
Appendix F – Section 106 Report



GRETCHEN WHITMER
GOVERNOR

STATE OF MICHIGAN
MICHIGAN STRATEGIC FUND
STATE HISTORIC PRESERVATION OFFICE

QUENTIN L. MESSER, JR.
PRESIDENT

May 21, 2024

STAN REINKE
MICHIGAN DEPARTMENT OF TRANSPORTATION
OFFICE OF AERONAUTICS
2700 PORT LANSING ROAD
LANSING MI 48906-2160

RE: ER24-581 St. Clair County International Airport Runway 4/22 Approach Clearing, Kimball Township, St. Clair Township, T06N, R16E, Sec. 25, 26, 35, T05N, R16E, Sec. 02, 03, St. Clair County (FAA)

Dear Stan Reinke:

Under the authority of Section 106 of the National Historic Preservation Act of 1966, as amended, we have reviewed the above-cited undertaking at the locations noted above. Based on the information provided for our review, the State Historic Preservation Officer (SHPO) concurs with the determination of FAA that the effects of the proposed undertaking do not meet the criteria of adverse effect [36 CFR § 800.5(a)(1)]. Therefore, the project will have **no adverse effect** [36 CFR § 800.5(b)] on historic properties within the area of potential effects for the above-cited undertaking.

This letter evidences FAA's compliance with 36 CFR § 800.4 "Identification of historic properties" and 36 CFR § 800.5 "Assessment of adverse effects," and the fulfillment of FAA's responsibility to notify the SHPO, as a consulting party in the Section 106 process, under 36 CFR § 800.5(c) "Consulting party review." **If the scope of work changes in any way, please notify this office immediately. In the unlikely event that human remains, or archaeological material are encountered during construction activities related to the above-cited undertaking, work must be halted, and the Michigan SHPO and other appropriate authorities must be contacted immediately.**

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

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

If you have any questions, please contact Katlyn Burns Yancho, Historian, at 517-256-3416 or by email at burnsyancho@michigan.gov. **Please reference our project number in all communication with this office regarding this undertaking.** Thank you for this opportunity to review and comment, and for your cooperation.

Sincerely,

Ryan M. Schumaker
State Historic Preservation Officer

RMS:KF:KMBY

copy: Brian Matuk, Mead & Hunt, Inc.





APPLICATION FOR SHPO SECTION 106 CONSULTATION

Submit one application for each project for which comment is requested. Consult the *Instructions for the Application for SHPO Section 106 Consultation Form* when completing this application.

Submit application materials online at www.michigan.gov/shposection106 or mail to: Michigan State Historic Preservation Office, 300 North Washington Square, Lansing, MI 48913

I. GENERAL INFORMATION

- New submittal
- More information relating to SHPO ER# [SHPO Project #](#)
- Submitted under a Programmatic Agreement (PA)
PA Name/Date: [PA name/date, if applicable](#)

a. **Project Name:** **St. Clair County International Airport Runway 4/22 Approach Clearing**

b. **Project Location(s):** Kimball Township, St. Clair Township, St. Clair County

If there is more than one location for your project, additional rows may be added to the table below. Township, Range, Section/Private Claim refer to the public land survey sections. Each Township/Range group must have its own row in the table below and must include the corresponding county and municipal unit.

County	Municipality	Street Address	Township (N/S)	Range (E/W)	Section(s) or Private Claim
St. Clair County	Kimball Township	N/A	6N	16E	25, 26, 35
St. Clair County	St. Clair Township	N/A	5N	16E	2, 3

II. FEDERAL AGENCY INVOLVEMENT AND RESPONSE CONTACT INFORMATION

a. **Federal Agency:** Federal Aviation Administration (FAA)

Contact Name: Stan Reinke

Contact Address: 2700 Port Lansing Road **City:** Lansing **State:** MI **Zip:** 48906-2160

Email: reinkes1@michigan.gov

Specify the federal agency involvement in the project: The Michigan Department of Transportation (MDOT) Office of Aeronautics (AERO) is acting on behalf of the Federal Aviation Administration (FAA) for this project as St. Clair County International Airport (PHN, or the Airport) is a “State Block Grant” airport. All State Block Grant airports fall under the jurisdiction of MDOT AERO. MDOT AERO is the final authority regarding approval of environmental documentation for this project.

b. **If HUD is the Federal Agency: 24 CFR Part 50** **or Part 58**

Responsible Entity (RE): [Name of the entity that is acting as the Responsible Entity](#)

Contact Name: [RE Contact name](#)

Contact Address: [RE mailing address](#) **City:** [RE city](#) **State:** [RE State](#) **Zip:** [RE zip code](#)

RE Email: [RE contact’s email](#) **Phone:** [RE contact’s phone #](#)

c. **State Agency Contact (if applicable):** [Name of state agency](#)

Contact Name: [Name of state agency contact](#)

Contact Address: [State agency contact’s mailing address](#) **City:** [State contact’s city](#) **Zip:** [State contact’s zip code](#)

Email: [State contact’s email](#) **Phone:** [State contact’s phone #](#)



APPLICATION FOR SHPO SECTION 106 CONSULTATION

- d. **Applicant (if different than federal agency):** Name of Applicant's agency/firm
Contact Name: Applicant contact's name
Contact Address: Applicant contact's mailing address **City:** Applicant's city **State:** Applicant contact's state
Zip: Applicant contact's zip code
Email: Applicant contact's email **Phone:** Applicant contact's phone #

- e. **Consulting Firm (if applicable):** Mead & Hunt, Inc.
 Contact Name: Brian Matuk
 Contact Address: 180 Promenade Cir, Suite 240 **City:** Sacramento **State:** CA **Zip:** 95834
Email: brian.matuk@meadhunt.com **Phone:** 916-971-3961

III. PROJECT INFORMATION

a. Project Work Description

The Airport proposes to clear, grub, and grade land located off the end of Runway 4/22, which will require obstruction clearing on both Airport-owned property as well as private property in affected areas. These obstructions are penetrations to the Federal Aviation Regulations (FAR) Part 77 Imaginary Surfaces (FAR Part 77), Threshold Siting Surface (TSS), Light Signal Clearance Surface (LSCS), Obstacle Clearance Surface (OCS), and the Michigan State Licensing Surface, and have the potential to become obstructions to runway approaches in the future. Outside of the Airport property, 26 private parcels have been identified with obstructions, of which approximately 23 require new easements before any obstructions are removed.

b. Project Location and Area of Potential Effect (APE)

- i. **Maps.** Please indicate all maps that will be submitted as attachments to this form.
 - Street map, clearly displaying the direct and indirect APE boundaries (see Attachment A)
 - Site map
 - USGS topographic map Name(s) of topo map(s): Smiths Creek (see Attachment B)
 - Aerial map
 - Map of photographs (see Attachment C)
 - Other: Parcel map (see Attachment D)

ii. Site Photographs - Attachment C

iii. Describe the APE:

The Built-Environment APE is a total of 362 acres, split into two distinct clusters at either end of the airport's Runway 4/22. The southwest portion of the Built-Environment APE consists of approximately 194 acres and the northeast portion of the Built-Environment APE consists of approximately 168 acres. The Built-Environment APE includes both full and partial parcel boundaries where obstructions have been identified for removal. The full parcel boundaries of 26 privately owned parcels are included in the APE, as well as areas of County-owned airport property directly surrounding the obstructions proposed for removal.

The Archaeological APE is a total of 417 acres, consisting of the general area proposed for tree removal at each end of Runway 4/22. This Archaeological APE is the area at each end of Runway 4/22 consistent with FAR Part 77, TSS, LSCS, OCS, and the Michigan State Licensing Surface.

Both the Built-Environment APE and the Archaeological APE largely consist of undeveloped, forested land on the Airport property, but also extend into some private residential parcels.



APPLICATION FOR SHPO SECTION 106 CONSULTATION

iv. **Describe the steps taken to define the boundaries of the APE:**

The Built-Environment APE was defined to include full parcel boundaries where identified potential obstructions are located within private property, with a more focused APE boundary for identified potential obstructions within the Airport property. This consideration takes into account localized areas of obstruction removal in the context of the much larger Airport-associated property, most of which are located in undeveloped, forested areas.

The Archaeological APE is consistent with the FAA- and Michigan State-defined regulations of areas on each end of Runway 4/22 that may not be penetrated by obstructions, such as trees: FAR Part 77, TSS, LSCS, OCS, and the Michigan State Licensing Surface.

IV. IDENTIFICATION OF HISTORIC PROPERTIES

a. **Scope of Effort Applied**

i. **List sources consulted for information on historic properties in the project area** (including but not limited to SHPO office and/or other locations of inventory data).

Mead & Hunt, Inc. (Mead & Hunt) architectural historians examined current and historic aerial photographs to identify above-ground resources located within the Built-Environment APE. Mead & Hunt architectural historians then requested a records search from the Michigan State Historic Preservation Office (SHPO) to confirm whether any built resources within the project area had been previously surveyed. Additionally, Mead & Hunt did not identify any previously surveyed resources at the county or township level, and contacted the Port Huron Museum and Marysville Historical Museum regarding potential built-environment resources near the project area. A map showing the lack of previously recorded resources within the study area are shown on the map in Attachment E.

Lawhon & Associates, Inc. (Lawhon) completed an Archeological Reconnaissance Survey of the Archaeological APE in October 2022 to identify potential belowground resources. No archaeological resources were identified and no further work is recommended for archaeology. The complete archaeology report is provided in Attachment F.

ii. Provide documentation of previously identified sites as attachments.

iii. **Provide a map** showing the relationship between the previously identified properties and sites, your project footprint and project APE.

iv. Have you reviewed existing site information at the SHPO: Yes No

v. Have you reviewed information from non-SHPO sources: Yes No

b. **Identification Results**

i. **Above-ground Properties**

A. **Are you submitting above-ground identification information?** Yes No

B. **If yes, please indicate level:**

Literature Review Reconnaissance Survey Report Intensive Survey Report



APPLICATION FOR SHPO SECTION 106 CONSULTATION

- C. Total number of properties surveyed: 22 (consisting of the only properties within the Built-Environment APE with built-environment of any age)
D. Total number of previously identified Historic Properties in your APE: None
E. Total number of newly identified properties recommended eligible for listing in the National Register of Historic Places: None

F. Summarize, briefly, your findings for above-ground resources. Results of an October 2022 field survey found that the Built-Environment APE includes 26 private parcels and intersects 15 Airport-owned parcels. Of the 26 private parcels, four (4) are vacant and 22 are residential properties. Of these 22 residential parcels, 13 have buildings over 45 years of age and which are documented on Michigan SHPO Architectural Properties Identification Forms in Attachment G. Of the 13 residential properties over 45 years of age, none were found to be eligible for listing in the National Register of Historic Places (National Register). Of the contiguous 15 Airport-owned parcels, all but one (1) parcel are vacant. The one (1) parcel that is not vacant consists of the majority of the airport operations; however, the project activities and Built-Environment APE are distant from the primary cluster of buildings on the property, and therefore neither includes any Airport buildings. As such, no property within the Built-Environment APE was found to qualify as a Historic Property under Section 106 of the National Historic Preservation Act of 1966, as amended.

G. Attach the appropriate Michigan SHPO Architectural Identification Form for each resource or site 50 years of age or older in the APE. Refer to the Instructions for the Application for SHPO Section 106 Consultation Form for guidance on this.

H. Provide the name and qualifications of the person who made recommendations of eligibility for the above-ground identification forms.

Name Brian Matuk Agency/Consulting Firm: Mead & Hunt, Inc.

Is the individual a 36CFR Part 61 Qualified Historian or Architectural Historian [X] Yes [] No

Are their credentials currently on file with the SHPO? [X] Yes [] No

If NO attach this individual's qualifications form and resume.

ii. Archaeology

Submit the following information using attachments, as necessary.

A. Are you submitting archaeological information? [X] Yes [] No

B. If yes, please indicate: [] Assessment (Desktop Review) [X] Archeological Report

C. Width(s), length(s), and depth(s) of proposed ground disturbance(s): Select tree removal across two separate areas totaling an approximate 417-acre area for approach clearing. Depth of proposed ground disturbance not to exceed 2 feet.

D. Is a portion of the APE underwater? [] Yes [X] No

If the assessment did not include the underwater portions of the APE, please briefly justify:

E. Potential to adversely affect significant archaeological resources:

[X] Low [] Moderate [] High



APPLICATION FOR SHPO SECTION 106 CONSULTATION

Is fieldwork recommended? Yes No

Briefly justify the recommendation:

In October 2022 Lawhon, under contract with Mead & Hunt, conducted an Archaeological Reconnaissance Survey of approximately 417 acres for the proposed tree clearance project at PHN in Kimball Township and St. Clair Township in St. Clair County, Michigan. A visual survey was conducted, and no archaeological sites were identified. There is low potential to encounter archaeological sites in this location and no further archaeological investigations are recommended.

F. **Have you attached an Archaeological Sensitivity Map?** Yes No (see Attachment H)

G. **Summary of previously reported archaeological sites and surveys:**

The Michigan SHPO documents one previously recorded archaeological site within the southern project area (SC94), with sites SC72 and SC73 located to the east outside the project area and site SC93 just north of the southern project area. No sites are recorded in the northern project area. Donald Weston of the St. Clair Community College discovered SC93 and SC94 in 1979 during an archaeological survey for the St. Clair County Airport runway extension project, both described as badly disturbed surface scatters of lithic artifacts. The SHPO determined the sites were not eligible for the National Register. Weston also identified SC72 (a lithic scatter with a possible fluted point fragment) and SC73 (a lithic scatter with a Le Croix point) in 1976 during a survey for a proposed industrial park at the airport. The SHPO determined SC72 was not eligible but recommended further investigation of SC73.

H. **Summarize past and present land use:**

Much of the landscape consists of farm fields, sections of woodlots, and residential properties. Two farms were present within the northern project area in the nineteenth century, followed by small rural residences from the early to mid-twentieth century. One of the mid-century residences within the northern project area has recently been demolished and replaced with new housing. It appears the nineteenth-century farms are no longer present. No buildings were within the southern project area until the houses on the 1968 USGS map. These houses are still present and are the only historical-era buildings in the southern project area. The active airport was constructed in 1950 with subsequent improvements over the next several decades.

I. **If archaeological fieldwork has been conducted, please attach a copy of the report copy and provide full report reference here:**

Lawhon & Associates, Inc. *Archaeological Reconnaissance for Approach Clearing Project St. Clair Co. International Airport, St. Clair County, Michigan.* Prepared for Mead & Hunt, Inc., 22 November 2022.

J. **Provide the name and qualifications of the person who provided the information for the Archaeology section:**

Name: Andrew Sewell **Agency/Firm:** Lawhon & Associates, Inc.

Is the person a 36CFR Part 61 Qualified Archaeologist? Yes No

Are their credentials currently on file with the SHPO? Yes No

If NO, attach this individual's qualifications form and resume.

Archaeological site locations are legally protected.

This application may not be made public without first redacting sensitive archaeological information.



APPLICATION FOR SHPO SECTION 106 CONSULTATION

V. IDENTIFICATION OF CONSULTING PARTIES

- a. **Provide a list of all consulting parties**, including Native American tribes, local governments, applicants for federal assistance/permits/licenses, parties with a demonstrated interest in the undertaking, and public comment:

The following are consulting parties for this project:

- Aaron Comrov, Environmental Protection Specialist, FAA, Infrastructure Engineering Center-Chicago, AJW-2C15H (2300 East Devon Ave, Room 450, Des Plaines, IL 60018)
- Tony Duffiney, State Director, USDA – APHIS Wildlife Services (2803 Jolly Rd, Ste 100, Okemos, MI 48864)
- Jim Watling, Supervisor, EGLE, Water Resources Division, Transportation Review Unit (P.O. Box 30458, Lansing, MI 48909-7958)
- Charlie Simon, Chief, U.S. Army Corps of Engineers, Detroit District, Regulatory & Permits (477 Michigan Ave, Room 603, Detroit, MI 48226-2550)
- Moises Dugan, Regional Administrator (Acting), Federal Emergency Management Agency, Region 5 (536 South Clark St, 6th Fl, Chicago, Illinois 60605)
- Jean Gagliardo, District Conservationist, USDA, Natural Resource Conservation Service, Portage Service Center (5950 Portage Rd, Portage, MI 49002)
- Scott Hicks, Field Office Supervisor, US Fish and Wildlife – Michigan Field Office (2651 Coolidge Rd, Ste 101, East Lansing, MI 48823)
- Kenneth Westlake, Chief, EPA Region 5, NEPA Implementation Section (77 W Jackson Blvd, Chicago, IL 60604)
- Shannon Lott, Natural Resources Deputy, Michigan Department of Natural Resources, Executive Division (P.O. Box 30028, Lansing, MI 48909)
- Karry Hepting, Administrator/Controller, St. Claire County Administrator/Controller Department (200 Grand River Ave, Ste 203, Port Huron, MI 48060)
- Joi Torello, Commissioner, St. Claire County Board of Commissioners (3210 Strawberry Ln, Port Huron, MI 48060)
- David Struck, Planning Director, St. Claire County Metro Planning Commission (200 Grand River Ave, Ste 202, Port Huron, MI 48060)
- Rob Usakowski, Kimball Township Supervisor, Kimball Township Administration (2160 Wadhams Rd, Kimball, MI 48074)
- Georgia Phelan, Economic Development Commissioner, St. Claire County Metro Planning Commission (200 Grand River Ave, Ste 202, Port Huron, MI 48060)
- Bill Orr, Planning Commission Chairperson, Kimball Township Planning Commission (2160 Wadhams Rd, Kimball, MI 48074)
- Joseph Wildcat, Sr., President, Lac du Flambeau of Lake Superior Chippewa Indians of the Lac du Flambeau Reservation of Wisconsin, P.O. Box 67, Lac du Flambeau, WI 54538
- Regina Gasco-Bentley, Little Traverse Bay Bands of Odawa Indians (7500 Odawa Cir, Harbor Springs, MI 49740-9692)
- Ron Corn, Sr., Chairman, Menominee Indian Tribe of Wisconsin (P.O. Box 910, Keshena, WI 54135)
- Douglas Lankford, Chief, Miami Tribe of Oklahoma (P.O. Box 1326, Miami, OK)
- Theresa Jackson, Chief, Saginaw Chippewa Indian Tribe of Michigan (7500 Soaring Eagle Blvd, Mt. Pleasant, MI 48858)
- Aaron Payment, Chairperson, Sault-Ste. Marie Tribe of Chippewa Indians of Michigan (523 Ashmun St, Sault St. Marie, MI 49783)
- Port Huron Museum
- Marysville Historical Museum



APPLICATION FOR SHPO SECTION 106 CONSULTATION

b. Provide a summary of consultation with consultation parties:

As part of early agency coordination, the project team solicited consulting parties to identify key issues that will need to be addressed during the National Environmental Policy Act (NEPA) process. See Attachment I for correspondence documents described below.

Unless otherwise noted, letters dated March 23, 2023, were sent to representatives of American Indian Tribes and government agencies listed above in Section V.a asking for comments on specific areas of concern/regulatory jurisdictions, specific benefits of the project for that party or to the public, any available technical information/data for the project site, and potential mitigation/permitting requirements for project implementation.

Emails to the Port Huron Museum and Marysville Historical Museum were sent on August 30, 2023, for additional historical information or concerns regarding the project's potential impacts to historical resources in the area. No responses were received.

c. Provide summaries of public comment and the method by which that comment was sought:

Public comment was received through emails and letters to William Ballard, AICP of Mead & Hunt. See Attachment I for associated public correspondence.

VI. DETERMINATION OF EFFECT

Guidance for applying the Criteria of Adverse Effect can be found in *the Instructions for the Application for SHPO Section 106 Consultation Form.*

a. Basis for determination of effect:

No Historic Properties were identified within the Built-Environment APE or Archaeology APE.

b. Determination of effect

No historic properties will be affected

Historic properties will be affected and the project will (check one):

have **No Adverse Effect** on historic properties within the APE.

have an **Adverse Effect** on one or more historic properties in the APE and the federal agency, or federally authorized representative, will consult with the SHPO and other parties to resolve the adverse effect under 800.6.

More Information Needed: We are initiating early consultation. A determination of effect will be submitted to the SHPO at a later date, pending results of survey.

Federally Authorized Signature: E-SIGNED by Stan Reinke Date: _____
on 2024-04-16 13:40:26 EDT

Type or Print Name: _____

Title: _____



APPLICATION FOR SHPO SECTION 106 CONSULTATION

ATTACHMENT CHECKLIST

Identify any materials submitted as attachments to the form:

Additional federal, state, local government, applicant, consultant contacts

Maps of project location

Number of maps attached: Three (3)

Site Photographs

Map of photographs

Plans and specifications

Other information pertinent to the work description: [Identify the type of materials attached](#)

Updated documentation of previously identified historic properties

New Architectural Properties Identification Forms

Map showing the relationship between identified historic properties, your project footprint, and project APE

Above-ground qualified person's qualification form and resume

Above-ground survey report

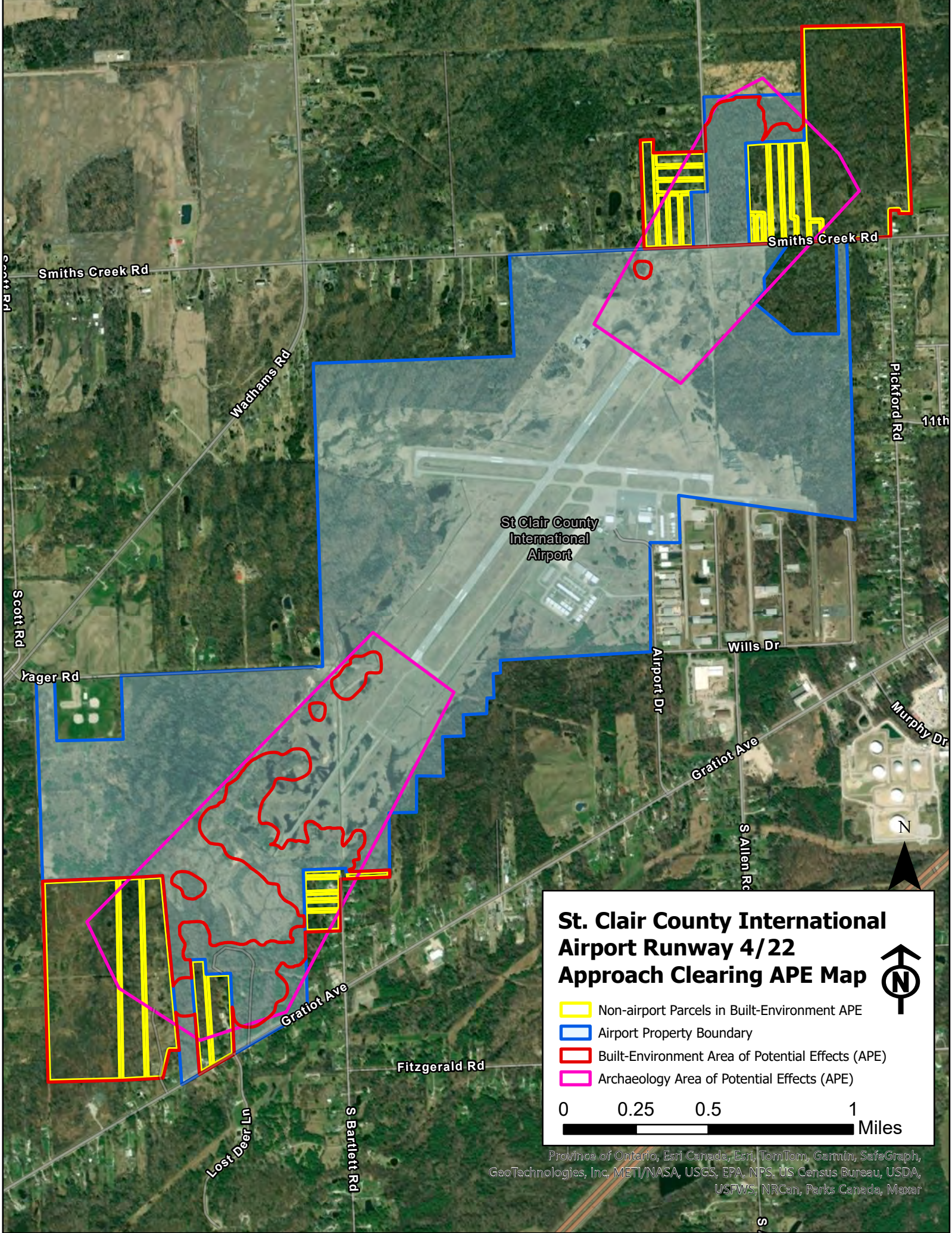
Archaeological sensitivity map

Archaeology survey report

Archaeologist and Historian qualifications and resume- if not on file already.

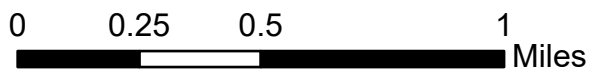
Other: [Identify other attached materials](#)

Attachment A. Area of Potential Effects Map



St. Clair County International Airport Runway 4/22 Approach Clearing APE Map

- ▭ Non-airport Parcels in Built-Environment APE
- ▭ Airport Property Boundary
- ▭ Built-Environment Area of Potential Effects (APE)
- ▭ Archaeology Area of Potential Effects (APE)




Province of Ontario, Esri Canada, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc. METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS, NRCAN, Parks Canada, Maxar

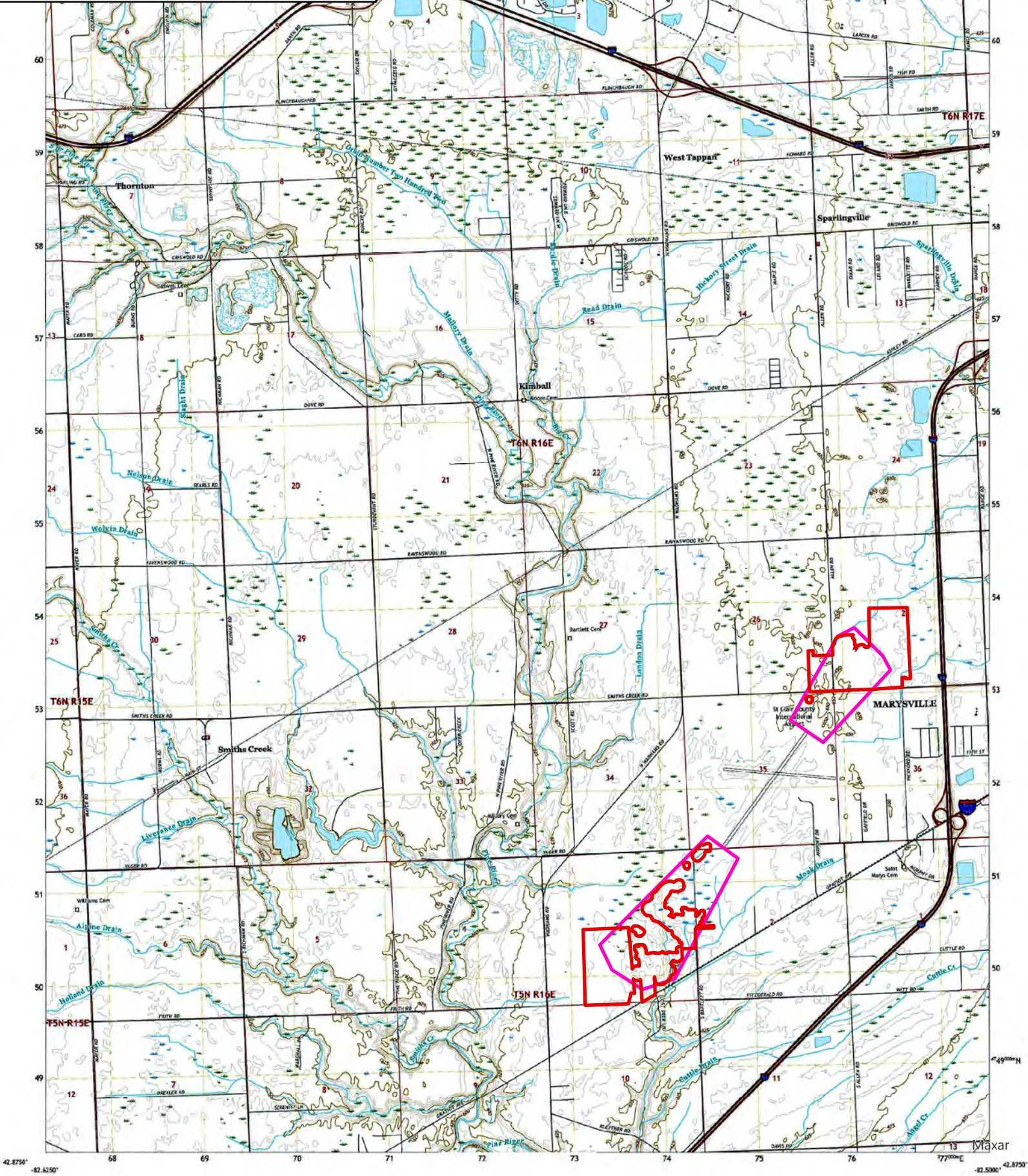
Attachment B. Location Map

Project Location Map

Smiths Creek, MI Quad (2019)

 Built-Environment Area of Potential Effects (APE)

 Archaeology Area of Potential Effects (APE)



Attachment C. Photos and Photo Key Map

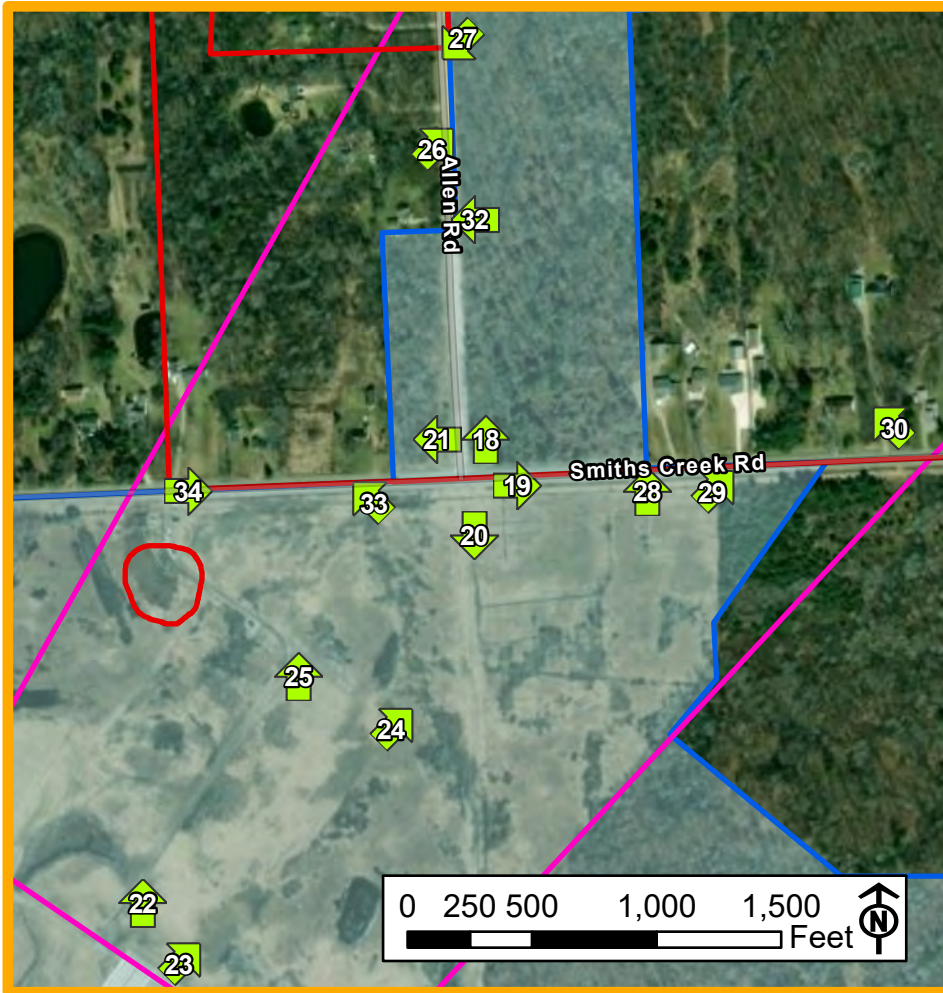
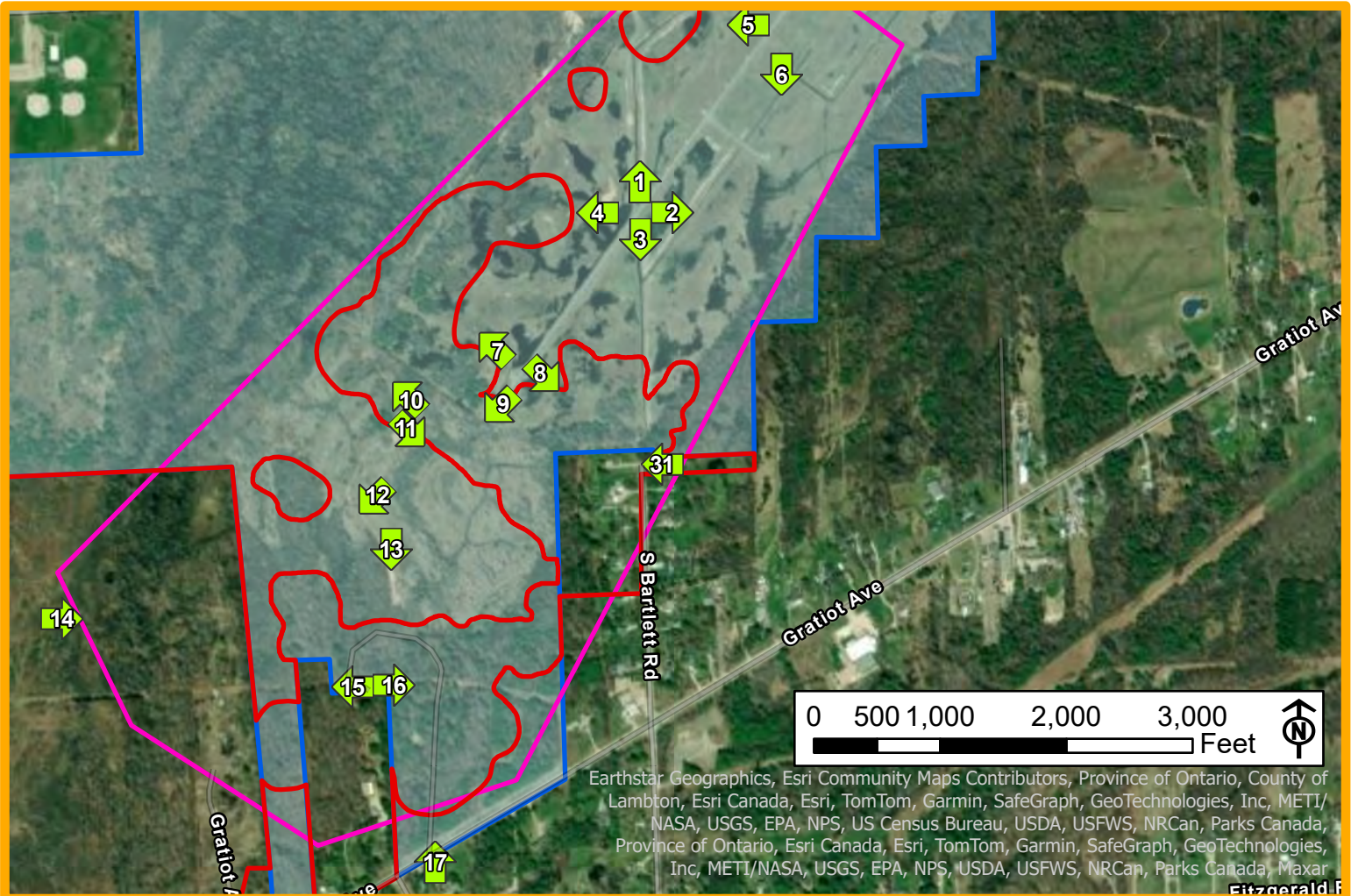
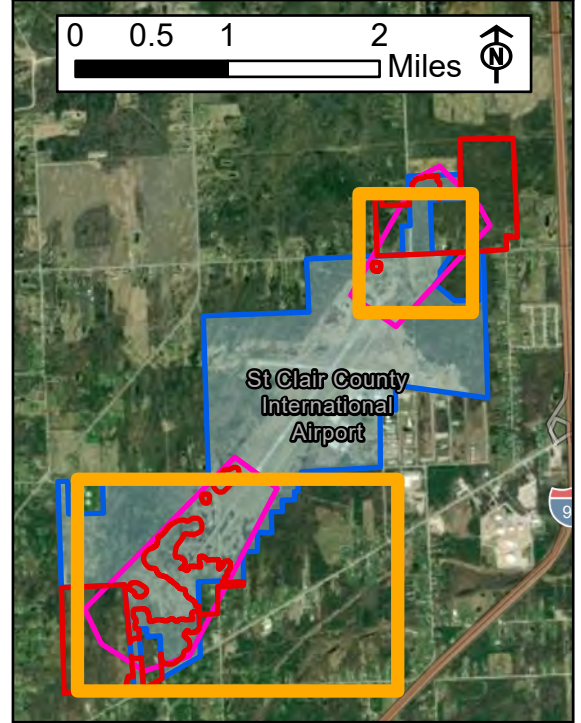
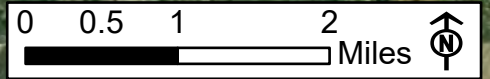


Photo Key

- Photo Number and Direction
- Built-Environment Area of Potential Effects (APE)
- Archaeology Area of Potential Effects (APE)
- Airport Property Boundary
- Insets



Earthstar Geographics, Esri Community Maps Contributors, Province of Ontario, County of Lambton, Esri Canada, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS, NRCAN, Parks Canada, Province of Ontario, Esri Canada, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, USFWS, NRCAN, Parks Canada, Maxar

Photographs

St. Clair County International Airport Runway 4/22 Approach Clearing

Kimball Township and St. Clair Township, St. Clair County



Photo 1: Conditions in southern project area in airport, facing north. Looking up channelized ditch from access road.



Photo 2: Conditions in southern project area in airport, facing east.

Photographs

St. Clair County International Airport Runway 4/22 Approach Clearing

Kimball Township and St. Clair Township, St. Clair County



Photo 3: Conditions in southern project area in airport, facing south. Looking down channelized ditch from access road.



Photo 4: Conditions in southern project area in airport, facing west.

Photographs

St. Clair County International Airport Runway 4/22 Approach Clearing

Kimball Township and St. Clair Township, St. Clair County



Photo 5: Graded airfield in southern project area, facing west.



Photo 6: Graded airfield in southern project area, facing south.

Photographs

St. Clair County International Airport Runway 4/22 Approach Clearing

Kimball Township and St. Clair Township, St. Clair County



Photo 7: End of access road, southern project area, facing northwest.



Photo 8: Two-track trail in southern project area, facing southeast.

Photographs

St. Clair County International Airport Runway 4/22 Approach Clearing
Kimball Township and St. Clair Township, St. Clair County



Photo 9: Cleared area southwest of airfield, southern project area, facing southwest.



Photo 10: Sparsely wooded area, southern project area, facing northwest.

Photographs

St. Clair County International Airport Runway 4/22 Approach Clearing

Kimball Township and St. Clair Township, St. Clair County



Photo 11: Sparsely wooded area, southern project area, facing southeast.



Photo 12: Sparsely wooded area, southern project area, facing southwest.

Photographs

St. Clair County International Airport Runway 4/22 Approach Clearing

Kimball Township and St. Clair Township, St. Clair County



Photo 13: Sparsely wooded area, southern project area, facing south.



Photo 14: Dense secondary forest, southern project area, facing east.

Photographs

St. Clair County International Airport Runway 4/22 Approach Clearing

Kimball Township and St. Clair Township, St. Clair County



Photo 15: Utility corridor, southern project area, facing west.



Photo 16: Utility corridor, southern project area, facing east.

Photographs

St. Clair County International Airport Runway 4/22 Approach Clearing

Kimball Township and St. Clair Township, St. Clair County



Photo 17: Access road into airport property from Gratiot Avenue, facing north.



Photo 18: Allen Road, northern project area, facing north.

Photographs

St. Clair County International Airport Runway 4/22 Approach Clearing

Kimball Township and St. Clair Township, St. Clair County



Photo 19: Smiths Creek Road, northern project area, facing east.



Photo 20: Airfield from Smiths Creek Road/Allen Road intersection, facing south.

Photographs

St. Clair County International Airport Runway 4/22 Approach Clearing
Kimball Township and St. Clair Township, St. Clair County



Photo 21: Smiths Creek Road, northern project area, facing west.



Photo 22: Graded airfield, northern project area, facing north.

Photographs

St. Clair County International Airport Runway 4/22 Approach Clearing

Kimball Township and St. Clair Township, St. Clair County



Photo 23: Graded airfield, northern project area, facing northeast.



Photo 24: Cleared airfield, northern project area, facing northeast.

Photographs

St. Clair County International Airport Runway 4/22 Approach Clearing

Kimball Township and St. Clair Township, St. Clair County



Photo 25: Cleared airfield, northern project area, facing north.



Photo 26: Allen Road, north edge of northern project area, facing northeast.

Photographs

St. Clair County International Airport Runway 4/22 Approach Clearing

Kimball Township and St. Clair Township, St. Clair County



Photo 27: Allen Road, north edge of northern project area, facing southwest.



Photo 28: New houses in northern project area along Smiths Creek Road, facing north.

Photographs

St. Clair County International Airport Runway 4/22 Approach Clearing

Kimball Township and St. Clair Township, St. Clair County



Photo 29: New houses in northern project area along Smiths Creek Road, facing northeast.

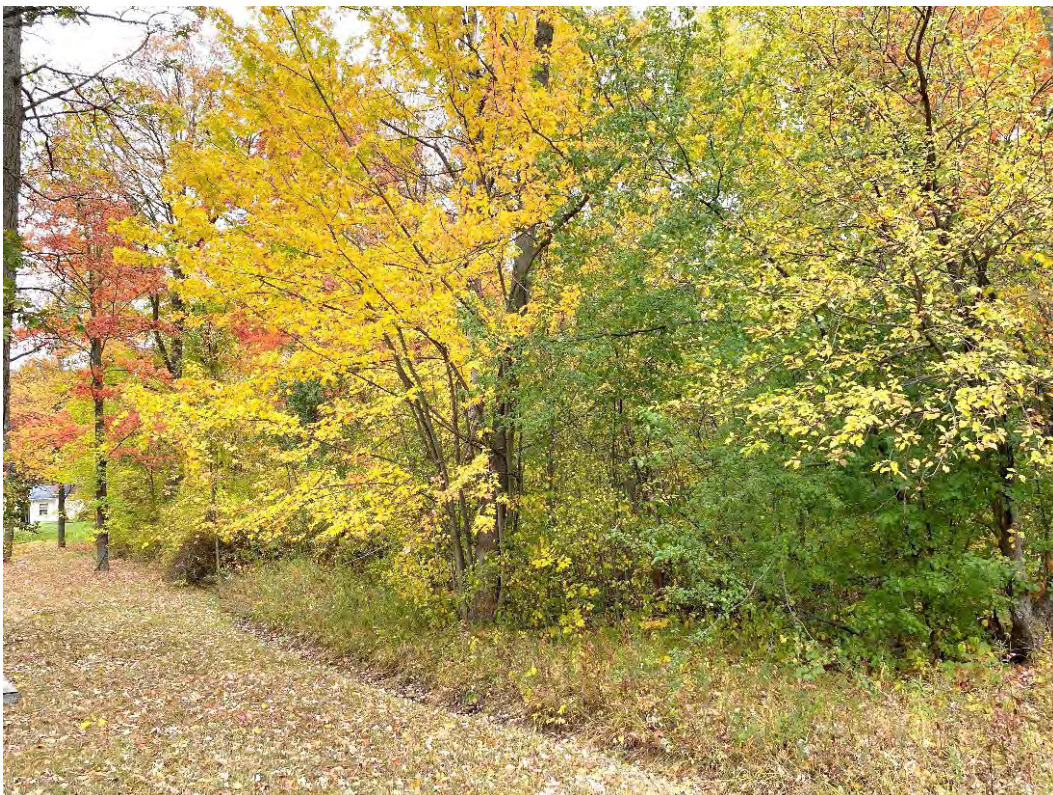


Photo 30: Conditions along south edge of northern project area, facing northeast.

Photographs

St. Clair County International Airport Runway 4/22 Approach Clearing

Kimball Township and St. Clair Township, St. Clair County



Photo 31: Typical residential property (210 S Bartlett Road), facing west.



Photo 32: Typical residential property (565 Allen Road), facing west.

