
Appendix A – Early Agency and Tribal Coordination

List of Agencies that Received Early Coordination Letters Requesting Information and Comments

Federal & State Coordination						
Mr. Duffiney	Tony Duffiney	State Director	USDA - APHIS Wildlife Services	2803 Jolly Rd., Suite 100,	Okemos, MI 48864	517-336-1928
Mr. Watling	Jim Watling	Supervisor	EGLE, Water Resources Division, Transportation Review Unit	P.O. Box 30458	Lansing, MI 48909-7958	517-599-9002
Mr. Simon	Charlie Simon	Chief	U.S. Army Corps of Engineers, Detroit District, Regulatory & Permits	477 Michigan Avenue, Room 603	Detroit, MI 48226-2550	313-226-2218
Mr. Sivak	Thomas Sivak	Regional Administrator	Federal Emergency Management Agency, Region 5	536 South Clark Street, 6th Floor	Chicago, Illinois 60605	312-408-5500
Ms. Gagliardo	Jean Gagliardo	District Conservationist	USDA, Natural Resource Conservation Service, Portage Service Center	5950 PORTAGE RD	PORTAGE, MI 49002	269-382-5121 ext 3
Mr. Hicks	Scott Hicks	Field Office Supervisor	US Fish and Wildlife - Michigan Field Office	2651 Coolidge Road, Suite 101	East Lansing, Michigan 48823	517-351-6274
Mr. Westlake	Kenneth Westlake	Chief	EPA Region 5 , NEPA Implementation Section	77 West Jackson Boulevard	Chicago, Illinois 60604	312-886-2910
Ms. Lott	Shannon Lott	Natural Resources Deputy	Michigan Department of Natural Resources, Executive Division	P.O. Box 30028	Lansing, MI 48909	517-243-3166/517-284-5810
Local & Political Coordination						
Mr. Van Beek	Keith Van Beek	City Manager	City of Holland	270 S River Avenue, 2nd Floor	Holland, MI 49423	616-355-1310
Mr. White	Brian White	City Engineer	City of Holland	333 Wyngarden Way	Holland, MI 49423	616-928-2400
Ms. Medemar	Denise Medemar	Drain Commissioner	Allegan County	113 Chestnut Street	Allegan, MI 49010	269-673-0440
Dr. Gerard	Jim Gerard	Township Supervisor	Park Township	52-152nd Avenue	Holland, MI 49423	616-738-4232
Mr. Klunder	Tim Klunder	City Manager	City of Zeeland	21 S. Elm Street	Zeeland, MI 49464	616-772-6400
Mr. Shay	John Shay	County Administrator	Ottawa County	12220 Fillmore Street Room 310	West Olive, MI 49460	616-738-4898
Native American Coordination						
Chairperson			Bay Mills Indian Community of Michigan	12140 West Lakeshore Drive	Brimley, MI 49175	
Chairperson			Grand Traverse Band of Ottawa and Chippewa Indians of Michigan	2605 NW Bayshore Drive	Suttons Bay, MI 49682	
Chairperson			Hannahville Indian Community of Michigan	N14911 Hannahville B1 Road	Wilson, MI 49896-9728	
Chairperson			Huron Potawatomi, Inc.	2221 1-1/2 Mile Road	Fulton, MI 49052	
Chairperson			Keweenaw Bay Indian Community of Michigan	Keweenaw Bay Tribal Center, 107 Beartown Road	Baraga, MI 49908	
Chairperson			Lac Vieux Desert Band of Lake Superior Chippewa of Michigan	PO Box 249, N4698 US HWY 45	Watersmeet, MI 49969	
Chairperson			Little River Band of Ottawa Indians	2608 Government Center Drive	Manistee, MI 49660	
Chairperson			Little Traverse Bay Bands of Odawa Indians	7500 Odawa Circle	Harbor Springs, MI 49740-9692	
Chairperson			Match-E-Be-Nash-She-Wish Band of Pottawatomi Indians	PO Box 218, 1743 142nd Avenue	Dorr, MI 48323	
Chairperson			Pokagon Band of Potawatomi Indians of Michigan	PO Box 180, 901 Spruce Street	Dowagiac, MI 49047	
Chairperson			Saginaw Chippewa Indian Tribe of Michigan	7070 East Broadway	Mt. Pleasant, MI 48858	
Chairperson			Sault-Ste. Marie Tribe of Chippewa Indians of Michigan	523 Ashmun Street	Sault Ste. Marie, MI 49783	
Chairperson			Burt Lake Band of Ottawa and Chippewa Indians	6461 Brutus Road, Box 206	Brutus, MI 49716	
Chairperson	Fred Jacko, Jr.	Culture Department Manager	Nottawaseppi Huron Band of Potawatomi	1485 Mno-Bmadzewen Way	Fulton, MI 49052	269.704.8307
Chairperson			Grand River Band of Ottawa Indians	PO Box 2937, 1316 Front Ave NW	Grand Rapids, MI 49504	

