

ARCHITECTURE/HISTORY SURVEY COVER SHEET

Wisconsin Department of Transportation
DT1446 3/2022

Instructions: Please complete this cover sheet for all Wisconsin Department of Transportation (WisDOT) architecture/history surveys, including letter reports. Directions for completing the worksheet is included in the *WisDOT Survey Manual*.

1. PROJECT INFORMATION

WisDOT Project ID Door County Cherryland Airport - BOA SUE1002 (WisDOT ID 0715-41-11)	County Door
Highway/Street 3538 Park Drive	City/Town/Village Town of Nasewaupée
Project Termini See attached APE documents	
Prepared By Sara J. Nelson, Westwood Professional Services	Survey Date (m/d/yy) 9/15/23

2. RECOMMENDATIONS Based on the work described in the architecture/history survey report, the following steps are recommended to complete the Section 106 Review:

- No listed, eligible, or potentially eligible buildings/structures are identified – No further work recommended.
- Listed, eligible, or potentially eligible buildings/structures are identified – Check all that apply:
 - Listed or previously determined eligible properties – List each property below:
 - Potentially eligible properties (DOE recommended) – List each property and applicable National Register criteria below:
 - Potentially eligible properties (DOE **NOT** recommended) – List each property and applicable National Register criteria and explain why a DOE is not recommended:

3. ATTACHMENT CHECK LIST

- Architecture/History Survey Report
- Letter report (if applicable) with supplemental information
- Map with surveyed properties clearly labeled
- Digital survey images uploaded to WHPD

November 20, 2023

Katie Kaliszewski
WisDOT Cultural Resources Team
4822 Madison Yards Way
5th Floor South
Madison, WI 53705
608-267-6693

**Re: Architecture/History Survey for the Proposed Runway 2-20 Project
at the Door County Cherryland Airport, Nasewaupée Township,
Door County, Wisconsin
File: R3001498.00**

Dear Ms. Kaliszewski:

Westwood has conducted an architectural history review for the Proposed Airport Rehabilitation Project (Project) associated with Runway 2-20 at Door County Regional Airport (SUE) in Nasewaupée Township, Door County, Wisconsin. The Project (Area of Potential Effect; APE) is generally centered along and around the primary north-south Runway 2-20 within the bounds of the airport property, addressed at 3835 Park Drive (PID # 0200102272513). Additional parcels near the southern end of the airport are included in the APE. One 0.4-acre parcel at 6797-99 County Highway C contains several buildings and structures. The easternmost 45 feet of the parcel at 3388 Park Drive at the southeast corner of County Road C, consisting of 0.45 acres, is also included in the APE. The airport stands on a 436-acre parcel that is generally bounded by Park Drive on the west, Sand Bay Road in the north, and County Highway C on the south, with a small portion extending south of County Highway C. The Project Area comprises approximately 120 acres and stands in portions of the NW ¼ of Section 1, the E ½ of Section 2, and the N ½ of Section 11 in Township 27 North, Range 25 East (**Exhibit 1**). Please find included with this submittal the Architecture/History Survey Cover Sheet (Form DT1446), maps, photographs, and other Project information.

The lead federal agency for the Project is the Federal Aviation Administration (FAA). These data will be incorporated into a Condensed Environmental Assessment FAA environmental document. The cultural resources investigations were conducted to comply with Wisconsin State Statute 44.40 (historic preservation law) and Section 106 of the National Historic Preservation Act (NHPA) to consider the effects of the Project on historic properties in the proposed Area of Potential Effect (APE). The architecture/history survey was conducted by Westwood Architectural Historian Sara J. Nelson.

The proposed Project will include rehabilitation and partial reconstruction of Runway 2-20 and Taxiway A, associated connectors, and an access road, lighting replacement and construction for Runway 2-20 and Taxiway A including the electrical building and NAVAIDS, culvert replacements, tree clearing, grading to address Runway Safety Area issues, borrow sites for fill material, and temporary access roads for construction equipment. The APEs for direct effects and indirect (visual) effects are commensurate the Project boundaries. This letter report was prepared as a part of the

architecture/history investigation. No NRHP-listed or eligible historic-age resources are located in the APE and the Project will have no effects to historic properties.

Architecture/History Survey Methodology

The primary objective of this survey was to locate previously inventoried resources and identify unrecorded historic-age (built at least 40 years ago) resources in the APE. Historically and/or architecturally significant resources that retain integrity would be inventoried in the Wisconsin Historical Society's Historic Preservation Database (WHPD) for Architectural History Inventory (AHI) and evaluated for eligibility for listing in the National Register of Historic Places (NRHP). If any properties listed in or recommended eligible for the NRHP were identified in the APE, the Project's potential for causing adverse effects would be assessed.

