



**Municipality of Anchorage  
Historic Preservation Commission**

**A G E N D A**

**Thursday, February 15, 2024**

**5:30 – 7:00 p.m.**

**Regular Meeting  
(Hybrid format)**

**In-Person Physical Location**

Planning Conference Room 170  
Planning and Development Center  
4700 Elmore Road  
Anchorage, Alaska

or

**via Microsoft Teams**

[Click here to join the meeting](#)

[Download Teams | Join on the web](#)

Meeting ID: 286 125 082 30, Passcode: eynUhB

**Or Join by Conference Call:**

**Dial-in Number: 907-519-0237**

**Conference ID: 248 251 685#**

**I. CALL TO ORDER**

- A. Establishment of Quorum/Roll Call
- B. Land Acknowledgement
- C. Introductions -- Guests
- D. Disclosures

**II. APPROVAL OF AGENDA**

**III. APPROVAL OF THE MINUTES**

- A. December 21, 2023

**IV. UNFINISHED BUSINESS**

- A. Government Hill Wireless Station
- B. Historic Preservation Plan (HPP) Subcommittee
- C. Continued Section 106 Consultations

**V. NEW BUSINESS**

- A. HPC Rules of Procedure
- B. New Section 106 Consultations

**VI. PERSONS TO BE HEARD (3-minute limit)**

**VII. OTHER BUSINESS / STAFF REPORTS**

**VIII. ADJOURNMENT**

**Next Regular Meeting—March 20, 2024**

### **Land Acknowledgement:**

*The Historic Preservation Commission would like to acknowledge that we gather today on the traditional lands of the Dena'ina Athabascans. For thousands of years the Dena'ina have been and continue to be the stewards of this land. It is with gratefulness and respect that we recognize the contributions, innovations, and contemporary perspectives of the upper Cook Inlet Dena'ina.*

### **Public Hearing Procedure:**

The procedure by which the public may speak to the Commission at its meeting is:

1. After the staff presentation is completed on public hearing items, the Chair will ask for public testimony on the issue.
2. Persons who wish to testify will follow the time limits established in the Commission Rules of Procedure.
  - a. Petitioners (including all his/her representatives) - 10 minutes. (Part of this time may be reserved for rebuttal.)
  - b. Representatives of groups (community councils, PTA's etc.) - 5 minutes.
  - c. Individuals - 3 minutes.
3. When your testimony is complete you may be asked questions by the Commission. You may only testify once on any issue unless questioned by the Commission.
4. After there is no further public testimony, the chair declares the public hearing is closed.

### **Commenters or Persons to Be Heard:**

If possible, please email [tom.davis@anchorageak.gov](mailto:tom.davis@anchorageak.gov) prior to the meeting.

### Procedure for Disclosures:

1. The chair asks for disclosures.
2. The member makes a disclosure regarding one or more specific items on the agenda.<sup>1</sup>
3. For each agenda item that the member has made a disclosure, the chair (or acting chair) asks, and the commissioner responds to, the following questions:<sup>2</sup>

*Does the member have a substantial financial interest or substantial private interest in the business item before the body and is that interest:<sup>3</sup>*

- *A substantial part of the present action of the commission on this item?*
- *One that varies directly and substantially with the outcome of the commission's action?*
- *Immediate and known or inconclusive (conjectural) and dependent on factors beyond the commission's action?*
- *Significant monetarily?*
- *Generally possessed by a large group, or only by the individual member? (If there is an interest, is it by a large group or by an individual? If you have a large interest, then specify that limited interest is of a general nature.)*

4. The chair will ask for a motion from another commissioner to direct that the member to participate in the business item.<sup>4</sup>
  - Motion: *I move to direct \_\_\_\_\_ to participate in business item \_\_\_\_\_.*
  - Second the motion.
  - Commissioners (not including the member) vote, yes or no.
5. If the member has made a disclosure on more than one agenda item, repeat steps 3 and 4 for each additional agenda item for which the member has made a disclosure. **Repeat the procedure for each member who makes a disclosure.**

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<sup>1</sup> If the chair has a disclosure to make, the chair first gives the other commissioners the opportunity to make any disclosures. The chair discloses last, after the commission has addressed disclosures from other members. After making the disclosure, the chair gives control of the meeting over to the vice-chair. The vice-chair becomes the acting chair for the purpose of carrying out the disclosure procedure to determine if the chair can participate in discussions and actions for that item. Once the vice-chair has completed the procedure to determine if the chair has a conflict or not, the vice-chair returns control of the meeting to the chair.

<sup>2</sup> In practice, as an alternative to step 3, upon listening to the disclosure by the member, if the chair believes there is no direct conflict, the chair may state that they think there is no direct conflict and unless there are any objections from other members can direct the member to participate in discussions of the agenda item, without asking the bulleted questions in 3 or undergoing a motion and vote.

<sup>3</sup> The chair asks each bulleted question individually and has the member respond before moving on to the next bulleted question.

<sup>4</sup> The motion in step 4 is always stated in the positive, to direct the member to participate. This motion enables the commission to vote on the matter. A "no" vote excuses the member from participating in the agenda item.

## Historic Preservation Commission

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**Municipality of Anchorage  
Anchorage Historic Preservation Commission**

***MEETING SUMMARY***

Thursday, December 21, 2023  
5:30 p.m.

***Regular Meeting***

Hybrid Meeting – In-person and Virtual via Teams  
Planning Conference Room 170, 4700 Elmore Road

**I. CALL TO ORDER**

The meeting was called to order at 5:32 p.m.

**A. Establishment of Quorum/Roll Call**

A quorum was present.

*Present:* Darrick Howard \*  
Jeremy Karchut \*  
Bryce Klug, *Chair*  
Marc Lamoreaux \*  
Connor Scher, *Vice-Chair* \*  
Loren Leman, *Secretary* \*  
Brandy Pennington \*

*Ex-Officio Members & Staff:*

Tom Davis, Senior Planner/Historic Preservation Officer, Planning Department  
Maria Lewis, Architectural Historian/CLG Program Coordinator, Alaska State  
Historic Preservation Office \*

**B. Land Acknowledgement** (*delivered*)

**C. Introductions – Guests** (*no guests*)

**D. Disclosures** (*none*)

**II. APPROVAL OF AGENDA**

*Commissioner Lamoreaux* moved to approve the agenda with a change to move New Business item V.B. to come before all other business items and to add item IV.C under Old Business to discuss the two Section 106 projects reviewed by the HPC in October. *Commissioner Howard* seconded.

***The agenda as amended was approved unanimously.***

\* Attended remotely

### III. APPROVAL OF THE MINUTES

#### A. October 26, 2023

*Commissioner Howard* moved to approve the October 26, 2023, minutes as presented and distributed. *Commissioner Karchut* seconded.

*The October 26, 2023, minutes as presented were approved unanimously.*

#### B. November 30, 2023

*Commissioner Scher* moved to approve the November 30, 2023, minutes as presented and distributed. *Commissioner Lamoreaux* seconded.

*The November 30, 2023, minutes as presented were approved unanimously.*

### IV. UNFINISHED BUSINESS

#### A. Government Hill Wireless Station

*Tom Davis* reported on the status and schedule for the review and edit of the draft Government Hill Wireless Station report and the outreach to Government Hill Community Council. He asked that all Commissioners who review the report to document the date(s) and amount of time taken in reviewing the document, so that the Municipality can count their time toward the grant match requirements.

Commissioners discussed inviting other stakeholders who may be interested in the Wireless Station to the presentation to Government Hill Community Council's general membership meeting.

#### B. Historic Preservation Plan (HPP) Subcommittee

*Tom Davis* reported no change in status on his task to incorporate handwritten edit comments regarding the 2018 public review draft HPP from former Planning staff into a new tracked-changes edited version of the HPP for Commissioners' consideration. He reported that the draft neighborhood context statements report from 2018 has been found to share with the Commissioners. Staff will work with the Commission in first quarter of 2024 to determine the scope of the \$100,000 grant-funded project to complete the HPP and prepare an RFP for professional services.

#### C. Section 106 Project Consultation: Alaska Railroad MP 127.5 Bridge Replacement

Commissioners discussed concerns in the materials they had received so far, including the eligibility of the existing railroad bridge to be nominated. *Tom Davis* reported that the project agency had sent additional survey information today just before the HPC meeting, and he emailed that information to Commissioners. Commissioners agreed to review the new survey and send any comments regarding the project agency's finding of no adverse effect to Mr. Davis by the first week in January, so that he could compile comments to the agency.

**D. Section 106 Project Consultation: Mounting of Sign to JBER Building 11540**

*Tom Davis* reported that he had sent the Commission's previous comments to the project agency. No further action appears necessary.

**E. HPC Regular Meeting Dates in 2024**

*Commissioner Leman* moved to approve the proposed 2024 HPC regular meeting schedule as provided in the packet, moving the Commission's meetings to the third week of the month. *Commissioner Lamoreaux* seconded.

*The proposed 2024 HPC meeting schedule as presented was approved unanimously.*

**F. Discussion of HPC Priorities in 2024**

The Commission continued its discussion of potential priorities for its activities in 2024, using the revised draft list of priorities provided on page 55 of the meeting packet. *Chair Klug* explained that the HPC will vote to approve a list of 2024 priorities in January.

*Chair Klug* proposed adding a priority under the public preservation education category, to invite an expert from the National Alliance for Historic Preservation's *Commission Assistance and Mentoring Program (CAMP)* to provide training and advice to the Commission as well as community leaders and businesspeople.

*Commissioner Lamoreaux* proposed adding "other preservation activities" that may arise.

*Maria Lewis* and Commissioners discussed the proposed priority to establish an MOA inventory of historic resources. *Ms. Lewis* advised that staff meet with Jeff Weinberger at SHPO to learn more about the AHRS and how a local inventory would work.

This item was continued to the January meeting.

*Commissioner Lamoreaux* moved to extend the meeting to 7:30 p.m. *Commissioner Leman* seconded. *The motion to extend the meeting was approved unanimously.*

**G. New CLG Grant Opportunity in 2024**

*Mr. Davis* reported that the SHPO has opened a new round of CLG Grant project opportunities, with an application deadline on January 22. He referred to four potential options for grant proposals on page 56 of the meeting packet. He asked Commissioners' guidance. Commissioners discussed and determined that the fourth option, creating a local inventory database, seemed the only potentially practical option for a grant proposal by January 2024. *Mr. Davis* agreed to meet with the SHPO office and the municipal GIS manager to explore this option in January.

**V. NEW BUSINESS**

**A. Section 106 Consultation: 4<sup>th</sup> Avenue Signal and Lighting Upgrades**

*Tom Davis* and Commissioners discussed that this item an initiation of consultation and the project agency is seeking initial comments on the project and its method of identification of historic resources within the project area. Commissioners agreed to review the initiation letter and send any comments to Mr. Davis. Mr. Davis to forward those comments to the project agency.

*Commissioner Lamoreaux* moved to extend the meeting to 7:45 p.m. *Commissioner Scher* seconded. ***The motion to extend the meeting was approved unanimously.***

**B. Section 106 Consultation: JBER Runway 06 Clear Zone Vegetation Removal**

*Commissioner Lamoreaux* moved to take no exception to the finding of no effects on historic resources. *Commissioner Leman* seconded the motion. ***The motion was approved unanimously.***

**C. 2024 HPC Officers**

*Chair Klug* encourage Commissioners to email him to nominate candidates for the Commission Chair, Vice-Chair, or Secretary for 2024. The election of officers will be at the January meeting.

**VII. PERSONS TO BE HEARD** (*none*)

**VIII. OTHER BUSINESS / STAFF REPORTS**

*Ryan Yelle* presented a draft set of rules of procedure for the HPC on page 147 of the meeting packet. *Mr. Yelle* explained that each municipal commission maintains a set of procedural bylaws. Planning staff recommends the HPC to establish rules of procedure for consistency with other commissions and will bring revised draft rules of procedure for the Commission's consideration in early 2024.

**V. ADJOURNMENT**

*Commissioner Lamoreaux* moved to adjourn the meeting. *Commissioner Karchut* seconded.

***The motion was approved unanimously, and the meeting was adjourned at 7:45 p.m***



THE STATE  
of **ALASKA**  
GOVERNOR MIKE DUNLEAVY

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In Reply Refer To:

Anchorage Metropolitan Area Transportation Solutions (AMATS) 4<sup>th</sup> Avenue Signal and Lighting Upgrades  
CFHWY00555

No Adverse Effect

January 25, 2024

Tom Davis, Senior Planner  
Historic Preservation Officer/Senior Planner  
Municipality of Anchorage  
PO Box 196650  
Anchorage, Alaska 99519  
[Tom.Davis@anchorageak.gov](mailto:Tom.Davis@anchorageak.gov)

Dear Mr. Davis:

The Alaska Department of Transportation and Public Facilities (DOT&PF) has assumed the responsibilities of the Federal Highway Administration (FHWA) under 23 U.S.C. 327, and is proposing to replace and upgrade lighting and signals in downtown Anchorage, Alaska under the 4<sup>th</sup> Avenue Signal and Lighting Upgrades, Project Number CFHWY00555. The project is located in downtown Anchorage, Alaska, within USGS Quadrangle Anchorage A-8, and within Sections 17 and 18 of Township 13 North, Range 3 West (Figure 1). The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated April 13, 2023, and executed by FHWA and DOT&PF.

Consultation for this project is being conducted in accordance with the 2017 *First Amended Programmatic Agreement... for the Federal-Aid Highway Program in Alaska* (106 PA). The DOT&PF, acting as a Federal agency, finds no adverse effect on historic properties by the proposed project pursuant to 36 CFR 800.5(b), implementing regulations of Section 106 of the National Historic Preservation Act (NHPA). This submission provides documentation in support of this finding, as required at 36 CFR 800.11(e).

### Project Description

The project consists of installing pedestrian and roadway lighting along the 4<sup>th</sup> Avenue corridor between Cordova and Ingra Streets and modernizing the signal and lighting hardware and electrical load center infrastructure at the Gambell Street and Ingra Street intersections. Sidewalks and driveways that are impacted will be replaced. Other project activities will include signing, striping, drainage, paving, pedestrian amenities

*"Keep Alaska Moving through service and infrastructure."*

consistent with the Americans with Disabilities Act (ADA), utility relocation, landscaping, and installation of roadside hardware.

**Area of Potential Effects (APE)**

The proposed direct APE is identified as the area that will be directly impacted by construction activities, including the areas of the right-of-way (ROW) that will be subject to the actual construction work being proposed, and any Temporary Construction Easements (TCEs) and Temporary Construction Permits (TCPs). The proposed direct APE measures approximately 0.44 miles of ROW and includes all the intersections where traffic signals will be upgraded, stretching east to west along 4<sup>th</sup> Avenue from its intersection with Cordova Street extending just past its intersection with Ingra Street. To accommodate for the upgrades themselves and any areas of construction, staging, or possible pedestrian or vehicle traffic impacts during construction, the stretch along 4<sup>th</sup> Avenue also extends northward and/or southward at the various traffic intersections. At Denali Street, the direct APE stretches south one-half block; it stretches north one-half block at Hyder Street. At Eagle, Gambell, and Ingra Streets, the direct APE stretches north one-half block and south one-half block (Figure 2).

The indirect, or visual APE is identified as the area that could potentially be affected visually by the signal and lighting upgrades. The APE for visual effects is defined as the geographic area in which an undertaking has the potential to introduce visual elements that diminish or alter the setting, including the landscape, where the setting is a defining and/or qualifying characteristic of a historic property that makes it eligible for inclusion on the National Register of Historic Places (NRHP). The proposed indirect APE includes all the tax parcels that abut the direct APE (Figure 3). It encompasses an outward extension of the project’s direct footprint to accommodate for any potential visual changes in the project’s vicinity.