Example of Letter Sent to Federal, State, and Local Agencies

July 8, 2022

«Contact_Name»

«Title»

«Organization»

«Address»

«City_State_Zip»

Re: Early Coordination Review of Proposed Improvements
West Michigan Regional Airport, Holland, Michigan

Dear «Salutation_line»:

The West Michigan Regional Airport (Airport or BIV) has received requests to develop additional hangar space in a 15-acre area north of the existing terminal building. Currently, there is no aviation infrastructure serving this area. To meet the needs of existing and future users of the Airport, BIV is planning to construct the necessary infrastructure to provide access to this area. Proposed development includes a community hangar, taxilanes, apron expansion, construction grading, lighting, fencing, utilities, and site restoration.

The Airport is not proposing to construct a full build-out scenario of the 15-acre project area, rather BIV will sufficiently develop the project area as to allow private and corporate hangar development in the future with minimum additional site improvements. Future hangars, aprons, and apron approach work will be funded privately by individual developers as demand increases. However, the entire project area will be environmentally cleared to adequately address the potential impacts and required mitigation of a full build-out scenario (expected to include up private hangars, aprons, and apron approaches). This approach is being taken to reduce concerns with possible segmentation in the environmental review process if each site was assessed on an individual basis.

Federal funding will be used for the proposed project; therefore, environmental documentation and analysis sufficient to satisfy the National Environmental Policy Act (NEPA) is required. To meet this requirement, the Federal Aviation Administration (FAA) Environmental Evaluation Form C, Short Form Environmental Assessment (Short Form EA), developed by the FAA's Eastern Region will be used to define and analyze potential impacts of the proposed action and evaluate any reasonable alternatives.

This Short Form EA will also be developed to further determine whether any potential impacts are significant enough to necessitate an Environmental Impact Statement (EIS). During the Short Form EA project, investigations will be conducted to identify potential Social, Economic, and Environmental (SEE) impacts related to the improvements being proposed. These SEE impacts will be documented and considered as required by NEPA.

The Michigan Department of Transportation Office of Aeronautics (MDOT AERO) acting on behalf of the FAA is the lead agency and as such, the Short Form EA will be prepared in accordance with NEPA, FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B. *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*.

It should be noted that MDOT AERO does not necessarily endorse the proposed project, nor have they agreed to a Preferred Alternative. MDOT AERO is requiring the Airport to fully evaluate the Purpose and Need, any reasonable alternatives including the No Action Alternative, and identify associated impacts leading to the selection of the Preferred Alternative.

Major future development items that will be covered in this Short Form EA includes:

- Construction of approximately 1,400 feet of a 50-foot wide taxiway
- Construction of six 100-foot by 100-foot box hangars and associated apron areas
- Construction of four 60-foot by 60-foot box hangars and associated apron areas
- Reconstruction of an existing storm water detention basin
- Relocation of approximately 1,300 feet of an existing storm water drainage ditch

As part of our early agency coordination, we are attempting to identify key issues that will need to be addressed during the NEPA process. To accomplish this, your organization's comments are being requested for the above referenced project as it relates to the following:

- Your specific areas of concern / regulatory jurisdiction
- Specific benefits of the project for your organization or to the public
- Any available technical information / data for the project site
- Potential mitigation / permitting requirements for project implementation

For your convenience, several maps and figures are enclosed that illustrate the Airport's location and approximate project area limits. To sufficiently address key project issues and maintain the project schedule, your comments are requested by **August 15, 2022**.

Please send your written or email comments to:

MEAD & HUNT, Inc.
William Ballard, AICP
2605 Port Lansing Road
Lansing, MI 48906
517-321-8334 | william.ballard@meadhunt.com

July 8, 2022

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In addition to the early coordination request described above, the Airport will be holding a future on-site agency scoping meeting. The purpose of this meeting is to provide project background information, tour the project area, discuss agency concerns, and solicit comments to assist the Airport in developing a comprehensive Short Form EA. The exact date and time of the on-site meeting has not been determined but is tentatively scheduled for the month of September 2022. An official invite will be sent to your organization when a date has been selected.

