(s)
Proposed project is fully compatible with existing agricultural use of surrounding farmland	0 points



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, OMAHA DISTRICT
SOUTH DAKOTA REGULATORY OFFICE
28563 POWERHOUSE ROAD, ROOM 118
PIERRE, SOUTH DAKOTA 57501-6174

RECEIVED

MAR - 4 2016

February 29, 2016

South Dakota Regulatory Office
28563 Powerhouse Road, Room 118
Pierre, South Dakota 57501

KLJ

Attn: Jessica Dudley
4585 Coleman Street
Bismarck, North Dakota 58503-0431

Dear Ms. Dudley,

Reference is made to the preliminary information received January 11, 2016, concerning Department of the Army authorization requirements for a proposed project to improve the Chan Gurney Municipal Airport in the City of Yankton, Yankton County, South Dakota.

The Corps' jurisdiction is derived from Section 404 of the Clean Water Act, which calls for Federal regulation of the discharge of dredged or fill material into certain waterways, lakes and/or wetlands, (i.e. waters of the United States). If the project involves either the discharge of dredged or fill material into waters subject to Federal regulation, it is requested that the project proponent submit an application for a Department of the Army permit.

Regarding your request for comment relative to environmental impacts, this office assesses project impacts, including environmental impacts, after receipt of the detailed, site specific information required via our permit application process.

You can obtain additional information about the Regulatory Program and download forms from our website: <http://www.nwo.usace.army.mil/Missions/RegulatoryProgram/SouthDakota.aspx>

If you have any questions or need any assistance, please feel free to contact this office at the above Regulatory Office address or telephone at (605) 224-8531.

Sincerely,

Steven E. Naylor
Regulatory Program Manager,
South Dakota



**RECORD OF CONVERSATION
AVIATION PRACTICE AREA**

DATE: 3/1/2016

TIME: 10:30 a.m.

PROJECT NUMBER: 14515127

RECORDED BY (FULL NAME): Jessica Dudley

TALKED WITH: Timothy Nordquist from the NRCS

REPRESENTING: SOV Correspondence

PHONE NUMBER: (605) 348-2889

NATURE OF CALL: INCOMING OUTGOING
 RETURNING CALL MULTI-PARTY CALL*

*List additional participant information:

SUBJECT OF CONVERSATION: Prime Farmland on City Owned Property

◆.....◆
CONVERSATION SUMMARY:

Called Timothy from NRCS to ask about the farmland conversion impact rating and his determination of the project area as prime farmland and land of statewide importance (since the land is on City owned property). He said to determine this he used aerial imagery and the soils to determine that it was FPPA soil. He said it is KLJ's determination on whether to determine if the area is of no significant impact to the prime farmland. He said to fill out the farmland conversion impact rating table and if it is lower than 160 than the project will have no significant impact.

◇ March 2, 2016

Timothy Nordquist
NRCS Conservation Agronomist
414 E Stumer Road, Suite 700
Rapid City, SD 57701

Re: Chan Gurney Municipal Airport, Yankton, SD
Environmental Assessment for Apron Expansion

Dear Mr. Nordquist,

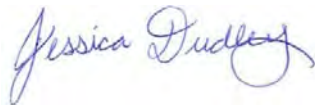
Thank you for your response dated February 23, 2016 regarding the Environmental Assessment of the Chan Gurney Municipal Airport Apron Expansion Project in Yankton, South Dakota.

Your previous correspondence stated that the project impacted prime farmland and land of statewide importance. Please refer to the enclosed *Farmland Conversion Impact Rating Form (AD-1006)* for this project. Points were assigned to the site assessment criteria in part VI according to 7 CFR 658.5(b). The total site assessment points for part VII was 97. Since the total points was less than 160, then the proposed project will have "no significant impact" on the prime farmland or farmland of statewide importance in Yankton County.

We respectfully request your concurrence or comments on the above items. It is requested that any comments or information be forwarded to our office on or before April 2, 2016. We request your comments by that date to ensure we will have adequate time to review them and incorporate them into the necessary environmental documentation.

If further information is desired regarding the proposed improvements, you may contact me at 701-250-5917. Thank you in advance for your cooperation.

Sincerely,
KLJ

A handwritten signature in blue ink that reads "Jessica Dudley".

Jessica Dudley
Environmental Planner

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request			
Name Of Project Apron Expansion Chan Gurney Municipal Airport, \		Federal Agency Involved			
Proposed Land Use		County And State Yankton, SD			
PART II (To be completed by NRCS)		Date Request Received By NRCS 1/19/16			
Does the site contain prime, unique, statewide or local important farmland? <i>(If no, the FPPA does not apply -- do not complete additional parts of this form).</i>		Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Acres Irrigated	Average Farm Size 490
Major Crop(s) Field Crops	Farmable Land In Govt. Jurisdiction Acres: 283,517 % 84	Amount Of Farmland As Defined In FPPA Acres: 258,726 % 76			
Name Of Land Evaluation System Used Relative Productinit	Name Of Local Site Assessment System	Date Land Evaluation Returned By NRCS 2/23/16			
PART III (To be completed by Federal Agency)		Alternative Site Rating			
		Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly					
B. Total Acres To Be Converted Indirectly					
C. Total Acres In Site		0.0	0.0	0.0	0.0
PART IV (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland		2.0			
B. Total Acres Statewide And Local Important Farmland					
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted		0.0			
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value		56.0			
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)		82	0	0	0
PART VI (To be completed by Federal Agency) Site Assessment Criteria <i>(These criteria are explained in 7 CFR 658.5(b))</i>		Maximum Points			
1. Area In Nonurban Use			0		
2. Perimeter In Nonurban Use			0		
3. Percent Of Site Being Farmed			0		
4. Protection Provided By State And Local Government			0		
5. Distance From Urban Buillup Area			0		
6. Distance To Urban Support Services			0		
7. Size Of Present Farm Unit Compared To Average			0		
8. Creation Of Nonfarmable Farmland			0		
9. Availability Of Farm Support Services			0		
10. On-Farm Investments			0		
11. Effects Of Conversion On Farm Support Services			0		
12. Compatibility With Existing Agricultural Use			0		
TOTAL SITE ASSESSMENT POINTS		160	0 15	0	0
PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland <i>(From Part V)</i>		100	82	0	0
Total Site Assessment <i>(From Part VI above or a local site assessment)</i>		160	0 15	0	0
TOTAL POINTS (Total of above 2 lines)		260	82 15 97	0	0
Site Selected:		Date Of Selection		Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input type="checkbox"/>	
Reason For Selection:					

Jessica Dudley

From: Henderson, Douglas - NRCS, Yankton, SD <douglas.henderson@sd.usda.gov>
Sent: Thursday, March 10, 2016 2:57 PM
To: Jessica Dudley
Subject: RE: Chan Gurney Airport EA
Attachments: Chan Gurney AOI_1984.pdf

Ms. Dudley,

Regarding your inquiry with respect to the Chan Gurney Airport project, I have checked our local records and consulted with Yankton County Conservation District personnel. Neither USDA-NRCS or the YCCD has property interests or easements in or near the study area outlined on your map. If INRCS was planning practices subject to Farm Bill compliance provisions in your AOI, we also would not have environmental impact concerns.

Be aware of course that our databases searches do not include archeological survey data and that these statements do not fulfill NEPA requirements.

As you can see from my enclosed map and 1984 image, this site has not been “farmland” for at least 30 years.

Douglas G. Henderson

*Conservation Technician
USDA, NRCS
Yankton FO (605)-665-2662 X 112
605 957 5112 (cell)*

From: Jessica Dudley [mailto:Jessica.Dudley@kljeng.com]
Sent: Thursday, March 10, 2016 2:22 PM
To: Henderson, Douglas - NRCS, Yankton, SD <douglas.henderson@sd.usda.gov>
Subject: Chan Gurney Airport EA

Hi Doug,

We just briefly talked about the farmland in Yankton and that there are no easements or contracts within the project area. If I could get that in writing with a signature, that would be great.

Thank you so much Doug, and have a great day!

Jessica Dudley



701-250-5917 **Direct**
701-955-4281 **Cell**
4585 Coleman Street
Bismarck, ND 58503-0431

This electronic message contains information generated by the USDA solely for the intended recipients. Any unauthorized interception of this message or the use or disclosure of the information it contains may violate the




District: YANKTON COUNTY CONSERVATION DISTRICT

Field Office: YANKTON SERVICE CENTER
Agency: USDA-NRCS
Assisted By: D. Henderson
Scale: 1 : 7920
QUAD: YANKTON

Legal Description: SESE of 31-94-55



Legend

-  quads24k_a_sd135
-  Case PLUs
-  Merged_SD_Sections_NRCS





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JAN 19 2016

SURFACE WATER PROGRAM

RECEIVED

JAN 25 2016

January 15, 2016

Mr. Steven Pirner, P.E.
Department Secretary
SD Department of Environment and Natural Resources
523 E Capitol Ave
Pierre, SD 57501

Re: Chan Gurney Municipal Airport, Yankton, ND
Environmental Assessment for Apron Expansion

SURFACE WATER QUALITY DETERIORATION

In reliance on the information provided, this project was approved as an exception to the surface water quality in this area. This permit is approved.

Approved by: 

Date: 1-20-2016

(605) 773-3251 FAX - (605) 773-5231
SOUTH DAKOTA DEPARTMENT OF ENVIRONMENT
AND NATURAL RESOURCES

Dear Mr. Pirner,

KLJ is assisting the City of Yankton in the development of improvements to the Chan Gurney Municipal Airport. The Federal Aviation Administration (FAA) is the lead agency for review and approval, in coordination with the SD Department of Transportation, Office of Aeronautics. The funding of improvements associated with this airport involves a federal action, which requires environmental documentation in accordance with the National Environmental Policy Act. The improvements may include, but are not limited to, apron expansion and hangar removal. One of the hangars proposed to be removed has been identified as potentially eligible for the National Register of Historic Places. **Please refer to the enclosed study area map.**

To ensure that social, economic, and environmental effects are considered in the development of this project, we are soliciting your views and comments on the proposed development of this project pursuant to Section 102(2) (D) (IV) of the National Environmental Policy Act of 1969, as amended. Previously, your agency was contacted and submitted comments regarding the above improvements as part of a prior environmental review. We are currently evaluating the social, economic, and environmental affects in order to complete an Environmental Assessment for this project.

It is requested that any additional and/or revised comments or information be forwarded to our office by February 16, 2016. We request your comments by that date to ensure we will have adequate time to review them and incorporate them into the necessary environmental documentation. If we do not receive any new comments, your original comments will be included as part of our analysis. **Please refer to the enclosed copy of your agency's previous comments.**

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JAN 25 2016



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JAN 19 2016

SURFACE WATER PROGRAM

January 15, 2016

Mr. Steven Pirner, P.E.
Department Secretary
SD Department of Environment and Natural Resources
523 E Capitol Ave
Pierre, SD 57501

Re: Chan Gurney Municipal Airport, Yankton, ND
Environmental Assessment for Apron Expansion

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DRINKING WATER QUALITY DETERMINATION
It appears, based on the information provided,
that this project will not have adverse
environmental effects to drinking water in
this area. This project is approved.

Approved by: [Signature]
Date: 1/20/16 ID No.: 2016015
605-773-3754 Fax: 605-773-5286
SOUTH DAKOTA DEPARTMENT OF
ENVIRONMENT & NATURAL RESOURCES



If further information is desired regarding the proposed improvements, you may contact me at 701-250-5917. Thank you in advance for your cooperation.

Sincerely,
KLJ

Jessica Dudley
Environmental Planner

Enc.

cc: Bruce Lindholm, SDDOT Aeronautics Division
Joshua Fitzpatrick, FAA
Amy Nelson, Yankton City Manager
Kevin Kuhl, City of Yankton
Brad Moser, City of Yankton

From: [Babcock, Chad](#)
To: [Jessica Dudley](#)
Subject: South Dakota asbestos requirements_Chan Gurney Airport_Yankton
Date: Friday, January 22, 2016 3:13:50 PM

Jessica,

As we discussed over the telephone earlier, if the hangar is demolished the project is subject to state asbestos requirements including ensuring an asbestos inspection and notification to our office is completed prior to the start of demolition. A summary of state asbestos requirements for renovation and demolition projects may be found at:

<http://denr.sd.gov/des/wm/asb/asbdemolition.aspx>.

Contact information for asbestos contractors in South Dakota is available at:

<http://denr.sd.gov/des/wm/asb/Documents/AsbestosServices.pdf>; and

The notification of demolition form is available at:

<http://denr.sd.gov/des/wm/asb/Documents/E0413V5-Asbestos%20Notification.pdf>.

Thank you for your assistance and please let me know if you have any questions I may assist with.

*Chad Babcock
Asbestos Coordinator
SDDENR-Waste Management Program
605.773.5315*

4585 Coleman Street
PO Box 1157
Bismarck, ND 58502-1157
701 355 8400
kljeng.com

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JAN 20 2016

Dept. of Environment and
Natural Resources
Waste Management

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JAN 25 2016



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JAN 19 2016

Waste Management Determination
SURFACE WATER PROGRAM Hazardous Waste/Solid Waste/Asbestos

It appears, based on the information provided, that this project will have little or no impact on the waste management in this area.

Approved By: Vincent Kallberg
Date: 1-22-16

South Dakota Department of
Environment & Natural Resources
Phone: (605) 773-3153 Fax: (605) 773-6035

January 15, 2016

Mr. Steven Pirner, P.E.
Department Secretary
SD Department of Environment and Natural Resources
523 E Capitol Ave
Pierre, SD 57501

Re: Chan Gurney Municipal Airport, Yankton, ND
Environmental Assessment for Apron Expansion

Dear Mr. Pirner,

KLJ is assisting the City of Yankton in the development of improvements to the Chan Gurney Municipal Airport. The Federal Aviation Administration (FAA) is the lead agency for review and approval, in coordination with the SD Department of Transportation, Office of Aeronautics. The funding of improvements associated with this airport involves a federal action, which requires environmental documentation in accordance with the National Environmental Policy Act. The improvements may include, but are not limited to, apron expansion and hangar removal. One of the hangars proposed to be removed has been identified as potentially eligible for the National Register of Historic Places. **Please refer to the enclosed study area map.**

To ensure that social, economic, and environmental effects are considered in the development of this project, we are soliciting your views and comments on the proposed development of this project pursuant to Section 102(2) (D) (IV) of the National Environmental Policy Act of 1969, as amended. Previously, your agency was contacted and submitted comments regarding the above improvements as part of a prior environmental review. We are currently evaluating the social, economic, and environmental affects in order to complete an Environmental Assessment for this project.

It is requested that any additional and/or revised comments or information be forwarded to our office by February 16, 2016. We request your comments by that date to ensure we will have adequate time to review them and incorporate them into the necessary environmental documentation. If we do not receive any new comments, your original comments will be included as part of our analysis. **Please refer to the enclosed copy of your agency's previous comments.**

Asbestos requirements may be applicable for the demolition of the hangar - Chad Babcock will call. UK



If further information is desired regarding the proposed improvements, you may contact me at 701-250-5917. Thank you in advance for your cooperation.

Sincerely,
KLJ

Jessica Dudley
Environmental Planner

Enc.

cc: Bruce Lindholm, SDDOT Aeronautics Division
Joshua Fitzpatrick, FAA
Amy Nelson, Yankton City Manager
Kevin Kuhl, City of Yankton
Brad Moser, City of Yankton

4585 Coleman Street
PO Box 1157
Bismarck, ND 58502-1157
701 355 8400
kljeng.com

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JAN 19 2016

SURFACE WATER PROGRAM

AIR QUALITY DETERMINATION

It appears, based on the information, that the project will have little or no impact on the air quality in this area. This project is approved.

Approved By: Pet Balentine

Date: 1-25-16

(605) 773-6038 Fax: (605) 773-5236
South Dakota Department of Environment
And Natural Resources

◇ January 15, 2016

Mr. Steven Pirner, P.E.
Department Secretary
SD Department of Environment and Natural Resources
523 E Capitol Ave
Pierre, SD 57501

Re: Chan Gurney Municipal Airport, Yankton, ND
Environmental Assessment for Apron Expansion

Dear Mr. Pirner,

KLJ is assisting the City of Yankton in the development of improvements to the Chan Gurney Municipal Airport. The Federal Aviation Administration (FAA) is the lead agency for review and approval, in coordination with the SD Department of Transportation, Office of Aeronautics. The funding of improvements associated with this airport involves a federal action, which requires environmental documentation in accordance with the National Environmental Policy Act. The improvements may include, but are not limited to, apron expansion and hangar removal. One of the hangars proposed to be removed has been identified as potentially eligible for the National Register of Historic Places. ***Please refer to the enclosed study area map.***

To ensure that social, economic, and environmental effects are considered in the development of this project, we are soliciting your views and comments on the proposed development of this project pursuant to Section 102(2) (D) (IV) of the National Environmental Policy Act of 1969, as amended. Previously, your agency was contacted and submitted comments regarding the above improvements as part of a prior environmental review. We are currently evaluating the social, economic, and environmental affects in order to complete an Environmental Assessment for this project.

It is requested that any additional and/or revised comments or information be forwarded to our office by February 16, 2016. We request your comments by that date to ensure we will have adequate time to review them and incorporate them into the necessary environmental documentation. If we do not receive any new comments, your original comments will be included as part of our analysis. ***Please refer to the enclosed copy of your agency's previous comments.***

NATIONAL PERSPECTIVE
REGIONAL EXPERTISE
TRUSTED ADVISOR



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FEB - 1 2016

DEPARTMENT of ENVIRONMENT
and NATURAL RESOURCES

JOE FOSS BUILDING
523 EAST CAPITOL
PIERRE, SOUTH DAKOTA 57501-3182

denr.sd.gov

January 26, 2016

Jessica Dudley, Environmental Planner
KLJ Engineering
4585 Coleman Street
PO Box 1157
Bismarck, ND 58502-1157

Re: Environmental Assessment for Apron Expansion, Chan Gurney Municipal Airport,
Yankton, SD

Dear Ms. Dudley:

The Ground Water Quality Program of the South Dakota Department of Environment and Natural Resources (Department) has reviewed the above-referenced project for potential impacts to ground water quality. Based on the information submitted in your letter dated January 15, 2016 and information from a 2011 environmental assessment review of the same location, the Department does not anticipate adverse impacts to ground water quality by this project.

There have been numerous petroleum and other chemical releases throughout the state. Of the releases reported to DENR, we have identified several release cases potentially in the vicinity of your project. A list of releases in or near your project area is enclosed in Table 1. Please note a recent aviation gasoline release (2014) has occurred at the airport near the proposed work. However, the locational information provided to us regarding releases is sometimes inaccurate or incomplete. If you would like to do more research, additional information on reported releases in South Dakota may be obtained at the following website:
<http://arcgis.sd.gov/server/denr/spillviewer/>.

In the event that contamination is encountered during construction activities or caused by the construction work, the City of Yankton, or its designated representative, must report the contamination to the Department at 605.773.3296. Any contaminated soil encountered must be temporarily stockpiled and sampled to determine disposal requirements.

If construction for this project disturbs one (1) or more acre(s) of soil, a storm water permit may be required. For more information or to obtain a storm water permit, please contact the Surface Water Quality Program at 1-800-SD-Storm or visit
<http://denr.sd.gov/des/sw/StormWaterandConstruction.aspx>.

Thank you for providing the Department's Ground Water Quality Program the opportunity to comment on this project. If you have any questions regarding the information provided, please contact me at 605.773.3296.

Sincerely,



Ryan Fitzpatrick
Environmental Scientist II, PG/CPRR.
Groundwater Quality Program

cc: Mike Roinstead, Yankton Municipal Airport Manager, Yankton, SD
Bruce Lindholm, SDDOT Aeronautics Division
Joshua Fitzpatrick, FAA, Minneapolis, MN

Table 1: Release Cases Near the Project Area as of 1/26/2016

DENR ID	Site Name	City	County	Street	Material	Status	R1	Latitude	Longitude
92.007	Chan Gurney Municipal Airport	Yankton	Yankton	702 E. 31st St	Petroleum	C	SH	42.909099	-97.381017
99.058	Chan Gurney Airport - Line Leaks	Yankton	Yankton	610 E 31st St	Aviation Fuel	NFA	JF	42.909298	-97.381237
99.188	City Airport Tank (see 99.058)	Yankton	Yankton	Yankton Airport	Diesel Fuel	C	JF	42.909793	-97.380888
2014.287	ATP - Chan Gurney Airport	Yankton	Yankton	700 E 31st St	Aviation Gasoline	O	TF	42.909158	-97.380630

DENR ID = DENR Case Number
 Status: C = Closed, NFA = No Further Action, O/M = Open/Monitoring, I=Inactive
 R1 = DENR reviewer's initials



DEPARTMENT OF GAME, FISH, AND PARKS

Foss Building
523 East Capitol
Pierre, South Dakota 57501-3182

RECEIVED
FEB 28 2016

February 23, 2016

KLJ

Attn: Jessica Dudley, Environmental Planner
PO Box 1157
4585 Coleman Street
Bismark, ND 58502

RE: Chan Gurney Municipal Airport, Yankton, SD
Environmental Assessment for Apron Expansion

Dear Jessica,

The South Dakota Department of Game, Fish and Parks, Wildlife Division, has conducted a brief review of the above proposed project. A search was conducted of the South Dakota Natural Heritage Database (SDNHD) for rare, threatened and endangered species occurring within the vicinity of the proposed improvement area outlined in your letter. The SDNHD tracks species at risk. These species are those that are legally designated as either state or federally threatened or endangered or rare. Rare species are those that are declining and restricted to limited habitat, peripheral to a jurisdiction, isolated or disjunct due to geographic or climatic factors, or that are classified as such due to a lack of survey data. A list of all monitored species can be found at <http://gfp.sd.gov/wildlife/threatened-endangered>.

This search indicated that there are no known monitored species found near the project area, however an absence of a species does not preclude its presence. The proposed project activities do not impact state Game Production Areas. Given this, we have no concerns relative to this project at this time.

The South Dakota Department of Game, Fish and Parks appreciates the opportunity to provide comments.

Sincerely,

Tom Kirschenmann
Chief of Terrestrial Resources

From: Jessica Dudley
To: ["marc.macy@state.sd.us"](mailto:marc.macy@state.sd.us)
Subject: Chan Gurney Municipal Airport Environmental Assessment
Date: Wednesday, March 09, 2016 10:08:00 AM
Attachments: [FIRM MAP_46135C0320D.tif](#)
[Study Area Map.pdf](#)

Hi Mr. Macy,

KLJ is assisting the City of Yankton in the development of improvements to the Chan Gurney Municipal Airport. The Federal Aviation Administration (FAA) is the lead agency for review and approval, in coordination with the SD Department of Transportation, Office of Aeronautics. The funding of improvements associated with this airport involves a federal action, which requires environmental documentation in accordance with the National Environmental Policy Act. The improvements may include, but are not limited to, apron expansion and hangar removal. One of the hangars proposed to be removed has been identified as potentially eligible for the National Register of Historic Places. Please refer to the attached **Study Area Map**.

To ensure that social, economic, and environmental effects are considered in the development of this project, we are asking for your review of the proposed project. Please check to see if it is in compliance with the floodplain management criteria of Yankton County and the State of South Dakota. Attached is the Flood Insurance Rate Map, community-panel number 46435C0320D, dated July 06, 2010.

Please feel free to contact me with any questions or concerns.

Thanks!

Jessica Dudley



701-250-5917 **Direct**
701-955-4281 **Cell**
4585 Coleman Street
Bismarck, ND 58503-0431

February 6, 2016

Jessica Dudley
Environmental Planner
4585 Coleman St.
P. O. Box 1157
Bismarck, ND 58502-1157

RE: Chan-Gurney Airport, Yankton, SD
Environmental Assessment for Apron Expansion

Dear Jessica:

I would like to thank the FAA for all they have done to help in assuring success at the Yankton airport. In addition, I'd like to thank to the state of SD and KLJ for all their efforts. Without these partners, our whole region would be harmed because our airport would not be at the high standard it is today.

I feel the Yankton ramp project is long overdue, and it is the right time to move forward as planned. The empty, abandoned city-owned tile building is in terrible shape and is a hazard to the airport. It has had a fire in it years ago making it unsafe and surely not worthy of repair. It is also a safety hazard for refueling larger aircraft. I would urge us to demolish the building as soon as possible. It also makes sense to move the other two hangars as planned.

Again, I would urge the FAA to move forward with this project soon. For the past 28 years, I have owned and operated a business and owned a hangar on the Yankton Airport. Yankton is growing and along with that growth, it is vital that our community work with the FAA to maintain the highest safety and infrastructure standards possible at Chan Gurney airport.

Sincerely,

Jake Hoffner
Airport hangar owner
Aviation Business owner
Former Airport manager (1996-2006)
City Commissioner



Appendix C

Background Information

- ◆ Terminal Area Forecast (TAF)
- ◆ Parking Spaces Map
- ◆ City of Yankton Comprehensive Plan – Existing Land Use
- ◆ Flood Insurance Rate Map (FIRM)
- ◆ Threatened and Endangered Species Affect Determination Table
- ◆ Area of Potential Effect Map
- ◆ Cost Estimate for Alternative D

APO TERMINAL AREA FORECAST DETAIL REPORT

Forecast Issued January 2018

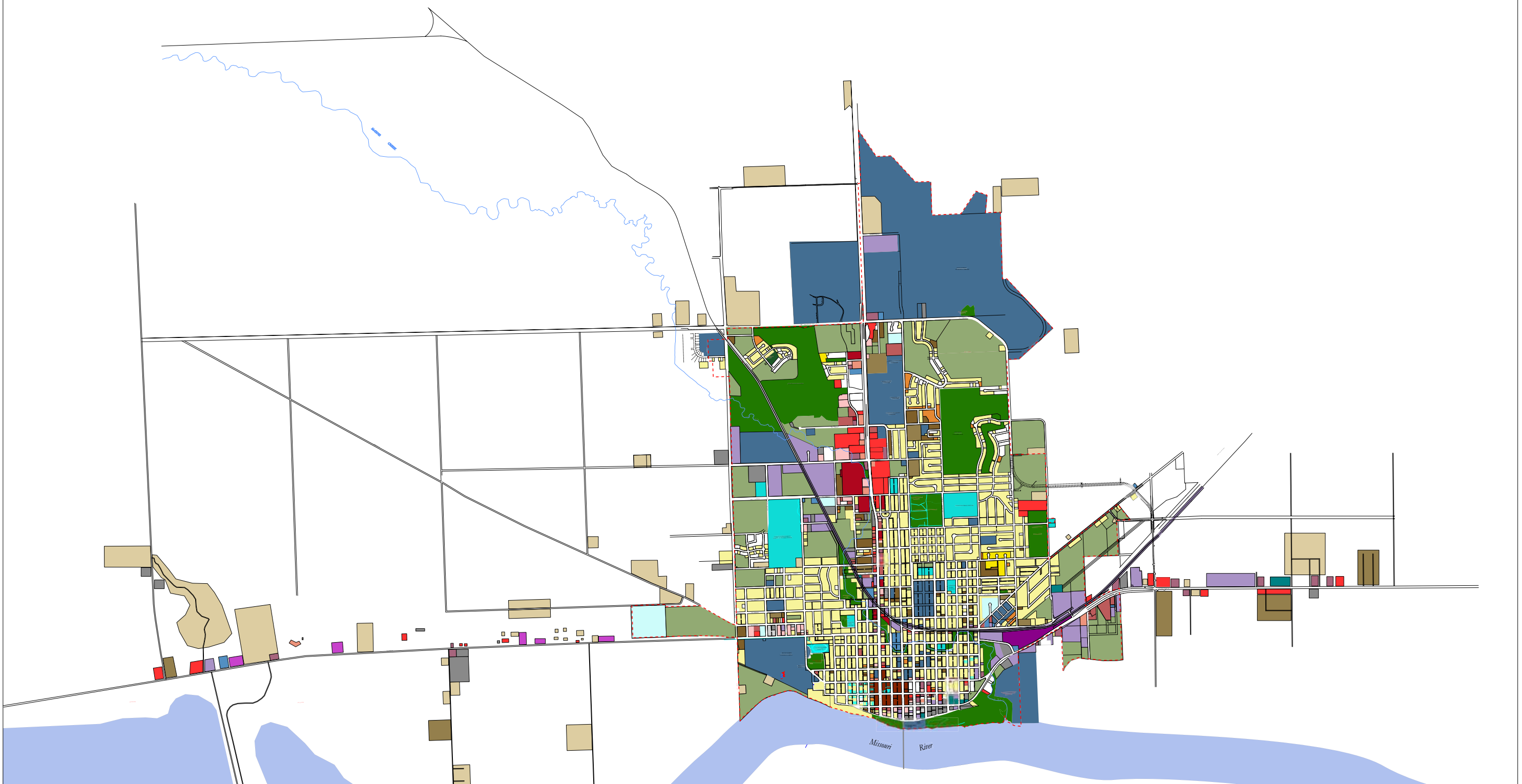
YKN

Fiscal Year	AIRCRAFT OPERATIONS													Total Ops	Total Tracon Ops	Based Aircraft
	Enplanements			Itinerant Operations						Local Operations						
	Air Carrier	Commuter	Total	Air Carrier	Air Taxi & Commuter	GA	Military	Total	Civil	Military	Total					
REGION:AGL STATE:SD LOCID:YKN																
CITY:YANKTON AIRPORT:CHAN GURNEY MUNI																
1990	0	903	903	0	3,800	4,000	0	7,800	4,000	0	4,000	11,800	0	28		
1991	0	1,826	1,826	0	4,500	6,000	0	10,500	4,000	0	4,000	14,500	0	28		
1992	0	3,067	3,067	0	4,500	6,000	0	10,500	4,000	0	4,000	14,500	0	29		
1993	0	3,217	3,217	0	4,500	6,000	0	10,500	4,000	0	4,000	14,500	0	29		
1994	0	3,026	3,026	0	4,500	6,000	0	10,500	4,000	0	4,000	14,500	0	29		
1995	0	2,770	2,770	0	5,616	6,000	0	11,616	4,000	0	4,000	15,616	0	31		
1996	0	1,814	1,814	0	3,300	6,000	0	9,300	4,000	0	4,000	13,300	0	31		
1997	0	1,027	1,027	0	3,013	6,000	0	9,013	4,000	0	4,000	13,013	0	30		
1998	0	2,026	2,026	0	3,013	6,000	0	9,013	4,000	0	4,000	13,013	0	30		
1999	0	1,494	1,494	0	7,924	6,000	50	13,974	4,380	0	4,380	18,354	0	35		
2000	0	1,040	1,040	0	7,924	6,000	50	13,974	4,380	0	4,380	18,354	0	35		
2001	0	568	568	0	3,420	6,200	50	9,670	4,380	0	4,380	14,050	0	33		
2002	0	568	568	1,020	2,400	6,200	50	9,670	4,380	0	4,380	14,050	0	33		
2003	0	0	0	0	3,420	6,200	50	9,670	4,380	0	4,380	14,050	0	33		
2004	0	0	0	0	3,420	6,200	50	9,670	4,380	0	4,380	14,050	0	33		
2005	0	0	0	20	2,900	5,700	50	8,670	3,980	0	3,980	12,650	0	33		
2006	0	0	0	0	1,500	5,000	50	6,550	10,000	0	10,000	16,550	0	33		
2007	0	0	0	0	1,500	5,000	50	6,550	12,000	0	12,000	18,550	0	36		
2008	0	0	0	0	1,500	5,300	50	6,850	13,200	0	13,200	20,050	0	42		
2009	0	0	0	0	1,500	6,000	50	7,550	14,300	0	14,300	21,850	0	41		
2010	0	0	0	0	1,500	6,500	24	8,024	14,500	0	14,500	22,524	0	43		
2011	0	0	0	0	1,200	6,800	36	8,036	16,500	0	16,500	24,536	0	39		
2012	0	22	22	0	300	1,800	18	2,118	7,500	0	7,500	9,618	0	42		
2013	0	22	22	0	120	1,200	12	1,332	6,500	0	6,500	7,832	0	45		
2014	0	0	0	0	120	1,200	12	1,332	6,500	0	6,500	7,832	0	38		
2015	0	0	0	0	120	1,200	12	1,332	6,500	0	6,500	7,832	0	43		
2016	0	0	0	0	120	1,200	12	1,332	6,500	0	6,500	7,832	0	42		
2017*	0	0	0	0	120	1,200	12	1,332	6,500	0	6,500	7,832	0	42		
2018*	0	0	0	0	120	1,200	12	1,332	6,500	0	6,500	7,832	0	42		
2019*	0	0	0	0	120	1,200	12	1,332	6,500	0	6,500	7,832	0	42		

APO TERMINAL AREA FORECAST DETAIL REPORT

Forecast Issued January 2018

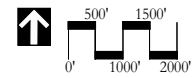
Fiscal Year	AIRCRAFT OPERATIONS														Based Aircraft
	Enplanements			Itinerant Operations						Local Operations			Total Ops	Total Tracon Ops	
	Air Carrier	Commuter	Total	Air Carrier	Air Taxi & Commuter	GA	Military	Total	Civil	Military	Total				
2020*	0	0	0	0	120	1,200	12	1,332	6,500	0	6,500	7,832	0	42	
2021*	0	0	0	0	120	1,200	12	1,332	6,500	0	6,500	7,832	0	42	
2022*	0	0	0	0	120	1,200	12	1,332	6,500	0	6,500	7,832	0	42	
2023*	0	0	0	0	120	1,200	12	1,332	6,500	0	6,500	7,832	0	42	
2024*	0	0	0	0	120	1,200	12	1,332	6,500	0	6,500	7,832	0	42	
2025*	0	0	0	0	120	1,200	12	1,332	6,500	0	6,500	7,832	0	42	
2026*	0	0	0	0	120	1,200	12	1,332	6,500	0	6,500	7,832	0	42	
2027*	0	0	0	0	120	1,200	12	1,332	6,500	0	6,500	7,832	0	42	
2028*	0	0	0	0	120	1,200	12	1,332	6,500	0	6,500	7,832	0	42	
2029*	0	0	0	0	120	1,200	12	1,332	6,500	0	6,500	7,832	0	42	
2030*	0	0	0	0	120	1,200	12	1,332	6,500	0	6,500	7,832	0	42	
2031*	0	0	0	0	120	1,200	12	1,332	6,500	0	6,500	7,832	0	42	
2032*	0	0	0	0	120	1,200	12	1,332	6,500	0	6,500	7,832	0	42	
2033*	0	0	0	0	120	1,200	12	1,332	6,500	0	6,500	7,832	0	42	
2034*	0	0	0	0	120	1,200	12	1,332	6,500	0	6,500	7,832	0	42	
2035*	0	0	0	0	120	1,200	12	1,332	6,500	0	6,500	7,832	0	42	
2036*	0	0	0	0	120	1,200	12	1,332	6,500	0	6,500	7,832	0	42	
2037*	0	0	0	0	120	1,200	12	1,332	6,500	0	6,500	7,832	0	42	
2038*	0	0	0	0	120	1,200	12	1,332	6,500	0	6,500	7,832	0	42	
2039*	0	0	0	0	120	1,200	12	1,332	6,500	0	6,500	7,832	0	42	
2040*	0	0	0	0	120	1,200	12	1,332	6,500	0	6,500	7,832	0	42	
2041*	0	0	0	0	120	1,200	12	1,332	6,500	0	6,500	7,832	0	42	
2042*	0	0	0	0	120	1,200	12	1,332	6,500	0	6,500	7,832	0	42	
2043*	0	0	0	0	120	1,200	12	1,332	6,500	0	6,500	7,832	0	42	
2044*	0	0	0	0	120	1,200	12	1,332	6,500	0	6,500	7,832	0	42	
2045*	0	0	0	0	120	1,200	12	1,332	6,500	0	6,500	7,832	0	42	



Yankton, SD Map 2.1 Existing Land Use

- | | | |
|----------------------------------|--------------------------|------------------------|
| Rural Residential | Commercial Recreation | Automotive |
| Low Density Residential | Service | Warehouse/Storage |
| Medium Density Residential | Retail | Agricultural Industry |
| High Density Residential | Restaurant/Entertainment | Industrial |
| Low Density Attached Residential | Office/Financial | Wholesale |
| Mobile Home | Downtown Mixed-Use | Salvage |
| Assisted Living | Strip Mall | Vacant |
| Civic | School | Agriculture/Open Space |
| Parks and Recreation | Public Utilities | City Limits |

RDC RDG Crose Gardner Shukert, Inc. Landscape Architecture, Planning and Urban Design
900 Farnam St. Suite 100 Omaha, NE 68102; 402-392-0136



NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not constitute a warranty of any kind or a statement of fact. It is not intended to be used as a basis for any claim or action, and it is not intended to constitute a contract or any other legal instrument. It is provided for informational purposes only. The National Flood Insurance Program is administered by the Federal Emergency Management Agency (FEMA). The National Flood Insurance Program is a federal program that provides flood insurance to property owners in the United States. The program is designed to help property owners recover from financial loss in the event of a flood. The program is administered by the Federal Emergency Management Agency (FEMA). The National Flood Insurance Program is a federal program that provides flood insurance to property owners in the United States. The program is designed to help property owners recover from financial loss in the event of a flood. The program is administered by the Federal Emergency Management Agency (FEMA).

