



**Municipality of Anchorage
Historic Preservation Commission**

A G E N D A

**Thursday, July 21, 2011
5:30 – 7:30 p.m.**

Regular Meeting

City Hall – Room #155
632 West 6th Avenue
Anchorage, Alaska

- I. ESTABLISHMENT OF QUORUM
- II. CALL TO ORDER
- III. MINUTES
- IV. STAFF REPORTS
 - A. MOA staff introductions:
 - Tammy Oswald, Acting Director, Real Estate Department
 - Kristine Bunnell, Senior Planner, Planning Division
 - B. Municipally owned historic buildings (Pioneer Schoolhouse, etc.) – status
 - C. KABATA related historic preservation projects – status
- V. BUSINESS
 - A. Historic inventory – “CityView” software appropriation request for HPC approval
 - B. Historic inventory – HPC recommendations for overall framework objectives, uses, capabilities, and types of data
- VI. COMMISSION REPORTS
 - A. Historic Preservation Plan
 - B. Other
- VII. OTHER BUSINESS
 - A. Project reviews – ADOT&PF projects
 - B. Review of Action Items and Location for August 18 meeting
- VIII. ADJOURNMENT

Next Regular Meeting: August 18, 2011

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Municipality of Anchorage
Historic Preservation Commission

MINUTES / ACTION SUMMARY

Thursday, May 19, 2011

I. ESTABLISHMENT OF QUORUM

- A. Present: Julie Jessen (Chair)
Bobbie Bianchi
Debbie Corbett
John Crittenden
Elizabeth Grover
Darrell Lewis
Michelle Ritter (Vice-Chair)
Kim Wetzel (Secretary)
- B. Absent: Richard Porter
Aaron Leggett
- C. Ex-Officio - SHPO: (absent)
- D. Assembly Liaison: Ernie Hall (excused)
- E. Staff: Tom Davis

II. CALL TO ORDER

- A. The meeting was called to order at 5:40 pm.

III. MINUTES

- A. April minutes approved.
- B. **Staff to prepare previous months' minutes for approval.**

IV. NEW BUSINESS

- A. MOA-Owned Browns Point Cottages – MOA requested recommendation for paint colors. These buildings are a military style which can be found in other states in the country. Some of the cottages are currently the wrong historic colors. Elizabeth noted the historic context for the building in the packet was inaccurate; the buildings were used by the military before they were railroad housing.
1. Motion by Bobbie, friendly amendment by Kim, to MOA Facilities to paint the cottages as close to original color as possible based on photos in the packet and the existing wireless tower building that indicate white with dark Kelly green trim. Note to thank Facility

Maintenance for care of Anchorage's historic properties. If they have any questions, they should contact Elizabeth. It passed unanimously.

V. OLD BUSINESS

A. Pioneer Schoolhouse restoration (AHPC 2011 priority) –

1. A letter dated May 12, 2011 indicated that the Alaska Department of Natural Resources granted a Certified Local Government grant. Caveat: the money is not in-hand.
2. Before MOA can hire a contractor to complete the work, the AHPC must approve the design for the project.
3. Jon shared Chuck Kinley's drawings. AHPC advised the design be showed to SHPO (Doug Gasek)- Tom to set-up meeting. Discussion about change in building height and interior room height to accommodate the roof design. Discussion about roof materials.
4. Approval of Project Design: Motion on Resolution 2011-04 postponed.

B. Oscar Anderson House

1. Curator Services Plan

- Motion to approve by Kim; 2nd by Bobbie: Approve Resolution 2011-05. 2nd by Darrell.
 - a. Friendly Amendment by Kim: A2. An element may be added with additional duties identified by the Community Development Department and Anchorage Historic Preservation Commission with consultation by the curator.
 - b. Unanimous approval.

2. Ten Endangered Buildings List.

- Motion by Darrell: AHPC supports the nomination of the Oscar Anderson House to the Ten Endangered Buildings List for the Alaska Association of Historic Preservation to consider. Julie to write a paragraph on AHPC behalf. Passed unanimously; one abstention by Elizabeth.
- Benefit of the Endangered List is it helps for grant applications.

VI. COMMITTEE/COMMISSION REPORTS

A. Historic Preservation Plan – No report. *Request to have a report from Elizabeth at the next meeting.*

B. Historic Preservation Fund – No discussion.

C. Historic Properties Inventory Software “CityView” – Staff provided written responses to AHPC questions and concerns raised at April AHPC in the May meeting packet.

VII. STAFF REPORTS

- A. KABATA projects status – project RFPs are about to be released for bid
- B. Wireless Facility acquisition status – Seth from AHPI presented
 1. Seth described final approval stages involving MOA Real Estate Service, Legal, Assembly approval and finally a lease agreement to be negotiated. AHPI will request a lease in perpetuity. If the lease breaks, the property would go back to the Federal Government, not MOA.
 2. Writers Guild was using Cottage 25 for one Thursday a month and one Saturday a month in addition to some half days on Saturdays. Now that Real Estate Services knows the Writers Guild was improperly subleasing, they have been kicked out. AHPC requested Seth share the lease details with us.

VIII. OTHER BUSINESS

- A. Review of ADOT&PF projects – Individual commissioners to provide any comments to staff within one week.
- B. Next Meeting – June 16 to be held at City Hall unless otherwise decided.

IX. ADJOURNMENT

- A. The meeting was adjourned at 7:13 pm.

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**Municipality of Anchorage
Historic Preservation Commission**

MINUTES / ACTION SUMMARY

Thursday, May 26, 2011

I. ESTABLISHMENT OF QUORUM

- A. Present: Julie Jessen (Chair)
Bobbie Bianchi
John Crittenden
Elizabeth Grover
Darrell Lewis
Michelle Ritter (Vice-Chair)
Kim Wetzel (Secretary)
- B. Absent: Debbie Corbett
Richard Porter
Aaron Leggett
- C. Ex-Officio - SHPO: (absent)
- D. Assembly Liaison: Ernie Hall (excused)
- E. Staff: Tom Davis

II. CALL TO ORDER

- A. The meeting was called to order at 12:17 pm.

III. OLD BUSINESS

- A. Pioneer Schoolhouse restoration (AHPC 2011 priority) –
1. Motion by Darrell to Approve Project Design for the Pioneer Schoolhouse Restoration (Resolution 2011-04), as presented in the drawings dated 5/27/2011, with friendly amendment to change the drawing fascia design detail. Passed unanimously.
 - John met with Doug Gasek, SHPO. They agreed on a design that caused a 7” height increase from the outside and 8” height decrease to the second floor interior rooms because a 21” exterior height increase was undesirable. The use of shingles is appropriate because they are more durable; the use of black shingles would better resemble the original roofing material
 - The drawings will be modified to show open tails on the trusses; this will better mimic the fascia detail of the original design.

- AHPC would like to thank John for his hard work on this project.

B. Oscar Anderson House

1. AAHP Fundraiser was successful May 24, 2011. Mary Flaherty & her husband were tireless giving tours all evening.
2. Oscar Anderson House was chosen by AAHP for the Ten Endangered Buildings List.
3. The resolution to appropriate funding for 2011 museum operations was passed by Assembly.
4. Donna Burgess (family of Oscar Anderson) emailed AHPC to say she was heartened the AAHP fundraiser was held at Oscar Anderson.
5. Discussion about purpose and benefits of the future formation of a Friends of Oscar Anderson House group.

IV. ADJOURNMENT

- A. The meeting was adjourned at 12:36 pm.

MUNICIPALITY OF ANCHORAGE
ASSEMBLY MEMORANDUM

No. AM _____

Meeting Date: _____

1 **From: MAYOR**

2
3 **Subject: A RESOLUTION OF THE MUNICIPALITY OF ANCHORAGE**
4 **APPROPRIATING FIFTEEN THOUSAND DOLLARS (\$15,000)**
5 **FROM INTEREST EARNINGS WITHIN THE HISTORIC**
6 **PRESERVATION FUND (Fund 740) AS MATCHING FUNDS TO**
7 **SUPPORT THE DEVELOPMENT OF THE HISTORIC**
8 **PRESERVATION GIS-BASED SOFTWARE MODULE WITHIN**
9 **CITYVIEW.**

10
11
12
13 Pursuant to the Knik Arm Crossing Project Programmatic Agreement (ACSTP-
14 001(227)/56047) and subsequent Memorandum of Understanding (MOU) signed on
15 January 14, 2010 in partnership with the Federal Highway Administration, State
16 Historic Preservation Office and the Municipality of Anchorage (MOA), the MOA will
17 administer certain requirements under Section 106 of the National Historic
18 Preservation Act for the Knik Arm Crossing Project (KAC). The MOU states the
19 MOA will complete four planning projects in support of the mitigation of impacts,
20 and in order to preserve historic neighborhoods and properties identified in the KAC
21 project area. The four planning projects include: (1) Government Hill
22 Neighborhood Plan; (2) South Addition Inventory of Historic Properties; (3) Historic
23 Preservation Plan for Downtown, South Addition, Fairview, and Government Hill
24 Community Council Areas; and (4) Recording and Archiving of Oral Histories from
25 Government Hill residents.

26
27 The MOA is currently working through the contracting process to complete the four
28 planning projects. To facilitate and provide the best possible data and analysis for
29 the planning efforts, and subsequent construction proposed in the KAC project
30 area, it is extremely important for the MOA and its community partners to collect,
31 organize, and analyze historic properties data in the most convenient, consistent,
32 organized, and reliable format available.

33
34 A historic resources inventory is also a cornerstone of the local historic
35 preservation program. A primary duty of the municipal Historic Preservation
36 Commission, which was ordained by the Assembly, is to “prepare and maintain a
37 comprehensive inventory of historic resources” (reference AO 2006-175 and AMC
38 4.60.030E.2). Having a consolidated, accessible database of historic properties is
39 prerequisite to fulfilling most other duties of this Commission, in addition to the
40 KAC related planning projects.

1 To that end, it is recommended that a Historic Properties Module be developed
2 through the MOA's CityView portal. A comprehensive set of historic property data
3 could then be available for use by agencies, the public, and other interested parties
4 for current and future planning, and development processes, and to support
5 municipal historic preservation activities.

6
7 Historic inventories, with the associated data on historic properties required to
8 populate the CityView Historic Properties Module (CVHPM) has already been
9 collected from the Fairview, Mountain View, Downtown, and Government Hill
10 planning areas. An inventory for the South Addition neighborhood, adjacent to
11 Downtown Anchorage, will be completed summer 2011.

12
13 Despite the past good efforts to collect historic data, several issues have been
14 identified with the data sets. Those issues are discussed below:

- 15
- 16 1. Inconsistent data (categories/attributes) are not always the same;
- 17 2. Much of existing data is in hard copy format, or it was built in inconsistent
18 electronic formats;
- 19 3. Data is not accessible to the public, other municipal, and state agencies,
20 preventing its use by road, housing, on other Federally-funded projects. (All
21 Federally-funded projects are required to have an analysis of historic
22 properties.)
- 23 4. MOA has not been the primary keeper of the historic data. Therefore, data
24 from past survey efforts has not been transmitted to MOA, or created in a
25 consistent format for use in our Geographic Information System (GIS).
26 (Generally contractors and the agencies that they are working for have not
27 been directed to transmit the data to MOA. This is due to a propriety hold on
28 their data sets.)
- 29 5. None of the data collected is tied to the MOA GIS, making it impossible to
30 access this valuable resource, which should be included as a crucial
31 component to any planning effort.
- 32

33 Time is of the essence with this funding request. The deadline for completion of all
34 MOU projects is December 2012. The KAC project continues to move forward with
35 the completion and approval of the FEIS and Record of Decision (2010). The
36 Federal Highway Administration in partnership with the Knick Arm Bridge and Toll
37 Authority (KABATA) are administering Federal grant funds to complete a variety of
38 planning projects and studies, as mentioned above.

39
40 On recommendation from various partner agencies and organizations, the MOA
41 wishes to expedite the completion of the CVHPM historic inventory software project
42 in order to provide the planning community with the best possible data for historic
43 preservation planning.

44
45 The CVHPM project will include the following components: (1) Gathering of
46 existing data from all sources whether hard copy or electronic; (2) Development of
47 an approved database description, or data dictionary that includes descriptive

1 attributes for the property, and is necessary for historic preservation planning (the
 2 MOA Historic Preservation Commission is currently developing this item); (3)
 3 Creation of the database either in Excel or ArcView; (4) Quality Control checks
 4 throughout to ensure clean data conversion, transfer and development; and (5)
 5 Contributing parties agree to share data and analysis as the project moves forward.

6
 7 The MOA seeks concurrence and recommendation from the Historic Preservation
 8 Commission for the use of \$15,000 in funding from the Historic Preservation Project
 9 Fund. In accordance with AMC 6.100.020, monies from the Historic Preservation
 10 Project Fund (HPPF) "...shall be used to finance historic preservation projects, and
 11 to pay the cost of identifying, initiating, negotiating and administering historic
 12 preservation projects." This memorandum appropriates \$15,000 from the HPPF to
 13 use as matching funds for the creation of the CityView Historic Properties Module.
 14 Approved funding for a portion of the project includes the South Addition Historic
 15 Properties Inventory (RFP 2011-P019WW at \$60,000).

