

5.D.1 HISTORIC, ARCHITECTURAL, ARCHEOLOGICAL, AND CULTURAL RESOURCES

Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (16 U.S.C. Section 470(f)) protects properties that are listed in or determined eligible for inclusion in the National Register of Historic Places (NRHP). The NHPA requires Federal agencies to take into account the effects of their undertakings on historic properties, and to consult with the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officers (THPO), and other parties to develop and evaluate alternatives or modifications to the undertaking that could avoid, minimize, or mitigate adverse effects on historic properties. The Advisory Council on Historic Preservation (ACHP) is afforded a reasonable opportunity to comment on such undertakings. The requirements of Section 106 are implemented under Title 36, Section 800 of the Code of Federal Regulations (36 CFR 800), *Protection of Historic Properties*. Compliance with the National Environmental Policy Act (NEPA) of 1969, (42 USC §4321) Section 101(b) is being undertaken concurrently with the Section 106 process. Archaeological sites are protected under the NHPA, and the Section 106 process is applied in a similar fashion when a project involves excavation of any kind.

Section 4(f) of the Department of Transportation Act of 1966, as amended (49 U.S.C. 303), protects historic and/or cultural resources of national, state, or local significance and other natural public features from conversion to transportation use unless there is no prudent or feasible alternative. Under Chapter 872 of the Florida Statutes (*Offenses Concerning Dead Bodies and Graves*) unmarked human burials will be protected.

A Cultural Resources Assessment Survey¹ and an addendum² were prepared in accordance with NEPA, Section 106, Section 4(f), Chapter 2167 of the Florida Historical Resources Act, and Chapters 253 and 267 of the Florida Statutes. This survey provided information to assist in the identification of NRHP-listed, determined NRHP-eligible, potentially NRHP-eligible, and National Register Landmark properties potentially affected by the improvements proposed for implementation at FLL.

5.D.1.1 Area of Potential Effect

The geographic area of potential impact to historic and archaeological resources is referred to as the Area of Potential Effect (APE), as established pursuant to the NHPA. The resources identified within the APE include historic or archaeological properties potentially impacted by a proposed project (see discussion in Section 5.D.1.3, *Archaeological Resources*). The determination of the APE considers the character of a project area and the potential for cultural resources to be found.

¹ Janus Research. *Cultural Resource Assessment Survey and Desktop Analysis for the Fort Lauderdale-Hollywood International Airport*. Final Report. November 2005.

² Janus Research. *Addendum to the Cultural Resource Assessment Survey and Desktop Analysis for the Fort Lauderdale-Hollywood International Airport*. Draft Report January 2007.

The APE for the proposed actions at FLL is graphically depicted on **Exhibit 5.D.1-1, Area of Potential Effect (APE)**. This APE is defined at two levels: one for the potential direct (physical) impacts and the second for the potential indirect (non-physical) impacts.³ For direct impacts, the APE includes areas located within the current and potential future airport boundary that could be potentially affected by future landside development, runway construction, roadway construction, or other construction activities associated with the runway development alternatives. Such development and construction activities could result in the disturbance of historic properties.

The area of indirect impact within the APE was determined by combining the 2020 65 Day-Night Average Sound Level (DNL) noise exposure contours for all the runway development alternatives. This composite contour was based on the 2004 Terminal Area Forecast operations in order to encompass the largest area of potential impact. The FAA is continuing coordination with the Florida SHPO to obtain their concurrence on the delineation of the APE (See Appendix K.1). Indirect impacts could include visual, noise, and vibration.

5.D.1.2 Historic Resources

Background research, historic and current aerial photograph analyses, and a reconnaissance field survey were conducted to identify NRHP-listed, determined NRHP-eligible, or potentially NRHP-eligible historic resources located within the direct impact APE. The historic resources field survey was conducted in November 2004. This survey included both “windshield” and pedestrian surveys to confirm that historic resources, initially identified through background research and analyses of aerial photographs, were visually verified and properly mapped. Historic resources within the APE area of direct impact were given a preliminary visual reconnaissance, photographed, and identified on current aerial photographs. The significance of each resource was evaluated for its potential eligibility for listing in the NRHP. Historic physical integrity was determined from site observations, field data, and photographic documentation.

