



APPENDIX D

Cultural Resources

D.1 | SECTION 106 CONSULTATION CORRESPONDENCE

D.2 | CULTURAL RESOURCES ASSESSMENT SURVEY (CRAS)



APPENDIX D.1

Section 106 Consultation Correspondence



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

February 24, 2020

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

RE: Section 106 Consultation and Area of Potential Effect
Airfield Improvement Project
Key West International Airport (Monroe County, Florida)

Dear Dr. Parsons,

Monroe County, through its Airports Department, has requested approval from the Federal Aviation Administration (FAA) to implement several airfield improvement projects at the Key West International Airport (EYW). The proposed improvements, which are described below, include construction of taxiway improvements; commercial and general aviation (GA) aircraft parking apron expansion; airfield security fence; and relocation of a vehicle service road. The federal actions associated with the proposed improvements include unconditional approval of the EYW Airport Layout Plan and processing applications for federal funding assistance to implement the proposed improvements.

The proposed improvements 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 Section 106 consultation.

Proposed Undertaking

The Proposed Undertaking includes the projects described below. These projects are depicted on the enclosed **Exhibit 1**.

Construct Bypass Taxiway: This project would extend Taxiway A 274 feet to the end of Runway 9. Construction includes approximately 3,300 square yards of asphalt, 600 cubic yards of fill, and new taxiway pavement edge lighting and signage. The taxiway would provide a second point of access to west end of the runway, which would allow aircraft to depart from the end of the runway pavement without having to back-taxi on the runway to the end of pavement. This project also includes the removal of approximately 2,300 square yards of pavement at Taxiway B.

Commercial Apron Expansion: This project would expand the aircraft parking apron at the passenger terminal building and would reconfigure the parking position layout to improve access and parking for Group III aircraft that use the airport (e.g., Boeing 737). Construction would expand the existing apron by approximately 13,200 square yards. Stormwater runoff from the new impervious surface would be treated through exfiltration trenches constructed under the apron and a swale to be constructed along the edge of the apron.

GA Apron (Overflow Parking Ramp) Expansion: This project would expand the general aviation (GA) aircraft parking apron located on the west side of the airfield. Also known as the Overflow Parking Ramp, this apron would be expanded to accommodate additional small aircraft during peak season and special events in the Keys. Construction would include approximately 5,400 square yards of apron and access pavement, 1,800 cubic yards of fill, signage, marking, and lighting. Stormwater runoff from the new impervious surface apron would be treated through exfiltration trenches constructed under the apron.

The GA existing vehicle service road west of the GA overflow parking ramp would also be relocated outside of the Taxiway A Object Free Area (OFA).¹ Approximately 1,900 square yards of existing roadway pavement would be removed, and 1,600 square yards of new roadway pavement would be constructed. Approximately 500 cubic yards of fill material would be placed to allow the new roadway pavement to meet the grade of the existing taxiway and apron and to regrade surrounding land to match existing grades.

Security Fence: A new 2,700-linear-foot section of airport perimeter security fence would be installed along the airport's north boundary line. The section of fence will replace approximately 3,300 linear feet of non-standard fence presently located within the Runway Object Free Area (OFA). The proposed security fence would include specialized fencing and barriers across sections of salt pond and mangroves to deter kayakers and canoers from entering the Airport Operations Area (AOA), access to which is restricted for safety purposes. Additionally, 360 linear feet of security fencing on the south side of the runway as a result of the proposed GA apron expansion.

All project components would be constructed on airport property. The Proposed Undertaking would not affect how aircraft operate at EYW, including runway use patterns, which are determined by prevailing winds and flight tracks. The expanded commercial apron pavement is anticipated to generate two additional daily commercial flights (1,460 annual aircraft operations) at the airport when compared to the No-Action Alternative. Similarly, the expanded general aviation apron, which provides overflow parking during peak periods, is anticipated to induce 200 to 300 general aviation operations annually. This change in aircraft activity is not expected to result in a significant noise, air, and visual impacts in the vicinity of the airport. Impacts associated with the anticipated change in aircraft activity is presently being evaluated in an Environmental Assessment being prepared for the project.

¹ An Object Free Area is an area centered on a runway or taxiways that should be clear of above ground objects, except those essential for air navigation and ground maneuvering purposes.

Proposed Area of Potential Effect

The APE is the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties. The proposed APE for the Proposed Undertaking is comprised of a Direct Effects APE associated with ground-disturbing construction activities and an Indirect Effects APE associated with the operation of the airport with the proposed improvements in place. The Direct Effects APE is depicted on **Exhibit 1**. The Indirect Effects APE is depicted on **Figure 2**.

The Direct Effects APE encompasses three areas where ground disturbance is anticipated:

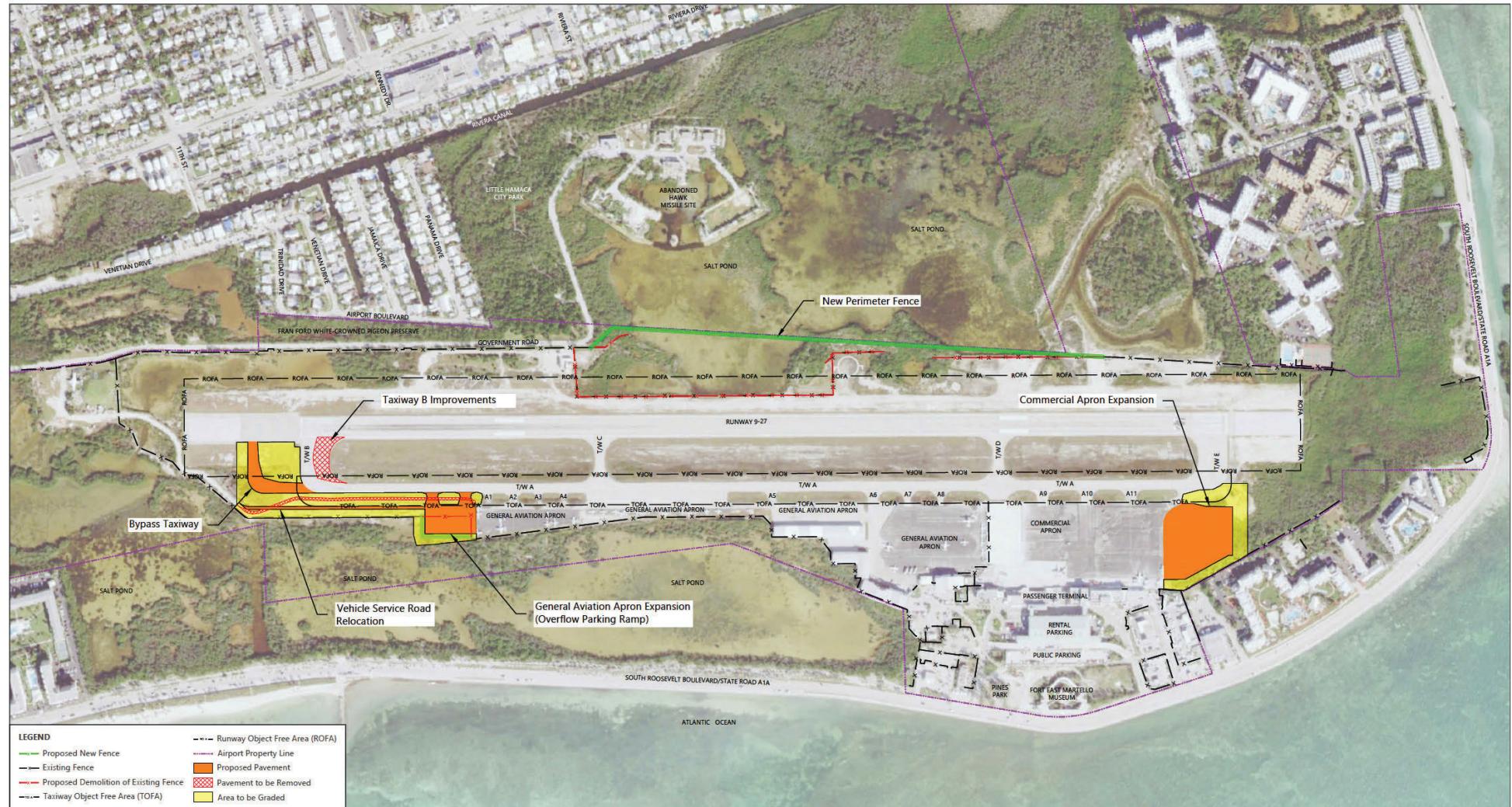
- Linear APE along the north side of the airfield (green shading) that includes the location of new security fencing and removal of existing security fencing, plus a 10-foot buffer on either side of the new fence.
- APE on the southwest side of the Airport that includes the proposed bypass taxiway, GA apron expansion, service road, Taxiway B demolition, and security fencing associated with the expanded GA apron and associated areas of grading around new pavement. These areas are shaded to depict proposed pavement (orange shading) and limits of grading (yellow shading).
- APE on the southeast side of the airfield that includes the proposed commercial apron expansion and associated areas of grading around new pavement. These areas are also shaded to depict proposed pavement (orange shading) and limits of grading (yellow shading).

The Direct Effects APE does not encroach upon the boundaries of the abandoned National Register-eligible East Martello Battery Bunker, located west of the runway, or the National Register-listed East Martello Tower, which is located south of the passenger terminal parking deck.

The Indirect Effects APE for was defined to include the area likely to be exposed to aircraft noise levels of Day-Night Average Sound Level (DNL) 65 and higher, if the project was implemented.² The Indirect Effects APE was determined through the review of current noise contour maps developed for EYW and consideration of the potential changes in noise exposure if the project was implemented. The extent of the APE is also considered appropriate for the evaluation of other indirect effects, such as those associated with air emissions and visual effects.

Pursuant to Title 36 CFR Section 800.4, Identification of Historic Properties, the FAA is seeking comments on the proposed APE for this undertaking. Please specify below whether you concur with the proposed APE or, if not, your concerns with the APE as defined. Please let us know within 15 days of receipt of this letter indicating if you concur with the APE.

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. Certain noise-sensitive land uses (e.g., residential land use) exposed to DNL 65 noise levels and higher are deemed incompatible with those noise levels.



SOURCES: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community, June 14, 2018 (aerial photography - for visual reference only, may not be to scale); Ricondo & Associates, Inc., January 2020.



0 500 ft

Drawing: P:\Project-OChicago\Monroe County\KeyWest\KeyWest-Airport-Fence\EA\04-AutoCAD\KeyWest Exhibits_Updated_20200109.dwg\Layout\A-3_Proposed Action - Scoping (Aerial) Plotted: Jan 9, 2020, 05:10PM

Bypass Taxiway, Apron Expansion, and Security Fencing Improvements

EXHIBIT 1

PROPOSED ACTION

Environmental Assessment



P:\GIS\Projects\EYW\MXD\EYW_EA_Exhibit2_AreaOfPotentialEffects_20200110.mid

Bypass Taxiway, Apron Expansion, and Security Fencing Improvements

EXHIBIT 2

AREAS OF POTENTIAL EFFECTS

Environmental Assessment

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

The Florida State Historic Preservation Officer concurs/ does not concur with the APE proposed in this letter for SHPO/FDHR Project File Number 2020-1109.

Comments: We look forward to further consultation regarding the proposed undertaking.

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

3/17/2020

[DATE]

For



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

July 10, 2020

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

RE: Airfield Improvement Project
Key West International Airport (Monroe County, Florida)
SHPO/FDHR Project No. 2020-1109

Dear Dr. Parsons,

We appreciate your department's review of the proposed improvements at the Key West International Airport (EYW) and the Area of Potential Effect (APE) in March 2020. Since that time, environmental impact analyses were conducted and a Cultural Resources Assessment Survey (CRAS) was prepared.¹ The objective of the CRAS was to identify cultural resources within both the Direct Effects portion of the APE and the Indirect Effects portion of the APE and assess their eligibility for listing in the National Register of Historic Places (National Register) according to the criteria set forth in 36 CFR Section 60.4.

This letter describes refinements to the Indirect Effects APE, a summary of the findings in the CRAS, and the Federal Aviation Administration's effect determinations for the proposed undertaking.

Refined Area of (Indirect) Potential Effects

The Proposed Project's development areas and the Direct Effects APE remain the same as described in our letter submitted to your office on February 24, 2020. The Indirect Effects APE described in the same letter broadly encompassed an area that had potential to experience effects if the Proposed Project was implemented. In particular, the APE was designed to be large enough to include areas that had potential to be exposed to aircraft noise levels of Day-Night Average Sound Level (DNL) 65 and higher if the Proposed Project was implemented. A Florida Master Site File (FMSF) search and a literature review was conducted for the APE.

¹ *Cultural Resource Assessment Survey for the Key West International Airport Improvements, Monroe County*. Janus Research. June 2020.

Since the time the Indirect Effects APE was initially delineated, the analysis of relevant indirect environmental impacts was conducted. The analysis of aircraft noise identified the areas around the airport that would be exposed to noise levels of DNL 65 and higher under the No-Action Alternative and the Proposed Project. Because the analyses did not identify any significant noise impacts, the boundary of the Indirect Effects APE was refined to delineate those areas that would be newly exposed to noise levels of DNL 65 and higher if the Proposed Project was implemented. A historic resources survey was conducted within the refined Indirect Effects APE.

Cultural Resource Assessment Survey Findings

As discussed in the CRAS, the historic resources survey identified one previously recorded historic resource within the Direct Effects APE: the Meacham Field/Key West Airport (8MO1888). The SHPO determined Meacham Field/Key West Airport (8MO1888) to be National Register ineligible on May 25, 2007 and it is still considered National Register ineligible in the CRAS. No newly recorded historic resources were identified within the Direct Effects APE.

The historic resources survey of the initial (preliminary) Indirect Effects APE did not identify any new historic districts. Eleven historic structures were identified within the refined (final) Indirect Effects APE. Three of the structures were previously recorded historic resources, with the remaining eight being newly recorded historic resources. Due to alterations and a change in use, one previously recorded structure (8MO2700) was previously determined to be National Register-ineligible. The remaining ten structures are considered individually ineligible for listing in the National Register and do not contribute to a historic district. Florida Master Site File forms were prepared for the ten identified historic resources.

FAA Determination of Effect

Based on an evaluation of the proposed undertaking, the FAA has determined there are no historic properties listed, or eligible for listing, on the National Register of Historic Places within the APE. Therefore, the FAA finds that no historic properties would be affected if the proposed project was implemented.

FAA requests that your agency review the enclosed project information and respond within 30 days of receipt of this letter indicating if you agree or disagree with our “no historic property affected” finding. Please direct comments and information to me at (407) 487-7296 or via email at peter.m.green@faa.gov.

Sincerely,



Peter M. Green, AICP

Environmental Protection Specialist



FLORIDA DEPARTMENT of STATE

RON DESANTIS

Governor

LAUREL M. LEE

Secretary of State

Peter M. Green
Environmental Protection Specialist
Federal Aviation Administration
Orlando Airports District Office
8427 South Park Circle, Suite 524
Orlando, FL 32819

October 19, 2020

RE: DHR Project File No.: 2020-1109, Received by DHR: July 10, 2020
Airfield Improvement Project, Key West International Airport (Monroe County, Florida)

Mr. Green:

The Florida State Historic Preservation Officer reviewed the 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*.

Our office reviewed the proposed undertakings as well as the cultural resources assessment survey (CRAS), completed by Janus Research, for the Airfield Improvement Project's Area of Potential Effect (APE). The CRAS report addressed the APE agreed upon by the Federal Aviation Administration (FAA) and our office. Janus Research identified no previously recorded or new archaeological resources within the project's Direct Effects APE. Janus Research identified one previously recorded historic property within the Direct Effects APE, the Meacham Field/Key West Airport (8MO1888).

Janus Research also identified 291 previously recorded historic resources within the initial Indirect Effects APE, but following completion of aircraft noise analysis the Indirect Effects APE was revised to cover a smaller area. Janus Research identified three previously recorded historic resources (8MO2700, 8MO5617, and 8MO5619) and eight new historic structures (8MO6667-8MO6674) within the Final Indirect Effects APE. Janus evaluated the previously and newly recorded historic properties and determined that none of the resources within the APE met the criteria to be eligible for listing in the NRHP.

Based on the results of the CRAS report, the FAA determined that there were no historic properties listed, or eligible for listing, on the NRHP within the APE. Therefore, the FAA found that no historic properties would be affected by the proposed undertaking.

In consideration of the information provided, our office concurs with the FAA's finding that the proposed undertaking will have no effect to historic properties. We also find the CRAS report to be complete and sufficient in accordance with Chapter 1A-46, *Florida Administrative Code*.

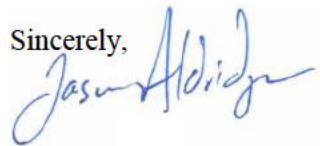
Division of Historical Resources
R.A. Gray Building • 500 South Bronough Street• Tallahassee, Florida 32399
850.245.6300 • 850.245.6436 (Fax) • FLHeritage.com



Mr. Green
DHR Project File No.: 2020-1109
October 19, 2020
Page 2

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". The signature is fluid and cursive, with "Jason" on the first line and "Aldridge" on the second line.

Jason Aldridge
Deputy State Historic Preservation Officer
for Compliance and Review

Green, Peter M (FAA)

From: Section106 <Section106@mcn-nsn.gov>
Sent: Friday, August 21, 2020 1:47 PM
To: Green, Peter M (FAA)
Subject: Re: Key West International Airport Improvements - Section 106 Consultation

Good afternoon Mr. Green,

Thank you for sending the correspondence regarding the proposed Key West International Airport improvements project located in Monroe County, Florida. Monroe County is located outside of the Muscogee (Creek) Nation's historic area of interest so we would like to respectfully defer to the other tribes that have been contacted. 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, July 15, 2020 11:07 AM
To: Section106 <Section106@mcn-nsn.gov>
Subject: Key West International Airport Improvements - Section 106 Consultation

Dear Ms. Loe-Zepeda,

Monroe County has proposed several airfield improvements at the Key West International Airport. The federal actions associated with the project constitute an undertaking. In the attached letter, the FAA is seeking input on properties of cultural or religious significance that may be affected by the undertaking, and invites the Muscogee (Creek) Nation to participate in government-to-government consultation in the Section 106 consultation process.

I am also forwarding a link to download the Cultural Resource Assessment Survey prepared for the project.

Please contact me at peter.m.green@faa.gov within 30 days of the receipt of this letter to confirm your intent to participate in this Section 106 consultation.

Best regards,

Peter Green

The link to the downloadable attachment requires those accessing the file to log in with their name and email address.

[Download Attachments](#)

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

Lisa Reznar

From: Green, Peter M (FAA) <peter.m.green@faa.gov>
Sent: Tuesday, December 29, 2020 8:39 AM
To: Lisa Reznar
Cc: strickland-richard@monroecounty-fl.gov
Subject: FW: Key West International Airport Improvements - Section 106 Consultation
Attachments: 2020-1109-106-FAA-Monroe-NoEffect.pdf

From: Danielle Simon <daniellesimon@semtribe.com>
Sent: Tuesday, December 29, 2020 9:19 AM
To: Green, Peter M (FAA) <peter.m.green@faa.gov>
Cc: THPO Compliance <THPOCompliance@semtribe.com>; Bradley Mueller <bradleymueller@semtribe.com>; Kad Henderson <kadhenderson@semtribe.com>
Subject: Key West International Airport Improvements - Section 106 Consultation

SEMINOLE TRIBE OF FLORIDA TRIBAL HISTORIC PRESERVATION OFFICE

TRIBAL HISTORIC
PRESERVATION OFFICE

SEMINOLE TRIBE OF FLORIDA

30290 JOSIE BILLIE HIGHWAY
PMB 1004
CLEWISTON, FL 33440

THPO PHONE: (863) 983-6549
FAX: (863) 902-1117

THPO WEBSITE: WWW.STOFTHPO.COM



TRIBAL OFFICERS

MARCELLUS W. OSCEOLA JR.
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LAVONNE ROSE
SECRETARY

PETER A. HAHN
TREASURER

December 29, 2020

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

Subject: Airfield Improvement Project, Key West International Airport
THPO Compliance Tracking Number: 0032768

In order to expedite the THPO review process:

1. Please correspond via email and provide documents as attachments (a THPO FTP site is available for large files),
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 *Airfield Improvement Project, Key West International Airport*.

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. Please notify us if any archaeological, historical, or burial resources are inadvertently discovered during project implementation and 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, November 17, 2020 11:50 AM

To: THPO Compliance <THPOCompliance@semtribe.com>

Subject: FW: Key West International Airport Improvements - Section 106 Consultation

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.

Dear Ms. Menchaca,

The Federal Aviation Administration provided the Seminole Tribe of Florida a Cultural Resource Assessment Survey for the proposed taxiway, aircraft parking apron, and security fence improvements at the Key West International Airport on July 29. I am checking to see if the STOF has any comments on the CRAS or if the STOF concurs with FAA's determination that the proposed would have no effect on historic properties. The Florida State Historic Preservation Officer concurred with FAA's determination on October 19, 2020. A copy of the SHPO's letter is attached to this email.

A Notice of Availability of the Draft Environmental Assessment was recently published. A copy of the Notice is attached. The Draft EA is available for review on the Airport's website at <https://eyw.com/public-notices>.

We respectfully ask that the STOF indicate if concurrence or non-concurrence with FAA's determination in regard to historic resources. We also are interested in any comments you may have on the Draft EA. If possible, please respond within 30 days of the date of this email.

Best regards,

Peter Green

From: Green, Peter M (FAA)
Sent: Wednesday, July 29, 2020 7:45 AM
To: Victoria Menchaca <VictoriaMenchaca@semtribe.com>
Subject: RE: Key West International Airport Improvements - Section 106 Consultation

Dear Ms. Menchaca,

Thank you for letting me know of the restriction on using the link I provided to download the CRAS. I apologize and will send the CRAS to you at the email address you provided. Due to the size of the document (22MB), I will send the CRAS to you in two emails, one with the main body of the report and a second with the appendices.

Please let me know if you don't receive the emails.

Best regards,

Peter Green

From: Victoria Menchaca <VictoriaMenchaca@semtribe.com>
Sent: Monday, July 27, 2020 3:47 PM
To: Green, Peter M (FAA) <peter.m.green@faa.gov>
Subject: RE: Key West International Airport Improvements - Section 106 Consultation

Good Afternoon,

Our IT is not allowing us to connect to the website. Would it be possible to email the CRAS to THPOCompliance@semtribe.com?

Thanks,

Victoria Menchaca, M.A., RPA
Compliance Review Specialist
Seminole Tribe of Florida
Tribal Historic Preservation Office
30290 Josie Billie Hwy, PMB 1004
Clewiston, FL 33440
Tel: 863-983-6549 Ext: 12216
Email: victoriamenchaca@semtribe.com

From: Green, Peter M (FAA) <peter.m.green@faa.gov>
Sent: Wednesday, July 15, 2020 12:16 PM
To: THPO Compliance <THPOCompliance@semtribe.com>
Subject: Key West International Airport Improvements - Section 106 Consultation

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.

Dear Mr. Mueller,

Monroe County has proposed several airfield improvements at the Key West International Airport. The federal actions associated with the project constitute an undertaking. In the attached letter, the FAA is seeking input on properties of cultural or religious significance that may be affected by the undertaking, and invites the Seminole Tribe of Florida to participate in government-to-government consultation in the Section 106 consultation process.

I am also forwarding a link to download the Cultural Resource Assessment Survey prepared for the project.

Please contact me at peter.m.green@faa.gov within 30 days of the receipt of this letter to confirm your intent to participate in this Section 106 consultation.

Best regards,

Peter Green

The link to the downloadable attachment requires those accessing the file to log in with their name and email address.

CRAS of Key West International Airport 202...ed).pdf

22 MB

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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



APPENDIX D.2

Cultural Resources Assessment Survey (CRAS)

**CULTURAL RESOURCES ASSESSMENT SURVEY FOR THE
KEY WEST INTERNATIONAL AIRPORT IMPROVEMENTS
MONROE COUNTY**

Prepared for:

**Monroe County
1110 Simonton Street
Key West, Florida 33040**

In coordination with:

**Ricondo and Associates, Inc.
20 N. Clark Street, Suite 1500
Chicago, Illinois, 60602**

Prepared by:

**Janus Research
1107 N. Ward Street
Tampa, Florida 33607**

June 2020

SHPO/FDHR Project File Number 2020-1109

EXECUTIVE SUMMARY

Janus Research was retained by Monroe County and Ricondo and Associates, Inc. to conduct a cultural resource assessment survey (CRAS) for the Key West International Airport Improvements (the Project), in Key West, Monroe County, Florida. The project consists of the construction of an extension of Taxiway A, commercial and general aviation (GA) apron expansion, addition of a security fence, Taxiway B improvements, and Vehicle Service Road Relocation. The objective of this survey was to identify cultural resources within both the Direct Effects Area of Potential Effect (APE) and Indirect Effects APE and assess their eligibility for listing in the *National Register of Historic Places* (National Register) according to the criteria set forth in 36 CFR Section 60.4.

The Federal action requiring compliance with NEPA, and Section 106 of the *National Historic Preservation Act (NHPA) of 1966* (Public Law 89-665, as amended), as implemented by 36 CFR 800 -- *Protection of Historic Properties* (incorporating amendments effective August 5, 2004), is approval of Federal funding for airport development and approval of the Airport Layout Plan depicting the proposed improvements. This CRAS was conducted as part of the EA and in compliance with federal regulations. The CRAS and report will meet the requirements of Chapter 1A-46 (*Archaeological and Historical Report Standards and Guidelines*), *Florida Administrative Code (F.A.C.)* as well as the standards embodied in the Florida Division of Historic Resources' (DHR) Historic Preservation Compliance Review Program and *Cultural Resource Management Standards and Operational Manual* (2003).

Principal Investigators meet the *Secretary of the Interior's Professional Qualification Standards* (48 FR 44716) for archaeology, history, architecture, architectural history, or historic architecture. Archaeological investigations were conducted under the direction of Rudy J. Westerman, M.A. Historic resource investigations were conducted under the direction of Amy Groover Streelman, M.H.P.

The FAA coordinated a preliminary APE with the State Historic Preservation Officer (SHPO) and the SHPO concurred with the APE on March 17, 2020 (Appendix A). The APE for archaeological and historic resources is limited to the area where ground disturbing activity will occur within the Direct Effects APE.

No previously recorded or new archaeological resources were identified within the Direct Effects APE. The background research indicated that the Direct Effects APE is located within a developed area that exhibits low archaeological probability due to the high level of disturbance that occurred during the original airport construction. Additional areas of low site probability include mangrove swamp characterized by muck and marl soils that support water tolerant species.

The historic resources survey identified one previously recorded historic resource within the Direct Effects APE: Meacham Field/Key West Airport (8MO1888). The airport was originally constructed in 1927 by Pan American World Airways. It was used by the Navy during World War II and has been used as a commercial airport since after the war. The

airport was significant for its operations associated with the lighter-than-air (LTA) craft, or blimps. However, due to changes in ownership and use since World War II, Meacham Field/Key West Airport (8MO1888) has lost historic integrity and no longer conveys its significant associations. The SHPO determined Meacham Field/Key West Airport (8MO1888) as National Register-ineligible on May 25, 2007. Meacham Field/Key West Airport is still considered National Register-ineligible as part of this study and the original Florida Master Site File (FMSF) form can be found in Appendix B.

The Indirect Effects APE includes the area likely to be exposed to aircraft noise as a result of the proposed improvements. An initial historic resources survey identified 291 previously recorded historic resources within the Indirect Effects APE as part of this study and did not identify any new historic districts. The boundaries of a Final Indirect Effects APE were refined following the completion of the aircraft noise analysis of the project area. A total of eleven historic resources were identified within this Final Indirect Effects APE, three of which were previously recorded historic resources with the remaining eight being newly recorded historic structures. One of the previously recorded resources, Bridle Path (8MO2700) has been heavily altered and no longer conveys its significant historical associations. The SHPO determined Bridle Path (8MO2700) as National Register-ineligible on November 17, 1998. Bridle Path (8MO2700) is still considered National Register-ineligible as part of this study and the original Florida Master Site File (FMSF) form can be found in Appendix C.

The remaining ten identified historic resources within the Final Indirect Effects APE (8MO5617, 8MO5619, and 8MO6667-8MO6674) exhibit architectural styles common to South Florida, lack any known historical associations, and all feature modifications which have resulted in a loss of integrity. Therefore, these ten identified historic resources within the Final Indirect Effects APE are considered to be ineligible for listing in the National Register either individually or as part of a historic district. FMSF forms for these ten identified historic resources within the Final Indirect Effects APE are included in Appendix D.

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INTRODUCTION

Janus Research was retained by Monroe County and Ricondo and Associates, Inc. to conduct a cultural resource assessment survey (CRAS) for the Key West International Airport Improvements (the Project), in Key West, Monroe County, Florida. The project consists of the construction of an extension of Taxiway A, commercial and general aviation (GA) apron expansion, addition of a security fence, Taxiway B improvements, and Vehicle Service Road Relocation. The objective of this survey was to identify cultural resources within both the Direct Effects Area of Potential Effect (APE) and Indirect Effects APE and assess their eligibility for listing in the *National Register of Historic Places* (National Register) according to the criteria set forth in 36 CFR Section 60.4.

The Federal action requiring compliance with NEPA, and Section 106 of the *National Historic Preservation Act (NHPA) of 1966* (Public Law 89-665, as amended), as implemented by 36 CFR 800 -- *Protection of Historic Properties* (incorporating amendments effective August 5, 2004), is approval of Federal funding for airport development and approval of the Airport Layout Plan depicting the proposed improvements. This CRAS was conducted in compliance with federal regulations. The CRAS and report will meet the requirements of Chapter 1A-46 (*Archaeological and Historical Report Standards and Guidelines*), *Florida Administrative Code (F.A.C.)* as well as the standards embodied in the Florida Division of Historic Resources' (DHR) Historic Preservation Compliance Review Program and *Cultural Resource Management Standards and Operational Manual* (2003). This report is intended to support the FAA's Section 106 consultation with the Florida State Historic Preservation Officer (SHPO) and interested Native American Indian tribes. For the Proposed Undertaking, the FAA is the lead Federal agency responsible for NHPA compliance.

Principal Investigators meet the *Secretary of the Interior's Professional Qualification Standards* (48 FR 44716) for archaeology, history, architecture, architectural history, or historic architecture. Archaeological investigations were conducted under the direction of Rudy J. Westerman, M.A. Historic resource investigations were conducted under the direction of Amy Groover Streelman, M.H.P.



Project Description

This project involves the construction of an extension of Taxiway A, commercial and GA apron expansion, addition of a security fence, Taxiway B improvements, and Vehicle Service Road Relocation. The project is within Sections 3 and 4 of Township 68 South, Range 25 East, and on the Key West (1971) United States Geological Survey (USGS) quadrangle map.

The Proposed Undertaking, as shown on Figure 2, would include several components to address the purpose and need of the project, including:

- **Construct Taxiway A Extension:** This project would extend Taxiway A 274 feet to the end of Runway 9. Construction includes approximately 3,300 square yards of asphalt, 600 cubic yards of fill, and new taxiway pavement edge lighting and signage. The taxiway would provide a second point of access to the west end of the runway, which would allow aircraft to depart from the end of the runway pavement without having to back-taxi on the runway to the end of pavement. This project also includes the removal of approximately 2,300 square yards of pavement at Taxiway B.
- **Commercial Apron Expansion:** This project would expand the aircraft parking apron at the passenger terminal building and would reconfigure the parking position layout to improve access and parking for Group III aircraft that use the airport (e.g., Boeing 737). Construction would expand the existing apron by approximately 13,200 square yards. Stormwater runoff from the new impervious surface would be treated through exfiltration trenches constructed under the apron and a swale to be constructed along the edge of the apron.
- **General Aviation Apron (Overflow Parking Ramp) Expansion:** This project would expand the general aviation (GA) aircraft parking apron located on the west side of the airfield. Also known as the Overflow Parking Ramp, this apron would be expanded to accommodate additional small aircraft during peak season and special events in the Keys. Construction would include approximately 5,400 square yards of apron and access pavement, 1,800 cubic yards of fill, signage, marking, and lighting. Stormwater runoff from the new impervious surface apron would be treated through exfiltration trenches constructed under the apron.

The GA existing vehicle service road west of the GA overflow parking ramp would also be relocated outside of the Taxiway A Object Free Area (OFA).¹ Approximately 1,900 square yards of existing roadway pavement would be removed, and 1,600 square yards of new pavement would be constructed. Approximately 500 cubic yards of fill material would be placed to allow the new roadway to meet the grade of the existing taxiway and apron and to regrade the surrounding land to match existing grades.

¹ An Object Free Area is an area centered on a runway or taxiways that should be clear of above ground objects, except those essential for air navigation and ground maneuvering purposes.

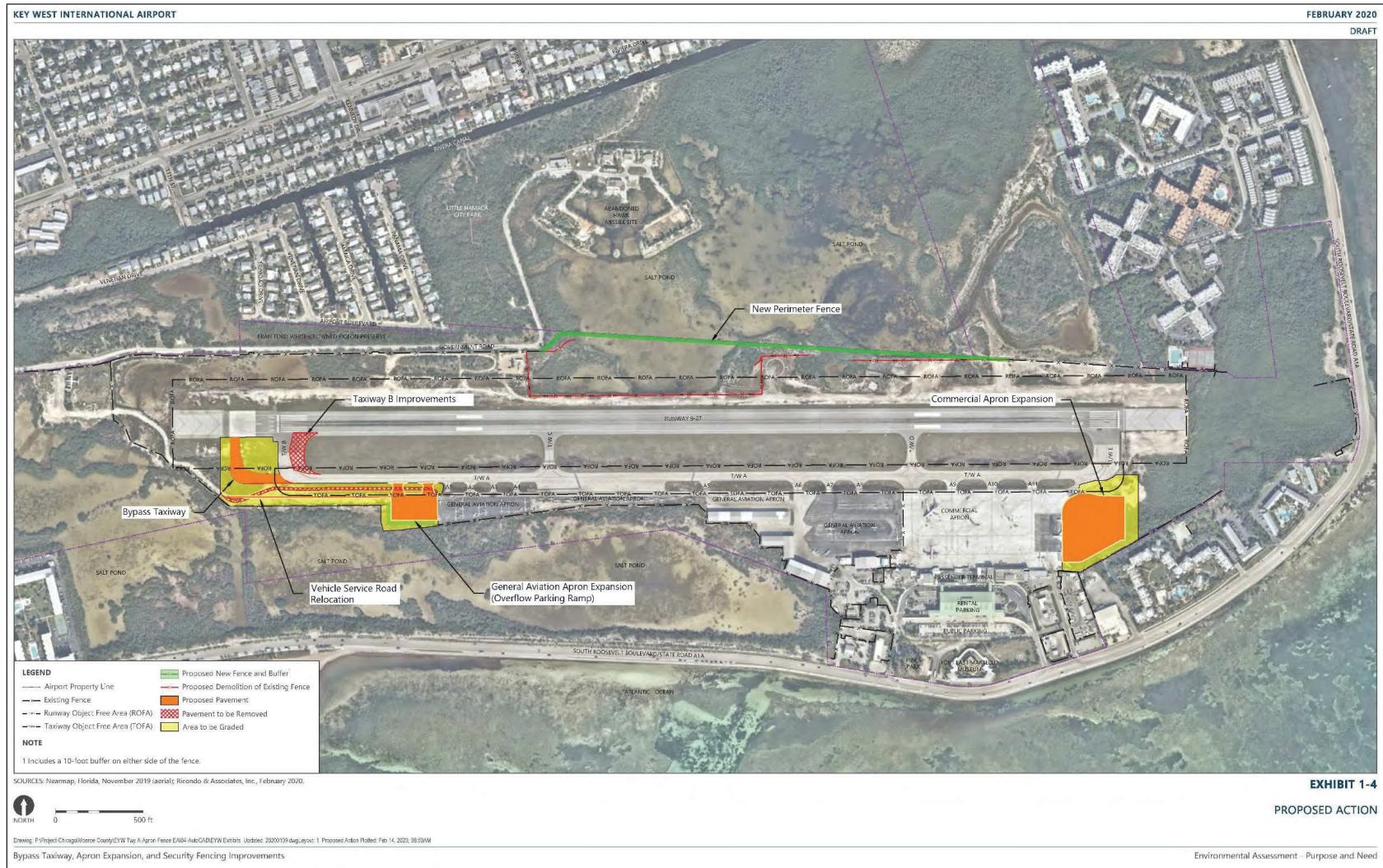


Figure 2: The proposed improvements within the Key West Airport property (Source: Ricondo & Associates, Inc., February 2020)

- **Security Fence:** A new 2,700-linear-foot section of airport perimeter security fence would be installed along the airport's north boundary line. This section of fence will replace approximately 3,300 linear feet of non-standard fencing presently located within the Runway Object Free Area (OFA). The proposed security fence would include specialized fencing and barriers across sections of salt pond and mangroves to deter kayakers and canoers from entering the Airport Operations Area (AOA), access to which is restricted for safety purposes. Additionally, 360 linear feet of security fencing would be relocated as a result of the proposed GA apron expansion.

All project components would be constructed on airport property. The Proposed Undertaking would not affect how aircraft operate at EYW, including runway use patterns, which are determined by prevailing winds and flight tracks. The expanded commercial apron pavement and taxiway extension are anticipated to generate two additional daily commercial flights (1,460 annual aircraft operations and approximately 78,250 annual enplaned passengers) at the airport when compared to the No-Action Alternative. Similarly, the expanded general aviation apron, which provides overflow parking during peak periods, is anticipated to induce 200 to 300 general aviation operations and approximately 340 additional enplaned general aviation passengers annually.

AREA OF POTENTIAL EFFECT

In February 2020, the FAA coordinated with the SHPO regarding the APE. On March 17, 2020, the SHPO approved the APE, as discussed below (Appendix A).

According to 36 CFR 800.16(d), the APE is the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties if such properties exist. Definition of the APE for the Proposed Undertaking considered direct effects associated with ground-disturbing construction activities and indirect effects associated with construction and operation of the Proposed Undertaking, including visible and audible effects. The APE for archaeological and historic resources is limited to the area where ground disturbing activity will occur within the Direct Effects APE.

The APE encompasses three areas of generalized ground disturbance representing direct effects as shown in Figure 3a:

- Linear APE along the north side of the Airport that includes the location of new security fencing and removal of existing security fencing, plus a 10-foot buffer on either side of the fence.
- APE on the southwest side of the Airport that includes the proposed extension of Taxiway A, GA apron expansion, service road, Taxiway B demolition, and security fencing associated with the expanded GA apron and associated areas of grading around new pavement.
- APE on the southeast side of the Airport that includes the proposed commercial apron expansion and associated areas of grading around new pavement.

The APE for indirect effects is defined to include the area likely to be exposed to aircraft noise levels of Day-Night Average Sound Level (DNL) 65 (expressed in A-weighted decibels [dBA]) and higher.² The indirect effects APE is depicted in Figure 3b. An analysis of aircraft noise effects will be prepared to consider the potential for noise impacts associated with induced activity under the Proposed Undertaking (aircraft that can be accommodated at the Airport with additional apron pavement). If the Proposed Undertaking would cause a change in significant noise exposure (an increase of 1.5 DNL or higher) when compared to the No-Action Alternative for the same time period, an

² DNL represents the noise level over a 24-hour period and includes has penalties to account for the increased sensitivity to noise events that occur during the more sensitive nighttime periods. Specifically, DNL penalizes noise 10 dBA during the nighttime period (10:00 p.m. to 7:00 a.m.). The US Environmental Protection Agency introduced the metric in 1976 as a single-number measurement of community noise exposure. The FAA adopted DNL as the noise metric for measuring cumulative aircraft noise under 14 CFR Part 150, *Airport Noise Compatibility Planning*. The Department of Housing and Urban Development, the Veterans Administration, the Department of Defense, the United States Coast Guard, and the Federal Transit Administration have also adopted DNL for measuring cumulative noise exposure. DNL is expressed in dBA, for which the A-weighting accounts for frequencies of sound perceptible to the human ear; therefore, it reflects actual sound levels as they are heard by humans.

assessment of potential indirect effects from this increased noise exposure would be conducted on historic properties.

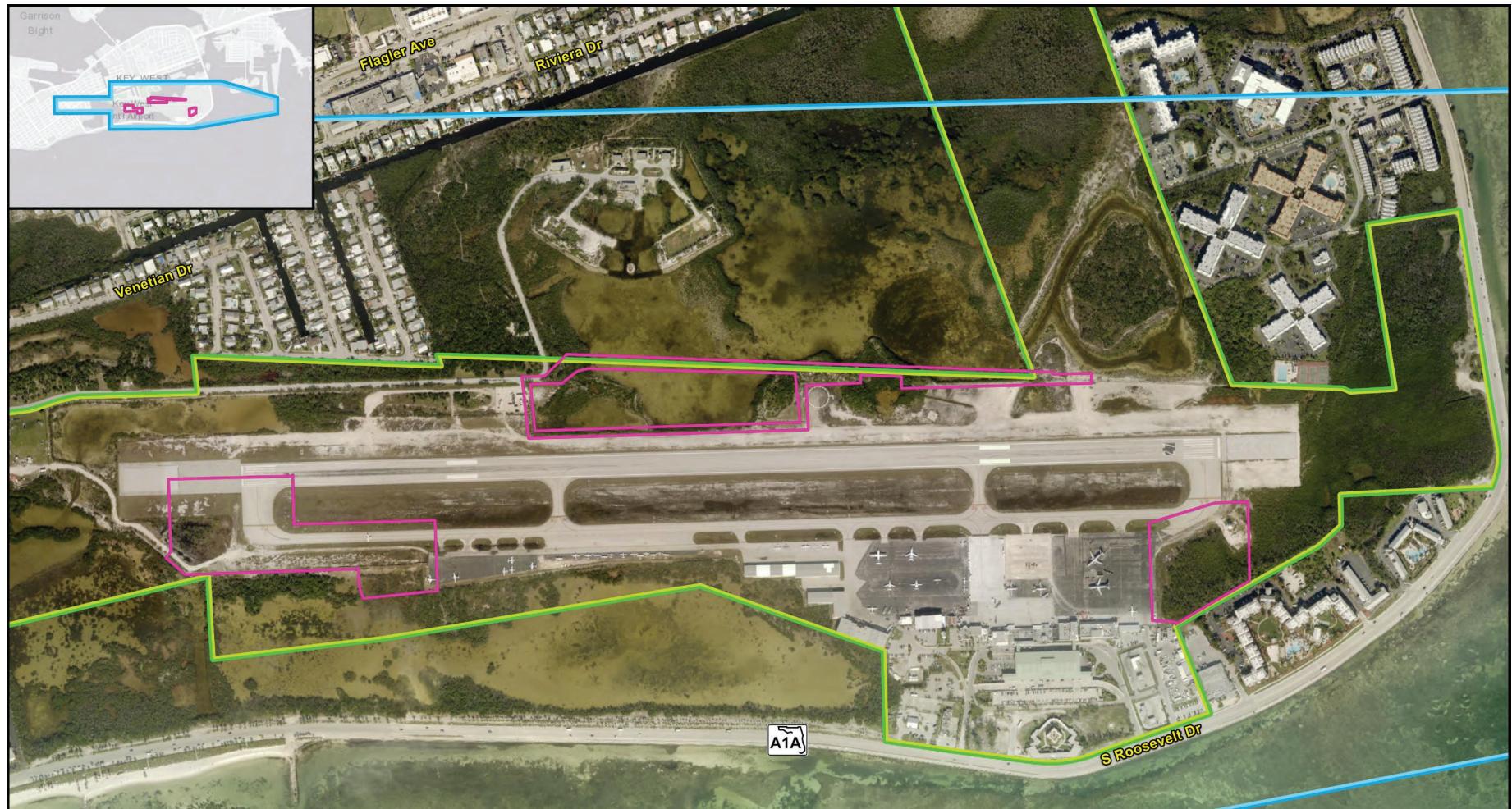


Figure 3a: Area of Potential Effect (Map 1 of 2)

- Direct Effects APE
- Indirect Effects APE
- Airport Property Boundary

Note: The APE for archaeological and historic resources is limited to the area where ground disturbing activity will occur within the Direct Effects APE

Monroe County

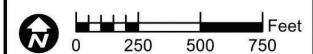




Figure 3b: Area of Potential Effect (Map 2 of 2)

- Direct Effects APE
- Indirect Effects APE
- Airport Property Boundary

Note: The APE for archaeological and historic resources is limited to the area where ground disturbing activity will occur within the Direct Effects APE

Monroe County
 0 1,000 2,000 Feet

ENVIRONMENTAL SETTING

Environmental and ecological factors through time have had a direct influence on the choice of occupation sites by precontact populations and early historic settlers. Therefore, factors such as geologic and hydrologic factors that may have affected the APE and its biotic resources are important elements in the formulation of a settlement/subsistence model for precontact and early historic peoples.

