

Final Environmental Assessment for Phase II Air Cargo Facility Development

Volume 2: Appendix A

Lakeland Linder International Airport
Polk County, Florida

October 2021

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APPENDIX A Agency Coordination

- Appendix A.1 Early Agency Coordination and Comments**
- Appendix A.2 USFWS Consultation**
- Appendix A.3 SHPO Consultation**
- Appendix A.4 Tribal Consultation**

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APPENDIX A.1

Early Agency Coordination and Comments

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May 4, 2020

Mr. Chris Stahl
Clearinghouse Coordinator
Florida State Clearinghouse
Department of Environmental Protection
3900 Commonwealth Boulevard, M.S. 47
Tallahassee, FL 32399-3000

Re: State Clearinghouse Review for Phase II Air Cargo Development at Lakeland Linder International Airport (LAL), Polk County, Florida

Dear Mr. Stahl:

The City of Lakeland, Florida (City), through its Airports department, is proposing to implement Phase II of development of an air cargo facility at the Lakeland Linder International Airport (LAL), hereinafter referred to as the Proposed Project. The City, in coordination with the Federal Aviation Administration (FAA), is requesting review of the Proposed Project's early consistency with the Florida Coastal Management Program.

Additionally, the City and FAA are requesting early agency input on any environmental concerns and issues that should be considered in the environmental planning and permitting process for the Proposed Project. To accomplish this we would like to receive your comments relative to the proposed improvements as they relate to your specific area of expertise or regulatory jurisdiction, including permitting or mitigation requirements.

The enclosed **Figure 1** shows the extent of the Proposed Project, which is comprised of the following actions:

- Construct a 464,600 square foot (SF) expansion of the Phase I sort and office building;
- Construct approximately 69,000 square yards (SY) of paved truck court to accommodate 370 additional truck bays;
- Construct approximately 42,500 SY of paved vehicle parking lot to accommodate 1,120 additional parking spaces;
- Construct approximately 29,200 SY of concrete aircraft parking apron to accommodate three additional Boeing 767-300 aircraft parking positions.

- Construct approximately 19,350 SY of pavement for aircraft ground support equipment staging and periodic aircraft parking;
- Construct new airport access road to provide access to the Phase II facilities via Drane Field Road;
- Site clearing, grading, and landscaping;
- Modifications to the airport's stormwater management system, including construction of swales and retention ponds.
- Installation of security fencing, gates and security checkpoints;
- Installation of airfield lighting and signage

In order to sufficiently address any preliminary key project issues and maintain the project schedule, the City and FAA are requesting an expedited 30-day review of the Proposed Project. Please respond to me at the address provided below and feel free to contact me if you have any questions or concerns.

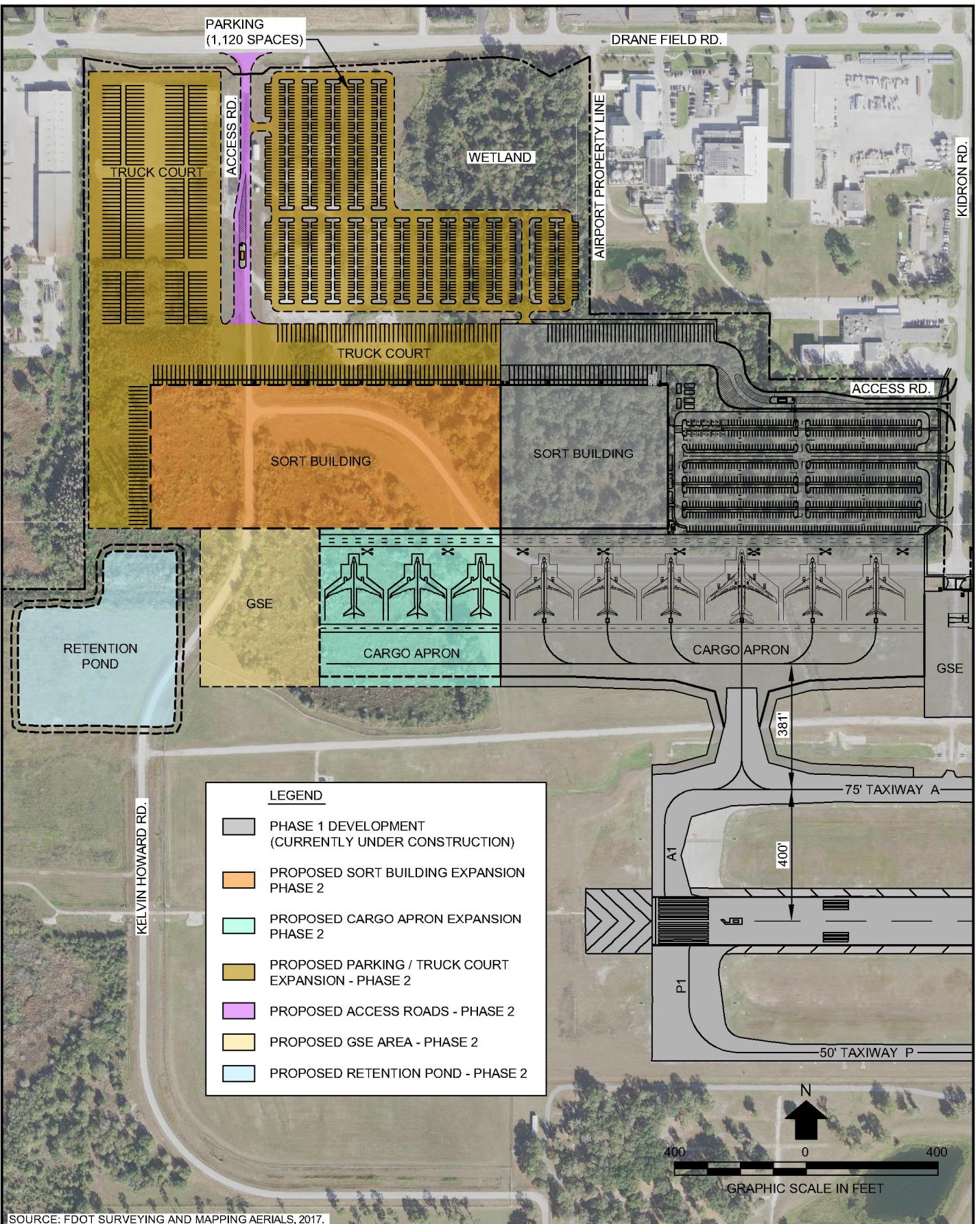
Sincerely,

A handwritten signature in blue ink, appearing to read "Paul K. Sanford".

Paul K. Sanford
AECOM Project Manager
7650 West Courtney Campbell Causeway
Tampa, FL 33607
813.675.6843
paul.sanford@aecom.com

Enclosure (1)

Copy: Gene Conrad, City of Lakeland
Peter Green, FAA
File



**LAKELAND LINER
INTERNATIONAL AIRPORT**
**PHASE II AIR CARGO DEVELOPMENT
ENVIRONMENTAL ASSESSMENT**

EA PROPOSED PROJECT

**FIGURE
1**

Local Agency Distribution List (Example Letter Attached)

Ms. Patricia M. Steed
Executive Director
Central Florida Regional Planning Council
555 E. Church Street
Bartow, FL 33830

Mr. Joel Ivy
General Manager
Lakeland Electric
501 E. Lemon Street
Lakeland, FL 33801

Mr. Sean Malott
President and CEO
Central Florida Development Council
5908 Hillside Heights Drive
Lakeland, FL 33812

Mr. Bill Beasley
Manager
Polk County
330 W. Church St.
Drawer BC01
P.O. Box 9005
Bartow, Florida 33831-9005

Mr. Tony Delgado
City Manager
City of Lakeland
228 S. Massachusetts Avenue
Lakeland, FL 33801

Mr. Steve Scruggs
President
Lakeland Economic Development Council
502 E. Main Street
Lakeland, FL 33801

Mr. Heath Frederick
Public Works Director
City of Lakeland
228 S. Massachusetts Avenue
Lakeland, FL 33801

Commissioner Charles Lake
Chairperson
Polk Transportation Planning Organization
330 W. Church Street
Drawer TS05
Bartow, FL 33830

Water Utilities Engineering
City of Lakeland
501 E. Lemon Street
Lakeland, FL 33801

July 10, 2020

Mr. Sean Malott
President and CEO
Central Florida Development Council
5908 Hillside Heights Drive
Lakeland, FL 33812

Re: Environmental Assessment for Phase II Air Cargo Development at Lakeland Linder International Airport (LAL), Polk County, Florida

Dear Mr. Malott:

The City of Lakeland, Florida (City), through its Airports department, is proposing to implement Phase II of development of an air cargo facility at the Lakeland Linder International Airport (LAL), hereinafter referred to as the Proposed Project. The Proposed Project is an expansion of an air cargo facility already under construction that will be operated by the existing tenant.

The Phase II expansion is being contemplated to accommodate future flexibility for expanded operations, and therefore the timeline and internal decision for this expansion has not been finalized. However, given that network and customer demand could increase in the near foreseeable future, it has been decided to perform the preliminary environmental planning and permitting actions to support eventual construction, such that all parties could ensure due diligence in complying with all applicable federal, state and local environmental regulations and requirements. Therefore, in accordance with the National Environmental Policy Act of 1969 (NEPA) and Federal Aviation Administration (FAA) implementing regulations, the City is preparing an Environmental Assessment (EA) to consider and document the potential air quality, noise, traffic-related, social, economic, and environmental impacts associated with the Proposed Project.

On behalf of the City and FAA, we would like to receive early input relative to the proposed improvements as they relate to your specific area of expertise or regulatory jurisdiction, including any permitting or mitigation requirements.

The enclosed **Figure 1** shows the extent of the Proposed Project, which is comprised of the following actions:

- Construct up to 464,600 square foot (SF) expansion of the Phase I sort and office building;
- Construct up to approximately 69,000 square yards (SY) of paved truck court to accommodate up to 370 additional truck bays;
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- Installation of security fencing, gates and security checkpoints;
- Installation of airfield lighting and signage

In order to sufficiently address any preliminary key project issues and maintain the project schedule, your written comments are requested within 30 days of receipt of this letter. Please respond to me at the address provided below and feel free to contact me if you have any questions or concerns.

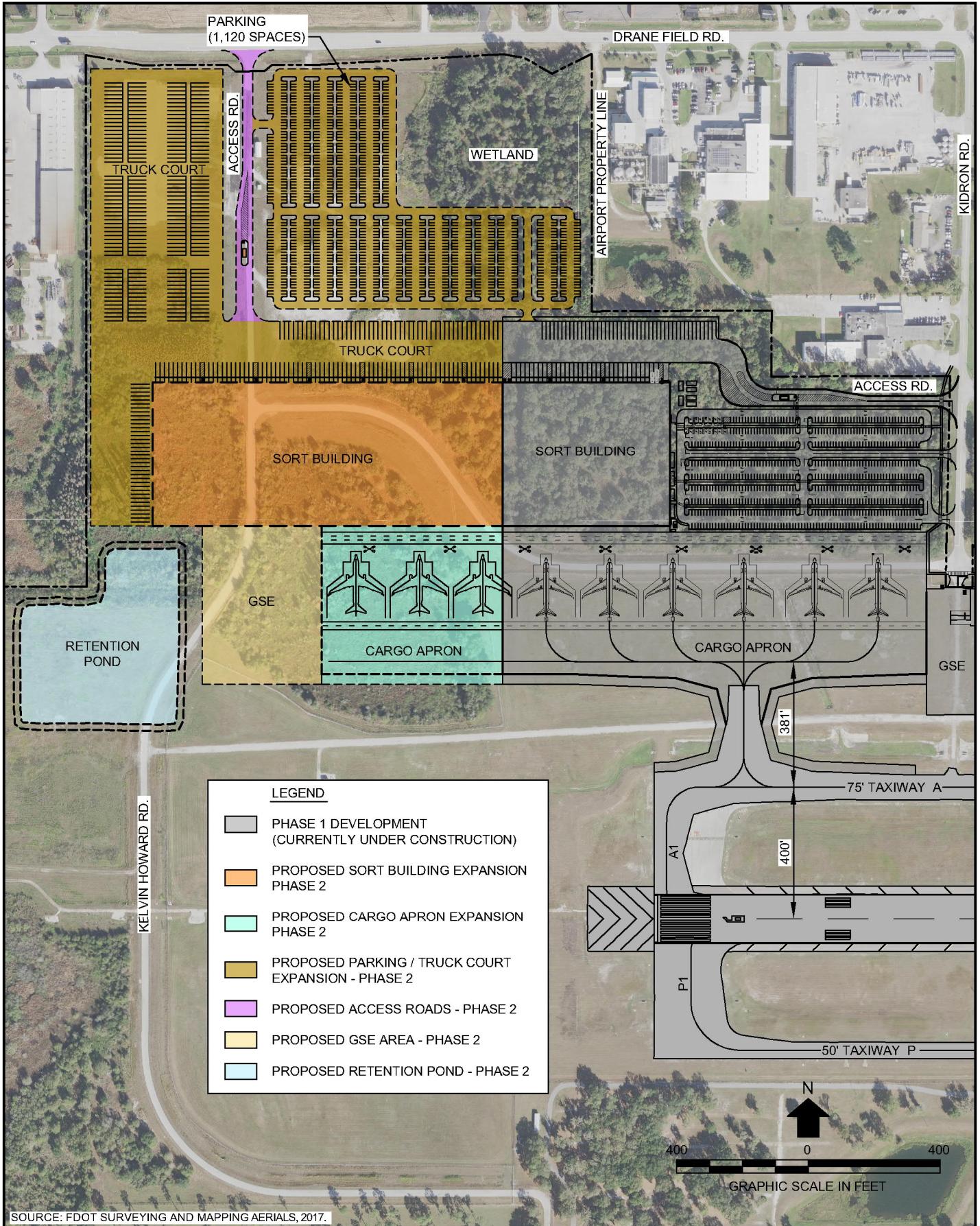
Sincerely,



Paul K. Sanford
AECOM Project Manager
7650 West Courtney Campbell Causeway
Tampa, FL 33607
813.675.6843
paul.sanford@aecom.com

Enclosure (1)

Copy: Gene Conrad, City of Lakeland
Peter Green, FAA
File



**LAKELAND LINER
INTERNATIONAL AIRPORT**
**PHASE II AIR CARGO DEVELOPMENT
ENVIRONMENTAL ASSESSMENT**

EA PROPOSED PROJECT

**FIGURE
1**

From: Stahl, Chris <Chris.Stahl@dep.state.fl.us>
Sent: Wednesday, June 17, 2020 2:51 PM
To: Sanford, Paul <paul.sanford@aecom.com>
Cc: State_Clearinghouse <State.Clearinghouse@dep.state.fl.us>
Subject: [EXTERNAL] State Clearance Letter for FL202005068934C- Phase II Air Cargo Development At Lakeland Linder International Airport, Polk County, Florida.