**Historic Property Identification Efforts**

DOT&PF contracted Kinney Engineering, LLC, to provide services for the AMATS: 4th Avenue Signal and Lighting Project Number CFHWY00555 (Project). Kinney Engineering, LLC, subcontracted True North Sustainable Development Solutions, LLC, (TNSDS) to provide cultural resource management support for Section 106 compliance of the NHPA of 1966. TNSDS conducted a desktop and literature review and archival search, including data available at the Alaska Office of Historic and Archaeology (OHA) in the Integrated Business Suite/ Alaska Heritage Resources Survey (AHRs), on July 14, 2023.<sup>1</sup> The research identified eight AHRs sites, all of which are buildings, within or adjacent to the indirect APE (Figure 4 and Table 1). Only one resource has a determination of eligibility (DOE); ANC-01422, McKinley Tower Apartments, was determined eligible for inclusion in the NRHP under Criteria A and C in 2004 and was listed in 2008.

*Table 1. Cultural Resources within APE*

AHRs #	Site Name	Surveyed	Building Type	DOE Status
ANC-00311	Gus Seaburg House	Yes	Residential	None
ANC-00312	Hans Elvig House	Yes	Residential	None
ANC-00334	430 East 4 <sup>th</sup> Avenue	No	Residential	None
ANC-00355	Old Suomi Hall	No	Civic	None
ANC-00406	334 East 4 <sup>th</sup> Avenue	No	Residential	None

<sup>1</sup> The resulting report was distributed to consulting parties on November 28, 2023, titled *Desktop Review and Workplan for the AMATS: 4th Avenue Signal and Lighting Upgrades Design Service State/Federal Project Number CFHWY00555 Located in Anchorage, Alaska.*

AHRS #	Site Name	Surveyed	Building Type	DOE Status
<b>ANC-01422</b>	McKinley Tower Apartments	Yes	Residential	Eligible
<b>ANC-02250</b>	708 East 4 <sup>th</sup> Avenue, The Raven Bar	Yes	Commercial	None
<b>ANC-02255</b>	704 East 4 <sup>th</sup> Avenue	Yes	Commercial	None

In August 2023, TNSDS conducted a Phase I Cultural Survey that consisted of a historic buildings inventory within the direct and indirect APE and an archaeological survey within the direct APE.<sup>2</sup> The report contains the results of the historic buildings inventory with 29 DOEs for resources within the indirect APE, results of the archaeological survey, and recommendations pursuant to Section 106 of the NHPA of 1966 and its implementing regulations 36CFR§800.

Background research and the architectural survey identified a total of 31 buildings with an age of 45 years or more over 30 properties (one property consists of two buildings). The survey covered 30 properties in the indirect APE, including the McKinley Tower Apartments, and thus 29 properties were evaluated for eligibility for the NRHP (Figure 5). Of the eight AHRS sites within the indirect APE, only five were surveyed, and only four were evaluated for eligibility on the NRHP. The remaining three AHRS sites within the indirect APE, ANC-00334, ANC-00355, and ANC-00406, were not included in the architectural survey. ANC-00334 and ANC-00406 are no longer extant. The survey did not include ANC-00355 because the exact location of the resource is outside the indirect APE. Thus, this letter includes 29 DOEs, 25 of which are new additions to the AHRS.

#### **Determinations of Eligibility for the National Register of Historic Places (NRHP)**

TNSDS (2023) recommended that out of the 29 properties needing DOEs, four are eligible and 25 not eligible for the NRHP (Figure 6).

The 25 properties recommended not eligible for the NRHP are not associated with any significant events or trends in Anchorage or Alaskan history; are not known to be associated with any known significant persons, architects, or builders within the region; are not stylistically significant or do not retain sufficient architectural character-defining features to embody their type. TNSDS (2023: 53-114) provides a description, history, and NRHP evaluation.

DOT&PF finds 25 properties not eligible for inclusion in the NRHP, and 4 properties eligible for inclusion in the NRHP (Figure 7). DOT&PF has made the following determinations of eligibility on the 29 properties listed in Table 2.

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<sup>2</sup> The results of this investigation are attached in the TNSDS (2023) report.

Table 2. Determinations of Eligibility for Properties within the APE

AHRS No.	Address	Historic Name	Current/ Other Name	Year	Architectural Style	DOT&PF Determination
<b>ANC-04813</b>	312 East 4 <sup>th</sup> Avenue	La Cabaña Mexican Restaurant & Cantina	La Cabaña Mexican Restaurant & Cantina	1973	Neo-Eclectic	Not Eligible
<b>ANC-04815</b>	330 East 4 <sup>th</sup> Avenue	Alaska Business College	Strive for Glory Church	1959	Commercial Vernacular	Not Eligible
<b>ANC-04816</b>	340 East 4 <sup>th</sup> Avenue (410 Denali Street)	IBM Office; Chapel of Love Wedding Chapel	-	1959	Commercial Vernacular	Not Eligible
<b>ANC-04820</b>	428 East 4 <sup>th</sup> Avenue	Anchorage Roofing Company; Alaska General Alarm, Inc.; Yellow House	-	1954	Cape Cod Minimal Traditional	Not Eligible
<b>ANC-04822</b>	434 East 4 <sup>th</sup> Avenue	Downtown Soup Kitchen	-	1947	Vernacular	Not Eligible
<b>ANC-04824</b>	443 East 4 <sup>th</sup> Avenue	B&C Auto Supply; Carquest	-	1954	Commercial Vernacular	Not Eligible
<b>ANC-00312</b>	444 East 4 <sup>th</sup> Avenue	Hans Elvig House	-	1938	Minimal Traditional	Not Eligible
<b>ANC-04826</b>	513 East 4 <sup>th</sup> Avenue	East Side Service; Nurse's Chevron Service; Performance Tune Auto; Performance Center, Inc.; Larry's Automotive; Road Ready, Inc.; Jim's Performance Center	-	1951	Commercial Vernacular	Not Eligible
<b>ANC-04827</b>	520 East 4 <sup>th</sup> Avenue	-	-	1951	Curtain Wall	Not Eligible
<b>ANC-04828</b>	525 East 4 <sup>th</sup> Avenue	Lewis Pump & Well Supply; C.R. Lewis Company	Henry House	1953	Commercial Vernacular	Not Eligible
<b>ANC-04829</b>	527 East 4 <sup>th</sup> Avenue	Lewis Building; Alaska Department of Health and Social Services Southcentral Regional Lab	Henry House Building 2	1961	Curtain Wall	Not Eligible
<b>ANC-04830</b>	530 East 4 <sup>th</sup> Avenue	Inlet Transfer	Hotel and Restaurant Employees Union	1958	Commercial Vernacular	Not Eligible
<b>ANC-04831</b>	538 East 4 <sup>th</sup> Avenue	Petzold Oil Burners	-	1958	Commercial Vernacular	Not Eligible
<b>ANC-</b>	545 East 4 <sup>th</sup> Avenue	Anchorage Sash & Door; Glass Sash & Door Supply	Henry House Building 1	1954	Commercial Vernacular	Not Eligible

AHRS No.	Address	Historic Name	Current/ Other Name	Year	Architectural Style	DOT&PF Determination
<b>04832</b>						
<b>ANC-04833</b>	556 East 4 <sup>th</sup> Avenue	Willie's; Arctic Service Station; B.L.C. service; Downtown Auto Repair	Anchorage Auto Detail	1963	Commercial Vernacular	Not Eligible
<b>ANC-04835</b>	641 East 4 <sup>th</sup> Avenue	Universal Motors; LaMay's Automotive; Ken's Western Wear & Work Clothes; Wells Alaska Motors	Locals Auto Repair	1955	Commercial Vernacular	Not Eligible
<b>ANC-02255</b>	704 East 4 <sup>th</sup> Avenue	Jay's Drive-In; Jan's Kentucky Fried Chicken; Eat Me Submarine; Malay's Sandwiches	Burger Jim's	1952	Commercial Vernacular	Not Eligible
<b>ANC-02250</b>	708 East 4 <sup>th</sup> Avenue	The Sabre Jet; Kitty's Playgirl Club; Ole's Pub	The Raven	1952-1953	Commercial Vernacular	Not Eligible
<b>ANC-04837</b>	832 East 4 <sup>th</sup> Avenue	Anchorage Transit System, Inc. Maintenance and Service Garage	Cooper Tires	1966	Curtain Wall	Not Eligible
<b>ANC-04838</b>	833 East 4 <sup>th</sup> Avenue	Hertz Truck Rental; RCA Motor Pool; Monroe Motors; Alaska Wildlife and Natural History Museum	PIP Printing	1965	Commercial Vernacular	Not Eligible
<b>ANC-04825</b>	445 East 5 <sup>th</sup> Avenue	-	-	1960-1961	Curtain Wall	Not Eligible
<b>ANC-04836</b>	821 East 5 <sup>th</sup> Avenue	Universal Motors; Nye Frontier Toyota; Kendall Toyota	Classic Collision	1973-1974	Commercial Vernacular	Not Eligible
<b>ANC-00311</b>	409 Eagle Street	-	Gus Seaburg House	Unclear (1916-1949)	Minimal Traditional	Not Eligible
<b>ANC-04819</b> <b>ANC-04821</b>	421 and 433 Eagle Street	Eagle Street Suites; International House; Anchor Arms	Anchor Arms	1963-1964	Dingbat	Not Eligible
<b>ANC-04823</b>	442 Gambell Street	Ed's Union 76; Clines Tesoro	Tesoro	1966	Curtain Wall	Not Eligible
<b>ANC-04814</b>	323 East 4 <sup>th</sup> Avenue	McKinley Tower Annex	Office of Children's Services	1969	International Style	Eligible, Criterion C
<b>ANC-</b>	407 Denali Street	Carpenters Hall	Carpenters Hall	1950	Art Moderne	Eligible,

AHRS No.	Address	Historic Name	Current/ Other Name	Year	Architectural Style	DOT&PF Determination
<b>04818</b>						Criterion C
<b>ANC-04817</b>	400 Gambell Street	Blomfield Building	-	1950	International Style	Eligible, Criterion C
<b>ANC-04834</b>	610 East 4 <sup>th</sup> Avenue	McSmith Enterprises	Fourth Avenue Boutique	1953	Commercial Vernacular	Eligible, Criterion B

Three properties (323 East 4<sup>th</sup> Avenue, 407 Denali Street, and 400 Gambell Street) are recommended eligible under Criterion C for their architectural significance, and one is recommended eligible under Criterion B for its association with a leading Alaskan Black civil rights activist (610 East 4<sup>th</sup> Avenue). The locations of these properties within the APE are shown in Figure 6 and details are summarized in Table 2. The four eligible properties (323 East 4<sup>th</sup> Avenue, 407 Denali Street, 400 Gambell Street, and 610 East 4<sup>th</sup> Avenue) are summarized as follows:

323 East 4<sup>th</sup> Avenue

Constructed in 1969, was designed as an annex to the McKinley Tower and expands on the International Style of that building. Designed by prominent Anchorage architect Donald James Coolidge, the Annex embodies the International Style’s character-defining features, including rectangular forms, a flat roof, lack of ornamentation, rectangular windows set in rectangular ribbons, smooth wall surfaces, and an asymmetrical façade. It retains sufficient integrity to convey the International Style; the building has only undergone minor alterations to its design and materials during renovation work in the early 2000s. The DOT&PF has determined that 323 East 4<sup>th</sup> Avenue is eligible for the National Register of Historic Places under Criterion C at the local level as an example of the International Style as constructed within Anchorage. A full evaluation, including a building description, history, NRHP evaluation, and integrity assessment are available in TNSDS (2023: 55-57).

407 Denali Street

Also known as Carpenters Hall, was constructed in 1950 and designed by the prominent Alaskan architecture firm of Manley & Mayer. The firm designed many academic and school buildings across Alaska. The Carpenters Hall is an Art Moderne multi-purpose building. DOT&PF has determined that 407 Denali Street is eligible for inclusion on the NRHP under Criterion C as a pristine example of the Art Moderne architectural style as constructed in Anchorage. The building retains all the style’s character-defining features, including horizontal massing, a flat roof with a ledge, an asymmetrical façade, a smooth concrete stucco exterior, and horizontal emphasis. The building retains the highest possible integrity. A full evaluation, including a building description, history, NRHP evaluation, and integrity assessment are available in TNSDS (2023: 104-106).

400 Gambell Street

Historically known as the Blomfield Building, it was constructed in 1978 by prominent Anchorage area architect and real estate developer Charles Blomfield. The building is a large, rectangular, multi-story commercial office building that typifies the International Style. It retains all the primary character-defining characteristics of the style, including rectangular form, a flat roof, lack of ornamentation, rectangular windows set in ribbons, smooth wall surfaces, and an asymmetrical façade, as well as the secondary stylistic feature of obscured entrances. The building retains good integrity. DOT&PF has determined that the Blomfield Building

is eligible for the NRHP under Criterion C as an example of the International Style as well as an example of the work of the master, Charles Blomfield. A full evaluation, including a building description, history, NRHP evaluation, and integrity assessment are available in TNSDS (2023: 111-112).

### 610 East 4<sup>th</sup> Avenue

Is a rectangular, single-story Commercial Vernacular building retaining good integrity. Constructed by 1953 by Blanche and William McSmith, the building was historically known as McSmith Enterprises, McSmith TV & Appliances, and a variety of other commercial businesses, and is currently the Fourth Avenue Boutique. It was constructed as the main office for the McSmiths' many businesses, collectively known as McSmith Enterprises, which included Blanche McSmith's real estate office. Mrs. McSmith was the first Black real estate agent in Alaska. She was not only a prominent businesswoman but also a civil activist; she was a prominent equal rights speaker in the 1950s and 1960s. McSmith helped establish the Anchorage chapter of the NAACP and hosted their earliest meetings at the McSmith Enterprises building. She went on to become the first Black representative in the Alaska Senate. DOT&PF has determined that 610 East 4<sup>th</sup> Avenue, historically known as McSmith Enterprises, is eligible for the NRHP under Criterion B for its professional association with Blanche McSmith and her commercial and civil success in Alaska. No other buildings are associated with McSmith, and the building is associated with her productive life, both professional and civic. The building retains good integrity to convey its significance during its use as McSmith Enterprises. A full evaluation, including a building description, history, NRHP evaluation, and integrity assessment are available in TNSDS (2023: 88-90).

### **Historic Roads Consideration**

DOT&PF has applied the Section 106 PA Appendix J historic road considerations to 4<sup>th</sup> Ave. Under the 106 PA, eligibility determinations for roads are not required when a proposed project would have limited or no effects to them. Appendix J outlines these situations (Appendix J.I.) Provision J.I.D. states that a road does not require further review if all activities involving the road(s) are listed as a programmatic allowance, and all applicable conditions for the allowance are met.<sup>3</sup> This is the case for 4<sup>th</sup> Ave, and applicable cross streets. Tier 2 General Conditions are met, and the activities planned for 4<sup>th</sup> Ave also meet activity-specific conditions (e.g. 2.a, 2.c, 2.d, 2.g, 2.h and 2.l) as described in the Section 106 PA Appendix B. The DOT&PF also applied the Section 106 PA considerations to all cross streets (Cordova St., Denali St., Eagle St., Gambell St., Hyder St., and Ingra St.) within the APE, and has verified that the roads require no further review under the terms of the Section 106 PA for this project.

### **Findings**

While historic properties are present in the indirect APE, the project will have no effect on the characteristics that qualify the properties for inclusion in the National Register of Historic Places. Direct impacts of the project will be confined to the direct APE, which is restricted to the public ROW and TCP/TCEs. As currently planned, the project will install new pedestrian lighting, traffic signals and traffic lights as well as replace or improve any sidewalks that will be removed to facilitate the lighting upgrades. The upgraded traffic signals, lights, and sidewalks are not expected to physically impact the built environment, as the work involves the replacement of

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<sup>3</sup> The Section 106 PA operates with two compliance paths—programmatic allowances for minor projects which undergo internal review with semi-annual reporting, and regular consultation for all other projects. Programmatic allowances are divided into two tiers, each with a list of qualifying activities. Tier 1 consists of limited activities that do not affect historic properties. Tier 2 allows slightly broader activities, but has General Conditions that must be met, as well as specific conditions for certain activities. Programmatic allowances are described in the Section 106 PA Appendix B.