16
 17 The budget detail is as follows:

18
 19 **REVENUES:**

<u>Account</u>	<u>Account Name</u>	<u>Amount</u>
20 740TBD	21 TBD	22 \$ 15,000

23 **EXPENDITURES:**

<u>Account</u>	<u>Account Name</u>	<u>Amount</u>
24 740TBD	25 TBD	26 \$15,000

27 **THE ADMINISTRATION RECOMMENDS APPROVAL OF A RESOLUTION OF**
 28 **THE MUNICIPALITY OF ANCHORAGE APPROPRIATING FIFTEEN THOUSAND**
 29 **DOLLARS (\$15,000) FROM INTEREST EARNINGS WITHIN THE HISTORIC**
 30 **PRESERVATION FUND (740), TO THE HISTORIC PRESERVATION FUND (740),**
 31 **IN SUPPORT OF THE DEVELOPMENT OF THE CITYVIEW HISTORIC**
 32 **PRESERVATION GIS-BASED MODULE PROJECT.**

33
 34
 35 Prepared by: Kristine Bunnell, Senior Planner, Planning Division

36 Approved by: Jerry T. Weaver, Jr., Director
 37 Community Development Department

38 Fund Certification: Lucinda Mahoney, CFO
 39 TBD

40 Concur: George J. Vakalis, Municipal Manager

41 Respectfully submitted: Daniel A. Sullivan, Mayor

42
 43
 44 Attachments: Exhibit A—KAC MOU
 45 Exhibit B—Historic Preservation Commission Resolution No. 2011-6

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MUNICIPALITY OF ANCHORAGE

HISTORIC PRESERVATION COMMISSION RESOLUTION NO. 2011-06

A RESOLUTION RECOMMENDING MUNICIPAL PARTICIPATION IN DEVELOPMENT OF THE CITYVIEW HISTORIC PRESERVATION GEOGRAPHIC INFORMATION SYSTEM MODULE.

WHEREAS, the Anchorage Assembly ordained the Anchorage Historic Preservation Commission with the responsibility to recommend planning programs for historic preservation, to the Anchorage Assembly, and to prepare and maintain a comprehensive inventory of historic resources; and

WHEREAS, a local inventory of historic resources is a cornerstone of a local historic preservation program, and a prerequisite to planning projects related to historic preservation; and

WHEREAS, the Municipality of Anchorage entered into a Memorandum of Understanding for the Knik Arm Crossing Project (KACMOU) in on January 14, 2010, which funded and committed the Municipality to complete several planning projects specific to neighborhoods identified in the Knik Arm Crossing impact area; and

WHEREAS, the Municipality has committed staff and its resources to complete four separate planning projects in support of its historic neighborhoods identified in the KAC MOU impact area; this includes the Government Hill Neighborhood Plan, South Addition Historic Inventory, Historic Preservation Plan for Downtown, South Addition, Fairview, and Government Hill Community Councils, and the Government Hill Oral History project; and

WHEREAS, the Municipality of Anchorage needs to secure and create reliable geographic information data that can be electronically linked to historic properties, and events to facilitate the timely and reliable completion of these planning projects; and

WHEREAS, the **CityView Historic Preservation Geographic Information System Module**, and related data base development has been proposed to assist the Municipality of Anchorage, its consultants, and partners in planning for and preserving the historic properties within its jurisdiction; and

WHEREAS, the CityView Historic Preservation Module software will allow for a historic inventory database that can be queried by the public, and by agencies supporting transportation and other projects; and

WHEREAS, the Historic Preservation Commission of the Municipality of Anchorage has initiated the development of the historic inventory data base attributes and schema that would be used for the development of the CityView Historic Preservation Module; and

WHEREAS, the municipal **Historic Preservation Project Fund**, as provided in AMC 6.100, is dedicated to financing historic preservation projects including those planning projects that provide support in maintaining, preserving and protecting, historic neighborhoods and structures.

NOW, THEREFORE, BE IT RESOLVED by the Anchorage Historic Preservation Commission that:

- A. The Commission makes the following findings of fact:
1. The Municipality is responsible for implementation of the KAC MOU, and the associated historic preservation planning projects identified in the MOU within two years of the Record of Decision (by December 2012).
 2. The Municipality has initiated requests for proposals for the planning projects identified in the KAC MOU.
 3. Municipality staff, MOU partners, and the Historic Preservation Commission wish to develop a streamlined, Geographic Information System-based module in the CityView portal that will facilitate and provide the best possible data and analysis for current and future historic neighborhoods and properties planning.
 4. Municipality staff is in the process of seeking additional funding from the Knik Arm Bridge and Toll Authority to complete the CityView Historic Preservation Module in the amount of \$45,000 to use as matching funds for the Historic Preservation funding request of \$15,000.
- B. The Commission recommends that:
1. The Municipality appropriate funding of \$15,000 from the municipal Historic Preservation Project Fund for the acquisition of the CityView Historic Preservation Module and software development; and
 2. The Municipality develop a database of historic properties that can be queried for analysis and planning purposes using the CityView Historic Preservation Module.

PASSED AND APPROVED by the Historic Preservation Commission this 21st day of July in 2011.

Jerry T. Weaver, Jr.
Secretary

Julie Jessen
Chair

**MUNICIPALITY OF ANCHORAGE
COMMUNITY DEVELOPMENT DEPARTMENT
MEMORANDUM**

TO: Historic Preservation Commission

FROM: Tom Davis, Senior Planner

DATE: April 21, 2011

SUBJECT: REQUEST FOR APPROPRIATION OF \$15,000 FROM HISTORIC PRESERVATION FUND FOR ACQUISITION OF HISTORIC PROPERTIES MODULE/CITYVIEW SOFTWARE

Community Development Department's Planning Division ("Planning") is preparing a request to the Historic Preservation Commission to support a proposal to appropriate fifteen thousand (\$15,000) dollars from the Municipality's Historic Preservation Fund, in order to acquire a Property Parcel Information Module in CityView Software to track historic properties information. This one-time appropriation would be leveraged by \$40,000 in grant moneys from the Knik Arm Bridge and Toll Authority's (KABATA) grants to the Municipality of Anchorage for preparing historic preservation studies for the KABATA project. The total cost of the software module is \$55,000.

Planning wishes to acquire this module in CityView software for the following reasons:

- 1) Creates a historic properties database that can be queried, and allows mapping/works with ESRI's geographic information systems (GIS) software;
- 2) Establishes a public platform that will allow public access to data;
- 3) Builds on existing CityView software program that is already in use by the Planning Division;
- 4) Enables MOA, State of Alaska, and other entities to stop re-inventing the wheel each time a historic study is needed for a project; and
- 5) Supports ongoing projects in historic preservation planning, and the local historic preservation program.

The following page elaborates on these reasons. Planning believes this to be the best opportunity to fund an online, queryable historic inventory database using software with which MOA is familiar and can support.

Planning is introducing the subject at the April 21 Historic Preservation Commission and would appreciate an initial discussion of the issue today. As issues and concerns are identified, Planning will then follow up prior to the May meeting of the Commission with additional information about the software module and an elaboration of the reasons introduced in this memorandum.

Additional introductory information about the reasons follows below:

1) Creates a database that can be queried and allows mapping/works with ESRI's geographic information systems (GIS) software

CityView software works with ESRI's GIS software, enabling data inputted into CityView to be mapped geographically with different layers of historical data being displayed. Historical data entered into CityView will also be searchable with the ability to query the data and to generate reports.

2) Establishes a public platform that will allow public access to data

The newer versions of CityView are web-based. The Municipality is still using an older version of the software for zoning and platting cases but is planning to upgrade in 2012 or 2013 the newest version. Part of the upgrade will involve building a public portal that will enable the Municipality to provide public access over the Internet to some of the data stored in CityView. Thus, anyone, including state and federal staff, will be able to find historical information about properties in Anchorage over the Internet (for areas that had been inventoried for historical information, with the information entered into CityView). The new module in CityView will be built using the newest software version, but the web portal will likely be built when the rest of the CityView system (zoning and platting case information) is upgraded to the newest version.

3) Builds on existing CityView software that is already in use by Planning

Planning has been using CityView software (Municipal Software is the vendor) since 2000 to manage its zoning and platting cases, and staff in multiple municipal departments log into CityView to access case information. The advantage of entering data about historical properties into an information software system used daily by municipal staff is that historical information will become available and visible to municipal staff in multiple departments. Historic properties information is more likely to be updated and maintained if it is incorporated into an existing municipal system that is used on a daily basis.

4) Enables MOA to stop re-inventing the wheel each time a historic study is needed

Since construction involving federal funds generally requires a historic preservation analysis as part of the pre-planning for the project, the Municipality of Anchorage would benefit by being the keeper of all historical data collected through inventories in a live database connected to the municipal network. In contrast, current practice has been to hire a contractor to conduct inventories, with the contractor providing data for a given study to the Municipality of Anchorage in using various formats. Variables used differ, and with data stored on just one employee's computer file or in paper format, information gathered for one historical study is not readily available to the next municipal department that could benefit from the information. As result, you may have one municipal department paying for a historical inventory of an area that overlaps with another area that had already been surveyed by a different department. If all historical information about properties was recorded in the CityView software, then a department could check to see if historical information had already been gathered and entered for a given area before paying to have the same area surveyed again.

CityView will standardize the historical information, as the fields included in CityView for capturing historical properties information will be variables that all departments should be using for future historical studies. Thus, as long as the new CityView module for historical property information is configured to include all the variables that the State Historic Preservation Office requires as well as any additional ones that the Municipality may wish to include, then the Municipality should begin to have more consistent data about historical properties.

**MUNICIPALITY OF ANCHORAGE
COMMUNITY DEVELOPMENT DEPARTMENT
MEMORANDUM**

TO: Historic Preservation Commission

FROM: Tom Davis, Senior Planner

DATE: May 19, 2011

SUBJECT: RESPONSES TO QUESTIONS ABOUT REQUEST FOR APPROPRIATION OF \$15,000 FROM HISTORIC PRESERVATION FUND FOR ACQUISITION OF HISTORIC PROPERTIES MODULE/CITYVIEW SOFTWARE

During the April 21, 2011 meeting of the Historic Preservation Commission (HPC), I introduced a request from the Community Development Department's Planning Division ("Planning") to the HPC to support a proposal to appropriate fifteen thousand (\$15,000) dollars from the Municipality's Historic Preservation Fund, in order to acquire a Property Parcel Information Module in CityView Software to track historic properties information. This would be an online software platform for a publicly accessible local historic inventory and register.

Planning's objective for the April meeting was to introduce the subject, hold an initial discussion, and collect questions from the HPC for Planning to answer before the May HPC meeting.

The presentation was accompanied by a Planning memorandum dated April 21, 2011, and entitled, "REQUEST FOR APPROPRIATION OF \$15,000 FROM HISTORIC PRESERVATION FUND FOR ACQUISITION OF HISTORIC PROPERTIES MODULE/CITYVIEW SOFTWARE." That memorandum outlines the appropriation request and its rationale, and is attached for reference.

During the April 21 discussion, Commissioners asked for clarifications on several questions, numbered 1 through 4 below per the (draft) minutes of the April 21 meeting. A response from Planning follows each question.

1. Does CityView guarantee automatic software updates or are there future (hidden) costs?

Planning Response: CityView comes with software maintenance support. Planning already pays for annual software maintenance and will continue to do so. There will be no charges to the historic preservation fund. If there were a problem with the software, the vendor would fix it per the ongoing maintenance agreement.

CityView does provide software updates for their application. MOA has been using CityView for over ten years and in that time have gone through several upgrades to new versions. There have never been any additional charges or hidden costs for upgrades. CityView as used by Anchorage has been customized by MOA staff. The customizations have worked flawlessly with new releases of the core CityView application provided by the vendor.

2. Does CityView have capabilities for linear or polygon features when combined with GIS/geodatabase?

Planning response: Yes. The CityView vendor has already built into their current database schema a methodology for handling linear features such as trails. They also have built into it the capability to handle non parcel type features such as roads and parks. They said that polygons and Historic Districts could also be easily handled by using GIS data. They did say that they might need to spend some additional time to come up with a schema to handle archeological sites but they can address that. The vendor will develop a specific solution once it works with the MOA to specify the data and requirements that define a historical property in Anchorage. This will need to be done in the initial phase for the project. MOA staff is experienced with CityView and confident in its ability to work with GIS features.

3. Does MOA ensure staff time for historic property database entry as well as maintenance? Will there be a historic preservation staff to maintain the inventory long term? It is evident that MOA will have other uses for this software, and would benefit from the update of their CityView software, but is this the most cost effective way to meet the needs for a maintained historic property database?