Photographs

St. Clair County International Airport Runway 4/22 Approach Clearing

Kimball Township and St. Clair Township, St. Clair County

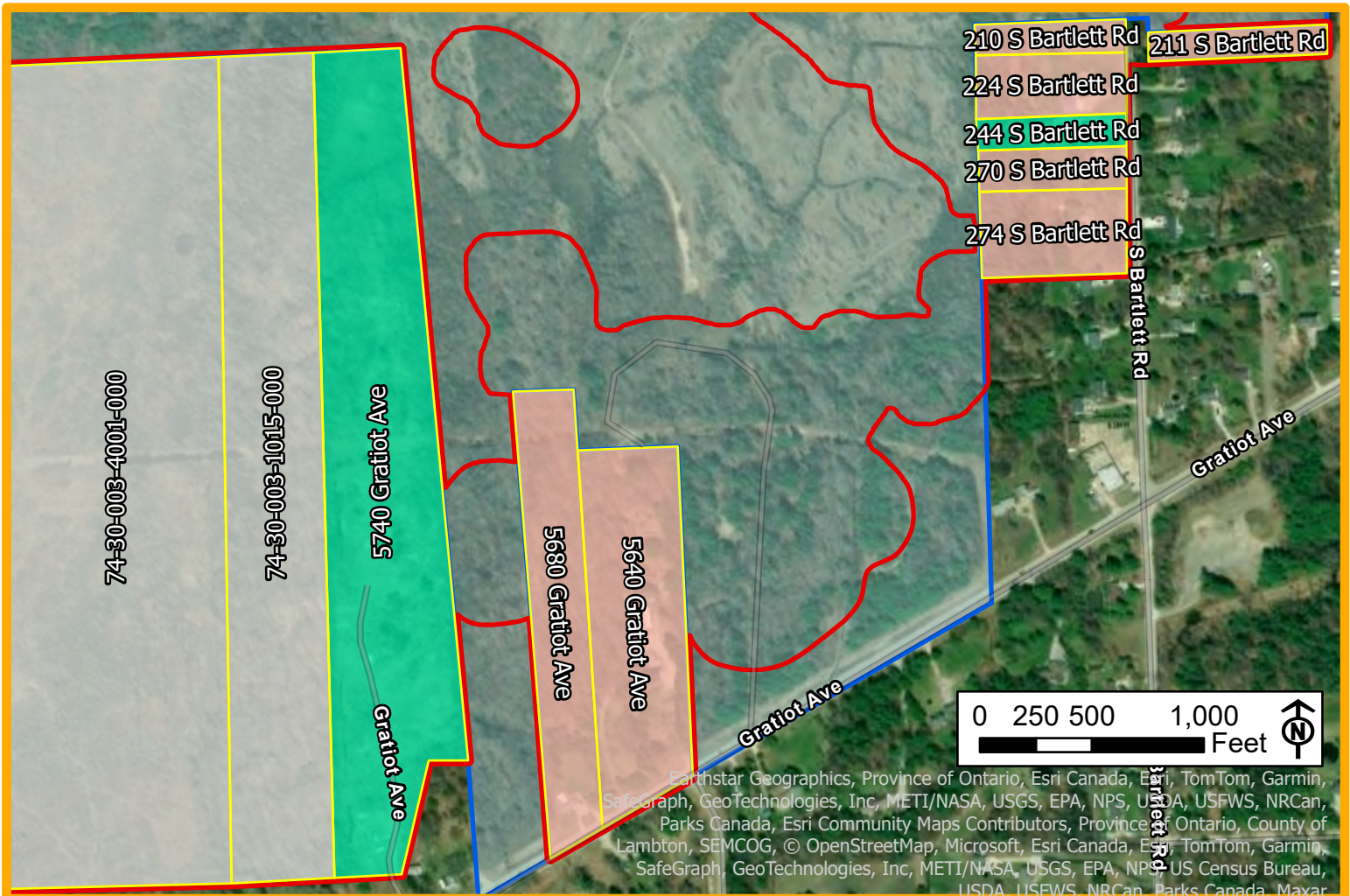
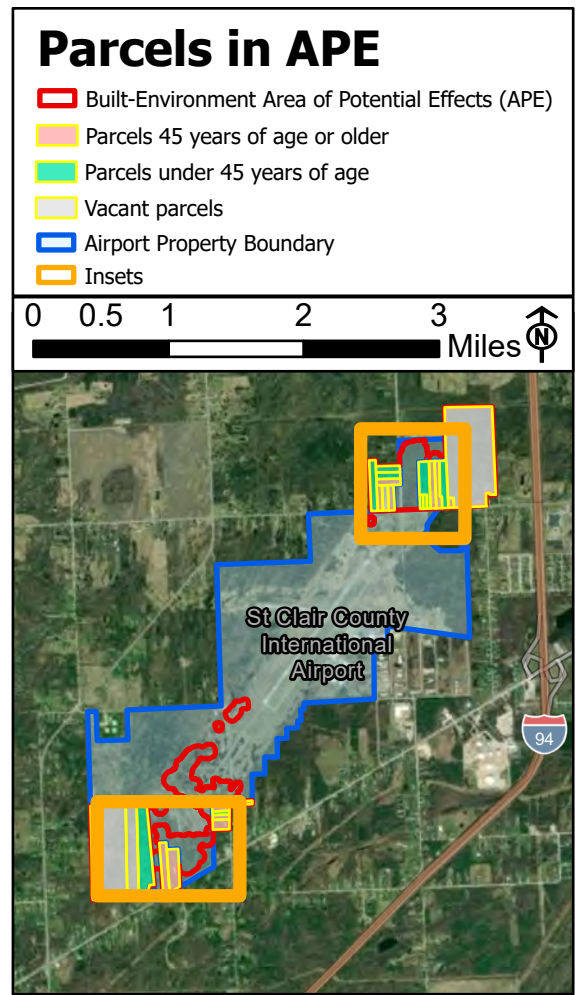
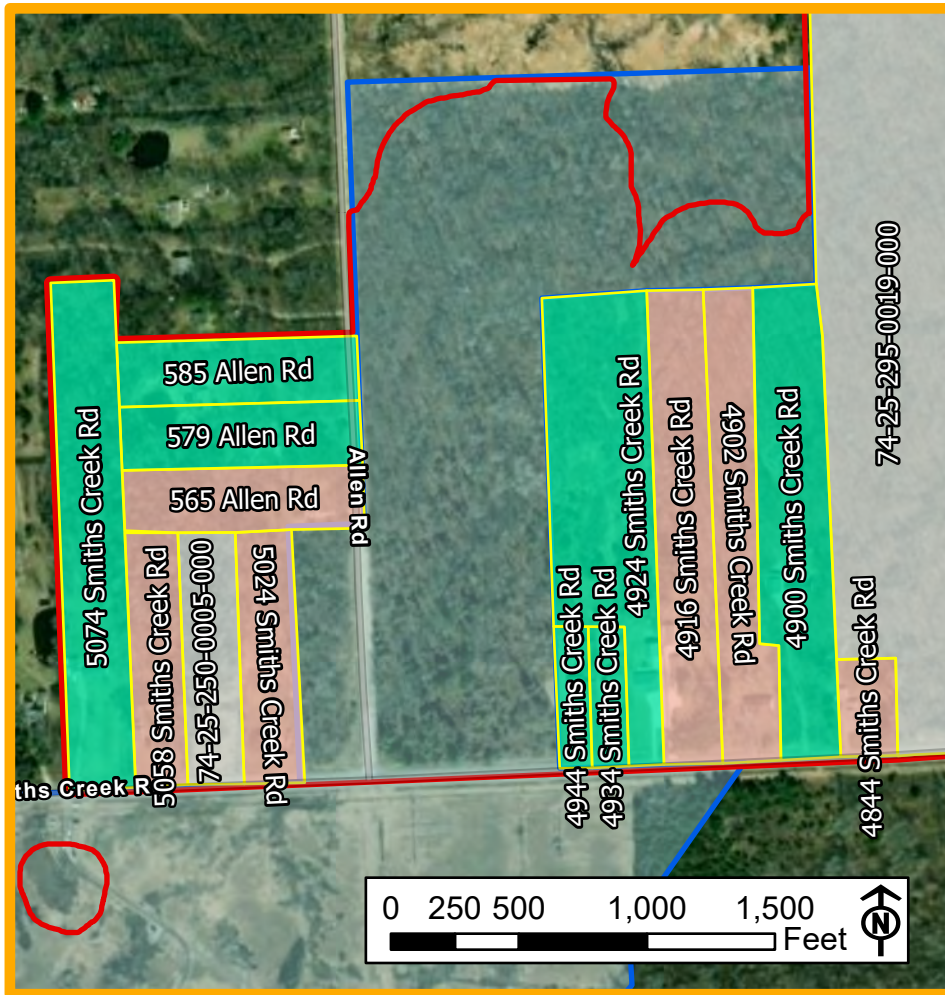


Photo 33: Typical residential property (5024 Smiths Creek Road), view northwest.



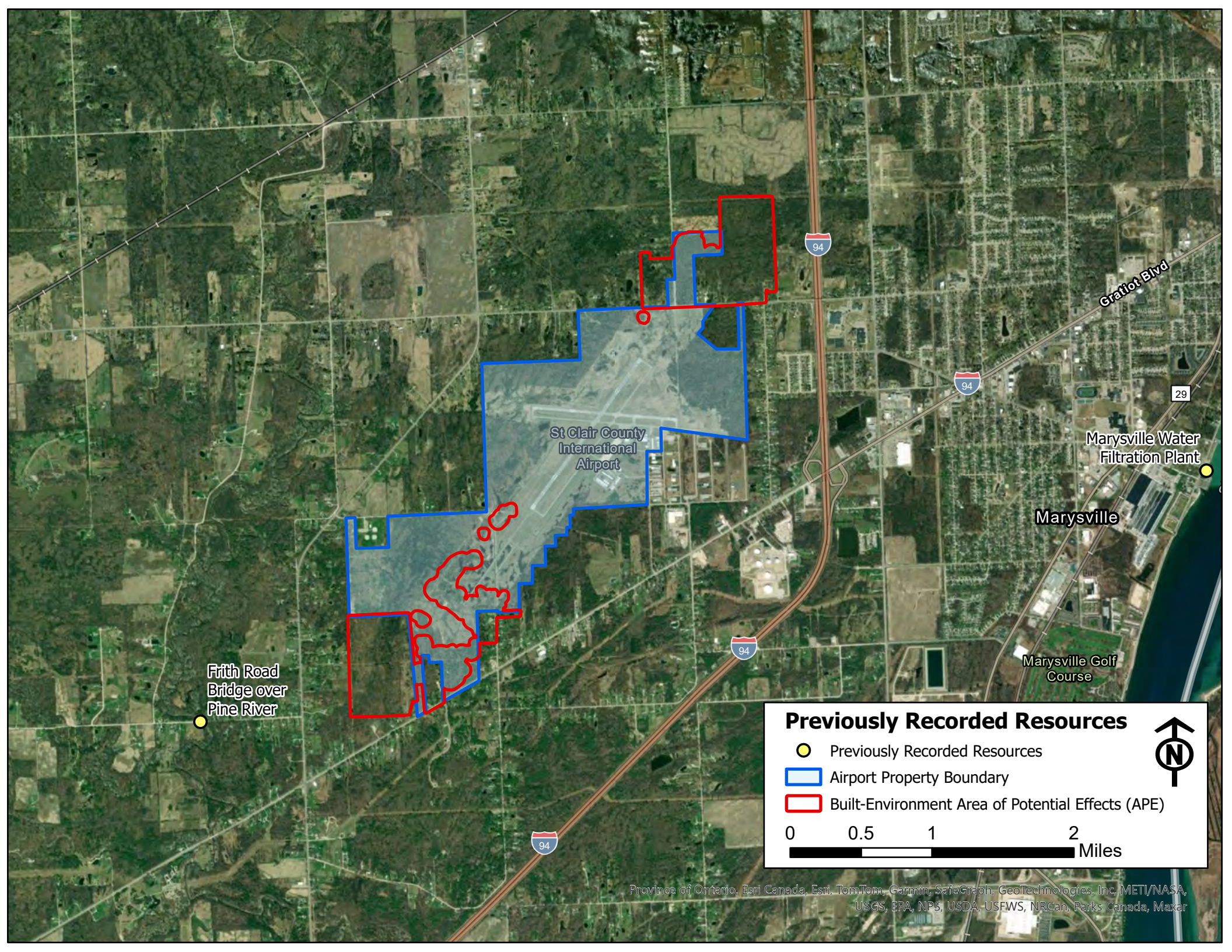
Photo 34: Typical residential property (5058 Smiths Creek Road), view north.

Attachment D. Parcel Map



Earthstar Geographics, Province of Ontario, Esri Canada, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, USFWS, NRCAN, Parks Canada, Esri Community Maps Contributors, Province of Ontario, County of Lambton, SEMCOG, © OpenStreetMap, Microsoft, Esri Canada, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS, NRCAN, Parks Canada, Maxar

Attachment E. Previously Recorded Resources



St Clair County
International
Airport

Marysville Water
Filtration Plant

Marysville

Marysville Golf
Course

Frith Road
Bridge over
Pine River

Previously Recorded Resources

- Previously Recorded Resources
- ▭ Airport Property Boundary
- ▭ Built-Environment Area of Potential Effects (APE)



0 0.5 1 2
Miles

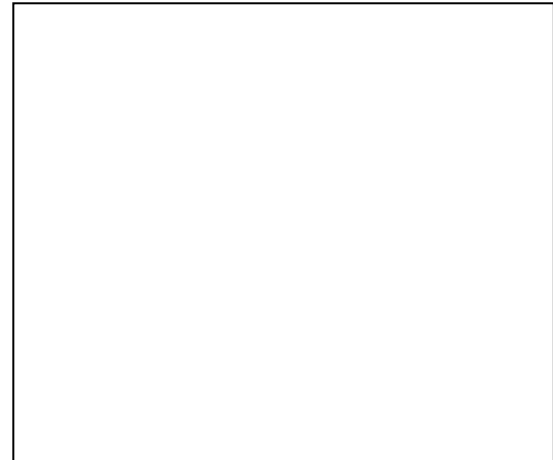
Michigan SHPO Architectural Properties Individual Property Report



Property Name	Dove Road Bridge over Pine River (DEMOLISHED)
Site ID	P61684
Other Name(s)	
Resource Type	Structure
Street Address	Dove Rd over Pine River
City/Township, State, Zip Code	Kimball Township, MI 48074
County	Saint Clair
Lat: 42.94756	Long: -82.56713

Architectural Information

Significant Dates	c. 1910; re: 1980
Architectural Style	
Foundation Materials	
Exterior Wall Materials	
Roof Materials	
Architect	
Historic Use	TRANSPORTATION/road-related (vehicular)
Current Use	TRANSPORTATION/road-related (vehicular)



Eligibility

Current National Register Status	More Information Needed/Unevaluated
National Register Listed Date	
National Register Criteria	A. No B. No C. No D. No
Criteria Considerations:	a. No b. No c. No d. No e. No f. No g. No
Area(s) of Significance	
Period(s) of Significance	

Narrative Architectural Description

<p>number of spans: 3 length of span: ! @ 40.0; 2 ! 15.0 total length: 70.0</p> <p>metal Warren pony truss, riveted connections, lolly column supports</p> <p>inventory card: R. O. Christensen, Michigan History Division, 8-8-1981</p>
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Statement of Significance

to be demolished: ER-4462

Site Assessments

Site Assessment	Site Assessment Date	Assessment Made By	Argus Assessment Made By
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More Information Needed / No Determination Made	8/8/1981		ROC: No DOE recorded
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References

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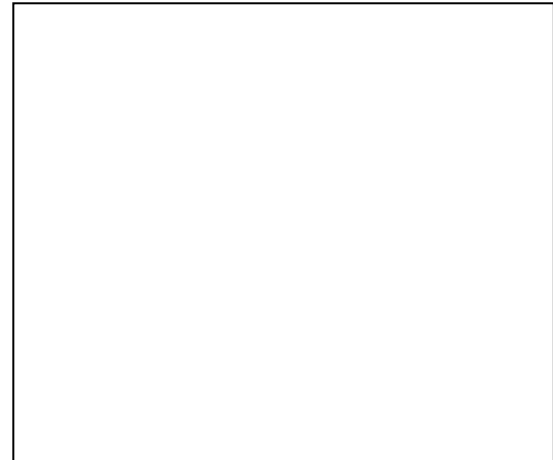
Michigan SHPO Architectural Properties Individual Property Report



Property Name	Griswold Road Bridge over Pine River
Site ID	P61685
Other Name(s)	
Resource Type	Structure
Street Address	Griswold Rd over Pine River
City/Township, State, Zip Code	Kimball Township, MI 48074
County	Saint Clair
Lat: 42.96191	Long: -82.59390

Architectural Information

Significant Dates	c. 1925
Architectural Style	
Foundation Materials	
Exterior Wall Materials	
Roof Materials	
Architect	
Historic Use	TRANSPORTATION/road-related (vehicular)
Current Use	TRANSPORTATION/road-related (vehicular)



Eligibility

Current National Register Status	More Information Needed/Unevaluated
National Register Listed Date	
National Register Criteria	A. No B. No C. No D. No
Criteria Considerations:	a. No b. No c. No d. No e. No f. No g. No
Area(s) of Significance	
Period(s) of Significance	

Narrative Architectural Description

<p>number of spans: 1 length of span: 84.0 total length: 90.0 width: 22.0</p> <p>concrete camelback</p> <p>inventory card: R. Woodard, MDOT, 7-29-1982</p>
--

Statement of Significance

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Site Assessments

Site Assessment	Site Assessment Date	Assessment Made By	Argus Assessment Made By
More Information Needed / No Determination Made	7/29/1982		SHPO: no DOE recorded

References

Hyde, Charles K., Michigan's Highway Bridges: History and Assesment,Michigan Department of Transportation and Michigan Department of State, 1985
Jackson, Donald C., Michigan Historic Bridge Inventory Project,Michigan Department of State, 1985
Hyde, Charles K., Michigan's Historic Highway Bridges: History and Assessment,, 1985

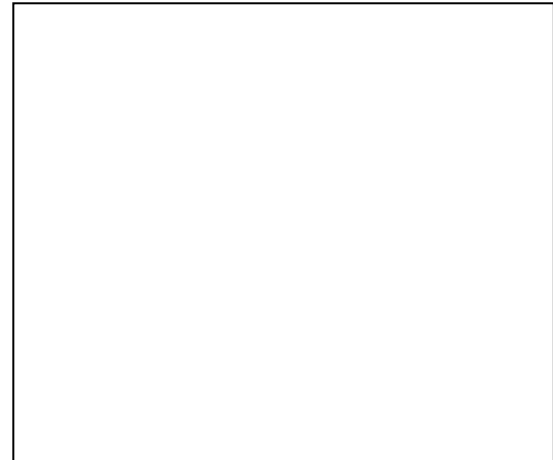
Michigan SHPO Architectural Properties Individual Property Report



Property Name	Griswold Road Bridge over Pine River (DEMOLISHED)
Site ID	P61686
Other Name(s)	
Resource Type	Structure
Street Address	Griswold Rd over Pine River
City/Township, State, Zip Code	Kimball Township, MI 48074
County	Saint Clair
Lat: 42.96191	Long: -82.59396

Architectural Information

Significant Dates	c. 1915
Architectural Style	
Foundation Materials	
Exterior Wall Materials	
Roof Materials	
Architect	Michigan State Highway Department
Historic Use	TRANSPORTATION/road-related (vehicular)
Current Use	TRANSPORTATION/road-related (vehicular)



Eligibility

Current National Register Status	More Information Needed/Unevaluated
National Register Listed Date	
National Register Criteria	A. No B. No C. No D. No
Criteria Considerations:	a. No b. No c. No d. No e. No f. No g. No
Area(s) of Significance	
Period(s) of Significance	

Narrative Architectural Description

<p>number of spans: 1 length of span: 104.0 total length: 110.0 width: 17.0</p> <p>steel through truss</p> <p>inventory card: R. Woodard, MDOT, 7-29-1982</p>

Statement of Significance

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Site Assessments

Site Assessment	Site Assessment Date	Assessment Made By	Argus Assessment Made By
More Information Needed / No Determination Made	7/29/1982		SHPO: no DOE recorded

References

Hyde, Charles K., Michigan's Highway Bridges: History and Assesment,Michigan Department of Transportation and Michigan Department of State, 1985
Jackson, Donald C., Michigan Historic Bridge Inventory Project,Michigan Department of State, 1985
Hyde, Charles K., Michigan's Historic Highway Bridges: History and Assessment,, 1985

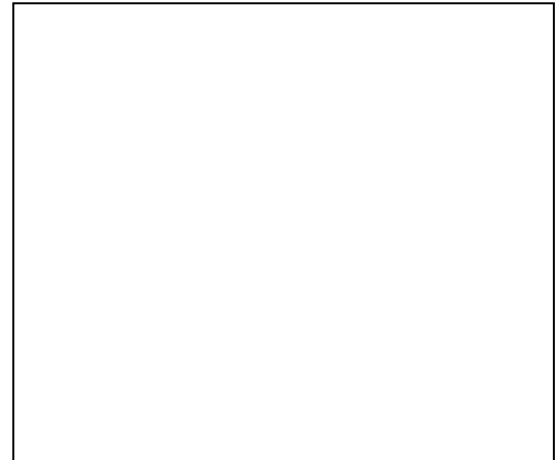
Michigan SHPO Architectural Properties Individual Property Report



Property Name	Sparling Road Bridge over Pine River (DEMOLISHED)
Site ID	P61687
Other Name(s)	
Resource Type	Structure
Street Address	Sparling Rd over Pine River
City/Township, State, Zip Code	Kimball Township, MI 48074
County	Saint Clair
Lat: 42.96882	Long: -82.61933

Architectural Information

Significant Dates	c. 1916; RE: 1969
Architectural Style	
Foundation Materials	
Exterior Wall Materials	
Roof Materials	
Architect	
Historic Use	TRANSPORTATION/road-related (vehicular)
Current Use	TRANSPORTATION/road-related (vehicular)



Eligibility

Current National Register Status	More Information Needed/Unevaluated
National Register Listed Date	
National Register Criteria	A. No B. No C. No D. No
Criteria Considerations:	a. No b. No c. No d. No e. No f. No g. No
Area(s) of Significance	
Period(s) of Significance	

Narrative Architectural Description

<p>number of spans: 1 length of span: 72.0 total length: 80.0 width: 17.0</p> <p>steel pony truss</p> <p>inventory card: R. Woodard, MDOT, 7-29-1982</p>
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Statement of Significance

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Site Assessments

Site Assessment	Site Assessment Date	Assessment Made By	Argus Assessment Made By
More Information Needed / No Determination Made	7/29/1982		SHPO: no DOE recorded

References

Hyde, Charles K., Michigan's Highway Bridges: History and Assesment,Michigan Department of Transportation and Michigan Department of State, 1985
Jackson, Donald C., Michigan Historic Bridge Inventory Project,Michigan Department of State, 1985
Hyde, Charles K., Michigan's Historic Highway Bridges: History and Assessment,, 1985

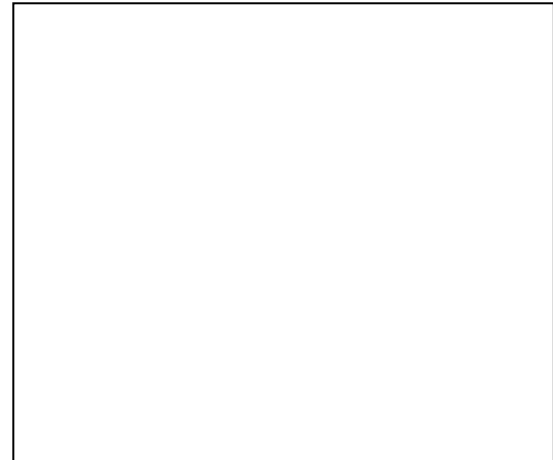
Michigan SHPO Architectural Properties Individual Property Report



Property Name	Wadhams Road Bridge over Black River (DEMOLISHED)
Site ID	P61689
Other Name(s)	
Resource Type	Structure
Street Address	Wadhams Rd over Black River
City/Township, State, Zip Code	Kimball Township, MI
County	Saint Clair
Lat: 42.99011	Long: -82.53784

Architectural Information

Significant Dates	1939; re: 1976
Architectural Style	
Foundation Materials	
Exterior Wall Materials	
Roof Materials	
Architect	
Historic Use	TRANSPORTATION/road-related (vehicular)
Current Use	TRANSPORTATION/road-related (vehicular)



Eligibility

Current National Register Status	More Information Needed/Unevaluated
National Register Listed Date	
National Register Criteria	A. No B. No C. No D. No
Criteria Considerations:	a. No b. No c. No d. No e. No f. No g. No
Area(s) of Significance	
Period(s) of Significance	

Narrative Architectural Description

<p>number of spans: ? length of max span: 70.0 total length: 550.0 width: 34.2</p> <p>steel girder</p> <p>inventory card: A. Brooks, MDOT, 4-2-1985</p>
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Statement of Significance

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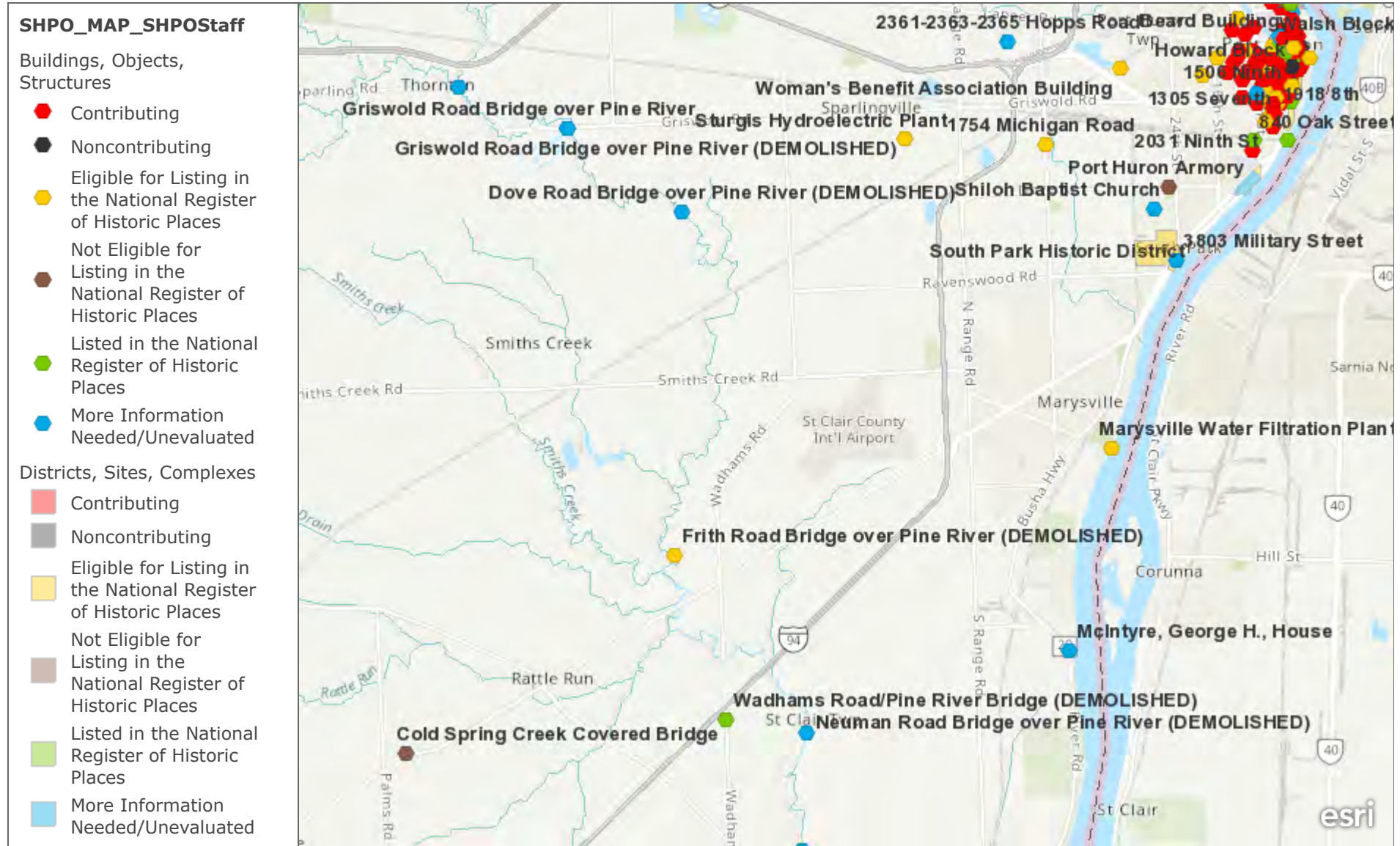
Site Assessments

Site Assessment	Site Assessment Date	Assessment Made By	Argus Assessment Made By
More Information Needed / No Determination Made	4/2/1985		SHPO: no DOE recorded

References

Hyde, Charles K., Michigan's Highway Bridges: History and Assesment,Michigan Department of Transportation and Michigan Department of State, 1985
Jackson, Donald C., Michigan Historic Bridge Inventory Project,Michigan Department of State, 1985
Hyde, Charles K., Michigan's Historic Highway Bridges: History and Assessment,, 1985

My Map



Esri, NASA, NGA, USGS | Province of Ontario, County of Lambton, Esri Canada, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, NRCAN, Parks Canada

Site ID	Name	Site Ty	County (Mair Street 1 (Main Geol	City (Main Geol	Current NR Status	Latitude (N	Longitude (W
P6563	1009 Court Street	Site	Saint Clair	1009 Court St	Port Huron	Contributing	42.97154 -82.43310
P27911	1013 Tenth Street	Site	Saint Clair	1013 Tenth St	Port Huron	Contributing	42.97332 -82.43313
P5530	1018 Tenth Street	Site	Saint Clair	1018 Tenth St	Port Huron	Contributing	42.96619 -82.43279
P36673	1019 Rawlins Street	Site	Saint Clair	1019 Rawlins St	Port Huron	Contributing	42.98430 -82.42983
						Eligible for Listing in the National Register of	
P12013	1024 Eighth Street	Site	Saint Clair	1024-1026 Eighth St	Port Huron	Historic Places	42.97331 -82.42913
P36201	1042 Gillett Street	Site	Saint Clair	1042 Gillett St	Port Huron	Contributing	42.97525 -82.43386
P28864	1101 Fourth Street	Site	Saint Clair	1101 Fourth St	Port Huron	Contributing	42.97251 -82.42355
P28865	1102 Fourth Street	Site	Saint Clair	1102 Fourth St	Port Huron	Contributing	42.97250 -82.42343
P35161	1102 Sixth Street	Site	Saint Clair	1102 Sixth St	Port Huron	Contributing	42.97255 -82.42584
	1102 Tenth Street/924						
P5573	Wall (former address)	Site	Saint Clair	1102 10th St	Port Huron	Contributing	42.97215 -82.43258
P35149	1104-1108 Military	Site	Saint Clair	1104-1108	Port Huron	Contributing	42.97246 -82.42450
P28867	1106 Fourth Street	Site	Saint Clair	1106 Fourth St	Port Huron	Contributing	42.97248 -82.42343
P35150	1107-1109 Military	Site	Saint Clair	1107-1109	Port Huron	Contributing	42.97245 -82.42462
	1111-1115 Military						
P52482	Street	Site	Saint Clair	1111-1115 Military St	Port Huron	Noncontributing	42.97243 -82.42462
P28736	1113 Eighth Street	Site	Saint Clair	1113 Eighth St	Port Huron	Contributing	42.97236 -82.42947
P35444	1114 Lincoln Avenue	Site	Saint Clair	1114 Lincoln Ave	Port Huron	Contributing	42.98506 -82.43084
						Eligible for Listing in the National Register of	
P12042	1115 Court Street	Site	Saint Clair	1115 Court St	Port Huron	Historic Places	42.97162 -82.43490
P28869	1115-1119 Fourth	Site	Saint Clair	1115-1119 Fourth	Port Huron	Contributing	42.97243 -82.42355
P22377	1117 Court Street	Site	Saint Clair	1117 Court St	Port Huron	Contributing	42.97162 -82.43493
P34878	1118 Miller Street	Site	Saint Clair	1118 Miller St	Port Huron	Contributing	42.97790 -82.43542
P35151	1119 Military Street	Site	Saint Clair	1119 Military St	Port Huron	Contributing	42.97238 -82.42462
P52483	1120 Military Street	Site	Saint Clair	1120 Military St	Port Huron	Noncontributing	42.97237 -82.42450

P36406	1122 Court Street	Site	Saint Clair	1122 Court St	Port Huron	Contributing	42.97134	-82.43502
						Eligible for Listing in the National Register of		
P12204	1128 Gillette Street	Site	Saint Clair	1128 Gillette St	Port Huron	Historic Places	42.97519	-82.43538
P27524	1134 Court Street	Site	Saint Clair	1134 Court St	Port Huron	Contributing	42.97134	-82.43521
P38689	1210 Gillett Street	Site	Saint Clair	1210 Gillett St	Port Huron	Contributing	42.97514	-82.43669
P39080	1210 Scott Avenue	Site	Saint Clair	1210 Scott Ave	Port Huron	Contributing	42.99556	-82.43247
						Eligible for Listing in the National Register of		
P21425	1221 Eighteenth Street	Site	Saint Clair	1221 Eighteenth St	Port Huron	Historic Places	42.97095	-82.44544
P27987	1221 Twelfth Street	Site	Saint Clair	1221 Twelfth St	Port Huron	Contributing	42.96727	-82.43628
						More Information Needed/Unevalua ted		
P22094	1222 Eleventh Avenue	Site	Saint Clair	1222 Eleventh Ave	Port Huron	Contributing	42.98651	-82.43547
P27127	1238 Howard Street	Site	Saint Clair	1238 Howard St	Port Huron	Contributing	42.97419	-82.43705
P5299	1303 8th Street	Site	Saint Clair	1303 Eighth St	Port Huron	Contributing	42.97049	-82.42937
						Eligible for Listing in the National Register of		
P18762	1305 Seventh	Site	Saint Clair	1305 Seventh St	Port Huron	Historic Places	42.97052	-82.42756
P35170	1310 Twelfth Street	Site	Saint Clair	1310 Twelfth St	Port Huron	Contributing	42.97020	-82.43597
P28927	1310 Wells Avenue	Site	Saint Clair	1310 Wells Ave	Port Huron	Contributing	42.97874	-82.43856
P5654	1315 Sixth Street	Site	Saint Clair	1315 Sixth St	Port Huron	Contributing	42.97044	-82.42611
P6560	1316 Ninth Street	Site	Saint Clair	1316 Ninth St	Port Huron	Contributing	42.97029	-82.43069
P7730	1319 Ninth Street	Site	Saint Clair	1319 Ninth St	Port Huron	Contributing	42.97026	-82.43106
P34879	1320 Pine Street	Site	Saint Clair	1320 Pine St	Port Huron	Contributing	42.97317	-82.43833
P38131	1329 Tenth Avenue	Site	Saint Clair	1329 Tenth Ave	Port Huron	Contributing	42.98777	-82.43409
P5166	1407 6th Street	Site	Saint Clair	1407 Sixth St	Port Huron	Contributing	42.96939	-82.42606

P38691	1407 Court Street	Site	Saint Clair	1407 Court St	Port Huron	Contributing	42.97148	-82.43970
P7742	1503 Seventh Street	Site	Saint Clair	1503 Seventh St	Port Huron	Contributing	42.96826	-82.42745
						Eligible for Listing in the National Register of		
P12350	1506 Ninth	Site	Saint Clair	1506 Ninth St	Port Huron	Historic Places	42.96814	-82.43056
P28902	1510 Sixth Street	Site	Saint Clair	1510 Sixth St	Port Huron	Contributing	42.96824	-82.42561
						Eligible for Listing in the National Register of		
P21773	1522 7th Street	Site	Saint Clair	1522 Seventh St	Port Huron	Historic Places	42.96809	-82.42706
P36998	1606 6th Streetreet	Site	Saint Clair	1606 Sixth St	Port Huron	Contributing	42.96740	-82.42557
						Eligible for Listing in the National Register of		
P11287	1617 Jay Street	Site	Saint Clair	1617 Jay St	Port Huron	Historic Places	42.96712	-82.42826
P38130	1623 Jay Street	Site	Saint Clair	1623 Jay St	Port Huron	Contributing	42.96708	-82.42825
						Eligible for Listing in the National Register of		
P27353	1626 Jay Street	Site	Saint Clair	1626 Jay St	Port Huron	Historic Places	42.96706	-82.42813
						Eligible for Listing in the National Register of		
P12043	1708 Eighth Street	Site	Saint Clair	1708 Eighth St	Port Huron	Historic Places	42.96638	-82.42878
P37300	1718 Eighth Street	Site	Saint Clair	1718 Eighth St	Port Huron	Contributing	42.96628	-82.42877

						Eligible for Listing in the National Register of		
P22238	1720 Jay Street	Site	Saint Clair	1720 Jay St	Port Huron	Historic Places	42.96628	-82.42795
P22239	1725 Seventh Street	Site	Saint Clair	1725 Seventh St	Port Huron	Contributing	42.96624	-82.42733
P35816	1807 8th Street	Site	Saint Clair	1807 Eighth St	Port Huron	Contributing	42.96543	-82.42909
						Eligible for Listing in the National Register of		
P27591	1903 Stone Street	Site	Saint Clair	1903 Stone St	Port Huron	Historic Places	42.99447	-82.43140
P37106	1909 Willow Street	Site	Saint Clair	1909 Willow St	Port Huron	Contributing	42.99457	-82.43034
P34880	1912 Willow Street	Site	Saint Clair	1912 Willow St	Port Huron	Contributing	42.99463	-82.42997
P38159	1913 Willow Street	Site	Saint Clair	1913 Willow St	Port Huron	Contributing	42.99462	-82.43035
P28326	1918 8th	Site	Saint Clair	1918 Eighth St	Port Huron	Contributing	42.96442	-82.42868
P28898	202-206 Huron Avenue	Site	Saint Clair	202-206 Huron Ave	Port Huron	Contributing	42.97633	-82.42412
						Eligible for Listing in the National Register of		
P14319	2031 Ninth St	Site	Saint Clair	2031 Ninth St	Port Huron	Historic Places	42.96316	-82.43071
						More Information Needed/Unevalua ted		
P21477	2129 Stone Street	Site	Saint Clair	2129 Stone St	Port Huron		42.99713	-82.43153
P28906	215-219 Huron Avenue	Site	Saint Clair	215-219 Huron Ave	Port Huron	Contributing	42.97645	-82.42425
P28908	220 Huron Street	Site	Saint Clair	220 Huron Ave	Port Huron	Contributing	42.97651	-82.42412
P52466	221 Huron Avenue	Site	Saint Clair	221 Huron Ave	Port Huron	Noncontributing	42.97651	-82.42425
P28909	222 Huron Street	Site	Saint Clair	222 Huron Ave	Port Huron	Contributing	42.97653	-82.42412

				223-225 Huron					
P28914	223-225 Huron Avenue	Site	Saint Clair	Ave	Port Huron	Contributing	42.97653	-82.42425	
P28915	226 Huron Avenue	Site	Saint Clair	226 Huron Ave	Port Huron	Contributing	42.97657	-82.42412	
P52467	227 Huron Avenue	Site	Saint Clair	227 Huron Ave	Port Huron	Noncontributing	42.97657	-82.42425	
				229-233 Huron					
P29089	229-233 Huron Avenue	Site	Saint Clair	Ave	Port Huron	Contributing	42.97659	-82.42425	
				2316 Seventeenth					
P49444	2316 17th Avenue	Site	Saint Clair	St	Port Huron	Not Eligible for Listing in the National Register of Historic Places	42.33026	-83.07951	
						Eligible for Listing in the National Register of			
P12554	2333 Gratiot Avenue	Site	Saint Clair	2333 Gratiot Ave	Port Huron	Historic Places	42.99943	-82.42706	
P29098	234 Huron Avenue	Site	Saint Clair	234 Huron Ave	Port Huron	Contributing	42.97665	-82.42413	
P29099	235 Huron Avenue	Site	Saint Clair	235 Huron Ave	Port Huron	Contributing	42.97665	-82.42425	
						Eligible for Listing in the National Register of			
P15201	2402 Gratiot Avenue	Site	Saint Clair	2402 Gratiot Ave	Port Huron	Historic Places	43.00048	-82.42697	
P28928	2416 Eleventh Street	Site	Saint Clair	2416 Eleventh St	Port Huron	Contributing	42.95823	-82.43372	
P35375	2537 Stone Street	Site	Saint Clair	2537 Stone St	Port Huron	Contributing	43.00190	-82.43226	
						Eligible for Listing in the National Register of			
P14604	309 Twelfth Street	Site	Saint Clair	309 Twelfth St	Port Huron	Historic Places	42.98084	-82.43709	
P52468	310 Huron Avenue	Site	Saint Clair	310 Huron Ave	Port Huron	Noncontributing	42.97766	-82.42415	

P29105	312-314 Huron Avenue	Site	Saint Clair	312-314 Huron Ave	Port Huron	Contributing	42.97768	-82.42415
P50972	319 Huron Avenue	Site	Saint Clair	319 Huron Ave	Port Huron	Noncontributing	42.97774	-82.42427
P28861	321 Court Street	Site	Saint Clair	321 Court St	Port Huron	Contributing	42.97196	-82.42304
P29107	321-323 Huron Avenue	Site	Saint Clair	321-323 Huron Ave	Port Huron	Contributing	42.97776	-82.42427
P29108	325 Huron Avenue	Site	Saint Clair	325 Huron Ave	Port Huron	Contributing	42.97779	-82.42428
P52469	326 Huron Avenue	Site	Saint Clair	326 Huron Ave	Port Huron	Noncontributing	42.97782	-82.42415
P29110	327 Huron Avenue	Site	Saint Clair	327 Huron Ave	Port Huron	Contributing	42.97781	-82.42428
P52470	330 Huron Avenue	Site	Saint Clair	330 Huron Ave	Port Huron	Noncontributing	42.97785	-82.42416
P52484	330 Quay Street	Site	Saint Clair	330 Quay St	Port Huron	Noncontributing	42.97561	-82.42229
P52479	330 Superior Mall	Site	Saint Clair	330 Superior Mall	Port Huron	Noncontributing	42.97781	-82.42525
P52471	331 Huron Avenue	Site	Saint Clair	331 Huron Ave	Port Huron	Noncontributing	42.97785	-82.42428
P52472	333-335 Huron Avenue	Site	Saint Clair	333-335 Huron Ave	Port Huron	Noncontributing	42.97787	-82.42428
P52473	336 Huron Avenue	Site	Saint Clair	336 Huron Ave	Port Huron	Noncontributing	42.97791	-82.42416
P28118	3803 Military Street	Site	Saint Clair	3803 Military St	Port Huron	More Information Needed/Unevaluated	42.93925	-82.45154
P52474	400 Huron Avenue	Site	Saint Clair	400 Huron Ave	Port Huron	Noncontributing	42.97878	-82.42420
P52485	400 Quay Street	Site	Saint Clair	400 Quay St	Port Huron	Noncontributing	42.97587	-82.42300
P52486	401 Quay Street	Site	Saint Clair	401 Quay St	Port Huron	Noncontributing	42.97561	-82.42313
P35153	405 Quay Street	Site	Saint Clair	405 Quay St	Port Huron	Contributing	42.97563	-82.42317

P35155	406 Quay Street	Site	Saint Clair	404-406 Quay St	Port Huron	Contributing	42.97596	-82.42346
P52475	408 Huron Avenue	Site	Saint Clair	408 Huron Ave	Port Huron	Noncontributing	42.97882	-82.42420
P35156	408 Quay Street	Site	Saint Clair	408 Quay St	Port Huron	Contributing	42.97597	-82.42348
P35157	409 Quay Street	Site	Saint Clair	409 Quay St	Port Huron	Contributing	42.97564	-82.42321
P29111	410 Huron Avenue	Site	Saint Clair	410 Huron Ave	Port Huron	Contributing	42.97883	-82.42420
P28871	411 Grand River Avenue	Site	Saint Clair	411 Grand River Ave	Port Huron	Contributing	42.97759	-82.42328
P35158	411 Quay Street	Site	Saint Clair	411 Quay St	Port Huron	Contributing	42.97589	-82.42355
P52476	412 Huron Avenue	Site	Saint Clair	412 Huron Ave	Port Huron	Noncontributing	42.97884	-82.42420
P29112	414-418 Huron Avenue	Site	Saint Clair	414-418 Huron Ave	Port Huron	Contributing	42.97885	-82.42420
P29113	420 Huron Avenue	Site	Saint Clair	420 Huron Ave	Port Huron	Contributing	42.97888	-82.42421
P39662	447 Tenth Street	Site	Saint Clair	447 Tenth St	Port Huron	Contributing	42.97925	-82.43355
P28872	506 Grand River Avenue	Site	Saint Clair	506 Grand River Ave	Port Huron	Contributing	42.97737	-82.42443
P29114	511-521 Huron Avenue	Site	Saint Clair	511-521 Huron Ave	Port Huron	Contributing	42.97960	-82.42437
P36048	513 Chestnut Street	Site	Saint Clair	513 Chestnut St	Port Huron	Noncontributing	42.96963	-82.42480
P52477	515 Huron Avenue	Site	Saint Clair	505 Huron Ave	Port Huron	Noncontributing	42.97956	-82.42437
P52478	523 Huron Avenue	Site	Saint Clair	523 Huron Ave	Port Huron	Noncontributing	42.97968	-82.42438
P7741	524 Union Street	Site	Saint Clair	524 Union St	Port Huron	Contributing	42.97050	-82.42492
P7729	622 Griswold Street	Site	Saint Clair	622 Griswold St	Port Huron	Contributing	42.96730	-82.42608
P26395	709 Wall Street	Site	Saint Clair	709 Wall St	Port Huron	Eligible for Listing in the National Register of Historic Places	42.97265	-82.42761
P26906	713 Wall Street	Site	Saint Clair	713 Wall St	Port Huron	Contributing	42.97265	-82.42769

