

APPENDIX F
CULTURAL RESOURCE
ASSESSMENT STUDY





FLORIDA DEPARTMENT *of* STATE

RON DESANTIS
Governor

CORD BYRD
Secretary of State

Ms. Heather Chasez
Federal Aviation Administration
Orlando Airports District Office
8427 South Park Circle, Suite 524
Orlando, Florida 32819

February 20, 2024

Re: DHR Project No.: 2024-806
*Federal Aviation Administration
Construction and Operation of New Airside D at Tampa International Airport
Tampa, Hillsborough County*

Dear Ms. Chasez:

This office reviewed the referenced project for possible impact to historic properties listed, or eligible for listing, in the *National Register of Historic Places*. The review was conducted in accordance with Section 106 of the *National Historic Preservation Act of 1966*, as amended and *36 CFR Part 800: Protection of Historic Properties*.

We note that the Tampa International Airport Resource Group (Florida Master Site File Number: HI14544) has previously been determined to meet the criteria for listing in the *National Register*.

Based on the information provided, this office concurs with your finding that the proposed undertaking will have no adverse effect on historic properties.

If you have any questions concerning our comments, please contact Scott Edwards, Historic Preservationist, by electronic mail scott.edwards@dos.myflorida.com, or at 850.245.6333 or 800.847.7278.

Sincerely,

Alissa Slade Lotane
Director, Division of Historical Resources
and State Historic Preservation Officer

Division of Historical Resources
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January 11, 2024

Cultural Resource Assessment Study for the Proposed New Airside D at Tampa International Airport Hillsborough County, Florida

Tampa/Hillsborough County, Florida
HCAA Project No.: 8500 23
HCAA Work Order No.: 22-30A
RS&H No.: 2041880062





**Cultural Resource
Assessment Study for the
Proposed New Airside D at
Tampa International Airport**

January 11, 2024

City of Tampa/Hillsborough County, Florida

HCAA Project No.: 8500 23

HCAA Work Order No.: 22-30A

Prepared by RS&H, Inc. at the
direction of Hillsborough County Aviation
Authority

Assessment of Effects under 36 CFR 800.5:
Mollie Olinyk, MS, Architectural Historian,
The Mannik & Smith Group, Inc.

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Executive Summary

This Cultural Resource Assessment Study (CRAS) presents the results of a cultural resources analysis completed for the Hillsborough County Aviation Authority (HCAA or Authority). This analysis was performed to supplement an Environmental Assessment (EA) being prepared by RS&H, Inc. for the proposed construction and operation of a new Airside D at Tampa International Airport (TPA or Airport) Airside D. The Federal Aviation Administration (FAA) Orlando Airports District Office (ADO) requested a CRAS to facilitate Section 106 coordination with the Florida Division of Historic Resources (FL DHR) pertaining to the Proposed Undertaking.

The HCAA proposes replacing the original Airside D with a new 563,000-square-foot Airside D (Proposed Undertaking). The HCAA is proposing improvements at the Airport that would meet projected passenger and airline (domestic and international) demand and proactively prevent near-future congestion.

The Area of Potential Effects (APE) is approximately 480 acres and consists of four existing airsides, portions of Runway 1L/19R and Runway 1R/19L, concrete apron area, vehicular roads (e.g., George Bean Parkway), taxiways, taxilanes,, stormwater drainage system, and mowed/maintained airfield turf.

The Airport was designed by Leigh Fisher Associates in consultation with the Authority. The design also included trams that transported passengers to the terminals, which had never been used in an airport, and an automated baggage system (Calise 2021; French and Hylton 2018). Construction was overseen by architect Ivan Smith of the Jacksonville-based architectural firm Reynolds, Smith & Hills (RS&H). The Airport was built in the Brutalist architectural style, with exposed concrete the primary structural material of its four distinct facades, and glass curtain walls that allowed for views of the runways. The Tampa International Airport was finished in April 1971 and cost over \$80 million (Calise 2021; French and Hylton 2018; FMSF 2018).

Florida Master Site File (FMSF) data was reviewed to identify previously recorded cultural resources within the APE and one mile of the Proposed Undertaking. Only one resource group is recorded within the APE (Tampa International Airport (Site ID HI14544). The Tampa International Airport (Site ID HI14544) is eligible for listing on the NRHP (SHPO, 2022).

The Proposed Undertaking occurs entirely on land previously disturbed and developed for aviation activities. The Proposed Undertaking's construction and operation would not directly or indirectly affect cultural resources (e.g., noise, air, visual). Based on an evaluation of the details of the Proposed Undertaking in conjunction with the research and analysis summarized in this CRAS, the FAA concluded that the Proposed Undertaking **will have no adverse effect** on historic properties (i.e., properties that are eligible for or listed on the NRHP).

This Cultural Resource Assessment Study (CRAS) presents the results of a cultural resources analysis completed by RS&H, Inc. for the Hillsborough County Aviation Authority (HCAA or Authority). This analysis was performed to supplement an Environmental Assessment (EA) being prepared by RS&H, Inc. for the proposed construction and operation of a new Airside D at Tampa International Airport (TPA or Airport) Airside D. The Federal Aviation Administration (FAA) Orlando Airports District Office (ADO) requested a CRAS to facilitate Section 106 coordination with the Florida Division of Historic Resources (FL DHR) pertaining to the proposed undertaking. This CRAS includes:

- » a description of the Proposed Undertaking
- » a description of the Proposed Undertaking's Purpose and Need
- » a description of the Area of Potential Effects (APE)
- » background research on the APE, including environmental characteristics,
- » a review of the Florida Master Site File (FMSF) database to identify previous cultural resource surveys and previously documented archaeological and historical resources,
- » descriptions of potential direct and indirect impacts,
- » a cultural context study (see **Attachment A**),
- » a review of historic aerial imagery and topographic maps (see **Attachments B and C**),
- » a architectural photo log (see **Attachment D**), and
- » the determination of effects.

The CRAS was prepared by David Alberts of RS&H. It has been reviewed by Mollie Olinyk, M.S., of The Mannik & Smith Group, Inc., who meets the Secretary of the Interior's professional qualifications (36 CFR 61) as an architectural historian. Ms. Olinyk is responsible for the assessment of effects under 36 CFR 800.5 (see **Attachment E**).

1 Background

The Authority has undertaken an Environmental Assessment (EA) for the construction and operation of a new passenger handling area, Airside D (i.e., Proposed Undertaking) at the Airport. The EA is being prepared pursuant to the National Environmental Policy Act of 1969 (NEPA) and in accordance with FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*.

The original Airside D had a Y-shaped footprint, and its two concourses could accommodate 10 Boeing 727-200 aircraft. Airside D ceased operation in 2005 because it exceeded its useful life, and airlines relocated to the then-new Airside C. The previous Airside D was the last of the original airsideways and was demolished in 2007 (see **Figure 1**).

Figure 1: Airside D – 2005 and 2022 Aerial Photographs*



Sources: ESRI, 2022; RS&H, 2022



*See **Attachment B** for additional historic aerials of this area.

Since then, improvements have been made to convert the former Airside D site into hardstands for airline and cargo aircraft parking. In 2022, UPS and Amazon cargo operations used the Hardstand D.¹

1.1 Proposed Undertaking

The HCAA proposes replacing the original Airside D with a new Airside D. The HCAA proposes constructing and operating a 563,000-square-foot Airside D to meet its projected demand for operations and passengers (Proposed Undertaking). This includes a three-level airside and 16 contact gates with passenger boarding bridges. Additional project components that support the Proposed Undertaking include reconstruction of the apron, new hydrant fuel system, construction and operation of a 450-foot-long-dual-guideway automated people mover system (APM) to transport passengers to/from the new airside and main terminal, and an Airport-personnel vehicle parking area with an access gate connected to the existing Airport Access Road. The airside APM station would be outside the sterile airside zone. The APM stations have the capability to support up to a pair of two-car trains. Each car can carry 76 passengers. The APM maintenance facility would be located beneath the airside APM station. **Figure 2** shows the Proposed Undertaking and connected actions. **Figure 3** illustrates the Proposed Undertaking.

1.2 Project's Purpose and Need

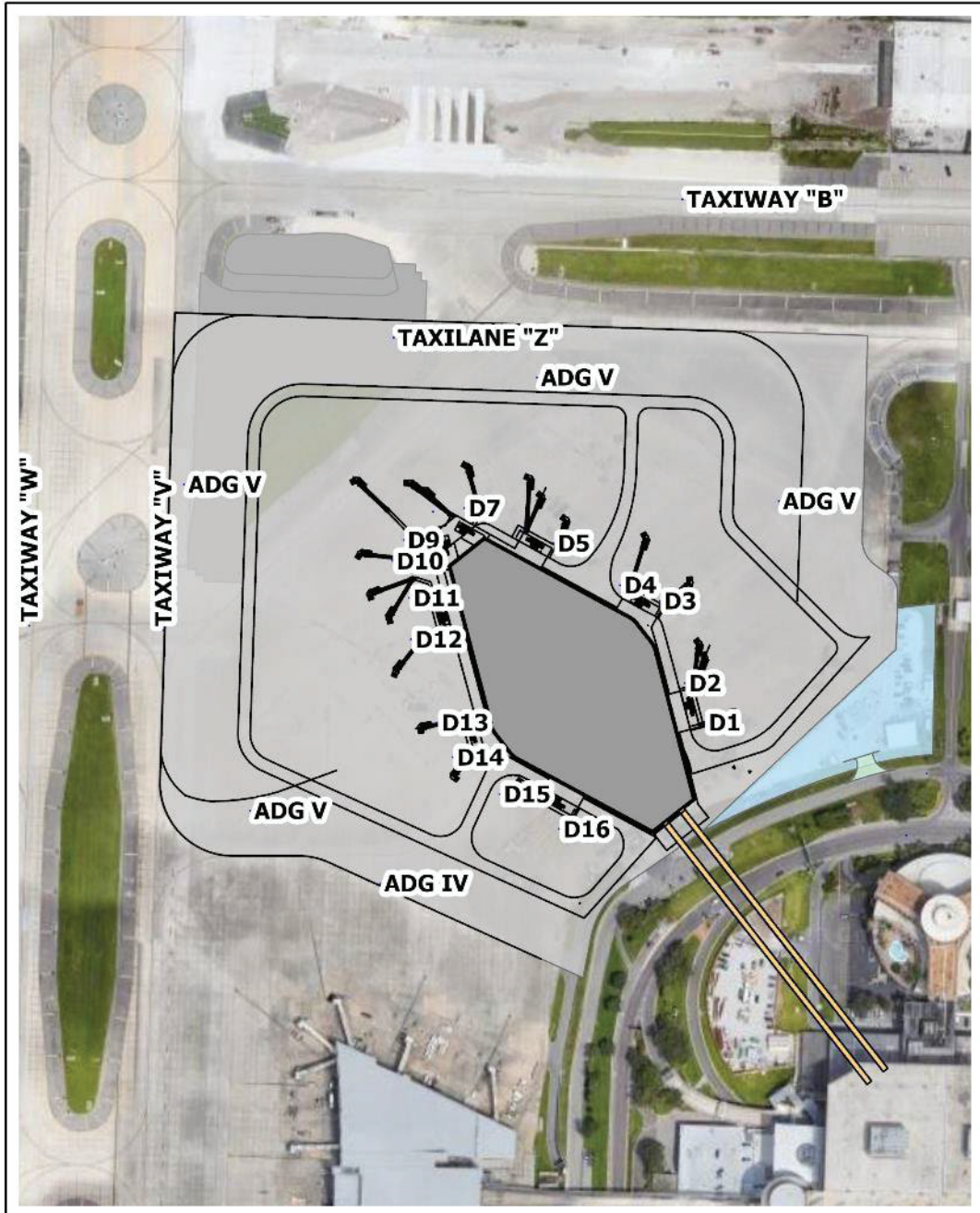
The increasing demand for domestic and international flights necessitates the development of additional gates and associated airside passenger facilities to accommodate future growth effectively. The HCAA is proposing improvements at the Airport that would meet projected passenger and airline (domestic and international) demand and proactively prevent near-future congestion (i.e., Proposed Undertaking).