Planning Response: The \$15,000 requested is only a small part of the total cost of \$350,000 for the CityView software upgrade for Planning, Ombudsman, and the Municipal Clerk. The \$15,000 is just to help with a portion of the \$55,000 cost for the historic module. It does not begin to address the costs of the other functions of the MOA CityView upgrade.

The MOA is streamlining its business operations costs by limiting the number of different software platforms it is using. Compared to other software platforms currently used by the MOA for multiple business functions, CityView has proven to be the far less costly choice, and satisfactory in its performance.

Given that OMB is indicating that budget reductions will be needed to offset other higher operating costs (wage increases already set per collective bargaining agreements, higher gasoline costs, etc.), it is unlikely that the Planning Division would receive approval to create a new historic preservation staff position at this time. Nonetheless, Planning believes strongly there is value in at least securing the software that existing planners and technicians could utilize to update the data base, and that can support a public facing web (online) portal so that the public can view historic properties that have been entered into the database by MOA (and with restrictions on public access to certain sites per answer #4 below). Planning believes that the CityView proposal is the best opportunity to secure these capabilities for the future.

Existing inventories will be consolidated into the new database. The RFP for the Historic Preservation Plan for Downtown, Government Hill, South Addition, and Fairview, includes a task budgeted at approximately \$65,000 for a consultant to convert/consolidate all the inventories for this part of town into the new database. Also, the Muni may be receiving raw historic data from the H2H project, which would then be transferred into the new City View data base. ADOT has approved release of the schema for the data base to the Muni. Future inventories for other projects can be formatted to be transferable as well.

4. Does CityView software provide assurance that certain data, such as archeological sites, mandated to be confidential, is guarded from public view?

Planning response: CityView's security functions have the capability to accommodate this in the module the vendor will develop and tailor for the MOA. Planning has expressed to the vendor that this is a basic requirement among the needs of the inventory, and based on discussions with the vendor MOA thinks that the security can be dealt with. MOA IT is also aware of the need. The need for security on that data is very similar to the need for the security within other functions of the CityView upgrade, such as data that MOA Ombudsman will have in CityView.



Municipality of Anchorage
 Community Development Department
 Planning Division



MEMORANDUM

Date: July 21, 2011
To: Historic Preservation Commission
From: Tom Davis, Senior Planner
Subject: Historic Preservation Fund – Current Balance, Appropriations, and Legal Uses

This memorandum provides, with assistance by Community Development Department financial administration staff, the current balance of the municipal Historic Preservation Project Fund (a.k.a. Fund 740, or “Fund”). It also includes a brief review of legal uses of the Fund and of the Historic Preservation Commission’s powers and duties regarding appropriation approvals.

The following table summarizes the balance of as it stood on July 13, 2011:

Historic Preservation Fund Summary	
Un-appropriated Monies in two Interest-bearing Accounts (available for Assembly appropriation)	\$89,460.96
Appropriated for 4 th Avenue Theater Project (available for Assembly re-appropriation)	\$154,164.66
Appropriated for Pioneer Schoolhouse restoration ((\$95,000 - \$73,858.76 spent + pre-encumbered = 21,141.24)	\$21,141.24
Appropriated in 3 Separate Undesignated Project Accounts (already authorized by Assembly for expenditure)	\$32,306.65
TOTAL AVAILABLE	\$297,073.51
Pending Pioneer Schoolhouse Contribution from AWC – Since Revenues have not been received yet, the \$45,000 is deducted from the overall Net Cost	-\$45,000
Interim Total Available as Reflected in the Project Report	\$252,073.51

The detailed Fund 740 “Project Report” (Attachment, dated 7/13/11) indicates that the Fund contains a total of \$252,073.51 available for expenditure (see last column, bottom right). This is due to the pending receipt of the \$45,000 revenue contribution from the Anchorage Woman’s Club towards the \$95,000 appropriation for the Pioneer Schoolhouse Project. Upon receipt of the remaining revenue from the AWC, the Total Available in the Project Report will reflect the \$297,073.51. The majority of the monies within Fund have been appropriated for various individual projects by the municipal Assembly. The remaining, un-appropriated monies within the Fund amount to \$89,460.96. This money may be appropriated by Assembly Resolution for historic preservation projects.

The Municipality's recent \$25,000 appropriation for the Oscar Anderson House is categorized as being spent because it has been appropriated the out of Fund 740 (which the MOA finance system categorizes as a "Capital Fund") into the Community Development operating budget in order to be able to use it to hire curator services. The appropriation will still show up as being expended in Fund 740 in the financial system however, since it was transferred out of the fund as a contribution to the operating budget. As provided in the Assembly appropriation, any monies not spent on the curator services by end of 2011 are to be re-appropriated back into Fund 740.

Besides the recent appropriations for the Pioneer Schoolhouse and Oscar Anderson House, most of the monies within Fund 740 that have been appropriated for a specific purpose were appropriated several years ago into one project account for an attempt to acquire the historic 4th Avenue Theater. The balance remaining from the appropriation for the 4th Avenue Theater acquisition project amounts to \$154,164.66. The monies in this account were appropriated in support of a specific acquisition deal, which fell through. According to the Municipal Attorneys Office, the Assembly will need to re-appropriate this money for another project before it can be spent.

The remaining appropriated monies are in three separate project accounts that seem to be open ended (undesignated). This includes: \$14,181.82 in project account 514103-Undesignated Authorization; \$15,828.00 in project account 514202-Historic Prserv-Appr Int; and \$2,296.83 in project account 514204-Undesignated Authorization – for a total of \$32,306.65. The monies are already authorized by the municipal Assembly to be spent, and the purpose seems to be left open-ended as long as the project qualifies for funding according to the Fund ordinance (AMC 6.100.020).

Usage of Monies in Fund 740

Pursuant to requests by the Historic Preservation Commission for more information about the proper usage of Fund 740, the Municipal Attorneys Office provided research findings which were provided to the Commission earlier this year.

The Attorneys Office found there is an exception to the eligibility requirement limiting usage of the Fund to property acquisitions and capital projects. The definition of historic preservation projects eligible for funding was amended in 1987 to include "programs and events to educate the community concerning historic preservation", one example of which is "operation of the Oscar Anderson House" museum program, for which the Historic Preservation Commission approved an appropriation of Fund 740 monies earlier this spring. Likewise, the CityView historic preservation software module would make possible a consolidated, publicly accessible, and GIS-based historic inventory. This will be a centerpiece of the historic preservation program, and a prerequisite to KABATA related preservation planning projects now underway.

Historic Preservation Commission Recommendations

AMC 4.60.030 establishes the power and duty of the HPC "to make recommendations to the Mayor and Assembly concerning" "the use of public or private funds to promote the preservation of properties". For this reason, a recommendation by HPC regarding a proposed appropriation of Fund 740 monies should be a prerequisite to the Assembly making any such appropriation.

Project Report

Municipality of Anchorage

As of 7/13/11 5:16 AM

Report Through: 7/2011 Include Closed Projects: Yes Project Status: Active/Inactive

Fund: 740

Description	Authorized	Expenditrs	Encumbrns	PreEncbs	Balance	Revenues	Net Cost	Stat
740 - Historic Preservation								
5141 - Historic Preservation Int								
5141HISTORIC - Historic Preservation Int	0	0	0	0	0	0	0	A
514102 - CL04 Cemetery Preservation	214,504.18	214,504.18	0	0	0	-214,504.18	0	I
514103 - Undesignated Authorization	14,181.82	0	0	0	14,181.82	-14,181.82	-14,181.82	A
5141HISTORIC - Project Total	228,686.00	214,504.18	0	0	14,181.82	-228,686.00	-14,181.82	
5141 - DeptID Total	228,686.00	214,504.18	0	0	14,181.82	-228,686.00	-14,181.82	
5142 - CRS Historic Preservation Int								
514205 - 4TH AVENUE THEATRE CONTRIB	250,000.00	95,835.34	0	0	154,164.66	-250,000.00	-154,164.66	A
514206 - Downtown Anch Walking Tour	22,057.00	22,057.00	0	0	0	-22,057.00	0	I
514207 - Pioneer Schoolhse Restoration	95,000.00	31.76	0	73,827.00	21,141.24	-50,000.00	23,858.76	A
514208 - Oscar Anderson House	25,000.00	25,000.00	0	0	0	-25,000.00	0	A
5142CRSHISTORIC - CRS Historic Presvtion Int	0	0	0	0	0	0	0	A
514200 - Miscellaneous Revenues	0	0	0	0	0	-73,299.61	-73,299.61	A
514202 - Historic Preserv-Appr Int	15,828.00	0	0	0	15,828.00	-15,828.00	-15,828.00	A
514203 - CL04 Oscar Anderson Rehab-Hp	2,703.17	2,703.17	0	0	0	-2,703.17	0	I
514204 - Undesignated Authorization	2,296.83	0	0	0	2,296.83	-2,296.83	-2,296.83	A
915500 - CIP Preserv Misc Interest	0	0	0	0	0	-16,161.35	-16,161.35	A
5142CRSHISTORIC - Project Total	20,828.00	2,703.17	0	0	18,124.83	-110,288.96	-107,585.79	
5142 - DeptID Total	412,885.00	145,627.27	0	73,827.00	193,430.73	-457,345.96	-237,891.69	
9155 - CIP Preserv Misc Interest								
9155 - DeptID Total	0	0	0	0	0	0	0	
740 - Fund Total	641,571.00	360,131.45	0	73,827.00	207,612.55	-686,031.96	-252,073.51	

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Municipality of Anchorage
Community Development Department
Planning Division



MEMORANDUM

Date: June 16, 2011
To: Anchorage Historic Preservation Commission
From: Tom Davis, Senior Planner (Historic Preservation Officer – Acting)
Subject: Historic Inventory – General Request for Design and Development Consultations

The Community Development Department has prioritized the creation of the local historic inventory. Staff is seeking the participation of the Historic Preservation Commission in its design and development, perhaps through a series of consultations and/or as an expedited part of the historic preservation plan that the Commission has prioritized.

One of the powers and duties of the Historic Preservation Commission is to “Prepare and maintain a comprehensive inventory of historic resources” (reference AO 2006-175 and AMC 4.60.030E.2). A local historic resources inventory (“historic inventory”) is a cornerstone for a local historic preservation program. It is prerequisite to fulfilling most of the other duties of the Commission, and is one of the elements in the outline of the historic preservation plan.

Absence of a consolidated, municipal historic inventory is now beginning to affect the South Addition historic resource inventory project and the Historic Preservation Plan for the four neighborhoods of Government Hill, Downtown, Fairview, and South Addition. The Municipality would like to be able to identify soon what categories of historic resource information that these projects will need to collect or consolidate into a local historic inventory.

The AHPC and SHPO will need to be involved in the design and development of the historic inventory, and staff would like to begin consultations. With regard to SHPO, Anchorage’s AO 2006-175 establishes that the historic inventory will need to be compatible with the data fields in the state inventory, called AHRS. The Mat-Su Borough has developed a historic inventory in consultation with SHPO and a data sharing agreement has been formalized between the Mat-Su Borough and SHPO.

The Department is currently seeking appropriation of monies to purchase a historic inventory software module tailored for Anchorage (reference June 16 HPC agenda item V.A and related memoranda in the June 16 meeting packet). As part of the software project MOA would provide database design and GIS experts on staff who can ready the historic inventory database, based on the Commission’s advice and guidance about the needed design and capabilities of the inventory.

Architectural Historian for Data Entry. Once the historic inventory is designed and an empty database created, there will be opportunity to enter new or consolidated historic resource data to “populate” the inventory. The data sources that will be used to populate the historic inventory will vary significantly in quality and format. The data entry personnel will need to make professional judgments about the characteristics and eligibility of properties. Municipal staff do not have the time or expertise. Therefore, the RFPs for the South Addition inventory and the Historic Preservation Plan for the historic four neighborhoods include a requirement that applicants have substantial expertise in preparing historic inventories. Data regarding historic resources in other parts of the MOA may come from existing inventories or be collected gradually through separate projects.

Commission Identification of Historic Inventory Purpose, Objectives, and Uses. Staff recognizes that a historic inventory for a Certified Local Government (CLG) needs to have specific characteristics and capabilities. It needs to account for the characteristics of the local resources and the kinds of queries and information needed by preservation experts. The focus of the inventory design should therefore begin with the purpose, objectives, and needed uses of the data, and staff is looking to the Commission to help set such objectives. Best practice models such as the Washington state historic inventory have been suggested as helpful references, too.

Building from a Local Example Historic Inventory. Elizabeth Grover (HDR) and ADOT&PF have provided the Municipality with the categories of historic resource data used in the historic inventory database used for the Highway-to-Highway (H2H) project Section 106 process. The inventory was developed in consultation with SHPO, and for the purposes of its project scope has the general familiarity and approval of involved citizens and neighborhoods.

