

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

**GREAT LAKES REGION
DETROIT AIRPORTS DISTRICT OFFICE
ROMULUS, MICHIGAN**

FINDING OF NO SIGNIFICANT IMPACT

for

HILLWOOD FEDEX DISTRIBUTION FACILITY

at

**DETROIT METROPOLITAN WAYNE COUNTY AIRPORT
DETROIT, MICHIGAN**



May 2022

I. INTRODUCTION

The Federal Aviation Administration (FAA) prepared this Finding of No Significant Impact (FONSI) for the consolidation of the FedEx cargo facility (Sponsor's Proposed Project) at the Detroit Metropolitan Wayne County Airport (DTW) located in Romulus Michigan.

In accordance with the National Environmental Policy Act of 1969 (NEPA); FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*; FAA Order 5050.4B, *NEPA Implementing Instructions for Airport Actions*, and based on the evaluation of the Final Environmental Assessment (Final EA), there are no significant impacts associated with the Sponsor's Proposed Project. Therefore, an Environmental Impact Statement (EIS) will not be prepared and a FONSI is being issued. This FONSI provides a review of the Sponsor's Proposed Project and the basis of the FAA's finding. Expected environmental consequences of the Proposed Project and mitigation commitments are defined and described further in the Final EA.

II. AIRPORT SPONSOR'S PROPOSED PROJECT & FEDERAL ACTION

The Wayne County Airport Authority's (WCAA, Sponsor) Proposed Project is the construction of: 4 new buildings; new pavement for vehicle and truck parking; inbound and outbound roadway system for vehicle circulation; and aircraft apron, taxiway, and GSE parking area requiring approximately 1,476,500 square feet (sf) of new concrete paving. The project includes relocation of threatened and endangered species and filling of regulated wetlands.

The FAA analyzed the project's nexus to Section 163 of the 2018 FAA Reauthorization Act. For FAA's NEPA review. The Sponsor's Proposed Project requires the following Federal Action from the FAA, which is subject to NEPA review:

- Unconditional approval of portions of the Airport Layout Plan (ALP) depicting those portions of the Sponsor's Proposed Project subject to FAA review and approval pursuant to 47107(a)(16)(B).

III. PURPOSE & NEED

The purpose of the Sponsor's Proposed Project is to consolidate FedEx's existing spatially separated operations within DTW. The proposed project is needed due to the existing apron constraints associated with insufficient apron parking space for current aircraft operations. On-going growth and aircraft fleet changes along with the reduction of FedEx's existing parking apron capacity could negatively impact operations.

IV. ALTERNATIVES CONSIDERED

In accordance with FAA Order 1050.1F, the Final EA (Section 5) identified and evaluated all reasonable alternatives to the Proposed Project. The following Final EA alternatives were reviewed for the consolidation of operations at the FedEx facility.

Alternative 1 - No Action Alternative

The No Action Alternative assumes both FedEx facilities remain in their current location and operations would remain as they currently are. The No Action Alternative does not meet the Sponsor's purpose and need for the project; however, it has been included in the analysis per NEPA and FAA Order 1050.1.F. The No Action Alternative is carried forward as a baseline alternative for environmental consequences to be compared to the preferred alternative.

Alternative 2 – Taxiway Z Site

This alternative would expand the existing FedEx facility near the Taxiway Z site. The Taxiway Z site is site restrictive and does not allow for consolidation of both FedEx facilities. The cost to acquire the lease agreement and develop space currently occupied by adjacent tenants is prohibitive. It should also be noted that Taxiway Z is slated to be moved closer to the FedEx facility, which further constrains the site. Due to Alternative 2 not meeting the project's purpose and need and being cost prohibitive, it was dismissed from further consideration.

Alternative 3 – Taxiway Q Site

This alternative would develop a new FedEx facility near Taxiway Q. The Taxiway Q Site requires development over the existing Frank and Poet County Drains. The land available to develop between the runway protection zones of Runway 4L and 4R does not provide sufficient area for current and future development needs. Further, the impacts and costs to develop over and adjacent to the existing Frank and Poet County Drains is prohibitive. Due to Alternative 3 not meeting the project's purpose and need and being cost prohibitive, it was dismissed from further consideration.