June 17, 2020

Paul Sanford
AECOM
7650 W. Courtney Campbell Causeway
Tampa, Florida 33607-1462

RE: Federal Aviation Administration - Scoping Notice - Environmental Assessment - Phase II Air Cargo Development at Lakeland Linder International Airport, Polk County, Florida.
SAI # FL202005068934C

Dear Paul:

Florida State Clearinghouse staff has reviewed the proposal under the following authorities: Presidential Executive Order 12372; § 403.061(42), Florida Statutes; the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended; and the National Environmental Policy Act, 42 U.S.C. §§ 4321-4347, as amended.

The Southwest Florida Water Management District has communicated that a preapplication meeting with District Environmental Resource Permit (ERP) staff is encouraged prior to any site work. For assistance or additional information concerning the District's ERP program, please contact Robbin McGill, Senior Professional Engineer, at (813) 985-7481, ext. 2072, or robbinmcgill@watermatters.org.

The Florida Fish and Wildlife Conservation Commission has reviewed the proposed action and independently submitted comments. These have been attached to this letter and are incorporated hereto.

Based on the information submitted and minimal project impacts, the state has no objections to allocation of federal funds for the subject project and, therefore, the funding award is consistent with the Florida Coastal Management Program (FCMP). The state's final concurrence of the project's consistency with the FCMP will be determined during any environmental permitting processes, in accordance with Section 373.428, Florida Statutes, if applicable.

Sincerely,

Chris Stahl

Chris Stahl, Coordinator
Florida State Clearinghouse
Florida Department of Environmental Protection
3800 Commonwealth Blvd., M.S. 47
Tallahassee, FL 32399-2400
ph. (850) 717-9076
State.Clearinghouse@floridadep.gov



May 26, 2020

**Florida Fish
and Wildlife
Conservation
Commission**

Commissioners
Robert A. Spottswood
Chairman
Key West

Michael W. Sole
Vice Chairman
Tequesta

Rodney Barreto
Coral Gables

Steven Hudson
Fort Lauderdale

Gary Lester
Oxford

Gary Nicklaus
Jupiter

Sonya Rood
St. Augustine

Office of the
Executive Director
Eric Sutton
Executive Director

Thomas H. Eason, Ph.D.
Assistant Executive Director

Jennifer Fitzwater
Chief of Staff

850-487-3796
850-921-5786 FAX

Managing fish and wildlife
resources for their long-term
well-being and the benefit
of people.

620 South Meridian Street
Tallahassee, Florida
32399-1600
Voice: 850-488-4676

Hearing/speech-impaired:
800-955-8771 (T)
800 955-8770 (V)

MyFWC.com

Paul K. Sanford
AECOM Project Manager
7650 West Courtney Campbell Causeway
Tampa, FL 33607
paul.sanford@aecom.com

Re: Phase II Air Cargo Development at Lakeland Linder International Airport (SAI # FL202005068934C), Polk County

Dear Mr. Sanford:

Florida Fish and Wildlife Conservation Commission (FWC) staff reviewed the proposed Phase II Air Cargo Development at Lakeland Linder International Airport and provides the following comments and recommendations for your consideration in accordance with Chapter 379, Florida Statutes (F.S.), and pursuant to the federal National Environmental Policy Act (NEPA), and the Coastal Zone Management Act/Florida's Coastal Management Program.

Project Description

The City of Lakeland, in coordination with the Federal Aviation Administration, requests early agency input to implement Phase II in the development of an air cargo facility at the Lakeland Linder International Airport (LAL) located south of Drane Field Road in Polk County. The proposed project would consist of a 464,000 square foot (SF) expansion of a sorting and office building and 160,000 square yards of paving for a paved truck court, vehicle parking lot, aircraft parking apron, staging area, and a new access road from Drane Field Road. There would be other modifications to the airport's stormwater management system, installation of security features, airfield lighting, and signage. The construction and improvements would take place in existing disturbed and maintained lands, existing airport operations lands, and herbaceous/forested uplands and wetlands adjacent to operations.

Potentially Affected Resources

The request did not include a listed species assessment or other environmental information; however, FWC staff conducted a geographic information system (GIS) analysis of the project area and found that the project area is located near, within, or adjacent to:

- One or more wood stork (*Mycteria americana*, Federally Threatened [FT]) nesting core foraging areas (CFA). The CFA consists of an 18.6-mile radius around the nesting colony.
- U.S. Fish and Wildlife Service (USFWS) Consultation Areas for:
 - Florida grasshopper sparrow (*Ammodyramus savannarum floridanus*, Federally Endangered [FE])
 - Florida scrub jay (*Aphelocoma coerulescens*, Federally Threatened [FT])
 - Audubon's crested caracara (*Polyborus plancus audubonii*, FT)
 - Everglade snail kite (*Rostrhamus sociabilis plumbeus*, FE)
- Potential habitat for federally and state-listed species:
 - Gopher tortoise (*Gopherus polyphemus*, State Threatened [ST])
 - Least tern (*Sternula antillarum*, ST)
 - Florida sandhill crane (*Antigone canadensis pratensis*, ST)

- Southeastern American kestrel (*Falco sparverius paulus*, ST)
- Eastern indigo snake (*Drymarchon corais couperi*, FT)

Comments and Recommendations

Gopher Tortoise

The cleared and maintained herbaceous lands may provide potential habitat for the gopher tortoise. The applicant should refer to the FWC's Gopher Tortoise Permitting Guidelines (Revised January 2017) at <http://www.myfwc.com/license/wildlife/gopher-tortoise-permits/> for survey methodology and permitting guidance prior to any development activity. Specifically, the permitting guidelines include methods for avoiding impacts as well as options and state requirements for minimizing, mitigating, and permitting potential impacts of the proposed activities. If you have any questions regarding gopher tortoise permitting, please contact Kyle Brown by phone at (863) 648-3200 or at Kyle.Brown@MyFWC.com.

Least Tern

Clearing that creates large areas of open sandy conditions may create conditions conducive for beach-nesting bird nesting, and there are historically active rooftop nesting sites less than 10-miles from the project site. Cleared sites such as areas that have undergone surface scraping may attract ground-nesting species such as least terns during nesting season. Least tern nests have been documented on a variety of disturbed sites, including construction sites. Least terns deposit their eggs in shallow depressions or scrapes in the substrate, possibly lined with pebbles, grasses, or coquina shells. Egg-laying usually begins in late April or early May, and colonies may range in size from a few breeding pairs to many hundreds. FWC staff recommends the following measures to reduce nesting potential during construction:

- Conduct construction activities outside of the breeding season (generally April through August) if feasible, or,
- If the site is cleared during the breeding season, clear the site only when ready to build, and
- Avoid leaving cleared areas with little to no activity for an extended amount of time.

If nesting is observed, the applicant can contact FWC staff to discuss necessary nest buffers and potential permitting alternatives. For additional information, please refer to FWC's Breeding Bird Protocol for Florida's Seabirds and Shorebirds located at http://www.myflorida.com/apps/vbs/adoc/F15907_1241AttachmentDBreedingBirdProtocolForFloridaSeabirdsAndShorebirds.pdf.

Southeastern American Kestrel

Suitable habitat for southeastern American kestrel may be found within the proposed project area, particularly in the southern portion of the site where there are trees and a freshwater marsh. FWC staff recommends that the applicant conduct kestrel surveys from April to August within suitable habitat areas. Surveys from May to July are ideal to avoid confusion with the migratory subspecies of American kestrel (*Falco sparverius*). Survey guidelines, reporting criteria, and habitat needs for the southeastern American kestrel can be found at https://myfwc.com/media/18576/american_kestrel_technical_report_1993.pdf. If surveys encounter active nest cavities, we recommend avoiding project activities within 150 meters (492 feet) of the nest tree during the breeding season (mid-March to June). If nesting is discovered after construction has begun or if maintaining the recommended buffer is not possible, we recommend that the applicant contact FWC staff identified below to discuss potential permitting needs. In areas of suitable kestrel habitat, we recommend retaining snags whenever possible.

Florida Sandhill Crane

The cleared and maintained lands may provide foraging habitat for the Florida sandhill crane, and the freshwater emergent marshes on the western portion of the site may provide potential nesting habitat for this species. FWC staff recommends that surveys for nesting Florida sandhill cranes be conducted prior to construction activities and during the December through August breeding season. If construction occurs over several years, it may be necessary to conduct surveys each year as Florida sandhill cranes do not nest in the same location every year. If active nests are identified onsite, the Florida Sandhill Crane Species Conservation Measures and Permitting Guidelines recommend that the nest site be buffered by 400 feet to avoid disturbance by human activities. If nesting is discovered after construction has begun or if maintaining the recommended buffer is not possible, the applicant can contact FWC staff identified below to discuss potential permitting needs. Additional information and guidance for conducting Florida sandhill crane surveys can be found in the Florida Sandhill Crane Species Conservation Measures and Permitting Guidelines at <https://myfwc.com/media/11565/final-florida-sandhill-crane-species-guidelines-2016.pdf>. FWC staff would also like to note that Florida sandhill cranes do not nest in the same location every year, so if construction occurs over several years, it may be necessary to determine if nesting is occurring each year.

Federal Species

This site may also contain habitat suitable for the federally listed species identified above. FWC staff recommends coordination with USFWS South Florida Ecological Services Office (ESO) as necessary for information regarding potential impacts on these species. The USFWS South Florida ESO can be contacted at (772) 562-3909.

FWC staff appreciates the opportunity to provide input on this project and looks forward to working with the applicant throughout the permitting process. If you have specific technical questions regarding the content of this letter, please contact Jim Keltner at (239) 332-6972 x9209 or by email at James.Keltner@MyFWC.com. All other inquiries may be sent to ConservationPlanningServices@MyFWC.com.

Sincerely,



Jason Hight
Land Use Planning Program Administrator
Office of Conservation Planning Services

jh/jdk
Lakeland Linder International Airport Cargo Development Phase II_41734_05262020

CC: Chris Stahl, Florida State Clearinghouse, State.Clearinghouse@floridadep.gov

From: Barmby, Charles
Sent: Wednesday, July 15, 2020 7:37 AM
To: Willey, Jason <Jason.Willey@lakelandgov.net>; Conrad, Gene <Gene.Conrad@lakelandgov.net>;
Travis, Nicole <Nicole.Travis@lakelandgov.net>
Cc: Maio, Teresa <Teresa.Maio@lakelandgov.net>; Stovall, Jennifer (City Hall)
<Jennifer.Stovall@lakelandgov.net>
Subject: RE: Written Comments Requested ~Letter from AECOM re EA Phase II Air Cargo Dev @ LLIA

Thanks for the clarification, Jason. In addition to addressing Teresa's comments, are any turn lane modifications expected on Drane Field Road that should be considered in the EA? A frontage sidewalk will be required along Drane Field Road and an enhanced landscaped buffer (including potential berthing) to somewhat hide the proposed truck parking area should also be anticipated in the layout. What is the proposed width of the access road (and what impact does that have on impervious area calculations)? We'll want to ensure that trucks don't stage on Drane Field Road.

Thank you for the opportunity to comment.

Chuck

Charles Barmby, AICP CTP
Business Development & Transportation Manager
Community & Economic Development
[City of Lakeland](#)
p. 863.834.6028
f. 863.834.8432



From: Willey, Jason
Sent: Tuesday, July 14, 2020 2:25 PM
To: Barmby, Charles <Charles.Barmby@lakelandgov.net>; Conrad, Gene <Gene.Conrad@lakelandgov.net>; Travis, Nicole <Nicole.Travis@lakelandgov.net>
Cc: Maio, Teresa <Teresa.Maio@lakelandgov.net>; Stovall, Jennifer (City Hall) <Jennifer.Stovall@lakelandgov.net>
Subject: RE: Written Comments Requested ~Letter from AECOM re EA Phase II Air Cargo Dev @ LLIA

Thanks Chuck, at this time I think we can hold off on DRT in the short-term. The attachment is related to the Environmental Assessment (EA) that AECOM is completing for the Airport. Based on the previous project and the current EA, construction on phase II could still be 1 to 2 years away. In short, the tenant would like to keep phase II confidential until a plan to move forward has been developed based on their needs and the EA.

Thanks
Jason

From: Barmby, Charles
Sent: Tuesday, July 14, 2020 2:02 PM
To: Conrad, Gene <Gene.Conrad@lakelandgov.net>; Travis, Nicole <Nicole.Travis@lakelandgov.net>
Cc: Maio, Teresa <Teresa.Maio@lakelandgov.net>; Willey, Jason <Jason.Willey@lakelandgov.net>
Subject: RE: Written Comments Requested ~Letter from AECOM re EA Phase II Air Cargo Dev @ LLIA

Thanks, Gene:

We should run this concept through the DRT—we have a meeting next Wednesday and can add it to the agenda to meet the timeline stated in the letter.

Chuck

From: Conrad, Gene
Sent: Tuesday, July 14, 2020 1:59 PM
To: Travis, Nicole <Nicole.Travis@lakelandgov.net>
Cc: Barmby, Charles <Charles.Barmby@lakelandgov.net>; Maio, Teresa <Teresa.Maio@lakelandgov.net>; Willey, Jason <Jason.Willey@lakelandgov.net>
Subject: FW: Written Comments Requested ~Letter from AECOM re EA Phase II Air Cargo Dev @ LLIA

Nicole,

AECOM, on behalf of the airport, is circulating the attached. Just wanted to make sure you and your team were aware of the proposed expansion and if you had any comments, etc.

Feel free to send comments to me and I will make sure they are incorporated.

Thank you!

Gene

Eugene B. Conrad III, C.M.
Airport Director
Lakeland Linder International Airport

From: Stovall, Jennifer (City Hall)
Sent: Tuesday, July 14, 2020 1:50 PM
To: Conrad, Gene <Gene.Conrad@lakelandgov.net>; Delgado, Tony <Anthony.Delgado@lakelandgov.net>
Cc: Sherrouse, Shawn <Shawn.Sherrouse@lakelandgov.net>; Willey, Jason <Jason.Willey@lakelandgov.net>
Subject: Written Comments Requested ~Letter from AECOM re EA Phase II Air Cargo Dev @ LLIA

Hi Gene,

Tony received the attached letter today. Are you preparing a response?

Thanks!

PUBLIC RECORDS NOTICE:

All e-mail sent to and received from the City of Lakeland, Florida, including e-mail addresses and content, are subject to the provisions of the Florida Public Records Law, Florida Statute Chapter 119, and may be subject to disclosure.

From: Maio, Teresa
Sent: Tuesday, July 14, 2020 3:08 PM
To: Willey, Jason <Jason.Willey@lakelandgov.net>; Barmby, Charles <Charles.Barmby@lakelandgov.net>; Conrad, Gene <Gene.Conrad@lakelandgov.net>; Travis, Nicole <Nicole.Travis@lakelandgov.net>
Cc: Stovall, Jennifer (City Hall) <Jennifer.Stovall@lakelandgov.net>
Subject: RE: Written Comments Requested ~Letter from AECOM re EA Phase II Air Cargo Dev @ LLIA

Is there a concept B that rotates the new sort building 90 degrees to form an L-shaped footprint with the Phase I building to allow the additional parking and truck court to shift south and west, away from Drane Field and to allow cross docks oriented east to west on the north end of the new sort building?