While a municipal historic inventory will have a wider scope and objectives, the H2H project inventory does include all of the data categories required by the SHPO inventory (AHRS), plus additional categories. Using the Historic Preservation Commission’s guidance regarding municipal historic inventory objectives, capabilities, and uses, staff proposes to build on the H2H categories as a starting point for discussing the needed data fields for an Anchorage historic inventory.

In addition to the fields included in the H2H survey, staff and Commissioners over the past year have discussed that an Anchorage-wide Historic Inventory should also include such fields as:

- Place Names (e.g., street name or name of a natural feature)
- Historic Districts (e.g., an area encompassing multiple properties and parts of streets)
- Linear Features crossing multiple lots or communities (e.g., Iditarod Trail)
- Point features
- Protected (non-public) data regarding archeological sites and resources

Staff is aware that the inventory will need to be (or connect to) a “geodatabase” because the historic resources will be geographically referenced spatial objects including lines, polygons, points, place names, and districts on a digital map. These spatial objects differ from parcels or street addresses or other existing spatial objects in the municipal GIS map layers. Essentially they will become a new GIS feature class in the municipal system.

See AO 2011-64(S-1)

ANCHORAGE, ALASKA
AO No. 2011-64(S)

1 AN ORDINANCE AMENDING ANCHORAGE MUNICIPAL CODE TITLE 4, BOARDS
2 & COMMISSIONS, AND ANCHORAGE MUNICIPAL CODE SECTIONS 7.40.050
3 AND 16.95.025, TO CREATE NEW BOARDS AND COMMISSIONS, REVISE
4 ENABLING LANGUAGE, REVIVE SUNSET PROVISIONS, REPEAL INACTIVE
5 MUNICIPAL BOARDS AND COMMISSIONS, AND RELATED MATTERS.

6
7 THE ANCHORAGE ASSEMBLY ORDAINS:

8
9 **Section 1.** Anchorage Municipal Code section 4.05.150 is amended to read as
10 follows:

11 4.05.150 Termination. [(REPEALED)]

12 A. All boards and commissions established under this title, except for
13 those mandated by the Charter or state law, or where specifically set
14 forth in the board or commission enabling ordinance below, shall
15 terminate by operation of law every three years from the date set forth
16 therein unless affirmatively continued by the Assembly by ordinance.

17
18 B. All new boards and commissions shall sunset within three (3) years of
19 creation and shall be subject to the provisions of this section.

20
21 ~~C. Prior to continuation or reestablishment of any board or~~
22 ~~commission, the Assembly shall hold a public hearing.~~

23
24 (AO No. 80-119; AO No. 80-120; AO No. 81-4; AR No. 81-16; AO No. 82-30; AO No. 83-203;
25 AO No. 83-204; AO No. 83-205; AO No. 83-206; AO No. 83-207; AO No. 83-208; AO No. 84-
26 10(S); AO No. 85-109; AO No. 86-98; AO No. 86-213; AO No. 86-189(S); AO No. 86-212; AO
27 No. 86-214; AO No. 87-26; AO No. 87-95; AO No. 88-159; AO No. 88-182; AO No. 89-11; AO
28 No. 89-12; AO No. 89-55; AO No. 89-84; AO No. 89-87; AO No. 89-149; AO No. 89-150; AO
29 No. 89-151; AO No. 89-152; AO No. 92-29(S); AO No. 92-30(S); AO No. 92-34; AO No. 92-46;
30 AO No. 92-48; AO No. 92-64; AO No. 92-65; AO No. 92-101; AO No. 92-102; AO No. 93-3; AO
31 No. 93-64(S); AO No. 93-214, § 1, 1-4-94; AO No. 94-156, 8-23-94; AO No. 94-159, 9-6-94;
32 AO No. 95-90, 4-11-95; AO No. 95-91, 4-11-95; AO No. 95-95, 4-26-95; AO No. 95-96, 7-25-
33 95; AO No. 95-97, 8-22-95; AO No. 95-98, 9-12-95; AO No. 95-99, 9-12-95; AO No. 95-153, 7-
34 25-95; AO No. 99-153, § 1, 12-14-99; AO No. 2000-34, § 1, 3-21-00; AO No. 2000-35, § 1, 4-
35 18-00; AO No. 2000-36, § 1, 4-18-00; AO No. 2001-148, § 1, 8-28-01; AO No. 2001-149, § 1,
36 8-28-01; AO No. 2001-154, § 1, 9-25-01; AO No. 2001-155, § 1, 9-25-01; AO No. 2001-156, §
37 1, 9-25-01; AO No. 2002-38, § 1, 4-9-02; AO No. 2002-39, § 1, 4-9-02; AO No. 2004-96, § 1, 6-
38 8-04)

39
40 **Section 2.** Anchorage Municipal Code section 4.30.010 is amended to read as
41 follows:

42
43 4.30.010 Service area supervisory boards.

44
45 Service area supervisory boards are established as provided in title 27. The
46 sunset provisions in section 4.05.150 shall not apply.

47 *Charter references:* Service area boards, § 9.01(c).

1 OF THE HAZARDOUS MATERIALS COMMISSION WILL NOT BE COMPENSATED FOR
2 ATTENDANCE AT MEETINGS OF THE COMMISSION.]

3 (AO No. 89-34; AO No. 92-305, expires 3-28-95)

4 *Editor's note:* Per Section 4.05.150, this section was allowed to sunset on February 14, 1995,
5 and the commission no longer exists.

6 *Cross references:* Civil emergency, Ch. 3.80; environmental protection, Tit. 15; health, Tit. 16;
7 hazardous materials, Ch. 16.110; solid waste collection, Ch. 26.70; solid waste disposal, Ch.
8 26.80.

9
10 4.50.090 Investment advisory commission.

11 *** **

12
13 C. The sunset provisions in section 4.05.150 shall not apply to this
14 commission.

15
16 (AO No. 95-46, § 1, 3-7-95; AO No. 99-50(S), § 2, 4-6-99; AO No. 99-156, § 2, 1-11-00; AO
17 No. 2001-60, § 1, 3-27-01; AO No. 2004-67, § 1, 4-13-04; AO No. 2004-96, § 1, 6-8-04)

18 *Editor's note:* It should be noted that AO No. 2004-67, § 1, expires March 7, 2007.

19
20 4.50.095 Regulated vehicle safety advisory committee. (Repealed)

21 [A. THERE IS ESTABLISHED A REGULATED VEHICLE SAFETY ADVISORY COMMITTEE.
22 THE COMMITTEE SHALL CONSIST OF 15 MEMBERS, 14 OF WHICH SHALL BE
23 EMPLOYED OR OTHERWISE MAKE THEIR LIVING IN THE REGULATED VEHICLE
24 INDUSTRY. THE COMMITTEE SHALL MEET EVERY THREE MONTHS UNLESS IT
25 MEETS MORE FREQUENTLY. THE COMMITTEE SHALL MAKE SAFETY-RELATED
26 RECOMMENDATIONS TO THE ASSEMBLY, MAYOR, AND TRANSPORTATION
27 COMMISSION CONCERNING VEHICLES REGULATED BY THE TRANSPORTATION
28 COMMISSION.

29 B. THE TRANSPORTATION INSPECTOR SHALL PROVIDE STAFF SUPPORT TO THE
30 REGULATED VEHICLE SAFETY ADVISORY COMMITTEE.]

31 (AO No. 98-187, § 1, 3-15-99)

32
33 **Section 5.** Anchorage Municipal Code chapter 4.60 is amended to read as follows:

34 *** **

35
36
37 4.60.030 Historic preservation commission.

38 *** **

39
40 B. Composition and terms of members.

- 41 1. The commission shall consist of 9 [11] voting members,
42 appointed by the mayor subject to confirmation by the assembly.
43 Members of the commission serve at the pleasure of the mayor.
44 2. Each member shall be appointed pursuant to Chapter 4.05 or
45 for the unexpired portion of a predecessor's term. No person
46 shall serve more than two consecutive terms.
47 3. Unless otherwise provided in this section, the commission shall
48 be governed by the provisions of Chapter 4.05.

49 C. Ex-officio members. To assist the commission, there shall be three
50 ex-officio members:

- 51 1. [TO ASSIST THE COMMISSION, THERE SHALL BE THREE

1 **EX-OFFICIO MEMBERS. THE DIRECTOR OF THE OFFICE**
2 **OF ECONOMIC AND COMMUNITY DEVELOPMENT SHALL**
3 **SERVE AS AN EX-OFFICIO MEMBER ASSIGN A MUNICIPAL**
4 **EMPLOYEE TO SERVE AS SUPPORT STAFF FOR THE**
5 **COMMISSION AND TO ACT AS HISTORIC PRESERVATION**
6 **OFFICER (HPO).**

7 2.] The Director of [THE OFFICE OF ECONOMIC AND] Community
8 Development, or designee; [, **SHALL SERVE AS AN EX-**
9 **OFFICIO MEMBER; AND]**

10 3. The Director of the Real Estate Department [OF PLANNING], or
11 designee[, **SHALL SERVE AS AN EX-OFFICIO MEMBER**]; and

12 4. The Alaska State Historic Preservation Officer (SHPO) [**SHALL**
13 **SERVE AS AN EX-OFFICIO MEMBER**].

14 D. Qualifications. At a minimum, each voting member of the commission
15 shall have a demonstrated interest, competence or knowledge of:

- 16 1. The history of Anchorage;
17 2. Architecture, design, history, real estate, construction or other
18 matters relevant to judging the economic and cultural value of
19 particular historic preservation activities; or
20 3. Historic preservation.
21 4. To the extent available in the Municipality, commission members
22 shall include:

- 23 a. One architect, art historian or historic preservation
24 architect;
25 b. One member with experience in building construction,
26 such as a building contractor or structural engineer;
27 c. One member with experience in the real estate, such as
28 a real estate developer, appraiser or broker;
29 d. One member as a representative of a recognized local
30 historic preservation association or historic preservation
31 group;

32 [e. ONE HISTORIAN;]

33 e [F]. One archeologist;

34 f [G]. One Native Culture Advisor with knowledge of local
35 indigenous history and culture;

36 g [H]. One member with legal expertise in historic preservation,
37 land use, or real estate;

38 h [I]. Two [THREE] citizens-at-large members[, **AS SET OUT**
39 **BELOW.**

40 I. **INITIALLY, THE AT-LARGE MEMBERS SHALL**
41 **BE APPOINTED PURSUANT TO THE MINIMUM**
42 **QUALIFICATIONS IN THIS SECTION.**

43 II. **UPON DESIGNATION OF ONE OR MORE**
44 **HISTORIC DISTRICTS PURSUANT TO THIS**
45 **CHAPTER, AN AT-LARGE POSITION SHALL**
46 **BE FILLED BY A PERSON RESIDING WITHIN**
47 **THE HISTORIC DISTRICT, IF A PERSON SO**
48 **QUALIFIED IS AVAILABLE TO SERVICE.**

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III. IF MORE THAN THREE HISTORIC DISTRICTS ARE DESIGNATED, THE MAYOR SHALL DETERMINE THE THREE HISTORIC DISTRICTS TO BE REPRESENTED ON THE COMMISSION].

5. If upon written documentation that a reasonable effort has been made to fill a position from a professional discipline that is not represented on the commission, the commission shall seek expertise in this area from consultants meeting the Secretary of the Interior's professional qualifications standards.

*** **

F. Historic Preservation Officer.

1. The Director of [THE OFFICE OF ECONOMIC AND] Community Development shall appoint a municipal employee as an Historic Preservation Officer (HPO).

2. The HPO shall have a demonstrated interest in historic preservation and be a qualified professional in one or more pertinent fields, such as historic preservation, architecture, archeology, architectural history, cultural anthropology, history, historic architecture or a closely related field.

3. The duties of the HPO shall include:

- a. Act as **staff support [SECRETARY]** for the commission;
- b. Act as intermediary between the commission and municipal departments, including notification of appropriate officials of Historic Inventory (HI) and Historic Register (HR) properties.
- c. Receive and present applications, with comments and evaluation as appropriate, to the commission for review.
- d. Provide technical and background information to the commission.
- e. Perform such other duties as required by the commission.

~~**G. This commission shall terminate on October 14, 2013, unless affirmatively continued by the Assembly for an additional three (3) years in accordance with section 4.05.150.**~~

(CAC 2.64.680-2.64.690; AO No. 77-304; AO No. 82-49; AO No. 83-44; AO No. 86-154; AO No. 87-96; AO No. 2004-96, § 1, 6-8-04; AO No. 2006-175, § 1, 1-9-07)

Charter references: Boards and commissions, § 5.07.

Cross references: Naming of municipal buildings, other fixed facilities and public places, Ch. 3.97; historic preservation project fund, Ch. 6.100; land use planning, supplementary district regulations, Ch. 21.45; building regulations, Ch. 23.05; public lands, Tit. 25.

State law references: Historical commissions, AS 29.55.010; historical district revolving loan fund, AS 45.98.

4.60.040 Library advisory board.

A. There is established a library advisory board consisting of nine members. The chief librarian of the municipality shall be the executive secretary of and technical advisor to the board.