1.3 Area of Potential Effects and Existing Conditions

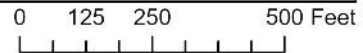
The Area of Potential Effects (APE) to historic resources for the Proposed Undertaking consists of the Main Terminal, including existing Airsides A, B, C, E and F and the former Hardstand D area (see **Figure 4**). The APE is approximately 480 acres and also includes portions of Runway 1L/19R and Runway 1R/19L, concrete apron area, vehicular roads (e.g., George Bean Parkway), taxiways, taxilanes,, stormwater drainage system, and mowed/maintained airfield turf.

¹ A hardstand is an aircraft parking position that does not have equipment that connects it to a building.

Figure 2: Proposed Undertaking



Sources: HCAA 2022; ESRI 2022; RS&H 2022.



Legend

-  Airside D
-  Parking
-  Apron
-  Access Gate
-  Automated People Mover



Figure 3: Illustration of the Proposed Undertaking (Airside D)



Source: HCAA, 2023.

Figure 4: Area of Potential Effects



Sources: Google Earth, 2024; RS&H, 2024

Legend

 Area of Potential Effects (APE)



The APE is within the Gulf Coastal Lowlands physiographic region (White 1970). This region comprises level to gently sloping and poorly drained terrain along the coastal margin. The topography of the area is characterized by broad marine terraces formed during episodes of interglacial sea level change during the Pleistocene and have been subsequently altered by wind erosion, surface hydrological processes, and subsidence of the underlying limestone bedrock (White 1970; Estabrook et al. 1990). The APE is within the Old Tampa Bay watershed and Lower Sweetwater Creek watershed.

One soil type is within the APE (U.S. Department of Agriculture Natural Resources Conservation Service [USDA NRCS] 2023). The USDA-mapped soil type is classified as Arents, nearly level. The Arents series is a fine sand series formed in altered marine deposits and typically found on rises on marine terraces. The soils of this series have been disturbed by human activities (USDA NCSS 2023a).

2 History of Tampa International Airport

In the 1920s, John H. Drew and Hugh C. MacFarlane built an airfield in Tampa. Named Drew Field, approximately 100,000 people attended the opening day celebration on February 22, 1928. Drew leased the 160-acre airfield to Tampa, eventually purchasing the property for \$11,654 (McMorrow-Hernandez 2021). Following its purchase by the city in 1934, several considerable improvements were completed at the field, including new runways, hangars, and lighting. These changes were financed primarily with federal funding through the Civil Works Administration and the Works Progress Administration (Drew Park Community Redevelopment Area and Hillsborough County Historical Advisory Council 2016).

The government leased the field as a sub-post to MacDill Army Airfield. Heavy bombers arrived at Drew Army Airfield in May 1940. The army converted Drew Field into a military base with over 3,000 new structures, which included barracks, an administration building, and hospital facilities. With the completion of MacDill, Drew became a separate base and headquarters for the Third Fighter Command. Throughout World War II, more than 100,000 combat aircrews trained at Drew Field (Drew Park Community Redevelopment Area and Hillsborough County Historical Advisory Council 2016; Florida Department of State 2023; McMorrow-Hernandez 2021). The base at the height of the war included 15 square miles (sq mi) and could accommodate 25,000 personnel. Training at Drew Field included large signal air warning and engineering aviation training for heavy bombers. Following the U.S. entry into the war, the airfield became the location of a German prisoner-of-war camp in August 1944. Housed initially at Camp Blanding, the German prisoners arrived at Drew Field to be laborers in quartermaster workshops, kitchens, canteens, and warehouses. This camp held 395 Germans from August 1944 to March 1946 (Florida Department of State, 2023).

At the war's end, the U.S. Army returned the airfield to the City of Tampa. The former base operations facilities building became the main passenger terminal as the field returned to use as

a municipal airport. By 1950, international flights utilized Drew Field, which prompted a name change to Tampa International Airport. The Authority formed shortly after that and began preparations to construct a new passenger terminal, which opened on August 17, 1952. Despite several expansions completed in the 1950s, the Airport quickly proved to be too small. In the 1960s, the Authority conducted a study to design a new terminal that would accommodate larger planes and an increase in passengers. Construction began in 1968, and business continued at the smaller terminal until completion (French and Hylton 2018; McMorrow-Hernandez 2021).

The new Airport was designed by Leigh Fisher Associates in consultation with the Authority. It was divided into landside and airside sections. Construction was overseen by architect Ivan Smith of the Jacksonville-based architectural firm Reynolds, Smith & Hills (RS&H). The new Tampa International Airport was finished in April 1971 and cost over \$80 million (Calise 2021; French and Hylton 2018; FMSF 2018).

Following the opening of the new terminal, portions of the older terminal were leased to Hillsborough Community College for teaching classrooms until 1974 (Sumberg 1972; Tampa Times 20 October 1975:11A). By 1975, plans for the demolition of the old building were announced following the departure of the last tenant, the National Weather Service (Seale 1975). Demolition began in October 1975 (Tampa Times 20 October 1975:11A). Most of the old Drew Field is now a part of the neighborhood called Drew Park (City of Tampa Department of Urban Development 2004).

See **Attachment B** for historic aerial photographs of the Airport. **Attachment C** includes historic USGS topographic maps.

3 Florida Master Site File Review

Florida Master Site File (FMSF) data was reviewed to identify previously recorded cultural resources within the APE and one mile of the Proposed Undertaking.

As shown in Figure 5, one resource group is recorded within the APE (Tampa International Airport (Site ID HI14544)). The Tampa International Airport (Site ID HI14544) is eligible for listing on the NRHP (SHPO, 2022). Tampa International Airport (HI14544) was recorded in 2018 by members of the University of Florida (UF) Historic Preservation Program during an architectural study that resulted in the publication of Florida's Mid-Century Modern Architecture (1945-1975), which highlighted the Airport's Brutalist architectural design² as one of 50 "Flagship Structures"

² Brutalist architecture is a style of building design developed in the 1950s in the United Kingdom following World War II. With an emphasis on construction and raw materials, the aesthetic evolved as reconstruction efforts were underway in the post-war era. The style is characterized by raw, exposed concrete and bold geometric forms.

representing the character and scope of mid-century modern architecture in the state (French and Hylton 2018:11, 78).

Tampa International Airport introduced several technological innovations that are in use today. In the 1960s, the Authority studied designs for the best modern solution to overcrowding. The Authority decided to build a concept that split the Airport into landside (parking, ticketing, concessions) and airside (passenger holding areas, apron, taxiways, runways) that represented a hub and spoke system.

The landside's Brutalist-style main terminal (i.e., exposed concrete with bold geometric design) had four distinct facades, each three stories tall with glass curtain walls framed in concrete to provide airfield views. The main terminal interior used "graphic colors and wide swaths of carpeting in contrast to the honey-brown concrete and extensive bands of tinted glass." The Authority also contracted Florida sculptor Roy Butler to create dozens of metal sea birds appearing to fly in the open spaces.

Passengers would be transported from the main terminal to each airside via an automated people mover system (APM). The APM was the first significant airport application of this type of transit technology. Each air-conditioned shuttle was initially designed to transport up to 100 people. The Airport was also the first to use an automated baggage system. According to the UF Historic Preservation Program review of the main terminal, many extensive renovations have occurred. Still, the overall structure retains its architectural integrity (French and Hylton 2018:11, 78).

In 2018, Tampa International Airport (8HI14544) was determined eligible for inclusion in the NRHP due to its architectural style, integrity, and significant technological and design innovations (FMSF 2018). The significance is based on the National Register Criterion C, which represents "the distinct characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent significant and distinguishable entity whose components may lack individual distinction."

Five historic structures are recorded within one mile of the Proposed Undertaking (see **Table 1**). These include one private residence (8HI09995) and four commercial buildings (8HI14469, 8HI14615, 8HI14627, and 8HI14628). Four of the five historical structures within one mile of the Proposed Undertaking have been determined ineligible for inclusion in the NRHP, and one was not evaluated. The one structure not evaluated was a commercial building (8HI14615) built in 1970 that is part of a complex of contemporary buildings located at 5519 W. Hillsborough Avenue. None of these five historical structures are located within the APE.

Table 1: Previously Recorded Historic Resources within One Mile of the Proposed Undertaking

8H114628	Building 4, 5519 W. Hillsborough Ave.	Building - Commercial	1970	Historic Structure	Ineligible (2019)	
8H114615	Building 1, 5519 W. Hillsborough Ave.	Building - Commercial	1970	Historic Structure	Not evaluated	
8H114469	6005 Jarvis Street	Building – Commercial	1961	Historic Structure	Ineligible (2019)	
8H106719	Skyway Bike Trail	Campsite - Native American-Aceramic	n/a	Archaeological Site	Ineligible (2003)	

Source: FMSF and SEARCH, Inc. 2023.

Two archaeological sites are recorded within one mile of the Project Undertaking (see **Figure 5** and **Table 1**). These include one pre-contact campsite site (8HI06719) and one site that is a pre-contact isolated lithic find (8HI03295). Neither of these archaeological sites are located within the APE.

4 Potential Direct and Indirect Effects

Since 1971, Tampa International Airport has continually been modified to provide aviation services to residents, visitors, and the economy of the Tampa Bay region. The original Airside D was operational from 1971 to 2005 and was demolished in 2007. As described in the following sections, no other listed or eligible for listing cultural resources would be directly or indirectly affected by the Proposed Undertaking other than the Tampa International Airport (Site ID HI14544).