The project area is located on Key West, which is part of the Florida Keys chain of islands that extends for approximately 130 miles from the southern tip of mainland Florida. The Key West International Airport is located within the Oolite Keys physiographic region, which extends west and north of the Lower Coral Keys (White 1970:19–22). The Oolite Keys are at low elevations, as are those of the Lower Coral Keys.

Soils within the Keys are alkaline and consist of shell, organic matter, and fragments of coral rock or oolitic limestone. Prior to development, soil covered the limestone outcrops, but today much of the ground surface is exposed limestone or has only a thin layer of sediments covering it. Solution holes within the limestone contain deeper sediments and were often used by early settlers to grow crops. Outcrops of silicified limestone, or chert, which was often used by precontact people as raw material sources for the manufacture of stone tools do not occur in this area (Lane et al. 1980). The closest known outcrops lie to the north along the Peace River in the central part of the state (Scott 1978; Upchurch et al. 1982). Consequently, shell was the material of choice for the manufacture of precontact tools. Large univalve and bivalve shells occur in abundance throughout the shallow marine waters of the Florida Keys.

Vegetation communities in the Keys include hammocks in the uplands, which are bordered by mangrove swamp, salt marsh, or buttonwood. Pinelands and mangrove communities are found closer to the shoreline. Water resources consist of both ground and surface water. The groundwater aquifer in South Florida, known as the Floridan Aquifer, underlies all of Florida and parts of Georgia and Alabama. In most of the Keys, the Floridan Aquifer is non-potable because the salty, coastal waters surrounding the Keys intrude into the aquifer. The surficial aquifer, known as the Biscayne Aquifer, is directly recharged by rainfall, so it possesses the greatest potential for contamination. Freshwater lenses, sometimes referred to as “potholes,” are common in the Lower Keys, and they are usually found in either the hardwood hammocks or pinelands (Carr and Fay 1990:5–7; Hurt et al. 1995:2–3). These freshwater lenses are obviously important for both wildlife and vegetation on the Lower Keys. They were also important to the early settlers of the Keys, and historic homesteads or settlements are often located in proximity to these natural wells.

Physical Environment of the Project Area

A review of General Land Office (GLO) historic plat maps (Florida Department of Environmental Protection [FDEP] 1870a and 1870b) was conducted to look at past environmental conditions within and surrounding the project area. While surveyor's notes

were not available, the plats show mangrove swamp with some open, slightly elevated upland areas adjacent to or within the project area (Figure 4).



Figure 4: The approximate location of the Direct Effects APE depicted on an 1870 historic plat map of Key West

A review of aerial photographs from 1959 and 1971 was conducted to examine changes in land use during the mid to latter portion of the 20th Century (Florida Department of Transportation [FDOT] Surveying and Mapping Office 2019). Both photographs indicate that the Direct Effects APE consisted of wetlands or areas disturbed by the construction of the airport (Figures 5 and 6). The same paving present today is visible on both aerial photographs and no buildings are present with the Direct Effects APE.

The drainage characteristics of soil are important in the development of site location predictive models. The *Soil Survey of Monroe County, Keys Area, Florida* (United States Department of Agriculture [USDA] 1995) was reviewed to help determine the predevelopment environment, assess the level of modification, and identify natural features within the project area indicative of increased archaeological site potential. The detailed soil types within the Key West International Airport Improvements Direct Effects APE, as well as their drainage characteristics and environmental associations, are presented in Table 1.

Table 1: Characteristics of Detailed Soil Types within the Direct Effects APE

Drainage Characteristics	Soil Type	Environmental Association
Poorly Drained	Cudjoe marl, tidal	Found in mangrove swamps. Seasonal high water table is within 6 inches during wet periods. Most areas contain red mangrove, black mangrove, saltwort, and glasswort and serve as habitat for wetland wildlife or have been developed for urban use.
Very Poorly Drained	Islamorada muck, tidal	Found in mangrove swamps. Bedrock occurs within a depth of 20 inches. Most areas contain red and black mangrove and serve as habitat for wetland wildlife or have been developed for urban use.
	Key Largo muck, tidal	Found in mangrove swamps. Seasonal high water table is at or near surface. Most areas contain red and black mangrove and serve as habitat for wetland wildlife or have been developed for urban use.
Disturbed	Udorthents- Urban Land Complex	Found in upland construction areas adjacent to water. Udorthents consist of crushed oolitic limestone or coral bedrock that has been spread over the original soil material. It supports no vegetation.
Variable	Urban Land Complex	Found in areas covered by asphalt, concrete, buildings and other impervious surfaces. Landscaping plants may be present in areas that support vegetation

Source: USDA 1995:9-12, 14, 16-17.

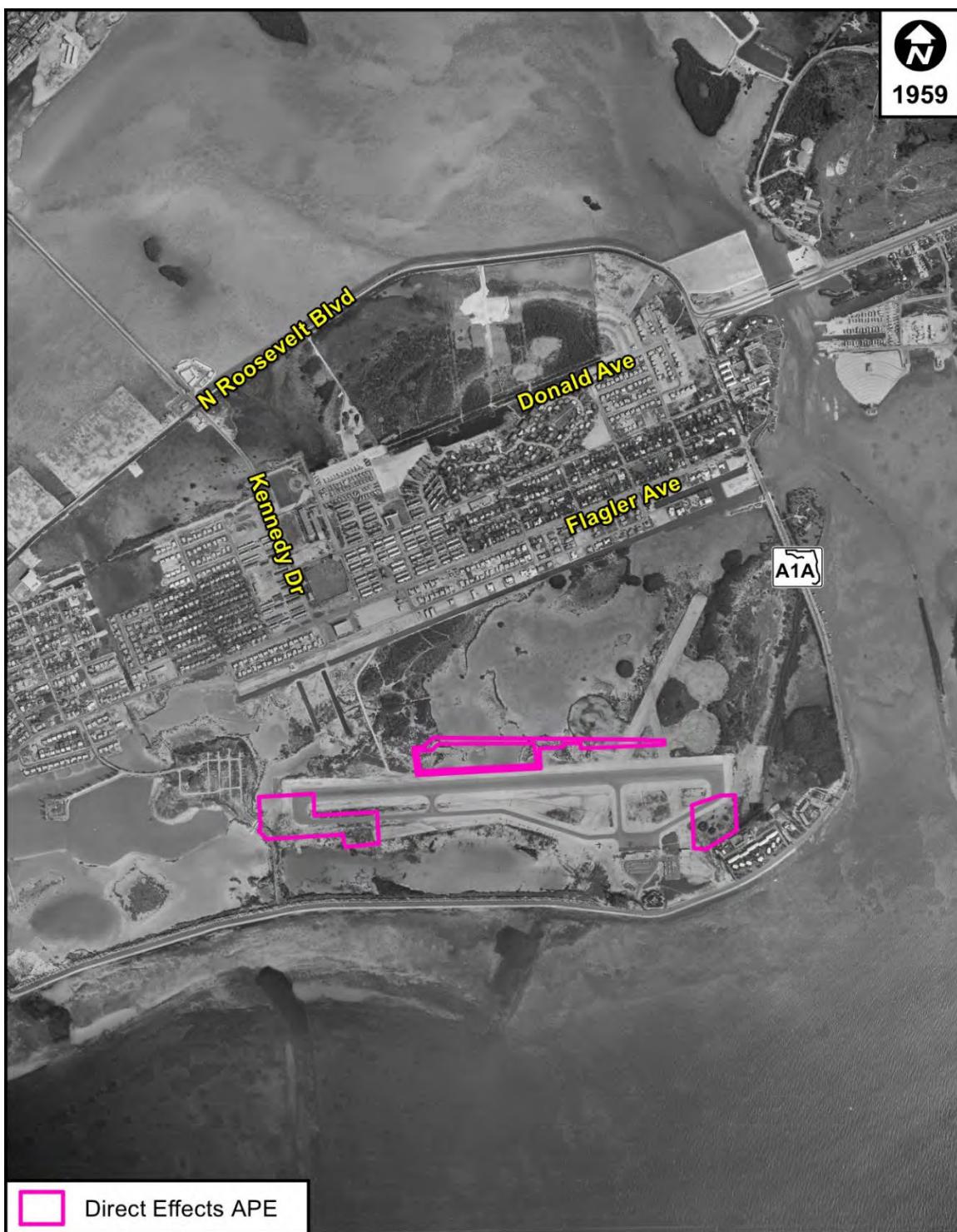


Figure 5: A 1959 historic aerial photograph of Key West International Airport and the Direct Effects APE

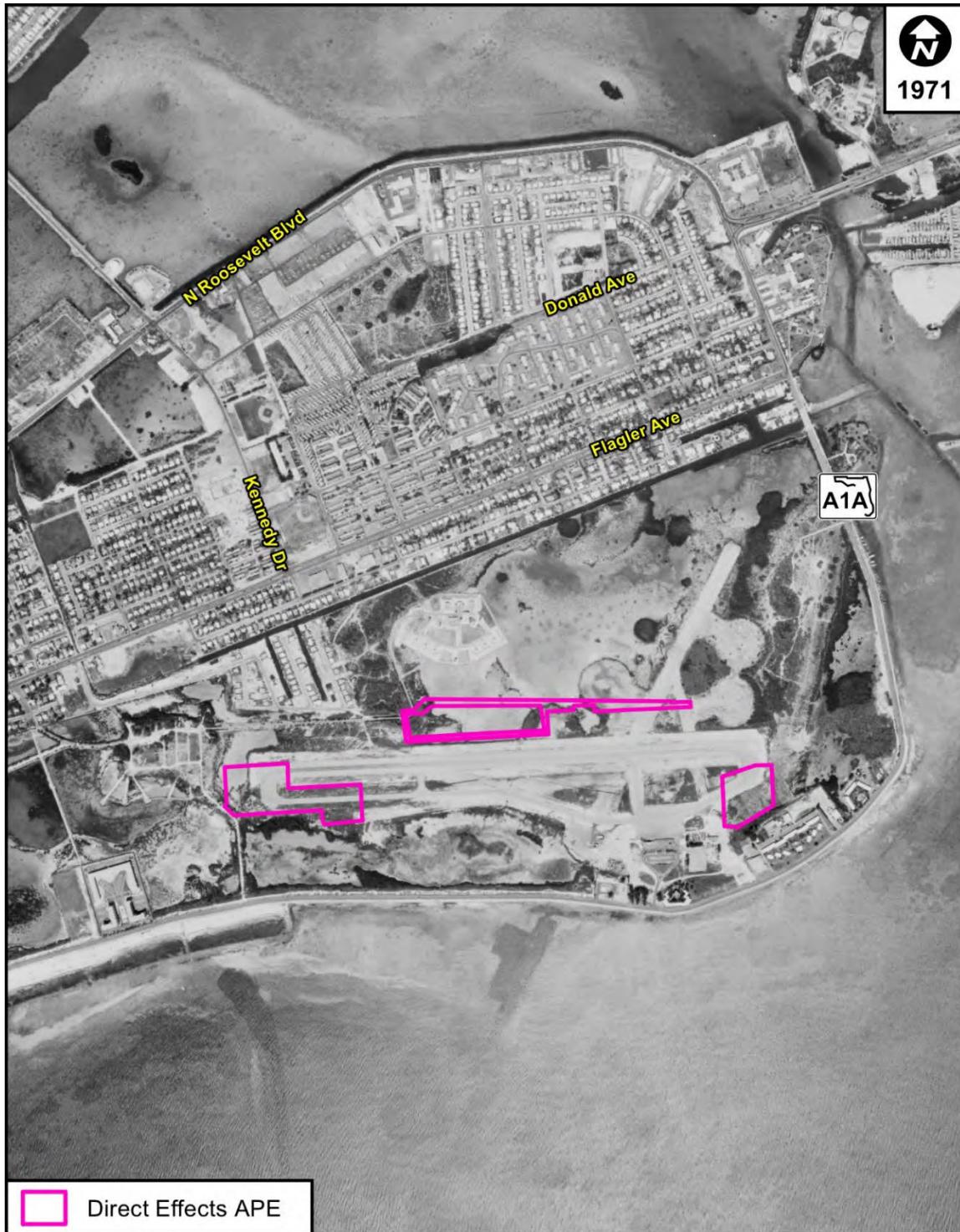


Figure 6: A 1971 aerial photograph of Key West International Airport and the Direct Effects APE

The soils found within the Direct Effects APE contains extensive areas of Udorthents-Urban land complex and Urban Land, supplemented with tidal areas marked by muck and marl (USDA 1995). The disturbed soil is composed of fill material composed of crushed oolitic limestone or coral bedrock that has been spread to create upland areas adjacent to water. The soil is underlain and/or surrounded by marl or muck that overlies bedrock. The other soils present in the APE are associated with mangrove swamps and are poorly or very poorly drained.

PRECONTACT OVERVIEW

The following discussion of the precontact time period of the general project area is included in order to provide a framework within which the local archaeological record can be understood.

Paleoindian Period (12,000–7500 BC)

The earliest inhabitants of Florida are known archaeologically as “Paleoindians”. They are usually described as highly mobile hunter-gatherers who traveled in small family bands. The prevailing view of the Paleoindian culture, a view based on the uniformity of the known tool assemblage and the small size of most of the known sites, is that of a nomadic hunting and gathering existence, in which now-extinct Pleistocene megafauna were exploited. Settlement patterns were restricted by availability of fresh water and access to high-quality stone from which the specialized Paleoindian tool assemblages were made. Waller and Dunbar (1977) and Dunbar and Waller (1983), from their studies of the distribution of known Paleoindian sites and artifact occurrences, have shown that most sites of this time period are found near karst sinkholes or spring caverns.

The majority of Paleoindian sites in Florida consist of surface finds. The most widely recognized Paleoindian tool in Florida is the Suwannee point, typically found along the springs and rivers of northern Florida. Other points, including Simpson and Clovis points, are found in lesser numbers. Other Paleoindian stone tools tend to be unifacial and plano-convex, with steeply flaked, worked edges (Purdy and Beach 1980:114–118 and Purdy 1981), bifacial and “hump-backed” unifacial scrapers, blade tools, and retouched flakes, including spokeshaves (Purdy 1981; Daniel and Wisenbaker 1987:62–81, 86–87). Some tools are little more than flakes or blades that were struck from cores, used, and discarded (Milanich 1994:51).

By the end of the Paleoindian period, the climate had become warmer and wetter. It is possible that at this time the modern wetlands of southern Florida began to emerge. Sea levels began a fairly rapid rise, shrinking the available land mass through coastal inundation. These dramatic climate changes, and possible pressure from Paleoindian hunters, led to the extinction of the Pleistocene megafauna and other species. Currently, no archaeological evidence dating to the Paleoindian period has been recovered in the Florida Keys. If any Paleoindian sites do exist in the region, it is likely that they were inundated by rising sea levels.

Archaic Period (7500–500 BC)

During the Archaic period, climate and sea levels gradually stabilized and southern Florida began to take on its current appearance. The Archaic period is known for the adaptations made by Florida’s earliest inhabitants to the modernizing climate and landscape. At the beginning of the Archaic, lifeways in Florida were quite similar to those of the preceding Paleoindian period. However, by the end of the Archaic, Florida’s natives had developed more sedentary lifestyles, made many technological innovations, the most important of

which was the invention of pottery, and began to differentiate themselves into distinct regional subcultures. Florida's Archaic is divided into an Early, Middle, and Late sub-periods, each of which have recognized horizons that are limited to restricted geographic areas and/or times.

Early Archaic (7500–5000 BC)

By the beginning of the Early Archaic sub-period, the Pleistocene megafauna and other characteristic fauna had become extinct. The settlement patterns and tools of Early Archaic people in Florida were initially very similar to those of the preceding Paleoindian period. As the Early Archaic progressed, more wetland habitats within southern Florida began to emerge. The Windover Pond site in Brevard County provides dramatic evidence of Early Archaic material culture and burial practices, although, since the site has no correlates, it is unclear how representative it is of other Early Archaic sites in southern Florida (Dickel 2002). Within southern Florida, sites dating to this time period are rare. The Cutler Fossil site (8DA2001) in the Deering Estate, Miami-Dade County, is one definite Early Archaic site (Carr 1986). Other possible Early Archaic sites in southern Florida include Sunset Lakes (8BD3176), Blue Cow (8BD2150) (Davis and Carr 1993), and Silver Lakes (8BD1873) (Carr et al. 1991).

By the end of the Early Archaic, local environments were becoming more subtropical. For instance, evidence from the Cutler Fossil Site (8DA2001) in the Deering Estate, Miami-Dade County, suggests a forested environment surrounded by open, savannah-like grasslands and open marshes and wetlands (Emslie and Morgan 1995:81). Additionally, interior ponds had begun to form (Carr 2002:194–195; Wheeler 2004b:7) although the Kissimmee River was probably not yet in existence (Austin 1996:67). Sea levels throughout the Early Archaic were also still lower than modern levels.

Most of what is known about Early Archaic subsistence comes from highly preserved materials recovered from the anaerobic muck of the Windover Pond site in Brevard County. The Windover analysis (Andrews et al. 2002) indicates that Early Archaic peoples utilized the fibers of sabal palm, saw palmetto, and other plants in the weaving of baskets and textiles. Windover also illustrates that at least some Early Archaic populations had developed an intensive exploitation strategy focused on inland aquatic resources supplemented by terrestrial game (Dickel and Doran 2002:54).

Artifacts typical of the Early Florida Archaic are rare in southern Florida. It is unclear if this is because there was very little use of southern Florida during the Early Archaic or if there was a unique southern Florida toolkit for the Early Archaic that has yet to be defined.

Middle Archaic Period (5000–3000 BC)

The Middle Archaic can be seen as an environmental and cultural bridge between the Early Archaic and the Late Archaic. During the intervening Middle Archaic, the environment of southern Florida approached that of modern times, becoming increasingly moist, while the climate grew more stable. The human populations in turn began to develop distinct regional adaptations to the changing environmental conditions. For the first time, such distinct regional adaptations and cultures appeared across all of Florida, including the southern

portion of the peninsula. Along the southwest coast, populations developed year-round adaptations to the developing estuaries, producing large shell middens and constructing shell mounds in the process. Within southern Florida, Middle Archaic populations began to adapt to the developing Everglades ecosystem as well as the more dispersed wetland resources to the north of what is now Lake Okeechobee. The unique adaptation to the interior marshlands of southern Florida that can be seen developing during the Middle Archaic has been labeled the Glades or Everglades Archaic (Pepe 2000:32; Pepe and Jester 1995:19; Wheeler 2004a; Wheeler et al. 2002:143-144) and is discussed in more detail in the following description of the Late Archaic Period.

During the Middle Archaic, the environment of southern Florida became less arid, thereby supporting a much broader range of animal and plant resources. Broad wetlands, lakes and rivers began to develop, and sea levels began to stabilize. In fact, by the end of the Middle Archaic, sea levels had reached almost modern levels (Dixon 1999; Littman 2000). Large coastal shell middens dating to the Middle Archaic are known for the southwestern coast of Florida, providing ample evidence of fully developed estuaries there during these times (Russo 1991; Torrence 1996). Within the interior, peat formation became widespread toward the end of this period, eventually giving rise to the Everglades ecosystem.

The Middle Archaic artifact assemblage is not well documented but includes Florida Archaic Stemmed (FAS) and related points. Thonotosassa points, related to FAS points but larger, thicker, and more crudely made, have also been found in southern Florida at sites dating to the Middle Archaic (David Dickel, personal communication with James Pepe 2007; Farr 2006:91). Within southern Florida, an example of this point was noted at Ryder Pond (8LL1850). Wooden artifacts known from the Middle Archaic include dugout canoes and a variety of wooden stakes and other tools recovered from wet sites. Finally, although a variety of shell tool types are known from Middle Archaic sites, the main shell tool type known for southern Florida during this time is the *Strombus* celt (Wheeler 1994).

Several Middle Archaic sites have been identified on sandy ridges along the eastern edge of the Everglades. Sites such as Ranch Ridge (8BD1119) and Hiatus #2 (8BD3283) consist of scatters of lithic artifacts, including Middle Archaic point types and lithicdebitage. Other probable Middle Archaic sites located in the Everglades, such as Bass Creek/Blockbuster #1 (8BD2878) and Cheetum (8DA1058), may represent early manifestations of the aforementioned Glades Archaic culture. All are, or were, hammock tree island sites surrounded by what would have been marshlands before modern drainage and other disturbances.

Late Archaic Period (3000–500 BC)

By the beginning of the Late Archaic, all of the modern physiographic regions and ecosystems of southern Florida were present in essentially their modern forms. This includes the entire Kissimmee-Lake Okeechobee-Everglades drainage system. Although the environment of southern Florida had achieved some sense of stability, the archaeological record of this period is much more dynamic. Different ideas and perhaps, human populations, were moving into the area during this time.

As a result, there is a great deal of variability between Late Archaic sites in southern Florida. Until recently, variations of Bullen's chronology for the Late Archaic Orange culture in northeastern Florida were generally used for the Late Archaic in southern Florida. Using this scheme, fiber-tempered pottery, the earliest pottery type known for all of North America, was considered to be a marker for the pottery of the Late Archaic. The generally accepted chronological sequence for the Late Archaic was expressly unilineal, with plain (undecorated) fiber-tempered pottery, followed by decorated fiber-tempered pottery, replaced finally by plain pottery that was not tempered with fibers (Bullen 1954, 1955, 1972). It was also understood that sand was eventually added as a tempering agent to fiber-tempered pottery. Orange pottery tempered with both fiber and sand is sometimes referred to as "semi-fiber tempered." The application of this chronology to southern Florida seemed to indicate that most of the area, especially the Everglades, was sparsely settled during the Late Archaic due to the general absence of Orange pottery at sites (Griffin 2002:146-149; Widmer 1988:201-201).

More recent investigations question the use of the "standard" fiber-tempered sequence for the Late Archaic in southern Florida and suggest that, at some sites or in some areas, the earliest pottery present may be Sand-tempered Plain or thick, chalky wares. Recent investigations of a late Archaic period site in Jupiter, the Joseph Reed Shell Ring, resulted in a tentative new chronology for the Late Archaic in southeastern Florida (Russo and Heide 2002). A period labeled Late Archaic I is proposed that is marked by fiber-tempered and/or semi-fiber tempered plain pottery. During the next proposed period, Late Archaic II, only chalky ware pottery, possibly early St. Johns Plain, is predicted to occur. The next proposed period, Late Archaic III, is distinguished by the presence of plain sand-tempered pottery along with the chalky pottery.

Pepe and Jester (1995:19) propose that there are two, distinct Archaic traditions in southeastern Florida. In this model, the fiber-tempered pottery tradition is largely a coastal phenomenon associated with shell mound building, while the aceramic Archaic or "Glades Archaic" is a more widespread tradition, perhaps giving rise to the distinctive regional culture of the Tequesta and their ancestors (see also Pepe 2000:29-32; Russo and Heide 2002:80; and Wheeler et al. 2002:143-144).

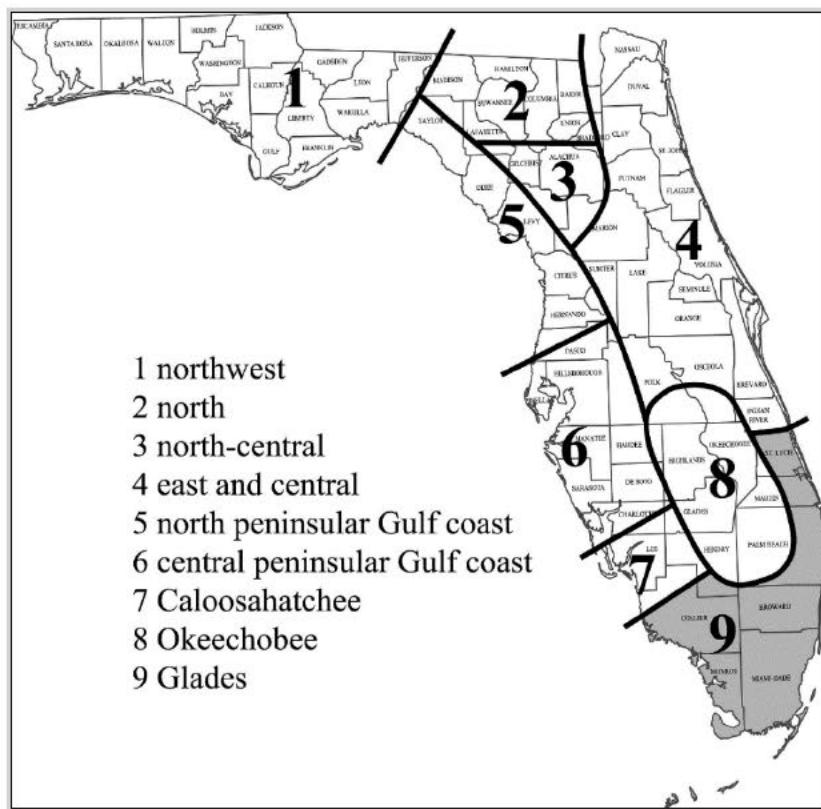
Many of the ubiquitous faunal bone middens located in the interior wetlands of southern Florida date to Late Archaic times, despite the fact that many of them lack pottery of any kind. These sites are notoriously difficult to date because, not only do they often lack chronologically diagnostic artifacts, but most of the faunal bone at the sites lacks collagen, the datable material in bone samples sent to radiocarbon labs. Nevertheless, many sites clearly have aceramic components that underlie pottery-bearing strata, logically indicating that these aceramic components most likely date at least as far back as the Late Archaic. Ongoing research by the National Park Service in the Big Cypress National Preserve and Everglades National Park has identified dense aceramic faunal bone middens yielding radiocarbon dates between 2850 and 1550 BC (Michael Russo, personal communication with James Pepe 2007; Schwadron 2006).

Evidence for the Late Archaic period in the Florida Keys is limited to fiber-tempered pottery sherds that were recovered from mangrove muck on Key Largo (Archaeological and Historical Conservancy, Inc. [AHC] 1985:16).

Formative Period (500 BC–AD c. 1700)

The Formative Period represents a time when changes in pottery and technology occurred throughout Florida. The specific changes in pottery traditionally used by archaeologists to mark the beginning of this period include the replacement of fiber-tempered pottery with sand-tempered, limestone-tempered, and chalky-paste ceramics. Three different projectile point styles (basally-notched, corner-notched, and stemmed) also occur in some areas in contexts contemporaneous with these new ceramic types. This profusion of ceramic and tool traditions suggests population movement and social interaction between culture areas. The earliest known major occupations of southern Florida date to this period (Bullen et al. 1968; Sears 1982).

The regional diversity that marked this period has been primarily attributed to local adaptation to varied ecological conditions within the state. The ceramic tradition for southern Florida, characterized by sand-tempered bowls with incurvate rims, is known as the Glades or Everglades cultural tradition. As defined by Milanich (1994:298), the Glades cultural region includes all of south Florida “east and south of the Caloosahatchee and Okeechobee regions (Figure 7). It includes most of St. Lucie County, the Everglades, a largely sawgrass marsh in Hendry, Palm Beach, Broward, Dade, and Monroe counties; the Big Cypress Swamp west of the Everglades in Collier County; and extensive saltwater marshes and mangrove forests once found along both coasts. Environmentally, the interior portions of the Everglades area are dominated by inundated or formerly inundated humic or peat soils which are drained by massive sheet-flow instead of river channeling. The Atlantic coast, which has developed from beach dune deposition, has a few rivers cutting through the Atlantic Coastal Ridge and a coast-parallel lagoon system.

**Figure 7: Glades Cultural Region**

John Goggin established a ceramic sequence for the Glades region on the basis of work he conducted from the 1930s to early 1950s (Goggin n.d.). Subsequent research has refined his basic chronological framework (Griffin 1988; Griffin et al. 1982). Table 2 is based on Griffin's 1988 work and presents the most thorough chronological framework for southern Florida. Summaries of the ceramic markers associated with each period are provided, as well. It is important to note that the information provided in this table is most applicable to the heartland of the Glades archaeological area: the Big Cypress Swamp, Everglades, and coastal portions of southern Florida to the south of Lake Okeechobee.

Table 2: Glades Cultural Sequence

Period	Dates	Distinguishing Characteristics
Glades I early	500 BC–AD 500	First appearance of sand-tempered pottery; no decoration
Glades I late	AD 500–750	First appearance of decorated pottery: Fort Drum Incised, Fort Drum Punctated, Cane Patch Incised, Gordon's Pass Incised, Opa Locka Incised, Sanibel Incised; sand-tempered plain persists
Glades IIa	AD 750–900	Appearance of Key Largo Incised and Miami Incised; sand-tempered plain and Opa Locka Incised persist; none of the earlier decorated types are present

Period	Dates	Distinguishing Characteristics
Glades IIb	AD 900–1100	Sand-tempered plain and Key Largo Incised persist; Matecumbe Incised appears; none of the earlier decorated types are present; certain rim modifications (incised lip arcs and lip crimping and grooving) also appear for the first time
Glades IIc	AD 1100–1200	Almost no decorated ceramics; some grooved lips but no more lip arcs or crimped rims; Plantation Pinched appears
Glades IIIa	AD 1200–1400	Plantation Pinched is no longer present; Sand-tempered plain and grooved lips persist; appearance of Surfside Incised and St. Johns Check Stamped
Glades IIIb	AD 1400–1513	Glades Tooled, sand-tempered plain and St. Johns Check Stamped are present, Surfside Incised and grooved lips are not present
Glades IIIc	AD 1513–c.1700	Same as previous period with the addition of historic artifacts

Source: Griffin 1988:124–142

Carr and Fay (1990) defined six different precontact site types for the Keys including constructed mounds, rock works, black dirt/shell middens, graves/cemeteries, single artifacts or artifact scatters, and shell scatters. Carr et al. (1988) identified three main locations for precontact sites in the Florida Keys: the transitional zone between hammocks and mangroves, the mangrove and buttonwood flats, and beach berms. The largest sites in the upper and middle Keys are located in the transitional zone between the uplands and mangroves.

Goggin (n.d.) mentions that sites on the Keys are very similar in both construction and contents to other sites in the Glades area. He also stressed that the ceramic types of the Keys can also be found elsewhere in the Glades area. One artifact that he considered to be peculiar to the Keys is the *Strombus* hammer. Goggin described midden sites in the Keys as low and small, composed of black dirt with more bone than shell. He stated that sites are generally found on the edge of uplands adjacent to mangroves. The subsistence of the inhabitants of the Keys was likely based on net fishing and the collection of turtles. Goggin also hypothesized that the Keys may have been abandoned during dry periods, as freshwater is a rare resource.

HISTORICAL OVERVIEW

The intent of this section is to identify the possible locations of any historic sites within the cultural assessment project area and to provide a background for the determination of their historical potential. To this end, books, maps, and manuscripts located at the University of South Florida Special Collections Department, Florida Department of Environmental Protection, Division of State Lands, and the library at Janus Research were examined.

European Contact and Colonial Period (1513–1821)

Little is known about the terminus of the Glades culture and the early period of contact between the Native Americans and the European immigrants. The later precontact Glades groups appear to have been actively trading with other cultures to the north, as evidenced by the occurrence of exotic raw materials and ceramic designs similar to those seen farther north. Few ethnohistoric accounts exist for South Florida, and only one is widely publicized; Hernando d'Escalante Fontaneda's seventeenth-century account (Fontaneda 1945). Fontaneda lived amongst the Native Americans who lived in the Florida Keys after being shipwrecked while returning to Spain from Cartagena; his historic account is from this experience. Other Spanish documents refer to a Chief of the *Cayo de Huesos* (Key of Bones; Key West), and a Chief of the *Matecumbeses*. Other groups that were mentioned are the *Viscaynos* (Biscayne Bay area), the *Bayahondos* (Bahia Honda area), and the *Cuchiagros* (Lower Keys).

Many historic Glades sites contain European artifacts and European-derived raw materials such as silver, iron, and gold. These materials were probably salvaged from Spanish ships that sank or ran aground off the Straits of Florida. During this period, two major Native American groups lived in South Florida: the Tequesta, who were centered in the Miami area, and the Calusa, who occupied the southwest coast. It is unknown whether the Keys Indians were related to the Calusa or the Tequesta, but it is generally accepted that the Calusa exerted some influence over the native peoples of the Keys.

Marathon was first mentioned on Spanish navigation charts in the 1500s. Key Vaca, or *Cayo de Bacas* as it was originally called, is thought to be named for the plentiful manatees or sea cows in the area. Fontaneda and others mention at least three sixteenth century native towns in the Keys, including Matacombe in the Upper Keys, and Cuchiyaga and Guarungumbe in the Lower Keys (Goggin and Sommer 1949:24; Wheeler 2000:8). Natives in the Keys during this period generally were organized into groups and each occupied a different island (Milanich 1995:61). They eventually became loyal to the Spanish and sometimes worked with and befriended Cuban fishermen who were active throughout the Keys during this time period (Hammond 1973).

During the latter part of the sixteenth century, Spanish fishermen from Cuba began exploiting the prolific fishing grounds off the Keys. With their many gifts, they eventually established a friendly relationship with the Keys Indians. When the Spanish frigate *Nuestra Señora del Rosario* ran aground off the Matecumbe Keys in 1605, the Indians helped free the vessel and gave fresh water, fish, and wood to the crew (Viele 1996). The Keys natives had been

salvaging Spanish shipwrecks for more than 100 years when the Spanish treasure fleet was lost in the hurricane of 1622. When the Spanish began salvage operations in 1628, they employed Keys natives as divers to recover a large number of silver bars and coins (Viele 1996:6). By the late seventeenth century, a lively trade had developed between the Spanish in Cuba and the Keys natives. By the early eighteenth century, it has been suggested that the Indians remaining on the Keys had developed a “thin veneer of Spanish culture” (Viele 1996:6).

By the beginning of the eighteenth century, the Native American population of Florida, including southern Florida, had declined considerably as a result of disease, slave raids, intertribal warfare, and attacks from English-aided Creek, and other Indians (Wright 1986:218; Tebeau 1966:37; Steele 1992:11). In 1716 or 1718, the remnants of some mainland tribes, including the Calusa and Mayaimi, settled with the Spanish in the Keys. After Britain gained possession of Florida in 1763, the remaining residents of the Keys, including approximately 80 Calusa families on Key Vaca and Key West, were evacuated to Cuba (Viele 1996:7). From 1763 until 1819, when the first Americans settled at Key West, there were no permanent settlements in the Keys (Viele 1996:13).

During the eighteenth century, Cuban fishermen had established seasonal fishing camps or ranchos along the Gulf coast. These fishermen were engaged in catching mullet and drying them for sale in the Havana markets. Cuban fishermen also fished the waters off the Keys and salted and dried their catches on shore. Bahamian vessels also came to the Keys to hunt turtles, cut timber, and salvage wrecks (Viele 1996:13). The principal harbors used by the Cuban fishermen and the Bahamians were Key West, Newfound (Big Pine Key), Bahia Honda, Indian Key, and Tavernier Key (Viele 1996:14). When Florida reverted to Spain in 1783, the situation in the Keys remained unchanged. The Cuban fishermen and Bahamians continued their trades in the waters off the Keys and, in the absence of effective control by the Spanish authorities; the Keys became a haven for smugglers and privateers (Viele 1996:15).

By the end of the eighteenth century, the Seminoles had become the dominant Native American group in the state. Groups of fugitive African-American slaves also had settled among the Seminoles by the early nineteenth century (Brown 1991:5–19). Armed conflict with pioneers, homesteaders, and eventually the United States Army resulted in the removal of most of the Seminoles from Florida. This action forced the withdrawal of the remaining Seminole population to the harsh environment of the Everglades and Big Cypress Swamp by the late nineteenth century.

The Territorial and Statehood Period (1821–1860)

In 1821, after several years of negotiations with Spain, the U.S. acquired Florida as a territory. The population of the territory at that time was still centered in the northern areas around Pensacola, St. Augustine, and Tallahassee; although by the mid-1820s a few scattered plantations were recorded on the southwest Gulf coast, as far south as Marco Island. These plantations generally were owned by European-American settlers and employed Native Americans and escaped slaves (Tebeau 1966:33–34).

When the treaty transferring Florida to the United States was signed in 1819, several American settlers came to the Key West vicinity to salvage shipwrecks. After the Florida Territory was established in 1821, Key West's excellent harbor, prolific fishing grounds, proximity to Cuban markets, and the potential for salt manufacture made it the site of the first permanent settlement in the Keys. The generally accepted date for the founding of Key West is 1822. In February of that year, U.S. Navy Lt. M. C. Perry arrived aboard the USS *Shark* to take official possession of the island in the presence of a few recently-arrived settlers (Viele 1996:21). In 1823, a naval base was established in Key West by Commodore David Porter in order to fight piracy in the area (Shettle 2009: 39).

Richard Fitzpatrick, a resident of Key West originally from South Carolina, leased land in the southeast portion of Key West and constructed salt ponds. This area encompasses the property which would later be known as Meacham Field and the Key West Airport. Almost one hundred acres of land leased by Fitzpatrick were subject to overflow at any ordinary high tide. This land was divided into salt pans which measured one hundred feet long and fifty feet wide and were separated by two-foot high walls made of coral rock. Small wooden floodgates connected all the salt pans and sea water was turned into them from a large canal. The pans were then filled with salt water and the floodgate in the canal closed, and as the water level was lowered by solar evaporation more salt water was let in. This process was repeated until the approach of the rainy season, when the water was allowed to evaporate, and the salt precipitated into crystals which were harvested. Fitzpatrick abandoned his salt works by 1834, although salt manufacturing was continued by various businessmen until the beginning of the Civil War (Browne 1912).

At the beginning of the Second Seminole War, the conflict was centered near the Withlacoochee region. In South Florida, on the site of present-day Fort Lauderdale, the plantation of William Cooley was raided while Cooley was away from home. His wife, three children, and their tutor were killed. As the news of the attack spread, many of the settlers on the southern mainland and Key Vaca fled to Key West. The *Key West Enquirer* of January 16, 1836 reported the arrival of nearly 200 refugees (Viele 1996:33). Raids in the Keys continued until increased naval forces in 1838 brought them to an end (Viele 1996). Some settlers returned to Key Vaca when they felt the danger had passed. However, another Indian attack that occurred on Indian Key again encouraged the population of Key Vaca to flee to Key West. It was only with the inception of a naval garrison stationed on Key Vaca on August 7, 1840, that the population of the Key would become stable, although remain small (Viele 1991). The naval forces in the Keys, which were known as the Mosquito Fleet, consisted of three schooners, five-gun barges, and 60 canoes (Viele 1996:35). By 1842, the Fleet was disbanded. Yet in 1845 construction began on Fort Taylor, a coastal defense installation on the southwest tip of Key West. The fort would be completed just before the Civil War, during which it would remain in Union control (Shettle 2009: 39). During the latter years of the Territorial Period, the Keys experienced a population decline and remained sparsely settled and isolated from the mainland.

Civil War and Post War Period (1860–1898)

Two additional forts, East and West Martello Towers, were constructed in Key West in 1862 to protect against Confederate forces. The Martello Tower name comes from the type of fortified tower, which was commonly built as an outpost to a main fortification – in this case Fort Taylor. The purpose of the Martello Towers was to secure the island of Key West against landing forces; however, construction was suspended in 1866 following the end of the Civil War. Neither tower was ever fully completed or armed due to the advent of more advanced weaponry during the Civil War (Monroe County Historical Restoration and Preservation Commission 1972).

The period between the end of the Civil War in 1865 and the end of the century saw a steady influx of immigrants from the Bahamas and the rapid rise of pineapple cultivation in the Upper Keys. Following the adoption of the Homestead Act in 1862, the first three Bahamian families acquired the entire island of Matecumbe for less than \$20 (Eyster 1997:23). By 1870, the population of the Keys outside of Key West stood at 300, which can be largely attributed to the Bahamian immigration (Viele 1996:81). Also, by this date, every major Key in the lower Keys was occupied (Viele 1996:81). More than half of the settlers were farmers who raised fruits and vegetables for the Key West market. The remaining inhabitants were seamen on wrecking, freight carrying, and fishing vessels.

The salt manufacturing in the southeast portion of Key West which had abandoned during the Civil War was briefly revived from 1865 to 1868 by Lieutenant W. R. Livermore of the United States Army Engineer Corps. After another period of disuse, the salt ponds were operated at varying levels of success until the early 1900s, when the land was sold and divided into city lots (Browne 1912).

U.S. surveyors established Township, Range, and Section boundaries for the public lands in the Keys during the 1870s. Although some residents acquired title to their property under the Homestead Act, most of the Keys settlers did not own their own land and remained squatters on government property (Viele 1996:82). By 1880, most of the population left the Lower Keys, leaving the area practically deserted. Many Bahamians began moving into the Lower Keys, and by 1900, they outnumbered other settlers by two to one. By 1900, approximately 600 people lived in the Keys outside Key West. Most of the residents were Bahamian immigrants or their descendants. Three-quarters of the population was employed in the pineapple industry of the Upper Keys (Viele 1996:81). The Middle Keys were the least populated during this period; the population dwindled from a high of 34 in 1870 to 10 in 1900 (Viele 1996:81).

Spanish-American War Period/Turn-of-the-Century (1898–1916)

Settlement of the Middle Keys began in earnest during the early years of the twentieth century. In January 1906, the first of the laborers started to pour into Key Vaca. These men were the forefront of the Florida East Coast (FEC) Railway. The railway was the brainchild of Henry M. Flagler, who envisioned a railway stretching the length of the east coast of Florida, including the Keys. Flagler had constructed the railway down much of the east

coast of Florida in the late nineteenth century; all that remained was the last stretch from Miami to Key West. To achieve his vision, Flagler hired 10,000 laborers to build the 120-mile extension from Homestead to Key West. The project was initiated in 1905 and ended in 1912. Although trains would be running by 1912, construction would continue after that time as Flagler's engineers continued to complete and improve bridges and roadbeds (Gallagher 1999:1–2).

By the second year of construction, more than 2,500 workers had arrived in the Keys. In October 1906, a hurricane killed more than 130 railroad workers, severely damaged the new railroad beds and construction equipment, and ruined the pineapple plantations of the Upper Keys. The pineapple growers never recovered from this devastating setback and, by 1915, pineapples were no longer being commercially produced in the Keys (Viele 1996:100). The demise of the pineapple plantations caused a decline in population from about 600 in 1900 to about 450 in 1910 (Viele 1996:100). In the Lower Keys, most of the population consisted of wood cutters, charcoal burners, small truck farmers or boatmen, while the settlers in the Middle Keys were engaged in sponging, fishing, and charcoal burning (Viele 1996:100).

Not long after, two more hurricanes struck the Keys – one in 1909 and another in 1910. Forty rail workers were killed in the 1909 storm, which also washed out forty miles of railroad embankments. At this point, many of the embankments were replaced with bridges. Only one worker was killed in the 1910 storm (Viele 1996: 100). In addition to the loss of life of the rail workers and the damage to the railroad, settler's homes, crops, and boats were severely damaged. The population of Big Pine Key in 1910 was seventeen (Viele 1996: 122).

The hurricanes of 1909 and 1910 hampered the construction of the overall line. However, despite these hardships, the FEC Railway opened in January 1912 providing service from Florida City, just south of Homestead, to Key West (Shiver 1978: Section 8, Page 1). Flagler's railroad immediately brought many visitors to the Keys. Cottages and restaurants were constructed in order to accommodate the new tourist trade, and marinas and fishing camps were established (Eyster 1997:34).

World War I and Aftermath Period (1917–1919)

The World War I and Aftermath period of Florida's history begins with the United States' entry into World War I in 1917. Wartime activity required the development of several training facilities in the state, and protecting the coastlines was a priority at this time. During the war, the Navy built a submarine base and an air station in Key West, to be used for antisubmarine patrols and elementary flight training. The Army also modernized Fort Taylor to include a rudimentary landing strip (Shettle 2009:39).