16.95.025 Emergency medical service board.

- A. Establishment. There is established a board known as the emergency medical service board whose purpose is to provide the emergency medical service with professional guidance, and to perform those duties prescribed in this chapter.
- B. Organization. The board shall consist of nine (9) [12] members appointed by the mayor and confirmed by the assembly. At least six (6) [EIGHT] members of the board shall be physicians, and all members of the board shall be actively involved in the provision of health care services within the municipality. Each member shall be appointed for a term of three years. Members may be reappointed to serve additional terms. The board shall select from among its members a chairman, who shall serve for a term of one year. The chief of the emergency medical service shall also serve as a nonvoting board member and shall provide such administrative and staff support as the board shall require.
- C. Duties. The board shall:
1. Certify and recertify qualified persons as mobile intensive care paramedics (consistent with state law and regulations).
 2. Establish standing medical orders for mobile intensive care paramedics and emergency medical technicians functioning in the municipal emergency medical service system.
 3. Serve as a liaison between the emergency medical service and the medical community.
 4. Take disciplinary actions allowed under Section 16.95.050.
- D. Chapter 4.05 shall apply to this board.

(AO No. 255-76; AO No. 77-348A; AO No. 84-33; AO No. 84-83)
State law references: Similar provisions, AS 15.15.110.

Section 11. Anchorage Municipal Code of Regulations chapter 7.40 is hereby amended to read as follows:

Regulation 7.40 REGULATIONS GOVERNING FUNDS FOR WORKS OF ART IN PUBLIC FACILITIES

*** *** ***

7.40.003 Jury selection.

- A. The public art committee shall recommend a panel of jurors to the mayor who shall appoint a jury to select artwork for each construction project with proposed capital expenditures in excess of \$1,000,000.00. A jury shall consist of at least seven members and include at least three (3) municipal representatives recommended by the director of public works [ONE REPRESENTATIVE FROM THE URBAN DESIGN COMMISSION, ONE REPRESENTATIVE FROM THE ANCHORAGE ARTS ADVISORY COMMISSION, ONE REPRESENTATIVE FROM THE

HISTORICAL AND FINE ARTS COMMISSION], the project designer, a representative from the user department or Anchorage School District and at least two interested local residents.

B. The public art committee shall act as a jury and select the artwork for any construction project with proposed capital expenditures in an amount less than \$1,000,000.00.

(AR No. 79-109; AO No. 80-79; AR No. 81-270; AO No. 84-30; AO No. 91-41)

Authority--Anchorage Municipal Code 3.40, 7.40.040.

7.40.004 Jury.

*** **

H. Within five working days after rendering a decision, a jury shall provide written notice of its selection to the urban design commission, the Anchorage Arts Advisory Commission, [THE HISTORICAL AND FINE ARTS COMMISSION,] the public art committee and the administration. Neither a commission nor the administration may reject a jury selection except as provided in subsection G of this section.

*** **

(AR No. 79-109; AO No. 80-79; AR No. 81-270; AO No. 84-30; AR No. 87-309, 1-1-88; AO No. 91-41)

Authority--Anchorage Municipal Code 3.40, 7.40.040.

Section 11 12. For boards and commissions with volunteer members in excess of the maximum number of seats on the effective date of this ordinance (such as the Budget Advisory Commission), or for boards and commissions with seats designated for a specific discipline or qualification (such as the Board of Building Regulation Examiners & Appeals, the Historic Preservation Commission, and the Emergency Medical Service Board), the reduction of Board/Commission members in this ordinance shall take effect as the result of normal attrition, end of appointment term, and/or vacancies. No volunteer member shall be required to resign or step off any municipal board or commission prior to the end of a member's term.

Section 12 13. Instructions to Code Revisor: For legislative history purposes, please add AO No. 2004-96, § 1, 6-8-04 to previously repealed code sections as indicated below:

4.60.020 Historical and fine arts commission. (Repealed)

(AO No. 77-305; AR No. 84-341; AO No. 95-223, § 1, expires 1-20-1998; AO No. 99-7, § 1, 1-26-99, expires 1-20-02; AO No. 2001-189, § 2, expires 1-20-05; AO No. 2004-96, § 1, 6-8-04; AO No. 2007-2, § 1, 1-1-07)

4.70.020 Water and wastewater utilities commission. (Repealed)

1
2 (CAC 2.64.550--2.64.560; AO No. 78-40; AO No. 84-85; AO No. 95-223, § 1, expires 1-20-
3 1998; AO No. 99-7, § 1, 1-26-99, expires 1-20-02; AO No. 2001-189, § 2, expires 1-20-05; AO
4 No. 2004-96, § 1, 6-8-04; AO No. 2005-107, § 3, 9-13-05)

5
6 4.70.030 Municipal light and power commission. (Repealed)

7
8 (CAC 2.64.250--2.64.270; AO No. 84-84; AO No. 95-223, § 1, expires 1-20-1998; AO No. 99-7,
9 § 1, 1-26-99, expires 1-20-02; AO No. 2001-189, § 2, expires 1-20-05; AO No. 2004-96, § 1, 6-
10 8-04; AO No. 2008-90(S), § 6, 1-1-09)

11
12 4.90.040 Funding. (Repealed)

13
14 (AO No. 91-152; AO No. 2004-96, § 1, 6-8-04; AO No. 2008-89, §2, 7-29-08)

15
16 **Section 14. The Municipal Clerk shall notify the Assembly and the Mayor by**
17 **information memorandum at least 90 days prior to the sunset of any board or**
18 **commission.**

19
20 **Section 135. This ordinance shall become effective immediately on upon passage**
21 **and approval by the Anchorage Assembly.**

22
23 PASSED AND APPROVED by the Anchorage Assembly this _____ day of
24 _____, 2011.

25
26
27
28 _____
Chair of the Assembly

29 ATTEST:

30
31
32 _____
33 Municipal Clerk

HPC 2011-15

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

CENTRAL REGION DESIGN AND CONSTRUCTION
PRELIMINARY DESIGN AND ENVIRONMENTAL SECTION

SEAN PARNELL, GOVERNOR

4111 AVIATION AVENUE
P.O. BOX 196900
ANCHORAGE, ALASKA 99519-6900

PHONE: (907) 269-0542
FAX: (907) 243-6927

In Reply Refer To:
HSIP 2004/2005 Program Projects
HHE-0A3-1(44)/52121
No Adverse Effect
June 20, 2011

Mr. Tom Davis, Senior Planner
Municipality of Anchorage
4700 Elmore Road
Anchorage, Alaska 99507

Dear Mr. Davis:

The Alaska Department of Transportation and Public Facilities (DOT&PF) has assumed the responsibilities of the Federal Highway Administration (FHWA), in accordance with Section 6004(a) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU), is proposing to initiate a series of safety improvements to various intersections in Anchorage, Alaska (Figure 1). Pursuant to 36 CFR 800.5(b), implementing regulations of Section 106 of the National Historic Preservation Act, DOT&PF, acting as a Federal agency, finds no adverse effect on historic properties by the proposed project.

Project Description

Raspberry Road and Jewel Lake Road (Section 2, Township 12N, Range 4W, Seward Meridian; USGS Quadrangle A-8):

- Remove the permissive left phase in the east and west bound directions and convert to dual left turn lanes by removing the existing chevron pavement markings.
- Replace the east-west five-section traffic signal head.
- Install a three-section arrow signal head for the dual left-turn lanes.

Old Seward Highway at 34th Avenue (Section 30, Township 13N, Range 3W, Seward Meridian; USGS Quadrangle A-8):

- Install a median on the northbound approach and provide more signage on the median for northbound traffic.
- Install an overhead flashing beacon with red lights for the north, east and southbound approaches and a yellow light for the westbound approach.
- Install inlaid stop bars for the north, east and southbound approaches.
- Install lane usage signs for the northbound traffic.

LaTouche Street at 36th Avenue (Section 29, Township 13N, Range 3W, Seward Meridian; USGS Quadrangle A-8):

- Replace signal pole and existing mast arm with a larger mast arm and add a second signal head lamp.

Ingra Street at 3rd and 4th Avenues (Section 17, Township 13N, Range 3W, Seward Meridian; USGS Quadrangle A-8):

- Construct a curb bulb in the southwest quadrant of the Ingra Street and 4th Avenue intersection.
- Construct new curb and gutter on the west side of Ingra Street between 4th and 3rd Avenues.
- Construct rumble strips and restrip the lane line separating west bound through traffic from northbound left turning traffic onto 3rd Avenue.
- Construct larger radius return in the southeast quadrant of Ingra Street and 4th Avenue.
- Construct inlaid striping to channelize northbound left turning traffic onto 4th Avenue.
- Construct new side walk on the east side of Ingra Street between 4th and 3rd Avenues.
- Install a "Stop Ahead" sign on the east side of Ingra Street between 4th and 3rd Avenues.
- Install a larger stop sign at the southeast quadrant of the intersection of Ingra Street and 3rd Avenue.

Downtown Curb Bulbs (Section 13, Township 13N, Range 4W; and Section 18, Township 13N, Range 3W Seward Meridian; USGS Quadrangle A-8):

- Install curb bulbs at all corners with adjacent parking and inlay paint for stop bars at the following intersections: A Street at 7th and 8th Avenues; C Street at 8th Avenue; D Street at 7th and 8th Avenues; E Street at 8th Avenue; F Street at 3rd Avenue; H Street at 7th and 8th Avenues; I Street at 7th and 8th Avenues; K Street at 3rd, 5th, 6th, 7th, and 8th Avenues.

Area of Potential Effect

The Area of Potential Effect (APE) for the following projects includes the anticipated construction footprint and the project intersections: Raspberry Road and Jewel Lake Road, Old Seward Highway at 34th Avenue, LaTouche Street at 36th Avenue, and Downtown Curb Bulbs. Construction will be limited to specific corners of intersections in previously disturbed areas and will be contained entirely within existing DOT&PF right-of-way (ROW). The APE is limited to the project intersections as there is very little potential for visual impacts at these intersections. Consequently, the APE is limited to DOT&PF ROW.

The APE for the 3rd and 4th Avenue and Ingra Street project also includes adjacent properties as there will be minor land acquisition and visual impacts associated with the undertaking.

Identification Efforts

Several efforts have been made to identify historic properties at the project locations. DOT&PF staff reviewed the Alaska Heritage Resources Survey (AHRS) database on May 11th, 2011. There were several historic properties located within proximity to the downtown curb bulbs. No known historic properties were located within the APE of any of the other project locations. DOT&PF staff also reviewed the Municipality of Anchorage Parcel Mapper on May 11th, 2011 and determined that several properties within the downtown area and two properties in the vicinity of the Ingra Street and 3rd and 4th Avenues were over 45 years in age. However, the properties adjacent to the other project locations were all less than 45 years in age.

In addition to the preliminary research, a site visit was conducted on May 16th, 2011 to the Ingra Street and 3rd and 4th Avenue intersections and the areas where the proposed downtown curb bulbs would be placed. While there are several historic properties located within the downtown area of Anchorage, it is not considered a National Register of Historic Places-eligible historic district due to the many changes over time and lack of integrity. Based on the scope of work, it was not deemed necessary to evaluate each and every property located adjacent to the where the curb bulbs are proposed to be placed. In a meeting with State Historic Preservation Officer's (SHPO) staff, held on May 19, 2011, SHPO staff agreed with this approach for this project.

Finding of Effect

Raspberry Road and Jewel Lake Road:

There are no historic properties located within the APE and ground disturbance will be minimal, therefore the proposed undertaking will have **no effect** on historic properties.

Old Seward Highway at 34th Avenue:

This intersection consists of primarily parking lots and properties less than 45 years in age. There are no historic properties located within the APE and ground disturbance will be minimal, therefore the proposed undertaking will have **no effect** on historic properties.

LaTouche Street at 36th Avenue:

This intersection consists of properties less than 45 years in age. There are no historic properties located within the APE and ground disturbance will be minimal, therefore the proposed undertaking will have **no effect** on historic properties.

Ingra Street at 3rd and 4th Avenues:

This project has two properties over 45 years in age within the vicinity of the project area. However, these properties are set back from the road with large parking lots in between. Therefore, the two properties were determined far enough outside of the APE and were not evaluated. The acquisition of property is a large parking facility with a 1996 structure located on another parcel, but associated with the parcel for proposed property acquisition. Based on the site visit and consultation with the SHPO staff, DOT&PF has determined that this project will have **no effect** on historic properties, as no historic properties are located within the APE.

Downtown Curb Bulbs:

There are several historic properties and AHRS sites located near the proposed project area and while there will be no direct effect to any of these sites, the cumulative effect may impact the overall feeling associated with these historic properties. However, as the scope of work is small and localized, DOT&PF finds that the undertaking will have no adverse effect on historic properties. This project consists of curb bulbs and no other street amenities. There would be no change to the existing infrastructure. The curb bulb project does not include any street beautification projects such as lighting, benches or any such features. Based on the scope of work, site visit conducted, and meeting with SHPO staff, DOT&PF finds that the project will have **no adverse effect** on historic properties.