Sincerely,

Steve Houtteman
Supervisor, Airport Planning & Environmental Unit
Michigan Department of Transportation

Enclosures

Cc: Aaron Thelenwood, Airport Authority Director
William Ballard, Mead & Hunt

Example of Letter Sent to Tribal Nations

July 8, 2022

«Contact_Name»

«Title»

«Organization»

«Address»

«City_State_Zip»

Re: Early Coordination Review of Proposed Improvements
West Michigan Regional Airport, Holland, Michigan

Dear Chairperson:

The West Michigan Regional Airport (Airport or BIV) has received requests to develop additional hangar space in the 15-acre area north of the existing terminal building. Currently, there is no aviation infrastructure serving this area. To meet the needs of existing and future users of the Airport, BIV is planning to construct the necessary infrastructure to provide access to this area. Proposed development includes a community hangar, taxiways, apron expansion, construction grading, lighting, fencing, utilities, and site restoration.

The Airport is not proposing to construct a full build-out scenario of the 15-acre project area, rather BIV will sufficiently develop the project area as to allow private and corporate hangar development in the future with minimum additional site improvements. Future hangars, aprons, and apron approach work will be funded privately by individual developers as demand increases. However, the entire project area will be environmentally cleared to adequately address the potential impacts and required mitigation of a full build-out scenario (expected to include private hangars, aprons, and apron approaches). This approach is being taken to reduce concerns with possible segmentation in the environmental review process if each site was assessed on an individual basis.

Federal funding will be used for the proposed project; therefore, environmental documentation and analysis sufficient to satisfy the National Environmental Policy Act (NEPA) is required. To meet this requirement, the Federal Aviation Administration (FAA) Environmental Evaluation Form C, Short Form Environmental Assessment (Short Form EA), developed by the FAA's Eastern Region will be used to define and analyze potential impacts of the proposed action and evaluate any reasonable alternatives.

This Short Form EA will also be developed to further determine whether any potential impacts are significant enough to necessitate an Environmental Impact Statement (EIS). During the Short Form EA project, investigations will be conducted to identify potential Social, Economic, and Environmental (SEE) impacts related to the improvements being proposed. These SEE impacts will be documented and considered as required by NEPA.

The Michigan Department of Transportation Office of Aeronautic (MDOT AERO) acting on behalf of the FAA is the lead agency and as such, the Short Form EA will be prepared in accordance with NEPA, FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B. *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*.

It should be noted that MDOT AERO does not necessarily endorse the proposed project, nor have they agreed to a Preferred Alternative. MDOT AERO is requiring the Airport to fully evaluate the Purpose and Need, any reasonable alternatives including the No-Build Alternative, and identify associated impacts leading to the selection of the Preferred Alternative.

Major future development items that will be covered in this Short Form EA includes:

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- Construction of six 100-foot by 100-foot box hangars and associated apron areas
- Construction of four 60-foot by 60-foot box hangars and associated apron areas
- Reconstruction of an existing storm water detention basin
- Relocation of approximately 1,300 feet of an existing storm water drainage ditch

As part of our early agency coordination, we are attempting to identify key issues that will need to be addressed during the NEPA process. MDOT AERO requests your comments regarding this project, any information you wish to share pertaining to archaeological or historical resources located in the project area, or notification that you would like to become an interested party under Section 106 of the National Historic Preservation Act.

For your convenience, several maps and figures are enclosed that illustrate the Airport's location and approximate project area limits. To sufficiently address key project issues and maintain the project schedule, your comments are requested by **August 15, 2022**.

Please send your written or email comments to:

Mr. Steve Houtteman
Supervisor, Airport Planning & Environmental Unit
Michigan Department of Transportation Office of Aeronautics
2700 Port Lansing Road
Lansing, Michigan 48906-2160
616-299-2654 | houttemans@michigan.gov

Sincerely,

Steve Houtteman
Supervisor, Airport Planning & Environmental Unit
Michigan Department of Transportation Office of Aeronautics

Enclosures

cc:

Aaron Thelenwood, Airport Authority Director
William Ballard, Mead & Hunt

From: William Ballard
Sent: Tuesday, August 30, 2022 4:35 PM
To: Dave Clawson
Subject: FW: USACE File No. LRE-2022-00577-203-A22
Attachments: [USACE File No. LRE-2022-00577-203-A22.pdf](#); [MDOTletter.pdf](#)

