

**This Correspondence sent to CRM@intenvsol.com on 01-29-2019**

**TEXAS HISTORICAL COMMISSION**  
*real places telling real stories*

Re: Project Review under Section 106 of the National Historic Preservation Act and/or the Antiquities Code of Texas

**201904329**

West Cargo Demolition Project

N/A

Grapevine, TX

Dear Integrated Environmental Solutions, LLC:

Thank you for your submittal regarding the above-referenced project. This response represents the comments of the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC), pursuant to review under Section 106 of the National Historic Preservation Act.

The review staff led by Arlo McKee and Justin Kockritz has completed its review and has made the following determinations based on the information submitted for review:

**Above-Ground Resources**

- THC/SHPO concurs with information provided .
- No historic properties are present or affected by the project as proposed. However, if historic properties are discovered or unanticipated effects on historic properties are found, work should cease in the immediate area; work can continue where no historic properties are present. Please contact the THC's History Programs Division at 512-463-5853 to consult on further actions that may be necessary to protect historic properties.

**Archeology Comments**

- No historic properties present or affected. However, if buried cultural materials are encountered during construction or disturbance activities, work should cease in the immediate area; work can continue where no cultural materials are present. Please contact the THC's Archeology Division at 512-463-6096 to consult on further actions that may be necessary to protect the cultural remains.
- THC/SHPO concurs with information provided

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this review process, and for your efforts to preserve the irreplaceable heritage of Texas. If you have any questions concerning our review or if we can be of further assistance, please email the following reviewers: [Arlo.McKee@thc.texas.gov](mailto:Arlo.McKee@thc.texas.gov), [justin.kockritz@thc.texas.gov](mailto:justin.kockritz@thc.texas.gov).

Sincerely,

For Mark Wolfe, State Historic Preservation Officer  
Executive Director, Texas Historical Commission

**Please do not respond to this email.**



13 December 2018

Mr. Mark Wolfe  
Texas Historical Commission  
1511 Colorado Street  
Austin, TX 78701

RE: Cultural Resources Desktop Analysis for the West Cargo Demolition Project #1, City of Grapevine, Dallas County, Texas

## **INTRODUCTION**

Integrated Environmental Solutions, LLC (IES) has been contracted by the Dallas/Fort Worth International Airport (DFW) to provide coordination with the Texas Historical Commission (THC) for the proposed West Cargo Demolition Project #1 on DFW property. The proposed project area or Area of Potential Effects (APE) is located at the southeast corner of the intersection of W. Airfield Drive and W. 19<sup>th</sup> Street in Tarrant County, Texas (**Attachment A, Figure 1**). The APE is comprised of a direct and indirect APE. DFW is presently seeking approval from the Federal Aviation Administration (FAA) to modify the Airport Layout Plan (ALP) to reflect permanent improvements and is performing the necessary environmental review to support the ALP modification. Since the ALP modification is a federal action, the FAA will review the 17.7-acre area in accordance with the National Environmental Policy Act of 1969 (NEPA). Thus, coordination with the State Historic Preservation Officer (SHPO), represented by the THC, is necessary to comply with the National Historic Preservation Act (NHPA) of 1966 and the Antiquities Code of Texas (ACT). Therefore, we are requesting a review of the project to determine SHPO recommendations to proceed.

## **PERTINENT REGULATIONS**

### *Section 106 of the National Historical Preservation Act (NHPA)*

The NHPA (54 U.S. Code [USC] 300101), specifically Section 106 of the NHPA (54 USC 306108) requires the SHPO, represented by the THC, to administer and coordinate historic preservation activities, and to review and comment on all actions licensed by the federal government that will have an effect on properties listed in the NRHP, or eligible for such listing. Per 36 Code of Federal Regulations (CFR) Part 800, the federal agency responsible for overseeing the action must make a reasonable and good faith effort to identify cultural resources. Federal actions include, but are not limited to, construction, rehabilitation, repair projects, demolition, licenses, permits, loans, loan guarantees, grants, and federal property transfers.

### *Antiquities Code of Texas (ACT)*

As the DFW is a political subdivision of the State of Texas, it is required to comply with the ACT. The ACT was passed in 1969 and requires state agencies and political subdivisions of the state (i.e., cities, counties, river authorities, municipal utility districts, school districts, etc.) to notify the THC of ground-disturbing activities on public land that have the potential to impact archeological sites. Advance project review and coordination by the THC is required only for undertakings with more than 5 acres or 5,000 cubic yards of ground disturbance. However, if the activity occurs inside a designated historic district, affects a recorded archeological site, or requires onsite investigations the project will need to be reviewed by the THC regardless of project size.

## **AREA OF POTENTIAL EFFECTS**

The direct APE for the proposed project encompasses approximately 17.7 acres located at the southeast corner of W. Airfield Drive and W. 19<sup>th</sup> Street (**Attachment A, Figure 1**). Current plans call for the demolition of five buildings for the purpose of future redevelopment. As the project will require approval from the FAA, an assessment of indirect effects is required to comply with the NHPA. For this project, it was anticipated that the sole indirect effect of the undertaking would be related to the visual effects of above-ground elements associated with the demolition of existing buildings and future construction of new airport facilities. To account for these above-ground elements, the indirect effects assessment area will assess a 300-foot buffer surrounding the APE.

Integrated Environmental Solutions, LLC. | 610 Elm Street, Suite 300  
McKinney, Texas 75069 | [www.intenvsol.com](http://www.intenvsol.com)

**Telephone: 972.562.7672**

## **METHODOLOGY**

### *Background Research*

During the background review, a variety of literature and online sources were referenced to determine if potential cultural resources were located within the APE. These sources included the *Soil Survey of Tarrant County, Texas*, the Geologic Atlas of Texas (Dallas Sheet), the U.S. Geological Survey (USGS) topographic map, the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) digital soil database for Tarrant County, the National Archives and Records Administration's 1940 Census Enumeration District Maps, the Texas Historic Overlay, Potential Archeological Liability Map (PALM) of Tarrant County, records from Vought Heritage, and both past and current aerial photography of the proposed APE. Additionally, a file search of the Texas Archeological Site Atlas (TASA) and Texas Historical Sites Atlas (THSA) were performed to identify if archeological sites or any previously designated or identified historic properties were within the APE, including: NRHP properties, State Archeological Landmarks (SAL), and Official Texas Historical Markers (OTHM), which includes Recorded Texas Historic Landmarks (RTHL), historic cemetery markers, thematic markers, and 1936 Centennial Markers. This review was performed by Anne Gibson on 20 November 2018.

All photographs used within the desktop analysis were taken by IES staff during a reconnaissance architectural survey. This survey was performed 06 November 2018. No archeological field assessments have been conducted as part of this project. IES archeologists used the photographs to assist in determining potential effects to archeological resources and if an archeological survey would be required.