[http://dot.alaska.gov/stwddes/desenviron/assets/pdf/resources/historic\\_2019/pa106\\_appendix\\_b.pdf](http://dot.alaska.gov/stwddes/desenviron/assets/pdf/resources/historic_2019/pa106_appendix_b.pdf)

already existing elements. Thus, the project will not adversely affect any historic properties in the visual APE. The project as a whole will have no adverse effect on historic properties. There are no historic properties within the direct APE. Within the indirect APE, there are five properties eligible for inclusion on the NRHP (Figure 7; Table 3).

*Table 3. NRHP Eligible Properties in the Indirect APE*

Address	Historic Name	Year	Criteria	Architectural Style	NRHP Status
337 East 4 <sup>th</sup> Avenue	McKinley Tower	1951	A; C	International Style	Listed
323 East 4 <sup>th</sup> Avenue	McKinley Tower Annex	1951/ 1969	C	International Style	Eligible, pending SHPO concurrence
407 Denali Street	Carpenters Hall	1950	C	Art Moderne	Eligible, pending SHPO concurrence
400 Gambell Street	Blomfield Building	1950	C	International Style	Eligible, pending SHPO concurrence
610 East 4 <sup>th</sup> Avenue	McSmith Enterprises	1953	B	Commercial Vernacular	Eligible, pending SHPO concurrence

337 East 4<sup>th</sup> Avenue, McKinley Tower (AHRs No. ANC-01422; NRHP No. 08000882) was determined eligible in 2004 and listed on the NRHP in 2008 under Criteria A and C. The buildings located at 323 East 4<sup>th</sup> Avenue, 407 Denali Street, and 400 Gambell Street, known as the McKinley Tower Annex, Carpenters Hall, and the Blomfield Building, respectively, are eligible for inclusion on the NRHP under Criterion C. The building at 610 East 4<sup>th</sup> Avenue, known as McSmith Enterprises, is eligible for inclusion on the NRHP under Criterion B for its professional association with Blanch McSmith.

The project will not adversely affect characteristics that qualify 337 East 4<sup>th</sup> Avenue (AHRs No. ANC-01422; NRHP No. 08000882), known as McKinley Tower, for inclusion in the NRHP. The property is eligible under Criterion C and Criterion A. The replacement of traffic lights and signals along East 4<sup>th</sup> Avenue will not adversely affect the building's ability to convey its significance as an example of International Style architecture or its association with the population increase in Alaska following the end of World War II. The DOT&PF finds no adverse effect to McKinley Tower.

The project will not adversely affect characteristics that qualify 323 East 4<sup>th</sup> Avenue, known as the McKinley Annex, for inclusion in the NRHP. The property is eligible under Criterion C. The replacement of traffic lights and signals along East 4<sup>th</sup> Avenue will not adversely affect the building's ability to convey its significance as an example of International Style architecture. The DOT&PF finds no adverse effect to the McKinley Tower Annex.

The project will not adversely affect characteristics that qualify 407 Denali Street, known as Carpenters Hall, for inclusion in the NRHP. The property is eligible under Criterion C. The replacement of traffic lights and signals along East 4<sup>th</sup> Avenue will not adversely affect the building's ability to convey its significance as an example of Art Moderne architecture. The DOT&PF finds no adverse effect to Carpenters Hall.

The project will not adversely affect characteristics that qualify 400 Gambell Street, known as the Blomfield Building, for inclusion in the NRHP. The property is eligible under Criterion C. The replacement of traffic lights and signals along East 4<sup>th</sup> Avenue will not adversely affect the building's ability to convey its significance as an example of International Style architecture or diminish its design as the work of a master. The DOT&PF finds no adverse effect to Blomfield Building.

The project will not adversely affect characteristics that qualify 610 East 4<sup>th</sup> Avenue, known as McSmith Enterprises, for inclusion in the NRHP. The property is eligible under Criterion B. The replacement of traffic lights and signals along East 4<sup>th</sup> Avenue will not adversely affect the building's ability to convey its association with businesswoman, activist, and civil servant Blanche McSmith. The DOT&PF finds no adverse effect to McSmith Enterprises.

Due to the presence of paved roadways and sidewalks throughout the direct APE, archaeological testing was not feasible. As such, TNSDS (2023: 117) recommended archaeological monitoring during ground-disturbing activities during construction to assess whether cultural resources pre-dating the Good Friday Earthquake are present and if there are intact archaeological deposits in the soil stratigraphy that better our understanding of the history and/or prehistory of Anchorage. DOT&PF agrees with this recommendation and commits to providing an archaeological monitor for the project. DOT&PF will develop a project-specific monitoring plan in accordance with Appendix F. *Archaeological Monitoring and Discovery Plan* of the 106 PA<sup>4</sup>.

### **Consultation Efforts**

Initiation letters were distributed on November 28, 2023, to the following consulting parties: the State Historic Preservation Officer (SHPO); Municipality of Anchorage; Cook Inlet Region, Inc. (CIRI); Cook Inlet Tribal Council; Chickaloon Moose Creek Native Association, Inc (CMCNA); Eklutna, Inc.; Native Village of Eklutna; Chickaloon Village Traditional Council (CVTC). Anchorage Community Development Authority; Anchorage Downtown Partnership; Downtown Community Council; Alaska Historical Society; Cook Inlet Historical Society; Library and Archives; Alaska Association for Historic Preservation (AAHP); EGAE, LLC; McKinley Tower Apartments; JBG Memorial, LLC; Office of Children's Services, Regional Offices; Southwest Regional Council of Carpenters; Carpenters Local 1281; Fourth & Gambell, LLC; Alpha Quest Inc.; and Fourth Avenue Boutique. The following parties commented with no objections to the project: SHPO, CVTC, and AAHP.

If you have questions or comments related to this proposed project, I can be reached at the address above, by telephone at 907-269-0527, or by e-mail at [mark.rollins@alaska.gov](mailto:mark.rollins@alaska.gov). Your timely response will greatly assist us in incorporating your concerns into project development. For that purpose, we respectfully request that you respond within thirty days of your receipt of this correspondence.

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<sup>4</sup> Specifically, Appendix F- *I.A. On-Site Responsibilities: 1*. The Archaeological Monitor will follow provisions of a monitoring plan for the project developed in consultation with the DOT&PF, (and the FHWA for non-NEPA Assignment Program Projects), and the SHPO that is consistent with the Secretary of the Interior's Standards and Guidelines for Archaeological Documentation (48 FR 44734-44737), the Alaska Office of History and Archaeology's Standards and Guidelines for investigating and reporting archaeological and historic properties in Alaska (Historic Preservation Series Number 11), and Monitoring Guidelines (Historic Preservation Series Number 15).

Sincerely,

*Mark W. Rollins*

**Enclosures:**

Figure 1. Project Location

Figure 2. Direct APE

Figure 3. Direct and Indirect APE

Figure 4. AHRS Sites within Indirect APE

Figure 5. Individual Properties Inventoried within APE

Figure 6. Properties Recommended Eligible for NRHP within APE

Figure 7. Properties Recommended Eligible and Properties Listed on the NRHP within APE

Office of History and Archaeology Coversheet

*Cultural Resources Investigations with Recommendations for Issuing a Finding Pursuant to Section 106 of the National Historic Preservation Act of 1966 and its Implementing Regulations 36 CFR 800 for the AMATS: 4th Avenue Signal and Lighting Upgrades Design Service State/Federal Project Number CFHWY00555 Located in Anchorage, Alaska*

**References:**

True North Sustainable Development Solutions, LLC (TNSDS)

*2023 Cultural Resources Investigations with Recommendations for Issuing a Finding Pursuant to Section 106 of the National Historic Preservation Act of 1966 and its Implementing Regulations 36 CFR 800 for the AMATS: 4<sup>th</sup> Avenue Signal and Lighting Upgrades Design Service State/Federal Project Number CFHWY00555 Located in Anchorage, Alaska.* Prepared by TNSDS: Robert Meinhardt, Joan Bayles Burgett, Casey Woster, and Jonathan Coffey; for Kinney Engineering, LLC and Alaska Department of Transportation and Public Facilities, Anchorage, Alaska.

**Electronic cc w/ enclosures:**

Julia Hanson, P.E., DOT&PF Central Region, Project Manager

Brian Elliot, DOT&PF Central Region, Regional Environmental Manager

Matt Dietrick DOT&PF Statewide NEPA Manager

Holly McKinney, DOT&PF Statewide Cultural Resource Manager

Roy Dahlstrom, DOT&PF Central Region, Environmental Analyst



THE STATE  
of **ALASKA**  
GOVERNOR MIKE DUNLEAVY

IV.C.-2  
Department of Transportation and  
Public Facilities

OFFICE OF THE COMMISSIONER

P.O. Box 112500  
3132 Channel Drive  
Juneau, AK 99811-2500  
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dot.alaska.gov

December 22, 2023

Tom Davis  
Senior Planner  
Municipality of Anchorage  
PO Box 196650  
Anchorage, Alaska 99519

Re: Safer Seward Highway  
Z566310000/0A31034  
Consultation Initiation

Dear Mr. Davis:

The Alaska Department of Transportation and Public Facilities (DOT&PF) has assumed the responsibilities of the Federal Highway Administration (FHWA) under 23 U.S. Code (U.S.C.) 327, and is proposing to construct improvements along the Seward Highway between mileposts (MP) 98.5 and 118, Bird Flats and Rabbit Creek. The purpose of the proposed Safer Seward Highway Project (project) is to improve public safety, with the end goal of decommissioning the Highway Safety Corridor between Anchorage and Girdwood.

The existing Seward Highway within the project corridor is an undivided Interstate Highway, with a posted 55-mile-per-hour (mph) speed limit, that consists of two 12-foot-wide travel lanes, 8-foot-wide shoulders with rumble strips, and limited passing or acceleration/deceleration lanes (Map Book). The highway is constrained between the steep slopes of the Chugach Mountains and the waters of Turnagain Arm. The Seward Highway is a National/State Scenic Byway and All-American Road. It provides the only road access from Anchorage to communities to the south (e.g., Girdwood, Seward, Kenai) and the Alaska Marine Highway System, which stops at the ports of Whittier, Seward, and Homer. The Seward Highway supports commercial, recreational, and residential traffic.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated April 13, 2023, and executed by FHWA and DOT&PF.

For purposes of the National Historic Preservation Act, DOT&PF, acting as a federal agency, is initiating this consultation with you to assist us in identifying historic properties that may be affected by the proposed project. Consultation is being conducted in accordance with the 2017 *First Amended*

*"Keep Alaska Moving through service and infrastructure."*

*Programmatic Agreement...Regarding Implementation of Section 106 of the National Historic Preservation Act for the Federal-Aid Highway Program in Alaska.*

Project Location and Ownership

The project is located within U.S. Geological Survey (USGS) map quadrangles Anchorage A-8 and Seward D-7 and D-8, Seward Meridian, within Sections 5–6, 8–10, 14–15, and 23, Township 10 North (N), Range 1 West (W); Sections 1–4, Township 10N, Range 2W; Sections 30–34, Township 11N, Range 2W; Sections 4, 9–10, 15, 22–23, and 25–26, Township 11N, Range 3W; and Sections 32–33, Township 12N, Range 3W. The beginning of the project is located at Latitude 60.9511, Longitude -149.4027 (MP 98.5 at Bird Flats); and the end of the project is located at Latitude 61.0871, Longitude -149.8344 (MP 118, north of Potter Marsh, at the intersection/overpass to Rabbit Creek Road).

The State of Alaska, with DOT&PF and the Alaska Department of Natural Resources (ADNR) providing management, and the Alaska Railroad Corporation (ARRC) own the majority of land within the project corridor. The existing transportation corridor generally consists of a 300-foot-wide Public Land Order (PLO) highway right-of-way (ROW) and a 200-foot-wide ARRC ROW that are each centered on their respective alignments and partially overlap for most of the corridor. The road ROW consists of PLO easements and any additional ROW the state purchased under past projects to allow for highway construction, operation, and maintenance.<sup>1</sup>

Project Description

DOT&PF is evaluating improvements to mobility and safety for motorized and non-motorized users of the Seward Highway between MPs 98.5 and 118. These improvements are anticipated to include both operational and safety improvements. Improvements may include managing access, incorporating turning and/or acceleration lanes, improving sight distances around curves, or adding travel lanes. Attachment A provides a series of maps showing the project study area.

This proposed project intends to address three needs:

1. **Reduce High Crash Rate and Severity.** In 2006, this segment of the Seward Highway was designated as the state’s first Highway Safety Corridor in recognition of the fatal crash rate at that time. Despite additional enforcement presence, community education and improved signage, segments still have a higher-than-average crash rate and severity. Improvements that reduce the crash rate must be completed to remove the Safety Corridor designation. This need includes improving safety for non-motorized users in the corridor.
2. **Update Substandard Design.** The existing highway does not meet current design standards for its function and traffic levels. The existing highway contains curves, shoulders, guardrail, and clear zones that do not meet current design standards. Both highway and non-motorized facility improvements need to be rebuilt to current state and national design standards.
3. **Increase Mobility and Reliability.** This highway corridor serves both regional users, who travel between Anchorage and the Kenai Peninsula, and local users, who live and work in the communities along this segment of the Seward Highway. The highway becomes congested resulting in reduced travel speeds, long platoons (lines) of vehicles, and a degraded level of service. Unexpected delays affect all travelers, reducing the reliability of travel during periods of congestion and roadway closures. Non-motorized users lack reliable, safe, continuous facilities in this corridor. Improvements need to increase travel mode choices and the reliability and accessibility of facilities.

The current effort to improve safety along the Seward Highway between Girdwood and Anchorage began in the early 2000s when a Categorical Exclusion was approved for the Seward Highway Safety

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<sup>1</sup> Bennett, John F. *Highway Rights-of-Way in Alaska*. 2013. Accessed at <https://www.rmconsult.com/wp-content/uploads/2022/11/2013-Highways.pdf>.

Improvements, Indian to Potter Marsh, MP 105–115 project. The smaller Seward Highway MP 105 to 107, Windy Corner project, commenced in 2013. After reviewing public comments on the draft Windy Corner Environmental Assessment (EA), DOT&PF extended the project limits 2.5 miles northward, to between Windy Corner and Rainbow Point. Following 2021 scoping for the Seward Highway MP 105–109.5, Windy Corner to Rainbow Point project, DOT&PF expanded the project corridor to its current extent and renamed the project: Seward Highway Reconstruction MP 98.5 to 118, Bird Flats to Rabbit Creek. The current project builds upon the prior work efforts and stakeholder feedback received on the draft Windy Corner EA and Seward Highway MP 105–109.5, Windy Corner to Rainbow Point scoping.

Alternative development and analysis for the current project will be conducted based on stakeholder input, which is ongoing.

### Project Study Area

The proposed project extends along the Seward Highway between MP 98.5 (Bird Flats) and ends at MP 118 (north of Potter Marsh and the intersection/overpass to Rabbit Creek Road). While the project’s alternatives have not yet been developed, a preliminary Area of Potential Effects (APE) has been developed that is offset from the existing highway centerline by approximately 550 feet at its narrowest and approximately 1,900 feet at its widest (see Attachment A Map Book) to encompass proposed future alternatives. An additional offset of 500 feet beyond each of the proposed project termini allows for transitions from the project segment to the existing roadway and the placement of guardrail, signs, and/or other roadside hardware that may be required. The design will need to provide rock catchment that meets current standards, and the preliminary APE has been developed to account for the possibility of rock cuts that are unknown at this time. The preliminary APE also allows for the alignment to be shifted either inland or toward the water as needed. The APE will be defined after comments are received from your agency and other consulting parties.

### Identification Efforts

The proposed project is located on Dena’ina land. The information for traditional placenames within the preliminary APE comes from *The Web Atlas of Alaska Dene Place Names*.<sup>2</sup> Dena’ina traditional territory roughly covers the area surrounding Cook Inlet (*Tikahtnu*). Several Dena’ina placenames are located within the preliminary APE (see Attachment A Map Book; Table 1). These placenames are associated with the Tutl’uht’ana Band of the Dené of Upper Cook Inlet Dena’ina, Dené-Eyak-Łingit language family.