Although the conflict only lasted until November 1918, the economy was boosted greatly by the war. While Florida industrialization and agriculture flourished, immigration and housing development slowed during the war. Tourism to Europe decreased as a result of World War I, forcing Americans to vacation domestically. Tycoons such as Henry Flagler

and Henry Plant were building the hotels and railroads for people desiring winter vacations in sunny Florida. These magnates took an interest in the improvements and promotion of Florida in an effort to bring in more tourist dollars. The end of the war marked a slight increase in population, and Flagler and Okeechobee counties were created at this time (Miller 1990).

In 1917, the idea for a roadway across the Florida Keys began to slowly evolve when Monroe County initiated a \$100,000 bond issue to construct roads and trails on Key Largo and Big Pine Key. During this time, a bridge between Key West and Stock Island also was proposed (Monroe County Engineering Department 1926:9). These initial improvements were to benefit the local island inhabitants, who were mostly farmers. Eventually, as interest in Keys real estate increased, the citizens of Monroe County voted in favor of a \$400,000 bond to construct 17 miles of roadway and bridges from Stock Island northward in 1920. This bond was followed two years later by a \$300,000 bond for the purpose of connecting Key Largo to the mainland and further advancing the roadway from Stock Island northward (Snead 1929:3).

Florida Land Boom Period (1920–1929)

After World War I, Florida experienced unprecedented growth. Many people relocated to Florida during the war to work in wartime industries or were stationed in the state as soldiers. Bank deposits increased, real estate companies opened in many cities, and state and county road systems expanded quickly. Earlier land reclamation projects created thousands of new acres of land to be developed. Every city and town in Florida had new subdivisions platted and lots were selling and reselling for quick profits. Southeastern Florida, including cities such as Miami and Palm Beach, experienced the most activity, although the boom affected most communities in central and South Florida (Weaver et al. 1996:3).

Road building became a statewide concern as it shifted from a local to a state function. These roads made even remote areas of the state accessible and allowed the boom to spread. In the 1920s, construction of the Overseas Highway, which primarily paralleled the FEC Railway, began throughout the Florida Keys. The Florida Land Boom also reached the Keys, causing land prices to soar.

In 1927, developer Malcolm Meacham leased land on eastern Key West to Pan American Airways founder Juan Trippe for \$1 and began construction of an airstrip (Shettle 2009: 39). The airport consisted of a single dirt runway and a hangar adjacent to the East Martello Tower. Pan American used the airport for its mail flights to Havana for a year before moving their operations to Miami. Meacham Field was then used as a private airstrip (URS Consultants 2007). Meacham Field was surrounded by the former salt ponds which had been abandoned in the early 1900s on the south, west, and north sides of the property.

The Boom period began to decline in August 1925, when the FEC Railway placed an embargo on freight shipments to South Florida. Ports and rail terminals were overflowing with unused building materials. In addition, northern newspapers published reports of

fraudulent land deals in Florida. In 1926 and 1928, two hurricanes hit southeastern Florida, killing hundreds of people and destroying thousands of buildings. The collapse of the real estate market and the subsequent hurricane damage effectively ended the boom. The end of the Florida Boom affected mostly mainland Florida, as the Keys had been overshadowed during this growth period. The 1929 Mediterranean fruit fly infestation that devastated citrus groves throughout the state only worsened the recession (Weaver et al. 1996:4). After 1926, land prices in the Keys fell dramatically, and they did not recover for many years. However, the Keys culture of self-sufficiency allowed them to avoid the worst of a stalled economy. By January 1928, the first Overseas Highway, which included a combination of roadways and ferries, opened to automobile traffic. Although the state's economy was in a decline, many tourists traveled to the Keys on the new Overseas Highway.

Depression and New Deal Period (1930–1940)

Nationwide, the Depression is synonymous with the stock market crash of 1929. As previously discussed, there were several causes for the economic depression in Florida, including the grossly inflated real estate market, the hurricanes, and fruit fly infestation. During the Great Depression, Florida suffered significantly. Between 1929 and 1933, 148 state and national banks collapsed, more than half of the state's teachers were owed back pay, and a quarter of the residents were receiving public relief (Miller 1990).

As a result of hard economic times, President Franklin D. Roosevelt initiated several national relief programs. Important New Deal-era programs in Florida were the Works Progress Administration (WPA) and the Civilian Conservation Corps (CCC). The WPA provided jobs for professional workers and laborers, who constructed or improved many roads, public buildings, parks, and airports in Florida. The CCC improved and preserved forests, parks, and agricultural lands (Miller 1990). In the Keys, veterans of World War I were employed on a project to extend the Overseas Highway to Key West.

The bust of the Land Boom and the decline of Key West's cigar industry greatly influenced the economy of the Keys during the 1930s. Disaster struck on Labor Day 1935, when a devastating hurricane with wind speeds of more than 200 miles per hour hit the Florida Keys, killing more than 400 people. Although at least 160 permanent residents were killed (Viele 1996:143), most of the dead were the World War I veterans working on the Overseas Highway extension who were housed in tents and temporary barracks (Hopkins 1986:51). The population of the Keys outside Key West had reached almost 900 before the Labor Day Hurricane, but it would drop sharply as hundreds abandoned their homes in the storm's aftermath. The population of the outer Keys would not return to pre-hurricane levels until the 1940s (Viele 1996:134).

Businesses and homes were destroyed, as was Flagler's railroad, which was in receivership. The hurricane destroyed miles of the FEC Railway's tracks. The bankruptcy courts ruled against rebuilding, and the tracks and cars were left to lay in ruins. The bridges, however, were still standing (Viele 1991:73). The lower sections of the bridge piers in Channel Two that were being built as part of the Overseas Highway were left incomplete after the

disaster, and much of the fill between the Upper and Lower Matecumbe Keys was washed out (Eyster 1997:54–55).

Following the storm, the railway went bankrupt, and the railroad extension in the Keys was abandoned (Wilkinson n.d.:23). The Monroe County Toll Bridge Commission saw this disaster as an opportunity to complete bridges and roads along the Overseas Highway. In 1936, the commission purchased the right-of-way from Florida City to Key West from the FEC Railway for \$640,000. The commission assumed responsibility for the rail line, including all bridges. At this time, the commission implemented plans to convert the railway bridges to highway bridges (Shiver 1978: Section 8, Page 1). Roadbeds were widened, and railings were constructed to accommodate automobile traffic. The second incarnation of the Overseas Highway opened for traffic in 1938. A tollbooth for the highway was erected at the west end of Lower Matecumbe Key in order to collect the \$1 toll from each car (Eyster 1997:56).

Many New Deal-era projects were constructed throughout the Keys, including Bridle Path in southeastern Key West, which was established as a tourist attraction near the beach. The path was a sand track north of the beach which followed along the southern boundary of the former salt ponds (Janus Research 1998). Other New Deal-era projects in Key West include: the construction of the Key West Aquarium by the Civil Works Administration in 1934, the painting of murals in city schools completed by the Federal Art Project in 1936, and improvements to the Key West Naval Air Station by the Works Progress Administration (The Living New Deal n.d.).

World War II and the Post-War Period (1941–1949)

From the end of the Great Depression until after the close of the post-war era, Florida's history was inextricably bound with World War II and its aftermath. It became one of the nation's major training grounds for the various military branches including the Army, Navy, and Air Force. Prior to this time, tourism had been the state's major industry and it was brought to a halt as tourist and civilian facilities, such as hotels and private homes, were placed into wartime service.

The Key West Naval Station was reopened in 1939, and a year later the air station was reestablished. In 1940, the Civil Aeronautics Administration proposed to build a modern airport in Key West. When the original site was found inadequate, the island of Boca Chica was chosen as an alternate site (Shettle 2009: 39). After Pearl Harbor, the Army began rapid construction and expansion at the site, and by the end of 1942 the airfield at Boca Chica was completed. Meacham Field was taken over by the Navy for use as an Outlying Landing Field, and operations were associated with the LTA craft, mainly blimps (URS Consultant 2007). As such, construction of new runways and blimp pads began at Meacham Field (Figure 8). During that same year, an 8,000-ft training airfield with a 5,008-ft runway was constructed in Marathon by the Army Corps of Engineers under the Flight Strip Program funded through the National Highway Act of 1940 (Shettle 2009:39). The 17th Antisubmarine Squadron operated out of the new Boca Chica airfield for only three months, before the Army turned the airfield and its auxiliary strips, including the Marathon

Flight Strip, over to the Navy. The Navy expanded the Boca Chica field further, and after the end of the war retained it as a permanent installment (Shettle 2009:40).



Figure 8: Pre-1945 Historic Aerial of Meacham Field/Key West Airport
(Photograph courtesy of Florida's Army air fields of World War II by M.L. Shettle, Jr.)

Local residents contributed their time and their vessels to the Coast Guard Auxiliary to assist tracking enemy submarines off the coast, since German submarines often cruised in the Atlantic Ocean within close proximity to the Florida Keys (Eyster 1997:69). The influx of thousands of servicemen and their families increased industrial and agricultural production in Florida, and also introduced these new residents to the warm weather and tropical beauty of Florida.

Railroads once again profited, since servicemen, military goods and materials needed to be transported. However, airplanes were now becoming the new form of transportation, and Florida became a major airline destination. The highway system was also being expanded at this time. The State Road Department constructed 1,560 miles of highway during the war era (Miller 1990). The Overseas Highway meant new life for the Keys. At this time, the Lower Keys began to build tourist facilities such as cabins and charter fishing boats. In the month January 1950 alone, more than 54,000 motor vehicles traveled the length of the Keys to Key West (Windhorn and Langley 1986:21).

After the war, development again began in earnest with the state government encouraging landowners to subdivide property in the Lower Keys with no rigid controls on growth. The State of Florida also sold submerged “bay bottom” land that could be dredged or filled as the owner pleased. Canals were dredged to provide property owners with access to open water.

Modern Period (1950 to present)

Amidst a series of social calamities brought on by the Korean and Vietnam Wars and the civil rights movement, communities across the nation continued to develop. During the latter part of the twentieth century, Hurricane Donna hit Marathon on September 10, 1960, and was a defining event in the history of the Keys. The hurricane's 20-mile wide eye stretched from Marathon to Matecumbe, with the center passing over Duck Key and Long Key. The hurricane not only destroyed many of the bridges connecting the Keys, but also damaged or completely washed away approximately 80 percent of the buildings on Lower and Upper Matecumbe. Marathon was left 50 percent destroyed, with most of the damage on the bay side and Key Colony Beach (Eyster 1997:82). Today, many of the buildings located on Lower Matecumbe Key were constructed after Hurricane Donna.

After World War II ended, the Navy consolidated its operations in Key West, and gave the Meacham Field to the local government. In 1955, Runway 8/26 was realigned to a 9/27 orientation and extended, while the other three runways were closed. In 1957 a passenger terminal was opened, and the airport was renamed the Key West International Airport (URS Consultants 2007). The changes to the airport can be seen on a 1959 aerial photograph shown in Figure 9. The area around the airport is also being developed at this time. The Navy had maintained a presence on Key West since the 1850s (US Army Corps of Engineers 1995: 12). With its departure, the city's local government and businesses once again turned their attention toward building the tourism industry to create employment opportunities (Schittone 2001: 20). One popular tourist destination is the Key West Historic District, which was listed in the National Register on March 11, 1971. The Key West Historic District comprises much of the western portion of Key West and includes over 1,800 contributing historic resources.

By 1971, the Key West Battery Bravo Hawk Missile Site (8MO3611) which had been constructed north of the airport during the Cuban Missile Crisis and work on the Key West East Martello Battery (8MO1877) located west of the airport runway are visible. Key West East Martello Tower (8MO211) is south of the airport and was used for various purposes during both world wars, was declared surplus by the government and turned over to Monroe County in 1944. It was then leased to the Key West Art and Historical Society and opened as their first museum building in 1951 and is still in operation today (Monroe County Historical Restoration and Preservation Commission 1972). Additionally, the area around the airport includes increased residential and commercial development (Figure 10). These areas include many residences and neighborhoods constructed following World War II, some of which include houses built in the Mid-Century Modern style or are heavily influenced by architectural movements which were popularized during this time. One such neighborhood is the Proposed Staples Avenue Mid-Century Modern Historic District, which comprises approximately 30 residences and is located west of the Key West Airport. Remnants of the salt ponds which once occupied the southeastern portion of Key West surround Meacham Field/Key West Airport and are visible in both historic aerial photographs.

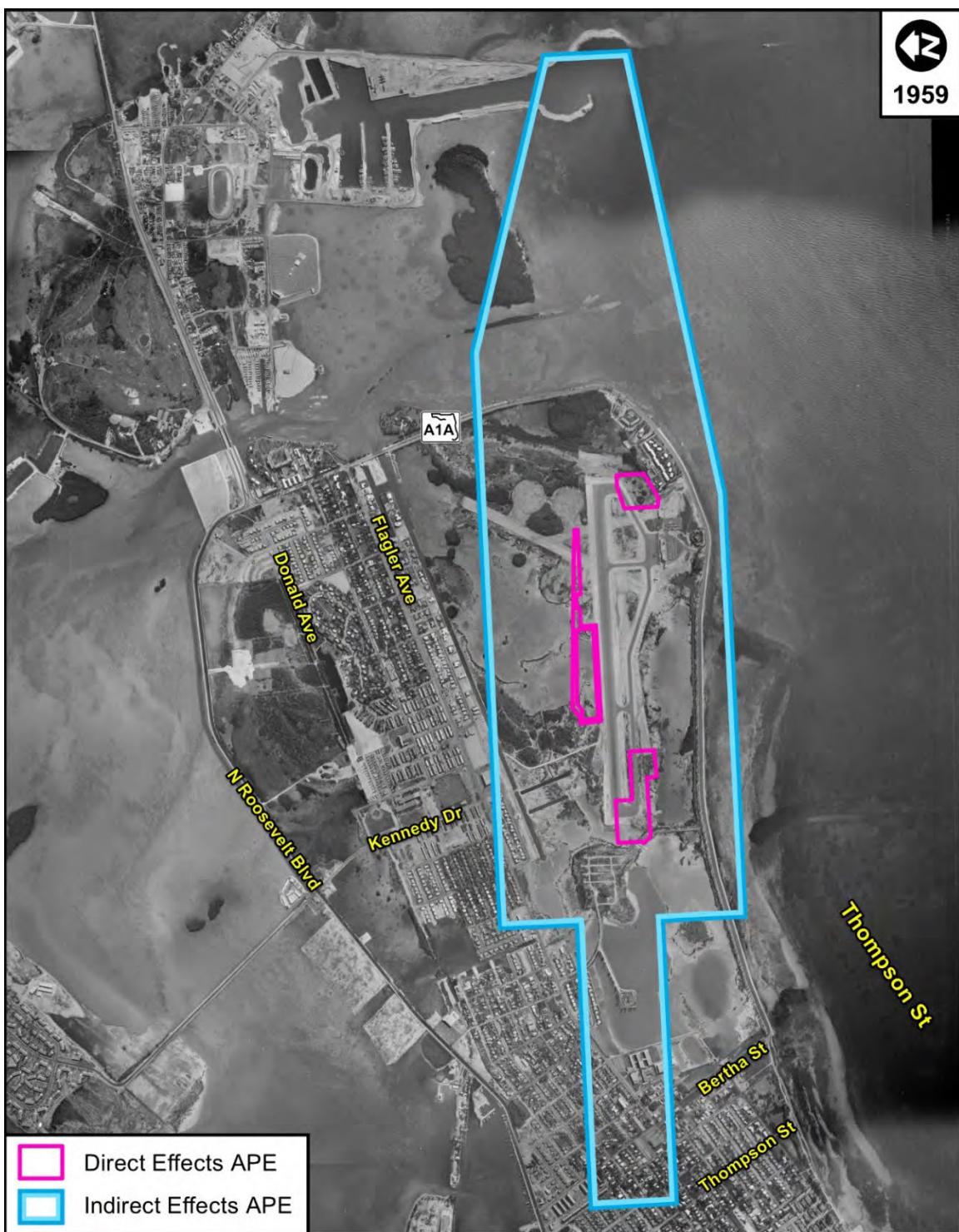


Figure 9: A 1959 historic aerial photograph of Key West International Airport and the Indirect Effects APE

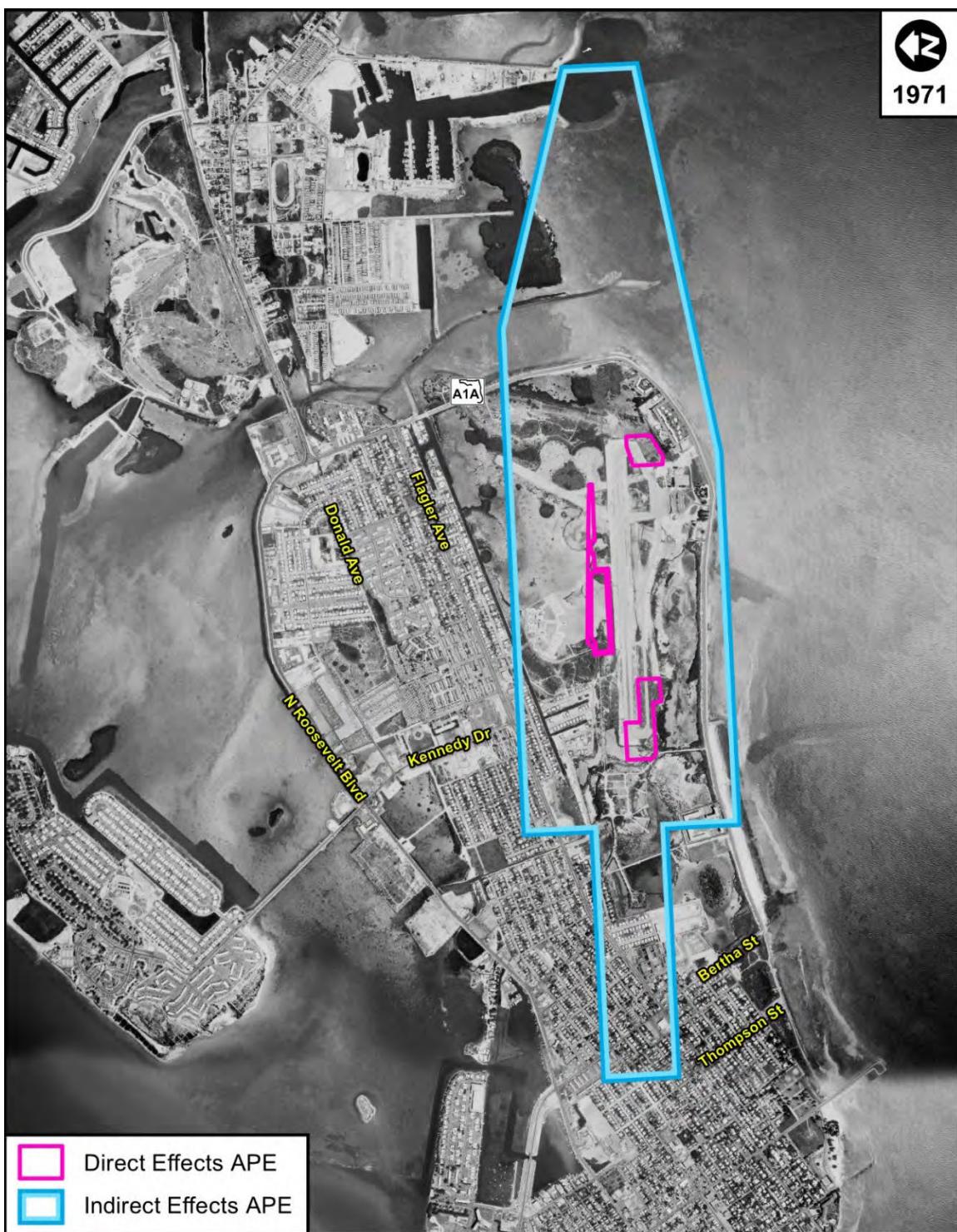


Figure 10: A 1971 aerial photograph of Key West International Airport and the Indirect Effects APE

FLORIDA MASTER SITE FILE SEARCH AND LITERATURE REVIEW

The work of previous investigators was reviewed to gather information about the types of precontact and early historic period sites that could be expected to occur within the project area. A comprehensive review of previous surveys, FMSF data, Monroe County Property Appraiser records, and other relevant historical research materials was conducted to determine the potential for National Register-listed, National Register-eligible, and potentially National Register-eligible cultural resources within the project APE. The FMSF is an important planning tool that assists in identifying potential cultural resources and resources that may warrant further investigation and protection. It can be used as a guide but should not be used to determine the official position of the FDHR/SHPD regarding the significance of a resource.

The APE for archaeological and historic resources is limited to the area where ground disturbing activity will occur within the Direct Effects APE. A search of the FMSF database identified eleven previously conducted surveys within or intersecting the Indirect Effects APE, which encompasses the Direct Effects APE (Table 3). Six of the previous surveys have been either county- or city-wide surveys. One survey was a survey of the historic resources within the Naval Air Station Key West conducted by the U.S. Army Corps of Engineers.

Table 3: Previous Surveys that Intersect the Indirect Effects APE

Survey No.	Title	Author(s)	Date
308	Cultural Resource Survey of Key West	Nolan, Terrence H., William Carl Shiver, L. Scott Nidy	1977
4791	Archaeological Survey of Key West Naval Air Station, Monroe County, Florida	Brockington and Associates, Inc.	1997
5508	City of Key West, Florida, Historic Sites Survey	Storm L. Richards & Associates, Inc.	1998
5922	A Cultural Resource Assessment Survey for North Roosevelt (SR 5) and South Roosevelt (SR A1A) Boulevard from Jose Marti Street/Eisenhower Drive to Bertha Street in Monroe County, Florida	Janus Research	1998
6771	An Architectural Inventory Naval Air Station Key West, Key West, Florida	U.S. Army Corps of Engineers	1995
7508	An Archaeological and Historical Survey of the Proposed East Key West Tower location in Monroe County, Florida	Panamerican Consultants, Inc.	2001
9277	Historic Architectural Survey of Unincorporated Areas of Monroe County, Florida	GAI Consultants—Southeast	2003
11157	Historic Resources Survey of Key West, Monroe County, Florida	URS Corporation, Inc.	2004

Survey No.	Title	Author(s)	Date
19527	Key West Historic Resources Survey 2011, City of Key West Planning Department, Key West, Monroe County, Florida, Certified Local Government Grant No. 1105	Panamerican Consultants, Inc.	2012
22767	Cultural Resources Desktop Analysis and Reconnaissance of SR A1A/S Roosevelt Boulevard from Bertha Street to the East Ed of Smathers Beach in the City of Key West, Monroe County, Florida	Janus Research	2016
26158	Monroe County Cultural Resource Assessment II, Certified Local Government Grant #19.h.sm.200-040	Archaeological and Historical Conservancy, Inc.	2019

Previously Recorded Archaeological Resources

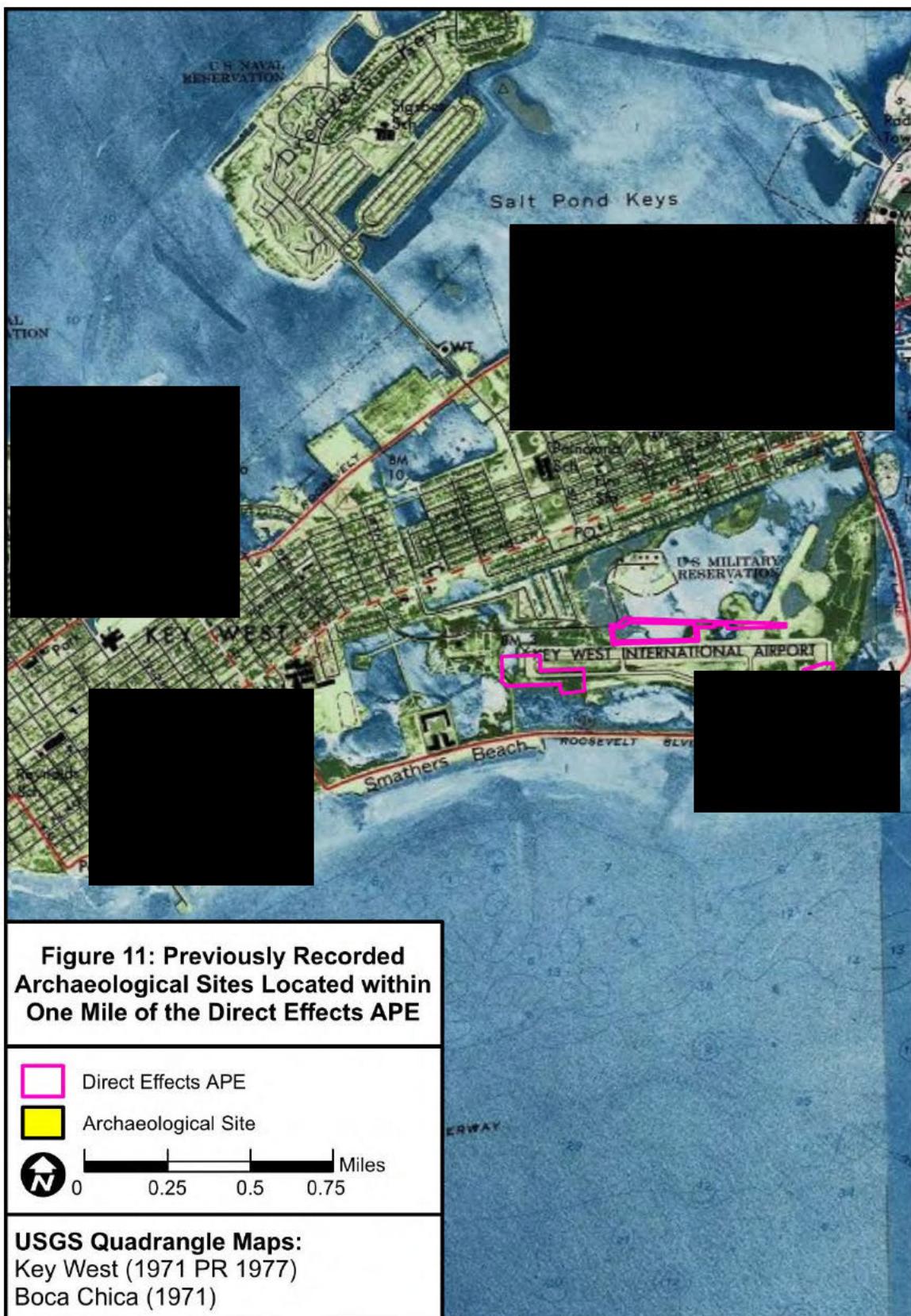
One previously recorded historic site has been identified adjacent to the Direct Effects APE: the Key Wester Bottle Dump (8MO3242). This archaeological site was recorded in 2016. The surveyors noted the site was destroyed during the construction of the Key Wester Hotel in the 1950s, although the site has not been evaluated by SHPO. Five additional previously recorded historic archaeological sites have been identified within one mile of, but not adjacent to, the Direct Effects APE. These sites are listed in Table 4 and their locations are shown in Figure 11. Three of these sites have been determined National Register-ineligible by SHPO, and two have yet to be evaluated pending additional information.

Table 4: Previously Recorded Archaeological Sites Located within One Mile of the Direct Effects APE

FMSF Site No.	Site Name	Site Type	National Register Evaluation*
8MO1491	Vestige of Flagler Railroad	Railroad grade segment	Determined Ineligible
8MO1866	Naval Branch Medical Clinic	Land-terrestrial	Determined Ineligible
8MO1924	Key West WW1 Naval Air Station	Twentieth Century	Not Evaluated
8MO1959**	Duck Pond Dump	Historic refuse/dump	Not Evaluated
8MO3226**	8MO3226	Land-terrestrial; historic refuse/dump; artifact scatter-low density	Determined Ineligible
8MO3242	Key Wester Bottle Dump	Land-terrestrial; historic refuse/dump	Not Evaluated

* As recorded in the FMSF; may require re-evaluation

** General Vicinity, exact location of site boundaries unknown



NOTE: The locations of archaeological sites are not depicted in the EA, but the information is on-file with the FAA and the Florida Department of State, Division of Historic Resources.

Previously Recorded and Potential Historic Resources

Only one previously recorded historic resource is located within the Direct Effects APE: Meacham Field/Key West Airport (8MO1888). The FMSF background search for the Key West International Airport Improvements identified a total of 292 previously recorded historic resources within the Indirect Effects APE, including Meacham Field. Meacham Field/Key West Airport (8MO1888) was recorded in 2007 and included a brief history of the airport noting its establishment in the 1920s, its role during World War II, and its use as a public airport afterwards. Due to the ownership and use changes throughout the history of the airport, the property has been altered several times. These alterations include runway alignment changes and closures, removal of blimp pads, and the addition of the terminal building. Meacham Field/Key West Airport (8MO1888) does not retain historic integrity and the SHPO determined the resource to be National Register-ineligible on May 25, 2007 (URS Consultants, 2007).

There are four previously recorded historic resources within the boundaries of the Key West International Airport property that are outside of the Direct Effects APE: East Martello Tower (8MO211), Key West East Martello Battery (8MO1877), Driver's License Office (8MO2701), and the Key West Battery Bravo Hawk Missile Site (8MO3611). The East Martello Tower (8MO211) was originally constructed in the 1860s as a defense tower during the Civil War. However, construction was not completed, as this type of defense was proven obsolete before the end of the War. In 1950, the East Martello Tower (8MO211) was converted into an art and historical museum. The East Martello Tower (8MO211) was listed in the National Register on June 19, 1972, under Criteria A and C in the areas of Architecture and Military (Monroe County Historical Restoration and Preservation Commission 1972).

The Key West East Martello Battery (8MO1877) and the Key West Battery Bravo Hawk Missile Site (8MO3611) were recorded in 1995 by the U.S. Army Corps of Engineers as part of *An Architectural Inventory Naval Air Station Key West, Key West, Florida* (FMSF Manuscript No. 6771). This report dated the Key West East Martello Battery (8MO1877) to the 1940s during the World War II period of significance for Naval Air Station Key West, however the FMSF form for the resource lists a year-built date of 1966. The structure was considered to be National Register-eligible for its association with World War II defense systems in Key West. However, the Key West East Martello Battery (8MO1877) has not been evaluated by the SHPO and no determination has been made regarding its National Register eligibility. The Key West Battery Bravo Hawk Missile Site (8MO3611) was determined to be National Register-ineligible by the SHPO on June 29, 1995. The Driver's License Office (8MO2701) was recorded by Janus Research in 1997 as part of the *A Cultural Resource Assessment Survey for North Roosevelt (SR 5) and South Roosevelt (SR A1A) Boulevard from Jose Marti Street/Eisenhower Drive to Bertha Street in Monroe County, Florida* (FMSF Manuscript No. 5922). The structure was determined to be National Register-ineligible by the SHPO on November 17, 1998.

There are an additional 287 previously recorded historic resources located within the Indirect Effects APE outside of the Key West International Airport property. Only twelve

of these 287 previously recorded historic resources have been evaluated by the SHPO and determined to be National Register-ineligible. These twelve resources were determined to be National Register-ineligible by the SHPO on November 17, 1998 as a result of *A Cultural Resource Assessment Survey for North Roosevelt (SR 5) and South Roosevelt (SR A1A) Boulevard from Jose Marti Street/Eisenhower Drive to Bertha Street in Monroe County, Florida* completed by Janus Research (FMSF Manuscript No. 5922). The remaining 275 previously recorded historic resources have not been evaluated by the SHPO and no determinations have been made regarding their National Register eligibility. All 292 previously recorded historic resources within the Indirect Effects APE are listed in Table 5.

A total of 254 of the 275 previously recorded historic resources within the Indirect Effects APE which have not been evaluated by the SHPO were identified and recorded by Panamerican Consultants, Inc. in 2012 as part of the *Key West Historic Resources Survey 2011, City of Key West Planning Department, Key West, Monroe County, Florida, Certified Local Government Grant No. 1105* (FMSF Manuscript No. 19527). This 2012 report was the result of an architectural survey of buildings constructed before 1962 which had not been previously surveyed within the City of Key West boundaries. At the time of this survey, only two of the 254 identified historic resources within the Indirect Effects APE were considered by the surveyors to be individually eligible for listing in the National Register: 2103 Flagler Avenue (8MO4925) and 2106 Seidenberg Avenue (8MO5753). The remaining resources were considered to be individually ineligible for listing in the National Register or there was not enough information at the time for the surveyors to evaluate their eligibility. One historic district was proposed within the Indirect Effects APE, the Proposed Staples Avenue Mid-Century Modern Historic District. The proposed historic district consists of 36 previously recorded resources, 25 of which were considered to be contributing to the proposed historic district. None of these 254 resources recorded within the Indirect Effects APE as a result of the 2012 survey were evaluated by the SHPO and no determinations have been made regarding their National Register eligibility.

The 2012 *Key West Historic Resources Survey 2011, City of Key West Planning Department, Key West, Monroe County, Florida, Certified Local Government Grant No. 1105* also included two proposed historic districts located outside of the Indirect Effects APE (FMSF Manuscript No. 19527). These proposed historic districts, the Proposed Flagler-Johnson-Casa Marina Historic District and the Proposed Pearlman Heights Historic District, are located outside of the Indirect Effects APE and have not been evaluated by the SHPO. Additionally, the 2012 survey included three proposed expansions of the Key West Historic District (8MO1976) which was first recorded in the FMSF in 1971. The Key West Historic District was listed in the National Register on March 11, 1971. The Key West Historic District does not intersect the Indirect Effects APE of this current study at any point. However, it is mentioned in this report and depicted in the *Identification of Historic Resources* maps found in the *Historic Resources Survey Results* section of this report as it includes a significant number of historic resources in the City of Key West.

The property appraiser records did not identify any unrecorded parcels within the Direct Effects APE that contain structures with “actual year built” (AYRB) dates prior to 1972. A runway and associated structures of the Key West International Airport (Meacham Field/Key West Airport (8MO1888)) were identified as historic through historic aerials and literature review (FDOT, Surveying and Mapping Office 2019, Shettle 2009).

Table 5: Previously Recorded Historic Resources within the Indirect Effects APE

FMSF No.	Resource Name/Address	Year Built	Resource Type/Style	SHPO Evaluation
8MO211	East Martello Tower/3501 S Roosevelt Boulevard	c. 1862	Unspecified by Surveyor	National Register Listed (June 19, 1972)
8MO797A	LJ Brink Jr House/1902 Seidenberg Avenue	c. 1910	Masonry Vernacular	Not Evaluated by SHPO
8MO797B	1926 Seidenberg Avenue	c. 1910	Masonry Vernacular	Not Evaluated by SHPO
8MO868	C & B Billow House/1922 Staples Avenue	c. 1910	Masonry Vernacular	Not Evaluated by SHPO
8MO869	A. Santella & Co. Cigar Factory # 221/2010 Staples Avenue	c. 1910	Masonry Vernacular	Not Evaluated by SHPO
8MO1093	Roberto Faustino Rendveles House/1901 Flagler Avenue	c. 1910	Frame Vernacular	Not Evaluated by SHPO
8MO1621	1914 Seidenberg Avenue	c. 1910	Masonry Vernacular	Not Evaluated by SHPO
8MO1622	M & L Zerpa House/1908 Seidenberg Avenue	c. 1910	Masonry Vernacular	Not Evaluated by SHPO
8MO1623	E & R Hansen House/1906 Seidenberg Avenue	c. 1910	Masonry Vernacular	Not Evaluated by SHPO
8MO1648	D Pinder House/1922 Seidenberg Avenue	c. 1910	Masonry Vernacular	Not Evaluated by SHPO
8MO1654	D M Schellin House/1924 Seidenberg Avenue	c. 1910	Masonry Vernacular	Not Evaluated by SHPO
8MO1658	G Ogden House/1916 Staples Avenue	c. 1910	Masonry Vernacular	Not Evaluated by SHPO
8MO1668	A Cobo House/1918 Seidenberg Avenue	c. 1910	Masonry Vernacular	Not Evaluated by SHPO
8MO1721	B Mendoza House/1914 Staples Avenue	c. 1910	Masonry Vernacular	Not Evaluated by SHPO
8MO1877	Key West East Martello Battery	c. 1966	Masonry Vernacular	Not Evaluated by SHPO
8MO1888	Meacham Field/Key West Airport	c. 1942	Resource Group	Determined Ineligible for Listing in the National Register

FMSF No.	Resource Name/Address	Year Built	Resource Type/Style	SHPO Evaluation
8MO2698	Riviera Canal	c. 1940	Historic Linear Resource	Determined Ineligible for Listing in the National Register
8MO2699	Seawall/Roosevelt Boulevard	c. 1923	Not Applicable	Determined Ineligible for Listing in the National Register
8MO2700	Bridle Path/Roosevelt Boulevard	c. 1938	Not Applicable	Determined Ineligible for Listing in the National Register
8MO2701	Drivers License Office/3439 S Roosevelt Boulevard	c. 1941	Minimal Traditional	Determined Ineligible for Listing in the National Register
8MO2706	Hans Hamel Motors/1502 Betha Street	c. 1940	Masonry Vernacular	Determined Ineligible for Listing in the National Register
8MO2707	Marty's Place/Address not listed	c. 1930	Frame Vernacular	Determined Ineligible for Listing in the National Register
8MO2709	Tortuga Bay/Address not listed	c. 1945	Masonry Vernacular	Determined Ineligible for Listing in the National Register
8MO2710	1400 1st Street	c. 1930	Frame Vernacular	Determined Ineligible for Listing in the National Register
8MO2711	1901 Seidenberg Avenue	c. 1930	Frame Vernacular	Determined Ineligible for Listing in the National Register
8MO2712	1831 Harris Avenue	c. 1947	Masonry Vernacular	Determined Ineligible for Listing in the National Register
8MO2713	1901 Harris Avenue	c. 1947	Minimal Traditional	Determined Ineligible for Listing in the National Register
8MO2714	1830 Fogarty Avenue	c. 1930	Frame Vernacular	Determined Ineligible for Listing in the National Register
8MO2768	A & N Sperling House/1902 Staples Avenue	c. 1910	Masonry Vernacular	Not Evaluated by SHPO
8MO2817	V & R Millan House/1918 Staples Avenue	c. 1910	Masonry Vernacular	Not Evaluated by SHPO
8MO3031	Tides Inn and Package Store/1890 Flagler Street	c. 1920	Masonry Vernacular	Determined Ineligible for Listing in the National Register

FMSF No.	Resource Name/Address	Year Built	Resource Type/Style	SHPO Evaluation
8MO3036	J L & J K Rooks House/1709 Washington Street	c. 1933	Frame Vernacular	Not Evaluated by SHPO
8MO3040	R D & E D Gately House/1417 Ashby Street	c. 1920	Frame Vernacular	Not Evaluated by SHPO
8MO3075	I Gonzalez House/1900 Staples Avenue	c. 1910	Masonry Vernacular	Not Evaluated by SHPO
8MO3091	M Ira House/1908 Staples Avenue	c. 1910	Frame Vernacular	Not Evaluated by SHPO
8MO3147	G Varelo House/1904 Staples Avenue	c. 1910	Masonry Vernacular	Not Evaluated by SHPO
8MO3159	E Ruedo House/1907 Staples Avenue	c. 1920	Frame Vernacular	Not Evaluated by SHPO
8MO3611	Key West Battery Bravo Hawk Missile Site	c. 1962	Unspecified by Surveyor	Determined Ineligible for Listing in the National Register
8MO4528	1301 1st Street	c. 1958	Ranch	Not Evaluated by SHPO
8MO4529	1316 1st Street	c. 1957	Split Level	Not Evaluated by SHPO
8MO4530	1330 1st Street	c. 1958	Split Level	Not Evaluated by SHPO
8MO4531	A-1 Beauty Shop/Diva Designs Jewelry/1415 1st Street	c. 1943	Commercial	Not Evaluated by SHPO
8MO4532	Cleghorn Homes/ Little Jon's Coffee Shop/1421 1st Street	c. 1948	Commercial	Not Evaluated by SHPO
8MO4538	1329 2nd Street	c. 1952	Ranch	Not Evaluated by SHPO
8MO4539	1405 2nd Street	c. 1949	Mid-Century Modern	Not Evaluated by SHPO
8MO4540	1406 2nd Street	c. 1958	Mid-Century Modern	Not Evaluated by SHPO
8MO4545	1330 3rd St	c. 1959	Masonry Vernacular	Not Evaluated by SHPO
8MO4555	Rockin Robin Drywall/1405 4th Street	c. 1910	Mixed, None Dominant	Not Evaluated by SHPO
8MO4661	1402 Ashby Street	c. 1955	Ranch	Not Evaluated by SHPO
8MO4662	1421 Ashby Street	c. 1960	Masonry Vernacular	Not Evaluated by SHPO
8MO4663	Ashby Heights/1426 Ashby Street	c. 1958	Frame Vernacular	Not Evaluated by SHPO

FMSF No.	Resource Name/Address	Year Built	Resource Type/Style	SHPO Evaluation
8MO4687	1500 Bertha Street	c. 1953	Commercial	Not Evaluated by SHPO
8MO4740	1509 Dennis Street	c. 1953	Masonry Vernacular	Not Evaluated by SHPO
8MO4741	1517 Dennis Street	c. 1953	Masonry Vernacular	Not Evaluated by SHPO
8MO4797	1716 Duncan Street	c. 1953	Ranch	Not Evaluated by SHPO
8MO4799	1512 Duncombe Street	c. 1943	Frame Vernacular	Not Evaluated by SHPO
8MO4910	1721 Flagler Avenue	c. 1943	Mixed, None Dominant	Not Evaluated by SHPO
8MO4913	1804 Flagler Avenue	c. 1943	Frame Vernacular	Not Evaluated by SHPO
8MO4914	1816 Flagler Avenue	c. 1953	Commercial	Not Evaluated by SHPO
8MO4915	1824 Flagler Avenue	c. 1938	Commercial	Not Evaluated by SHPO
8MO4916	1835 Flagler Avenue	c. 1951	Commercial	Not Evaluated by SHPO
8MO4917	1900 Flagler Avenue	c. 1958	Commercial	Not Evaluated by SHPO
8MO4918	1921 Flagler Avenue	c. 1953	Masonry Vernacular	Not Evaluated by SHPO
8MO4919	2007 Flagler Avenue	c. 1938	Frame Vernacular	Not Evaluated by SHPO
8MO4920	2011 Flagler Avenue	c. 1950	Georgian Revival ca. 1880-present	Not Evaluated by SHPO
8MO4921	2015 Flagler Avenue	c. 1958	Unspecified by Surveyor	Not Evaluated by SHPO
8MO4922	2019 Flagler Avenue	c. 1950	Mid-Century Modern	Not Evaluated by SHPO
8MO4923	Haskins Plumbing/2023 Flagler Avenue	c. 1950	Mid-Century Modern	Not Evaluated by SHPO
8MO4924	The Alexander Building/2027 Flagler Avenue	c. 1950	Mid-Century Modern	Not Evaluated by SHPO
8MO4925	2103 Flagler Avenue	c. 1958	Mid-Century Modern	Not Evaluated by SHPO
8MO4926	2107 Flagler Avenue	c. 1958	Mixed, None Dominant	Not Evaluated by SHPO
8MO4927	2111 Flagler Avenue	c. 1958	Mid-Century Modern	Not Evaluated by SHPO