The historic resources identified within the airport boundary and in areas immediately surrounding the airport, where direct or indirect effects may occur, are identified in **Table 5.D.1-1, Historic Resources Identified in the Area of Potential Effect**. Of the six resources identified, one is currently listed in the NRHP, one is considered potentially eligible for listing in the NRHP, and the remaining four resources do not appear to be eligible for inclusion in the NRHP. All six resources have been documented on Florida Master Site File forms.

³ Direct and indirect impacts may be referred to as primary and secondary impacts, respectively.

**Table 5.D.1-1
HISTORIC RESOURCES IDENTIFIED IN THE AREA OF POTENTIAL EFFECT
Fort Lauderdale-Hollywood International Airport**

RESOURCE NAME	FLORIDA MASTER SITE FILE #	CURRENT ADDRESS	ORIGINAL ADDRESS	NRHP STATUS
Link Trainer Building	8DA2562	4000 W. Airport Perimeter Road	4050 S.W. 14th Avenue	NRHP-listed
Sentry Gate	8BD4154	4000 W. Airport Perimeter Road	1615 S.W. 39th Street	Ineligible
GB Airlink	8BD4155	850 S.W. 34th Street	Original Location	Ineligible
3340 S.W. 2 nd Avenue	8BD4156	3340 S.W. 2nd Avenue	Original Location	Ineligible
Dania Canal	8BD3221	South and SW of Airport	Original Location	Ineligible
South New River Canal	8BD4153	West of Airport	Original Location	Potentially NRHP eligible

Source: Janus Research, 2007.

A brief description of each historic resource identified in the APE is provided below:

- The Link Trainer Building (8DA2562) was originally located at 4050 S.W. 14th Avenue. The building was listed in the NRHP in 1998, prior to it being relocated to 4000 W. Airport Perimeter Road. Although the building has been relocated to another site on-airport, it still conveys its military associations and remains eligible for inclusion in the NRHP. Constructed in 1942, the Link Trainer Building is significant under Criterion A because of its associations with Fort Lauderdale’s military history. Criterion A properties are associated with events that made a significant contribution to the broad patterns of our history. This building historically housed Link Trainers - flight simulators used to train torpedo bomber pilots. Former President George H.W. Bush was trained as an airman at this facility during World War II. Some time after World War II, the building was converted to office space. As of 2005, the building is used as a museum containing air station memorabilia and is operated by the Naval Air Station Fort Lauderdale Historical Association. Eventually, reinstallation of an actual Link Trainer in the building is planned as part of the museum exhibit.
- The Sentry Gate (8BD4154) is the remaining outbuilding originally associated with the Junior Bachelor Officers Quarters (8BD2561), once located at 1615 S.W. 39th Street. The Junior Bachelor Officer Quarters, now demolished, were documented in the *Archaeological and Architectural Survey of the U.S. Navy Surface Warfare Center* conducted by New South Associates in 1995. The small Sentry Gate building is now located in front of the Link Trainer Building at 4000 W. Airport Perimeter Road. Due to the relocation of this modest resource and the loss of all associated buildings once part of the Junior Bachelor Officers Quarters, the Sentry Gate building is considered ineligible for inclusion in the NRHP.