### *National Register Evaluation Criteria*

The assessment of significance of a cultural resource property is based on federal guidelines and regulations. The criteria for evaluating properties for inclusion in the NRHP are codified under the authority of the NHPA, as amended (36 CFR Part 60.4 [a–d]), and the Advisory Council on Historic Preservation has set forth guidelines to use in determining site eligibility. Federal regulations indicate that “[t]he term ‘eligible for inclusion in the National Register’ includes both properties formally determined as such by the Secretary of the Interior and all other properties that meet National Register listing criteria” (36 CFR §800.2[e]). Based on Advisory Council guidelines, any cultural resource that is included in or eligible for inclusion in the NRHP is a historic property.

Subsequent to the identification of relevant historical themes and related research questions, four criteria for eligibility are applied. The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, material, workmanship, feeling, and association and:

- Criterion A: that are associated with events that have made a significant contribution to the broad patterns of our history; or
- Criterion B: that are association with the lives of persons significant in our past; or
- Criterion C: that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- Criterion D: that have yielded, or may be likely to yield, information important in prehistory or history [36 CFR Part 60.4(a–d)].

The principal objective is to determine whether a cultural resource possesses the potential to contribute to one or more of the above-defined criteria. Adequate information regarding site function, context, and chronological placement from both archeological and, if appropriate, historical perspectives is essential for cultural resources investigations. Because research questions vary as a result of geography, temporal period, and project design, determination of site context and chronological placement of cultural resources is a particularly important objective during the inventory and evaluation processes. Criterion D is generally associated with prehistoric, but also historic-era, archeological sites. Criteria A, B, and C typically reflect association with historic-era resources, rarely with prehistoric sites. Above ground non-archeological resources less than 50 years in age can be evaluated for NRHP eligibility under Criteria Consideration G. As the NRHP Criteria Evaluation exclude properties that are 50 years or less unless they are of exceptional importance, Criteria Consideration G allows for NRHP eligibility if the cultural resource has achieved exceptional importance on the local, state, or national level within the last 50 years.

## **BACKGROUND REVIEW**

### *Topographic Setting Geology, and Soils*

The USGS Grapevine 7.5' Quadrangle map illustrates the APE is located within a gently sloping upland setting (**Attachment A, Figure 2**). The APE is situated approximately 0.6-mile northeast of the watershed of Big Bear Creek. The project area occupies an elevation range of 610 to 620 feet (ft; 186 to 189 meters [m]) above modern sea level (amsl).

As shown by the *Soil Survey of Tarrant County, Texas*, there is only a single soil unit within the APE (Ressel 1981). The entire APE contains Houston Black-Urban land complex, 1 to 4 percent slopes, which consists of clay weathered from calcareous shale of the Taylor Marl and Eagleford Shale formations. These soils are typically located in upland settings within the Northern Blackland Prairie and are moderately well drained. Soil data was viewed from the USDA NRCS Web Soil Survey (Web Soil Survey 2018; **Attachment A, Figure 3**).

The APE is located within the Northern Blackland Prairie of the Texas Blackland Prairie ecoregion. This area is distinguished from surrounding regions by the gently rolling hills and fine-textured, black clayey soils with predominant prairie vegetation (Griffith et al. 2007). Vertisols dominate the Blackland Prairie ecoregion and consist of high content clay that has great shrinking and swelling potential. Soils in this area are underlain by the Eagle Ford Formation (Kef), which is comprised of shale, sandstone, and limestone dating to the Cretaceous (McGowen et al. 1987; USGS 2018).

#### *Texas Archeological Sites Atlas Review*

A file search within the TASA and THSA maintained by the THC identified no previously recorded archeological sites, National Register Properties, historical markers, or cemeteries located within the APE (TASA 2018; THSA 2018). The TASA records did identify six previously conducted archeological surveys and three previously recorded archeological sites located within 1 mile of the APE, which are summarized in **Table 1** and **Table 2**, respectively (**Attachment A, Figure 4**).

**Table 1: Recorded Archeological Surveys within 1 Mile of the APE**

Agency	ACT* Permit No.	Firm/Institution	Date	Survey Type	Location (Approximate)
No data	n/a	No data	1991	Area	0.26 mile southwest of APE
Texas Department of Transportation (TxDOT)	3561	Geo-Marine, Inc.	2004	Area	0.04 mile northwest of APE
DFW, FAA	4491	AR Consultants, Inc. (ARC)	2008	Linear	0.86 mile southwest of APE
DFW	7373	IES	2015	Area	0.40 mile northwest of APE
DFW	8215	IES	2018	Area	0.92 mile southwest of APE
DFW	8392	IES	2018	Area	0.24 mile west of APE

\*ACT=Antiquities Code of Texas

**Table 2: Previously Recorded Archeological Sites within 1 Mile of the APE**

Site	Time Period	Site Type	Cultural Materials	Topographic Setting	Reference
41TR126	Prehistoric; Historic	Lithic scatter; Farmstead	Lithic debitage, projectile point; nails, window glass, ceramics, bottle glass, brick fragments; well feature	Upland	Goodmaster 2017
41TR216	Historic	Surface scatter	Bottle glass, metal fragments, bed springs, pocket knife, whiteware	Upland	Trask 2007
41TR315	Historic	Historic artifact scatter	clear bottle glass, ceramics, 78-rpm record fragments, and brick fragments	Upland	Stone, Goodmaster, Chapman, Gibson 2018

#### *Direct APE Archeological Resource Potential*

##### Disturbance Analysis

Prior to the construction of DFW in the early 1970s, the APE was used for agricultural and ranching purposes. Since 1972, significant ground disturbances have transpired throughout the APE related to large-scale surface grading, contouring, and development of DFW facilities. As depicted within aerial photography, once the airport construction began, ground disturbances associated with large-scale grading occurred throughout the APE. In 1972, five buildings were constructed within the APE. The ground surrounding these buildings was paved over for parking, cargo loading, and maintenance areas. Only a few areas along the northern and western boundaries were kept as medians with maintained landscaping.

##### Prehistoric Resources

Data presented within the PALM for Tarrant County indicates that the entire APE featured a negligible potential for both shallow and deeply-buried cultural deposits with reasonable contextual integrity. Similar conclusions were reported in 2007 and 2008 by AR Consultants, Inc. (ARC), who conducted intensive pedestrian surveys of 1,210 acres on the DFW property under Texas Antiquities Permit Number 4491. These results were published in the report *An Archaeological Survey for Chesapeake Energy Corporation at DFW International Airport Dallas and Tarrant Counties, Texas*. Through this study, three environmental zones were identified within the DFW that contain varying amounts of cultural resources probability. The current APE will have ground disturbances within Zone 1 (**Attachment A, Figure 5**).