						Eligible for Listing in the National Register of			
P6561	714 Court Street	Site	Saint Clair	714 Court St	Port Huron	Historic Places	42.97156	-82.42768	
P20600	718 Court Street	Site	Saint Clair	718 Court St	Port Huron	Contributing	42.97155	-82.42776	
P20594	722-724 Court Street	Site	Saint Clair	722-724 Court St	Port Huron	Contributing	42.97155	-82.42783	
P20595	726-728 Court Street	Site	Saint Clair	726-728 Court St	Port Huron	Contributing	42.97155	-82.42790	
P5425	733 Union Street	Site	Saint Clair	733 Union St	Port Huron	Contributing	42.97069	-82.42797	
P36678	739 Chestnut Street	Site	Saint Clair	739 Chestnut St	Port Huron	Contributing	42.96954	-82.42803	
P37105	803 Pine Street	Site	Saint Clair	803 Pine St	Port Huron	Contributing	42.97371	-82.42937	
P20596	804 Court Street	Site	Saint Clair	804 Court St	Port Huron	Contributing	42.97151	-82.42930	
P5906	804 Wall Street	Site	Saint Clair	804 Wall St	Port Huron	Contributing	42.97233	-82.42935	
						Eligible for Listing in the National Register of			
P11243	808 Court Street	Site	Saint Clair	808 Court St	Port Huron	Historic Places	42.97151	-82.42937	
P3014	812 Wall Street	Site	Saint Clair	812 Wall St	Port Huron	Contributing	42.97233	-82.42949	
P28303	818 Tunnel Street	Site	Saint Clair	818 Tunnel St	Port Huron	Contributing	42.96219	-82.42907	
P6178	819 Chestnut Street	Site	Saint Clair	819 Chestnut St	Port Huron	Contributing	42.96950	-82.42944	
						Eligible for Listing in the National Register of			
P21435	819 Court Street	Site	Saint Clair	819 Court St	Port Huron	Historic Places	42.97178	-82.42956	
						Eligible for Listing in the National Register of			
P15306	820 Minnie Street	Site	Saint Clair	820 Minnie St	Port Huron	Historic Places	42.96445	-82.42922	
P4680	822 Union Street	Site	Saint Clair	822 Union St	Port Huron	Contributing	42.97037	-82.42956	
P28187	828 Erie Street	Site	Saint Clair	828 Erie St	Port Huron	Contributing	42.98246	-82.42736	
P28901	830 Ontario Street	Site	Saint Clair	830 Ontario St	Port Huron	Contributing	42.98252	-82.42636	

						Eligible for Listing in the National Register of			
P21436	831 Court Street	Site	Saint Clair	831 Court St	Port Huron	Historic Places	42.97177	-82.42977	
P20601	833 Court Street	Site	Saint Clair	833 Court St	Port Huron	Contributing	42.97177	-82.42980	
P20599	838 Court Street	Site	Saint Clair	838 Court St	Port Huron	Contributing	42.97149	-82.42989	
P12457	838 Union Street	Site	Saint Clair	838 Union St	Port Huron	Contributing	42.97036	-82.42983	
						Eligible for Listing in the National Register of			
P27352	840 Oak Street	Site	Saint Clair	840 Oak St	Port Huron	Historic Places	42.96640	-82.42965	
P25626	904 Union Street	Site	Saint Clair	904 Union St	Port Huron	Contributing	42.97033	-82.43095	
						Eligible for Listing in the National Register of			
P14605	904 Wall Street	Site	Saint Clair	904 Wall St	Port Huron	Historic Places	42.97228	-82.43106	
P39660	905 Union Street	Site	Saint Clair	905 Union St	Port Huron	Contributing	42.97061	-82.43096	
P35131	906 Military Street	Site	Saint Clair	906 Military St	Port Huron	Contributing	42.97481	-82.42443	
P35134	908 Military Street	Site	Saint Clair	908 Military St	Port Huron	Contributing	42.97479	-82.42443	
P7747	909 Chestnut Street	Site	Saint Clair	909 Chestnut St	Port Huron	Contributing	42.96946	-82.43099	
P5214	909 Pine Street	Site	Saint Clair	909 Pine St	Port Huron	Contributing	42.97364	-82.43120	
P28863	909-915 Fourth Street	Site	Saint Clair	909-915 Fourth St	Port Huron	Contributing	42.97444	-82.42363	
P28926	910 Ontario Street	Site	Saint Clair	910 Ontario St	Port Huron	Contributing	42.98332	-82.42640	
						Eligible for Listing in the National Register of			
P21455	911 Court Street	Site	Saint Clair	911 Court St	Port Huron	Historic Places	42.97173	-82.43114	
P35135	912 Military Street	Site	Saint Clair	912 Military St	Port Huron	Contributing	42.97474	-82.42443	
P35136	914 Military Street	Site	Saint Clair	914 Military St	Port Huron	Contributing	42.97472	-82.42443	

						Eligible for Listing in the National Register of		
P21437	916 Court Street	Site	Saint Clair	916 Court St	Port Huron	Historic Places	42.97145	-82.43124
				916-924 Military				
P35137	916-924 Military Street	Site	Saint Clair	St	Port Huron	Contributing	42.97470	-82.42443
P5907	917 Pine Street	Site	Saint Clair	917 Pine St	Port Huron	Contributing	42.97364	-82.43136
P20602	919 Court Street	Site	Saint Clair	919 Court St	Port Huron	Contributing	42.97172	-82.43130
	921-923 Chestnut			921-923 Chestnut				
P5768	Street	Site	Saint Clair	St	Port Huron	Contributing	42.96935	-82.43122
P36284	925 Ninth Street	Site	Saint Clair	925 Ninth St	Port Huron	Contributing	42.97433	-82.43127
P35707	926 Willow Steet	Site	Saint Clair	926 Willow St	Port Huron	Contributing	42.98342	-82.42942
				926-930 Military				
P52480	926-930 Military Street	Site	Saint Clair	St	Port Huron	Noncontributing	42.97459	-82.42443
P7830	929 Wall Street	Site	Saint Clair	929 Wall St	Port Huron	Contributing	42.97253	-82.43154
P35138	932 Military Street	Site	Saint Clair	932 Military St	Port Huron	Contributing	42.97453	-82.42444
P35139	936 Military Street	Site	Saint Clair	936 Military St	Port Huron	Contributing	42.97449	-82.42444
P35140	942 Military Street	Site	Saint Clair	942 Military St	Port Huron	Contributing	42.97442	-82.42444
						More Information Needed/Unevalua ted		
P51171	Avery Farm Historic District	Site	Saint Clair	Military St	Port Huron			
				312-314 Military				
P51188	Beard Building	Site	Saint Clair	St	Port Huron	Contributing	42.97710	-82.42664
						Eligible for Listing in the National Register of		
P119	Blue Water Bridge	Site	Saint Clair	Blue Water Bridge	Port Huron	Historic Places	42.99878	-82.42335

P61007	Blue Water Bridge (2nd Span)	Site	Saint Clair	Blue Water Bridge	Port Huron	Eligible for Listing in the National Register of Historic Places	42.99852	-82.42392
P24656	Davidson, James A., House	Site	Saint Clair	1229 Seventh St	Port Huron	Eligible for Listing in the National Register of Historic Places	42.97137	-82.42760
P24657	Davidson, Wilbur F., House	Site	Saint Clair	1707 Military St	Port Huron	Listed in the National Register of Historic Places	42.96631	-82.42480
P35142	Desmond (Theater)	Site	Saint Clair	1006 Military St	Port Huron	Contributing	42.97350	-82.42447
P28880	Detroit Edison Company	Site	Saint Clair	600 Grand River Ave	Port Huron	Contributing	42.97726	-82.42529
1367	Downtown Port Huron Historic District [NR eligible]	Site	Saint Clair	Griswold St to Court St, from Military east to Fourth St	Port Huron	Eligible for Listing in the National Register of Historic Places		
P21480	Edison, Thomas, A., Boyhood Home Site	Site	Saint Clair	Near Edison Parkway	Port Huron	More Information Needed/Unevaluated	42.97710	-82.42664
P35152	F. Saunders and Company	Site	Saint Clair	1121 Military St	Port Huron	Contributing	42.97237	-82.42463
P50978	F. W. Woolworth Co	Site	Saint Clair	208 Huron Ave	Port Huron	Noncontributing	42.97639	-82.42412

P28605	Federal Commercial and Savings Bank Building	Site	Saint Clair	800 Military St	Port Huron	Eligible for Listing in the National Register of Historic Places	42.97560	-82.42426
P24658	First Baptist Church (DEMOLISHED)	Site	Saint Clair	Erie Sq	Port Huron	Not Eligible for Listing in the National Register of Historic Places	42.98371	-82.42758
P24659	Fort Gratiot	Site	Saint Clair	520 State St	Port Huron	Listed in the National Register of Historic Places	42.99915	-82.42729
P24660	Fort Gratiot Lighthouse	Site	Saint Clair	2802 Omar St	Port Huron	Listed in the National Register of Historic Places	43.00629	-82.42243
P57036	Fort Gratiot Village Residential District	Site	Saint Clair		Port Huron	More Information Needed/Unevaluated	42.97583	-82.42845
P24661	Fort Saint Joseph	Site	Saint Clair	M-25 (Gratiot Ave)	Port Huron	More Information Needed/Unevaluated	43.02701	-82.43653
P24662	Grace Episcopal Church	Site	Saint Clair	1213 Sixth St	Port Huron	Eligible for Listing in the National Register of Historic Places	42.97159	-82.42617
P20598	Grace Episcopal Rectory	Site	Saint Clair	825 Court St	Port Huron	Contributing	42.97178	-82.42966

P24663	Grand Trunk Western Railroad Depot	Site	Saint Clair	520 State St	Port Huron	Listed in the National Register of Historic Places	42.99915	-82.42729
P232	Gratiot Park United Methodist Church	Site	Saint Clair	2503 Cherry St	Port Huron	More Information Needed/Unevalua ted	43.00157	-82.42868
P699	Graziadei-Casello Building	Site	Saint Clair	307-309 Huron Ave	Port Huron	Contributing	42.97762	-82.42427
P782	Harrington Hotel	Site	Saint Clair	1026 Military St	Port Huron	Listed in the National Register of Historic Places	42.97334	-82.42448
P29119	Haynes Building	Site	Saint Clair	902-904 Military St	Port Huron	Contributing	42.97485	-82.42442
P29117	Henry McMorran Memorial Auditorium	Site	Saint Clair	701 McMorran Blvd	Port Huron	Contributing	42.97873	-82.42638
P38219	Heritage Building	Site	Saint Clair	1228 Sixth St	Port Huron	Contributing	42.97142	-82.42579
P3306	Howard Block	Site	Saint Clair	201-205 Huron Ave	Port Huron	Listed in the National Register of Historic Places	42.97641	-82.42443
P61699	Huron Avenue Drawbridge (DEMOLISHED)	Site	Saint Clair	Huron Ave over Black River	Port Huron	More Information Needed/Unevalua ted	42.97569	-82.42422
P35165	Israel Photograph Studio	Site	Saint Clair	515 Wall St	Port Huron	Contributing	42.97274	-82.42478
P35159	Johnston, John Home	Site	Saint Clair	1026 Sixth St	Port Huron	Contributing	42.97337	-82.42588
P29101	Kresge Building	Site	Saint Clair	236-240 Huron Ave	Port Huron	Contributing	42.97667	-82.42413

P52481	Ladies Library Association	Site	Saint Clair	1110 Military St	Port Huron	Noncontributing	42.97242	-82.42450
P24667	Ladies of the Maccabees Building	Site	Saint Clair	901 Huron Ave	Port Huron	Listed in the National Register of Historic Places	42.98326	-82.42470
P469	Lightship No. 103	Site	Saint Clair	800 Prospect Pl	Port Huron	Listed in the National Register of Historic Places	42.98964	-82.42655
P61693	M-25 Bridge over Chesapeake and Ohio, Grand Trunk Western Railroad (DEMOLISHED)	Site	Saint Clair	M-25/Pine Grove Ave over RR	Port Huron	More Information Needed/Unevaluated	42.99220	-82.43184
P28859	Michigan Cartage Company	Site	Saint Clair	303 Court St	Port Huron	Contributing	42.97197	-82.42294
P28827	Military Road Historic District	Site	Saint Clair	Military St and Huron Ave From Court St to Bard St	Port Huron	Listed in the National Register of Historic Places		
P52487	Military Street Bridge over Black River	Site	Saint Clair	Military Street over Black River	Port Huron	Noncontributing	42.97565	-82.42427
P35144	Miller, John, House	Site	Saint Clair	1101 Military St	Port Huron	Contributing	42.97248	-82.42462
P29093	Newberry, J. J., Company	Site	Saint Clair	230 Huron Ave	Port Huron	Contributing	42.97661	-82.42413

1368	North of Downtown Historic District	Site	Saint Clair	Bounded by Lincoln on the north and Glenwood on the south, from the St. Clair River on the East to St. Clair Street on the west	Port Huron	Not Eligible for Listing in the National Register of Historic Places		
P37560	Northwest of Downtown Port Huron Historic District	Site	Saint Clair		Port Huron	Not Eligible for Listing in the National Register of Historic Places		
P28896	Noyes, C. P., and Company Dry Goods	Site	Saint Clair	106-108 Huron Ave	Port Huron	Contributing	42.97596	-82.42413
P29104	O'Hearne Block	Site	Saint Clair	311-313 Huron Ave	Port Huron	Contributing	42.97766	-82.42427
P47128	Olde Town Historic District	Site	Saint Clair	Bounded by: Tenth St. (W); Pine St. (N); Chestnut St. (S); Military St. (E)	Port Huron	Eligible for Listing in the National Register of Historic Places		
P35160	Our Savior Lutheran Church	Site	Saint Clair	1029 Sixth St	Port Huron	Contributing	42.97334	-82.42625
P723	Palmer Park	Site	Saint Clair	2829 Armour St	Port Huron	More Information Needed/Unevalua ted	43.00616	-82.42649
P48552	Parfet Building	Site	Saint Clair	1430 Military St	Port Huron	Eligible for Listing in the National Register of Historic Places	42.96909	-82.42459

P50052	Pere Marquette Railway Black River Bascule Bridge	Site	Saint Clair	101 Water St	Port Huron	Eligible for Listing in the National Register of Historic Places	42.97395	-82.42023
P68782	Port Hope Multiple Property Submission Cover	Site	Huron		Port Huron	Listed in the National Register of Historic Places		
P58335	Port Huron Armory	Site	Saint Clair	2525 Dove Street	Port Huron	Not Eligible for Listing in the National Register of Historic Places	42.95189	-82.45328
P57035	Port Huron Boat House	Site	Saint Clair	2451 Pine Grove	Port Huron	More Information Needed/Unevaluated	42.99982	-82.43782
P35164	Port Huron Creamery Company	Site	Saint Clair	314 Wall St	Port Huron	Contributing	42.97253	-82.42256
P28862	Port Huron Creamery Company	Site	Saint Clair	325 Court St	Port Huron	Contributing	42.97196	-82.42306
P24668	Port Huron High School	Site	Saint Clair	323 Erie St	Port Huron	More Information Needed/Unevaluated	42.97761	-82.42747
P27967	Port Huron Historic District Extension	Site	Saint Clair	Roughly located on Court Street (as well as other streets) west of Tenth Street north to the Black River	Port Huron	Eligible for Listing in the National Register of Historic Places		

P29106	Port Huron Light and Power Company	Site	Saint Clair	315-317 Huron Ave	Port Huron	Contributing	42.97770	-82.42427
P35162	Port Huron Public Library	Site	Saint Clair	1115 Sixth St	Port Huron	Contributing	42.97244	-82.42621
P50969	Reedy's Apparel Shop	Site	Saint Clair	216 Huron Ave	Port Huron	Noncontributing	42.97647	-82.42412
P28870	Regent Theater	Site	Saint Clair	401 Grand River Ave	Port Huron	Contributing	42.97760	-82.42317
P62301	River Park Neighborhood Historic District	Site	Saint Clair		Port Huron	Eligible for Listing in the National Register of Historic Places		
P49103	Riverview Heights Historic District	Site	Saint Clair	Electric/Military/Eleventh/Tenth - 1 block area	Port Huron	Eligible for Listing in the National Register of Historic Places		
P35141	Saint Clair County Savings Bank	Site	Saint Clair	1002 Military St	Port Huron	Contributing	42.97354	-82.42447
P178	Saint Clair River Tunnel	Site	Saint Clair	2200 10th St	Port Huron	Listed in the National Register of Historic Places	42.96000	-82.43325
P24670	Saint Johannes Evangelische Kirche	Site	Saint Clair	710 Pine St	Port Huron	Eligible for Listing in the National Register of Historic Places	42.97355	-82.42784
P29116	Salvation Army Building	Site	Saint Clair	607-609 Huron Ave	Port Huron	Contributing	42.98052	-82.42442

P1809	Seventh Street/Black River Bridge	Site	Saint Clair	Seventh Street/Erie Street over Black River	Port Huron	Listed in the National Register of Historic Places	42.97639	-82.42737
P24671	Sheldon, Jefferson, House	Site	Saint Clair	807 Prospect Pl	Port Huron	Eligible for Listing in the National Register of Historic Places	42.98954	-82.42728
P48050	Shiloh Baptist Church	Site	Saint Clair	2801 Nern St	Port Huron	More Information Needed/Unevaluated	42.94802	-82.45674
P49360	Sixth Street Historic District	Site	Saint Clair	Sixth St between Chestnut & Oak	Port Huron	Eligible for Listing in the National Register of Historic Places	42.97236	-82.42599
P49175	South Military Street Historic District	Site	Saint Clair	Military Street between Tunnel / Cypress Street and @1/2 block S. of Griswold Street	Port Huron	Eligible for Listing in the National Register of Historic Places		
P55948	South Park Historic District	Site	Saint Clair	Roughly bounded by 24th St, Moak St, Goulden St, 32nd St, and Sturgis St.	Port Huron	Eligible for Listing in the National Register of Historic Places		
P29102	Sperry Department Store	Site	Saint Clair	301 Huron Ave	Port Huron	Contributing	42.97757	-82.42427
P28900	Stevens Block	Site	Saint Clair	207-213 Huron Ave	Port Huron	Contributing	42.97637	-82.42424

P28098	Stone and Lyon Historic District	Site	Saint Clair	Stone St and Willow St bounded by McPhearson and Harker; Lyon street bounded by Stone Street & Elk Street.	Port Huron	Eligible for Listing in the National Register of Historic Places		
P29115	Supreme Tent of the Knights of the Maccabees	Site	Saint Clair	525-527 Huron Ave	Port Huron	Contributing	42.97970	-82.42438
P777	Trinity Evangelical Lutheran Church	Site	Saint Clair	1517 Tenth St	Port Huron	More Information Needed/Unevalua ted	42.96798	-82.43273
P51085	United States Coast Guard Cutter Bramble (WAGL/WLB-392)	Site	Saint Clair	2336 Military St	Port Huron	Listed in the National Register of Historic Places	42.95997	-82.42562
P55571	United States Coast Guard Station Port Huron - Associated Garage	Site	Saint Clair	2800 Omar St	Port Huron	Not Eligible for Listing in the National Register of Historic Places	43.00576	-82.42402
P55574	United States Coast Guard Station Port Huron - Station Building	Site	Saint Clair	2800 Omar St	Port Huron	Not Eligible for Listing in the National Register of Historic Places	43.00576	-82.42402
P24672	United States Post Office and Custom House	Site	Saint Clair	526 Water St	Port Huron	Listed in the National Register of Historic Places	42.97508	-82.42573

				210-214 Huron					
P28904	Walsh Block	Site	Saint Clair	Ave	Port Huron	Contributing	42.97641	-82.42412	
P35148	White's Art Hall	Site	Saint Clair	1102 Military St	Port Huron	Contributing	42.97247	-82.42450	
						Eligible for Listing in the National Register of Historic Places			
P25500	Williams, E. C., House	Site	Saint Clair	2511 Tenth Ave	Port Huron		42.99897	-82.43540	
	Wilson Ice Cream								
P35163	Company	Site	Saint Clair	308 Wall St	Port Huron	Contributing	42.97261	-82.42263	
	Winklemans								
P28907	Department Store	Site	Saint Clair	218 Huron Ave	Port Huron	Contributing	42.97649	-82.42412	
						Eligible for Listing in the National Register of Historic Places			
	Woman's Benefit								
P24673	Association Building	Site	Saint Clair	1338 Military St	Port Huron		42.97226	-82.46476	

Attachment F. Phase I Archaeology Report

ARCHAEOLOGICAL RECONNAISSANCE
Approach Clearing Project
St. Clair Co. International Airport
St. Clair County, Michigan
L&A Project No: 22-0500



Prepared by:
Lawhon & Associates, Inc.
1441 King Avenue
Columbus, Ohio 43212
November 22, 2022



Prepared for:
Mead & Hunt, Inc.
2605 Port Lansing Road
Lansing, Michigan 48906

**Archaeological Reconnaissance for the Runways 4 and 22 Approach
Clearing Project at the St. Clair Co. International Airport
in St. Clair County, Michigan**

by

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Michigan Department of Transportation,
Office of Aeronautics**



**Justin P. Zink, RPA
Practice Leader, Cultural Resources**

November 22, 2022

0.1 ABSTRACT

In October of 2022, Lawhon & Associates, Inc. (L&A), under contract with Mead & Hunt, Inc., conducted an archaeological reconnaissance for a proposed clearing project at Runways 4 and 22 at the St. Clair Co. International Airport in Kimball and St. Clair Townships, St. Clair County, Michigan. L&A conducted the reconnaissance at the request of Mead & Hunt, Inc. for inclusion in a 3TR Short Form Environmental Assessment for the project. The Michigan Department of Transportation, Office of Aeronautics is the lead agency for the undertaking. The project involves removal of trees above a certain height from the approach areas for each runway.

The project was an archaeological reconnaissance limited to visual inspection and photodocumentation. No visual evidence for archaeological resources was identified.

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APPENDICES

Appendix A: Project Plans

1.0 INTRODUCTION

Lawhon & Associates, Inc. (L&A), under contract with Mead & Hunt, Inc., conducted an archaeological reconnaissance for a proposed clearing project at Runways 4 and 22 at the St. Clair Co. International Airport in Kimball and St. Clair Townships, St. Clair County, Michigan (Figures 1-3). L&A conducted the reconnaissance at the request of Mead & Hunt, Inc. for inclusion in a 3TR Short Form Environmental Assessment for the project. The Michigan Department of Transportation, Office of Aeronautics is the lead agency for the undertaking. The project involves removal of trees above a certain height from the approach areas for each runway (Appendix A).

The Area of Potential Effects (APE) is different for each project. According to 36 CFR 800, the area of potential effects is “the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.” The APE considers the effect that the proposed project will have on the project area itself and on the areas surrounding the project. Direct effects are typically equivalent with the construction footprint of the project but may also include the change of setting to the landscape that may affect resources outside the construction footprint. Indirect effects are impacts that may occur to resources outside of the construction footprint that could result in a lessening of integrity to significant resources. For example, rerouting of a stream could theoretically increase erosion elsewhere along its course, affecting a nearby archaeological site, or the improvement of a road intersection could make an area more attractive for development, irreversibly changing the character of a historical agricultural landscape. Cultural resources surveys are typically concerned with direct effects; however, any project action that may result in an indirect effect would need to be considered in evaluating the effects of a project on cultural resources.

The APE for this project consists of two approach areas situated at the southwest end of Runway 4 and the northeast end of Runway 22 at the St. Clair Co. International Airport. The Runway 4 area covers approximately 280 acres. This area extends from the terminus of the runway to the southwest over a largely uninhabited and rural area. The conditions within this approach area include cleared grassy fields, small portions of residential lots, woodlots, and previously mined areas, with minor sections crossing Gratiot Avenue and S. Bartlett Road. The Runway 22 area covers roughly 157 acres and includes largely the same conditions as Runway 4, crossing Smiths Creek Road and Allen Road. There are several trees within these areas that require removal for the approach area to meet FAA regulations. The APE for direct effects includes the locations of these trees. At the request of Mead & Hunt, L&A performed a reconnaissance of the APE for direct effects to identify any previously recorded archaeological sites and to visually inspect the APE for signs of unrecorded archaeological sites. Subsurface testing is not authorized at this stage of work. Mead & Hunt has conducted a survey of the project for effects on historical resources; this report

thus does not account for them except to note if any previously recorded historical resources are within the APE for direct effects.

L&A conducted the archaeological fieldwork on October 12, 2022. The field crew included Justin Zink, Paolo Panunzio, and Ryan Killion. Justin Zink served as the Principal Investigator. Andrew Sewell served as the primary report author with contributions from Mason Waugh and Allyson Masterson. The following report describes the research design, methods, and results of the literature review and field survey for this project. The results presented in this report are based on information collected from various literature review resources as well as photographs and field records resulting from this study.

2.0 RESEARCH DESIGN

This research design presents a framework within which the archaeological reconnaissance was conducted. The purpose of the reconnaissance is to identify any previously identified archaeological resources that will be affected by the proposed project and to determine through visual inspection the potential for previously unidentified archaeological resources to exist within the APE.

The principal investigator designed the reconnaissance survey to answer the following general set of questions:

1. Has the project been subjected to previous cultural resources investigations and are there any previously recorded sites or resources located within or immediately adjacent to the project?
2. What is the likelihood of identifying previously unrecorded cultural resources within the project? Where are these cultural resources most likely to occur?
3. Will the proposed project affect any cultural resources (archaeological or above ground structures)?
4. If cultural resources will be affected, are any of those affected resources listed, eligible, or require further study for inclusion on the National Register of Historic Places?

3.0 ENVIRONMENTAL SETTING

The environmental setting contextualizes the cultural investigations within the natural environment. Since environmental factors influenced much of pre-contact activity, either directly or indirectly, the environmental setting contributes to the understanding of behaviors exhibited by the former inhabitants of an archaeological site. Environmental and geographical conditions affected the function, social status, and productivity of historical sites as well, among other factors. Understanding the environmental setting is a key element of the interpretation of archaeological sites.

3.1 CLIMATE

St. Clair County is largely split between the moist subtropical mid-latitude climate zone and the moist continental mid-latitude climate (National Weather Service

2022). The seasons then range from somewhat mild to cold winters and cool to warm and humid summers. The annual rainfall in the county is approximately 34 inches, with most falling in September (3.84 in) and the least in February (1.91 in). Average snowfall is about 37 inches, with most falling in equally January and February at 11 inches (US Climate Data 2022).

3.2 PHYSIOGRAPHY AND GEOLOGY

The project area in St. Clair County is in the Maumee Lowlands Region in southeast Michigan (Department of Geography, MSU 2022). The topography within this part of the county is relatively flat and slopes eastward toward the St. Clair River, Lake St. Clair, and Lake Huron. The geology of the region consists primarily of Devonian-age sedimentary rocks including limestone and shale.

3.3 SOILS

The project area is located within the Hoytville-Allendale-Nappanee soil association and the Allendale-Latty soil association (USDS SCS 1974). The Hoytville-Allendale-Nappanee soil association contains level to slightly sloping soils that are generally poorly drained with a clay or sandy subsoil in till plains and moraines. The Allendale-Latty soil association is also level to slightly sloping soils, generally poorly drained soils, with clay or sandy subsoil, although are located on lake plains. The Hoytville-Allendale-Nappanee soil association consists mainly of Hoytville soils while the Allendale-Latty soil association consists mainly of Allendale soils.

Eight individual soil types are present within the APE (Table 1; Figure 4). Soil descriptions are from the USDA NRCS web soil survey (2022).

Table 1. Soils encountered within the project area

Soil Symbol	Soil Name	Landform	Drainage	Parent Material
AhB	Allendale-Hoytville complex, 0–6 percent slopes	Till plains	Somewhat poor	Sandy sediments in lacustrine deposits or landforms such as lake basins, lake plains, or lake terraces.
AIA	Allendale-Latty complex, 0–3 percent slopes	Lake Plains	Somewhat poor	Sandy sediments in lacustrine deposits or landforms such as lake basins, lake plains, or lake terraces.
AtA	Allendale-Lenawee-Toledo complex, 0–3 percent slopes	Lake Plains	Somewhat poor	Sandy sediments in lacustrine deposits or landforms such as lake basins, lake plains, or lake terraces.
Bp	Borrow Pits	n/a	n/a	n/a

Soil Symbol	Soil Name	Landform	Drainage	Parent Material
LhA	Latty complex, 0–3 percent slopes	Lake Plains	Very poorly	Clay glaciolacustrine sediments.
RuB	Rousseau fine sand, 0–6 percent slopes	Lake Plains	Well	Eolian deposits on lake plains, dunes, or outwash plains.
RuC	Rousseau fine sand, 6–12 percent slopes	Lake Plains	Well	Eolian deposits on lake plains, dunes, or outwash plains.
WdA	Wainola-Deford fine sands, 0–2 percent slopes	Deltas	Somewhat poor	Glaciofluvial deposits on glacial lake deltas, lake plains, or outwash plains.

3.4 HYDROLOGY

The major drainage in St. Clair County is the St. Clair River, located 2.7 miles (4.32 km) directly west of the survey area. Several small water courses drain the project area, including Bunce Creek and the Pine River. Analysis of soil types suggests that the poorly drained portions of the project area may have formerly been swamp forest prior to land clearing in the early nineteenth century.

3.5 FLORA AND FAUNA

Prior to settlement in the region, natural phenomenon such as glaciations during the Pleistocene and the associated climate changes had a major effect on plant and animal communities (Anderson and King 1976). As the glaciers retreated and the climate warmed, tundra ecosystems with their characteristic plant and animal life retreated north, and forests covered Michigan, bringing with them an entirely different community of life.

The modern animal and plant life in the county bears little resemblance to those present prior to wide-scale nineteenth century settlement in the region. These changes are attributable to habitat loss and change, purposeful extirpation of predators, unchecked hunting, and introduction of non-native species. Early settler accounts of the region provide useful information on the original ecosystem of this part of the state, supplemented by information from the archaeological record. The earliest recorded land surveys classified the natural vegetation in this region as mixed beech-sugar maple forest, hardwood swamp forest, and oak forest (Department of Geology-Michigan State University 2022).

The modern pattern of land use has altered historical animal and plant community distributions and populations. The fauna historically inhabiting the general region of the survey area included several species of mammals, birds, reptiles, amphibians, and fish. Many species are no longer present due to the drastic habitat changes in the region, competition with invasive species, and historical periods of overhunting (Anderson and King 1976).

In summary, the environmental information indicates a rich pre-contact environment with a variety of resources. A variety of plants characterized a diverse floral environment exploitable by humans and animals. Animal life provided a source of protein and raw material for clothing and tools. However, the poorly drained characteristics of much of the project area would likely preclude it from any long-term precontact occupations.

4.0 LITERATURE REVIEW

The literature review study radius is 2 km (1.25 mi) from each exterior corner of the proposed project limits. This size is usually adequate to provide the necessary contextual information regarding previously identified cultural resources and historical information on the project area. The report author examined following sources from the State Historic Preservation Office and various online resources.

1. Hinsdale's 1931 Archaeological Atlas of Michigan
2. Michigan Archaeological Site Files
3. Contract Cultural Resource Management reports
4. National Historic Landmark listings
5. NRHP listings and nomination form files
6. USGS 7.5' and 15' series topographic maps, historical aerial photographs, and St. Clair County historic atlases

The *Archaeological Atlas of Michigan* (Hinsdale 1931) does not indicate any precontact resources within or adjacent to the project (Figure 5). The closest resource is a burying ground over 3 miles to the southeast of the project area closer to Marysville and the St. Clair River.

The Michigan State Historic Preservation Office (SHPO) documents one previously recorded archaeological site within the southern project area (SC94), with sites SC72 and SC73 located to the east outside the project area and site SC93 just north of the southern project area. No sites are recorded in the northern project area. Donald Weston of the St. Clair Community College discovered SC93 and SC94 in 1979 during an archaeological survey for the St. Clair County Airport runway extension project, both described as badly disturbed surface scatters of lithic artifacts. The SHPO determined the sites were not eligible for the NRHP. Weston also identified SC72 (a lithic scatter with a possible fluted point fragment) and SC73 (a lithic scatter with a Le Croix point) in 1976 during a survey for a proposed industrial park at the airport. The SHPO determined SC72 was not eligible but recommended further investigation of SC73.

A review of the contract CRM reports in the SHPO files indicated parts of the project area were surveyed in 1979 by Donald Weston, with no sites identified in the project area; another 21 acres of the airport were surveyed in 2014 by Allen Van Dyke (also with no sites identified). Both surveys are recorded under SHPO project number ER-2858. The 1976 Weston survey area appears to be subsumed under ER-2858 or otherwise has no individual SHPO project

designation; the project report is not included under ER-2858 however. Other surveys within the literature review study radius include an area at the airport that was part of a larger survey for the Great Lakes Gas Transmission Company Pipeline (ER-890508; Branstner 1990) that did not result in the identification of any sites here, while part of the survey corridor for the Enbridge Line 6 project is southeast of the airport property (ER10-579). It is unclear from the preliminary SHPO data which of the numerous Enbridge reports includes the surveyed area near the airport (Figure 6).

Examination of available historical maps dating to the mid-nineteenth century allows for a reconstruction of landscape history and can identify the potential for historical sites within a project area. The earliest map located for this report is the 1859 map of Macomb and St. Clair counties by Geil & Jones (Figure 7). This map shows the project area crossing several different individually owned properties, but does not indicate any houses or other buildings within the project area. A small road does cross through the northern project area, which is no longer apparent on the landscape. The 1876 county atlas (Figure 8) indicates that the road on the 1859 map was no longer in use. The northern project area (in Kimball Township) shows the farms of S. Potle (then owned by his estate) and H. Cox within the project area, with the Potle farm on the northwest corner of the Smiths Creek Rad-Allen Road intersection and the Cox farm on the northeast corner. No buildings are present in the southern project area in St. Clair Township in the 1876 atlas. The 1897 atlas (Figure 9) shows the same two farm locations for the northern project area, with the only difference being that the former Potle farm is depicted as owned by H. E. Bunce. The southern project area is still depicted as undeveloped. The 1916 atlas (Figure 10) suggests that the farm on the northwest intersection corner was either misplotted or replaced with a new house further west; this house would be just outside the project area. The west house was part of the H. Kendall farmstead, while the eastern farm was now part of the Henry Cox Estate. Again, no development is shown in the southern project area. The 1928 USGS map (Figure 11) shows the same arrangement of houses and roads as the historical plat maps from the nineteenth century. The airport is not depicted on maps until the 1968 topographic map (Figure 2). This map shows five houses within the northern project area, all north of Smiths Creek Road, and two houses within the southern project area along S. Bartlett Road.

Aerial photographs depicting the project area (NETR 2022; Google Earth) date to 1951. That earliest photograph shows the two main runways at the airport as recently built with substantial ground disturbance adjacent. The houses within the northern project area as seen on the 1968 topographic map are present. One of the houses in the southern project area is also present by this time. The southern project area is otherwise undeveloped on the 1951 image. Little changes are evident in the images from the 1960s. By 1973, the airport has expanded Runway 4 to the south to its current extent and the connecting taxiways were constructed. In 1983, Runway 22's expansion had also been completed. The industrial park development near the airport was underway by the end of the twentieth century, and the general area of the airport reached current conditions

by the early twenty-first century. The only notable recent development in terms of cultural resources is the replacement of historical-age houses in the northern project area with newly-built homes.

5.0 CULTURAL SETTING

The historic context provides a framework for evaluating the integrity and significance of any identified cultural resources. The principal investigator uses the context to assess a sites' ability to contribute to the existing historic knowledge of a region. The report authors derived the following contexts from previously reported information from throughout the region and identified in the immediate area through previous archaeological and historical research. While not all these contexts may be identified within the project area during the survey, the established contexts are presented in chronological order to understand the relationships between different temporal periods and the continuum of cultural development that occurred in this area. It should be noted that these periods are defined through cultural expressions, and that the ranges of time associated with each period will likely overlap in different parts of the region, as some pre-contact groups may not have adapted a new cultural expression at the same time as other groups, or indeed even at all.

5.1 PRE-CONTACT CONTEXT

The pre-contact cultural development of the region began with the influx of the first post-glacial populations and continued throughout prehistory until the arrival of Europeans and settlers from east of the Appalachians. Archaeologists developed temporal periods to distinguish cultural and/or technical advances over time, divided into the Paleoindian; Early, Middle, and Late Archaic; Early, Middle, and Late Woodland; Late Prehistoric and Protohistoric. The temporal ranges given here for each period may differ from other presented material. This should not be construed as either a challenge to, or perceived error on the part of earlier material, but reflects the rather fluid nature of defining temporal periods based on current dating techniques, selective regional data comparisons, and differing opinions on when and where to divide prehistory into arbitrary periods. Additionally, it is recognized that cultural expressions associated with certain periods may overlap temporally with the occurrence of material associated with different cultural expressions, particularly during eras considered to be transitional between cultural expressions.

5.1.1 PALEOINDIAN PERIOD (11,000–7000 B.C.)

Archaeologists estimate that occupation of the Lower Peninsula of Michigan would have been possible by approximately 11,500 B.C. to 11,000 B.C. By this time, the glacial front that had once covered the peninsula had retreated into the Upper Peninsula/Lake Superior region. The Paleoindians, the first known prehistoric population to occupy Michigan, were highly mobile, small-band hunters moving on a seasonal basis in order to more fully exploit available natural resources (Dragoo 1976), and carbon dated evidence for their presence in the Lower Great Lakes region suggests occupations as far back as far as 10,500 B.C. (Carr 2012). The Paleoindians were opportunists willing to use a

broad spectrum of animal and plant resources, and with a fluctuating post-glacial environment, both in terms of climate and ecological communities, they had to adapt to exploit a variety of environments from tundra to wetlands. Analysis of pollen data and plant macrofossils suggest that tundra conditions in the late Pleistocene Midwest were constricted to the glacier margins, with differing ecological regimes advancing quickly northward as the glaciers retreated. Specifically, spruce-sedge parkland environments dominated the immediate post-glacial landscape for about 2000 years after the last glacial maximum, then rather quickly replaced by pine and then oak forests in the Lower Peninsula. Within this set of environmental conditions, a great diversity of animal species flourished, including several species that would have represented important game animals for human predation, such as mastodon, mammoth, ground-sloths, musk-ox, elk, caribou, and smaller game species.

One popular hypothesis about Paleoindian subsistence strategies is that they were primarily herd-followers, tracking caribou across the post-glacial landscape. Carr (2012) points out that such hypotheses are largely based on ethnographic analogy and not on hard data reflecting actual Paleoindian subsistence strategies. He points out that there is a general lack of such data for the lower Great Lakes and posits that this reflects Paleoindian site selection strategies that correspond to locations with poor long-term preservation characteristics. Instead, Carr lays out a hypothesis that Paleoindian hunters employed a herd-intercept strategy oriented along lake shores, moving to key locations where caribou herds would be found at certain points of a season, rather than seasonal relocation of a group to be within the summer and winter ranges of a single herd. People practicing the herd-intercept strategy would rely on storage and secondary protein resources when caribou were scarce. Carr suggests Paleoindian bands were residentially mobile within large territories exceeding 20,000 km², and notes the absence in the archaeological record for definitive evidence of periodic large aggregations of individual bands, which has occurred elsewhere in the Eastern Woodlands (Bull Brook, Massachusetts, for example).

Specific Paleoindian complexes in the lower Great Lakes include Gainey (9500–9000 B.C.), Parkhill (9000–8400 B.C.), Crowfield, and Holcombe (both occurring after 8400 B.C.). Shott and Wright (1999) also note the ephemeral presence of a Mid-Atlantic Paleoindian phase contemporary with Clovis called the Enterline phase, which is known in Michigan only from one site in Saginaw County, and is quite possibly a local variant of Gainey instead of representing Enterline. The Gainey complex, taking its name from an important site in southeast Michigan, is represented by large fluted points with parallel sides, similar to western Folsom points, and accompanied by triangular end scrapers, side scrapers, and graters (Carr 2012; Shott and Wright 1999). The Parkhill complex was identified from a series of sites in southern Ontario and are identified through the presence of Barnes fluted points. Groups associated with the Parkhill complex are thought to have had a residential preference for the shore margins of Glacial Lake Algonquian, and occupied much smaller territories than Gainey people; a large territory between Jackson and Alpena is posited to have been one such territory covering the eastern Lower Peninsula, albeit without much supporting evidence

(Shott and Wright 1999). Parkhill toolkits show an increasing diversity of tool forms over preceding Gainey kits. The Crowfield and Holcombe complexes represent the end of the Paleoindian period, with many Holcombe points being either poorly fluted or in some cases, simply being basally thinned in place of fluting. Few examples of the Crowfield complex have been identified in Michigan, being more of an eastern Great Lakes phenomenon. Holcomb complex sites are mainly restricted to southeastern Michigan (Shott and Wright 1999).

Small lithic scatters and isolated finds of diagnostic fluted projectile points characterize the archaeological record of Michigan's Paleoindian period; such points including Clovis, Holcombe, Cumberland, Plainview, and Agate Basin types. Unfluted Hi-Lo points are also a diagnostic point for the period in Michigan (Justice 1987; Carr 2012); although some archaeologists prefer to assign these points to the initial Early Archaic (Shott 1999). Paleoindian groups in Michigan are noted for a heavy reliance on Onondaga, Bayport, and Fossil Hill cherts, with early Gainey phase people also using exotic Upper Mercer chert from east-central Ohio (Carr 2012; Shott and Wright 1999). Notably, Paleoindian groups appear to have focused on single sources of lithic raw material, so that lithic types may be an identifier for a band territory.

5.1.2 ARCHAIC (8000–500 B.C.)

A period of significant environmental change ensued as the glaciers retreated northward at the end of the Pleistocene. The climate became temperate. Large-game species, such as mastodon, became extinct, and the deciduous forest common today developed, replacing the boreal-coniferous forests. The Archaic period encompasses the notable human adaptations and settlement practices developed in response to the changing environment (Ford 1974). Artifact assemblages from Archaic sites show a wider range of tool types in comparison to the preceding Paleoindian period, some of which have specialized functions for the processing of a wider variety of plant and animal resources (Griffin 1967). Although all Archaic-period human groups exhibited characteristics of classic hunter-gathering lifestyles, environmental differences led to regionally distinctive artifact assemblages by the end of the period, which might reflect the evolution of culturally distinct human social groups (Dragoo 1976).

Changes in human social organization occurred concurrently with expanding food procurement strategies. In eastern North America, organizational changes generally included restricted group mobility, larger aggregations of individuals, development of ritual behavior, development of inter-regional exchange systems, and the first attempts at plant domestication (Ford 1974). Other results included smaller group territories, sites occupied for longer periods, reuse of sites at more frequent and probably more regular intervals, and the use of a wider variety of plants and animals. Storage facilities and vessels also appeared more frequently in Archaic sites, as well as evidence for early cultivation of some plant species. Archaic developed burial ceremonialism and other ritual behavior and showed signs of becoming formalized in some regions. Ritual activity might be linked to the establishment of social group identities, the maintenance of territorial

boundaries, and the regulation of intergroup alliances and trade. However, archaeologists are still trying to adequately test this proposition.

Research has shown the progression of these adaptations through the Archaic period (ca. 8000 B.C. to 1000 B.C.), resulting in the subdivision of time into three distinct temporal periods: Early, Middle, and Late Archaic. Some general traits, such as basal styles of projectile points, are common throughout all three Archaic sub-periods, so some Archaic sites cannot be classified to one of these three periods.

Early and Middle Archaic sites are somewhat rare in Michigan, which was once attributed to an actual general absence of people during that time in the region. However, recent studies suggest that fluctuations in glacial meltwater lake levels in the early Holocene may have resulted in contemporary sites being either flooded or deeply buried under alluvium, as lake levels were considerably lower than at present.