Boundary of the Floodway: The boundary of the Floodway is shown on this map as the area enclosed by the 1% Annual Chance Flood Elevation (AFCE) line. The AFCE is the elevation of the flood that has a 1% chance of being equaled or exceeded in any given year. The AFCE is shown on this map as a solid line. The boundary of the Floodway is shown on this map as the area enclosed by the 1% Annual Chance Flood Elevation (AFCE) line. The AFCE is the elevation of the flood that has a 1% chance of being equaled or exceeded in any given year. The AFCE is shown on this map as a solid line.

Special Flood Hazard Areas (SFHAs): Special Flood Hazard Areas (SFHAs) are areas of the community that are subject to a special flood hazard. The SFHAs are shown on this map as shaded areas. The SFHAs are: Zone A (shaded light gray), Zone AE (shaded medium gray), Zone A0 (unshaded), Zone A1 (shaded dark gray), Zone X (shaded light gray), Zone VE (shaded medium gray), Zone V (shaded dark gray), Zone V1 (shaded dark gray), Zone V2 (shaded dark gray), Zone V3 (shaded dark gray), Zone V4 (shaded dark gray), Zone V5 (shaded dark gray), Zone V6 (shaded dark gray), Zone V7 (shaded dark gray), Zone V8 (shaded dark gray), Zone V9 (shaded dark gray), Zone V10 (shaded dark gray), Zone V11 (shaded dark gray), Zone V12 (shaded dark gray), Zone V13 (shaded dark gray), Zone V14 (shaded dark gray), Zone V15 (shaded dark gray), Zone V16 (shaded dark gray), Zone V17 (shaded dark gray), Zone V18 (shaded dark gray), Zone V19 (shaded dark gray), Zone V20 (shaded dark gray), Zone V21 (shaded dark gray), Zone V22 (shaded dark gray), Zone V23 (shaded dark gray), Zone V24 (shaded dark gray), Zone V25 (shaded dark gray), Zone V26 (shaded dark gray), Zone V27 (shaded dark gray), Zone V28 (shaded dark gray), Zone V29 (shaded dark gray), Zone V30 (shaded dark gray), Zone V31 (shaded dark gray), Zone V32 (shaded dark gray), Zone V33 (shaded dark gray), Zone V34 (shaded dark gray), Zone V35 (shaded dark gray), Zone V36 (shaded dark gray), Zone V37 (shaded dark gray), Zone V38 (shaded dark gray), Zone V39 (shaded dark gray), Zone V40 (shaded dark gray), Zone V41 (shaded dark gray), Zone V42 (shaded dark gray), Zone V43 (shaded dark gray), Zone V44 (shaded dark gray), Zone V45 (shaded dark gray), Zone V46 (shaded dark gray), Zone V47 (shaded dark gray), Zone V48 (shaded dark gray), Zone V49 (shaded dark gray), Zone V50 (shaded dark gray), Zone V51 (shaded dark gray), Zone V52 (shaded dark gray), Zone V53 (shaded dark gray), Zone V54 (shaded dark gray), Zone V55 (shaded dark gray), Zone V56 (shaded dark gray), Zone V57 (shaded dark gray), Zone V58 (shaded dark gray), Zone V59 (shaded dark gray), Zone V60 (shaded dark gray), Zone V61 (shaded dark gray), Zone V62 (shaded dark gray), Zone V63 (shaded dark gray), Zone V64 (shaded dark gray), Zone V65 (shaded dark gray), Zone V66 (shaded dark gray), Zone V67 (shaded dark gray), Zone V68 (shaded dark gray), Zone V69 (shaded dark gray), Zone V70 (shaded dark gray), Zone V71 (shaded dark gray), Zone V72 (shaded dark gray), Zone V73 (shaded dark gray), Zone V74 (shaded dark gray), Zone V75 (shaded dark gray), Zone V76 (shaded dark gray), Zone V77 (shaded dark gray), Zone V78 (shaded dark gray), Zone V79 (shaded dark gray), Zone V80 (shaded dark gray), Zone V81 (shaded dark gray), Zone V82 (shaded dark gray), Zone V83 (shaded dark gray), Zone V84 (shaded dark gray), Zone V85 (shaded dark gray), Zone V86 (shaded dark gray), Zone V87 (shaded dark gray), Zone V88 (shaded dark gray), Zone V89 (shaded dark gray), Zone V90 (shaded dark gray), Zone V91 (shaded dark gray), Zone V92 (shaded dark gray), Zone V93 (shaded dark gray), Zone V94 (shaded dark gray), Zone V95 (shaded dark gray), Zone V96 (shaded dark gray), Zone V97 (shaded dark gray), Zone V98 (shaded dark gray), Zone V99 (shaded dark gray), Zone V100 (shaded dark gray).

Coastal Barrier Resources System (CBRS): The Coastal Barrier Resources System (CBRS) is a system of areas that are located along the coast of the United States. The CBRS is shown on this map as a dashed line. The CBRS is designed to provide protection for coastal areas that are vulnerable to flooding. The CBRS is administered by the Federal Emergency Management Agency (FEMA). The Coastal Barrier Resources System (CBRS) is a system of areas that are located along the coast of the United States. The CBRS is shown on this map as a dashed line. The CBRS is designed to provide protection for coastal areas that are vulnerable to flooding. The CBRS is administered by the Federal Emergency Management Agency (FEMA).

Map Accuracy: The map is based on the best data available at the time of publication. The map is not a warranty of any kind or a statement of fact. It is not intended to be used as a basis for any claim or action, and it is not intended to constitute a contract or any other legal instrument. It is provided for informational purposes only. The National Flood Insurance Program is administered by the Federal Emergency Management Agency (FEMA). The National Flood Insurance Program is a federal program that provides flood insurance to property owners in the United States. The program is designed to help property owners recover from financial loss in the event of a flood. The program is administered by the Federal Emergency Management Agency (FEMA).

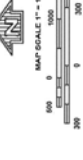
Map Scale: The map scale is 1" = 500'. The map is shown at a scale of 1" = 500'. The map is not a warranty of any kind or a statement of fact. It is not intended to be used as a basis for any claim or action, and it is not intended to constitute a contract or any other legal instrument. It is provided for informational purposes only. The National Flood Insurance Program is administered by the Federal Emergency Management Agency (FEMA). The National Flood Insurance Program is a federal program that provides flood insurance to property owners in the United States. The program is designed to help property owners recover from financial loss in the event of a flood. The program is administered by the Federal Emergency Management Agency (FEMA).

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Map Date: The map was last updated on 12/31/2005. The map is not a warranty of any kind or a statement of fact. It is not intended to be used as a basis for any claim or action, and it is not intended to constitute a contract or any other legal instrument. It is provided for informational purposes only. The National Flood Insurance Program is administered by the Federal Emergency Management Agency (FEMA). The National Flood Insurance Program is a federal program that provides flood insurance to property owners in the United States. The program is designed to help property owners recover from financial loss in the event of a flood. The program is administered by the Federal Emergency Management Agency (FEMA).

LEGEND

- SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO FLOOD INSURANCE PREMIUMS:** Zone AE, Zone A0, Zone A1, Zone A, Zone X, Zone VE, Zone V, Zone V1, Zone V2, Zone V3, Zone V4, Zone V5, Zone V6, Zone V7, Zone V8, Zone V9, Zone V10, Zone V11, Zone V12, Zone V13, Zone V14, Zone V15, Zone V16, Zone V17, Zone V18, Zone V19, Zone V20, Zone V21, Zone V22, Zone V23, Zone V24, Zone V25, Zone V26, Zone V27, Zone V28, Zone V29, Zone V30, Zone V31, Zone V32, Zone V33, Zone V34, Zone V35, Zone V36, Zone V37, Zone V38, Zone V39, Zone V40, Zone V41, Zone V42, Zone V43, Zone V44, Zone V45, Zone V46, Zone V47, Zone V48, Zone V49, Zone V50, Zone V51, Zone V52, Zone V53, Zone V54, Zone V55, Zone V56, Zone V57, Zone V58, Zone V59, Zone V60, Zone V61, Zone V62, Zone V63, Zone V64, Zone V65, Zone V66, Zone V67, Zone V68, Zone V69, Zone V70, Zone V71, Zone V72, Zone V73, Zone V74, Zone V75, Zone V76, Zone V77, Zone V78, Zone V79, Zone V80, Zone V81, Zone V82, Zone V83, Zone V84, Zone V85, Zone V86, Zone V87, Zone V88, Zone V89, Zone V90, Zone V91, Zone V92, Zone V93, Zone V94, Zone V95, Zone V96, Zone V97, Zone V98, Zone V99, Zone V100.
- Other Flood Areas:** Zone X, Zone AE, Zone A0, Zone A1, Zone A, Zone X, Zone VE, Zone V, Zone V1, Zone V2, Zone V3, Zone V4, Zone V5, Zone V6, Zone V7, Zone V8, Zone V9, Zone V10, Zone V11, Zone V12, Zone V13, Zone V14, Zone V15, Zone V16, Zone V17, Zone V18, Zone V19, Zone V20, Zone V21, Zone V22, Zone V23, Zone V24, Zone V25, Zone V26, Zone V27, Zone V28, Zone V29, Zone V30, Zone V31, Zone V32, Zone V33, Zone V34, Zone V35, Zone V36, Zone V37, Zone V38, Zone V39, Zone V40, Zone V41, Zone V42, Zone V43, Zone V44, Zone V45, Zone V46, Zone V47, Zone V48, Zone V49, Zone V50, Zone V51, Zone V52, Zone V53, Zone V54, Zone V55, Zone V56, Zone V57, Zone V58, Zone V59, Zone V60, Zone V61, Zone V62, Zone V63, Zone V64, Zone V65, Zone V66, Zone V67, Zone V68, Zone V69, Zone V70, Zone V71, Zone V72, Zone V73, Zone V74, Zone V75, Zone V76, Zone V77, Zone V78, Zone V79, Zone V80, Zone V81, Zone V82, Zone V83, Zone V84, Zone V85, Zone V86, Zone V87, Zone V88, Zone V89, Zone V90, Zone V91, Zone V92, Zone V93, Zone V94, Zone V95, Zone V96, Zone V97, Zone V98, Zone V99, Zone V100.
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Panel 0300D

FIRM
FLOOD INSURANCE RATE MAP
YANKTON COUNTY,
SOUTH DAKOTA
AND INCORPORATED AREAS

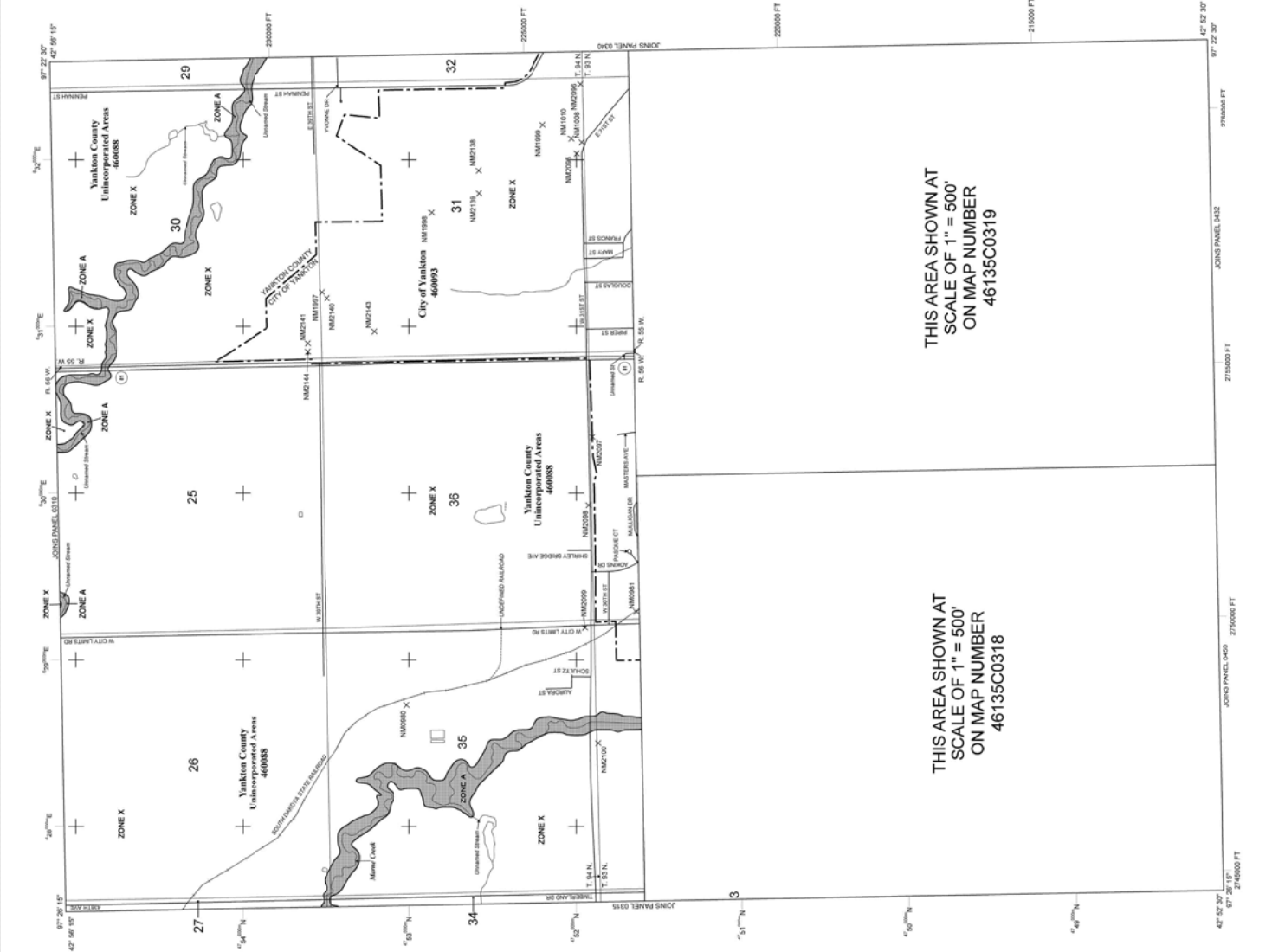
PANEL 320 OF 500
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:
 NUMBER: 46135C0318
 SHEETS: 3
 DATE: 06/06/2010

Notice to User: The Map Number shown below should be used when placing map orders. The map number is the key to the map information and is used to order insurance applications for the subject community.

MAP NUMBER
46135C0320D
EFFECTIVE DATE
JULY 6, 2010

Federal Emergency Management Agency



THIS AREA SHOWN AT
 SCALE OF 1" = 500'
 ON MAP NUMBER
 46135C0318

Threatened, Endangered, Proposed, Candidate Species and Critical Habitat Affect Determination Table

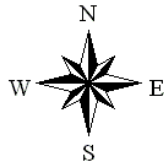
Airport: Yankton Municipal Airport		Grant: 3-46-0062-026-2015	Description: Apron expansion	County: Yankton	State: SD	
Species	Listing	Guidance	FAA Review Required?	Determination		Additional Documentation Included
				Yes	No	
Interior Least Tern (Bird)	E	FAA Review required for work in or along the shoreline of the Missouri River System including reservoirs from April 15 through August 1.	X			X
Whooping Crane (Bird)	E	FAA Review required for any impacts (removal or modification) to wetlands that are suitable stopover habitat; and/or the adjustment (raising, relocating) of existing above-ground utility lines; or for newly placed poles/towers (including beacons) and those that require overhead lines/guy wires; unless the adjustments or new installations are located in a highly developed or urban area.		X		
Pallid Sturgeon (Fish)	E	FAA Review required for work in or along the shoreline of the Missouri River (including reservoirs) and Yellowstone River Systems.	X			X
Topeka Shiner (Fish)	E	FAA review required for work in or along the shoreline of prairie (or former prairie) streams with pools containing clear, clean water (non-turbid), and have clean gravel, rock or sand bottoms, specifically in one or more of the three known inhabited watersheds (the James, Vermillion, and Big Sioux).	X			X
American Burying Beetle (Insect)	E	FAA review required for work in undisturbed grassland prairie, forest edge, and scrubland areas where significant humus or topsoil, suitable for burying carrion, occurs.		X		
Poweshiek Skipperling (Insect)	E	FAA Review required for work occurring in undisturbed native tall grass prairie and wet swales.		X		
Black-footed Ferret (Mammal)	E	FAA Review required for ground disturbing activities within 100 feet of prairie dog towns of at least 80 acres in size. Projects within the existing airport property will not require FAA review.		X		
Gray Wolf (Mammal)	E	FAA Review required for projects on a new location (i.e. construction of a new airport).	X			X
Higgin's Eye Mussel (Mollusc)	E	FAA review required for work in deep water with moderate currents in large rivers with sand/gravel bottoms.	X			X
Scaleshell Mussel	E	FAA review required for work in or along the shoreline of river habitat with stable channels and good water quality.	X			X


(Mollusc)	Species	Listing	Guidance	FAA Review Required?		Determination		Additional Documentation Included
				Yes	No	Not Present	No Effect	
Piping Plover (Bird)	T	FAA Review required for ground disturbing activities within ½ mile of designated piping plover critical habitat or known nesting sites. See link for piping plover designated critical habitat maps: http://www.fws.gov/mountain-prairie/species/birds/pipingplover/	X			X	The Airport property is located 2.5 miles north of piping plover critical habitat	
Rufa Red Knot (Bird)	T	FAA Review required for work activities impacting Piping Plover Critical Habitat or sewage lagoons. See link for piping plover designated critical habitat maps: http://www.fws.gov/mountain-prairie/species/birds/pipingplover/	X			X		
Dakota Skipper (Insect)	T	FAA Review required for work occurring in high quality native prairie containing a high diversity of wildflowers and grasses.			X			
Northern Long-Eared Bat (Mammal)	T	FAA Review required for work involving the removal of trees or buildings, ground disturbance in areas with caves, mines, and rock crevices, or work on structures. A final 4(d) rule with programmatic biological opinion (PBO) has been released by the USFWS. Further guidance: https://www.fws.gov/Midwest/Endangered/mammals/nleb/s7.html https://www.fws.gov/Midwest/Endangered/mammals/nleb/pdf/S7FrameworkNLEB17Feb2016.pdf	X			X		
Leedy's Roseroot (Plant)	T	FAA Review required for work along cool wet groundwater-fed limestone cliffs, as well as cliffs characterized by the presence of cracks in the rocks.			X			
Western Prairie Fringed Orchid (Plant)	T	FAA Review required for all ground disturbing activities on non-flooded, undisturbed ground, known habitat, native prairie and sedge meadows. High probability of species in or near the Sheyenne National Grassland or the Big Sioux River Valley.	X			X		
Piping Plover Critical Habitat	D	FAA Review required for ground disturbing activities within ½ mile of designated piping plover critical habitat or known nesting sites. See link for piping plover designated critical habitat maps: http://www.fws.gov/mountain-prairie/species/birds/pipingplover/ https://www.fws.gov/mountain-prairie/es/species/birds/pipingplover/sdunit1.pdf	X			X	The Airport property is located 2.5 miles north of piping plover critical habitat	
Dakota Skipper Critical Habitat	D	FAA Review required for ground disturbing activities within 0.6 mile of proposed Dakota Skipper critical habitat. See link for Dakota Skipper proposed critical habitat maps: https://www.fws.gov/midwest/Endangered/insects/dask/fCHmaps/daskchND.pdf			X			

Poweshiek Skipperling Critical Habitat	D	https://www.fws.gov/midwest/conservation/conservation/insects/dask/fCHmaps/daskchSD.pdf FAA Review required for ground disturbing activities within 0.6 mile of proposed Poweshiek Skipperling critical habitat. See link for Poweshiek Skipperling proposed critical habitat maps: https://www.fws.gov/midwest/conservation/conservation/insects/posk/fCHmaps/PS_ND_1_2.pdf https://www.fws.gov/midwest/conservation/conservation/insects/posk/fCHmaps/poskchSD.pdf					X		

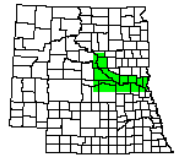
Piping Plover Critical Habitat

Unit 2 (South Dakota & Nebraska - Missouri River)

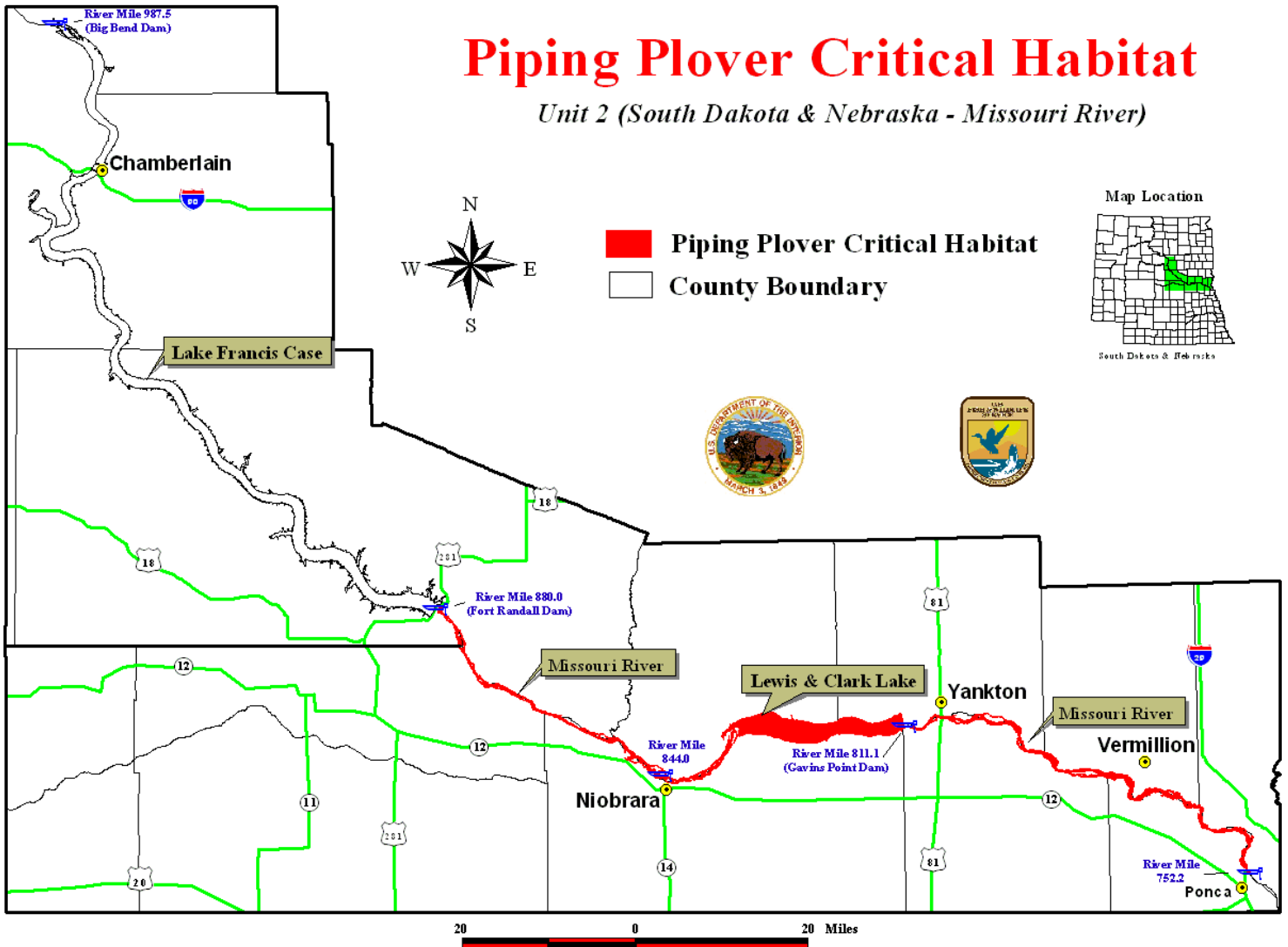


 Piping Plover Critical Habitat
 County Boundary

Map Location




South Dakota & Nebraska



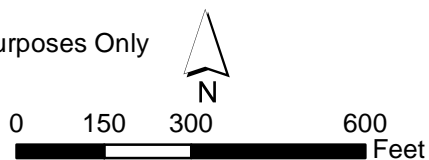
Map compiled by USFWS, Ecological Services, Bismarck, ND, December, 2002. All features are for representative purposes only and may not depict the the actual size, shape and/or boundary.

Legend

 Area of Potential Effect



*Intended for Planning Purposes Only



**Chan Gurney Municipal Airport
Area of Potential Effect**

**CHAN GURNEY MUNICIPAL AIRPORT, YANKTON, SD
ANALYSIS OF PROBABLE COSTS**

Alternate D

Construct PCC Apron Expansion & Relocate 2 Existing Hangars (approx. 7,116 S.Y. Paved, 1,020 SY Reconstructed)

Spec. No.	Item	Qty.	Unit	Unit Price	Total
SP-Loc	1 Mobilization	1	L.S.	\$ 110,000.00	\$ 110,000.00
SP-Loc	2 Air Side Traffic Control	1	L.S.	10,000.00	10,000.00
P-152	3 Unclassified Excavation	6,000	C.Y.	10.00	60,000.00
P-152	4 Water	100	M.Gal.	20.00	2,000.00
Plan Notes	5 Soil Stabilization Material	8,954	S.Y.	5.00	44,770.00
P-208	6 8-Inch Crushed Aggregate Base Course	2,000	C.Y.	40.00	80,000.00
Plan Notes	7 Geotextile Fabric	8,954	S.Y.	3.00	26,862.00
Plan Notes	8 Remove and Dispose of Bituminous Pavement	5,660	S.Y.	3.00	16,980.00
P-501	9 8-Inch PCC Pavement	8,136	S.Y.	55.00	447,480.00
Plan Notes	10 Remove & Dispose of Concrete Pavement	1,020	S.Y.	7.00	7,140.00
P-605	11 Joint Sealing – 8-Inch PCC Pavement (New)	11,400	L.F.	3.00	34,200.00
P-620	12 Taxiway Painting	3,000	S.F.	6.00	18,000.00
T-901	13 Seeding	2	Acre	2,000.00	4,000.00
T-905	14 Topsoiling (On Site)	200	C.Y.	6.00	1,200.00
T-905	15 Topsoiling (Contractor Provided)	1,600	C.Y.	10.00	16,000.00
T-908	16 Mulching	2	Acre	4,000.00	8,000.00
SP-Loc	17 Relocate Existing Hangar	2	Ea.	60,000.00	120,000.00
SP-Loc	18 Install Aircraft Tiedown	12	Ea.	500.00	6,000.00
Total Estimated Cost					\$ 1,012,632.00



Appendix D

Section 106 Information

- ◆ A Level III Cultural Resource Report for a Proposed Wildlife Fence and Hangar Removal Project, dated December 6, 2009
- ◆ Technical Memorandum – Structural Assessment of Historic Hangar, dated April 4, 2011
- ◆ Architectural Reconnaissance Survey of the Chan Gurney Airport, Yankton, SD, dated April 3, 2017
- ◆ Yankton County Historical Society SOV Letter
- ◆ FAA Effect Determination Letter to SHPO, dated February 5, 2018
- ◆ FAA Invitation to Consulting Parties, dated February 6, 2018
- ◆ SHPO Concurrence of Effect Determination, dated February 21, 2018
- ◆ FAA Notification of Adverse Effect to Advisory Council, dated March 21, 2018
- ◆ ACHP Response, dated April 3, 2018

**A LEVEL III
CULTURAL RESOURCE REPORT FOR A
PROPOSED WILDLIFE FENCE
AND HANGAR REMOVAL PROJECT**

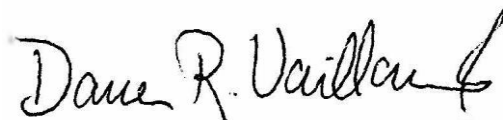
Chan Gurney Municipal Airport

T94N; R55W; Sections 30, 31 & 32
T93N; R55W; Sections 5 & 6

Yankton County, South Dakota

December 6, 2009

by



Dana R. Vaillancourt, Principal Investigator
2349 Ohio Avenue SW
Huron, South Dakota 57350

for:

Kadmas, Lee & Jackson (KL&J)
128 Soo Line Drive
PO Box 1157
Bismarck, ND 58502-1157

Abstract:

A Level III cultural resources survey was conducted in Yankton County (Lower James Archaeological Region) for a proposed wildlife fence and hangar removal project to identify the presence or absence of historic properties/cultural resources within the area of potential effects (APE). The project was conducted by Dana R. Vaillancourt, archeologist and architectural historian, with project information provided by Steve Czczok, Environmental Planner with Kadrmas, Lee & Jackson (KL&J). The project consists of the proposed installation of approximately 5.8 miles (30,620 feet) of wildlife fence (fifty foot wide corridor) and the removal of three hangar buildings. The majority of the proposed fence will be installed where an existing fence is located and the remainder is proposed in either previously cultivated fields or along the runway area. This proposed fence location (approximately 35 acres) was subject to a surface pedestrian survey conducted at a fifty foot interval and surface visibility ranged between 10-35% along the existing fence line and 20-60% in previously cultivated areas. Previous disturbances to these locations include the existing fence, cultivation, and grading for the existing airport. Portions of the project corridor included roadway ditches, including utility corridors. One area of mixed twentieth century fill was located along the eastern fence line, but contained very modern materials (plastic soda bottles and modern beer cans). Therefore, no significant archeological resources were located during the field investigation and no negative cumulative effects outside of the area of potential effects are anticipated as there is an existing fence and the majority of surrounding buildings are less than fifty years old.

This project also entails the proposed removal of three airport hangar buildings (Buildings A-C) within the airport. A reconnaissance level survey of these three hangar buildings was conducted to determine whether they are eligible for listing in the National Register of Historic Places. Buildings B & C are less than fifty years old and are not eligible for listing in the National Register of Historic Places. Building A is eligible for listing in the National Register of Historic Places under Criterion A & C. The hangar meets National Register Criterion A in the area of transportation as part of Yankton's persistent efforts to bring Navy and Yankton College flight programs to their community and the continued use of the airport and hangar for transportation purposes. The property also meets Criterion C as it still possesses integrity of location, design, setting, materials, workmanship, and feeling and remains a distinctive example of an early airport hangar.

Three alternatives to the current proposal for Building A were examined: Do nothing; Relocate the existing hangar; and Remove the hangar. The intent of the project is to improve growth in general aviation activity by creating an area to park larger aircraft parking. The existing tile hangar is underutilized and occupies a location needed to expand the apron. Removal of the building is the only alternative that would allow for the intent of the project to be met. The removal of the hangar would have an adverse effect on a historic property. Because the property would be demolished, there is little that can be done to minimize the adverse effect. However, appropriate photo documentation and limited drawings could be utilized to record its significant architectural characteristics. As there is some local interest in the building's history, a small brochure on the building's history at the site could be developed for dissemination at the airport and community.

Therefore, the preferred alternate would have an adverse effect on historic properties. Appropriate documentation of the existing structure is recommended to record the building's history and significant architectural characteristics.

Introduction:

This survey report was prepared pursuant to Section 106 of the National Historic Preservation Act of 1966 (as amended), 36 CFR Part 800, and the *Guidelines for Cultural Resource Survey and Survey Reports 2005* [South Dakota - SHPO].

Kadmas, Lee & Jackson (KL&J) is the design consultant for the Federal Aviation Administration (FAA), the lead federal agency for this project. Dana Vaillancourt was contracted by KL&J to provide archeological and architectural history services for this project located at the Chan Gurney Municipal Airport in Yankton, South Dakota.

Project Location:

Yankton County, South Dakota
T94N; R55W; Sections 30, 31 & 32
T93N; R55W; Sections 5 & 6
USGS 7.5' Yankton, SD Quadrangle

Environment:

The project area is located in Yankton County in the southeastern part of South Dakota within the Missouri River Trench physiographic area. The area of potential effects is located primarily on a level developed for an airport and cultivated land not immediately adjacent to any major drainages. Soils within the project area primarily consist of Clarno loam (0 to 2 percent slopes) and Clarno-Crossplain-Tetonka complex (0 to 3% slopes) and are deep, poor to well drained soils located on uplands. The substrate is glacial till (USDA 1979).

Description:

The project consists of the proposed installation of approximately 5.8 miles (30,620 feet) of wildlife fence (fifty foot wide corridor) and the removal of the extant fence and three hangar buildings. Although the fence corridor is fifty foot in size, no aboveground structures will be removed as part of the fence project. Three hangar buildings are proposed for demolition, one clay tile hangar constructed in 1943 (Building A) and the other two metal sided buildings (Buildings B & C) constructed post 1978 (do not show on 1978 USGS quadrangle of the area). All three buildings are surrounded by paved surfaces and would be demolished in place and debris removed from the site by trucks over existing travel routes.

Consultation:

Beside the two older hangars at the site (one large 1943 wood-framed barrel hangar not included in this project and Building A), airport staff were not aware of any cultural resources within the project area or vicinity.

There tends to be conflicting local lore about the older hangar buildings. Some folks note that the tile hangar was constructed to house German prisoners of war (POW) and that the nearby barrel hangar was constructed by the prisoners. Others note that the POWs might have been housed there for several years. A Yankton County Historical Society book clearly identifies the subject buildings being constructed in 1943 as hangars and that the POWs were housed in the tile hangar for a period from April through December 1945. Although the World War II association with the airport was very brief (approximately 2 years), there may be some local interest in the 1943 buildings.

Acres Surveyed:

Approximately 35 acres were Level III surveyed for this project.

Cultural Resource Review:

There are no known historic or architectural resources within the project area based upon a check of National and State Register databases.

This property is located on public land outside of any established Indian reservation.

On October 23, 2009, a Level I record search was conducted using the South Dakota Archaeological Research Center ARC map database at the South Dakota State Historic Preservation Office in Pierre, South Dakota. The site file search identified nine previous surveys (ESD-0005, AYK-0005, AYK-0024, AYK-0037, AYK-0051, AYK-0016, AYK-0025, AYK-0061 & AYK-0035) and one known site (39YK0043 – historic period artifact scatter) within one mile of the project area. A large portion of the runway and adjacent areas had been subject to a negative previous survey (AYK-0005) in 1977 as part of the Archaeological Survey of the Chan Gurney Airport Expansion Project by Steven Ruple. There is also previous negative survey to the immediate west (AKY-0024) and the south (AYK-0051 & AYK-0016) of the project area. Buildings at the site had not been subject to previous architectural reconnaissance survey.