Alternative 4 – Vining Road Site

This alternative would develop a new FedEx facility west of Runway 4L-22R near Vining Road. The Vining Road Site does not include airfield access, such as a taxiway/taxilane. The cost to construct this infrastructure is prohibitive. Due to Alternative 4 not meeting the project's purpose and need and being cost prohibitive, it was dismissed from further consideration.

Alternative 5 - Airport Sponsor's Proposed Project (Preferred Alternative)

This alternative would develop a new FedEx facility east of Runway 3R-21L, near Superior Road and Taxilane S1. The Sponsor's Proposed Project is the alternative that meets the need to eliminate the existing apron constraints associated with insufficient gate capacity and to consolidate existing spatially separated operations.

New permanent facilities constructed as part of the proposed project would include:

- A. Aircraft Parking Apron that would accommodate seven widebody aircraft, adjacent taxilane to facilitate aircraft operations, GSE parking area (Approximately 1,476,500 sf).
- B. Connector taxiways to connect the aircraft parking apron to existing Taxilane S1 (Approximately 281,600 sf).
- C. Main sort facility and administration building designed to be Leadership in Energy and Environmental Design (LEED) certifiable (Approximately 249,300 sf).
- D. GSE vehicle maintenance and wash building (Approximately 27,400 sf).
- E. Aircraft maintenance and storage building (Approximately 30,100 sf).

- F. Covered storage (Approximately 45,000 sf).
- G. De-icing pump house (Approximately 7,200 sf).
- H. Generator building (Approximately 12,900 sf).
- I. Truck circulation and parking area with the room for approximately 90 truck positions (Approximately 455,500 sf).
- J. Vehicle circulation and employee parking area with room for approximately 380 vehicles (Approximately 216,700 sf).
- K. Inbound and outbound roadways for truck and vehicle circulation (Approximately 303,000 sf).

V. **PUBLIC REVIEW & COMMENT**

Public involvement and agency coordination was conducted by WCAA at the beginning of the EA process.

The Notice of Availability (NOA) of the Draft EA and opportunity for a Public Hearing was published in two local newspapers, the *Detroit Free Press* and the *Detroit News* from November 9th, 2021 to November 23rd, 2021.

The public notice meeting was held on Thursday, December 9th, 2021 at the Sheraton Detroit Metro Hotel located at 8000 Merriman Road, Romulus, Michigan 48174. Attendees included WCAA, the prospective land lessee, the prospective operator of the facility, and the engineer of record. No comments were received from the public. No comment letters were received from local, state, or federal agencies during the public comment period.

VI. **ENVIRONMENTAL CONSEQUENCES & MITIGATION**

The Final EA (Section 6) describes the environmental consequences of the Sponsor's Proposed Project and proposed avoidance and mitigation measures. The Sponsor shall implement the following mitigation measures as a condition of environmental approval of the Proposed Project listed in this FONSI.

1. **Threatened and Endangered Species**

The Sponsor's Proposed Project includes construction of new buildings and pavement that encompass approximately 74.2 acres. Two state-listed species have been found to be present within the 74.2 acre project area:

- Three-awned grass (*Aristida longespica*) – Threatened
- Sullivant's milkweed (*Asclepias sullivantii*) – Threatened

Mitigation

The small patch of Three-awned grass that has been identified within the project area has been relocated under a Michigan Department of Natural Resources (MDNR) permit to a mitigation area that WCAA has set aside for Three-awned grass preservation. The relocation included moving soil and seed bank from where existing plants are present to the relocation area. The relocation area is larger than the extraction area, which allows the donor soil to be spread out for higher probability of seed being at the right depth for germination. Attachment C of the EA includes the permit details.

The Sullivant's milkweed discovered during the field work is outside the project area and will be protected in-place.