There are 56 documented Alaska Heritage Resources Survey (AHRS) sites within the preliminary APE<sup>3</sup> (Table 2). Fifty of the AHRS sites are historic in age. The historic-era sites include cabins, trails, and roads associated with the Alaska Railroad, the Iditarod National Historic Trail (INHT) system, mining, and the Cold War. The six prehistoric sites are lithic scatters.

Of the AHRS sites documented within the preliminary APE, 24 have been determined not eligible for listing in the National Register of Historic Places (NRHP), 3 are listed in the NRHP, 7 have been determined eligible for listing in the NRHP, 19 have not been evaluated, and 3 have “other” status (see Table 2 for additional information).

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<sup>2</sup> Smith, Gerard, and James Kari. 2022. *The Web Atlas of Alaska Dene Place Names*. ArcGIS Storymap, published online November 1, 2022. Accessed May 2023.

<sup>3</sup> Office of History and Archaeology (OHA). 2023. Alaska Heritage Resources Survey [online database]. Alaska Department of Natural Resources, Office of History and Archaeology, Anchorage, Alaska. Accessed April 25, 2023.

One Revised Statute 2477 Trail<sup>4</sup> (RST) was identified within the preliminary APE<sup>5</sup> (see Figure 6 in Attachment A Map Book). RST 111, Indian Pass Trail, crosses the project near MP 103. The trail follows the same trajectory as trails recorded in the AHRS: SEW-00143 (Indian Valley Trail) and SEW-00257 (Girdwood-Ship Creek Connecting Trail).

The project area has been subject to numerous cultural resource investigations, beginning in the 1970s. Most of the archaeological investigations along the Seward Highway within the project area have been conducted on behalf of highway improvement or other State of Alaska-sponsored projects. Table 3 summarizes the cultural resources investigations that have occurred within the project's preliminary APE. These surveys are also shown in the Attachment A Map Book.

Most recently, the project sponsored a pedestrian cultural resources survey, conducted by HDR Engineering, Inc. during the 2023 field season. This survey focused on surveying areas that had not been previously surveyed and verifying previously documented AHRS sites to confirm location accuracy and site condition. A reporting of the results of that survey are in progress.

### Consulting Parties

The following consulting parties are being contacted for the project:

- Bureau of Land Management
- Cook Inlet Region, Inc.
- Eklutna, Inc.
- Eklutna Native Village
- Knik Tribal Council
- Knikatnu, Inc.
- Municipality of Anchorage
- State Historic Preservation Office
- U.S. Fish and Wildlife Service
- U.S. Forest Service
- Chickaloon Village Tribal Council
- Chickaloon-Moose Creek Native Association
- Kenai Mountains-Turnagain Arm National Heritage Area
- Iditarod Historic Trail Alliance
- Alaska Association for Historic Preservation

If you have questions or comments related to this proposed project, I can be reached at the address above, by telephone at 907-269-0534, or by e-mail at [erik.hilsinger@alaska.gov](mailto:erik.hilsinger@alaska.gov).

Your timely response will greatly assist us in incorporating your concerns into project development. For that purpose, we respectfully request that you respond within thirty days of your receipt of this correspondence.

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<sup>4</sup> Revised Statute 2477 was originally enacted in Section 8 of the Mining Act of 1866 as a federal law authorizing the construction of roads across federal public lands. In 1976, it was repealed to enact the Federal Land Policy and Management Act (FLPMA). FLPMA preserved all Revised Statute 2477 ROW corridors for public use that existed 10 years prior to its passing, and ensured that the title would be transferred through sale and perpetually be honored.

<sup>5</sup> Alaska Department of Natural Resources (ADNR). 2010. Revised Statute 2477 Project, RSTs by USGS Quadrangle: Tyonek. Accessed at [http://dnr.alaska.gov/mlw/trails/rs2477/rst\\_srch.cfm](http://dnr.alaska.gov/mlw/trails/rs2477/rst_srch.cfm) in May 2023.

Sincerely,



Erik Hilsinger  
Cultural Resources Specialist,  
DOT&PF Central Region

Enclosures

Table 1 – Dena'ina traditional placenames

Table 2 – AHRS sites within the preliminary APE

Table 3 – Cultural resource surveys within the preliminary APE

Attachment A – Map Book

cc (electronic with enclosures):

Sean Baski, DOT&PF Central Region, Chief of Highway Design, Project Coach

Brian Elliott DOT&PF Central Region, Regional Environmental Manager

Matt Dietrick, DOT&PF Statewide NEPA Manager

Molly Proue, Acting DOT&PF Statewide Cultural Resources Manager

**Table 1. Dena'ina traditional placenames**

Name	Feature Type	Language	Literal Meaning	USGS Name
<i>Esbaytnu</i>	Stream	Dena'ina	goat stream	Bird Creek
<i>Nuti Edileni</i>	Stream	Dena'ina	that which flows into salt water	Indian Creek
<i>Q'isqa Betnu</i>	Stream	Dena'ina	banjo snowshoe stream mountain	McHugh Creek
<i>Hkaditali Betnu</i>	Stream	Dena'ina	drift lumber stream	Potter Creek
<i>Hkaditali</i>	Landform	Dena'ina	drift lumber	Potter Marsh
<i>Ggeh Betnu</i>	Stream	Dena'ina	rabbit stream	Rabbit Creek

Source: Smith, Gerard, and James Kari. 2022. *The Web Atlas of Alaska Dene Place Names*. ArcGIS Storymap, published online November 1, 2022. Accessed May 2023.

**Table 2. AHRs sites within the preliminary APE<sup>a</sup>**

AHRs No.	Site Name	Site Type	Description	NRHP Eligibility (Year, Criteria)
ANC-00050	Mrs. Johnson's Roadhouse	Historic	The site of an early twentieth-century roadhouse or homestead. Remains consist of two rectangular pits. One pit, a possible cellar, measures 13.8 feet by 8.2 feet by 3.9 feet deep. The other pit measures approximately 29.9 feet by 26.9 feet and may represent a building foundation. No artifacts were found in either pit. An overgrown roadbed is located nearby.	Not eligible (2002)
ANC-00054	Beluga Point	Prehistoric	A deeply stratified prehistoric site yielding lithic, organic, and other remains. Cultural materials reflect use by three separate cultures beginning circa 6500 BP. The oldest, Component I, contains core and blade material related to Denali complex assemblages. Component II (3000–2000 BP) consists of chipped stone points, lanceolate points, rounded base points, and burins. Component III materials are associated with the Kachemak culture and date to 900 BP.	Listed on NRHP (1978, D)
ANC-00075	Potter Section House	Historic	A 1.5-story, wood-frame structure built in 1929 and used as a residence for the railroad section foreman, cook, and crew into the 1970s. The first floor originally included a dining room, kitchen, living room, washroom, and two bedrooms. The upstairs originally served as a passenger waiting room and later as bunk space for railroad maintenance personnel.	Listed on NRHP (1985, A)
ANC-00078	ANC-00078	Prehistoric	A prehistoric site containing bone fragments, chert and chalcedony flakes, two biface fragments, and a small chalcedony side blade. Investigations have also yielded hearth remains, fire-cracked rock, and a charcoal sample. Artifact forms suggest association with the Arctic Small Tool tradition.	Eligible (2003, D)
ANC-00103	Beluga Point Cabin Site	Historic	The remnants of a log cabin of unknown size on the hillside above Beluga Point. A built-up path was noted northwest of the cabin. Possibly associated with Alaska Railroad construction or the INHT.	Not evaluated
ANC-00104	Cabin Foundations	Historic	Six dirt foundations overlooking the Seward Highway and varying in size from 18 feet by 18 feet to 2 feet by 3 feet. A few intact logs were noted in 1976, and one foundation was covered with heavy plastic. Railroad ties were found scattered around the site. Possibly associated with Alaska Railroad construction or the INHT.	Not evaluated
ANC-00105	Outhouse Above Beluga Point	Historic	The collapsed remains of a milled lumber outhouse. A clearing approximately 15 feet east of the outhouse may represent a former tent site. Possibly associated with Alaska Railroad construction or the INHT.	Not evaluated
ANC-00106	Beluga Point Cabin Site	Historic	Two dirt foundations surrounded by a network of indistinct paths located adjacent to a small creek. One foundation is 15 feet by 15 feet and had one log still in place. Dimensions of the other foundation were not recorded. Possibly associated with Alaska Railroad construction or the INHT.	Not evaluated
ANC-00109	McHugh Creek Cabin	Historic	A collapsed log cabin measuring approximately 9 feet by 9 feet. Remains of a possible log platform were noted approximately 25 feet south of the cabin. Possibly associated with Alaska Railroad Telegraph Line construction or the INHT.	Not evaluated
ANC-00110	Sheep Creek Cabins	Historic	The remains of two log cabins each measuring approximately 12 feet by 13 feet. A can dump was noted adjacent to one cabin. Possibly associated with a nearby telegraph station (ANC-00101) or the INHT.	Not evaluated

AHRS No.	Site Name	Site Type	Description	NRHP Eligibility (Year, Criteria)
ANC-00113	Rainbow Camp	Historic	A former Alaska Railroad construction camp built in 1910. The camp added a dock and supply warehouse in 1916 and 1917, and became headquarters for the railroad's Turnagain District in 1918. A section house, shed, bunkhouse, liquor store, and residences were present circa 1929. The site has since been bisected by a gravel road, and at least one structure was moved in the 1950s. The site is also associated with the INHT.	Not evaluated
ANC-00124	McHugh Waste/flake Site	Prehistoric	A surface scatter of 29 chert flakes, 1 chalcedony flake, 1 flake of an unidentified material, and 1 shell button. Scatter covers an area of approximately 32.8 square feet. No diagnostic artifacts nor charcoal were recovered.	Not eligible (2003)
ANC-00279	Potter Connecting Trail	Historic	Part of the INHT system; see also SEW-00566. This trail runs from Indian Creek at the Indian Valley Trail (SEW-00143) to Potter Creek. The trail includes the historic Turnagain Arm Trail (ANC-00102) from McHugh Creek to Potter.	Not evaluated
ANC-00816	Isle Site	Prehistoric	A concentration of ground slate artifacts, including unworked slate fragments, a chipped biface tip, and a partial slate lance blade resembling those from Ocean Bay II sites on Kodiak Island.	Not evaluated
ANC-01962	Moen Homestead Trail	Historic	A 1-mile-long trail built in 1951 between the Seward Highway at the Potter Section House and the Moen Homestead (ANC-01963). Unmaintained; originally approximately 12 feet wide but now approximately 6 feet wide. A 2018 site visit indicated a 0.3-mile portion has been disturbed by modern development.	Not eligible (2018)
ANC-04057	Turnagain District of the Alaska Railroad	Historic	The westernmost portion of the historic Turnagain District of the Alaska Railroad, located between Rainbow and Potter (Alaska Railroad MPs 93–100.6); see also SEW-01613.	<b>Eligible</b> (2015, A)
ANC-04069	Seward Highway	Historic	An approximately 125-mile-long highway between Seward and Anchorage, and the only vehicular road linking the Kenai Peninsula with the rest of the Alaska highway system; see also SEW-01557. <b>The portion of the Seward Highway designated as Interstate Highway (MPs 37–124) is exempt from Section 106 review under the 2005 Interstate Exemption.</b>	Not evaluated
ANC-04349	McHugh Creek Road Weather Information System Tower	Historic	A Road Weather Information System microwave tower built in 1959 and adjacent concrete block structure. Associated with Cold War-era communications systems in Alaska; also, a contributing element to the Turnagain Arm District of the Alaska Railroad (ANC-04057).	<b>Eligible</b> (2017, A)
SEW-00029	Alaska Railroad	Historic	The site number for the Alaska Railroad between Seward and Potter. The railroad was constructed by the U.S. government between 1915 and 1923, from Seward to Fairbanks, with branches from Matanuska to Palmer and Fairbanks to Eielson.	Closed for other reason – needs re-evaluation (NRXCL)
SEW-00101	Indian Roadhouse Site	Historic	Three foundations and one standing cabin associated with an early twentieth-century roadhouse on Indian Creek. Site is associated with the INHT.	Not evaluated

AHRS No.	Site Name	Site Type	Description	NRHP Eligibility (Year, Criteria)
SEW-00103	The Bird House	Historic	An L-shaped log building consisting of three joined cabins. The original structure was constructed circa 1903; subsequent additions date to the Alaska Railroad construction era (1916–1917) and the 1960s, when the building was converted for use as a bar. The Bird House Bar burned down in 1995.	Found not eligible by Alaska Historical Commission (A)
SEW-00113	Falls Creek Cabin and Camp	Historic	The former location of a 15-foot by 16-foot log cabin associated with Falls Creek, the district engineer's headquarters during construction of the Alaska Railroad (1917–1918). As of 2001, visible remains of the Falls Creek camp consisted of 15 gravel pads and 1 tin can.	Not eligible (2003)
SEW-00126	Indian Railroad Section	Historic	An Alaska Railroad section established at Indian in 1918. An Alaska Engineering Commission plat indicates multiple structures present in 1921, including a section house, telephone booth, car house, coal house, meat house, woodshed, and water closet. A new section house was built in the late 1920s. A 2010 survey found no remains of the site, which has likely been paved over by the existing highway. Site is associated with the INHT.	Not evaluated
SEW-00131	SEW-00131	Prehistoric	A prehistoric site consisting of a surficial to shallow lithic scatter on a rock bluff overlooking the Seward Highway. Artifacts include at least 16 chert flakes and a stemmed projectile point comparable to Riverine Kachemak components along the Kenai River. Site has been disturbed by modern construction.	Not eligible (2003)
SEW-00132	Indian Sawmill Site	Historic	A sawmill operated by the Alaska Engineering Commission in 1918; destroyed by arson later that year. A private sawmill later operated at the site and provided wood to the railroad. Evidence of logging is apparent along Indian Creek, but no remains of either sawmill exist. Remnants of an associated wooden bridge were present into the 1950s.	Not evaluated
SEW-00143	Indian Valley Trail	Historic	A segment of the INHT system, approximately 1 mile long; see also ANC-00281, which is the remainder of the trail to Indian Creek Pass. The Indian Valley Trail was established by at least 1907 and followed Indian Creek north from Turnagain Arm to Indian Pass, then along Ship Creek to the flats at the base of the mountains.	<b>Eligible</b> (1999/2005, A)
SEW-00257	Girdwood-Ship Creek Connecting Trail	Historic	Part of the INHT system; see also ANC-00280. This segment runs along Turnagain Arm from Girdwood to Indian Creek and follows the Indian Valley Trail (SEW-00143/ANC-00281) to Ship Creek. Completion of the trail from Girdwood to Indian Creek in 1908 provided an alternate route to the Crow Pass Trail.	Not evaluated
SEW-00412	Indian Valley Mine	Historic	An early twentieth-century mine and associated features, including an assay building, blacksmith shop, and cabin built circa 1920, as well as a hand-dug ditch and a re-opened mine shaft. Various non-contributing resources are located on site and include a trailer, parking area, and assorted small, recent buildings.	<b>Listed on NHRP</b> (1989, A)
SEW-00566	Potter Connecting Trail	Historic	Part of the INHT system; see also ANC-00279. This trail runs from Indian Creek at the Indian Valley Trail (SEW-00143) to Potter Creek.	Not evaluated