FYI. BIV

BILL BALLARD, AICP
PROJECT MANAGER, AVIATION
Mead & Hunt
Direct: 517-908-3105 | Cell: 989-640-1060 | Transfer Files
[meadhunt.com](#) | [LinkedIn](#) | [Twitter](#) | [Facebook](#) | [Instagram](#)



From: Blockett, Dominique R CIV USARMY CELRE (USA) <Dominique.R.Blockett@usace.army.mil>
Sent: Tuesday, August 30, 2022 3:30 PM
To: William Ballard <william.ballard@meadhunt.com>
Cc: houttemans <HouttemanS@michigan.gov>; combsj8@michigan.gov
Subject: USACE File No. LRE-2022-00577-203-A22

You don't often get email from dominique.r.blockett@usace.army.mil. [Learn why this is important](#)

August 30, 2022

Good Afternoon,

The attached letter is in response to your letter for early coordination for USACE File No. LRE-2022-00577-203-A22.

Please contact me if you have questions.

Respectfully,

Dominique R. Blockett
Regulatory Project Manager
Compliance & Enforcement Section, Regulatory Branch
US Army Corps of Engineers, Detroit District
313-226-1325 Office
Dominique.R.Blockett@usace.army.mil



DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, DETROIT DISTRICT
477 MICHIGAN AVENUE
DETROIT, MI 48226-2550

August 30, 2022

Regulatory Branch
File No. LRE-2022-00577-203-A22

William Ballard, AICP
Mead & Hunt, Inc.
2605 Port Lansing Road
Lansing, Michigan 48906

Dear Mr. Ballard:

This is in response to your letter regarding the Corps of Engineers' (Corps) jurisdiction on property at West Michigan Regional Airport located at 60 Geurink Avenue in Holland, Michigan.

In 1984 a portion of the Corps' regulatory responsibilities was assumed by the Michigan Department of Environment, Great Lakes, and Energy (EGLE). This project site is within the assumed area. Unless otherwise notified, a separate authorization from the Corps is not required; however, you may need to obtain a permit from the EGLE. Therefore, we recommend that you contact the Michigan EGLE Kalamazoo District Office at 269-568-2693 for a determination of State permit requirements.

Should you have any questions, please contact me at the above address, by E-Mail at Dominique.R.Blockett@usace.army.mil, or by telephone at (313) 226-1325. In all communications, please refer to File Number LRE-2022-00577-203-A22.

We are interested in your thoughts and opinions concerning your experience with the Detroit District, Corps of Engineers Regulatory Program. If you are interested in letting us know how we are doing, you can complete an electronic Customer Service Survey from our web site at: <https://regulatory.ops.usace.army.mil/customer-service-survey/>. Alternatively, you may contact us and request a paper copy of the survey that you may complete and return to us by mail or fax. Thank you for taking the time to complete the survey, we appreciate your feedback.

Sincerely,

Dominique R. Blockett
Project Manager
Regulatory Office

Enclosure

Copy Furnished

Steve Houtteman, Michigan Department of Transportation
EGLE, Kalamazoo District Office
USACE, Grand Haven Field Office

From: William Ballard
Sent: Tuesday, August 30, 2022 4:44 PM
To: Dave Clawson
Subject: FW: West Michigan Regional Construction Review
Attachments: [West Michigan Regional Project Review 2022.pdf](#)

Agency letter

BILL BALLARD, AICP
PROJECT MANAGER, AVIATION
Mead & Hunt
Direct: 517-908-3105 | Cell: 989-640-1060 | Transfer Files
[meadhunt.com](#) | [LinkedIn](#) | [Twitter](#) | [Facebook](#) | [Instagram](#)

 120 YEARS OF SHAPING THE FUTURE

From: Madrigal, David F - APHIS <david.f.madrigal@usda.gov>
Sent: Tuesday, August 30, 2022 11:17 AM
To: William Ballard <william.ballard@meadhunt.com>
Subject: West Michigan Regional Construction Review

You don't often get email from david.f.madrigal@usda.gov. [Learn why this is important](#)

Mr. Ballard,
Please find the attached construction review for West Michigan Regional, Holland, Michigan. If any further assistance is needed, please feel free to reach out at any time.