Teresa Maio

**Planning and Housing Manager
Community and Economic Development
[City of Lakeland](#)**

From: Willey, Jason
Sent: Tuesday, July 14, 2020 2:25 PM
To: Barmby, Charles <Charles.Barmby@lakelandgov.net>; Conrad, Gene <Gene.Conrad@lakelandgov.net>; Travis, Nicole <Nicole.Travis@lakelandgov.net>
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Cc: Barmby, Charles <Charles.Barmby@lakelandgov.net>; Maio, Teresa <Teresa.Maio@lakelandgov.net>; Willey, Jason <Jason.Willey@lakelandgov.net>
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Nicole,

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Gene

Eugene B. Conrad III, C.M.
Airport Director
[Lakeland Linder International Airport](#)

From: Stovall, Jennifer (City Hall)
Sent: Tuesday, July 14, 2020 1:50 PM
To: Conrad, Gene <Gene.Conrad@lakelandgov.net>; Delgado, Tony <Anthony.Delgado@lakelandgov.net>
Cc: Sherrouse, Shawn <Shawn.Sherrouse@lakelandgov.net>; Willey, Jason <Jason.Willey@lakelandgov.net>
Subject: Written Comments Requested ~Letter from AECOM re EA Phase II Air Cargo Dev @ LLIA

Hi Gene,

Tony received the attached letter today. Are you preparing a response?

Thanks!

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OFFICE OF PLANNING AND DEVELOPMENT

August 11, 2020

Paul K. Sanford
AECOM
7650 W. Courtney Campbell Causeway
Tampa, FL 33607
Sent Via Email: paul.sanford@aecom.com

Re: Environmental Assessment for Phase II Air Cargo Development at Lakeland Linder International Airport (LAL), Polk County, Florida

Dear Mr. Sanford,

Thank you for the opportunity to provide comment on the proposed Phase II Air Cargo Development at Lakeland Linder Airport. Since this property is within the City of Lakeland's jurisdiction, the County's primary area of regulatory authority is the review and approval of connection(s) or improvements to any county road facilities.

In this case, the proposed use will gain primary access to Drane Field Road by way of Kidron and Kelvin Howard Roads, both of which are city-maintain roads. Any connections or improvements associated with this development should be submitted to the County, accompanied by a major traffic study. Without fully understanding the proposed impacts to Drane Field Road and other nearby county roads, it is difficult for our staff to comment on any traffic-related impacts.

Drane Field Road is a county-maintained urban collector from County Line Road to SR 572 (Airport Road). The remainder of Drane Field Road is state-maintained. Over 60 percent of road frontage along the county-maintained portion of Drane Field Road is located in the city's jurisdiction. Due to the increased traffic from this project and others being approved by the City along this roadway, the County would like to discuss a more equitable ownership arrangement for the westerly segment of Drane Field Road.

August 11, 2020

Sanford, Paul K.

Page 2 of 2

Thank you for the opportunity to provide preliminary comments and we look forward to future opportunities to comment as the proposed project is further along. Please contact me at 863-534-6454 or chandrafrederick@polk-county.net with any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Chandra C. Frederick".

Chandra C. Frederick
Assistant County Manager

Copy: William D. Beasley, County Manager
Tony Delgado, City Manager
Jay Jarvis, Polk County Roads and Drainage Division Director
Heath Frederick, City of Lakeland Public Works Director
Chuck Barmby, Business Development & Transportation Manager, City of Lakeland

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APPENDIX A.2

USFWS Consultation

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United States Department of the Interior

FISH AND WILDLIFE SERVICE
South Florida Ecological Services Field Office
1339 20th Street
Vero Beach, FL 32960-3559
Phone: (772) 562-3909 Fax: (772) 562-4288
<http://fws.gov/verobeach>



In Reply Refer To:

May 08, 2020

Consultation Code: 04EF2000-2020-SLI-0368

Event Code: 04EF2000-2020-E-02220

Project Name: Phase II Air Cargo Facility Development EA at LAL

Subject: Updated list of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

South Florida Ecological Services Field Office

1339 20th Street

Vero Beach, FL 32960-3559

(772) 562-3909

Project Summary

Consultation Code: 04EF2000-2020-SLI-0368

Event Code: 04EF2000-2020-E-02220

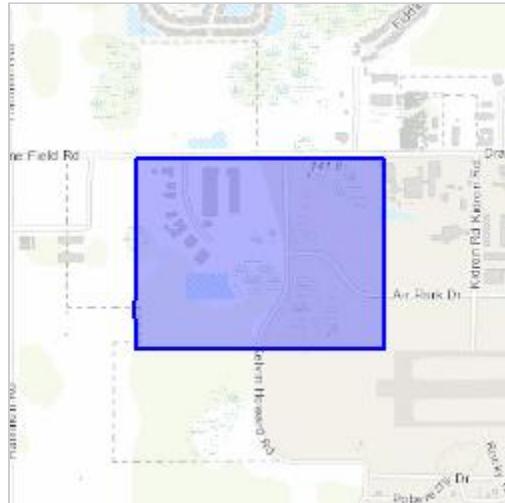
Project Name: Phase II Air Cargo Facility Development EA at LAL

Project Type: TRANSPORTATION

Project Description: Phase II Air Cargo Facility Development EA at LAL

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/27.993463489938144N82.03855443416727W>



Counties: Polk, FL

Endangered Species Act Species

There is a total of 33 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Florida Panther <i>Puma (=Felis) concolor coryi</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1763 Habitat assessment guidelines: https://ecos.fws.gov/ipac/guideline/assessment/population/8/office/41420.pdf	Endangered
Puma (=mountain Lion) <i>Puma (=Felis) concolor (all subsp. except coryi)</i> Population: FL No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6049	Similarity of Appearance (Threatened)

Birds

NAME	STATUS
Audubon's Crested Caracara <i>Polyborus plancus audubonii</i> Population: FL pop. No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8250	Threatened
Everglade Snail Kite <i>Rostrhamus sociabilis plumbeus</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/7713 Species survey guidelines: https://ecos.fws.gov/ipac/guideline/survey/population/1221/office/41420.pdf	Endangered
Florida Grasshopper Sparrow <i>Ammodramus savannarum floridanus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/32	Endangered
Florida Scrub-jay <i>Aphelocoma coerulescens</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6174	Threatened
Ivory-billed Woodpecker <i>Campephilus principalis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8230	Endangered
Whooping Crane <i>Grus americana</i> Population: U.S.A. (CO, ID, FL, NM, UT, and the western half of Wyoming) No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/758	Experimental Population, Non-Essential
Wood Stork <i>Mycteria americana</i> Population: AL, FL, GA, MS, NC, SC No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8477 Habitat assessment guidelines: https://ecos.fws.gov/ipac/guideline/assessment/population/124/office/41420.pdf	Threatened

Reptiles

NAME	STATUS
American Alligator <i>Alligator mississippiensis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/776	Similarity of Appearance (Threatened)
Bluetail Mole Skink <i>Eumeces egregius lividus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/2203 Species survey guidelines: https://ecos.fws.gov/ipac/guideline/survey/population/178/office/41420.pdf	Threatened
Eastern Indigo Snake <i>Drymarchon corais couperi</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/646	Threatened
Sand Skink <i>Neoseps reynoldsi</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4094 Species survey guidelines: https://ecos.fws.gov/ipac/guideline/survey/population/179/office/41420.pdf	Threatened

Flowering Plants

NAME	STATUS
Avon Park Harebells <i>Crotalaria avonensis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7093	Endangered
Britton's Beargrass <i>Nolina brittoniana</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4460	Endangered
Carter's Mustard <i>Warea carteri</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/5583	Endangered
Florida Bonamia <i>Bonamia grandiflora</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/2230	Threatened
Florida Ziziphus <i>Ziziphus celata</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/2950	Endangered
Highlands Scrub Hypericum <i>Hypericum cumulicola</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/2940	Endangered
Lewton's Polygala <i>Polygala lewtonii</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6688	Endangered
Papery Whitlow-wort <i>Paronychia chartacea</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1465	Threatened
Pigeon Wings <i>Clitoria fragrans</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/991	Threatened
Pygmy Fringe-tree <i>Chionanthus pygmaeus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1084	Endangered
Sandlace <i>Polygonella myriophylla</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/5745	Endangered
Scrub Blazingstar <i>Liatris ohlingerae</i> No critical habitat has been designated for this species.	Endangered

NAME	STATUS
Species profile: https://ecos.fws.gov/ecp/species/864	
Scrub Buckwheat <i>Eriogonum longifolium</i> var. <i>gnaphalifolium</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/5940	Threatened
Scrub Lupine <i>Lupinus aridorum</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/736	Endangered
Scrub Mint <i>Dicerandra frutescens</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/799	Endangered
Scrub Plum <i>Prunus geniculata</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/2238	Endangered
Short-leaved Rosemary <i>Conradina brevifolia</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/2929	Endangered
Wide-leaf Warea <i>Warea amplexifolia</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/412	Endangered
Wireweed <i>Polygonella basiramia</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1718	Endangered

Lichens

NAME	STATUS
Florida Perforate Cladonia <i>Cladonia perforata</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7516	Endangered

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

From: Sanford, Paul
Sent: Friday, June 12, 2020 9:52 AM
To: Norman, Tia
Subject: FW: Proposed Air Cargo Facility Expansion, Lakeland Linder International Airport - Request for Consultation
Attachments: 200513_LAL Air Cargo EA_Biological Assessment.pdf; LAL Amazon PH2 Expansion - USFWS Letter 6-10-20.pdf

From: Green, Peter M (FAA) <peter.m.green@faa.gov>
Sent: Wednesday, June 10, 2020 1:55 PM
To: verobeach@fws.gov
Cc: 'Conrad, Gene' <Gene.Conrad@lakelandgov.net>; Sanford, Paul <paul.sanford@aecom.com>
Subject: [EXTERNAL] Proposed Air Cargo Facility Expansion, Lakeland Linder International Airport - Request for Consultation

Dear Mr. Wrublik,

The City of Lakeland has requested approval from the Federal Aviation Administration to expand an air cargo facility at the Lakeland-Linder International Airport. The attached letter serves as FAA's request to initiate Section 7 consultation with the US Fish and Wildlife Service. I am also forwarding a copy of the Biological Assessment that was prepared for the project.

Let me know if you have any questions about the proposed project, the Biological Assessment, or FAA's determinations.

Regards,

Peter Green

Peter M. Green, AICP
Environmental Protection Specialist
Orlando Airports District Office
Federal Aviation Administration
8427 SouthPark Circle
Orlando, Florida 32819
407-487-7296
peter.m.green@faa.gov



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

Orlando Airports District Office
8427 SouthPark Circle, Suite 524
Orlando, FL 32819
Phone: (407) 487-7720
Fax: (407) 487-7135

June 10, 2020

[via email: verobeach@fws.gov.]

Mr. John M. Wrublik
South Florida Ecological Services Office
U.S. Fish and Wildlife Service
1339 20th Street
Vero Beach, Florida 32960-3559

RE: Section 7 Consultation
Phase II Air Cargo Development
Lakeland-Linder International Airport (Polk County, Florida)

Dear Mr. Wrublik,

The City of Lakeland, through its Airports Department, has requested approval from the Federal Aviation Administration (FAA) to expand an air cargo facility at the Lakeland-Linder International Airport (LAL). The existing facility and the proposed Phase II expansion will be operated by Amazon Air as an air cargo sorting and distribution facility. The proposed project, which is described below, requires FAA actions and approvals. These federal actions are subject to provisions found in the *Endangered Species Act* (ESA). The actions are also subject to the *National Environmental Policy Act* (NEPA) and an Environmental Assessment is currently being prepared to meet FAA's obligations under NEPA.

The purpose of this letter is to initiate informal consultation with the U.S. Fish and Wildlife Service pursuant to Section 7 of the ESA and its implementing regulations at 50 CFR Part 402. The enclosed Biological Assessment provides additional project information and evaluates the project's effect on special status fish, wildlife, and plant species.

Project Information

All project components would be constructed on airport property. Major project elements include:

- Construct a 464,600 square foot (SF) expansion of the Phase I sort and office building;
- Construct approximately 69,000 square yards (SY) of paved truck court to accommodate 370 additional truck bays; Construct approximately 42,500 SY of paved vehicle parking lot to accommodate 1,120 additional parking spaces;
- Construct approximately 29,200 SY of concrete aircraft parking apron to accommodate three additional Boeing 767-300 aircraft parking positions.
- Construct approximately 19,350 SY of pavement for aircraft ground support equipment (GSE) staging and periodic aircraft parking;

- Construct new airport access road to provide access to the Phase II facilities via Drane Field Road;
- Site clearing, grading, and landscaping;
- Modifications to the airport's stormwater management system, including construction of swales and retention ponds.
- Installation of security fencing, gates and security checkpoints;
- Installation of airfield lighting and signage

The air cargo facility expansion will be designed to accommodate Boeing 767 and 737 cargo aircraft. The Phase II Cargo Development project is expected to generate 16 additional aircraft operations¹ per day at LAL during the facility's first year of operation (2022) and 24 additional daily operations in 2027. Similarly, the project is expected to generate approximately 664 additional car and truck trips per day in 2022 (peak daily) and 1,242 additional car and truck trips per day in 2027.

Species Evaluation

The proposed action has been reviewed for its effects on federally-listed threatened and endangered species, and designated critical habitat. Based on the analysis contained in the attached Biological Assessment (BA), FAA has determined that the Eastern indigo snake (*Drymarchon corais couperi*), Florida scrub jay (*Aphelocoma coerulescens*), Wood stork (*Mycteria americana*), Audubon's crested caracara (*Polyborus plancus audubonii*), Everglade snail kite (*Rostrhamus sociabilis plumbeus*) occur or has the potential to occur in the vicinity of the airport and project site.

The Action Area for the project is 70.3 acres in size. As described in the BA, approximately 42 acres of upland habitat is located within the action area. Most of this upland is cleared and maintained as grassed field. In addition, 28 acres of wetland habitat and 0.3-acre of Other Surface Waters are located in the action area. The Action Area contains no Critical Habitat. The BA identifies species-specific avoidance, minimization, and compensation measures. The proposed wetland habitat impacts would be mitigated through the purchase of mitigation credits from the Alafia River Mitigation Bank. Prior to construction, the City will re-survey the project site for crested caracara nests and bald eagle nests. The City will also implement Standard Protection Measures for the Eastern indigo snake.

After reviewing the status of the affected species, the effects of the Proposed Action, and the proposed conservation measures to avoid, minimize, and compensate for effects to listed species, the FAA has determined that the project would not affect the Florida scrub jay. Audubon's crested caracara, and the Everglade snail kite. The FAA has also determined the project may affect, but is not likely to adversely affect, the Eastern indigo snake and wood stork.

¹ An aircraft operation is defined as one aircraft takeoff or one landing. An aircraft that visits an airport generates two operations.