Research Design:

A Level III survey was conducted to determine the presence or absence of cultural resources within the area of potential effects for this project. Although cultural resource compliance activities address the potential effects of Federal undertakings on historic and

cultural properties, there is also the identified need in the Lower James Archaeological Region for basic archaeological data collection and inventory of areas away from the James River and major tributaries (Windam & Hannus 1991: 39-5).

Chan Gurney Municipal Airport – Brief History

In December of 1941, 365 acres of farmland at the current airport location was secured for a new airport, the earlier airport being located further to the west on land owned by the State of South Dakota. It was hoped that an improved airport would attract the Navy College flight program which had viewed Yankton's previous airport as inadequate for their purposes. On January 24, 1942, Yankton voters approved a bond issue to construct the new Yankton Municipal Airport. While there were plans as early as June to commence work, not much work was completed during 1942 and the old airport to the west continued to operate. "In 1943 the large hangar was completed and the south and east tile hangars were also built" (Yankton Historical Society 1987: 275). [The "large hangar" is the white "barrel" hangar still located at the site; the "south" hangar was demolished sometime post-1978 (shows up on 1978 USGS quadrangle), and the "east" tile hangar (Building A) is one of the buildings proposed for removal.] On June 14, 1943, the field with its 3,500 foot earth runway was dedicated (Karolevitz 1999).

In 1943, the Navy and Yankton College flight programs were relocated to the new Yankton Municipal Airport and Arvin Bierman was in charge of flight instruction. On April 2, 1945, a German POW branch camp was set up at the Yankton airport and approximately fifty-seven German POWs were housed in the east tile hangar. Each day, the POWs would ride in trucks or march to where they worked for the U.S. Army Corps of Engineers conducting erosion prevention along the Missouri River. Most of South Dakota's German prisoners of war were shipped back to Europe by December 1945 (Yankton Historical Society 1987: 275 and Nickisch 2006).

After the Navy flight program ceased, Arvin Bierman continued to manage and operate the airport. In 1947, the contract between Mr. Bierman and the City of Yankton was terminated and South Dakota Airways became the new airport operator; managed by the partnership of Sparrowhawk, Jamison and Collier. When the partnership split up in 1949, Sparrowhawk continued to operate the airport until the middle of 1950. Duane Closs became the airport operator in 1951, initially doing business as the Yankton Air Service, but later changed the name to Contact Aviation around 1958, Business Aviation, Inc. in 1961 and Closs Aircraft Inc. around 1962. K. Dean Iverson took over the as the airport operator and manager in 1963. The Yankton Airport was renamed the Chan Gurney Airport in 1965 and the word "Municipal" was dropped in 1969 as the airport's funding now included state, county, local and federal sources. The airport was named after Chan (John Chandler) Gurney, a senator from Yankton, who was a staunch proponent of the new airport and keeping the Navy College flight program in Yankton.

Up until 1957, the runways at the Yankton Airport were grass sod. In 1957, an additional 40 acres were purchased by the City and the runways were expanded and hard surfaced, the apron and taxiway were extended and hard surfaced. Also in 1957, the administration building was remodeled for utilization as an airline terminal and the airport was

surrounded by a fence. An additional 54.6 acres were purchased for the airport in 1965 and a medium intensity lighting project completed. In 1967, the runway was again extended, this time to 5,400 feet. In 1968, another 38 acres were purchased. “In 1971, a new airline terminal building was built, also a new apron expansion, taxiway lights, terminal building service roads, more fencing, and a concrete service drive way” (Yankton Historical Society 1987: 276). During the winter of 1972-73, a fire destroyed some of the east tile hangar (Building A) and it was remodeled and improved in 1973. Local informants note that the existing drop ceiling hides some of the charring from the fire still. The hangar currently houses several smaller planes and is also used as a maintenance shed.

Field Work:

Archeological

On November 24, 2009, Dana R. Vaillancourt conducted a Level III survey in Yankton County (Lower James Archaeological Region) for the proposed fence location (approximately 35 acres). The majority of the proposed fence will be installed where an existing fence is located and the remainder is proposed in either previously cultivated fields or along the runway area. This proposed fence location (approximately 35 acres) was subject to a surface pedestrian survey conducted at a fifty foot interval and surface visibility ranged between 10-35% along the existing fence line and 20-60% in previously cultivated areas. Previous disturbances to these locations include the existing fence, cultivation, and grading for the existing airport. Portions of the project corridor included roadway ditches, including utility corridors. One area of mixed twentieth century fill was located along the eastern fence line, but contained very modern materials (plastic soda bottles and modern beer cans) and was not treated as an archeological site. Therefore, no cultural resources were located during the field investigation and no negative cumulative effects outside of the area of potential effects are anticipated as there is an existing fence and the majority of surrounding buildings are less than fifty years old.

Architectural History

Three extant hangar buildings (Buildings A-C) are currently proposed to be removed for this project. Building A was constructed in 1943 as part the development of the airport to be included in the Navy College flight program. At this time, three hangars were constructed and two are still present at the airport. [Another one of the original 1943 hangar buildings, a wood-framed barrel hangar, is not proposed for removal and is not included in this project]. Buildings B & C were both constructed post 1978 and only photographs of these two buildings are included.

Building A

Building A was constructed in 1943 as a hangar to be utilized as part of the new airport’s involvement in the Navy College flight program. Two tile hangars and one wood-sided barrel hangar were constructed at that time. Building A is the only tile hangar remaining

at the airport and may have been constructed to house four cub-style training planes, storage, an office and washroom on a single floor (Karolevitz 1999). From approximately April through December 1945, approximately fifty-seven German POWs were housed in the hangar. The POWs worked for the U.S. Army Corps of Engineers conducting erosion control along the Missouri River (Yankton Historical Society 1987: 275 and Nickisch 2006). After the short-lived flight program ended in the mid-1940s, the building has been used fairly continuously as a hangar for the airport. During the winter of 1972-73, a fire destroyed some of the hangar and it was remodeled and improved in 1973. Local informants note that the existing drop ceiling hides some of the charring from the fire still. The building's windows were also probably replaced about that time with modern metal ones. A concrete block rear addition was also added in the last thirty years.

Building A at the Chan Gurney Municipal Airport was constructed in 1943 and is a single story, rectangular plan, clay tile – sided airplane hangar with a metal-clad barrel roof. The front (north façade) is dominated by sliding steel doors with the top section of the doors made up of 4/4 wooden fixed windows. Over the sliding doors are recessed wood panels. The front sliding hangar doors are flanked on each side by plain metal entry doors, potentially replacements. The sides of the structure (eastern and western facades) contain four pier buttresses and four 1/1 fixed-pane metal windows. The rear façade (south) has three pier buttresses and three 1/1 fixed-pane metal windows. The windows are post-1973 replacements and were retrofitted to modified openings. There is a tan brick chimney on the southwest side of the building and minor decorative brick work can be found atop the pier buttresses and sills under the windows. A modern concrete block, single story addition is located to the rear (southwest) of the building.



PHOTOGRAPH 1. Building A - 1943 Tile Hangar Building, looking south and east.



PHOTOGRAPH 2. Building A - 1943 Tile Hangar Building, looking north and east.



PHOTOGRAPH 3. Building A - 1943 Tile Hangar Building, looking west. Note the modification to the window openings and different appearance of the clay tile to the building's rear.



PHOTOGRAPH 4. View of Metal 2/2 fixed replacement windows on Building A. Note the modification to the window opening.

The interior of Building A still conveys its open hangar design; however there is a 1973 drop ceiling on the northern and southern thirds of the building and the center third contained a wood sheathed barrel ceiling. No recognizable remnants of any original inner partitions are present, except perhaps some mounting holes in the concrete floor. Interior wall cladding is painted particle board over two-by-four framing. The concrete block addition on the building's southwest has modified the interior's rear wall design where the addition is present. The interior renovations occurred in 1973 after a fire and local informants noted that charring of the original ceiling and structural members can still be seen under the false ceiling (Skip Vanderhule and Gary Carlson 2009: Personal Communications).



PHOTOGRAPH 5. View of Building A interior, looking south along west wall.



PHOTOGRAPH 6. View of Building A interior ceiling space and 1973 ceiling sheathing.

Building A is considered to be eligible for the National Register of Historic Places under criterion A and C.

The South Dakota Historic Preservation Office's Historic Contexts for Historic and Architectural Resources in South Dakota and later context documents do not adequately address air-related transportation resources of this type. These contexts typically either deal with up through the Great Depression (1929-1941) or post-World War II housing. The tile hangar represents the contributions of air transportation to the city of Yankton and the state of South Dakota and was also was the short-term residence of one of the few German Prisoner-of-War (POW) work camps in South Dakota during the tail end of World War II (1945). The hangar meets National Register Criterion A in the area of transportation as part of Yankton's persistent efforts to bring Navy and Yankton College flight programs to their community and the continued use of the airport and hangar for transportation purposes.

Under criterion C, the property still possesses integrity of location, design, setting, materials, workmanship, feeling and association as a 1943 airplane hangar. While the building has seen some exterior (i.e., windows and rear addition) and interior (i.e., wood sheathing and false ceilings) modifications, the property is still a distinctive example of an early airport hangar with good integrity.

Building B



PHOTOGRAPH 7. Building B is a metal commercial hangar constructed after 1978.
View looking west.

Building C



PHOTOGRAPH 8. Building C is a metal commercial hangar constructed after 1978.
View looking south.

Results:

No archaeological resources were located in the area of potential effects for this project during the Level III survey and no negative cumulative effects of this undertaking outside of the area of potential effects are anticipated. No standing structures fifty years or older will be subject to negative visual effects from the fencing project. The project area is not known to be associated with any culturally significance personages, events, or traditional cultural practices.

Buildings B & C are less than fifty years old and are not eligible for listing in the National Register of Historic Places. Building A is eligible for listing in the National Register of Historic Places under Criterion A & C. The hangar meets National Register Criterion A in the area of transportation as part of Yankton's persistent efforts to bring Navy and Yankton College flight programs to their community and the continued use of the airport and hangar for transportation purposes. The property also meets Criterion C as it still possesses integrity of location, design, setting, materials, workmanship, and feeling and remains a distinctive example of an early airport hangar.

Alternatives

This project is looking at the removal of three hangar buildings (Buildings A-C) so that the existing airport apron can be expanded to allow for longer planes to utilize the airport.

This would allow for improved utilization of the facility. Building A is considered eligible for listing in the National Register of Historic Places. Alternates for consideration include:

- 1) Do nothing
- 2) Relocate the existing hangar
- 3) Remove the hangar

Do Nothing Alternative

This alternative would continue to preserve the building in place. Currently, the existing hangar (Building A) functions as a multi-plane hangar (i.e., planes often have to be moved around to utilize it) and subsequently is not very well utilized. The project's intent is based upon continued growth in general aviation activity by creating an area to park larger aircraft parking. As the existing facility has extremely limited space, the existing apron cannot expand east because it would need to be clear of the approach surface and a location near the fueling system would also not be a feasible. Therefore, while a "Do Nothing Alternative" would preserve the building in place, there are no other expansion areas that would provide additional space for longer planes to allow for the airport to respond to aviation demands.

Relocate the Existing Hangar

This alternative would continue to preserve the building, if it could be structurally moved, but would change its original location and modify the historic setting. Removal of a property from its historic location can be an adverse effect. As this multi-plane hangar is already under utilized due to its size and function, relocation would be a costly, but impractical solution. There is also limited space at the airport to relocate a building to.

Remove the Hangar

The intent of the project is to improve growth in general aviation activity by creating an area to park larger aircraft parking. The existing tile hangar is underutilized and occupies a location needed to expand the apron. Removal of the building is the only alternative that would allow for the intent of the project to be met. The removal of the hangar would have an adverse effect on a historic property. Because the property would be demolished, there is little that can be done to minimize the adverse effect. However, appropriate photo documentation and limited drawings could be utilized to record its significant architectural characteristics. As there is some local interest in the building's history, a small brochure on the buildings history at the site could be developed for dissemination at the airport and community.

Recommendations

The preferred alternate, the demolition of the 1943 tile hangar (Building A) would have an adverse effect on historic properties. Because the property would be demolished,

there is little that can be done to minimize the adverse effect. Appropriate documentation of the existing structure is recommended to record the building's history and significant architectural characteristics.

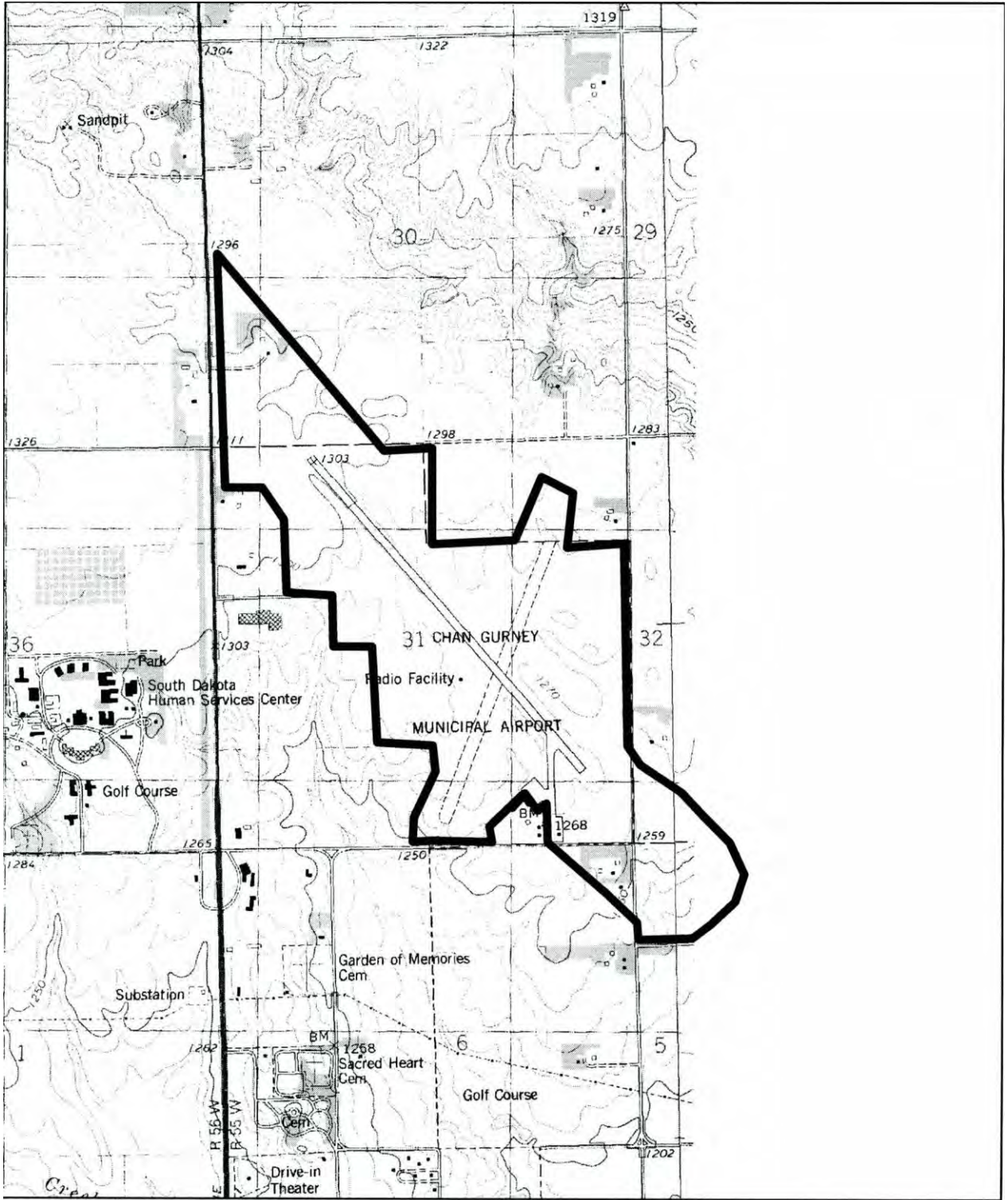
Additional Observations and State Planning:

The state should consider developing an aviation context for South Dakota which addresses aviation history, airport construction and building types.

List of attachments:

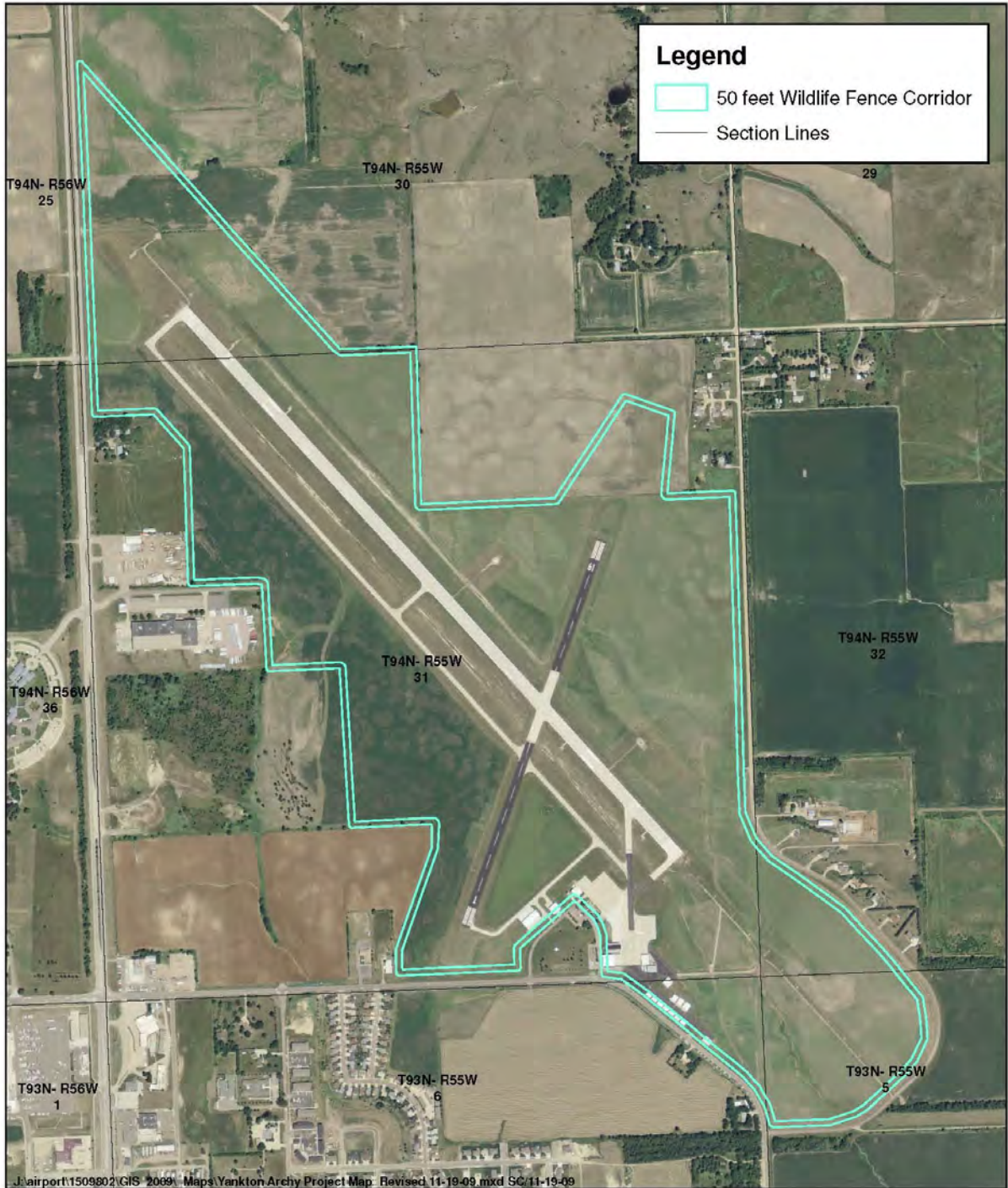
1. USGS Quadrangle Map Showing the Project Location
2. Wildlife fence project corridor map
3. Hangar building location map
4. Bibliography
5. Reconnaissance Survey Form – Building A

ATTACHMENT I: USGS Quadrangle Map Showing the Project Location



Undertaking location on the USGS 7.5' Yankton, SD Quadrangle.

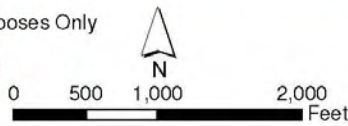
ATTACHMENT 2: Wildlife Fence Project Corridor Map



**Kadmas
Lee &
Jackson**
Engineers Surveyors
Planners

*Intended for Planning Purposes Only

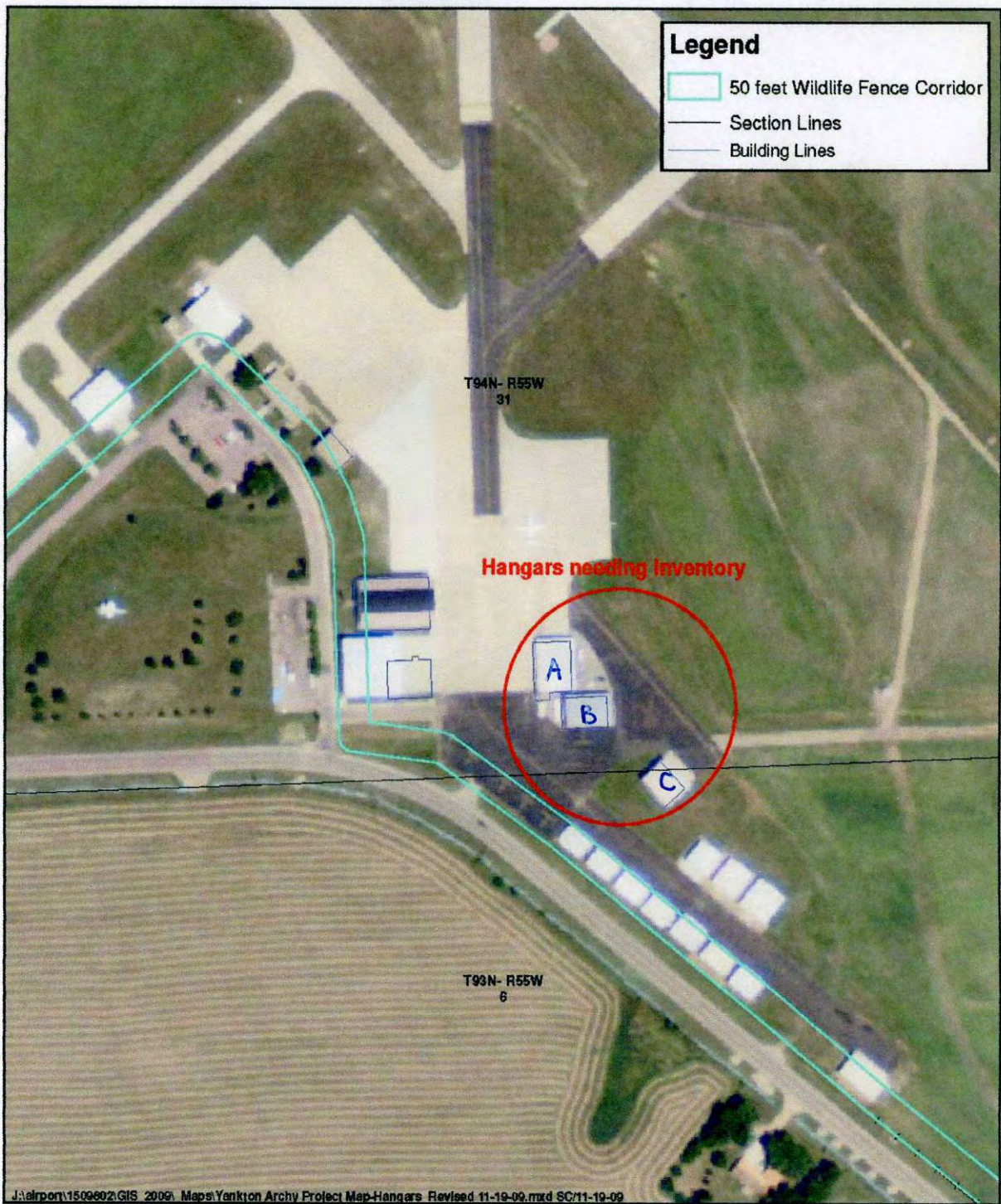
PRELIMINARY



**Chan Gurney Municipal Airport
Wildlife Fence Archy Project Map**

NOTE: Only the existing fence will be removed as part of this fencing project.

ATTACHMENT 3: Hangar Building Location Map



**Kadmas
Lee &
Jackson**
Engineers Surveyors
Planners

*Intended for Planning Purposes Only

PRELIMINARY



**Chan Gurney Municipal Airport
Hangar Removal Project Map**

ATTACHMENT 4: Bibliography

Karolevitz, Bob

1999 Yankton: The Way it Was! Pine Hill Press. Freeman, South Dakota.

Nickisch, Curt

2006 As Farm Boys Fought in Europe, German POWs Did the Work They Left Behind. Internet site:
http://74.125.95.132/search?q=cache:dbUj46l_MhIJ:www.airportjournals.com/Display.cfm%3FvarID%3D0612024+yankton+sd+airport+history+wwII&cd=11&hl=en&ct=clnk&gl=us

South Dakota Historic Preservation Center

1989 Historic Contexts for Historic and Architectural Resources in South Dakota.
South Dakota Historic Preservation Center. Vermillion, South Dakota.

USDA

1979 Soil Survey of Yankton County, South Dakota. US Government Printing Office.
Washington DC.

Winham, R. Peter & L. Adrien Hannus

1991 South Dakota State Plan for Archaeological Resource 1990-1991 Update.
Prepared by Augustana College for the South Dakota State Historical Preservation
Center.

Yankton County Historical Society

1987 History of Yankton County South Dakota. Curtis Media Corporation and the
Yankton County Historical Society.

ATTACHMENT 5: Reconnaissance Survey Form – Building A
(Structure number 55299)

SITE INFORMATION

*SURVEY DATE: 11-24-09
*SURVEYOR: Dana R. Vaillancourt

*ADDRESS: 700 East 31st Street
*COUNTY: Yankton
*CITY: Yankton

LOCATION DESCRIPTION: Chan Gurney Municipal Airport runway apron

LEGAL DESCRIPTION:

*QUARTER 1: SE
*QUARTER 2: SE
*TOWNSHIP: 94N
*RANGE: 55W
*SECTION: 31
ACRES: _____

OWNER NAME: City of Yankton
OWNER ADDRESS: _____
OWNER CITY: Yankton
OWNER STATE: South Dakota
OWNER ZIP: 57078
QUAD NAME: Yankton

OWNER CODE 1: L
OWNER CODE 2:
OWNER CODE 3:

HISTORIC SIGNIFICANCE

*DOE: NR Eligible
12/4/2009 (email
*DOE DATE: correspondence)
REASON INELIGIBLE: _____

REGISTER NAME: _____
MULTIPLE PROPERTY NAME: _____

NOMINATION STATUS: _____
DATE LISTED: _____
REFERENCE NUMBER: _____
HISTORIC DISTRICT RATING: C or NC
PERIOD: 1943

CATEGORY: Building
SIGNIFICANCE LEVEL 1: S
SIGNIFICANCE LEVEL 2: L
CRITERIA 1: C
CRITERIA 2: A
CRITERIA 3:
CRITERIA 4:

SIGNIFICANCE NOTES: Building A is eligible for listing in the National Register of Historic Places under Criterion A & C. The hangar meets National Register Criterion A in the area of transportation as part of Yankton’s persistent efforts to bring Navy and Yankton College flight programs to their community and the continued use of the airport and hangar for transportation purposes. The property also meets Criterion C as it still possesses integrity of location, design, setting, materials, workmanship, and feeling and remains a distinctive example of an early airport hangar.

STRUCTURE DETAILS

SHPO ID: 55299

*PROPERTY NAME: 1943 Tile Airplane Hangar

OTHER NAME: Building A

CURRENT FUNCTION: Transportation FOUNDATION: Concrete

CURRENT SUBFUNCTION: Air Related ROOF MATERIAL: Metal

HISTORIC FUNCTION: Transportation ROOF SHAPE: Barrel (arch)

HISTORIC SUBFUNCTION: Air Related STRUCTURAL SYSTEM: Tile block

OCCUPIED: YES or NO TYPE: Commercial Hangar

ACCESSIBLE: YES or NO WALLS: Tile block

STORIES: Single SIGNIFICANT PERSON: None

*DATE OF CONSTRUCTION: 1943 CULTURAL AFFILIATION: European

ALTERED/MOVED NOTES:

During the winter of 1972-73, a fire destroyed some of the hangar and it was remodeled and improved in 1973. Local informants note that the existing drop ceiling hides some of the charring from the fire still. The buildings windows were also probably replaced about that time with modern metal ones. A concrete block rear addition was also added in the last thirty years.

INTERIOR NOTES:

The interior of the building still conveys its open hangar design; however there is a 1973 drop ceiling on the northern and southern thirds of the building and the center third contained a wood sheathed barrel ceiling. No recognizable remnants of any original inner partitions are present, except perhaps some mounting holes in the concrete floor. Interior wall cladding is painted particle board over two-by-four framing. The concrete block addition on the building's southwest has modified the interior's rear wall design where the addition is present. The interior renovations occurred in 1973 after a fire and local informants noted that charring of the original ceiling and structural members can still be seen under the false ceiling (Skip Vanderhule and Gary Carlson 2009: Personal Communications).

PHYSICAL NOTES: Building A at the Chan Gurney Municipal Airport was constructed in 1943 and is a single story, rectangular plan, clay tile – sided airplane hangar with a metal-clad barrel roof. The front (north façade) is dominated by sliding steel doors with the top section of the doors made up of 4/4 wooden fixed windows. Over the sliding doors are recessed wood panels. The front sliding hangar doors are flanked on each side by plain metal entry doors, potentially replacements. The sides of the structure (eastern and western facades) contain four pier buttresses and four 1/1 fixed-pane metal windows. The rear façade (south) has three pier buttresses and three 1/1 fixed-pane metal windows. The windows are post-1973 replacements and were retrofitted to modified openings. There is a tan brick chimney on the southwest side of the building and minor decorative brick work can be found atop the pier buttresses and sills under the windows. A modern concrete block, single story addition is located to the rear (southwest) of the building.

*UTM ZONE: 14 *RESTRICTED: N

*UTM EASTING: 632500

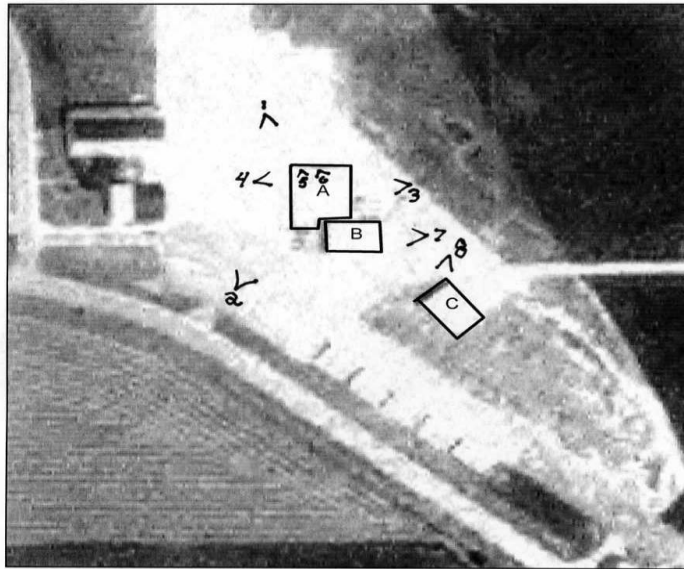
*UTM NORTHING: 4751800

PHOTOGRAPHS

PHOTOGRAPHER: Dana R. Vaillancourt
DATE OF PHOTO: 11/24/58

ROLL NUMBER: _____
PHOTO NUMBER: _____
CAMERA _____
DIRECTION: _____

PHOTOGRAPH ANGLES.



YK-000-55299_TileHangar1.jpeg View SE



YK-000-55299_TileHangar2.jpeg View NE



YK-000-55299_TileHangar3.jpeg View W



YK-000-55299_TileHangar4.jpeg View E



YK-000-55299_TileHangar5.jpeg View S



YK-000-55299_TileHangar6.jpeg View SE

Technical Memorandum

Project Name: Chan Gurney Municipal Airport Environmental Assessment for Apron Reconstruction and Hangar Removal

Client: City of Yankton

Project Number: 1510802

Subject: Structural Assessment of Historical Hangar

By: Cassie McNames, PE

Date: April 4, 2011

Introduction

The purpose of this technical memorandum is to document the existing condition of a historical hangar building and determine the feasibility of relocating the building. The building in question is described as Building A in the Level III Cultural Resource Report for "A Proposed Wildlife Fence and Hangar Removal Project" document prepared by Dana R. Vaillancourt for the Chan Gurney Municipal Airport in Yankton, SD. The report notes that Building A is considered to be eligible for listing on the National Register of Historic Places. It is for this reason that KL&J was asked to determine whether or not it is feasible to relocate the structure for continued use as a hangar facility.

Location

The project is located at the Chan Gurney Municipal Airport in Yankton, SD.

Existing Building

According to the Level III Cultural Resource Report prepared for the project, the building in question was built in 1943. The building is constructed of hollow clay tile walls, concrete slab on grade, steel bowstring trusses, and wood joists. The following observations were made at a site visit by Cassie McNames on March 24th, 2011:

1. The building footprint measures approximately 61 ft-6 in by 81 ft-3 in. The front of the building faces north.
2. Based on our observations, the building is placed on a concrete foundation. In several areas around the perimeter, the foundation wall shows signs of deterioration. It is not known how the clay tile is anchored to the foundation.
3. There is a 40 ft wide rolling door located on the north side of the building. A 3 ft-4 in wide walk door is located on each side of the large hangar door.

4. There are seven 4 ft-4 in wide windows around the perimeter of the building. According to the airport manager the windows are not original and have been replaced.
5. The exterior walls are constructed of three wythes of hollow clay tile. The tiles are 12 in long by 5 in tall by 3-1/2 in wide. The overall wall thickness is 12 in. There is no indication that the walls are reinforced or grouted.
6. The exterior tiles are in very poor condition and are very brittle. The tiles are broken, spalled, or cracked in several locations.
7. The mortar joints have been tuck pointed with mortar or caulk/joint sealant. Based on our observations, much of the work has failed and is in need of additional repair.
8. The exterior walls are plumb.
9. The clay tiles making up the masonry pilasters on the east side of the building are spalled and/or cracked.
10. The interior surface of the west and east wall are covered with 2x4 studs and 1/4 in plywood, so the condition of the interior tiles is not known.
11. The interior surface of the north and south wall is exposed. No visible problems were found to exist on the south wall. However along the north wall, there are loose and broken tiles at the base of the wall and step cracks near the top of the wall.
12. The existing roof structure is constructed of steel bowstring trusses, 2x wood joists, and wood decking. The steel trusses are spaced at 18 ft on center and bear on masonry pilasters at the exterior wall. The trusses are braced with steel x-braces at midspan perpendicular to the direction of the truss. The roof and wood decking are supported by 2x12 wood joist spaced at 2 ft on center spanning between the trusses. The joists are braced at midspan with wood cross braces. There are 2x4 joists spanning between the steel trusses at the bottom of the trusses to support the plywood ceiling and insulation.
13. There is a 12 ft x 24 ft office addition on the southwest corner of the building. The addition is constructed of 8 in masonry block. The roof structure was not visible during the site visit.