David Madrigal
Wildlife Biologist
USDA Wildlife Services Michigan
(517) 331-0375
David.f.madrigal@usda.gov

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United States
Department of
Agriculture

Marketing and
Regulatory
Programs

2803 Jolly Road
Suite 100
Okemos, MI 48864

August 26, 2022

Mead & Hunt, Inc.
William Ballard, AICP
2605 Port Lansing Rd.
Lansing, MI 48906

Re: Early Coordination Review of Proposed Improvements
West Michigan Regional Airport, Holland, Michigan

Dear Mr. Ballard,

Thank you for the opportunity to review your proposed improvements at West Michigan Regional Airport, Holland, Michigan. This letter is in response to your request dates 07/29/22 for comments on the proposed construction. Our concern in reviewing such proposals is for the safety of aviation travel and how wildlife may potentially affect aviation safety. Our mission is to not only protect aviation safety, but also to protect the wildlife in the immediate vicinity of the airport.

In reviewing this proposal, our focus is on how the construction of new hangars, taxiway, and storm water retention basin will potentially attract wildlife. Having spent quite a bit of time on-site in the last 8 months, it appears that the area of construction will be in an area of low wildlife activity. In this specific area, the proposed construction would actually eliminate some of the existing agricultural fields surrounding the airport, I view this as a good thing. A potential concern would be with the new structures and the potential for nesting/perching to occur as well as the reconstruction of the existing water retention system.

Our recommendations with this proposal are as follows:

1. Conduct routine wildlife monitoring of the proposed area to evaluate wildlife usage before and after the project is completed. If an increase in wildlife usage is noted, recommended mitigation techniques would include but not limited to non-lethal harassment and/or lethal removal.
2. Implement netting/spray foam/spikes in areas that birds may nest or perch on the new buildings/structures.
3. When choosing a grass variety to plant upon project completion, choose a single variety, stay away from blends. It is recommended to use a high endophyte type of grass that will deter wildlife from usage.
4. Any new culverts or drains should have a grate installed to stop mammals from gaining access to the culvert.
5. Wildlife Services can perform a site visit to further discuss habitat management techniques to discourage wildlife usage of the proposed area as well as non-lethal and lethal control strategies to respond to wildlife using the area.

6. Wildlife Services would also be able to conduct a small wildlife hazard assessment over the course of several days to better evaluate wildlife hazards and their affect on aviation safety. Ideally, visits could be scheduled once the structures are put in place to better gauge potential usage and help steer mitigation strategies.

Wildlife Services would like to remain a partner in the development of this project and continue to offer technical expertise in evaluating and mitigating wildlife hazards to aviation.

Thank you again for the opportunity to assist with this project. Feel free to contact me if you have any questions.

Sincerely,

David Madrigal
Wildlife Biologist
USDA Wildlife Services
David.f.madrigal@usda.gov



August 16, 2022

Mr. William Ballard, AICP
Mead & Hunt, Inc.
2605 Port Lansing Road
Lansing, MI 48906

Sent by email at William.ballard@meadhunt.com

**Re: Early Coordination Review of Proposed Improvements for
West Michigan Regional Airport, Holland, Michigan**

Dear Mr. Ballard,

Thank you for providing the City of Holland with the opportunity to comment on the proposed improvements to the West Michigan Regional Airport (WMRA). As you may know, the City of Holland owns most of the airport property and has a management agreement with the West Michigan Airport Authority (WMAA) to manage the airport. The WMRA is of tremendous value to the greater Holland area as it provides first-class convenient services for its many corporate users, which are the backbone of our local economy, as well as the many general aviation users. The value of this facility is also broadly acknowledged and financially supported by two other municipalities (Park Township and the City of Zeeland) in addition to the City of Holland.

The City of Holland is excited and supportive of the proposed taxi lane and the future development of the WMAA-owned property to the north of the terminal as denoted on the supplied Project Area Map. That having been said, we do have some comments for you to consider that align with the four items noted in the correspondence we received from Steve Houtteman dated July 26, 2022.

1. The proposed improvements fall within the jurisdiction of the Tulip Inter-County Drain Board (Board), so separate approval is required from that Board as well as the City of Holland for its stormwater ordinance requirements. The Board will not permit additional impervious surfaces as proposed without mitigation improvements.
2. The proposed improvements will require some large-diameter storm sewer work.
3. The improvements as proposed would eliminate the possibility of connecting the end of Geurink Boulevard with the end of Regent Boulevard to the north, which has been discussed as a possibility in the past and is included in the WMRA Airport Layout Plan (ALP). The City of Holland wants to retain the ability to connect these two streets in the future and may be willing to approve a different location for the connector.
4. Public water and sanitary sewer lines bisect the subject property and if easements do not already exist for those utilities, they will be required. Any future buildings/structures would not be permitted within the easement areas. It may be possible to move said utilities, but that would need to be approved by the Holland Board of Public Works.