5.1.2.1 EARLY ARCHAIC

During the Early Archaic period (8000 B.C. to 6000 B.C.), small mobile groups gradually became more geographically restricted as seasonally oriented hunting-and-gathering activities were focused on smaller, well-exploited territories. This reduction in territory size and mobility is a direct link to the expansion of the deciduous forests that produced a more favorable habitat for game species (Chapman 1975). Although hunting was the major subsistence activity, Early Archaic people also used a narrow spectrum of nutritious plant foods (Chapman 1975; Cleland 1966). This expansion of the subsistence base correlates with a change in material culture. Early Archaic hunters switched from lanceolate spear points, ideal for hunting larger animals, to a series of smaller, more diversified notched and stemmed projectile points, scrapers, knives, drills, and ovoid blades. Woodworking and food preparation tools first appear in the tool assemblage during the Early Archaic period. These tools included axes, adzes, mortars and pestles, awls, gouges, and grinding stones (Chapman 1975; Jennings 1968). Sites were small and scattered, largely discovered through surface collection, and usually located in uplands near secondary stream valleys (Benchley 1975).

Early on, Early Archaic bands in Michigan practiced a lifeway fairly like preceding Paleoindian groups, and sites from this part of the period are classified as the Plano tradition. Indeed, some archaeologists place Plano as a Paleoindian manifestation characterized by a loss of fluting in projectile point technology (Justice 1987). It seems likely that Plano and Dalton types of points are reflective of gradual change, rather than demarking any sharp divisions between the Paleoindian and Early Archaic periods, and thus may best be discussed as Paleoindian/Early Archaic. The Plano tradition dates to ca. 8000–7500 B.C. and is characterized by Hi-Lo projectile points (Shott 1999).

The succeeding Kirk tradition dates to ca. 7500–6000 B.C. and is notable for the first occurrence of notched and stemmed bifaces, variously attributable to Palmer, Kirk Corner-notched, Kirk-stemmed, St Albans, Kanawha, and LeCroy types (Shott 1999). This change represents an abrupt change in lithic technology

from preceding lanceolate forms, with a concurrent increase in use of exotic Ohio lithic materials. This change may be correlated with movement of new groups into Michigan from Ohio, although such interpretations do not suggest what happened with the Plano people already present. Shott (1999) posits a viewpoint that suggests bands belonging to the Plano and Kirk traditions overlapped in territory and interacted with each other. Indeed, he notes that while there is a relative explosion in biface form diversity, the overall toolkit for Early Archaic peoples shares many characteristics with late Paleoindian and subsequent Archaic groups.

5.1.2.2 MIDDLE ARCHAIC

During the Middle Archaic period (6000 B.C. to 3000 B.C.), floral communities diversified as the overall climate warmed and stabilized, allowing for a broader selection of food and material for use. However, Middle Archaic people still appear to have emphasized hunting within an increasingly sedentary lifestyle (Cleland 1966). In lower Michigan, there is a debate as to whether the local environment could support a large population of hunter-gatherers. Boreal forests may not have developed sufficient mast-bearing species to support a new regime of large mammals, and stream flows may have been too rapid to support large fish populations. Nonetheless, extensive, productive marshes along the relict margins of Lake Algonquin in southeastern Michigan may have been well-exploited by Middle Archaic bands, and many of Michigan's Middle Archaic sites are found in the that region (Lovis 1999). As well, pollen studies indicate that oak, maple, and elm had begun to establish themselves in southern Michigan by 5000 B.C. It may simply be that Michigan Middle Archaic populations were largely focused on shoreline habitats that are now underwater, thus introducing a significant bias in typical survey results. In addition, Middle Archaic groups are suggested to have practiced a long-distance logistic mobility strategy that would spread evidence of Middle Archaic people thinly over a landscape, moving between shoreline residential camps and upland logistical sites (Lovis et al. 2005); such a strategy, where people are normally occupying sites on a very short-term basis, would also help to explain the low density of Middle Archaic sites.

Middle Archaic material cultural reflects the change in economy as well, adapted to intensive exploitation of forest and riverine environments. Some researchers divide the Middle Archaic in the Great Lakes into two horizons based on projectile point morphology (Stothers et al. 2001). The first horizon is the Weak-Stemmed Point Horizon (6000–3800 B.C.), with points such as Morrow Mountain and Stanly Stemmed; the second horizon is the Side-notched Point Horizon (3800–2000 B.C.), associated with points like the Raddatz, Matanzas, Otter Creek, and Brewerton styles (Lovis 1999). Of note is the overlap of Brewerton points between the Middle and Late Archaic periods. Plant-processing tools included a variety of ground stone implements, grooved axes, metates, and nutting stones. Bone tools such as awls and fishhooks also appear in Middle Archaic assemblages. Atlatl weights and bone tools first appear in the archaeological record elsewhere in the Midwest and Northeast (Broyles 1971;

Lewis and Lewis 1961). These types of groundstone tools are curiously absent from Michigan Middle Archaic sites, but this may be a bias resulting from the overall scarcity of Middle Archaic sites formally excavated in the state (Lovis 1999; Stothers et al. 2001).

Although Middle Archaic sites tend to be rare, one important site in Michigan is the Weber I Site (20SA581) in the Saginaw River Valley (Lovis 1999). This site exhibited stratified Middle Archaic and Late Archaic deposits and provided evidence for Middle Archaic subsistence strategies, specifically focusing on hunting elk and deer while gathering nuts and berries (Smith and Egan 1990).

5.1.2.3 LATE ARCHAIC

In contrast to the preceding Middle Archaic period, the Late Archaic (3000 B.C. to 500 B.C.) is a highly visible manifestation in Michigan's archaeological record. Group ceremonialism increased in importance, as demonstrated by more elaborate, formalized burial practices and the presence of exotic materials obtained from emerging trade networks. Scheduled harvesting of seasonal, available plant and animal resources climaxed in the Late Archaic (Caldwell 1964). Coinciding with an increase in territorial permanence was the first appearance of regionally distinct human culture groups in Michigan (Cleland 1966). Late Archaic lifeways in the northern parts of the state (the Upper Peninsula and northern Lower Peninsula) persisted well into what would be considered the Early Woodland period in more southerly regions, with pottery only appearing around A.D. 0. Late Archaic people were organized into seasonally mobile bands, likely in the range of 25-30 people. There likely were population aggregations in the winter months with dispersal in the warmer seasons, perhaps down to single-family groups. There is limited evidence for Late Archaic houses available in the archaeological record of Michigan.

In Michigan, the levels of the Great Lakes were much higher than today, but also fluctuated considerably over the course of the period. In the Late Archaic period, the expansion of deciduous forests reached its northernmost limit (Cleland 1966). The vegetation communities present in the state had become modern (Roberston et al. 1999). Late Archaic people responding to the diverse and evolving ecosystems adapted varying ways of exploiting natural resources. Fishing was an important component of faunal exploitation. The Late Archaic period marks the first appearance of cultigens in the archaeological record. Archaeologists recovered chenopodium, sunflower, and gourd seeds dated to approximately 1500 B.C. from the Salts Cave site in Kentucky (Yarnell 1974), while other researchers have dated squash seed as early as 2300 B.C. in Missouri and Kentucky (Yarnell 1963). However, these Eastern Agricultural Complex (EAC) cultigens are not often found in Late Archaic contexts in Michigan (Robertson et al. 1999). Exploitation of local plant and animal resources, including aquatic species, became more efficient and broad-based in the Late Archaic period. The success of this subsistence strategy is shown by the recovery of charred botanical remains of a variety of nuts, including acorn, hazel, hickory, and black walnut. Fruit also was an important food resource, as demonstrated by the diversity of fruit seeds in archaeobotanical assemblages, such as wild grape,

blueberry, raspberry, and strawberry (Dye 1977; Yarnell 1974). Late Archaic people exploited these resources as a seasonal round, with either longer, more extensive occupations or higher seasonal site fidelity only occurring in the Terminal Late Archaic. Specifically, spring occupations may have focused on fish runs, followed by summer camps for berry exploitation, fall camps for mast resources, and winter camps with a broad-based hunting focus. A general lack of sedentism may be attributable to the largely unreliable nature of the fluctuating environmental conditions that typify most of this period (Robertson et al. 1999). It should be noted that caution must be taken with applying general statements about Late Archaic lifeways in Michigan, as the database of Late Archaic site information is heavily skewed towards the well-scrutinized Saginaw Valley region of southeastern Michigan.

Late Archaic people developed a wide array of specialized objects, including steatite and sandstone bowls, stone tubes and beads, polished plummets, net sinkers, whistles and rattles, birdstones, and boatstones, as well as awls, needles, and perforators made of bone (Chapman 1975). Brewerton series points are characteristic of this period (Ritchie 1961; Witthoft 1953; Robertson et al. 1999). In Michigan, broad-bladed stemmed points, such as Susquehanna, Adder Orchard, Perkiomen, and Genesee types, also are associated with the Late Archaic (Robertson et al. 1999). Interestingly, narrow projectile point styles that occur at Late Archaic sites in the eastern Great Lakes (Lamoka, Normanskill) are not associated with Michigan Late Archaic assemblages. By the end of the Late Archaic, projectile point style diversity increased, with the introduction of small, broad-bladed point types. These points are associated with types including Berrien Corner-notched, Oronoko Side-notched, Sodus Expanding Stemmed (Robertson et al. 1999). Turkey-tail points also occur in ceremonial contexts and in buried caches. By the very end of the period, Meadowood points begin to occur in Terminal Late Archaic contexts. Meadowood points do not occur with pottery on Michigan sites, although sites with Meadowood points are contemporary with Early Woodland sites in Ontario and elsewhere, suggesting that Meadowood points are associated with the end of the Late Archaic here. In southern Michigan, the transition to the Early Woodland is typified by Terminal Late Archaic point types showing up in association with Early Woodland deposits (Robertson et al. 1999).

Trade is demonstrated through the appearance of exotic materials in Late Archaic assemblages, and through the dating of certain prehistoric Lake Superior copper mining pits to this period. In addition, foreign cherts such as Wyandotte/Indiana Hornstone and Onondaga appear in Lower Peninsula assemblages, and ritual objects made from marine shell appear for the first time. However, the occurrence of such exotic materials is rare on Late Archaic sites, suggesting that trade was not intensive. Trade was likely a key component of maintaining social ties among related but widely dispersed groups. Trade may also have been one response to uncertain availability of resources related to subsistence, including food and animal hides for clothing. Notably, exotic trade items often are found in mortuary contexts. There are three distinct burial complexes associated with the Michigan Late Archaic: Old Copper, Glacial

Kame, and Red Ochre (previously thought to represent entire cultures, but now more properly classified as distinct subcomponents of larger Late Archaic cultural practices). Old Copper Complex burials are largely found in the western Great Lakes, primarily Wisconsin, although there are documented occurrences in Ontario and Quebec to the east. The complex is eponymously named for the occurrence of copper artifacts with burials. Old Copper Complex burials are not documented from the Lower Peninsula. Glacial Kame burials are associated with exotic shell beads and gorgets, copper beads, stone pipes, and birdstones, among other items. As the name indicates, Glacial Kame burials have commonly been found interred in kame landforms. Largely a southern Midwest expression, Glacial Kame burials are documented as far north as Cheboygan County. Evidence from Wisconsin documents interactions between people practicing Old Copper and Glacial Kame burial traditions. Finally, the Red Ochre burial complex is associated with the Terminal Archaic Meadowood cultural expression, which elsewhere is associated with the initial stages of the Early Woodland period (there are very few Early Woodland mounds in Michigan, obscuring the boundary even further between the Terminal Archaic and Early Woodland periods). Red Ochre burials take their name from the use of red ochre to cover the grave. Interments are flexed, accompanied by Turkey-tail blades, small ovate cache blades, copper artifacts, and tubular marine shell beads. As with Glacial Kame, Red Ochre burials have been documented in association with Old Copper culture burials at cemetery sites. It should be noted that not all Late Archaic burials conform to one of the three complexes, which are regional and may be sequentialized cultural expressions (Robertson et al. 1999). Of considerable interest is the observation that the increase in mortuary ceremonialism appears to halt with the commencement of the subsequent Early Woodland period.

5.1.3 WOODLAND PERIOD (800 B.C. – A.D. 1000)

W. C. McKern first described the Woodland period as an archaeological manifestation within the McKern Taxonomic System (McKern 1939), initially distinguishing it from the preceding Archaic period by pottery and ceremonial construction of earthworks and mounds. Griffin's work (1952) on the Woodland period defined three sub-periods: Early Woodland (1000 B.C.–100 B.C.), Middle Woodland (100 B.C.–A.D. 500), and Late Woodland (A.D. 500–1200). Archaeologists still use the same basic system today, although current research suggests that adaptations and cultural traits assigned to each period are quite variable in both time and location. For example, in some regions of the Midwest, the cultural expressions associated with the Middle Woodland are not present, with Early Woodland practices persisting through time. Some Woodland period sites are identified solely through the presence of pottery or burial mounds; these sites are typically not assigned to one of the three sub-periods. Specific to Michigan, the Woodland period spans 800 B.C. to A.D. 1650 (Chivis 2003). Late Prehistoric cultural manifestations, such as Mississippian cultures, did not occur widely in Michigan; instead, Late Woodland cultural practices persisted to the Contact Period in large portions of the state, and Late Prehistoric groups appear confined to the southwestern Lower Peninsula, contemporary with Late Woodland people elsewhere in the state.

5.1.3.1 EARLY WOODLAND

The Early Woodland period in Michigan begins at different times in different regions in Michigan. In the southern Lower Peninsula, it extends from approximately 800 B.C. to A.D. 1, overlapping somewhat with the Middle Woodland period. Research in the Midwest demonstrates a general continuum from the end of the Archaic through the Middle Woodland for the intensification of horticulture and the formalization and elaboration of mortuary practices (Dragoo 1976). However, Woodland people did not uniformly adapt these traits at the same general time, and some practices associated with Woodland people (such as mound building) are largely absent in Michigan. There are few Early Woodland mound sites in Michigan, Croton Carrigan Mounds in Newaygo County being one (Garland and Beld 1999). In general, Early Woodland peoples maintained a largely foraging-focused economy with gradual incorporation of plant cultivation, specifically sunflower and squash. Early Woodland sites are somewhat rare in Michigan, and often occur as part of multicomponent sites, with subsequent Woodland-period occupations.

To the south, archaeologists most closely associate the Early Woodland period with the Adena Culture. The Adena culture dominated much of the northern Eastern Woodlands from upstate New York into the Ohio and Mississippi Valleys, characterized by conical earthen mounds and elaborate burials with ornamental grave goods. The Adena culture may have developed as early as 500 B.C., based on the dating of burial mounds in the central Ohio River Valley region (Seeman 1992:25). Notably, the Adena culture did not expand into Michigan. However, there is one Early Woodland earthworks in central Michigan, 20IA37, which bear similarities to Adena earthworks to the south (Garland and Beld 1999). 20IA37 represents a unique occurrence of a ceremonial aggregation site associated with the Early Woodland period in the state. Mortuary processing at the site is suggested through the recovery of fragmentary human bones, but no actual burials are known to be present.

In southern Michigan, research indicates a strong continuity between Late Archaic and Early Woodland cultural practices. Horticulture likely became more important in the subsistence strategy of Early Woodland people, but how important this adaptation was to different groups varies across time and space within this period. Some areas do not show much evidence of domesticated plants until near the end of the Early Woodland period, coinciding with the beginning of the Middle Woodland period (Fritz 1990:403). Sunflower cultivation is demonstrated at the Eidson Site, being a continuous tradition with the preceding Late Archaic occupation (Garland and Beld 1999). Seasonal mast crops continued to be an important resource, and Early Woodland groups still depended on wild versions of plants that would become cultivars, such as squash, sumpweed, gourd and goosefoot.

Although there may have been some tendency for limiting residential mobility in the Early Woodland period, settlement patterns generally resemble those of the preceding Late Archaic period, with large summer base camps in the flood plains and upland resource extraction camps occupied in the fall and winter (Garland

and Beld 1999; Yerkes 1988:319). Clay (1992:80) suggests that Early Woodland groups were likely practicing a semi-sedentary, hunter-gatherer lifestyle organized into egalitarian groups, rather than having a more hierarchical tribal system. This certainly seems to be the case in Michigan.

Projectile point/knife forms diagnostic of the Early Woodland period include Kramer, Cresap, Meadowood and Adena Stemmed types (Chivis 2003; Justice 1987). As noted previously, Meadowood points are also associated with the Terminal Archaic in Michigan. Early Woodland pottery first appears around 500 B.C. and tends to exhibit coil construction with cordmarked surfaces. Pottery types associated with the Early Woodland period includes Marion Thick (also known as Schultz Thick), Shiawassee Ware (found in the Saginaw Valley), and Mushroom Cordmarked, a late Early Woodland type (Garland and Beld 1999; Chivis 2003). Marion Thick is considered like types in other regions of the Midwest, such as Vinette in Ontario and Fayette and Leimbach Thick in Ohio. The production of Marion Thick appears to have persisted into the Middle Woodland period. Exotic materials are indicative of long-distance trade networks, including copper and high-quality cherts from Ohio and Illinois.

5.1.3.2 MIDDLE WOODLAND

The Middle Woodland period (ca. 100 B.C. – A.D.400) saw a gradual expansion in the general patterns of the Early Woodland. Elaborate burials and distinct ceremonialism increased, and mound construction became increasingly complex, with huge, precisely arranged geometric earthworks being the hallmark of the Hopewell cultural manifestation that flourished to the south in Ohio, with its influence spreading throughout the Midwest. Like the Adena, the Hopewell manifestation likely does not represent a single monolithic culture, but rather a shared worldview among many different groups of people across the mid-continent. Elaborate mound construction and an increased reliance on fishing are hallmarks of the Middle Woodland in Michigan.

The Saginaw Tradition is composed of three separate phases, which overlap somewhat. The earliest is the Shiawassee Phase (100 B.C.–A.D. 0), a rarely-occurring cultural expression largely associated with an eponymous ceramic type. The Tittabawasee Phase (100 B.C.– A.D.300) is characterized by Tittabawasee Ware, which is similar to Havana Hopewell wares. Finally, the Green Point Phase is known through Green Point pottery, and spans A.D. 300–500, representing the terminal Middle Woodland (Kingsley et al. 1999). The Saginaw Tradition is thought to represent a resident Woodland population adopting some Hopewell traits through acculturation. Notably, however, the Saginaw Tradition is not associated with earthen architecture, and its ceramic vessel forms that are correlated of Havana Ware (Tittabawasee Ware) and Hopewell Ware (Green Point) appear consecutively, not contemporaneously. It appears that Saginaw Tradition people adopted certain Hopewell behaviors through diffusion, likely in contact with Norton Tradition people to the west. Saginaw Tradition burial practices are not well understood. Saginaw Tradition burials have been documented at only a few sites, with no sizable mortuary

populations that would lend themselves to analysis of populations and burial traditions.

An important component of understanding the Middle Woodland period in Michigan is the presence of cultural systems unrelated to the Hopewell phenomenon. Some of these societies may simply be groups continuing cultural practices first developed in the Late Archaic and Early Woodland periods. In southeast Michigan, the Western Basin Tradition is recognized as a non-Hopewell Middle Woodland-Late Woodland cultural expression. Several researchers interpret Western Basin material as representing an in situ cultural evolution of Woodland traits culminating in Late Woodland cultural expressions, such as the Younge Phase in northwest Ohio and the Wayne Tradition in southeast Michigan. Another resident, non-Hopewell Middle Woodland population is posited in southwest Michigan, in between the Havana Hopewell and the Norton Hopewell areas. These people are known from locally derived ceramic forms, some of which are similar to Point Peninsula cultures to the east. Some Hopewellian material also occurs at sites thought to be Non-Hopewell Middle Woodland, interpreted as the result of contact with Hopewell groups to the north and south (Kingsley et al. 1999). In northern Michigan and the Upper Peninsula, groups are classified as belonging to the Lake Forest Middle Woodland, a cultural expression that is contemporary and interacted with other Middle Woodland cultures, such as people associated with Laurel, Hopewell, Point Peninsula, and North Bay cultural traditions.

The current understanding of settlement and subsistence behaviors of the Hopewell and other Middle Woodland populations is unclear at best, with a variety of opinion to explain the data collected to date. Using information from non-mound excavations (e.g., Prufer 1964), Ford (1979) suggested a basic hunting-and-gathering economy with limited horticulture. Subsistence data from Michigan sites is scarce, unfortunately, complicating the development of a robust theory on Middle Woodland subsistence and settlement, like that developed for Ohio, Indiana, and Illinois Hopewell societies. A settlement pattern has been developed for the Norton Tradition, based upon a system known as Intensive Harvest Collecting associated with Havana Hopewell groups. The Norton settlement pattern consists of villages located on terraces or levees along the main river associated with the group's territory, and always are near large floodplains with backwater and mudflat habitats. Villages were also located near reliable sources of mast. Interestingly, the environmental requirements of this system match well with known Norton site distribution. In particular, the Kalamazoo River Valley lacks such requirements, and correspondingly also lacks any major Hopewell settlements. In contrast, the Saginaw Tradition settlement pattern includes warm-weather base camps with a heavy reliance on fishing for subsistence, likely also serving as population aggregation centers. In the winter months, Saginaw Tradition people dispersed into smaller winter hunting camps. This system is more in line with northern Lake Forest Middle Woodland cultures, and indeed, even with historic-period Ojibwa practices (Kingsley et al. 1999).

Mortuary Traditions

Most information about Middle Woodland burial practices is from Norton Tradition internments. Norton Tradition people interred individuals in tombs covered by burial mounds, similar to Illinois Hopewell traditions. Norton Tradition mound sites include the Norton Mounds, Schumaker Mound, Converse Mounds, Mallon Mound, Hardy Dam Mound, Grattan Mounds, Parsons Mound, Marantette Mounds, McNeal Mound, Paggeot Mound, Spoonville Mound, Scott Mounds, Palmiteer Mounds, and Summerville Mounds. Norton burials tend to occur within the subfloor tomb of a mound, and consist of secondary bundle burials and more rarely, rearticulation of formerly bundled individuals. Burials are accompanied by exotic Hopewell Interaction Sphere artifacts; in fact, these artifacts rarely occur outside of mortuary contexts on Norton sites. Finely made pottery vessels specifically made for mortuary use, either imported Hopewell Ware from Illinois or the local Summerville Ware variant of that type, accompany most burials. These vessels are often accompanied by turtle shell dishes and mussel shell spoons. Individual burials are also found with clusters of artifacts that appear to represent toolkits for use in the afterlife. Exotic, non-local goods include conch shells from the Gulf of Mexico, copper tools from the Lake Superior copper region, native silver (also probably from the upper Great Lakes), and mica. Of special note are copper and silver panpipes, which mainly occur with Norton burials, although one specimen is associated with a Saginaw Tradition internment. Curiously, one type of Hopewellian artifact that is common in mortuary contexts elsewhere in the Midwest but largely absent in Michigan is the copper earspool. Only one burial with earspools is documented in the state. Another way that Michigan Hopewell burials differ from other regions is the inclusion of slate gorgets, an apparent continuation of a Late Archaic artifact type that does not occur elsewhere in the Hopewell region. It is uncertain if the gorgets were manufactured by Norton Hopewell people or were a trade item originating with groups in the region that were still practicing Late Archaic cultural traditions (Kingsley et al. 1999).

Social Structure

The social structure of Hopewell groups is one that numerous archaeologists across the continent have studied and argued over for years, with little consensus. Information from mortuary contexts holds up tantalizing evidence for the existence of complex societal structures, yet this data can be interpreted in varying ways and widely different hypotheses can be generated from the same data set. One way of approaching the problem of teasing out social structures from limited mortuary data is to examine variation in burial types. If there seems to be differing treatment of individual burials, with some receiving more lavish ministrations than others, then some form of equivalent social ranking was probably practiced by that society. Ranking can be teased out in the form of analysis of how different age groups and genders are treated in burials. If there is a difference in burial types, but the difference does not apply to age groups or gender, then a social hierarchy is present in the living population. Such conditions do not appear present in Norton Tradition burials. Rather, status seems to be associated with age, and to some degree gender. Older male Norton internments tend to have higher quantities of exotic grave goods, and often display a treatment where a section of the skull is removed. Most of these

male burials are also rearticulated in the submound tomb. In contrast, few female or subadult burials show such lavish treatment, although they do exist. These burial characteristics suggest Norton Tradition groups were egalitarian in structure, with status assigned mainly through the male gender, age, and personal achievement, although some form of basic ranking system cannot be ruled out (Kingsley et al. 1999).

Late Woodland Transition

The transition from Middle Woodland to Late Woodland cultural practices in Michigan appears to reflect an in-situ development, rather than a population displacement. One possible population movement in Michigan involves the development of the Wayne Mortuary Complex of eastern Michigan, which does not have any clear precedents in the local archaeological record, but has some defining features (Jack's Reef points, use of exotic Upper Mercer chert) that have been documented in late Hopewell burials in the Grand River valley. A tentative hypothesis is that this Late Woodland mortuary complex evolved out of Hopewell antecedents in western Michigan and moved east with a band of people at the end of the Middle Woodland period (Kingsley et al. 1999).

5.1.3.3 LATE WOODLAND

The Late Woodland period (ca. A.D. 400–1650) can be defined as a period of complex social change, and there are competing theories about the various cultural sequences associated with the period in the southern Lower Peninsula. The early part of the Late Woodland period is characterized by a subsistence economy almost wholly devoted to wild food sources (ca. A.D. 600-1000), while the latter part of the period sees the increasing importance of horticulture and domesticates (ca. A.D. 1000-1650). However, Muhammad (2010) characterizes certain Late Woodland groups as practicing a “middle ground” subsistence system, with mingled aspects of hunter-gatherer and agriculturalist strategies. She further posits a fluid network of resource exchange between groups practicing different subsistence strategies as a form of societal risk management for dealing with periodic episodes of regional resource scarcity. During this later part as well, southwestern Michigan saw the influx of Upper Mississippian peoples, an event that surely was important in the cultural development of resident Late Woodland groups. Defensive earthworks appear for the first time, a reflection of the rate of change and the reactions of Michigan Late Woodland people to this change (Holman and Brashler 1999:213). Late Woodland people appear to have rather abruptly stopped the practice of mound construction and elaborate mortuary traditions of the preceding Hopewell culture. In the early Late Woodland period, there is evidence of regional adaptations, development of formal kinship systems tied to exchange of different kinds of chert, food storage intensification, and seasonal migrations. Ceramic types were similar between disparate groups, suggesting close relationships between them. After about A.D. 1000, group territories were more strictly observed, and chert gift-giving ceased to occur. Rock art and earthwork construction began to appear. The Late Woodland sites in the Upper Peninsula show a general continuity with Middle Woodland cultural behaviors, with small bands of people relying on wild rice,

mammal hunting, and fishing for their economic base. Lake Phase sites are found in the western Upper Peninsula, while Mackinac Phase, Bois Blanc Phase, and Juntunen Phase sites are associated with the eastern Upper Peninsula. One notable characteristic that differentiates Upper Peninsula Late Woodland from the preceding period is an increase in site fidelity (Martin 1999).

In southeast Michigan, the Late Woodland has been associated with the Wayne Cultural Tradition. Some archaeologists define this as a Wayne Tradition with associated Wayne Burial Complex, marked by diagnostic Wayne Ware pottery showing plain cordmarking and minimal decoration, extending from Saginaw Bay to Lake Erie, interacting and co-existing with Western Basin Tradition (Younge) groups to the south. An alternate view that has gained much support in recent years is that the Wayne Tradition is merely the northern extension of the Western Basin Tradition (Stothers 1999).

The Western Basin Tradition is one of two Late Woodland cultural traditions that developed in southeastern Michigan, northeast Indiana, northwest Ohio, and southwest Ontario; the other being the Sandusky Tradition. The Western Basin Tradition contains four sequential phases: Gibraltar (ca. A.D. 500-750), Riviere au Vase (ca. A.D. 750-1000), Younge (ca. A.D. 1000-1200), and Springwells (ca. 1200-1300). People exhibiting traits of the Gibraltar Phase are thought to have radiated out from the St. Clair-Detroit River drainage, around Lake Erie to Sandusky Bay and up the coast of Lake Huron to Saginaw Bay. Stothers (1999) suggests these population clusters developed into coeval local branches of the larger Western Basin Tradition. The Western Basin Tradition people may represent an Iroquoian population that descended from Princess Point Complex societies in eastern Ontario. Stothers suggests that mortuary sites, which included both mounds and cemeteries, also functioned as social aggregation sites for non-mortuary purposes, such as trade. One such trade item may have been maize, which shows up in Western Basin assemblages but not to the degree that it indicates sustained local agriculture. Ethnographic analogues to such gatherings from Iroquoian peoples include the display of the remains of revered ancestors through suspension and reassembly; evidence for similar mortuary behavior has been documented on remains from Western Basin contexts (Stothers 1999; Stothers and Bechtel 2000). Indeed, Stothers and Bechtel (2000:2) suggest that the Western Basin Tradition represents an “unrecognized branch of the Ontario Iroquois Tradition which did not survive into history, but was instead ‘militarily’ defeated and dispersed in the late 13th/early 14th century A.D. by Central Algonquian-speaking Wolf phase populations from north-central Ohio.”

Kraker (1983) proposes two settlement patterns for the Late Woodland in southeast Michigan: agricultural settlements along major rivers and streams to take advantage of fish runs, and specialized interior resource extraction camps occupied on a seasonal basis. Holloway's senior honors thesis on Late Woodland settlement organization calls into question the assumption that areas with arable land suited for agriculture would have correlating agriculture-based settlements. Her interpretations of excavations at 20WN14 suggests that sites

previously interpreted as semi-permanent agricultural settlements may instead represent serially occupied short-term resource extraction camps instead (Holloway 2012). Stothers and Bechtel ascribe a similar seasonal mobility system as Krakker, with roots in the Late Archaic, with the further interpretation that Western Basin Tradition people never developed formal villages but instead lived in clusters of hamlets (2000:24).

Around A.D. 1200, Western Basin people began to disperse away from their traditional core areas, a process Stothers calls the Western Basin Tradition Retreat. It appears that partly in response to a northward push of Wolf Phase Sandusky Tradition people from Ohio, Western Basin people of the Springwells Phase moved to the north, northeast, and west from Lake Erie and the Detroit River valley. A type of Late Woodland pottery classified as Juntunen Ware is interpreted by some archaeologists as representing material associated with northerly-dispersed Western Basin Tradition groups (Stothers 1999).

The successors to the Western Basin Tradition people were groups affiliated with the Wolf Phase of the Sandusky Tradition. The diagnostic pottery type for these groups is Parker Festooned, along with wares that appear to be regional expressions of Fort Meigs and Indian Hills types. Stothers classifies these people as belonging to an Upper Mississippian culture. He further notes that the Wolf Phase people who lived at Saginaw Bay, Lake St. Clair, and Sandusky Bay correlate to the early historical Kouattoehronon (Sauk), Skenchioronon (Fox), and Totontaratonhronon (Mascouten) tribes. Stothers places these tribes, along with the antecedents of the Kickapoo (Ontarraronon) and Wea (Berrien Phase) people, as part of a intertribal league called the Assistaeronon (Fire Nation) Confederacy. The Fire Nation groups occupied southern Michigan until conflicts with the Neutral Indian Confederacy drove them out of the state in the mid-1600s (Stothers 1999).

The appearance of high-quality Bayport and Norwood cherts across the southern Lower Peninsula suggests the exchange of this material as part of social relationship maintenance in the early Late Woodland. Distribution of ceramic wares suggests that groups from different traditions could rely on the use of each other's territories in times of scarcity. A maintenance of the social network affiliated with the Middle Woodland is suggested through the appearance of exotic cherts from Illinois and Ohio (specifically Upper Mercer chert), and there is a continuity of projectile point styles from the Middle Woodland into the Late Woodland as well. There is evidence as well for a small population movement into Michigan from the east. A non-locally derived ceramic type called Hacklander Ware appears in southwest Michigan during the late Middle Woodland and early Late Woodland, bearing similarities to wares from New York and southern Ontario. Analysis of this pottery on Michigan sites suggest it does not represent a trade item (Holman and Brashler 1999).

After about A.D. 1000, southern Michigan saw a major change in Late Woodland behaviors. Ceramic types and lithic material choices indicate that inter-regional exchange and contact declined within the state. Exotic cherts become uncommon in assemblages. About this time is when Mississippian people appear

to have begun interacting with Late Woodland groups in southwest Michigan, with evidence for interaction with Upper Mississippian people by 1100, and another such incursion in 1400 by makers of Huber Ware (Holman and Brashler 1999). It appears that certain indigenous Late Woodland groups began adopting Mississippian practices (including corn-bean-squash agriculture), while others continued Late Woodland lifestyles.

In the early part of the Late Woodland period, burial practices continued to be characterized by the inclusion of “rich grave goods” with high-status individuals (Halsey 1999:234). In the southern Lower Peninsula, the Wayne Mortuary Complex is predominant, and Halsey places it within a larger group of similar burial traditions extending from the Mid-Atlantic to North Dakota. Burial mound construction similar to the Middle Woodland period still occurred in the early Late Woodland period, but this burial system was soon abandoned for individual graves in cemeteries, isolated graves, and intrusive burials into pre-existing mounds. Towards the middle of the period, clay elbow pipes began to be included in graves, although most other forms of grave goods were no longer used in mortuary contexts. However, a very late cemetery excavated by pot hunters dating to the 1500s or early 1600s was very well preserved, with numerous organic artifacts that suggests grave goods were still numerous within Late Woodland internments but likely were too perishable to survive in earlier excavated graves. Some Late Woodland burial practices switched to the use of ossuaries.

Earthworks in Michigan are a Late Woodland phenomenon, and usually consist of circles or horseshoe-shaped constructions with adjacent ditches. Zurel estimated that over 100 such earthworks probably existed in Michigan; only a handful remain intact today. The earliest carbon-dated earthwork is from southwest Michigan, the Whorley Earthwork (20BR6), dated to ca. A.D.1080±100. Other carbon dated earthworks fall in the date range of about A.D. 1275-1550, with a late date of A.D. 1700±60 for the Graham-Vogt site (20MB78). Many enclosures seem to be associated with wooden palisades. However, the exact nature of these earthworks is unclear. In southeast Michigan, the locations of earthworks all seem to be about a day’s walk apart, suggesting a possible affiliation of individual bands to individual earthworks. A defensive nature is suggested by the palisades and by evidence of occupation zones within the earthworks that have been archaeologically tested (Zurel 1999).

5.1.4 UPPER MISSISSIPPIAN

The Late Prehistoric period in Ohio extends from approximately A.D. 900 to 1600, although in neighboring Kentucky, archaeologists consider the Late Prehistoric to have persisted to about 1750. In parts of northern Ohio, some scholars debate when Late Prehistoric adaptations occurred in certain populations, if at all. In southern Ohio, researchers associate the Late Prehistoric period with the Fort Ancient culture, which was the largest Late Prehistoric phase in Ohio. Fort Ancient groups in general exhibited patterns of procurement and settlement patterns different from those of their Late Woodland predecessors, although there is evidence of settlement continuity from the terminal Late

Woodland into the early Late Prehistoric period at sites like Turpin and Allen (Abrams et al. 2005). Other major Late Prehistoric phases in Ohio include the Monongahela in the Upper Ohio River Valley in eastern Ohio, the Riker phase in central northeastern Ohio, the Whittlesey phase along Lake Erie in northeast Ohio, and the Fort Meigs phase in northwest Ohio, also along Lake Erie (Milner et al. 2001).

The Upper Mississippian period is one of the least well-known prehistoric expressions in Michigan, partly due to a scarcity of sites and limited geographical distribution of Upper Mississippian sites. Archaeological evidence places Upper Mississippian people in southwest Michigan beginning ca. A.D. 1050, persisting until ca. 1600. The Upper Mississippian development is thought to be an in-situ development of groups adopting practices developed by Middle Mississippian groups centered on the St. Louis region. Specifically in Michigan, Upper Mississippian traits are overlain on a Late Woodland cultural base (McAllister et al. 1999). Upper Mississippian people in southwest Michigan practiced corn-bean-squash agriculture, aggregating in a few summer villages, and then dispersing in smaller, family-based groups to winter hunting camps. However, some village sites may have been occupied year-round, such as Moccasin Bluff. Evidence for specialized camps in southwest Michigan includes site types focused on the spring sturgeon run and wetland resources.

The Moccasin Bluff Phase of southwest Michigan (ca. A.D. 1050-1300) corresponds to the Fisher and Huber phases located to the south and southwest in Indiana and Illinois. Ceramics diagnostic to this phase include Moccasin Bluff Impressed Exterior Lip (a grit-tempered, cordmarked ware) and shell-tempered wares that appear related to Fisher phase ceramics. Of interest is that Late Woodland vessel forms co-occur with Mississippian vessel forms in Moccasin Bluff Phase assemblages, specifically with grit-tempered ceramics. Following the Moccasin Bluff Phase is the Berrien Phase (ca. A.D. 1400–1600), which was also first described at the Moccasin Bluff site. Ceramics remain a mixture of grit- and shell-tempered wares, including Berrien (shell), Moccasin Bluff Scalloped (grit), and Moccasin Bluff Notched Applique Strip (grit) types (McAllister et al. 1999). The Berrien Phase shows strong relationships to the Huber Phase in northern Indiana. Other characteristics of southwestern Mississippian assemblages include Madison projectile points, predominant use of local cherts (but supplemented with exotics) in lithic assemblages, and occasionally trade items such as catlinite pipes (McAllister et al. 1999).

Evidence for Upper Mississippian house types is lacking in Michigan. However, early historical descriptions of Miami and Potawatomi villages, considered to be good analogues for Mississippian lifeways (if not actually representing the direct descendants of these groups), consisted of clusters of small wigwam-like buildings, constructed from bent saplings and covered with bark. Such buildings may not leave much in the way of posthole patterns at sites.

Elsewhere in Michigan, evidence of Mississippian influence and occupation is much less prevalent. The Saginaw Valley region has sites with Mississippian-style pottery present in small amounts, and a few burials are highly like those

documented in Mississippian societies elsewhere. However, the evidence is too scant to conclusively state that people practicing a primarily Mississippian lifestyle occupied this region in any significant numbers. In the Upper Peninsula, the rare sites showing Mississippian influence are mainly related to Oneota cultural expressions found primarily to the south in Wisconsin and are identified through the presence of shell-tempered pottery. Middle Mississippian wares, such as Ramsey, have also been found in the Upper Peninsula. The Menominee River Basin has perhaps the most evidence for occupation by Upper Mississippian people, while the presence of Mississippian artifacts elsewhere is as equally explainable as trade items versus the actual presence of people practicing Mississippian lifeways. No evidence for Mississippian agriculture has been found at any Upper Peninsula sites; indeed, the environmental conditions of the peninsula may have actively discouraged such practices. Instead, Mississippian people may have been temporary visitors or seasonal occupants exploiting resources at the very northern edge of their territories (McAllister et al. 1999).

5.2 HISTORIC PERIOD CONTEXT

There is scant evidence for the direct presence of Europeans in Michigan prior to the mid-seventeenth century. However, some protohistoric Native American sites do show indirect contact through the presence of European trade items, such as the Cloudman Site on Drummond Island, dating to ca. 1615 and including glass beads, iron, and copper artifacts made using Native methods but mimicking French knife forms. This site is interpreted as likely being an Ottawa occupation, whose residents had trade relations with other Native people to the east that had been directly in contact with early French explorers (Cleland 1999).

5.2.1 EARLY HISTORIC PERIOD, CA. 1630–1800

Early European presence in the Great Lakes is linked to French exploration and missionary activity. The first documented European explorer in the Michigan region is Jean Nicolet in 1634. Seven years later, the Raymbault Mission was established at Sault Ste. Marie by Jesuit missionaries. This mission first served Ojibwa groups moving west to get away from raiding Iroquois bands, with Ottawa people subsequently settling around it. While the French also established the fur trade, it did not become the dominant focus of activity in the region due to the conservatism of the French court, which placed greater emphasis on conversion of Native groups and exploration (Heldman et al. 1999). However, competition with other European nation-states forced a change in emphasis for the French to commerce, beginning about 1700. The French Bourbon court largely viewed its North American activities in terms of wealth extraction rather than colonial expansion and settlement. The lack of any substantial French immigration to the New World (in contrast to British policies) meant that Native alliances were highly important to the success of French activities on the continent.

The French established settlements at the Straits of Mackinac beginning in 1671, first on the north shore near St. Ignace and then at Fort Michilimackinac in 1715 (the latter of which is arguably the most important early historical archaeological

site in the Great Lakes). The French traded with local Huron, Petun, and Ottawa people here, and established a Jesuit mission headed by Father Jacques Marquette, who had moved the focus of missionary activity here from Sault Ste. Marie in recognition of the primacy of the Straits as a Native transportation route. The Native tribes had settled here just prior to the French, having been forced out of their former territories to the east and southeast during the Iroquois Wars, ca. 1640–1660 (Cleland 1999; Heldman et al. 1999). Other Native tribes that were present in the state in the seventeenth century include the Mascouten, Potawatomi, Miami, and Menominee. In particular, the Ottawa, Ojibwa, and Potawatomi formed a loose alliance called “The Three Fires” (Rubenstein and Ziewacz 2014). Native American sites of the Early Historic Period consist of villages and burials. Village sites can show reconstruction episodes for the longhouses, which can confuse interpretation. European trade goods are diagnostic, as are traditional Native technologies using European artifacts as raw material (e.g., glass projectile points, brass tinkler cones). An important corollary is that there do not appear to be any types of diagnostic Native artifacts that would allow identification of tribal identity; this situation is largely due to the disruptive effects of colonization and contact that led to rapid changes in material culture and mixing of previously separate tribal bands in single villages in some cases. One exception to this rule is the Marquette Mission Huron Village site (20MK82 and 20MK99), where artifacts do show an Iroquoian affiliation (Cleland 1999). Also of important note is that a drastic change in technology and raw material use does not indicate an equivalent change in cultural traditions. Ethnohistorical accounts support the continuation of cultural traditions with likely roots far back into the prehistoric period among Michigan tribal groups (Heldman et al. 1999).

In southwest Michigan, Rene-Robert Cavalier, Sieur de la Salle, established Fort Miami at modern St. Joseph in 1679, named after the Miami tribe that was the focus of missionary efforts in that location. In 1686, the French established Fort St. Joseph in the Port Huron area (the second fort by the name; the first was near Fort Miami). These forts protected French interests in the fur trade against the expanding British. In 1701, Antoine de la Mothe, Sieur de Cadillac, built Fort Pontchartrain between Lake Huron and Lake Erie, at a spot he called “le Detroit,” meaning “the strait.” Because of its strategic location, the fort and the surrounding community of Detroit became the most important French settlement in the first half of the eighteenth century (Rubenstein and Ziewacz 2014; Heldman et al. 1999). By the 1750s, numerous small French farms were present in the southeast Lower Peninsula.

The mid-1700s were a period of war between the two major colonizing powers in eastern North America, the French and British. King George’s War broke out in 1744, followed by the French and Indian War of 1754–1763. The British were slowly expanding and forming new alliances with tribes, forcing the French to react with increased fortifications. British blockades during the war years severely hindered the French’s ability to conduct trade. In 1760, all French forces surrendered, and in 1763, the French ceded claim to all their lands to the victorious British in the Treaty of Paris (Rubenstein and Ziewacz 2014). Soon

after the surrender, British forces moved into the Great Lakes and took over important forts at the Straits of Mackinac and Detroit, although many French inhabitants of the associated settlements remained. Some stayed and lived alongside the British, while others relocated to new communities to preserve some sense of autonomy and cultural traditions, such as at River Raisin. British settlement outside of the forts is not well documented, but there are several archaeological sites known that represent British-era settlement.

The change from French to British occupation was drastic in terms of cultural approaches to interactions with Native groups. The British lost their chance to capitalize on goodwill with their Native allies by appointing Lord Jeffery Amherst as Governor General of North America. Amherst refused to listen to other British officials who understood Native customs and his actions, including ignoring pledges made during the war and a cessation of gift-giving, led to increasing hostilities, such as Pontiac's War of 1763. French traders encouraged the division between Native Americans and their former allies. The efforts of the French were successful in helping make up the minds of Great Lakes tribes to revolt against the British (Rubenstein and Ziewacz 2014). This conflict was a major, if temporary, setback to the British, who lost control of all their western forts apart from those at Detroit, Niagara, and Pitt. However, the British soon regained control of the territory (Heldman et al. 1999). The Proclamation of 1763, drafted in response to Pontiac's Rebellion, stated that all land west of the Allegheny Mountains as permanent Native territory, with land sales only by permission of the British government.

The next major event during the British period in Michigan was the American Revolution. Being on the periphery of British territory in North America, the British military outposts in Michigan did not result in any direct response to the outbreak of hostilities until 1778 and 1779, when American actions in Illinois prompted the building of new forts and strengthening of some of the older forts. In 1780-1781, the British dismantled Fort Michilimackinac and relocated to a new fort on Mackinac Island to better defend the Straits. Britain directed Native raids against American settlements from Detroit, which served as a major source of war supplies for such raids (Rubenstein and Ziewacz 2014). An interesting bit of Revolutionary War history is the taking of Fort St. Joseph at Niles by a combined force of Spanish, French, and Native soldiers, who briefly raised a Spanish flag over the fort before looting and abandoning it. Niles thus has the distinction of the only city in Michigan that has had the flags of four nations flying over it (Rubenstein and Ziewacz 2014). The British period in Michigan ended with their signing of the Jay Treaty in 1794, and American forces took over the major British forts at Detroit and Mackinac in 1796. A British fort on Drummond Island was built in 1815 and remained until 1828, when the United States formally acquired the island.