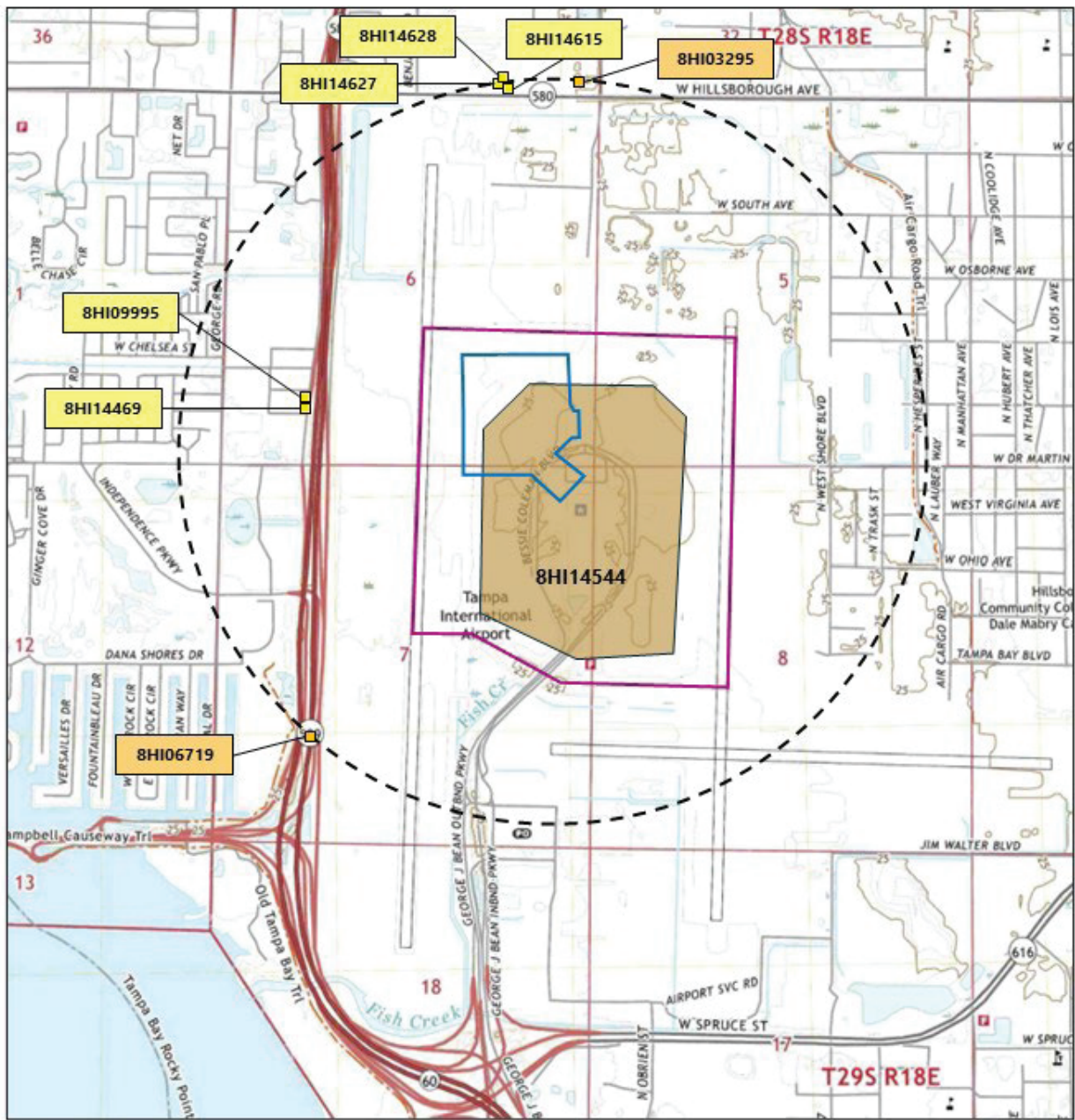
4.1 Cultural Resources

HCAA's Proposed Undertaking is to construct aviation-related infrastructure at the Airport and replace an airside and 450-foot-long-dual-guideway APM connection that were previously operational (1971-2005) and later demolished (2007). The Proposed Undertaking complements the architectural style and integrity of Site HI14544 and reestablishes significant technological and design innovations. The Proposed Undertaking would be consistent with the Airport setting. It would not affect National Register eligibility under Criterion C for "the distinct characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent significant and distinguishable entity whose components may lack individual distinction." Therefore, constructing the Proposed Undertaking and its APM connection to the main terminal would not affect the architectural style, integrity, and significant technological and design innovations of the Airport's Site HI14544 eligibility for listing on the NRHP as defined in 36 Code of Federal Regulations (CFR) 800.5.

The APE was extensively disturbed when Tampa International Airport was originally constructed. There are no archaeological resources located within the APE. The Proposed Undertaking includes ground-disturbing activities occurring entirely on land previously disturbed and developed for aviation activities (original Airside D, apron, taxiways) and would not affect archaeological resources.

The Proposed Undertaking's ground-disturbing activities occur entirely on land previously disturbed and developed for aviation activities. The Proposed Undertaking would not affect tribal land or land of interest to tribes.

Figure 5: Previously Recorded Cultural Resources within One Mile of the Proposed Undertaking



Source: USGS, 2021, FMSF, 2023, RS&H, 2023.

Legend

- Project Area
- 1-mile boundary
- Area of Potential Effects (APE)
- Historic Structure
- Archaeological Site
- Resource Group



4.2 Noise and Noise-Compatible Land Use

An AEM noise analysis was conducted for the proposed undertaking. The Proposed Undertaking's potential change in the DNL 65 dBA contour is 0.6% in 2032 (or approximately 19 acres of a total 2,336-acre contour). According to FAA Order 1050.1F Desk Reference, "If the AEM calculations indicate that the action would result in less than a 17 percent (approximately a DNL 1 dB) increase in the DNL 65 dB contour area, there would be no significant impact over noise sensitive areas, and no further noise analysis would be required" (Federal Aviation Administration, 2020). The Proposed Undertaking would increase operations and aircraft taxiing noise adjacent to the main terminal (Site ID HI14544). However, it would not significantly increase noise levels at Site ID HI14544 or introduce significant audible elements that would be out of character. Accordingly, it would not have an adverse effect on them as defined in 36 CFR 800.5. It would not affect the architectural style, integrity, and significant technological and design innovations of the Airport's (Site ID HI14544) eligibility for listing on the NRHP.

4.3 Air Quality

The United States Environmental Protection Agency (USEPA) sets National Ambient Air Quality Standards (NAAQS) to protect public health and environmental welfare. The USEPA has identified the following six criteria air pollutants for which NAAQS are applicable: carbon monoxide (CO), lead (Pb), nitrogen dioxide (NO₂), ozone (O₃), particulate matter (PM₁₀ and PM_{2.5}), and sulfur dioxide (SO₂). The USEPA has three classifications for areas regarding their ability or inability to meet the NAAQS. "Nonattainment" areas are geographic areas that violate one or more NAAQS. "Attainment" areas are geographic areas where concentrations of the criteria pollutants are below (i.e., within) the NAAQS. Lastly, "maintenance" areas are geographic areas with prior nonattainment status that have since transitioned to attainment. The APE is an "attainment" area for all National Ambient Air Quality Standards (NAAQS) (EPA Greenbook, 2022). The construction and operation of the Proposed Undertaking would not significantly affect air quality or violate local, state, tribal, or federal air quality standards under the Clean Air Act Amendments of 1990 nor indirectly affect minority and/or low-income populations. The Proposed Undertaking would not significantly increase construction or operational air emission levels at Site ID HI14544 or introduce significant atmospheric elements that would be out of character. Accordingly, it would not diminish the integrity of the property's historic features defined in 36 CFR 800.5. Therefore, the Proposed Undertaking would not affect the architectural style, integrity, and significant technological and design innovations of the Airport's (Site ID HI14544) eligibility for listing on the NRHP.

4.4 Visual

Potential aesthetic effects of an action are generally assessed by comparing the visual characteristics of the proposed development to existing development in the areas and to the

environmental setting. The visual effects resulting from constructing and operating the Proposed Undertaking would result from physical changes to the visual character of the APE, including existing development, landforms, vegetation, and water surfaces.

Construction of the Proposed Undertaking would occur during the day. There is the potential for night-time work that would require additional lighting; however, this lighting would be directional and last only for the duration of night-time construction work. The temporary use of directional lighting for construction purposes would not result in light emission impacts on the surrounding area, including cultural resources. The Proposed Undertaking's conceptual illustration is shown in **Figure 3**. The Proposed Undertaking would occur entirely on-Airport property, would be consistent with the existing Airport environment, and would not result in viewshed changes or additional light emissions of cultural resources. The Proposed Undertaking would not introduce visual elements that would be out of character. Accordingly, it would not diminish the integrity of the property's historic features defined in 36 CFR 800.5.

Operation of the Proposed Undertaking would be visually different, with increased operations and aircraft taxiing adjacent to the main terminal. It would not affect the architectural style, integrity, and significant technological and design innovations of the Airport's (Site ID HI14544) eligibility for listing on the NRHP. Operation of the Proposed Undertaking would include permanent outside lighting to move aircraft, vehicles, and people safely. Public views of the new Airside D would be obscured by the existing multi-lane Veterans Expressway, Hillsborough Avenue, commercial businesses, and other on-Airport structures.

5 Section 106 Determination of Effects

The Proposed Undertaking occurs entirely on land previously disturbed and developed for aviation activities. The Proposed Undertaking's construction and operation would not directly or indirectly affect any cultural resources (e.g., noise, air, visual) other than the Tampa International Airport (8HI14544). However, the likely effects on Tampa International Airport would not alter any aspect of this resource from which it derives its significance under Criterion C for NRHP eligibility. Therefore, the likely effects to the Tampa International Airport will not constitute *adverse effects* as defined in 36 CFR 800.5. Because the Proposed Undertaking does include ground disturbance activities, the Authority will implement special conditions regarding unexpected discoveries during construction.

Based on an evaluation of the details of the Proposed Undertaking in conjunction with the research and analysis summarized in this CRAS, the FAA concluded that the Proposed Undertaking **will have no adverse effect** on historic properties (i.e., properties that are eligible for or listed on the NRHP).

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Cultural Resource Assessment Study for the Proposed New Airside D at Tampa International Airport

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Attachment A: Cultural Context and Historic Background

This attachment characterizes the pre-contact culture and post-contact history of the APE and the region. The source of this information is from the *Technical Memorandum Cultural Resources Desktop Analysis of the Tampa International Airport (TPA) Wildlife Remediation/ Employee Parking Expansion, Hillsborough County, Florida* completed by SEARCH, Inc. in December 2023.

Pre-Contact Culture History

Paleoindian

The first well-documented inhabitants of Florida entered the area approximately 12,000 years ago during the Paleoindian period (12,000–9000 BP), during which the sea level was much lower than it is today. The Florida peninsula was wider and drier, particularly in the central interior. There is, however, growing evidence that there may be occupations that pre-date 12,000 BP in Florida, such as at the Sloth Hole and Page-Ladson sites in Jefferson County, where radiocarbon dates predating 12,000 BP have been obtained from levels containing lithic waste flakes, but no diagnostic tool forms (Dunbar 2002, 2006; Hemmings 1999, 2004). Both sites are inundated river sites, and although the contexts are considered intact, the downward movement of artifacts from the overlying artifact-bearing levels is possible.

Many animal species that are now extinct roamed the state (mammoths, camels, sloths, giant land tortoises, etc.), and these were hunted by Florida's earliest inhabitants. Most known Paleoindian sites are in north and west-central Florida, where karst springs and chert were readily available. In Hillsborough County, Paleoindian sites are located along the coast and various drainages.

Paleoindian sites are also underneath Tampa Bay (Goodyear and Warren 1972). These site locations were once on dry land when sea levels were lower but have become submerged as sea levels have risen during the past 10,000 years. One of the most well-known Paleoindian sites in the Tampa Bay area is in Hillsborough County. Harney Flats is a large habitation site excavated in the early 1980s (Daniel and Wisenbaker 1987).

Archaic

During the subsequent Archaic period (9000–2500 BP), human populations grew and expanded their territories as the climate became wetter and water sources became more prevalent. After the demise of Pleistocene fauna, human subsistence strategies became more diverse. They came to include new plant, animal, and aquatic species. People began to live in larger groups, use different stone tools, and inhabit more of what is now Florida.

The Early Archaic (9000–8000 BP) represented a continuity of the Paleoindian occupation of Florida. It occurred during rising sea levels, a gradual warming trend, and the spread of oak hardwood forests and hammocks. Numerous small Early Archaic special activity and campsites have been located throughout west-central Florida (Milanich 1994). The Middle Archaic (8000–4000 BP) was a wetter period with mixed pine and oak intrusion into the hardwood forest.

As conditions became wetter, extensive river systems and wetlands developed, and people began to exploit the resources associated with these aquatic habitats (Austin et al. 2004). This trend continued into the Late Archaic period (4000–2500 BP) (Austin et al. 2004). However, evidence also suggests that the environment became slightly drier during these periods and that aquatic habitats were fewer and not as deep (Russo 1986). This is probably the result of climatic fluctuations over time. Precontact populations in the Hillsborough County area may have been smaller and aggregated around springs and sinkholes once again.