Background Research

An initial background literature review was conducted to identify whether historic resources within vicinity of the Project have been recorded in the Wisconsin Historical Society's (WHS) Architecture History Inventory (AHI). There are no previously recorded AHI resources within or in the vicinity of the APE and no NRHP properties within at least one mile of the Project (**Exhibit 1**).

Survey Results

Door County assessor data and historical aerial photographs were reviewed in order to determine an understanding of the Project Area's history. The site was visited on September 15 and October 27, 2023, by Westwood cultural resources and environmental staff. The land surrounding the airport has remained generally rural. Potawatomi State Park stands to the north of the airport; one platted residential neighborhood borders its northeast corner; woodlands, wetlands, and agricultural fields are set along the east side; most of the land to the south and west is rural agricultural, save for a pocket of commercial/industrial structures concentrated across from the airport's southwest corner.

The first airstrip near Sturgeon Bay was established in 1928 north of the city, on land owned by local orchard owner Karl Reynolds. In the 1930s, the local chapter of the National Aeronautical Association (NAA) pushed for a paved airport. The NAA pursued its construction in 1939 and leased land at the present airport location. After four years of independent operation and "under the pressure of wartime agendas," the county purchased "the already functioning airport" in 1943 (Parr and Zak, 2018). Historical aerial photography confirms the land was yet undeveloped in 1938, and it appears the runways were unpaved in 1954 and 1955. The original terminal and hangars were in the far southwest corner of the property until at least 1972, but the 1978 and 1981 photographs show a new terminal and one auxiliary structure built 0.3 miles north of the original. Taxiways were constructed parallel to Runway 2-20 in this stretch between the terminal areas. From 1982 to 1986, at least 30 small hangar garages were built along two rows just west of the taxiway, and the 10-18 Runway was paved. Three larger hangars and a third row of 10 small hangars were built nearby by 1992; by this time, the original terminal structures in the far southwest corner were razed or moved. On the north side of the new terminal, at least 8 hangars of varying sizes were built between 1992 and 1998 (USGS 2023). During that time, the taxiway was extended to run alongside the full length of Runway 2-20. Between 2010 and 2013, an addition to the terminal building more than doubled its footprint. The taxiways and roadways to the northern group of hangars were improved between 2015 and 2017. As of 2020 there were 13 hangars and 2 auxiliary buildings in the northern area and 48 in the southern section (NETR 2023). The airport has historically and continues to operate with two runways: 2-20 is longer and runs generally north-south, and the shorter 10-28 runs east-west.

The Door County Cherryland Airport was established in 1939 and does not retain any of its original buildings or structures. The main terminal/office building and one auxiliary building are between

42 and 50 years old, while more than 60 hangars and auxiliary structures have been built in the past 41 years. Due to a ca. 2013 addition that doubled its size, the terminal lacks integrity. The general path of Runway 2-20 is evident in photographs since 1954, and it has been paved since at least 1972. The runway within this Project's APE does not merit individual inventory in the AHI. Although Runway 2-20 is one of its oldest features, the airport property contains dozens of modern intrusions and does not retain sufficient integrity to be considered eligible for listing in the NRHP (**Photos 1-3**). The existing vault (electrical) building proposed for demolition is neither historic nor a significant attribute of the airport property. Runway 2-20 and the whole Door County Cherryland Airport are recommended not eligible for listing in the NRHP.

Near the southern boundary of the airport, an adjacent parcel at 6797-6799 County Road C is included in the APE (PID 0200111272512B). Door County assessor records did not include dates of construction. Historical aerial photography shows that this parcel was established as a homestead as early as 1954; one house was depicted here in photographs from 1954 to 1986 and in the 1962 and 1981 Sturgeon Bay quadrant topographic maps. Two garages were built sometime before 1992, and the original house was razed and a mobile home was constructed at the south end of the property before 1998 (6799 CR C). At the time of this survey, a second mobile home near the north end of the property (6797 CR C). Aerial and Google Street views show that a similar style mobile home stood there from at least 1998 to 2013. It was removed by 2015 and the current structure was set in place by 2019. None of the buildings on this parcel are historic in age and were not inventoried in the AHI.

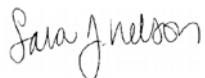
Recommendations

There are no historic-age NRHP listed or eligible resources in the architecture/history APE. This Project will have no direct or indirect effects on historic properties.

Should you have any questions, please do not hesitate to contact me at 952-201-4404 (cell) or by email at sara.nelson@westwoodps.com.