5.2.2 AMERICAN ACQUISITION AND STATEHOOD, 1800–1837

Although American forces occupied forts in Michigan in 1796, American expansion and settlement in Michigan did not occur with any frequency until the nineteenth century, largely after the War of 1812. Landscapes within Michigan

retained a frontier character until their resources became important to the economic development of the state and nation, such as the mineral ranges of the Upper Peninsula, which were not developed until later in the nineteenth century. The Michigan Territory was created by Congress in 1805 after the admittance of Ohio to the Union. However, prior to 1812, most of the white residents of the territory were French, with several British traders still operating out of the territory.

The War of 1812 broke out when the Michigan Territory was under control of territorial governor William Hull, who proved to be completely inept in military matters. Despite a brief foray into Canada, Hull's leadership was disorganized, and British forces soon took over the primary forts in the territory, and Hull himself surrendered Detroit. Initial British success was short-lived, and American victory in 1814 marked the last active hostilities in Michigan between white and Native forces, while cementing the Michigan Territory as a part of the United States (Rubenstein and Ziewacz 2014). Native rights to land in Michigan were slowly chipped away in a series of land cessations, beginning with the Treaty of Detroit in 1807 and culminating in the Treaty of La Pointe in 1842 (Rubenstein and Ziewacz 2014). By the 1870s, most of the state's Native population were living on reservations.

By 1833, Michigan's population was over 60,000 people, more than enough to be admitted into the Union as a state. However, Congress refused to consider the matter until a boundary dispute with Ohio was resolved. Both the State of Ohio and the Michigan Territory considered a strip of land at the northwest corner of Ohio as their rightful possession. This area, called the Toledo Strip, was controversial because Ohio had a provision in its constitution that its northern boundary, delineated in the Ordinance of 1787, could be adjusted if it did not include the mouth of the Maumee River. However, when the Michigan Territory was set up in 1805, Congress either was unaware of or ignored this provision and gave this land to the new territory. While militias on both sides were formed and Michigan militiamen made incursions into Ohio, the so-called "Toledo War" mainly consisted of political bluster and was resolved without a shot being fired through a compromise bill in Congress that admitted Michigan as a state if it ceded the Toledo strip. As a consolation prize, the Upper Peninsula was included as part of the new state's territory (a transaction that subsequent generations of Michiganders now recognize as getting the best part of the deal). Still, various attempts down through the years have been made on Michigan's behalf to regain Toledo, all ending in failure. On January 26, 1837, Michigan was formally admitted to the Union (Rubenstein and Ziewacz 2014).

5.2.3 EXPANSION AND ECONOMIC GROWTH, 1837–1860

The initial settlement after statehood was achieved focused mainly on the southern tier of counties in the state, largely due to proximity to transportation routes, but also because of the presence of good farmland, especially in the southwestern prairie habitats. Settlers moved north at a slower rate, as transportation routes were nearly non-existent and there was a considerable effort required to clear land for agriculture. Too, the climate became harsher the

farther north one went, with fewer growing days per year. The early settlers to the southeastern part of the state were largely from New England and New York, while people from Indiana and Ohio moved into the southwestern quarter, giving each area a distinct set of traits related to the settlers' origins. Improving transportation was the priority for the new state legislature, and an elaborate proposal to build two canals running across the state and three railroads, all extending east-west across the southern half of the Lower Peninsula was funded by a public improvement act in 1837. Unfortunately, financial troubles ultimately meant that these projects could never actually be funded through the sale of bonds (Rubenstein and Ziewacz 2014).

A new source of profit for the state was needed. Eyes turned towards the Upper Peninsula, especially the copper country of the Keweenaw Peninsula. The copper wealth of this region was first recognized back in the era of French exploration, when massive chunks of float copper were described on the surface. The expedition of Douglass Houghton and Henry Rowe Schoolcraft in 1837 confirmed for the state the vast potential of this area. However, exploiting this resource was hampered by the fact that the state did not technically possess this part of the Upper Peninsula, which was still recognized by the United States as Ojibwa territory. The Federal Government quickly entered negotiations with Ojibwa representatives, extracting the rights to the tribe's Lake Superior territory in exchange for \$800,000 and the right to occupy portions of the area for a temporary period of time. With the signing of the Treaty of La Pointe in 1842, the Upper Peninsula mineral rush began. After problems with issuing mining permits was ironed out between the state and the Federal governments, people began flooding into the western Upper Peninsula. Numerous mining companies financed by Eastern businessmen, especially from Boston, set up mines and attendant communities across the landscape. Soon after the establishment of copper mining, large iron ore deposits were discovered along the southern Lake Superior shore in the central Upper Peninsula near present-day Negaunee. As with the Keeweenaw region, several iron mining companies quickly developed to exploit this valuable resource, with new communities springing up around the mine locations. For a brief period around 1880, Michigan led the nation in both copper and iron production. Many of the towns and villages of the western and central Upper Peninsula today are directly related to the mining boom of the last half of the nineteenth century (Rubenstein and Ziewacz 2014).

In 1847, Lansing became the state capital, which previously was held at Detroit. A new state constitution was approved in 1850, which raised the question of suffrage for non-white men. Ultimately, the constitution approved extending the vote to immigrants who pledged to attain full citizenship and Native Americans who renounced tribal membership. Suffrage for Black people was placed on a separate ballot and soundly defeated. This event was typical for early civil rights in the state, which had early on addressed the issue during the territorial government days by passing a law that, while protecting free blacks from Southern slave catchers, denied them any semblance of civil rights or equality. Still, the abolitionist movement grew in Michigan, bolstered by immigrants from states with large numbers of abolitionists. The Underground Railroad had several

routes leading across the state and slowly, anti-slavery sentiment grew in strength, until antebellum newspapers were bold enough to print statistics on the number of escaped enslaved people that made it to freedom in Canada through Michigan. As part of this movement, the Republican party saw a surge in electoral success in the 1850s, turning the state into one of the first strongholds for the party in the nation (Rubenstein and Ziewacz 2014).

5.2.4 THE CIVIL WAR YEARS AND POSTBELLUM DEVELOPMENTS, 1860–1900

Michigan was a vocal supporter of the Union cause in the months leading up to the Civil War and put deeds to words by sending an infantry company for the Union Army to Washington, D.C., just over a month after Confederate forces fired on Fort Sumter. The Michigan legislature recognized the key issue of the conflict in an 1862 resolution calling for the complete abolishment of slavery. As the war ground on, however, northern Democrats saw a chance to push back and rallied against abolitionism. While seeing some short-term gains, a party platform explicitly supporting white supremacy was too much for many of the so-called “War Democrats” who switched affiliation to the Republicans, and the Michigan Democratic Party was essentially neutered. Republicans swept the 1864 election, buoyed by the success of Sherman’s Atlanta campaign. Outside of the state government’s actions, Michigan’s support for the Union cause is seen in the number of men it sent to the war. Nearly a quarter of the male population of the state served in the war, including half of all military-aged men. Over 90,000 men in total went to war, including 1,600 free Black men who served in units like the First Michigan Colored Infantry. One of the most famous Michigan citizens tied to the Civil War is George Armstrong Custer, who rose to the rank of Major General and was known as one of the most talented cavalry officers on either side of the conflict. Michigan’s economy boomed during the war years, as its copper and iron were vital to the war effort. Too, the state’s farmers rapidly adopted mechanization into their labor practices, due to a labor shortage of farmhands who had gone off to war. This development was supported by increasing prosperity for farmers, who were making good money off providing food supplies for the war effort. This development was key in the change from primarily subsistence farming to large-scale commercial farming in the state. Although hampered during the war years because of labor shortages, the Michigan timber industry became one of the state’s predominant industries, with a yearly average of 33,000 acres of timberland cleared during this period. This period was also the golden age of rail in the state, with nearly 7,000 miles of track crisscrossing the state by 1900 (Rubenstein and Ziewacz 2014).

The post-war years showed that Michigan, while strongly anti-slavery during the war, was hesitant to grant full civil rights to Black people afterwards. An act to grant suffrage to Black men barely passed in 1870, with fear among segments of the white populace that passage would result in a mass migration to the state of former slaves. The same year, Michigan’s first women’s suffrage societies formed, although their goals would not be reached until the twentieth century. Politically, the Republican party dominated control of both the governor’s seat

and the State House during this period, although the Democrats made steady advances in eroding their control.

Ironically, while white Michiganders feared an influx of Black immigrants from the South, it was experiencing massive population growth during this period of other immigrants, primarily from Europe. Over half of the 700,000 people who moved to the state between 1860 and 1900 were foreign nationals. Indeed, foreign immigration to the state was actively encouraged by the state legislature as early as 1845. Special focus of these efforts was on the Germanic region of Europe, whose residents were seen as ideal immigrants due to their perceived conservatism, education, work ethic, and religious values. Many towns in Michigan still boast a strong Germanic culture, such as Frankenmuth and Gaylord. Canadians, especially French *Canadiens*, were another significant source of newcomers. An influx of Dutch settlers to western Michigan influenced cultural development in that region, including the development of a town called Holland, an annual tulip festival, and even a few traditional Dutch windmills. In the Upper Peninsula, the mining companies actively recruited skilled Cornish miners from the United Kingdom. Large numbers of Irish also came to the mining districts, followed at the end of the nineteenth century by Italians, Swedes, Eastern Europeans, and Finns. While many of these immigrants moved further west to follow mining booms, the Finns stayed put and Finnish heritage is a key component of Upper Peninsula culture (Rubenstein and Ziewacz 2014).

5.2.5 INDUSTRIAL BOOM YEARS AND THE DEPRESSION, 1900–1940

Michigan's industrial base developed greatly in the first two decades of the twentieth century. The copper and iron mining regions were still experiencing success, even with the contraction of active copper mines to the Portage Lake region and major competition with western mines. It was the automobile industry, however, that would define Michigan industry in the twentieth century. By 1900, Ransom Olds had already established Michigan's first automobile manufacturing company, and thanks in part to a mass-market advertising campaign, became rather successful. Olds' success inspired many others to enter the automobile industry. The most famous name in the industry is that of Henry Ford, who founded the Ford Motor Company in 1903. Ford is credited with the introduction of many innovations to the industry, including the assembly line and providing a living wage for his workers, based on the idea that the people who made his products should also be able to afford them. Other Michigan-based automobile companies that sprang up at the turn of the century include General Motors, created in 1908 out of an amalgamation of 30 different car companies purchased by William Durant.

The Great Depression had a tremendous effect on Michigan. The automobile industry was hard-hit, as cars were still viewed as a luxury item. The mining districts were devastated, and the copper mines in particular never recovered. State efforts to provide relief were hampered by a Red Scare that occurred in the 1920s, lending a stigma to state welfare programs. Numerous strikes occurred during this period of labor disruption and unrest. Towards the end of the depression years, however, federal programs such as the Civilian Conservation

Corps and Works Progress Administration had hired thousands of out-of-work Michigan residents, resulting in what has been described as 20 years' worth of infrastructure and societal improvements in the span of three years (Rubenstein and Ziewacz 2014).

5.2.6 WORLD WAR II AND THE POST WAR YEARS, 1941–1967

Michigan was a major player in materiel supply during World War II. Its industries were well-positioned to convert to production of vehicles, ammunition, and other supplies for the war, while its mines provided valuable copper and iron. Indeed, World War II is likely responsible for the survival of the copper industry in Michigan past the mid-century mark. Ten percent of all federal war contracts went to Michigan companies, second only to New York. After the war, numerous developments, such as middle-class families with substantial savings to spend and the development of the interstate highway system, helped grow the automobile industry even more. The copper industry essentially collapsed completely after the war, with only two major mining companies barely managing to struggle along. Many of the rural counties in Michigan, especially in the Upper Peninsula, saw drastic population declines as families moved elsewhere to take advantage of better economic opportunities.

The development of a car-centric culture is a key factor in suburban growth, with a more negative contribution coming from systematic racism, as white families fled cities like Detroit with rising Black populations. Race relations were always a simmering issue in Michigan, with a surge in the Ku Klux Klan in the 1920s and a major race riot in Detroit in 1943. Because of its large Black population, Detroit was a hotbed of civil rights activity in the postwar years. In 1963, the city was the location of a national civil rights conclave attended by key figures in the movement, including Reverend Martin Luther King, Jr. Despite efforts to improve social and economic conditions, unemployment reached 11 percent by 1967, and civil discontent reached the boiling point in July of that year, with the infamous 1967 Detroit Riot. Sparked by a police raid on a night club during a severe heat wave, riots spread uncontrollable throughout the city, with entire city blocks destroyed by fire, the deaths of 44 people, and over \$50 million in property damage. The city is still trying to recover from the effects of this event to this day (Rubenstein and Ziewacz 2014).

5.2.7 THE MODERN ERA

Beginning in the 1970s, Michigan has experienced a series of declines in its industrial base. The automobile industry in the state has been affected through enticements by southern states to relocate factories with the promise of tax abatements and an anti-union governmental stance, while increased automation in the auto plants reduced the need for large workforces. The oil embargo of the early 1970s and governmental efforts to mandate fuel efficiency and emissions reductions also challenged the industry. By the 1980s, the state had one of the highest unemployment rates in the nation. The state economy has begun to diversify in recognition that depending largely on one dominant economic sector was not sustainable. New sources of business development appeared in the form

of wineries and tourism. A series of political reforms of varying strategies helped pull the state out of severe economic woes by the 1990s, although it still lags much of the rest of the nation in key areas (Rubenstein and Ziewacz 2014).

5.2.8 ST. CLAIR COUNTY HISTORY

Michigan's Territorial Legislature established St. Clair County on September 10 of 1820 from part of Macomb County, and its government organized a year later. The county is bounded on the east by Lake Huron and the St. Clair River, south by Lake St. Clair and Macomb County, west by Lapeer and Macomb Counties, and north by Sanilac County. There are several theories as to the origin of the name of this county, but ultimately it received its name from French explorer René Robert Cavelier, Sieur de La Salle on August 12 of 1679 when he first arrived at Lake St. Clair. He named the lake as Lac Sainte-Claire because he arrived on the feast day of the Italian Sainte Clare of Assisi. By 1755, the Mitchell Map had changed the spelling to what it is today, St. Clair. As a result, European American settlers took the name of Lake St. Clair and the St. Clair River and named the county after both since the county is located along the western shores of Lake St. Clair and the St. Clair River. Furthermore, the county seat was originally the city of St. Clair, but it moved to Port Huron in 1871 (Jenks 1912; Western Historical Society 1883).

The early history of St. Clair County is extensive and dates even further back than the naming of the lake. French exploration of the territory bordering on Lake Huron occurred around 1615 by Father Le Caron and fifteen years later with Jean Nicolet. However, Samuel Champlain predated them both and was the first European to describe the Great Lakes and publish maps of his journeys and what he learned from Native Americans. He gained information from the Native Americans to further learn the landscape of the area he was exploring. Therefore, he learned about the native tribes of the Mascoutens, the Ho-Chunk, the Potawatomi people, and the Ojibwe people. In his report to the French government, he makes use of information and recommends a point at the outlet of Lake Huron for the building of a military post or trading village. The French government did not use this recommendation immediately, but the building of Fort St. Joseph was placed near his suggestion decades later in 1691 (Western Historical Society 1883).

There were three significant forts built in St. Clair County: Fort St. Joseph, Fort Gratiot, and Fort Sinclair. The French built Fort St. Joseph in 1691 on the Saint Joseph River. Frenchman used it originally for fur trade up until the French and Indian War. Soldiers eventually abandoned the fort, and it was not rediscovered until 1998. Fort Gratiot finished construction in 1814 and named after Charles Gratiot who was the engineer. It shut down permanently in 1895. Two surviving buildings were moved to the Fort Gratiot Lighthouse in the early 2000s, which is the oldest surviving lighthouse in Michigan (built in 1829). Lastly, the events of Pontiac's Rebellion spurred the British to build a military base on the St. Clair River. Colonel Patrick Sinclair chose the location in 1764 at the mouth of the Pine River and named it Fort Sinclair, which was in use for almost twenty years before

soldiers abandoned it (St. Clair Historical Museum 2022a; Western Historical Society 1883).

Many of the first settlers who came into St. Clair County improved existing Native American trails into county roads and established numerous ferry landings on the St. Clair River. A geological feature of the county were the floating fields near the village of Capac. As of 1862, this bog was still present, but the German immigrants and the state drained it for crops in 1866. There are also extensive series of burial mounds located at the head of the St. Clair River and at the foot of Lake Huron. They extend continuously for about a mile and a half north. On the west bank of the Black River is a burial mound that contained significant features. When a road cut through the eastern slope of this mound, the excavation revealed human bones, pottery, stone tools, and a grave with an interior described as lined with pottery (Jenks 1912; Western Historical Society 1883).

Today, St. Clair County has the largest freshwater sailing event in the world, and its abundance of water sources resulted in the county having the world's longest freshwater boardwalk along the St. Clair River, which forms the international border between Michigan and Ontario, Canada. St. Clair County is also called The Blue Water Area, which is another name to describe the Thumb of Michigan where the county is located. St. Clair county is the largest population in The Thumb area of the state, likely due to its proximity to the Detroit Metropolitan Area. Its population has increased from the 1990 population of 145,607 to the 2020 Census population of 160,383 inhabitants (U.S. Census Bureau 2020a). About 72 percent of the workforce in the county are employed in the private sector, largely in the manufacturing, education/health care services, and retail trade sectors.

5.2.9 KIMBALL TOWNSHIP HISTORY

The St. Clair County Commissioners established Kimball Township on February 12 of 1855 from part of Clyde Township. The township received its name in honor of John S. Kimball, who was a well-known early settler. The Grand Trunk, Grand Trunk Western, and the Saginaw and Almont branches of the Pere Marquette Railway crossed Kimball Township entirely. This township contains two large streams known as Black River that flows in the northeastern section and Pine River that runs completely north and south. The area initially had a substantial amount of pine lumber. Among the first settlers were the families of the Wheelers, Kimballs, Smiths, and the Bartletts. Kimball Township contains six unincorporated villages called Kimball, Smith's Creek, Sparlingville, Thornton, West Tappan, and Wadhams (Jenks 1912; Western Historical Society 1883).

There are a few small unincorporated communities that developed in the township. Kimball is located near the center of the township just east of North Pine River Road. Settlement did not begin until around 1840 when Barzillai Wheeler and John S. Kimball arrived. This village was also a station on the Port Huron and Northwestern Railway in 1882 and given a post office named "Kimbal" in December 1882. Although, the spelling was fixed to Kimball in January 1889.

Smiths Creek is at the southwestern corner of Kimball Township and the northern section of Saint Clair Township. Both the village and the stream were named after Elisha Smith who was an original settler. It had a station on the Grand Trunk Railroad line in 1865, and the train depot is now a part of The Henry Ford Museum in Wayne County. Smiths Creek was the county seat of St. Clair County from 1869 until April 1871 then it moved to Port Huron. Furthermore, George Sparling founded Sparlingville on the west side of the township at Allen and Griswold Roads. The villages of Thornton and West Tappan are the smallest of the communities with only half of Thornton in Kimball Township and the other is in Wales Township. Wadhams is in the northeast corner of the township at Wadhams and Lapeer roads. In 1825, Robert Smart built a mill on the Black River that he named "Clyde Mills" after the River Clyde in Scotland where he grew up. In 1827, Smart sold the mill to Ralph Wadhams. This is where the name of the village changed from Clyde Mills to Wadhams. However, when Clyde Township formed in March 1836, it took its name from the previous name of the settlement. Wadhams has experienced many new developments due to its proximity to Interstate 69 and Old M-21(Jenks 1912).

Timbering and agriculture were the early economic drivers in the township, and it remains agrarian in character today, although large sections of the western part of the township are forested. The township today has a population of just over 9,600 people as of the 2020 census. Most people are employed in the private sector and commute out of the township for work. Manufacturing, education/health care services, and retail trade account for most jobs held by township residents (U.S. Census Bureau 2022b).

5.2.10 ST. CLAIR TOWNSHIP HISTORY

The County Commissioners established St. Clair Township on January 5 of 1818, and it was included in St. Clair County when that political subdivision occurred in 1820. In 1817, Robert Fulton platted a town on the north side of the Pine River and convinced the state to make his settlement of St. Clair the new county seat, where it remained until Port Huron claimed it in 1871. The city of St. Clair originated with the creation of a British fort at the mouth of the Pine River in 1764 (St. Clair Historical Museum 2022; Western Historical Society 1883). Among the first settlers of the township were the families of the Bernards, Carletons, Coxes, Ogdens, Thibaults, Palmers, Fultons, and Beardsleys. The settlers of the area consisted of several French, Canadians, and Germans. St. Clair Township had numerous manufacturing companies and business places that attracted a large population.

The city of St. Clair is the only organized community in the township. St. Clair received its name from Lake Saint Clair to the southwest of the township. James Fulton who platted a village named for the nearby lake on the north bank of the Pine River in 1818. Then, Thomas Palmer purchased the property in 1826 and renamed it as the village of Palmer. However, the name changed again to the village of St. Clair, and in 1850 the village was incorporated. St. Clair benefited from its location along the Michigan Midland and Grand Trunk Railroads and St. Clair River that place it within effortless distance of the industrial capital of

Michigan through river and rail transportation (Western Historical Society 1883). In the late 1800s, St. Clair became a well-known resort with the construction of the Oakland Hotel in 1881 and the Somerville Hotel in 1888 (St. Clair Historical Museum 2022b). More recently, in the 1960s, the U.S. Department of Housing and Urban Development redeveloped the downtown area of St. Clair, which included the expansion of Palmer Park with its boardwalk along the St. Clair River.

Agriculture was the primary mover of the local economy well into the twentieth century. Settlers used clay from the Pine River's banks for several brickyards that operated into the twentieth century. Another prominent enterprise was shipbuilding that began in the 1820s with three shipyards located in the area, which continued for a hundred years. Furthermore, in 1887, the Diamond Crystal Salt Company began extracting the area's immense underground salt deposits and this business is still in operation today. St. Clair Township retains its historical rural character today. Much of the landscape consists of farm fields and sections of woodlots. At present, the 2020 Census has the population of St. Clair Township as 7,085 inhabitants. Most people in the township work in the private sector, largely in health care/education services, manufacturing, and construction; people mainly commute out of the township for work (St. Clair County, Michigan 2022a; Western Historical Society 1883; U.S. Census Bureau 2022c).

5.2.11 HISTORY OF THE PROJECT AREA

The project area straddles the boundary between Kimball Township on the north and St. Clair Township to the south. Examination of historical maps shows that the project area was largely undeveloped until the establishment of a small airfield sometime prior to the 1940s that would become the St. Clair County International Airport (discussed in more detail below). Two farms were present within the northern project area in the nineteenth century, followed by small rural residences in the early to mid-twentieth century. One of the mid-century residences within the northern project area has recently been demolished and replaced with new housing. It appears the nineteenth century farms are no longer present. No buildings were within the southern project area until the houses on the 1968 USGS map. These houses are still present and are the only historical-era buildings in the southern project area.

St. Clair County International Airport

The history of the St. Clair County International Airport begins in the mid-1940s. The county Chamber of Commerce endorsed a plan to create a new airport in St. Clair County in 1943, at the site of a small existing air strip called Weeks Field (*Times Herald* 1943). It is unclear how long Weeks Field had been in existence prior to its acquisition by the county, but it does not show up on the 1928 USGS map. In 1944, the county Board of Supervisors purchased nearly 800 acres of land for a new airport to serve the county and presented a conceptual plan for the airport (*Times Herald* 1944; St. Clair County, Michigan 2022). The actual construction of an improved airport facility was purposefully delayed until after

the conclusion of World War II, so as not to tie up needed labor and funds for the war effort. However, the existing dirt airfield was repaired and maintained, with the local Civil Air Patrol using a building on site (*Times Herald* 1945). After the war, two local men rented the airfield for use as a flying school. The field had three small runways with two hangers and the old Civil Air Patrol building. By 1946, plans were finalized for the airport improvements, including extending and improving the runways and a new administration building and hangers (*Times Herald* 1946). Construction of the new runways began in 1949 and were completed by 1950; the administration building was finished in 1951 (*Times Herald* 1949, St. Clair County, Michigan 2022). The U.S. Department of Treasury designated the airport as an International Airport in 1954. In 1977, the nearby air industrial park was established (St. Clair County, Michigan 2022).

5.3 RESEARCH QUESTIONS 1 AND 2 DISCUSSION

The first two research questions address the relationship of previous surveys and previously recorded sites/resources to the proposed project and the likelihood of encountering previously recorded cultural resources within the proposed project area. These questions can be answered using the information collected from the literature review and application of the environmental and cultural contexts to the specific ecological history of the project location.

1. *Has the project area been subjected to previous cultural resources investigations, and are there any previously recorded resources located within or immediately adjacent to the project area?*

The literature review shows that small portions of the project area were surveyed in the late 1970s, with one archaeological resource (SC94) recorded in the project area. Three other sites, all low-density lithic scatters, were recorded in the general vicinity. SC94 was noted as badly disturbed.

2. *What is the likelihood of identifying previously unrecorded cultural resources within the project area?*

The likelihood to encounter previously unidentified cultural resources seems low. The project areas contain landforms that are either poorly drained or previously disturbed. If archaeological sites are present, they would likely represent sites like the previously identified low-density lithic scatters. Historical deposits could be present near the locations of the two nineteenth-century farmsteads that were present at the Smiths Creek Road-Allen Road intersection.

6.0 METHODS

6.1 ARCHAEOLOGICAL FIELD METHODS

The field crew used visual inspection for the reconnaissance of the project area. More intensive testing was not included in the scope of work at this phase of project development. The crew used a Trimble R1 GNSS receiver (sub-meter accuracy) with a GPS enabled iPad operating Esri ArcGIS for data collection.

The crew took photographs of the project as deemed appropriate. The field director kept a photolog record of the photographs, keyed to project mapping.

6.1.1 VISUAL INSPECTION

The crew visually inspected the entire surveyed area to identify readily apparent cultural resources, such as mounds, earthworks, buildings, or structural remnants of such. The crew also documented areas of disturbance, steep slope, and any inundated areas (i.e., wetlands, streams, ponds, etc.), which would preclude physical testing in the future if such was required.

7.0 RESULTS OF THE ARCHAEOLOGICAL SURVEY

The crew conducted fieldwork in early October of 2022. The weather during the survey was overcast and warm (65°F). The weather did not hinder the completion of the fieldwork. The crew used visual inspection to inspect the APE for above ground indications of archaeological resources (Figure 9, Photo 1–Photo 30). The reconnaissance did not result in the identification of any archaeological resources through visual inspection. Areas within the airport property appeared graded or otherwise disturbed. Much of the southern project area appears to consist of seasonal wetlands or disturbed areas. There may be more intact areas in the project area north of Smiths Creek Road.

7.1 RESEARCH QUESTIONS 3 AND 4 DISCUSSION

After completing analysis of the results of fieldwork, the second two research questions regarding whether the proposed project will affect any cultural resources and if so, are those affected resources listed, eligible, or potentially eligible for the NRHP can be addressed.

3. *Will the proposed project affect any cultural resources (archaeological or above ground structures)?*

No archaeological resources were identified through visual inspection of the project area. However, physical testing was not scoped for the reconnaissance. It is possible that subsurface archaeological sites could be present, although the environmental and cultural literature review suggests the possibility of sites is low in this area.

4. *If cultural resources will be affected, are any of those affected resources listed, eligible, or require further study for inclusion on the National Register of Historic Places?*

The level of work performed for this reconnaissance did not identify cultural resources, although it was limited to a visual reconnaissance. If there are subsurface archaeological sites, it is considered unlikely that any would represent significant resources based on the environmental and cultural literature review.

8.0 SUMMARY AND CONCLUSIONS

Lawhon & Associates, Inc. (L&A) conducted a conducted an archaeological reconnaissance for a proposed clearing project at Runways 4 and 22 at the St. Clair Co. International Airport in Kimball and St. Clair Townships, St. Clair County, Michigan. The project involves the removal of trees above a certain height from the approach areas for each runway.

The reconnaissance included a literature review and visual inspection with photodocumentation of the tree clearing locations to identify potential archaeological sites with above-ground components that could be impacted by the clearing activities. No such resources were identified.

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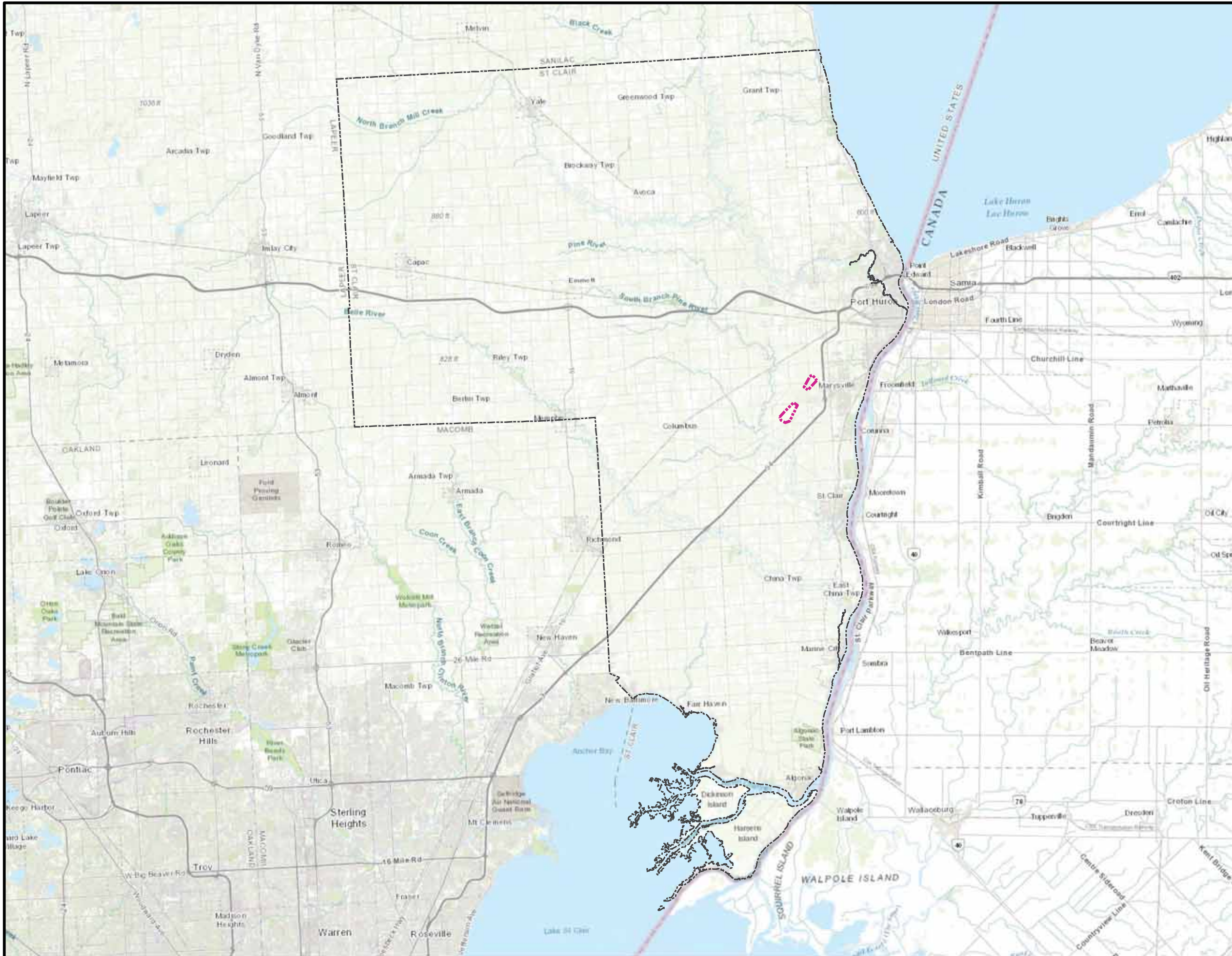
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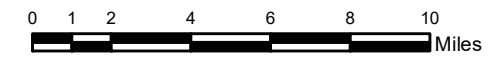
10.0 FIGURES



Overview of Michigan

Legend

- St. Clair County
- Project Area

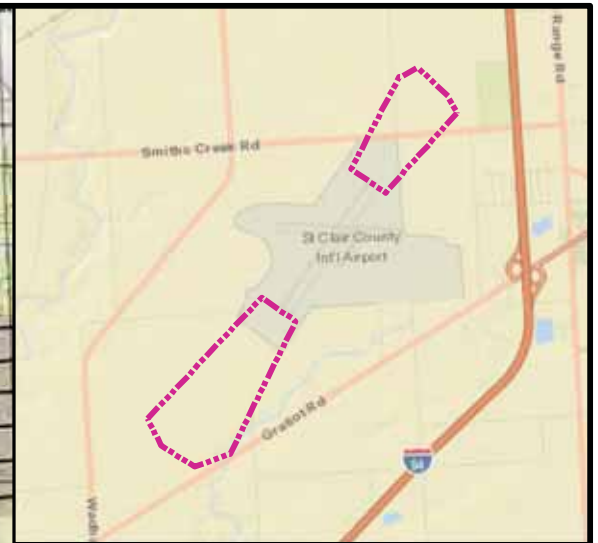


St. Clair Co. International Airport

St. Clair County with an Overview of Michigan

Lawhon & Associates, Inc.

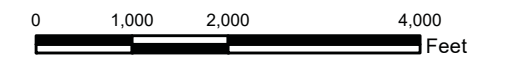
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Extent Map

Legend

 Project Area

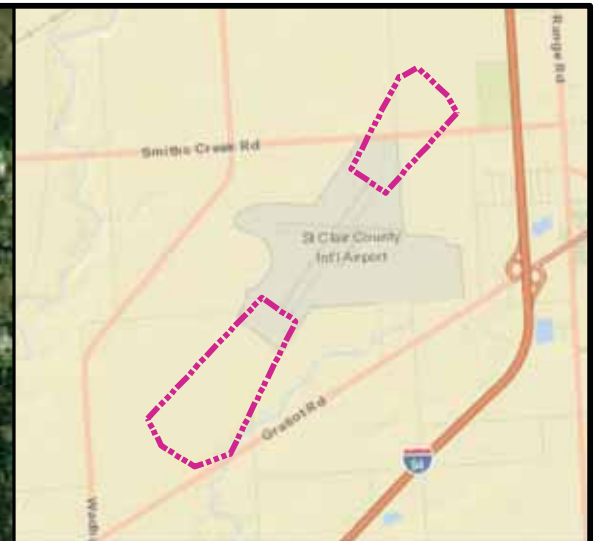
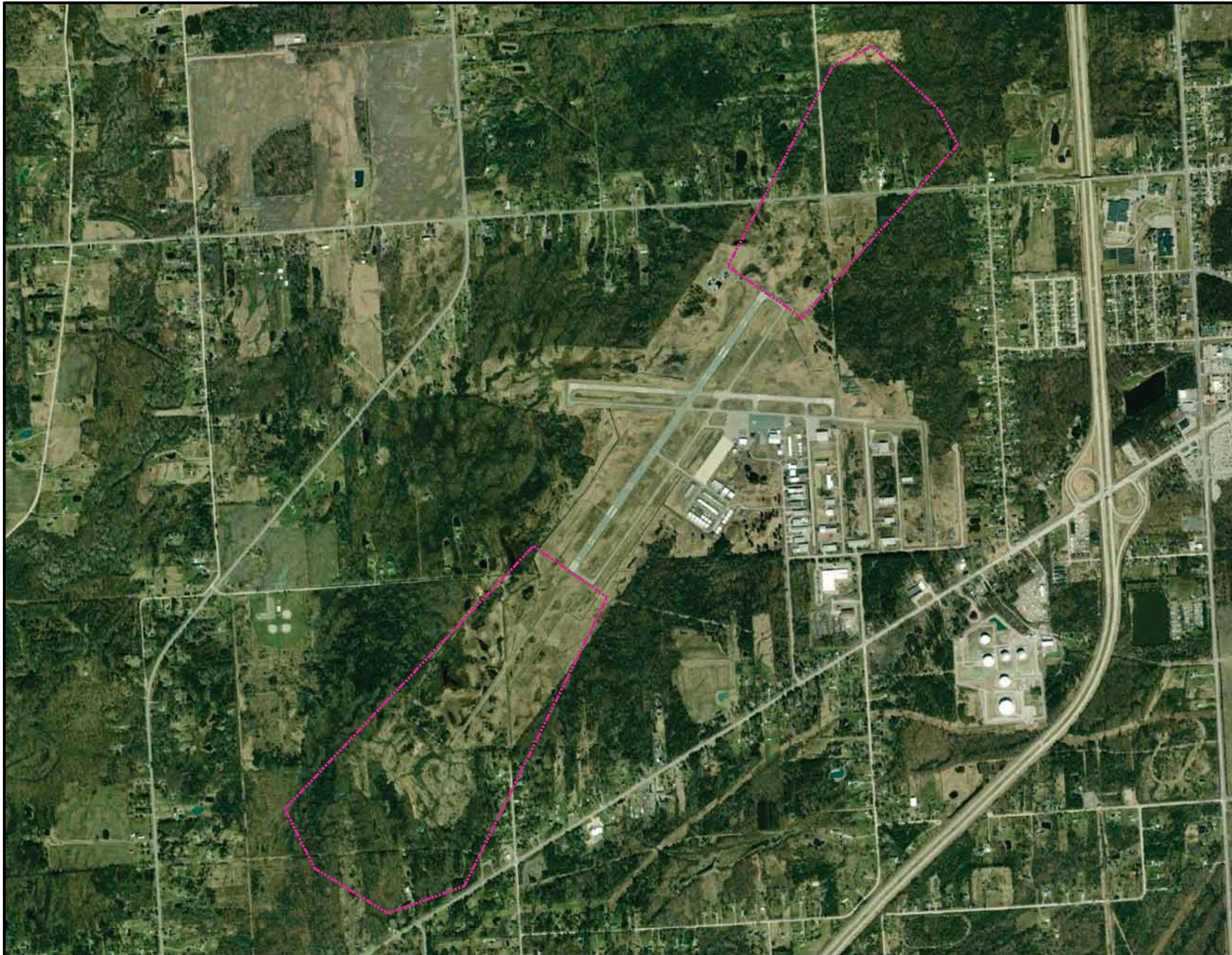


**St. Clair Co.
International Airport**

USGS Topographic Map
Smiths Creek Quad



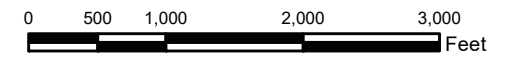
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Extent Map

Legend

 Project Area



**St. Clair Co.
International Airport**

Modern Aerial Imagery Map



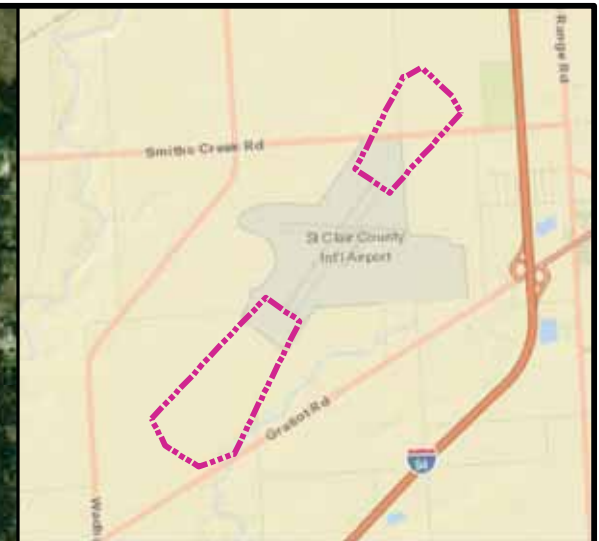
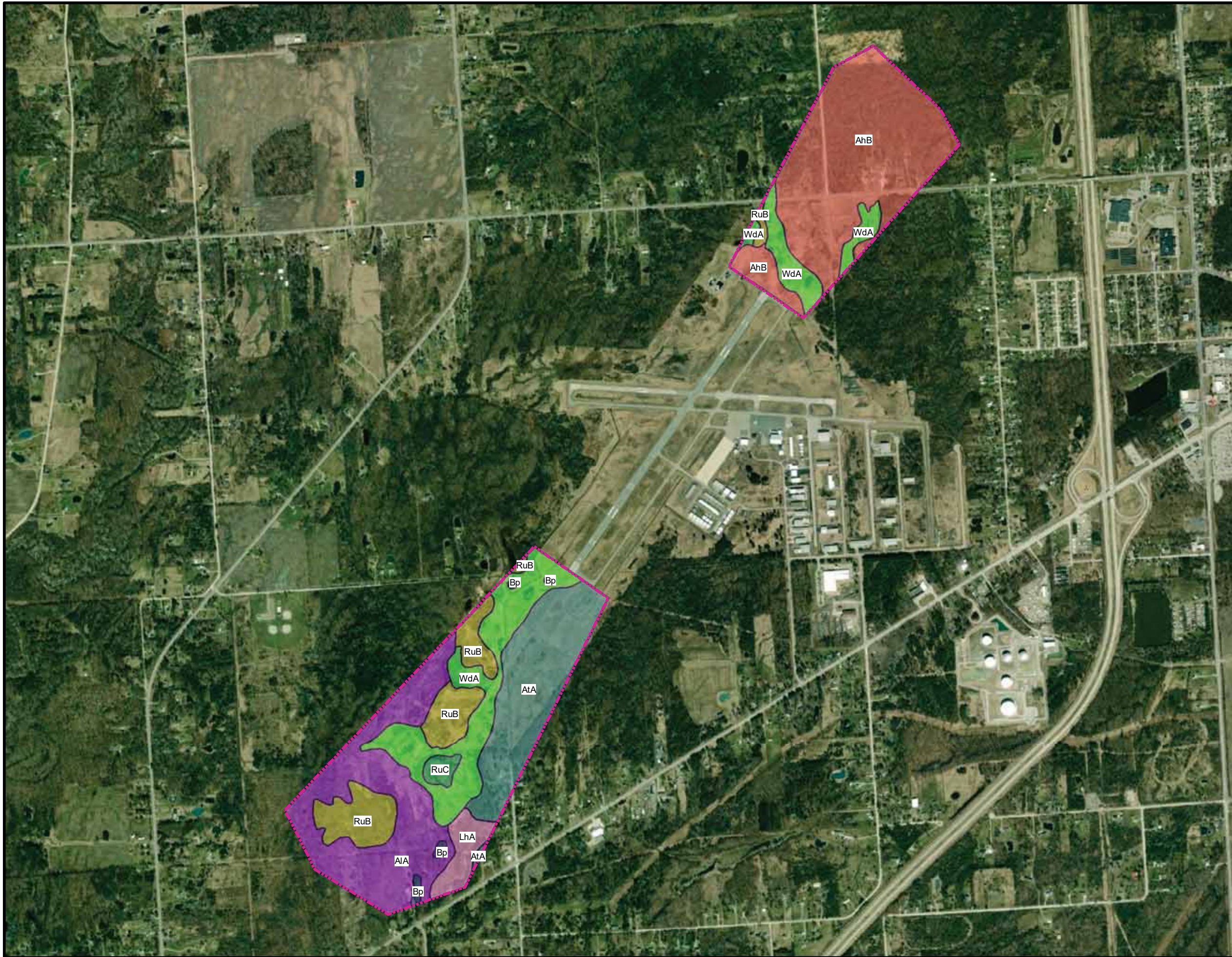
Lewhon & Associates, Inc.