Structural Analysis

A simplified structural analysis was performed on the existing historic building to determine the structural integrity of the building in the current condition. The analysis was based on the 2006 International Building Code (2006 IBC) and American Society of Civil Engineers Standard 7-05 (ASCE 7-05). The design loads (in pounds per square foot, psf, and pounds, lb) used in the analysis are as follows:

Dead Loads:

Top Chord:	10 psf
Bottom Chord:	7 psf

Snow Loads:	
Ground Snow, P_g :	40 psf
Flat Roof Snow, P_f :	28 psf
Wind Loads:	
Components & Cladding:	20 psf
Live Loads:	
Maintenance on Roof:	300 lb

Due to the age of the building, structural plans for the existing structure were not available. Therefore, some assumptions were made in regards to the construction material properties. The assumptions are as follows:

Steel, F_y :	36,000 psi
Wood Species:	Douglas Fir-Larch, No. 2
Clay Tile, f'_m :	500 psi

Upon analysis it was determined that the existing steel trusses do not have adequate structural capacity to support the full design snow load of 28 psf. The maximum snow load that these members can support is 9.7 psf which equates to approximately 6 inches of snow. The 2x12 roof joists are adequate for the design dead and snow loads. The 2x4 ceiling joists are adequate under the design dead load; however, they do not have any additional capacity to support maintenance live loads for this type of application (typically 300 lb concentrated load).

The existing walls were analyzed for wind and gravity loads. Upon analysis it was determined that a minimum of two wythes of tile were required to withstand the combined wind and gravity loads.

The masonry pilasters along the east and west side of the building are supporting the steel bowstring trusses. It was determined that the pilasters do not have adequate capacity to support the full design snow load. The maximum snow load that the pilasters can support is 9.7 psf.

Conclusions

Upon analysis it was determined that the steel bowstring trusses, the masonry pilasters supporting the trusses, and the 2x4 wood joists supporting the ceiling are structurally inadequate for the current design loads. The maximum snow load that the trusses and pilasters can support is 9.7 psf which equates to approximately 6 in of snow. The 2x4 wood joists supporting the ceiling are adequate for the design dead load, but do not have any additional capacity to support a concentrated live load of 300 lb for maintenance.

Although the clay tile walls were found to be structurally adequate, it should be noted that the walls are in very poor condition. Under ideal conditions, only two wythes of wall are required to support the design loads. However based on our observations, it is unrealistic to assume that only one surface of the walls has been damaged.

The analysis of the masonry pilasters supporting the roof trusses was based on the assumption that the clay tile was in good condition. Based on our observations, this is not the case. The exterior tiles on nearly every pilaster have some degree of damage. This will reduce the load carrying capacity of the structure significantly. Under ideal conditions, the pilasters do not have the structural capacity to support the full design snow load. The maximum snow load that the pilasters can support, assuming the tiles are in good condition, is 9.7 psf.

After review of the existing structure, it was determined that the structure is structurally inadequate to support the design loads imposed on the structure due to the overall condition of the building. If the owner would like to continue using the structure, it is recommended that structural repairs be made to meet the current design codes.

It is our understanding that there are two options under consideration for the structure: move to another location on the airport or demolish the building. KL&J contacted Milbank House Movers, MHM, to assess the feasibility of relocating the structure due to their history with moving historic buildings. It is MHM's opinion that the structure can be moved, but a significant amount of bracing would be required to keep the structure intact. MHM would need to complete a site visit to determine the appropriate method of bracing and shoring the structure during a move before a final plan or cost estimate could be assembled. However based on information and photos that KL&J has provided them, they have provided us with a preliminary cost estimate of \$250,000 to \$350,000 to brace and relocate the structure on the site. This does not include the construction or design of a new foundation. Due to the cost associated with relocating the structure and the current structural condition of the building, our determination is that relocating the building is not feasible.

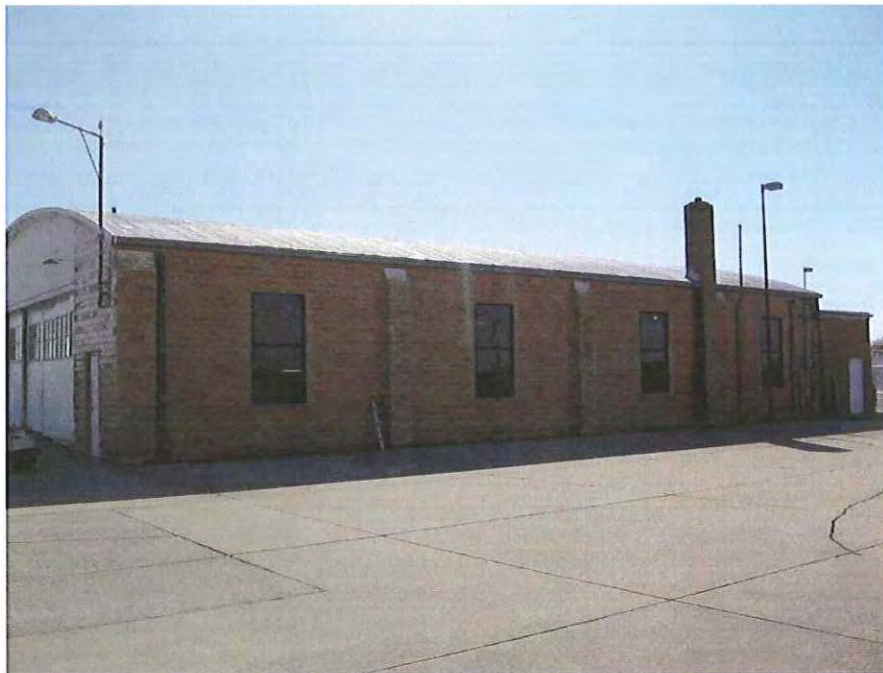
Appendices

Appendix A Photos of Existing Conditions

Appendix A: Photos of Existing Conditions



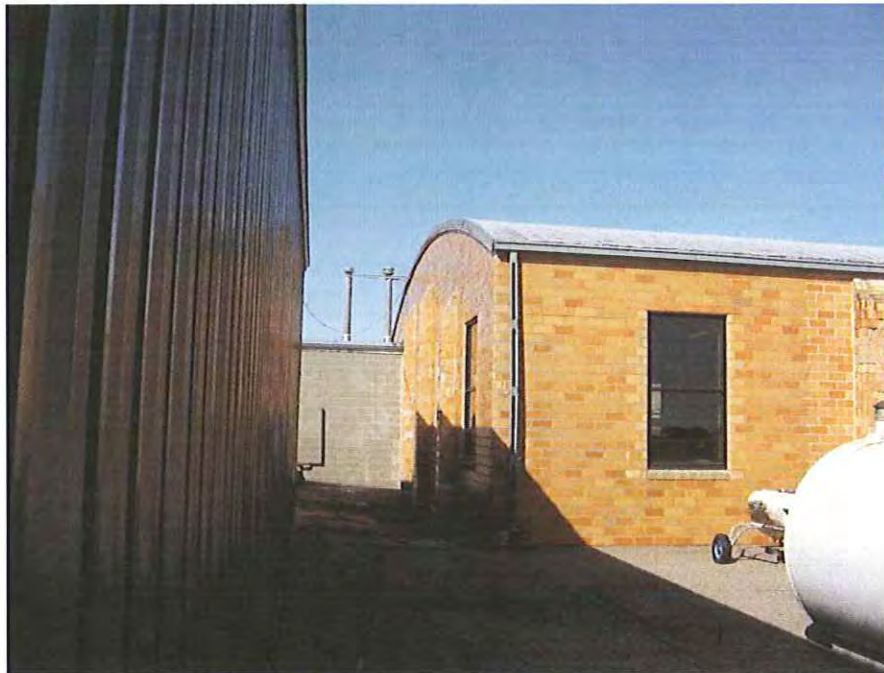
1. Front of hangar faces north.



2. West side of the hangar.



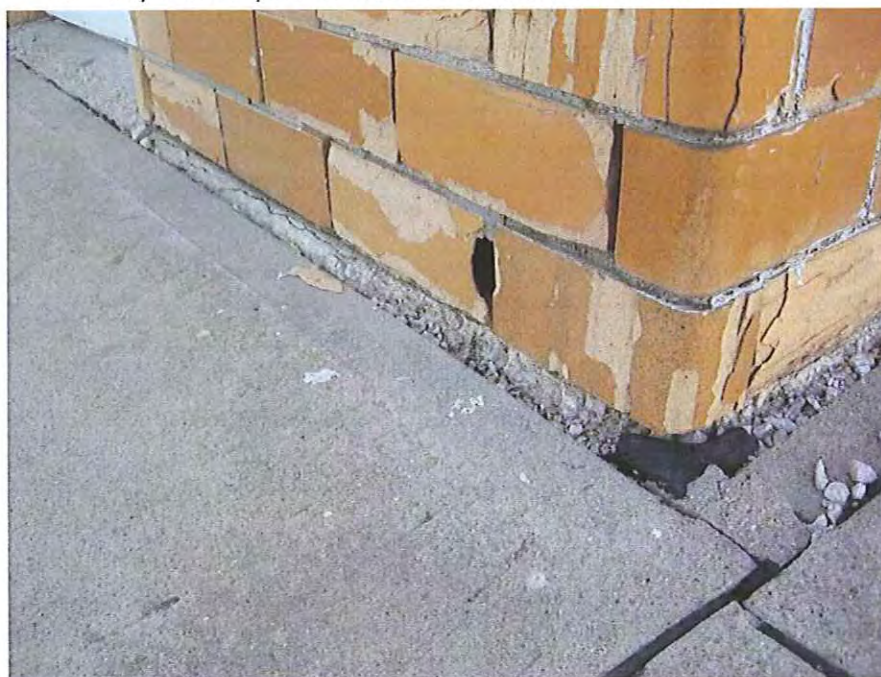
3. East side of the hangar.



4. South side of the hangar.



5. Clay tile is in poor condition near the northwest walk door.



6. Clay tile, mortar joints and foundation have deteriorated at northwest corner of building.



7. Cracks are present in clay tile.



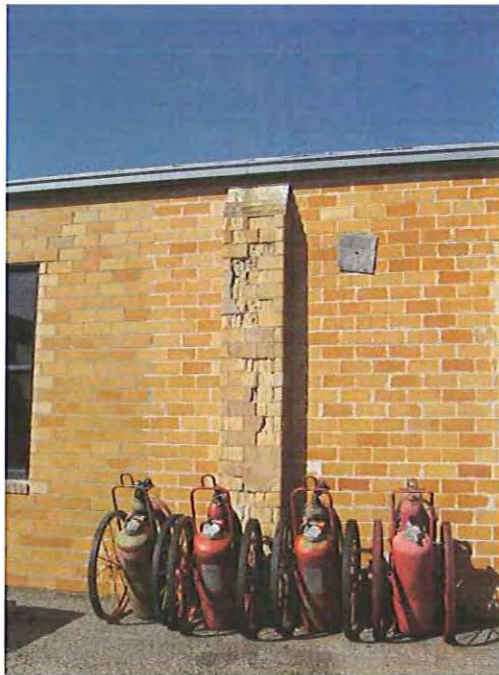
8. Holes are present in exterior wythe of clay tile.



9. Portions of clay brick are falling off building.



10. Tuck pointing that has been done has deteriorated.



11. Masonry pilasters on east side of building are in very poor condition.



12. Looking at north wall of hangar.



13. Looking at east wall of hangar.



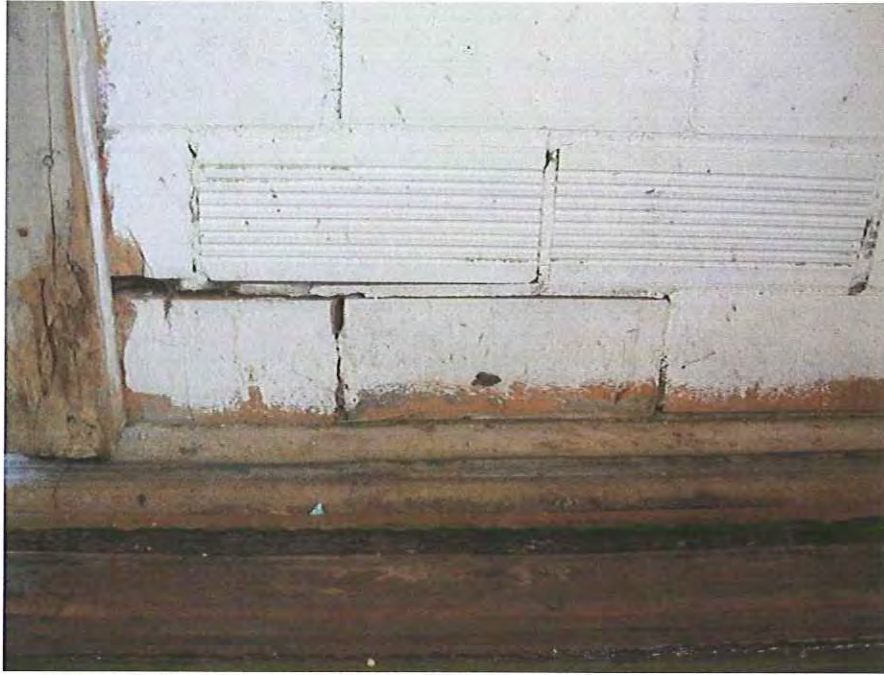
14. Looking at west wall of hangar.



15. Interior stud wall, sheathing and cross section of clay brick at window.



16. Bottom of wall on west side of hangar door is damaged.



17. Clay tiles at bottom of wall on east side of hangar door are loose.



18. Step cracks at top of wall on east side of hangar door.



19. Attic looking north.



20. 2x12 wood joists and bracing supporting roof decking.



21. West side of bowstring truss.



22. East side of bowstring truss.



23. Attic looking south. 2x12 joists bear on south wall of hangar.



24. Steel cross bracing at midspan between bowstring trusses.

ARCHITECTURAL RECONNAISSANCE SURVEY OF THE CHAN GURNEY AIRPORT, YANKTON, SD

Yankton County, South Dakota

By Brenna Moloney

Mark Carpenter, editor

Quality Services, Inc. Project #SD3917025

April 3, 2017



Brenna Moloney
Principal Investigator

Quality Services, Inc.

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www.qualityservices.us.com



Abstract

This report summarizes the findings of a reconnaissance level architectural survey conducted by *Quality Services, Inc.* for Kadrmas, Lee & Jackson (KL&J) in March 2017. The project included pre-survey research, mapping and inventory of all buildings in a 40-acre area within the present boundaries of the Chan Gurney Municipal Airport in Yankton, South Dakota. This included completion of 33 South Dakota State Historic Preservation Office (SD SHPO) structure forms and a review of one previously completed form. Two airplane hangars and a radio tower were determined to be older than fifty years of age and potentially eligible for inclusion in the National Register of Historic Places. In addition to elaborating the details of the inventory, this report also discusses the history of architectural development within the survey area.

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Introduction

This architectural reconnaissance survey was conducted for Kadrmas, Lee & Jackson (KL&J) in order to fulfill requirements of Section 106 of the National Preservation Act of 1966 (P.L. 89-665), as amended, and 36 CFR part 800, which serves to implement the Act. In 2011 Level III Cultural Resource Inventory was conducted at the Chan Gurney Airport in anticipation of removal of an airplane hangar which was determined to be eligible for listing in the National Register of Historic Places. The present survey was conducted as a follow-up to the 2011 survey and its purpose is to identify all structures older than fifty years of age which may be eligible for listing in the National Register of Historic Places. All buildings within the survey area were documented regardless of age per South Dakota State Historic Preservation Office direction.

Following proper procurement procedures, the KL&J engaged the firm of *Quality Services, Inc. (QSI)* to conduct the survey. A contract between the consulting firm and KL&J was executed and in March 2017 the project began. Secretary of the Interior (SOI) qualified architectural historian Brenna Moloney acted as Principal Investigator on the project. She managed and conducted the survey with assistance from additional *QSI* staff including GIS technician Nick Dierks and architectural historian Mark Carpenter.

Project Objective

The purpose of this survey was to provide a cultural resource record search, architectural reconnaissance inventory, documentation, and National Register of Historic Places determinations of eligibility for 34 buildings at the Chan Gurney Airport in Yankton, South Dakota.

Methodology

The Chan Gurney Airport project was a reconnaissance level survey which consisted of primary record research, field work, structure form preparation, and synthesis. Per the *South Dakota Historic Resource Survey Manual*, a reconnaissance level survey identifies important boundaries, structures, features, architectural types, and representative time periods within a survey area. Beyond basic identification, another important goal was to assess the presence and condition of representative physical remnants of historic contexts or previously identified periods of significance and compare them to archival data to refine and elaborate a final report.

Pre-survey activities

Quality Services, Inc. requested and received previously recorded archeological sites, structures, survey information and miscellaneous data from the South Dakota State Historical Society March 13, 2017. The National Register of Historic Places and National Historic Landmarks databases were also checked. In addition to the cultural resource record search, historic aerial and topographic maps were also reviewed in order to understand building development at the airport over time.

Table 1. Cultural resources in the direct APE.

ID#	Name/ Type & Address	NRHP
YK00000955	Tile Hangar/Chan Gurney Airport	Eligible

Field work

Each building within the survey area was digitally photographed using a NIKON D5000 DSLR camera. Multiple images were taken of each structure as were overall site views and detail shots of particularly important landscape features. The condition, integrity and distinctive features of each building were noted. Field observations recorded included roof shape; window and door shapes, types and patterns; building orientation; exterior cladding; wall and foundation materials; decorative features; signage; lighting fixtures; setbacks; present use; and any other notes on the physical state of the building that might aid in interpretation or determination of eligibility.

During field inventory, *QSI* architectural historian Brenna Moloney also recorded approximate dates of construction, building types and styles based on the observed architectural features of each building. These determinations were based on *A Field Guide to American Houses* by Virginia Savage McAlester, *Architectural History in South Dakota* by the South Dakota State Historic Preservation Office, and *A Concise History of American Architecture* by Leland Roth.

South Dakota Inventory Forms & Research

Following field documentation of the survey area, additional research was conducted to understand prior land usage patterns, building distributions, configurations, materials, and ages. The resources consulted for this were South Dakota Digital Archives at the State Archives of the South Dakota State Historical Society, the Library of Congress Digital Collections, and published secondary resources related to Yankton history.

Next, building data, field notes, and photo evidence were used to populate South Dakota State Historic Preservation Office (SD SHPO) structure forms for all structures within the survey area. A total of 33 were completed. One additional structure form for the previously surveyed 1943 tile hangar was also reviewed. No changes were made to this structure form because the building’s observed conditions were the same as described in 2011 when it was originally surveyed. The structures surveyed included 25 hangars, a terminal, a fire station, two utility buildings, three garages or storage buildings, and a radio tower. Of these 34 structures, two hangars and a radio tower were found to be older than 50 years of age and were constructed by the city of Yankton in 1943 to attract a Naval flight training program to Yankton College. All three structures retain a high degree of historical integrity. They are therefore recommended eligible for listing in the National Register of Historic Places under Criteria A and C for their association with the WWII military heritage of South Dakota and for the distinctive architectural qualities they embody. Photos of all surveyed structures for which a form was completed were

submitted to the SHPO via Dropbox. Once structure forms and photos were complete and submitted, analysis and synthesis of information for the final report began.

National Register Eligibility

Properties listed in the National Register of Historic Places must be at least 50 years of age or, if they are not, of exceptional importance. In addition to age, properties must meet the criteria of historic significance. Historic significance is defined by the National Park Service as the importance of a property to American history, architecture, archaeology, engineering, or the culture of a community, a state, or the nation. To be listed in the National Register, properties must have demonstrated significance in at least one of the following areas.

- *Criterion A:* Association with events, activities, or broad patterns of history.
- *Criterion B:* Association with the lives of persons significant in our past.
- *Criterion C:* Embody distinctive characteristics of construction, or represent the work of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction.
- *Criterion D:* Have yielded, or be likely to yield information important in prehistory or history.

Evaluations of historic significance may be applied to districts, sites, buildings, structures, and objects. Each building assessed during the survey was considered both on an individual basis and as it might contribute to a potential historic district. *Individually eligible* properties retain physical integrity, convey a strong sense of historical significance, and fulfill the criteria for listing in the National Register. *Contributing* properties are those that may not possess a strong sense of historical significance or meet the criteria for listing individually but that still retain physical integrity which relates to a context within a historic district. A National Register eligible historic district must “possess a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.”

Assessing Historical Integrity

According to the National Park Service, “Integrity is the ability of a property to convey its significance.” Determining whether a property possesses integrity is often a subjective evaluation but it should be based in an understanding of how the physical characteristics of a property relate to its significance.

When a historic property retains integrity, it possesses the qualities that convey significance. Within the concept of integrity, the National Register criteria recognizes seven qualities that, in various combinations, define integrity. A property must retain most of these qualities to be considered eligible for the National Register.

- *Location:* The place where the historic property was constructed or the place where the historic event occurred.
- *Design:* The combination of elements that create the form, plan, space, structure, and style of a property.

- *Setting:* The physical environment of a historic property.
- *Materials:* The physical elements that were combined during a particular period of time and in a particular pattern or configuration to form a historic property.
- *Workmanship:* The physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
- *Feeling:* A property’s expression of the aesthetic or historic sense of a particular period of time.
- *Association:* The direct link between an important historic event or person and historic property.

In assessing a building’s integrity, *QSI* architectural historians subscribe to the “either-or” approach articulated by the National Park Service, “Historic properties either retain integrity (this is, convey their significance) or they do not.” Therefore, no rating system for gradations of integrity was developed. Each inventoried building was instead assessed based on field observations, historic photos, and other resources and then given a Yes-No rating. In addition to considering physical characteristics such as form, massing, fenestration patterns, materials, and so on, *QSI* architectural historians also considered potential future restoration. Questions of whether or not a restoration of the historic features is possible and if inappropriate past alterations are reversible were taken into consideration when assessing integrity.

Description of Project Area

The Chan Gurney Airport is located northeast of the city of Yankton, in Yankton County, South Dakota in a transitional area approximately 2.75 miles from the city’s historic core. Suburban housing developments border the airport to the south, west and east while there are agricultural fields to the north. The primary entrance is located on the north side of E. 31st Street, ¾ of mile from the intersection of E. 31st and Broadway Street. The airport constitutes over 500 total acres though the total area surveyed as part of this project was 40 acres.

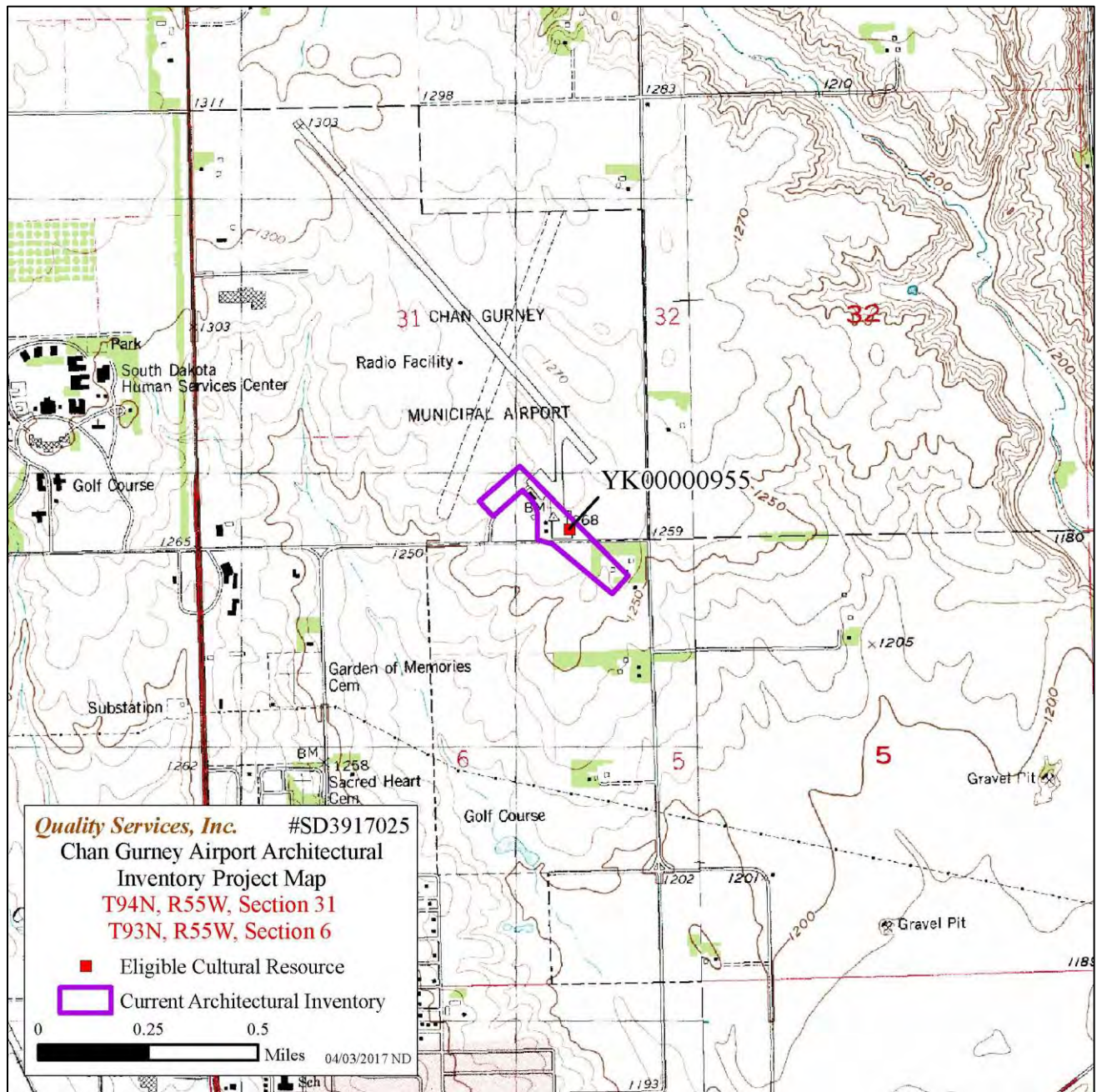


Figure 1. Chan Gurney Project Map.

Historic Context

In late 1941, the city of Yankton, South Dakota acquired 365 acres of land for the purpose of building an airport. Early the following year, Yankton citizens approved a bond to construct the new facility which would be called the Yankton Municipal Airport. The new airport was intended to replace the smaller airport to the west on land owned by the State of South Dakota. By June 1943 three buildings had been constructed at the new airport including a large, wood frame barrel hangar and two smaller, tile hangars. The barrel hangar and one of the tile hangars are still extant (Structures G and A) while the second tile hangar was demolished after 1978. The runway, which was constructed of compacted earth, was also dedicated at this time (Yankton Historical Society 1987; Vaillancourt 2011; and Karolevitz 1999).



Figure 2. 1940s historic photo of the Chan Gurney barrel hangar showing the original sliding doors on the building's east elevation. Notice the radio tower in the background as well. Photo courtesy of Mike Roinstad, Chan Gurney Airport Supervisor.

The original impetus for the construction of the new airport in Yankton was to attract a Naval flight instruction program to the area. After building construction and the dedication of the runway was complete in 1943, this program, which operated in partnership with Yankton College, began training operations. During WWII, in the spring and summer of 1945, fifty-seven German POWs were housed in the extant tile hangar (Structure A). The POWs were put to work building erosion prevention berms and reconstruction on the Missouri River with the US Army Corps of Engineers (Yankton Historical Society 1987; Vaillancourt 2011; and Nickisch 2006).

Following WWII, the Naval flight training program was terminated. The airport was then managed by a number of different operators through the late 1940s and 60s including South

Dakota Airways, Sparrowhawk, Jamison and Collier, Duane Closs as Yankton Air Service (later Contact Aviation), and K. Dean Iverson. In 1965 the Yankton Airport was renamed the Chan Gurney Airport after John Chandler Gurney, a WWI veteran and senator from Yankton who was an early champion of the facility (Yankton Historical Society 1987; Grossnick 1997; and Vaillancourt 2011).

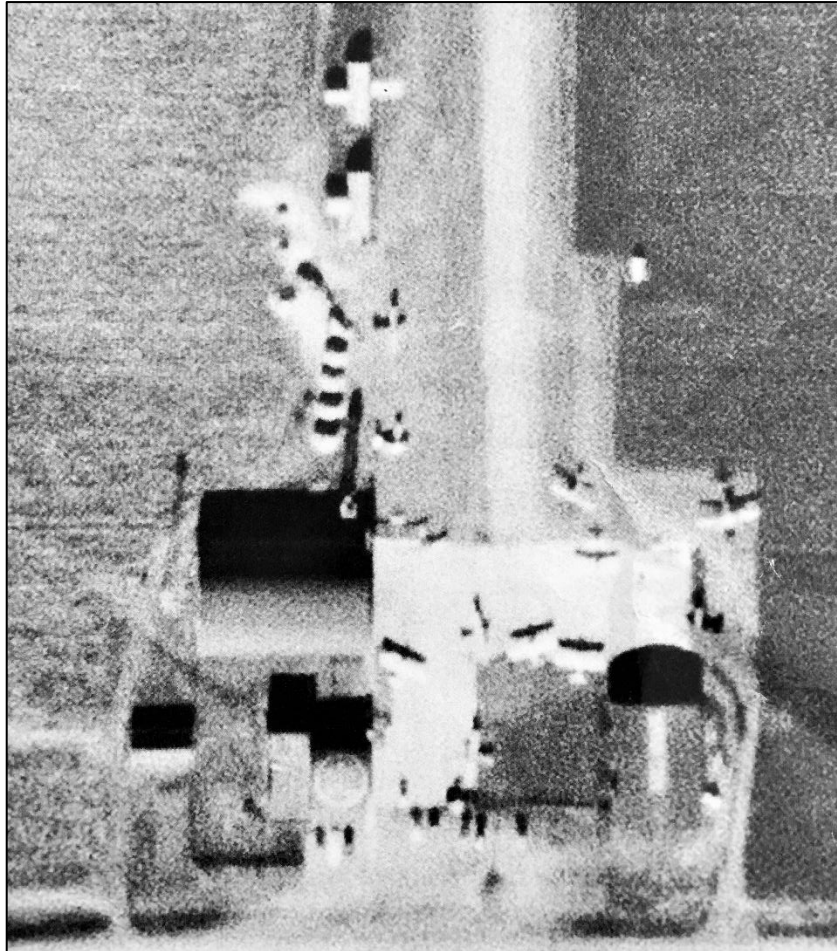


Figure 3. Detail from 1954 USGS aerial of the Chan Gurney airport. The tile hangars, barrel hangar and radio tower are present. USGS 1954.

There were a number of improvements and expansions to the airport through its history. IN the early years, the runways were grass and compacted earth but were expanded and paved in 1957 after an additional 40 acres was purchased. A number of building improvements were also undertaken in 1957 including changes to the airport’s now non-extant administration building. In 1965, approximately 55 additional acres were acquired for the airport and two years later the runways were again extended (Yankton Historical Society 1987; and Vaillancourt 2011).

A new brick airport terminal was constructed in 1971. The building was designed by James M. Duffy and Associates and built by the Welfl Construction Company with municipal funds. In 1973, a fire damaged some of the east tile hangar (Structure A) and it was subsequently remodeled later that year. A fire station was constructed to the south of the airport terminal in

1977. This building was also designed by architect James M. Duffy but was constructed by the Ed Bruening Construction Company (Yankton Historical Society 1987; Vaillancourt 2011; and Duffy 1971 & 1977).

In 1982, E. 31st was realigned to the immediate south of the Chan Gurney airport (Figure 3) to accommodate further airport expansion. Following road realignment, numerous pole barn type airplane hangars and an access drive were constructed (Structures C1-C20, E, and F). These hangars are rented to private individuals and used to house planes. The most recent of these buildings (C2, C18, C19, and C20) were constructed since 2015 and are not visible on aerial views of the airport (USGS 1981 & 1982).



Figure 4. 2015 aerial of the Chan Gurney airport. The alignment of E. 31st Street prior to 1982 is indicated in red. None of the hangar buildings south of E. 31st pre-date re-alignment. Google Earth 2016.

There have been a number of buildings constructed north of the airport terminal in recent years as well. There are two metal pole barn type hangars immediately north of the terminal (Structures J and K) which are used to house a local flight school business and a crop duster.

These structures appear on aerial views of the airport after 1991. A small brick utility building constructed of materials identical to those of the terminal (Structure L) lies immediately behind the crop duster hangar and was likely built in 1971. Two large metal storage buildings (Structures M and N) lie to the northwest of the terminal and were built after 2005 (Google Earth 2016; and USGS 1991).

Summary of Survey Results

The Chan Gurney Airport Survey resulted in the recordation of 34 total buildings within a 40-acre area on the airport grounds. South Dakota architectural inventory forms were completed for 33 total properties. Of the surveyed structures, 3 are recommended eligible for the National Register of Historic Places, and 31 not eligible. The three structures determined to be potentially eligible for the National Register of Historic Places were the tile hangar (Structure A), which had been previously surveyed, the barrel hangar (Structure G), and the radio tower (Structure O). The two hangars were considered individually eligible and as contributing structures to a potential historic district while the radio tower is eligible as a contributing structure. If a historic district nomination were to be pursued, the boundary would encompass the immediate footprint of the three eligible structures and exclude all other structures at the airport because they fall well outside the period of significance. The not eligible structures within the project area were built in the latter half of the 20th-Century. The prevalent style and type of building at the airport is metal pole barn airplane hangar though 1970s utilitarian structures are also present.

Table 2. Summary of Survey Results.

#	Description	Date	Source
A	Tile Hangar	1943	Previous report
B	Metal Hangar	Post-1973	USGS aerial
C1-20	Hangars	Post-1982	USGS imagery
D	Utility shed	Post-1991	Google Earth imagery
E	Hangar	2012-2015	Google Earth imagery
F	Large metal hangar	2007-2010	Google Earth imagery
G	Barrel Hangar	1943	Previous report
H	Airport Fire Station	1977	Architectural plaque
I	Terminal	1971	Architectural plaque
J	Flight school hangar	Post-2012	Google Earth imagery
K	Crop duster storage	Post-1991	Google Earth imagery
L	Brick utility building	1971	Materials and morphology
M	Storage	Post-1991	Google Earth imagery
N	Storage	Post-2005	Google Earth imagery
O	Radio Tower	1943	Photographic evidence



Figure 5. Building key. The alignment of E. 31st Street prior to 1982 is indicated with a dashed yellow line. Google Earth 2016.

Structure A: Tile Hangar

The tile hangar was surveyed in 2011 by Dana R. Vaillancourt as part of a Level III Cultural Resource Report. At the time, Vaillancourt wrote “Building A at the Chan Gurney Municipal Airport was constructed in 1943 and is a single story, rectangular plan, clay tile sided airplane hangar with a metal-clad barrel roof. The front (north façade) is dominated by sliding steel doors with the top section of the doors made up of 4/4 wooden fixed windows. Over the sliding doors are recessed wood panels. The front sliding hanger doors are flanked on each side by plain metal entry doors, potentially replacements. The sides of the structure (eastern and western facades) contain four pier buttresses and four 1/1 fixed pane metal windows. The rear façade (south) has three pier buttresses and three 1/1 fixed-pane metal windows. The windows are post-1973 replacements and were retrofitted to modified openings. There is a tan brick chimney on the southwest side of the building and minor decorative brick work can be found atop the pier buttresses and sills under the windows. A modern concrete block, single story addition is located to the rear (southwest) of the building (Vaillancourt 2011).” No changes to the building since the 2011 survey were noted.