Request for Concurrence

FAA appreciates USFWS's review of the proposed action and the Biological Assessment. Please let us know if the USFWS concurs with our effect determinations listed above.

If you have any questions or would like to discuss the project, you can reach me at peter.m.green@faa.gov or (407) 487-7296.

Sincerely,



Peter M. Green, AICP
Environmental Protection Specialist

Enclosure

cc. Mr. Gene Conrad, City of Lakeland

Green, Peter M (FAA)

From: Green, Peter M (FAA)
Sent: Thursday, September 17, 2020 10:12 AM
To: Wrublik, John
Subject: RE: Lakeland-Linder International Airport Cargo Development
Attachments: 200901_LAL EA_Response to FWS RAI_rev0.pdf

Good morning John,

Attached is a copy of the consultant's report on the functional assessment of wood stork foraging habitat and proposed mitigation at the Alafia River Mitigation Bank.

Let me know if you have any questions or need additional information.

Regards,

Peter

From: Wrublik, John <john_wrublik@fws.gov>
Sent: Thursday, June 18, 2020 10:09 AM
To: Green, Peter M (FAA) <peter.m.green@faa.gov>
Subject: Lakeland-Linder International Airport Cargo Development

Peter,

Thank you for your consultation request for the project referenced above dated June 10, 2020. I currently don't have enough information to initiate informal consultation for the project. Please have the applicant's consultant provide me with the following:

A report providing the results of a functional assessment of the wood stork foraging habitat (i.e., wetlands) to be lost due to the project and the wood stork foraging habitat (wetlands) to be provided as compensation for the project. The assessment should follow the Service's wood stork foraging assessment methodology found at:
https://www.fws.gov/verobeach/BirdsPDFs/20120712_WOST%20Forage%20Assessment%20Methodology_A_appendix.pdf

Wood Stork Foraging Habitat Assessment Methodology July 12, 2012

Wood Stork Foraging Habitat Assessment Methodology (July 12, 2012) Page 3 Parameter 2 – Wetland Hydroperiod Hydroperiod: The hydroperiod of a wetland can affect the density of wood stork prey species. For example, studies of Everglades fish populations using a variety of quantitative sampling

www.fws.gov

In addition, I noticed that the Federal Aviation Administration (FAA) determined that the project may affect, but is not likely to adversely affect the Eastern indigo snake. The Service notes that we do not have records of Eastern indigo snakes occurring on or near the project site, and sightings of this species on the project site have not been reported. As such, the Service finds that this species is not reasonably certain to occur on the project

site. I recommend that the FAA change its determination for the Eastern indigo snake from may affect, not likely to adversely affect to no effect. If this acceptable to the FAA, you can let me know by return email. If you have any questions, please let me know.

regards John

John M. Wrublik
U.S. Fish and Wildlife Service
1339 20th Street
Vero Beach, Florida 32960
Office: (772) 469-4282
Fax: (772) 562-4288
email: John_Wrublik@fws.gov

NOTE: This email correspondence and any attachments to and from this sender is subject to the Freedom of Information Act (FOIA) and may be disclosed to third parties.

Memorandum

To	Peter Green, FAA Orlando Airports District Office	Page	1
cc	Paul Sanford, AECOM		
Subject	Response to Request for Additional Information for the Phase II Air Cargo Facility Development at Lakeland Linder International Airport Biological Assessment Consultation\ Consultation Code: 04EF2000-2020-SLI-0368		
From	Tia Norman, AECOM		
Date	September 1, 2020		

Introduction

On June 10, 2020, the Federal Aviation Administration (FAA) submitted a Biological Assessment (BA) for the Phase II Air Cargo Facility Development at Lakeland Linder International Airport (LAL) Environmental Assessment (EA) to the U.S. Fish and Wildlife Service (USFWS), South Florida Field Office for review and requested USFWS' concurrence with the effects determinations.

On June 18, 2020, the USFWS responded to the BA with a Request for Additional Information via email that stated the following:

A report providing the results of a functional assessment of the wood stork foraging habitat (i.e., wetlands) to be lost due to the project and the wood stork foraging habitat (wetlands) to be provided as compensation for the project. The assessment should follow the Service's wood stork foraging assessment methodology found at:

https://www.fws.gov/verobeach/BirdsPDFs/20120712_WOST%20Forage%20Assessment%20Methodology_Appendix.pdf.

As mentioned in the BA and based on USFWS data, the Biological Study Area (BSA) established for the EA is located within the 18.6-mile radius core foraging area (CFA) of three active wood stork nesting colonies, (see Figure 5-1 of the BA). Based on the 2013 Wildlife Hazard Assessment conducted at LAL, wood storks have been observed foraging within herbaceous wetlands and other surface waters on Airport property. In order to make a determination of the Proposed Project's potential effect on the wood stork, the construction impacts were assessed using USFWS' *Wood Stork Effect Determination Key* (May 2010). Using this key, the following steps were followed to determine the effect of the Proposed Project on the wood stork:

- A. A review of FNAI and USFWS information indicates that the Proposed Project is located more than 2,500 feet from an active wood stork colony site. The nearest active wood stork colony is located approximately four miles northeast of the BSA.
- B. The Proposed Project will impact more than 0.5 acre of suitable foraging habitat (SFH).
- C. The Proposed Project is located within the CFA of three active wood stork nesting colonies. The nearest active wood stork colony is located approximately four miles northeast of the BSA.
- D. Impacts to SFH have been avoided and minimized to the extent practicable; compensation (FWS-approved mitigation bank or as provided in accordance with Mitigation Rule 33 CFR Part 332) for unavoidable impacts is proposed in accordance with the CWA section 404(b)(1)

guidelines; and habitat compensation replaces the foraging value matching the hydroperiod of the wetlands affected and provides foraging value similar to, or higher than, that of impacted wetlands.

Based on this assessment, it was determined that the Proposed Project "may affect, but is not likely to adversely affect" the wood stork.

In an effort to gather the information needed for USFWS to initiate Section 7 Consultation, a Wood Stork Foraging Analysis has been prepared per the USFWS-approved "Wood Stork Foraging Habitat Assessment Methodology" dated July 12, 2012 (herein referred to as the "Methodology". The following sections outline the methodology and calculation of prey-base analysis, the assessment of loss of suitable foraging biomass, and potential mitigation alternatives. The goal of the exercise was to determine the amount of compensation required to offset the loss of suitable wood stork foraging habitat associated with the Proposed Project.

Foraging Assessment Methodology

Wood stork foraging biomass calculations were conducted for all wetlands impacted by the Proposed Project that can be considered potential wood stork foraging habitat. The Proposed Project will result in a total of 23.7 acres of impact to potential wood stork foraging habitat. **Table 1** below lists the acreage of proposed impact, by wetland number and classification, to suitable wood stork foraging habitat within the BSA. The locations of individual wetlands are depicted on Figure 3-1 in the BA.

Table 1: Proposed Impacts to Suitable Wood Stork Foraging Habitat

ID	FLUCFCS Code ¹	USFWS Classification ²	Acres of Impacts
Wetlands			
WL 1	630	PFO1/3C	1.2
WL 2	631	PFO1/2C	9.9
WL 2	621	PFO2C	1.4
WL 6	631	PFO1/2C	11.2
		Total	23.7

¹ Florida Department of Transportation (FDOT), Florida Land Use, Cover and Forms Classification System (FLUCFCS) Handbook, 3rd Edition (FDOT, 1999).

² FWS, Classification of Wetlands and Deepwater Habitats of the United States (Cowardin, et al., 1979).

Notes: PFO2C = palustrine, forested, needle-leaved deciduous, seasonally flooded; PFO1/3C = palustrine, forested, broad-leaved deciduous/needle-leaved evergreen, seasonally flooded; PFO1/2C = palustrine, forested, needle-leaved/broad-leaved deciduous, seasonally flooded

Wetlands were evaluated based on four parameters in accordance with the Methodology: the density of the vegetation within suitable wood stork foraging habitat, the hydroperiod of each impacted wetland, the size of available prey, and potential competition from other wading bird species.

To calculate the wood stork foraging biomass potentially lost as a result of the Proposed Project, each impacted wetland was assigned an appropriate hydroperiod class based on data collected during field reviews. Hydroperiod classes range from Class 1, which includes inundation for 0-60 days, to Class 7, which includes inundation for 330-365 days per year. The FWS defines wetlands that are inundated for 0 to 180 days per year as having a "short hydroperiod" and includes Classes 1 through 3. Wetlands inundated for 180 days to 360 days per year are considered as having a "long

hydroperiod" and include Classes 4 through 7 (as provided in Parameter 2- Wetland Hydroperiod of the Methodology). All wetlands included in the foraging analysis for the Proposed Project have short hydroperiods (between Class 1 and Class 3). The hydroperiod class table is found in Table WSM 4 of the Methodology. **Table 2** below lists the hydroperiod class and length, the total acres of proposed impact, and the percent cover of nuisance/exotic vegetation (i.e. melaleuca or Brazilian pepper) for each wetland, by number and Florida Land Use, Cover and Forms Classification System (FLUCFCS) (FDOT 1999) category, included in the foraging analysis.

Table 2: Summary of Hydroperiod Class and Percent Cover by Exotic Species

Wetland ID & FLUCFCS Classifications		Total Direct Impact Area (acres)	Hydroperiod Class ¹	Percent Cover of Nuisance/Exotic Vegetation	Length of Hydroperiod ²
WL 1	630	1.2	1	0-25	Short
WL 2	621/631	11.3	1	0-25	Short
WL 6	631	11.2	1	0-25	Short
Total		23.7			

¹ As defined by the FWS Wood Stork Foraging Habitat Assessment Methodology dated July 12, 2012 (Table WSM 4).

² As defined by the FWS in the Wood stork Foraging Habitat Assessment Methodology, *Parameter 2- Wetland Hydroperiod*, Page 3.

Prior to conducting biomass calculations, the acreage of impact to each wetland was converted to square meters (m^2). The conversion of 23.7 acres of total direct impact to wetlands equates to 95,910.5 m^2 . This information is summarized below in **Table 3**.

The total biomass per hydroperiod class was established using Table WSM 11 in the Methodology. Each wetland was assigned a total biomass number based on class according to Table WSM 11. Using Table WSM 3 from the Methodology, each wetland was assigned a Wood Stork Foraging Suitability Index ranging from 1.00 for exotic coverage between 0-25 percent cover and 0.64 for exotic coverage between 26-50 percent. The forage biomass loss for each class is provided in **Table 4** below.

Table 3: Summary by Hydroperiod Class

Hydroperiod Class ¹	Total Direct Impact Area (acres)	Total Direct Impact Area (m^2) ²	Average Percent Nuisance/Exotic Vegetation
Class 1	23.7	95,910.5	0.0

¹ As defined by the FWS Wood Stork Foraging Habitat Assessment Methodology dated July 12, 2012 (Table WSM 4).

² Acres converted to m^2 as stated in the Summary of the factors affecting vulnerability of wetland habitats to wood stork foraging in the action area, FWS Wood Stork Foraging Habitat Assessment Methodology dated July 12, 2012.

Table 4: Forage Biomass Lost by Class and Hydroperiod

Hydroperiod Class ¹	Area (m^2)	Foraging Suitability Index	Total Biomass	Forage Biomass Lost (Kilograms) ²
Class 1	95,910.5	1.00	0.1008 gram/ m^2	9.67
Total Biomass Lost				9.67

¹ As defined by the FWS Wood Stork Foraging Habitat Methodology dated July 12, 2012.

² Calculations based on total direct impact area (m^2) multiplied by the total biomass hydroperiod and the exotic suitability foraging index. The total was divided by 1000 to convert to kilograms. As defined by the FWS Wood Stork Foraging Habitat Assessment Methodology dated July 12, 2012.

According to Kahl's estimate (1964), 201 kg of forage is required for a successful wood stork nest. Because this project shows a total biomass loss of 9.67 kilograms, the calculation represents the loss of 0.05 nest. **Table 5** summarizes the anticipated wood stork forage biomass lost as a result of the Proposed Project.

Conclusion

The June 2020 BA concluded that the Proposed Project "may affect, but is not likely to adversely affect" the wood stork; to compensate for the loss of wood stork foraging habitat, the City is committed to purchasing USFWS-approved wood stork credits from a mitigation bank that, at a minimum, offset 9.67 kilograms of short hydroperiod forage biomass losses. The Alafia River Mitigation Bank (ARMB) services the Alafia River watershed and provides forested wetland mitigation credits. ARMB is a 468-acre site located north of Lithia Springs in Hillsborough County. Forested wetland mitigation credits at ARMB were approved by SWFWMD in May 2017 and by USACE in April 2018. Mitigation bank credits at ARMB can be used to offset impacts to wood stork foraging habitat. At ARMB, the conversion factor for the short hydroperiod is 10.2 kilograms per credit. Therefore, to compensate for the loss of 9.67 kilograms of short hydroperiod forage biomass, approximately 0.95 wetland credits would be required. For the preparation of the EA for the Project Project, wetland impacts were assessed using the Uniform Mitigation Assessment Methodology (UMAM), Chapter 62-345, Florida Administrative Code. Based on the UMAM analyses performed, construction of the Proposed Project will result in the functional loss of approximately 10.9 credits (includes permanent and secondary wetland impacts). The City has already reserved and/or purchased approximately 10.1 federal/state wetland credits from the ARMB for wetland impacts resulting from the Proposed Project and is coordinating with ARMB to acquire an additional 1.5 wetland credits. Therefore, it is anticipated that prior to construction of the Proposed Project, the City will have purchased approximately 11.6 federal/state wetland credits from the ARMB to offset the loss of 23.7 acres (10.9 units) of wetland function with approximately 0.7 wetland credit in excess for potential future impacts to wetland functions at LAL.

Pursuant to the 2010 *USFWS Wood Stork Effect Determination* Key the Proposed Project is not located within 2,500 feet (0.47 mile) of an active nesting wood stork colony, and suitable foraging habitat will be compensated in accordance with Section 404(b) of the Clean Water Act and the *USFWS Habitat Management Guidelines for the Wood Stork in the Southeast Region* through purchase of federal credits at a Service-approved mitigation bank. Additionally, the wetland habitats associated the proposed habitat compensation plan will provide equal foraging value to that of the impacted wetlands. Based on this information, it has been determined that the previous finding of "may affect, but is not likely to adversely affect" regarding the wood stork remains valid for the Proposed Project.

Table 5: Summary of Wood Stork Forage Biomass Lost

Wetland ID & FLUCFCS Classifications		Total Direct Impact Area (acres)	Hydroperiod Class ¹	Total Direct Impact Area (m ²) ²	Percent Cover by Exotic Species	Total Biomass per Hydroperiod (grams/m ²) ³	Exotic Foraging Suitability Index ⁴	Forage Biomass Lost (Kilograms) ⁵	Length of Hydroperiod ⁶
WL 1	630	1.2	1	4,856.2	0	0.1008	1.00	0.49	Short
WL 2	621/631	11.3	1	45,729.5	0	0.1008	1.00	4.61	Short
WL 6	631	11.2	1	45,324.8	0	0.1008	1.00	4.57	Short
Project Total		23.7		95,910.5				9.67	

¹ As defined by the FWS Wood Stork Foraging Habitat Assessment Methodology dated July 12, 2012. (Table WSM 4).