Date:
Nov 2022

Approved by:
AS

L&A No.
22-0500

Figure
3



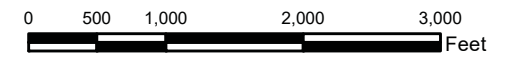
Extent Map

Legend

Project Area

Soil Type

- AhB
- AIA
- AtA
- Bp
- LhA
- RuB
- RuC
- WdA

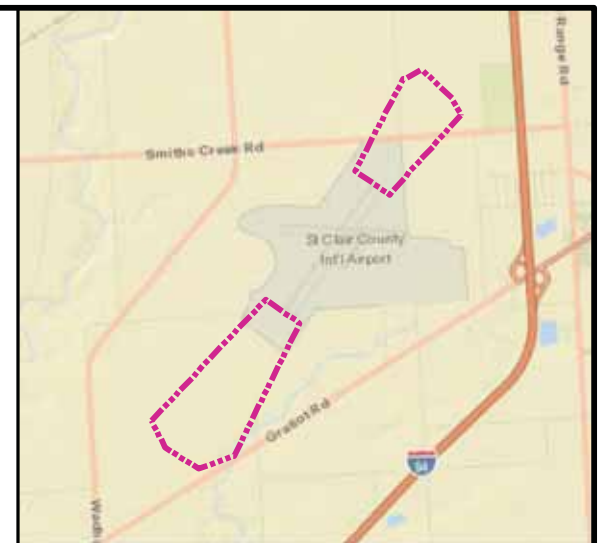
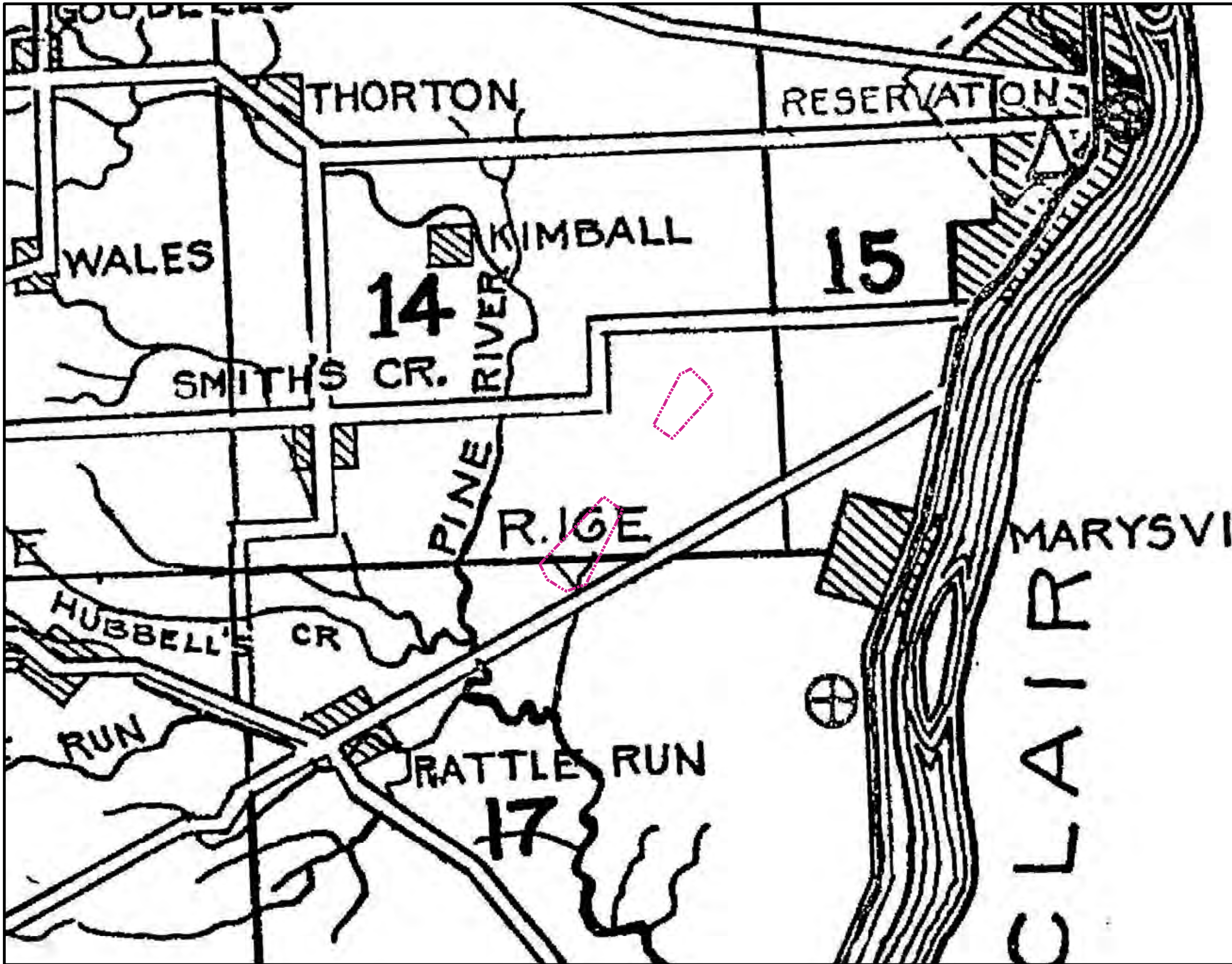


St. Clair Co. International Airport

SSURGO Soils Map

Lewhon & Associates, Inc.

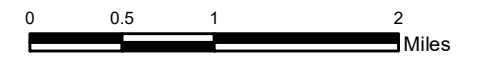
Date: Nov 2022	Approved by: AS	L&A No. 22-0500	Figure 4
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Extent Map

Legend

 Project Area ±

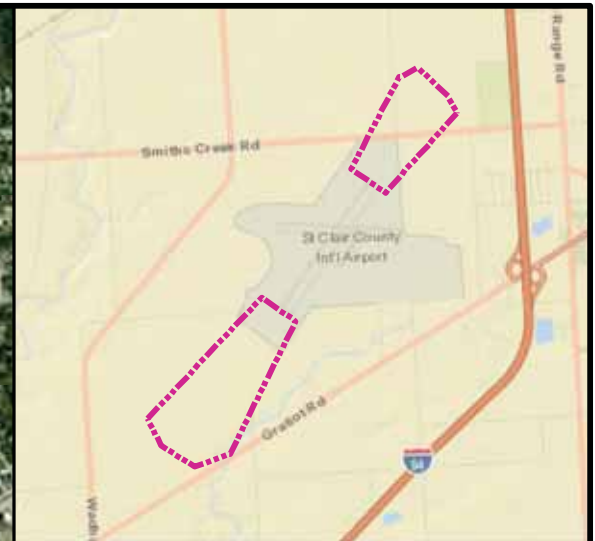
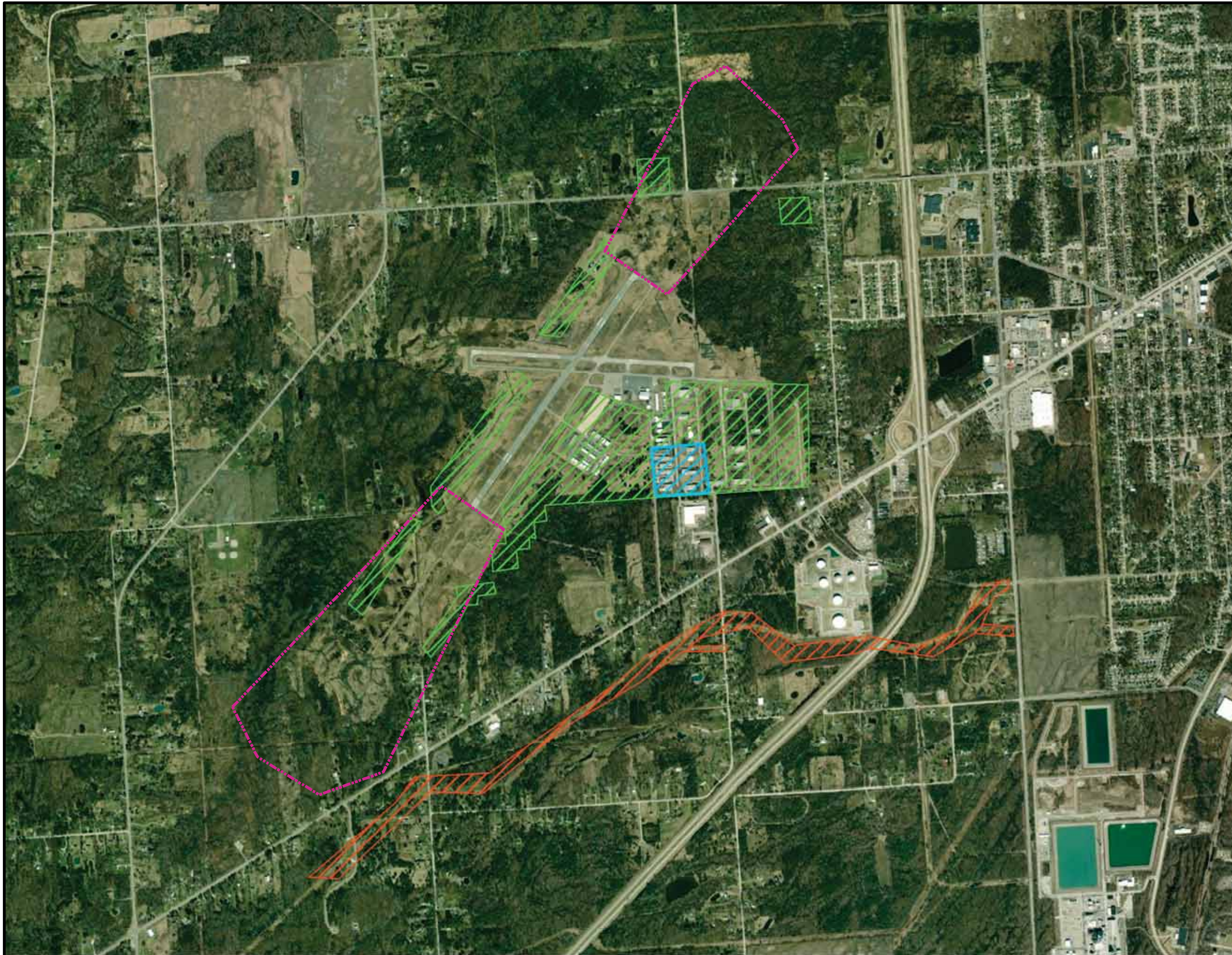


St. Clair Co. International Airport
 Detail of St. Clair County Map from Hinsdale 1931



Lewhon & Associates, Inc.

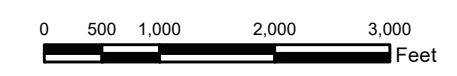
Date: Nov 2022	Approved by: AS	L&A No. 22-0500	Figure 5
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Extent Map

Legend

- Project Area
- ER-2858
- ER-89508
- ER10-579

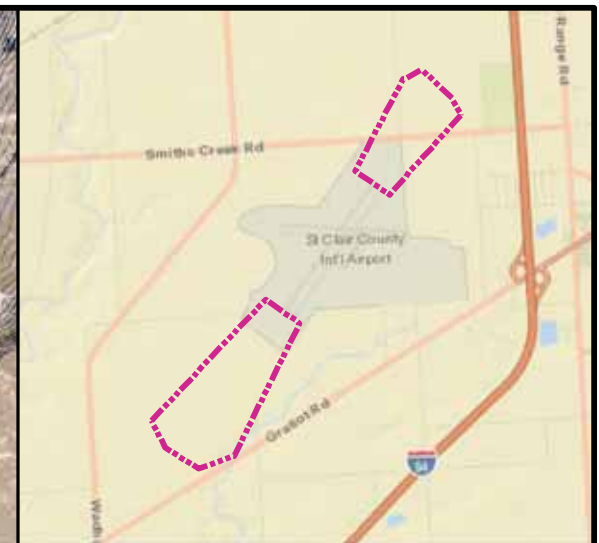


**St. Clair Co.
International Airport**

Previous Cultural
Resource Surveys



Date: Nov 2022	Approved by: AS	L&A No. 22-0500	Figure 6
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Extent Map

Legend

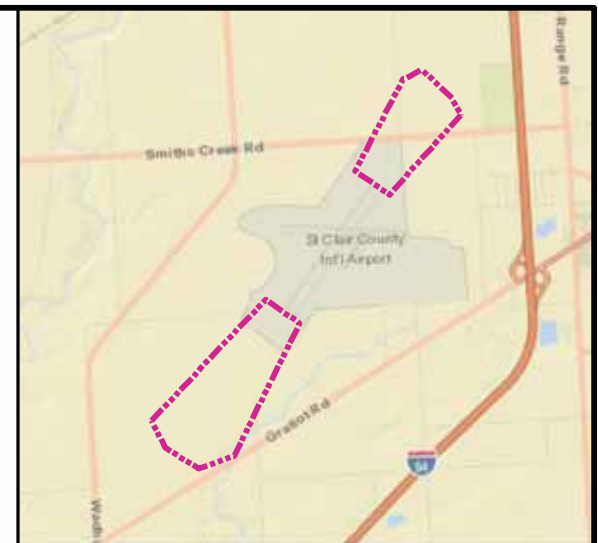
 Project Area



**St. Clair Co.
International Airport**
Detail of 1859 map of
Macomb and
St. Clair Counties



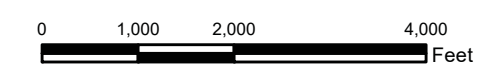
Date: Nov 2022	Approved by: AS	L&A No. 22-0500	Figure 7
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Extent Map

Legend

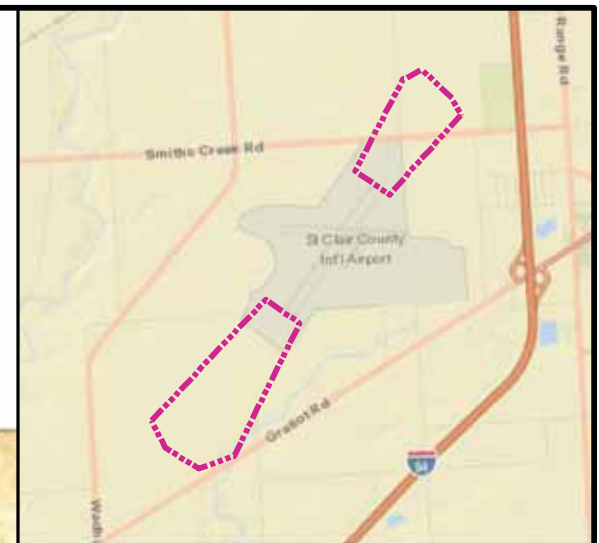
 Project Area



**St. Clair Co.
International Airport**
Detail of 1876 plats of
Kimball and
St. Clair Townships





Date: Nov 2022	Approved by: AS	L&A No. 22-0500	Figure 8
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Extent Map

Legend

 Project Area



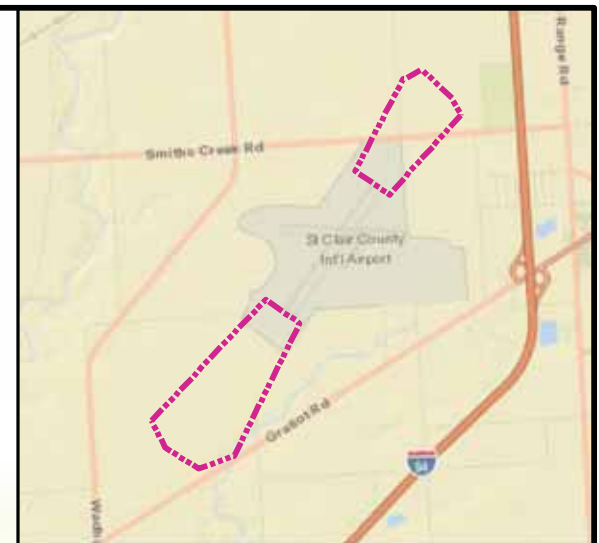
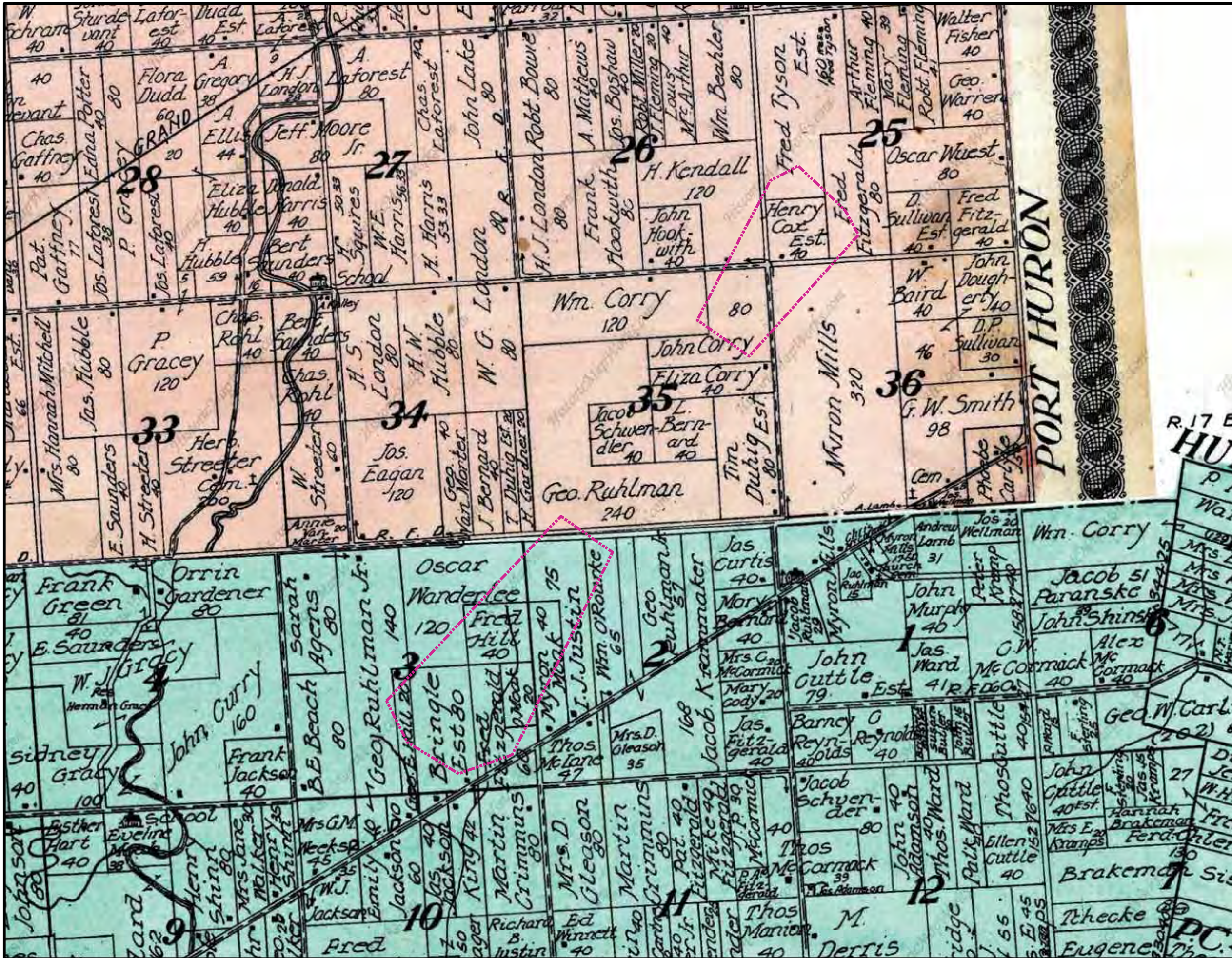
0 1,000 2,000 4,000 Feet

St. Clair Co. International Airport
 Detail of 1897 plats of Kimball and St. Clair Townships


 Lawton & Associates, Inc.

Date: Nov 2022	Approved by: AS	L&A No. 22-0500	Figure 9
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File Name: 09-1897 plat.mxd Edited: 4/4/2023 By: dwilliams



Extent Map

Legend

 Project Area



0 1,000 2,000 4,000 Feet

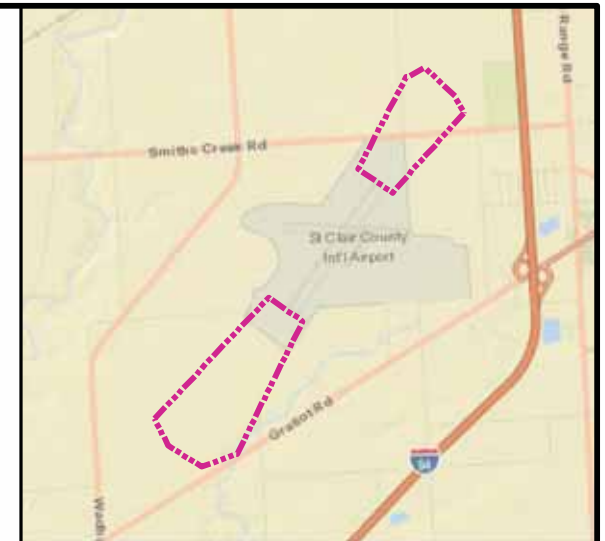
St. Clair Co. International Airport

Detail of 1916 plats of Kimball and St. Clair Townships

 Lewhon & Associates, Inc.

Date: Nov 2022	Approved by: AS	L&A No. 22-0500	Figure 10
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File Name: 10-1916 plat.mxd Edited: 4/4/2023 By: dwilliams



Extent Map

Legend

 Project Area

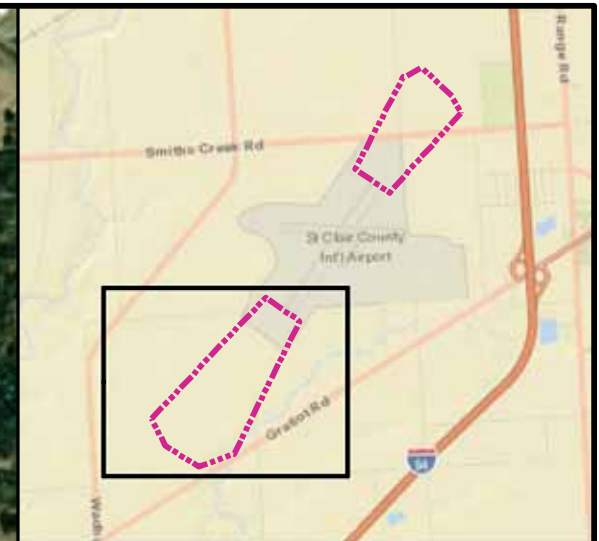


**St. Clair Co.
International Airport**

928 Mt. Hicky, Michigan 15'
Series Topographic Map





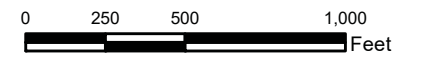
Date: Nov 2022	Approved by: AS	L&A No. 22-0500	Figure 11
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Extent Map

Legend

-  Project Area
-  Photo Location

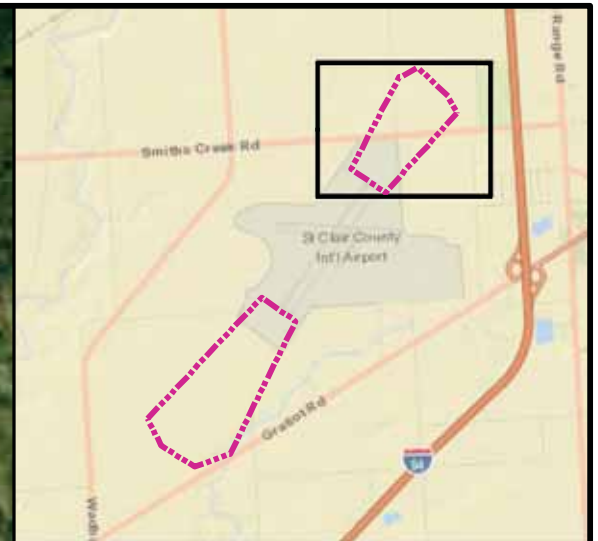


**St. Clair Co.
International Airport**

Photo Orientation Map,
Southern Project Area





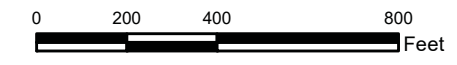
Date: Nov 2022	Approved by: AS	L&A No. 22-0500	Figure 12
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Extent Map

Legend

-  Project Area
-  Photo Location



**St. Clair Co.
International Airport**

Photo Orientation Map,
Northern Project Area



Date: Nov 2022	Approved by: AS	L&A No. 22-0500	Figure 13
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11.0 PHOTOS



Photo 1. Conditions in southern project area in airport, facing north
Looking up channelized ditch from access road



Photo 2: Conditions in southern project area in airport, facing east



Photo 3. Conditions in southern project area in airport, facing south
Looking down channelized ditch from access road



Photo 4. Conditions in southern project area in airport, facing west



Photo 5. Graded airfield in southern project area, facing west



Photo 6. Graded airfield in southern project area, facing south



Photo 7. End of access road, southern project area, facing northwest



Photo 8. Two-track trail in southern project area, facing southeast



Photo 9. Cleared area southwest of airfield, southern project area, facing southwest



Photo 10. Sparsely wooded area, southern project area, facing northwest



Photo 11. Sparsely wooded area, southern project area, facing southeast



Photo 12. Sparsely wooded area, southern project area, facing southwest



Photo 13. Sparsely wooded area, southern project area, facing south



Photo 14. Dense secondary forest, southern project area, facing east



Photo 15. Utility corridor, southern project area, facing west



Photo 16. Utility corridor, southern project area, facing east



Photo 17. Access road into airport property from Gratiot Ave, facing north



Photo 18. Allen Road, northern project area, facing north



Photo 19. Smiths Creek Road, northern project area, facing east



Photo 20. Airfield from Smiths Creek/Allen intersection, facing south



Photo 21. Smiths Creek Road, northern project area, facing west



Photo 22. Graded airfield, northern project area, facing north



Photo 23. Graded airfield, northern project area, facing northeast



Photo 24. Cleared airfield, northern project area, facing northeast



Photo 25. Cleared airfield, northern project area, facing north



Photo 26. Allen Road, north edge of northern project area, facing northeast



Photo 27. Allen Road, north edge of northern project area, facing southwest



Photo 28. New houses in northern project area, facing north



Photo 29. New houses in northern project area, facing northeast



Photo 30. Conditions along south edge of northern project area, facing northeast

Attachment G. Inventory Forms

Michigan SHPO Architectural Properties Identification Form

Property Overview and Location



Street Address	210 South Bartlett Road		
City/Township, State, Zip Code	St. Clair Township, Michigan, 48079		
County	St. Clair County		
Assessor's Parcel #	74307500001000		
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.896924	Long: -82.539968	
Ownership	Private <input checked="" type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input type="checkbox"/> Public-Federal <input type="checkbox"/> Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below	Structure <input type="checkbox"/>
Commercial <input type="checkbox"/>	Object <input type="checkbox"/>
Residential <input checked="" type="checkbox"/>	
Industrial <input type="checkbox"/>	
Other <input type="checkbox"/>	



Architectural Information

Construction Date	1979
Architectural Style	Ranch
Building Form	Rectangular
Roof Form	Side-gable
Roof Materials	Asphalt shingles
Exterior Wall Materials	Wood; Brick veneer
Foundation Materials	Not visible
Window Materials	Vinyl
Window Type	Sliding
Outbuildings	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Number/Type:	(1) Type unknown

Eligibility

Individually Eligible	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>
Criteria Considerations:	a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>			
Component of a Historic District	Contributing to a district <input type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name:	
Not Eligible <input checked="" type="checkbox"/>				
Area(s) of Significance	N/A			
Period(s) of Significance	N/A			
Integrity – Does the property possess integrity in all or some of the 7 aspects?				
Location <input type="checkbox"/>	Design <input type="checkbox"/>	Materials <input type="checkbox"/>	Workmanship <input type="checkbox"/>	Setting <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/>
General Integrity:	Intact <input type="checkbox"/>	Altered <input type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):
Historic Name	House			
Current/Common Name	House			
Historic/Original Owner	Unknown			
Historic Building Use	Single-Family Dwelling			
Current Building Use	Single-Family Dwelling			
Architect/Engineer/Designer	Unknown			
Builder/Contractor	Unknown			

Survey Date	10/06/2022	Recorded By	Brian Matuk	Agency Report #
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:
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Narrative Architectural Description

Provide a detailed description of the property, including all character defining features and any accessory resources.

This one-story Ranch house was constructed in 1979 and has a rectangular plan and a side-gable roof clad in asphalt shingles.¹ The house is of frame construction and has an exterior clad in wood siding with a brick veneer water table located on the front (east) facade. Windows consist of replacement, vinyl, sliding sash, and are flanked by decorative wood shutters. A partial-width entry porch marks the main entrance, and is supported by wood posts. An attached garage is at the south end of the facade.

Modern aerial photography shows a small outbuilding to the southwest of the house, which is not visible from the public right-of-way.²

History of the Resource

Provide information on previous owners, land use, construction and alteration dates in a narrative format. This is required for all intensive level surveys and designation and recommended for other identification efforts.

The property at 210 South Bartlett Road is located within the Supervisor's Moak Farms Plat on the west side of the street near the northern end of the road, north of Interstate Highway 94 (I-94), between Gratiot Avenue and the St. Clair County International Airport (Airport).

The earliest properties along this block of South Bartlett Road, between Gratiot Avenue and the Airport property, date to around the 1930s as seen through early quad maps and verified by parcel data.³ Until this time, most development was limited to Gratiot Avenue, the main road in the area that connects Marysville with Detroit; highway traffic is now bypassed by I-94. The earliest historic aerial available from 1951 depicts scattered residential properties along South Bartlett Road. Most of the land on both sides of South Bartlett Road is cleared by this time, with only sparse areas of trees. This was the same year the Airport was built to the northeast of South Bartlett Road.⁴ The growth of this block of South Bartlett Road was gradual, and largely occurred between the 1960s and the 1990s, with residential development occurring on the land previously occupied by agriculture, as evidenced by USGS quad maps and historic aerial photographs. This development was likely fueled by the creation of I-94 to the east during the 1960s and the 1970s.⁵

The subject house was constructed in 1979, and the shed to the southwest of the house was likely constructed at the same time.⁶ Census and directory research did not identify the original owner of the house during its 1979 construction.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register, including an evaluation under at least one of the four criteria, discussion of the seven aspects of integrity, and recommendations about eligibility. This is required for all properties.

This Ranch-style house was evaluated for the National Register of Historic Places (National Register) under *Criteria A, B, and C*. As the house is under 50 years of age, it is subject to *Criteria Consideration G: Properties*

¹ "Aerial Image: St. Clair, St. Clair County, Michigan, 1973," *Historic Aerials by NETROnline*, accessed October 4, 2022, <https://www.historicaerials.com/viewer>; "Aerial Image: St. Clair, St. Clair County, Michigan, 1983," *Historic Aerials by NETROnline*, accessed October 4, 2022, <https://www.historicaerials.com/viewer>.

² "210 S Bartlett Rd," *Google*, accessed October 10, 2022,

<https://www.google.com/maps/place/210+S+Bartlett+Rd,+St+Clair,+MI+48079/@42.8968531,-82.5391375,146m/data=!3m1!1e3!4m5!3m4!1s0x8825751f435da1a1:0xa371e619d61497a1!8m2!3d42.8969052!4d-82.5394456>.

³ U.S. Geological Survey, "Smiths Creek, Michigan," May 2, 1950; U.S. Geological Survey, "Smiths Creek, Michigan," January 12, 1971.

⁴ St. Clair County International Airport, "Airport History - PAST," accessed October 5, 2022,

<https://www.stclaircounty.org/offices/airport/PastFuture.aspx>.

⁵ U.S. Geological Survey, "Smiths Creek, Michigan," 1:24000 (Washington DC: U.S. Department of the Interior, Geological Survey, May 2, 1950); U.S. Geological Survey, "Smiths Creek, Michigan," 1:24000 (Washington DC: U.S. Department of the Interior, Geological Survey, January 12, 1971); "Aerial Image: St. Clair, St. Clair County, Michigan, 1951," *Historic Aerials by NETROnline*, accessed October 4, 2022, <https://www.historicaerials.com/viewer>; "Aerial Image: St. Clair, St. Clair County, Michigan, 1967," *Historic Aerials by NETROnline*, accessed October 4, 2022, <https://www.historicaerials.com/viewer>; "Aerial Image: St. Clair, St. Clair County, Michigan, 1973"; "Aerial Image: St. Clair, St. Clair County, Michigan, 1983."

⁶ "Aerial Image: St. Clair, St. Clair County, Michigan, 1973"; "Aerial Image: St. Clair, St. Clair County, Michigan, 1983."

That Have Achieved Significance Within the Past Fifty Years. No evidence was found to suggest that it is eligible under *Criterion A: Community Planning and Development* as this house does not represent community development due to sporadic development along this block of South Bartlett Road over a long period of time (1930s-2010s). Additionally, development patterns do not appear to have changed or accelerated along South Bartlett Road due to the construction of the Airport in 1951.⁷ No evidence was found to suggest it is eligible under *Criterion B: Significant Person* as no specific significant individual was identified through research to be associated with the property. The property is not significant under *Criterion C*, as the house is a common and simple example of Ranch-style architecture, which was extremely popular at this time, and does not have distinctive characteristics of the Ranch style to embody either the architecture or the period. The property was not found to be significant under any National Register criteria; therefore, an assessment of integrity is not applicable. As such, the property is recommended not eligible for listing in the National Register.

References

List references used to research and evaluate the individual property.

- "210 S Bartlett Rd." *Google*. Accessed October 10, 2022.
<https://www.google.com/maps/place/210+S+Bartlett+Rd,+St+Clair,+MI+48079/@42.8968531,-82.5391375,146m/data=!3m1!1e3!4m5!3m4!1s0x8825751f435da1a1:0xa371e619d61497a1!8m2!3d42.8969052!4d-82.5394456>.
- "Aerial Image: St. Clair, St. Clair County, Michigan, 1951." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.
- "Aerial Image: St. Clair, St. Clair County, Michigan, 1967." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.
- "Aerial Image: St. Clair, St. Clair County, Michigan, 1973." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.
- "Aerial Image: St. Clair, St. Clair County, Michigan, 1983." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.
- Geil & Jones. *Map of the Counties of Macomb & St. Clair, Michigan*. Philadelphia: Geil, Harley & Siverd, 1859.
- Geo. A. Ogle & Co. *Standard Atlas of St. Clair County, Michigan*. Chicago: Geo. A. Ogle & Co., 1897.
- "South Park." *The Times Herald*. August 6, 1908.
- St. Clair County International Airport. "Airport History - PAST." Accessed October 5, 2022.
<https://www.stclaircounty.org/offices/airport/PastFuture.aspx>.
- U.S. Geological Survey. "Smiths Creek, Michigan." 1:24000. Washington DC: U.S. Department of the Interior, Geological Survey, May 2, 1950.
- . "Smiths Creek, Michigan." 1:24000. Washington DC: U.S. Department of the Interior, Geological Survey, January 12, 1971.
- Whitmore, Glen A. "Dore's Subdivision." Plat Map. St. Clair County: St. Clair Township, 1948. State of Michigan Department of Licensing and Regulatory Affairs.
- . "Supervisor's Moak Farms Plat." Plat Map. St. Clair County: St. Clair Township, 1948. State of Michigan Department of Licensing and Regulatory Affairs.

⁷ St. Clair County International Airport, "Airport History - PAST."

Michigan SHPO Architectural Properties Identification Form

Property Overview and Location



Street Address	211 South Bartlett Street		
City/Township, State, Zip Code	St. Clair Township, Michigan, 48079		
County	St. Clair County		
Assessor's Parcel #	74-30-250-0016-000		
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.896853	Long: -82.538168	
Ownership	Private <input checked="" type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input type="checkbox"/> Public-Federal <input type="checkbox"/> Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below	Structure <input type="checkbox"/>
Commercial <input type="checkbox"/>	Object <input type="checkbox"/>
Residential <input checked="" type="checkbox"/>	
Industrial <input type="checkbox"/>	
Other <input type="checkbox"/>	



Architectural Information

Construction Date	1979
Architectural Style	Ranch
Building Form	Rectangular
Roof Form	Side-gable
Roof Materials	Asphalt shingles
Exterior Wall Materials	Vinyl siding
Foundation Materials	Poured concrete
Window Materials	Vinyl
Window Type	Sliding
Outbuildings	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Number/Type:	(2) Type unknown

Eligibility

Individually Eligible	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>
Criteria Considerations:	a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>			
Component of a Historic District	Contributing to a district <input type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name:	
Not Eligible <input checked="" type="checkbox"/>				
Area(s) of Significance	N/A			
Period(s) of Significance	N/A			
Integrity – Does the property possess integrity in all or some of the 7 aspects?				
Location <input type="checkbox"/>	Design <input type="checkbox"/>	Materials <input type="checkbox"/>	Workmanship <input type="checkbox"/>	Setting <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/>
General Integrity:	Intact <input type="checkbox"/>	Altered <input type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):
Historic Name	House			
Current/Common Name	House			
Historic/Original Owner	Unknown			
Historic Building Use	Single-Family Dwelling			
Current Building Use	Single-Family Dwelling			
Architect/Engineer/Designer	Unknown			
Builder/Contractor	Unknown			

Survey Date	10/06/2022	Recorded By	Brian Matuk	Agency Report #	
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:
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Narrative Architectural Description

Provide a detailed description of the property, including all character defining features and any accessory resources.

This one-story Ranch house was constructed in 1979 and has a rectangular plan and a side-gable roof clad in asphalt shingles.¹ The house is of frame construction and has an exterior clad in lapped vinyl siding with a poured concrete foundation. Windows consist of replacement, vinyl, sliding sash, and are flanked by decorative wood shutters. The entrance is accessible via a small set of stairs.

Modern aerial photography shows two small outbuildings to the east of the house, which are not visible from the public right-of-way.²

History of the Resource

Provide information on previous owners, land use, construction and alteration dates in a narrative format. This is required for all intensive level surveys and designation and recommended for other identification efforts.

The property at 210 South Bartlett Road is located within the Dore's Subdivision Plat on the east side of the street near the northern end of the road, north of Interstate Highway 94 (I-94), between Gratiot Avenue and the St. Clair County International Airport (Airport).

The earliest properties along this block of South Bartlett Road, between Gratiot Avenue and the Airport property, date to around the 1930s as seen through early quad maps and verified by parcel data.³ Until this time, most development was limited to Gratiot Avenue, the main road in the area that connects Marysville with Detroit; highway traffic is now bypassed by I-94. According to the Dore's Subdivision plat map, the east side of this single-block, dead-end road was platted in 1948 by Charles F. Dore, and included five lots fronting Gratiot Road (then, Gratiot Turnpike/U.S. Highway 25).⁴ This was platted the same year as the Supervisor's Moak Farms Plat located on the west side of the street.⁵ According to his obituary, Dore was not a developer, but instead owned and worked at several local businesses in St. Clair County, with the Dore Subdivision shown as his only development.⁶ The subdivision had some houses built for sale in the years following its plat, with other parcels remaining vacant for purchase. The earliest historic aerial available from 1951 depicts scattered residential properties along South Bartlett Road. Most of the land on both sides of South Bartlett Road is cleared by this time, with only sparse areas of trees. This was the same year the Airport was built to the northeast of South Bartlett Road.⁷ The growth of this block of South Bartlett Road was gradual, and largely occurred between the 1960s and the 1990s, with residential development occurring on the land previously occupied by agriculture, as evidenced by USGS quad maps and historic aerial photographs. This development was likely fueled by the creation of I-94 to the east during the 1960s and the 1970s.⁸

The subject house was constructed in 1979, and the shed to the southwest of the house was likely constructed at the same time.⁹ Census and directory research did not identify the original owner of the house during its 1979 construction.

¹ "Aerial Image: St. Clair, St. Clair County, Michigan, 1973," *Historic Aerials by NETROnline*, accessed October 4, 2022, <https://www.historicaerials.com/viewer>; "Aerial Image: St. Clair, St. Clair County, Michigan, 1983," *Historic Aerials by NETROnline*, accessed October 4, 2022, <https://www.historicaerials.com/viewer>.

² "211 S Bartlett Rd," *Google*, accessed October 1, 2023,

<https://www.google.com/maps/place/210+S+Bartlett+Rd,+St+Clair,+MI+48079/@42.8968531,-82.5391375,146m/data=!3m1!1e3!4m5!3m4!1s0x8825751f435da1a1:0xa371e619d61497a1!8m2!3d42.8969052!4d-82.5394456>.

³ U.S. Geological Survey, "Smiths Creek, Michigan," May 2, 1950; U.S. Geological Survey, "Smiths Creek, Michigan," January 12, 1971.

⁴ "Just Completed," *The Times Herald*, April 7, 1951.

⁵ Glen A. Whitmore, "Supervisor's Moak Farms Plat," Plat Map (St. Clair County: St. Clair Township, 1948), State of Michigan Department of Licensing and Regulatory Affairs.

⁶ "Charles F. Dore [Obituary]," *The Times Herald*, December 29, 2005.

⁷ St. Clair County International Airport, "Airport History - PAST," accessed October 5, 2022, <https://www.stclaircounty.org/offices/airport/PastFuture.aspx>.

⁸ U.S. Geological Survey, "Smiths Creek, Michigan," 1:24000 (Washington DC: U.S. Department of the Interior, Geological Survey, May 2, 1950); U.S. Geological Survey, "Smiths Creek, Michigan," 1:24000 (Washington DC: U.S. Department of the Interior, Geological Survey, January 12, 1971); "Aerial Image: St. Clair, St. Clair County, Michigan, 1951," *Historic Aerials by NETROnline*, accessed October 4, 2022, <https://www.historicaerials.com/viewer>; "Aerial Image: St. Clair, St. Clair County, Michigan, 1967," *Historic Aerials by NETROnline*, accessed October 4, 2022, <https://www.historicaerials.com/viewer>; "Aerial Image: St. Clair, St. Clair County, Michigan, 1973"; "Aerial Image: St. Clair, St. Clair County, Michigan, 1983."

⁹ "Aerial Image: St. Clair, St. Clair County, Michigan, 1973"; "Aerial Image: St. Clair, St. Clair County, Michigan, 1983."

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register, including an evaluation under at least one of the four criteria, discussion of the seven aspects of integrity, and recommendations about eligibility. This is required for all properties.

This Ranch-style house was evaluated for the National Register of Historic Places (National Register) under *Criteria A, B, and C*. As the house is under 50 years of age, it is subject to *Criteria Consideration G: Properties That Have Achieved Significance Within the Past Fifty Years*. No evidence was found to suggest that it is eligible under *Criterion A: Community Planning and Development* as this house does not represent community development due to sporadic development along this block of South Bartlett Road over a long period of time (1930s-2010s). Additionally, development patterns do not appear to have changed or accelerated along South Bartlett Road due to the construction of the Airport in 1951.¹⁰ No evidence was found to suggest it is eligible under *Criterion B: Significant Person* as no specific significant individual was identified through research to be associated with the property. The property is not significant under *Criterion C*, as the house is a common and simple example of Ranch-style architecture, which was extremely popular at this time, and does not have distinctive characteristics of the Ranch style to embody either the architecture or the period. The property was not found to be significant under any National Register criteria; therefore, an assessment of integrity is not applicable. As such, the property is recommended not eligible for listing in the National Register.

References

List references used to research and evaluate the individual property.

"211 S Bartlett Rd." *Google*. Accessed October 1, 2023.

<https://www.google.com/maps/place/210+S+Bartlett+Rd,+St+Clair,+MI+48079/@42.8968531,-82.5391375,146m/data=!3m1!1e3!4m5!3m4!1s0x8825751f435da1a1:0xa371e619d61497a1!8m2!3d42.8969052!4d-82.5394456>.

"Aerial Image: St. Clair, St. Clair County, Michigan, 1951." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

"Aerial Image: St. Clair, St. Clair County, Michigan, 1967." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

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"Just Completed." *The Times Herald*. April 7, 1951.

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U.S. Geological Survey. "Smiths Creek, Michigan." 1:24000. Washington DC: U.S. Department of the Interior, Geological Survey, May 2, 1950.

———. "Smiths Creek, Michigan." 1:24000. Washington DC: U.S. Department of the Interior, Geological Survey, January 12, 1971.

Whitmore, Glen A. "Supervisor's Moak Farms Plat." Plat Map. St. Clair County: St. Clair Township, 1948. State of Michigan Department of Licensing and Regulatory Affairs.

¹⁰ St. Clair County International Airport, "Airport History - PAST."

Michigan SHPO Architectural Properties Identification Form

Property Overview and Location



Street Address	224 South Bartlett Road				
City/Township, State, Zip Code	St. Clair Township, Michigan, 48079				
County	St. Clair County				
Assessor's Parcel #	74302500014000				
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.896588	Long: -82.537622			
Ownership	Private <input checked="" type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input type="checkbox"/>	Public-Federal <input type="checkbox"/>	Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below	Structure <input type="checkbox"/>
Commercial <input type="checkbox"/>	Object <input type="checkbox"/>
Residential <input checked="" type="checkbox"/>	
Industrial <input type="checkbox"/>	
Other <input type="checkbox"/>	



Architectural Information

Construction Date	1939
Architectural Style	Minimal Traditional
Building Form	Rectangular
Roof Form	Cross-gable
Roof Materials	Asphalt shingles
Exterior Wall Materials	Vinyl
Foundation Materials	Concrete block
Window Materials	Vinyl
Window Type	One-over-one, double-hung
Outbuildings	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Number/Type:	(1) Shed

Eligibility

Individually Eligible	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>		
Criteria Considerations:	a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>					
Component of a Historic District	Contributing to a district <input type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name:			
Not Eligible <input checked="" type="checkbox"/>						
Area(s) of Significance	N/A					
Period(s) of Significance	N/A					
Integrity – Does the property possess integrity in all or some of the 7 aspects?						
Location <input type="checkbox"/>	Design <input type="checkbox"/>	Materials <input type="checkbox"/>	Workmanship <input type="checkbox"/>	Setting <input type="checkbox"/>	Feeling <input type="checkbox"/>	Association <input type="checkbox"/>
General Integrity:	Intact <input type="checkbox"/>	Altered <input type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):		
Historic Name	House					
Current/Common Name	House					
Historic/Original Owner	Unknown					
Historic Building Use	Single-Family Dwelling					
Current Building Use	Single-Family Dwelling					
Architect/Engineer/Designer	Unknown					
Builder/Contractor	Unknown					

Survey Date	10/06/2022	Recorded By	Brian Matuk	Agency Report #	
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:	
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Narrative Architectural Description

Provide a detailed description of the property, including all character defining features and any accessory resources.