DOT&PF finds that the HSIP 2004/2005 Program Projects will have **no adverse effect** on historic properties.

Consultation Efforts

Consulting parties include: the SHPO; the Municipality of Anchorage; Cook Inlet Region, Inc.; Eklutna, Inc.; and the Native Village of Eklutna.

If you wish to comment on this finding, I can be reached at the address above, by telephone at 907-269-0535, or by e-mail at valerie.gomez@alaska.gov. However, we respectfully request that your comments or consultation requests be received within thirty days of your receipt of this correspondence.

Sincerely,



Valerie Gomez
Cultural Resources Specialist

Enclosures:

Figure 1: Location and Vicinity Map

Figure 2: Project Details

Figure 3-7: Area of Potential Effect

Photo Sheet 1: Ingra Street and 3rd & 4th Avenues

Photo Sheet 2: Select Locations of Proposed Downtown Curb Bulbs

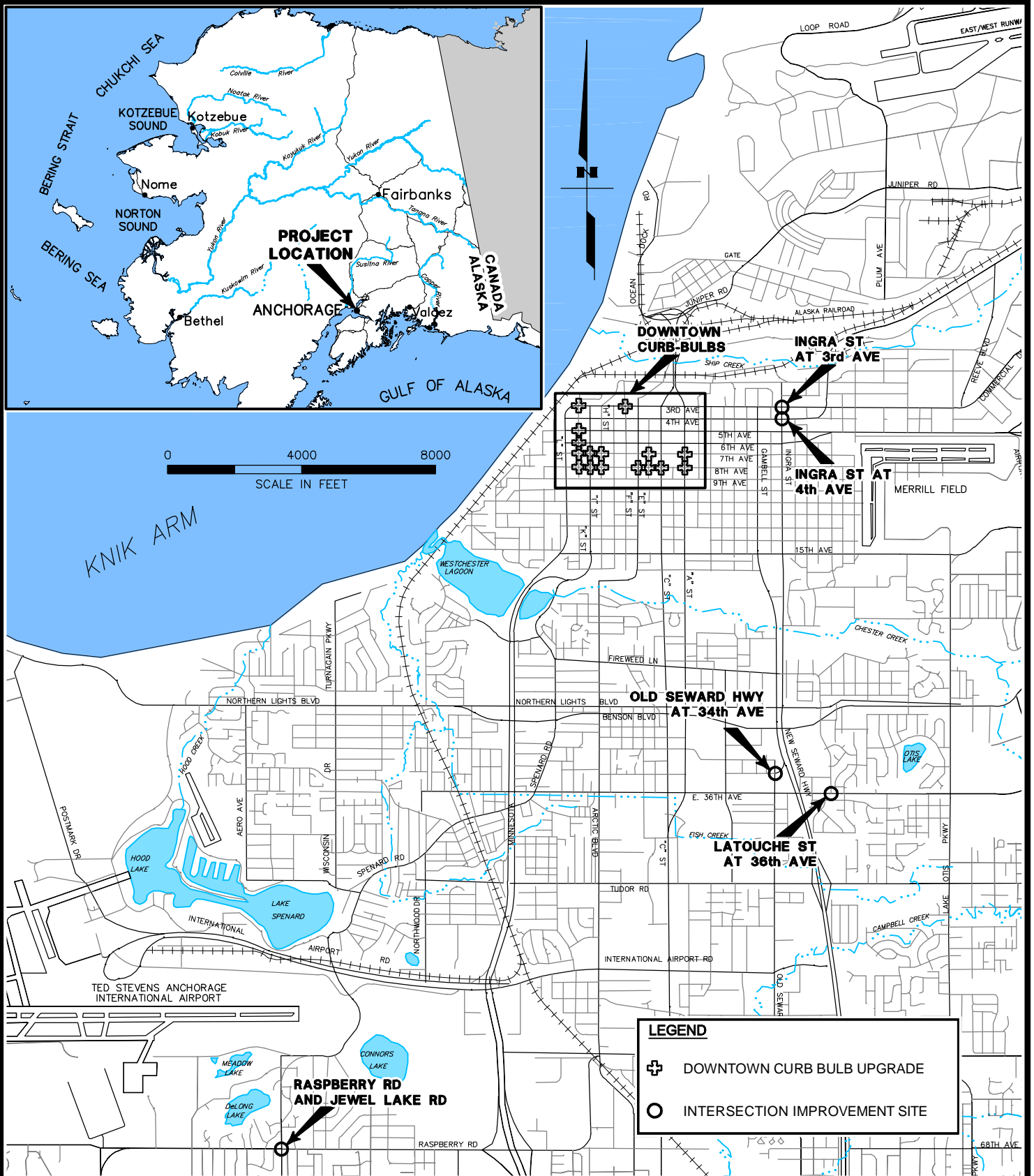
Electronic cc w/ enclosures:

Kevin Jackson, P.E., Central Region DOT& PF, Project Manager

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

Linda Heck, Statewide DOT&PF, Environmental NEPA Manager

Laurie Mulcahy, Statewide DOT&PF, Cultural Resources Manager



Vicinity Map

Sec. 13, T13N, R4W, & Sec.18, T13N,
R3W, Seward Meridian, Anchorage, Alaska.

Anchorage Quadrangle A-8

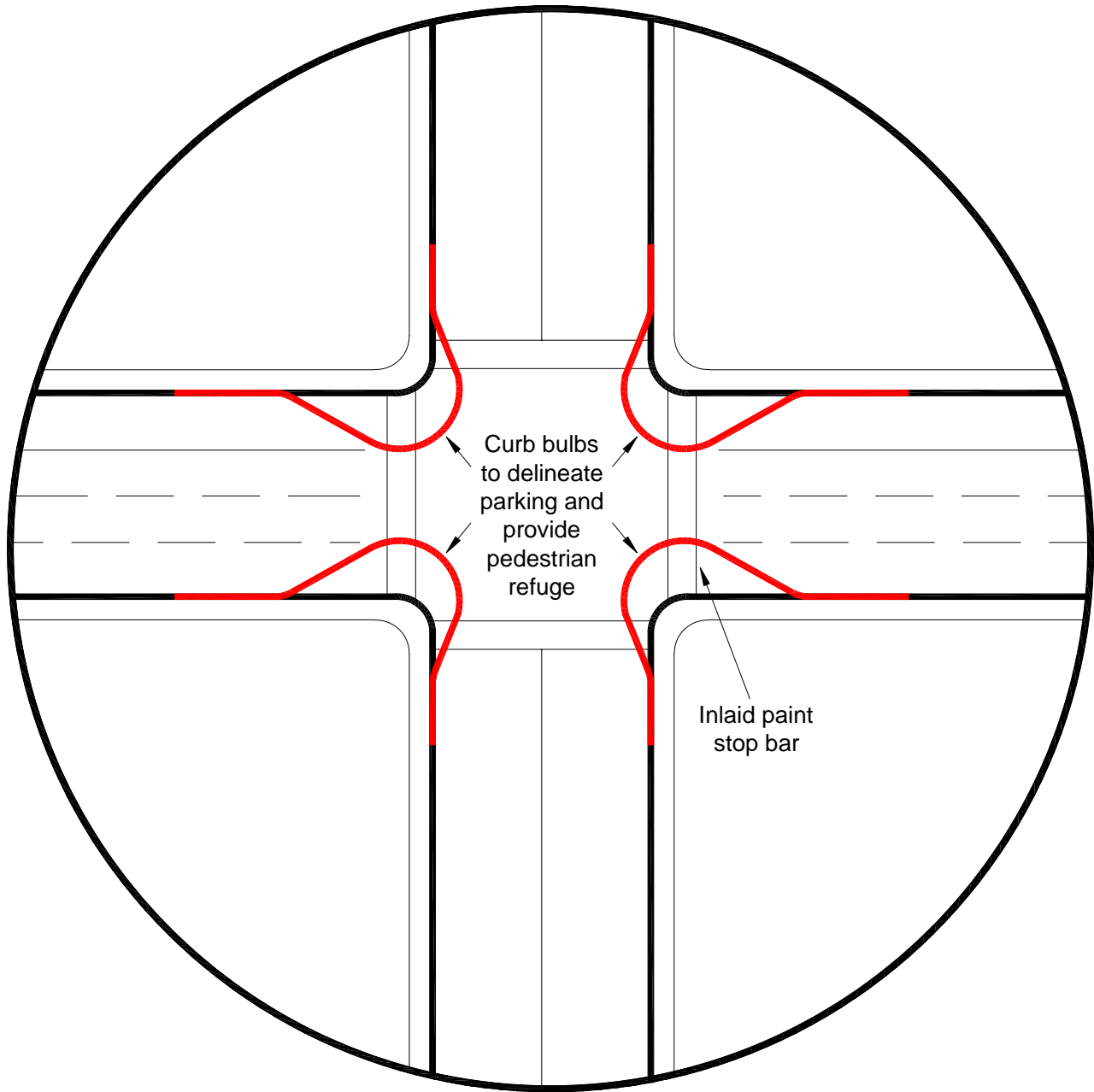


STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

DOT & PF PROJ. #ACHHE-001-(344)/58197
HSIP: 2004 & 2005
PROGRAM PROJECTS

Anchorage, Alaska

DATE: 05/6/2011 | FIGURE 1



CURB-BULB TYPICAL



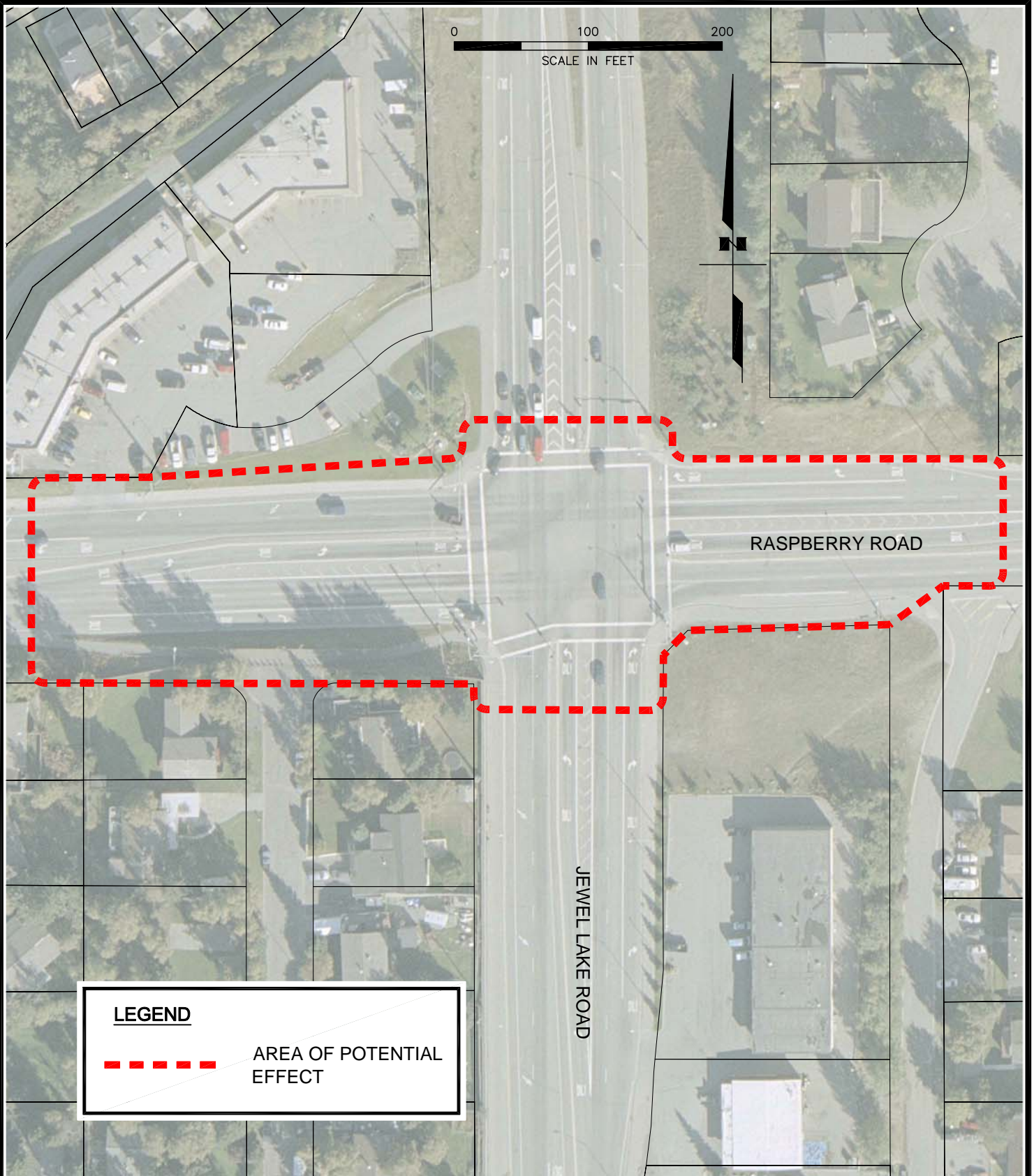
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DOT & PF PROJ. #ACHHE-001-(344)/58197
HSIP: 2004 & 2005
PROGRAM PROJECTS