Zone 1 is comprised of the Blackland Prairie Uplands ecoregion, which consists of mostly level clay or clay loam soils over a thin layer of limestone bedrock. Water permeates very slowly to the water table causing slow surface runoff and high shrink and swell potential. This setting has a low biotic diversity and is dominated by short grasses. Due to the limited resources available within the area, it has a low probability for containing prehistoric sites (Shelton et al. 2008). The THC reviewed and concurred with these conclusions.

Based on previous research, in combination with the current analysis, it has been determined the APE contains a negligible potential for containing prehistoric cultural deposits.

#### Historic-Period Resources

Historic-period resources within North-Central Texas are primarily related to farmsteads, houses, and associated outbuildings and structures that date from the mid-19<sup>th</sup> to the mid-20<sup>th</sup> centuries. Typically, these types of resources are located along old roadways, but can be located along railroads, creeks, and open pastures. Although determining the presence of the earliest of these buildings and structures is problematic, maps depicting these features are widely available post-1920.

Historical aerial photography and maps identified several historic-age roads and a historic-aged structure were once located within the APE. The structure was associated with a farmstead, which is depicted as early as 1920 in a USDA soils map. A 1942 aerial photograph shows the farmstead was located along the northern boundary of the APE. By 1946, all structures associated with the farmstead had been demolished. Between 1970 and 1979, the construction of the current buildings and surrounding pavement destroyed any identifiable footprints of these historic-age features. As such, the APE is considered to have negligible potential for containing historic-period cultural resources.

### RESULTS

#### *Archeological Resources*

Through the background review and review of photographs taken during the architectural survey, IES determined that the APE was significantly disturbed and contained no potential for archeological resources and would not require an archeological survey to be performed prior to construction.

#### *Architectural Resources*






##### Direct APE

An architectural survey of the APE was performed 06 November 2018 to identify potentially significant architectural resources. During this survey, five buildings were identified within the direct APE (**Table 3; Attachment A, Figure 6**). Research of these buildings indicate each were constructed in 1972 during the original build phase of the airport. Although these buildings were not of historic age at the time of survey, each building was evaluated for significance under NRHP Criteria Consideration G per DFW's request to assess architectural resources of at least 45 years of age. During the architectural survey, photographs were taken of the exterior and interior of each building.

The largest of these recorded buildings was the Evergreen facility, which is located in the eastern part of the APE at 1530 W. 19<sup>th</sup> Street (**Attachment B, Photographs 1 through 22**). The Evergreen facility features offices, warehouse storage, and loading docks used by various air freight companies for cargo transportation. The building was constructed in the Modern style, which emphasized function over aesthetic embellishment. The facility is comprised of a flat roof, reinforced concrete slab exterior walls supported by steel beam framing, and a concrete foundation. The main entrance on the north wall of the building features three walls of glass paneling. The interior contains exposed metal beam roof supports and columns in the storage areas, second story cat walks, concrete block dividing walls, and insulated rooms (ceiling tiles, sheet rock walls, glass windows, wooden doors) for offices and common areas. Based on research, it was determined that the Evergreen facility is not of historic age, nor has it achieved exceptional importance since its construction and does not qualify for NHRP listing under Criteria Consideration G.

The west half of the APE features a row of four identical warehouses (**Attachment B, Photographs 23 and 24**), known as Building A (**Attachment A, Photographs 25 through 31**), Building B (**Attachment B, Photographs 32 through 46**), Building C (**Attachment B, Photographs 47 through 61**), and Building D (**Attachment B, Photographs 62 through 69**). The Modern style buildings feature flat roofs, reinforced concrete exterior walls, concrete block or sheet rock interior walls, steel beam framing, and concrete flooring. Each building contains warehouse and enclosed office space. A portion of Building C is currently being leased by an airport limousine service provider for maintenance and office space. In Building D, a portion of the space is used by a bussing contractor for DFW. Based the age of the buildings and general lack of significance in the history of DFW, Buildings A, B, C, and D are not eligible for NRHP listing under Criteria Consideration G.

**Table 3: Architectural Resources within the Direct APE**


Property Name	Property Location/Address	Construction Date/ Architectural Elements	Photograph of Resource
Evergreen Facility	1530 W. 19 <sup>th</sup> Street	1972 Modern style, two-story building constructed of steel beam framing with concrete block and concrete slab walls. The front entrance features a series of large glass windows. The building contains numerous cargo-holds and loading docks.	
Building A	1900 W. Airfield Drive	1972 Modern style, two-story building constructed of steel beam framing with concrete block and concrete slab walls. The building features offices, storage, maintenance areas, and loading docks.	
Building B	1910 W. Airfield Drive	1972 Modern style, two-story building constructed of steel beam framing with concrete block and concrete slab walls. The building features offices, storage or maintenance areas, and loading docks.	
Building C	1920 W. Airfield Drive	1972 Modern style, two-story building constructed of steel beam framing with concrete block and concrete slab walls. The building features offices, storage or maintenance areas, and loading docks.	
Building D	1930 W. Airfield Drive	1972 Modern style, two-story building constructed of steel beam framing with concrete block and concrete slab walls. The building features offices, storage or maintenance areas, and loading docks.	

### Indirect APE

As the project will require approval from the FAA, an assessment of indirect effects was required to comply with the NHPA. The sole potential indirect effect of the undertaking was determined to be related to visual effects associated with the demolition of multiple buildings and redevelopment of the area. To account for potential visual impacts associated with these above-ground elements, indirect impacts were considered within the direct APE footprint and within a 300-foot radius surrounding the direct APE. Thus, any standing structure or building 45 years or older within the direct and indirect APE was photographed and assessed for potential NRHP eligibility (see **Attachment A, Figure 1**).

Historical aerial photography indicates the indirect APE is located within a built and disturbed environment. Presently, most of the indirect APE occupies roadways, parking lots, and modern airport facilities. Through the reconnaissance survey of the indirect APE, it was determined that no historic-age resources were present. However, one resource was identified that was 45 years in age and was evaluated for NRHP eligibility under Criteria Consideration G (**Table 4**).

**Table 4:** Architectural Resources within the Indirect APE

Property Name	Property Location/Address	Construction Date/ Architectural Elements	Photograph of Resource
American Airlines West Supply Warehouse	1630 W. 19 <sup>th</sup> Street	1972 Modern style, two-story building constructed of steel beam framing with concrete slab walls. The building features offices, storage, and loading docks.	

The American Airlines West Supply Warehouse was built in 1972 or 1973 as part of the original development of the airport. The Modern style two-story building features administrative offices, warehouse storage space, and numerous loading docks (**Attachment B, Photograph 70**). According to current and historic aerial photographs, the building appears to have been minimally altered since its initial construction. Because the building is not historic-period and lacks historical significance, the American Airlines West Supply Warehouse is ineligible for NRHP listing under Criteria Consideration G.