The earliest pottery was tempered with plant fibers and first appeared at about 4000 BP (Sassaman 1993). The people who made fiber-tempered pottery practiced an essentially Archaic lifestyle of hunting, gathering, and incipient horticulture. Fiber-tempered pottery was made with naturally occurring clays, and plant fibers were then added to the clay as a tempering agent to strengthen it. After being made, pots were left to dry and then fired. Most Late Archaic sites containing fiber-tempered pottery are on the coast, with smaller campsites in the interior.

Post-Archaic

The following Manasota period is divided into two subperiods. Early Manasota (2500–1300 BP) is recognized archaeologically by the dominance of sand-tempered pottery in assemblages, while the Weeden Island-related phase of Manasota (1300–1100 BP) is identified by the presence of St. Johns Check Stamped pottery in village contexts and the inclusion of ornately decorated pottery in mortuary contexts (burial mounds) (Milanich 1994). During the Manasota period, wetter conditions prevailed, and estuarine habitats became more numerous. This enabled larger populations to live in villages along the coast and the interior along significant rivers and streams. This trend continued into the following Safety Harbor period (1100–250 BP).

The Safety Harbor culture developed from the preceding Weeden Island-related Manasota culture in the central Gulf coast region of Florida around AD 900 (Mitchem 1989). Safety Harbor sites in this region include nucleated villages, usually containing a large platform mound with an associated plaza, one or more burial mounds, and surrounding village middens. In addition, numerous smaller midden sites are present in outlying areas. These probably represent small “hamlets” or household clusters within a specific polity. Each polity was ruled by a cacique (chief or leader) who lived in the town center. Caciques and their family members were buried in lineage mounds after their remains had been ritually cleaned and stored in a charnel house. There is no evidence that Safety Harbor groups practiced agriculture. Instead, the subsistence base was fishing, gathering, and hunting. Each town center probably represented a simple

chiefdom. Although alliances were forged between local polities, they otherwise appear to have acted independently of one another (Milanich 1998:103–104).

Post-Contact History

European Exploration and Settlement, 1513–1821

Spanish explorers were the first Europeans in the Tampa Bay area. Juan Ponce de León led two sea voyages to the peninsula of Florida, one in 1513 and one in 1521, but he never reached as far north as present-day Tampa Bay (Gannon 1996). The later expedition of Pánfilo de Narváez landed in Pinellas County in 1528 and trekked inland, then northward. While this was a significant European foray into the region, the Narváez expedition failed because of geographical confusion and conflict with Native Americans (Milanich and Hudson 1993).

A decade later, another explorer, Hernando de Soto, attempted an expedition to Florida on behalf of Spain. The expedition landed in Tampa Bay near the mouth of the Little Manatee River. It established a temporary camp before setting out into the interior. The expedition fought its way through what is now central and northern Florida before exploring other areas of the southeastern United States (Gannon 1996). Archaeological sites associated with the DeSoto expedition have been located in Hillsborough County; however, DeSoto left no permanent settlement in the region (Milanich and Hudson 1993). Little settlement occurred in the Tampa Bay area during the two centuries that followed the initial Spanish explorations. Spanish fishermen from Cuba occasionally established seasonal camps along the islands affronting the mainland. Here, fishermen collected their catch and smoked the fish before returning to Cuba (Worth 2012).

Native American groups from present-day Alabama and Georgia made their way into Florida. By the end of the seventeenth century, they had established settlements in the state. The Spanish referred to them collectively as *cimarrón*, meaning “wild” or “runaway,” which later became “Seminole” (Covington 1993:13). In 1763, after the Seven Years War, the British traded Havana to Spain in exchange for Florida. Spain regained the Florida territory in 1783 when it was returned following the American Revolution. The Seminoles developed trade with British and Spanish frontiersmen and attempted to forge alliances against the emerging U.S. (Covington 1993). During Florida’s British period, George Gauld completed a coastal survey of Florida, making the most accurate maps of Florida and Tampa Bay. When Spain regained Florida, its exploratory efforts remained comparatively minimal. Throughout the remainder of their rule over Florida, they did little to strengthen their knowledge of or presence in Tampa Bay (Weddle 1995).

United States Territory and State through Civil War, 1821–1865

The Seminole accepted among their ranks formerly enslaved Africans and African Americans, who possessed valuable agricultural knowledge and could speak Native American languages and English. This acceptance fueled tensions between Americans in the southern U.S. (who opposed the relationship between formerly enslaved Africans and African Americans and Seminoles) and the Spanish in East Florida (who accepted it) (Gannon 1996). In 1817, the U.S. War Department tasked General Andrew Jackson with bringing the Seminole under control, resulting in the First Seminole War. Jackson led a punitive mission against the Seminole in Spanish Florida in 1818, highlighting Spain's weak control over the region and leading to the transfer of the territory to the U.S. several years later. The Adams-Onís Treaty, signed in 1819 and ratified in 1821, transferred Florida to the U.S. (Carter 1956:8–11; Tebeau 1981).

Once Florida became a U.S. territory in 1821, white homesteaders began moving into the northern and coastal areas of the territory. Hillsborough County's historical roots extend back to January 18, 1824, when U.S. Colonel George M. Brooke established Cantonment Brooke on the east bank of the mouth of the Hillsborough River, largely as a means of monitoring relations with the Seminole (Carter 1956; McCall 1974[1868]). In 1825, a military road connected the numerous forts being built, including Fort Brooke and Fort King (Marion County) (Knetsch 2003; Tomalin 2012). Typical of U.S. Army forts in frontier areas, Fort Brooke attracted civilian settlement. The territorial legislature created Hillsborough County on January 25, 1834. The county originally consisted of many of the present-day counties in the Tampa Bay area. Next to Fort Brooke, the village of Tampa began to grow, and it became the county seat in 1845 (Brown 1999; Covington 1957; Grismer 1950). At its creation, Hillsborough County encompassed present-day Pinellas, Polk, Manatee, Sarasota, Charlotte, De Soto, Hardee, Highlands Counties, most of Glades County, and part of Lee County. However, Hillsborough remained sparsely settled (Hillsborough County, Florida 2021).

Hillsborough County's fortunes were tied to the military personnel of Fort Brooke during the Second and Third Seminole Wars (Brown 1999). The 1840 census illustrates the extent of the military presence in this area: of the 452 people in the county in that year, fewer than 100 were civilians, the remainder being military personnel (Dietrich 1978). Enslaved African Americans also lived near Fort Brooke. Other non-military civilians included ranchers, farmers, storekeepers, and fishermen. Most of the population lived in Tampa, and men outnumbered women. Within the next 10 years, the gender imbalance began to even out as the military importance declined at the end of the Second Seminole War; additionally, the Armed Occupation Act facilitated the movement of families into the region (Covington 1957; Grismer 1950).

In the 1850s, the emerging port shipped cattle to Cuba for sizable profits, and civic leaders began discussing building a railroad to Tampa. At the onset of the Civil War, Florida seceded

from the Union. Though isolated from the epicenter of the conflict, Tampa was the backdrop for clashes between the Union Navy, which prowled the Gulf coast, and Confederate sympathizers, who attempted to sneak goods into Tampa Bay (Brown 2000). The west coast of Florida produced salt during the conflict. Salt was necessary to preserve foods for shipment to troops in the field. When the war ended in 1865, the region entered a period of economic stagnation (Brown 2000).

Post-Civil War and Late Nineteenth Century, 1866–1899

Following the Civil War, new settlers began moving into the region. In 1870, William B. Hooker moved to the area; his settlement came to be known as Hooker's Point (Martin 1948:2). Apart from Tampa, Hillsborough County remained rural and sparsely settled until the 1880s, with the arrival of the railroad. Henry Plant brought his South Florida Railroad through the region in 1883. In 1886, the Orange Belt Railway connected Tampa and Sanford (Seminole County) with St. Petersburg (Pinellas County) and crossed through Hillsborough County (Turner 2008).

Agriculture and cattle emerged as the primary industries in Hillsborough County, but this changed during the last two decades of the nineteenth century. Following the railroad's arrival, Don Vicente Martinez Ybor moved his Key West cigar factory operations to the outskirts of Tampa in 1886 (Grismer 1950). At the dawn of the twentieth century, Tampa produced more than 111 million cigars annually, with a market value of about ten million dollars. The entire Bay area benefitted from the prosperity, as a service industry flourished; with this economic surge came rapid growth (Covington 1957). Shipping increased after Plant's and Ybor's investments, requiring Tampa Bay's dredging and Port Tampa's development. Hillsborough, a frontier area in 1880, blossomed into a diverse economic region by 1900 when the population surpassed 35,000 (Dietrich 1978). In 1892, the county built a red brick courthouse with a silver dome. Although it was demolished in 1952, the image of the building is preserved on the county seal (Hillsborough County, Florida, 2021).

Twentieth Century to Present, 1900–Present

Hillsborough County's large industries changed significantly at the start of the twentieth century. Tropical fish farming, technology, and the service sector came to displace or limit the importance of the county's nineteenth-century industries. In 1909, Earl and Rosella Adams settled south of Gibsonton and named their community Adamsville. Originally from Pennsylvania, the Adams family bought a 40-acre plot and brought 10 children. The family expected a tropical paradise but encountered instead wild terrain. Over the next several decades, Earl and Rosella Adams cleared the land, and Rosella Adams worked as a midwife in the surrounding area (Catala 2011). As more people arrived in Adamsville, the cove nearby became known as The Kitchen. Residents depended on the fish, crabs, clams, and oysters for

much of their daily nutrition. The area was a reliable source of food and income, as many sold their catches at nearby markets (Green 1997).

During World War I, Tampa became a major shipbuilding city; at its peak, 3,400 people were employed at the Oscar Daniels Company to build eight 3,500-ton cargo ships (Mormino and Pizzo 1983:150). A total of 3,619 Hillsborough County residents served in World War I. Several men were honored for their war actions (Florida Department of Military Affairs 1992). Samuel M. Block of Tampa received the French Croix de Guerre with the Gilt Star for his bravery. As a private, Block succeeded in carrying messages during intense machine gun fire and artillery bombardment. His file indicated that he exhibited “extraordinary bravery” on several other occasions (Florida State Archives and Library 1920).

Following the First World War, Florida experienced economic growth and population expansion, known as the Florida Land Boom. This drew the attention of developers and businessmen who saw an opportunity to make large fortunes through land speculation. When the automobile increased mobility for families, many people moved to areas that had not been over-industrialized, such as Tampa. The development of state roads and public highways throughout Florida in the 1920s facilitated this movement. The Florida Road Department created many of the new hard-surfaced roads. Tampa became more accessible with the completion of the Michigan Avenue Bridge and the 22nd Street Causeway, both privately funded (NRHP 1996). Between 1920 and 1930, Tampa’s population increased from 51,608 to 101,161, making it the third-most populous city in the state.

In 1926, an economic depression began in Hillsborough County and Tampa ahead of the Great Depression that affected the rest of the nation starting in 1929. Many banks and other industries closed their doors, some never to reopen. Responding to the crises, the local government procured federal funding to employ the jobless through the CCC and WPA. The newly employed worked on numerous projects, including the opening of Adamo Drive, the widening of Nebraska Avenue, the filling in of Spanishtown Creek, the restructuring of Bayshore Boulevard, and the construction of the Fort Homer Hesterly Armory. One of the many public projects in Tampa was the improvement of Drew Field, the city’s first airfield built during the 1920s. Workers constructed runways and hangars, creating one of the best airports in the state by 1938 (Mormino and Pizzo 1983:168–169).