Figure 6. Condition of tile hangar as observed during 2017 survey. B. Moloney 3/15/2017.

The previous surveyor recommended the tile hangar eligible for listing in the National Register of Historic Places under Criteria A and C because of its association with “Yankton’s persistent efforts to bring Navy and Yankton College flight programs to their community” and for possessing “integrity of location, design, setting, materials, workmanship, feeling and association as a 1943 airplane hangar (Vaillancourt 2011).”

In addition to the factors mentioned by Vaillancourt in the 2011 survey, the tile hangar should also be considered eligible based on its historic use as a WWII German POW internment camp. Structure A is individually eligible and as a contributing structure to a potential historic district.

Structure G: Barrel Hangar

Structure G is an arched roof barrel hangar building with a swing up service entry door on its east elevation. East and west facades are clad in wood clapboard siding. Elongated shed dormers stretch the length of building on north and south elevations. Dormers house 13 rectangular windows which were boarded on the north elevation and open to the south. Windows on south elevation are stationary and composed of six lights divided by wood muntins. There are four windows of the same morphology on the west elevation and aluminum framed, double pane storm windows on the south elevation which are boarded. A boarded person door is on the south portion of the west elevation. The arched roof is covered with pink asphalt shingles to the ridge line on the south elevation while gray asphalt shingles clad the roof from the dormer to ridge line on the north elevation. Structural supports are compressed wood arches mounted on concrete piers bolted at the ridge line. Steel truss beams from the east and west walls act as additional roof supports.

The sliding hangar door depicted in historic photos was replaced with a swing up door in a metal frame mount. Arched roof is covered with asphalt shingles. Boarded windows on north elevation are double-hung, single pane replacements. Interior Notes: Floor is concrete. Roof cladding beneath asphalt shingles consist of wood slats. East and west interior walls have exposed balloon framing and are clad in metal sheets with some exposed insulation or tar paper covering.

The barrel hangar at Chan Gurney Airport was constructed in 1943 as part of the successful municipal effort to attract a Naval flight training program to Yankton College. It is a physical remnant of the airport's wartime use and is a unique local reflection of South Dakota's WWII military heritage. In addition, the hangar's design and its self-supporting compressed wood arches embody important national engineering and industrial material trends. It is therefore recommended eligible for listing in the National Register of Historic Places under Criteria A and C. Structure G is individually eligible and as a contributing structure to a potential historic district.



Figure 7. Arched roof barrel hangar looking northwest. B. Moloney 3/15/2017.



Figure 8. West elevation of barrel hangar with view of radio tower. B. Moloney 3/15/2017.

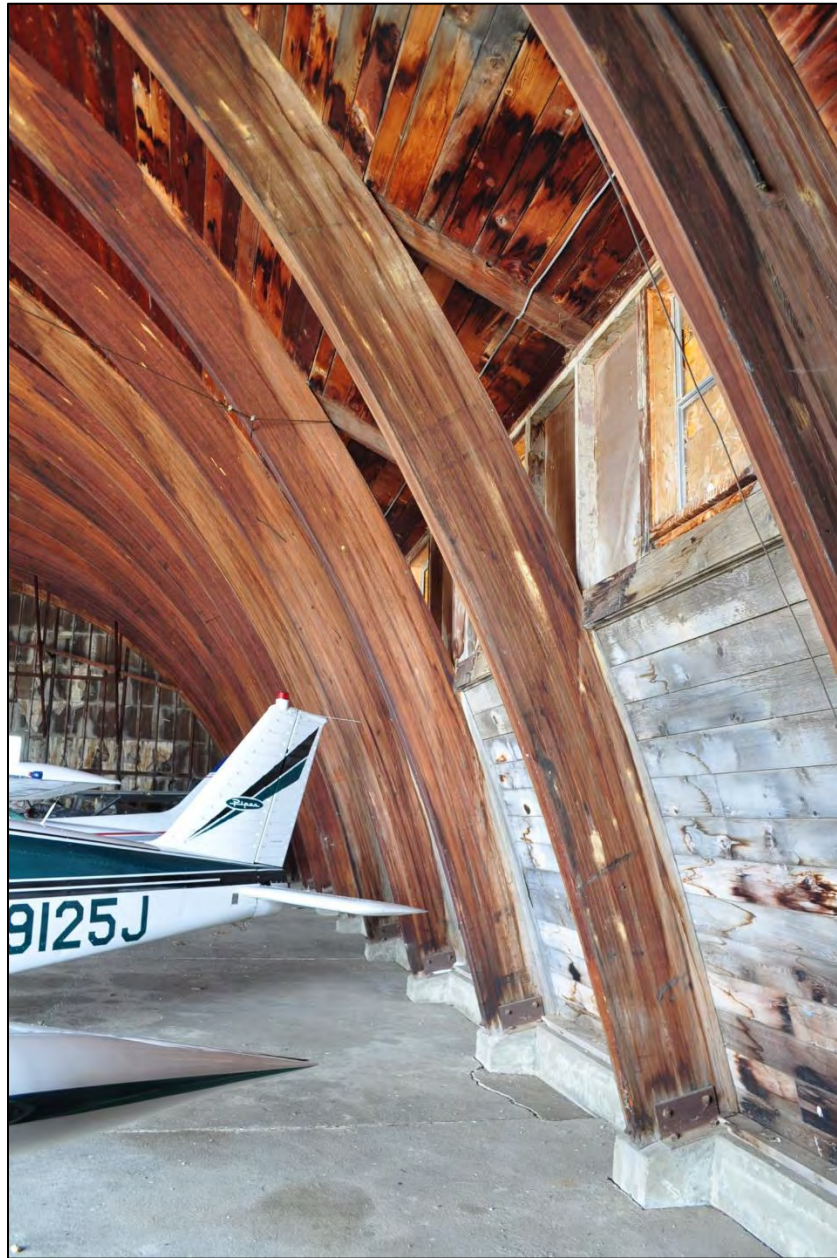


Figure 9. Structural supports for barrel hangar consist of compressed wood arches mounted on concrete piers. B. Moloney 3/15/2017.



Figure 10. Interior view of the barrel hangar showing structural arches and west wall with steel support beams. B. Moloney 3/15/2017.

Structure O: Radio Tower

Structure O is a 50-foot self-supporting steel lattice tower painted alternately red and white at 10 foot intervals. There is a small antenna mounting platform at the top of tower. The tower is significant for its association with the two historic hangars at the airport and eligible as a contributing structure to a potential historic district. Historic photos provided by the airport’s current supervisor, Mike Roinstad, show the tower present during the period of significance (Figure 1). The tower is therefore a physical remnant of the airport's wartime use and is a unique local reflection of South Dakota's WWII military heritage.



Figure 11. Structure O Radio Tower facing northeast. B. Moloney 3/15/2017.

Not Eligible Structures

The remaining 31 structures at the Chan Gurney Airport were not recommended eligible for listing in the National Register of Historic Places because none were older than fifty years of age nor were they of exceptional importance. In addition, if a NRHP historic district nomination were to be pursued, these structures would lie outside of boundaries associated with the property's significant structures.

The primary architectural type present at the airport are metal pole barn airplane hangars. These structures displayed both gable front roofs and shed roofs. There is very limited fenestration on these buildings, often limited to a single swing up service door to allow airplanes in and out.



Figure 12. Typical shed roof airplane hangar structure found at Chan Gurney Airport facing west. 27 of the 34 structures surveyed were of this type. B. Moloney 3/15/2017.



Figure 13. Chan Gurney Airport terminal building facing east. B. Moloney 3/15/2017.



Figure 14. Chan Gurney Airport Fire Station building facing southwest. B. Moloney 3/15/2017.

Another style of building seen at the Chan Gurney Airport are the plain utilitarian terminal and Fire Station buildings. Designed and built in the 1970s, these simple structures reflect some of the design aesthetics of this period: blocky forms, heavy undecorated cornices, liberal use of concrete and brick, obscured entrances, and glass plate windows. While not old enough to be included in the National Register of Historic Places at this point, these buildings may merit inclusion at some future date.

Conclusions

This report has summarized the findings of a reconnaissance level architectural survey conducted by *Quality Services, Inc.* for Kadrmas, Lee & Jackson (KL&J). The survey included the inventory of all buildings in a 40-acre area within the present boundaries of the Chan Gurney Municipal Airport in Yankton, South Dakota. This included completion of 33 South Dakota State Historic Preservation Office (SD SHPO) structure forms and a review of one previously completed form. Two airplane hangars and a radio tower were determined to be older than fifty years of age and potentially eligible for inclusion in the National Register of Historic Places. The hangars were determined to be individually eligible for listing and as contributing structures to a potential historic district. The radio tower was determined eligible for its association with the airplane hangars and considered a contributing structure to a potential historic district. In addition to elaborating the details of the inventory, this report has also discussed the history of architectural development within the survey area.

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Appendices

South Dakota State Historic Preservation Office Structure Forms and Photos



SHPOID **SiteID** **StructureID**
YK00000955 53846 55299

SITE INFORMATION

***Survey Date:** 3/15/2017 12:00:00 AM ***Quarter1:** SE
***Surveyor:** Quality Services, Inc. ***Quarter2:** SE
***Property Address:** 700 East 31st Street ***Township:** 94N
***County:** yk ***Range:** 55W
***City:** Yankton ***Section:** 31

Acres:
Quadname: Yankton

Legal Description:

Location Description: Chan Gurney Municipal Airport

Owner Code1: L **Owner Name:** City of Yankton
Owner Code2: **Owner Address:**
Owner Code3: **Owner City:** Yankton
Owner State: SD
Owner Zip: 57078

HISTORIC SIGNIFICANCE

***DOE:** NR Eligible **Register Name:**
***DOE Date:** 12/4/2009 12:00:00 AM **Multiple Property Name**
Nomination Status: **SignificanceLevel1:** State
Listed Date: **SignificanceLevel2:** State
Ref Num: **NR Criteria 1:** C
Period: 1943 **NR Criteria 2:** A
Category: Building **NR Criteria 3:**
Historic District Rating: C **NR Criteria 4:**



Significance Notes : Building A is eligible for listing in the National Register of Historic Places under Criterion A & C. The hangar meets National Register Criterion A in the area of transportation as part of Yankton's persistent efforts to bring Navy and Yankton College flight programs to their community and the continued use of the airport and hangar for transportation purposes. In addition, the hangar's use as an internment facility for German POWs connects the community to the larger history of US involvement in WWII. The property also meets Criterion C as it still possesses integrity of location, design, setting, materials, workmanship, and feeling and remains a distinctive example of an early airport hangar.

STRUCTURE DETAILS

***Structure Name:** Tile airplane hanger

Other Name: Building A

Date Of Construction: 1943

Significant Person: None

Cultural Affiliation: European

Type: Commercial

Walls: Tile Block

Style: Commercial

Stories: 1

Roof Shape: Arch

Foundataion: Concrete

Roof Material: Metal

***UTM Zone:** 14

Occupied: Yes

***UTM Easting:** 632115.5977

Accessible: Yes

***UTM Northing:** 4752070.0443

Structural System: Tile Block

Restricted: N

Altered/Moved Notes: The buildings windows were also probably replaced about that time with modern metal ones. A concrete block rear addition was also added in the last thirty years.

Interior Notes: The interior of the building still conveys its open hanger design; however there is a 1973 drop ceiling on the northern and southern thirds of the building and the center third contained a wood sheathed barrel ceiling. No recognizable remnants of any original inner partitions are present, except perhaps some mounting holes in the concrete floor. Interior wall cladding is painted particle board over two-by-four framing. The concrete block addition on the building's southwest has modified the i



Physical Notes: Building A at the Chan Gurney Municipal Airport was constructed in 1943 and is a single story, rectangular plan, clay tile ? sided airplane hangar with a metal-clad barrel roof. The front (north façade) is dominated by sliding steel doors with the top section of the doors made up of 4/4 wooden fixed windows. Over the sliding doors are recessed wood panels. The front sliding hanger doors are flanked on each side by plain metal entry doors, potentially replacements. The sides of the structure (eastern and western facades) contain four pier buttresses and four 1/1 fixed-pane metal windows. The rear façade (south) has three pier buttresses and three 1/1 fixed-pane metal windows. The windows are post-1973 replacements and were retrofitted to modified openings. There is a tan brick chimney on the southwest side of the building and minor decorative brick work can be found atop the pier buttresses and sills under the windows. A modern concrete block, single story addition is located to the rear (southwest) of the building.

Other Notes: Structure 55299 surveyed by Dana Vaillancourt 11/24/2009

Link to National Register Nomination:

No National Register Nomination Available

<u>SHPOID</u>	<u>SiteID</u>	<u>StructureID</u>
YK00800001	53846	59884

SITE INFORMATION

<u>*Survey Date:</u> 3/15/2017 12:00:00 AM	<u>*Quarter1:</u> SE
<u>*Surveyor:</u> Quality Services, Inc.	<u>*Quarter2:</u> SE
<u>*Property Address:</u> 700 East 31st Street	<u>*Township:</u> 94N
<u>*County:</u> yk	<u>*Range:</u> 55W
<u>*City:</u> Yankton	<u>*Section:</u> 31

Acres:
Quadname: Yankton

Legal Description:

Location Description: Chan Gurney Municipal Airport

<u>Owner Code1:</u> L	<u>Owner Name:</u> City of Yankton
<u>Owner Code2:</u>	<u>Owner Address:</u>
<u>Owner Code3:</u>	<u>Owner City:</u> Yankton



Owner State: SD
Owner Zip: 57078

HISTORIC SIGNIFICANCE

***DOE:** NR Eligible
***DOE Date:** 3/29/2017 12:00:00 AM
Nomination Status:
Listed Date:
Ref Num:
Period: WWII
Category: Building
Historic District Rating: C

Register Name:
Multiple Property Name:
SignificanceLevel1: Local
SignificanceLevel2: Local
NR Criteria 1: A
NR Criteria 2: C
NR Criteria 3:
NR Criteria 4:

Significance Notes : Constructed in 1943 as part of a successful municipal effort to attract a Naval flight training program to Yankton College, the Chan Gurney barrel hangar is physical remnant of the airport's wartime use and is a unique local reflection of South Dakota's WWII military heritage. In addition, the hangar's design and its self-supporting compressed wood arches embody important national engineering and industrial material trends.
SHPO - EJA 4/6/2017

STRUCTURE DETAILS

***Structure Name:** Chan Gurney Barrel Hangar
Other Name: Building G

Date Of Construction: 1943
Cultural Affiliation:
Type: Other
Style: Other
Roof Shape: Arch
Roof Material: Asphalt
Occupied: Yes
Accessible: Yes
Structural System: Wood Frame

Significant Person:
Walls: Wood
Stories: 1
Foundataion: Concrete
***UTM Zone:** 14
***UTM Easting:** 632184.0000
***UTM Northing:** 4752105.0000
Restricted: N



Altered/Moved Notes: The sliding hangar door depicted in historic photos was replaced with a swing up door in a metal frame mount. Arched roof is covered with asphalt shingles. Boarded windows on north elevation are double-hung, single pane replacements.

Interior Notes: Floor is concrete. Roof cladding beneath asphalt shingles consist of wood slats. East and west interior walls have exposed balloon framing and are clad in metal sheets with some exposed insulation or tar paper covering.

Physical Notes: Arched roof barrel hangar building with swing up service entry door on east elevation. East and west facades are clad in wood clapboard siding. Elongated shed dormers stretch the length of building on north and south elevations. Dormers house 13 rectangular windows which were boarded on the north elevation and open to the south. Windows on south elevation are stationary and composed of six lights divided by wood muntins. There are four windows of the same morphology on the west elevation and aluminum framed, double pane storm windows on the south elevation which are boarded. A boarded person door is on the south portion of the west elevation. The arched roof is covered with pink asphalt shingles to the ridge line on the south elevation while gray asphalt shingles clad the roof from the dormer to ridge line on the north elevation. Structural supports are compressed wood arches mounted on concrete piers and bolted at the ridge line. Steel truss beams from the east and west walls act as additional roof supports.

Other Notes:

Link to National Register Nomination:

No National Register Nomination Available

<u>SHPOID</u>	<u>SiteID</u>	<u>StructureID</u>
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*Surveyor: Quality Services, Inc.	*Quarter2: SE
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*County: yk	*Range: 55W
*City: Yankton	*Section: 31



Acres:

Quadname: Yankton

Legal Description:

Location Description: Chan Gurney Municipal Airport

Owner Code1: L

Owner Code2:

Owner Code3:

Owner Name: City of Yankton

Owner Address:

Owner City: Yankton

Owner State: SD

Owner Zip: 57078

HISTORIC SIGNIFICANCE

***DOE:** Not Eligible

***DOE Date:** 3/29/2017 12:00:00 AM

Nomination Status:

Listed Date:

Ref Num:

Period:

Category:

Historic District Rating:

Significance Notes : SHPO - EJA 4/3/3017

Register Name:

Multiple Property Name

SignificanceLevel1:

SignificanceLevel2:

NR Criteria 1:

NR Criteria 2:

NR Criteria 3:

NR Criteria 4:

STRUCTURE DETAILS

***Structure Name:** Chan Gurney Hangar 1

Other Name: Building F

Date Of Construction: 2007

Significant Person:

Cultural Affiliation:

Type: Other

Walls: Metal

Style: Pole Barn

Stories: 1



Roof Shape: Gable
Roof Material: Metal
Occupied: Yes
Accessible: Yes
Structural System: Unknown
Altered/Moved Notes:

Foundataion: Concrete
***UTM Zone:** 14
***UTM Easting:** 632076.0000
***UTM Northing:** 4752001.0000
Restricted: N

Interior Notes:

Physical Notes: Aluminum clad airplane hangar with gable end roof and large service door on east elevation. Person door just north of service door.

Other Notes:

Link to National Register Nomination:

No National Register Nomination Available

SHPOID	SiteID	StructureID
YK00800003	53846	59886

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*Surveyor: Quality Services, Inc.	*Quarter2: SE
*Property Address: 700 East 31st Street	*Township: 94N
*County: yk	*Range: 55W
*City: Yankton	*Section: 31

Acres:
Quadname: Yankton

Legal Description:

Location Description: Chan Gurney Municipal Airport



Owner Code1: L

Owner Code2:

Owner Code3:

Owner Name: City of Yankton

Owner Address:

Owner City: Yankton

Owner State: SD

Owner Zip: 57078

HISTORIC SIGNIFICANCE

***DOE:** Not Eligible

***DOE Date:** 3/29/2017 12:00:00 AM

Nomination Status:

Listed Date:

Ref Num:

Period:

Category:

Historic District Rating:

Significance Notes : SHPO - EJA 4/3/3017

Register Name:

Multiple Property Name

SignificanceLevel1:

SignificanceLevel2:

NR Criteria 1:

NR Criteria 2:

NR Criteria 3:

NR Criteria 4:

STRUCTURE DETAILS

***Structure Name:** Chan Gurney Hangar 2

Other Name: Building E

Date Of Construction: 2012

Cultural Affiliation:

Type: Other

Style: Pole Barn

Roof Shape: Gable

Roof Material: Metal

Occupied: Yes

Accessible: Yes

Structural System: Unknown

Significant Person:

Walls: Metal

Stories: 1

Foundataion: Unknown/Not Visible

***UTM Zone:** 14

***UTM Easting:** 632125.0000

***UTM Northing:** 4751960.0000

Restricted: N



Altered/Moved Notes:

Interior Notes:

Physical Notes: Metal pole barn airplane hangar with large service swing up service door on east elevation. Two double hung, single pane windows on main service door. Additional roll up service door to north of swing up door.

Other Notes:

Link to National Register Nomination:

No National Register Nomination Available

<u>SHPOID</u>	<u>SiteID</u>	<u>StructureID</u>
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SITE INFORMATION

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<u>*Surveyor:</u> Quality Services, Inc.	<u>*Quarter2:</u> SE
<u>*Property Address:</u> 700 East 31st Street	<u>*Township:</u> 94N
<u>*County:</u> yk	<u>*Range:</u> 55W
<u>*City:</u> Yankton	<u>*Section:</u> 31
	<u>Acres:</u>
	<u>Quadname:</u> Yankton

Legal Description:

Location Description: Chan Gurney Municipal Airport

<u>Owner Code1:</u> L	<u>Owner Name:</u> City of Yankton
<u>Owner Code2:</u>	<u>Owner Address:</u>
<u>Owner Code3:</u>	<u>Owner City:</u> Yankton



Owner State: SD
Owner Zip: 57078

HISTORIC SIGNIFICANCE

*DOE: Not Eligible	Register Name:
*DOE Date: 3/29/2017 12:00:00 AM	Multiple Property Name
Nomination Status:	SignificanceLevel1:
Listed Date:	SignificanceLevel2:
Ref Num:	NR Criteria 1:
Period:	NR Criteria 2:
Category:	NR Criteria 3:
Historic District Rating:	NR Criteria 4:
Significance Notes : SHPO - EJA 4/3/3017	

STRUCTURE DETAILS

*Structure Name: Chan Gurney Utility Shed	
Other Name: Building D	
Date Of Construction: 1991	Significant Person:
Cultural Affiliation:	
Type: Side Gable	Walls: Aluminum/Vinyl
Style: No Style	Stories: 1
Roof Shape: Gable	Foundataion: Unknown/Not Visible
Roof Material: Asphalt	*UTM Zone: 14
Occupied: Yes	*UTM Easting: 632338.0000
Accessible: Yes	*UTM Northing: 4751992.0000
Structural System: Unknown	Restricted: N
Altered/Moved Notes:	
Interior Notes:	



Physical Notes: Small utility building with gable end roof and entry door on west elevation. Entry has one stair stoop.

Other Notes:

Link to National Register Nomination:

No National Register Nomination Available

<u>SHPOID</u>	<u>SiteID</u>	<u>StructureID</u>
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SITE INFORMATION

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<u>*Surveyor:</u> Quality Services, Inc.	<u>*Quarter2:</u> SE
<u>*Property Address:</u> 700 East 31st Street	<u>*Township:</u> 94N
<u>*County:</u> yk	<u>*Range:</u> 55W
<u>*City:</u> Yankton	<u>*Section:</u> 31
	<u>Acres:</u>
	<u>Quadname:</u> Yankton

Legal Description:

Location Description: Chan Gurney Municipal Airport

<u>Owner Code1:</u> L	<u>Owner Name:</u> City of Yankton
<u>Owner Code2:</u>	<u>Owner Address:</u>
<u>Owner Code3:</u>	<u>Owner City:</u> Yankton
	<u>Owner State:</u> SD
	<u>Owner Zip:</u> 57078

HISTORIC SIGNIFICANCE



***DOE:** Not Eligible
***DOE Date:** 3/29/2017 12:00:00 AM
Nomination Status:
Listed Date:
Ref Num:
Period:
Category:
Historic District Rating:
Significance Notes : SHPO - EJA 4/3/3017

Register Name:
Multiple Property Name
SignificanceLevel1:
SignificanceLevel2:
NR Criteria 1:
NR Criteria 2:
NR Criteria 3:
NR Criteria 4:

STRUCTURE DETAILS

***Structure Name:** Chan Gurney Fire Station
Other Name: Building H

Date Of Construction: 1977
Cultural Affiliation:
Type: Other
Style: Other
Roof Shape: Flat
Roof Material: Unkown/Not Visible
Occupied: Yes
Accessible: Yes
Structural System: Unknown
Altered/Moved Notes:

Significant Person:
Walls: Brick
Stories: 1
Foundataion: Unknown/Not Visible
***UTM Zone:** 14
***UTM Easting:** 632061.0000
***UTM Northing:** 4752116.0000
Restricted: N

Interior Notes:

Physical Notes: One story Brick fire station with aluminum cornice. Two bright orange service and one person door on east elevation which are recessed from roof edge. Side by side plate glass window to south of doors in wall in line with roof line. Entry doors on west and south elevation. Single pane window on north elevation.



Other Notes: Architect: James Duffy and Associates
Contractor: Ed Bruening Construction

Link to National Register Nomination:

No National Register Nomination Available

<u>SHPOID</u>	<u>SiteID</u>	<u>StructureID</u>
YK00800006	53846	59889

SITE INFORMATION

<u>*Survey Date:</u> 3/15/2017 12:00:00 AM	<u>*Quarter1:</u> SE
<u>*Surveyor:</u> Quality Services, Inc.	<u>*Quarter2:</u> SE
<u>*Property Address:</u> 700 East 31st Street	<u>*Township:</u> 94N
<u>*County:</u> yk	<u>*Range:</u> 55W
<u>*City:</u> Yankton	<u>*Section:</u> 31
	<u>Acres:</u>
	<u>Quadname:</u> Yankton

Legal Description:

Location Description: Chan Gurney Municipal Airport

<u>Owner Code1:</u> L	<u>Owner Name:</u> City of Yankton
<u>Owner Code2:</u>	<u>Owner Address:</u>
<u>Owner Code3:</u>	<u>Owner City:</u> Yankton
	<u>Owner State:</u> SD
	<u>Owner Zip:</u> 57078

HISTORIC SIGNIFICANCE

<u>*DOE:</u> Not Eligible	<u>Register Name:</u>
<u>*DOE Date:</u> 3/29/2017 12:00:00 AM	<u>Multiple Property Name</u>
<u>Nomination Status:</u>	<u>SignificanceLevel1:</u>



Listed Date:
Ref Num:
Period:
Category:
Historic District Rating:
Significance Notes : SHPO - EJA 4/3/3017

SignificanceLevel2:
NR Criteria 1:
NR Criteria 2:
NR Criteria 3:
NR Criteria 4:

STRUCTURE DETAILS

***Structure Name:** Chan Gurney Terminal

Other Name: Building I

Date Of Construction: 1971

Significant Person:

Cultural Affiliation:

Type: Other

Walls: Brick

Style: Other

Stories: 1

Roof Shape: Flat

Foundataion: Unknown/Not Visible

Roof Material: Unkown/Not Visible

***UTM Zone:** 14

Occupied: Yes

***UTM Easting:** 632036.0000

Accessible: Yes

***UTM Northing:** 4752143.0000

Structural System: Unknown

Restricted: N

Altered/Moved Notes:

Interior Notes: Cinder block interior walls.

Physical Notes: Single story Brick airport terminal with concrete cornice. Main entry through vestibule extension on west elevation. Plate glass windows and doors in brushed aluminum frames on entry vestibule. 2 vertical ribbon plate glass windows flank vestibule. Bank of plate glass windows on east elevation facing runway. Centrally placed plate glass entry door on east elevation.



Other Notes: Architect: James Duffy and Associates
Contractor: Welfl Construction Company

Link to National Register Nomination:

No National Register Nomination Available

<u>SHPOID</u>	<u>SiteID</u>	<u>StructureID</u>
YK00800007	53846	59890

SITE INFORMATION

<u>*Survey Date:</u> 3/15/2017 12:00:00 AM	<u>*Quarter1:</u> SE
<u>*Surveyor:</u> Quality Services, Inc.	<u>*Quarter2:</u> SE
<u>*Property Address:</u> 700 East 31st Street	<u>*Township:</u> 94N
<u>*County:</u> yk	<u>*Range:</u> 55W
<u>*City:</u> Yankton	<u>*Section:</u> 31

Acres:
Quadname: Yankton

Legal Description:

Location Description: Chan Gurney Municipal Airport

<u>Owner Code1:</u> L	<u>Owner Name:</u> City of Yankton
<u>Owner Code2:</u>	<u>Owner Address:</u>
<u>Owner Code3:</u>	<u>Owner City:</u> Yankton
	<u>Owner State:</u> SD
	<u>Owner Zip:</u> 57078

HISTORIC SIGNIFICANCE

<u>*DOE:</u> Not Eligible	<u>Register Name:</u>
<u>*DOE Date:</u> 3/30/2017 12:00:00 AM	<u>Multiple Property Name</u>
<u>Nomination Status:</u>	<u>SignificanceLevel1:</u>
<u>Listed Date:</u>	<u>SignificanceLevel2:</u>
<u>Ref Num:</u>	<u>NR Criteria 1:</u>



Period:
Category:
Historic District Rating:
Significance Notes : SHPO - EJA 4/3/3017

NR Criteria 2:
NR Criteria 3:
NR Criteria 4:

STRUCTURE DETAILS

***Structure Name:** Chan Gurney Becker
Flying Services

Other Name: Building J

Date Of Construction: 2012

Significant Person:

Cultural Affiliation:

Type: Other

Walls: Metal

Style: Pole Barn

Stories:

Roof Shape: Gable

Foundataion: Unknown/Not Visible

Roof Material: Metal

***UTM Zone:** 14

Occupied:

***UTM Easting:** 632022.0000

Accessible:

***UTM Northing:** 4752160.0000

Structural System: Unknown

Restricted: N

Altered/Moved Notes:

Interior Notes:

Physical Notes: Gable front metal pole barn style airplane hangar. Person door on north end of west elevation. Swing up service door on east elevation.

Other Notes:

Link to National Register Nomination:



No National Register Nomination Available

SHPOID **SiteID** **StructureID**
YK00800008 53846 59891

SITE INFORMATION

***Survey Date:** 3/15/2017 12:00:00 AM ***Quarter1:** SE
***Surveyor:** Quality Services, Inc. ***Quarter2:** SE
***Property Address:** 700 East 31st Street ***Township:** 94N
***County:** yk ***Range:** 55W
***City:** Yankton ***Section:** 31

Acres:
Quadname: Yankton

Legal Description:

Location Description: Chan Gurney Municipal Airport

Owner Code1: L **Owner Name:** City of Yankton
Owner Code2: **Owner Address:**
Owner Code3: **Owner City:** Yankton
Owner State: SD
Owner Zip: 57078

HISTORIC SIGNIFICANCE

***DOE:** Not Eligible **Register Name:**
***DOE Date:** 3/30/2017 12:00:00 AM **Multiple Property Name**
Nomination Status: **SignificanceLevel1:**
Listed Date: **SignificanceLevel2:**
Ref Num: **NR Criteria 1:**
Period: **NR Criteria 2:**
Category: **NR Criteria 3:**
Historic District Rating: **NR Criteria 4:**
Significance Notes : SHPO - EJA 4/3/3017



STRUCTURE DETAILS

***Structure Name:** Chan Gurney Blue Hangar

Other Name: Building K

Date Of Construction: post 1991

Significant Person:

Cultural Affiliation:

Type: Other

Walls: Metal

Style: Pole Barn

Stories:

Roof Shape: Gable

Foundataion: Unknown/Not Visible

Roof Material: Metal

***UTM Zone:** 14

Occupied:

***UTM Easting:** 632002.0000

Accessible:

***UTM Northing:** 4752182.0000

Structural System: Unknown

Restricted: N

Altered/Moved Notes:

Interior Notes:

Physical Notes: Gable front metal pole barn airplane hangar. Swing up service door on east elevation with included 2 single pane windows and entry door. Centrally placed roll up service door on west elevation with person door located to its south.

Other Notes:

Link to National Register Nomination:

No National Register Nomination Available

SHPOID

SiteID

StructureID

YK00800009

53846

59892



SITE INFORMATION

***Survey Date:** 3/15/2017 12:00:00 AM
***Surveyor:** Quality Services, Inc.
***Property Address:** 700 East 31st Street
***County:** yk
***City:** Yankton

***Quarter1:** SE
***Quarter2:** SE
***Township:** 94N
***Range:** 55W
***Section:** 31

Acres:
Quadname: Yankton

Legal Description:

Location Description: Chan Gurney Municipal Airport

Owner Code1: L
Owner Code2:
Owner Code3:

Owner Name: City of Yankton
Owner Address:
Owner City: Yankton
Owner State: SD
Owner Zip: 57078

HISTORIC SIGNIFICANCE

***DOE:** Not Eligible
***DOE Date:** 3/30/2017 12:00:00 AM

Nomination Status:
Listed Date:
Ref Num:
Period:
Category:
Historic District Rating:
Significance Notes : SHPO - EJA 4/3/3017

Register Name:
Multiple Property Name:
SignificanceLevel1:
SignificanceLevel2:
NR Criteria 1:
NR Criteria 2:
NR Criteria 3:
NR Criteria 4:

STRUCTURE DETAILS



***Structure Name:** Chan Gurney Brick Utility

Other Name: Building L

Date Of Construction: 1971

Significant Person:

Cultural Affiliation:

Type: Other

Walls: Brick

Style: Other

Stories:

Roof Shape: Flat

Foundataion: Unknown/Not Visible

Roof Material: Unkown/Not Visible

***UTM Zone:** 14

Occupied:

***UTM Easting:** 631980.0000

Accessible:

***UTM Northing:** 4752178.0000

Structural System: Unknown

Restricted: N

Altered/Moved Notes:

Interior Notes:

Physical Notes: Brick Brutalist utility building with pressed concrete cornice matching main terminal building. Metal door with transom light on southeast elevation.

Other Notes:

Link to National Register Nomination:

No National Register Nomination Available

SHPOID

SiteID

StructureID

YK00800010

53846

59893

SITE INFORMATION

***Survey Date:** 3/15/2017 12:00:00 AM

***Quarter1:** SE

***Surveyor:** Quality Services, Inc.

***Quarter2:** SE

***Property Address:** 700 East 31st Street

***Township:** 94N



***County:** yk
***City:** Yankton

***Range:** 55W
***Section:** 31

Acres:
Quadname: Yankton

Legal Description:

Location Description: Chan Gurney Municipal Airport

Owner Code1: L
Owner Code2:
Owner Code3:

Owner Name: City of Yankton
Owner Address:
Owner City: Yankton
Owner State: SD
Owner Zip: 57078

HISTORIC SIGNIFICANCE

***DOE:** Not Eligible
***DOE Date:** 3/30/2017 12:00:00 AM
Nomination Status:
Listed Date:
Ref Num:
Period:
Category:
Historic District Rating:
Significance Notes : SHPO - EJA 4/3/3017

Register Name:
Multiple Property Name
SignificanceLevel1:
SignificanceLevel2:
NR Criteria 1:
NR Criteria 2:
NR Criteria 3:
NR Criteria 4:

STRUCTURE DETAILS

***Structure Name:** Chan Gurney Building M
Other Name:
Date Of Construction: post 1991
Cultural Affiliation:

Significant Person:



Type: Garage
Style: Pole Barn
Roof Shape: Gable
Roof Material: Metal
Occupied:
Accessible:
Structural System: Unknown
Altered/Moved Notes:

Walls: Metal
Stories:
Foundataion: Unknown/Not Visible
***UTM Zone:** 14
***UTM Easting:** 631947.0000
***UTM Northing:** 4752142.0000
Restricted: N

Interior Notes:

Physical Notes: Metal gable end pole barn garage with centrally placed roll up service door on southeast elevation. Person door and side by side double pane window to northeast of service door.

Other Notes:

Link to National Register Nomination:

No National Register Nomination Available

<u>SHPOID</u>	<u>SiteID</u>	<u>StructureID</u>
YK00800011	53846	59894

SITE INFORMATION

*Survey Date: 3/15/2017 12:00:00 AM	*Quarter1: SE
*Surveyor: Quality Services, Inc.	*Quarter2: SE
*Property Address: 700 East 31st Street	*Township: 94N
*County: yk	*Range: 55W
*City: Yankton	*Section: 31

Acres:
Quadname: Yankton



Legal Description:

Location Description: Chan Gurney Municipal Airport

Owner Code1: L

Owner Code2:

Owner Code3:

Owner Name: City of Yankton

Owner Address:

Owner City: Yankton

Owner State: SD

Owner Zip: 57078

HISTORIC SIGNIFICANCE

***DOE:** Not Eligible

***DOE Date:** 3/30/2017 12:00:00 AM

Nomination Status:

Listed Date:

Ref Num:

Period:

Category:

Historic District Rating:

Significance Notes : SHPO - EJA 4/3/3017

Register Name:

Multiple Property Name

SignificanceLevel1:

SignificanceLevel2:

NR Criteria 1:

NR Criteria 2:

NR Criteria 3:

NR Criteria 4:

STRUCTURE DETAILS

***Structure Name:** Chan Gurney Building N

Other Name:

Date Of Construction: 2005

Cultural Affiliation:

Type: Garage

Style: Pole Barn

Roof Shape: Gable

Roof Material: Metal

Significant Person:

Walls: Metal

Stories:

Foundataion: Unknown/Not Visible

***UTM Zone:** 14



Occupied:
Accessible:
Structural System: Unknown
Altered/Moved Notes:

***UTM Easting:** 631881.0000
***UTM Northing:** 4752112.0000
Restricted: N

Interior Notes:

Physical Notes: Gable end, rectangular metal pole barn garage divided into four bays by external piers on the lengthwise sides (southeast and northwest elevations). North-most bay on southeast elevation has roll up service and a person door. Each bay has person door on south edge on southeast elevation.