This one-story Minimal Traditional house was constructed in 1939. It has a rectangular plan with a side-gable roof clad in asphalt shingles. The house is of frame construction atop of a poured concrete foundation, with an exterior clad in replacement vinyl siding. Windows are replacement, vinyl, one-over-one, double-hung sash, sometimes set in pairs. The entry is located within a partial-width porch, which has a front-gable roof that extends from the house's front (east) facade. The porch is wood and appear to have been recently replaced. A one-story addition extends south and west from the primary building form, and includes an attached garage.

To the west is a shed that appears to have been constructed c.1965, according to aerial photographs, but is not visible from the public right-of-way.

History of the Resource

Provide information on previous owners, land use, construction and alteration dates in a narrative format. This is required for all intensive level surveys and designation and recommended for other identification efforts.

The property at 224 South Bartlett Road is located within the Supervisor's Moak Farms Plat on the west side of the street near the northern end of the road, north of Interstate Highway 94 (I-94), between Gratiot Avenue and the St. Clair County International Airport (Airport).

The earliest properties along this block of South Bartlett Road, between Gratiot Avenue and the Airport property, date to around the 1930s as seen through early quad maps and verified by parcel data.¹ Until this time, most development was limited to Gratiot Avenue, the main road in the area that connects Marysville with Detroit; highway traffic is now bypassed by I-94. The earliest historic aerial available from 1951 depicts scattered residential properties along South Bartlett Road. Most of the land on both sides of South Bartlett Road is cleared by this time, with only sparse areas of trees. This was the same year the Airport was built to the northeast of South Bartlett Road.² The growth of this block of South Bartlett Road was gradual, and largely occurred between the 1960s and the 1990s, with residential development occurring on the land previously occupied by agriculture, as evidenced by USGS quad maps and historic aerial photographs. This development was likely fueled by the creation of I-94 to the east during the 1960s and the 1970s.³

The subject house was constructed in 1939. Census and directory research did not identify the original owner of the house during its 1939 construction.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register, including an evaluation under at least one of the four criteria, discussion of the seven aspects of integrity, and recommendations about eligibility. This is required for all properties.

This Minimal Traditional-style house was evaluated for the National Register of Historic Places (National Register) under *Criteria A, B, and C*. No evidence was found to suggest that it is eligible under *Criterion A: Community Planning and Development* as this house does not represent community development due to sporadic development along this block of South Bartlett Road over a long period of time (1930s-2010s). Additionally, development patterns do not appear to have changed or accelerated along South Bartlett Road due to the construction of the Airport in 1951.⁴ No evidence was found to suggest it is eligible under *Criterion B: Significant Person* as no specific significant individual was identified through research to be associated with the property. The

¹ U.S. Geological Survey, "Smiths Creek, Michigan," May 2, 1950; U.S. Geological Survey, "Smiths Creek, Michigan," January 12, 1971.

² St. Clair County International Airport, "Airport History - PAST," accessed October 5, 2022, <https://www.stclaircounty.org/offices/airport/PastFuture.aspx>.

³ U.S. Geological Survey, "Smiths Creek, Michigan," 1:24000 (Washington DC: U.S. Department of the Interior, Geological Survey, May 2, 1950); U.S. Geological Survey, "Smiths Creek, Michigan," 1:24000 (Washington DC: U.S. Department of the Interior, Geological Survey, January 12, 1971); "Aerial Image: St. Clair, St. Clair County, Michigan, 1951," *Historic Aerials by NETROnline*, accessed October 4, 2022, <https://www.historicaerials.com/viewer>; "Aerial Image: St. Clair, St. Clair County, Michigan, 1967," *Historic Aerials by NETROnline*, accessed October 4, 2022, <https://www.historicaerials.com/viewer>; "Aerial Image: St. Clair, St. Clair County, Michigan, 1973"; "Aerial Image: St. Clair, St. Clair County, Michigan, 1983."

⁴ St. Clair County International Airport, "Airport History - PAST."

property is not significant under *Criterion C*, as the house is a common and altered example of Minimal Traditional-style architecture, which was extremely popular in the 1930s and 1940s. The property was not found to be significant under any National Register criteria; therefore, an assessment of integrity is not applicable. As such, the property is recommended not eligible for listing in the National Register.

References

List references used to research and evaluate the individual property.

"Aerial Image: St. Clair, St. Clair County, Michigan, 1964." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

"Aerial Image: St. Clair, St. Clair County, Michigan, 1967." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

St. Clair County International Airport. "Airport History - PAST." Accessed October 5, 2022. <https://www.stclaircounty.org/offices/airport/PastFuture.aspx>.

Michigan SHPO Architectural Properties Identification Form

Property Overview and Location



Street Address	270 South Bartlett Road		
City/Township, State, Zip Code	St. Clair Township, Michigan 48079		
County	St. Clair County		
Assessor's Parcel #	74307500004000		
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.895753	Long: -82.539901	
Ownership	Private <input checked="" type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input type="checkbox"/> Public-Federal <input type="checkbox"/> Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below	Structure <input type="checkbox"/>
Commercial <input type="checkbox"/>	Object <input type="checkbox"/>
Residential <input checked="" type="checkbox"/>	
Industrial <input type="checkbox"/>	
Other <input type="checkbox"/>	



Architectural Information

Construction Date	1975
Architectural Style	Ranch
Building Form	Rectangular
Roof Form	Side-gable
Roof Materials	Asphalt shingles
Exterior Wall Materials	Vinyl; Brick veneer
Foundation Materials	Concrete
Window Materials	Vinyl
Window Type	Sliding
Outbuildings	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Number/Type:	(1) Shed

Eligibility

Individually Eligible <input type="checkbox"/>	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>				
Criteria Considerations:		a. <input type="checkbox"/>	b. <input type="checkbox"/>	c. <input type="checkbox"/>	d. <input type="checkbox"/>	e. <input type="checkbox"/>	f. <input type="checkbox"/>	g. <input type="checkbox"/>
Component of a Historic District	Contributing to a district <input type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name:					
Not Eligible <input checked="" type="checkbox"/>								
Area(s) of Significance	N/A							
Period(s) of Significance	N/A							
Integrity – Does the property possess integrity in all or some of the 7 aspects?								
Location <input type="checkbox"/>	Design <input type="checkbox"/>	Materials <input type="checkbox"/>	Workmanship <input type="checkbox"/>	Setting <input type="checkbox"/>	Feeling <input type="checkbox"/>	Association <input type="checkbox"/>		
General Integrity:		Intact <input type="checkbox"/>	Altered <input type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):			
Historic Name	House							
Current/Common Name	House							
Historic/Original Owner	Unknown							
Historic Building Use	Single-Family Dwelling							
Current Building Use	Single-Family Dwelling							
Architect/Engineer/Designer	Unknown							
Builder/Contractor	Unknown							

Survey Date	10/06/2022	Recorded By	Brian Matuk	Agency Report #	
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:	
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Narrative Architectural Description

Provide a detailed description of the property, including all character defining features and any accessory resources.

This one-story Ranch house was constructed in 1975 and has a rectangular plan. The house has a moderate-pitch side-gable roof and a front-gable attached garage, all clad in asphalt shingles.¹ It is of frame construction atop a poured concrete foundation. The exterior is clad in vinyl siding with a brick veneer water table along the front (east) facade. Windows are replacement, vinyl, sliding sash. The roof projects over the facade to shelter the main entrance, and is held up by four wood posts. The main entry is accessed by a concrete stoop and has a modern storm door.

To the southwest of the house is a shed that is not visible from the right-of-way. According to recent aerial photography, the shed has a front-gable roof clad with metal roofing.

History of the Resource

Provide information on previous owners, land use, construction and alteration dates in a narrative format. This is required for all intensive level surveys and designation and recommended for other identification efforts.

The property at 270 South Bartlett Road is located within the Supervisor's Moak Farms Plat on the west side of the street near the northern end of the road, north of Interstate Highway 94 (I-94), between Gratiot Avenue and the St. Clair County International Airport (Airport).

The earliest properties along this block of South Bartlett Road, between Gratiot Avenue and the airport property, date to around the 1930s as seen through early quad maps and verified by parcel data.² Until this time, most development was limited to Gratiot Avenue, the main road in the area that connects Marysville with Detroit; highway traffic is now bypassed by I-94. The earliest historic aerial available from 1951 depicts scattered residential properties along South Bartlett Road. Most of the land on both sides of South Bartlett Road is cleared by this time, with only sparse areas of trees. This was the same year the Airport was built to the northeast of South Bartlett Road.³ The growth of this block of South Bartlett Road was gradual, and largely occurred between the 1960s and the 1990s, with residential development occurring on the land previously occupied by agriculture, as evidenced by USGS quad maps and historic aerial photographs. This development was likely fueled by the creation of I-94 to the east during the 1960s and the 1970s.⁴

According to historical aerial photography, the shed located southwest of the house was constructed c.1995.⁵ Census and directory research did not identify the original owner of the house during its 1975 construction.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register, including an evaluation under at least one of the four criteria, discussion of the seven aspects of integrity, and recommendations about eligibility. This is required for all properties.

This Ranch-style house was evaluated for the National Register of Historic Places (National Register) under *Criteria A, B, and C*. No evidence was found to suggest that it is eligible under *Criterion A: Community Planning*

¹ "Aerial Image: St. Clair, St. Clair County, Michigan, 1967," *Historic Aerials by NETROnline*, accessed October 4, 2022, <https://www.historicaerials.com/viewer>; "Aerial Image: St. Clair, St. Clair County, Michigan, 1973," *Historic Aerials by NETROnline*, accessed October 4, 2022, <https://www.historicaerials.com/viewer>.

² U.S. Geological Survey, "Smiths Creek, Michigan," May 2, 1950; U.S. Geological Survey, "Smiths Creek, Michigan," January 12, 1971.

³ St. Clair County International Airport, "Airport History - PAST," accessed October 5, 2022, <https://www.stclaircounty.org/offices/airport/PastFuture.aspx>.

⁴ U.S. Geological Survey, "Smiths Creek, Michigan," 1:24000 (Washington DC: U.S. Department of the Interior, Geological Survey, May 2, 1950); U.S. Geological Survey, "Smiths Creek, Michigan," 1:24000 (Washington DC: U.S. Department of the Interior, Geological Survey, January 12, 1971); "Aerial Image: St. Clair, St. Clair County, Michigan, 1951," *Historic Aerials by NETROnline*, accessed October 4, 2022, <https://www.historicaerials.com/viewer>; "Aerial Image: St. Clair, St. Clair County, Michigan, 1967," *Historic Aerials by NETROnline*, accessed October 4, 2022, <https://www.historicaerials.com/viewer>; "Aerial Image: St. Clair, St. Clair County, Michigan, 1973," "Aerial Image: St. Clair, St. Clair County, Michigan, 1983."

⁵ "Aerial Image: St. Clair, St. Clair County, Michigan, 1983," *Historic Aerials by NETROnline*, accessed October 4, 2022, <https://www.historicaerials.com/viewer>; "Aerial Image: St. Clair, St. Clair County, Michigan, 1999," *Historic Aerials by NETROnline*, accessed October 4, 2022, <https://www.historicaerials.com/viewer>.

and Development as this house does not represent community development due to sporadic development along this block of South Bartlett Road over a long period of time (1930s-2010s). Additionally, development patterns do not appear to have changed or accelerated along South Bartlett Road due to the construction of the Airport in 1951.⁶ No evidence was found to suggest it is eligible under *Criterion B: Significant Person* as no specific significant individual was identified through research to be associated with the property. The property is not significant under *Criterion C*, as the house is a common and simple example of Ranch-style architecture, which was extremely popular at this time, and does not have distinctive characteristics of the Ranch style to embody either the architecture or the period. The property was not found to be significant under any National Register criteria; therefore, an assessment of integrity is not applicable. As such, the property is recommended not eligible for listing in the National Register.

References

List references used to research and evaluate the individual property.

"Aerial Image: St. Clair, St. Clair County, Michigan, 1967." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

"Aerial Image: St. Clair, St. Clair County, Michigan, 1973." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

"Aerial Image: St. Clair, St. Clair County, Michigan, 1983." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

"Aerial Image: St. Clair, St. Clair County, Michigan, 1999." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

"Aerial Image: St. Clair, St. Clair County, Michigan, 2005." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

"Aerial Image: St. Clair, St. Clair County, Michigan, 2009." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

"Aerial Image: St. Clair, St. Clair County, Michigan, 2014." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

St. Clair County International Airport. "Airport History - PAST." Accessed October 5, 2022. <https://www.stclaircounty.org/offices/airport/PastFuture.aspx>.

U.S. Geological Survey. "Smiths Creek, Michigan." 1:24000. Washington DC: U.S. Department of the Interior, Geological Survey, May 2, 1950.

———. "Smiths Creek, Michigan." 1:24000. Washington DC: U.S. Department of the Interior, Geological Survey, January 12, 1971.

⁶ St. Clair County International Airport, "Airport History - PAST."

Michigan SHPO Architectural Properties Identification Form

Property Overview and Location



Street Address	274 South Bartlett Road		
City/Township, State, Zip Code	St. Clair Township, Michigan 48079		
County	St. Clair County		
Assessor's Parcel #	74307500005000		
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.895178	Long: -82.539868	
Ownership	Private <input checked="" type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input type="checkbox"/> Public-Federal <input type="checkbox"/> Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below	Structure <input type="checkbox"/>
Commercial <input type="checkbox"/>	Object <input type="checkbox"/>
Residential <input checked="" type="checkbox"/>	
Industrial <input type="checkbox"/>	
Other <input type="checkbox"/>	



Architectural Information

Construction Date	1930
Architectural Style	Minimal Traditional
Building Form	Rectangular
Roof Form	Cross-gable
Roof Materials	Asphalt shingles
Exterior Wall Materials	Vinyl siding
Foundation Materials	Concrete block
Window Materials	Vinyl
Window Type	One-over-one, double-hung
Outbuildings	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Number/Type:	(1) Garage

Eligibility

Individually Eligible	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>
Criteria Considerations:	a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>			
Component of a Historic District	Contributing to a district <input type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name:	
Not Eligible <input checked="" type="checkbox"/>				
Area(s) of Significance	N/A			
Period(s) of Significance	N/A			
Integrity – Does the property possess integrity in all or some of the 7 aspects?				
Location <input type="checkbox"/>	Design <input type="checkbox"/>	Materials <input type="checkbox"/>	Workmanship <input type="checkbox"/>	Setting <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/>
General Integrity:	Intact <input type="checkbox"/>	Altered <input checked="" type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):
Historic Name	House			
Current/Common Name	House			
Historic/Original Owner	Unknown			
Historic Building Use	Single-Family Dwelling			
Current Building Use	Single-Family Dwelling			
Architect/Engineer/Designer	Unknown			
Builder/Contractor	Unknown			

Survey Date	10/06/2022	Recorded By	Brian Matuk	Agency Report #	
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:
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Narrative Architectural Description

Provide a detailed description of the property, including all character defining features and any accessory resources.

This one-story Minimal Traditional house was constructed in 1930. It is of frame construction and clad in replacement vinyl siding. The cross-gable roof is clad in asphalt shingles. Most of the windows are replacement vinyl, one-over-one, double-hung. A partial-width porch with wood steps and support beams is located at the north end of the front (east) facade just under the front gable, and shelters the main entry. A secondary entrance is located at the south elevation. A one-story wing is at the south end of the rear (west) elevation.

To the south of the house is a garage constructed c.1930, which has a rectangular plan with a side-gable roof and an exterior clad in asbestos shingle siding.

History of the Resource

Provide information on previous owners, land use, construction and alteration dates in a narrative format. This is required for all intensive level surveys and designation and recommended for other identification efforts.

The property at 210 S Bartlett Road is located within the Supervisor's Moak Farms Plat on the west side of the street near the northern end of the road, north of Interstate Highway 94 (I-94) between Gratiot Avenue and the St. Clair County International Airport (Airport).

The earliest properties along this block of South Bartlett Road, between Gratiot Avenue and the Airport property, date to around the 1930s as seen through early quad maps and verified by parcel data.¹ Until this time, most development was limited to Gratiot Avenue, the main road in the area that connects Marysville with Detroit; highway traffic is now bypassed by I-94. The earliest historic aerial available from 1951 depicts scattered residential properties along South Bartlett Road. Most of the land on both sides of South Bartlett Road is cleared by this time, with only sparse areas of trees. This was the same year the Airport was built to the northeast of South Bartlett Road.² The growth of this block of South Bartlett Road was gradual, and largely occurred between the 1960s and the 1990s, with residential development occurring on the land previously occupied by agriculture, as evidenced by USGS quad maps and historic aerial photographs. This development was likely fueled by the creation of I-94 to the east during the 1960s and the 1970s.³

The subject house was constructed in 1930, and it is likely the garage was also constructed at the same time.⁴ Census and directory research did not identify the original owner of the house during its 1930 construction.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register, including an evaluation under at least one of the four criteria, discussion of the seven aspects of integrity, and recommendations about eligibility. This is required for all properties.

This Minimal Traditional-style house was evaluated for the National Register of Historic Places (National Register) under *Criteria A, B, and C*. No evidence was found to suggest that it is eligible under *Criterion A: Community Planning and Development* as this house does not represent community development due to sporadic development along this block of South Bartlett Road over a long period of time (1930s-2010s). Additionally, development patterns do not appear to have changed or accelerated along South Bartlett Road due to the construction of the Airport in 1951.⁵ No evidence was found to suggest it is eligible under *Criterion B: Significant Person* as no specific significant individual was identified through research to be associated with the property. The

¹ U.S. Geological Survey, "Smiths Creek, Michigan," May 2, 1950; U.S. Geological Survey, "Smiths Creek, Michigan," January 12, 1971.

² St. Clair County International Airport, "Airport History - PAST," accessed October 5, 2022, <https://www.stclaircounty.org/offices/airport/PastFuture.aspx>.

³ U.S. Geological Survey, "Smiths Creek, Michigan," 1:24000 (Washington DC: U.S. Department of the Interior, Geological Survey, May 2, 1950); U.S. Geological Survey, "Smiths Creek, Michigan," 1:24000 (Washington DC: U.S. Department of the Interior, Geological Survey, January 12, 1971); "Aerial Image: St. Clair, St. Clair County, Michigan, 1951," *Historic Aerials by NETROnline*, accessed October 4, 2022, <https://www.historicaerials.com/viewer>; "Aerial Image: St. Clair, St. Clair County, Michigan, 1967," *Historic Aerials by NETROnline*, accessed October 4, 2022, <https://www.historicaerials.com/viewer>; "Aerial Image: St. Clair, St. Clair County, Michigan, 1973"; "Aerial Image: St. Clair, St. Clair County, Michigan, 1983."

⁴ "Aerial Image: St. Clair, St. Clair County, Michigan, 1951."

⁵ St. Clair County International Airport, "Airport History - PAST."

property is not significant under *Criterion C*, as the house is a common and altered example of Minimal Traditional-style architecture, which was extremely popular in the 1930s and 1940s. The property was not found to be significant under any National Register criteria; therefore, an assessment of integrity is not applicable. As such, the property is recommended not eligible for listing in the National Register.

References

List references used to research and evaluate the individual property.

"Aerial Image: St. Clair, St. Clair County, Michigan, 1951." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

"Aerial Image: St. Clair, St. Clair County, Michigan, 1964." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

"Aerial Image: St. Clair, St. Clair County, Michigan, 1967." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

"Aerial Image: St. Clair, St. Clair County, Michigan, 1973." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

"Aerial Image: St. Clair, St. Clair County, Michigan, 1983." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

St. Clair County International Airport. "Airport History - PAST." Accessed October 5, 2022. <https://www.stclaircounty.org/offices/airport/PastFuture.aspx>.

U.S. Geological Survey. "Smiths Creek, Michigan." 1:24000. Washington DC: U.S. Department of the Interior, Geological Survey, May 2, 1950.

"Smiths Creek, Michigan." 1:24000. Washington DC: U.S. Department of the Interior, Geological Survey, January 12, 1971.

Michigan SHPO Architectural Properties Identification Form

Property Overview and Location



Street Address	565 Allen Road		
City/Township, State, Zip Code	Kimball Township, Michigan 48074		
County	St. Clair County		
Assessor's Parcel #	74252500008000		
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.921938	Long: -82.521994	
Ownership	Private <input checked="" type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input type="checkbox"/> Public-Federal <input type="checkbox"/> Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below	Structure <input type="checkbox"/>
Commercial <input type="checkbox"/>	Object <input type="checkbox"/>
Residential <input checked="" type="checkbox"/>	
Industrial <input type="checkbox"/>	
Other <input type="checkbox"/>	



Architectural Information

Construction Date	1942
Architectural Style	Minimal Traditional
Building Form	Rectangular
Roof Form	Side gable
Roof Materials	Asphalt shingles
Exterior Wall Materials	Vinyl siding
Foundation Materials	Concrete
Window Materials	Vinyl
Window Type	One-over-one double-hung; Tripartite
Outbuildings	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Number/Type:	(1) Garage

Eligibility

Individually Eligible <input type="checkbox"/>	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>
Criteria Considerations:		a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>		
Component of a Historic District	Contributing to a district <input type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name:	
Not Eligible <input checked="" type="checkbox"/>				
Area(s) of Significance	N/A			
Period(s) of Significance	N/A			
Integrity – Does the property possess integrity in all or some of the 7 aspects?				
Location <input type="checkbox"/>	Design <input type="checkbox"/>	Materials <input type="checkbox"/>	Workmanship <input type="checkbox"/>	Setting <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/>
General Integrity:	Intact <input type="checkbox"/>	Altered <input type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):
Historic Name	House			
Current/Common Name	House			
Historic/Original Owner	Unknown			
Historic Building Use	Single-Family Dwelling			
Current Building Use	Single-Family Dwelling			
Architect/Engineer/Designer	Unknown			
Builder/Contractor	Unknown			

Survey Date	10/06/2022	Recorded By	Brian Matuk	Agency Report #
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:
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Narrative Architectural Description

Provide a detailed description of the property, including all character defining features and any accessory resources.

This Minimal Traditional-style house was constructed in 1942, with a general rectangular plan. The house has a steep-pitch side-gable roof clad in asphalt shingles with a front-gable pediment and shed-roof porch that marks the main entrance. It is of frame construction on a poured concrete foundation, with an exterior clad mainly in vinyl siding, with wood shingles in the front-gable end. Most windows are vinyl, one-over-one, double-sash with faux muntins. The main entry is located below the front gable, and sheltered by the porch. The side elevation contains a secondary entrance accessed by a partial-width wood porch. There is a one-story wing at the west elevation.

To the southwest of the house is a two-car garage. It is clad in vinyl siding and has a concrete foundation. The moderate-pitch front-gable roof is covered with asphalt shingles.

History of the Resource

Provide information on previous owners, land use, construction and alteration dates in a narrative format. This is required for all intensive level surveys and designation and recommended for other identification efforts.

The property at 565 Allen Road is located on the west side of the road's southern end, just north of St. Clair County International Airport and the intersection with Smiths Creek Road.¹ This property was one of the earliest to be built at the southern end of Allen Road, dating to 1942. The earliest historic aerial photograph from 1951 depicts scattered residential properties along Allen Road by this time, with a denser development scene north of Ravenswood Road, starting approximately 0.9 miles north of the subject property. Further research suggests that most development occurred around the northern end of Allen Road, booming during the 1960s and the 1970s, while development around the road's southern end remained stagnant until the 1980s and 1990s, when infill construction began to show some growth in the area.²

The house was constructed in 1942, and the detached garage was constructed c.1990.³ Census and directory research did not identify the original owner of the house during its 1942 construction.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register, including an evaluation under at least one of the four criteria, discussion of the seven aspects of integrity, and recommendations about eligibility. This is required for all properties.

This Minimal Traditional-style house was evaluated for the National Register of Historic Places (National Register) under *Criteria A, B, and C*. No evidence was found to suggest that it is eligible under *Criterion A: Community Planning and Development* as this house does not represent community development due to limited development along Allen Road until the 1980s. No evidence was found to suggest it is eligible under *Criterion B: Significant Person* as no specific significant individual was identified through research to be associated with the property. The property is not significant under *Criterion C*, as the house is a common and altered example of Minimal Traditional-style architecture, which was extremely popular in the 1930s and 1940s. The property was not found to be significant under any National Register criteria; therefore, an assessment of integrity is not applicable. As such, the property is recommended not eligible for listing in the National Register.

¹ "St. Clair Parcel Data," *Regrid*, accessed October 6, 2022, <https://regrid.com/>.

² "Aerial Image: St. Clair, St. Clair County, Michigan, 1964," *Historic Aerials by NETROnline*, accessed October 4, 2022, <https://www.historicaerials.com/viewer>; "Aerial Image: St. Clair, St. Clair County, Michigan, 1967," *Historic Aerials by NETROnline*, accessed October 4, 2022, <https://www.historicaerials.com/viewer>; "Aerial Image: St. Clair, St. Clair County, Michigan, 1973," *Historic Aerials by NETROnline*, accessed October 4, 2022, <https://www.historicaerials.com/viewer>.

³ "Aerial Image: St. Clair, St. Clair County, Michigan, 1983," *Historic Aerials by NETROnline*, accessed October 4, 2022, <https://www.historicaerials.com/viewer>; "Aerial Image: St. Clair, St. Clair County, Michigan, 1999," *Historic Aerials by NETROnline*, accessed October 4, 2022, <https://www.historicaerials.com/viewer>.

References

List references used to research and evaluate the individual property.

"Aerial Image: St. Clair, St. Clair County, Michigan, 1964." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

"Aerial Image: St. Clair, St. Clair County, Michigan, 1967." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

"Aerial Image: St. Clair, St. Clair County, Michigan, 1973." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

"Aerial Image: St. Clair, St. Clair County, Michigan, 1983." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

"Aerial Image: St. Clair, St. Clair County, Michigan, 1999." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

"St. Clair Parcel Data." *Regrid*. Accessed October 6, 2022. <https://regrid.com/>.

Michigan SHPO Architectural Properties Identification Form

Property Overview and Location



Street Address	4844 Smiths Creek Road		
City/Township, State, Zip Code	Kimball Township, Michigan 48704		
County	St. Clair County		
Assessor's Parcel #	74252950021000		
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.920602	Long: -82.515288	
Ownership	Private <input checked="" type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input type="checkbox"/> Public-Federal <input type="checkbox"/> Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below	Structure <input type="checkbox"/>
Commercial <input type="checkbox"/>	Object <input type="checkbox"/>
Residential <input checked="" type="checkbox"/>	
Industrial <input type="checkbox"/>	
Other <input type="checkbox"/>	



Architectural Information

Construction Date	c.1900
Architectural Style	Vernacular
Building Form	Rectangular
Roof Form	Front gable
Roof Materials	Asphalt shingles
Exterior Wall Materials	Clapboard siding
Foundation Materials	Concrete block
Window Materials	Vinyl
Window Type	Fixed; One-over-one, double-hung
Outbuildings	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Number/Type:	(1) Garage

Eligibility

Individually Eligible	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>
Criteria Considerations:	a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>			
Component of a Historic District	Contributing to a district <input type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name:	
Not Eligible <input checked="" type="checkbox"/>				
Area(s) of Significance	N/A			
Period(s) of Significance	N/A			
Integrity – Does the property possess integrity in all or some of the 7 aspects?				
Location <input type="checkbox"/>	Design <input type="checkbox"/>	Materials <input type="checkbox"/>	Workmanship <input type="checkbox"/>	Setting <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/>
General Integrity:	Intact <input type="checkbox"/>	Altered <input type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):
Historic Name	House			
Current/Common Name	House			
Historic/Original Owner	Unknown			
Historic Building Use	Single-Family Dwelling			
Current Building Use	Single-Family Dwelling			
Architect/Engineer/Designer	Unknown			
Builder/Contractor	Unknown			

Survey Date	10/06/2022	Recorded By	Brian Matuk	Agency Report #	
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:	
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Narrative Architectural Description

Provide a detailed description of the property, including all character defining features and any accessory resources.

This one-story vernacular house was constructed c.1900 and has a rectangular plan and a front-facing gable roof covered in asphalt shingles. The building is wood frame atop a concrete-block foundation and is clad in lapped vinyl siding. Windows are replacement vinyl, one-over-one, double-hung. The front (south) facade features a picture window. The main entry is accessible via a full-width porch, sheltered by a hip-roof supported by square wood posts. A secondary entrance at the west elevation is accessible via a set of wood stairs and sheltered by a metal awning. Both the main and secondary entries contain a modern storm door. Most windows are flanked by decorative wood shutters.

A detached garage is located to the northwest of the house and has a front-gable roof covered in asphalt singles, and an exterior clad in wood clapboard siding.

History of the Resource

Provide information on previous owners, land use, construction and alteration dates in a narrative format. This is required for all intensive level surveys and designation and recommended for other identification efforts.

The property at 4844 Smiths Creek Road is located on the north side of the street, just east of its intersection with Allen Road and across from the St. Clair County International Airport (Airport).

The earliest available aerial photograph of the Smiths Creek Road area from 1951 shows a minimal amount of scattered residential properties in the area around this time.¹ This was the same year the Airport was built to the south of Smiths Creek Road.² Residential development around the subject property was limited during the twentieth century, with its adjacent properties not constructed until the late 2000s and early 2010s.³

The house was constructed c.1900, with a small addition to the (north) rear elevation c.1965.⁴ Census and directory research did not identify the original owner of the house during its c.1900 construction.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register, including an evaluation under at least one of the four criteria, discussion of the seven aspects of integrity, and recommendations about eligibility. This is required for all properties.

This vernacular house was evaluated for the National Register of Historic Places (National Register) under *Criteria A, B, and C*. No evidence was found to suggest that it is eligible under *Criterion A: Community Planning and Development* as this house does not represent community development due to limited development along Smiths Creek Road until the latter half of the twentieth century. Additionally, development patterns do not appear to have changed or accelerated along Smiths Creek Road due to the construction of the Airport in 1951.⁵ No evidence was found to suggest it is eligible under *Criterion B: Significant Person* as no specific significant individual was identified through research to be associated with the property. The property is not significant under *Criterion C* as the house is an altered example of early-twentieth-century vernacular architecture that does not embody any particular regional or stylistic variant to be significant for its architecture. The property was not found to be significant under any National Register criteria; therefore, an assessment of integrity is not applicable. As such, the property is recommended not eligible for listing in the National Register.

References

List references used to research and evaluate the individual property.

¹ "Aerial Image: St. Clair, St. Clair County, Michigan, 1951."

² St. Clair County International Airport, "Airport History - PAST," accessed October 5, 2022, <https://www.stclaircounty.org/offices/airport/PastFuture.aspx>.

³ "Aerial Image: St. Clair, St. Clair County, Michigan, 1951"; "Aerial Image: St. Clair, St. Clair County, Michigan, 2005," *Historic Aerials by NETROnline*, accessed October 4, 2022, <https://www.historicaerials.com/viewer>; "Aerial Image: St. Clair, St. Clair County, Michigan, 2009"; "Aerial Image: St. Clair, St. Clair County, Michigan, 2014."

⁴ "Aerial Image: St. Clair, St. Clair County, Michigan, 1964"; "Aerial Image: St. Clair, St. Clair County, Michigan, 1967."

⁵ St. Clair County International Airport, "Airport History - PAST."

"Aerial Image: St. Clair, St. Clair County, Michigan, 1951." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

"Aerial Image: St. Clair, St. Clair County, Michigan, 1964." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

"Aerial Image: St. Clair, St. Clair County, Michigan, 1967." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

"Aerial Image: St. Clair, St. Clair County, Michigan, 1973." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

"Aerial Image: St. Clair, St. Clair County, Michigan, 1983." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

"Aerial Image: St. Clair, St. Clair County, Michigan, 1999." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

"Aerial Image: St. Clair, St. Clair County, Michigan, 2005." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

"Aerial Image: St. Clair, St. Clair County, Michigan, 2009." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

"Aerial Image: St. Clair, St. Clair County, Michigan, 2014." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

"Aerial Image: St. Clair, St. Clair County, Michigan, 2020." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

St. Clair County International Airport. "Airport History - PAST." Accessed October 5, 2022. <https://www.stclaircounty.org/offices/airport/PastFuture.aspx>.

"St. Clair Parcel Data." *Regrid*. Accessed October 6, 2022. <https://regrid.com/>.

Michigan SHPO Architectural Properties Identification Form

Property Overview and Location



Street Address	4902 Smiths Creek Road		
City/Township, State, Zip Code	Kimball Township, Michigan 48704		
County	St. Clair County		
Assessor's Parcel #	74250254014001		
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.921690	Long: -82.516656	
Ownership	Private <input checked="" type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input type="checkbox"/> Public-Federal <input type="checkbox"/> Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below	Structure <input type="checkbox"/>
Commercial <input type="checkbox"/>	Object <input type="checkbox"/>
Residential <input checked="" type="checkbox"/>	
Industrial <input type="checkbox"/>	
Other <input type="checkbox"/>	



Architectural Information

Construction Date	c.1975
Architectural Style	Ranch
Building Form	Rectangular
Roof Form	Side gable
Roof Materials	Asphalt shingles
Exterior Wall Materials	Vinyl; Stone veneer
Foundation Materials	Concrete block
Window Materials	Metal
Window Type	One-over-one double-hung; Picture
Outbuildings	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Number/Type:	N/A

Eligibility

Individually Eligible	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>
Criteria Considerations:	a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>			
Component of a Historic District	Contributing to a district <input type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name:	
Not Eligible <input checked="" type="checkbox"/>				
Area(s) of Significance				
Period(s) of Significance				
Integrity – Does the property possess integrity in all or some of the 7 aspects?				
Location <input type="checkbox"/>	Design <input type="checkbox"/>	Materials <input type="checkbox"/>	Workmanship <input type="checkbox"/>	Setting <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/>
General Integrity:	Intact <input type="checkbox"/>	Altered <input checked="" type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):
Historic Name	House			
Current/Common Name	House			
Historic/Original Owner	Unknown			
Historic Building Use	Single-Family Dwelling			
Current Building Use	Single-Family Dwelling			
Architect/Engineer/Designer	Unknown			
Builder/Contractor	Unknown			

Survey Date	10/06/2022	Recorded By	Brian Matuk	Agency Report #	
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:	
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Narrative Architectural Description

Provide a detailed description of the property, including all character defining features and any accessory resources.

This one-story Ranch house was constructed c.1975 and has a rectangular plan, a side-gable roof clad in asphalt shingles, and an interior chimney.¹ It is of frame construction and is clad in horizontal vinyl siding, with areas of stone veneer at the water table. Most windows are metal, one-over-one, double hung sash. The facade features a tripartite window composed of a central fixed window flanked by two, one-over-one, double-hung windows. An attached garage at the west end of the facade features a secondary entrance. A partial-width porch with support beams shelters the main entryway, which is accessed by wood steps with railings. The front entryway has a modern storm door.

According to modern aerial photography, two small outbuildings are to the north and northwest of the house. Neither outbuilding is visible from the right-of-way, and their use could not be determined in the field.

History of the Resource

Provide information on previous owners, land use, construction and alteration dates in a narrative format. This is required for all intensive level surveys and designation and recommended for other identification efforts.

The property at 4902 Smiths Creek Road is located on the north side of the street, east of its intersection with Allen Road and across from the St. Clair County International Airport (Airport).

The earliest available aerial photograph of the Smiths Creek Road area from 1951 shows a minimal amount of scattered residential properties in the area around this time.² This was the same year the Airport was built to the south of Smiths Creek Road.³ Residential development around the subject property was limited during the twentieth century.⁴

The house was constructed c.1975. Census and directory research did not identify the original owner of the house during its c.1975 construction.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register, including an evaluation under at least one of the four criteria, discussion of the seven aspects of integrity, and recommendations about eligibility. This is required for all properties.

This Ranch-style house was evaluated for the National Register of Historic Places (National Register) under *Criteria A, B, and C*. No evidence was found to suggest that it is eligible under *Criterion A: Community Planning and Development* as this house does not represent community development due to limited development along Smiths Creek Road until the latter half of the twentieth century. Additionally, development patterns do not appear to have changed or accelerated along Smiths Creek Road due to the construction of the Airport in 1951.⁵ No evidence was found to suggest it is eligible under *Criterion B: Significant Person* as no specific significant individual was identified through research to be associated with the property. The property is not significant under *Criterion C* as the house is a common example of Ranch-style architecture, which was extremely popular from 1935 to 1975, and does not have distinctive characteristics of the Ranch style to embody either the architecture or the period. The property was not found to be significant under any National Register criteria; therefore, an assessment of integrity is not applicable. As such, the property is recommended not eligible for listing in the National Register.

¹ "Aerial Image: St. Clair, St. Clair County, Michigan, 1973," *Historic Aerials by NETROnline*, accessed October 4, 2022, <https://www.historicaerials.com/viewer>; "Aerial Image: St. Clair, St. Clair County, Michigan, 1983," *Historic Aerials by NETROnline*, accessed October 4, 2022, <https://www.historicaerials.com/viewer>.

² "Aerial Image: St. Clair, St. Clair County, Michigan, 1951."

³ St. Clair County International Airport, "Airport History - PAST," accessed October 5, 2022, <https://www.stclaircounty.org/offices/airport/PastFuture.aspx>.

⁴ "Aerial Image: St. Clair, St. Clair County, Michigan, 1951"; "Aerial Image: St. Clair, St. Clair County, Michigan, 2005," *Historic Aerials by NETROnline*, accessed October 4, 2022, <https://www.historicaerials.com/viewer>; "Aerial Image: St. Clair, St. Clair County, Michigan, 2009"; "Aerial Image: St. Clair, St. Clair County, Michigan, 2014."

⁵ St. Clair County International Airport, "Airport History - PAST."

References

List references used to research and evaluate the individual property.

"Aerial Image: St. Clair, St. Clair County, Michigan, 1951." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

"Aerial Image: St. Clair, St. Clair County, Michigan, 1967." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

"Aerial Image: St. Clair, St. Clair County, Michigan, 1973." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

"Aerial Image: St. Clair, St. Clair County, Michigan, 1983." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

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"Aerial Image: St. Clair, St. Clair County, Michigan, 2009." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

"Aerial Image: St. Clair, St. Clair County, Michigan, 2014." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

"Aerial Image: St. Clair, St. Clair County, Michigan, 2020." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

St. Clair County International Airport. "Airport History - PAST." Accessed October 5, 2022. <https://www.stclaircounty.org/offices/airport/PastFuture.aspx>.

"St. Clair Parcel Data." *Regrid*. Accessed October 6, 2022. <https://regrid.com/>.

Michigan SHPO Architectural Properties Identification Form

Property Overview and Location

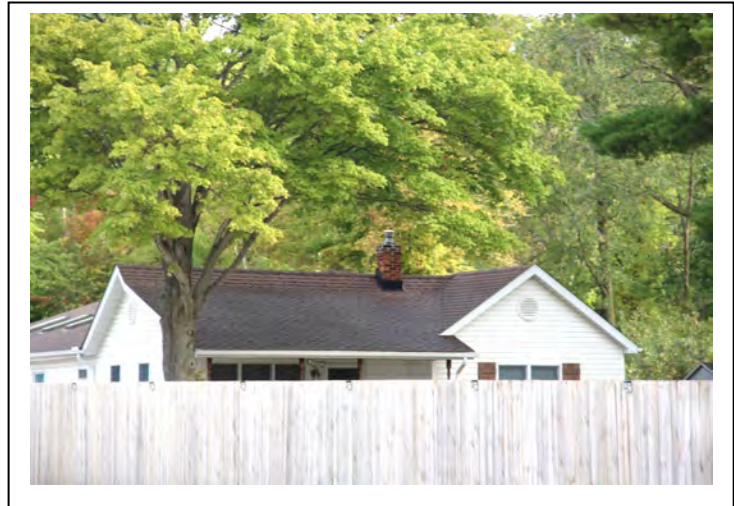


Street Address	4916 Smiths Creek Road		
City/Township, State, Zip Code	Kimball Township, Michigan 48074		
County	St. Clair County		
Assessor's Parcel #	74250254015002		
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.921740	Long: -82.517236	
Ownership	Private <input checked="" type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input type="checkbox"/> Public-Federal <input type="checkbox"/> Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below	Structure <input type="checkbox"/>
Commercial <input type="checkbox"/>	Object <input type="checkbox"/>
Residential <input checked="" type="checkbox"/>	
Industrial <input type="checkbox"/>	
Other <input type="checkbox"/>	



Architectural Information

Construction Date	c.1945
Architectural Style	Minimal Traditional
Building Form	Rectangular
Roof Form	Gable-and-wing
Roof Materials	Asphalt Shingles
Exterior Wall Materials	Vinyl
Foundation Materials	Not visible
Window Materials	Vinyl
Window Type	One-over-one, double-hung
Outbuildings	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Number/Type:	(1) Garage

Eligibility

Individually Eligible	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>
Criteria Considerations:	a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>			
Component of a Historic District	Contributing to a district <input type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name:	
Not Eligible <input checked="" type="checkbox"/>				
Area(s) of Significance	N/A			
Period(s) of Significance	N/A			
Integrity – Does the property possess integrity in all or some of the 7 aspects?				
Location <input type="checkbox"/>	Design <input type="checkbox"/>	Materials <input type="checkbox"/>	Workmanship <input type="checkbox"/>	Setting <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/>
General Integrity:	Intact <input type="checkbox"/>	Altered <input type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):
Historic Name	House			
Current/Common Name	House			
Historic/Original Owner	Unknown			
Historic Building Use	Single-Family Dwelling			
Current Building Use	Single-Family Dwelling			
Architect/Engineer/Designer	Unknown			
Builder/Contractor	Unknown			

Survey Date	10/06/2022	Recorded By	Brian Matuk	Agency Report #	
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:
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Narrative Architectural Description

Provide a detailed description of the property, including all character defining features and any accessory resources.

This one-story Minimal Traditional house was constructed c.1945 and has a rectangular plan, a gable-and-wing roof clad with asphalt shingles, and an interior brick chimney. It is of frame construction and clad in replacement vinyl siding. Windows appear to be vinyl, one-over-one, double-hung and sliding sash. The main entrance is accessible via a partial-width shed roof porch.

To the north of the house is a garage that has a front-gable roof form covered in asphalt shingles and an exterior clad in vinyl siding.

History of the Resource

Provide information on previous owners, land use, construction and alteration dates in a narrative format. This is required for all intensive level surveys and designation and recommended for other identification efforts.

The property at 4916 Smiths Creek Road is located on the north side of the street, east of its intersection with Allen Road and across from the St. Clair County International Airport (Airport).

The earliest available aerial photograph of the Smiths Creek Road area from 1951 shows a minimal amount of scattered residential properties in the area around this time.¹ This was the same year the Airport was built to the south of Smiths Creek Road.² Residential development around the subject property was limited during the twentieth century.³

The house was constructed c.1945, and the garage to the north of the house was constructed during the 1980s or 1990s.⁴ Census and directory research did not identify the original owner of the house during its c.1945 construction.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register, including an evaluation under at least one of the four criteria, discussion of the seven aspects of integrity, and recommendations about eligibility. This is required for all properties.

This Ranch-style house was evaluated for the National Register of Historic Places (National Register) under *Criteria A, B, and C*. No evidence was found to suggest that it is eligible under *Criterion A: Community Planning and Development* as this house does not represent community development due to limited development along Smiths Creek Road until the latter half of the twentieth century. Additionally, development patterns do not appear to have changed or accelerated along Smiths Creek Road due to the construction of the Airport in 1951.⁵ No evidence was found to suggest it is eligible under *Criterion B: Significant Person* as no specific significant individual was identified through research to be associated with the property. The property is not significant under *Criterion C*, as the house is a common and altered example of Minimal Traditional-style architecture, which was extremely popular in the 1930s and 1940s. The property was not found to be significant under any National Register criteria; therefore, an assessment of integrity is not applicable. As such, the property is recommended not eligible for listing in the National Register.

¹ "Aerial Image: St. Clair, St. Clair County, Michigan, 1951."

² St. Clair County International Airport, "Airport History - PAST," accessed October 5, 2022, <https://www.stclaircounty.org/offices/airport/PastFuture.aspx>.

³ "Aerial Image: St. Clair, St. Clair County, Michigan, 1951"; "Aerial Image: St. Clair, St. Clair County, Michigan, 2005," *Historic Aerials by NETROnline*, accessed October 4, 2022, <https://www.historicaerials.com/viewer>; "Aerial Image: St. Clair, St. Clair County, Michigan, 2009"; "Aerial Image: St. Clair, St. Clair County, Michigan, 2014."