World War II was a boon to the economy. With the creation of new bases and the subsequent influx of military personnel and their paychecks into local economies, cities such as Tampa were able to recover from the Great Depression. MacDill Field was activated on April 16, 1941 (Mormino and Pizzo 1983:172; MacDill Air Force Base 2020). The federal government spent millions of dollars and employed thousands to construct the base. The government also established Drew Field (present-day Tampa International Airport) as a radar training base and Henderson Field (located at the present-day University of South Florida) as a physical fitness

base. Tampa's shipbuilding industry employed nearly 16,000 people in round-the-clock shifts (Mormino and Pizzo 1983:174). MacDill continued operating after the war, but many shipbuilding industries ceased (Massey 2019).

During the 1950s, a new industry was rapidly expanding in Hillsborough County. In 1958, between 20 and 30 fish hatcheries operated in the county. These operations varied greatly, with some covering many acres and others consisting of only a few ponds. In the Adamsville area, H. Woolf produced 8 million fish annually (Richardson 1958). By 1961, Adamsville and Ruskin quickly became renowned as the world's largest tropical fish producers. The Woolf Fish Farm and K & P Tropical Fish Farm, owned by Warren Kushmer and E. J. Proctor, were located in Adamsville on U.S. 41 and among the largest producers. Woolf's operation owned its own aircraft, which delivered its shipments. Millions of tropical fish lived in the numerous hatcheries in the Ruskin-Adamsville-Gibson area. They shipped to all 50 states and Canada (Beauchamp 1961).

The east Hillsborough Bay area remained minimally developed throughout the mid-twentieth century (U.S. Board of Engineers for Rivers and Harbors 1958). By the 1980s, phosphate shipping led to the development of the East Hillsborough Bay area. Companies associated with the phosphate industry or shipping owned large tracts of land in the area. However, most land remained undeveloped (U.S. Army Corps of Engineers 1987). In 1983, 107 people lived in Adamsville, which remained quite rural. That year, the Hillsborough County Commission included the community in its long-range plan. It projected that industrial development in the area would increase in the coming years. Adamsville was part of the Big Bend Industrial Park between U.S. 41 and Tampa Bay. At the time, the Tampa Electric Company, Agrico Chemical Company, and Mitsui and Company all operated in Adamsville. Though several homeowners protested the area being designated as an industrial park, the Planning Commission refused to change the classification (Steele 1983).

Hillsborough County grew steadily throughout the twentieth century, and by 1990, the county had a population of 834,054 (Forestall 1996). Recently, Tampa has become a significant city for established businesses and new entrepreneurs. Forbes Magazine named Tampa the second-best city for entrepreneurs. Tampa Bay ranked third for the most cost-friendly U.S. business location. The proximity to global transit links, high population density for the workforce, and access to many resources make Tampa a destination for business (Visit Tampa Bay 2021). East Tampa has become one of the prime locations for industries seeking space in Tampa. Tampa had 336,150 residents in 2010 and 399,700 residents in 2019 (U.S. Bureau of the Census 2021).

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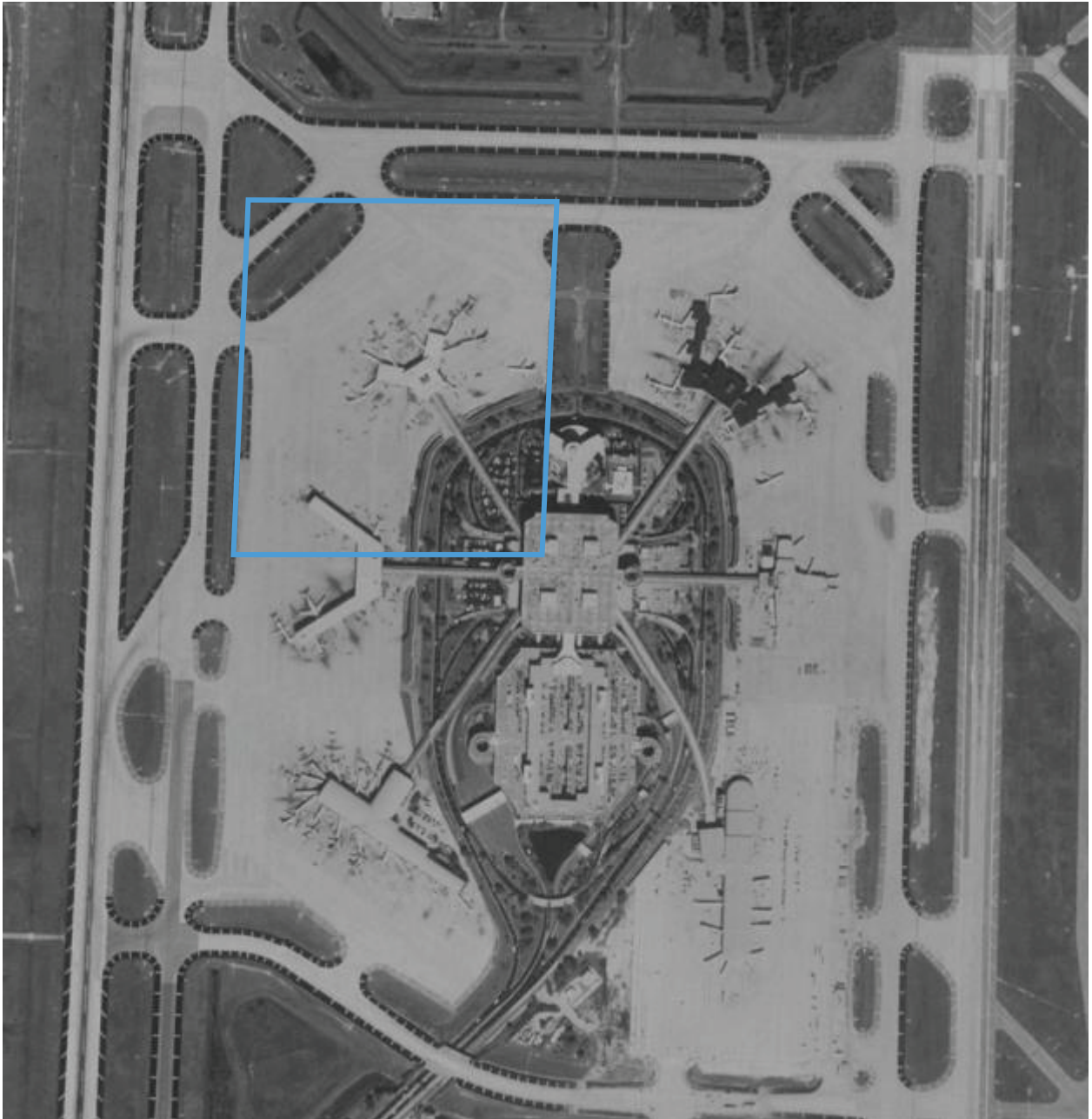
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Attachment B: Historic Aerials

Circa 1995 (blue polygon is approximate project area)



Cultural Resource Assessment Study for the Proposed New Airside D at Tampa International Airport

Circa 2002 (blue polygon is approximate project area)



Source: Google Earth, 2023.

Cultural Resource Assessment Study for the Proposed New Airside D at Tampa International Airport

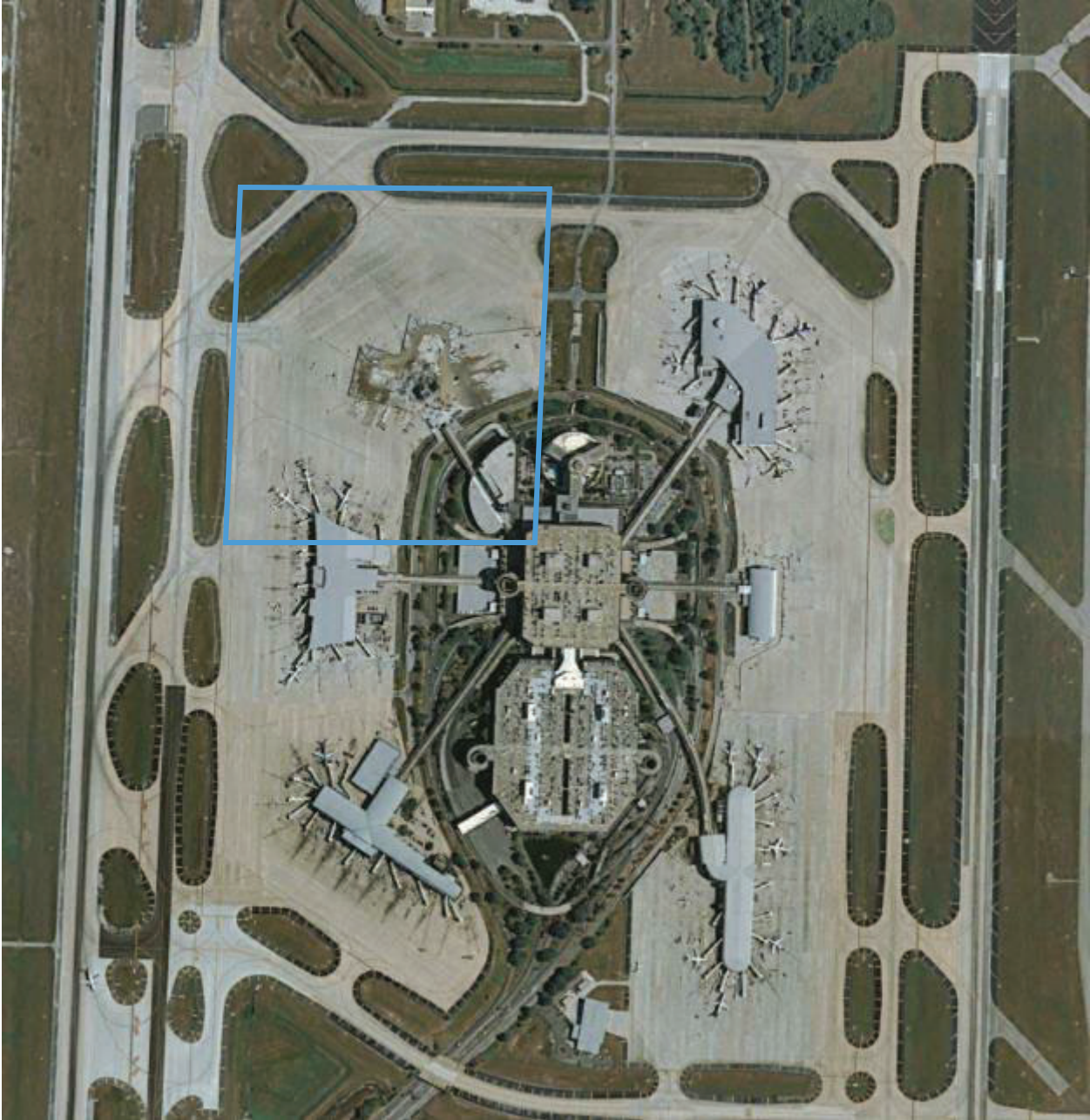
Circa 2005 (blue polygon is approximate project area)



Source: Google Earth, 2023.

Cultural Resource Assessment Study for the Proposed New Airside D at Tampa International Airport

Circa 2007 (blue polygon is approximate project area)



Source: Google Earth, 2023.

Cultural Resource Assessment Study for the Proposed New Airside D at Tampa International Airport

Circa 2015 (blue polygon is approximate project area)



Source: Google Earth, 2023.