AHRS No.	Site Name	Site Type	Description	NRHP Eligibility (Year, Criteria)
SEW-00950	Cabin and Root Cellar Ruins	Historic	The ruins of a cabin and collapsed root cellar located on a bench west of Bird Creek. The cabin foundations measure 10 feet by 18 feet, and the root cellar measures 5 feet by 12 feet. An extensive array of structural debris, cans, glass jars, stovepipe, and other artifacts were identified in the vicinity and suggest occupation from the early 1900s to the 1970s. The site is possibly associated with the Bird Creek Lumber Company Sawmill (SEW-00564).	Not evaluated
SEW-00961	Footing Depressions for a Bridge Abutment	Historic	Ten depressions, cut into bedrock and stair-stepped up the hillside on Bird Creek. Excavated in 1917 as footings for a railroad bridge but later abandoned in favor of a crossing at the mouth of the creek.	Not evaluated
SEW-00996	Historic Tent Foundations and Can Scatter	Historic	A site consisting of two tent foundations and two can scatters, possibly associated with seasonal railroad workers. Each foundation measures approximately 18.8 feet square with berms 3.9 to 5.9 inches high. Tin can types suggest occupation during the 1930s. Other artifacts include a leather boot, a CO <sub>2</sub> cartridge, and pieces of roofing or flooring.	<b>Eligible</b> (2003, D)
SEW-01044	Whittier-Anchorage Pipeline System	Historic	An historic district associated with the Whittier to Anchorage pipeline system (see also ANC-01301). Includes the DeLong fuel dock in Whittier (SEW-01041), the Whittier Terminal (SEW-01042), buried and above ground pipelines (ANC-01832), the Indian Booster Station (SEW-01043), the Chugach Pressure Reduction Station (ANC-01303), and the Anchorage Terminal (ANC-01302).	Not eligible (2003)
SEW-01075	Power Transmission Line	Historic	A transmission line constructed in 1962 to carry power from the Cooper Lake Power Plant to Anchorage. The line extends 90.4 miles from the Quartz Creek substation to the Anchorage substation and now carries power produced at Cooper Lake, Bradley Lake, and Nikiski.	Not eligible (2005, 2012)
SEW-01219	Prospect Pits	Historic	Two possible prospect pits located south of the transmission line. The first pit measures 4.9 feet by 7.9 feet by 1 foot deep, while the second is 5.2 feet by 2.3 feet by 0.7 foot deep. The degree of revegetation in each pit suggests they could date as early as the 1930s.	Not evaluated
SEW-01275	Anchorage-Whittier Pipeline	Historic	A pipeline associated with the Whittier-Anchorage Pipeline historic district (SEW-01044/ ANC-01832). No description provided for the pipeline itself.	Not eligible (2003)
SEW-01321	Very Large Can Dump	Historic	Historic refuse consisting of a large concentration of glass, ceramic, and steel containers and tires. Investigations in 2019 indicated that construction and other disturbances have buried SEW-01321 since it was identified in 2006.	Not eligible (2019)
SEW-01379	Diamond Jim's Sign	Historic	A neon sign associated with a business begun in Portage in 1948. The associated log structure was constructed in 1956. Both were relocated to Bird following the 1964 earthquake. Note that the 2009 DOE pertains only to the sign and not the associated log structure.	<b>Eligible</b> (2009, A)
SEW-01500	Bird Creek Knoll Site	Prehistoric	An isolated whetstone identified near the top of a knoll between the Seward Highway and Turnagain Arm. The site was previously exposed by a bulldozer, which apparently removed only the first inch of original soil. Intact cultural materials may remain in situ nearby.	Not evaluated

AHRS No.	Site Name	Site Type	Description	NRHP Eligibility (Year, Criteria)
SEW-01557	Seward Highway	Historic	An approximately 125-mile-long highway between Seward and Anchorage, and the only vehicular road linking the Kenai Peninsula with the rest of the Alaska highway system; see also ANC-04069. <b>The portion of the Seward Highway designated as Interstate Highway (MPs 37-124) is exempt from Section 106 review under the 2005 Interstate Exemption.</b>	Not eligible (2019): DOE is only for the non-Interstate portion (MP 0-37)
SEW-01559	Concrete Block Cluster	Historic	Five large concrete blocks scattered over a roughly 225-square-foot area. Each block measured 18 inches by 18 inches by 13 inches. Dense moss growing on each block suggests they have been in this location for quite some time.	Not eligible (2015)
SEW-01560	Mobile Home Remains	Historic	A dilapidated 40-foot by 10-foot mobile home. The walls and roof have either collapsed or were deliberately demolished. The foundation, flooring, and entry stairs remain in place. Fiberglass insulation, electrical wiring, switch boxes, and plastic piping are also present.	Not eligible (2015)
SEW-01561	Cluster of Car Parts	Historic	A cluster of car parts, including a fender and door, found adjacent to and south of the power line. The style and color suggest manufacture in the 1950s or 1960s, although it was unclear when these items were discarded at the present location.	Not eligible (2015)
SEW-01562	Indian Ditch	Historic	An earthen ditch, approximately 4 feet wide and 2 feet deep with an unknown length. The ditch starts near the Seward Highway and runs diagonally up the ridge, roughly parallel to the highway. A large spoil pile was noted near the end closest to the highway	Not eligible (2015)
SEW-01563	320 Karalyssa Drive, The Indian House	Historic	A building formerly housing the Indian House Restaurant, constructed in the mid-1960s with subsequent renovations and additions. The building has a concrete foundation and a combination of gabled and shed roofs.	Not eligible (2015)
SEW-01564	27957 Seward Highway, Turnagain House	Historic	A rectangular building formerly housing Pepe's Turnagain House Restaurant. The eastern half is one story and was constructed pre-1964. It was moved from Portage to its current location after the 1964 earthquake. The western half of the building is two stories. The building also includes two small additions on the northern and southern elevations. Two small sheds are located at the rear of the building.	Not eligible (2015)
SEW-01565	135 Old Johns Road	Historic	This property contains three buildings, including a residence and shed built in 1962, and a second shed of apparently modern construction.	Not eligible (2015)
SEW-01567	29025 Seward Highway	Historic	Tax records for this property list a garage and storage shed built in 1965 and a 1968 residence. A 2015 survey noted a shed and two residences, presumably corresponding to those listed in the tax records. The shed and one residence were relocated from Portage to Indian after the 1964 earthquake.	Pending consultation between SHPO and DOT&PF as of 2015
SEW-01568	29135 Seward Highway, Valley Bible Chalet	Historic	A two-story, A-frame church constructed in 1969. Other buildings on the lot include a recent, one-story, gable-roofed building; 1970s-era cabin; greenhouse; and gable-roofed outbuilding.	Not eligible (2015)

AHRS No.	Site Name	Site Type	Description	NRHP Eligibility (Year, Criteria)
SEW-01569	29383 Seward Highway, Essential One Gas Station	Historic	This property contains a concrete block building currently used as a gas station; a small, concrete block shed built in 1968; and three steel canopies, one of which shelters the fuel pumps. The canopies were likely built after 1995.	Not eligible (2015)
SEW-01570	29433 Seward Highway	Historic	This property contains two one-story, concrete block buildings, formerly used as an office and restaurant (29433 Seward Highway) and a motel (29419 Seward Highway). The office and restaurant were built in 1968, and the motel was completed shortly thereafter.	Not eligible (2015)
SEW-01571	29521 Seward Highway, Cabin on the Bird Garage Parcel	Historic	Tax records for the property list the Bird House Garage (2004), storage shed (2002), cabin (1981), ranch-style log home (1964), detached garage (1962), and another storage shed (1944). The AHRS record states only the log home is old enough to be historic.	Not eligible (2015)
SEW-01572	210 Auriga Lane	Historic	A one-story, wood-framed house built in 1952. The AHRS record indicates the residence has undergone various recent additions and renovations.	Not eligible (2015)
SEW-01579	Can Dump	Historic	A can dump consisting of three buckets; five plates; an enameled basin; and two large pieces of metal, one of which may be part of a woodstove. Site is possibly associated with gold mining at the nearby Indian Valley Mine (SEW-00412) or with power line construction.	Not eligible (2016)
SEW-01613	Tumagain District of the Alaska Railroad (MP 64 to 93)	Historic	Part of the historic Tumagain District of the Alaska Railroad between Portage and Rainbow (Alaska Railroad MPs 64–93); see also ANC-04057. Sections include Portage to Girdwood (MPs 64.2–75.5), Girdwood to Bird Siding (MPs 75.5–82), Bird Siding to Indian (MPs 82–88.7), and Indian to Rainbow (MPs 88.7–93).	<b>Eligible</b> (2016, A)
SEW-01626	Railroad Bridge MP 86.6, Bird Creek	Historic	A 151-foot railroad bridge consisting of one 123-foot pony truss span with concrete piers, and one 14-foot approach span on each end of the bridge. Originally constructed in 1936 as a surplus 80-foot through girder span with three timber trestle approach spans on both ends, which replaced earlier timber trestle bridges built in 1917 and 1918. Later modifications included the addition of a fourth stringer to each chord of the timber approach spans in 1952, resetting the rails in 1981, installation of a new bulkhead in 1985, and replacement of the 1936 through girder span with the pony truss span in 1997.	<b>Assumed NRHP eligible<sup>b</sup></b>

<sup>a</sup> AHRS site data obtained January 2023

<sup>b</sup> Bundy and Holt 2020

Notes: BP=Before Present; DOE=Determination of Eligibility; No.=Number

**Table 3. Cultural resource surveys within the preliminary APE**

Project	Author(s)	Year	Type of Survey	Location of Survey
Alaska State Park System	Dixon and Johnson	1973	Pedestrian survey	Waysides within Alaska State Parks
Alaska Parks Project	Smith	1974	Pedestrian survey	Roadhouses along Alaska highways
Alaska Railroad Study	Brown	1975	Archival research	Sites along the ARRC corridor
Potter-Girdwood Archaeological and Historic Site Survey	Reger and Antonson	1976	Pedestrian survey	Within Seward Highway ROW between MP 90–115
Beluga Point	Reger	1985	Site report	ANC-00054, near Seward Highway MP 110.5
Iditarod Trail in the Chugach National Forest	Schweigert	1999	Archival research and survey	SEW-00143, Indian Valley Trail, near Seward Highway MP 103.5
Bird Point	DePew	2000	Pedestrian survey	Bird Point
Seward Highway Bird Point to Potter Marsh Passing Lanes and Pathway Project	Reger	2001	Pedestrian survey	Along Seward Highway corridor between MP 99–115
Bird Creek Improvement Projects	Buzzell	2001	Pedestrian survey	Seward Highway MP 101.5
Sign near MP 102.9	Neely	2007	Historic structure survey	Seward Highway MP 102.9 – Diamond Jim’s Sign
Seward Highway MP 99–105	Yarborough et al.	2009	Pedestrian survey	Along Seward Highway corridor between MP 99–115
Seward Highway MP 99–105	Yarborough et al.	2010	Evaluation survey	Along Seward Highway corridor between MP 99–115
Seward Highway MP 105–107, Windy Corner Safety Improvements	Yarborough et al.	2014	DOE	Turnagain Arm District of the Alaska Railroad (ANC-04057)
Seward Highway MP 100–105 Improvement Project	Meitl et al.	2015	Pedestrian survey	Along Seward Highway corridor between MP 100–115
Seward Highway MP 105–107, Windy Corner Safety Improvements	Zuccotti and Kennedy	2015	Pedestrian survey	Material Site 6, between Seward Highway MP 104–105
The History of Steel Pony Truss Bridges on the Alaska Railroad	Bundy and Holt	2020	Literature review	SEW-01626, ARRC MP 86.6, Bird Creek Bridge

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**MUNICIPALITY OF ANCHORAGE**  
**HISTORIC PRESERVATION COMMISSION**  
**RULES OF PROCEDURE**

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**ARTICLE I – OFFICERS**

1. The Commission shall annually organize and elect a Chair, Vice-Chair, and Administrator at its first meeting in March.
2. The Chair shall preside over the meetings of the Commission and shall exercise all the powers usually incident to the office and shall be a voting member with full right to have their vote recorded in all deliberations of the Commission. The Chair or a designated appointee shall attend Anchorage Assembly and other Municipal Board or Commission meetings at which important Commission recommendations are presented and shall speak on behalf of the Commission.
3. The Vice-Chair shall assume the duties of the Chair in their absence or during business items from which the Chair is excused. In case the Chair and Vice-Chair are both absent or excused, the members present shall elect a Temporary Chair, who shall during the meeting or agenda item have full powers of the Chair.
4. The Administrator shall assist the Secretary in the preparation of the meeting record, and assist the Chair in compliance with these Rules of Procedure and the Robert's Rules of Order.
5. The Planning Director shall be the Secretary. In the Planning Director's absence, the Historic Preservation Officer shall act as Secretary. In case both are absent, another designated member of the Planning Department staff shall act as Secretary. The Secretary shall keep a record of all meetings of the Commission and shall keep such files as may be required.

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**ARTICLE II – COMMITTEES**

1. The Commission may form standing committees and temporary (“ad hoc”) committees to address particular issues in more detail. Standing committees address ongoing activities of the Commission. Ad hoc committees address a specific situation and may be disbanded once the situation has been addressed. Committees shall be composed of two or more members of the Commission. The Commission may form a committee of the whole to discuss items that need further discussion in an informal setting before the Commission can take action. Committee meetings shall be publicly noticed.

**ARTICLE III – MEETINGS**

1. Regular meetings of the Commission shall be held on the third Thursday of the month at 5:30 p.m., unless notice of postponement is given each member at least twenty-four hours prior to that time. If the regular meeting shall occur on a holiday observed by the Municipality, the meeting shall be rescheduled at the discretion of the Chair or Secretary to a date that is not a Saturday, Sunday, or holiday observed by the Municipality. Should the Commission be unable to complete all the required business at a regular meeting, the Commission shall continue the meeting to a designated date.
2. Special meetings may be called by the Chair or Secretary, provided that at least twenty-four hour’s notice of special meeting is given each member at their established business or residence.
3. Meetings of the Commission shall be held at a designated place unless notice of another meeting place is given to each member at least twenty-four hours prior to the meeting and

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- a public posting is made at the regular meeting place informing the public of the change of meeting location.
4. All meetings of the Commission shall be open to the public, except that any question permitted by law may be discussed in an executive session, which is closed to the public, provided that no final action is taken on any question in that session.
  5. A majority of the membership of the Commission shall constitute a quorum for the transaction of business. Action by the Commission shall require the favorable vote of a majority of the full membership of the Commission. Full membership means a majority of the nine authorized seats of the Commission, less the number of Commissioners excused for conflicts of interest.
  6. Any member who has a substantial direct or indirect financial interest in any question being voted shall disclose their interest but shall not be excused from voting hereon except with the concurrence of the majority of the other members present, as provided in Article IV – Procedure for Disclosures.
  7. Any member of the Commission anticipating an absence from a Commission meeting shall so advise the Commission Chair and Secretary prior to the meeting. Any member of the Commission anticipating an extended period of absence from Commission meetings shall so advise the Commission Chair and Secretary in advance. A member who misses three consecutive regular meetings without prior excuse shall automatically be recommended to the Mayor and Assembly for replacement.
  8. In all matters not covered by these rules, Roberts Rules of Order, Revised, shall govern.

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9. All recommendations by the Commission to the Anchorage Assembly, other Municipal Board or Commission, or the Administration shall be made by resolution. Resolutions shall be numbered consecutively within each year, according to the sequence of approval, shall be signed by the Chair and the Secretary. The minutes of the meeting at which the resolution is adopted shall show the vote of each member.
10. The agenda for each regular meeting of the Commission shall be prepared by the Secretary and shall be distributed to each member no later than 5 p.m. on the Friday prior to the meeting.
11. The order of business at all meetings of the Commission shall be as follows:
  1. Call to Order/Roll Call
  2. Land Acknowledgement
  3. Introductions – Guests
  4. Disclosures
  5. Approval of Agenda
  6. Approval of Minutes
  7. Special Order of Business/Executive Sessions (*as needed*)
  8. Unfinished Business
  9. New Business
  10. Persons to Be Heard
  11. Other Business
  12. Reports
  13. Commission Member Comments and Questions
  14. Adjournment
12. The Land Acknowledgement shall be stated as follows:

*The Historic Preservation Commission would like to acknowledge that we gather today on the traditional lands of the Dena'ina Athabascans. For thousands of years the Dena'ina have been and continue to be the stewards of this land. It is with gratefulness and respect that we recognize the contributions, innovations, and contemporary perspectives of the upper Cook Inlet Dena'ina.*

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13. The deadline for adjournment of all meetings shall be as designated by a majority vote of the members present.