### **CONCLUSIONS**

The entire APE has been exposed to significant previous ground disturbances and contains negligible potential for containing prehistoric or historic-age archeological sites. There are five modern architectural elements that are 45 years in age (Evergreen facility and Buildings A, B, C, and D) within the direct APE and one resource (American Airlines West Supply Warehouse) in the indirect APE. IES does not consider any of these buildings to be eligible for the NRHP under Criteria Consideration G.

Therefore, DFW is requesting concurrence with the findings of this desktop analysis and the recommendation that no historic properties will be affected under 36 CFR Part 800.4(d)(1) within the current APE. It is the recommendation of IES that the SHPO concur with these findings and the undertaking be permitted to continue without the need for further cultural resources investigations. However, in the unlikely event that any prehistoric or historic features or deposits are encountered during construction, work should cease in that area immediately and the THC should be contacted for further consultation.

If you have questions, please contact me by phone at (972) 562-7672 or via email at [kstone@intenvsol.com](mailto:kstone@intenvsol.com).

Sincerely,

Integrated Environmental Solutions, LLC



Kevin Stone, MA, RPA  
Cultural Resources Principal Investigator

## REFERENCES

- Griffith, Glenn, Sandy Bryce, James Omernik, and Anne Rogers  
2007     Ecoregions of Texas. Texas Commission on Environmental Quality.
- McGowen, J.H., C.V. Proctor, W.T. Haenggi, D.F. Reaser, and V.E. Barnes  
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- Shelton, Rebecca, Cody S. Davis, and S. Alan Skinner  
2008     *An Archaeological Survey for Chesapeake Energy Corporation at DFW International Airport Dallas and Tarrant Counties, Texas.* AR Consultants, Dallas.
- Texas Archeological Sites Atlas (TASA)  
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          <http://nueces.thc.state.tx.us/> (accessed November 2018).
- Texas Historic Sites Atlas (THSA)  
2018     *Texas Historic Sites Atlas.* s.v. "Tarrant County"  
          <http://nueces.thc.state.tx.us/> (accessed November 2018).
- U.S. Geological Survey  
2018     U.S. Department of the Interior Mineral Resources On-Line Spatial Data Website.  
          <http://mrddata.usgs.gov/sgmc/tx.html> (accessed November 2018).
- Web Soil Survey  
2018     U.S. Department of Agriculture–National Resources Conservation Service Website,  
          <http://websoilsurvey.nrcs.usda.gov/app/HomePage.htm> (accessed November 2018).

**ATTACHMENT A**

**Figures**

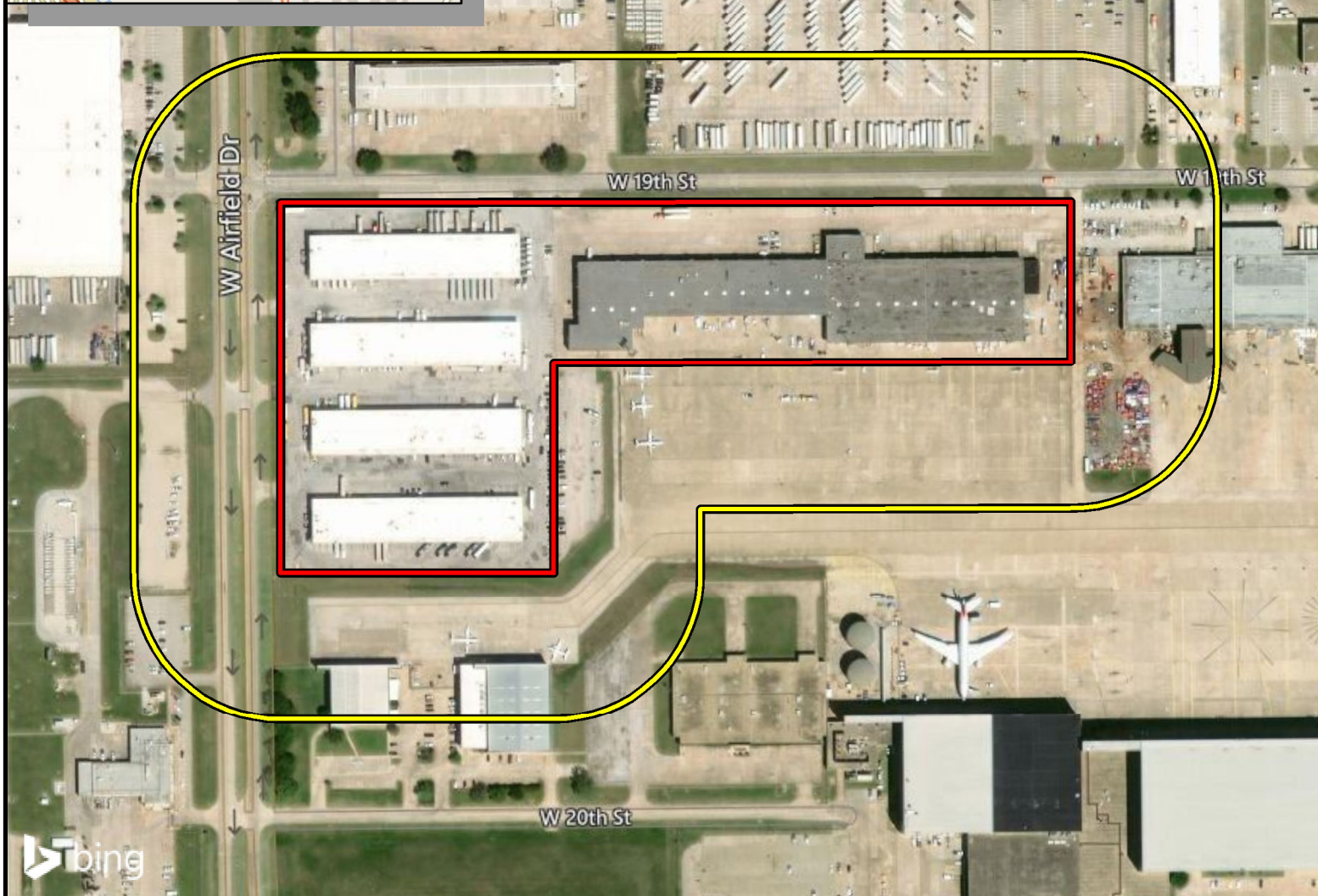
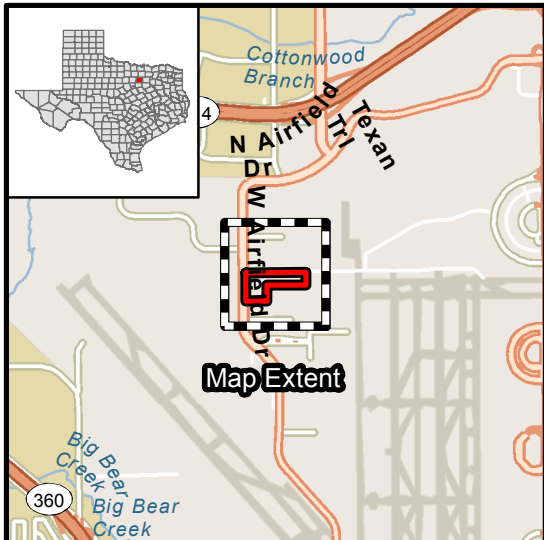