2. Water Resources – Wetlands and Surface Water

The Sponsor's Proposed Project includes permanent impacts to approximately 6.73 acres of regulated wetlands. The project would also require temporary impacts to 0.08 acre of forested wetland for the installation of a utility corridor via open trench construction method. Impacts to regulated wetlands will require authorization from Michigan Department of Environment, Great Lakes, and Energy (EGLE) and the United States Army Corp of Engineers (USACE). A Joint Permit Application was submitted to the EGLE/USACE for proposed impacts to regulated wetlands in April of 2021. To avoid any direct or indirect impacts to other delineated wetlands, construction documents will require avoidance and installation of erosion control methods.

The project site was found to contain per- and polyfluoroalkyl substances (PFAS) from an old aircraft rescue and firefighting (ARFF) training area southwest of the project site.

Mitigation

The Sponsor will obtain a joint permit from EGLE/USACE prior to the start of the construction. Surface waters and wetlands not impacted by the Proposed Project shall be protected during construction.

The Sponsor is proposing the Wayne County Crosswinds Marsh, Subarea 200 be used for wetland mitigation. There are currently 44.18 acres of surplus wetland mitigation available in Subarea 200 based on an audit of The Sponsor's permits that used the Wayne County Crosswinds Marsh for wetland mitigation credit. Assuming a wetland mitigation ratio of 1.5:1 (mitigation:impact), 10.10 acres of wetland mitigation are required. Subarea 200 has available acreage to meet the wetland mitigation obligation for this project. In order to comply with Executive Order 11990 further, the Sponsor is proposing to mitigate for the necessary wetland impacts at a 1.5:1 ratio of mitigation impact. Therefore, the project will result in a net gain of preserved wetlands. Additionally, 2.11 acres of wetlands were identified at the site that will be avoided by the project. Attachment H of the EA contains permit details.

EGLE will also enter into stewardship agreement for mitigation between WCAA and EGLE. It is anticipated that once that stewardship agreement is finalized, a permit will be issued.

PFAS will be mitigated per state guidelines.

General Construction Impacts

The Sponsor's Proposed Project will include temporary construction impacts. Construction activities within the 74-acre project area include construction of new buildings and pavement. Dust, noise, vibrations, erosion and sedimentation impacts during construction may occur, but are expected to be localized and temporary. Noise levels and/or traffic as well as usage of fuel would increase temporarily during construction activities.

The analysis contained in the Final EA concluded that there are no impacts to air quality from the Sponsor's Proposed Project. However, efforts to minimize air emissions from construction equipment will be taken.

Mitigation

The Sponsor will minimize the dust resulting from construction activities by using dust control methods and other best management practices, when necessary during high dust generating activities or extended dry periods.

All necessary permits and approvals necessary for implementing the Sponsor's Proposed Project shall be obtained from Wayne County, EGLE, and the FAA prior to construction.

VII. FAA FINDING

After careful and thorough consideration of the facts contained in the Final EA, the undersigned finds the proposed Federal Action is consistent with existing national environmental policies and objectives as set forth in Section 101(a) of NEPA and other applicable environmental requirements, and will not significantly affect the quality of the human environment or include any condition requiring any consultation pursuant to section 102(2)(C) of NEPA. As a result, the FAA will not prepare an EIS for these Federal Actions.

Having met all relevant requirements for environmental considerations and consultations, the proposed Federal Action is authorized to be taken at such time as other requirements are met.

These decisions are taken pursuant to 49 U.S.C. § 40101, et seq. The FAA finding regarding the proposed airport improvements at the Detroit Metropolitan Wayne County Airport, constitute an order of the Administrator, which is subject to review by the Court of Appeals of the United States, in accordance with the provisions of Section 1006 of Federal Aviation Act of 1958, as amended, 49 U.S.C. § 46110.

APPROVED:  _____
DISAPPROVED: _____

Stephanie R. Swann

Stephanie R. Swann., Deputy Manager
Detroit Airports District Office Federal
Aviation Administration

May 12, 2022

Date