Cultural Resource Assessment Study for the Proposed New Airside D at Tampa International Airport

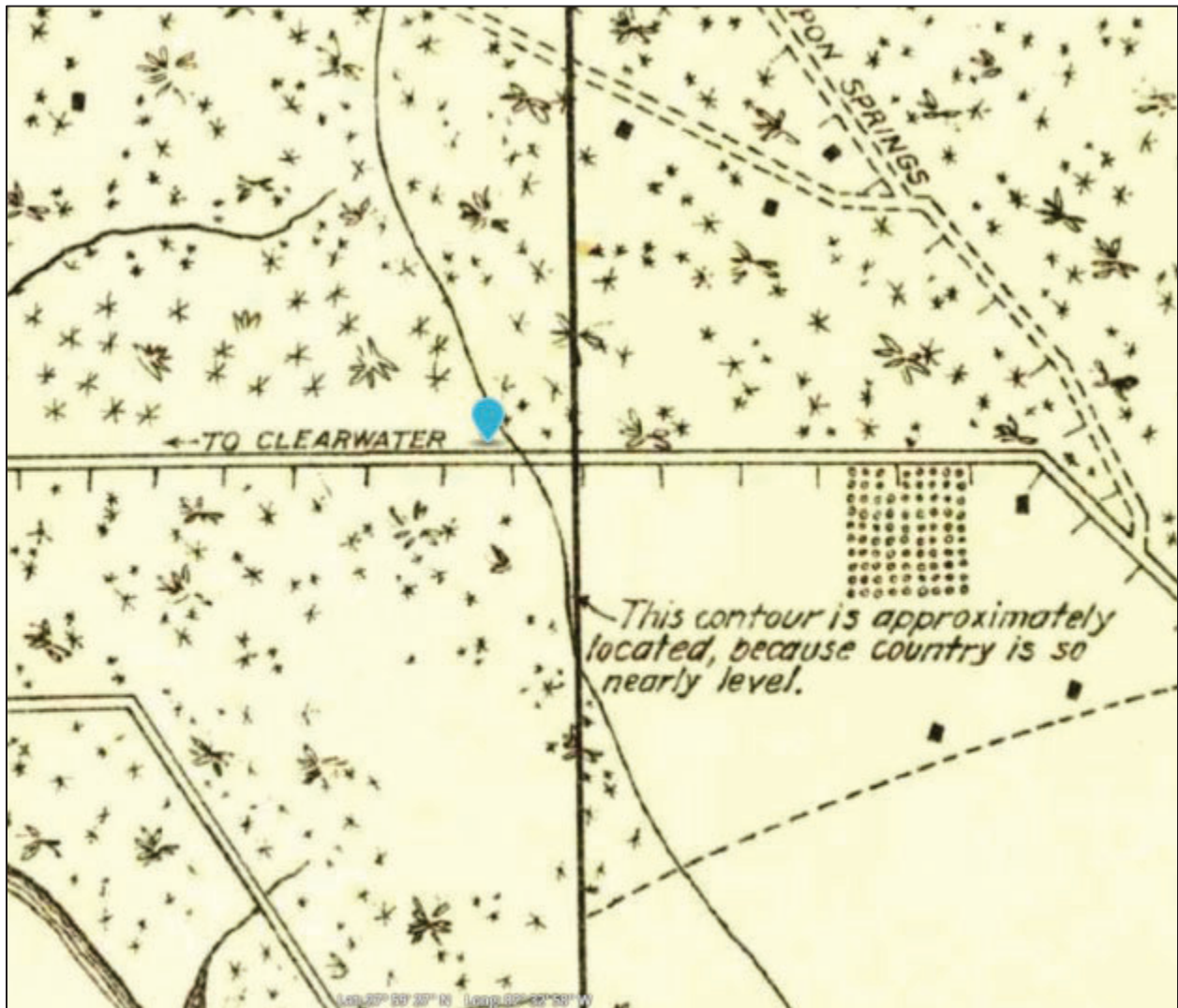
Circa 2023 (blue polygon is approximate project area)



Source: Google Earth, 2023.

Attachment C: USGS Topographic Maps

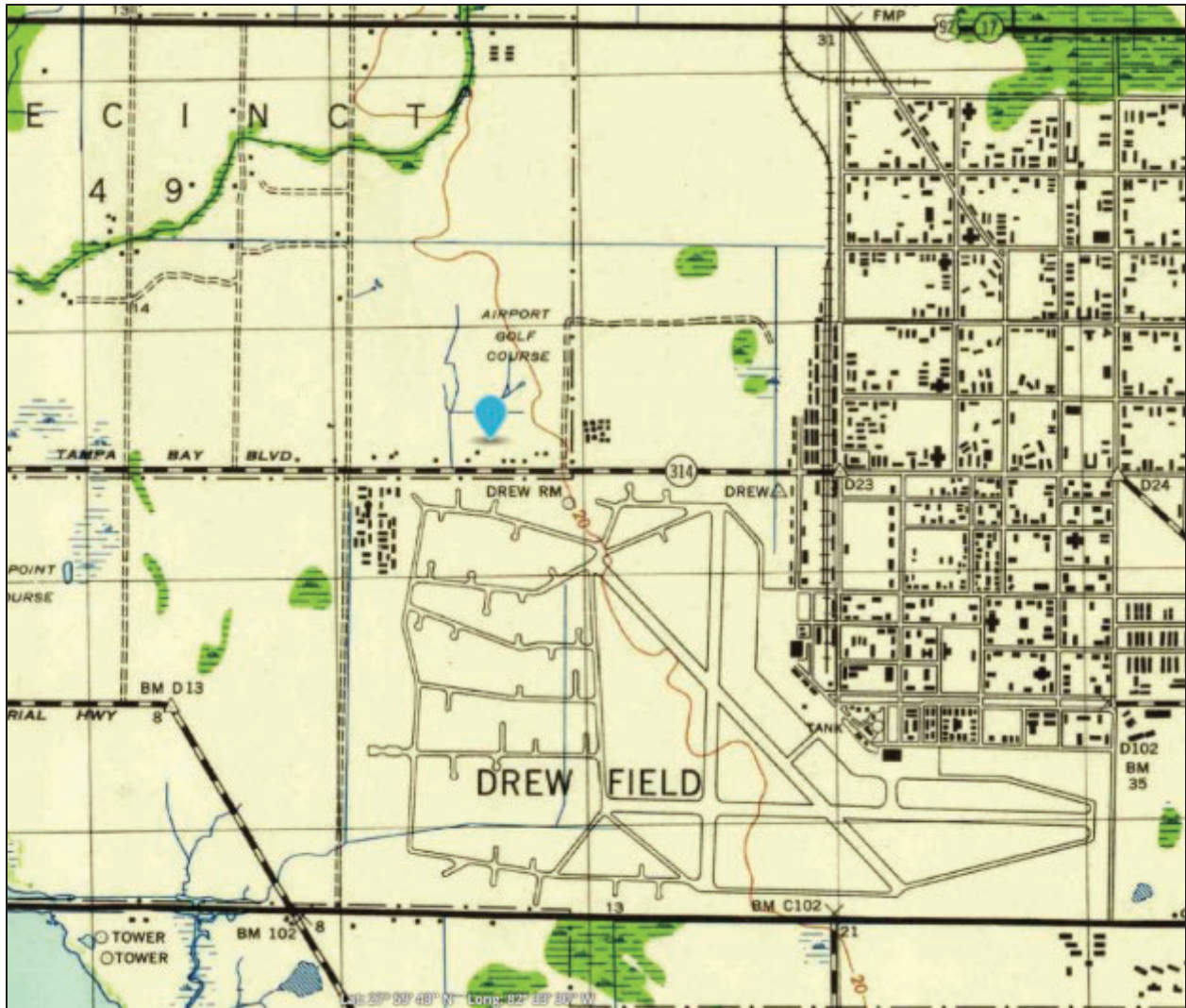
USGS 7.5' St. Petersburg Quad 1921 (blue indicator is approximate project area)



Source: USGS, 2023.

Cultural Resource Assessment Study for the Proposed New Airside D at Tampa International Airport

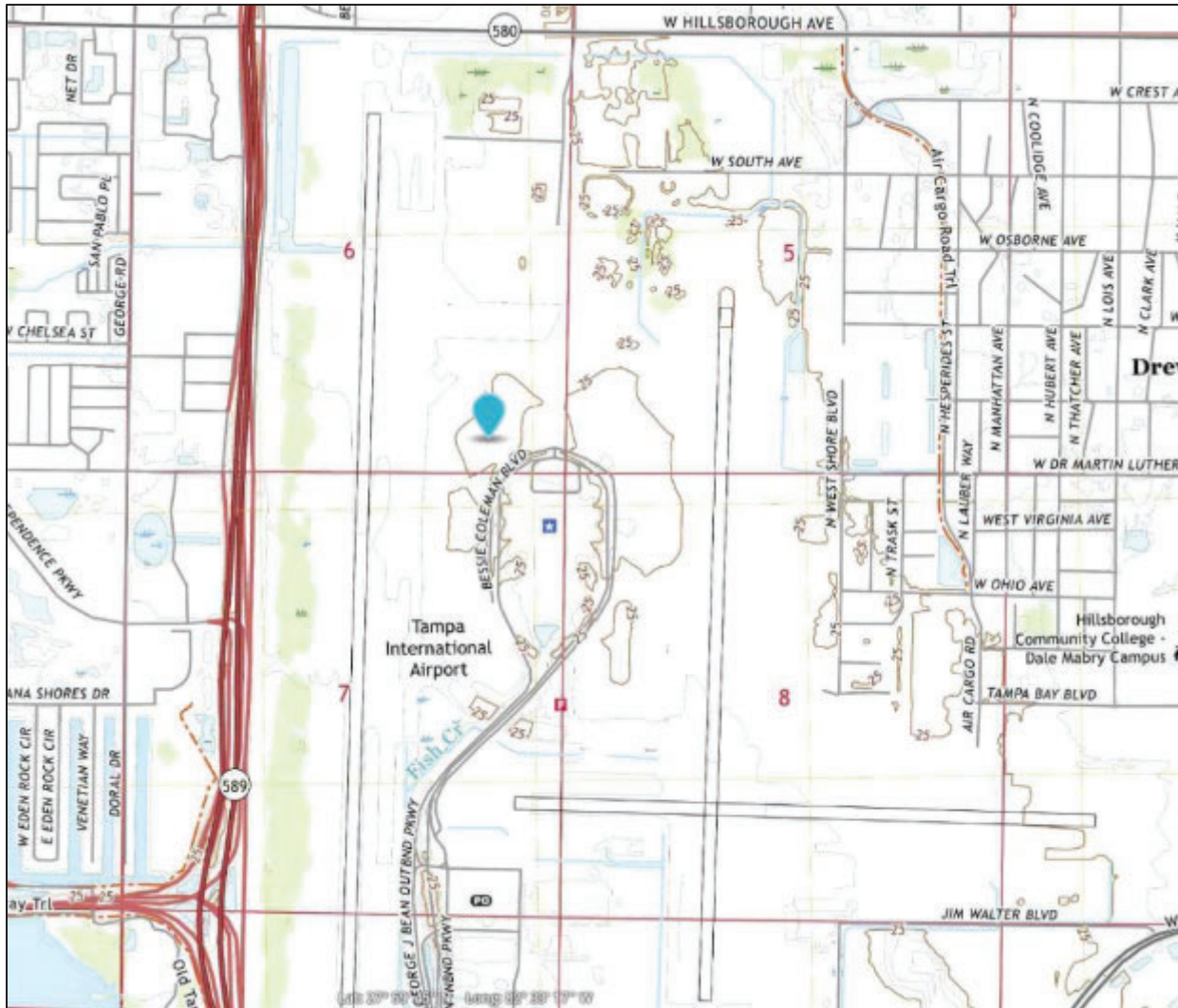
USGS 7.5' Gandy Bridge Quad 1943 (blue indicator is approximate project area)



Source: USGS, 2023.