Figure 1  
General Location Map

- Area of Potential Effects - Direct
- Area of Potential Effects - Indirect



County: Tarrant  
State: Texas  
Date map created: 12/10/2018  
Source: (c) 2009 Microsoft Corporation  
and its data suppliers; ESRI 10.5  
Streetmap  
IES Project Ref: 03.006.066

1 inch = 333 feet

0 340 680

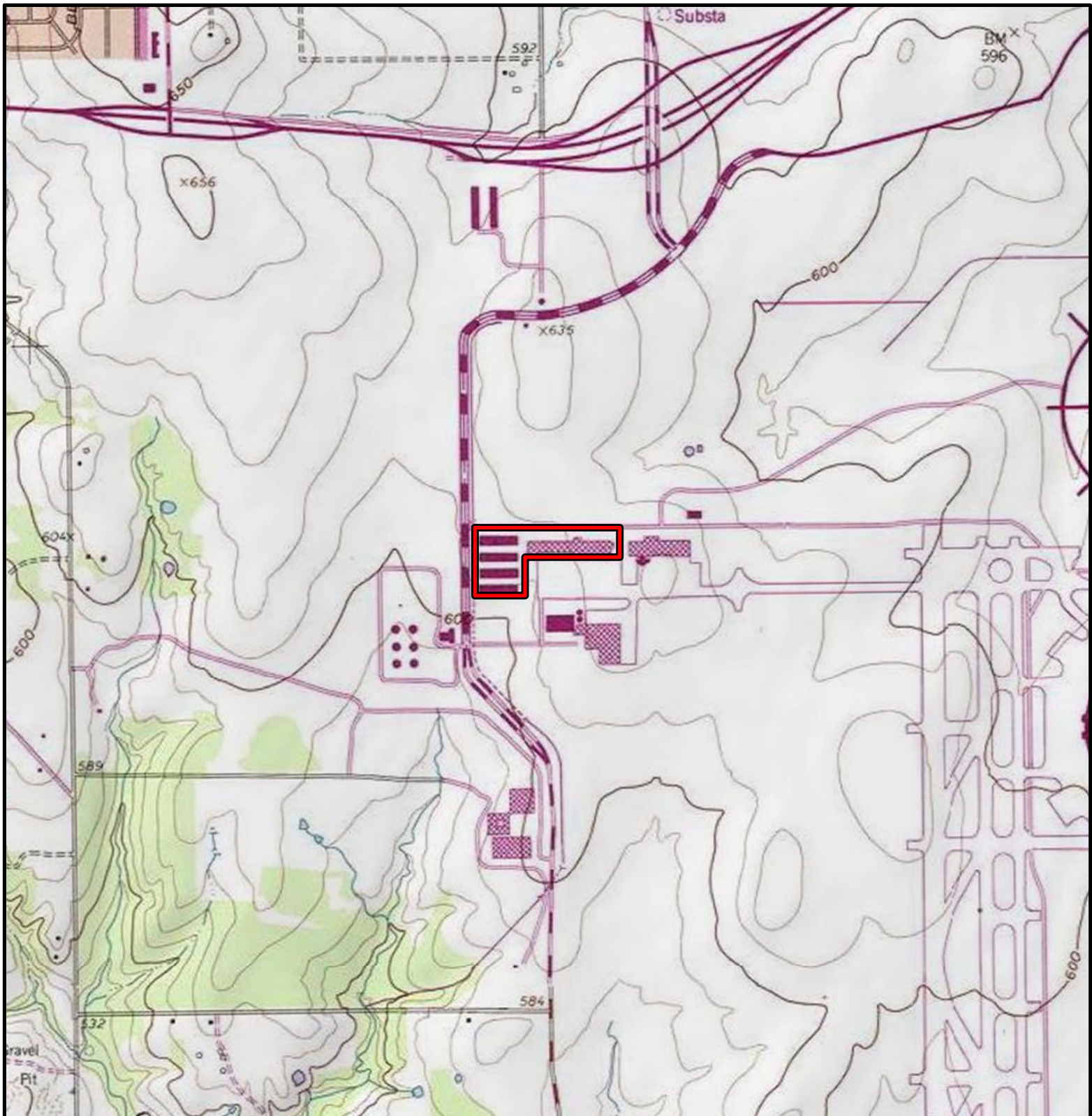


Figure 2  
Topographic Setting

 Area of Potential Effects



County: Tarrant  
State: Texas  
Date map created: 11/20/2018  
Source: USGS topographic map  
Grapevine (1982) 7.5-minute quadrangle  
IES Project Ref: 03.006.066