Other Notes:

Link to National Register Nomination:

No National Register Nomination Available

<u>SHPOID</u>	<u>SiteID</u>	<u>StructureID</u>
YK00800012	53846	59895

SITE INFORMATION

<u>*Survey Date:</u> 3/15/2017 12:00:00 AM	<u>*Quarter1:</u> SE
<u>*Surveyor:</u> Quality Services, Inc.	<u>*Quarter2:</u> SE
<u>*Property Address:</u> 700 East 31st Street	<u>*Township:</u> 94N
<u>*County:</u> yk	<u>*Range:</u> 55W
<u>*City:</u> Yankton	<u>*Section:</u> 31

Acres:
Quadname: Yankton

Legal Description:

Location Description: Chan Gurney Municipal Airport



Owner Code1: L

Owner Code2:

Owner Code3:

Owner Name: City of Yankton

Owner Address:

Owner City: Yankton

Owner State: SD

Owner Zip: 57078

HISTORIC SIGNIFICANCE

***DOE:** Not Eligible

***DOE Date:** 3/30/2017 12:00:00 AM

Nomination Status:

Listed Date:

Ref Num:

Period:

Category:

Historic District Rating:

Significance Notes : SHPO - EJA 4/3/3017

Register Name:

Multiple Property Name

SignificanceLevel1:

SignificanceLevel2:

NR Criteria 1:

NR Criteria 2:

NR Criteria 3:

NR Criteria 4:

STRUCTURE DETAILS

***Structure Name:** Chan Gurney Building B

Other Name:

Date Of Construction: post 1973

Cultural Affiliation:

Type: Other

Style: Pole Barn

Roof Shape: Gable

Roof Material: Metal

Occupied:

Accessible:

Structural System: Unknown

Significant Person:

Walls: Metal

Stories:

Foundataion: Unknown/Not Visible

***UTM Zone:** 14

***UTM Easting:** 632188.0000

***UTM Northing:** 4751984.0000

Restricted: N



Altered/Moved Notes:

Interior Notes:

Physical Notes: Rectangular metal pole barn hangar. Swing up service door on east elevation. Person door on east side of north elevation.

Other Notes:

Link to National Register Nomination:

No National Register Nomination Available

<u>SHPOID</u>	<u>SiteID</u>	<u>StructureID</u>
YK00800013	53846	59896

SITE INFORMATION

<u>*Survey Date:</u> 3/15/2017 12:00:00 AM	<u>*Quarter1:</u> SE
<u>*Surveyor:</u> Quality Services, Inc.	<u>*Quarter2:</u> SE
<u>*Property Address:</u> 700 East 31st Street	<u>*Township:</u> 94N
<u>*County:</u> yk	<u>*Range:</u> 55W
<u>*City:</u> Yankton	<u>*Section:</u> 31
	<u>Acres:</u>
	<u>Quadname:</u> Yankton

Legal Description:

Location Description: Chan Gurney Municipal Airport

<u>Owner Code1:</u> L	<u>Owner Name:</u> City of Yankton
<u>Owner Code2:</u>	<u>Owner Address:</u>
<u>Owner Code3:</u>	<u>Owner City:</u> Yankton
	<u>Owner State:</u> SD



Owner Zip: 57078

HISTORIC SIGNIFICANCE

*DOE: NR Eligible	Register Name:
*DOE Date: 3/30/2017 12:00:00 AM	Multiple Property Name
Nomination Status:	SignificanceLevel1: Local
Listed Date:	SignificanceLevel2: Local
Ref Num:	NR Criteria 1: A
Period: WWII	NR Criteria 2: C
Category: Object	NR Criteria 3:
Historic District Rating: C	NR Criteria 4:

Significance Notes : Significant for its association with two hangars at the airport which were constructed in 1943 as part of a successful municipal effort to attract a Naval flight training program to Yankton College. Historic photos show the tower present during the period of significance. It is therefore a physical remnant of the airport's wartime use and is a unique local reflection of South Dakota's WWII military heritage.

Eligible in association with and ancillary to the hangars of the same era. SHPO - EJA 4/6/2017

STRUCTURE DETAILS

*Structure Name: Chan Gurney radio tower	
Other Name:	
Date Of Construction: 1943	Significant Person:
Cultural Affiliation:	
Type:	Walls:
Style:	Stories:
Roof Shape:	Foundataion:
Roof Material:	*UTM Zone: 14
Occupied:	*UTM Easting: 632066.0000
Accessible:	*UTM Northing: 4752040.0000
Structural System:	Restricted: N
Altered/Moved Notes:	



Interior Notes:

Physical Notes: 50 foot self-supporting steel lattice tower painted alternately red and white at 10 foot intervals. Small antenna mounting platform at top of tower.

Other Notes:

Link to National Register Nomination:

No National Register Nomination Available

<u>SHPOID</u>	<u>SiteID</u>	<u>StructureID</u>
YK00800014	53846	59897

SITE INFORMATION

<u>*Survey Date:</u> 3/15/2017 12:00:00 AM	<u>*Quarter1:</u> SE
<u>*Surveyor:</u> Quality Services, Inc.	<u>*Quarter2:</u> SE
<u>*Property Address:</u> 700 East 31st Street	<u>*Township:</u> 94N
<u>*County:</u> yk	<u>*Range:</u> 55W
<u>*City:</u> Yankton	<u>*Section:</u> 31
	<u>Acres:</u>
	<u>Quadname:</u> Yankton

Legal Description:

Location Description: Chan Gurney Municipal Airport

<u>Owner Code1:</u> L	<u>Owner Name:</u> City of Yankton
<u>Owner Code2:</u>	<u>Owner Address:</u>
<u>Owner Code3:</u>	<u>Owner City:</u> Yankton
	<u>Owner State:</u> SD
	<u>Owner Zip:</u> 57078



HISTORIC SIGNIFICANCE

***DOE:** Not Eligible
***DOE Date:** 3/30/2017 12:00:00 AM
Nomination Status:
Listed Date:
Ref Num:
Period:
Category:
Historic District Rating:
Significance Notes : SHPO - EJA 4/3/2017

Register Name:
Multiple Property Name:
SignificanceLevel1:
SignificanceLevel2:
NR Criteria 1:
NR Criteria 2:
NR Criteria 3:
NR Criteria 4:

STRUCTURE DETAILS

***Structure Name:** Chan Gurney Building C1
Other Name:
Date Of Construction: post 1982
Cultural Affiliation:
Type: Other
Style: Pole Barn
Roof Shape: Gable
Roof Material: Metal
Occupied:
Accessible:
Structural System: Unknown
Altered/Moved Notes:

Interior Notes:

Significant Person:
Walls: Metal
Stories:
Foundataion: Unknown/Not Visible
***UTM Zone:** 14
***UTM Easting:** 632226.0000
***UTM Northing:** 4751948.0000
Restricted: N



Physical Notes: Gable front metal pole barn airplane hangar. Swing up service door on northeast elevation. Roll up service door with three window lights on northeast elevation.

Other Notes:

Link to National Register Nomination:

No National Register Nomination Available

<u>SHPOID</u>	<u>SiteID</u>	<u>StructureID</u>
YK00800015	53846	59898

SITE INFORMATION

<u>*Survey Date:</u> 3/15/2017 12:00:00 AM	<u>*Quarter1:</u> SE
<u>*Surveyor:</u> Quality Services, Inc.	<u>*Quarter2:</u> SE
<u>*Property Address:</u> 700 East 31st Street	<u>*Township:</u> 94N
<u>*County:</u> yk	<u>*Range:</u> 55W
<u>*City:</u> Yankton	<u>*Section:</u> 31
	<u>Acres:</u>
	<u>Quadname:</u> Yankton

Legal Description:

Location Description: Chan Gurney Municipal Airport

<u>Owner Code1:</u> L	<u>Owner Name:</u> City of Yankton
<u>Owner Code2:</u>	<u>Owner Address:</u>
<u>Owner Code3:</u>	<u>Owner City:</u> Yankton
	<u>Owner State:</u> SD
	<u>Owner Zip:</u> 57078

HISTORIC SIGNIFICANCE

<u>*DOE:</u> Not Eligible	<u>Register Name:</u>
<u>*DOE Date:</u> 3/30/2016 12:00:00 AM	<u>Multiple Property Name</u>



Nomination Status:
Listed Date:
Ref Num:
Period:
Category:
Historic District Rating:
Significance Notes : SHPO - EJA 4/3/2017

SignificanceLevel1:
SignificanceLevel2:
NR Criteria 1:
NR Criteria 2:
NR Criteria 3:
NR Criteria 4:

STRUCTURE DETAILS

***Structure Name:** Chan Gurney Building C2

Other Name:

Date Of Construction: 2016

Significant Person:

Cultural Affiliation:

Type: Other

Walls: Metal

Style: Pole Barn

Stories:

Roof Shape: Gable

Foundataion: Unknown/Not Visible

Roof Material: Metal

***UTM Zone:** 14

Occupied:

***UTM Easting:** 632227.0000

Accessible:

***UTM Northing:** 4751925.0000

Structural System: Unknown

Restricted: N

Altered/Moved Notes:

Interior Notes:

Physical Notes: Gable front metal pole barn airplane hangar. Swing up service door on southwest elevation.

Other Notes:



Link to National Register Nomination:

No National Register Nomination Available

<u>SHPOID</u>	<u>SiteID</u>	<u>StructureID</u>
YK00800016	53846	59899

SITE INFORMATION

<u>*Survey Date:</u> 3/15/2017 12:00:00 AM	<u>*Quarter1:</u> SE
<u>*Surveyor:</u> Quality Services, Inc.	<u>*Quarter2:</u> SE
<u>*Property Address:</u> 700 East 31st Street	<u>*Township:</u> 94N
<u>*County:</u> yk	<u>*Range:</u> 55W
<u>*City:</u> Yankton	<u>*Section:</u> 31

Acres:
Quadname: Yankton

Legal Description:

Location Description: Chan Gurney Municipal Airport

<u>Owner Code1:</u> L	<u>Owner Name:</u> City of Yankton
<u>Owner Code2:</u>	<u>Owner Address:</u>
<u>Owner Code3:</u>	<u>Owner City:</u> Yankton
	<u>Owner State:</u> SD
	<u>Owner Zip:</u> 57078

HISTORIC SIGNIFICANCE

<u>*DOE:</u> Not Eligible	<u>Register Name:</u>
<u>*DOE Date:</u> 3/30/2017 12:00:00 AM	<u>Multiple Property Name</u>
<u>Nomination Status:</u>	<u>SignificanceLevel1:</u>
<u>Listed Date:</u>	<u>SignificanceLevel2:</u>
<u>Ref Num:</u>	<u>NR Criteria 1:</u>
<u>Period:</u>	<u>NR Criteria 2:</u>



Category:
Historic District Rating:
Significance Notes : SHPO - EJA 4/3/2017

NR Criteria 3:
NR Criteria 4:

STRUCTURE DETAILS

***Structure Name:** Chan Gurney Building C3

Other Name:

Date Of Construction: post 1982

Significant Person:

Cultural Affiliation:

Type: Other

Walls: Metal

Style: Pole Barn

Stories:

Roof Shape: Gable

Foundataion: Unknown/Not Visible

Roof Material: Metal

***UTM Zone:** 14

Occupied:

***UTM Easting:** 632245.0000

Accessible:

***UTM Northing:** 4751911.0000

Structural System: Unknown

Restricted: N

Altered/Moved Notes:

Interior Notes:

Physical Notes: Metal gable end pole barn airplane hangar with swing up service door on southwest elevation.

Other Notes:

Link to National Register Nomination:

No National Register Nomination Available



SHPOID **SiteID** **StructureID**
YK00800017 53846 59900

SITE INFORMATION

***Survey Date:** 3/15/2017 12:00:00 AM ***Quarter1:** SE
***Surveyor:** Quality Services, Inc. ***Quarter2:** SE
***Property Address:** 700 East 31st Street ***Township:** 94N
***County:** yk ***Range:** 55W
***City:** Yankton ***Section:** 31

Acres:
Quadname: Yankton

Legal Description:

Location Description: Chan Gurney Municipal Airport

Owner Code1: L **Owner Name:** City of Yankton
Owner Code2: **Owner Address:**
Owner Code3: **Owner City:** Yankton
Owner State: SD
Owner Zip: 57078

HISTORIC SIGNIFICANCE

***DOE:** Not Eligible **Register Name:**
***DOE Date:** 3/30/2017 12:00:00 AM **Multiple Property Name**
Nomination Status: **SignificanceLevel1:**
Listed Date: **SignificanceLevel2:**
Ref Num: **NR Criteria 1:**
Period: **NR Criteria 2:**
Category: **NR Criteria 3:**
Historic District Rating: **NR Criteria 4:**
Significance Notes : SHPO - EJA 4/3/2017



STRUCTURE DETAILS

***Structure Name:** Chan Gurney Building C4

Other Name:

Date Of Construction: post 1982

Significant Person:

Cultural Affiliation:

Type: Other

Walls: Metal

Style: Pole Barn

Stories:

Roof Shape: Gable

Foundataion: Unknown/Not Visible

Roof Material: Metal

***UTM Zone:** 14

Occupied:

***UTM Easting:** 632257.0000

Accessible:

***UTM Northing:** 4751902.0000

Structural System: Unknown

Restricted: N

Altered/Moved Notes:

Interior Notes:

Physical Notes: Gable front metal pole barn with swing up service door on southwest elevation and blue trim.

Other Notes:

Link to National Register Nomination:

No National Register Nomination Available

SHPOID	SiteID	StructureID
YK00800018	53846	59901

SITE INFORMATION



***Survey Date:** 3/15/2017 12:00:00 AM
***Surveyor:** Quality Services, Inc.
***Property Address:** 700 East 31st Street
***County:** yk
***City:** Yankton

***Quarter1:** SE
***Quarter2:** SE
***Township:** 94N
***Range:** 55W
***Section:** 31

Acres:
Quadname: Yankton

Legal Description:

Location Description: Chan Gurney Municipal Airport

Owner Code1: L
Owner Code2:
Owner Code3:

Owner Name: City of Yankton
Owner Address:
Owner City: Yankton
Owner State: SD
Owner Zip: 57078

HISTORIC SIGNIFICANCE

***DOE:** Not Eligible
***DOE Date:** 3/30/2017 12:00:00 AM
Nomination Status:
Listed Date:
Ref Num:
Period:
Category:
Historic District Rating:
Significance Notes : SHPO - EJA 4/3/2017

Register Name:
Multiple Property Name
SignificanceLevel1:
SignificanceLevel2:
NR Criteria 1:
NR Criteria 2:
NR Criteria 3:
NR Criteria 4:

STRUCTURE DETAILS

***Structure Name:** Chan Gurney Building C5



Other Name:

Date Of Construction: post 1982

Significant Person:

Cultural Affiliation:

Type: Other

Walls: Metal

Style: Pole Barn

Stories:

Roof Shape: Gable

Foundataion: Unknown/Not Visible

Roof Material: Metal

***UTM Zone:** 14

Occupied:

***UTM Easting:** 632273.0000

Accessible:

***UTM Northing:** 4751892.0000

Structural System: Unknown

Restricted: N

Altered/Moved Notes:

Interior Notes:

Physical Notes: Gable fron metal pole barn airplane hangar with swing up service door on the southwest elevation and brown trim.

Other Notes:

Link to National Register Nomination:

No National Register Nomination Available

SHPOID

SiteID

StructureID

YK00800019

53846

59902

SITE INFORMATION

***Survey Date:** 3/15/2017 12:00:00 AM

***Quarter1:** SE

***Surveyor:** Quality Services, Inc.

***Quarter2:** SE

***Property Address:** 700 East 31st Street

***Township:** 94N

***County:** yk

***Range:** 55W

***City:** Yankton

***Section:** 31



Acres:

Quadname: Yankton

Legal Description:

Location Description: Chan Gurney Municipal Airport

Owner Code1: L

Owner Code2:

Owner Code3:

Owner Name: City of Yankton

Owner Address:

Owner City: Yankton

Owner State: SD

Owner Zip: 57078

HISTORIC SIGNIFICANCE

***DOE:** Not Eligible

***DOE Date:** 3/30/2017 12:00:00 AM

Nomination Status:

Listed Date:

Ref Num:

Period:

Category:

Historic District Rating:

Significance Notes : SHPO - EJA 4/3/2017

Register Name:

Multiple Property Name

SignificanceLevel1:

SignificanceLevel2:

NR Criteria 1:

NR Criteria 2:

NR Criteria 3:

NR Criteria 4:

STRUCTURE DETAILS

***Structure Name:** Chan Gurney Building C6

Other Name:

Date Of Construction: post 1982

Cultural Affiliation:

Type: Other

Style: Pole Barn

Significant Person:

Walls: Metal

Stories:



Roof Shape: Gable
Roof Material: Metal
Occupied:
Accessible:
Structural System: Unknown
Altered/Moved Notes:

Foundataion: Unknown/Not Visible
***UTM Zone:** 14
***UTM Easting:** 632292.0000
***UTM Northing:** 4751880.0000
Restricted: N

Interior Notes:

Physical Notes: Gable front metal pole barn airplane hangar with swing up service door on southwest elevation.

Other Notes:

Link to National Register Nomination:

No National Register Nomination Available

SHPOID	SiteID	StructureID
YK00800020	53846	59903

SITE INFORMATION

*Survey Date: 3/15/2017 12:00:00 AM	*Quarter1: SE
*Surveyor: Quality Services, Inc.	*Quarter2: SE
*Property Address: 700 East 31st Street	*Township: 94N
*County: yk	*Range: 55W
*City: Yankton	*Section: 31

Acres:
Quadname: Yankton

Legal Description:

Location Description: Chan Gurney Municipal Airport



Owner Code1: L

Owner Code2:

Owner Code3:

Owner Name: City of Yankton

Owner Address:

Owner City: Yankton

Owner State: SD

Owner Zip: 57078

HISTORIC SIGNIFICANCE

***DOE:** Not Eligible

***DOE Date:** 3/30/2017 12:00:00 AM

Nomination Status:

Listed Date:

Ref Num:

Period:

Category:

Historic District Rating:

Significance Notes : SHPO - EJA 4/3/2017

Register Name:

Multiple Property Name

SignificanceLevel1:

SignificanceLevel2:

NR Criteria 1:

NR Criteria 2:

NR Criteria 3:

NR Criteria 4:

STRUCTURE DETAILS

***Structure Name:** Chan Gurney Building C7

Other Name:

Date Of Construction: post 1982

Cultural Affiliation:

Type: Other

Style: Pole Barn

Roof Shape: Gable

Roof Material: Metal

Occupied:

Accessible:

Structural System: Unknown

Significant Person:

Walls: Metal

Stories:

Foundataion: Unknown/Not Visible

***UTM Zone:** 14

***UTM Easting:** 632321.0000

***UTM Northing:** 4751800.0000

Restricted: N



Altered/Moved Notes:

Interior Notes:

Physical Notes: Gable front metal pole barn airplane hangar. Yellow with brown trim. Shed roof addition to southeast portion of building. Roll up service door on shed addition and swing up service door with embedded person door beneath main front gable portion of building on northeast elevation.

Other Notes:

Link to National Register Nomination:

No National Register Nomination Available

<u>SHPOID</u>	<u>SiteID</u>	<u>StructureID</u>
YK00800021	53846	59904

SITE INFORMATION

<u>*Survey Date:</u> 3/15/2017 12:00:00 AM	<u>*Quarter1:</u> SE
<u>*Surveyor:</u> Quality Services, Inc.	<u>*Quarter2:</u> SE
<u>*Property Address:</u> 700 East 31st Street	<u>*Township:</u> 94N
<u>*County:</u> yk	<u>*Range:</u> 55W
<u>*City:</u> Yankton	<u>*Section:</u> 31

Acres:
Quadname: Yankton

Legal Description:

Location Description: Chan Gurney Municipal Airport

<u>Owner Code1:</u> L	<u>Owner Name:</u> City of Yankton
<u>Owner Code2:</u>	<u>Owner Address:</u>



Owner Code3:

Owner City: Yankton

Owner State: SD

Owner Zip: 57078

HISTORIC SIGNIFICANCE

***DOE:** Not Eligible

Register Name:

***DOE Date:** 3/30/2017 12:00:00 AM

Multiple Property Name

Nomination Status:

SignificanceLevel1:

Listed Date:

SignificanceLevel2:

Ref Num:

NR Criteria 1:

Period:

NR Criteria 2:

Category:

NR Criteria 3:

Historic District Rating:

NR Criteria 4:

Significance Notes : SHPO - EJA 4/3/2017

STRUCTURE DETAILS

***Structure Name:** Chan Gurney Building C8

Other Name:

Date Of Construction: post 1982

Significant Person:

Cultural Affiliation:

Type: Other

Walls: Metal

Style: Pole Barn

Stories:

Roof Shape: Shed

Foundataion: Unknown/Not Visible

Roof Material: Metal

***UTM Zone:** 14

Occupied:

***UTM Easting:** 632304.0000

Accessible:

***UTM Northing:** 4751818.0000

Structural System: Unknown

Restricted: N

Altered/Moved Notes:



Interior Notes:

Physical Notes: Shed roof metal pole barn airplane hangar with swing up service door on northeast elevation.

Other Notes:

Link to National Register Nomination:

No National Register Nomination Available

<u>SHPOID</u>	<u>SiteID</u>	<u>StructureID</u>
YK00800022	53846	59905

SITE INFORMATION

<u>*Survey Date:</u> 3/15/2017 12:00:00 AM	<u>*Quarter1:</u> SE
<u>*Surveyor:</u> Quality Services, Inc.	<u>*Quarter2:</u> SE
<u>*Property Address:</u> 700 East 31st Street	<u>*Township:</u> 94N
<u>*County:</u> yk	<u>*Range:</u> 55W
<u>*City:</u> Yankton	<u>*Section:</u> 31
	<u>Acres:</u>
	<u>Quadname:</u> Yankton

Legal Description:

Location Description: Chan Gurney Municipal Airport

<u>Owner Code1:</u> L	<u>Owner Name:</u> City of Yankton
<u>Owner Code2:</u>	<u>Owner Address:</u>
<u>Owner Code3:</u>	<u>Owner City:</u> Yankton
	<u>Owner State:</u> SD
	<u>Owner Zip:</u> 57078

HISTORIC SIGNIFICANCE



***DOE:** Not Eligible
***DOE Date:** 3/30/2017 12:00:00 AM
Nomination Status:
Listed Date:
Ref Num:
Period:
Category:
Historic District Rating:
Significance Notes : SHPO - EJA 4/3/2017

Register Name:
Multiple Property Name:
SignificanceLevel1:
SignificanceLevel2:
NR Criteria 1:
NR Criteria 2:
NR Criteria 3:
NR Criteria 4:

STRUCTURE DETAILS

***Structure Name:** Chan Gurney Building C9
Other Name:
Date Of Construction: post 1982
Cultural Affiliation:
Type: Other
Style: Pole Barn
Roof Shape: Shed
Roof Material: Metal
Occupied:
Accessible:
Structural System: Unknown
Altered/Moved Notes:

Significant Person:
Walls: Metal
Stories:
Foundataion: Unknown/Not Visible
***UTM Zone:** 14
***UTM Easting:** 632292.0000
***UTM Northing:** 4751830.0000
Restricted: N

Interior Notes:

Physical Notes: Shed roof metal pole barn airplane hangar with swing up service door on northeast elevation.



Other Notes:

Link to National Register Nomination:

No National Register Nomination Available

<u>SHPOID</u>	<u>SiteID</u>	<u>StructureID</u>
YK00800023	53846	59906

SITE INFORMATION

<u>*Survey Date:</u> 3/15/2017 12:00:00 AM	<u>*Quarter1:</u> SE
<u>*Surveyor:</u> Quality Services, Inc.	<u>*Quarter2:</u> SE
<u>*Property Address:</u> 700 East 31st Street	<u>*Township:</u> 94N
<u>*County:</u> yk	<u>*Range:</u> 55W
<u>*City:</u> Yankton	<u>*Section:</u> 31

Acres:
Quadname: Yankton

Legal Description:

Location Description: Chan Gurney Municipal Airport

<u>Owner Code1:</u> L	<u>Owner Name:</u> City of Yankton
<u>Owner Code2:</u>	<u>Owner Address:</u>
<u>Owner Code3:</u>	<u>Owner City:</u> Yankton
	<u>Owner State:</u> SD
	<u>Owner Zip:</u> 57078

HISTORIC SIGNIFICANCE

<u>*DOE:</u> Not Eligible	<u>Register Name:</u>
<u>*DOE Date:</u> 3/30/2017 12:00:00 AM	<u>Multiple Property Name</u>
<u>Nomination Status:</u>	<u>SignificanceLevel1:</u>
<u>Listed Date:</u>	<u>SignificanceLevel2:</u>



Ref Num:
Period:
Category:
Historic District Rating:
Significance Notes : SHPO - EJA 4/3/2017

NR Criteria 1:
NR Criteria 2:
NR Criteria 3:
NR Criteria 4:

STRUCTURE DETAILS

***Structure Name:** Chan Gurney Building C10

Other Name:

Date Of Construction: post 1982

Significant Person:

Cultural Affiliation:

Type: Other

Walls: Metal

Style: Pole Barn

Stories:

Roof Shape: Shed

Foundataion: Unknown/Not Visible

Roof Material: Metal

***UTM Zone:** 14

Occupied:

***UTM Easting:** 632276.0000

Accessible:

***UTM Northing:** 4751839.0000

Structural System: Unknown

Restricted: N

Altered/Moved Notes:

Interior Notes:

Physical Notes: Shed roof metal pole barn airplane hangar with swing up service door on northeast elevation.

Other Notes:



Link to National Register Nomination:

No National Register Nomination Available

<u>SHPOID</u>	<u>SiteID</u>	<u>StructureID</u>
YK00800024	53846	59907

SITE INFORMATION

<u>*Survey Date:</u> 3/15/2017 12:00:00 AM	<u>*Quarter1:</u> SE
<u>*Surveyor:</u> Quality Services, Inc.	<u>*Quarter2:</u> SE
<u>*Property Address:</u> 700 East 31st Street	<u>*Township:</u> 94N
<u>*County:</u> yk	<u>*Range:</u> 55W
<u>*City:</u> Yankton	<u>*Section:</u> 31

Acres:
Quadname: Yankton

Legal Description:

Location Description: Chan Gurney Municipal Airport

<u>Owner Code1:</u> L	<u>Owner Name:</u> City of Yankton
<u>Owner Code2:</u>	<u>Owner Address:</u>
<u>Owner Code3:</u>	<u>Owner City:</u> Yankton
	<u>Owner State:</u> SD
	<u>Owner Zip:</u> 57078

HISTORIC SIGNIFICANCE

<u>*DOE:</u> Not Eligible	<u>Register Name:</u>
<u>*DOE Date:</u> 3/30/2017 12:00:00 AM	<u>Multiple Property Name</u>
<u>Nomination Status:</u>	<u>SignificanceLevel1:</u>
<u>Listed Date:</u>	<u>SignificanceLevel2:</u>
<u>Ref Num:</u>	<u>NR Criteria 1:</u>
<u>Period:</u>	<u>NR Criteria 2:</u>
<u>Category:</u>	<u>NR Criteria 3:</u>
<u>Historic District Rating:</u>	<u>NR Criteria 4:</u>



Significance Notes : SHPO - EJA 4/3/2017

STRUCTURE DETAILS

***Structure Name:** Chan Gurney Building C11

Other Name:

Date Of Construction: post 1982

Significant Person:

Cultural Affiliation:

Type: Other

Walls: Metal

Style: Pole Barn

Stories:

Roof Shape: Shed

Foundataion: Unknown/Not Visible

Roof Material: Metal

***UTM Zone:** 14

Occupied:

***UTM Easting:** 632263.0000

Accessible:

***UTM Northing:** 4751851.0000

Structural System: Unknown

Restricted: N

Altered/Moved Notes:

Interior Notes:

Physical Notes: Shed roof metal pole barn airplane hangar with swing up service door with embedded person door on northeast elevation. Red trim and some replaced aluminum panels.

Other Notes:

Link to National Register Nomination:

No National Register Nomination Available

SHPOID

SiteID

StructureID



YK00800025 53846 59908

SITE INFORMATION

***Survey Date:** 3/15/2017 12:00:00 AM
***Surveyor:** Quality Services, Inc.
***Property Address:** 700 East 31st Street
***County:** yk
***City:** Yankton

***Quarter1:** SE
***Quarter2:** SE
***Township:** 94N
***Range:** 55W
***Section:** 31

Acres:
Quadname: Yankton

Legal Description:

Location Description: Chan Gurney Municipal Airport

Owner Code1: L
Owner Code2:
Owner Code3:

Owner Name: City of Yankton
Owner Address:
Owner City: Yankton
Owner State: SD
Owner Zip: 57078

HISTORIC SIGNIFICANCE

***DOE:** Not Eligible
***DOE Date:** 3/30/2017 12:00:00 AM

Nomination Status:
Listed Date:
Ref Num:
Period:
Category:
Historic District Rating:

Significance Notes : SHPO - EJA 4/3/2017

Register Name:
Multiple Property Name:
SignificanceLevel1:
SignificanceLevel2:
NR Criteria 1:
NR Criteria 2:
NR Criteria 3:
NR Criteria 4:



STRUCTURE DETAILS

***Structure Name:** Chan Gurney Building C12

Other Name:

Date Of Construction: post 1982

Significant Person:

Cultural Affiliation:

Type: Other

Walls: Metal

Style: Pole Barn

Stories:

Roof Shape: Shed

Foundataion: Unknown/Not Visible

Roof Material: Metal

***UTM Zone:** 14

Occupied:

***UTM Easting:** 632249.0000

Accessible:

***UTM Northing:** 4751863.0000

Structural System: Unknown

Restricted: N

Altered/Moved Notes:

Interior Notes:

Physical Notes: Shed roof metal pole barn airplane hangar with swing up service door on northeast elevation.

Other Notes:

Link to National Register Nomination:

No National Register Nomination Available

<u>SHPOID</u>	<u>SiteID</u>	<u>StructureID</u>
YK00800026	53846	59909

SITE INFORMATION

***Survey Date:** 3/15/2017 12:00:00 AM

***Quarter1:** SE

***Surveyor:** Quality Services, Inc.

***Quarter2:** SE



***Property Address:** 700 East 31st Street

***County:** yk

***City:** Yankton

***Township:** 94N

***Range:** 55W

***Section:** 31

Acres:

Quadname: Yankton

Legal Description:

Location Description: Chan Gurney Municipal Airport

Owner Code1: L

Owner Code2:

Owner Code3:

Owner Name: City of Yankton

Owner Address:

Owner City: Yankton

Owner State: SD

Owner Zip: 57078

HISTORIC SIGNIFICANCE

***DOE:** Not Eligible

***DOE Date:** 3/30/2017 12:00:00 AM

Nomination Status:

Listed Date:

Ref Num:

Period:

Category:

Historic District Rating:

Significance Notes : SHPO - EJA 4/3/2017

Register Name:

Multiple Property Name

SignificanceLevel1:

SignificanceLevel2:

NR Criteria 1:

NR Criteria 2:

NR Criteria 3:

NR Criteria 4:

STRUCTURE DETAILS

***Structure Name:** Chan Gurney Building C13

Other Name:

Date Of Construction: post 1982

Significant Person:



Cultural Affiliation:

Type: Other

Style: Pole Barn

Roof Shape: Shed

Roof Material: Metal

Occupied:

Accessible:

Structural System: Unknown

Altered/Moved Notes:

Walls: Metal

Stories:

Foundataion: Unknown/Not Visible

***UTM Zone:** 14

***UTM Easting:** 632235.0000

***UTM Northing:** 4751874.0000

Restricted: N

Interior Notes:

Physical Notes: Shed roof metal pole barn airplane hangar with swing up service door with embedded person door on northeast elevation.

Other Notes:

Link to National Register Nomination:

No National Register Nomination Available

<u>SHPOID</u>	<u>SiteID</u>	<u>StructureID</u>
YK00800027	53846	59910

SITE INFORMATION

***Survey Date:** 3/15/2017 12:00:00 AM

***Surveyor:** Quality Services, Inc.

***Property Address:** 700 East 31st Street

***County:** yk

***City:** Yankton

***Quarter1:** SE

***Quarter2:** SE

***Township:** 94N

***Range:** 55W

***Section:** 31

Acres:

Quadname: Yankton



Legal Description:

Location Description: Chan Gurney Municipal Airport

Owner Code1: L

Owner Code2:

Owner Code3:

Owner Name: City of Yankton

Owner Address:

Owner City: Yankton

Owner State: SD

Owner Zip: 57078

HISTORIC SIGNIFICANCE

***DOE:** Not Eligible

***DOE Date:** 3/30/2017 12:00:00 AM

Nomination Status:

Listed Date:

Ref Num:

Period:

Category:

Historic District Rating:

Significance Notes : SHPO - EJA 4/3/2017

Register Name:

Multiple Property Name

SignificanceLevel1:

SignificanceLevel2:

NR Criteria 1:

NR Criteria 2:

NR Criteria 3:

NR Criteria 4:

STRUCTURE DETAILS

***Structure Name:** Chan Gurney Building C14

Other Name:

Date Of Construction: post 1982

Cultural Affiliation:

Type: Other

Style: Pole Barn

Roof Shape: Shed

Roof Material: Metal

Significant Person:

Walls: Metal

Stories:

Foundataion: Unknown/Not Visible

***UTM Zone:** 14



Occupied:
Accessible:
Structural System: Unknown
Altered/Moved Notes:

***UTM Easting:** 632220.0000
***UTM Northing:** 4751886.0000
Restricted: N

Interior Notes:

Physical Notes: Shed roof metal pole barn airplane hangar with swing up service door on northeast elevation.

Other Notes:

Link to National Register Nomination:

No National Register Nomination Available

SHPOID	SiteID	StructureID
YK00800028	53846	59911

SITE INFORMATION

*Survey Date: 3/15/2017 12:00:00 AM	*Quarter1: SE
*Surveyor: Quality Services, Inc.	*Quarter2: SE
*Property Address: 700 East 31st Street	*Township: 94N
*County: yk	*Range: 55W
*City: Yankton	*Section: 31

Acres:
Quadname: Yankton

Legal Description:

Location Description: Chan Gurney Municipal Airport

Owner Code1: L

Owner Name: City of Yankton



Owner Code2:

Owner Code3:

Owner Address:

Owner City: Yankton

Owner State: SD

Owner Zip: 57078

HISTORIC SIGNIFICANCE

***DOE:** Not Eligible

***DOE Date:** 3/30/2017 12:00:00 AM

Nomination Status:

Listed Date:

Ref Num:

Period:

Category:

Historic District Rating:

Significance Notes : SHPO - EJA 4/3/2017

Register Name:

Multiple Property Name

SignificanceLevel1:

SignificanceLevel2:

NR Criteria 1:

NR Criteria 2:

NR Criteria 3:

NR Criteria 4:

STRUCTURE DETAILS

***Structure Name:** Chan Gurney Building C15

Other Name:

Date Of Construction: post 1982

Cultural Affiliation:

Type: Other

Style: Pole Barn

Roof Shape: Shed

Roof Material: Metal

Occupied:

Accessible:

Structural System: Unknown

Altered/Moved Notes:

Significant Person:

Walls: Metal

Stories:

Foundataion: Unknown/Not Visible

***UTM Zone:** 14

***UTM Easting:** 632209.0000

***UTM Northing:** 4751898.0000

Restricted: N



Interior Notes:

Physical Notes: Shed roof metal pole barn airplane hangar with swing up service door on northeast elevation. Connected to adjacent building to northwest by metal beam at roof line.