² Acres converted to m² as stated in the summary of the factors affecting vulnerability of wetland habitats to wood stork foraging in the action area, FWS Wood Stork Foraging Habitat Assessment Methodology dated July 12, 2012.

³ Total Fish and Crayfish Biomass per period as per Table WSM 11, FWS Wood Stork Foraging Habitat Assessment Methodology dated July 12, 2012.

⁴ Exotic Foraging Suitability Index per Table WSM 3, FWS Wood Stork Foraging Habitat Assessment Methodology dated July 12, 2012.

⁵ Calculations based on total direct impact area (m²) multiplied by the total biomass hydroperiod and the exotic suitability foraging index. The total was divided by 1000 to convert to kilograms, as defined by the FWS Wood Stork Foraging Habitat Assessment Methodology dated July 12, 2012.

⁶ As defined by the FWS in the Wood stork Foraging Habitat Assessment Methodology, *Parameter 2- Wetland Hydroperiod*, Page 3.



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

June 10, 2020

Mr. John M. Wrublik
South Florida Ecological Services Office
U.S. Fish and Wildlife Service
1339 20th Street
Vero Beach, Florida 32960-3559

RE: Section 7 Consultation
Phase II Air Cargo Development
Lakeland-Linder International Airport (P

Orlando Airports District Office
8427 SouthPark Circle, Suite 524
Orlando, FL 32819
Phone: (407) 487-7720
Fax: (407) 487-7135



U.S. Fish and Wildlife Service
1339 20th Street
Vero Beach, Florida 32960
772-562-3909 Fax 772-562-4288

FWS Log No. 04EF2000-2020-I-0853

The U.S. Fish and Wildlife Service has reviewed the information provided and finds that the proposed action is not likely to adversely affect any federally listed species or designated critical habitat protected by the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 et. seq.). A record of this consultation is on file at the South Florida Ecological Service Office.

This fulfills the requirements of section 7 of the Act and further action is not required. If modifications are made to the project, if additional information involving potential effects to listed species becomes available, or if a new species is listed, reinitiation of consultation may be necessary.


Roxanna Hinzman, Field Supervisor

9/23/2020

Date

Dear Mr. Wrublik,

The City of Lakeland, through its Airports Department, has requested approval from the Federal Aviation Administration (FAA) to expand an air cargo facility at the Lakeland-Linder International Airport (LAL). The existing facility and the proposed Phase II expansion will be operated by Amazon Air as an air cargo sorting and distribution facility. The proposed project, which is described below, requires FAA actions and approvals. These federal actions are subject to provisions found in the *Endangered Species Act* (ESA). The actions are also subject to the *National Environmental Policy Act* (NEPA) and an Environmental Assessment is currently being prepared to meet FAA's obligations under NEPA.

The purpose of this letter is to initiate informal consultation with the U.S. Fish and Wildlife Service pursuant to Section 7 of the ESA and its implementing regulations at 50 CFR Part 402. The enclosed Biological Assessment provides additional project information and evaluates the project's effect on special status fish, wildlife, and plant species.

Project Information

All project components would be constructed on airport property. Major project elements include:

- Construct a 464,600 square foot (SF) expansion of the Phase I sort and office building;
- Construct approximately 69,000 square yards (SY) of paved truck court to accommodate 370 additional truck bays; Construct approximately 42,500 SY of paved vehicle parking lot to accommodate 1,120 additional parking spaces;
- Construct approximately 29,200 SY of concrete aircraft parking apron to accommodate three additional Boeing 767-300 aircraft parking positions.
- Construct approximately 19,350 SY of pavement for aircraft ground support equipment (GSE) staging and periodic aircraft parking;

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APPENDIX A.3

SHPO Consultation

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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

May 6, 2020

[Via email - CompliancePermits@DOS.MyFlorida.com]

Timothy A. Parsons, Ph.D.
Director, Division of Historical Resources
and State Historic Preservation Officer
R.A. Gray Building
500 South Bronough Street
Tallahassee, Florida 32399

RE: Section 106 Consultation and Area of Potential Effect
Phase II Air Cargo Development
Lakeland-Linder International Airport (Polk County, Florida)

Dear Dr. Parsons,

The City of Lakeland, through its Airports Department, has requested approval from the Federal Aviation Administration (FAA) to expand an air cargo facility at the Lakeland-Linder International Airport (LAL). The existing facility and the proposed Phase II expansion will be operated by Amazon Air as an air cargo sorting and distribution facility. The proposed project, which is described below, requires FAA actions and approvals.

The proposed project constitute 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 consultation and seek concurrence on the undertaking’s proposed Area of Potential Effect (APE). The project also requires the preparation of an Environmental Assessment (EA) in accordance with the *National Environmental Policy Act*. The EA is being prepared separately from, but concurrent with, this consultation process.

Proposed Undertaking

The proposed project is described below and depicted on the enclosed **Figure 1**. The project site is approximately 60 acres in size. All project components would be constructed on airport property. Major project elements include:

- Construct a 464,600 square foot (SF) expansion of the Phase I sort and office building;
- Construct approximately 69,000 square yards (SY) of paved truck court to accommodate 370 additional truck bays;

- Construct approximately 42,500 SY of paved vehicle parking lot to accommodate 1,120 additional parking spaces;
- Construct approximately 29,200 SY of concrete aircraft parking apron to accommodate three additional Boeing 767-300 aircraft parking positions.
- Construct approximately 19,350 SY of pavement for aircraft ground support equipment (GSE) staging and periodic aircraft parking;
- Construct new airport access road to provide access to the Phase II facilities via Drane Field Road;
- Site clearing, grading, and landscaping;
- Modifications to the airport's stormwater management system, including construction of swales and retention ponds.
- Installation of security fencing, gates and security checkpoints;
- Installation of airfield lighting and signage

The facility will be designed to accommodate Boeing 767 and 737 cargo aircraft. If approved, the Phase II Cargo Development project is expected to generate 16 additional aircraft operations¹ per day at LAL during the facility's first year of operation (2022) and 24 additional daily operations in 2027. Similarly, the project is expected to generate approximately 664 additional car and truck trips per day in 2022 (peak daily) and 1,242 additional car and truck trips per day in 2027.

Proposed Area of Potential Effect

The construction and operations of the proposed facility was reviewed to identify an appropriate APE for the evaluation of potential impacts on historic, archaeological, and cultural resources. Based on a review of the proposed project, the Direct Effects portion of the APE includes the areas where ground disturbance is expected to occur. The Direct Effects APE is depicted on **Figure 1**.

The Indirect Effects APE was delineated to include the area likely to be exposed, and newly exposed, to aircraft noise levels of Day-Night Average Sound Level (DNL) 65 and higher.² The extent of the APE is also considered appropriate for the evaluation of other effects, such as those associated with air emissions and visual effects. The Indirect Effects APE is depicted on **Figure 2**.

¹ An aircraft operation is defined as one aircraft takeoff or one landing. An aircraft that visits an airport generates two operations.

² The Day-Night Average Sound Level (DNL) represents aircraft sound levels averaged over a 24-hour period, with penalties to account for the increased sensitivity to noise events that occur at night.

Pursuant to Title 36 CFR Section 800.4, Identification of Historic Properties, the FAA is seeking comments on the proposed APE for this undertaking. If possible, please let us know within 15 days of receipt of this letter indicating if you concur with the APE as defined. Please direct correspondence and questions to me at (407) 487-7296 or via email at peter.m.green@faa.gov.

Sincerely,



Peter M. Green, AICP
Environmental Protection Specialist

Enclosures (2)

Copy: Mr. Gene Conrad, Lakeland-Linder International Airport
Mr. Paul Sanford, AECOM

The Florida State Historic Preservation Officer concurs/ does not concur with the APE proposed in this letter for SHPO/FDHR Project File Number _____.

Comments:

Timothy A. Parsons, Ph.D., Director, and
State Historic Preservation Officer
Florida Division of Historical Resources

Date: _____



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

October 20, 2020

[Via email - CompliancePermits@DOS.MyFlorida.com]

Timothy A. Parsons, Ph.D.
Director, Division of Historical Resources
and State Historic Preservation Officer
R.A. Gray Building
500 South Bronough Street
Tallahassee, Florida 32399

RE: Determination of Effect
Phase II Air Cargo Development
Lakeland-Linder International Airport (Polk County, Florida)

Dear Dr. Parsons,

As part of the Federal Aviation Administration's (FAA's) Section 106 review, and pursuant to 36 CFR §800.4, the FAA has undertaken identification efforts for the Phase 2 Air Cargo Development project at the Lakeland-Linder International Airport (LAL). Based on the results of these efforts the FAA has determined a finding of no effect is appropriate for this undertaking.

Proposed Undertaking and Area of Potential Effect

As described in our letter dated May 6, 2020, the City of Lakeland requested approval from the FAA to expand an air cargo facility at LAL. The existing facility and the proposed Phase II expansion will be operated as an air cargo sorting and distribution facility. The facility expansion project includes the construction of additional warehouse space, office space, aircraft parking apron, truck courts, vehicle parking spaces, and support buildings. The Area of Potential Effects (APE) described in the letter as having two components: 1) areas where ground disturbance and construction activities would occur and 2) a broader area likely to be exposed, and newly exposed, to aircraft noise levels of Day-Night Average Sound Level (DNL) 65 and higher.

Tribal Consultation

The FAA initiated Section 106 consultation with the following Native American tribes: Miccosukee Tribe of Indians of Florida, Muscogee (Creek) Nation, Poarch Band of Creek Indians, Seminole Nation of Oklahoma, and the Seminole Tribe of Florida. Of those tribes the

Seminole Tribe of Florida and the Muscogee (Creek) Nation expressed interest in participating in consultation. The other tribes did not respond to the FAA's correspondence. All project documentation and this determination of effect letter will be provided to those tribes participating in the consultation.

Identification Efforts

A review of available literature, maps, and information was conducted to identify recorded resources and understand the history and environment of land within the APE. This research was followed by a pedestrian surface inspection and a subsurface survey (shovel testing) to identify potentially significant archaeological, cultural, and historical resources within direct effects portion of the APE. The effort also identified any structures over 50 years in age within the indirect effects portion of the APE. For your review, the results of the research and surveys are contained in the Phase IB Cultural Resource Assessment Survey¹ report enclosed with this letter.

Historic Properties in the APE

A majority of the Direct Effects portion of the APE is comprised of previously disturbed land associated with the airfield and land routinely used for construction staging. The Direct Effects APE also includes several large wetlands. Shovel tests showed no observable natural soil stratigraphy as past development and activities have greatly impacted the area. No historic cultural materials were recovered from the shovel tests.

No resources within the APE are listed in the National Register of Historic Places. Resources within the APE which were, or may have been, built 50 or more years ago were located, researched, and assessed. Eleven resource groups located on- and off-airport were identified for evaluation. The structures were evaluated against National Register eligibility criteria. The evaluation indicated that the Aaron E. and Maude Morgan House and the English Family House are each potentially eligible for listing for listing in the National Register under Criterion C. Neither of these properties would be affected by project construction. Additionally, the properties are well outside of existing and future DNL 65 airport noise contours and are distant from the airport viewshed.

Based on the results of surveys, no further archaeological work was recommended. No historic properties would be affected by the Proposed Project.

Finding of Effect

Based on the results of the studies and an assessment of effects on historic properties, the FAA has determined that this undertaking will have no effect on historic properties. Please review this finding and the enclosed documentation and provide either your concurrence or non-concurrence within 30 days.

¹ *Phase IB Cultural Resources Assessment Survey for Phase II Air Cargo Facility Development at Lakeland Linder International Airport (LAL)*. AECOM. September 2020.

The documentation provided herein meets the regulatory standard for documenting this effect determination. If you have questions or concerns regarding this finding or the sufficiency of documentation, please contact me at (407) 487-7296 or via email at peter.m.green@faa.gov.

Sincerely,



Peter M. Green, AICP
Environmental Protection Specialist

Enclosure

Copy: Mr. Gene Conrad, Lakeland-Linder International Airport
Mr. Paul Sanford, AECOM



FLORIDA DEPARTMENT *of* STATE

RON DESANTIS

Governor

LAUREL M. LEE

Secretary of State

Peter M. Green
Environmental Protection Specialist
Orlando Airports District Office
Federal Aviation Administration
8427 SouthPark Circle
Orlando, Florida 32819

February 19, 2021

RE: DHR Project File No.: 2020-2420
Determination of Effect, Phase II Air Cargo Development, Lakeland-Linder International Airport (Polk County, Florida), Phase IB Cultural Resources Assessment Survey

Dear Mr. Green:

Our office received and reviewed the above referenced project for possible effects on historic properties listed, or eligible for listing, on the *National Register of Historic Places* (NRHP). The review was conducted in accordance with Section 106 of the *National Historic Preservation Act of 1966*, as amended, and its implementing regulations in *36 CFR Part 800: Protection of Historic Properties*.

In September 2020, AECOM conducted the above referenced cultural resources assessment survey (CRAS) on behalf of the Federal Aviation Administration (FAA) in compliance with requirements for Section 106. AECOM identified no archaeological resources and fifteen historic structures. AECOM recommended two structures as eligible for listing in the NRHP, the Aaron E. and Maude Morgan House (PO8453) and the English Family House (PO8454). AECOM recommended no further work in the APE and stated that the project house have no effect to historic properties.

Based on the results of the survey as well as previous surveys in the vicinity, the FAA determined that the undertaking will have no effect to historic properties. Our office concurs with the FAA's determination of no effect and we find the submitted report to be complete and sufficient in accordance with Chapter 1A-46, *Florida Administrative Code*.

If you have any questions, please contact me by email at Jason.Aldridge@dos.myflorida.com or by telephone at 850-245-6344.

Sincerely,

A handwritten signature in blue ink that reads "Jason Aldridge".

Jason Aldridge
Deputy State Historic Preservation Officer
for Compliance and Review

Division of Historical Resources
R.A. Gray Building • 500 South Bronough Street• Tallahassee, Florida 32399
850.245.6300 • 850.245.6436 (Fax) • FLHeritage.com



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APPENDIX A.4

Tribal Consultation

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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

May 6, 2020

[Via email - THPOCompliance@semtribe.com]

Mr. Bradley Mueller
Compliance Review Supervisor
Tribal Historic Preservation Office
Seminole Tribe of Florida
30290 Josie Billie Highway, PMB 1004
Clewiston, Florida 33440

RE: Section 106 Consultation and Area of Potential Effect
Phase II Air Cargo Development
Lakeland –Linder International Airport (Polk County, Florida)

Dear Mr. Mueller,

The City of Lakeland, through its Airports Department, has requested approval from the Federal Aviation Administration (FAA) to expand an air cargo facility at the Lakeland-Linder International Airport (LAL). The existing facility and the proposed Phase II expansion will be operated by Amazon Air as an air cargo sorting and distribution facility. The proposed project, which is described below, requires FAA actions and approvals.