FMSF No.	Resource Name/Address	Year Built	Resource Type/Style	SHPO Evaluation
8MO4928	2115 Flagler Avenue	c. 1950	Mid-Century Modern	Not Evaluated by SHPO
8MO4929	2119 Flagler Avenue	c. 1950	Mid-Century Modern	Not Evaluated by SHPO
8MO4930	2123 Flagler Avenue	c. 1958	Mid-Century Modern	Not Evaluated by SHPO
8MO4931	2203 Flagler Avenue	c. 1948	Frame Vernacular	Not Evaluated by SHPO
8MO4932	2207 Flagler Avenue	c. 1928	Frame Vernacular	Not Evaluated by SHPO
8MO4933	2209 Flagler Avenue	c. 1938	Masonry Vernacular	Not Evaluated by SHPO
8MO4934	2211 Flagler Avenue	c. 1947	Mid-Century Modern	Not Evaluated by SHPO
8MO4935	2215 Flagler Avenue	c. 1958	Commercial	Not Evaluated by SHPO
8MO4955	2801 Flagler Avenue	c. 1953	Frame Vernacular	Not Evaluated by SHPO
8MO4956	2805 Flagler Avenue	c. 1958	Frame Vernacular	Not Evaluated by SHPO
8MO4957	2809 Flagler Avenue	c. 1953	Frame Vernacular	Not Evaluated by SHPO
8MO4958	2815 Flagler Avenue	c. 1953	Frame Vernacular	Not Evaluated by SHPO
8MO4959	2819 Flagler Avenue	c. 1958	Frame Vernacular	Not Evaluated by SHPO
8MO4960	2825 Flagler Avenue	c. 1958	Frame Vernacular	Not Evaluated by SHPO
8MO4961	2831 Flagler Avenue	c. 1953	Frame Vernacular	Not Evaluated by SHPO
8MO4962	2835 Flagler Avenue	c. 1958	Frame Vernacular	Not Evaluated by SHPO
8MO4963	2900 Flagler Avenue	c. 1958	Unspecified by Surveyor	Not Evaluated by SHPO
8MO4964	2906 Flagler Avenue	c. 1958	Other	Not Evaluated by SHPO
8MO4965	2910 Flagler Avenue	c. 1958	Ranch	Not Evaluated by SHPO
8MO4966	2914 Flagler Avenue	c. 1958	Masonry Vernacular	Not Evaluated by SHPO
8MO4967	2918 Flagler Avenue	c. 1958	Ranch	Not Evaluated by SHPO

FMSF No.	Resource Name/Address	Year Built	Resource Type/Style	SHPO Evaluation
8MO4968	2922 Flagler Avenue	c. 1958	Ranch	Not Evaluated by SHPO
8MO4969	2926 Flagler Avenue	c. 1958	Ranch	Not Evaluated by SHPO
8MO4970	2930 Flagler Avenue	c. 1958	Ranch	Not Evaluated by SHPO
8MO4971	2934 Flagler Avenue	c. 1958	Ranch	Not Evaluated by SHPO
8MO4972	3000 Flagler Avenue	c. 1958	Other	Not Evaluated by SHPO
8MO4973	3001 Flagler Avenue	c. 1945	Frame Vernacular	Not Evaluated by SHPO
8MO4974	3005 Flagler Avenue	c. 1958	Frame Vernacular	Not Evaluated by SHPO
8MO4975	3009 Flagler Avenue	c. 1958	Frame Vernacular	Not Evaluated by SHPO
8MO4976	3010 Flagler Avenue	c. 1958	Ranch	Not Evaluated by SHPO
8MO4977	3014 Flagler Avenue	c. 1958	Ranch	Not Evaluated by SHPO
8MO4978	3015 Flagler Avenue	c. 1958	Frame Vernacular	Not Evaluated by SHPO
8MO4979	3018 Flagler Avenue	c. 1958	Ranch	Not Evaluated by SHPO
8MO4980	3021 Flagler Avenue	c. 1953	Frame Vernacular	Not Evaluated by SHPO
8MO4981	3022 Flagler Avenue	c. 1958	Ranch	Not Evaluated by SHPO
8MO4983	3031 Flagler Avenue	c. 1958	Frame Vernacular	Not Evaluated by SHPO
8MO4984	3041 Flagler Avenue	c. 1953	Frame Vernacular	Not Evaluated by SHPO
8MO5048	Salvation Army Thrift Store/1924-1930 Flagler Avenue	c. 1958	Commercial	Not Evaluated by SHPO
8MO5061	1820 Fogarty Avenue	c. 1953	Frame Vernacular	Not Evaluated by SHPO
8MO5062	1822 Fogarty Avenue	c. 1950	Frame Vernacular	Not Evaluated by SHPO
8MO5063	1826 Fogarty Avenue	c. 1928	Frame Vernacular	Not Evaluated by SHPO
8MO5064	1828 Fogarty Avenue	c. 1948	Masonry Vernacular	Not Evaluated by SHPO

FMSF No.	Resource Name/Address	Year Built	Resource Type/Style	SHPO Evaluation
8MO5065	1903 Fogarty Avenue	c. 1943	Frame Vernacular	Not Evaluated by SHPO
8MO5066	1904 Fogarty Avenue	c. 1958	Frame Vernacular	Not Evaluated by SHPO
8MO5067	1908 Fogarty Avenue	c. 1950	Frame Vernacular	Not Evaluated by SHPO
8MO5069	1916 Fogarty Avenue	c. 1953	Ranch	Not Evaluated by SHPO
8MO5070	1920 Fogarty Avenue	c. 1950	Frame Vernacular	Not Evaluated by SHPO
8MO5158	1121 George Street	c. 1953	Ranch	Not Evaluated by SHPO
8MO5161	1321 George Street	c. 1958	Ranch	Not Evaluated by SHPO
8MO5162	1322 George Street	c. 1949	Ranch	Not Evaluated by SHPO
8MO5163	1501 George Street	c. 1958	Ranch	Not Evaluated by SHPO
8MO5185	1601 Government Road	c. 1955	Ranch	Not Evaluated by SHPO
8MO5195	1810 Harris Avenue	c. 1958	Mid-Century Modern	Not Evaluated by SHPO
8MO5196	1814 Harris Avenue	c. 1956	Ranch	Not Evaluated by SHPO
8MO5197	1818 Harris Avenue	c. 1953	Ranch	Not Evaluated by SHPO
8MO5198	1819 Harris Avenue	c. 1948	Frame Vernacular	Not Evaluated by SHPO
8MO5199	1821 Harris Avenue	c. 1948	Masonry Vernacular	Not Evaluated by SHPO
8MO5200	1823 Harris Avenue	c. 1938	Frame Vernacular	Not Evaluated by SHPO
8MO5201	1825 Harris Avenue	c. 1943	Frame Vernacular	Not Evaluated by SHPO
8MO5202	1829 Harris Avenue	c. 1940	Frame Vernacular	Not Evaluated by SHPO
8MO5203	1905 Harris Avenue	c. 1958	Mid-Century Modern	Not Evaluated by SHPO
8MO5204	1908 Harris Avenue	c. 1949	Frame Vernacular	Not Evaluated by SHPO
8MO5205	1910 Harris Avenue	c. 1943	Frame Vernacular	Not Evaluated by SHPO

FMSF No.	Resource Name/Address	Year Built	Resource Type/Style	SHPO Evaluation
8MO5206	1911 Harris Avenue	c. 1948	Mid-Century Modern	Not Evaluated by SHPO
8MO5207	1915 Harris Avenue	c. 1958	Ranch	Not Evaluated by SHPO
8MO5208	1919 Harris Avenue	c. 1958	Masonry Vernacular	Not Evaluated by SHPO
8MO5209	1923 Harris Avenue	c. 1958	Ranch	Not Evaluated by SHPO
8MO5210	1927 Harris Avenue	c. 1958	Ranch	Not Evaluated by SHPO
8MO5211	2000 Harris Avenue	c. 1947	Frame Vernacular	Not Evaluated by SHPO
8MO5212	2001 Harris Avenue	c. 1958	Other	Not Evaluated by SHPO
8MO5213	2004 Harris Avenue	c. 1947	Frame Vernacular	Not Evaluated by SHPO
8MO5215	2008 Harris Avenue	c. 1958	Frame Vernacular	Not Evaluated by SHPO
8MO5219	2018 Harris Avenue	c. 1953	Frame Vernacular	Not Evaluated by SHPO
8MO5367	1513 Josephine Street	c. 1958	Masonry Vernacular	Not Evaluated by SHPO
8MO5430	2300 Linda Avenue	c. 1953	Ranch	Not Evaluated by SHPO
8MO5431	2308 Linda Avenue	c. 1953	Ranch	Not Evaluated by SHPO
8MO5432	2312 Linda Avenue	c. 1958	Masonry Vernacular	Not Evaluated by SHPO
8MO5433	2318 Linda Avenue	c. 1953	Ranch	Not Evaluated by SHPO
8MO5434	2400 Linda Avenue	c. 1950	Ranch	Not Evaluated by SHPO
8MO5435	2405 Linda Avenue	c. 1955	Mid-Century Modern	Not Evaluated by SHPO
8MO5436	2408 Linda Avenue	c. 1950	Ranch	Not Evaluated by SHPO
8MO5437	2412 Linda Avenue	c. 1950	Ranch	Not Evaluated by SHPO
8MO5438	2413 Linda Avenue	c. 1958	Ranch	Not Evaluated by SHPO
8MO5439	2417 Linda Avenue	c. 1958	Mid-Century Modern	Not Evaluated by SHPO

FMSF No.	Resource Name/Address	Year Built	Resource Type/Style	SHPO Evaluation
8MO5440	2418 Linda Avenue	c. 1953	Ranch	Not Evaluated by SHPO
8MO5441	2421 Linda Avenue	c. 1953	Ranch	Not Evaluated by SHPO
8MO5442	2424 Linda Avenue	c. 1953	Ranch	Not Evaluated by SHPO
8MO5444	2428 Linda Avenue	c. 1953	Ranch	Not Evaluated by SHPO
8MO5447	2434 Linda Avenue	c. 1952	Ranch	Not Evaluated by SHPO
8MO5448	2506 Linda Avenue	c. 1955	Masonry Vernacular	Not Evaluated by SHPO
8MO5615	2900 Riviera Drive	c. 1958	Masonry Vernacular	Not Evaluated by SHPO
8MO5616	2901 Riviera Drive	c. 1958	Masonry Vernacular	Not Evaluated by SHPO
8MO5617	2904 Riviera Drive	c. 1958	Ranch	Not Evaluated by SHPO
8MO5618	2907 Riviera Drive	c. 1956	Ranch	Not Evaluated by SHPO
8MO5619	2908 Riviera Drive	c. 1958	Mid-Century Modern	Not Evaluated by SHPO
8MO5620	2911 Riviera Drive	c. 1956	Masonry Vernacular	Not Evaluated by SHPO
8MO5621	2915 Riviera Drive	c. 1958	Masonry Vernacular	Not Evaluated by SHPO
8MO5622	2919 Riviera Drive	c. 1958	Ranch	Not Evaluated by SHPO
8MO5623	2920 Riviera Drive	c. 1958	Ranch	Not Evaluated by SHPO
8MO5624	2923 Riviera Drive	c. 1958	Mid-Century Modern	Not Evaluated by SHPO
8MO5625	2924 Riviera Drive	c. 1959	Unspecified by Surveyor	Not Evaluated by SHPO
8MO5626	2927 Riviera Drive	c. 1958	Ranch	Not Evaluated by SHPO
8MO5627	2930 Riviera Drive	c. 1958	Ranch	Not Evaluated by SHPO
8MO5628	2931 Riviera Drive	c. 1958	Masonry Vernacular	Not Evaluated by SHPO
8MO5629	2933 Riviera Drive	c. 1958	Ranch	Not Evaluated by SHPO

FMSF No.	Resource Name/Address	Year Built	Resource Type/Style	SHPO Evaluation
8MO5630	2934 Riviera Drive	c. 1958	No style	Not Evaluated by SHPO
8MO5631	2938 Riviera Drive	c. 1959	Ranch	Not Evaluated by SHPO
8MO5632	2944 Riviera Drive	c. 1958	Mid-Century Modern	Not Evaluated by SHPO
8MO5633	3001 Riviera Drive	c. 1958	Mid-Century Modern	Not Evaluated by SHPO
8MO5634	3007 Riviera Drive	c. 1958	Unspecified by Surveyor	Not Evaluated by SHPO
8MO5635	3011 Riviera Drive	c. 1958	Mid-Century Modern	Not Evaluated by SHPO
8MO5636	3015 Riviera Drive	c. 1958	Ranch	Not Evaluated by SHPO
8MO5637	3019 Riviera Drive	c. 1958	Masonry Vernacular	Not Evaluated by SHPO
8MO5638	3023 Riviera Drive	c. 1958	Ranch	Not Evaluated by SHPO
8MO5639	3027 Riviera Drive	c. 1958	Mid-Century Modern	Not Evaluated by SHPO
8MO5640	3029 Riviera Drive	c. 1958	Ranch	Not Evaluated by SHPO
8MO5641	3030 Riviera Drive	c. 1959	Mid-Century Modern	Not Evaluated by SHPO
8MO5642	3034 Riviera Drive	c. 1958	Ranch	Not Evaluated by SHPO
8MO5643	3044 Riviera Drive	c. 1961	Ranch	Not Evaluated by SHPO
8MO5644	3048 Riviera Drive	c. 1958	Ranch	Not Evaluated by SHPO
8MO5645	3056 Riviera Drive	c. 1961	Mid-Century Modern	Not Evaluated by SHPO
8MO5646	3060 Riviera Drive	c. 1961	Ranch	Not Evaluated by SHPO
8MO5729	1800 Seidenberg Avenue	c. 1953	Masonry Vernacular	Not Evaluated by SHPO
8MO5730	1801 Seidenberg Avenue	c. 1958	Masonry Vernacular	Not Evaluated by SHPO
8MO5731	1802 Seidenberg Avenue	c. 1942	Frame Vernacular	Not Evaluated by SHPO
8MO5732	1809 Seidenberg Avenue	c. 1958	Unspecified by Surveyor	Not Evaluated by SHPO

FMSF No.	Resource Name/Address	Year Built	Resource Type/Style	SHPO Evaluation
8MO5733	1811 Seidenberg Avenue	c. 1958	Ranch	Not Evaluated by SHPO
8MO5734	1819 Seidenberg Avenue	c. 1950	Ranch	Not Evaluated by SHPO
8MO5735	1909 Seidenberg Avenue	c. 1948	Frame Vernacular	Not Evaluated by SHPO
8MO5736	1911 Seidenberg Avenue	c. 1943	Frame Vernacular	Not Evaluated by SHPO
8MO5737	1915 Seidenberg Avenue	c. 1945	Frame Vernacular	Not Evaluated by SHPO
8MO5738	1916 Seidenberg Avenue	c. 1953	Masonry Vernacular	Not Evaluated by SHPO
8MO5739	1917 Seidenberg Avenue	c. 1941	Frame Vernacular	Not Evaluated by SHPO
8MO5740	2002 Seidenberg Avenue	c. 1958	No style	Not Evaluated by SHPO
8MO5741	2009 Seidenberg Avenue	c. 1935	Frame Vernacular	Not Evaluated by SHPO
8MO5742	2010 Seidenberg Avenue	c. 1958	Mid-Century Modern	Not Evaluated by SHPO
8MO5743	2014 Seidenberg Avenue	c. 1950	Ranch	Not Evaluated by SHPO
8MO5744	2015 Seidenberg Avenue	c. 1953	Frame Vernacular	Not Evaluated by SHPO
8MO5745	2017 Seidenberg Avenue	c. 1953	Frame Vernacular	Not Evaluated by SHPO
8MO5746	2018 Seidenberg Avenue	c. 1950	Mid-Century Modern	Not Evaluated by SHPO
8MO5747	2021 Seidenberg Avenue	c. 1950	Frame Vernacular	Not Evaluated by SHPO
8MO5748	2022 Seidenberg Avenue	c. 1958	Mid-Century Modern	Not Evaluated by SHPO
8MO5749	2026 Seidenberg Avenue	c. 1950	Mid-Century Modern	Not Evaluated by SHPO
8MO5751	2102 Seidenberg Avenue	c. 1958	Ranch	Not Evaluated by SHPO
8MO5753	2106 Seidenberg Avenue	c. 1950	Mid-Century Modern	Not Evaluated by SHPO
8MO5790	2718 Seidenberg Avenue	c. 1958	Mid-Century Modern	Not Evaluated by SHPO
8MO5841	1700 Seminary Street	c. 1956	Ranch	Not Evaluated by SHPO

FMSF No.	Resource Name/Address	Year Built	Resource Type/Style	SHPO Evaluation
8MO5842	1706 Seminary Street	c. 1959	Ranch	Not Evaluated by SHPO
8MO5843	1711 Seminary Street	c. 1958	Ranch	Not Evaluated by SHPO
8MO5844	1714 Seminary Street	c. 1954	Ranch	Not Evaluated by SHPO
8MO5845	1716 Seminary Street	c. 1949	Unspecified by Surveyor	Not Evaluated by SHPO
8MO5846	1721 Seminary Street	c. 1958	Ranch	Not Evaluated by SHPO
8MO5886	1618 South Street	c. 1953	Ranch	Not Evaluated by SHPO
8MO5887	1626 South Street	c. 1955	Masonry Vernacular	Not Evaluated by SHPO
8MO5889	1704 South Street	c. 1961	Masonry Vernacular	Not Evaluated by SHPO
8MO5890	1707 South Street	c. 1956	Ranch	Not Evaluated by SHPO
8MO5891	1708 South Street	c. 1952	Masonry Vernacular	Not Evaluated by SHPO
8MO5892	1716 South Street	c. 1928	Masonry Vernacular	Not Evaluated by SHPO
8MO5893	1717 South Street	c. 1949	Ranch	Not Evaluated by SHPO
8MO5894	1724 South Street	c. 1953	Masonry Vernacular	Not Evaluated by SHPO
8MO5902	Conch Tour Train Round House/1802 Staples Avenue	c. 1958	Commercial	Not Evaluated by SHPO
8MO5903	1909 Staples Avenue	c. 1948	Masonry Vernacular	Not Evaluated by SHPO
8MO5904	1911 Staples Avenue	c. 1943	Unspecified by Surveyor	Not Evaluated by SHPO
8MO5905	1923 Staples Avenue	c. 1958	Masonry Vernacular	Not Evaluated by SHPO
8MO5906	2007 Staples Avenue	c. 1958	Masonry Vernacular	Not Evaluated by SHPO
8MO5907	2011 Staples Avenue	c. 1950	Mid-Century Modern	Not Evaluated by SHPO
8MO5908	2015 Staples Avenue	c. 1950	Mid-Century Modern	Not Evaluated by SHPO
8MO5909	2019 Staples Avenue	c. 1958	Mid-Century Modern	Not Evaluated by SHPO

FMSF No.	Resource Name/Address	Year Built	Resource Type/Style	SHPO Evaluation
8MO5910	2022 Staples Avenue	c. 1950	No style	Not Evaluated by SHPO
8MO5911	2023 Staples Avenue	c. 1958	Mid-Century Modern	Not Evaluated by SHPO
8MO5912	2026 Staples Avenue	c. 1950	Mid-Century Modern	Not Evaluated by SHPO
8MO5913	2027 Staples Avenue	c. 1958	Mid-Century Modern	Not Evaluated by SHPO
8MO5914	2102 Staples Avenue	c. 1958	Mid-Century Modern	Not Evaluated by SHPO
8MO5915	2103 Staples Avenue	c. 1958	Mid-Century Modern	Not Evaluated by SHPO
8MO5916	2106 Staples Avenue	c. 1958	Mid-Century Modern	Not Evaluated by SHPO
8MO5917	2107 Staples Avenue	c. 1950	Mid-Century Modern	Not Evaluated by SHPO
8MO5918	2110 Staples Avenue	c. 1959	Masonry Vernacular	Not Evaluated by SHPO
8MO5919	2111 Staples Avenue	c. 1950	No style	Not Evaluated by SHPO
8MO5920	2114 Staples Avenue	c. 1953	Mixed, None Dominant	Not Evaluated by SHPO
8MO5921	2115 Staples Avenue	c. 1950	Mid-Century Modern	Not Evaluated by SHPO
8MO5922	2118 Staples Avenue	c. 1950	Masonry Vernacular	Not Evaluated by SHPO
8MO5923	2122 Staples Avenue	c. 1950	Mid-Century Modern	Not Evaluated by SHPO
8MO5924	2123 Staples Avenue	c. 1950	Mid-Century Modern	Not Evaluated by SHPO
8MO5925	2210 Staples Avenue	c. 1938	Frame Vernacular	Not Evaluated by SHPO
8MO5955	2800 Staples Avenue	c. 1953	Frame Vernacular	Not Evaluated by SHPO
8MO5956	2801 Staples Avenue	c. 1953	Frame Vernacular	Not Evaluated by SHPO
8MO5957	2807 Staples Avenue	c. 1948	Frame Vernacular	Not Evaluated by SHPO
8MO5958	2808 Staples Avenue	c. 1953	Frame Vernacular	Not Evaluated by SHPO
8MO5959	2811 Staples Avenue	c. 1953	Frame Vernacular	Not Evaluated by SHPO

FMSF No.	Resource Name/Address	Year Built	Resource Type/Style	SHPO Evaluation
8MO5960	2812 Staples Avenue	c. 1953	Frame Vernacular	Not Evaluated by SHPO
8MO5962	2816 Staples Avenue	c. 1958	Frame Vernacular	Not Evaluated by SHPO
8MO5964	2820 Staples Avenue	c. 1953	Frame Vernacular	Not Evaluated by SHPO
8MO5965	2824 Staples Avenue	c. 1953	Frame Vernacular	Not Evaluated by SHPO
8MO5968	2828 Staples Avenue	c. 1958	Frame Vernacular	Not Evaluated by SHPO
8MO5969	2832 Staples Avenue	c. 1953	Frame Vernacular	Not Evaluated by SHPO
8MO5983	1910-1912 Staples Avenue	c. 1948	Masonry Vernacular	Not Evaluated by SHPO
8MO6040	1711 United Street	c. 1953	Ranch	Not Evaluated by SHPO
8MO6041	1715 United Street	c. 1953	Ranch	Not Evaluated by SHPO
8MO6042	1718 United Street	c. 1953	Frame Vernacular	Not Evaluated by SHPO
8MO6047	1919 Venetia Street	c. 1943	Frame Vernacular	Not Evaluated by SHPO
8MO6084	1701 Von Phister Street	c. 1948	Frame Vernacular	Not Evaluated by SHPO
8MO6085	1703 Von Phister Street	c. 1948	Frame Vernacular	Not Evaluated by SHPO
8MO6086	1709 Von Phister Street	c. 1943	Frame Vernacular	Not Evaluated by SHPO
8MO6087	1711 Von Phister Street	c. 1943	Frame Vernacular	Not Evaluated by SHPO
8MO6088	1713 Von Phister Street	c. 1947	Frame Vernacular	Not Evaluated by SHPO
8MO6089	1720 Von Phister Street	c. 1953	Masonry Vernacular	Not Evaluated by SHPO
8MO6090	1722 Von Phister Street	c. 1949	Frame Vernacular	Not Evaluated by SHPO
8MO6128	1609 Washington Street	c. 1960	Ranch	Not Evaluated by SHPO
8MO6129	1612 Washington Street	c. 1947	Masonry Vernacular	Not Evaluated by SHPO
8MO6130	1614 Washington Street	c. 1958	Frame Vernacular	Not Evaluated by SHPO

FMSF No.	Resource Name/Address	Year Built	Resource Type/Style	SHPO Evaluation
8MO6131	1615 Washington Street	c. 1955	Ranch	Not Evaluated by SHPO
8MO6132	1707 Washington Street	c. 1952	Ranch	Not Evaluated by SHPO
8MO6133	1712 Washington Street	c. 1947	Frame Vernacular	Not Evaluated by SHPO
8MO6134	1713 Washington Street	c. 1938	Unspecified by Surveyor	Not Evaluated by SHPO
8MO6135	1714 Washington Street	c. 1955	Ranch	Not Evaluated by SHPO
8MO6136	1715 Washington Street	c. 1938	Masonry Vernacular	Not Evaluated by SHPO
8MO6137	1716 Washington Street	c. 1943	Frame Vernacular	Not Evaluated by SHPO
8MO6138	1717 Washington Street	c. 1961	Frame Vernacular	Not Evaluated by SHPO
8MO6139	1720 Washington Street	c. 1938	Frame Vernacular	Not Evaluated by SHPO
8MO6140	1721 Washington Street	c. 1945	Frame Vernacular	Not Evaluated by SHPO

PROJECT RESEARCH DESIGN AND SITE LOCATION MODEL

The background research and literature review, in conjunction with pertinent variables, contributed to the formulation of project-specific field methods designed to locate and evaluate previously unrecorded archaeological sites within the project area.

Precontact Archaeological Site Location Model

Fresh water is obviously an important resource, as the need for water is universal. This variable would have been of greater importance during the Paleoindian and Early Archaic periods (12,000–5000 BC) when the perched water system was more restricted. Within the low coral keys, freshwater would often be found in natural reservoirs that would occur among the rocks.

Hardwood hammocks (hydric, mesic, or xeric) provide a variety of resources that would have been exploited by the aboriginal inhabitants of this region. Often, areas of higher relative elevation correspond with better-drained soils or the presence of hardwood hammocks (xeric and mesic). The project area is flat and at or near sea level, with much of the property tidally flooded. The review of historic plat maps and surveyors' notes did not identify any military forts, encampments, battlefields, homesteads, or historical Native American villages or trails within the Direct Effects APE. Salt works were noted south of the airport property. One road was depicted at the south end of the airport property but outside the Direct Effects APE. The earliest available aerial photograph shows most of the Direct Effects APE as modified by the construction of the airport or within wetlands. Soils also indicate a high level of land modification. Based on this, the Direct Effects APE is considered to have a low potential for archaeological sites.

METHODS

Archaeological Resources Field Methods

The archaeological field survey included a surface inspection which consisted of a visual inspection of exposed ground to look for evidence of mounds, middens, or other structural evidence of human occupation. Additionally, a careful surface inspection was undertaken in areas of minimal vegetation and/or upturned soil such as drainage ditches, recent clearings, and animal burrows. This surface survey identified existing field conditions that prevented traditional subsurface testing, such as areas where bedrock was exposed at surface, areas with standing water or thick mangrove vegetation, locations covered in existing hardscape or within the clear zone of active airport runways, and areas containing buried utility lines. Due to the potential for historic features within the salt ponds surrounding the airport, the field crew waded as far as possible into the ponds where the new perimeter fence was proposed in an attempt to identify low coral walls or other historic features. The salt ponds were also inspected from the berms on the nearby abandoned Hawk Missile site, which provided a good vantage point.

Subsurface testing employed conventional shovel testing where possible. Two round shovel tests were excavated during this investigation, both of which were within the General Aviation Apron Expansion (Overflow Parking Ramp) area, south of the existing perimeter fence and west of the existing General Aviation Apron parking area. Shovel tests were circular and roughly 50 cm (20 in) in diameter, although large rocks prevented the excavation of standard size test at Shovel Test 2. The tests were dug to a depth of approximately 30 cm (12 in), as excavation was inhibited by subsurface obstructions such as the many large rocks in Shovel Test 2, as well as bedrock and the influx of water in Shovel Test 1. Soil was hand sorted without the use of a screen due to the clay consistency and the preponderance of very large rocks that threatened to break a screen.

Shovel tests were placed judgmentally where possible based on field conditions. While the entirety of the Direct Effects APE was deemed to have low archaeological site potential, the two excavated shovel tests were placed approximately 50 meters (164-ft) apart. The field crews were instructed to place additional shovel tests in areas they deemed likely for sites, regardless of the potential zone designation or testing interval.

Standard archaeological methods for recording field data were followed throughout the project. The identification number, location, stratigraphic profile, and soil descriptions were recorded for every shovel test performed. Field notes also included artifact counts, provenience information, and description of any cultural feature encountered during testing. The locations of all shovel tests were recorded in the field with hand-held Global Positioning System (GPS) units and recorded on an aerial photograph found in the *Archaeological Resources Survey Results* section of this report. All artifacts discovered during surface inspection were collected, bagged by provenience and their location marked on the project aerial maps.

In addition to surface inspection and subsurface testing, every attempt was made to contact and interview local informants. In many cases, local informants possess invaluable knowledge regarding nearby cultural resources that may be unavailable to the academic or professional Cultural Resource Management (CRM) communities. Mr. Cale Hartle, Airport Airside and Landside Operations Manager for the Key West International Airport accompanied the field crew during fieldwork on the site. Mr. Hartle had not identified archaeological sites on the airport property, but he provided information about the history of the airport and overall development in Key West, as well as information about an online repository of historic photos.

Historic Resources Field Methods

An architectural historian conducted a historic resource survey and documented historic resources built during or before 1972 within the Direct Effects APE. Any resources within the Direct Effects APE received a preliminary visual reconnaissance, and any with features indicative of 1972 or earlier construction materials, building methods, or architectural styles were noted on aerial photographs. Property tax records and historic aerial photography were also consulted to assist in the identification of any such resources. For each resource identified, FMSF forms were completed with field data, including notes from site observations. Each resource's significance was then evaluated for its potential eligibility for inclusion in the National Register, according to the criteria for evaluation listed below. Historic physical integrity was determined from site observations, field data, and photographic documentation. In addition, all previous studies which include or intersect the Indirect Effects APE were consulted.

Concentrations of historic resources within the Indirect Effects APE were noted in terms of the potential for inclusion in a historic district. The entire Indirect Effects APE was subject to a visual reconnaissance survey. Each resource's present condition, location relative to other resources, and distinguishing neighborhood characteristics were noted for accurate assessment of National Register Historic District eligibility. Photographs were taken of concentrations of historic resources in order to assess National Register eligibility.

National Register Criteria for Evaluation

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, materials, workmanship, feeling, and association, and:

- A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. That are associated with the lives of significant persons in our past; or
- 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
- D. That have yielded or may be likely to yield, information important in history or prehistory.

CLG Coordination and Local Informants

In accordance with Chapter 1A-46, every attempt was made to contact and interview local informants. Local informants may often provide valuable information which is otherwise not available through official records or library collections. The project corridor is located within the City of Key West in Monroe County. Both the City of Key West and Monroe County are listed on the February 18, 2020 list of Certified Local Governments (CLG) posted on the Florida Division of Historical Resources website (FDHR 2020).

Ms. Enid Torregrosa, the Historic Preservation Planner for the City of Key West and Dr. Diane Sylvia, the Executive Director of the Historic Florida Keys Foundation, Inc., were contacted via email on March 3, 2020 regarding the project. At the date of submittal, neither Ms. Torregrosa nor Ms. Sylvia had responded.

RESULTS

Archaeological Resources Survey Results

No newly recorded archaeological resources were identified within the Direct Effects APE. Much of the Direct Effects APE consists of hardscape related to the taxiways and runways. The project area north of the airport proposed for a perimeter fence was mostly within salt ponds or mangroves, while some of the alignment ran just north of a disturbed area with numerous push piles of fill material. No historic features were identified within the salt ponds, which were relatively shallow and contained clear water. The proposed Commercial Apron Expansion was partially within paved area and an area containing numerous subsurface utilities and drainage facilities. There was also a fence, cleared berm, and an underground drainage system running along the south edge of the Commercial Apron Expansion, while a ditch was adjacent to the mangroves on the east side. This area was just north of the previously recorded historic Key Wester Bottle Dump site (8MO3242). A few brick fragments and several bottles were visible at the edge of the thick stand of mangroves and Brazilian pepper, but these were all very recent beer and soda bottles that do not represent an extension of the historic bottle dump site. The extension of Taxiway A, Taxiway B Improvements and Vehicle Service Road Relocation were within existing cleared areas, areas with rock visible at surface, and within a disturbed wetland. The General Aviation Apron Expansion area was mostly characterized by mangroves, but these were sparse enough and the ground dry enough for the placement of two shovel tests. Representative photographs showing the Direct Effects APE are included in Figures 12-16.

Two shovel tests were excavated 50 meters apart within the General Aviation Apron Expansion area at the southwestern edge of the APE. Shovel Test 1 contained a grayish brown sandy clay humic layer in the upper 18 cm of the test, and a light brown rocky sandy clay extending to bedrock and an influx of water at 32 cm deep (Figure 17). The soil in Shovel Test 2 was a brown sandy loamy clay containing a larger quantity of large rocks than soil. Shovel tests encountered limestone at relatively shallow depths, and no archaeological material was identified in any of the shovel tests. The soil was very rocky, and both the soil and vegetation suggested that this area was likely inundated during wetter seasons; the fieldwork for this survey was conducted near the peak of the dry season. The locations of shovel tests are illustrated in Figure 18.

Several potentially historic bottles, likely from the mid-20th century, were identified in this area, but were not numerous or concentrated enough to constitute an archaeological site. One was identified as an Esquire Lanol White shoe polish bottle dating to the 1940s-1950s (Figure 19), and another as a Lipton Original tea bottle. Various metal fragments, metal and PVC pipe fragments, soda cans, and other modern debris were scattered around the airport property.



Figure 12: Proposed Fence Alignment within Salt Ponds, Facing West



Figure 13: Numerous Underground Utilities within the Southwestern End of the Commercial Airport Expansion Area, Facing South



Figure 14: Southern Edge of Commercial Airport Expansion Area Mangroves, Underground Drainage, Berm, and Fence, Facing East



Figure 15: Exposed Rock, Access Road, and Wetland at end of Taxiway at the Vehicle Service Road Relocation/Taxiway A Extension Areas, Facing West



Figure 16: View from Shovel Test 1, Facing West



Figure 17: Shovel Test 1, Facing North

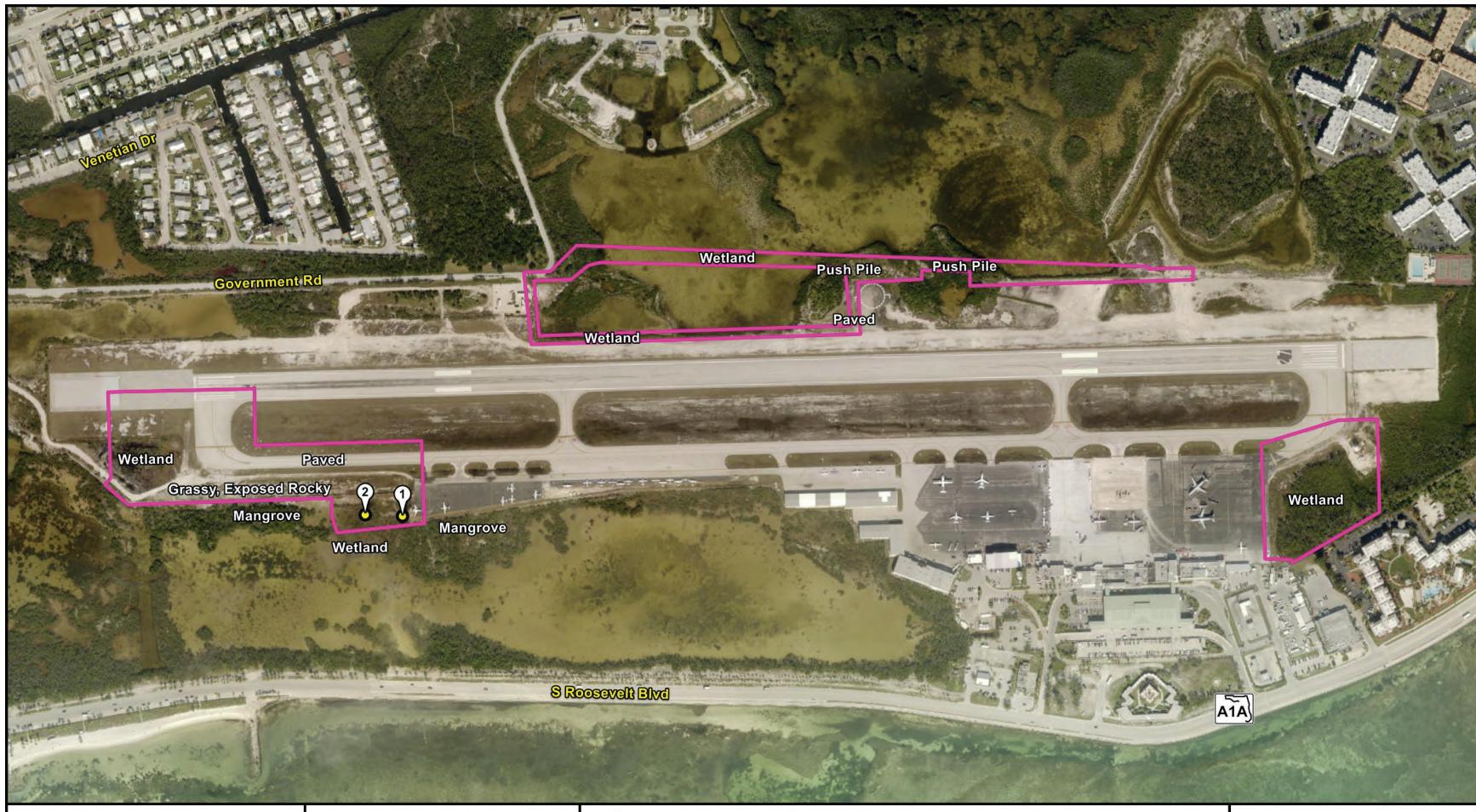


Figure 18: Shovel Test and Field Conditions

Key West International
Airport Improvements

■ Direct Effects APE

● Negative Shovel Test

Monroe County

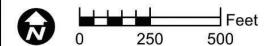




Figure 19: Esquire Lanol White Shoe Polish Bottle, c. 1940s-1950s

Historic Resources Survey Results

The historic resources survey identified one previously recorded historic resource within the Direct Effects APE: Meacham Field/Key West Airport (8MO1888). The airport was originally constructed in 1927 by Pan American World Airways and was later used by the Navy during World War II. Since the 1970s, it has been used as a commercial airport and is now known as Key West International Airport. The airport was significant for its operations associated with the LTA craft, or blimps. However, due to numerous changes made since its construction including property alterations and realignment, Meacham Field/Key West Airport (8MO1888) has lost historic integrity and no longer conveys its significant associations. Therefore, the SHPO determined Meacham Field/Key West Airport (8MO1888) as National Register-ineligible on May 25, 2007. Meacham Field/Key West Airport (8MO1888) is still considered National Register-ineligible as part of this study and an updated FMSF form was not completed. The original FMSF form for Meacham Field/Key West Airport (8MO1888) can be found in Appendix B.

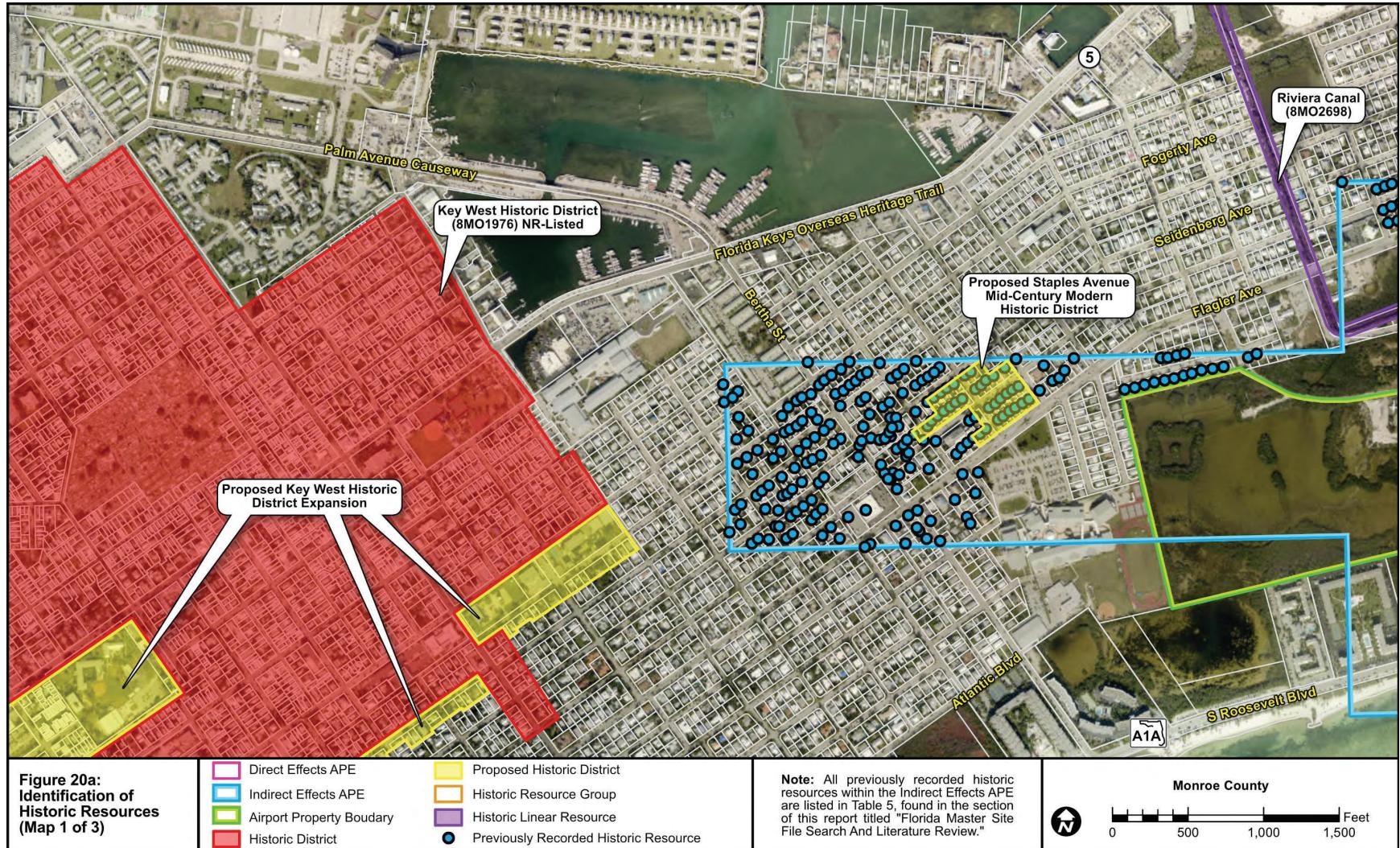
A total of 291 previously recorded historic resources were identified within the Indirect Effects APE. These include four resources within the boundaries of the Key West International Airport property but outside of the Direct Effects APE: East Martello Tower (8MO211), Key West East Martello Battery (8MO1877), Driver's License Office (8MO2701), and the Key West Battery Bravo Hawk Missile Site (8MO3611). An additional 287 previously recorded historic resources are located within the Indirect Effects APE and outside of the Key West International Airport property. Based on the proposed improvements within the Direct Effects APE, there is a limited change in aircraft activity anticipated. This anticipated limited change in activity is not expected to cause a significant change in noise exposure to historic resources within the Indirect Effects APE.