Sincerely,

WESTWOOD PROFESSIONAL SERVICES



Sara J. Nelson
Architectural Historian

References

Door County

2023 Door County Web Portal and interactive GIS mapping application. Door County Assessor. Available online, <https://landnav.co.door.wi.us/GCSWebPortal/Search.aspx> and <http://map.co.door.wi.us/map/#>, accessed October 2023.

Google

2023 Google Aerial and Street View interactive image viewers. Available online, <https://www.maps.google.com>, accessed October 2023.

NETR Online

2023 Historic Aerials interactive image viewer. Available online <https://www.historicaerials.com/viewer>, accessed October 2023.

Parr, Jackson and Sean Zack

2018 "Door County's Aviation History: Coming! Coming! A Flying Circus!" (article). Door County Living, July 30th, 2018. Available online, <https://doorcountypulse.com/door-countys-aviation-history-coming-coming-a-flying-circus/>, accessed October 2023.

United States Geological Survey (USGS)

2023 Earth Explorer interactive GIS mapping application. USGS. Available online, <https://earthexplorer.usgs.gov/>, accessed October 2023.

Attachments

Form DT1446: Architecture/History Survey Cover Sheet

Photo 1: 2020 Aerial of Door Cherryland Airport

Photo 2: 1992 Aerial of Door Cherryland Airport

Photo 3: 1972 Aerial of Door Cherryland Airport

Photo 4: 1954 Aerial of Door Cherryland Airport

Photo 5: Non-historic structures at 6797-6799 County Road C

Photo 6: Oblique aerial of 6797-6799 County Road C

Exhibit 1: Map of Previously Identified Architecture/History Resources in Vicinity of Project

Exhibit 2: Map of Architecture/History Survey Results

1. 2020
aerial
showing
SUE
Airport

Image
source:
Door
County



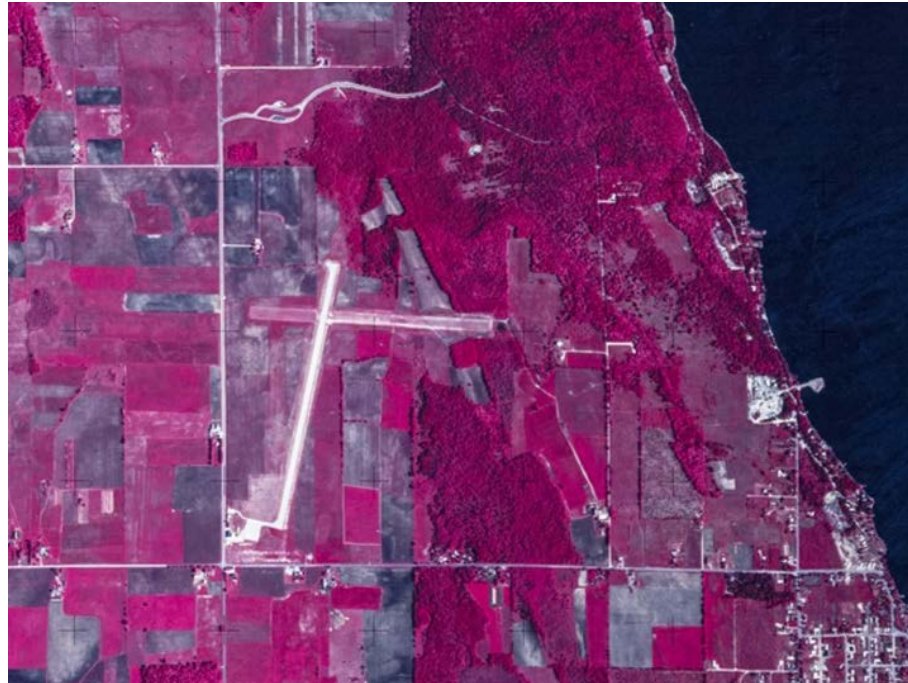
2. 1992
aerial
showing
SUE
Airport

Image
source:
Door
County



3. 1972
aerial
showing
SUE
Airport
and
vicinity.

Image
source:
USGS
Earth
Explorer



4. 1954
aerial
showing
SUE
Airport
and
vicinity.