The proposed project constitute 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 consultation and seek concurrence on the undertaking’s proposed Area of Potential Effect (APE). The project also requires the preparation of an Environmental Assessment (EA) in accordance with the *National Environmental Policy Act*. The EA is being prepared separately from, but concurrent with, this consultation process.

Proposed Undertaking

The Proposed Undertaking is described below and depicted on the enclosed Figure 1. The project site is approximately 60 acres in size. All project components would be constructed on airport property. Major project elements include:

- Construct a 464,600 square foot (SF) expansion of the Phase I sort and office building;
- Construct approximately 69,000 square yards (SY) of paved truck court to accommodate 370 additional truck bays;

- Construct approximately 42,500 SY of paved vehicle parking lot to accommodate 1,120 additional parking spaces;
- Construct approximately 29,200 SY of concrete aircraft parking apron to accommodate three additional Boeing 767-300 aircraft parking positions.
- Construct approximately 19,350 SY of pavement for aircraft ground support equipment (GSE) staging and periodic aircraft parking;
- Construct new airport access road to provide access to the Phase II facilities via Drane Field Road;
- Site clearing, grading, and landscaping;
- Modifications to the airport's stormwater management system, including construction of swales and retention ponds.
- Installation of security fencing, gates and security checkpoints;
- Installation of airfield lighting and signage

The facility will be designed to accommodate Boeing 767 and 737 cargo aircraft. If approved, the Phase II Cargo Development project is expected to generate 16 additional aircraft operations¹ per day at LAL during the facility's first year of operation (2022) and 24 additional daily operations in 2027. Similarly, the project is expected to generate approximately 664 additional car and truck trips per day in 2022 (peak daily) and 1,242 additional car and truck trips per day in 2027.

Proposed Area of Potential Effect

The construction and operations of the proposed facility was reviewed to identify an appropriate APE for the evaluation of potential impacts on historic, archaeological, and cultural resources. Based on a review of the proposed project, the Direct Effects portion of the APE includes the areas where ground disturbance is anticipated to take place. The Direct Effects APE is depicted on Figure 1.

The Indirect Effects APE was delineated to include the area likely to be exposed to aircraft noise levels of Day-Night Average Sound Level (DNL) 65 and higher.² The extent of the APE is also considered appropriate for the evaluation of other effects, such as those associated with air emissions. The Indirect Effects APE is depicted on Figure 2.

The FAA has identified your tribe as potentially having an interest in the project area. Pursuant to 36 CFR § 800.2(c)(2)(B)(ii), the FAA is seeking input on properties of cultural or religious significance that may be affected by the undertaking, and inviting you to participate in government-to-government consultation in the Section 106 consultation process.

¹ An aircraft operation is defined as one aircraft takeoff or one landing. An aircraft that visits an airport generates two operations.

² The Day-Night Average Sound Level (DNL) represents aircraft sound levels averaged over a 24-hour period, with penalties to account for the increased sensitivity to noise events that occur at night.

Please contact me within 30 days of the receipt of this letter to confirm your intent to participate in this Section 106 consultation. I can be reached at (407) 487-7296 or via email at peter.m.green@faa.gov.

Sincerely,



Peter M. Green, AICP
Environmental Protection Specialist
FAA Orlando Airports District Office

Enclosures (2)



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

May 6, 2020

[Via email - kevind@miccosukeetribe.com]

Mr. Kevin Donaldson
Environmental Specialist
Historic and Cultural Preservation Department
Miccosukee Tribe of Indians of Florida
Tamiami Station
PO Box 440021
Miami, Florida 33144

RE: Section 106 Consultation and Area of Potential Effect
Phase II Air Cargo Development
Lakeland –Linder International Airport (Polk County, Florida)

Dear Mr. Donaldson,

The City of Lakeland, through its Airports Department, has requested approval from the Federal Aviation Administration (FAA) to expand an air cargo facility at the Lakeland-Linder International Airport (LAL). The existing facility and the proposed Phase II expansion will be operated by Amazon Air as an air cargo sorting and distribution facility. The proposed project, which is described below, requires FAA actions and approvals.

The proposed project constitute 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 consultation and seek concurrence on the undertaking’s proposed Area of Potential Effect (APE). The project also requires the preparation of an Environmental Assessment (EA) in accordance with the *National Environmental Policy Act*. The EA is being prepared separately from, but concurrent with, this consultation process.

Proposed Undertaking

The Proposed Undertaking is described below and depicted on the enclosed Figure 1. The project site is approximately 60 acres in size. All project components would be constructed on airport property. Major project elements include:

- Construct a 464,600 square foot (SF) expansion of the Phase I sort and office building;

- Construct approximately 69,000 square yards (SY) of paved truck court to accommodate 370 additional truck bays;
- Construct approximately 42,500 SY of paved vehicle parking lot to accommodate 1,120 additional parking spaces;
- Construct approximately 29,200 SY of concrete aircraft parking apron to accommodate three additional Boeing 767-300 aircraft parking positions.
- Construct approximately 19,350 SY of pavement for aircraft ground support equipment (GSE) staging and periodic aircraft parking;
- Construct new airport access road to provide access to the Phase II facilities via Drane Field Road;
- Site clearing, grading, and landscaping;
- Modifications to the airport's stormwater management system, including construction of swales and retention ponds.
- Installation of security fencing, gates and security checkpoints;
- Installation of airfield lighting and signage

The facility will be designed to accommodate Boeing 767 and 737 cargo aircraft. If approved, the Phase II Cargo Development project is expected to generate 16 additional aircraft operations¹ per day at LAL during the facility's first year of operation (2022) and 24 additional daily operations in 2027. Similarly, the project is expected to generate approximately 664 additional car and truck trips per day in 2022 (peak daily) and 1,242 additional car and truck trips per day in 2027.

Proposed Area of Potential Effect

The construction and operations of the proposed facility was reviewed to identify an appropriate APE for the evaluation of potential impacts on historic, archaeological, and cultural resources. Based on a review of the proposed project, the Direct Effects portion of the APE includes the areas where ground disturbance is anticipated to take place. The Direct Effects APE is depicted on Figure 1.

The Indirect Effects APE was delineated to include the area likely to be exposed to aircraft noise levels of Day-Night Average Sound Level (DNL) 65 and higher.² The extent of the APE is also considered appropriate for the evaluation of other effects, such as those associated with air emissions. The Indirect Effects APE is depicted on Figure 2.

The FAA has identified your tribe as potentially having an interest in the project area. Pursuant to 36 CFR § 800.2(c)(2)(B)(ii), the FAA is seeking input on properties of cultural or religious

¹ An aircraft operation is defined as one aircraft takeoff or one landing. An aircraft that visits an airport generates two operations.

² The Day-Night Average Sound Level (DNL) represents aircraft sound levels averaged over a 24-hour period, with penalties to account for the increased sensitivity to noise events that occur at night.

significance that may be affected by the undertaking, and inviting you to participate in government-to-government consultation in the Section 106 consultation process.

Please contact me within 30 days of the receipt of this letter to confirm your intent to participate in this Section 106 consultation. I can be reached at (407) 487-7296 or via email at peter.m.green@faa.gov.

Sincerely,



Peter M. Green, AICP
Environmental Protection Specialist
FAA Orlando Airports District Office

Enclosures (2)



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

May 6, 2020

[Via email - section106@mcn-nsn.gov]

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

RE: Section 106 Consultation and Area of Potential Effect
Phase II Air Cargo Development
Lakeland –Linder International Airport (Polk County, Florida)

Dear Ms. Loe-Zepeda,

The City of Lakeland, through its Airports Department, has requested approval from the Federal Aviation Administration (FAA) to expand an air cargo facility at the Lakeland-Linder International Airport (LAL). The existing facility and the proposed Phase II expansion will be operated by Amazon Air as an air cargo sorting and distribution facility. The proposed project, which is described below, requires FAA actions and approvals.

The proposed project constitute 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 consultation and seek concurrence on the undertaking’s proposed Area of Potential Effect (APE). The project also requires the preparation of an Environmental Assessment (EA) in accordance with the *National Environmental Policy Act*. The EA is being prepared separately from, but concurrent with, this consultation process.

Proposed Undertaking

The Proposed Undertaking is described below and depicted on the enclosed Figure 1. The project site is approximately 60 acres in size. All project components would be constructed on airport property. Major project elements include:

- Construct a 464,600 square foot (SF) expansion of the Phase I sort and office building;
- Construct approximately 69,000 square yards (SY) of paved truck court to accommodate 370 additional truck bays;

- Construct approximately 42,500 SY of paved vehicle parking lot to accommodate 1,120 additional parking spaces;
- Construct approximately 29,200 SY of concrete aircraft parking apron to accommodate three additional Boeing 767-300 aircraft parking positions.
- Construct approximately 19,350 SY of pavement for aircraft ground support equipment (GSE) staging and periodic aircraft parking;
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- Installation of security fencing, gates and security checkpoints;
- Installation of airfield lighting and signage

The facility will be designed to accommodate Boeing 767 and 737 cargo aircraft. If approved, the Phase II Cargo Development project is expected to generate 16 additional aircraft operations¹ per day at LAL during the facility's first year of operation (2022) and 24 additional daily operations in 2027. Similarly, the project is expected to generate approximately 664 additional car and truck trips per day in 2022 (peak daily) and 1,242 additional car and truck trips per day in 2027.

Proposed Area of Potential Effect

The construction and operations of the proposed facility was reviewed to identify an appropriate APE for the evaluation of potential impacts on historic, archaeological, and cultural resources. Based on a review of the proposed project, the Direct Effects portion of the APE includes the areas where ground disturbance is anticipated to take place. The Direct Effects APE is depicted on Figure 1.

The Indirect Effects APE was delineated to include the area likely to be exposed to aircraft noise levels of Day-Night Average Sound Level (DNL) 65 and higher.² The extent of the APE is also considered appropriate for the evaluation of other effects, such as those associated with air emissions. The Indirect Effects APE is depicted on Figure 2.

The FAA has identified your tribe as potentially having an interest in the project area. Pursuant to 36 CFR § 800.2(c)(2)(B)(ii), the FAA is seeking input on properties of cultural or religious significance that may be affected by the undertaking, and inviting you to participate in government-to-government consultation in the Section 106 consultation process.

¹ An aircraft operation is defined as one aircraft takeoff or one landing. An aircraft that visits an airport generates two operations.

² The Day-Night Average Sound Level (DNL) represents aircraft sound levels averaged over a 24-hour period, with penalties to account for the increased sensitivity to noise events that occur at night.

Please contact me within 30 days of the receipt of this letter to confirm your intent to participate in this Section 106 consultation. I can be reached at (407) 487-7296 or via email at peter.m.green@faa.gov.

Sincerely,



Peter M. Green, AICP
Environmental Protection Specialist
FAA Orlando Airports District Office

Enclosures (2)



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

May 6, 2020

[Via email - lhaikey@pci-nsn.gov]

Mr. Larry D. Haikey
Tribal Historic Preservation Officer
Poarch Band of Creek Indians
5811 Jack Springs Road
Atmore, Alabama 36502

RE: Section 106 Consultation and Area of Potential Effect
Phase II Air Cargo Development
Lakeland –Linder International Airport (Polk County, Florida)

Dear Mr. Haikey,

The City of Lakeland, through its Airports Department, has requested approval from the Federal Aviation Administration (FAA) to expand an air cargo facility at the Lakeland-Linder International Airport (LAL). The existing facility and the proposed Phase II expansion will be operated by Amazon Air as an air cargo sorting and distribution facility. The proposed project, which is described below, requires FAA actions and approvals.

The proposed project constitute 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 consultation and seek concurrence on the undertaking’s proposed Area of Potential Effect (APE). The project also requires the preparation of an Environmental Assessment (EA) in accordance with the *National Environmental Policy Act*. The EA is being prepared separately from, but concurrent with, this consultation process.

Proposed Undertaking

The Proposed Undertaking is described below and depicted on the enclosed Figure 1. The project site is approximately 60 acres in size. All project components would be constructed on airport property. Major project elements include:

- Construct a 464,600 square foot (SF) expansion of the Phase I sort and office building;
- Construct approximately 69,000 square yards (SY) of paved truck court to accommodate 370 additional truck bays;
- Construct approximately 42,500 SY of paved vehicle parking lot to accommodate 1,120 additional parking spaces;

- Construct approximately 29,200 SY of concrete aircraft parking apron to accommodate three additional Boeing 767-300 aircraft parking positions.
- Construct approximately 19,350 SY of pavement for aircraft ground support equipment (GSE) staging and periodic aircraft parking;
- Construct new airport access road to provide access to the Phase II facilities via Drane Field Road;
- Site clearing, grading, and landscaping;
- Modifications to the airport's stormwater management system, including construction of swales and retention ponds.
- Installation of security fencing, gates and security checkpoints;
- Installation of airfield lighting and signage

The facility will be designed to accommodate Boeing 767 and 737 cargo aircraft. If approved, the Phase II Cargo Development project is expected to generate 16 additional aircraft operations¹ per day at LAL during the facility's first year of operation (2022) and 24 additional daily operations in 2027. Similarly, the project is expected to generate approximately 664 additional car and truck trips per day in 2022 (peak daily) and 1,242 additional car and truck trips per day in 2027.

Proposed Area of Potential Effect

The construction and operations of the proposed facility was reviewed to identify an appropriate APE for the evaluation of potential impacts on historic, archaeological, and cultural resources. Based on a review of the proposed project, the Direct Effects portion of the APE includes the areas where ground disturbance is anticipated to take place. The Direct Effects APE is depicted on Figure 1.

The Indirect Effects APE was delineated to include the area likely to be exposed to aircraft noise levels of Day-Night Average Sound Level (DNL) 65 and higher.² The extent of the APE is also considered appropriate for the evaluation of other effects, such as those associated with air emissions. The Indirect Effects APE is depicted on Figure 2.

The FAA has identified your tribe as potentially having an interest in the project area. Pursuant to 36 CFR § 800.2(c)(2)(B)(ii), the FAA is seeking input on properties of cultural or religious significance that may be affected by the undertaking, and inviting you to participate in government-to-government consultation in the Section 106 consultation process.

¹ An aircraft operation is defined as one aircraft takeoff or one landing. An aircraft that visits an airport generates two operations.

² The Day-Night Average Sound Level (DNL) represents aircraft sound levels averaged over a 24-hour period, with penalties to account for the increased sensitivity to noise events that occur at night.

Please contact me within 30 days of the receipt of this letter to confirm your intent to participate in this Section 106 consultation. I can be reached at (407) 487-7296 or via email at peter.m.green@faa.gov.

Sincerely,



Peter M. Green, AICP
Environmental Protection Specialist
FAA Orlando Airports District Office

Enclosures (2)



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

May 6, 2020

[Via email - leader.bs@sno-nsn.gov]

Brigita Leader, MS
Interim Director/TCNS Coordinator
Historic Preservation Office
Seminole Nation of Oklahoma
Post Office Box 1498
Wewoka, Oklahoma 74884

RE: Section 106 Consultation and Area of Potential Effect
Phase II Air Cargo Development
Lakeland –Linder International Airport (Polk County, Florida)

Dear Ms. Leader,

The City of Lakeland, through its Airports Department, has requested approval from the Federal Aviation Administration (FAA) to expand an air cargo facility at the Lakeland-Linder International Airport (LAL). The existing facility and the proposed Phase II expansion will be operated by Amazon Air as an air cargo sorting and distribution facility. The proposed project, which is described below, requires FAA actions and approvals.