⁴ "Aerial Image: St. Clair, St. Clair County, Michigan, 1983," *Historic Aerials by NETROnline*, accessed October 4, 2022, <https://www.historicaerials.com/viewer>; "Aerial Image: St. Clair, St. Clair County, Michigan, 1999," *Historic Aerials by NETROnline*, accessed October 4, 2022, <https://www.historicaerials.com/viewer>.

⁵ St. Clair County International Airport, "Airport History - PAST."

References

List references used to research and evaluate the individual property.

"Aerial Image: St. Clair, St. Clair County, Michigan, 1951." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

"Aerial Image: St. Clair, St. Clair County, Michigan, 1967." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

"Aerial Image: St. Clair, St. Clair County, Michigan, 1983." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

"Aerial Image: St. Clair, St. Clair County, Michigan, 1999." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

"Aerial Image: St. Clair, St. Clair County, Michigan, 2005." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

"Aerial Image: St. Clair, St. Clair County, Michigan, 2009." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

"Aerial Image: St. Clair, St. Clair County, Michigan, 2014." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

"Aerial Image: St. Clair, St. Clair County, Michigan, 2020." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

St. Clair County International Airport. "Airport History - PAST." Accessed October 5, 2022. <https://www.stclaircounty.org/offices/airport/PastFuture.aspx>.

"St. Clair Parcel Data." *Regrid*. Accessed October 6, 2022. <https://regrid.com/>.

Michigan SHPO Architectural Properties Identification Form

Property Overview and Location



Street Address	5024 Smiths Creek Road		
City/Township, State, Zip Code	Kimball Township, Michigan 48074		
County	St. Clair County		
Assessor's Parcel #	74252500006000		
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.920740	Long: 82.521684	
Ownership	Private <input checked="" type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input type="checkbox"/> Public-Federal <input type="checkbox"/> Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below	Structure <input type="checkbox"/>
Commercial <input type="checkbox"/>	Object <input type="checkbox"/>
Residential <input checked="" type="checkbox"/>	
Industrial <input type="checkbox"/>	
Other <input type="checkbox"/>	



Architectural Information

Construction Date	c.1930
Architectural Style	Vernacular
Building Form	Rectangular
Roof Form	Side gable
Roof Materials	Asphalt shingles
Exterior Wall Materials	Vinyl siding
Foundation Materials	Concrete
Window Materials	Vinyl
Window Type	One-over-one double-hung
Outbuildings	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Number/Type:	(1) Barn; (1) Shed

Eligibility

Individually Eligible	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>
Criteria Considerations:	a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>			
Component of a Historic District	Contributing to a district <input type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name:	
Not Eligible <input checked="" type="checkbox"/>				
Area(s) of Significance	N/A			
Period(s) of Significance	N/A			
Integrity – Does the property possess integrity in all or some of the 7 aspects?				
Location <input type="checkbox"/>	Design <input type="checkbox"/>	Materials <input type="checkbox"/>	Workmanship <input type="checkbox"/>	Setting <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/>
General Integrity:	Intact <input type="checkbox"/>	Altered <input type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):
Historic Name	House			
Current/Common Name	House			
Historic/Original Owner	Unknown			
Historic Building Use	Single-Family Dwelling			
Current Building Use	Single-Family Dwelling			
Architect/Engineer/Designer	Unknown			
Builder/Contractor	Unknown			

Survey Date	10/06/2022	Recorded By	Brian Matuk	Agency Report #	
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:
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Narrative Architectural Description

Provide a detailed description of the property, including all character defining features and any accessory resources.

This one-and-one-half-story vernacular house was constructed c.1930 with a rectangular plan and a side-gable roof. The second story is visible as a wall dormer at the eastern half of the front (south) facade. The roof is clad in asphalt shingles, except in some areas that appear to be tarpaper. The house is of frame construction and clad in replacement vinyl siding. Windows are primarily replacement, vinyl, one-over-one, double-hung, with pairs of these windows along the first story. All windows are flanked by decorative wood shutters. The main entrance is accessed by a set of concrete steps and has a modern storm door.

A wood-frame shed located to the east of the house has a side-gable roof form covered in asphalt shingles, and an exterior clad in vertical wood siding.

A one-story barn with a loft located to the north of the house has a front-facing gambrel roof clad in asphalt shingles. The barn is of frame construction, with an exterior clad in vertical wood siding. A one-story shed-roof addition is at the barn's west elevation.

History of the Resource

Provide information on previous owners, land use, construction and alteration dates in a narrative format. This is required for all intensive level surveys and designation and recommended for other identification efforts.

The property at 5024 Smiths Creek Road is located on the north side of the street, just west of its intersection with Allen Road and across from the St. Clair County International Airport (Airport).

The earliest available aerial photograph of the Smiths Creek Road area from 1951 shows a minimal amount of scattered residential properties in the area around this time.¹ This was the same year the Airport was built to the south of Smiths Creek Road.² Residential development around the subject property was limited during the twentieth century.³

The house and barn to the north of the house were constructed c.1930. Census and directory research did not identify the original owner of the house during its c.1930 construction.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register, including an evaluation under at least one of the four criteria, discussion of the seven aspects of integrity, and recommendations about eligibility. This is required for all properties.

This Colonial Revival style house was evaluated for the National Register of Historic Places (National Register) under *Criteria A, B, and C*. No evidence was found to suggest that it is eligible under *Criterion A: Community Planning and Development* as this house does not represent community development due to limited development along Smiths Creek Road until the latter half of the twentieth century. Additionally, development patterns do not appear to have changed or accelerated along Smiths Creek Road due to the construction of the Airport in 1951.⁴ No evidence was found to suggest it is eligible under *Criterion B: Significant Person* as no specific significant individual was identified through research to be associated with the property. The property does not possess significance under *Criterion C* as it is a simple vernacular house. The property was not found to be significant under any National Register criteria; therefore, an assessment of integrity is not applicable. As such, the property is recommended not eligible for listing in the National Register.

¹ "Aerial Image: St. Clair, St. Clair County, Michigan, 1951."

² St. Clair County International Airport, "Airport History - PAST," accessed October 5, 2022, <https://www.stclaircounty.org/offices/airport/PastFuture.aspx>.

³ "Aerial Image: St. Clair, St. Clair County, Michigan, 1951"; "Aerial Image: St. Clair, St. Clair County, Michigan, 2005," *Historic Aerials by NETROnline*, accessed October 4, 2022, <https://www.historicaerials.com/viewer>; "Aerial Image: St. Clair, St. Clair County, Michigan, 2009"; "Aerial Image: St. Clair, St. Clair County, Michigan, 2014."

⁴ St. Clair County International Airport, "Airport History - PAST."

References

List references used to research and evaluate the individual property.

"Aerial Image: St. Clair, St. Clair County, Michigan, 1951." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

"Aerial Image: St. Clair, St. Clair County, Michigan, 1964." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

"Aerial Image: St. Clair, St. Clair County, Michigan, 1967." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

"Aerial Image: St. Clair, St. Clair County, Michigan, 1973." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

"Aerial Image: St. Clair, St. Clair County, Michigan, 1983." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

"Aerial Image: St. Clair, St. Clair County, Michigan, 2005." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

"Aerial Image: St. Clair, St. Clair County, Michigan, 2009." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

"Aerial Image: St. Clair, St. Clair County, Michigan, 2014." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

St. Clair County International Airport. "Airport History - PAST." Accessed October 5, 2022. <https://www.stclaircounty.org/offices/airport/PastFuture.aspx>.

"St. Clair Parcel Data." *Regrid*. Accessed October 6, 2022. <https://regrid.com/>.

Michigan SHPO Architectural Properties Identification Form

Property Overview and Location



Street Address	5058 Smiths Creek Road				
City/Township, State, Zip Code	Kimball Township, Michigan, 48074				
County	St. Clair County				
Assessor's Parcel #	74252500004000				
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.920709	Long: -82.522906			
Ownership	Private <input checked="" type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input type="checkbox"/>	Public-Federal <input type="checkbox"/>	Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below	Structure <input type="checkbox"/>
Commercial <input type="checkbox"/>	Object <input type="checkbox"/>
Residential <input checked="" type="checkbox"/>	
Industrial <input type="checkbox"/>	
Other <input type="checkbox"/>	



Architectural Information

Construction Date	c.1940
Architectural Style	Minimal Traditional
Building Form	L-Shaped
Roof Form	Gable
Roof Materials	Asphalt shingles
Exterior Wall Materials	Vinyl siding
Foundation Materials	Concrete
Window Materials	Vinyl
Window Type	One-over-one double-hung
Outbuildings	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Number/Type:	(1) Garage

Eligibility

Individually Eligible <input type="checkbox"/>	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>				
Criteria Considerations:		a. <input type="checkbox"/>	b. <input type="checkbox"/>	c. <input type="checkbox"/>	d. <input type="checkbox"/>	e. <input type="checkbox"/>	f. <input type="checkbox"/>	g. <input type="checkbox"/>
Component of a Historic District	Contributing to a district <input type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name:					
Not Eligible <input checked="" type="checkbox"/>								
Area(s) of Significance	N/A							
Period(s) of Significance	N/A							
Integrity – Does the property possess integrity in all or some of the 7 aspects?								
Location <input type="checkbox"/>	Design <input type="checkbox"/>	Materials <input type="checkbox"/>	Workmanship <input type="checkbox"/>	Setting <input type="checkbox"/>	Feeling <input type="checkbox"/>	Association <input type="checkbox"/>		
General Integrity:	Intact <input type="checkbox"/>	Altered <input checked="" type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):				
Historic Name	House							
Current/Common Name	House							
Historic/Original Owner	Single-Family Dwelling							
Historic Building Use	Single-Family Dwelling							
Current Building Use	Unknown							
Architect/Engineer/Designer	Unknown							
Builder/Contractor	Unknown							

Survey Date	10/06/2022	Recorded By	Brian Matuk	Agency Report #	
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:	
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Narrative Architectural Description

Provide a detailed description of the property, including all character defining features and any accessory resources.

This one-story Minimal Traditional house was constructed c.1940, with an L-shape plan and a side-gable roof covered with asphalt shingles. The house is of frame construction and clad in replacement vinyl siding. Windows are vinyl, one-over-one, double-hung with faux muntins. A front-gable addition that may have historically been a garage is connected to the front (south) facade by a hyphen. The hyphen includes the main entry, which is accessed by a wood deck.

A detached garage located to the northwest of the house has a side-gable roof covered in asphalt shingles and an exterior clad in vinyl siding.

History of the Resource

Provide information on previous owners, land use, construction and alteration dates in a narrative format. This is required for all intensive level surveys and designation and recommended for other identification efforts.

The property at 5058 Smiths Creek Road is located on the north side of the street, west of its intersection with Allen Road and across from the St. Clair County International Airport (Airport).

The earliest available aerial photograph of the Smiths Creek Road area from 1951 shows a minimal amount of scattered residential properties in the area around this time.¹ This was the same year the Airport was built to the south of Smiths Creek Road.² Residential development around the subject property was limited during the twentieth century.³

The house was constructed in c.1940, and the west elevation addition was added c.1965.⁴ The garage to the northwest of the house was constructed c.2000, which replaced two nonextant outbuildings.⁵ Census and directory research did not identify the original owner of the house during its 1940 construction.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register, including an evaluation under at least one of the four criteria, discussion of the seven aspects of integrity, and recommendations about eligibility. This is required for all properties.

This Minimal Traditional-style house was evaluated for the National Register of Historic Places (National Register) under *Criteria A, B, and C*. No evidence was found to suggest that it is eligible under *Criterion A: Community Planning and Development* as this house does not represent community development due to sporadic development along Smiths Creek Road in this area over a long period of time (1900s-2010s). Additionally, development patterns do not appear to have changed or accelerated along Smiths Creek Road due to the construction of the Airport in 1951.⁶ No evidence was found to suggest it is eligible under *Criterion B: Significant Person* as no specific significant individual was identified through research to be associated with the property. The property is not significant under *Criterion C*, as the house is a common and altered example of Minimal Traditional-style architecture, which was extremely popular in the 1930s and 1940s. The property was not found to be significant under any National Register criteria; therefore, an assessment of integrity is not applicable. As such, the property is recommended not eligible for listing in the National Register.

¹ "Aerial Image: St. Clair, St. Clair County, Michigan, 1951."

² St. Clair County International Airport, "Airport History - PAST," accessed October 5, 2022, <https://www.stclaircounty.org/offices/airport/PastFuture.aspx>.

³ "Aerial Image: St. Clair, St. Clair County, Michigan, 1951"; "Aerial Image: St. Clair, St. Clair County, Michigan, 2005," *Historic Aerials by NETROnline*, accessed October 4, 2022, <https://www.historicaerials.com/viewer>; "Aerial Image: St. Clair, St. Clair County, Michigan, 2009"; "Aerial Image: St. Clair, St. Clair County, Michigan, 2014."

⁴ "Aerial Image: St. Clair, St. Clair County, Michigan, 1964," *Historic Aerials by NETROnline*, accessed October 4, 2022, <https://www.historicaerials.com/viewer>; "Aerial Image: St. Clair, St. Clair County, Michigan, 1967," *Historic Aerials by NETROnline*, accessed October 4, 2022, <https://www.historicaerials.com/viewer>.

⁵ "Aerial Image: St. Clair, St. Clair County, Michigan, 1999," *Historic Aerials by NETROnline*, accessed October 4, 2022, <https://www.historicaerials.com/viewer>; "Aerial Image: St. Clair, St. Clair County, Michigan, 2005."

⁶ St. Clair County International Airport, "Airport History - PAST."

References

List references used to research and evaluate the individual property.

"Aerial Image: St. Clair, St. Clair County, Michigan, 1951." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

"Aerial Image: St. Clair, St. Clair County, Michigan, 1964." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

"Aerial Image: St. Clair, St. Clair County, Michigan, 1967." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

"Aerial Image: St. Clair, St. Clair County, Michigan, 1999." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

"Aerial Image: St. Clair, St. Clair County, Michigan, 2005." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

"Aerial Image: St. Clair, St. Clair County, Michigan, 2009." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

"Aerial Image: St. Clair, St. Clair County, Michigan, 2014." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

St. Clair County International Airport. "Airport History - PAST." Accessed October 5, 2022. <https://www.stclaircounty.org/offices/airport/PastFuture.aspx>.

"St. Clair Parcel Data." *Regrid*. Accessed October 6, 2022. <https://regrid.com/>.

Michigan SHPO Architectural Properties Identification Form

Property Overview and Location



Street Address	5640 Gratiot Avenue		
City/Township, State, Zip Code	St. Clair Township, Michigan 48079		
County	St. Clair County		
Assessor's Parcel #	74300033008000		
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.891715	Long: -82.544920	
Ownership	Private <input checked="" type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input type="checkbox"/> Public-Federal <input type="checkbox"/> Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below	Structure <input type="checkbox"/>
Commercial <input type="checkbox"/>	Object <input type="checkbox"/>
Residential <input checked="" type="checkbox"/>	
Industrial <input type="checkbox"/>	
Other <input type="checkbox"/>	



Architectural Information

Construction Date	c.1955
Architectural Style	Ranch
Building Form	Rectangular
Roof Form	Hip
Roof Materials	Asphalt shingles
Exterior Wall Materials	Brick; Wood siding
Foundation Materials	Concrete
Window Materials	Vinyl
Window Type	Picture; Casement; Fixed; Sliding; One-over-one double-hung
Outbuildings	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Number/Type:	(1) Garage; (1) Barn; (2) Other Outbuildings

Eligibility

Individually Eligible	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>
Criteria Considerations:	a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>			
Component of a Historic District	Contributing to a district <input type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name:	
Not Eligible <input checked="" type="checkbox"/>				
Area(s) of Significance	N/A			
Period(s) of Significance	N/A			
Integrity – Does the property possess integrity in all or some of the 7 aspects?				
Location <input type="checkbox"/>	Design <input type="checkbox"/>	Materials <input type="checkbox"/>	Workmanship <input type="checkbox"/>	Setting <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/>
General Integrity:	Intact <input type="checkbox"/>	Altered <input type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):
Historic Name	House			
Current/Common Name	Welser Well Drilling			
Historic/Original Owner	Unknown			
Historic Building Use	Single-Family Dwelling			
Current Building Use	Single-Family Dwelling			
Architect/Engineer/Designer	Unknown			
Builder/Contractor	Unknown			

Survey Date	10/06/2022	Recorded By	Brian Matuk	Agency Report #
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:
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Narrative Architectural Description

Provide a detailed description of the property, including all character defining features and any accessory resources.

This one-story Ranch house was constructed c.1955 and has a general rectangular plan, moderate-pitch hip roof clad in asphalt shingles, and two interior chimneys: one brick and one concrete block.¹ The house is clad in brick and has a poured concrete foundation. Windows are primarily replacement vinyl, one-over-one, double-hung and sliding sash, along with what appears to be an original wood tripartite window. The basement features glass-block windows. The main entry is centrally located on the front (south) facade and is accessed by a small set of steps. There is a one-story hip-roof addition at the south end of the side (east) elevation, with the exterior exhibiting a mix of brick and wood siding. A one-story hip-roof addition is at the north end of the facade, which is clad in wood siding and contains a secondary entry. The front and secondary entries both have a modern storm door.

The property appears to contain four outbuildings, two of which are visible from the public right-of-way. To the northeast of the house is a two-bay, detached, wood-frame garage with a side-gable roof clad in asphalt shingles and an exterior clad in wood siding. To the northeast of the house is a pole building with a rectangular plan, steel siding, a concrete foundation, and a front-gable roof clad in asphalt shingles. According to modern aerial photography, two other outbuildings north of the house are not visible from the right-of-way.

History of the Resource

Provide information on previous owners, land use, construction and alteration dates in a narrative format. This is required for all intensive level surveys and designation and recommended for other identification efforts.

Gratiot Avenue connects downtown Detroit at its southwest and St. Clair County at its northeast. For most of its route, Gratiot Avenue is known as M-3, a state trunkline highway, and roughly parallels the Interstate Highway 94 corridor to the south. 5640 Gratiot Avenue is located on the north side of the street, west of the intersection with South Bartlett Road. As Gratiot Avenue has served as one of the earliest roads connecting Detroit and St. Clair County, development along the corridor occurred early relative to other streets in the area. Development along this area of Gratiot Avenue has been gradual since the earliest construction in the late nineteenth century.

The earliest available aerial photograph from 1951 shows Gratiot Avenue with scattered development of what appears to be primarily residential properties. The portion of Gratiot Avenue between South Bartlett Road as the northern terminus and Wadhams Road as the southern terminus contains infill from the 1960s through the 1970s. Later properties are located closer to the intersection of Gratiot Avenue and Wadhams Road, and Gratiot Avenue and South Bartlett Road and date from 1980s to 1990s. Modern construction is moderate and dates between the 2010s and 2020s.

The subject house was constructed c.1955, likely at the same time as the barn and garage. Census and directory research did not identify the original owner of the house during its c.1955 construction.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register, including an evaluation under at least one of the four criteria, discussion of the seven aspects of integrity, and recommendations about eligibility. This is required for all properties.

This Ranch-style house was evaluated for the National Register of Historic Places (National Register) under *Criteria A, B, and C*. No evidence was found to suggest that it is eligible under *Criterion A: Community Planning and Development* as this house does not represent significant themes of community development. Gratiot Avenue has historically served as one of the few corridors between Detroit and St. Clair County through the nineteenth century, and therefore experienced earlier development along the road relative to other roads in the area. As such, this c.1955 Ranch house does not demonstrate significant patterns of development along Gratiot Avenue or in St. Clair County.² No evidence was found to suggest it is eligible under *Criterion B: Significant Person* as no specific significant individual was identified through research to be associated with the property. The property is not significant under *Criterion C* as the house is a common example of Ranch-style architecture, which was extremely popular from 1935 to 1975, and does not have distinctive characteristics of the Ranch style to embody either the

¹ "Aerial Image: St. Clair, St. Clair County, Michigan, 1951," *Historic Aerials by NETROnline*, accessed October 4, 2022, <https://www.historicaerials.com/viewer>; "Aerial Image: St. Clair, St. Clair County, Michigan, 1973," *Historic Aerials by NETROnline*, accessed October 4, 2022, <https://www.historicaerials.com/viewer>.

² St. Clair County International Airport, "Airport History - PAST."

architecture or the period. The property was not found to be significant under any National Register criteria; therefore, an assessment of integrity is not applicable. As such, the property is recommended not eligible for listing in the National Register.

References

List references used to research and evaluate the individual property.

"Aerial Image: St. Clair, St. Clair County, Michigan, 1951." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

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St. Clair County International Airport. "Airport History - PAST." Accessed October 5, 2022. <https://www.stclaircounty.org/offices/airport/PastFuture.aspx>.

Michigan SHPO Architectural Properties Identification Form

Property Overview and Location



Street Address	5680 Gratiot Avenue		
City/Township, State, Zip Code	St. Clair Township, Michigan 48079		
County	St. Clair County		
Assessor's Parcel #	74300033003000		
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.891821	Long: -82.545864	
Ownership	Private <input checked="" type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input type="checkbox"/> Public-Federal <input type="checkbox"/> Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below	Structure <input type="checkbox"/>
Commercial <input type="checkbox"/>	Object <input type="checkbox"/>
Residential <input checked="" type="checkbox"/>	
Industrial <input type="checkbox"/>	
Other <input type="checkbox"/>	



Architectural Information

Construction Date	c.1950
Architectural Style	Ranch
Building Form	Rectangular
Roof Form	Side-gable
Roof Materials	Asphalt shingles
Exterior Wall Materials	Wood
Foundation Materials	Concrete
Window Materials	Vinyl
Window Type	Fixed; Sliding; One-over-one double-hung
Outbuildings	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Number/Type:	N/A

Eligibility

Individually Eligible	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>
Criteria Considerations:	a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>			
Component of a Historic District	Contributing to a district <input type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name:	
Not Eligible <input checked="" type="checkbox"/>				
Area(s) of Significance	N/A			
Period(s) of Significance	N/A			
Integrity – Does the property possess integrity in all or some of the 7 aspects?				
Location <input type="checkbox"/>	Design <input type="checkbox"/>	Materials <input type="checkbox"/>	Workmanship <input type="checkbox"/>	Setting <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/>
General Integrity:	Intact <input type="checkbox"/>	Altered <input type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):
Historic Name	House			
Current/Common Name	House			
Historic/Original Owner	Unknown			
Historic Building Use	Single-Family Dwelling			
Current Building Use	Single-Family Dwelling			
Architect/Engineer/Designer	Unknown			
Builder/Contractor	Unknown			

Survey Date	10/06/2022	Recorded By	Brian Matuk	Agency Report #
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:
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Narrative Architectural Description

Provide a detailed description of the property, including all character defining features and any accessory resources.

This one-story Minimal Traditional house was constructed c.1950 and has a rectangular plan. It has a moderate-pitch side-gable roof clad in asphalt shingles and an interior concrete chimney. It is of frame construction and clad in wood siding. Windows are replacement vinyl that vary by operation, including one-over-one double-hung, fixed, and sliding windows, with some exhibiting faux muntins. The house has two entries: the main entry is accessible via an enclosed porch, which exhibits the same vinyl windows and wood siding as other areas of the exterior.

History of the Resource

Provide information on previous owners, land use, construction and alteration dates in a narrative format. This is required for all intensive level surveys and designation and recommended for other identification efforts.

Gratiot Avenue connects downtown Detroit at its southwest and St. Clair County at its northeast. For most of its route Gratiot Avenue is known as M-3, a state trunkline highway, and roughly parallels the Interstate Highway 94 (I-94) highway corridor to the south. 5680 Gratiot Avenue is located on the north side of the street, west of the intersection with South Bartlett Road. As Gratiot Avenue has served as one of the earliest roads connecting Detroit and St. Clair County, development along the corridor occurred early relative to other streets in the area. Development along this area of Gratiot Avenue has been gradual since the earliest construction in the late nineteenth century.

The earliest available aerial photograph from 1951 shows Gratiot Avenue with scattered development of what appears to be primarily residential properties. The portion of Gratiot Avenue between South Bartlett Road as the northern terminus and Wadhams Road as the southern terminus contains infill from the 1960s through the 1970s. Later properties are located closer to the intersection of Gratiot Avenue and Wadhams Road, and Gratiot Avenue and South Bartlett Road and date from 1980s to 1990s. Modern construction is moderate and dates between the 2010s and 2020s.

The house was constructed in c.1950. According to aerial photography, a wing was removed from the east end of the (north) rear elevation between the 1970s and 1980s, followed by a one-story, front-gable addition at the west end of the rear elevation between the late 1980s and 1990s.¹ The attached garage was added to the east end of the facade c.1985.² Census and directory research did not identify the original owner of the house during its c.1950 construction.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register, including an evaluation under at least one of the four criteria, discussion of the seven aspects of integrity, and recommendations about eligibility. This is required for all properties.

This Ranch-style house was evaluated for the National Register of Historic Places (National Register) under *Criteria A, B, and C*. No evidence was found to suggest that it is eligible under *Criterion A: Community Planning and Development* as this house does not represent significant themes of community development. Gratiot Avenue has historically served as one of the few corridors between Detroit and St. Clair County through the nineteenth century, and therefore experienced earlier development along the road relative to other roads in the area. As such, this c.1950 Ranch house does not demonstrate significant patterns of development along Gratiot Avenue or in St. Clair County.³ No evidence was found to suggest it is eligible under *Criterion B: Significant Person* as no specific significant individual was identified through research to be associated with the property. The property is not significant under *Criterion C*, as the house is a common and simple example of Ranch-style architecture, which was extremely popular from 1935 to 1975, and does not have distinctive characteristics of the Ranch style to

¹ "Aerial Image: St. Clair, St. Clair County, Michigan, 1973," *Historic Aerials by NETROnline*, accessed October 4, 2022, <https://www.historicaerials.com/viewer>; "Aerial Image: St. Clair, St. Clair County, Michigan, 1983," *Historic Aerials by NETROnline*, accessed October 4, 2022, <https://www.historicaerials.com/viewer>.

² "Aerial Image: St. Clair, St. Clair County, Michigan, 1973"; "Aerial Image: St. Clair, St. Clair County, Michigan, 1983"; "Aerial Image: St. Clair, St. Clair County, Michigan, 1999," *Historic Aerials by NETROnline*, accessed October 4, 2022, <https://www.historicaerials.com/viewer>.

³ St. Clair County International Airport, "Airport History - PAST."

embody either the architecture or the period. The property was not found to be significant under any National Register criteria; therefore, an assessment of integrity is not applicable. As such, the property is recommended not eligible for listing in the National Register.

References

List references used to research and evaluate the individual property.

"Aerial Image: St. Clair, St. Clair County, Michigan, 1951." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

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"Aerial Image: St. Clair, St. Clair County, Michigan, 1999." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

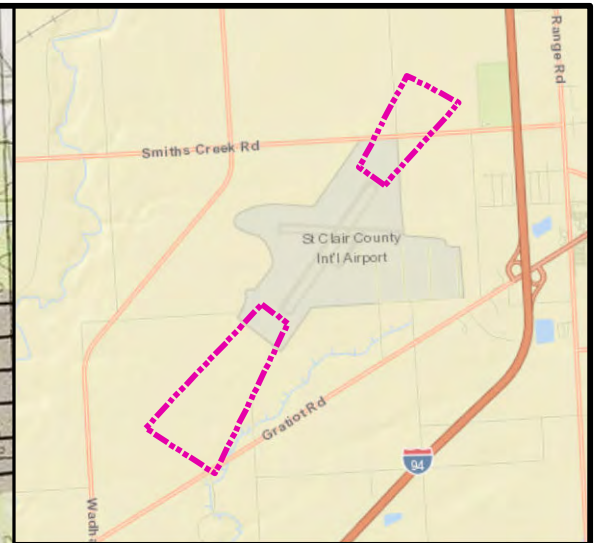
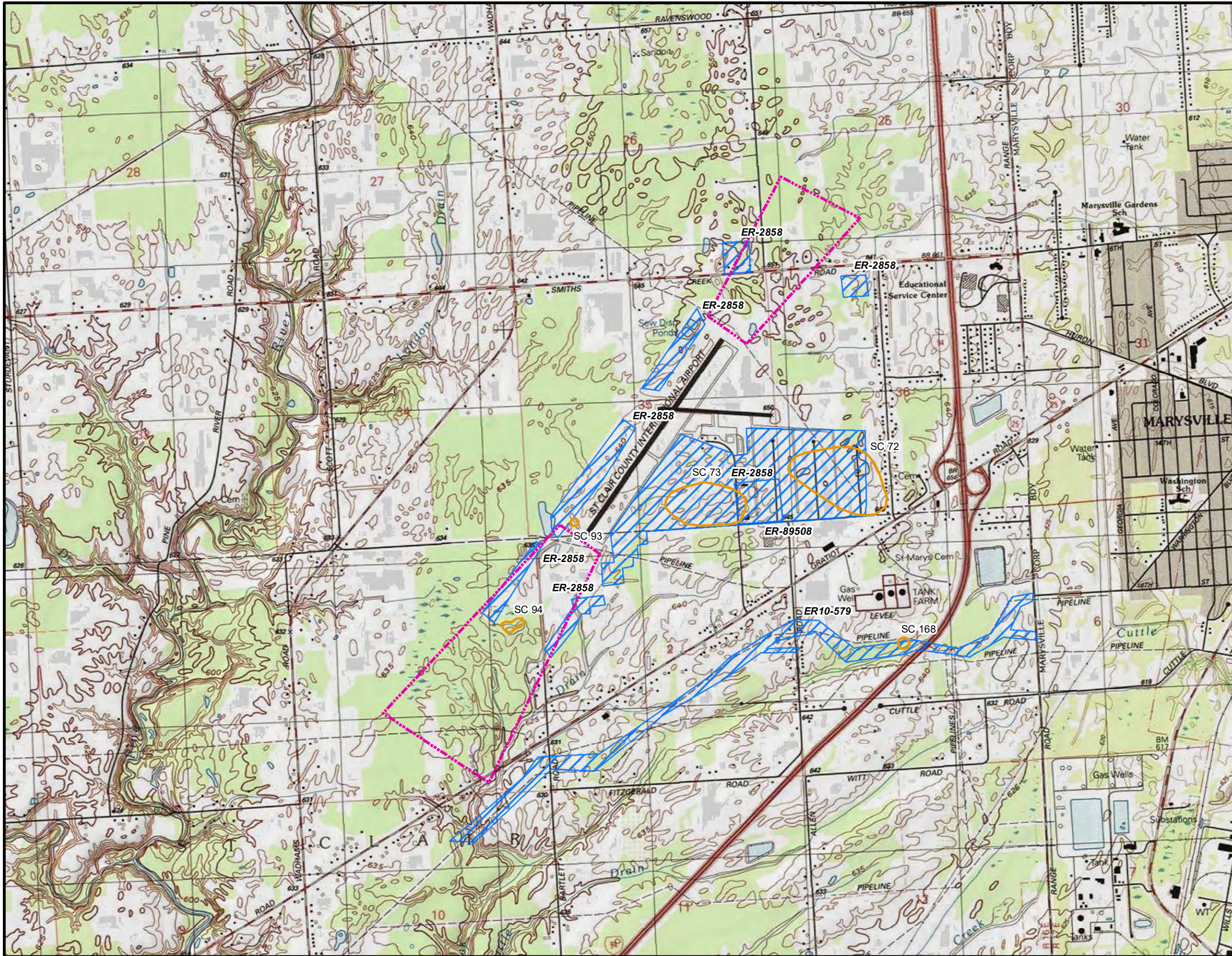
"Aerial Image: St. Clair, St. Clair County, Michigan, 2005." *Historic Aerials by NETROnline*. Accessed October 4, 2022. <https://www.historicaerials.com/viewer>.

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St. Clair County International Airport. "Airport History - PAST." Accessed October 5, 2022. <https://www.stclaircounty.org/offices/airport/PastFuture.aspx>.

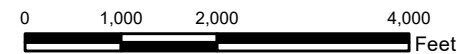
Attachment H. Archaeology Sensitivity Map



Extent Map

Legend

-  Project Area
-  Previous Survey
-  Site



**St. Clair Co.
International Airport PHN**

Archaeological
Sensitivity Map
(Not for Public Distribution)



Date: Jan 2023	Approved by: AS	L&A No. 22-0500	Figure 0
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Attachment I. Consultation

Federal and State Coordination - Master List

Mr. Rodman	Mark Rodman	State Historic Preservation Officer	State Historic Preservation Office	300 North Washington Square	Lansing, Michigan 48913	rodmanm@michigan.gov
Mr. Houtteman	Steve Houtteman	Aeronautics Environmental Specialist	Office of Aeronautics, MDOT	2700 Port Lansing Road	Lansing, MI 48906	616-299-2654
Mr. Comrov	Aaron Comrov	Environmental Protection Specialist	FAA, Infrastructure Engineering Center-Chicago, AJW-2C15H	2300 East Devon Avenue, Room 450	Des Plaines, Illinois 60018	847.294.7665
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. Dugan	Moises Dugan	Regional Administrator (Acting)	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 - Master List

Ms. Hepting	Karry Hepting	Administrator/Controller	St. Claire County Administrator/Controller Department	200 Grand River Ave. Suite 203	Port Huron, MI 48060	(810) 989-6900
Ms. Torello	Joi Torello	Commissioner	St. Claire County Board of Commissioners	3210 Strawberry Ln	Port Huron, MI 48060	810-217-3588
Mr. Struck	David Struck	Planning Director	St. Clair County Metro Planning Commission	200 Grand River Ave. Suite 202	Port Huron, MI 48060	(810) 989-6950
Mr. Usakowski	Rob Usakowski	Kimball Township Supervisor	Kimball Township Administration	2160 Wadhams Rd	Kimball, MI 48074	(810)987-9797
Ms. Phelan	Georgia Phelan	Economic Development Commissioner	St Clair County Metro Planning Commission	200 Grand River Ave, Suite 202	Port Huron, MI 48060	(810)989-6950
Mr. Orr	Bill Orr	Planning Commission Chairperson	Kimball Township Planning Commission	2160 Wadhams Rd	Kimball, MI 48074	(810)987-9797

Native American Coordination - Master List

President	Joseph Wildcat, Sr.	President	Lac du Flambeau of Lake Superior Chippewa Indians of the Lac du Flambeau Reservation of Wisconsin	PO Box 67	Lac du Flambeau, WI 54538	(715)588-7930
Chairperson	Regina Gasco-Bentley	Chairperson	Little Traverse Bay Bands of Odawa Indians, Michigan	7500 Odawa Circle	Harbor Springs, MI 49740	(231)242-1418
Chairman	Ron Corn Sr.	Chairman	Menominee Indian Tribe of Wisconsin	PO Box 910	Keshena, WI 54135	(715)799-3373
Chief	Douglas Lankford	Chief	Miami Tribe of Oklahoma	PO Box 1326	Miami, OK	(918)542-1445
Chief	Theresa Jackson	Chief	Saginaw Chippewa Indian Tribe of Michigan	7500 Soaring Eagle Blvd.	Mt. Pleasant, MI 48858	(989)775-4131
Chairperson	Aaron Payment	Chairperson	Sault Ste. Marie Tribe of Chippewa Indians, Michigan	523 Ashmun St.	Sault Ste. Marie, MI 49783	(906)635-6050



2605 Port Lansing Road
Lansing, Michigan 48906
517-321-8334
meadhunt.com

March 23, 2023

«Contact_Name»

«Title»

«Organization»

«Address»

«City_State_Zip»

Re: Early Coordination Review of Proposed Improvements
St. Clair County International Airport, Smiths Creek, Michigan

Dear «Salutation_line»:

The St. Clair International Airport (Airport or PHN) proposes to clear, grub, and grade 63 acres of land located off the ends of Runway 4/22. The proposed action is needed to remove existing and potential obstructions identified as penetrations to the Federal Aviation Regulations (FAR) Part 77 Imaginary Surfaces (FAR Part 77), Threshold Siting Surface (TSS), Light Signal Clearance Surface (LSCS), Obstacle Clearance Surface (OCS), as well as the Michigan State Licensing Surface. Unmaintained vegetation has the potential to become obstructions to runway approaches in the future. The land where removal will take place is on Airport property, private property with existing easements, and approximately 23 private properties requiring new easements.

It should be noted that the project area contains protected environmental resources. A preliminary review indicates that the following major environmental resources may experience impacts from the proposed project and may require additional analysis, regulatory agency coordination and/or technical studies, and mitigation development. These resources include:

- Air Quality – The project is in non-attainment for ozone and sulfur dioxide
- Farmland – The project area contains Prime Farmland if Drained and Farmland of Local Importance soils
- Wetlands – Preliminary investigations indicate that regulated wetlands may be impacted
- Threatened and Endangered Species – Habitat for several protected species is found in the project area and may be impacted

Federal funding will be utilized for the proposed Runway 4/22 easement acquisition and obstruction removals; therefore, environmental documentation and analysis sufficient to satisfy the National Environmental Policy Act (NEPA) is required by law. To meet this requirement an Environmental Assessment (EA) will be completed to define and analyze potential impacts of the proposed action and evaluate any reasonable alternatives.

This EA will also be developed to further determine whether any potential impacts are significant enough to necessitate an Environmental Impact Statement (EIS). During the 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 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 EA includes:

- Clearing 63 acres of vegetation and obstructive objects at the ends of runway 4/22
- Grub 63 acres of land at the end of runway 4/22
- Grade 63 acres of land at the end of runway 4/22
- Obtain new easements for 23 private properties

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 (date).

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

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



2605 Port Lansing Road
Lansing, Michigan 48906
517-321-8334
meadhunt.com

March 23, 2023

«Contact_Name»

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It should be noted that the project area contains protected environmental resources. A preliminary review indicates that the following major environmental resources may experience impacts from the proposed project and may require additional analysis, regulatory agency coordination and/or technical studies, and mitigation development. These resources include:

- Air Quality – The project is in non-attainment for ozone and sulfur dioxide
- Farmland – The project area contains Prime Farmland if Drained and Farmland of Local Importance soils
- Wetlands – Preliminary investigations indicate that regulated wetlands may be impacted
- Threatened and Endangered Species – Habitat for several protected species is found in the project area and may be impacted

Federal funding will be utilized for the proposed Runway 4/22 easement acquisition and obstruction removals; therefore, environmental documentation and analysis sufficient to satisfy the National Environmental Policy Act (NEPA) is required by law. To meet this requirement an Environmental Assessment (EA) will be completed. The EA will define and analyze potential impacts of the proposed action and any reasonable alternatives.

This EA will also be developed to further determine whether any potential impacts are significant enough to necessitate an Environmental Impact Statement (EIS). During the 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 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*.

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- Grub 63 acres of land at the ends of runway 4/22
- Grade 63 acres of land at the ends of runway 4/22
- Obtain new easements for 23 private properties

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 (date).

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
Page | 3

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

Notification of Project at St. Clair County International Airport (PHN)

Brian Matuk <Brian.Matuk@meadhunt.com>

Wed 2023-08-30 2:38 PM

To: collections@phmuseum.org <collections@phmuseum.org>

 1 attachments (3 MB)

PHN Study Area.pdf;

Port Huron Museum:

On behalf of the Michigan Department of Transportation, Office of Aeronautics, Mead & Hunt is completing a historic resources evaluation report for a proposed project at the St. Clair County International Airport (PHN). The proposed project is expected to consist of tree clearing at the approaches for Runway 4/22, which would occur on the airport property and adjacent private property in Kimball Township and St. Clair Township. See attached study area for reference to the location of these activities in relation to the overall airport property and surrounding area.

As the airport is a "State Block Grant Airport," the project is subject to review by the Federal Aviation Administration (FAA) under Section 106 of the National Historic Preservation Act (Section 106) to identify and take into account any effects the proposed project may have on historic properties. A historic property is defined as any historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places. The historic resources evaluation report will be focused on documenting and evaluating buildings and structures within the immediate area of the proposed tree clearing to determine if any building qualifies as a historic property under Section 106.

If you believe there is any additional information we should consider in our research or evaluation, please submit at your earliest convenience to Brian Matuk, Cultural Resources Specialist at Mead & Hunt, Inc. at brian.matuk@meadhunt.com.

Regards,
Brian Matuk

Brian Matuk (He, Him, His)

Historian, Cultural Resources | Cultural Resources

Direct: 916-993-4603 | Transfer Files

Mead&Hunt


LinkedIn | Facebook | Instagram

Notification of Project at St. Clair County International Airport (PHN)

Brian Matuk <Brian.Matuk@meadhunt.com>

Wed 2023-08-30 2:39 PM

To:aeisen@cityofmarysvillemi.com <aeisen@cityofmarysvillemi.com>

 1 attachments (3 MB)

PHN Study Area.pdf;

Marysville Historical Museum:

On behalf of the Michigan Department of Transportation, Office of Aeronautics, Mead & Hunt is completing a historic resources evaluation report for a proposed project at the St. Clair County International Airport (PHN). The proposed project is expected to consist of tree clearing at the approaches for Runway 4/22, which would occur on the airport property and adjacent private property in Kimball Township and St. Clair Township. See attached study area for reference to the location of these activities in relation to the overall airport property and surrounding area.

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Regards,
Brian Matuk

Brian Matuk (He, Him, His)

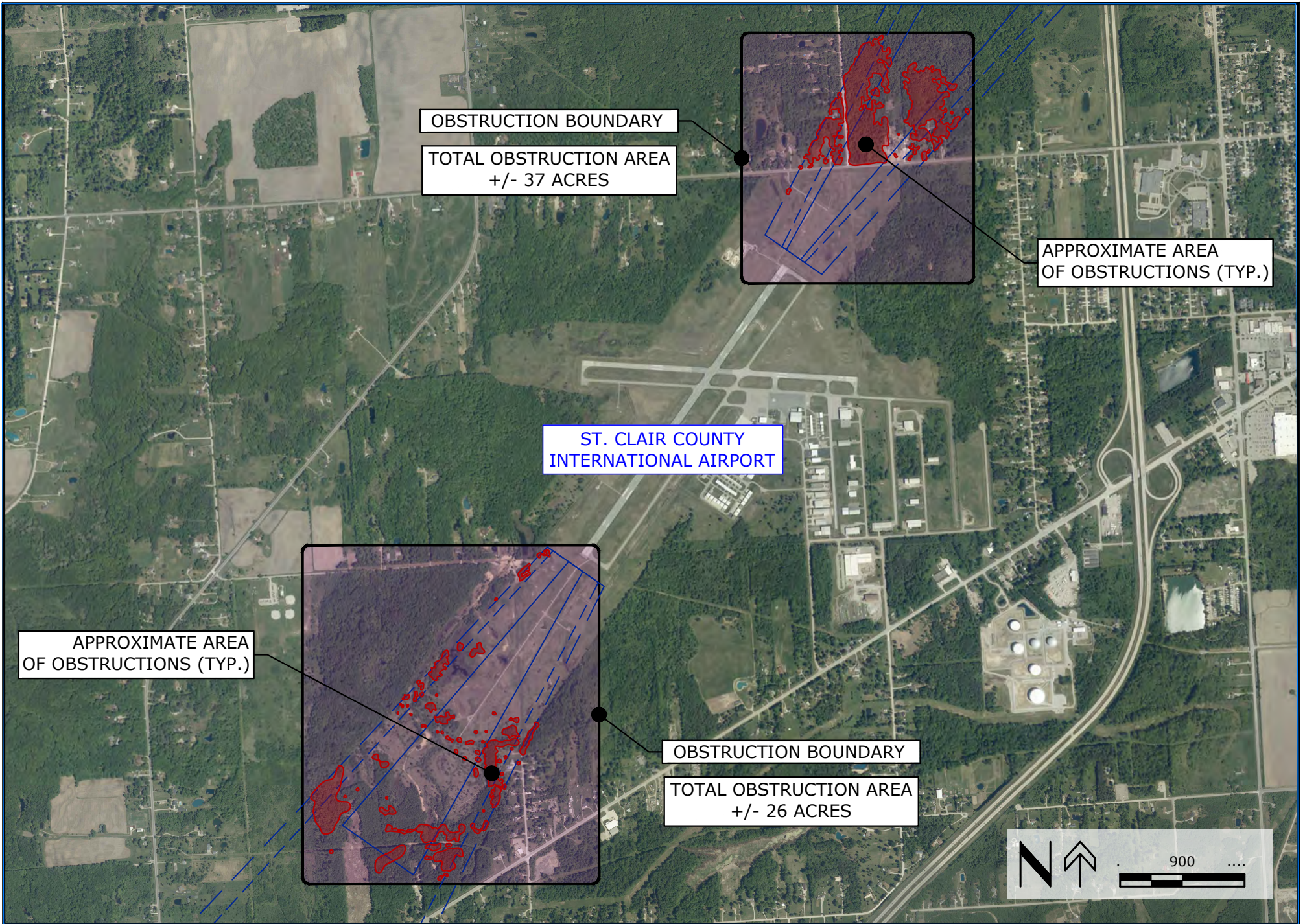
Historian, Cultural Resources | Cultural Resources

Direct: 916-993-4603 | Transfer Files

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Attachment J. Project Plans



PHN - Runway 4/22 Area of Potential Effect