**ARTICLE IV - PROCEDURE FOR DISCLOSURES**

1. The Chair shall ask for disclosures.
2. The Commission member shall make a disclosure regarding one or more specific items on the agenda.<sup>1</sup>
3. For each agenda item that the member has made a disclosure, the Chair (or acting Chair) shall ask, and the member respond to, the following questions:<sup>2</sup>

*Does the member have a substantial financial interest or substantial private interest in the business item before the body and is that interest:<sup>3</sup>*

- *A substantial part of the present action of the commission on this item?*
- *One that varies directly and substantially with the outcome of the commission's action?*
- *Immediate and known or inconclusive (conjectural) and dependent on factors beyond the commission's action?*
- *Significant monetarily?*
- *Generally possessed by a large group, or only by the individual member? (If there is an interest, is it by a large group or by an individual? If you have a large interest, then specify that limited interest is of a general nature.)*

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<sup>1</sup> If the Chair has a disclosure to make, the Chair first gives the other Commissioners the opportunity to make any disclosures. The Chair discloses last, after the Commission has addressed disclosures from other members. After making the disclosure, the Chair gives control of the meeting over to the Vice-Chair. The Vice-Chair becomes the acting Chair for the purpose of carrying out the disclosure procedure to determine if the Chair should participate in discussions and actions for that item. Once the Vice-Chair has completed the procedure to determine if the Chair has a conflict or not, the Vice-Chair returns control of the meeting to the Chair.

<sup>2</sup> In practice, as an alternative to step 3, upon listening to the disclosure by the member, if the Chair believes there is no direct conflict, the Chair may state that they think there is no direct conflict and unless there are any objections from other Commissioners can direct the member to participate in discussions of the agenda item, without asking the bulleted questions in 3 or undergoing a motion and vote.

<sup>3</sup> The Chair asks each bulleted question individually and has the member respond before moving on to the next bulleted question.

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4. The Chair shall ask for a motion from another Commissioner to direct that the member participate in the business item.<sup>4</sup>
  - Motion: *I move to direct \_\_\_\_\_ to participate in business item \_\_\_\_\_.*
  - Second the motion.
  - Commissioners (not including the member) vote, yes or no.
5. If the member has made a disclosure on more than one agenda item, the Chair shall repeat steps 3 and 4 for each additional agenda item for which the member has made a disclosure.
6. The Chair shall repeat the procedure for each Commissioner who makes a disclosure.

**ARTICLE V - PROCEDURE FOR PUBLIC HEARINGS**

1. The Chair shall ask for a staff report on the public hearing item.
2. After the staff presentation is completed on the public hearing item, the Chair shall ask for public testimony on the issue.
3. Persons who wish to testify shall adhere to the following time limits:
  - Petitioners (including all his/her representatives) - 10 minutes. (Part of this time may be reserved for rebuttal.)
  - Representatives of groups (community councils, PTA's etc.) - 5 minutes.
  - Individuals - 3 minutes.
4. When a person's testimony is complete, they may be asked questions by the Commission.  
Persons shall only testify once on any issue unless questioned by the Commission.
5. After there is no further public testimony, the Chair shall declare the public hearing is closed.

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<sup>4</sup> The motion in step 4 is always stated in the positive, to direct the member to participate. This motion enables the commission to vote on the matter. A "no" vote excuses the member from participating in the agenda item.

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**MUNICIPALITY OF ANCHORAGE**  
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**ARTICLE VI - CHANGE OF RULES**

1. The Rules of Procedure may be amended at any regular or special meeting of the Commission by a majority vote of the membership of the Commission.

Approved: **DATE**

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Craig H. Lyon  
Secretary

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Bryce Klug  
Chair

DRAFT 2-15-2024

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2121 West Chandler Boulevard, Suite 108, Chandler, Arizona 85224 - 480.850.0575 - www.trileaf.com

January 16, 2024

**Historic Preservation Commission  
Planning Department**

Attention: Mr. Tom Davis, Senior Planner  
P.O. Box 196650  
Anchorage, Alaska 99519-6650  
Phone: (907) 343-7916  
Email: tom.davis@anchorageak.gov

RE: **Atlas Tower – TURNAGAIN - ALASKA RAILROAD / Trileaf Project #738898**  
Portage Glacier Highway, Girdwood, Alaska 99587  
Municipality of Anchorage, Seward D-6 SE Quadrangle (USGS)  
Latitude: 60° 49' 7.60" N, Longitude: 148° 58' 15.71" W

Dear Mr. Davis:

Trileaf Corporation is in the process of completing a NEPA Review at the referenced property. Our client proposes the construction of a 119-foot monopine for collocating antennas and associated ground-based equipment inside of a proposed 50-foot-by-50-foot lease area. A 20-foot-wide access and utility easement is proposed to route approximately 300 feet generally north from the proposed lease area to Portage Glacier Highway. A proposed 12-foot-wide access easement and gravel turn-around area will extend approximately 40 feet west then south away from the lease area, connecting with the new 20-foot-wide easement. This site is currently unutilized land associated with a railroad staging and equipment access area for the Alaska Railroad Corporation. The antenna will be licensed by the Federal Communications Commission (FCC).

Our investigation includes determining if the site is contained in, on or within the viewshed of a building, site, district, structure, or object, significant in American history, architecture, archaeology, engineering, or culture, that is listed, or eligible for listing on the State or National Registers of Historic Places or located in or on an Indian Religious Site.

Trileaf is requesting information regarding this tower's potential effect on Historic Properties. All information received will be forwarded to the State Historic Preservation Office (SHPO) as part of the Section 106 review process. *Additionally, this invitation to comment is separate from any local planning/zoning process that may apply to this project.*

If you wish to comment or be considered a consulting party, please respond within thirty (30) days of the date of this letter. If a response is not received within thirty (30) days, it will be assumed that you have no objections to this undertaking. A site topography map and aerial photograph are enclosed for your reference.

Please call me at (480) 850-0575 or email k.cavanaugh@trileaf.com if you need additional information or have any questions. Thank you for your assistance in this regard.

Sincerely,

A handwritten signature in black ink, appearing to read "Kelsie Cavanaugh".

Kelsie Cavanaugh  
Project Scientist I

# Seward D-6 SE Quadrangle, Alaska (2023)

Contour Interval 80 Feet

Scale 1:25,000

Latitude: 60° 49' 7.60" N, Longitude: 148° 58' 15.71" W

Township: T8N Range: R3E Section: S5



North

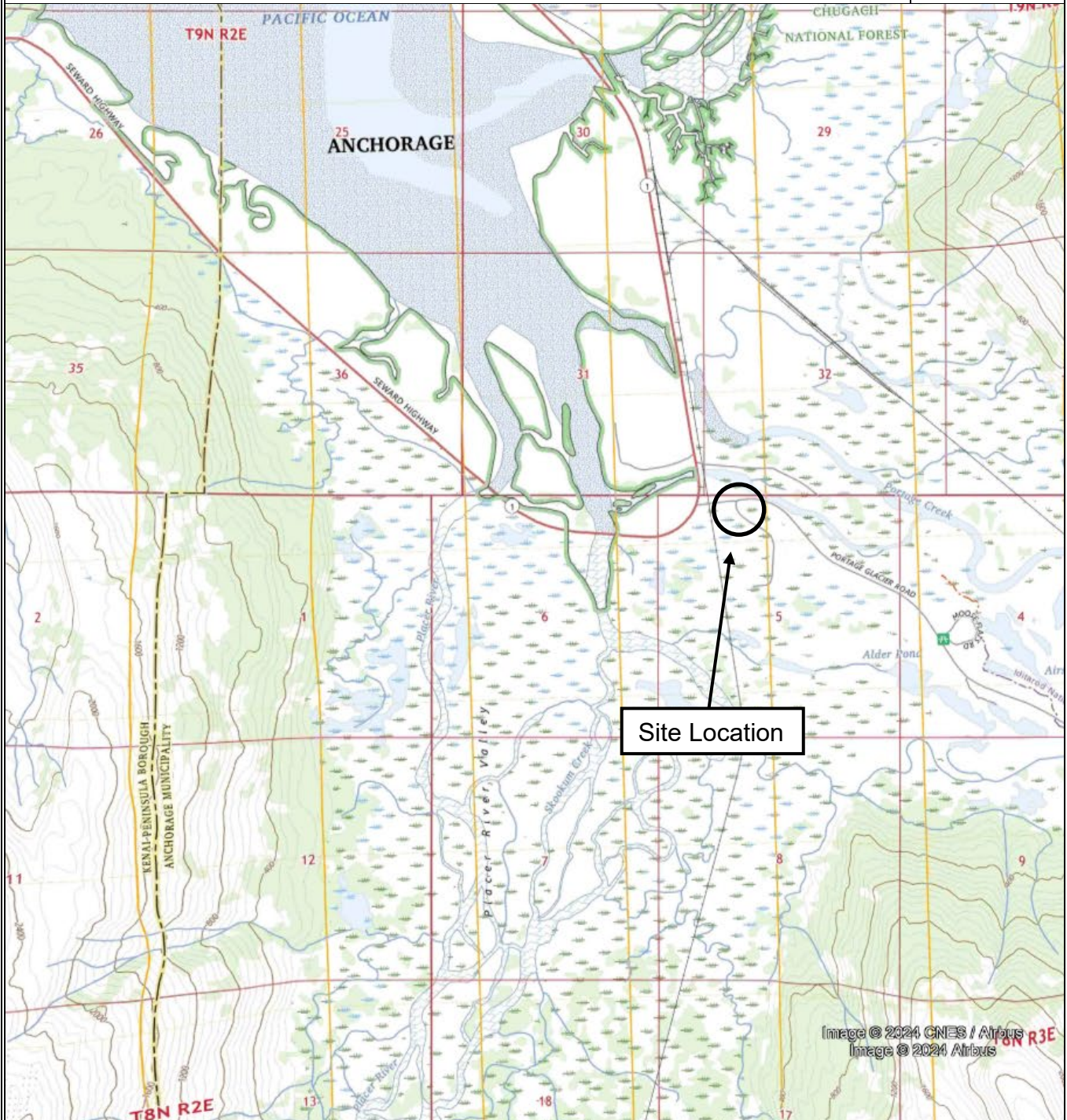


Image © 2024 CNES / Airbus  
Image © 2024 Airbus

## Site Vicinity Map

Atlas Tower – TURNAGAIN - ALASKA RAILROAD

Portage Glacier Highway

Girdwood, Alaska 99587





Site Location & Surrounding Properties



Site Location

----- Easement

**Aerial Photographs (2023)**

**Atlas Tower – TURNAGAIN - ALASKA RAILROAD**  
 Portage Glacier Highway  
 Girdwood, Alaska 99587



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**From:** [Stewman, Marie](#)  
**To:** [Davis, Tom G.](#)  
**Subject:** Southcentral Foundation Fireweed Building - 4341 Tudor Centre Drive  
**Date:** Friday, February 2, 2024 12:14:16 PM  
**Attachments:** [Attachment 1 Environmental Information Document \[2040\].pdf](#)  
[106application.pdf](#)

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**[EXTERNAL EMAIL]**

Hello Mr. Davis,

I am working with our facilities Construction Project Manager to find the information needed for a request for SHPO Section 106 for a HRSA grant that our company has. Our project is located inside of a Certified Local Government that does have a Historic Preservation Commission according to the SHPO office. Amy Hellmich gave us your information to assist with getting the information needed to show whether there are archaeological resources on the property or previous or cultural land use or disturbances. The building has already been built however, we are remodeling and there are a few minor exterior changes being made and this will require this paperwork to be approved. I have not been able to locate any prior documentation other than this attached document which doesn't qualify. On page 4 it does ask some of these same questions and note on page 5, adversely effected properties. Can you provide me with guidance on what I need to do for the 106 application? Thank you.

Sincerely,

~ Marie

Marie Stewman, MBA, Director of Grants  
Southcentral Foundation  
(907) 729-5262 direct  
(907) 240-4652 cell  
(907) 729-4997 fax  
(907) 729-4955 main SCF number

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U.S. Department  
of Transportation

AIRPORTS DIVISION

222 W. 7th Avenue, Box 14  
Anchorage, Alaska  
99513-7587

**Federal Aviation  
Administration**

In Reply Refer To:  
ANC North Terminal Northside Aprons and Taxilane Reconstruction  
Project No.: CFAPT00881  
Finding of Effects

February 1, 2024

Tom Davis  
Historic Preservation Officer/Senior Planner  
Municipality of Anchorage  
PO Box 196650  
Anchorage, Alaska 99519  
[Tom.Davis@anchorageak.gov](mailto:Tom.Davis@anchorageak.gov)

Dear Mr. Davis:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations in 36 CFR 800, the Federal Aviation Administration Alaska Region Airports Division (FAA) is continuing consultation and asks for your comments on our findings of no historic properties affected for the Alaska Department of Transportation & Public Facilities (DOT&PF) proposed airport improvements at Ted Stevens Anchorage International Airport (ANC).

The proposed project is located at approximately Latitude 61.179242 N and Longitude 149.988525 W, within Section 26, Township 13 North, Range 4 West, Seward Meridian, USGS Quadrangle Anchorage A-8 (Table 1). This letter succeeds the initiation of consultation with your office, dated November 7, 2023. Construction is anticipated to be completed in 2024.

**Table 1.** Project location

Township	Range	Section(s)	USGS Quad Map1:63,360	Meridian	Latitude/ Longitude
13 North	4 West	26	Anchorage A-8	Seward	61.179242 N, 149.988525 W

FAA finds that *no historic properties would be affected by the proposed project* pursuant to 36 CFR 800.4(d)(1), implementing regulations of Section 106 of the National Historic Preservation Act. This submission provides documentation in support of this finding, as required at 36 CFR 800.11(d).

## Project Description

The proposed project will reconstruct approximately 23,000 square yards of the North Terminal Northside Taxilane and asphalt apron and install 24,500 square yards of new concrete apron for Gates N1, N3, N5, and N7 (Figure 1). The project will replace the concrete hardstands with a full width concrete apron, install new airfield lighting, and rehabilitate the storm drain and sanitary sewer system. Additional work will include erosion protection measures. The apron pavement and concrete hardstands have reached their design life since being constructed in 1981, with the taxilane being even older (Figure 2).

## Area of Potential Effect (APE)

The preliminary APE for the proposed project consists of approximately 18 acres within the airport property boundary (Figure 3). The preliminary APE boundary includes the direct footprint of the project, staging areas, existing disposal sites. Indirect effects associated with the proposed project would be temporary and limited to the period of time for investigations. The APE will be finalized after comments are received from the consulting parties.

## Identification Efforts

Jacobs archaeologist Shawna Rider conducted the literature review and background research to identify cultural resources in and surrounding the proposed project. Rider meets and exceeds the Secretary of the Interior's Professional Qualifications Standards (48 Federal Register 44738-44739) and the criteria of 43 Code of Federal Regulations 7.8.

The Alaska Heritage Resources Survey (AHRS) online database was accessed on August 30, 2023, to identify cultural resources (e.g., historic, prehistoric, and archaeological sites, structures, locations, remains, or objects) and historic properties (eligible for or listed on the National Register of Historic Places [NRHP]). There were no previously identified AHRS sites within the preliminary APE. Six previously identified sites are located within 1,000 feet of the preliminary APE (Table 2).

Additional identification includes a literature review of the surrounding area from various sources, including a review of traditional Dena'ina placenames was conducted within the project vicinity. While there are multiple historic Athabascan sites adjacent to Ted Stevens International Airport, there are no known sites within 0.5 miles of the preliminary APE.

Based on this initial research, there are no AHRS locations, Dena'ina named places, or cultural resources recorded in historic survey plats within in the preliminary APE.

There are six AHRS locations within approximately 0.5 miles of the preliminary APE (Table 2). The majority of the sites are associated with the Lake Hood Seaplane Base Historic District (ANC-03003), as well as the 1977 Air Traffic Control Tower (ANC-04711).