The proposed project constitute 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 consultation and seek concurrence on the undertaking’s proposed Area of Potential Effect (APE). The project also requires the preparation of an Environmental Assessment (EA) in accordance with the *National Environmental Policy Act*. The EA is being prepared separately from, but concurrent with, this consultation process.

Proposed Undertaking

The Proposed Undertaking is described below and depicted on the enclosed Figure 1. The project site is approximately 60 acres in size. All project components would be constructed on airport property. Major project elements include:

- Construct a 464,600 square foot (SF) expansion of the Phase I sort and office building;
- Construct approximately 69,000 square yards (SY) of paved truck court to accommodate 370 additional truck bays;

- Construct approximately 42,500 SY of paved vehicle parking lot to accommodate 1,120 additional parking spaces;
- Construct approximately 29,200 SY of concrete aircraft parking apron to accommodate three additional Boeing 767-300 aircraft parking positions.
- Construct approximately 19,350 SY of pavement for aircraft ground support equipment (GSE) staging and periodic aircraft parking;
- Construct new airport access road to provide access to the Phase II facilities via Drane Field Road;
- Site clearing, grading, and landscaping;
- Modifications to the airport's stormwater management system, including construction of swales and retention ponds.
- Installation of security fencing, gates and security checkpoints;
- Installation of airfield lighting and signage

The facility will be designed to accommodate Boeing 767 and 737 cargo aircraft. If approved, the Phase II Cargo Development project is expected to generate 16 additional aircraft operations¹ per day at LAL during the facility's first year of operation (2022) and 24 additional daily operations in 2027. Similarly, the project is expected to generate approximately 664 additional car and truck trips per day in 2022 (peak daily) and 1,242 additional car and truck trips per day in 2027.

Proposed Area of Potential Effect

The construction and operations of the proposed facility was reviewed to identify an appropriate APE for the evaluation of potential impacts on historic, archaeological, and cultural resources. Based on a review of the proposed project, the Direct Effects portion of the APE includes the areas where ground disturbance is anticipated to take place. The Direct Effects APE is depicted on Figure 1.

The Indirect Effects APE was delineated to include the area likely to be exposed to aircraft noise levels of Day-Night Average Sound Level (DNL) 65 and higher.² The extent of the APE is also considered appropriate for the evaluation of other effects, such as those associated with air emissions. The Indirect Effects APE is depicted on Figure 2.

The FAA has identified your tribe as potentially having an interest in the project area. Pursuant to 36 CFR § 800.2(c)(2)(B)(ii), the FAA is seeking input on properties of cultural or religious significance that may be affected by the undertaking, and inviting you to participate in government-to-government consultation in the Section 106 consultation process.

¹ An aircraft operation is defined as one aircraft takeoff or one landing. An aircraft that visits an airport generates two operations.

² The Day-Night Average Sound Level (DNL) represents aircraft sound levels averaged over a 24-hour period, with penalties to account for the increased sensitivity to noise events that occur at night.

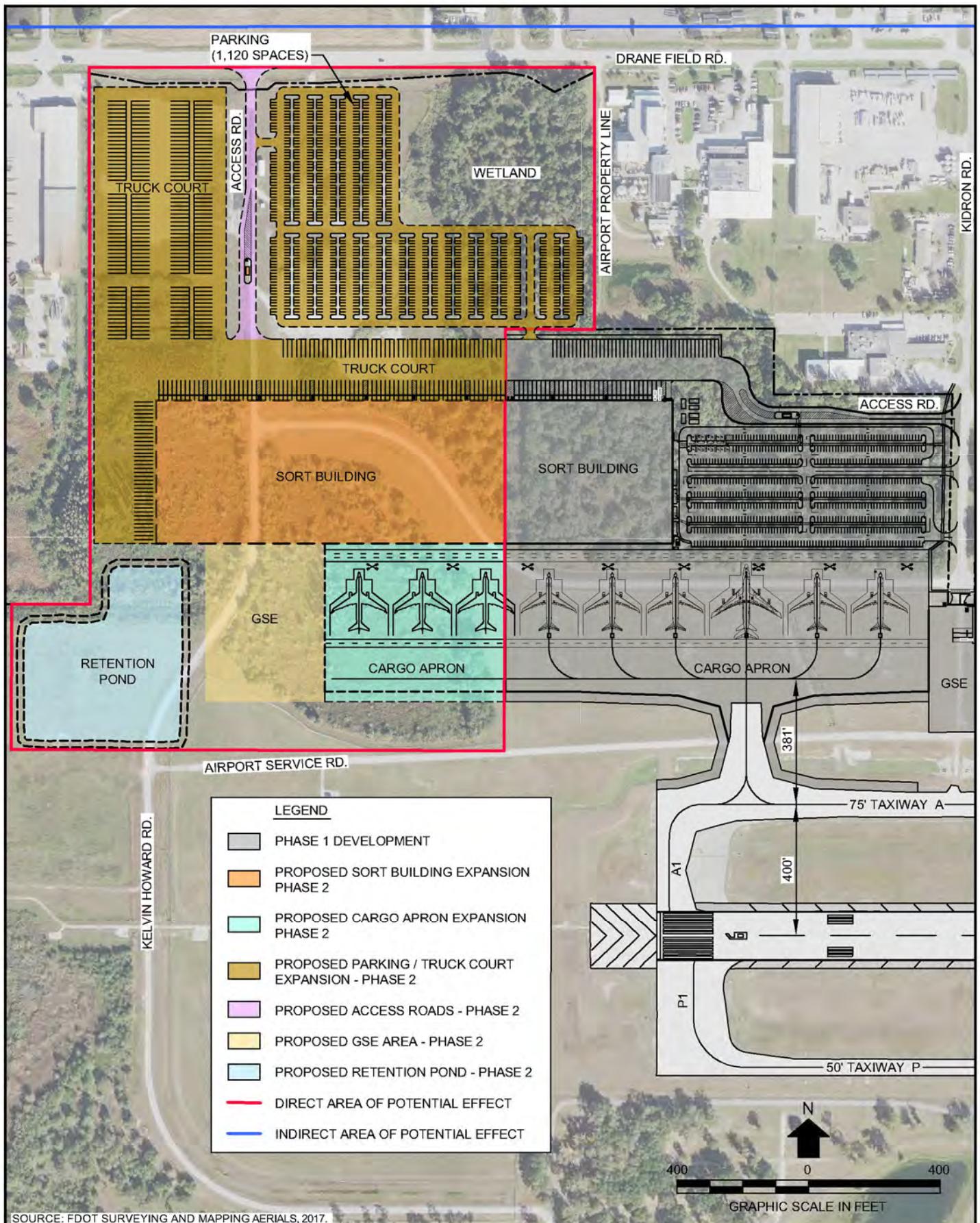
Please contact me within 30 days of the receipt of this letter to confirm your intent to participate in this Section 106 consultation. I can be reached at (407) 487-7296 or via email at peter.m.green@faa.gov.

Sincerely,



Peter M. Green, AICP
Environmental Protection Specialist
FAA Orlando Airports District Office

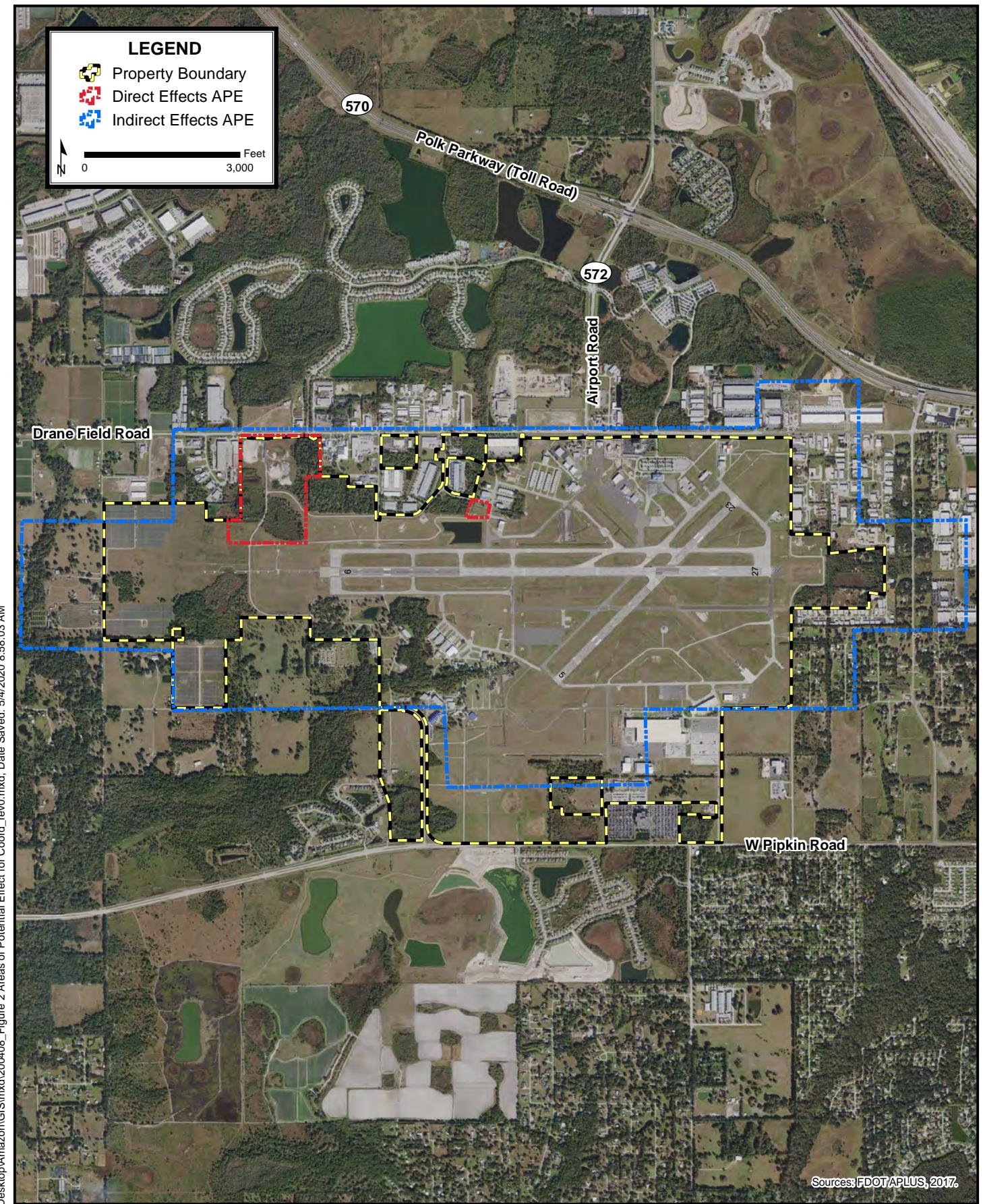
Enclosures (2)



**LAKELAND LINER
INTERNATIONAL AIRPORT**
 PHASE II AIR CARGO DEVELOPMENT

**PROPOSED PROJECT
AREA OF POTENTIAL EFFECT-
DIRECT EFFECTS**

FIGURE
1



LAKELAND LINDER
INTERNATIONAL AIRPORT
PHASE II AIR CARGO DEVELOPMENT

AREAS OF POTENTIAL EFFECT

FIGURE
2

From: Green, Peter M (FAA) <peter.m.green@faa.gov>

Sent: Monday, June 08, 2020 7:34 AM

To: 'Conrad, Gene' <Gene.Conrad@lakelandgov.net>; Sanford, Paul <paul.sanford@ecom.com>

Subject: [EXTERNAL] FW: FAA- Phase II Air Cargo Development Project, Lakeland-Linder International Airport, Polk County, Florida

Importance: High

Gene / Paul,

The Seminole Tribe of Florida agrees with the Area of Potential Effect for historic resources, provided that the APE contains the areas for construction staging, storage, and borrow material. Please confirm whether or not the APE includes these construction-related items.

Regards,

Peter

From: Bradley Mueller <bradley.mueller@semtribe.com>

Sent: Friday, June 05, 2020 1:44 PM

To: Green, Peter M (FAA) <peter.m.green@faa.gov>

Subject: FAA- Phase II Air Cargo Development Project, Lakeland-Linder International Airport, Polk County, Florida

SEMINOLE TRIBE OF FLORIDA
TRIBAL HISTORIC PRESERVATION OFFICE

TRIBAL HISTORIC
PRESERVATION OFFICE
SEMINOLE TRIBE OF FLORIDA
30290 JOSIE BILLIE HIGHWAY
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CLEWISTON, FL 33440
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THPO WEBSITE: [WWW.STOFTHPO.COM](http://www.stofthpo.com)



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TREASURER

June 5, 2020

Peter M. Green, AICP
Environmental Protection Specialist
FAA Orlando District Airport Districts Office
8427 South Park Circle, Suite 524
Orlando, FL 32891
Phone: 407-487-7296
Email: peter.m.green@faa.gov

Subject: FAA- Phase II Air Cargo Development Project, Lakeland-Linder International Airport, Polk County, Florida

THPO Compliance Tracking Number: 0032438

Dear Mr. Green,

Thank you for contacting the Seminole Tribe of Florida – Tribal Historic Preservation Office (STOF-THPO) Compliance Section regarding the Phase II Air Cargo Development Project, Lakeland-Linder International Airport, Polk County, Florida. The proposed undertaking does fall within the STOF Area of Interest. We have reviewed the documents you provided and agree with your APE determinations provided that the APE for direct effects also incorporates all temporary staging or equipment storage areas, and any borrow locations or fill material will be needed. We would like to continue to consult with the FAA on this as the project proceeds. Please keep us updated and feel free to contact us with any questions or concerns.

Respectfully,

Bradley M. Mueller

Bradley M. Mueller, MA, Compliance Specialist
STOF-THPO, Compliance Review Section
30290 Josie Billie Hwy, PMB 1004
Clewiston, FL 33440

Office: 863-983-6549 ext 12245

Fax: 863-902-1117

Email: bradley.mueller@semtribe.com

Web: www.stofthpo.com

Green, Peter M (FAA)

From: Green, Peter M (FAA)
Sent: Tuesday, June 23, 2020 7:57 AM
To: Section106
Subject: RE: Section 106 Consultation - Air Cargo Facility Expansion Lakeland-Linder Intl Airport

Hello Robin,

Thank you for your response. We will provide copies of the Cultural Resource Assessment and the Environmental Assessment for the Muscogee (Creek) Nation's review and comment. We anticipate sending you the Cultural Resource Assessment in July and the Draft EA in September 2020.