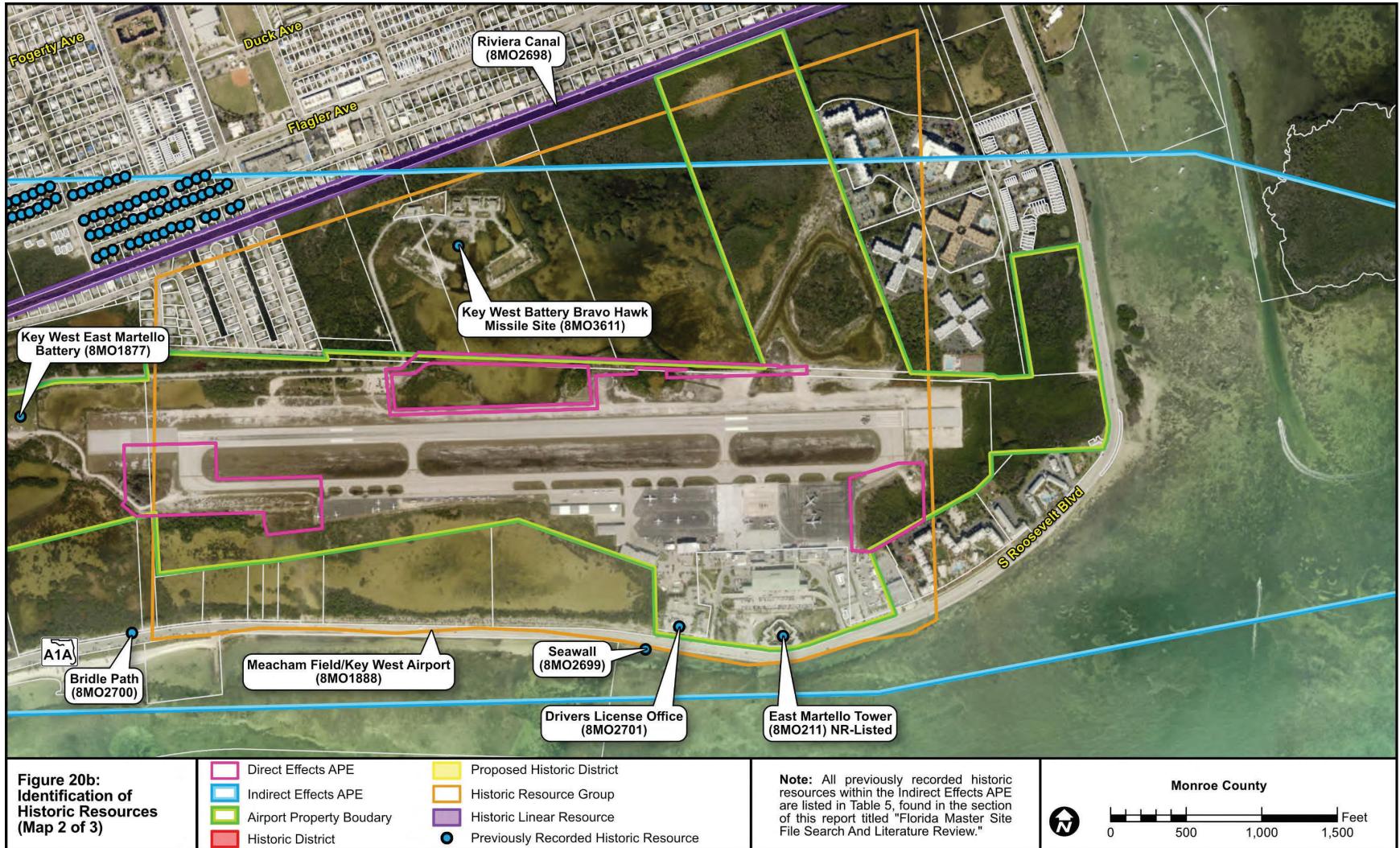
Only previously recorded historic resources within the Indirect Effects APE were identified as part of this study. However, a thorough visual reconnaissance survey was conducted throughout the Indirect Effects APE, and special attention was paid to several areas with concentrations of historic resources. These concentrations of historic resources within the Indirect Effects APE were reviewed for their potential as historic districts. Each resource's current condition, proximity to other identified resources, and any neighborhood

characteristics were evaluated. Many of these resources exhibit a common architectural style or feature modifications which have resulted in a loss of integrity including non-historic additions and alterations to exterior fabric, windows, and doors. While background research identified the Proposed Staples Avenue Mid-Century Modern Historic District within the Indirect Effects APE, no new potential historic districts or historic resources were identified during this study. Since the historic resources APE was limited to the area where ground disturbing activity will occur within the Direct Effects APE, FMSF forms and evaluations of National Register eligibility were not completed for any previously recorded historic resources identified within the Indirect Effects APE as part of this study.

Figures 20a – 20c depict the location of all previously recorded historic resources identified as part of this study on a current aerial. Additionally, the proposed historic district within the Indirect Effects APE and the proposed expansions of the existing Key West National Register Historic District (8MO1976) identified in 2012 by Panamerican Consultants, Inc. and discussed in the *Previously Recorded and Potential Historic Resources* section of this report are depicted in Figures 20a – 20c. Representative photographs of Meacham Field/Key West Airport (8MO1888) are included as Figures 21-24. Representative photographs of the Indirect Effects APE are included as Figures 25-36.

The boundaries of a Final Indirect Effects APE were refined following the completion of the aircraft noise analysis of the project area. A historic resources survey was conducted within these refined boundaries. The process for defining this Final Indirect Effects APE and the results of the survey are discussed further in the *Supplemental Historic Resources Survey Results Based on Refined APE* section of this report.





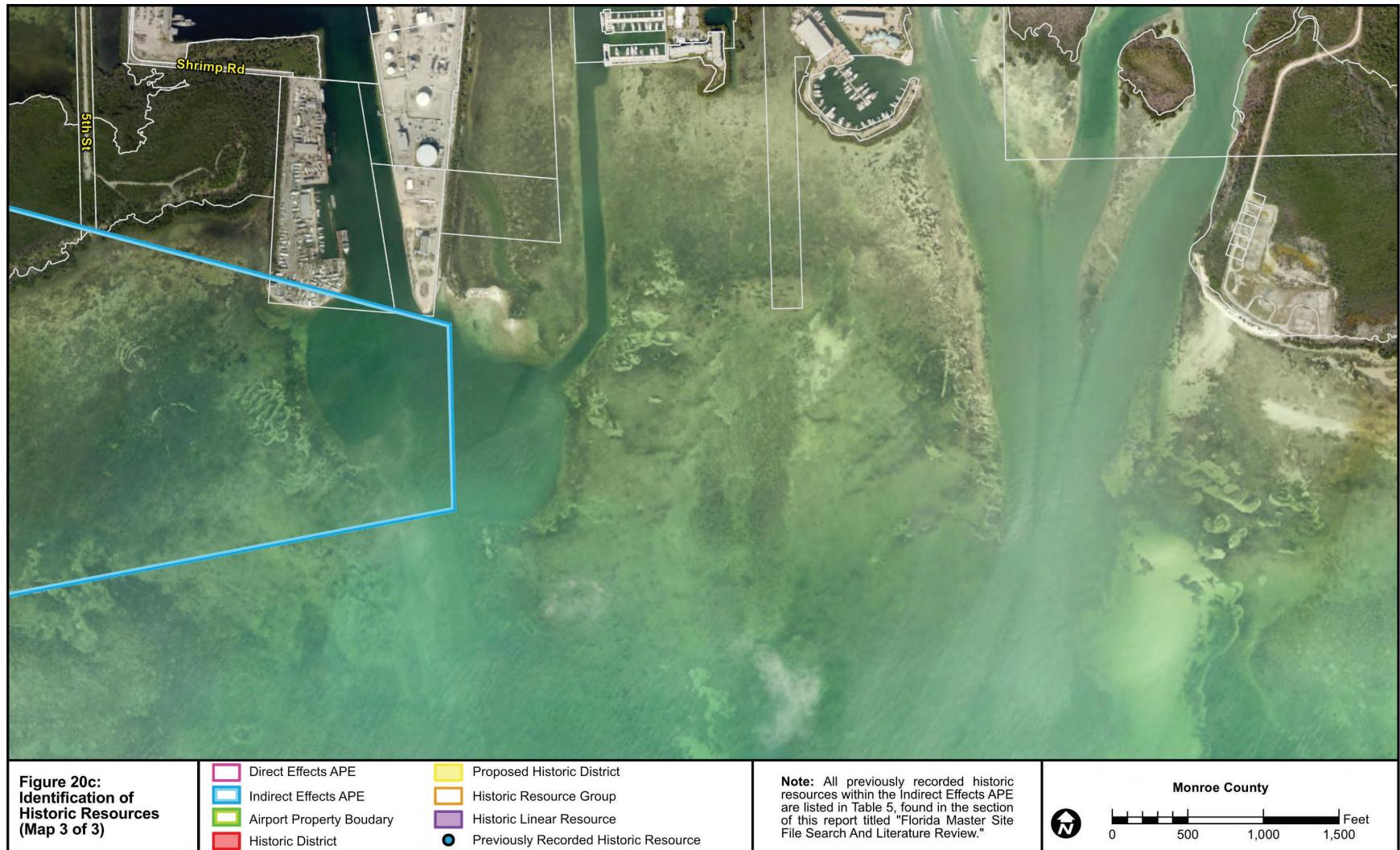




Figure 21: View of Meacham Field/Key West Airport (8MO1888), c. 1927, from the west end of the runway, facing Northeast



Figure 22: View of Meacham Field/Key West Airport (8MO1888), c. 1927, from the west end of the runway, facing Northwest



Figure 23: View of Meacham Field/Key West Airport (8MO1888), c. 1927, from the east end of the runway, facing West



Figure 24: View of Meacham Field/Key West Airport (8MO1888), c. 1927, from the east end of the runway, facing Southwest



Figure 25: National Register-listed East Martello Tower (8MO211), c. 1862, located within the Indirect Effects APE, facing Northeast



Figure 26: 1600-1608 Jamaica Drive, located within the Indirect Effects APE, facing Northwest



Figure 27: 1612-1614 Trinidad Drive, located within the Indirect Effects APE, facing Southwest



Figure 28: Riviera Canal (8MO2698), c. 1940, determined National Register-ineligible, located within the Indirect Effects APE, facing Southeast



Figure 29: 2933 Riviera Drive (8MO5629), c. 1958, located within the Indirect Effects APE and not evaluated by the SHPO, facing Northeast



Figure 30: Single-family residences located on Riviera Drive within the Indirect Effects APE, facing Southeast



Figure 31: 3019 Riviera Drive (8MO5637), c. 1958, located within the Indirect Effects APE and not evaluated by the SHPO, facing North



Figure 32: 2930 Flagler Avenue (8MO4970), c. 1958, located within the Indirect Effects APE and not evaluated by the SHPO, facing Southwest



Figure 33: 2300 Linda Avenue (8MO5430), c. 1953, located within the Indirect Effects APE and not evaluated by the SHPO, facing South



Figure 34: Single-family residences located on Linda Avenue within the Indirect Effects APE, facing Southwest



Figure 35: 1521 5th Street, located within the Indirect Effects APE, facing Northeast



Figure 36: Single-family residences located on 4th Street within the Indirect Effects APE, facing Northwest

Supplemental Historic Resources Survey Results Based on Refined APE

Due to the nature of the Proposed Undertaking, the APE, described below, went through two iterations. The APE was initially defined as a Direct Effects APE and an Indirect Effects APE, the latter of which is hereinafter referred to as the Preliminary Indirect Effects APE. The Direct Effects APE has not changed, but the Indirect Effects APE was refined for the Proposed Undertaking and reasonable alternatives and is hereinafter referred to as the “Final Indirect Effects APE.” This section presents the refinement of the Indirect Effects APE and supplemental analysis of the historic resources survey results to assess historic resources in the Final Indirect Effects APE in more detail.

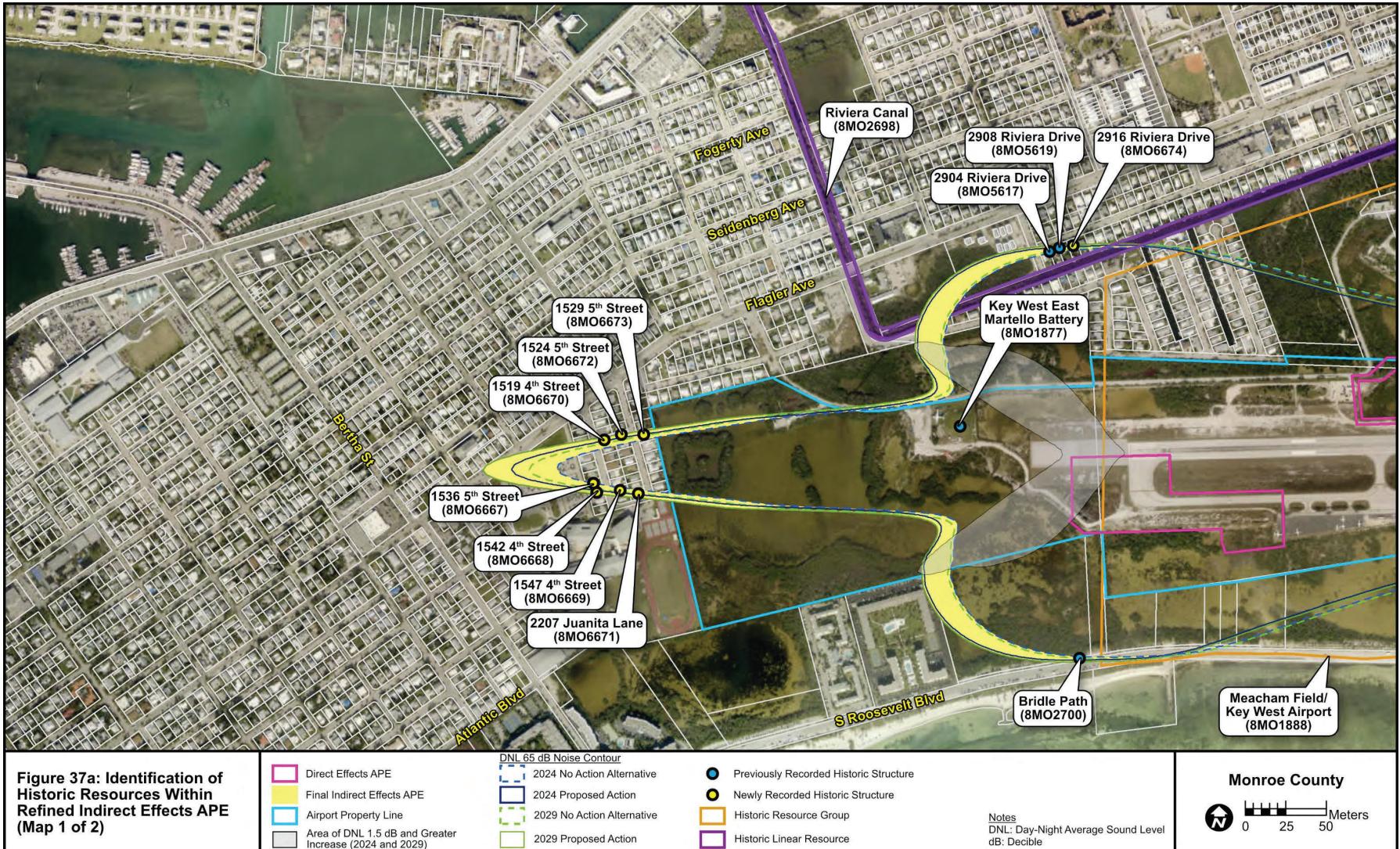
Refinement of Indirect Effects APE

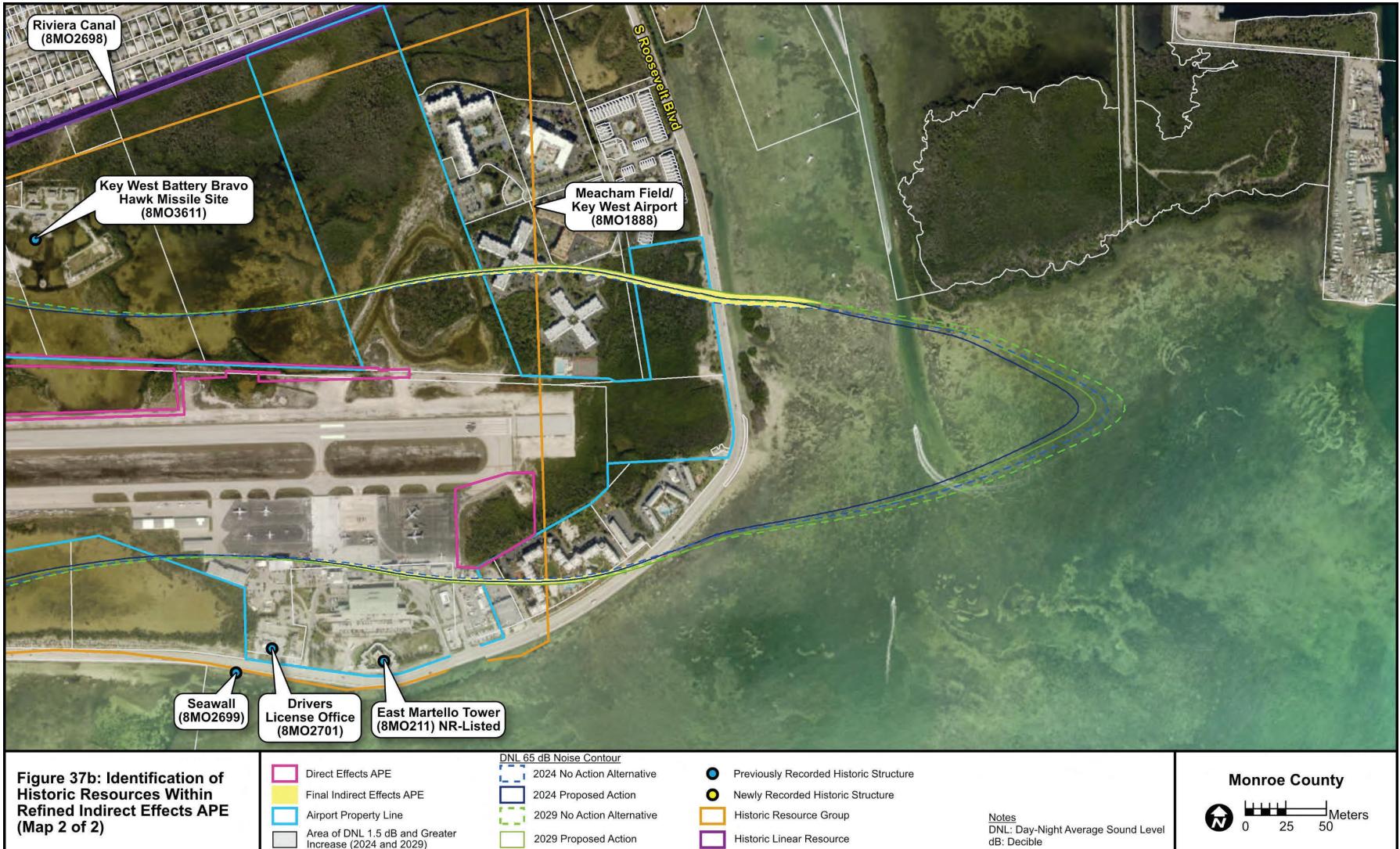
In a letter dated February 24, 2020, FAA consulted with the SHPO. Recognizing that the APE is the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, the Direct Effects APE was defined to encompass areas of ground disturbance, being those areas in which construction activities could directly affect a resource. The Preliminary Indirect Effects APE was drawn broadly to encompass all resources with the potential to experience effects as a result of the Proposed Undertaking and reasonable alternatives. As such, it was defined to include the area potentially exposed to aircraft noise levels of Day-Night Average Sound Level (DNL) 65 dB and higher, if the project was implemented, based on a review of previously prepared noise contour maps for the Airport. FAA requested that the SHPO review the Direct Effects APE and the Preliminary Indirect Effects APE and comment upon them as appropriate. On March 17, 2020, the SHPO concurred with the proposed APEs. The archaeological and historical resources discussed previously in the *Results* section present the resources in the Direct APE and the broadly defined Preliminary Indirect Effects APE.

The Preliminary Indirect Effects APE was broadly defined to move the assessment of cultural resources forward on the Proposed Undertaking before the analysis of changes in aircraft noise was completed and the extent of indirect effects defined. With the completion of the aircraft noise analysis, the boundaries of the Indirect Effects APE were refined to encompass areas that would be newly exposed to aircraft noise at DNL 65 dB or greater with implementation of the Proposed Undertaking compared to the No-Action Alternative, consistent with 14 CFR Part 150.101(d), which states that all land uses are considered to be compatible with noise levels less than DNL 65 dB. Furthermore, as noted in FAA Order 1050.1F, the potential for noise increases of DNL 1.5 dB or more over noise-sensitive areas that are exposed to noise at or above the DNL 65 dB noise exposure level, or that would be exposed at or above the DNL 65 dB level due to a 1.5 dB or greater increase, when compared to the No-Action Alternative for the same time frame, was also considered in the refinement of the Indirect Effects APE.

Because the Proposed Undertaking allows increased use of the Runway 9 end of pavement and because the Proposed Undertaking supports a potential increase in aircraft operations at Key West International Airport in comparison to the No-Action Alternative, the area exposed to DNL 65 dB and greater shifts to the west (approximately 300 feet at the greatest extent) with implementation of the Proposed Undertaking compared to the No-Action

Alternative. Specifically, areas west of the Airport and a couple narrow linear bands north and south would shift into the DNL 65 dB contour with implementation of the Proposed Undertaking, while areas east of the Airport and other bands north and south would shift out of the DNL 65 dB contour. The areas of 1.5 dB increase are limited to undeveloped areas, mostly Airport property, near the Runway 9 end. Therefore, the areas that move into the DNL 65 dB contour with implementation of the Proposed Undertaking were identified as the Final Indirect Effects APE for evaluation of aircraft noise effects on historic resources. The Final Indirect Effects APE is shown on Figures 37a and 37b, along with the Direct APE, the DNL 65 dB contours for the Proposed Undertaking and the No-Action Alternative in the future years of 2024 and 2029 (as assessed in the EA), and the areas of 1.5 dB change in 2024 and 2029. The exhibit also identifies the eleven historic resources that are located within the Final Indirect Effects APE, three of which were identified as potential historic resources in the *Previously Recorded and Potential Historic Resources* section of this report (8MO2700, 8MO5617, and 8MO5619). These eleven identified historic resources are the subject of the following supplemental historic resources analysis.





Supplemental Historic Resources Survey Results

The historic resources survey identified eleven historic resources within the Final Indirect Effects APE. Three of these identified historic resources were previously recorded: 8MO2700, 8MO5617, and 8MO5619. Bridle Path (8MO2700) was recorded by Janus Research in 1998 as part of *A Cultural Resource Assessment Survey for North Roosevelt (SR5) and South Roosevelt (SRA1A) Boulevard from Jose Marti Street/Eisenhower Drive to Bertha Street in Monroe County, Florida*. Bridle Path (8MO2700) is a New Deal era resource which was constructed as a tourist attraction for visitors to Key West. The former 1.2-mile path is no longer continuous and is often used as parking for visitors to the nearby beach. Since its construction the size of the path has been altered several times, resulting in a loss of integrity. The resource no longer conveys its significant associations as a result of these alterations and a change in its use. Therefore, the SHPO determined Bridle Path (8MO2700) as National Register-ineligible on November 17, 1998. Bridle Path (8MO2700) is still considered National Register-ineligible as part of this study and an updated FMSF form was not completed. The original FMSF form for Bridle Path (8MO2700) can be found in Appendix C.

Both 8MO5617 and 8MO5619 were recorded by Panamerican Consultants, Inc. in 2012 as part of the *Key West Historic Resources Survey 2011, City of Key West Planning Department, Key West, Monroe County, Florida, Certified Local Government Grant No. 1105* (FMSF Manuscript No. 19527). This 2012 report was the result of an architectural survey of buildings constructed before 1962 which had not been previously surveyed within the City of Key West boundaries. Neither 8MO5617 or 8MO5619 were evaluated by the SHPO and no determinations have been previously made regarding their National Register eligibility. Both of these previously recorded historic resources were considered by the surveyors to be ineligible for listing in the National Register both individually and as part of a historic district. The remaining eight identified historic resources located within the Final Indirect Effects APE (8MO6667 – 8MO6674) were newly recorded as a result of the current study.

The eleven identified historic resources are listed below in Table 6. Following the completion of the aircraft noise analysis and the subsequent refinement of the Indirect Effects APE, FMSF forms and evaluations of National Register eligibility were completed for the two identified historic resources which have not been evaluated by the SHPO and the eight newly recorded historic resources (8MO5617, 8MO5619, and 8MO6667-8MO6674). These ten identified historic resources exhibit architectural styles common to South Florida and the greater Keys. In addition, none of the structures have any known historical association and all of these resources feature modifications which have resulted in a loss of integrity including non-historic additions and alterations to exterior fabric, windows, and doors. As a result, these ten identified historic resources within the Final Indirect Effects APE are considered to be individually ineligible for listing in the National Register.

An analysis of the Preliminary Indirect Effects APE was conducted during this study and is discussed earlier in the *Historic Resources Survey Results* section of this report. This analysis reviewed concentrations of historic resources for their potential as historic

districts. Each resource's current condition, proximity to other identified resources, and any neighborhood characteristics were evaluated. Background research conducted as part of this study did not identify any new potential historic districts within the Preliminary Indirect Effects APE. There are no known or newly identified historic districts located within the refined Indirect Effects APE. Therefore, none of the identified historic resources within the Final Indirect Effects APE are considered to be contributing to a historic district.

Figures 37a and 37b depict the location of the eleven identified historic resources within the Final Indirect Effects APE, the contours from the aircraft noise analysis, and the locations of previously recorded historic resources within and adjacent to the Direct Effects APE on a current aerial. The FMSF forms completed for the ten historic resources as part of this study are located in Appendix D. Representative photographs of these resources (8MO5617, 8MO5619, and 8MO6667-8MO6674) are included as Figures 38-47.

Table 6: Identified Historic Resources within the Final Indirect Effects APE

FMSF No.	Resource Name/Address	Year Built	Resource Type/Style	NRHP Evaluation
8MO2700	Bridle Path	c. 1938	Not Applicable	Determined Ineligible
8MO5617	2904 Riviera Drive	c. 1958	Ranch	Considered Ineligible
8MO5619	2908 Riviera Drive	c. 1958	Mid-Century Modern	Considered Ineligible
8MO6667	1536 4th Street	c. 1965	Masonry Vernacular	Considered Ineligible
8MO6668	1542 4th Street	c. 1965	Masonry Vernacular	Considered Ineligible
8MO6669	1547 4th Street	c. 1963	Masonry Vernacular	Considered Ineligible
8MO6670	1519 4th Street	c. 1966	Masonry Vernacular	Considered Ineligible
8MO6671	2207 Juanita Lane	c. 1967	Masonry Vernacular	Considered Ineligible
8MO6672	1524 5th Street	c. 1968	Masonry Vernacular	Considered Ineligible
8MO6673	1529 5th Street	c. 1968	Masonry Vernacular	Considered Ineligible
8MO6674	2916 Riviera Drive	c. 1958	Masonry Vernacular	Considered Ineligible



Figure 38: 2904 Riviera Drive (8MO5617), c. 1958, considered NRHP-ineligible, facing South



Figure 39: 2908 Riviera Drive (8MO5619), c. 1958, considered NRHP-ineligible, facing South



Figure 40: 1536 4th Street (8MO6667), c. 1965, considered NRHP-ineligible, facing Southwest



Figure 41: 1542 4th Street (8MO6668), c. 1965, considered NRHP-ineligible, facing Northwest



Figure 42: 1547 4th Street (8MO6669), c. 1963, considered NRHP-ineligible, facing Northeast



Figure 43: 1519 4th Street (8MO6670), c. 1966, considered NRHP-ineligible, facing East



Figure 44: 2207 Juanita Lane (8MO6671), c. 1967, considered NRHP-ineligible, facing Northwest



Figure 45: 1524 5th Street (8MO6672), c. 1968, considered NRHP-ineligible, facing West



Figure 46: 1529 5th Street (8MO6673), c. 1968, considered NRHP-ineligible, facing Northeast



Figure 47: 2916 Riviera Drive (8MO6674), c. 1958, considered NRHP-ineligible, facing Southeast

CONCLUSIONS

No previously recorded or new archaeological resources were identified within the Direct Effects APE. The background research indicated that the Direct Effects APE is located mostly within a developed area that exhibits low archaeological probability due to the high level of disturbance that occurred during the original airport construction and location within former wetlands. The visual survey confirmed that subsurface testing was not possible within much of the Direct Effects APE due to the presence of runway and taxiway hardscape, standing water, and underground utilities. Subsurface testing within the General Aviation Apron Expansion area did not identify any archaeological sites and suggested that the area was typically wet.

The historic resources survey identified one previously recorded historic resource within the Direct Effects APE: the Meacham Field/Key West Airport (8MO1888). The airport was originally constructed in 1927 by Pan American World Airways and used by the Navy during World War II. The airport was significant for its operations associated with the LTA craft, or blimps, but has been used as a commercial airport since the 1970s. Due to alterations to the property and a change in use, Meacham Field/Key West Airport (8MO1888) has lost historic integrity and no longer conveys its significant associations. The SHPO determined Meacham Field/Key West Airport (8MO1888) to be National Register-ineligible on May 25, 2007 and it is still considered to be National Register-ineligible as part of this study. No newly recorded historic resources were identified within the Direct Effects APE.

The historic resources survey of the Preliminary Indirect Effects APE did not identify any new historic districts during this study. The boundaries of a Final Indirect Effects APE were refined following the completion of the aircraft noise analysis that assessed the effects of the Proposed Undertaking. A total of eleven historic structures were identified within this Final Indirect Effects APE, three of which were previously recorded historic resources with the remaining eight being newly recorded historic resources. Due to alterations and a change in use, Bridle Path (8MO2700) has lost historic integrity and no longer conveys its significant associations. The SHPO determined Bridle Path (8MO2700) to be National Register-ineligible on November 17, 1998 and it is still considered to be National Register-ineligible as part of this study. Two of the previously recorded historic resources in the Final Indirect Effects APE had not been evaluated by SHPO (8MO5617 and 8MO5619). As a result, FMSF forms were completed for these two previously recorded resources and all eight newly recorded historic resources (8MO6667 – 8MO6674), as well as an evaluation of their National Register eligibility.

These ten historic resources are all private residences which exhibit architectural styles common to South Florida and the greater Keys. None of the structures have any known historical association and they all feature modifications which have resulted in a loss of integrity including non-historic additions and alterations to exterior fabric, windows, and doors. As a result, these ten identified historic resources recorded within the Final Indirect Effects APE are considered to be individually ineligible for listing in the National Register. Furthermore, none of the identified historic resources are considered to be contributing to

a historic district. FMSF forms completed for the ten identified historic resources (8MO5617, 8MO5619, and 8MO6667 – 8MO66674) within the Final Indirect Effects APE are included in Appendix D.

Unanticipated Finds

Although unlikely, should construction activities uncover any intact archaeological remains, it is recommended that activity in the immediate area of the remains be stopped while a professional archaeologist evaluates the remains. In the event that human remains are found during construction or maintenance activities, the provisions of Chapter 872.05 of the *Florida Statutes* will apply. Chapter 872.05 states that, when human remains are encountered, all activity that might disturb the remains shall cease and may not resume until authorized by the District Medical Examiner or the State Archaeologist. The District Medical Examiner has jurisdiction if the remains are less than 75 years old or if the remains are involved in a criminal investigation. The State Archaeologist has jurisdiction if the remains are more than 75 years of age.

Curation

The FMSF form for Meacham Field/Key West Airport (8MO1888) (Appendix B), a Survey Log Sheet (Appendix E), and select photographs are curated at the FMSF in Tallahassee, along with a copy of this report. Field notes and other pertinent project records are temporarily stored at Janus Research and returned to the client, as appropriate.

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APPENDIX A:

SHPO Letter of APE Determination dated March 17, 2020



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

February 24, 2020

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

RE: Section 106 Consultation and Area of Potential Effect
Airfield Improvement Project
Key West International Airport (Monroe County, Florida)

Dear Dr. Parsons,

Monroe County, through its Airports Department, has requested approval from the Federal Aviation Administration (FAA) to implement several airfield improvement projects at the Key West International Airport (EYW). The proposed improvements, which are described below, include construction of taxiway improvements; commercial and general aviation (GA) aircraft parking apron expansion; airfield security fence; and relocation of a vehicle service road. The federal actions associated with the proposed improvements include unconditional approval of the EYW Airport Layout Plan and processing applications for federal funding assistance to implement the proposed improvements.

The proposed improvements 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 Section 106 consultation.

Proposed Undertaking

The Proposed Undertaking includes the projects described below. These projects are depicted on the enclosed **Exhibit 1**.

Construct Bypass Taxiway: This project would extend Taxiway A 274 feet to the end of Runway 9. Construction includes approximately 3,300 square yards of asphalt, 600 cubic yards of fill, and new taxiway pavement edge lighting and signage. The taxiway would provide a second point of access to west end of the runway, which would allow aircraft to depart from the end of the runway pavement without having to back-taxi on the runway to the end of pavement. This project also includes the removal of approximately 2,300 square yards of pavement at Taxiway B.

Commercial Apron Expansion: This project would expand the aircraft parking apron at the passenger terminal building and would reconfigure the parking position layout to improve access and parking for Group III aircraft that use the airport (e.g., Boeing 737). Construction would expand the existing apron by approximately 13,200 square yards. Stormwater runoff from the new impervious surface would be treated through exfiltration trenches constructed under the apron and a swale to be constructed along the edge of the apron.

GA Apron (Overflow Parking Ramp) Expansion: This project would expand the general aviation (GA) aircraft parking apron located on the west side of the airfield. Also known as the Overflow Parking Ramp, this apron would be expanded to accommodate additional small aircraft during peak season and special events in the Keys. Construction would include approximately 5,400 square yards of apron and access pavement, 1,800 cubic yards of fill, signage, marking, and lighting. Stormwater runoff from the new impervious surface apron would be treated through exfiltration trenches constructed under the apron.

The GA existing vehicle service road west of the GA overflow parking ramp would also be relocated outside of the Taxiway A Object Free Area (OFA).¹ Approximately 1,900 square yards of existing roadway pavement would be removed, and 1,600 square yards of new roadway pavement would be constructed. Approximately 500 cubic yards of fill material would be placed to allow the new roadway pavement to meet the grade of the existing taxiway and apron and to regrade surrounding land to match existing grades.

Security Fence: A new 2,700-linear-foot section of airport perimeter security fence would be installed along the airport's north boundary line. The section of fence will replace approximately 3,300 linear feet of non-standard fence presently located within the Runway Object Free Area (OFA). The proposed security fence would include specialized fencing and barriers across sections of salt pond and mangroves to deter kayakers and canoers from entering the Airport Operations Area (AOA), access to which is restricted for safety purposes. Additionally, 360 linear feet of security fencing on the south side of the runway as a result of the proposed GA apron expansion.

All project components would be constructed on airport property. The Proposed Undertaking would not affect how aircraft operate at EYW, including runway use patterns, which are determined by prevailing winds and flight tracks. The expanded commercial apron pavement is anticipated to generate two additional daily commercial flights (1,460 annual aircraft operations) at the airport when compared to the No-Action Alternative. Similarly, the expanded general aviation apron, which provides overflow parking during peak periods, is anticipated to induce 200 to 300 general aviation operations annually. This change in aircraft activity is not expected to result in a significant noise, air, and visual impacts in the vicinity of the airport. Impacts associated with the anticipated change in aircraft activity is presently being evaluated in an Environmental Assessment being prepared for the project.

¹ An Object Free Area is an area centered on a runway or taxiways that should be clear of above ground objects, except those essential for air navigation and ground maneuvering purposes.

Proposed Area of Potential Effect

The APE is the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties. The proposed APE for the Proposed Undertaking is comprised of a Direct Effects APE associated with ground-disturbing construction activities and an Indirect Effects APE associated with the operation of the airport with the proposed improvements in place. The Direct Effects APE is depicted on **Exhibit 1**. The Indirect Effects APE is depicted on **Figure 2**.

The Direct Effects APE encompasses three areas where ground disturbance is anticipated:

- Linear APE along the north side of the airfield (green shading) that includes the location of new security fencing and removal of existing security fencing, plus a 10-foot buffer on either side of the new fence.
- APE on the southwest side of the Airport that includes the proposed bypass taxiway, GA apron expansion, service road, Taxiway B demolition, and security fencing associated with the expanded GA apron and associated areas of grading around new pavement. These areas are shaded to depict proposed pavement (orange shading) and limits of grading (yellow shading).
- APE on the southeast side of the airfield that includes the proposed commercial apron expansion and associated areas of grading around new pavement. These areas are also shaded to depict proposed pavement (orange shading) and limits of grading (yellow shading).

The Direct Effects APE does not encroach upon the boundaries of the abandoned National Register-eligible East Martello Battery Bunker, located west of the runway, or the National Register-listed East Martello Tower, which is located south of the passenger terminal parking deck.

The Indirect Effects APE for was defined to include the area likely to be exposed to aircraft noise levels of Day-Night Average Sound Level (DNL) 65 and higher, if the project was implemented.² The Indirect Effects APE was determined through the review of current noise contour maps developed for EYW and consideration of the potential changes in noise exposure if the project was implemented. The extent of the APE is also considered appropriate for the evaluation of other indirect effects, such as those associated with air emissions and visual effects.

Pursuant to Title 36 CFR Section 800.4, Identification of Historic Properties, the FAA is seeking comments on the proposed APE for this undertaking. Please specify below whether you concur with the proposed APE or, if not, your concerns with the APE as defined. Please let us know within 15 days of receipt of this letter indicating if you concur with the APE.

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. Certain noise-sensitive land uses (e.g., residential land use) exposed to DNL 65 noise levels and higher are deemed incompatible with those noise levels.

Please direct correspondence and questions to me at (407) 487-7296 or via email at peter.m.green@faa.gov.

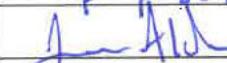
Sincerely,

Peter M. Green, AICP
Environmental Protection Specialist

Enclosures

The Florida State Historic Preservation Officer concurs/ does not concur with the APE proposed in this letter for SHPO/FDHR Project File Number 2020-1109.

Comments: We look forward to further consultation regarding the proposed undertaking.

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

3/17/2020

[DATE]

For

APPENDIX B:

Florida Master Site File Form for Meacham Field/Key West Airport (8MO1888)



RESOURCE GROUP FORM

Districts, Landscapes, Building Complexes

Electronic Version 2.2.0

Site #8 MO01888

Recorder # none

Field Date 10/15/2006

Form Date 1/31/2007

FormNo 200610

FormNo = Field Date (YYYYMM)

Original? YES

NOTE: Use this form to document resources described in the box below. In each case, multiple contributing (and non-contributing) cultural resources should also be documented individually at the Site File. Do not use this form for NR multiple property submissions: NR multiple property submissions (MPSs) are treated as Site File manuscripts, while individual NR resources and districts listed under a given MPS cover each have the MPS manuscript number in the "FMSF Survey #" field.

Mixed District

Choose the category that best describes the Resource Group

- Historical district (coded "district" on NR Nomination) NON-archaeological district, buildings and NR structures only, NO archaeological sites
- Archaeological district (coded "district" on NR Nomination) archaeological sites only NO buildings or NR structures
- Mixed district (coded "district" on NR Nomination) both (1) archaeological sites and (2) cultural resources other than archaeological sites
- FMSF building complex (coded "building(s)" on NR Nomination) multiple buildings in close spatial and functional association. If this box is checked, as many as possible of the associated buildings must also be listed on the Site File.
- Designed historic landscape (coded "district" or "site" on NR Nomination) can include multiple resources (see *National Register Bulletin 18*, page 2 for more detailed definition and examples: e.g., parks, golf courses, campuses, resorts, etc.)
- Rural historic landscape (coded "district" or "site" on NR Nomination) can include multiple resources and not formally designed (see *National Register Bulletin, Guidelines for Evaluating and Documenting Rural Historic Landscapes* for a more detailed definition and examples: e.g., farmsteads, fish camps, lumber camps, traditional ceremonial sites, etc.)

Resource Group Name Meacham Field (former)

Multiple Listing (DHR only) _____

Alternate Names _____

>>

Project Name Key West Airport Runway Safety Area Improvement

FMSF Survey # _____

National Register Category District

LOCATION & MAPPING

Address

Street No.	Direction	Street Name	Street Type	Direction Suffix
<u>3491</u>		<u>South Roosevelt</u>	<u>Boulevard</u>	

County Monroe

Ownership Type County

City / Town within 3 miles Key West Airport

In Current City Limits? YES

Mapping

USGS 7.5' Map Name _____	Publication Date _____	>> KEY WEST; 1971
--------------------------	------------------------	-------------------

Township: 67S Range: 25E Section: 34 1/4 section: _____ >> Not Relevant; Not Relevant; ; UNSP

Irregular Section Name: _____

Name of Public Tract (e.g., park) _____

Landgrant _____

Verbal Description of Boundaries (Description does not replace required map) polygon w/ UTM coordinates of corners (NAD27, Zone 17) as (NE 423859E 2716610N), (SE 423805E 2715475N), (SW 422314E 2715485N), (NW 422307E 271615N)

Plat or other map (map's name, originating office with location) _____

**REQUIRED
PAPER
ATTACHMENTS**

- (1) Photocopied USGS 7.5' map with district borders in red
- (2) Street map or plat or aerial, at least 1"=400'scale; resources mapped & labeled
- (3) At least one B&W photographic print at least 3X5: general streetscape or view required; optional: aerial photographs, views of typical resources
- (4) Tabulation of all included resources (Name, FMSF #, Contributing? Y/N, resource category, street address or township-range-section if no address)

RESOURCE GROUP FORM

Site #8

DESCRIPTION & HISTORY

Construction Year (if applicable): 1942

Architect / Designer (last name first): Unknown

Builder (last name first): Unknown

Total number of individual resources included in this Resource Group: # of contributing: 8 # of non-contributing: 0

Time period(s) of significance:

>> WW II & Aftermath 1941-1950

Other time period(s) of significance (for archaeological districts use phase name and approximate dates; for historical districts, use date range, e.g. 1895-1925)

Narrative Description (NR Bulletin 16 pp. 61-63; attach supplementary file if a longer description is also needed) The facility started as a small private airstrip in 1927. During WW II, the federal government purchased the airport, built Meacham Field, and operated a blimp base. After the war it was sold to Monroe County for public use (see attached supplement).

RESEARCH METHODS (select all that apply)

Research Methods >> Informal inspection

Other research methods Air & Space Museum, Naval Aviation History

RECORDER'S OPINION OF RESOURCE SIGNIFICANCE

Potentially eligible individually for National Register of Historic Places? NO

Potentially eligible as contributor to a National Register district? NO

Area(s) of historical significance: >>

Other Historical Associations: N/A

Summary of Significance (Required, see NR Bulletin 16 p. 71-2) The four former Meacham Field runways and the four former associated blimp pads have lost their NRHP integrity and FAA has determined that they are not eligible for NRHP listing.

FURTHER INFORMATION

Accessible Documentation or Collections NOT Filed with FMSF (e.g., planning department file; photo negatives; field notes)

Document type:

Maintaining Organization:

File or Accession #: _____

Descriptive Information: _____

>>

Recorder Name (Last, First) Cassedy, Daniel

Recorder Address / Phone 1600 Perimeter Park Dr. Morrisville, NC 919-461-1100

Affiliation URS Consultants, Inc.

Other Affiliation

Is Text-only supplement file attached (Surveyor only)? YES

MASTER SITE FILE USE ONLY

Cultural Resource Type: RG

SHPO's Evaluation

Electronic Form Used: R101

No

Date 5.25.2007

Form Type Code: NORM

Form Quality Ranking: NEW

Form Status Code: SCAT

Supplement Information Status: NO SUPPLEMENT

FMSF Staffer:

Supplement File Status: NO SUPPLEMENT FILE

Computer Entry Date: 10/26/2006

Form Comments:

**DOCUMENTATION PACKAGE FOR SITE 3MO1888
FORMER MEACHAM FIELD, KEY WEST, FLORIDA**

Prepared for:
Federal Aviation Administration
Orlando Airports District Office
5950 Hazeltine National Drive, Suite 400
Orlando, Florida 32822

Prepared by:
URS Corporation
7650 West Courtney Campbell Causeway
Tampa, FL 33607

Authored by:
Daniel F. Cassedy, Ph.D.

January 31, 2007

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INTRODUCTION

This document summarizes archival information obtained to document the history of Meacham Field (Site 8MO01888) for the Florida Master Site File. Meacham Field is the location of a World War II-era airfield in Key West, Monroe County, Florida, that later became what is now Key West International Airport (Figure 1). The site boundaries for Meacham Field shown in Figure 1 are based on the property boundaries depicted on a 1946 map prepared by the Navy in June 1946 (Figure 2).

AIRPORT BACKGROUND AND HISTORY

The origins of Meacham Field can be traced back to 1927, when Malcolm Meacham leased land to the newly formed Pan American World Airways for construction of an airfield (Shettle 1995:113). The facility consisted of a short dirt runway and a single hangar located adjacent to the East Martello Tower (Figure 3), and it was used as a base of operation for Pan American's mail flights to Havana. Pan American's tenure in Key West was short-lived as they moved their operations to Miami a year later.

From 1929 through 1941, the field remained a small private airstrip, but 11 days after the Japanese attack on Pearl Harbor, the Army began construction of two paved runways and completed the work in only 10 days (Shettle 1995:113). The Army based P-40 interceptors and antisubmarine aircraft at the field for most of 1942 (Figure 4), and then the Navy took it over for use as an Outlying Landing Field (OLF) for Naval Air Station (NAS) Key West.

The main Navy air operations based at Meacham Field were associated with the lighter-than-air (LTA) craft, or blimps. The Navy used blimps extensively for coastal patrols, anti-submarine convoy escorts, and search-and-rescue duties. Nine major LTA naval air stations were established in the U.S., and the main LTA facility in Florida was NAS Richmond near Miami (Grossnick 1986:38). An auxiliary blimp station was established at Meacham Field (an OLF of NAS Key West) to support the operations of NAS Richmond. Blimp Squadron ZP-21 was based at NAS Richmond beginning in October of 1942, and a detachment of ZP-21 was established at Meacham Field in February 1943 (Grossnick 1986:40). This patrol squadron conducted antisubmarine and search operations in the Caribbean until September 1945. The Meacham Field blimp facilities were relatively spartan and consisted primarily of circular mooring pads where the blimps were likely tethered to moveable mooring masts (Figure 5). Two additional runways were also constructed for use by airplanes.