Mr. William Ballard, AICP
August 16, 2022
Page 2 of 2

5. Regarding zoning requirements for the proposed improvements, the WMAA property to the north of the terminal building is zoned Industrial, which allows for transportation and logistical uses along with warehousing/storage, manufacturing and office uses, among others. Said property is also covered by an Airport Overlay District that allows aviation uses, etc. That all being said, the WMAA should look to rezone this property to the Airport Zone District which allows all land uses permitted by the Michigan Aeronautics Code and the Federal Aviation Administration (FAA).

6. Lastly, when it comes to amending the ALP to allow for the proposed improvements, the City of Holland would like to see the smaller surgical-type amendments that make way for the proposed improvements made within the larger context of the long-planned North/South Runway. The City of Holland is becoming increasingly skeptical about the north/south runway due to its land use restrictions that are incorporated into the City's Unified Development Ordinance and the seemingly almost impossible odds of ever securing funding for such a project.

The City of Holland thanks you for the opportunity to provide you with comments.

Sincerely,



Keith Van Beek
City Manager
k.vanbeek@cityofholland.com

cc: Aaron Thelenwood, Director & Airport Manager, West Michigan Airport Authority
Mark Vanderploeg, Community & Neighborhood Services Director, City of Holland
Scott Corbin, Council Liaison to the West Michigan Airport Authority, City of Holland
David Hoekstra, Council Liaison to the West Michigan Airport Authority, City of Holland



GRETCHEN WHITMER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF
ENVIRONMENT, GREAT LAKES, AND ENERGY



LIESL EICHLER CLARK
DIRECTOR

August 25, 2022

VIA EMAIL

William Ballard, AICP
MEAD & HUNT, Inc.
2605 Port Lansing Road
Lansing, MI 48906

Dear William Ballard:

SUBJECT: Early Coordination Review of Proposed Improvements
West Michigan Regional Airport, Holland, Michigan
Ottawa County, T04N R15W Section 08
Michigan Department of Environment, Great Lakes, and Energy (EGLE)
Water Resources Division (WRD)

Thank you for your July 25, 2022, early coordination letter regarding the development of a Short Form Environmental Assessment (EA) for the proposed infrastructure additions at the West Michigan Regional Airport. The provided comments will evaluate the potential impacts of the proposed infrastructure listed in the early coordination letter.

The WRD has the following comments:

- a) Reconstruction of the existing storm water detention basin will require a permit under Part 301, Inland Lakes and Streams, of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended (NREPA). If the existing storm water drainage ditch is determined to be a stream, as defined by Part 301, then any relocation work of it will require a permit under Part 301 as well. Stream relocations of 1000 feet or more in length will require an individual permit and concurrent federal review as defined in the state and federal Clean Water Act Section 404 Program Memorandum of Agreement. Given the amount of relocation proposed, stream mitigation will also likely be necessary.
- b) Any filling, occupation, or grading within the 100-year floodplain of the nearby North Branch Macatawa River, if it has a drainage area of two square miles more, will require a permit under the State's Floodplain Regulatory Authority, found in Part 31, Water Resources Protection, of the NREPA.
- c) Available wetland inventories indicate the presence of hydric soils in the project location and potential wetlands along the stormwater drainage ditch and retention pond. Any impacts to wetlands will require a permit under Part 303, Wetlands

Protection, of the NREPA. All potential wetlands within project area should be delineated by a professional wetland consultant, and then submitted to Transportation Review Unit for verification. Our recommendation is to submit a Voluntary Preliminary Review request in MiWaters for a site inspection to provide site-specific recommendations and verification of wetland delineations prior to applying for a permit. Wetland mitigation will likely be required for any unavoidable impacts as a result of this project.

- d) A review of our database indicates no occurrences of State and/or Federal Threatened and Endangered species in the project location. However, your project location is within the range of the Federally listed Indiana Bat and the bat is considered potentially present wherever suitable habitat exists within their range. You should consult with the Fish and Wildlife Service (USFWS) prior to performing work or applying for permits.

Thank you for the opportunity to comment on this EA. If you have any questions regarding this letter, please contact me at 616-295-2787 or at Johnsonb67@michigan.gov.

Sincerely,

A handwritten signature in black ink that reads "Ben Johnson". The signature is written in a cursive style with a large initial "B" and a long, sweeping tail.

Benjamin Johnson
EGLE – WRD
Transportation Review Unit

cc: Steve Houtteman, Michigan Department of Transportation
Jim Wattling, EGLE