1 inch = 1,500 feet  
0 1,500 3,000 ft

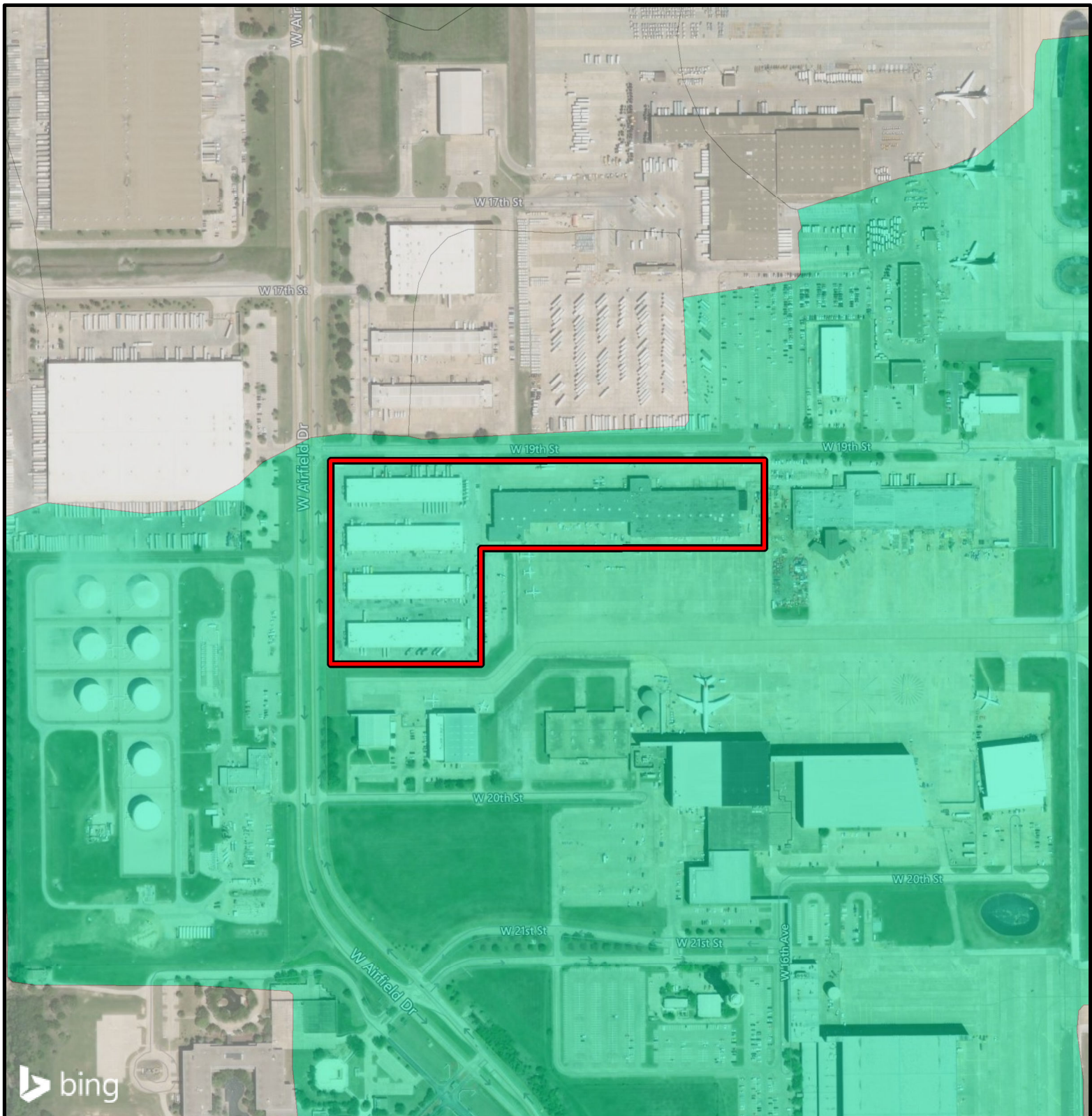


Figure 3  
Soil Map Units Located Within and  
Adjacent to the APE

County: Tarrant  
State: Texas  
Date map created: 11/21/2018  
Source: 2007 USDA  
NRCS Digital Soils Database  
IES Project Ref: 03.006.066

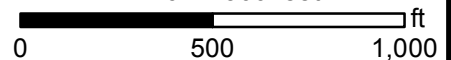
Area of Potential Effects

#### Soil Description

- 35 - Houston Black-Urban land complex, 1 to 4 percent slopes
- Other Values



1 inch = 500 feet



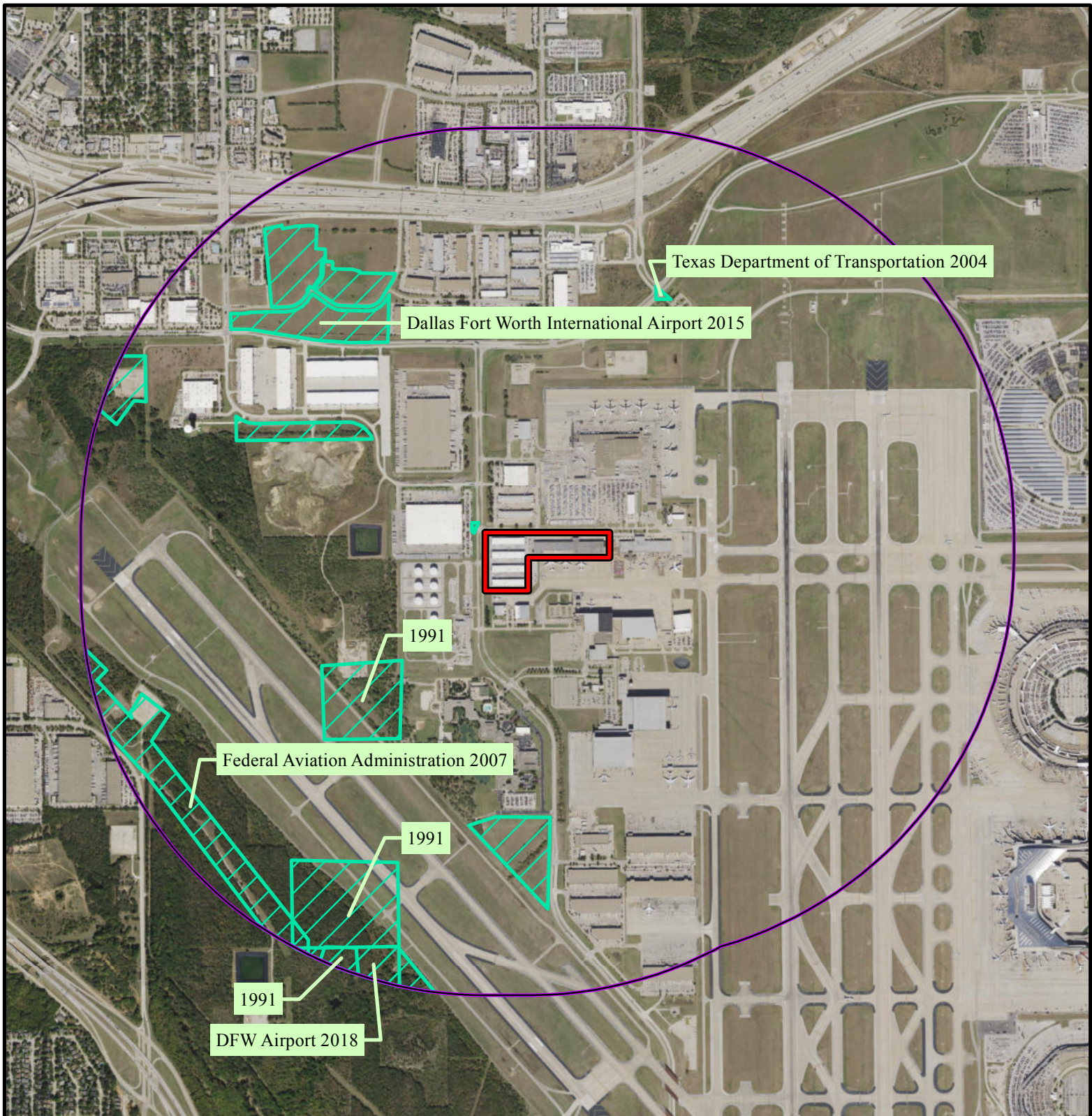


Figure 4  
Previous Investigations within  
1 Mile of the APE

- Area of Potential Effects
- Area of Potential Effects - 1 Mile Buffer
- Previous Archeological Survey