No blimp hangars were constructed at Meacham Field and there was no control tower (Shettle 1995:113). Figure 6 shows the location of the first two blimp pads, which were constructed in 1943, and two additional pads were constructed before the end of the war. In February 1944, another blimp squadron was added to Meacham Field. This was ZJ-1, the Navy's only utility blimp squadron. This was created to focus on torpedo recovery, photographic, and other general utility functions so that the patrol squadrons would not be burdened by these duties. ZJ-1 also operated out of Meacham Field until September 1945.

Figure 7 reproduces a map of Meacham Field dated June 30, 1946, which depicts four intersecting runways—identified as Runways 16/34, 11/29, 8/26, and 4/22—and four “blimp mooring mast” pads on the airfield. Three wood frame buildings (garage, storage, and radio shop) were located north of Meacham Runway 8/26, near the blimp pads. Administrative buildings, barracks, and other support buildings were located on South Roosevelt Boulevard adjacent to the East Martello Tower.

Following World War II, the Navy consolidated its operations into the main NAS Key West facility and gave Meacham Field to the local government. From 1945 through 1954, the runway configuration was unchanged (Figure 8), but in 1955, Runway 8/26 was realigned to a 9/27 orientation and extended to its current length of 4,801 feet. In addition to this modification of Runway 8/26, the three other runways were closed. In 1957 the passenger terminal building was constructed and the airport was renamed Key West International Airport.

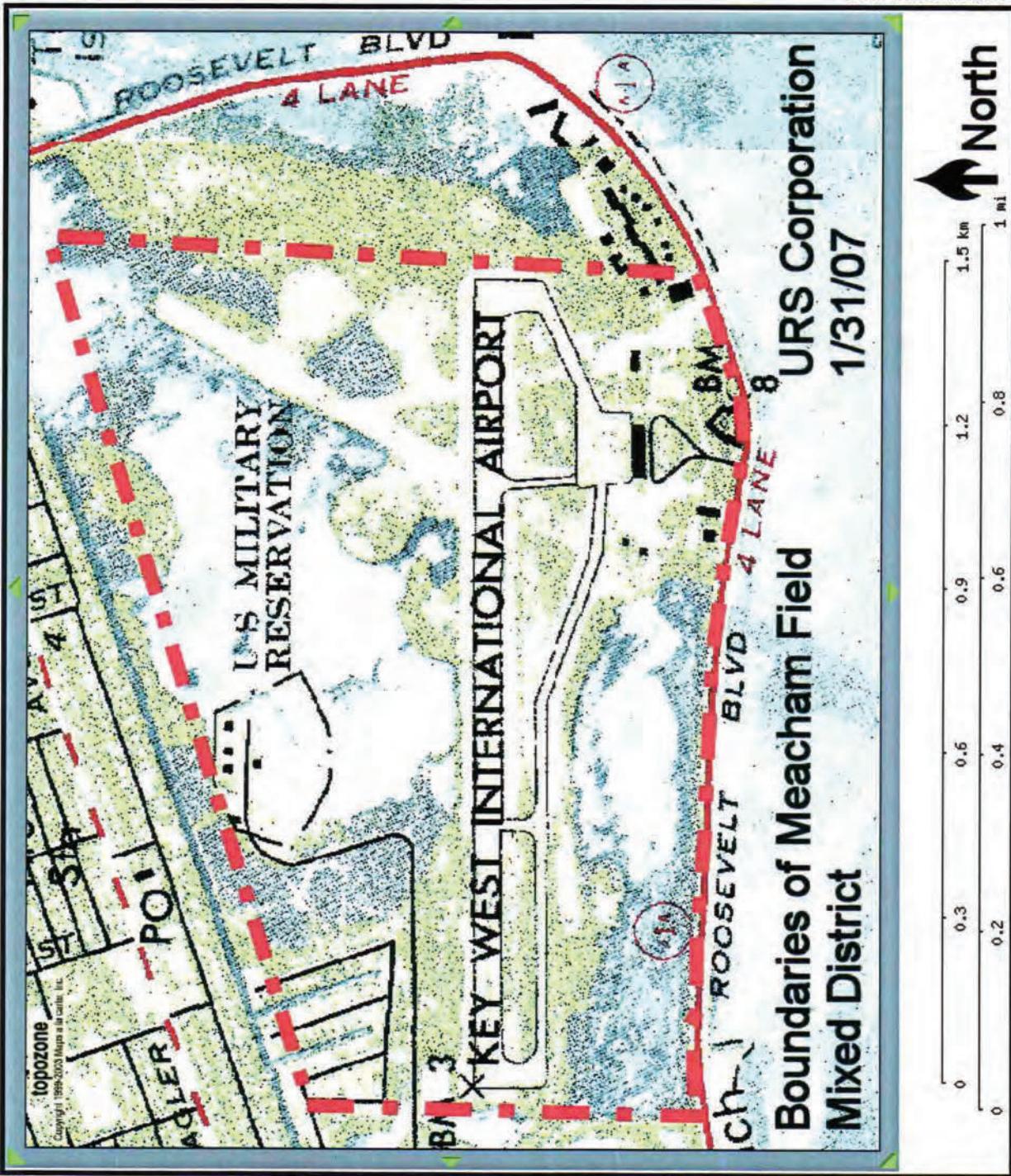


Figure 1. Location and Boundaries of Meacham Field. Base Map Source: U.S.G.S Key West 1971 quadrangle.

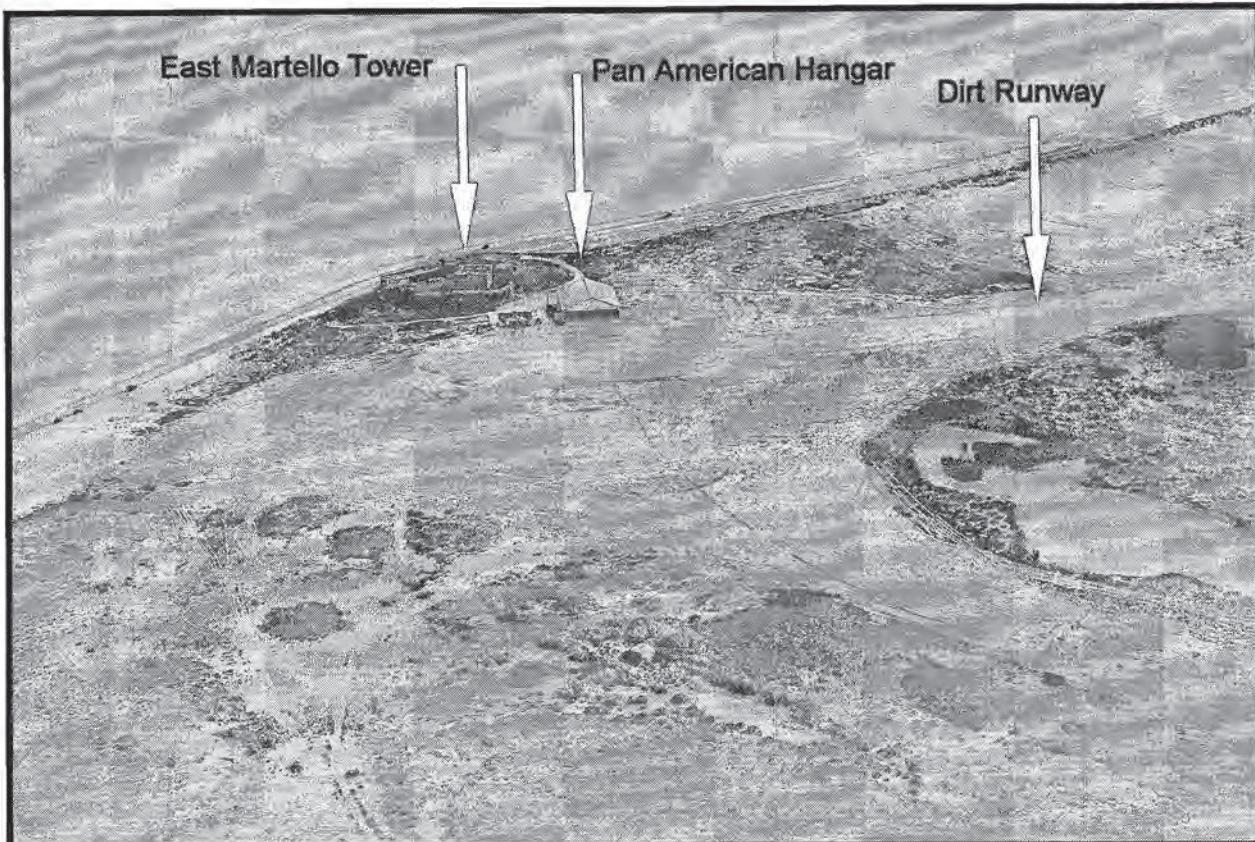


Figure 3. Meacham Field, 1928. Pan American Hanger and Dirt Runway Visible. View southwest.
Source: Florida Center for Library Automation (<http://palmm.fcla.edu/mile/>) Image #MM00000329.



Figure 4. Meacham Field, January 1942, First two paved runways built by Army visible. View North/Northeast. Source: Florida Center for Library Automation (<http://palmm.fcla.edu/mile/>) Image #MM00007065.

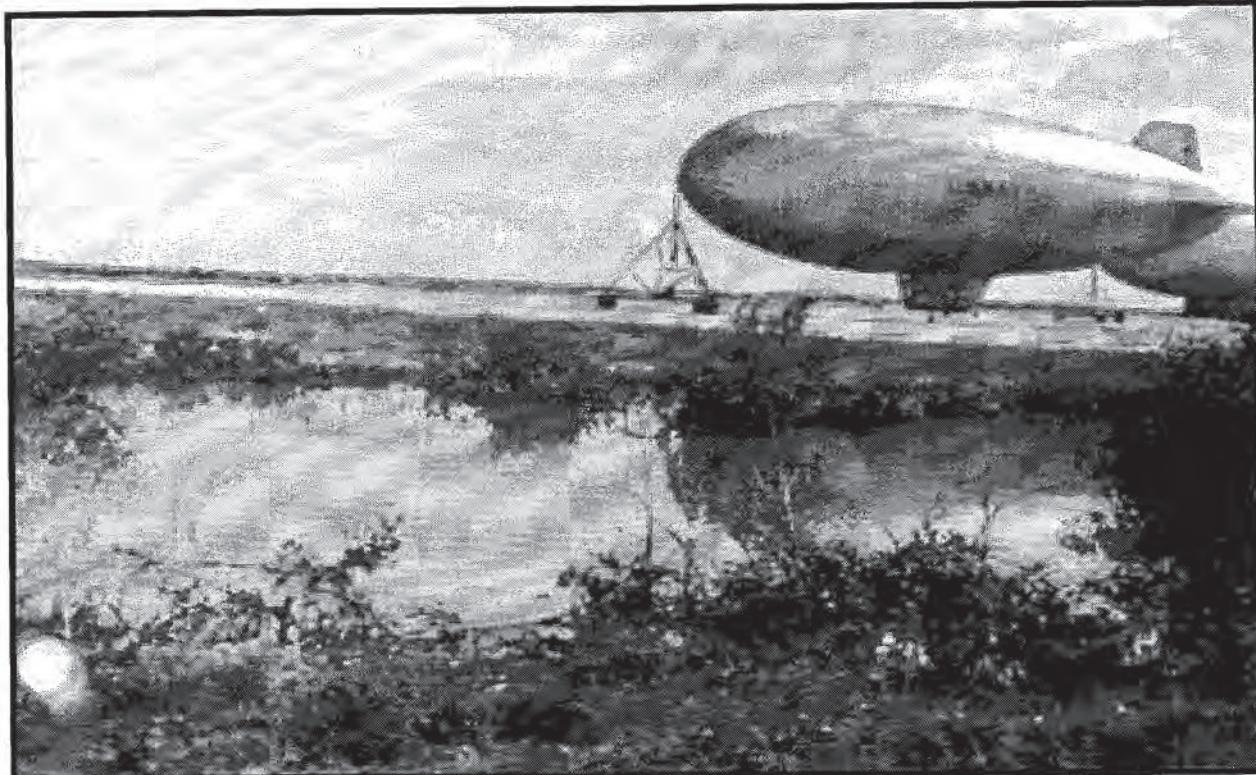


Figure 5. Blimp Tethered at a US Navy Station in Key West, 1947. Source: State Library and Archives of Florida, Florida Photographic Collection (<http://www.floridamemory.com/PhotographicCollection/>). Image# c008216b.

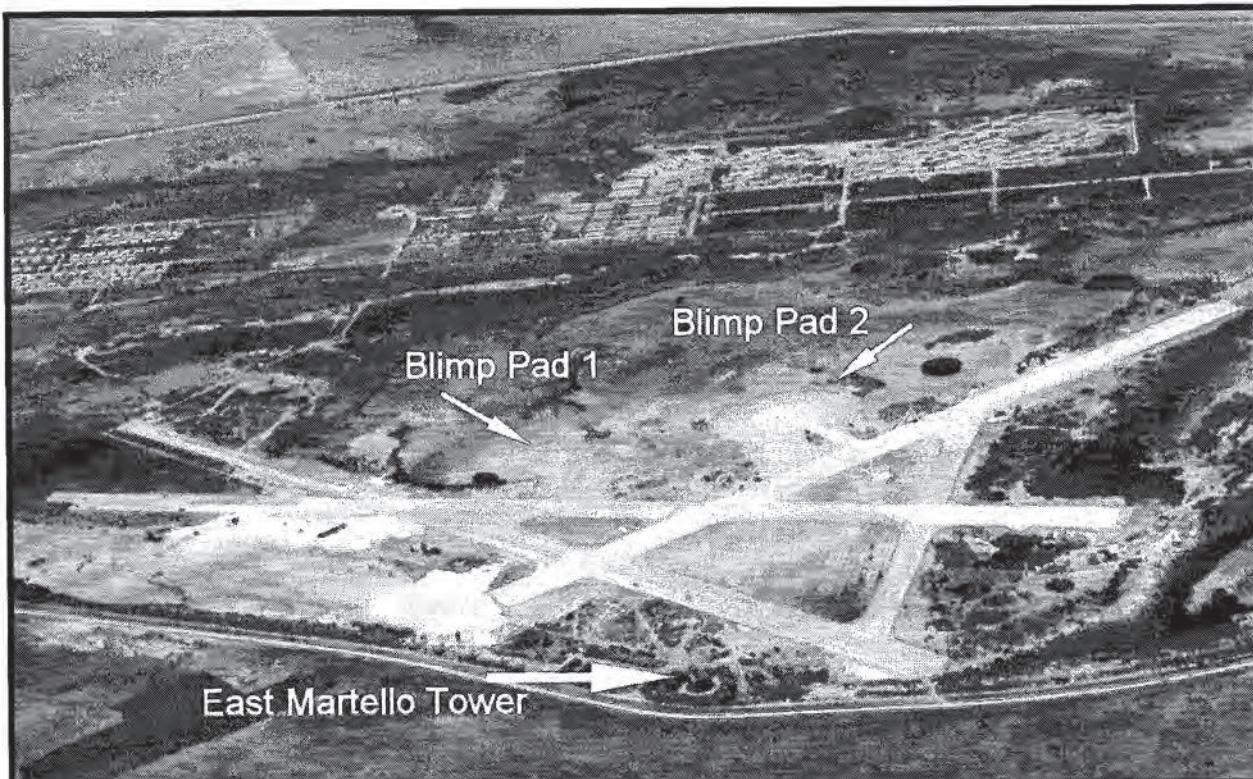


Figure 6. Meacham Field, 1943. Four runways now visible, Blimp Pad 2 is finished and Blimp Pad 1 is under construction. View north. Source: Florida Center for Library Automation (<http://palmm.fcla.edu/mile/>) Image #MM00007066.

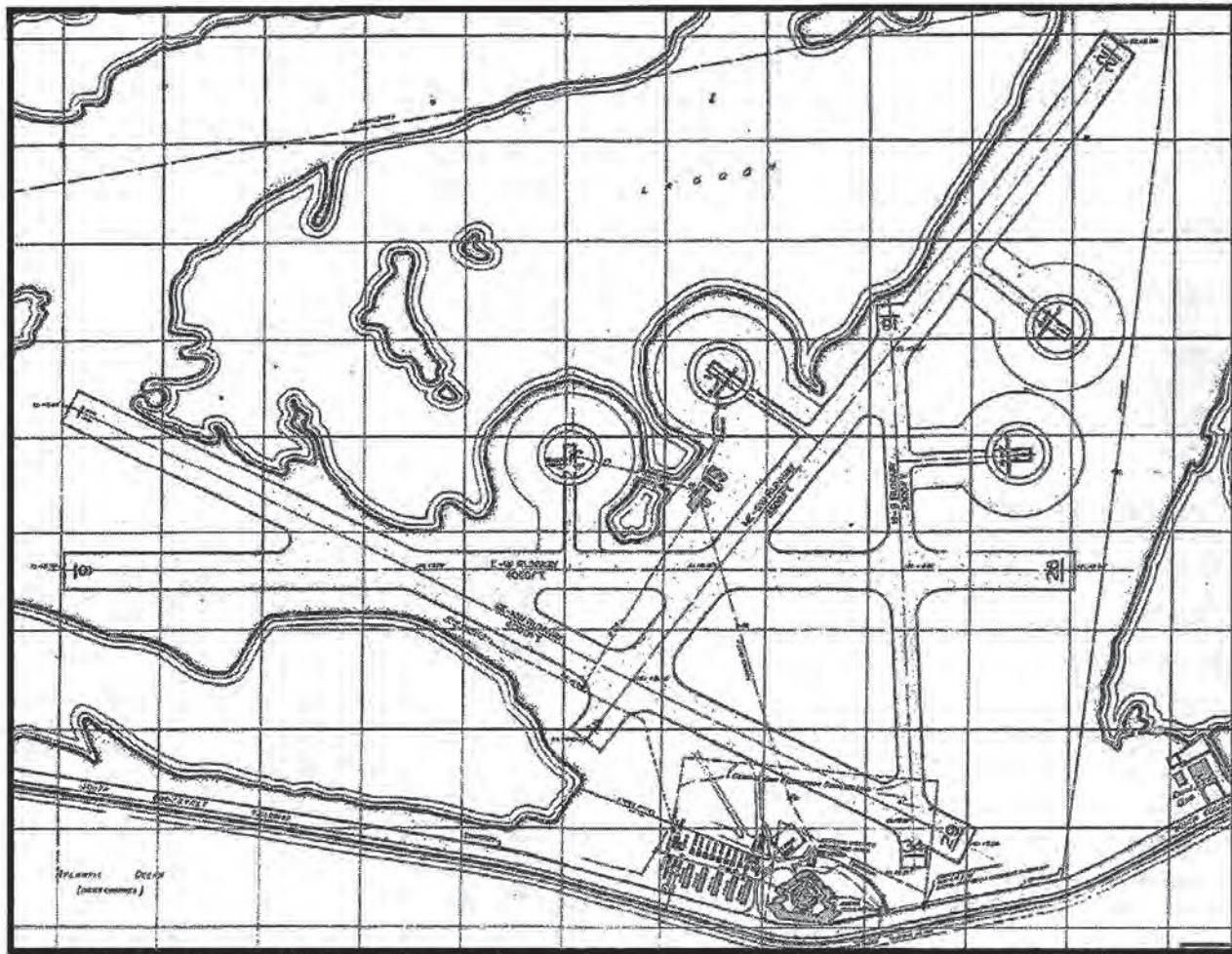


Figure 7. Meacham Field, detail from 1946 map. Four runways and four blimp pads visible. Source: US Navy.



Figure 8. Meacham Field, 1954. Just before Runway 8/26 was realigned to a 9/27 orientation and extended. Remnants of Blimp Pad 1 visible. View west. Source: State Library and Archives of Florida, Florida Photographic Collection (<http://www.floridamemory.com/PhotographicCollection/>). Image# c019603.

PRESENT STATE OF MEACHAM FIELD AIRFIELD FEATURES

Runways

As noted, Meacham Runway 8/26 was reconfigured as Runway 9/27 and extended to its current length in 1955. The other three runways, however, were abandoned and modified for development of current Runway 9/27, a parallel taxiway, passenger terminal facilities, public facilities, and residential developments, including large condominium complexes abutting the northeast edge of the airport. Runway 9/27 is the only active runway at the airport. Portions of the alignments of Runways 4/22 and 16/34 can still be traced because they are delineated by landscape disturbances associated with their construction and subsequent removal, but these alignments contain no intact structural remains. In Figure 9, the locations of the World War II-era runways and blimp pads are depicted on a modern aerial photograph of the airport.

Approximately 1,200 feet of the former alignment of Meacham Runway 4/22 is partially visible on aerial photographs. In its current state, the runway remnant is poorly defined. Its southern portion was displaced through development of the airport's existing runway, taxiway, and aircraft parking apron. Its northern portion was used for development of residential condominiums. A small section of the runway was recently removed for a City of Key West mitigation project.

Approximately 500 feet of the former alignment of Meacham Runway 16/34 is also partially visible on aerial photographs. In its current state, the runway remnant is very poorly defined. The southern portion of the runway was displaced through development of the airport's existing runway, taxiway, aircraft parking apron, and terminal facilities. The former alignment of Meacham Runway 11/29 is not visible from the air. Its southern portion was displaced through development of the airport's existing runway, taxiway, aircraft parking apron, and terminal facilities. No remnants of the northern portion of the runway exist.

Blimp Pads

The four circular blimp pads at Meacham Field, which extended off the field's runways, have been substantially altered or destroyed since World War II. They do not retain mooring masts or any of original equipment and the three support buildings near the intersection of Meacham Runways 8/26 and 4/22 have long since been removed. As with the former runways, the location of the blimp pads can be identified by the extent of landscape disturbances, but the pads have not retained their integrity as World War II-era resources.

The westernmost blimp pad (BP-1 on Figure 9) does not exist. Only remnants of a small portion of its connector alignment to former Meacham Runway 8/26 can be seen. The adjacent blimp pad (BP-2), which extended west off of Meacham Runway 4/22, was completely removed in 1999 and replanted with seagrass as mitigation for a beach renourishment project at Smathers Beach. (This mitigation project also removed a section of Meacham Runway 4/22 near the current airport boundary line.)

Half of the northeastern blimp pad (BP-3), which extended east of Meacham Runway 4/22, was destroyed by residential condominium development. Broken remnants of its pad and connector alignment are partially visible, just west of the condominiums, on County-owned property. These remnants are proposed to be removed for environmental mitigation associated with the airport's RSA project.

The southeastern blimp pad (BP-4), which extended east of Meacham Runway 16/34, has been heavily modified and is periodically used by Monroe County for material storage and other miscellaneous purposes. A small portion of the blimp pad alignment is fenced within the current airport boundary. Remnants of the pad's alignment are proposed to be removed for environmental mitigation associated with the airport's RSA project.

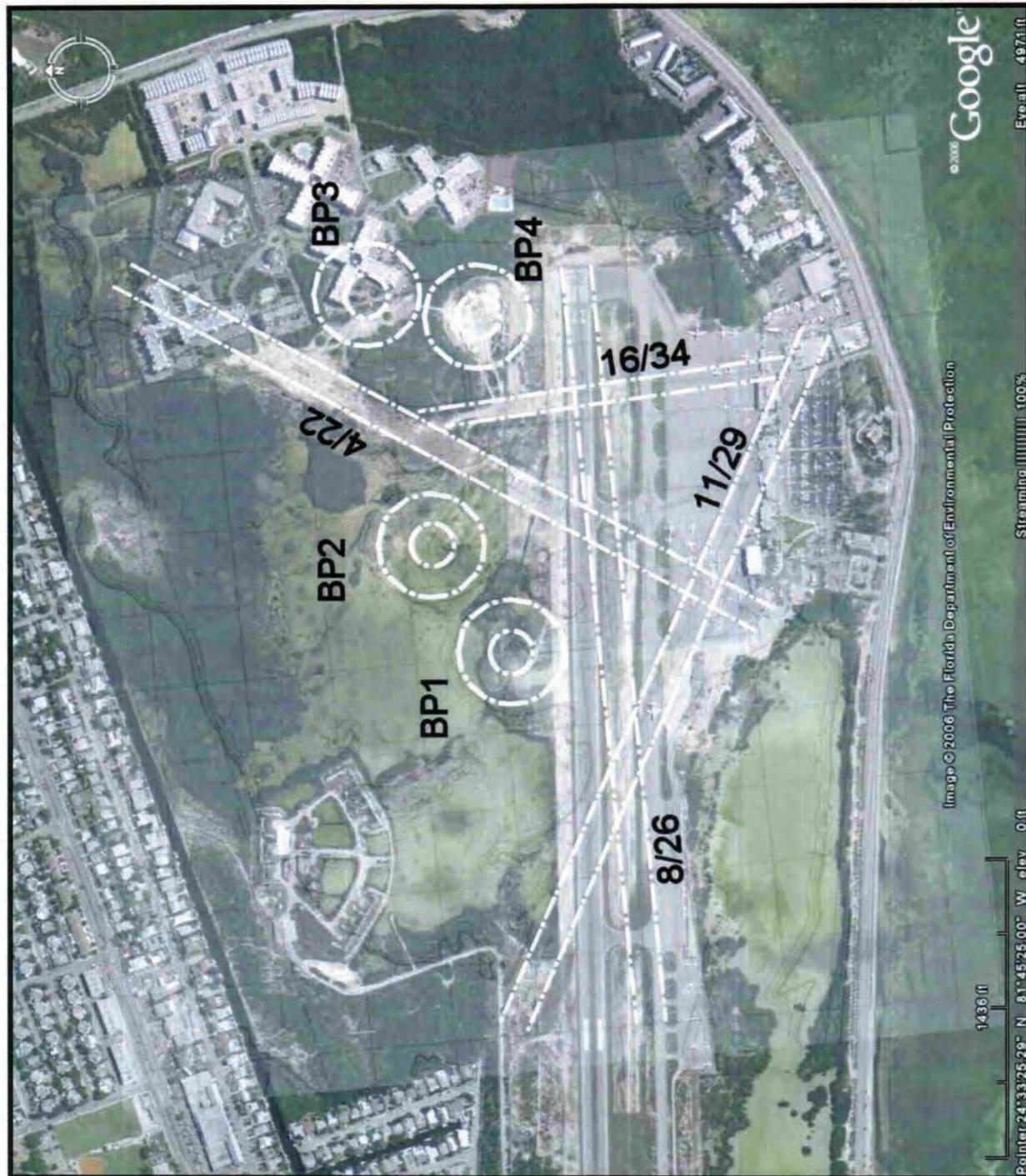


Figure 9. Composite of 1946 Navy Map of Meacham Field Overlain on Modern Aerial Imagery of Key West Airport. 1946 features are outlined in white. Source: Base Map, Google Earth, October 2006. Overlay, U.S. Navy June, 1946.

SOURCES

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APPENDIX C:
Florida Master Site File Form for Bridle Path (8MO2700)

Page 1
 original
 update

HISTORICAL STRUCTURE FORM
FLORIDA MASTER SITE FILE

Site 8MO2700
Recorder# 37

SITE NAME Bridle Path

HISTORIC CONTEXTS Depression/New Deal

NAT. REGISTER CATEGORY Structure

OTHER NAMES OR MSF NOS None

COUNTY Monroe OWNERSHIP TYPE Public

PROJECT NAME CRAS of Roosevelt Boulevard, Key West DHR NO 5472

LOCATION (Attach copy of USGS map, sketch-map of immediate area)

ADDRESS None CITY Key West

VICINITY OF / ROUTE TO _____

SUBDIVISION Unknown BLOCK NO N/A LOT NO N/A

PLAT OR OTHER MAP FDOT Aerial Photographs

TOWNSHIP 68S RANGE 25E SECTION 1/4 1/4-1/4

IRREGULAR SEC? Y X n LAND GRANT Unknown

USGS 7.5' MAP Key West 1971

UTM: ZONE 17 EASTING _____ NORTHING _____

COORDINATES: LATITUDE ____ D ____ M ____ S LONGITUDE ____ D ____ M ____ S

HISTORY

ARCHITECT: Unknown

BUILDER: Unknown

CONST DATE 1938 CIRCA C RESTORATION DATE(S): N/A

MODIFICATION DATE(S): Unknown

MOVE: DATE N/A ORIG LOCATION N/A

ORIGINAL USE(S) Bridle Path

PRESENT USE(S) Parking, Bike Path

DESCRIPTION

STYLE None

PLAN: EXTERIOR None

INTERIOR None

NO.: STORIES 0.0 OUTBLDG'S 0 PORCHES 0 DORMERS 0

STRUCTURAL SYSTEM(S) Sand

EXTERIOR FABRIC(S) None

FOUNDATION: TYPE None MATLS N/A

INFILL N/A

PORCHES N/A

ROOF: TYPE N/A SURFACING N/A

SECONDARY STRUCS. None

CHIMNEY: NO 0 MTLS N/A LOCNS N/A

WINDOWS N/A

EXTERIOR ORNAMENT None

CONDITION Fair SURROUNDINGS Commercial, waterfront

NARRATIVE (general, interior, landscape, context; 3 lines only)

This former bridle path is approximately 1.2 miles long, but it is not contiguous.

ARCHAEOLOGICAL REMAINS AT THE SITE

FMSF ARCHAEOLOGICAL FORM COMPLETED? Y X n (IF Y, ATTACH)

ARTIFACTS OR OTHER REMAINS None observed.

RECORDER'S EVALUATION OF SITE

AREAS OF SIGNIFICANCE Community Planning and Development

ELIGIBLE FOR NAT. REGISTER? y Xn likely, need info _insf inf
SIGNIF. AS PART OF DISTRICT? y Xn likely, need info _insf inf
SIGNIFICANT AT LOCAL LEVEL? y Xn likely, need info _insf inf

SUMMARY ON SIGNIFICANCE (Limit to three lines provided; see page 3)
This path was constructed during the Depression-era as a tourist attraction. Over the years, the length has decreased and it sometimes serves as a parking lot. It is not eligible for the NRHP.

RECORDER INFORMATION: NAME Amy Groover, Susan Hochberg
DATE: 19971112 AFFILIATION Janus Research/Piper Archaeology

PHOTOGRAPHS (Attach a labeled print bigger than contact size)

LOCATION OF NEGATIVES Janus Research/Piper Archaeology

LOCATION OF NEGATIVES -
NEGATIVE NUMBERS Roll 9757-4. Exp. 26A Facin Facing



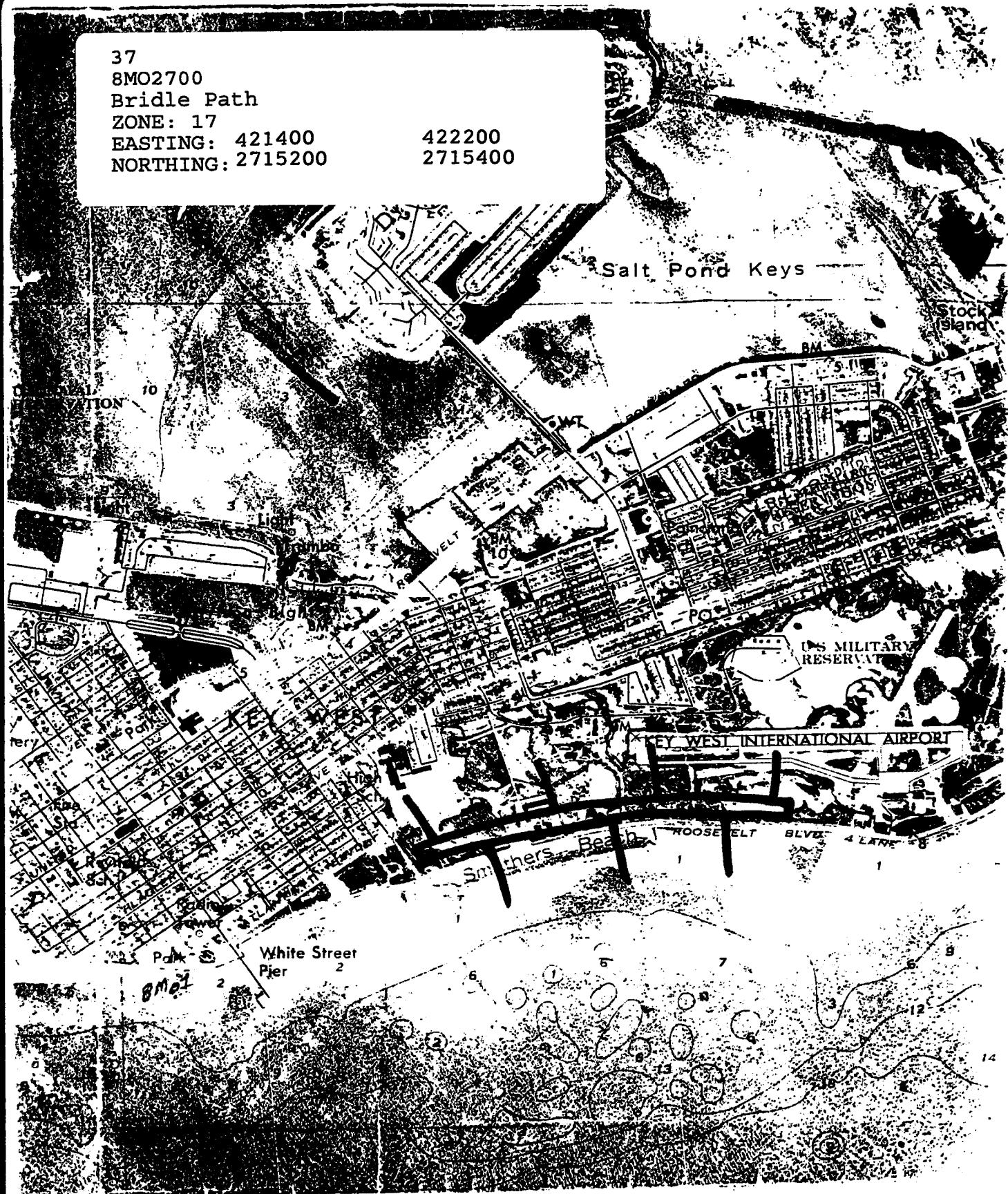
M A P
Street/plat map, not
USGS

REQUIRED: USGS MAP OR COPY WITH SITE LOCATION MARKED

Bridle Path

37
8MO2700
Bridle Path
ZONE: 17
EASTING: 421400
NORTHING: 2715200

422200
2715400



USGS Key West Quadrangle
7.5 Minute Series (Topographic)
1971
Scale 1:24000





MO2700

8MO2700
Bridle Path
Key West
Susan Hochberg
November 1997
Janus Research
Roll 9757-4, Exp. 26A Facing W

APPENDIX D:

**FMSF Forms for Identified Historic Resources within the Final Indirect Effects
APE**



HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 5.0 3/19

Site#8 MO05617
 Field Date 5-18-2020
 Form Date 5-21-2020
 Recorder # 1

Shaded Fields represent the minimum acceptable level of documentation.
 Consult the Guide to Historical Structure Forms for detailed instructions.

Site Name(s) (address if none) 2904 Riviera Drive

Multiple Listing (DHR only) _____

Survey Project Name CRAS for the Key West Intl Airport Improvements

Survey # (DHR only) _____

National Register Category (please check one) building structure district site objectOwnership: private-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foreign unknown**LOCATION & MAPPING**

<u>Street Number</u>	<u>Direction</u>	<u>Street Name</u>	<u>Street Type</u>	<u>Suffix Direction</u>
Address: <u>2904</u>		<u>Riviera</u>	<u>Drive</u>	
<u>Cross Streets (nearest/between)</u> <u>South side of Riviera Drive East of 11th Street</u>				
<u>USGS 7.5 Map Name</u> <u>KEY WEST</u> <u>USGS Date</u> <u>1971</u> <u>Plat or Other Map</u> _____				
<u>City / Town (within 3 miles)</u> <u>Key West</u> <u>In City Limits?</u> <input checked="" type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> unknown <u>County</u> <u>Monroe</u>				
<u>Township</u> <u>68S</u>	<u>Range</u> <u>25E</u>	<u>Section</u> <u>4</u>	<u>1/4 section:</u> <input type="checkbox"/> NW <input type="checkbox"/> SW <input type="checkbox"/> SE <input type="checkbox"/> NE	<u>Irregular-name:</u> _____
<u>Tax Parcel #</u> <u>00069860-000000</u> <u>Landgrant</u> _____				
<u>Subdivision Name</u> <u>Riviera Shores Sub</u> <u>Block</u> _____ <u>Lot</u> _____				
<u>UTM Coordinates: Zone</u> <u>16</u> <input checked="" type="checkbox"/> <u>17</u> <u>Easting</u> <u>4 2 2 2 1 7</u> <u>Northing</u> <u>2 7 1 6 3 8 6</u>				
<u>Other Coordinates: X:</u> _____ <u>Y:</u> _____ <u>Coordinate System & Datum</u> _____				
<u>Name of Public Tract (e.g., park)</u> _____				

HISTORYConstruction Year: 1958 approximately year listed or earlier year listed or laterOriginal Use Private Residence (House/Cottage/Ca From (year): 1958 To (year): _____Current Use Private Residence (House/Cottage/Ca From (year): _____ To (year): 2020Other Use _____ From (year): _____ To (year): _____Moves: yes no unknown Date: _____ Original address _____Alterations: yes no unknown Date: 1-1-2000 Nature c. 2000s repl door; c. 2010s repl windowsAdditions: yes no unknown Date: 1-1-1973 Nature c. 1973 shed roof add on S facadeArchitect (last name first): Unknown Builder (last name first): UnknownOwnership History (especially original owner, dates, profession, etc.)
 _____Is the Resource Affected by a Local Preservation Ordinance? yes no unknown Describe _____**DESCRIPTION**

<u>Style</u> <u>Ranch</u>	<u>Exterior Plan</u> <u>Rectangular</u>	<u>Number of Stories</u> <u>1</u>
<u>Exterior Fabric(s)</u> <u>1. Stucco</u>	<u>2.</u> _____	<u>3.</u> _____
<u>Roof Type(s)</u> <u>1. Gable</u>	<u>2.</u> _____	<u>3.</u> _____
<u>Roof Material(s)</u> <u>1. Asphalt shingles</u>	<u>2.</u> _____	<u>3.</u> _____

Roof secondary strucs. (dormers etc.) 1. _____ 2. _____Windows (types, materials, etc.)

Vinyl sliding windows, some paired

Distinguishing Architectural Features (exterior or interior ornaments)

Scored stucco on north facade; decorative concrete vent screen

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)

C. 1985 CB structure w/ gabled roof; c. 1985 CB structure w/ flat roof; located on north bank of Riviera Canal; kidney shaped pool in back yard

DHR USE ONLY**OFFICIAL EVALUATION****DHR USE ONLY**

<u>NR List Date</u> _____ <input type="checkbox"/> Owner Objection	SHPO – Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info KEEPER – Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see National Register Bulletin 15, p. 2)	Date _____ Init. _____ Date _____
--	--	--------------------------------------

DESCRIPTION (continued)Chimney: No. 0 Chimney Material(s): 1. _____ 2. _____Structural System(s): 1. Concrete block 2. _____ 3. _____Foundation Type(s): 1. Continuous 2. _____Foundation Material(s): 1. Concrete Block 2. _____

Main Entrance (stylistic details)

Metal panel door with fanlight on north facade; storm door on entry

Porch Descriptions (types, locations, roof types, etc.)

Incised entry porch with one concrete pier under roof overhang

Condition (overall resource condition): excellent good fair deteriorated ruinous**Narrative Description of Resource**

This Ranch style residence features one c. 1973 addition on its south facade w/ shed roof and c. 2010 replaced windows and c. 2000 repl doors. Two outbuildings are located in the backyard, both CB structures, one w/ a gable roof and one w/ flat roof.

Archaeological Remains _____ Check if Archaeological Form Completed**RESEARCH METHODS (select all that apply)**

- | | | | |
|--|---|---|--|
| <input checked="" type="checkbox"/> FMSF record search (sites/surveys) | <input type="checkbox"/> library research | <input type="checkbox"/> building permits | <input type="checkbox"/> Sanborn maps |
| <input type="checkbox"/> FL State Archives/photo collection | <input type="checkbox"/> city directory | <input type="checkbox"/> occupant/owner interview | <input type="checkbox"/> plat maps |
| <input checked="" type="checkbox"/> property appraiser / tax records | <input type="checkbox"/> newspaper files | <input type="checkbox"/> neighbor interview | <input type="checkbox"/> Public Lands Survey (DEP) |
| <input checked="" type="checkbox"/> cultural resource survey (CRAS) | <input type="checkbox"/> historic photos | <input type="checkbox"/> interior inspection | <input type="checkbox"/> HABS/HAER record search |
| <input checked="" type="checkbox"/> other methods (describe) <u>Aerial photography</u> | | | |

Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed)

OPINION OF RESOURCE SIGNIFICANCEAppears to meet the criteria for National Register listing individually? yes no insufficient informationAppears to meet the criteria for National Register listing as part of a district? yes no insufficient information

Explanation of Evaluation (required, whether significant or not; use separate sheet if needed)

This Ranch residence has non-historic replaced windows/doors, a southern addition, and exhibits a common style found in South Florida. Due to a lack of historic integrity, the building is considered ineligible for listing in the National Register.

Area(s) of Historical Significance (see *National Register Bulletin* 15, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)

1. _____ 3. _____ 5. _____
 2. _____ 4. _____ 6. _____

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents

1) Document type Field notes Maintaining organization Janus Research

Document description _____ File or accession #'s _____

2) Document type Field maps Maintaining organization Janus Research

Document description _____ File or accession #'s _____

RECORDER INFORMATION

Recorder Name Janus Research Affiliation Janus Research
 Recorder Contact Information 1107 N. Ward St., Tampa FL 33607 / (813) 636-8200 / janus@janus-research.com
 (address / phone / fax / e-mail)

Required Attachments

- ① USGS 7.5' MAP WITH STRUCTURE LOCATION CLEARLY INDICATED**
- ② LARGE SCALE STREET, PLAT OR PARCEL MAP** (available from most property appraiser web sites)
- ③ PHOTO OF MAIN FAÇADE, DIGITAL IMAGE FILE**

When submitting an image, it must be included in digital AND hard copy format (plain paper grayscale acceptable).
 Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

PHOTOGRAPH

8MO5617



SKETCH MAP

8MO5617







USGS Quadrangle: Key West (1971)



0

0.25

Miles
0.5



HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 5.0 3/19

Site#8 **MO05619**
 Field Date **5-18-2020**
 Form Date **5-21-2020**
 Recorder # **2**

Shaded Fields represent the minimum acceptable level of documentation.
 Consult the *Guide to Historical Structure Forms* for detailed instructions.