Cultural Resource Assessment Study for the Proposed New Airside D at Tampa International Airport

USGS 7.5' Gandy Bridge Quad 2021 (blue indicator is approximate project area)



Source: USGS, 2023.

Attachment D: Photo Log

This attachment illustrates the existing conditions within the APE from ground level viewing the Site ID HI14544 (Main Terminal) in the vicinity of the project area along George Bean Parkway. The photos were downloaded from Google Street View. Photo numbers and direction are included on the photo log map.

Cultural Resource Assessment Study for the Proposed New Airside D at Tampa International Airport

Photo Log Map



Sources: Google Earth, 2024; RS&H, 2024

Legend



Area of Potential Effects (APE)



Google Street View Photo and Direction



Cultural Resource Assessment Study for the Proposed New Airside D at Tampa International Airport



Photo 1: George Bean Parkway, looking south



Photo 2: George Bean Parkway, looking south



Photo 3: George Bean Parkway, looking east

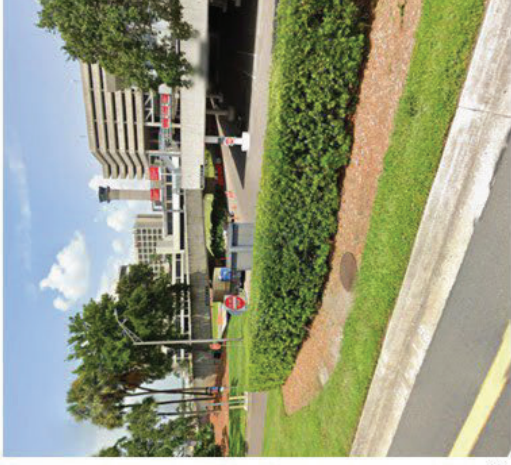


Photo 4: George Bean Parkway, looking northeast

Cultural Resource Assessment Study for the Proposed New Airside D at Tampa International Airport



Photo 5: George Bean Parkway, looking west



Photo 7: George Bean Parkway, looking north-northwest



Photo 6: George Bean Parkway, looking northwest

Attachment E: Architectural Historian Resume



Mollie Olinyk, MS

Architectural Historian

Professional Background

Mollie is federally certified (36 CFR 61) as an architectural historian with over 15 years of experience. She serves as an Architectural Historian for Section 106 review/consultation and all phases of history/architecture investigations. Mollie spent 8 years as a historian coordinating and reviewing Section 106 HUD-funded demolition and rehabilitation projects in the City of Detroit for the Michigan State Historic Preservation Office (MISHPO). She has conducted state and federal tax credit reviews and facilitated grant management. Mollie has expertise in National Register of Historic Places (NRHP) evaluations and nominations, as well as experience in architectural survey, property research, historic context development, and property documentation. Her experience also extends to the negotiation and preparation of Memoranda of Agreement and Programmatic Agreement documents.

Role

Ms. Olinyk meets the Secretary of the Interior's professional qualifications (36 CFR 61) as an architectural historian. Mollie is responsible for the assessment of effects under 36 CFR 800.5.

Specializations

History/Architecture Investigations

Survey, identification and documentation of resources, research and analysis, and assessment of effects on historic and cultural resources

Section 106 Review/Consultation

Assist federal agencies in considering the effects of federally-funded project activities on historic properties, including identifying historic properties, determining how project activities will impact historic properties, exploring measures to reduce or avoid harm, and develop agreements with the SHPO/THPO to resolve any adverse effects

Agreement Documents

Assist in the development of Memoranda of Understanding (MOU), Memoranda of Agreement (MOA) and Programmatic Agreements (PAs) to support plans resulting from Section 106 Consultation, set expectations, and to help minimize future disputes

Grant Applications and Management

Assist in the process of grant application or grant management if and when the opportunity arises, including research and writing of grant proposals or applications

Experience

Coolidge Bus Terminal, Detroit, Michigan (Client: Detroit Department of Transportation)

Project Architectural Historian for HABS Level II-style documentation of the Coolidge Bus Terminal, a mid-20th-century site that played a pivotal role in public transportation in Detroit during the transition from public rail-based transit to the dominance of personal automobiles.



Specializations

History/Architecture Investigations

Section 106 Review/Consultation

Agreement Documents

Grant Applications and Management

Education

M.S. Historic Preservation Planning, Eastern Michigan University, 2007

BA, Art & Art History, Kalamazoo College, 2003

Certifications / Affiliations

Federally Certified (36 CFR 61) Architectural Historian, Historian

LEED Accredited Professional, 2009

Years of Experience

With MSG 2023 - Present
MI SHPO 2010 - 2018
Mead & Hunt, Inc. 2007-2009



U.S. Department
of Transportation
**Federal Aviation
Administration**

Orlando Airports District Office
8427 South Park Circle, Suite 524
Orlando, FL 32819
Phone: (407) 487-7220
Fax: (407) 487-7135

January 17, 2024

Alissa S. Lotane
Director and State Historic Preservation Officer
Florida Division of Historical Resources
Florida Department of State
R.A. Gray Building
500 South Bronough Street
Tallahassee, Florida 32399-0250

RE: Section 106 Consultation
Construction and Operation of New Airside D
Tampa International Airport
Hillsborough County, Florida

[Sent vial e-mail to: scott.edwards@dos.myflorida.com]

Dear Ms. Lotane,

The Hillsborough County Aviation Authority (Authority) proposes the construction of the new Airside D (AS-D) development at Tampa International Airport (Airport or TPA) in Hillsborough County, Tampa, Florida. The Airport is located in Hillsborough County, about 5 miles northwest of downtown Tampa. The Airport has three runways, with the longest runway, Runway 01L/19R, measuring 11,002 feet. TPA supports the local community by providing commercial airline service to the Tampa region. TPA supports the general aviation community with fixed-based operators (FBO), operation of maintenance repair and overhaul (MRO) facilities and the operation of several cargo operators.

The Proposed Project is the construction and operation of a sixteen-gate airside (AS-D) and connected actions. The Authority will request the Federal Aviation Administration's (FAA) unconditional approval of the improvements on its Airport Layout Plan. The Federal action associated with the Proposed Project is an "undertaking" subject to the National Historic Preservation Act (Section 106) and its implementing regulations at 36 CFR Part 800. This letter is intended to initiate Section 106 consultation.

Proposed Undertaking

The Proposed Undertaking includes airside and landside improvements at the Airport. The Proposed Undertaking is the construction and operation of a sixteen-gate airside (AS-D), automated people mover, improvements to Taxilane Z, and associated apron area. The new AS-D

would consist of three levels including holdrooms, aircraft gates, concessions, restrooms, and a connecting automated people mover station to the main terminal.

Area of Potential Effects (APE)

The Area of Potential Effects (APE) to historic resources for the Proposed Undertaking consists of the Main Terminal, including existing Airsides A, B, C, E and F and the former Hardstand D area. The APE is approximately 480 acres and also includes portions of Runway 1L/19R and Runway 1R/19L, concrete apron area, vehicular roads (e.g., George Bean Parkway), taxiways, taxilanes, stormwater drainage system, and mowed/maintained airfield turf.

Historic and Archaeological Resources in the APE

There are no known resources listed on the National Register of Historic Places (NRHP) within APE. The nearest National Register-listed resource is the George Guida Sr. House located about 3.5 miles southeast of the APE (National Park Service, 2022). According to the Florida Master Site File, the Tampa International Airport is listed as eligible for NRHP listing (Site ID HI14544) (SHPO, 2022) and is within the APE.

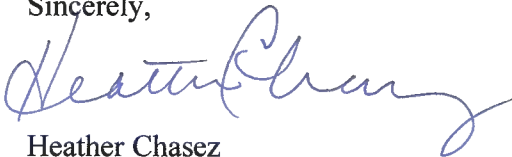
There are no known archaeological resources within the APE, and the area of the Proposed Undertaking consists of a concrete pad and a previously modified and maintained grass area that serves as part of the airports permitted stormwater system. As such, no archaeological investigation was performed.

Determination of Effect

Based on a review of the Proposed Undertaking and the research and analysis in the CRAS, the FAA has determined the undertaking would have no adverse effect historic resources. Because the Proposed Undertaking includes ground disturbance activities, the FAA will require the Authority to implement special conditions regarding unexpected discoveries during construction. The FAA requests the FL SHPO's concurrence regarding the determination of effect.

FAA requests your review of the enclosed Cultural Resources Assessment Survey and response within 30 days of receipt of this letter indicating if you concur with our determination. Please direct correspondence and questions to me at 407-487-7236 or via email at Heather.Chasez@faa.gov.

Sincerely,



Heather Chasez
Environmental Protection Specialist
Federal Aviation Administration

Cc: Rob Furr, Sr. Manager - Sr. Airport Architect, Hillsborough County Aviation Authority
David Alberts, RS&H, Inc.



U.S. Department
of Transportation
**Federal Aviation
Administration**

Orlando Airports District Office
8427 South Park Circle, Suite 524
Orlando, FL 32819
Phone: (407) 487-7220
Fax: (407) 487-7135

January 30, 2024

[Sent via e-mail: section106@mcn-nsn.gov]

Ms. Corrain Loe-Zepeda
Tribal Historic Preservation Officer
Historic and Cultural Preservation Department
Muscogee (Creek) Nation Cultural Preservation
PO Box 580
Okmulgee, Oklahoma 74447

RE: Project Notice and Invitation for Consultation
Construction of Airside D
Tampa International Airport, Tampa Florida
Hillsborough County, Florida

Dear Ms. Loe-Zepeda,

The Hillsborough County Aviation Authority (HCAA) has requested federal funds and approval from the Federal Aviation Administration (FAA) to construct and operate new Airside D at Tampa International Airport, in Tampa Florida (**Attachment 1**). The federal actions associated with the proposed project are an undertaking subject to the *National Historic Preservation Act* (Section 106) and its implementing regulations at 36 CFR Part 800. This letter is to inform the Muscogee (Creek) Nation of the proposed project and invite your Tribe to consult on the project.

Proposed Undertaking

The HCAA proposes to construct a new Airside D at the same location as the previous Airside D, which was demolished in 2007. The HCAA proposes constructing and operating the 563,000-square-foot Airside D to meet its projected demand for operations and passengers (Proposed Undertaking, **Attachment 2**). This includes a three-level airside and 16 contact gates with passenger boarding bridges. Additional project components that support the Proposed Undertaking include reconstruction of the apron, new hydrant fuel system, construction and operation of a 450-foot-long-dual-guideway automated people mover system (APM) to transport passengers to/from the new airside and main terminal, and an Airport personnel vehicle parking area with an access gate connected to the existing Airport Access Road. An APM maintenance facility would be located beneath the airside APM station.

Area of Potential Effect (APE)

The Area of Potential Effects (APE) to historic resources for the Proposed Undertaking consists of the Main Terminal, including existing Airsides A, B, C, E and F and the former Hardstand D area. The APE is approximately 480 acres and also includes portions of Runway 1L/19R and Runway

1R/19L, concrete apron area, vehicular roads (e.g., George Bean Parkway), taxiways, taxi lanes, stormwater drainage system, and mowed/maintained airfield turf (Attachment 3).

The project was evaluated for noise impacts on and off airport. The Proposed Undertaking would increase aircraft operations, but the noise analysis showed that the minor increase in noise would not result in an appreciable change in the noise environment, meaning that the amount of time that the area surrounding the airpath would experience additional noise would be negligible. Additionally, there are no known noise sensitive cultural resources within the area. Therefore, noise impacts to cultural resources are not anticipated.

Historic and Archaeological Resources

National Register of Historic Places (NRHP) Search – There were no NRHP listed historical, archeological, or architectural resources found to be within the APE or within one mile of the Proposed Undertaking.