Image
source:
USGS
Earth
Explorer



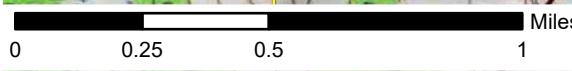
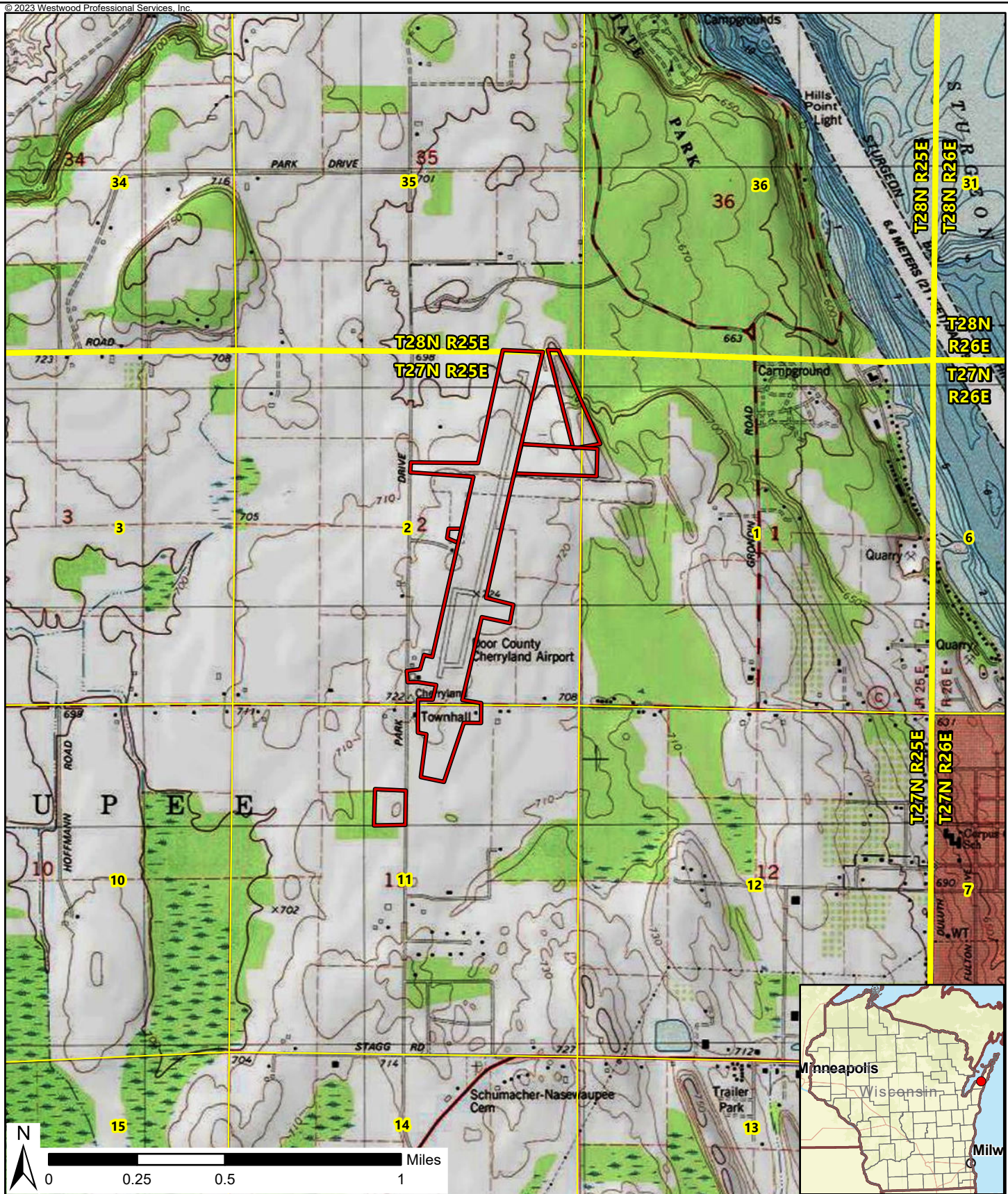
5. Non-historic garages (left) and mobile home (right) at 6799 County Road C, facing SSE



6. 2023 Oblique aerial of non-historic mobile homes (left, top) and garages (center) at 6797-99 County Road C. View from north.



Image Source: Door County GIS



Scale: 1:24,000
 Service Layer Credits: Westwood (2020); World Street Map: MarathonCountyGIS, Esri, HERE, Garmin, FAO, NOAA, USGS, EPA USA, Topo_Maps; Copyright:© 2013 National Geographic Society, i-cubed

- Area of Potential Effects
- PLS Section
- PLS Township

Westwood

Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
 Fax (952) 937-5822 Minnetonka, MN 55343
 Toll Free (888) 937-5150 westwoodps.com

Westwood Professional Services, Inc.