Site Name(S) (address if none) **2908 Riviera Drive**

Multiple Listing (DHR only) _____

Survey Project Name **CRAS for the Key West Intl Airport Improvements**

Survey # (DHR only) _____

National Register Category (please check one) building structure district site objectOwnership: private-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foreign unknown**LOCATION & MAPPING**

Street Number	Direction	Street Name	Street Type	Suffix Direction
Address: 2908		Riviera	Drive	
Cross Streets (nearest/between) South side of Riviera Drive East of 11th Street				
USGS 7.5 Map Name KEY WEST USGS Date 1971 Plat or Other Map _____				
City / Town (within 3 miles) Key West In City Limits? <input checked="" type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> unknown County Monroe				
Township 68S	Range 25E	Section 4	1/4 section: <input type="checkbox"/> NW <input type="checkbox"/> SW <input type="checkbox"/> SE <input type="checkbox"/> NE	Irregular-name: _____
Tax Parcel # 00069850-000000 Landgrant _____				
Subdivision Name Riviera Shores Sub Block _____ Lot _____				
UTM Coordinates: Zone 16 <input checked="" type="checkbox"/> 17 Easting 422235 Northing 2716391				
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____				
Name of Public Tract (e.g., park) _____				

HISTORYConstruction Year: **1958** approximately year listed or earlier year listed or laterOriginal Use **Private Residence (House/Cottage/Ca** From (year): **1958** To (year): _____Current Use **Private Residence (House/Cottage/Ca** From (year): _____ To (year): **2020**

Other Use _____ From (year): _____ To (year): _____

Moves: yes no unknown Date: _____ Original address _____Alterations: yes no unknown Date: **1-1-2000** Nature **c. 2000s repl door and windows**Additions: yes no unknown Date: **1-1-1975** Nature **c. 1975 W facade addition**Architect (last name first): **Unknown** Builder (last name first): **Unknown**Ownership History (especially original owner, dates, profession, etc.)
 _____Is the Resource Affected by a Local Preservation Ordinance? yes no unknown Describe _____**DESCRIPTION**

Style Mid-Century Modern	Exterior Plan Irregular	Number of Stories 1
Exterior Fabric(s) 1. Stucco	2. _____	3. _____
Roof Type(s) 1. Gable	2. _____	3. _____
Roof Material(s) 1. Sheet metal: 5V crimp	2. _____	3. _____

Roof secondary strucs. (dormers etc.) **1.** 2. _____Windows (types, materials, etc.)
 Vinyl SHS 2/2, vinyl sliding windows, some paired or tripartite**Distinguishing Architectural Features** (exterior or interior ornaments)

Stucco diamond panel under north gable; concrete brackets/exposed beams under gable; asymmetrical roofline

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)

No observed outbuildings; heavy vegetation obscures portions of property

DHR USE ONLY**OFFICIAL EVALUATION****DHR USE ONLY**

NR List Date	SHPO – Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info	Date _____	Init. _____
KEEPER – Determined eligible:	<input type="checkbox"/> yes <input type="checkbox"/> no	Date _____	
NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d	(see <i>National Register Bulletin</i> 15, p. 2)		

DESCRIPTION (continued)Chimney: No. 0 Chimney Material(s): 1. _____ 2. _____Structural System(s): 1. Concrete block 2. _____ 3. _____Foundation Type(s): 1. Continuous 2. _____Foundation Material(s): 1. Concrete Block 2. _____

Main Entrance (stylistic details)

Metal panel door with fanlight on north facade; storm door on entry; under projection from roof

Porch Descriptions (types, locations, roof types, etc.)

Stoop entry porch with 2 steps up to door from entry sidewalk

Condition (overall resource condition): excellent good fair deteriorated ruined**Narrative Description of Resource**

This Mid-Century Modern residence features one c. 1975 addition on its west facade w/ shed roof extension of the main gable. The windows and doors were replaced c. 2000 and there are no visible outbuildings or other structures on the property.

Archaeological Remains _____ Check if Archaeological Form Completed**RESEARCH METHODS (select all that apply)** FMSF record search (sites/surveys) library research building permits Sanborn maps FL State Archives/photo collection city directory occupant/owner interview plat maps property appraiser / tax records newspaper files neighbor interview Public Lands Survey (DEP) cultural resource survey (CRAS) historic photos interior inspection HABS/HAER record search other methods (describe) Aerial photography

Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed)

OPINION OF RESOURCE SIGNIFICANCEAppears to meet the criteria for National Register listing individually? yes no insufficient informationAppears to meet the criteria for National Register listing as part of a district? yes no insufficient information

Explanation of Evaluation (required, whether significant or not; use separate sheet if needed)

This Mid-Century Modern residence has replaced windows/doors, a western addition, and exhibits a common style found in South Florida. Due to a lack of historic integrity, the building is considered ineligible for listing in the National Register.

Area(s) of Historical Significance (see *National Register Bulletin* 15, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)1. _____ 3. _____ 5. _____
2. _____ 4. _____ 6. _____**DOCUMENTATION**

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents

1) Document type Field notes Maintaining organization Janus Research

Document description _____ File or accession #'s _____

2) Document type Field maps Maintaining organization Janus Research

Document description _____ File or accession #'s _____

RECORDER INFORMATIONRecorder Name Janus Research Affiliation Janus ResearchRecorder Contact Information 1107 N. Ward St., Tampa FL 33607 / (813) 636-8200 / janus@janus-research.com
(address / phone / fax / e-mail)**Required Attachments****① USGS 7.5' MAP WITH STRUCTURE LOCATION CLEARLY INDICATED****② LARGE SCALE STREET, PLAT OR PARCEL MAP** (available from most property appraiser web sites)**③ PHOTO OF MAIN FAÇADE, DIGITAL IMAGE FILE**When submitting an image, it must be included in digital AND hard copy format (plain paper grayscale acceptable).
Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

PHOTOGRAPH

8MO5619



SKETCH MAP

8MO5619



PHOTOGRAPH

8MO5619





USGS Quadrangle: Key West (1971)



0

0.25

Miles
0.5



HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 5.0 3/19

Site#8 MO06667
 Field Date 5-18-2020
 Form Date 5-21-2020
 Recorder # 3

Shaded Fields represent the minimum acceptable level of documentation.
 Consult the *Guide to Historical Structure Forms* for detailed instructions.

Site Name(S) (address if none) 1536 4th Street Multiple Listing (DHR only) _____

Survey Project Name CRAS for the Key West Intl Airport Improvements Survey # (DHR only) _____

National Register Category (please check one) building structure district site object

Ownership: private-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foreign unknown

LOCATION & MAPPING

<u>Street Number</u>	<u>Direction</u>	<u>Street Name</u>	<u>Street Type</u>	<u>Suffix Direction</u>
Address: 1536	4th		Street	
Cross Streets (nearest/between) <u>West side of 4th Street North of Juanita Lane</u>				
USGS 7.5 Map Name <u>KEY WEST</u> USGS Date <u>1971</u> Plat or Other Map _____				
City / Town (within 3 miles) <u>Key West</u> In City Limits? <input checked="" type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> unknown County <u>Monroe</u>				
Township <u>68S</u>	Range <u>25E</u>	Section <u>4</u>	1/4 section: <input type="checkbox"/> NW <input type="checkbox"/> SW <input type="checkbox"/> SE <input type="checkbox"/> NE	Irregular-name: _____
Tax Parcel # <u>00064010-000000</u> Landgrant _____				
Subdivision Name <u>Ser-Deb Estates</u> Block _____ Lot _____				
UTM Coordinates: Zone <input type="checkbox"/> 16 <input checked="" type="checkbox"/> 17 Easting 421343 Northing 2715972				
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____				
Name of Public Tract (e.g., park) _____				

HISTORY

Construction Year: 1965 approximately year listed or earlier year listed or later
 Original Use Private Residence (House/Cottage/Ca) From (year): 1965 To (year): _____
 Current Use Private Residence (House/Cottage/Ca) From (year): _____ To (year): 2020
 Other Use From (year): _____ To (year): _____
 Moves: yes no unknown Date: _____ Original address _____
 Alterations: yes no unknown Date: 1-1-2000 Nature c. 2005 repl door and windows
 Additions: yes no unknown Date: 1-1-2005 Nature c. 2005 S facade 2-story addition
 Architect (last name first): Unknown Builder (last name first): Unknown
 Ownership History (especially original owner, dates, profession, etc.)

Is the Resource Affected by a Local Preservation Ordinance? yes no unknown Describe _____

DESCRIPTION

Style <u>Masonry Vernacular</u>	Exterior Plan <u>Irregular</u>	Number of Stories <u>2</u>
Exterior Fabric(s) <u>1. Stucco</u>	<u>2.</u> _____	<u>3.</u> _____
Roof Type(s) <u>1. Gable</u>	<u>2. Hip</u> _____	<u>3.</u> _____
Roof Material(s) <u>1. Composition shingles</u>	<u>2.</u> _____	<u>3.</u> _____

Roof secondary strucs. (dormers etc.) 1. _____ 2. _____

Windows (types, materials, etc.)
 Vinyl SHS 1/1, vinyl sliding windows; some paired

Distinguishing Architectural Features (exterior or interior ornaments)
 Concrete brackets/exposed beams under gable; hurricane shutters

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)
 No observed outbuildings

DHR USE ONLY		OFFICIAL EVALUATION	DHR USE ONLY	
NR List Date	SHPO – Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info	Date _____	Init. _____	
<input type="checkbox"/> Owner Objection	KEEPER – Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no	Date _____		
	NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin</i> 15, p. 2)			

DESCRIPTION (continued)

Chimney: No. 0 Chimney Material(s): 1. _____ 2. _____

Structural System(s): 1. Concrete block 2. _____ 3. _____

Foundation Type(s): 1. Continuous 2. _____

Foundation Material(s): 1. Concrete Block 2. _____

Main Entrance (stylistic details)

Metal panel door on east facade w/ storm door on entry; located under projection from roof

Porch Descriptions (types, locations, roof types, etc.)

Open porch with entry door spans first floor of original block; accessed from street via brick path

Condition (overall resource condition): excellent good fair deteriorated ruined

Narrative Description of Resource

This Masonry Vernacular residence features an asymmetrical gable roof first story with a 2-story c. 2005 addition on its south facade w/ a hipped roof. The windows/doors were replaced c. 2005 and a single car garage is on the ground floor of the addition

Archaeological Remains _____ Check if Archaeological Form Completed**RESEARCH METHODS (select all that apply)**

- | | | | |
|--|---|---|--|
| <input checked="" type="checkbox"/> FMSF record search (sites/surveys) | <input type="checkbox"/> library research | <input type="checkbox"/> building permits | <input type="checkbox"/> Sanborn maps |
| <input type="checkbox"/> FL State Archives/photo collection | <input type="checkbox"/> city directory | <input type="checkbox"/> occupant/owner interview | <input type="checkbox"/> plat maps |
| <input checked="" type="checkbox"/> property appraiser / tax records | <input type="checkbox"/> newspaper files | <input type="checkbox"/> neighbor interview | <input type="checkbox"/> Public Lands Survey (DEP) |
| <input checked="" type="checkbox"/> cultural resource survey (CRAS) | <input type="checkbox"/> historic photos | <input type="checkbox"/> interior inspection | <input type="checkbox"/> HABS/HAER record search |
| <input checked="" type="checkbox"/> other methods (describe) <u>Aerial photography</u> | | | |

Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed)

--

OPINION OF RESOURCE SIGNIFICANCEAppears to meet the criteria for National Register listing individually? yes no insufficient informationAppears to meet the criteria for National Register listing as part of a district? yes no insufficient information

Explanation of Evaluation (required, whether significant or not; use separate sheet if needed)

This Masonry Vernacular residence has replaced windows/doors, a 2-story addition, and exhibits a common style found in South Florida. Due to a lack of historic integrity, the building is considered ineligible for listing in the National Register.

Area(s) of Historical Significance (see *National Register Bulletin* 15, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)

- | | | |
|----------|----------|----------|
| 1. _____ | 3. _____ | 5. _____ |
| 2. _____ | 4. _____ | 6. _____ |

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents

- | | |
|-------------------------------------|--|
| 1) Document type <u>Field notes</u> | Maintaining organization <u>Janus Research</u> |
| Document description _____ | File or accession #'s _____ |
| 2) Document type <u>Field maps</u> | Maintaining organization <u>Janus Research</u> |
| Document description _____ | File or accession #'s _____ |

RECORDER INFORMATION

Recorder Name Janus Research Affiliation Janus Research
 Recorder Contact Information 1107 N. Ward St., Tampa FL 33607 / (813) 636-8200 / janus@janus-research.com
 (address / phone / fax / e-mail)

Required Attachments

- ① USGS 7.5' MAP WITH STRUCTURE LOCATION CLEARLY INDICATED
- ② LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)
- ③ PHOTO OF MAIN FAÇADE, DIGITAL IMAGE FILE

When submitting an image, it must be included in digital AND hard copy format (plain paper grayscale acceptable).
 Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

PHOTOGRAPH

8MO6667



SKETCH MAP

8MO6667



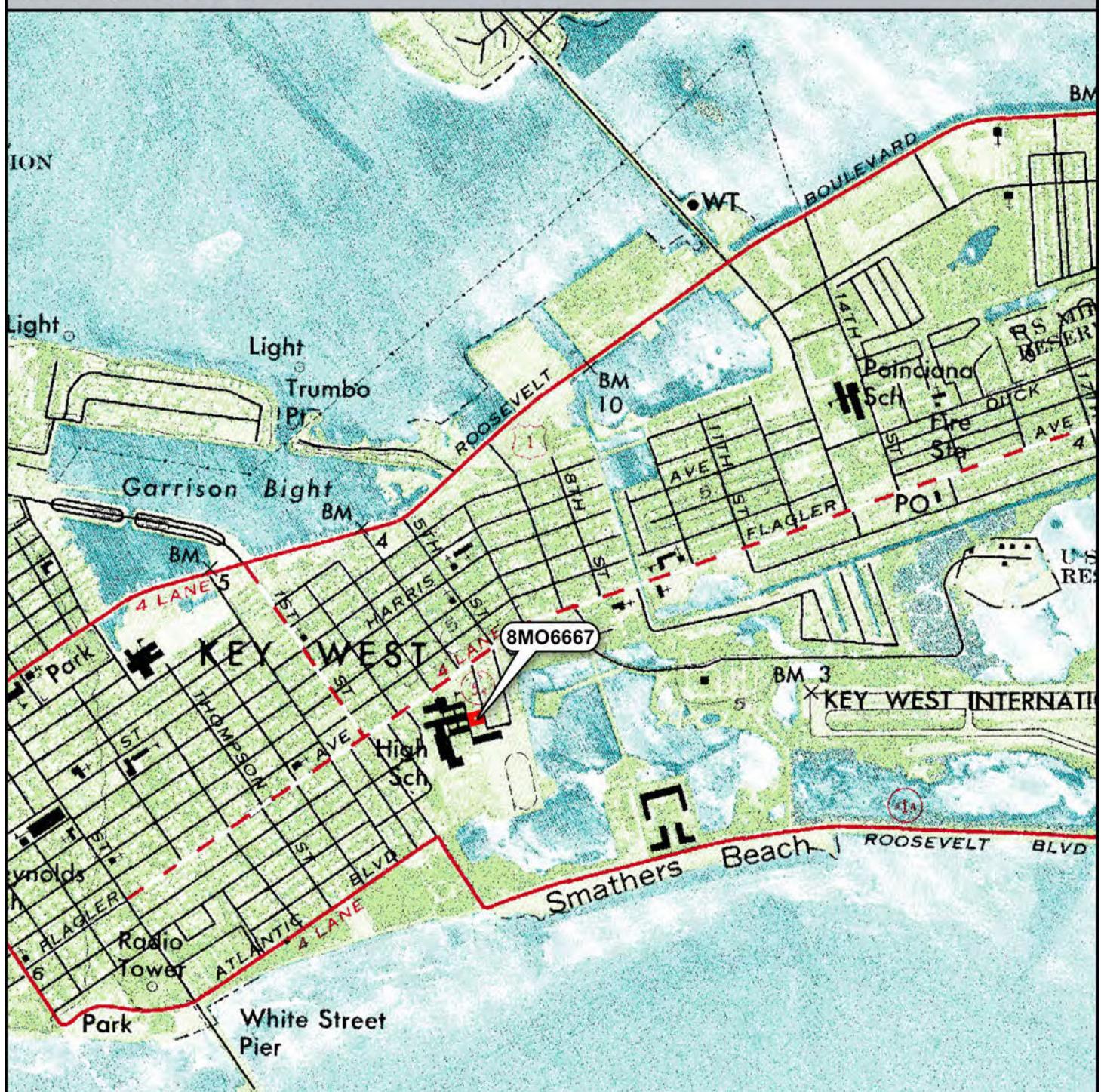
PHOTOGRAPH

8MO6667



USGS QUADRANGLE MAP

8MO6667



USGS Quadrangle: Key West (1971)



9

025

Miles
0.5



HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 5.0 3/19

Site#8 MO06668
 Field Date 5-18-2020
 Form Date 5-21-2020
 Recorder # 4

Shaded Fields represent the minimum acceptable level of documentation.
 Consult the *Guide to Historical Structure Forms* for detailed instructions.

Site Name(S) (address if none) 1542 4th Street Multiple Listing (DHR only) _____
 Survey Project Name CRAS for the Key West Intl Airport Improvements Survey # (DHR only) _____
 National Register Category (please check one) building structure district site object
 Ownership: private-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foreign unknown

LOCATION & MAPPING

<u>Street Number</u>	<u>Direction</u>	<u>Street Name</u>	<u>Street Type</u>	<u>Suffix Direction</u>
Address: 1542	4th		Street	
Cross Streets (nearest/between) <u>West side of 4th Street North of Juanita Lane</u>				
USGS 7.5 Map Name <u>KEY WEST</u> USGS Date <u>1971</u> Plat or Other Map _____				
City / Town (within 3 miles) <u>Key West</u> In City Limits? <input checked="" type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> unknown County <u>Monroe</u>				
Township <u>68S</u>	Range <u>25E</u>	Section <u>4</u>	1/4 section: <input type="checkbox"/> NW <input type="checkbox"/> SW <input type="checkbox"/> SE <input type="checkbox"/> NE	Irregular-name: _____
Tax Parcel # <u>00064020-000000</u> Landgrant _____				
Subdivision Name <u>Ser-Deb Estates</u> Block _____ Lot _____				
UTM Coordinates: Zone <input type="checkbox"/> 16 <input checked="" type="checkbox"/> 17 Easting 421348 Northing 2715954				
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____				
Name of Public Tract (e.g., park) _____				

HISTORY

Construction Year: 1965 approximately year listed or earlier year listed or later
 Original Use Private Residence (House/Cottage/Ca) From (year): 1965 To (year): _____
 Current Use Private Residence (House/Cottage/Ca) From (year): _____ To (year): 2020
 Other Use From (year): _____ To (year): _____
 Moves: yes no unknown Date: _____ Original address _____
 Alterations: yes no unknown Date: 1-1-2005 Nature c. 2005 repl door and windows
 Additions: yes no unknown Date: 1-1-1975 Nature c. 1975 N facade enclosed porch add
 Architect (last name first): Unknown Builder (last name first): Unknown
 Ownership History (especially original owner, dates, profession, etc.)

Is the Resource Affected by a Local Preservation Ordinance? yes no unknown Describe _____

DESCRIPTION

<u>Style</u> <u>Masonry Vernacular</u>	<u>Exterior Plan</u> <u>Irregular</u>	<u>Number of Stories</u> <u>1</u>
Exterior Fabric(s) <u>1. Stucco</u>	<u>2.</u> _____	<u>3.</u> _____
Roof Type(s) <u>1. Gable</u>	<u>2.</u> _____	<u>3.</u> _____
Roof Material(s) <u>1. Composition shingles</u>	<u>2.</u> _____	<u>3.</u> _____

Roof secondary strucs. (dormers etc.) 1. _____ 2. _____

Windows (types, materials, etc.)
Vinyl sliding windows; some paired

Distinguishing Architectural Features (exterior or interior ornaments)
Concrete brackets/exposed beams under gable; hurricane shutters

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)
No observed outbuildings; stucco/concrete property wall w/ wooden entry gate from sidewalk

DHR USE ONLY		OFFICIAL EVALUATION	DHR USE ONLY	
NR List Date	SHPO – Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info	Date _____	Init. _____	
<input type="checkbox"/> Owner Objection	KEEPER – Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no	Date _____		
	NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin</i> 15, p. 2)			

DESCRIPTION (continued)Chimney: No. 0 Chimney Material(s): 1. _____ 2. _____Structural System(s): 1. Concrete block 2. _____ 3. _____Foundation Type(s): 1. Continuous 2. _____Foundation Material(s): 1. Concrete Block 2. _____

Main Entrance (stylistic details)

Metal panel door on east facade w/ storm door on entry; located under projection from roof

Porch Descriptions (types, locations, roof types, etc.)

Open porch with entry door spans east facade

Condition (overall resource condition): excellent good fair deteriorated ruinous**Narrative Description of Resource**

This Masonry Vernacular residence features an asymmetrical gable roof w/ c. 1975 enclosed porch/addition on its north facade. The windows/doors were replaced c. 2005 and a c. 1970s concrete/stucco property wall encloses the parcel.

Archaeological Remains _____ Check if Archaeological Form Completed**RESEARCH METHODS (select all that apply)**

- | | | | |
|--|---|---|--|
| <input checked="" type="checkbox"/> FMSF record search (sites/surveys) | <input type="checkbox"/> library research | <input type="checkbox"/> building permits | <input type="checkbox"/> Sanborn maps |
| <input type="checkbox"/> FL State Archives/photo collection | <input type="checkbox"/> city directory | <input type="checkbox"/> occupant/owner interview | <input type="checkbox"/> plat maps |
| <input checked="" type="checkbox"/> property appraiser / tax records | <input type="checkbox"/> newspaper files | <input type="checkbox"/> neighbor interview | <input type="checkbox"/> Public Lands Survey (DEP) |
| <input checked="" type="checkbox"/> cultural resource survey (CRAS) | <input type="checkbox"/> historic photos | <input type="checkbox"/> interior inspection | <input type="checkbox"/> HABS/HAER record search |
| <input checked="" type="checkbox"/> other methods (describe) <u>Aerial photography</u> | | | |

Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed)

OPINION OF RESOURCE SIGNIFICANCEAppears to meet the criteria for National Register listing individually? yes no insufficient informationAppears to meet the criteria for National Register listing as part of a district? yes no insufficient information

Explanation of Evaluation (required, whether significant or not; use separate sheet if needed)

This Masonry Vernacular residence has replaced windows/doors, one observed addition, and exhibits a common style found in South Florida. Due to a lack of historic integrity, the building is considered ineligible for listing in the National Register.

Area(s) of Historical Significance (see *National Register Bulletin* 15, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)

1. _____ 3. _____ 5. _____
 2. _____ 4. _____ 6. _____

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents

1) Document type Field notes Maintaining organization Janus Research

Document description _____ File or accession #'s _____

2) Document type Field maps Maintaining organization Janus Research

Document description _____ File or accession #'s _____

RECORDER INFORMATION

Recorder Name Janus Research Affiliation Janus Research
 Recorder Contact Information 1107 N. Ward St., Tampa FL 33607 / (813) 636-8200 / janus@janus-research.com
 (address / phone / fax / e-mail)

Required Attachments

- ① USGS 7.5' MAP WITH STRUCTURE LOCATION CLEARLY INDICATED
- ② LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)
- ③ PHOTO OF MAIN FAÇADE, DIGITAL IMAGE FILE

When submitting an image, it must be included in digital AND hard copy format (plain paper grayscale acceptable).
 Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

PHOTOGRAPH

8MO6668



SKETCH MAP

8MO6668



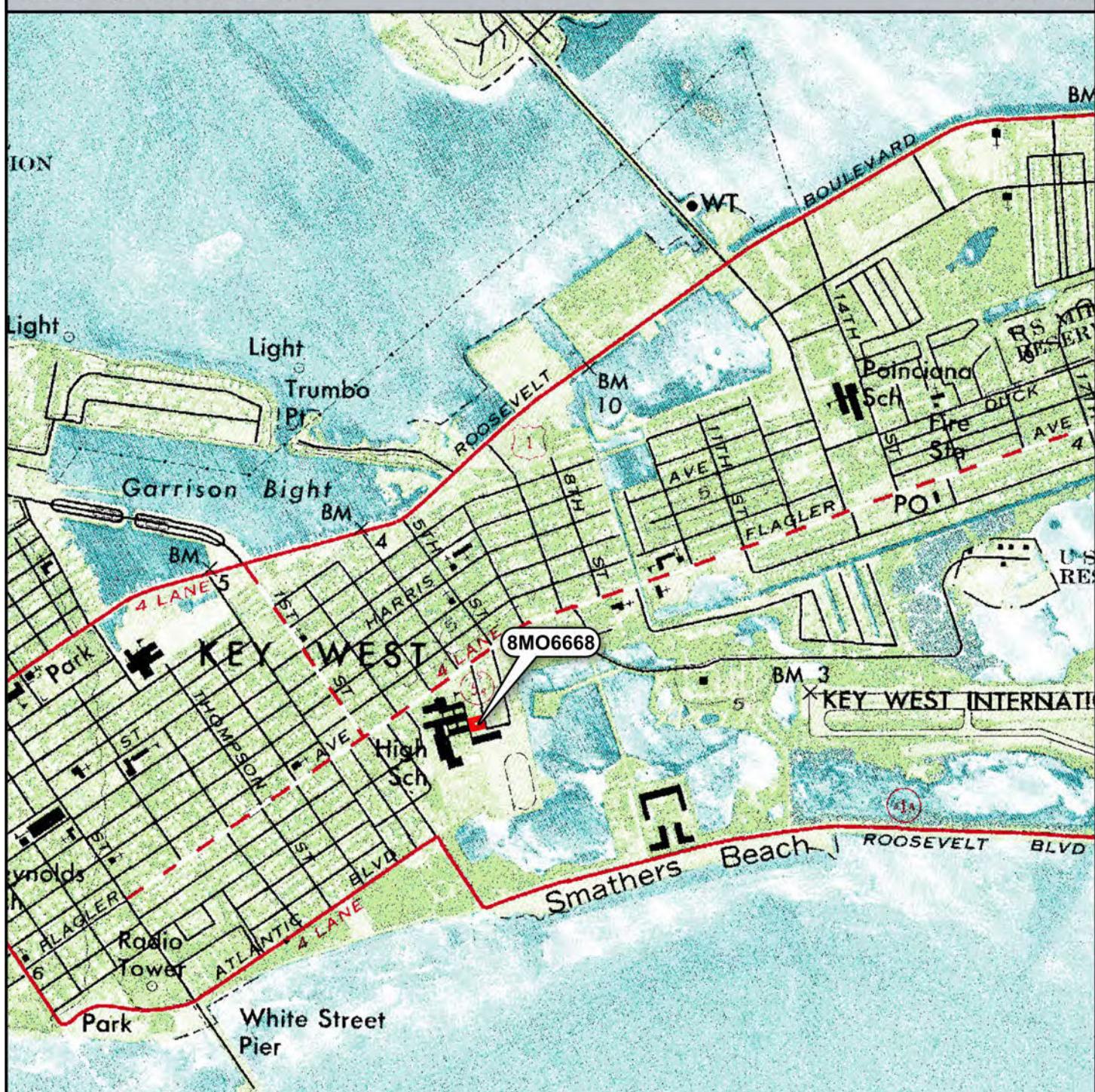
PHOTOGRAPH

8MO6668



USGS QUADRANGLE MAP

8MO6668



USGS Quadrangle: Key West (1971)



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Miles
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HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 5.0 3/19

Site#8 MO06669
 Field Date 5-18-2020
 Form Date 5-21-2020
 Recorder # 5

Shaded Fields represent the minimum acceptable level of documentation.
 Consult the *Guide to Historical Structure Forms* for detailed instructions.

Site Name(S) (address if none) 1547 4th Street Multiple Listing (DHR only) _____
 Survey Project Name CRAS for the Key West Intl Airport Improvements Survey # (DHR only) _____
 National Register Category (please check one) building structure district site object
 Ownership: private-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foreign unknown

LOCATION & MAPPING

<u>Street Number</u>	<u>Direction</u>	<u>Street Name</u>	<u>Street Type</u>	<u>Suffix Direction</u>
Address: 1547		4th	Street	
Cross Streets (nearest/between) <u>East side of 4th Street North of Juanita Lane</u>				
USGS 7.5 Map Name <u>KEY WEST</u> USGS Date <u>1971</u> Plat or Other Map _____				
City / Town (within 3 miles) <u>Key West</u> In City Limits? <input checked="" type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> unknown County <u>Monroe</u>				
Township <u>68S</u>	Range <u>25E</u>	Section <u>4</u>	1/4 section: <input type="checkbox"/> NW <input type="checkbox"/> SW <input type="checkbox"/> SE <input type="checkbox"/> NE	Irregular-name: _____
Tax Parcel # <u>00063830-000000</u> Landgrant _____				
Subdivision Name <u>Ser-Deb Estates</u> Block _____ Lot _____				
UTM Coordinates: Zone <input type="checkbox"/> 16 <input checked="" type="checkbox"/> 17 Easting 421390 Northing 2715958				
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____				
Name of Public Tract (e.g., park) _____				

HISTORY

Construction Year: 1963 approximately year listed or earlier year listed or later
 Original Use Private Residence (House/Cottage/Ca) From (year): 1963 To (year): _____
 Current Use Private Residence (House/Cottage/Ca) From (year): _____ To (year): 2020
 Other Use From (year): _____ To (year): _____
 Moves: yes no unknown Date: _____ Original address _____
 Alterations: yes no unknown Date: 1-1-2005 Nature c. 2005 repl door and windows
 Additions: yes no unknown Date: 1-1-1980 Nature c. 1980 SE corner add; c. 2000 SE corner
 Architect (last name first): Unknown Builder (last name first): Unknown
 Ownership History (especially original owner, dates, profession, etc.)

Is the Resource Affected by a Local Preservation Ordinance? yes no unknown Describe _____

DESCRIPTION

Style <u>Masonry Vernacular</u>	Exterior Plan <u>Irregular</u>	Number of Stories <u>1</u>
Exterior Fabric(s) <u>1. Stucco</u>	<u>2.</u> _____	<u>3.</u> _____
Roof Type(s) <u>1. Gable</u>	<u>2. Flat</u> _____	<u>3.</u> _____
Roof Material(s) <u>1. Composition shingles</u>	<u>2. Built-up</u> _____	<u>3.</u> _____

Roof secondary strucs. (dormers etc.) 1. _____ 2. _____

Windows (types, materials, etc.)
 Vinyl SHS 1/1, Vinyl sliding windows; some paired

Distinguishing Architectural Features (exterior or interior ornaments)
 Single car carport on west facade constructed c. 1995

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)
 One outbuilding w/ gable roof; stucco/concrete property wall w/ piers topped w/ decorative concrete papayas

DHR USE ONLY		OFFICIAL EVALUATION	DHR USE ONLY	
NR List Date	SHPO – Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info	Date _____	Init. _____	
<input type="checkbox"/> Owner Objection	KEEPER – Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no	Date _____		
	NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin</i> 15, p. 2)			

DESCRIPTION (continued)Chimney: No. 0 Chimney Material(s): 1. _____ 2. _____Structural System(s): 1. Concrete block 2. _____ 3. _____Foundation Type(s): 1. Continuous 2. _____Foundation Material(s): 1. Concrete Block 2. _____

Main Entrance (stylistic details)

Metal panel door on west facade w/ storm door on entry; located under porch roof

Porch Descriptions (types, locations, roof types, etc.)

West facade incised porch with three concrete arches providing access to yard; under gable of roof and connected to c. 1995 carport

Condition (overall resource condition): excellent good fair deteriorated ruinous**Narrative Description of Resource**

This Masonry Vernacular residence features a gable roof w/ two SE additions, one c. 1980 w/ continued gable and one c. 2000 w/ flat roof. The windows/doors were replaced c. 2005 and a c. 1995 carport connects to the concrete/stucco property wall.

Archaeological Remains _____ Check if Archaeological Form Completed**RESEARCH METHODS (select all that apply)**

- | | | | |
|--|---|---|--|
| <input checked="" type="checkbox"/> FMSF record search (sites/surveys) | <input type="checkbox"/> library research | <input type="checkbox"/> building permits | <input type="checkbox"/> Sanborn maps |
| <input type="checkbox"/> FL State Archives/photo collection | <input type="checkbox"/> city directory | <input type="checkbox"/> occupant/owner interview | <input type="checkbox"/> plat maps |
| <input checked="" type="checkbox"/> property appraiser / tax records | <input type="checkbox"/> newspaper files | <input type="checkbox"/> neighbor interview | <input type="checkbox"/> Public Lands Survey (DEP) |
| <input checked="" type="checkbox"/> cultural resource survey (CRAS) | <input type="checkbox"/> historic photos | <input type="checkbox"/> interior inspection | <input type="checkbox"/> HABS/HAER record search |
| <input checked="" type="checkbox"/> other methods (describe) <u>Aerial photography</u> | | | |

Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed)

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OPINION OF RESOURCE SIGNIFICANCEAppears to meet the criteria for National Register listing individually? yes no insufficient informationAppears to meet the criteria for National Register listing as part of a district? yes no insufficient information

Explanation of Evaluation (required, whether significant or not; use separate sheet if needed)

This Masonry Vernacular residence has replaced windows/doors, two non-historic additions and exhibits a common style found in South Florida. Due to a lack of historic integrity, the building is considered ineligible for listing in the National Register.

Area(s) of Historical Significance (see *National Register Bulletin* 15, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)

- | | | |
|----------|----------|----------|
| 1. _____ | 3. _____ | 5. _____ |
| 2. _____ | 4. _____ | 6. _____ |

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents

1) Document type Field notes Maintaining organization Janus Research

Document description _____ File or accession #'s _____

2) Document type Field maps Maintaining organization Janus Research

Document description _____ File or accession #'s _____

RECORDER INFORMATIONRecorder Name Janus ResearchAffiliation Janus ResearchRecorder Contact Information 1107 N. Ward St., Tampa FL 33607 / (813) 636-8200 / janus@janus-research.com
(address / phone / fax / e-mail)**Required Attachments**

- ① USGS 7.5' MAP WITH STRUCTURE LOCATION CLEARLY INDICATED
- ② LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)
- ③ PHOTO OF MAIN FAÇADE, DIGITAL IMAGE FILE

When submitting an image, it must be included in digital AND hard copy format (plain paper grayscale acceptable).
Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

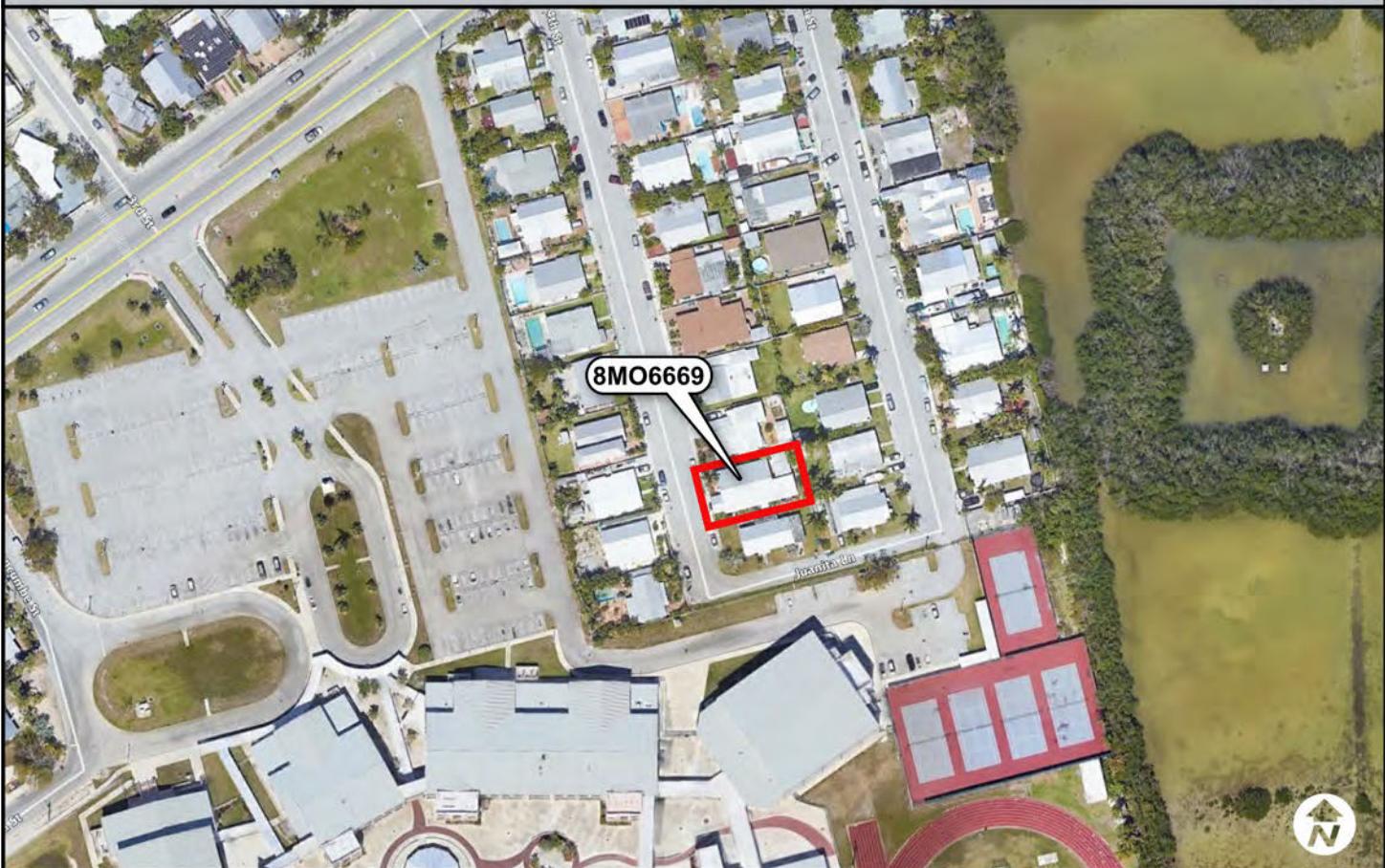
PHOTOGRAPH

8MO6669



SKETCH MAP

8MO6669



PHOTOGRAPH

8MO6669





USGS Quadrangle: Key West (1971)



0 0.25 0.5 Miles



HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 5.0 3/19

Site#8 MO06670
 Field Date 5-18-2020
 Form Date 5-21-2020
 Recorder # 6

Shaded Fields represent the minimum acceptable level of documentation.
 Consult the *Guide to Historical Structure Forms* for detailed instructions.

Site Name(S) (address if none) 1519 4th Street Multiple Listing (DHR only) _____

Survey Project Name CRAS for the Key West Intl Airport Improvements Survey # (DHR only) _____

National Register Category (please check one) building structure district site object

Ownership: private-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foreign unknown

LOCATION & MAPPING

<u>Street Number</u>	<u>Direction</u>	<u>Street Name</u>	<u>Street Type</u>	<u>Suffix Direction</u>
Address: 1519		4th	Street	
Cross Streets (nearest/between) <u>East side of 4th Street South of Flagler Avenue</u>				
USGS 7.5 Map Name <u>KEY WEST</u> USGS Date <u>1971</u> Plat or Other Map _____				
City / Town (within 3 miles) <u>Key West</u> In City Limits? <input checked="" type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> unknown County <u>Monroe</u>				
Township <u>68S</u>	Range <u>25E</u>	Section <u>4</u>	1/4 section: <input type="checkbox"/> NW <input type="checkbox"/> SW <input type="checkbox"/> SE <input type="checkbox"/> NE	Irregular-name: _____
Tax Parcel # <u>00063890-000000</u> Landgrant _____				
Subdivision Name <u>Ser-Deb Estates</u> Block _____ Lot _____				
UTM Coordinates: Zone <input type="checkbox"/> 16 <input checked="" type="checkbox"/> 17 Easting 4 2 1 3 6 3 Northing 2 7 1 6 0 5 6				
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____				
Name of Public Tract (e.g., park) _____				

HISTORY

Construction Year: 1966 approximately year listed or earlier year listed or later
 Original Use Private Residence (House/Cottage/Ca From (year): 1966 To (year): _____
 Current Use Private Residence (House/Cottage/Ca From (year): _____ To (year): 2020
 Other Use _____ From (year): _____ To (year): _____
 Moves: yes no unknown Date: _____ Original address _____
 Alterations: yes no unknown Date: 1-1-2005 Nature c. 2005 repl door and windows
 Additions: yes no unknown Date: 1-1-1990 Nature c. 1990 SE corner add
 Architect (last name first): Unknown Builder (last name first): Unknown
 Ownership History (especially original owner, dates, profession, etc.)

Is the Resource Affected by a Local Preservation Ordinance? yes no unknown Describe _____

DESCRIPTION

Style <u>Masonry Vernacular</u>	Exterior Plan <u>Rectangular</u>	Number of Stories <u>1</u>
Exterior Fabric(s) <u>1. Stucco</u>	2. _____	3. _____
Roof Type(s) <u>1. Gable</u>	2. _____	3. _____
Roof Material(s) <u>1. Sheet metal: 5V crimp</u>	2. _____	3. _____

Roof secondary strucs. (dormers etc.) 1. 2. _____

Windows (types, materials, etc.)
Vinyl sliding windows

Distinguishing Architectural Features (exterior or interior ornaments)
Concrete bracket/exposed beam under gable on west facade; asymmetrical roof line

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)
One outbuilding w/ gable roof; wooden fence at property line; pool in rear

DHR USE ONLY		OFFICIAL EVALUATION	DHR USE ONLY	
NR List Date	SHPO – Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info	Date _____	Init. _____	
<input type="checkbox"/> Owner Objection	KEEPER – Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no	Date _____		
	NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin</i> 15, p. 2)			

DESCRIPTION (continued)

Chimney: No. 0 Chimney Material(s): 1. _____ 2. _____

Structural System(s): 1. Concrete block 2. _____ 3. _____

Foundation Type(s): 1. Continuous 2. _____

Foundation Material(s): 1. Concrete Block 2. _____

Main Entrance (stylistic details)

Metal panel door on west facade w/ storm door on entry; located under gable

Porch Descriptions (types, locations, roof types, etc.)

West facade stoop entry porch w/ concrete steps up to door. ; located under gable

Condition (overall resource condition): excellent good fair deteriorated ruinous

Narrative Description of Resource

This Masonry Vernacular residence features an asymmetrical gable w one c. 1990 SE corner add w/ continued gable. The windows and doors were replaced c. 2005 and the property is enclosed by a horizontal wooden fence at the property line.

Archaeological Remains _____ Check if Archaeological Form Completed**RESEARCH METHODS (select all that apply)**

- | | | | |
|--|---|---|--|
| <input checked="" type="checkbox"/> FMSF record search (sites/surveys) | <input type="checkbox"/> library research | <input type="checkbox"/> building permits | <input type="checkbox"/> Sanborn maps |
| <input type="checkbox"/> FL State Archives/photo collection | <input type="checkbox"/> city directory | <input type="checkbox"/> occupant/owner interview | <input type="checkbox"/> plat maps |
| <input checked="" type="checkbox"/> property appraiser / tax records | <input type="checkbox"/> newspaper files | <input type="checkbox"/> neighbor interview | <input type="checkbox"/> Public Lands Survey (DEP) |
| <input checked="" type="checkbox"/> cultural resource survey (CRAS) | <input type="checkbox"/> historic photos | <input type="checkbox"/> interior inspection | <input type="checkbox"/> HABS/HAER record search |
| <input checked="" type="checkbox"/> other methods (describe) <u>Aerial photography</u> | | | |

Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed)

OPINION OF RESOURCE SIGNIFICANCEAppears to meet the criteria for National Register listing individually? yes no insufficient informationAppears to meet the criteria for National Register listing as part of a district? yes no insufficient information

Explanation of Evaluation (required, whether significant or not; use separate sheet if needed)

This Masonry Vernacular residence has replaced windows/doors, one non-historic addition and exhibits a common style found in South Florida. Due to a lack of historic integrity, the building is considered ineligible for listing in the National Register.

Area(s) of Historical Significance (see *National Register Bulletin* 15, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)

1. _____ 3. _____ 5. _____
 2. _____ 4. _____ 6. _____

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents

1) Document type Field notes Maintaining organization Janus Research

Document description _____ File or accession #'s _____

2) Document type Field maps Maintaining organization Janus Research

Document description _____ File or accession #'s _____

RECORDER INFORMATION

Recorder Name Janus Research Affiliation Janus Research
 Recorder Contact Information 1107 N. Ward St., Tampa FL 33607 / (813) 636-8200 / janus@janus-research.com
 (address / phone / fax / e-mail)

Required Attachments

- ① USGS 7.5' MAP WITH STRUCTURE LOCATION CLEARLY INDICATED
- ② LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)
- ③ PHOTO OF MAIN FAÇADE, DIGITAL IMAGE FILE

When submitting an image, it must be included in digital AND hard copy format (plain paper grayscale acceptable).
 Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

PHOTOGRAPH

8MO6670



SKETCH MAP

8MO6670



USGS QUADRANGLE MAP

8MO6670



USGS Quadrangle: Key West (1971)



10

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Miles
0.5



HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 5.0 3/19

Site#8 MO06671
 Field Date 5-18-2020
 Form Date 5-21-2020
 Recorder # 7

Shaded Fields represent the minimum acceptable level of documentation.
 Consult the *Guide to Historical Structure Forms* for detailed instructions.