Other Notes:

Link to National Register Nomination:

No National Register Nomination Available

<u>SHPOID</u>	<u>SiteID</u>	<u>StructureID</u>
YK00800029	53846	59912

SITE INFORMATION

<u>*Survey Date:</u> 3/15/2017 12:00:00 AM	<u>*Quarter1:</u> SE
<u>*Surveyor:</u> Quality Services, Inc.	<u>*Quarter2:</u> SE
<u>*Property Address:</u> 700 East 31st Street	<u>*Township:</u> 94N
<u>*County:</u> yk	<u>*Range:</u> 55W
<u>*City:</u> Yankton	<u>*Section:</u> 31
	<u>Acres:</u>
	<u>Quadname:</u> Yankton

Legal Description:

Location Description: Chan Gurney Municipal Airport

<u>Owner Code1:</u> L	<u>Owner Name:</u> City of Yankton
<u>Owner Code2:</u>	<u>Owner Address:</u>
<u>Owner Code3:</u>	<u>Owner City:</u> Yankton
	<u>Owner State:</u> SD
	<u>Owner Zip:</u> 57078



HISTORIC SIGNIFICANCE

<u>*DOE:</u> Not Eligible	<u>Register Name:</u>
<u>*DOE Date:</u> 3/30/2017 12:00:00 AM	<u>Multiple Property Name</u>
<u>Nomination Status:</u>	<u>SignificanceLevel1:</u>
<u>Listed Date:</u>	<u>SignificanceLevel2:</u>
<u>Ref Num:</u>	<u>NR Criteria 1:</u>
<u>Period:</u>	<u>NR Criteria 2:</u>
<u>Category:</u>	<u>NR Criteria 3:</u>
<u>Historic District Rating:</u>	<u>NR Criteria 4:</u>
<u>Significance Notes :</u> SHPO - EJA 4/3/2017	

STRUCTURE DETAILS

<u>*Structure Name:</u> Chan Gurney Building C16	
<u>Other Name:</u>	
<u>Date Of Construction:</u> post 1982	<u>Significant Person:</u>
<u>Cultural Affiliation:</u>	
<u>Type:</u> Other	<u>Walls:</u> Metal
<u>Style:</u> Pole Barn	<u>Stories:</u>
<u>Roof Shape:</u> Shed	<u>Foundataion:</u> Unknown/Not Visible
<u>Roof Material:</u> Metal	<u>*UTM Zone:</u> 14
<u>Occupied:</u>	<u>*UTM Easting:</u> 632192.0000
<u>Accessible:</u>	<u>*UTM Northing:</u> 4751910.0000
<u>Structural System:</u> Unknown	<u>Restricted:</u> N
<u>Altered/Moved Notes:</u>	
 <u>Interior Notes:</u>	



Physical Notes: Shed roof metal pole barn airplane hangar with swing up service door on northeast elevation.

Other Notes:

Link to National Register Nomination:

No National Register Nomination Available

SHPOID	SiteID	StructureID
YK00800030	53846	59913

SITE INFORMATION

*Survey Date: 3/15/2017 12:00:00 AM	*Quarter1: SE
*Surveyor: Quality Services, Inc.	*Quarter2: SE
*Property Address: 700 East 31st Street	*Township: 94N
*County: yk	*Range: 55W
*City: Yankton	*Section: 31
	Acres:
	Quadname: Yankton

Legal Description:

Location Description: Chan Gurney Municipal Airport

Owner Code1: L	Owner Name: City of Yankton
Owner Code2:	Owner Address:
Owner Code3:	Owner City: Yankton
	Owner State: SD
	Owner Zip: 57078

HISTORIC SIGNIFICANCE

*DOE: Not Eligible	Register Name:
*DOE Date: 3/30/2017 12:00:00 AM	Multiple Property Name



Nomination Status:
Listed Date:
Ref Num:
Period:
Category:
Historic District Rating:
Significance Notes : SHPO - EJA 4/3/2017

SignificanceLevel1:
SignificanceLevel2:
NR Criteria 1:
NR Criteria 2:
NR Criteria 3:
NR Criteria 4:

STRUCTURE DETAILS

***Structure Name:** Chan Gurney Building C17

Other Name:

Date Of Construction: post 1982

Significant Person:

Cultural Affiliation:

Type: Other

Walls: Metal

Style: Pole Barn

Stories:

Roof Shape: Shed

Foundataion: Unknown/Not Visible

Roof Material: Metal

***UTM Zone:** 14

Occupied:

***UTM Easting:** 632179.0000

Accessible:

***UTM Northing:** 4751921.0000

Structural System: Unknown

Restricted: N

Altered/Moved Notes:

Interior Notes:

Physical Notes: Shed roof metal pole barn airplane hangar with swing up service door on northeast elevation.

Other Notes:



Link to National Register Nomination:

No National Register Nomination Available

<u>SHPOID</u>	<u>SiteID</u>	<u>StructureID</u>
YK00800031	53846	59914

SITE INFORMATION

<u>*Survey Date:</u> 3/15/2017 12:00:00 AM	<u>*Quarter1:</u> SE
<u>*Surveyor:</u> Quality Services, Inc.	<u>*Quarter2:</u> SE
<u>*Property Address:</u> 700 East 31st Street	<u>*Township:</u> 94N
<u>*County:</u> yk	<u>*Range:</u> 55W
<u>*City:</u> Yankton	<u>*Section:</u> 31

Acres:
Quadname: Yankton

Legal Description:

Location Description: Chan Gurney Municipal Airport

<u>Owner Code1:</u> L	<u>Owner Name:</u> City of Yankton
<u>Owner Code2:</u>	<u>Owner Address:</u>
<u>Owner Code3:</u>	<u>Owner City:</u> Yankton
	<u>Owner State:</u> SD
	<u>Owner Zip:</u> 57078

HISTORIC SIGNIFICANCE

<u>*DOE:</u> Not Eligible	<u>Register Name:</u>
<u>*DOE Date:</u> 3/30/2017 12:00:00 AM	<u>Multiple Property Name</u>
<u>Nomination Status:</u>	<u>SignificanceLevel1:</u>
<u>Listed Date:</u>	<u>SignificanceLevel2:</u>
<u>Ref Num:</u>	<u>NR Criteria 1:</u>
<u>Period:</u>	<u>NR Criteria 2:</u>



Category:
Historic District Rating:
Significance Notes : SHPO - EJA 4/3/2017

NR Criteria 3:
NR Criteria 4:

STRUCTURE DETAILS

***Structure Name:** Chan Gurney Building C18

Other Name:

Date Of Construction: post 1982

Significant Person:

Cultural Affiliation:

Type: Other

Walls: Metal

Style: Pole Barn

Stories:

Roof Shape: Shed

Foundataion: Unknown/Not Visible

Roof Material: Metal

***UTM Zone:** 14

Occupied:

***UTM Easting:** 632166.0000

Accessible:

***UTM Northing:** 4751934.0000

Structural System: Unknown

Restricted: N

Altered/Moved Notes:

Interior Notes:

Physical Notes: Shed roof metal pole barn airplane hangar with swing up service door on the northeast elevation.

Other Notes:

Link to National Register Nomination:

No National Register Nomination Available



SHPOID **SiteID** **StructureID**
YK00800032 53846 59915

SITE INFORMATION

***Survey Date:** 3/15/2017 12:00:00 AM ***Quarter1:** SE
***Surveyor:** Quality Services, Inc. ***Quarter2:** SE
***Property Address:** 700 East 31st Street ***Township:** 94N
***County:** yk ***Range:** 55W
***City:** Yankton ***Section:** 31

Acres:
Quadname: Yankton

Legal Description:

Location Description: Chan Gurney Municipal Airport

Owner Code1: L **Owner Name:** City of Yankton
Owner Code2: **Owner Address:**
Owner Code3: **Owner City:** Yankton
Owner State: SD
Owner Zip: 57078

HISTORIC SIGNIFICANCE

***DOE:** Not Eligible **Register Name:**
***DOE Date:** 3/30/2017 12:00:00 AM **Multiple Property Name**
Nomination Status: **SignificanceLevel1:**
Listed Date: **SignificanceLevel2:**
Ref Num: **NR Criteria 1:**
Period: **NR Criteria 2:**
Category: **NR Criteria 3:**
Historic District Rating: **NR Criteria 4:**
Significance Notes : SHPO - EJA 4/3/2017



STRUCTURE DETAILS

***Structure Name:** Chan Gurney Building C19

Other Name:

Date Of Construction: 2016

Significant Person:

Cultural Affiliation:

Type: Other

Walls: Metal

Style: Pole Barn

Stories:

Roof Shape: Shed

Foundataion: Unknown/Not Visible

Roof Material: Metal

***UTM Zone:** 14

Occupied:

***UTM Easting:** 632151.0000

Accessible:

***UTM Northing:** 4751947.0000

Structural System: Unknown

Restricted: N

Altered/Moved Notes:

Interior Notes:

Physical Notes: Shed roof pole barn airplane hangar with swing up service door on northeast elevation.

Other Notes:

Link to National Register Nomination:

No National Register Nomination Available

SHPOID

SiteID

StructureID

YK00800033

53846

59916

SITE INFORMATION



***Survey Date:** 3/15/2017 12:00:00 AM
***Surveyor:** Quality Services, Inc.
***Property Address:** 700 East 31st Street
***County:** yk
***City:** Yankton

***Quarter1:** SE
***Quarter2:** SE
***Township:** 94N
***Range:** 55W
***Section:** 31

Acres:
Quadname: Yankton

Legal Description:

Location Description: Chan Gurney Municipal Airport

Owner Code1: L
Owner Code2:
Owner Code3:

Owner Name: City of Yankton
Owner Address:
Owner City: Yankton
Owner State: SD
Owner Zip: 57078

HISTORIC SIGNIFICANCE

***DOE:** Not Eligible
***DOE Date:** 3/31/2017 12:00:00 AM
Nomination Status:
Listed Date:
Ref Num:
Period:
Category:
Historic District Rating:
Significance Notes : SHPO - EJA 4/3/2017

Register Name:
Multiple Property Name
SignificanceLevel1:
SignificanceLevel2:
NR Criteria 1:
NR Criteria 2:
NR Criteria 3:
NR Criteria 4:

STRUCTURE DETAILS

***Structure Name:** Chan Gurney Building C20



Other Name:

Date Of Construction: 2016

Significant Person:

Cultural Affiliation:

Type: Other

Walls: Metal

Style: Pole Barn

Stories:

Roof Shape: Gable

Foundataion: Unknown/Not Visible

Roof Material: Metal

***UTM Zone:** 14

Occupied:

***UTM Easting:** 632154.0000

Accessible:

***UTM Northing:** 4751947.0000

Structural System: Unknown

Restricted: N

Altered/Moved Notes:

Interior Notes:

Physical Notes: Gable front, metal pole barn airplane hangar with swing up service door on northeast elevation.

Other Notes:

Link to National Register Nomination:

No National Register Nomination Available



Structure 59884 Structure G Barrel Hangar facing southwest. B. Moloney 3/15/2017.



Structure 59885 Structure F facing northwest. B. Moloney 3/15/2017.



Structure 59886 Structure E facing west. B. Moloney 3/15/2017.



Structure 59887 Structure D Utility Shed facing east. B. Moloney 3/15/2017.



Structure 59888 Structure Fire Station facing southwest. B. Moloney 3/15/2017.



Structure 59889 Structure I Terminal facing east. B. Moloney 3/15/2017.



Structure 59890 Structure J facing northeast. B. Moloney 3/15/2017.



Structure 59891 Structure K facing west. B. Moloney 3/15/2017.



Structure 59892 Structure L facing northeast. B. Moloney 3/15/2017.



Structure 59893 Structure M facing north. B. Moloney 3/15/2017.



Structure 59894 Structure N facing northwest. B. Moloney 3/15/2017.



Structure 59895 Structure B facing southeast. B. Moloney 3/15/2017.



Structure 59896 Structure O Radio Tower facing northeast. B. Moloney 3/15/2017.



Structure 59897 Structure C1 facing southwest. B. Moloney 3/15/2017.



Structure 59898 Structure C2 facing northeast. B. Moloney 3/15/2017.



Structure 59899 Structure C3 facing northeast. B. Moloney 3/15/2017.



Structure 59900 Structure C4 facing northeast. B. Moloney 3/15/2017.



Structure 59901 Structure C5 facing northeast. B. Moloney 3/15/2017.



Structure 59902 Structure C6 facing northeast. B. Moloney 3/15/2017.



Structure 59903 Structure C7 facing southwest. B. Moloney 3/15/2017.



Structure 59904 Structure C8 facing southwest. B. Moloney 3/15/2017.



Structure 59905 Structure C9 facing southwest. B. Moloney 3/15/2017.



Structure 59906 Structure C10 facing southwest. B. Moloney 3/15/2017.



Structure 59907 Structure C11 facing southwest. B. Moloney 3/15/2017.



Structure 59908 Structure C12 facing southwest. B. Moloney 3/15/2017.



Structure 59909 Structure C13 facing southwest. B. Moloney 3/15/2017.



Structure 59910 Structure C14 facing southwest. B. Moloney 3/15/2017.



Structure 59911 Structure C15 facing southwest. B. Moloney 3/15/2017.



Structure 59912 Structure C16 facing southwest. B. Moloney 3/15/2017.



Structure 59913 Structure C17 facing southwest. B. Moloney 3/15/2017.



Structure 59914 Structure C18 facing southwest. B. Moloney 3/15/2017.



Structure 59915 Structure C19 facing southwest. B. Moloney 3/15/2017.



Structure 59916 Structure C20 facing southwest. B. Moloney 3/15/2017

◇ January 15, 2016

Ms. Crystal Nelson
Director
Yankton County Historical Society
610 Summit St.
Yankton, SD 57078

Re: Chan Gurney Municipal Airport, Yankton, SD
Environmental Assessment for Apron Expansion

Dear Ms. Nelson,

KLJ is assisting the City of Yankton in the development of improvements to the Chan Gurney Municipal Airport. The Federal Aviation Administration (FAA) is the lead agency for review and approval, in coordination with the SD Department of Transportation, Office of Aeronautics. The funding of improvements associated with this airport involves a federal action, which requires environmental documentation in accordance with the National Environmental Policy Act. The improvements may include, but are not limited to, apron expansion and hangar removal. One of the hangars proposed to be removed has been identified as potentially eligible for the National Register of Historic Places. *Please refer to the enclosed study area map.*

To ensure that social, economic, and environmental effects are considered in the development of this project, we are soliciting your views and comments on the proposed development of this project pursuant to Section 102(2) (D) (IV) of the National Environmental Policy Act of 1969, as amended. We are particularly interested in any property that your department may own, or have an interest in, and which would be adjacent to the proposed improvements. We would also appreciate being made aware of any environmental concerns your department may have regarding the project. Any information that might help us in our evaluation would be appreciated.

It is requested that any comments or information be forwarded to our office on or before February 16, 2016. We request your comments by that date to ensure we will have adequate time to review them and incorporate them into the necessary environmental documentation.



If further information is desired regarding the proposed improvements, you may contact me at 701-250-5917. Thank you in advance for your cooperation.

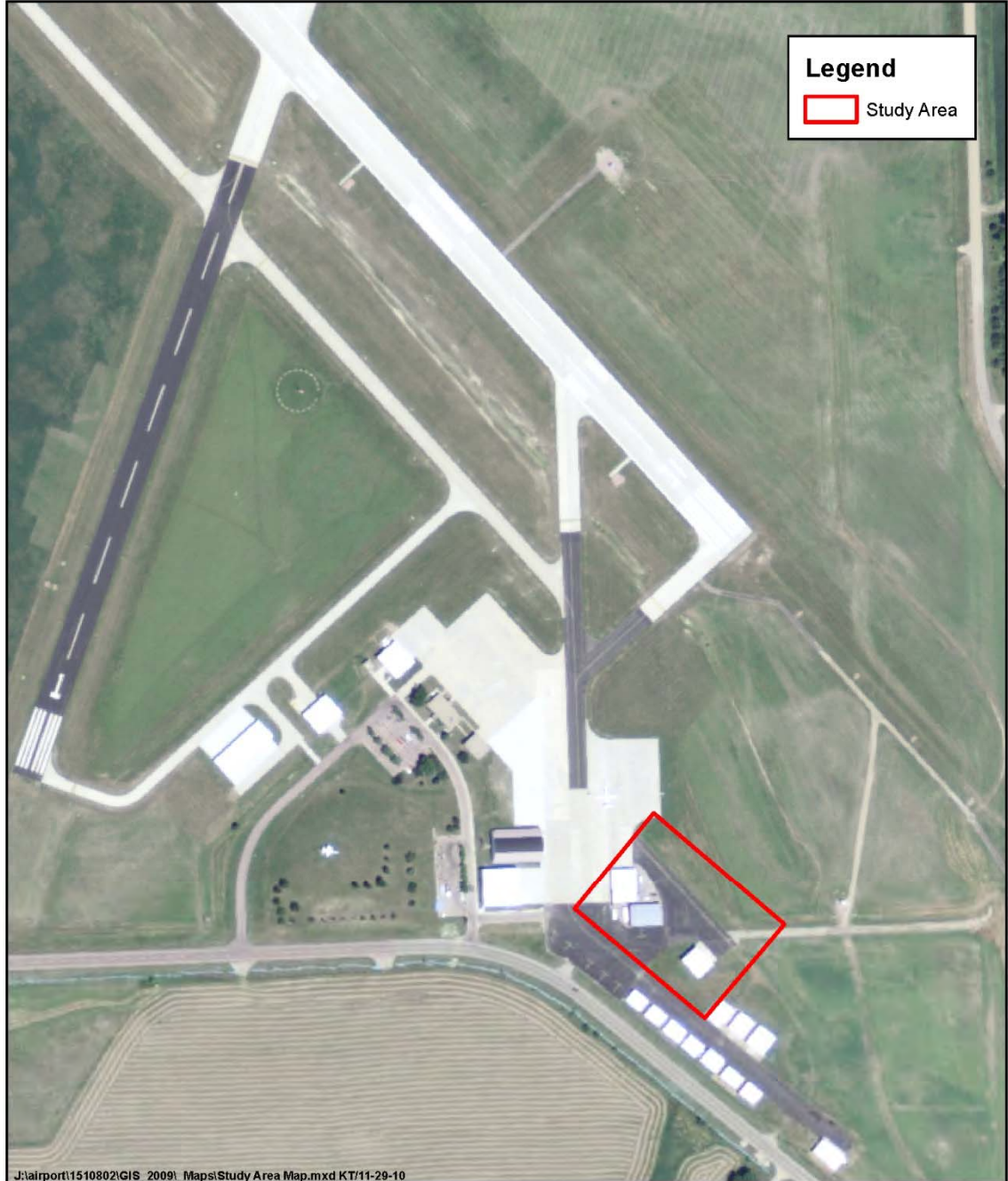
Sincerely,
KLJ

A handwritten signature in blue ink that reads "Jessica Dudley". The signature is fluid and cursive.

Jessica Dudley
Environmental Planner

Enc: Study Area Map

cc: Bruce Lindholm, SDDOT Aeronautics Division
Joshua Fitzpatrick, FAA
Amy Nelson, Yankton City Manager
Brad Moser, City of Yankton

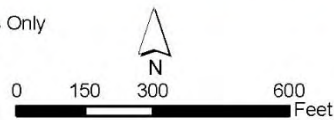


J:\airport\1510802\GIS 2009\ Maps\Study Area Map.mxd KT/11-29-10

**Kadmas
Lee &
Jackson**
Engineers Surveyors
Planners

*Intended for Planning Purposes Only

PRELIMINARY



**Chan Gurney Municipal Airport
Study Area Map
Apron Expansion
and Hangar Relocation**

NATIONAL PERSPECTIVE
REGIONAL EXPERTISE
TRUSTED ADVISOR



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

Federal Aviation Administration
Dakota-Minnesota Airports District Office
Bismarck Office
2301 University Drive, Building 23B
Bismarck, ND 58504

Federal Aviation Administration
Dakota-Minnesota Airports District Office
Minneapolis Office
6020 28th Avenue South, Suite 102
Minneapolis, MN 55450

February 5, 2018

Ms. Paige Olson
Review and Compliance Coordinator
South Dakota State Historical Society
900 Governors Drive
Pierre, SD 57501-2217

Chan Gurney Municipal Airport Apron Expansion Project
Yankton, South Dakota
Determination of Adverse Effect

Dear Ms. Olson,

The Federal Aviation Administration (FAA), in cooperation with the owner and operator of the Chan Gurney Municipal Airport (the City of Yankton), previously initiated Section 106 consultation and identified a tile hangar (Hangar A) eligible for listing on the National Register of Historic Places for the above referenced project. This letter serves as an update to the project and to provide information as it relates to the affect determination.

In late 2010, consultation began on the project with the intent to remove/relocate three hangars, including the historic tile hangar that was constructed in 1943, for the primary purpose to pave the apron area. It was determined that the removal/relocation of the tile hangar was considered an *adverse effect*. In late 2013, a modified version of the project was considered that would avoid the tile hangar, relocate the two other hangars, and reconstruct a portion of the airfield pavements that were in poor condition. The avoidance of the tile hangar was determined to be a *no historic properties affected*, and concurrence was received from your office on December 17, 2013 (SHPO Project # 131105003F). However, since the last efforts were postponed, additional purpose and need for the expansion of the general aviation apron area has been developed:

- *The purpose of the proposed action is to enhance the safety and efficiency of airfield facilities by providing sufficient aircraft parking areas for based and transient aircraft utilizing the airport.*
- *The need for the project is to improve ground and aircraft safety, efficiency, and effectiveness, and to address aircraft parking limitations while satisfying the 115 feet taxilane object free area¹ (TOFA) width criteria.*

¹ Taxilane Object Free Area (TOFA) An area on the ground centered on a taxiway, or taxilane centerline provided to enhance the safety of aircraft operations by having the area free of objects, except for objects that need to be located in the TOFA for air navigation or aircraft ground maneuvering purposes.

In June 2015, the airport sponsor, SHPO, and FAA staff met to discuss the most recent project, alternatives, and impacts to the tile hangar. Based on the findings of the structural assessment, it was determined that the relocation of the tile hangar was not feasible. Therefore, the FAA determined that the removal of the tile hangar would be an adverse effect under Section 106 of the National Historic Preservation Act (36 CFR Part 800.5(a) (2)). At that time, it was agreed that the next steps were to provide sections of the Draft Environmental Assessment, as it is prepared.

In December 2016, the FAA became aware of the adjacent barrel hangar and potential for eligibility. Therefore, based on discussion amongst the FAA and SHPO, it was agreed that an architectural survey was warranted to determine National Register eligibility of the barrel hangar, as well as other structures nearby.

The survey was completed in April 2017. At the conclusion of the architectural survey, the FAA determined that: the tile hangar (Hangar A) and barrel hangar are individually eligible for listing in the National Register under Criterion A and C and are contributing structures to a potential historic district; and the radio tower is eligible as a contributing structure to the potential historic district. The potential historic district includes the immediate boundaries of tile hangar (Hangar A), barrel hangar, and radio tower. The three structures were constructed by the city of Yankton in 1943 to attract a Naval flight-training program to Yankton College. They retain a high degree of historical integrity and are associated with the WWII military heritage of South Dakota and for the distinctive architectural qualities they embody. In addition, the use as an internment facility for 57 German POWs connects the community to the larger history of US involvement in WWII.²

The FAA has determined the removal of the tile hangar would be an Adverse Effect (Direct). The removal of the tile hangar would also result in an indirect Adverse Effect to the historic setting associated with the barrel hangar and historic district, i.e. a change of the physical features within the property's setting, and an introduction of visual elements that are out of character with the barrel hangar and historic district.

Please find enclosed an updated Section 106 Project Review Form and the Draft Environmental Assessment. In addition, the Technical Memorandum that was prepared to evaluate the feasibility to relocate the city-owned historic tile hangar, titled *Structural Assessment of the Historical Hangar*, is included in the Project Review Form, as well as the *Class III Cultural Resources Report* prepared by Dana R. Vaillancourt and the *Architectural Reconnaissance Survey* prepared by Brenna Moloney.

²“There tends to be conflicting local lore about the older hangar buildings. Some folks note that the tile hangar was constructed to house German prisoners of war (POW) and that the prisoners constructed the nearby barrel hangar. Others note that the POWs might have been housed there for several years. A Yankton County Historical Society book clearly identifies the subject buildings being constructed in 1943 as hangars and that the POWs were housed in the tile hangar for a period from April through December 1945.”-Vaillancourt 2011.

The FAA respectfully requests the South Dakota State Historic Preservation Office to provide written concurrence with the Section 106 determination of Adverse Effect (direct) to the tile hangar, and an Adverse Effect (indirect) to the barrel hangar and historic district.

The FAA looks forward to continued discussion on measures to resolve adverse effects to the historic properties through preparation of an MOA, in consultation with consulting parties. If you have any question, comments, or concerns regarding this analysis and conclusions used to determine the potential effects of the proposed project, please contact me at (701) 323-7380.

Sincerely,

Sheri G. Lares
Environmental Protection Specialist
Dakota-Minnesota Airports District Office

Enclosures: Section 106 Project Review Form
Draft Environmental Assessment



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

Federal Aviation Administration
Dakota-Minnesota Airports District Office
Bismarck Office
2301 University Drive, Building 23B
Bismarck, ND 58504

Federal Aviation Administration
Dakota-Minnesota Airports District Office
Minneapolis Office
6020 28th Avenue South, Suite 102
Minneapolis, MN 55450

February 6, 2018

Ms. Crystal Nelson, Director
Yankton County Historical Society
610 Summit Street
Yankton, SD 57078

Chan Gurney Municipal Airport Apron Expansion Project
Yankton, South Dakota
Consulting Parties Invite

Dear Ms. Nelson,

The Federal Aviation Administration (FAA), in cooperation with the owner and operator of the Chan Gurney Municipal Airport (the City of Yankton), is proposing to expand the general aviation apron area. A Draft Environmental Assessment is underway. The purpose and need for the proposed project includes:

- *The purpose of the proposed action is to enhance the safety and efficiency of airfield facilities by providing sufficient aircraft parking areas for based and transient aircraft utilizing the airport; and*
- *The need for the project is to improve ground and aircraft safety, efficiency, and effectiveness, and to address aircraft parking limitations while satisfying the 115 feet taxilane object free area¹ (TOFA) width criteria.² **Please refer to the Study Area Map that illustrates the Area of Potential Effect (APE).***

Section 106 of the National Historic Preservation Act (NHPA) calls for the lead agency (FAA), in consultation with the State Historic Preservation Officer, to identify potential consulting parties and invite them to participate in the Section 106 process. On January 15, 2016, the sponsor's consultant notified your office of the project, provided a copy of a map illustrating the APE, identified the intent to remove one historic hangar, and requested comments or information from your office within 30 days. No information has been received to date from your office.

¹ Taxilane Object Free Area (TOFA) An area on the ground centered on a taxiway, or taxilane centerline provided to enhance the safety of aircraft operations by having the area free of objects, except for objects that need to be located in the TOFA for air navigation or aircraft ground maneuvering purposes.

² Airplane design Group II, in accordance with design standards found in FAA Advisory Circular (AC) 150/5300-13A, Change 1.

This letter provides additional information and formally requests that your office indicate your desire to participate as a consulting party. I have included a link to the ACHP website for additional information: "A Citizen's Guide to Section 106 Review" www.ACHP.gov/citizensguide.html.

Project studies have identified the following properties that are eligible or potentially eligible for listing on the National Register of Historic Places (NRHP):

- Tile Hangar – the tile hangar was constructed in 1943. It is a single story, rectangular plan, clay tile sided airplane hangar with a metal-clad barrel roof. The tile hangar is eligible for listing on the NRHP under Criteria A and C.
- Barrel Hangar – the barrel hangar is an arched roof building that was constructed in 1943. The barrel hangar is recommended eligible for listing on the NRHP under Criteria A and C.
- Radio Tower – the radio tower is a 50-foot self-supporting steel lattice tower painted alternately red and white at 10-foot intervals, with a small antenna-mounting platform at the top of tower. The radio tower is not eligible as an individual structure but as a contributing structure to a potential historic district based on its association.
- Historic District – a potential historic district is located within the study area and includes two individually eligible, contributing structures (tile hangar and barrel hangar) and one structure recommended eligible for listing on the NRHP as a contributing structure (radio tower).

If you have any question, comments, or concerns regarding your interest as a potential consulting party or the Section 106 process, please contact me at (701) 323-7380. If your office would like to participate as a consulting party in the Section 106 process, please provide in writing your reasons why you are interested in participating as a Section 106 consulting party for the Airport project. Please plan to submit your response within 30 days, or by March 8, 2018.

Sincerely,

Sheri G. Lares
Environmental Protection Specialist
Dakota-Minnesota Airports District Office

Enclosures: Study Area Map

Cc: SHPO; City of Yankton



February 21, 2018

Ms. Sheri G. Lares
Federal Aviation Administration
Bismarck Office
2301 University Dr., Bldg. 23B
Bismarck, ND 58504

SECTION 106 PROJECT CONSULTATION

Project: 131105003F – Chan Gurney Municipal Airport Apron Expansion Project, Yankton
Location: Yankton County
(FAA)

Dear Ms. Lares:

Thank you for the opportunity to comment on the above referenced project pursuant to Section 106 of the National Historic Preservation Act (NHPA) of 1966 (as amended). The South Dakota Office of the State Historic Preservation Officer (SHPO) concurs with the following determination concerning the effect of your proposed undertaking on the non-renewable cultural resources of South Dakota.

This project has been ongoing since late 2010. In 2013, a modified version of the project was considered that would avoid the 1943 tile hangar, which is eligible for listing in the National Register of Historic Places. On December 17, 2013, the SHPO concurred with your agency's determination of No Historic Properties Affected for that proposal (SHPO #131105003F). Since that time, FAA has modified the project due to additional purpose and need for the expansion of the general aviation apron area.

On February 8, 2018, we received your updated correspondence, updated Section 106 Project Review Form, and Draft Environmental Assessment (EA) for the revised undertaking. The Draft EA includes the Class III Cultural Resources Survey Report by Dana R. Vaillancourt and the Architectural Reconnaissance Survey prepared by Brenna Maloney. Ms. Maloney's survey recommends that the tile hangar and barrel hangar are individually eligible for the National Register of Historic Places, and that the radio tower is eligible for listing to the National Register of Historic Places as part of a historic district along with the tile hangar and barrel hangar. The SHPO concurs with this assessment. The revised undertaking, as outlined in your correspondence, includes the demolition of the tile hangar. Therefore, SHPO concurs with your agency's determination that the undertaking will result in an Adverse Effect (direct) to the tile hangar and Adverse Effect (indirect) to the barrel hangar, radio tower, and historic district.

Pursuant to 36 CFR part 800.6, we look forward to continuing consultation with your agency. Please be sure to notify the Advisory Council on Historic Preservation of the adverse effect.

Should you require any additional information, please contact Kate Nelson at (605) 773-6005. We appreciate your concern for the non-renewable cultural heritage of our state.

Sincerely,

Jay D. Vogt
State Historic Preservation Officer



Kate Nelson
Restoration Specialist

From: [Lares, Sheri \(FAA\)](#)
To: ["e106@achp.gov"](mailto:e106@achp.gov)
Cc: ["Nelson, Kate"; Cuddy, Thomas \(FAA\)](#)
Subject: ACHP e106 Submittal Chan Gurney Municipal Airport
Date: Monday, March 19, 2018 4:46:00 PM
Attachments: [2018-03-19 Yankton e106-form.docx](#)
[2018-02-21 SHPO Concurrence Yankton Airport .pdf](#)
[2018-02-05 FAA to SHPO Adverse Effect.pdf](#)
[2018-02-06 FAA Consulting Party Invite.pdf](#)
[Figure 2 Study Area.pdf](#)
[Figure 3 Existing Conditions.pdf](#)

Good afternoon,

Please refer to the attached e106 form that serves as a notification of an adverse effect and as an invitation to participate in a Section 106 consultation. Additional attachments are listed on the e106 form.

I have included a copy to Kate Nelson, SD State Historical Society Restoration Specialist, pursuant to the e106 instructions, as well as my agency 106 contact Tom Cuddy.

If you have any questions pertaining to the information enclosed, please do not hesitate to contact me.

Regards,
Sheri G. Lares
Environmental Protection Specialist
Federal Aviation Administration
Dakota Minnesota Airports District Office
2301 University Drive, Bldg 23B
Bismarck, ND 58504
701.323.7388



Preserving America's Heritage

**Advisory Council on Historic Preservation
Electronic Section 106 Documentation Submittal System (e106) Form
MS Word format**

Send to: *e106@achp.gov*

I. Basic information

- 1. Name of federal agency** (If multiple agencies, state them all and indicate whether one is the lead agency):

Federal Aviation Administration, Dakota-Minnesota Airports District Office

- 2. Name of undertaking/project** (Include project/permit/application number if applicable):

Chan Gurney Municipal Airport General Aviation Apron Expansion

- 3. Location of undertaking** (Indicate city(s), county(s), state(s), land ownership, and whether it would occur on or affect historic properties located on tribal lands):

Located on Airport property in the City of Yankton, County of Yankton, State of South Dakota

Project is not located on tribal lands

- 4. Name and title of federal agency official and contact person for this undertaking**, including email address and phone number:

Sheri G. Lares, Environmental Protection Specialist

FAA, Dakota-Minnesota Airports District Office

2301 University Drive, Building 23B

Bismarck, ND 58504

701.323.7388

Sheri.lares@faa.gov

ADVISORY COUNCIL ON HISTORIC PRESERVATION

401 F Street NW, Suite 308 □ Washington, DC 20001-2637

Phone: 202-517-0200 □ Fax: 202-517-6381 □ achp@achp.gov □ www.achp.gov

5. Purpose of notification. Indicate whether this documentation is to:

- notify the ACHP of a finding that an undertaking may adversely affect historic properties, and/or
- invite the ACHP to participate in a Section 106 consultation, and/or
- propose to develop a project Programmatic Agreement (project PA) for complex or multiple undertakings in accordance with 36 C.F.R. 800.14(b)(3).

II. Information on the Undertaking*

6. Describe the undertaking and nature of federal involvement (if multiple federal agencies are involved, specify involvement of each):

Yankton is proposing, in cooperation with FAA and SDDOT, to expand the apron at the Airport. The proposed action is needed to address aircraft parking limitations, and improve ground and aircraft safety. The purpose of project is to enhance safety and efficiency of airfield facilities by expanding and improving the existing apron layout for based and transient aircraft utilizing the Airport.

This project uses Federal funds and requires the approval of the Federal Aviation Administration.

