

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

In accordance with the National Historic Preservation Act of 1966 (NHPA) (particularly Section 106), direct and indirect impacts from Federal actions on historic, architectural, archaeological, and other cultural resources must be considered. The FAA has consulted with the Florida State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officers (THPOs), and other interested parties (See correspondence in Appendix K.1). A literature search and field investigations were conducted to identify historic, architectural, archaeological, or cultural resources within the cultural resources survey area defined within the boundaries of the airport site and additional areas as graphically depicted on Exhibit 5.D.1-1, *Area of Potential Affect*. As discussed in Chapter Five, *Affected Environment*, Section 5.D.1, *Historic, Architectural, Archeological, and Cultural Resources*, one NRHP-listed site, The Link Trainer Building, and one potentially NRHP-eligible site, the South New River Canal, are documented within the proposed Area of Potential Effect (APE).

6.D.1.1 Alternative A

No construction or development is required with implementation of Alternative A. Existing flight tracks over known historic, architectural, archaeological, or other cultural resources would remain the same. *The FAA has determined that Alternative A would have no impact on cultural resources.*

6.D.1.2 Alternatives B1, B1b, B1c, B4, B5, C1, D1, and D2

None of the runway development alternatives would affect the Link Trainer Building or the South New River Canal due to the location of the canal beyond the anticipated limits of disturbance for construction of any of the runway development alternatives. In a letter dated December 28, 2005 the Florida SHPO stated, "It is the opinion of Janus Research¹ that the proposed development will have no effect on cultural resources listed or eligible for listing in the NRHP, or otherwise of historical, architectural or archaeological value. Janus Research recommends no further investigation on the subject parcel. Based on the information provided, our office concurs with these determinations and finds the submitted report complete and sufficient in accordance with Chapter One A-6, *Florida Administrative Code*." See Appendix K.

After the initial coordination with the SHPO, the FAA expanded the size of the original APE to include additional areas of indirect impact. The FAA then prepared an Addendum to the Cultural Resource Assessment Survey and Desktop Analysis and submitted it to the SHPO for review in March 2007. The Florida SHPO reviewed the *Addendum to the Cultural Resource Assessment Survey and Desktop Analysis for the Fort Lauderdale-Hollywood International Airport*,² and stated in a letter

¹ Janus Research is the FAA subcontractor that prepared the cultural resources survey for this EIS.

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

dated July 17, 2007 that, "This office finds the addendums to the above study complete and sufficient, and concurs with Janus Research that there are no historic properties in the Area of Potential Affect."

As described in Chapter Five, *Affected Environment*, Section 5.D.1.3, *Archeological Resources*, record searches and archaeological testing revealed no NRHP-eligible sites within the APE. The searches and testing indicate that the likelihood of discovering NRHP-eligible archaeological sites within the APE is low.

The FAA consulted with the Florida SHPO, THPOs, and other interested parties. See Appendix K for coordination letters sent to the consulting parties. There were no comments received disagreeing with the finding of no effect.

The FAA has determined that none of the runway development alternatives would impact cultural resources.