Site Name(S) (address if none) 2207 Juanita Lane

Multiple Listing (DHR only) _____

Survey Project Name CRAS for the Key West Intl Airport Improvements

Survey # (DHR only) _____

National Register Category (please check one) building structure district site objectOwnership: private-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foreign unknown**LOCATION & MAPPING**

Street Number	Direction	Street Name	Street Type	Suffix Direction
Address: 2207	Juanita	Lane		
Cross Streets (nearest/between) NW corner of 5th Street at Juanita Lane				
USGS 7.5 Map Name KEY WEST USGS Date 1971 Plat or Other Map _____				
City / Town (within 3 miles) Key West In City Limits? <input checked="" type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> unknown County Monroe				
Township 68S	Range 25E	Section 4	1/4 section: <input type="checkbox"/> NW <input type="checkbox"/> SW <input type="checkbox"/> SE <input type="checkbox"/> NE	Irregular-name: _____
Tax Parcel # 00063810-000000 Landgrant _____				
Subdivision Name Ser-Deb Estates Block _____ Lot _____				
UTM Coordinates: Zone <input type="checkbox"/> 16 <input checked="" type="checkbox"/> 17 Easting 4 2 1 4 2 3 Northing 2 7 1 5 9 4 9				
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____				
Name of Public Tract (e.g., park) _____				

HISTORYConstruction Year: 1967 approximately year listed or earlier year listed or later

Original Use Private Residence (House/Cottage/Ca) From (year): 1967 To (year): _____

Current Use Private Residence (House/Cottage/Ca) From (year): _____ To (year): 2020

Other Use From (year): _____ To (year): _____

Moves: yes no unknown Date: _____ Original address _____Alterations: yes no unknown Date: 1-1-2005 Nature c. 2005 repl door and windowsAdditions: yes no unknown Date: 1-1-1970 Nature c. 1970 West add w/ flat roof

Architect (last name first): Unknown Builder (last name first): Unknown

Ownership History (especially original owner, dates, profession, etc.)
 _____Is the Resource Affected by a Local Preservation Ordinance? yes no unknown Describe _____**DESCRIPTION**

Style Masonry Vernacular	Exterior Plan Rectangular	Number of Stories 1
Exterior Fabric(s) 1. Stucco	2. Vinyl	3.
Roof Type(s) 1. Gable	2. Flat	3.
Roof Material(s) 1. Sheet metal: 5V crimp	2. Built-up	3.

Roof secondary strucs. (dormers etc.) 1. _____ 2. _____

Windows (types, materials, etc.)
 Vinyl sliding windowsDistinguishing Architectural Features (exterior or interior ornaments)
 Hurricane shuttersAncillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)
 Carport on North facade w/ flat roof attached to residence**DHR USE ONLY****OFFICIAL EVALUATION****DHR USE ONLY**

NR List Date	SHPO - Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info	Date _____	Init. _____
Owner Objection	KEEPER - Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no	Date _____	
	NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin</i> 15, p. 2)		

HISTORICAL STRUCTURE FORM**DESCRIPTION (continued)**

Chimney: No. 0 Chimney Material(s): 1. _____ 2. _____

Structural System(s): 1. Concrete block 2. _____ 3. _____

Foundation Type(s): 1. Continuous 2. _____

Foundation Material(s): 1. Concrete Block 2. _____

Main Entrance (stylistic details)

Metal panel door on south facade w/ storm door on entry; located under roof extension; second metal door on addition

Porch Descriptions (types, locations, roof types, etc.)

None observed

Condition (overall resource condition): excellent good fair deteriorated ruinous

Narrative Description of Resource

This Masonry Vernacular residence features a gable roof w one c. 1970 west facade add w/ a flat roof. The windows and doors were replaced c. 2005 and a carport is located on the northern facade of the structure.

Archaeological Remains _____ Check if Archaeological Form Completed**RESEARCH METHODS (select all that apply)**

- | | | | |
|--|---|---|--|
| <input checked="" type="checkbox"/> FMSF record search (sites/surveys) | <input type="checkbox"/> library research | <input type="checkbox"/> building permits | <input type="checkbox"/> Sanborn maps |
| <input type="checkbox"/> FL State Archives/photo collection | <input type="checkbox"/> city directory | <input type="checkbox"/> occupant/owner interview | <input type="checkbox"/> plat maps |
| <input checked="" type="checkbox"/> property appraiser / tax records | <input type="checkbox"/> newspaper files | <input type="checkbox"/> neighbor interview | <input type="checkbox"/> Public Lands Survey (DEP) |
| <input checked="" type="checkbox"/> cultural resource survey (CRAS) | <input type="checkbox"/> historic photos | <input type="checkbox"/> interior inspection | <input type="checkbox"/> HABS/HAER record search |
| <input checked="" type="checkbox"/> other methods (describe) <u>Aerial photography</u> | | | |

Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed)

--

OPINION OF RESOURCE SIGNIFICANCEAppears to meet the criteria for National Register listing individually? yes no insufficient informationAppears to meet the criteria for National Register listing as part of a district? yes no insufficient information

Explanation of Evaluation (required, whether significant or not; use separate sheet if needed)

This Masonry Vernacular residence has replaced windows/doors, one addition and exhibits a common style found in South Florida. Due to a lack of historic integrity, the building is considered ineligible for listing in the National Register.

Area(s) of Historical Significance (see *National Register Bulletin* 15, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)

- | | | |
|----------|----------|----------|
| 1. _____ | 3. _____ | 5. _____ |
| 2. _____ | 4. _____ | 6. _____ |

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents

- | | |
|-------------------------------------|--|
| 1) Document type <u>Field notes</u> | Maintaining organization <u>Janus Research</u> |
| Document description _____ | File or accession #'s _____ |
| 2) Document type <u>Field maps</u> | Maintaining organization <u>Janus Research</u> |
| Document description _____ | File or accession #'s _____ |

RECORDER INFORMATION

Recorder Name Janus Research Affiliation Janus Research
 Recorder Contact Information 1107 N. Ward St., Tampa FL 33607 / (813) 636-8200 / janus@janus-research.com
 (address / phone / fax / e-mail)

Required Attachments

- ① USGS 7.5' MAP WITH STRUCTURE LOCATION CLEARLY INDICATED
- ② LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)
- ③ PHOTO OF MAIN FAÇADE, DIGITAL IMAGE FILE

When submitting an image, it must be included in digital AND hard copy format (plain paper grayscale acceptable).
 Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

PHOTOGRAPH

8MO6671



SKETCH MAP

8MO6671



PHOTOGRAPH

8MO6671





USGS Quadrangle: Key West (1971)



0

0.25

Miles
0.5



HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 5.0 3/19

Site#8 MO06672
 Field Date 5-18-2020
 Form Date 5-21-2020
 Recorder # 8

Shaded Fields represent the minimum acceptable level of documentation.
 Consult the *Guide to Historical Structure Forms* for detailed instructions.

Site Name(S) (address if none) 1524 5th Street Multiple Listing (DHR only) _____
 Survey Project Name CRAS for the Key West Intl Airport Improvements Survey # (DHR only) _____
 National Register Category (please check one) building structure district site object
 Ownership: private-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foreign unknown

LOCATION & MAPPING

Street Number	Direction	Street Name	Street Type	Suffix Direction
Address: <u>1524</u>	<u>5th</u>		<u>Street</u>	
Cross Streets (nearest/between) <u>West side of 5th Street South of Flagler Avenue</u>				
USGS 7.5 Map Name <u>KEY WEST</u> USGS Date <u>1971</u> Plat or Other Map _____				
City / Town (within 3 miles) <u>Key West</u> In City Limits? <input checked="" type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> unknown County <u>Monroe</u>				
Township <u>68S</u>	Range <u>25E</u>	Section <u>4</u>	1/4 section: <input type="checkbox"/> NW <input type="checkbox"/> SW <input type="checkbox"/> SE <input type="checkbox"/> NE	Irregular-name: _____
Tax Parcel # <u>00063740-000000</u> Landgrant _____				
Subdivision Name <u>Ser-Deb Estates</u> Block _____ Lot _____				
UTM Coordinates: Zone <u>16</u> Easting <u>421395</u> Northing <u>2716064</u>				
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____				
Name of Public Tract (e.g., park) _____				

HISTORY

Construction Year: 1968 approximately year listed or earlier year listed or later
Original Use Private Residence (House/Cottage/Ca **From (year):** 1968 **To (year):** _____
Current Use Private Residence (House/Cottage/Ca **From (year):** _____ **To (year):** 2020
Other Use _____ **From (year):** _____ **To (year):** _____
Moves: yes no unknown **Date:** _____ **Original address** _____
Alterations: yes no unknown **Date:** 1-1-2005 **Nature** c. 2005 repl door and windows
Additions: yes no unknown **Date:** 1-1-1970 **Nature** c. 1970 South add w/ shed roof
Architect (last name first): Unknown **Builder (last name first):** Unknown
Ownership History (especially original owner, dates, profession, etc.)

Is the Resource Affected by a Local Preservation Ordinance? yes no unknown **Describe** _____

DESCRIPTION

Style <u>Masonry Vernacular</u>	Exterior Plan <u>Rectangular</u>	Number of Stories <u>1</u>
Exterior Fabric(s) <u>1. Stucco</u>	<u>2. Vinyl</u>	<u>3.</u>
Roof Type(s) <u>1. Gable</u>	<u>2. Shed</u>	<u>3.</u>
Roof Material(s) <u>1. Sheet metal: 5V crimp</u>	<u>2. Built-up</u>	<u>3.</u>

Roof secondary strucs. (dormers etc.) 1. 2.

Windows (types, materials, etc.)
Vinyl sliding windows

Distinguishing Architectural Features (exterior or interior ornaments)
Artstone applied to east facade under gable near entry; vent under gable

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)
Large fence at property line obscures most of property

DHR USE ONLY

OFFICIAL EVALUATION

DHR USE ONLY

NR List Date	SHPO – Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info	Date _____	Init. _____
Owner Objection	KEEPER – Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no	Date _____	
	NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin</i> 15, p. 2)		

DESCRIPTION (continued)

Chimney: No. 0 Chimney Material(s): 1. _____ 2. _____

Structural System(s): 1. Concrete block 2. _____ 3. _____

Foundation Type(s): 1. Continuous 2. _____

Foundation Material(s): 1. Concrete Block 2. _____

Main Entrance (stylistic details)

Metal door on east facade w/ storm door on entry; located under gable

Porch Descriptions (types, locations, roof types, etc.)

None observed

Condition (overall resource condition): excellent good fair deteriorated ruinous**Narrative Description of Resource**

This Masonry Vernacular residence features a gable roof w one c. 1970 south facade add w/ a shed roof. The windows and doors were replaced c. 2005 and much of the residence is obscured by a large property fence.

Archaeological Remains _____ Check if Archaeological Form Completed**RESEARCH METHODS (select all that apply)** FMSF record search (sites/surveys) library research building permits FL State Archives/photo collection city directory occupant/owner interview property appraiser / tax records newspaper files neighbor interview cultural resource survey (CRAS) historic photos interior inspection other methods (describe) Aerial photography

Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed)

OPINION OF RESOURCE SIGNIFICANCEAppears to meet the criteria for National Register listing individually? yes no insufficient informationAppears to meet the criteria for National Register listing as part of a district? yes no insufficient information

Explanation of Evaluation (required, whether significant or not; use separate sheet if needed)

This Masonry Vernacular residence has replaced windows/doors, one addition and exhibits a common style found in South Florida. Due to a lack of historic integrity, the building is considered ineligible for listing in the National Register.

Area(s) of Historical Significance (see *National Register Bulletin* 15, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)1. _____ 3. _____ 5. _____
2. _____ 4. _____ 6. _____**DOCUMENTATION**

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents

1) Document type Field notes Maintaining organization Janus Research

Document description _____ File or accession #'s _____

2) Document type Field maps Maintaining organization Janus Research

Document description _____ File or accession #'s _____

RECORDER INFORMATIONRecorder Name Janus Research Affiliation Janus ResearchRecorder Contact Information 1107 N. Ward St., Tampa FL 33607 / (813) 636-8200 / janus@janus-research.com
(address / phone / fax / e-mail)**Required Attachments****① USGS 7.5' MAP WITH STRUCTURE LOCATION CLEARLY INDICATED****② LARGE SCALE STREET, PLAT OR PARCEL MAP** (available from most property appraiser web sites)**③ PHOTO OF MAIN FAÇADE, DIGITAL IMAGE FILE**When submitting an image, it must be included in digital AND hard copy format (plain paper grayscale acceptable).
Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

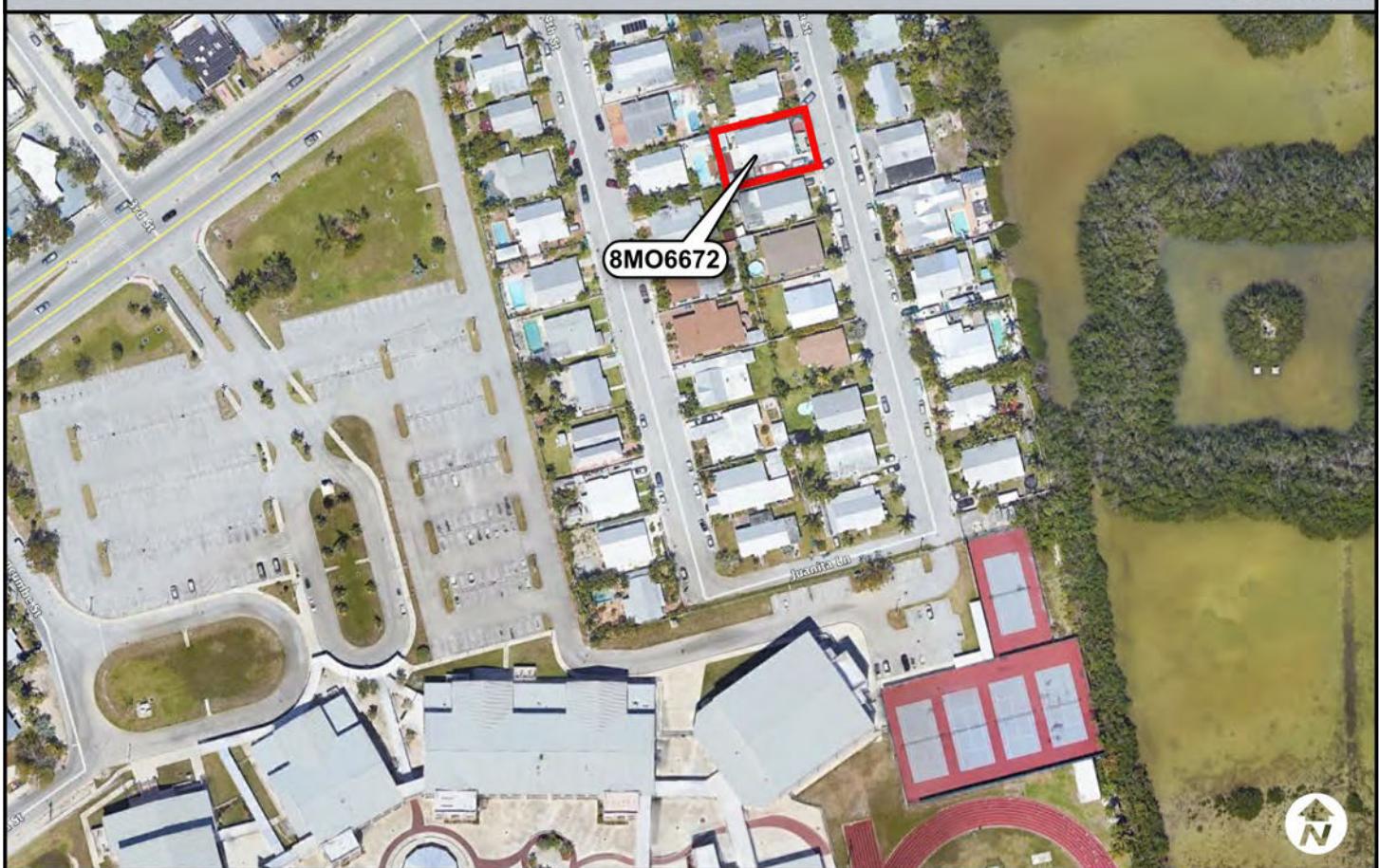
PHOTOGRAPH

8MO6672



SKETCH MAP

8MO6672



PHOTOGRAPH

8MO6672



USGS QUADRANGLE MAP

8MO6672



USGS Quadrangle: Key West (1971)



9

025

Miles
0.5



HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 5.0 3/19

Site#8 MO06673
 Field Date 5-18-2020
 Form Date 5-21-2020
 Recorder # 9

Shaded Fields represent the minimum acceptable level of documentation.
 Consult the *Guide to Historical Structure Forms* for detailed instructions.

Site Name(S) (address if none) 1529 5th Street Multiple Listing (DHR only) _____
 Survey Project Name CRAS for the Key West Intl Airport Improvements Survey # (DHR only) _____
 National Register Category (please check one) building structure district site object
 Ownership: private-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foreign unknown

LOCATION & MAPPING

<u>Street Number</u>	<u>Direction</u>	<u>Street Name</u>	<u>Street Type</u>	<u>Suffix Direction</u>
Address: 1529		5th	Street	
Cross Streets (nearest/between) <u>East side of 5th Street South of Flagler Avenue</u>				
USGS 7.5 Map Name <u>KEY WEST</u> USGS Date <u>1971</u> Plat or Other Map _____				
City / Town (within 3 miles) <u>Key West</u> In City Limits? <input checked="" type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> unknown County <u>Monroe</u>				
Township <u>68S</u>	Range <u>25E</u>	Section <u>4</u>	1/4 section: <input type="checkbox"/> NW <input type="checkbox"/> SW <input type="checkbox"/> SE <input type="checkbox"/> NE	Irregular-name: _____
Tax Parcel # <u>00063640-000000</u> Landgrant _____				
Subdivision Name <u>Ser-Deb Estates</u> Block _____ Lot _____				
UTM Coordinates: Zone <input type="checkbox"/> 16 <input checked="" type="checkbox"/> 17 Easting <u>4 2 1 4 3 8</u> Northing <u>2 7 1 6 0 6 2</u>				
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____				
Name of Public Tract (e.g., park) _____				

HISTORY

Construction Year: 1968 approximately year listed or earlier year listed or later
 Original Use Private Residence (House/Cottage/Ca) From (year): 1968 To (year): _____
 Current Use Private Residence (House/Cottage/Ca) From (year): _____ To (year): 2020
 Other Use From (year): _____ To (year): _____
 Moves: yes no unknown Date: _____ Original address _____
 Alterations: yes no unknown Date: 1-1-2005 Nature c. 2005 repl door and windows
 Additions: yes no unknown Date: 1-1-1980 Nature c. 1980 south add w/ flat roof
 Architect (last name first): Unknown Builder (last name first): Unknown
 Ownership History (especially original owner, dates, profession, etc.)

Is the Resource Affected by a Local Preservation Ordinance? yes no unknown Describe _____

DESCRIPTION

Style <u>Masonry Vernacular</u>	Exterior Plan <u>Rectangular</u>	Number of Stories <u>1</u>
Exterior Fabric(s) <u>1. Stucco</u>	2. _____	3. _____
Roof Type(s) <u>1. Gable</u>	2. <u>Flat</u>	3. _____
Roof Material(s) <u>1. Sheet metal: 5V crimp</u>	2. <u>Built-up</u>	3. _____

Roof secondary strucs. (dormers etc.) 1. _____ 2. _____

Windows (types, materials, etc.)
Vinyl sliding windows

Distinguishing Architectural Features (exterior or interior ornaments)
Hurricane shutters; concrete beams/bracket under gable

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)
Large carport w/ flat roof on South facade attached to c. 1980 addition; half-circle concrete driveway

DHR USE ONLY		OFFICIAL EVALUATION	DHR USE ONLY	
NR List Date	SHPO – Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info	Date _____	Init. _____	
<input type="checkbox"/> Owner Objection	KEEPER – Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no	Date _____		
	NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin</i> 15, p. 2)			

DESCRIPTION (continued)

Chimney: No. 0 Chimney Material(s): 1. _____ 2. _____

Structural System(s): 1. Concrete block 2. _____ 3. _____

Foundation Type(s): 1. Continuous 2. _____

Foundation Material(s): 1. Concrete Block 2. _____

Main Entrance (stylistic details)

Metal door on west facade w/ two windows and storm door on entry; located under gable

Porch Descriptions (types, locations, roof types, etc.)

Stoop entry on west facade off of driveway

Condition (overall resource condition): excellent good fair deteriorated ruinous**Narrative Description of Resource**

This Masonry Vernacular residence features a gable roof w one c. 1980 south facade add w/ a flat roof. A large carport w/ flat roof is attached to the c. 1980 addition and all windows and doors were replaced c. 2005.

Archaeological Remains _____ Check if Archaeological Form Completed**RESEARCH METHODS (select all that apply)**

- | | | | |
|--|---|---|--|
| <input checked="" type="checkbox"/> FMSF record search (sites/surveys) | <input type="checkbox"/> library research | <input type="checkbox"/> building permits | <input type="checkbox"/> Sanborn maps |
| <input type="checkbox"/> FL State Archives/photo collection | <input type="checkbox"/> city directory | <input type="checkbox"/> occupant/owner interview | <input type="checkbox"/> plat maps |
| <input checked="" type="checkbox"/> property appraiser / tax records | <input type="checkbox"/> newspaper files | <input type="checkbox"/> neighbor interview | <input type="checkbox"/> Public Lands Survey (DEP) |
| <input checked="" type="checkbox"/> cultural resource survey (CRAS) | <input type="checkbox"/> historic photos | <input type="checkbox"/> interior inspection | <input type="checkbox"/> HABS/HAER record search |
| <input checked="" type="checkbox"/> other methods (describe) <u>Aerial photography</u> | | | |

Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed)

OPINION OF RESOURCE SIGNIFICANCEAppears to meet the criteria for National Register listing individually? yes no insufficient informationAppears to meet the criteria for National Register listing as part of a district? yes no insufficient information

Explanation of Evaluation (required, whether significant or not; use separate sheet if needed)

This Masonry Vernacular residence has replaced windows/doors, one addition and exhibits a common style found in South Florida. Due to a lack of historic integrity, the building is considered ineligible for listing in the National Register.

Area(s) of Historical Significance (see *National Register Bulletin* 15, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)

1. _____ 3. _____ 5. _____
 2. _____ 4. _____ 6. _____

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents

1) Document type Field notes Maintaining organization Janus Research

Document description _____ File or accession #'s _____

2) Document type Field maps Maintaining organization Janus Research

Document description _____ File or accession #'s _____

RECORDER INFORMATION

Recorder Name Janus Research Affiliation Janus Research
 Recorder Contact Information 1107 N. Ward St., Tampa FL 33607 / (813) 636-8200 / janus@janus-research.com
 (address / phone / fax / e-mail)

Required Attachments

- ① USGS 7.5' MAP WITH STRUCTURE LOCATION CLEARLY INDICATED
- ② LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)
- ③ PHOTO OF MAIN FAÇADE, DIGITAL IMAGE FILE

When submitting an image, it must be included in digital AND hard copy format (plain paper grayscale acceptable).
 Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

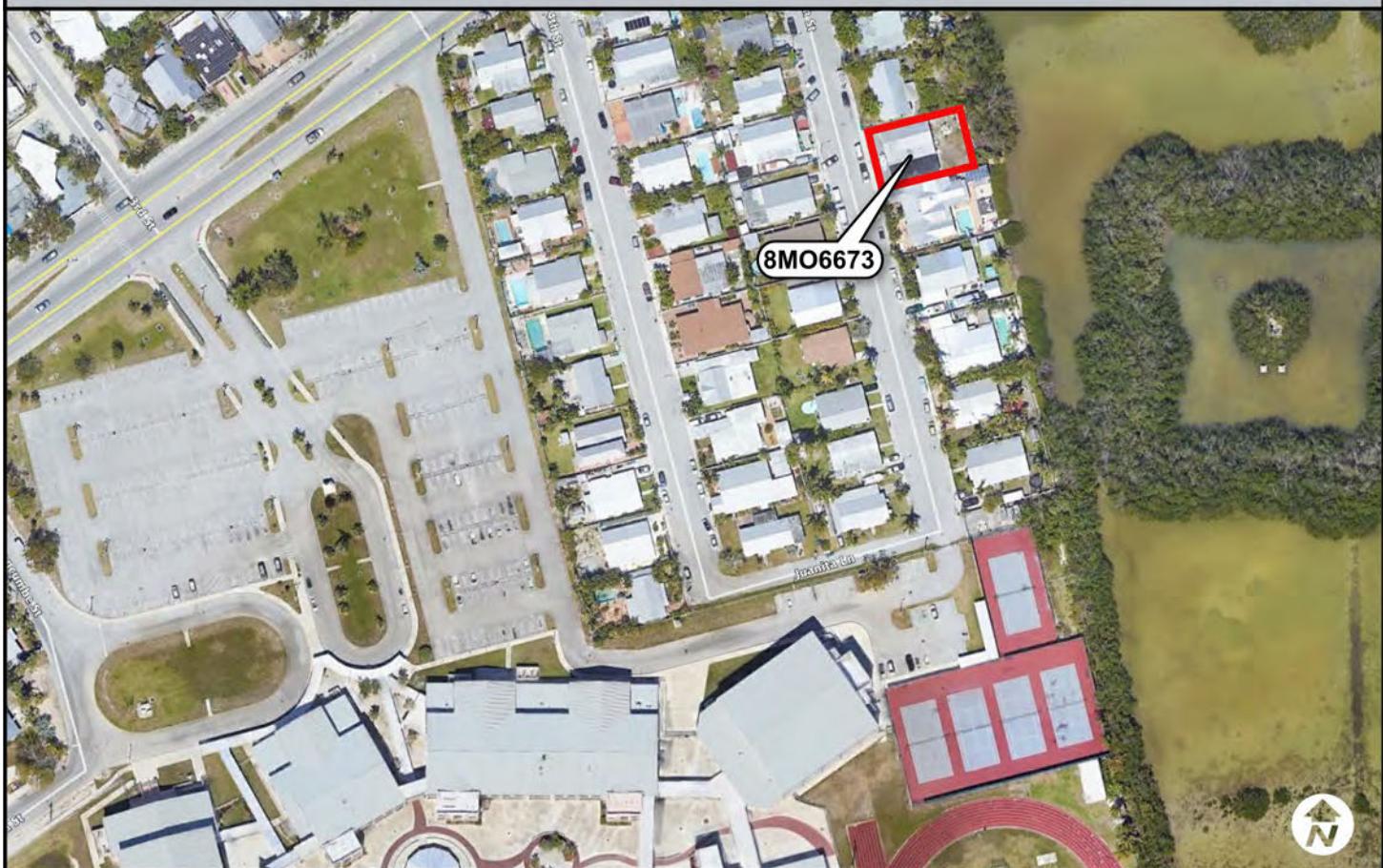
PHOTOGRAPH

8MO6673



SKETCH MAP

8MO6673



PHOTOGRAPH

8MO6673



USGS QUADRANGLE MAP

8MO6673



USGS Quadrangle: Key West (1971)



10

025

Miles
0.5



HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 5.0 3/19

Site#8 **MO06674**
 Field Date **5-18-2020**
 Form Date **5-21-2020**
 Recorder # **10**

Shaded Fields represent the minimum acceptable level of documentation.
 Consult the *Guide to Historical Structure Forms* for detailed instructions.

Site Name(S) (address if none) **2916 Riviera Drive**

Multiple Listing (DHR only) _____

Survey Project Name **CRAS for the Key West Intl Airport Improvements**

Survey # (DHR only) _____

National Register Category (please check one) building structure district site objectOwnership: private-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foreign unknown**LOCATION & MAPPING**

Street Number	Direction	Street Name	Street Type	Suffix Direction
Address: 2916		Riviera	Drive	
Cross Streets (nearest/between) South side of Riviera Drive East of 11th Street				
USGS 7.5 Map Name KEY WEST USGS Date 1971 Plat or Other Map _____				
City / Town (within 3 miles) Key West In City Limits? <input checked="" type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> unknown County Monroe				
Township 68S	Range 25E	Section 4	1/4 section: <input type="checkbox"/> NW <input type="checkbox"/> SW <input type="checkbox"/> SE <input type="checkbox"/> NE	Irregular-name: _____
Tax Parcel # 00069840-000000 Landgrant _____				
Subdivision Name Ser-Deb Estates Block _____ Lot _____				
UTM Coordinates: Zone 16 <input checked="" type="checkbox"/> 17 Easting 422252 Northing 2716394				
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____				
Name of Public Tract (e.g., park) _____				

HISTORYConstruction Year: **1958** approximately year listed or earlier year listed or laterOriginal Use **Private Residence (House/Cottage/Ca** From (year): **1958** To (year): _____Current Use **Private Residence (House/Cottage/Ca** From (year): _____ To (year): **2020**

Other Use _____ From (year): _____ To (year): _____

Moves: yes no unknown Date: _____ Original address _____Alterations: yes no unknown Date: **1-1-1970** Nature **c. 1970 repl windows, c. 2000 repl door**Additions: yes no unknown Date: **1-1-1970** Nature **c. 1970 SW corner add**Architect (last name first): **Unknown** Builder (last name first): **Unknown**Ownership History (especially original owner, dates, profession, etc.)
 _____Is the Resource Affected by a Local Preservation Ordinance? yes no unknown Describe _____**DESCRIPTION**

Style Masonry Vernacular	Exterior Plan Rectangular	Number of Stories 1
Exterior Fabric(s) 1. Stucco	2. _____	3. _____
Roof Type(s) 1. Gable	2. Flat	3. _____
Roof Material(s) 1. Sheet metal: 5V crimp	2. Built-up	3. _____

Roof secondary strucs. (dormers etc.) 1. _____ 2. _____

Windows (types, materials, etc.)
 Metal SHS 1/1; metal awning windowsDistinguishing Architectural Features (exterior or interior ornaments)

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)

Outbuilding in SW corner of parcel near Riviera Canal; parcel is located on north bank of Riviera Canal

DHR USE ONLY		OFFICIAL EVALUATION	DHR USE ONLY	
NR List Date	SHPO – Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info	Date _____	Init. _____	
<input type="checkbox"/> Owner Objection	KEEPER – Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no	Date _____		
	NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin 15</i> , p. 2)			

DESCRIPTION (continued)Chimney: No. 0 Chimney Material(s): 1. _____ 2. _____Structural System(s): 1. Concrete block 2. _____ 3. _____Foundation Type(s): 1. Continuous 2. _____Foundation Material(s): 1. Concrete Block 2. _____

Main Entrance (stylistic details)

Metal door on north facade w/ outer security/storm door

Porch Descriptions (types, locations, roof types, etc.)

Incised porch under roof line with one stucco column at west end; porch is comprised of brick

Condition (overall resource condition): excellent good fair deteriorated ruinous

Narrative Description of Resource

This Masonry Vernacular residence features a gable roof w/ one c. 1970 add w/ a flat roof in its southwest corner. One outbuilding is located in the SW corner of the parcel and the metal windows were replaced c. 1970.

Archaeological Remains _____ Check if Archaeological Form Completed**RESEARCH METHODS (select all that apply)**

- | | | | |
|--|---|---|--|
| <input checked="" type="checkbox"/> FMSF record search (sites/surveys) | <input type="checkbox"/> library research | <input type="checkbox"/> building permits | <input type="checkbox"/> Sanborn maps |
| <input type="checkbox"/> FL State Archives/photo collection | <input type="checkbox"/> city directory | <input type="checkbox"/> occupant/owner interview | <input type="checkbox"/> plat maps |
| <input checked="" type="checkbox"/> property appraiser / tax records | <input type="checkbox"/> newspaper files | <input type="checkbox"/> neighbor interview | <input type="checkbox"/> Public Lands Survey (DEP) |
| <input checked="" type="checkbox"/> cultural resource survey (CRAS) | <input type="checkbox"/> historic photos | <input type="checkbox"/> interior inspection | <input type="checkbox"/> HABS/HAER record search |
| <input checked="" type="checkbox"/> other methods (describe) <u>Aerial photography</u> | | | |

Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed)

OPINION OF RESOURCE SIGNIFICANCEAppears to meet the criteria for National Register listing individually? yes no insufficient informationAppears to meet the criteria for National Register listing as part of a district? yes no insufficient information

Explanation of Evaluation (required, whether significant or not; use separate sheet if needed)

This Masonry Vernacular residence has replaced windows/doors, one addition and exhibits a common style found in South Florida. Due to a lack of historic integrity, the building is considered ineligible for listing in the National Register.

Area(s) of Historical Significance (see *National Register Bulletin* 15, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)

1. _____ 3. _____ 5. _____
 2. _____ 4. _____ 6. _____

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents

1) Document type Field notes Maintaining organization Janus Research

Document description _____ File or accession #'s _____

2) Document type Field maps Maintaining organization Janus Research

Document description _____ File or accession #'s _____

RECORDER INFORMATION

Recorder Name Janus Research Affiliation Janus Research
 Recorder Contact Information 1107 N. Ward St., Tampa FL 33607 / (813) 636-8200 / janus@janus-research.com
 (address / phone / fax / e-mail)

Required Attachments

- ① USGS 7.5' MAP WITH STRUCTURE LOCATION CLEARLY INDICATED**
- ② LARGE SCALE STREET, PLAT OR PARCEL MAP** (available from most property appraiser web sites)
- ③ PHOTO OF MAIN FAÇADE, DIGITAL IMAGE FILE**

When submitting an image, it must be included in digital AND hard copy format (plain paper grayscale acceptable).
 Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

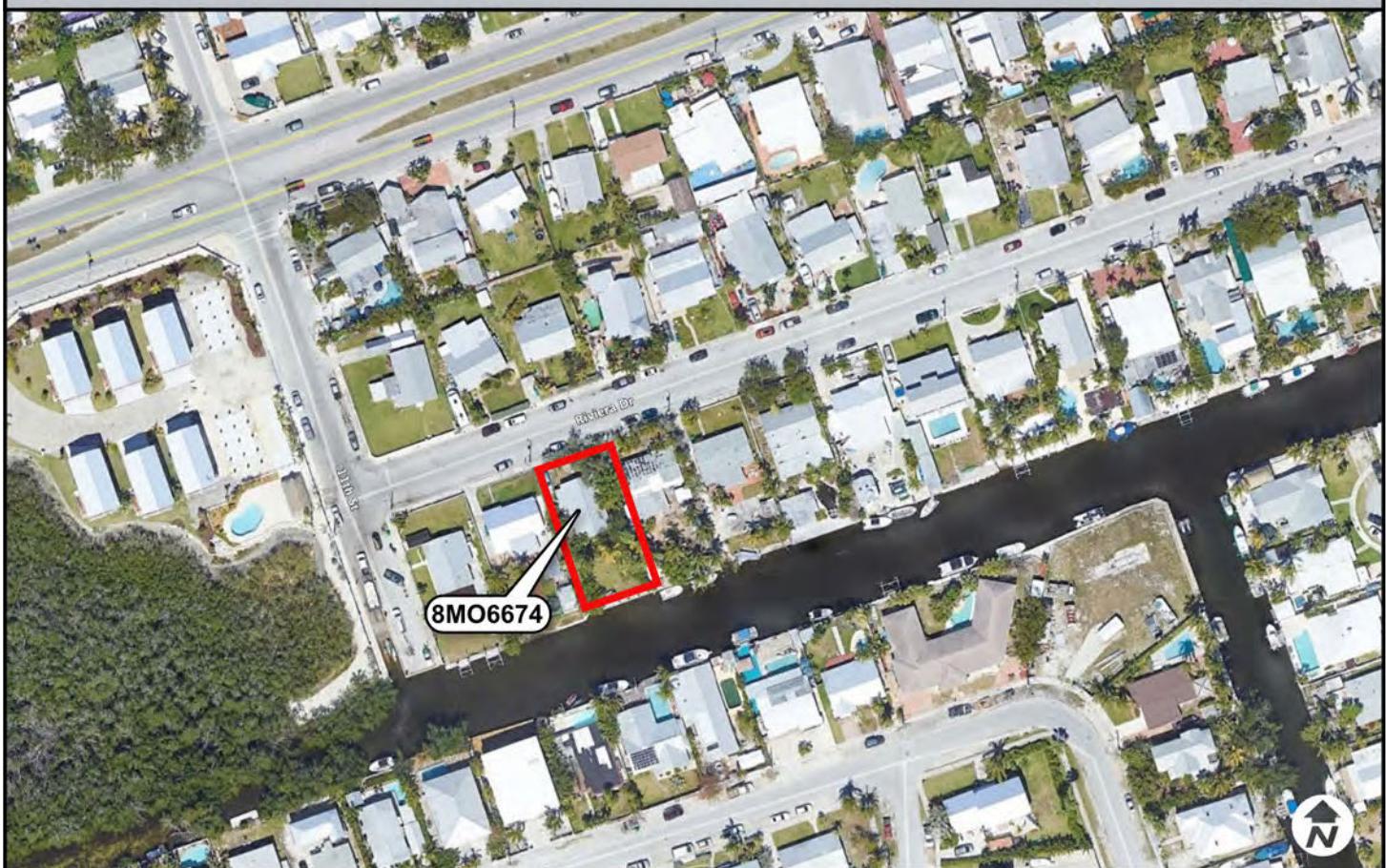
PHOTOGRAPH

8MO6674



SKETCH MAP

8MO6674



USGS QUADRANGLE MAP

8MO6674



USGS Quadrangle: Key West (1971)



9

025

Miles
0.5

APPENDIX E:
Survey Log

Ent D (FMSF only) _____

**Survey Log Sheet**

Florida Master Site File

Version 5.0 3/19

Survey # (FMSF only) _____

Consult Guide to the Survey Log Sheet for detailed instructions.**Manuscript Information****Survey Project (name and project phase)**

CRAS for the Key West International Airport Improvements

Report Title (exactly as on title page)

Cultural Resource Assessment Survey for the Key West International Airport Improvements, Monroe County, Florida

Report Authors (as on title page)

1. Janus Research 3. _____
 2. _____ 4. _____

Publication Year 2020

Number of Pages in Report (do not include site forms) 105

Publication Information (Give series, number in series, publisher and city. For article or chapter, cite page numbers. Use the style of *American Antiquity*.)

Supervisors of Fieldwork (even if same as author) Names Amy Streelman & Kate Hoffman

Affiliation of Fieldworkers: Organization Janus Research City Tampa

Key Words/Phrases (Don't use county name, or common words like *archaeology, structure, survey, architecture, etc.*)

1. Key West International 3. Key West 5. _____ 7. _____
 2. Meacham Field 4. _____ 6. _____ 8. _____

Survey Sponsors (corporation, government unit, organization, or person funding fieldwork)

Name Ricondo and Associates, Inc Organization _____

Address/Phone/E-mail 2077 Convention Center Concourse, Suite 285, College Park, GA 30337

Recorder of Log Sheet Janus Research Date Log Sheet Completed 3-9-2020

Is this survey or project a continuation of a previous project? No Yes: Previous survey #'s (FMSF only) _____**Project Area Mapping****Counties (select every county in which field survey was done; attach additional sheet if necessary)**

1. Monroe 3. _____ 5. _____
 2. _____ 4. _____ 6. _____

USGS 1:24,000 Map Names/Year of Latest Revision (attach additional sheet if necessary)

- | | | | |
|------------------------|------------|---------------|------------|
| 1. Name BOCA CHICA KEY | Year 1971 | 4. Name _____ | Year _____ |
| 2. Name KEY WEST | Year 1977 | 5. Name _____ | Year _____ |
| 3. Name _____ | Year _____ | 6. Name _____ | Year _____ |

Field Dates and Project Area Description

Fieldwork Dates: Start 2-19-2020 End 5-18-2020 Total Area Surveyed (fill in one) _____ hectares 600.00 acres

Number of Distinct Tracts or Areas Surveyed _____

If Corridor (fill in one for each) Width: _____ meters _____ feet Length: _____ kilometers _____ miles

Research and Field Methods

Types of Survey (select all that apply): archaeological architectural historical/archival underwater
 damage assessment monitoring report other(describe): _____

Scope/Intensity/Procedures

Desktop analysis, pedestrian survey. Visual inspection of the area of potential effect for historic resources. 2 50 cm² shovel tests, excavated at 50m interval, unscreened.

Preliminary Methods (select as many as apply to the project as a whole)

<input type="checkbox"/> Florida Archives (Gray Building)	<input type="checkbox"/> library research- local/public	<input type="checkbox"/> local property or tax records	<input type="checkbox"/> other historic maps	<input type="checkbox"/> LIDAR
<input type="checkbox"/> Florida Photo Archives (Gray Building)	<input type="checkbox"/> library-special collection	<input type="checkbox"/> newspaper files	<input checked="" type="checkbox"/> soils maps or data	<input type="checkbox"/> other remote sensing
<input checked="" type="checkbox"/> Site File property search	<input type="checkbox"/> Public Lands Survey (maps at DEP)	<input type="checkbox"/> literature search	<input type="checkbox"/> windshield survey	
<input checked="" type="checkbox"/> Site File survey search	<input checked="" type="checkbox"/> local informant(s)	<input type="checkbox"/> Sanborn Insurance maps	<input checked="" type="checkbox"/> aerial photography	
<input type="checkbox"/> other (describe): _____				

Archaeological Methods (select as many as apply to the project as a whole)

Check here if **NO** archaeological methods were used.

<input type="checkbox"/> surface collection, controlled	<input type="checkbox"/> shovel test-other screen size	<input type="checkbox"/> block excavation (at least 2x2 m)	<input type="checkbox"/> metal detector
<input checked="" type="checkbox"/> surface collection, uncontrolled	<input type="checkbox"/> water screen	<input type="checkbox"/> soil resistivity	<input type="checkbox"/> other remote sensing
<input type="checkbox"/> shovel test-1/4" screen	<input type="checkbox"/> posthole tests	<input type="checkbox"/> magnetometer	<input checked="" type="checkbox"/> pedestrian survey
<input type="checkbox"/> shovel test-1/8" screen	<input type="checkbox"/> auger tests	<input type="checkbox"/> side scan sonar	<input type="checkbox"/> unknown
<input type="checkbox"/> shovel test 1/16" screen	<input type="checkbox"/> coring	<input type="checkbox"/> ground penetrating radar (GPR)	
<input checked="" type="checkbox"/> shovel test-unscreened	<input type="checkbox"/> test excavation (at least 1x2 m)	<input type="checkbox"/> LIDAR	

other (describe): Desktop analysis

Historical/Architectural Methods (select as many as apply to the project as a whole)

Check here if **NO** historical/architectural methods were used.

<input type="checkbox"/> building permits	<input type="checkbox"/> demolition permits	<input type="checkbox"/> neighbor interview	<input type="checkbox"/> subdivision maps
<input type="checkbox"/> commercial permits	<input type="checkbox"/> windshield survey	<input type="checkbox"/> occupant interview	<input type="checkbox"/> tax records
<input type="checkbox"/> interior documentation	<input type="checkbox"/> local property records	<input type="checkbox"/> occupation permits	<input type="checkbox"/> unknown

other (describe): Aerial photography

Survey Results

Resource Significance Evaluated? Yes No

Count of Previously Recorded Resources 0 Count of Newly Recorded Resources 0

List Previously Recorded Site ID#s with Site File Forms Completed (attach additional pages if necessary)

--

List Newly Recorded Site ID#s (attach additional pages if necessary)

--

Site Forms Used: Site File Paper Forms Site File PDF Forms

REQUIRED: Attach Map of Survey or Project Area Boundary**SHPO USE ONLY****SHPO USE ONLY****SHPO USE ONLY**

Origin of Report: 872 Public Lands UW 1A32 # _____ Academic Contract Avocational
 Grant Project # _____ Compliance Review: CRAT # _____

Type of Document: Archaeological Survey Historical/Architectural Survey Marine Survey Cell Tower CRAS Monitoring Report
 Overview Excavation Report Multi-Site Excavation Report Structure Detailed Report Library, Hist. or Archival Doc
 Desktop Analysis MPS MRA TG Other: _____

Document Destination: Plottable Projects

Plotability: _____



Survey Log Graphic

 Survey Area

Miles
0 0.5

USGS Quadrangle Maps:
Boca Chica (1971)
Key West (1971 PR 1977)