7. Describe the Area of Potential Effects:

Chan Gurney Municipal Airport is located north of Yankton, South Dakota, in Yankton County. The APE includes the physical construction areas in Section 31 (T94N, R55W) and Section 6 (T93N, R55W). Please refer to Figure 2, Study Area Map (Draft EA). The APE consists of the geographic area or areas that the project may directly or indirectly impact, cause changes in the character or use of historic properties, although most of the APE would not be directly or permanently impacted by the construction of the project. The physical disturbance would be limited to the apron area, hangars, and area around the apron that has been previously disturbed and graded. It is not believed there is a potential for additional visual, audible or atmospheric effects to historic properties in the surrounding area.

8. Describe steps taken to identify historic properties:

A Level I Literature Review was conducted within 1 mile of the APE to identify previously recorded sites in the area. A Level III Cultural Resources Inventory was completed in November 2009, a Structural Inventory Technical Memorandum was completed in March 2011, and an Architecture Reconnaissance Survey was completed in March 2017.

The Architectural Reconnaissance Survey identified and documented 34 structures within the Study Area. Of these structures, 31 were determined to be less than fifty years old and are not eligible for listing in the NRHP. The three remaining structures and a historic district were determined to be eligible for listing in the NRHP.

9. Describe the historic property (or properties) and any National Historic Landmarks within the APE (or attach documentation or provide specific link to this information):

- ◆ *Tile Hangar- the Tile Hangar was constructed in 1943. It is a single story, rectangular plan, clay tile sided airplane hangar with a metal-clad barrel roof. The Tile Hangar is Eligible for listing in the NRHP under:*

Criteria A- the Tile Hangar meets the Criteria A as part of Yankton's persistent efforts to bring Navy and Yankton College flight programs to their community and the continued use of the Tile Hangar and Airport for transportation uses. In addition, the Tile Hangar's use as an internment facility for German prisoners of war (POWs) connects the community to the larger history of US involvement in World War II (WII).

Criteria C- the Tile Hangar meets Criterion C due to the structure possessing the possessing integrity of location, design, setting, materials, workmanship, feeling and association as a 1943 airplane hangar.

Contributing structure- The Tile Hangar is an individually eligible, contributing structure to a historic district.



Tile Hangar

- ◆ *Barrel Hangar- the Barrel Hangar is an arched roof building that was constructed in 1943. The structure is recommended Eligible for listing in the NRHP under:*

Criteria A- the Barrel Hangar meets Criteria A as part of a successful municipal effort to attract a Naval flight-training program to Yankton College. In addition, according to local lore, POWs constructed the Barrel Hangar while they were housed in the Tile Hangar. As such, the Barrel Hangar is a physical remnant of

the Airport's wartime use and is a unique local reflection of South Dakota's WWII military heritage.

Criteria C- the Barrel Hangar meets Criteria C due to the structure's design and that the self-supporting compressed wood arches embody important national engineering and industrial material trends.

Contributing structure- The Barrel Hangar is an individually eligible, contributing structure to a historic district.



Barrel Hangar

- ◆ *Radio Tower- The Radio Tower is a 50-foot self-supporting steel lattice tower painted alternately red and white at 10-foot intervals, with a small antenna-mounting platform at the top of tower. The structure is recommended Eligible for listing in the NRHP under:*

Contributing structure- The Radio Tower is not individually eligible; however, it is Eligible as a contributing structure to a historic district based on its association with the two historic hangars at the airport as a physical remnant of the airport's wartime use and as a unique local reflection of South Dakota's WWII military heritage.



Radio Tower

- ◆ *Historic District- A historic district is located within the Study Area and includes two individually eligible, contributing structures (Tile Hangar and Barrel Hangar) and one structure recommended Eligible for listing in the NRHP as a contributing structure (Radio Tower). These structures were constructed by the city of Yankton in 1943 to attract a Naval flight-training program to Yankton College. They retain a high degree of historical integrity and are associated with the WWII military heritage of South Dakota. The boundary of*

the historic district encompasses the immediate footprint of the three eligible structures and exclude all other structures at the airport because they fall well outside the period of significance.

10. Describe the undertaking's effects on historic properties:

The undertaking will include the removal of the tile hangar.

11. Explain how this undertaking would adversely affect historic properties (include information on any conditions or future actions known to date to avoid, minimize, or mitigate adverse effects):

The removal of the tile hangar would be an Adverse Effect (Direct). The removal of the tile hangar would also result in an indirect Adverse Effect to the historic setting associated with the barrel hangar, radio tower, and historic district, i.e. a change of the physical features within the property's setting, and an introduction of visual elements that are out of character with the barrel hangar, radio tower, and historic district.

For mitigation, appropriate documentation is recommended to record the building's history and significant architectural characteristics. A Memorandum of Agreement (MOA) will be coordinated and the mitigation measures will be determined during this process.

12. Provide copies or summaries of the views provided to date by any consulting parties, Indian tribes or Native Hawai'ian organizations, or the public, including any correspondence from the SHPO and/or THPO.

On February 21, 2018, SHPO concurred that the tile hangar and barrel hangar are individually eligible to the National Register of Historic Places, and that the radio tower is eligible for listing as part of a historic district along with the tile hangar and barrel hangar.

Consultation with nine of our tribal partners in the Dakotas received a scoping letter. In addition, this project has been discussed, amongst other projects listed on our upcoming CIP (Capital Improvement Program) projects, during our consultation meetings held for specific projects.

** see Instructions for Completing the ACHP e106 Form*

III. Optional Information

13. Please indicate the status of any consultation that has occurred to date. Are there any consulting parties involved other than the SHPO/THPO? Are there any outstanding or unresolved concerns or issues that the ACHP should know about in deciding whether to participate in consultation?

A notification letter was sent to the Yankton County Historical Society on January 15, 2016. An invite was later provided to the Yankton County Historic Society on February 6, 2018. After the 30-day period, the Society did not provide a letter of interest to be a consulting party.

14. Does your agency have a website or website link where the interested public can find out about this project and/or provide comments? Please provide relevant links:

No website has been created for the project. Scoping letters were sent to a variety of local, state, and federal agencies. Additionally, a public hearing will be held in Yankton, SD in spring/summer of 2018.

15. Is this undertaking considered a “major” or “covered” project listed on the Federal Infrastructure Projects Permitting Dashboard or other federal interagency project tracking system? If so, please provide the link or reference number:

Not listed on Dashboard.

The following are attached to this form (check all that apply):

Section 106 consultation correspondence

2/5/18 FAA to SHPO Notice of Adverse Effect

2/21/18 SHPO to FAA Concurrence with Effect Determination

2/6/18 FAA to County Historical Society Consulting Party Invite

Maps, photographs, drawings, and/or plans

Figure 2 Study Area Map (APE)

Figure 3 Existing Conditions

Additional historic property information

Other:



Preserving America's Heritage

April 3, 2018

Ms. Sheri G. Lares
Environmental Protection Specialist
Federal Aviation Administration
Dakota-Minnesota Airports District Office
2301 University Drive, Bldg. 23B
Bismarck, ND 58504

Ref: *Proposed General Aviation Apron Expansion at the Chan Gurney Municipal Airport
City and County of Yankton, South Dakota*

Dear Ms. Lares:

The Advisory Council on Historic Preservation (ACHP) has received your notification and supporting documentation regarding the adverse effects of the referenced undertaking on a property or properties listed or eligible for listing in the National Register of Historic Places. Based upon the information provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer (THPO), affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Additionally, should circumstances change, and it is determined that our participation is needed to conclude the consultation process, please notify us.

Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final Memorandum of Agreement (MOA), developed in consultation with the South Dakota State Historic Preservation Officer (SHPO), and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the MOA, and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with the notification of adverse effect. If you have any questions or require further assistance, please contact Ms. Sarah Stokely at (202) 517-0224 or by email at sstokely@achp.gov.

Sincerely,

LaShavio Johnson
Historic Preservation Technician
Office of Federal Agency Programs

ADVISORY COUNCIL ON HISTORIC PRESERVATION

401 F Street NW, Suite 308 • Washington, DC 20001-2637
Phone: 202-517-0200 • Fax: 202-517-6381 • achp@achp.gov • www.achp.gov



Appendix E

Draft Memorandum of Agreement

- ◆ Draft Memorandum of Agreement

MEMORADUM OF AGREEMENT
AMONG THE FEDERAL AVIATION ADMINISTRATION (FAA),
SOUTH DAKOTA STATE HISTORIC PRESERVATION OFFICER,
SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION OFFICE OF AIR, RAIL, AND TRANSIT (SDDOT),
AND
THE CITY OF YANKTON (CITY), SOUTH DAKOTA
REGARDING THE CHAN GURNEY MUNICIPAL AIRPORT APRON EXPANSION, YANKTON SD

WHEREAS, FAA and SDDOT plans to fund the Chan Gurney Municipal Airport (YKN) Apron Expansion (undertaking) pursuant to the FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*; and

WHEREAS, the City of Yankton (CITY) is the owner and operator of the Chan Gurney Municipal Airport; and

WHEREAS, the undertaking consists of expansion of the general aviation apron area at the Chan Gurney Municipal Airport, which includes the demolition of the Tile Hangar. This undertaking has been proposed to enable Chan Gurney Municipal Airport to efficiently and safely accommodate existing and projected levels of aviation activity utilizing the existing apron; and

WHEREAS, FAA has defined the undertaking's area of potential effects (APE) as shown in Attachment A, APE; and

WHEREAS, FAA has determined that the undertaking will have adverse effect on Structure A, Tile Hangar and historic district. FAA has also determined the undertaking would have an adverse effect to Structure B, Barrel Hangar. The Tile Hangar, Barrel Hangar, and historic district are "eligible" for listing in the National Register of Historic Places. FAA has consulted with South Dakota Historical Preservation Officer (SHPO) pursuant to 36 CFR Part 800, the regulations implementing Section 106 of the National Preservation Act (54 U.S.C 306108); and

WHEREAS, FAA has consulted with the Yankton County Historical Society. An invitation to be a consulting party was extended to Yankton County Historical Society which chose not to participate as a consulting party; and

WHEREAS, in accordance with 36 CFR § 800.6(a)(1), FAA has notified the Advisory Council on Historic Preservation (ACHP) of its adverse effect determination with specified documentation, and the ACHP chose not to participate in the consultation pursuant to 36 CFR § 800.6(a)(1)(iii); and

NOW, THEREFORE, FAA, SHPO, SDDOT and CITY agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on historic properties.

STIPULATIONS

FAA, SDDOT, and CITY shall ensure the following measures are carried out:

I. MITIGATION

The following mitigation materials will be completed before the demolition of the Tile Hangar. All mitigation materials will be reviewed by SHPO before the demolition. In addition, the Tile Hangar materials will be properly disposed of at a licensed landfill or other facility that is compliant with Section 106.

a. ORAL HISTORY

The CITY will post in two media sources a notice to the public for any individual that would like to provide a verbal recollection of the construction of the Tile Hangar, Barrel Hangar, or Radio Tower or has information to share regarding the Prisoners of War (POW) that resided at the Airport. Interviews will be conducted by the CITY or hired consultant. Recordings will be transcribed by the CITY or hired consultant to preserve the information. The completed transcript will be saved as TIFF files and submitted on CDs or flash drives to the SHPO, SDDOT, the Yankton County Historical Society, the FAA Dakota-Minnesota Airports District Office, and the Chan Gurney Municipal Airport.

b. RECORDATION

The CITY will ensure that the Tile Hangar, Barrel Hangar, and Radio Tower are documented before the undertaking may proceed. For each hangar, documentation will include a sketch plan; digital color photographs that meet the National Register of Historic Places photograph standards; and a short historical report to supplement and explain the photographs and sketch plan. The photographs will meet the requirements as outlined in Attachment B, Photographic Documentation Guidelines. The completed documentation will be saved as TIFF files and submitted on CDs or flash drives to the SHPO, SDDOT, the Yankton County Historical Society, the FAA Dakota-Minnesota Airports District Office, and the Chan Gurney Municipal Airport. The documentation given to SHPO will be made available for public use through the South Dakota State Archives.

c. DISPLAY BOARD

The Yankton County Historical Society operates the Dakota Territorial Museum (Museum) and is restoring the historic Mead building to be used as the future location of the Museum. A display board will be prepared and donated to the Museum. The display board will utilize the information obtained through this project, including historic photos, regarding the Tile Hangar and Historic District. The information would focus on the time period of the construction of the Tile Hangar and the structures use as an encampment of the German POWs. The display board dimensions will be at a minimum 3 feet by 4 feet. A copy of the display board will be displayed at the Airport's terminal building. The display board will be displayed for a minimum of a year within the conference room of the terminal building.

II. DURATION

This MOA will expire if its terms are not carried out within two (2) years from date of the last signature on this MOA. Prior to such time, FAA may consult with the other signatories to reconsider the terms of the MOA and amend it in accordance with Stipulation V below.

III. POST-REVIEW DISCOVERIES

If properties are discovered that may be historically significant or unanticipated effects on historic properties found, the FAA shall implement the discovery plan included as Attachment C, Discovery Plan, of this MOA.

IV. MONITORING AND REPORTING

Each year following the execution of the MOA until it expires or is terminated, FAA shall provide all parties to this MOA a summary report detailing work undertaken pursuant to its terms. Such report shall include any scheduling changes proposed, any problems encountered, and any disputes and objectives in FAA's efforts to carry out terms of this MOA.

V. DISPUTE RESOLUTION

Should any signatory or concurring party to this MOA object at any time to any actions proposed or the manner in which the terms of the MOA are implemented, FAA shall consult with such party to resolve the objection. If FAA determines that such objection cannot be resolved, FAA will:

- A. Forward all documentation relevant to the dispute, including FAA's proposed resolution, to the ACHP. The ACHP shall provide FAA with its advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, FAA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP, signatories and concurring parties, and provide them with a copy of this written response. FAA will then proceed according to its final decision.
- B. If the ACHP does not provide its advice regarding the dispute within the thirty (30) day time period, FAA may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, FAA shall prepare a written response that takes into account any timely comments regarding the dispute from the signatories and concurring parties to the MOA, and provide them and the ACHP with a copy of such written response.
- C. FAA's responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute remain unchanged.

VI. AMENDMENTS

This MOA may be amended when such an amendment is agreed to in writing by all signatories. The amendment will be effective on the date a copy signed by all of the signatories is filed with the ACHP.

VII. TERMINATION

If any signatory to this MOA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other signatories to attempt to develop an amendment per Stipulation V, above. If within thirty (30) days (or another time period agreed to by all signatories) an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories.

Once the MOA is terminated, and prior to work continuing on the undertaking, FAA must either (a) execute an MOA pursuant to 36 CFR § 800.6 or (b) request, take into account, and respond to the comments of the ACHP under 36 CFR § 800.7. FAA shall notify the signatories as to the course of action it will pursue.

Execution of this MOA and implementation of its terms evidence that FAA has taken into account the effects of this undertaking on historic properties and afforded the ACHP an opportunity to comment.

SIGNATORIES

Federal Aviation Administration, Dakotas-Minnesota Airports District Office

_____ Date

Andy Peek, Manger, Dakota-Minnesota Airports District Office

South Dakota State Historic Preservation Office

_____ Date

Jay D. Vogt, State Historic Preservation Officer

CITY

_____ Date

Amy Nelson, City Manager

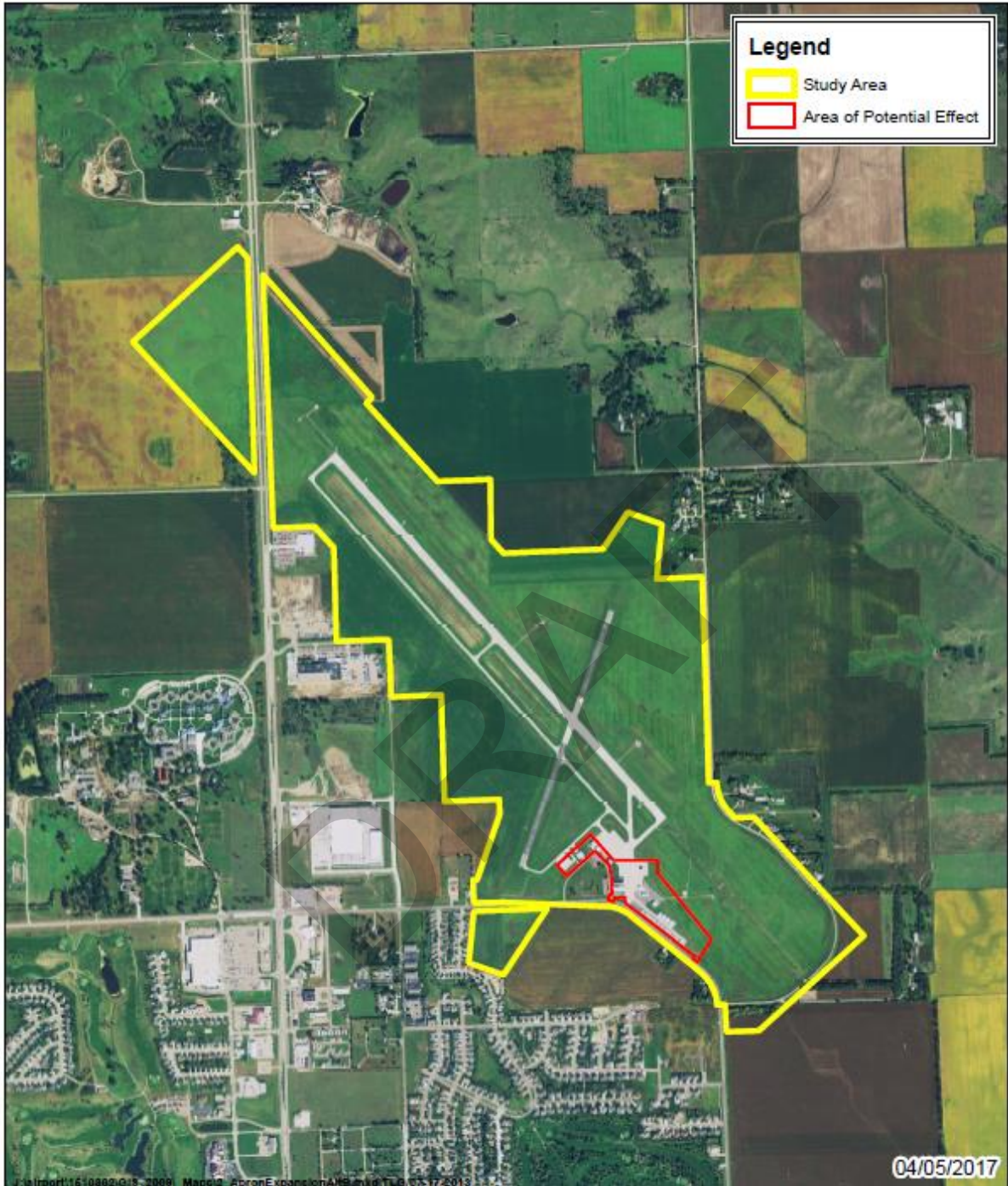
South Dakota Department of Transportation, Office of Air, Rail, and Transit

_____ Date

Agency Official Name and Title

ATTACHMENT A
Area of Potential Effect (APE)

DRAFT



ATTACHMENT B
Photographic Documentation Guidelines

DRAFT

SURVEY PHOTOGRAPHY GUIDELINES

(from South Dakota Historic Resource Survey Manual)

General Considerations

Photographers must understand the subject and have a clear concept of what they are trying to accomplish. They must understand the historical context and key elements of the particular resource being photographed. This will help them decide what to photograph and from what vantage point so that the resulting images convey the importance of the structure.

- 1) A photographer must understand both the structure being photographed and the purpose of the photography.
 - a) Misunderstanding the subject can lead to glaring errors in a photograph, i.e. cutting off part of the structure like bridge abutments or a failure to find an unobscured view. If planning allows, photographs that are taken in late fall or early winter, when leaves are off of the trees, may allow a more unobscured view.
- 2) The photograph should not have a distortion of straight lines caused by tilting the camera.
 - a) To ensure sharp images, tripods are used and the camera is then leveled. If no tripod is available, hold the camera straight and as level as possible. Avoid pointing the camera up towards the top of the building.
- 3) Whenever possible, the camera position is chosen to avoid casting details into deep shadows, thus obscuring them.
 - a) Avoid shooting into the sun, as the resource will be hidden in the shadows. Artificial lighting can be used on the interior of structures to lighten interior shadows.
- 4) Photography requires an eye for aesthetics.
 - a) Have structures photographed from a perspective off center so the viewer looks into the photograph
 - b) Minimize distracting foreground, opt for the sky not the pavement if you can do this by not tilting the camera position. You may get a better composition by standing on your bumper, a stool, or ladder.

A photographer has a two-part obligation:

- 1) To provide technically good and aesthetically pleasing photographs.
- 2) To provide photographs that conveys the importance of the structure and gives enough information for viewers to make their own analysis of the resource.

There is no predetermined quantity of pictures per resource. Remember that the structure should be photographed in its environment. Also, be sure to photograph any noteworthy details.

Single building or structure:

- a) Take a photograph of each elevation. Use judgment for the rear of the building.

b) Often, all four elevations can be recorded with two images, if they are taken from corresponding corners.

District:

a) Take a photograph of each building/structure/object. Also, take an overall photograph of the entire streetscape. Do not worry about taking too many. Districts require a large number of photographs.

Camera placement:

Stand off-center for the facade photograph as explained earlier. The remaining photographs should be taken so that as much of the building elevation can be seen as possible.

Photograph Log:

Be certain to keep an accurate photograph log for both digital and black-and white photographs. This is very important because it may be weeks before the film is developed or the digital photographs processed, do not count on your memory. Also, you may be taking multiple shots of properties that look identical.

A photograph log helps to eliminate confusion. A tape recorder can be valuable, as well as a written log or map/key. If a map or floor plan is available, the photographer can record exactly where they were standing for each image.

Technical Requirements

There are two options for submitting photographs for architectural surveys: traditional black-and-white or digital images. The previously mentioned general considerations should apply to both black-and-white and digital photographs. Be sure to confer with the SD SHPO prior to fieldwork to discuss any questions regarding these guidelines.

1. Black-and-White Film

Traditional black-and-white photographs should be taken and processed according to National Park Service guidelines found in National Register Bulletin #16A *How to Complete the National Register Registration Form*. This option represents **no change** from previous standards.

Processing Film

Standard processing includes a contact sheet of each roll printed on 8 x 10 photographic paper for general reference, and six to ten representative prints for the survey report that are at least 3 1/2" x 5" prints. Be sure that the black-and white prints are properly developed. Do not use film that requires developing through the C-41 process. Sometimes black-and-white prints have a tint indicating that they were developed in a color process or that their processing was not completed. These are unlikely to be archivally stable and will not be accepted by the SD SHPO.

Organizing Negatives and Contact Sheets

All negatives from a film roll are placed in numerical order and face up in individual negative sleeves for each property. The county code, film roll number, survey name, property address and year must be marked at the top of the sleeve. These sleeves are then put in folders marked with county, contents of file, survey name and year.

Basic Requirements

Photographic prints must be:

- unmounted (do not affix photographs to forms by staples, clips, glue, or any other material)
- at least 3 ½ by 5 inches
- printed on double or medium-weight paper having a standard finish (matte, glossy, satin).

Labeling Photographs

The preferred way to label photographs is to print in *pencil* on the back of the photograph. Do not use adhesive labels. The following information should be included:

1. Name of property, or for districts, the name of the building or street address followed by the name of the district
2. City, County, and State where the property is located
3. Name of Photographer
4. Date of Photograph
5. Location of original negative
6. Description of view indicating direction of camera
7. Photograph number (this number can be noted on an accompanying sketch map to identify the vantage point of the photograph)

EXAMPLE:

Wessington Springs United
Methodist Church
Jerauld County, South Dakota
Lynda B. Schwan
April 1999
SD SHPO
Northwest
Survey Number

2. Digital Photographs

Digital images will be accepted for surveys according to the following standards.

Basic Requirements

- Saved as an uncompressed JPEG or TIFF
- Each image size must be at least 1600x1200

Naming Images

Digital images should be named with the SD SHPO site number, a property name, and the number of the image. This name should correspond to the submitted photo log. For example:

DA00000123_SmithHouse1.jpeg; DA00000123_SmithHouse2.jpeg, etc.

If the SD SHPO site number is not available, use the property address or some other identifier that corresponds to the photo log and then enter the site number later.

Printing Digital Images

Basic requirements of standard black-and-white prints also apply to digital prints. They should be at least 3 ½ by 5 inches, unmounted, and printed in black and white on archival-quality photo paper. The ink and paper combinations set by the National Park Service (see *National Register of Historic Places and National Historic Landmarks Survey Photo Policy Expansion, March 2005*, available online at <http://www.cr.nps.gov/nr/policyexpansion.htm>) should be used as a reference. Printed digital images should be labeled the same as standard black and white prints. Index pages with small thumbnails of the images arranged like black-and-white contact sheets would also be beneficial if submitted along with a photo log.

Submitting CD-Rs

Any digital prints and additional color digital images should also be submitted on CD-Rs. Photo logs for images saved on a CD-R should be enclosed with or attached to that particular CD-R. CD-Rs should be labeled with a project name, agency/company, month/year of photographs, project/contract # (if applicable), and the range of site numbers saved on the CD-R. For example:

Reconnaissance Level Architectural Survey of Hughes County, SD
ABC Consultants, Pierre, SD
September 2006
Contract # SD-06-20
Photos: HU00001234 to HU00001265

ATTACHMENT C
Discovery Plan

DRAFT

DISCOVERY PLAN for General Aviation (GA) Projects in the Dakotas

[Human Remains and/or Burial Goods]

If human remains or burial goods are discovered, contact law enforcement, Archaeologist and Tribal Cultural Specialists (TCS).

Archaeologist or TCS will not have authority to direct construction personnel or equipment. However, they will have, within reason, the ability to briefly pause equipment to examine the item(s) or area(s) in question. If it is negative, the contractor will be motioned/notified to continue. Archaeologist and TCS will request a temporary work stop in the vicinity¹ of burial and implement measures to provide security and protection of burial.

Archaeologist and TCS may direct construction away from burial to work in other areas.

Archaeologist immediately contacts the Local Law Enforcement, Intertribal Reinterment Committee (IRC) members, Project Team Consultation Committee (PTCC) and SHS (see contact list).

State Historical Society (SHS) shall inform Department of Health (DOH) of the burial discovery.

Local Law Enforcement completes the investigation, clears the area and releases the area back to the SHS and DOH.

If the remains are determined or presumed to be related to Native Americans by SHS and DOH, then the IRC will become actively involved within 24 hours of the discovery or as soon as practicable after that time.

If human remains or burial goods can be restored, visual observation of the remains and/or burial goods will be completed by the Archaeologist, TCS and IRC.

If it is possible to leave the human remains or burial goods in-place without further disturbance and is not in conflict with the project construction needs, the area will be backfilled, stabilized and protected.

If human remains or burial goods must be disinterred, a study may take place at the burial site and will include visual observation, written description and documentation of remains and goods including limited photography agreed to by Archaeologist, Tribal Leaders and IRC.

The IRC shall, as soon as possible after the study is completed, re-inter the disinterred human remains and all burial goods. This may be at either a nearby location (with landowner's consent), or on Indian lands within the boundaries of the appropriate Reservation by the IRC with notification to PTCC.

Disinterment will take place under the supervision of the Archaeologist, TCS and FAA Tribal Liaison.

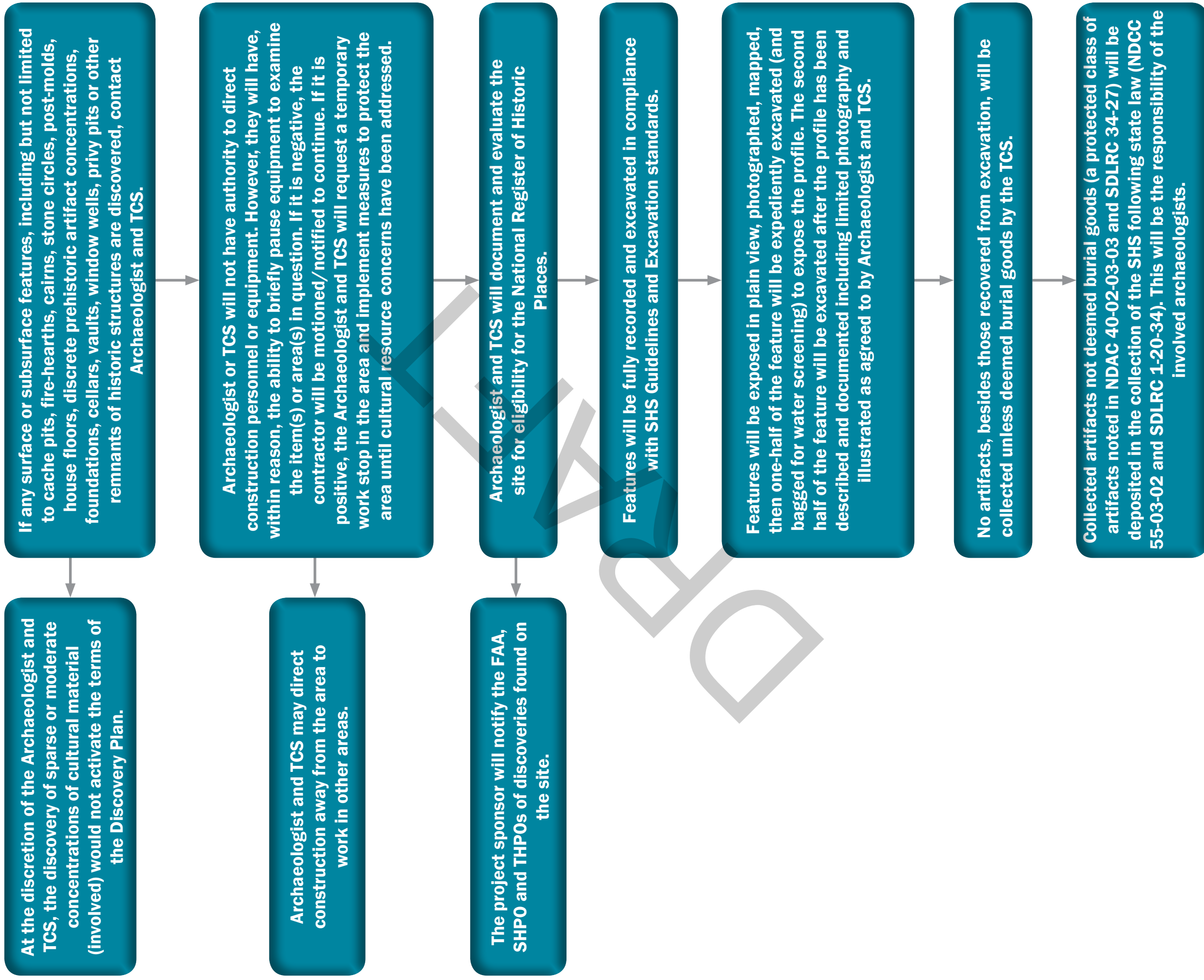
Written documentation of the burial prepared by the Archaeologist, SHS Representative and/or the anthropologist will be filed with THPOs. Documentation acceptable to the IRC will be forwarded to SHS.

FAA Tribal Liaison will report results to the PTCC.

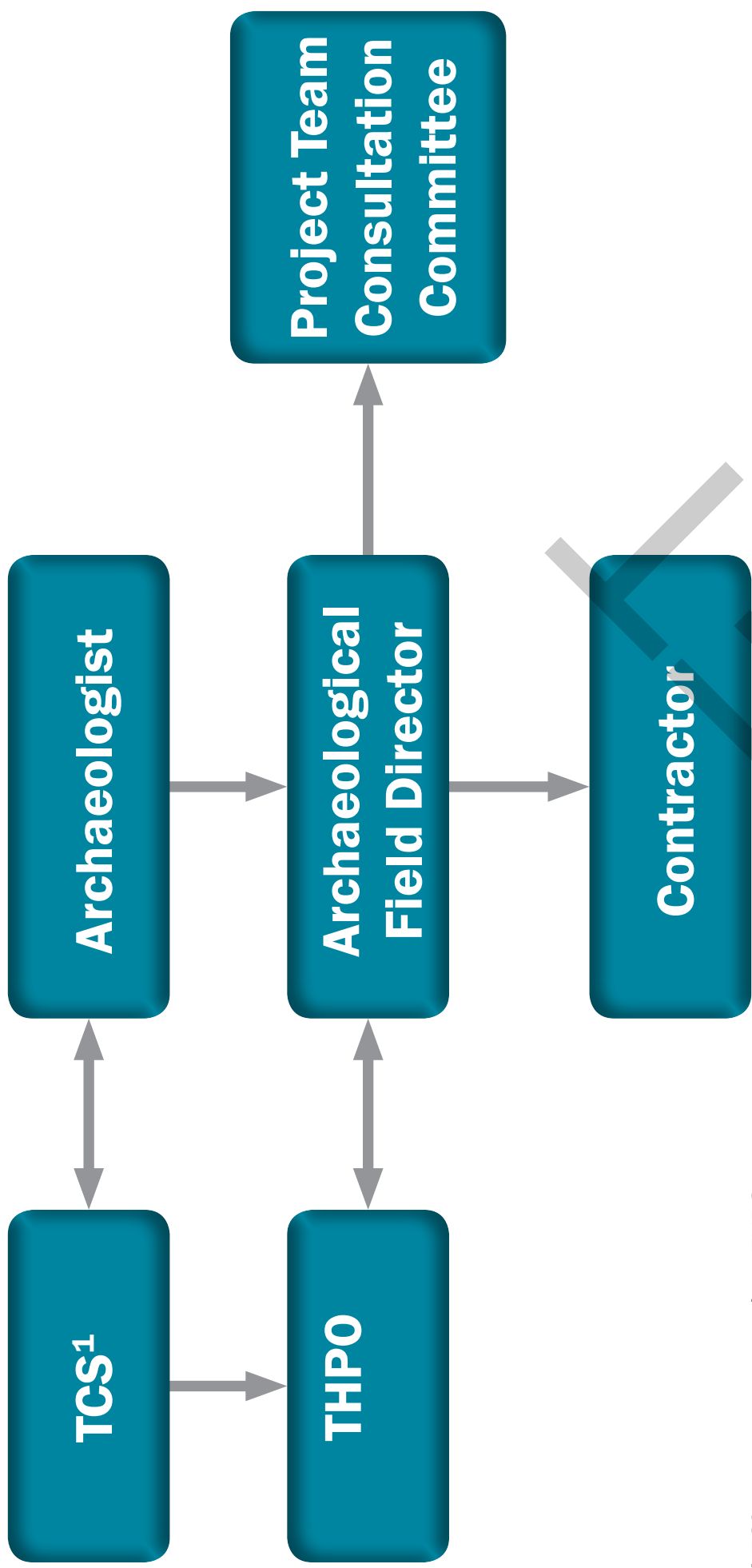
¹Vicinity is defined as the entire isolated land form (i.e. hilltop, knoll) or a 300-foot radius around the discovery when an isolated land form is not present.

DISCOVERY PLAN for GA Projects in the Dakotas

[Other Cultural Features]



COMMUNICATIONS PLAN



¹ TCS communicate to their THPO at their discretion.

DRAFT

**Project Team Consultation Team Contact List for
Chan Gurney Municipal Airport Apron Expansion Project**

Name	Organization	Phone Number	Email Address
Sheri Lares	FAA	(701) 323-7388	sheri.lares@faa.gov
Dave Mingo	Yankton	(605) 668-5252	DMingo@cityofyankton.org
Jon Becker	SDDOT	(605) 773-4162	Jon.Becker@state.sd.us
Kate Nelson	SD SHS	(605) 773-6005	Kate.Nelson@state.sd.us
Becky Baker	KLJ	(605) 690-2190	rebecca.baker@kljeng.com

DRAFT