Counties: Tarrant  
State: Texas  
Date map created: 11/20/2018  
Source: (c) 2009 Microsoft Corporation  
and its data suppliers; ESRI 10.5  
IES Project Ref: 03.006.066

1 inch = 1,750 feet  
0 1,700 3,400 ft



Figure 5  
Archeological Environmental  
Zone Map

Counties: Tarrant  
State: Texas  
Date map created: 11/20/2018  
Source: (c) 2009 Microsoft Corporation  
and its data suppliers; ESRI 10.5  
IES Project Ref: 03.006.066



Area of Potential Effects

### Archeological-Environmental Zone



Zone 1 - Blackland Prairies Uplands



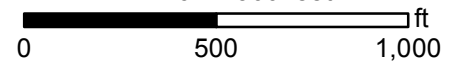
Zone 2 - Eastern Cross Timbers



Zone 3 - Bear Creek Floodplain



1 inch = 500 feet



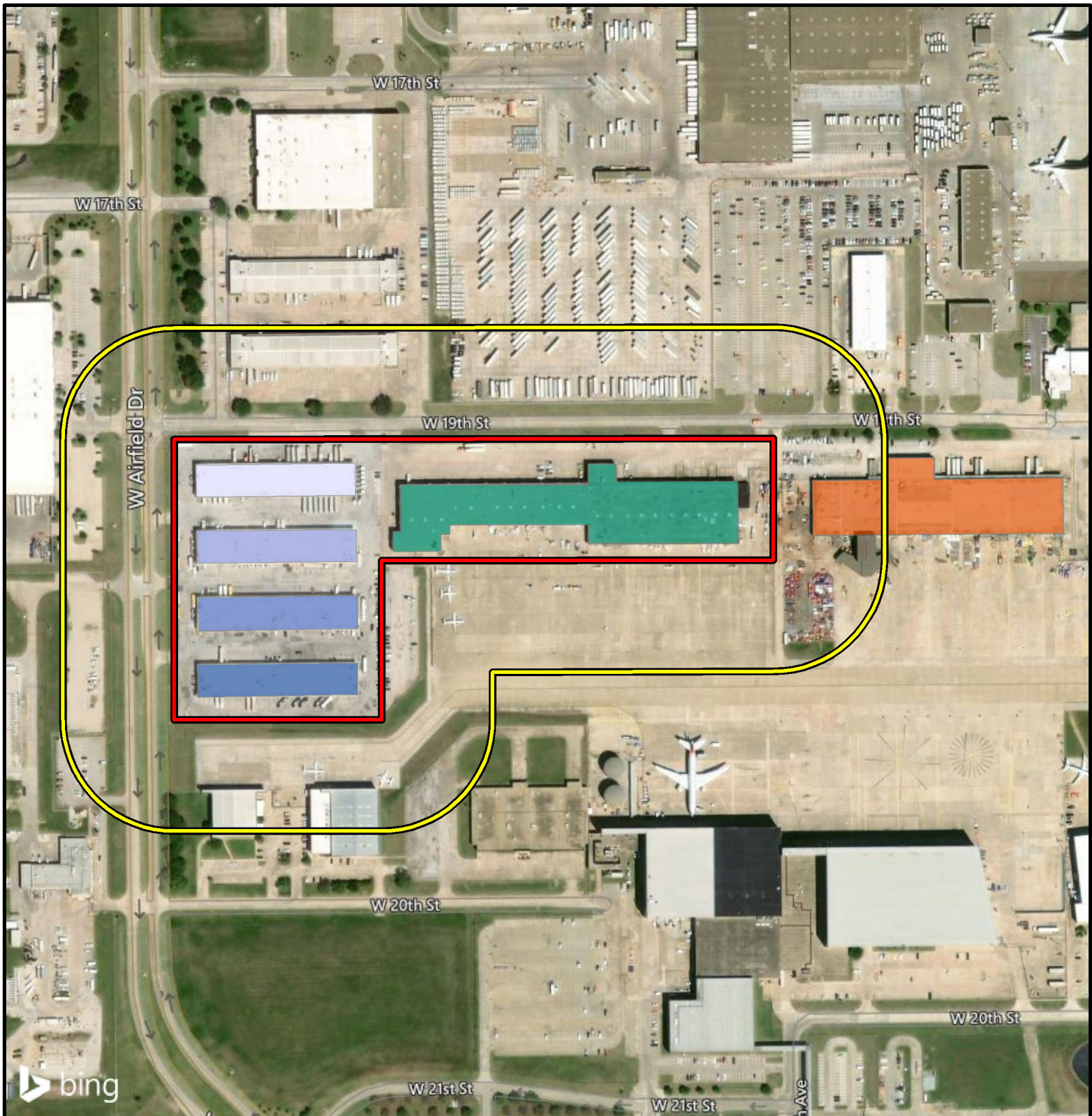


Figure 6  
Architectural Resource Map

County: Tarrant  
State: Texas  
Date map created: 12/10/2018  
Source: (c) 2009 Microsoft Corporation  
and its data suppliers; ESRI 10.5  
Streetmap  
IES Project Ref: 03.006.066

- Area of Potential Effects - Direct
- Area of Potential Effects - Indirect

#### Architectural Resource

- Building A
- Building B
- Building C
- Building D
- Evergreen Facility
- American Airlines West Supply



1 inch = 362 feet

0 370 740

**ATTACHMENT B**  
**Representative Photographs**



Photograph 1 – Evergreen Facility, View to the South



Photograph 2 - Evergreen Facility, View to the Southwest



Photograph 3 - Evergreen Facility, View to the Southwest



Photograph 4 - Evergreen Facility, View to the South



Photograph 5 - Evergreen Facility, View to the Southeast



Photograph 6 - Evergreen Facility, View to the East



Photograph 7 - Evergreen Facility, View to the Northwest



Photograph 8 - Evergreen Facility, View to the North



Photograph 9 - Evergreen Facility, View to the Northeast



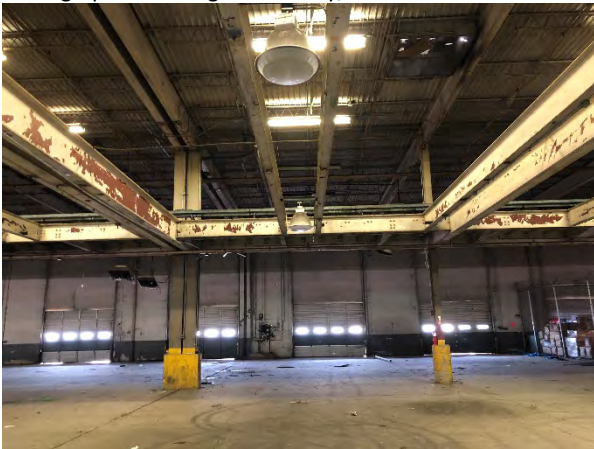
Photograph 10 - Evergreen Facility, View to the North