Best regards,

Peter

From: Section106 <Section106@mcn-nsn.gov>
Sent: Monday, June 22, 2020 4:13 PM
To: Green, Peter M (FAA) <peter.m.green@faa.gov>
Subject: Re: Section 106 Consultation - Air Cargo Facility Expansion Lakeland-Linder Intl Airport

Good afternoon Mr. Green,

Thank you for sending the correspondence regarding the proposed air cargo facility expansion at Lakeland-Linder International Airport located in Polk County, Florida. Polk County is located within the Muscogee (Creek) Nation's historic area of interest and is of importance to us. Before the Muscogee Nation can comment of the possibility of this undertaking affecting any Cultural Resources, the Muscogee Nation requests the finalized EA mentioned within the correspondence. I will provide a response/comment upon receipt of the EA. Please feel free to contact me if there are any questions or concerns.

Thank you,

Robin Soweka Jr.

Historic and Cultural Preservation Department | Cultural Resource Specialist
Muscogee (Creek) Nation
P.O. Box 580 | Okmulgee, OK 74447
T 918.732.7726
F 918.758.0649
<http://www.muscogeenation-nsn.gov/>

From: Green, Peter M (FAA) <peter.m.green@faa.gov>
Sent: Wednesday, May 6, 2020 6:37 PM
To: Section106 <Section106@mcn-nsn.gov>
Subject: Section 106 Consultation - Air Cargo Facility Expansion Lakeland-Linder Intl Airport

Dear Ms. Loe-Zepeda,

An air cargo services provider has proposed the expansion of an existing air cargo facility at the Lakeland-Linder international Airport. Federal Aviation Administration actions associated with the proposed project require consultation under Section 106 of the National Historic Preservation Act. FAA appreciates your review of the project and letting us know if the Muscogee (Creek) Nation has an interest in the project area and would like to participate in the Section 106 consultation process.

Regards,

Peter Green

Peter M. Green, AICP
Environmental Protection Specialist
Orlando Airports District Office
Federal Aviation Administration
8427 SouthPark Circle
Orlando, Florida 32819
407-487-7296
peter.m.green@faa.gov



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

October 20, 2020

[Via email: THPOCompliance@semtribe.com]

Mr. Bradley Mueller, MA
Compliance Specialist
Tribal Historic Preservation Office
Seminole Tribe of Florida
30290 Josie Billie Highway, PMB 1004
Clewiston, Florida 33440

RE: Determination of Effect
Phase II Air Cargo Development
Lakeland-Linder International Airport (Polk County, Florida)

Dear Mr. Mueller,

As part of the Federal Aviation Administration's (FAA's) Section 106 review, and pursuant to 36 CFR §800.4, the FAA has undertaken identification efforts for the Phase 2 Air Cargo Development project at the Lakeland-Linder International Airport (LAL). Based on the results of these efforts the FAA has determined a finding of no effect is appropriate for this undertaking.

Proposed Undertaking and Area of Potential Effect

As described in our letter dated May 6, 2020, the City of Lakeland requested approval from the FAA to expand an air cargo facility at LAL. The existing facility and the proposed Phase II expansion will be operated as an air cargo sorting and distribution facility. The facility expansion project includes the construction of additional warehouse space, office space, aircraft parking apron, truck courts, vehicle parking spaces, and support buildings. The Area of Potential Effects (APE) described in the letter as having two components: 1) areas where ground disturbance and construction activities would occur and 2) a broader area likely to be exposed, and newly exposed, to aircraft noise levels of Day-Night Average Sound Level (DNL) 65 and higher. The APE includes all construction staging and storage areas.

Identification Efforts

A review of available literature, maps, and information was conducted to identify recorded resources and understand the history and environment of land within the APE. This research was followed by a pedestrian surface inspection and a subsurface survey (shovel testing) to

identify potentially significant archaeological, cultural, and historical resources within direct effects portion of the APE. The effort also identified any structures over 50 years in age within the indirect effects portion of the APE. For your review, the results of the research and surveys are contained in the Phase IB Cultural Resource Assessment Survey¹ report enclosed with this letter.

Historic Properties in the APE

A majority of the Direct Effects portion of the APE is comprised of previously disturbed land associated with the airfield and land routinely used for construction staging. The Direct Effects APE also includes several large wetlands. Shovel tests showed no observable natural soil stratigraphy as past development and activities have greatly impacted the area. No historic cultural materials were recovered from the shovel tests.

No resources within the APE are listed in the National Register of Historic Places. Resources within the APE which were, or may have been, built 50 or more years ago were located, researched, and assessed. Eleven resource groups located on- and off-airport were identified for evaluation. The structures were evaluated against National Register eligibility criteria. The evaluation indicated that the Aaron E. and Maude Morgan House and the English Family House are each potentially eligible for listing for listing in the National Register under Criterion C. Neither of these properties would be affected by project construction. Additionally, the properties are well outside of existing and future DNL 65 airport noise contours and are distant from the airport viewshed. Based on the results of surveys, no further archaeological work was recommended. No historic properties would be affected by the Proposed Project.

Finding of Effect

Based on the results of the studies and an assessment of effects on historic properties, the FAA has determined that this undertaking will have no effect on historic properties. Please review this finding and the enclosed documentation and provide either your concurrence or non-concurrence within 30 days.

If you have questions or concerns regarding this finding or the sufficiency of documentation, please contact me at (407) 487-7296 or via email at peter.m.green@faa.gov.

Respectfully,



Peter M. Green, AICP
Environmental Protection Specialist

Enclosure

¹ Phase IB Cultural Resources Assessment Survey for Phase II Air Cargo Facility Development at Lakeland Linder International Airport (LAL). AECOM. September 2020.

From: [Green, Peter M \(FAA\)](#)
To: [Section106](#)
Subject: RE: Section 106 Consultation - Air Cargo Facility Expansion Lakeland-Linder Intl Airport (1 of 2)
Date: Tuesday, April 27, 2021 9:10:00 AM
Attachments: [Lakeland Airport Air Cargo Phase 2 CRAS 9-29-2020 \(1 of2\).pdf](#)

Good morning Mr. Soweka,

The Draft Environmental Assessment for the proposed expansion of an air cargo facility at the Lakeland Linder International Airport is available for review. Below are links to download the Draft Environmental Assessment and its appendix. If you have any difficulty downloading the document, please let me know.

FTP Link to Download Draft EA: <https://we.tl/t-oSx8INBHai>

Link to Download Draft EA from Airport's Website: <https://www.flylakeland.com/airport-projects>

I am also providing a copy of the Cultural Resource Assessment report because the location of previously recorded archeological sites is not shown in the CRAS contained in the Draft EA's appendix. Due to the size of the PDF file, the front section of the CRAS is attached to this email and the report's appendix will be provided in a separate email.

Let us know if you have any questions or would like to discuss the project during your review. We ask that you provide any comments within 30 days of the date of this email.

Respectfully,

Peter Green

From: Section106 <Section106@mcn-nsn.gov>
Sent: Monday, June 22, 2020 4:13 PM
To: Green, Peter M (FAA) <peter.m.green@faa.gov>
Subject: Re: Section 106 Consultation - Air Cargo Facility Expansion Lakeland-Linder Intl Airport

Good afternoon Mr. Green,

Thank you for sending the correspondence regarding the proposed air cargo facility expansion at Lakeland-Linder International Airport located in Polk County, Florida. Polk County is located within the Muscogee (Creek) Nation's historic area of interest and is of importance to us. Before the Muscogee Nation can comment on the possibility of this undertaking affecting any Cultural Resources, the Muscogee Nation requests the finalized EA mentioned within the correspondence. I will provide a response/comment upon receipt of the EA. Please feel free to contact me if there are any questions or concerns.

Thank you,

Robin Soweka Jr.

Historic and Cultural Preservation Department | Cultural Resource Specialist

Muscogee (Creek) Nation

P.O. Box 580 | Okmulgee, OK 74447

T 918.732.7726

F 918.758.0649

<http://www.muscogeenation-nsn.gov/>

From: Green, Peter M (FAA) <peter.m.green@faa.gov>

Sent: Wednesday, May 6, 2020 6:37 PM

To: Section106 <Section106@mcn-nsn.gov>

Subject: Section 106 Consultation - Air Cargo Facility Expansion Lakeland-Linder Intl Airport

Dear Ms. Loe-Zepeda,

An air cargo services provider has proposed the expansion of an existing air cargo facility at the Lakeland-Linder international Airport. Federal Aviation Administration actions associated with the proposed project require consultation under Section 106 of the National Historic Preservation Act. FAA appreciates your review of the project and letting us know if the Muscogee (Creek) Nation has an interest in the project area and would like to participate in the Section 106 consultation process.

Regards,

Peter Green

Peter M. Green, AICP

Environmental Protection Specialist
Orlando Airports District Office
Federal Aviation Administration
8427 SouthPark Circle
Orlando, Florida 32819
407-487-7296
peter.m.green@faa.gov

From: [Green, Peter M \(FAA\)](#)
To: THPOCompliance@semtribe.com; [Bradley Mueller](#)
Subject: FAA - Phase II Air Cargo Development - Lakeland Linder Intl Airport, Polk County
Date: Tuesday, April 27, 2021 9:29:00 AM

Mr. Mueller,

[THPO Compliance Tracking Number 0032438]

The Draft Environmental Assessment for the proposed expansion of an air cargo facility at the Lakeland Linder International Airport is available for review. Below are links to download the Draft Environmental Assessment and its appendix. If you have any difficulty downloading the document, please let me know.

FTP Link to Download Draft EA: <https://we.tl/t-oSx8INBHai>

Link to Download Draft EA from Airport's Website: <https://www.flylakeland.com/airport-projects>

Please note that the location of previously recorded archeological sites is not shown in the Cultural Resource Assessment Survey report contained in the Draft EA's appendix. The copy of the CRAS provided to your office via email on October 10, 2020 contains a complete copy of the report.

Let us know if you have any questions or would like to discuss the project during your review. We ask that you provide any comments within 30 days of the date of this email.

Respectfully,

Peter Green

Peter M. Green, AICP
Environmental Protection Specialist
Orlando Airports District Office
Federal Aviation Administration
8427 SouthPark Circle
Orlando, Florida 32819
407-487-7296
peter.m.green@faa.gov

Green, Peter M (FAA)

From: Danielle Simon <daniellesimon@semtribe.com>
Sent: Tuesday, May 18, 2021 9:02 AM
To: Green, Peter M (FAA)
Cc: THPO Compliance
Subject: RE: FAA - Phase II Air Cargo Development - Lakeland Linder Intl Airport, Polk County

**SEMINOLE TRIBE OF FLORIDA
TRIBAL HISTORIC PRESERVATION OFFICE**

TRIBAL HISTORIC
PRESERVATION OFFICE

SEMINOLE TRIBE OF FLORIDA

30290 JOSIE BILLIE HIGHWAY
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THPO PHONE: (863) 983-6549
FAX: (863) 902-1117

THPO WEBSITE: WWW.STOFTHPO.COM



TRIBAL OFFICERS

MARCELLUS W. OSCEOLA JR.
CHAIRMAN

MITCHELL CYPRESS
VICE CHAIRMAN

LAVONNE ROSE
SECRETARY

PETER A. HAHN
TREASURER

May 18, 2021

Peter M. Green, AICP
Environmental Protection Specialist
Orlando Airports District Office
Federal Aviation Administration
8427 SouthPark Circle
Orlando, Florida 32819

Subject: Phase II Air Cargo Development, Lakeland-Linder International Airport, Polk County
THPO Compliance Tracking Number: 0032438

In order to expedite the THPO review process:

1. Please correspond via email and provide documents as attachments,
2. Please send all emails to THPOCompliance@semtribe.com,
3. Please reference the THPO Compliance Tracking Number if one has been assigned.

Dear Mr. Green,

Thank you for contacting the Seminole Tribe of Florida – Tribal Historic Preservation Office (STOF-THPO) Compliance Section regarding the *Phase II Air Cargo Development, Lakeland-Linder International Airport, Polk County*.

The proposed undertaking does fall within the STOF Area of Interest. We have reviewed the documents that you provided and completed our assessment pursuant to Section 106 of the National Historic Preservation Act (16 USC 470) as amended and its implementing regulations (36 CFR 800). We have no objections or other comments at this time, provided our office is notified if any archaeological,

historical, or burial resources are inadvertently discovered during project implementation. Please feel free to contact us with any questions or concerns.

Respectfully,
Danielle A. Simon, MA, RPA
Compliance Review Specialist
STOF-THPO, Compliance Review Section
30290 Josie Billie Hwy, PMB 1004
Clewiston, FL 33440
Email: daniellesimon@semtribe.com

From: Green, Peter M (FAA) <peter.m.green@faa.gov>

Sent: Tuesday, April 27, 2021 9:30 AM

To: THPO Compliance <THPOCompliance@semtribe.com>; Bradley Mueller <bradleymueller@semtribe.com>

Subject: FAA - Phase II Air Cargo Development - Lakeland Linder Intl Airport, Polk County

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Mueller,

[THPO Compliance Tracking Number 0032438]

The Draft Environmental Assessment for the proposed expansion of an air cargo facility at the Lakeland Linder International Airport is available for review. Below are links to download the Draft Environmental Assessment and its appendix. If you have any difficulty downloading the document, please let me know.

FTP Link to Download Draft EA: <https://we.tl/t-oSx8INBHai>

Link to Download Draft EA from Airport's Website: <https://www.flylakeland.com/airport-projects>

Please note that the location of previously recorded archeological sites is not shown in the Cultural Resource Assessment Survey report contained in the Draft EA's appendix. The copy of the CRAS provided to your office via email on October 10, 2020 contains a complete copy of the report.

Let us know if you have any questions or would like to discuss the project during your review. We ask that you provide any comments within 30 days of the date of this email.

Respectfully,

Peter Green

Peter M. Green, AICP
Environmental Protection Specialist
Orlando Airports District Office
Federal Aviation Administration
8427 SouthPark Circle
Orlando, Florida 32819
407-487-7296
peter.m.green@faa.gov

Green, Peter M (FAA)

From: Section106 <Section106@muscogeenation.com>
Sent: Tuesday, June 08, 2021 4:42 PM
To: Green, Peter M (FAA)
Subject: Re: Section 106 Consultation - Air Cargo Facility Expansion Lakeland-Linder Intl Airport
(1 of 2)

Good afternoon Mr. Green,

Thank you for providing the additional materials for the proposed Air Cargo Facility Expansion project located at the Lakeland-Linder International Airport in Polk County, Florida. Polk County is located within the Muscogee Nation's historic area of interest and is of importance to us. After review of the additional materials, the Muscogee Nation concurs that there should be **no effects to any known historic properties**. However, due to the historic presence of Muscogee people in the project area, inadvertent discoveries of cultural resources, human remains and related NAGPRA items may occur, even in areas of existing or prior development. Should this occur, the Muscogee (Creek) Nation requests that all work cease and our office as well as other appropriate agencies be notified immediately. Please feel free to contact me if there are any questions or concerns.

Thank you,

Robin Soweka, Jr.
Cultural Resource Specialist, Historic and Cultural Preservation Department
The Muscogee Nation
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