Anchorage, Alaska

DATE: 04/30/2007

FIGURE 2



LEGEND	
	AREA OF POTENTIAL EFFECT

Area of Potential Effect
 Raspberry Road and Jewel Lake Road

Sec. 2, 11, T12N, R4W, Seward Meridian, Alaska.
 Anchorage Quadrangle A-8

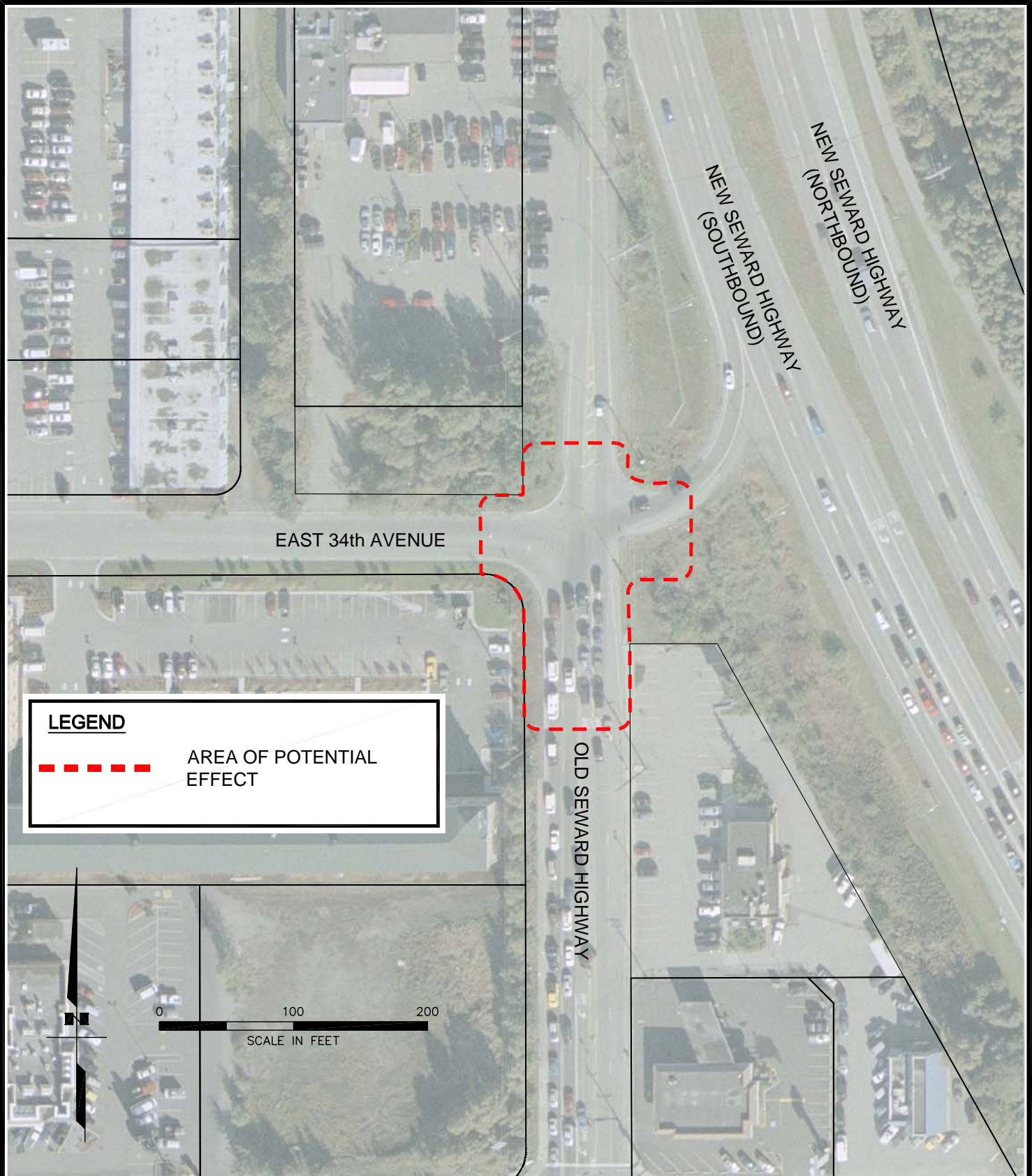


STATE OF ALASKA
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DOT & PF PROJ. #ACHHE-001(344)/58197
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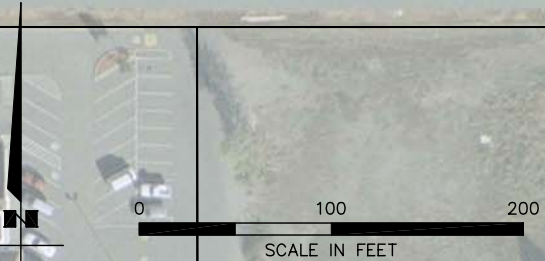
Anchorage, Alaska

DATE: 04/30/2007	FIGURE 3
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LEGEND

— — — — — AREA OF POTENTIAL EFFECT



Area of Potential Effect
Old Seward Highway at 34th Avenue

Sec. 30, T13N, R3W, Seward Meridian, Alaska.
Anchorage Quadrangle A-8



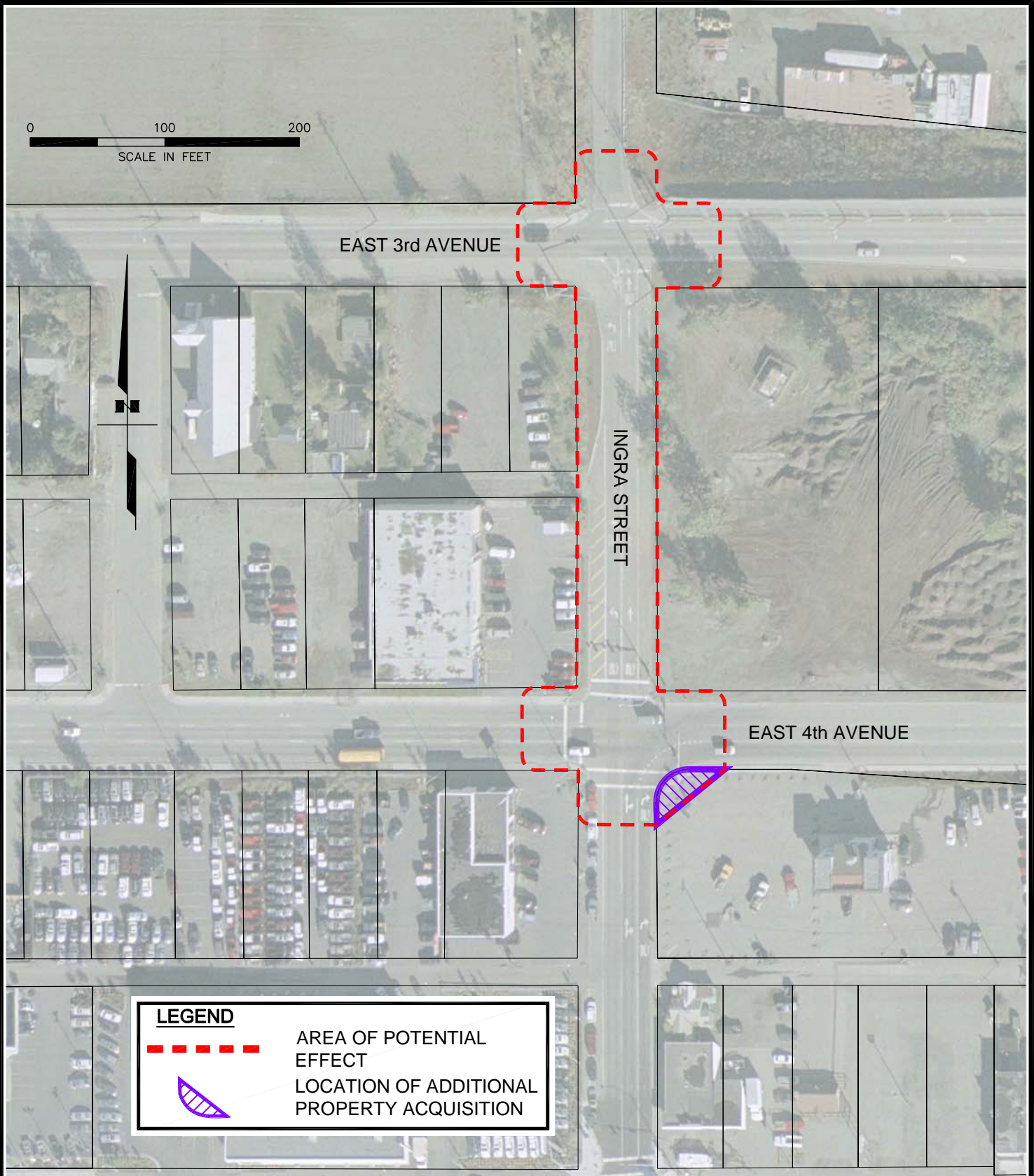
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
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DOT & PF PROJ. #ACHHE-001(344)/58197
2004 & 2005 HSIP
PROGRAM PROJECTS

Anchorage, Alaska

DATE: 04/30/2007

FIGURE 4



LEGEND	
	AREA OF POTENTIAL EFFECT
	LOCATION OF ADDITIONAL PROPERTY ACQUISITION

Area of Potential Effect
Ingra Street at 3rd & 4th Avenues

Sec. 17, T13N, R3W, Seward Meridian, Alaska.
Anchorage Quadrangle A-8



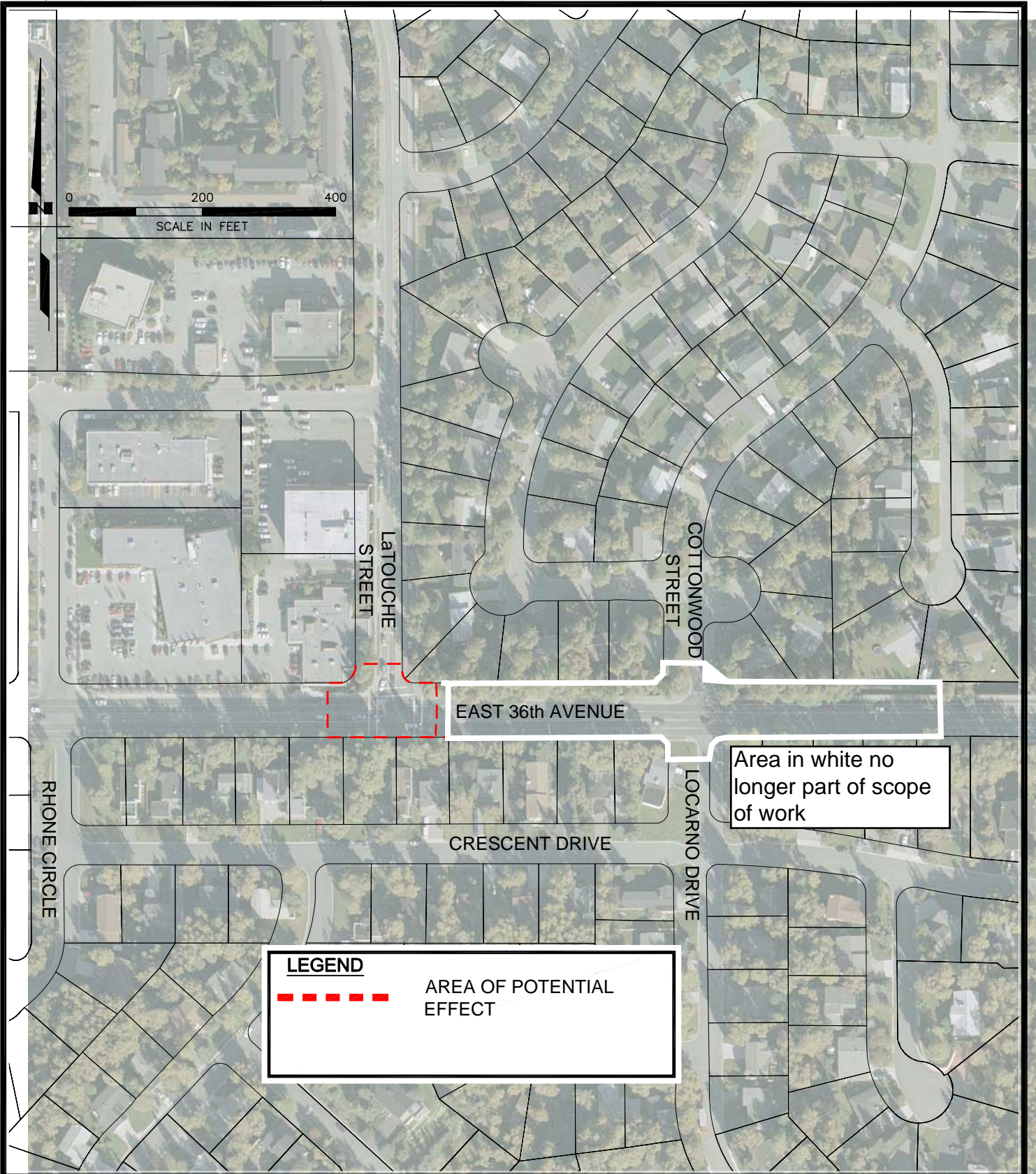
STATE OF ALASKA
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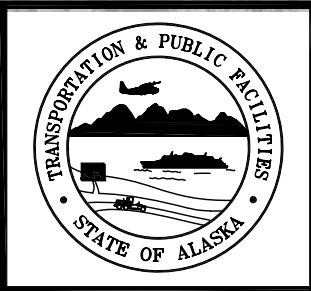
DATE: 04/30/2007