- The GB Airlink Building (8BD4155), a Masonry Vernacular building circa 1956, is located at the northern extreme of the airport property at 850 S.W. 34th Street. The GB Airlink Building appears ineligible for listing in the NRHP due to its lack of historical associations or architectural significance.
- 3340 S.W. 2nd Avenue (8BD4156), a Masonry Vernacular building circa 1948, is located immediately outside of the boundary of FLL. This building appears ineligible for listing in the NRHP due to its lack of historical associations or architectural significance.
- The Dania Canal (8BD3221), documented in 1999 as part of the cultural resource assessment study for the Tri-Rail commuter rail system that serves South Florida, flows to the south and southwest of the airport. The Florida SHPO formally determined it ineligible for inclusion in the NRHP in 1999. The Dania Canal Railroad Bridge (8BD3220) crosses this canal west of Interstate-95. This bridge was formally determined ineligible for inclusion in the NRHP by the SHPO in 1999.
- South New River Canal (8BD4153) flows northeast from just north of its confluence with the Dania Cut-Off Canal to the South Fork of the New River, for a total length of approximately 1.31 miles. The portion of the South New River Canal located within the APE ranges from approximately 60 feet wide to over 100 feet wide where the Canal meets with the South Fork of the New River. As an example of an early water management system and as one of the primary canals of the Everglades Drainage District, the South New River Canal maintains its important engineering significance. It is historically significant due to its role in the development of South Florida. While the segment of the canal within the indirect impact area of the APE has not been determined potentially eligible for listing in the NRHP by the SHPO, it maintains its historic physical integrity and is considered potentially eligible for listing in the NRHP.

Ten previously recorded historic resources within the APE (not included in the six sites described above) were demolished prior to the initiation of this EIS (Florida Master Site File Numbers: 8BD2561, 8BD2889, 8BD2890, 8BD2891, 8BD2892, 8BD2893, 8BD2894, 8BD2895, 8BD2896, 8BD2897). To update the information contained in the Florida Master Site File, a Change of Status form for each of the demolished resources has been prepared as part of the *Cultural Resources Assessment Survey Report for the Fort Lauderdale-Hollywood International Airport*. See Appendix K.1.

5.D.1.3 Archaeological Resources

Within the APE, the locations of any previously recorded archaeological resources were determined along with their NRHP status (i.e., NRHP-listed or determined NRHP-eligible). Areas were identified that had the potential for unrecorded archaeological resources. This analysis included an archaeological and historical literature and background information search, and review of historic plat maps, U.S. Geological Service (USGS) quadrangle maps, the U.S. Department of Agriculture (USDA) soil survey, and historic aerial photographs.

A background search of archaeological resources recorded in the Florida Master Site File found that no previously recorded sites are located in the area of direct impact within the APE. The majority of the airport property is considered to have a low probability for the presence of archaeological resources because it consists of previously disturbed or developed land. There are two areas on-airport that have a moderate probability for archaeological resources due to the presence of better-drained soils compared to the drainage characteristics of the surrounding soils. One area is located between Lee Wagener Boulevard and S.W. 40th Street, west of S.W. 16th Terrace and east of Interstate-95. The second area is located in the northwest corner of the airport.

The desktop analysis revealed five previously recorded sites (8BD1447-1449, 8BD2905, 8BD2908) located within the area of indirect impacts within the APE. All five sites are pre-Columbian middens and none are NRHP-listed or NRHP-eligible.

Selective archaeological testing was conducted in areas adjacent to the EIS APE, as part of the Tractebel Calypso Natural Gas Pipeline project in 2003.⁴ This survey corridor followed the Florida East Coast (FEC) Railway that extends east-west along the northern boundary of the airport. At least half of the corridor in this area was tested; the remainder was not tested due to the presence of existing pavement and fill soils. No archaeological sites were identified during this survey, which reaffirms the area's low potential for unrecorded sites.⁵

⁴ Federal Energy Regulation Commission. *Final Environmental Impact Statement Tractebel Calypso Natural Gas Pipeline Project*. January 23, 2004.

⁵ Janus Research. *Cultural Resource Assessment Survey and Desktop Analysis for the Fort Lauderdale-Hollywood International Airport*. Final Report. November 2005.

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