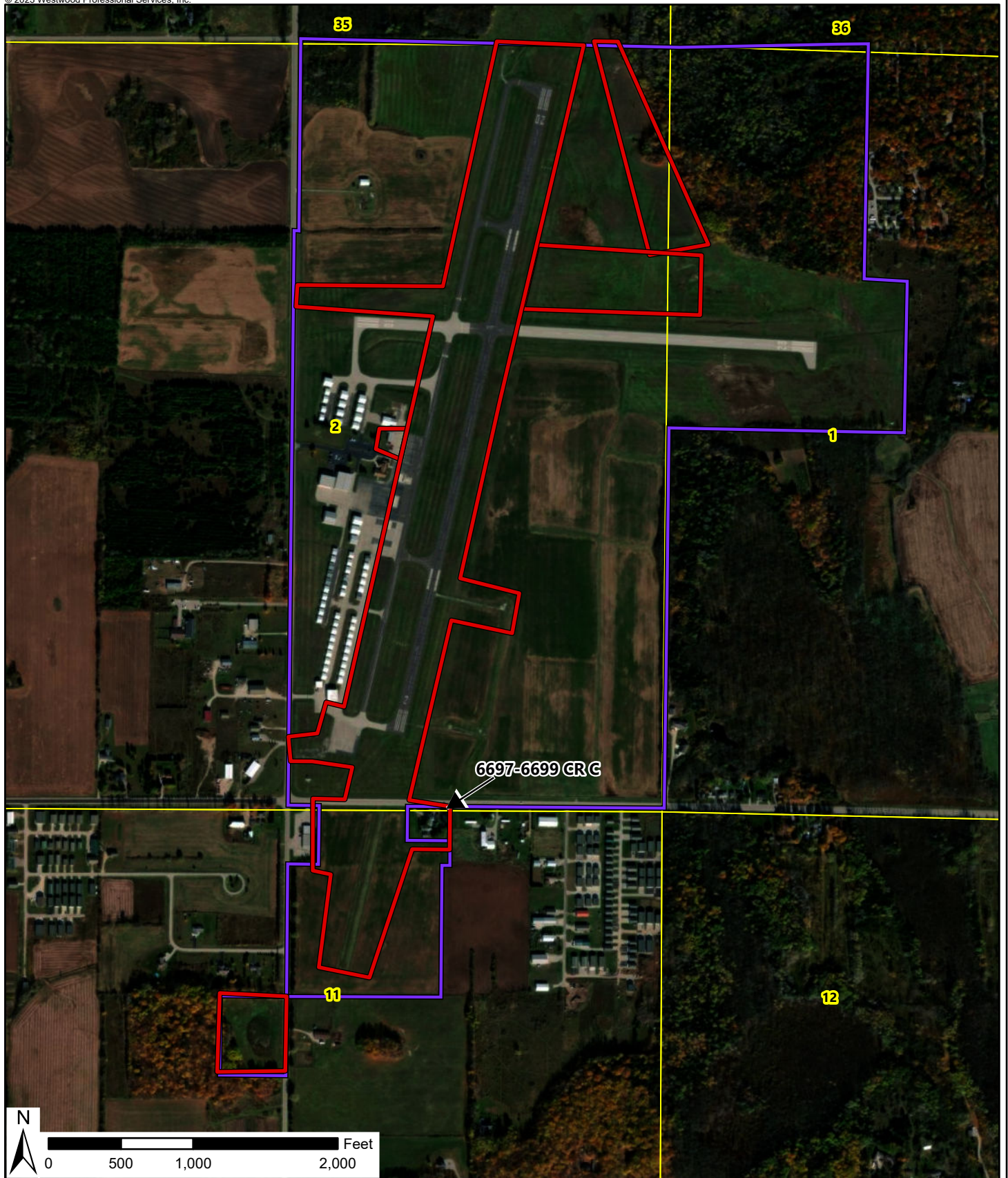


Proposed Airport Development Door Cherryland (SUE) Airport

Door County, Wisconsin

Project Location

N:\3001498_000\Environmental\Sec\06\GIS\3001498_Door-Cherryland_AH_231003.aprx
 Door-Cherryland Ex. 1 - Project Area - Map | 11/17/2023 2:27 PM | S.Nelson



Scale: 1:11,000

Service Layer Credits: Westwood (2020); World Imagery: Maxar
World Street Map: Esri, HERE, Garmin, FAO, NOAA, USGS, EPA

- Airport Property
- Area of Potential Effects
- PLS Section

Proposed Airport Development Door Cherryland (SUE) Airport

Door County, Wisconsin

Westwood

Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com

Westwood Professional Services, Inc.

Architecture/History Survey Results

EXHIBIT 2