**Table 2: AHRS locations within approximately 0.5 miles of the APE**

AHRS No.	SITE NAME	DESCRIPTION	NRHP STATUS
ANC-03003	Lake Hood Seaplane Base Historic District	Historic District consisting of a	Eligible.

		seaplane base and associated buildings.	
ANC-03035	4125 Aircraft Drive	2-story hangar constructed in 1978.	Contributing property within an eligible district.
ANC-03036	4235 Aircraft Drive	2-story hangar constructed in 2000.	Non-contributing property within a district.
ANC-03037	4451 Aircraft Drive	2-story office/warehouse constructed in 2000.	Non-contributing property within a district.
ANC-03038	4501 Aircraft Drive	2-story office/hangar constructed in 1979.	Contributing property within an eligible district
ANC-04711	Ted Stevens International Airport ATCT & TRACON	Air Traffic Control Tower constructed in 1977.	No DOE.

**Finding of Effect**

The FAA finds that *no historic properties would be affected by the proposed project* pursuant to 36 CFR 800.4(d)(1), implementing regulations of Section 106 of the National Historic Preservation Act. This submission provides documentation in support of this finding, as required at 36 CFR 800.11(d).

The proposed project consists of the reconstruction of approximately 23,000 square yards of the Northern Terminal Northside Taxilane and asphalt apron. Additionally, 24,500 square yards of new concrete will be installed for aprons at Gates N1, N3, N5 and N7. Updates to the storm drain and sewer systems will be completed as a component of this effort. Based on the results of the literature review and the limited nature of this project, consisting of work within previously disturbed areas, the FAA finds the project will result in *no historic properties affected* and seeks concurrence with this finding from the State Historic Preservation Office (SHPO).

**Consulting Parties**

FAA submitted letters initiating consultation on November 7, 2023, with the SHPO, Native Village of Eklutna, Knik Tribe, Chickaloon Village Tribal Council, Cook Inlet Region Inc. (CIRI), Eklutna Inc., Knikatu, Inc., Cook Inlet Tribal Council, Chickaloon Moose Creek Native Association, and the Municipality of Anchorage (MOA). The Knik Tribe responded on November 9, 2023 with no concerns and declined further consultation on the undertaking. The Chickaloon Village Tribal Council responded on November 17, 2023, stating they have no objections.

**FAA Contact Information**

If you have questions or comments related to this proposed Project, please contact me at 907-271-5030 or Kendall.D.Campbell@faa.gov.

FAA requests your input on our proposal so that we can incorporate your concerns into Project development. Your timely response will greatly assist our compliance efforts and the preparation

of any required environmental documentation. For that purpose, we request that you respond within thirty days of your receipt of this correspondence.

Sincerely,

Kendall Campbell  
Alaska Region Airports Division  
Federal Aviation Administration  
222 West 7th Avenue, MS #14  
Anchorage, AK 99513  
Phone: 907-271-5030  
Fax: 907-271-2851  
Email: [Kendall.d.campbell@faa.gov](mailto:Kendall.d.campbell@faa.gov)

**Enclosures:**

Figure 1: Location & Vicinity Map

Figure 2: Proposed Improvements

Figure 3: Areas of Potential Effect

**Electronic cc w/ Enclosures:**

Kristi Ponozzo, FAA Environmental Protection Specialist

Aaron Hughes, DOT&PF Central Region, Project Manager

Brian Elliott, DOT&PF Central Region, Regional Environmental Manager

Mark Rollins, DOT&PF Central Region, Cultural Resource Specialist -Archaeologist (PQI)

Molly Proue, DOT&PF Statewide Interim Cultural Resources Manager



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS, 673D AIR BASE WING  
JOINT BASE ELMENDORF-RICHARDSON, ALASKA

V.B.-4

February 8, 2024

MEMORANDUM FOR ALASKA DEPARTMENT OF NATURAL RESOURCES  
OFFICE OF HISTORY AND ARCHAEOLOGY  
ATTENTION: MS. JUDITH BITTNER

FROM: 673 CES/CEI  
6326 Arctic Warrior Drive  
JBER AK 99506-3240

SUBJECT: Replacement project on JBER for Anchorage School District's Ursa Major Elementary School with Determination of Eligibility (Building 454, ANC-04812)

References: (a) *National Register of Historic Places Evaluation: Ursa Major Elementary School (ANC-04812), Joint Base Elmendorf-Richardson, 2023*, Krauthoefer.  
(b) *Determination of Eligibility for the Mt Spurr Elementary School (ANC-04771) ...Located on Joint Base Elmendorf Richardson, 2023*, TNSDS.  
(c) *Multiple Property Documentation Form for Colorado's Mid-Century Schools, 1945-1970, 2016*, Christman.  
(d) *National Register of Historic Places: Themes and Historic Context for Air Force, Army, and Navy in the Cold War, 2017*, HQ ACC.  
(e) *Mid-Twentieth Century Architecture in Alaska Historic Context 1945-1968, 2016* Ramirez et al.  
(f) *Cold War Historical Context 1951-1991, Fort Richardson, Alaska USARAK, 2003*, Waddell.

1. **Purpose and Need:** The Joint Base Elmendorf-Richardson (JBER) Conservation Element (673d CES/CEIEC) is coordinating consultation under Section 106 of the National Historic Preservation Act (NHPA) of 1966 (as amended) for the demolition and new construction of Ursa Major Elementary School (Building 454; ANC-04812). The purpose of this letter is to inform you of the undertaking, to evaluate the determination of eligibility for Building 454, to provide an assessment of effect, and to seek your concurrence.

2. **Project Description:** The proposed undertaking will demolish Ursa Major Elementary School - Building 454 - and replace it with a new elementary school at the same location (S14N02W32; 61.2513N, -149.6776W; Figure 1). After seismic surveys following the magnitude 7.1 earthquake of November 2018, it was determined that Ursa Major Elementary was unsafe to occupy and students were transferred to the other elementary schools on JBER. Anchorage School District (ASD) considered and rejected several remodel and rehabilitation projects based on time to complete and satisfaction of the project's purpose and need. Although the new building's planned orientation does not match the current building, much of the new





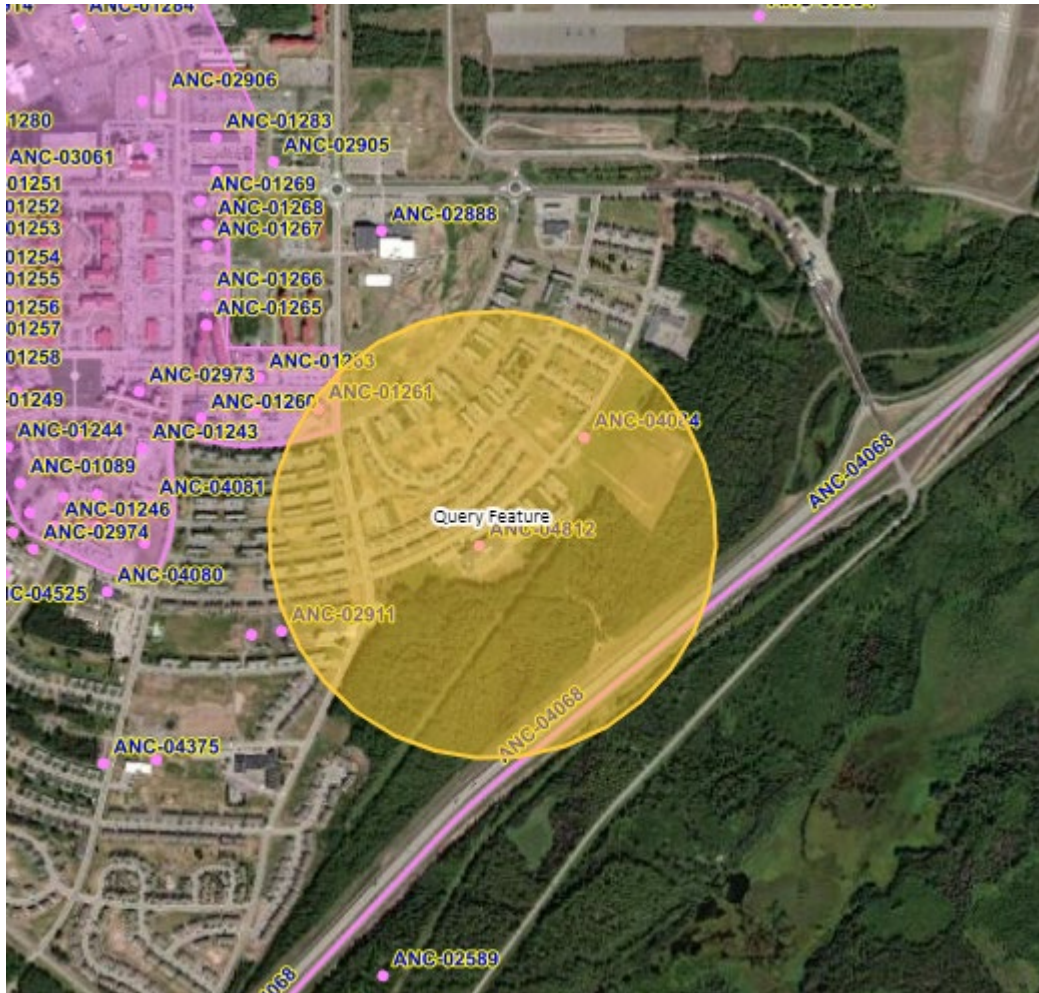
**Figure 3.** Proposed design and new footprint of Ursa Major Elementary School.

**3. Area of Potential Effect:** The direct area of potential effect (APE) includes the building, parking lots, playground areas, fields, track and rink (Figure 4). Visual and audible impacts will be temporary during construction and limited to the surrounding neighborhood. All materials will be stored on site and all haul routes will use existing road surfaces.



**Figure 4.** Ursa Major Elementary School direct and indirect area of potential effect.

**4. Historic Properties and the Area of Potential Effect:** There are five identified resources within 1km of Ursa Major Elementary School (Figure 4; Table 1). No properties that have been determined eligible for listing in the National Register of Historic Places are within the project area.



**Figure 5.** AHRS sites within one kilometer buffer of ANC-04812, Ursa Major Elementary

**Table 1.** Identified properties within one kilometer of Ursa Major Elementary School

AHRS No.	Description	NRHP eligibility	Affected by Undertaking
ANC-01261	Building 654 Fire Station	Not eligible (2009)	No
ANC-01338	Fort Richardson Historic District	Not eligible (2009)	No
ANC-04068	Glenn Highway	Exempt (2005)	No
ANC-04084	Building T-470 Ski Hut	Not eligible (2015)	No
ANC-04812	Ursa Major Elementary School	Pending	Yes

**5. Determination of Eligibility Evaluation:** The Anchorage School District (ASD) contracted with MCG Explore Design and Corvus Culture to support the fulfillment of the obligations of Section 106 of the NHPA. We are providing a copy of their report *National Register of Historic Places Evaluation: Ursa Major Elementary School (ANC-04812) Joint Base Elmendorf-Richardson* for your review.

Corvus Culture recommends that Ursa Major Elementary School (ANC-04812) be determined eligible under Criterion A for its association with Anchorage’s post-WWII and Cold War buildup patterns, and Criterion C for architecture in the International Style. The report also argues that Ursa Major Elementary School has retained integrity sufficient to convey its significance.

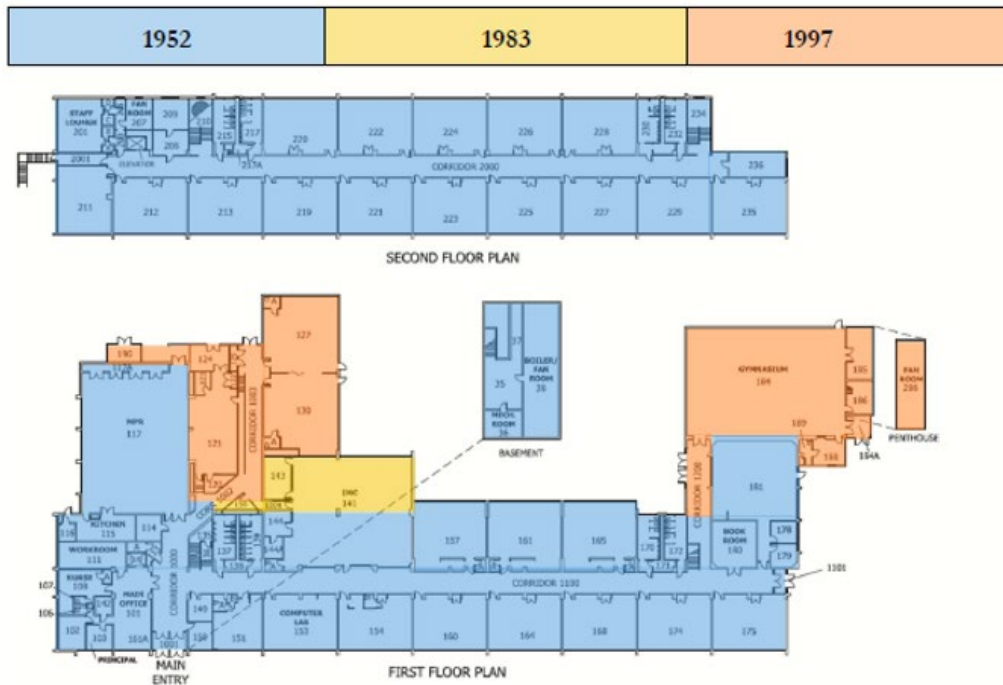
JBER *does not concur* with this determination of eligibility for the following reasons:

- Integrity:** Ursa Major Elementary School (Building 454, ANC-04812) does not retain enough aspects of integrity to convey significance under Criterion A for post-WWII and Cold War buildup patterns in Anchorage Alaska, or Criterion C for mid-century school architecture. Using the *Multiple Property Documentation Form for Colorado’s Mid-Century Schools, 1945-1970* (Christman 2016:53) as the historic context to evaluate significance, schools should retain all seven aspects of integrity to be eligible for listing in the National Register of Historic Places. While the *location, setting, feeling, and association* are mostly retained, Ursa Major Elementary School has diminished integrity for *design, materials, and workmanship*. After 65 years of remodels, additions, and repairs, the school has substantially changed over time (Table 2, Figures 6-8).

**Table 2.** Integrity Assessment for Ursa Major Elementary School (ANC-04812)

Aspect of Integrity	Analysis	Assessment
<b>Location</b>	Ursa Major is in original location, and relationship to Fort Richardson as an elementary school for military families is still legible.	Retained
<b>Design</b>	Retains ribbon windows and massing, but additions diminish historic appearance. Design still conveys function.	Diminished
<b>Setting</b>	Adjacent contemporaneous housing has been demolished and replaced, and ski hill has shifted footprint, but the school is still within a neighborhood community on a military installation.	Retained
<b>Materials</b>	Repairs and remodels made without consideration of historic preservation. The fenestrations have the appearance of the original configuration, but the materials are not consistent with the original. Additions from 1983 and 1997 do not match design or materials.	Diminished
<b>Workmanship</b>	Almost no evidence of the craft, technique, or method of construction remains.	Diminished

<b>Feeling</b>	The ribbon windows and concrete pier structure convey the historic character of the property.	Retained
<b>Association</b>	The building still looks like an elementary school and this, combined with location and setting, provides a sense of its association with support for families living on a military installation.	Retained



**Figure 6.** Layout of Ursa Major Elementary with 1983 and 1997 additions highlighted (image provided by ASD 2023).



**Figures 7 & 8.** 1957 Aerial image with original neighborhood and ski hill configuration (left) and 2023 aerial image with newer housing construction and ski hill moved to the east (right).