Florida Master Site File Search – There were no archaeological sites recorded as being located within the APE, however, two (2) are located approximately 1 mile from the Proposed Undertaking. One site was identified as a Campsite – Native American-Aceramic and was evaluated as ineligible by the State Historic Preservation Officer (SHPO). The other site is described as an Isolated Find – Native American-Aceramic and has not been evaluated for eligibility. Neither of these sites will be impacted by the Proposed Undertaking.

Five historic structures were identified within one mile of the Proposed Undertaking. Four of the structures were evaluated by the SHPO as ineligible. One structure was recorded but not evaluated for eligibility. The Proposed Undertaking will not impact any of these structures.

One previously recorded eligible architectural resource group, Tampa International Airport (Site 8HI14544) is located within the proposed APE. The Proposed Undertaking will connect directly into this resource group.

No other historical resources were identified within the APE or one mile of the Proposed Undertaking.

Cultural Resource Assessment Analysis – A Cultural Resources Assessment Study was prepared for the proposed development project. The study included the identification and description of known resources located within or proximate to the APE. A copy of the report is enclosed with this letter (Attachment 4).

The Proposed Undertaking was assessed for its effects on Site 8HI14544, Tampa International Airport. The assessment indicated that the Proposed Undertaking will be consistent with an airport setting, complements the architectural style and integrity of Site HI14544 and reestablishes significant technological and design innovations; Therefore, it would not affect its National Register eligibility under Criteria C “the distinct characteristics of a type, period, or method of construction or that represent the work of a master, or that posses high artistic vales, or that represent significant and distinguishable entity whose components may lack individual distinction”.

The background research and assessment resulted in no archaeological or historic resources being identified within the APE, but one architectural resource group was identified. It has been determined

that the proposed undertaking will have no adverse effect on cultural resources. The CRAS was submitted to the SHPO on January 17, 2024.

Consultation

Based on site conditions, a review of the proposed development project, and the research conducted, the FAA's preliminary determination is the Proposed Undertaking would not adversely affect historic properties or cultural resources. However, we are interested in knowing if the Muscogee (Creek) Nation has any concerns or interests related to the proposed project and would like to enter into Section 106 consultation. We welcome your knowledge and opinion on the APE and the effects of the proposed project. FAA appreciates your review of the enclosed project information and response within 30 days of receipt of this letter. Please direct correspondence and questions to me at (407) 487-7236 or heather.chasez@faa.gov.

Sincerely,

HEATHER Digitally signed by
CHASEZ HEATHER CHASEZ
Date: 2024.07.30
12:55:16 -0500

Heather Chasez
Environmental Protection Specialist

Attachments Proposed Project Location Map
Proposed Undertaking
Area of Potential Effect
Cultural Resource Assessment Survey

Figure 1-1: Airport Location



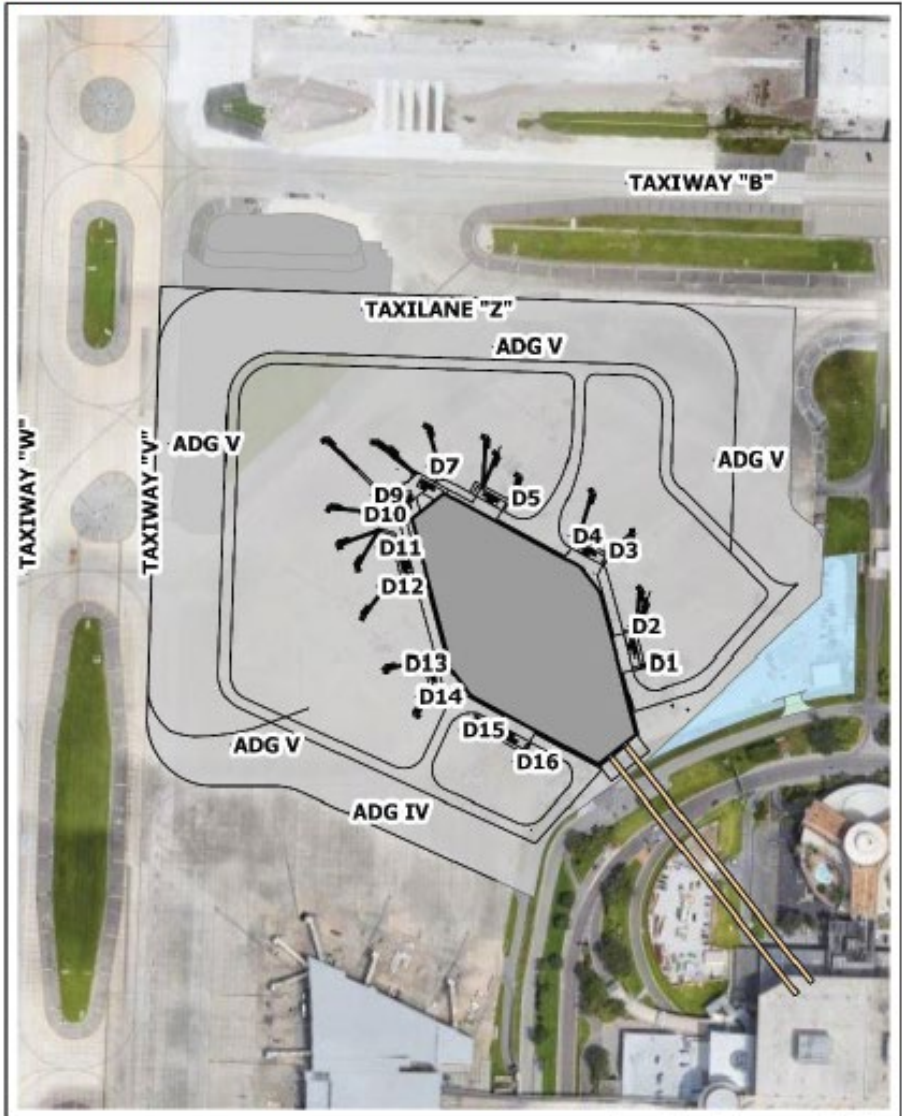
Sources: ESRI, 2022; RS&H, 2022

Legend

 Airport Location



Figure 2: Proposed Undertaking



Sources: HCAA 2022; ESRI 2022; RS&H 2022.

Legend

- Airside D
- Apron
- Automated People Hover
- Parking
- Access Gate




Figure 4: Area of Potential Effects



Sources: Google Earth, 2024; RS&H, 2024

Legend

 Area of Potential Effects (APE)





U.S. Department
of Transportation
**Federal Aviation
Administration**

Orlando Airports District Office
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Orlando, FL 32819
Phone: (407) 487-7220
Fax: (407) 487-7135

January 30, 2024

[Sent via e-mail: kevind@miccosukeetribe.com]

Mr. Kevin Donaldson
Environmental Specialist
Miccosukee Tribe of Indians of Florida
Tamiami Station
P.O. Box 440021
Miami, Florida 33144

RE: Project Notice and Invitation for Consultation
Construction of Airside D
Tampa International Airport, Tampa Florida
Hillsborough County, Florida

Dear Mr. Donaldson,

The Hillsborough County Aviation Authority (HCAA) has requested federal funds and approval from the Federal Aviation Administration (FAA) to construct and operate new Airside D at Tampa International Airport, in Tampa Florida (**Attachment 1**). The federal actions associated with the proposed project are an undertaking subject to the *National Historic Preservation Act* (Section 106) and its implementing regulations at 36 CFR Part 800. This letter is to inform the Miccosukee Tribe of Indians of Florida of the proposed project and invite your Tribe to consult on the project.

Proposed Undertaking

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Sincerely,

HEATHER CHASEZ
Digitally signed by
HEATHER CHASEZ
Date: 2024.01.30
12:44:59 -0500

Heather Chasez
Environmental Protection Specialist

Attachments Proposed Project Location Map
Proposed Undertaking
Area of Potential Effect
Cultural Resource Assessment Survey

Figure 1-1: Airport Location



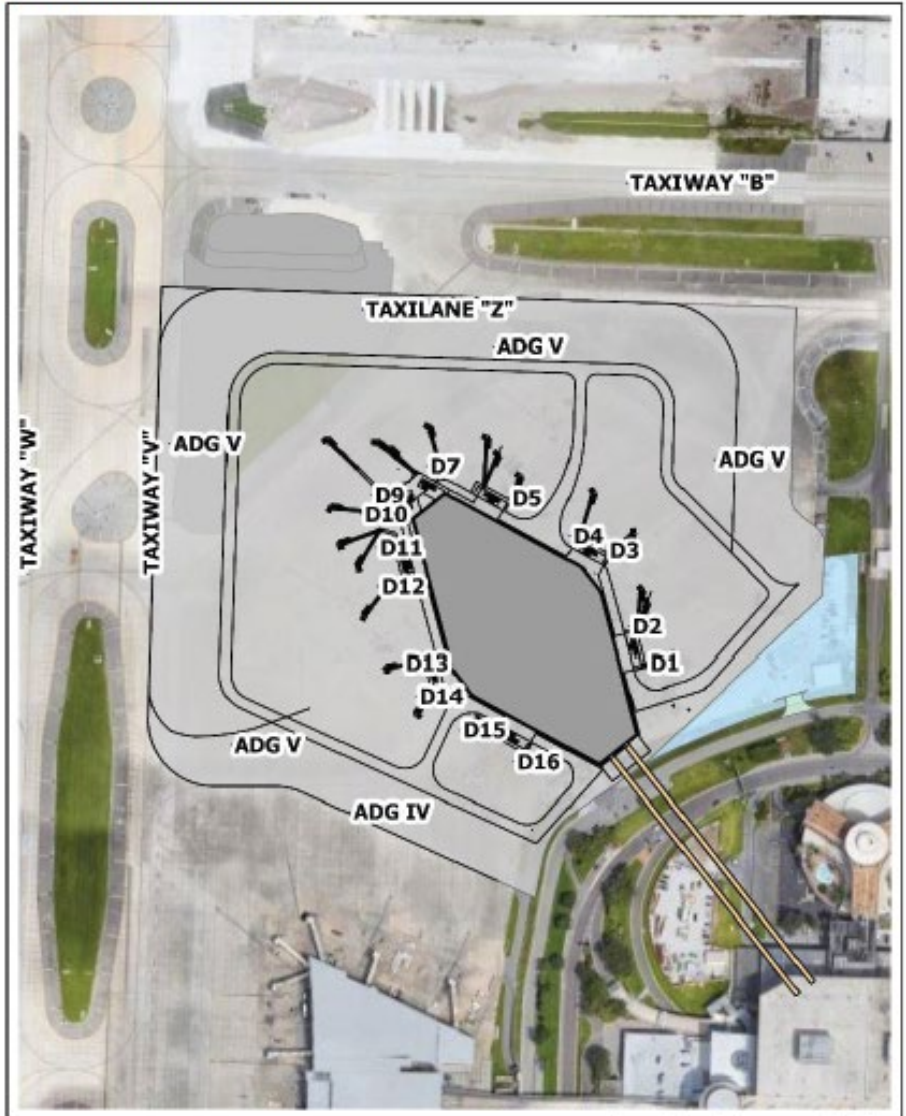
Sources: ESRI, 2022; RS&H, 2022

Legend

 Airport Location



Figure 2: Proposed Undertaking



Sources: HCAA 2022; ESRI 2022; RS&H 2022.

Legend

- Airside D
- Apron
- Automated People Mover
- Parking
- Access Gate




Figure 4: Area of Potential Effects



Sources: Google Earth, 2024; RS&H, 2024

Legend

 Area of Potential Effects (APE)