Photograph 11 - Evergreen Facility, View to the West



Photograph 12 - Evergreen Facility, View to the South



Photograph 13 - Evergreen Facility, Interior



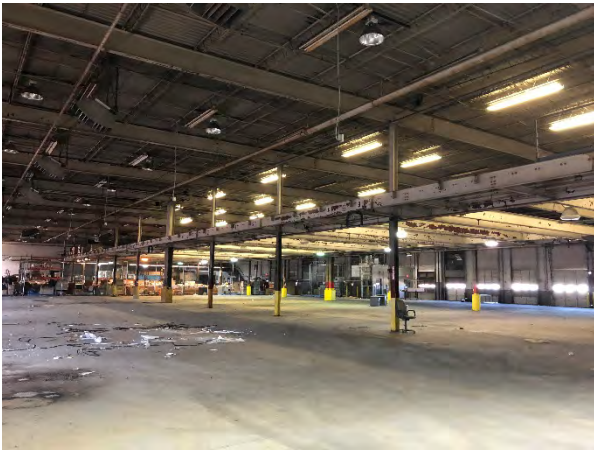
Photograph 14 - Evergreen Facility, Interior



Photograph 15 - Evergreen Facility, Interior



Photograph 16 - Evergreen Facility, Interior



Photograph 17 – Evergreen Facility, Interior



Photograph 18 – Evergreen Facility, Interior



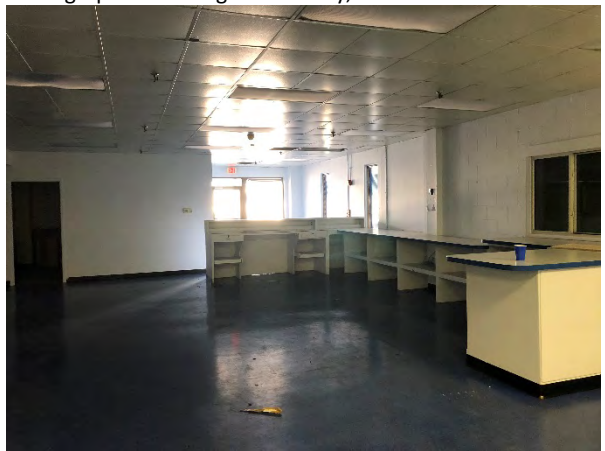
Photograph 19 – Evergreen Facility, Interior



Photograph 20 – Evergreen Facility, Interior



Photograph 21 – Evergreen Facility, Interior



Photograph 22 – Evergreen Facility, Interior



Photograph 23 – Building A, B, C, & D, View to Southeast



Photograph 24 – Building A, B, C, & D, View to the Southwest



Photograph 25 – Building A, View to the Northeast



Photograph 26 – Building A, View to the East



Photograph 27 – Building A, View to the West



Photograph 28 – Building A, View to the South



Photograph 29 – Building A, View to the South



Photograph 30 – Building A, Interior



Photograph 31 – Building A, Interior



Photograph 32 – Building B, View to the Northeast



Photograph 33 – Building B, View to the Northwest



Photograph 34 – Building B, View to the Northeast



Photograph 35 – Building B, View to the North



Photograph 36 – Building B, View to the South



Photograph 37 – Building B, View to the South



Photograph 38 – Building B, View to the Southwest



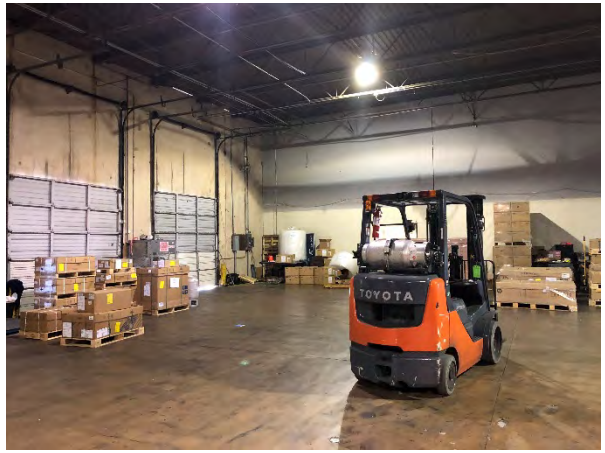
Photograph 39 – Building B, Interior



Photograph 40 – Building B, Interior



Photograph 41 – Building B, Interior



Photograph 42 – Building B, Interior



Photograph 43 – Building B, Interior



Photograph 44 – Building B, Interior



Photograph 45 – Building B, Interior



Photograph 46 – Building B, Interior



Photograph 47 – Building C, View to the Southeast



Photograph 48 – Building C, View to the Southwest



Photograph 49 – Building C, View to the Northeast



Photograph 50 – Building C, View to the Southeast



Photograph 51 – Building C, View to the Northwest



Photograph 52 – Building C, Interior



Photograph 53 – Building C, Interior



Photograph 54 – Building C, Interior



Photograph 55 – Building C, Interior



Photograph 56 – Building C, Interior



Photograph 57 – Building C, Interior



Photograph 58 – Building C, Interior



Photograph 59 – Building C, Interior



Photograph 60 – Building C, Interior



Photograph 61 – Building C, Interior



Photograph 62 – Building D, View to the East



Photograph 63 – Building D, View to the Northeast



Photograph 64 – Building D, View to the North



Photograph 65 – Building D, View to the Northeast



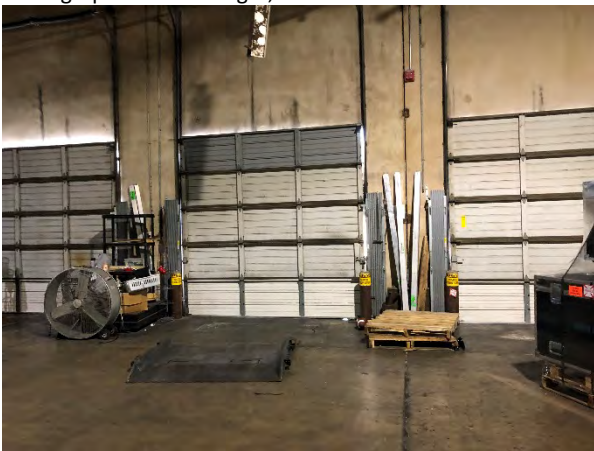
Photograph 66 – Building D, View to the West



Photograph 67 – Building D, View to the Southeast



Photograph 68 – Building D, Interior



Photograph 69 – Building D, Interior



Photograph 70 – American Airlines West Supply Warehouse, View to the East