- Historic Context:** JBER does not believe that the *Multiple Property Documentation Form for Colorado's Mid-Century Schools, 1945-1970* (Christman 2016) is the appropriate historic context to use to evaluate significance of a military community, family, and support facility in Alaska. More appropriate frameworks to evaluate this property are the *National Register of Historic Places Themes and Historic Context for Air Force, Army, and Navy in the Cold War* prepared for the USAF Air Combat Command (2017) by Marsha Prior, Karen Van Citters, and Duane Peter and *Mid-Twentieth Century Architecture in Alaska Historic Context 1945-1968* (2016) prepared by Amy Ramirez, Jeanne Lambin, Robert L. Meinhardt, and Casey Woster. All three of these documents are attached for your convenience. The contexts and themes used to assess the historic significance of the Ursa Major Elementary School should help us understand a historic property as a unique, representative, or pivotal reflection of the history of a community, State, or the nation. While Ursa Major Elementary School might meet the criteria for evaluating Colorado public schools, that context does not reflect the unique history of military construction and support facilities in Alaska during the buildup of Fort Richardson after WWII and during the Cold War. Ursa Major Elementary School only served military families stationed and living on Fort Richardson and application of the military context is appropriate.

Per the Cold War Historic Context for the Air Force, Army, and Navy (Prior 2017:64), only those military resources directly related to the Cold War mission should be considered eligible for their association with the Cold War. “If a property was constructed or used to support standard base operations, it should not be considered eligible for the NRHP for its association with the Cold War because these properties are not directly related to the military missions of the Cold War. Such buildings and structures would be part of any campus or military installation regardless of era in which they were constructed.” If the building has significant architectural design features, it should be evaluated for the NRHP, but would not be eligible for its relationship to the Cold War. Troop and family support buildings include housing, medical, dining, public schools, banks, chapels, and libraries.

A proposed Fort Richardson Historic District (ANC-01338) was evaluated by the Army prior to the Joint Basing action using the Cold War Historical Context for Ft. Richardson (Waddell 2003). The district was found not eligible for listing in the National Register of Historic Places (2009), and at the time only two buildings were found individually eligible. Building 1 (ANC-01088), the Post Headquarters Building, is eligible under Criterion A for its role in post-1964 Earthquake recovery efforts, and Building 3 (ANC-01244), the Chapel, is eligible under Criterion C for design elements and the stained-glass windows. The other buildings that might have contributed to an historic district are being individually evaluated as need arises, and none have been found eligible under any criteria as of today.

- Comparative Evaluation:** In the *NRHP Evaluation: Ursa Major Elementary School (ANC-04812), Joint Base Elmendorf-Richardson* (Krauthoefer 2023:7) the author mentions other elementary schools that were constructed in Anchorage and on Fort Richardson and Elmendorf Air Force Base but does not mention their eligibility for the

National Register. Of the 14 elementary schools built during the post-WWII buildup in Anchorage, seven have been evaluated for eligibility (Table 3).

**Table 3.** Comparative analysis of other evaluated Cold War era Elementary Schools

AHRS No.	Property	Significance	Eligibility
ANC-03008	Elsie Oberg Community Center	A – Community development: Chugiak. B – Elsie Oberg	Yes
ANC-03094	Building 4109 (Sunflower) JBER Education Center	“architecture”	Yes*
ANC-03702	Inlet View Elementary	A – Rapid growth of the South Addition	Yes
ANC-04240	Sand Lake Elementary	Post-WWII population increase	No
ANC-04584	Eagle River Elementary	Community development: Eagle River	No
ANC-04771	Mt Spurr Elementary (JBER)	Post-WWII population increase	No
ANC-04812	Ursa Major Elementary (JBER)	Post-WWII population increase	Pending

\* Eligibility assumed based on SHPO letter dated 13 July 2010 (attached). No statement of significance or integrity assessment included. This structure should be re-evaluated, but it is beyond the scope of this effort.

No buildings on Fort Richardson and no Anchorage-area Elementary schools have been found eligible for the National Register for Anchorage’s post-WWII and Cold War buildup patterns. If a multiple property historic district exists, none of the previously evaluated properties retain enough integrity to reflect the distinctive characteristics of the period.

Comparative analysis for International Style buildings was also absent from the evaluation for Ursa Major Elementary School. There are several buildings in Anchorage and on JBER that have been evaluated under Criterion C for architectural elements in the International Style (Table 4). It is possible that an historic district is significant even when the components lack individual distinction. However, it is JBER’s belief that Ursa Major Elementary School does not exhibit characteristics that exemplify the International Style or the methods of construction.

**Table 4.** Comparative analysis of Anchorage-area International Style buildings

AHRS No.	Property	Eligibility
ANC-00919	JBER Building 10547 (in Flightline HD) Dry Cleaning	Yes, contributing
ANC-01422	McKinley Tower Apartments	Yes
ANC-03466	3708 Jewel Lake Road	Not eligible
ANC-03472	Willis Harpel House 2	Not evaluated
ANC-03704	843 West 11 <sup>th</sup> Ave, Hohn Apartments	Not eligible
ANC-03705	Knik Arms Apartments	Yes
ANC-04185	Sundance Apartments Monclair	Not eligible
ANC-04210	Sundance Apartments	Not eligible
ANC-04211	Sundance Apartments	Not eligible
ANC-04213	3808 West 79 <sup>th</sup> Ave	Not eligible
ANC-04214	Sundance Apartments	Not eligible

ANC-04215	Sundance Apartments	Not eligible
ANC-04216	Sundance Apartments	Not eligible
ANC-04217	Sundance Apartments	Not eligible
ANC-04403	Duke's 8 <sup>th</sup> Avenue Hotel	Not eligible
ANC-04638	Enstar Natural Gas	Not evaluated
ANC-04658	JBER Water Treatment Plant	Yes (demolished)
ANC-04812	JBER Ursa Major Elementary School	Pending
ANC-04814	MacKay Building Annex, McKinley Tower Annex	Pending
ANC-04817	Blomfield Building	Pending

**6. Assessment of Effect and Recommendations:** Replacing Ursa Major Elementary School enables ASD to serve and educate the children of JBER without having to transport students off the installation. JBER recommends Ursa Major Elementary School (ANC-04812) *not eligible* for inclusion in the National Register of Historic Places because it does not meet the Criteria for Evaluation and lacks integrity to convey significance. It is our belief that this undertaking will result in *no historic properties affected*. We seek your concurrence with the determination of eligibility and assessment of effect. Should your office not concur, JBER will proceed in accordance with 36 CFR 800.6 and will continue consultation to resolve the adverse effect.

Notification and copies of the report and attachments will be sent to federally recognized Tribes (Native Village of Eklutna, Native Village of Tyonek, Knik Tribe, and the Chickaloon Village Traditional Council) and the Anchorage Historic Preservation Commission. If you have any questions, please contact Liz Ortiz CES/CEIEC, 907-384-2444 or elizabeth.ortiz.10@us.af.mil.

JEANNE L. DYE-PORTO, GS-14, DAF  
Chief, Installation Management

5 Attachments:

1. NR Evaluation Ursa Major Elementary
2. Prior et al 2017 Cold War Themes
3. Colorado MPDF
4. Mid-20th Architecture Alaska
5. SHPO letter dated 13 July 2010

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DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS, 673D AIR BASE WING  
JOINT BASE ELMENDORF-RICHARDSON, ALASKA

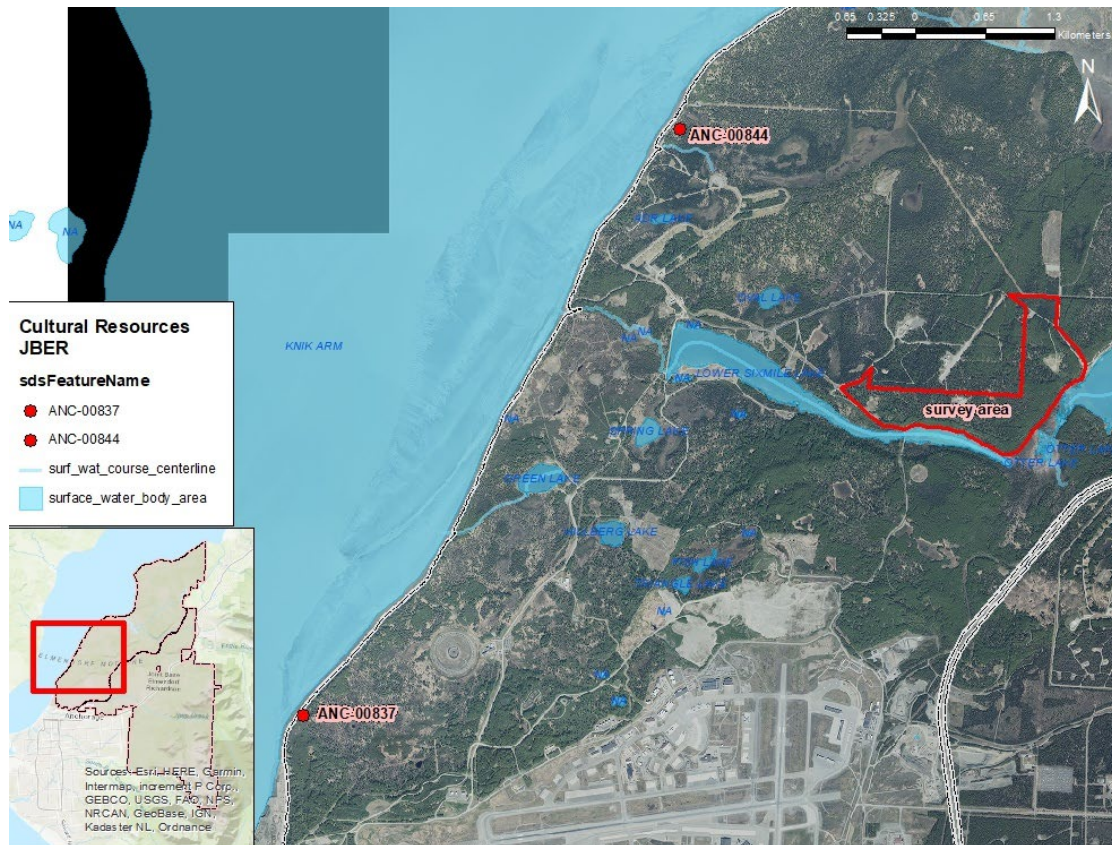
February 5, 2024

MEMORANDUM FOR ALASKA DEPARTMENT OF NATURAL RESOURCES  
STATE HISTORIC PRESERVATION OFFICER  
ATTENTION: MS. JUDITH E. BITTNER

FROM: 673 CES/CEI  
6326 Arctic Warrior Drive  
JBER AK 99506-3240

SUBJECT: Work Plan: Phase I Survey of up to 300 Acres and Phase II Evaluation of up to 5  
Archaeological Sites at Joint Base Elmendorf-Richardson (JBER)

1. The Joint Base Elmendorf-Richardson (JBER) Environmental Conservation Section (673d CES/CEIEC) is planning an archaeological survey of approximately 300 acres and evaluation of sites for the National Register of Historic Places (NRHP) in 2024. The work will be completed by Northern Land Use Research Alaska (NLURA) through a contract to Argonne National Laboratory under Section 110 of the National Historic Preservation Act (NHPA). Although the *Programmatic Agreement Regarding the Operation, Maintenance, and Development Activities at JBER* does not require review of research designs and work plans for Section 110 surveys, JBER is pleased to provide your office with a copy of *Phase I Survey of up to 300 Acres and Phase II Evaluation of up to 5 Archaeological Sites at JBER: Work Plan* for your review and comment. A digital copy is enclosed for your records. A printed copy is available upon request.
2. The Work Plan describes previous cultural resource studies relevant to the survey and evaluation areas. The field methods include pedestrian survey, subsurface testing with shovel and soil probes, and noninvasive testing (primarily metal detector transects). This project includes collection of artifacts and samples that have the potential to yield data relevant to categorizing the site (i.e., diagnostics and radiocarbon samples). The Work Plan also incorporates reporting protocols for the inadvertent discovery of human remains. These methods are drawn from standard operating procedures in the 2023 JBER Integrated Cultural Resource Management Plan. Your recommendations for changes to these methods will also be considered for incorporation into the annual ICRMP update.
3. The Work Plan does not include a field schedule. Currently, NLURA intends to conduct the survey after the review period for this plan has passed, the JBER Dig Permit Form 3 is complete, and the ground is no longer frozen. They anticipate this will be late May or early June. Your staff and Tribal representatives are invited to accompany the NLURA crew in the field or visit sites as part of this work. Feel free to contact JBER cultural resource staff.



**Figure 1.** Phase I survey area and Phase II sites for evaluation in 2024.

4. JBER PA Stipulation II.B.3.a provides 30 days for comments on Work Plans for Section 106 investigations and the installation is requesting comments on this Section 110 Work Plan within the same time frame. This Work Plan has also been provided to Federally Recognized Tribes (Native Village of Eklutna Traditional Council, Native Village of Tyonek, Knik Tribal Council, and the Chickaloon Village Traditional Council) and the Anchorage Historic Preservation Commission. If you have any questions or comments, please contact Margan Grover, at 907-384-3467 and [margan.grover@us.af.mil](mailto:margan.grover@us.af.mil) or Liz Ortiz at 907-384-2444 and [elizabeth.ortiz.10@us.af.mil](mailto:elizabeth.ortiz.10@us.af.mil).

JEANNE L. DYE-PORTO, GS-14, DAF  
Chief, Installation Management Flight



# Municipality of Anchorage

## Planning Department

### Memorandum



VII.

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**Date:** February 15, 2024  
**To:** Historic Preservation Commission  
**From:** Tom Davis, AICP, Historic Preservation Officer  
**Subject:** HPC Priorities for 2024 as Approved on January 25, with a Proposed Addition

Following is the list of HPC priority activities for 2024 that the Commission approved on January 25. It also includes, in **yellow highlights**, an addition that Chair Bryce Klug proposed in December but was missing from the January draft version that the Commission reviewed and approved. Priorities are listed according to the categories in the State's *Annual Certified Local Government Report*. Certified Local Government (CLG) requirements are underlined.

#### A. LOCAL PRESERVATION ORDINANCES

1. Amend the LLO to clarify nominations criteria and approval process, per HPC Resolution 2023-01 regarding the ANHS nomination.

#### B. LOCAL HISTORIC PRESERVATION COMMISSION

1. Establish HPC rules of procedure, consulting with the HPC enabling ordinance.
2. Participate in training opportunities including NAPC Forum 2024 (7-31 to 8-4).

#### C. SURVEY AND INVENTORY OF HISTORIC PROPERTIES

1. Establish an MOA inventory of historic resources, compatible with the AHRs.

#### D. PRESERVATION PLANNING ACTIVITIES

1. Complete the local Historic Preservation Plan (HPP).

#### E. NATIONAL REGISTER PROGRAM PARTICIPATION

1. Prepare to review nominations to the National Register by establishing procedures and amending the MOA historic preservation ordinance if necessary.
2. Review any proposed nominations to the National Register.

#### F. PROTECTION OF HISTORIC PROPERTIES

1. Participate in Section 106 consultations as requested.
2. Get final approval of the nomination of ANHS to the Local Landmark Register.
3. Nominate municipal properties on the National Register and Alaska Native cultural resources on public lands to the Local Landmark Register.
4. Support the municipal Real Estate and Facilities Maintenance Departments' effort to repaint and reroof the Oscar Anderson House Museum.

(Continued on next page)

## **PUBLIC PRESERVATION EDUCATION PROJECTS**

1. Submit an annual report of HPC activities and accomplishments to the Assembly.
2. Give out local historic preservation awards for Historic Preservation Month.
3. Promote the Local Landmark Register as sites get added to the Register, and promote the sites on the Register, such as on an accessible social media platform.
4. Invite an expert from the National Alliance for Historic Preservation's *Commission Assistance and Mentoring Program (CAMP)* to provide training and advice to the Commission, as well as to community leaders and businesspeople. *(Note: Chair Bryce Klug proposed adding this as a priority during the December HPC meeting. It was missing from the draft list that the Commission reviewed and approved in January.)*

## **G. HISTORIC PRESERVATION GRANT ACTIVITIES**

1. Complete the Government Hill Wireless Station assessment report.
2. Propose a rehabilitation plan for the Wireless Station.
3. Propose to supplement the HPP project funding for specific tasks creating the HPP.
4. Propose to hire GIS contractors to carry out inventory activity C.1. above.

## **H. OTHER PRESERVATION ACTIVITIES**