FIGURE 5



Area of Potential Effect
 LaTouche Street at 36th Avenue

Sec. 29, T13N, R3W, Seward Meridian, Alaska.
 Anchorage Quadrangle A-8

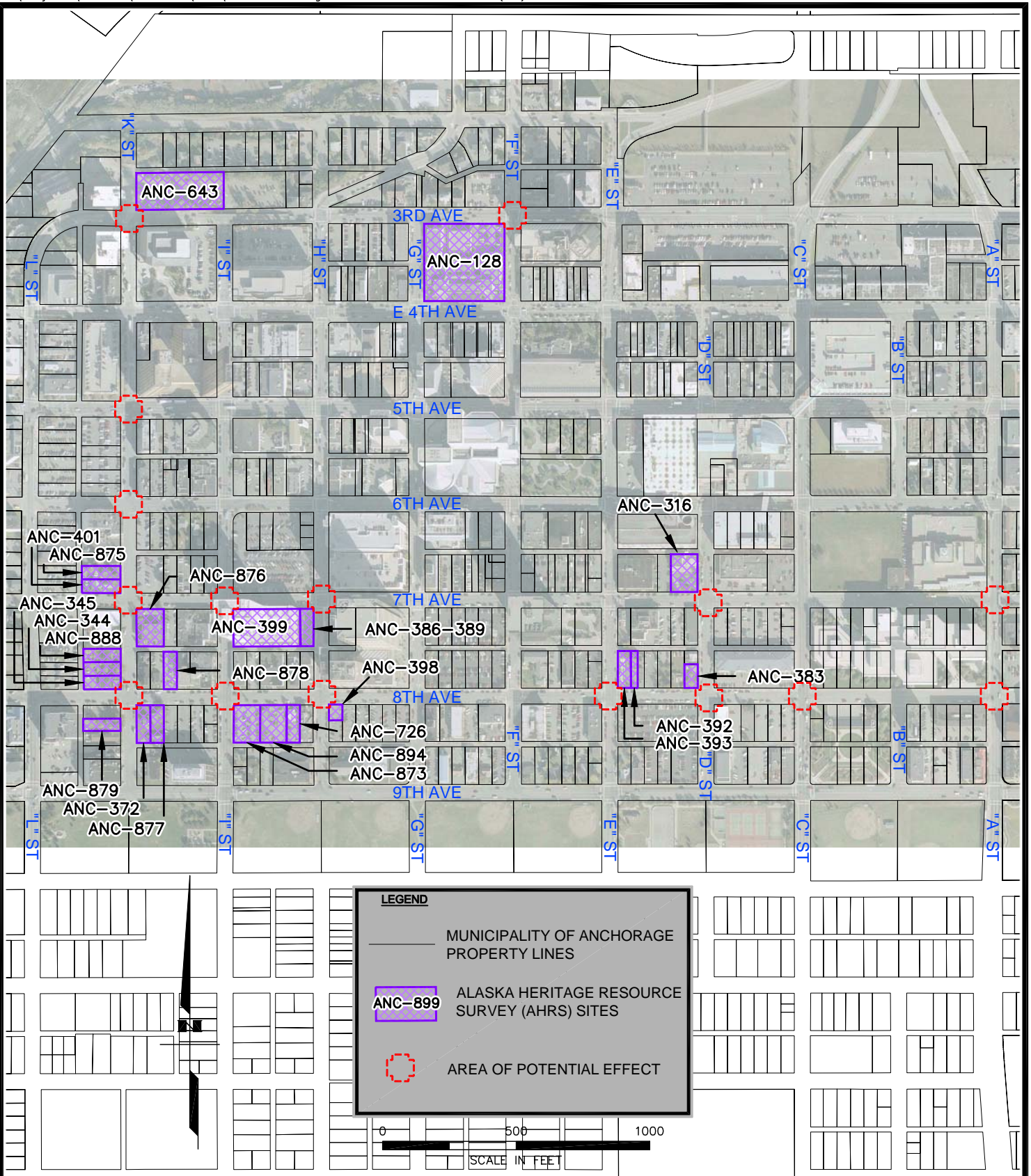


STATE OF ALASKA
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DOT & PF PROJ. #ACHHE-001(344)/58197
 2004 & 2005 HSIP
 PROGRAM PROJECTS

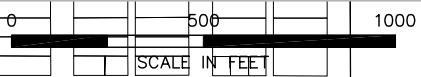
Anchorage, Alaska

DATE: 04/30/2007 FIGURE 6



LEGEND

- MUNICIPALITY OF ANCHORAGE PROPERTY LINES
- ANC-899 ALASKA HERITAGE RESOURCE SURVEY (AHR) SITES
- AREA OF POTENTIAL EFFECT



Area of Potential Effect
Downtown Curb Bulbs

Sec. 13, T13N, R4W, & Sec.18, T13N,
R3W, Seward Meridian, Anchorage, Alaska.
Anchorage Quadrangle A-8



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

DOT & PF PROJ. #ACHHE-001-(344)/58197
HSIP: 2004 & 2005
PROGRAM PROJECTS

Anchorage, Alaska

DATE: 04/30/2007

FIGURE 7

Photo Sheet 1
Ingra Street and 3rd & 4th Avenues



SW Corner of 4th Ave. and Ingra St. where curb bulb is proposed.



SE Corner of 4th Ave. and Ingra St. where land acquisition to create a larger turning radius is proposed.



West Side of Ingra St. between 3rd and 4th Aves. where new curb and gutter are proposed.



East Side of Ingra St. between 3rd and 4th Aves. where new sidewalk is proposed.

Photo Sheet 1
Ingra Street and 3rd & 4th Avenues



Facing North, Intersection of 3rd Ave. and Ingra St. where rumble strips and restriping are proposed.



Facing South, Intersection of 3rd Ave. and Ingra St. where rumble strips and restriping are proposed.

Photo Sheet 2

Select Locations of Proposed Downtown Curb Bulbs



Intersection of 3rd Ave. and F St. facing North.



Northwest Corner of 7th Ave. and K St.



SE Corner of K St. and 8th Ave.



Intersection of 7th and I St. facing North.

Photo Sheet 2

Select Locations of Proposed Downtown Curb Bulbs



Intersection of 3rd Ave. and K St. facing South.



Intersection of 7th Ave. and A St. facing East.



Intersection of 8th Ave. and C St. facing South.



Intersection of 7th Ave. and D St. facing West.

HPC 2011-16

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

CENTRAL REGION DESIGN AND CONSTRUCTION
PRELIMINARY DESIGN AND ENVIRONMENTAL SECTION

SEAN PARNELL, GOVERNOR

4111 AVIATION AVENUE
P.O. BOX 196900
ANCHORAGE, ALASKA 99519-6900

PHONE: (907) 269-0542
FAX: (907) 243-6927

June 22, 2011

In Reply Refer To:

HSIP: International Airport Road at Jewel Lake Road
State/Fed Project 51922/HHE-001(405)

HSIP: Jewel Lake Road - 63rd Ave to Old Int'l
Airport Rd Channelization Improvements
State/Fed Project 51924/ HHE-0515(3)

No Historic Properties Affected

Mr. Tom Davis, Senior Planner
Municipality of Anchorage
4700 Elmore Road
Anchorage, Alaska 99507

Dear Mr. Davis:

The Alaska Department of Transportation and Public Facilities (DOT&PF) has assumed the responsibilities of the Federal Highway Administration, in accordance with Section 6004(a) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU), and is proposing Highway Safety Improvement Program (HSIP) projects on Jewel Lake Road from 63rd Ave to International Airport Road (51924) and at the intersection of International Airport and Jewel Lake Roads (51922) in the Municipality of Anchorage (MOA), Alaska. These locations are contained within Sections 2,3, and 35 T. 12 and 13 N., R. 4 W., USGS quad map Anchorage A-8 NW. Pursuant to 36 CFR 800.4(d)(1), implementing regulations of Section 106 of the National Historic Preservation Act, DOT&PF, acting as a Federal agency, finds that no historic properties would be affected by the proposed projects.

The finding of no historic properties affected is based on the conclusions of a historic survey, conducted by MACTEC Engineering and Consulting, Inc., under contract to the DOT&PF. The draft report is enclosed for your review and comments.

Project Description

The proposed projects would:

- Reconfigure the north leg of the International Airport Road and Jewel Lake Road intersection from 2 northbound (NB) receiving lanes and 1 southbound (SB) left turn, 1 SB thru and 1 SB thru/right turn lanes into 1 NB receiving lane and 2 SB left turn, 1 SB thru and 1 SB thru/right turn lanes. This will be accomplished by moving the raised median to the east by one lane width.

“Providing for the safe movement of people and goods and the delivery of State services.”

- Reconfigure the south leg of the intersection from 2 SB receiving lanes and 1 NB left turn, 1 NB thru and 1 NB thru/right turn lanes into 2 SB receiving lanes and 2 NB left turn and 1 NB thru/right turn lanes. This will be accomplished by restriping the pavement.
- Replace the signal poles and associated vehicle detection loops, conduit and junction boxes.
- Reconstruct the railroad crossings (pathway and roadway) just north of the intersection. This includes regarding the tracks, installing a new crossing surface, new structures that will include flashing lights and gates.
- Install a new advanced warning sign south of the intersection
- Extend the existing continuous raised medians and install storm drains between
 - Aviation Avenue and International Airport Road
 - International Airport and Old International Airport Road
- Relocate approximately 200 feet of existing pathway south of the intersection to provide a more appropriate crossing location
- Replace and lengthen guardrail with new more crashworthy guardrail and guardrail terminals
- Install a raised median between 63rd Ave and Old International Airport Road to separate opposing traffic and identify specific left turning locations. Breaks in the median for turning traffic will be provided at 61st Ave, Chevigny, Blackberry Street and Collins Way intersections

All ground disturbance would occur in previously disturbed areas between the roadway pavement and pedestrian pathways. To accommodate installation of the median barrier, the east side of Jewel Lake may be expanded approximately 5 feet. The estimated amount of ground disturbance would be approximately 0.30 acres (12,000 square feet). All ground disturbances are expected to occur within the toe of slope and right-of-way.

Area of Potential Effect

The Area of Potential Effect (APE) for the proposed project was defined as the limits of construction, and directly adjacent properties. The urban landscape provides a visual buffer, limiting the viewshed to directly adjacent properties. In addition, most of the work in the proposed project is extension/reconfiguration of existing infrastructure. The existing intersection would only be restriped, not reconstructed, so there would be no perceptible visual change to the intersection. The median work is merely an extension of the previously existing medians. Any new construction would be similar to that which already exists in the proposed project area.

Efforts to Identify Historic Properties

A search of the Alaska Department of Natural Resources (ADNR) Office of History and Archaeology (OHA) Alaska Heritage Resource Survey (AHRIS) database indicated that the APE contains no reported sites of traditional, cultural, or historical significance. The MOA property records indicated that nine (9) properties, greater than 45 years old.

The DOT&PF contracted MACTEC to conduct an architectural survey of the properties. The survey recommended that none of the properties are eligible for listing on the National Register of Historic Places (NRHP). DOT&PF agrees with MACTEC's determinations. Below is a

summary of the properties evaluated and NRHP eligibility recommendations. Further information on each property is provided in the enclosed report.

Properties over 45 Years in Age Evaluated for NRHP Eligibility

AHRS Site No.	Address (all within Anchorage, Alaska)	Age	Description	NRHP Eligibility
ANC-03463	4902 Spenard Rd., National Guard Armory	49 years	Flat-roofed, concrete block large, modern style institutional building from ca. 1962. It has a large, two-story bay in northwest half.	Not Eligible
ANC-03464	4902 Spenard Rd. National Guard Vehicle Maintenance Building	49 years	Flat-roofed, concrete block large, modern style institutional building from ca. 1962, with multiple, tall overhead roll-up doors for movement of large vehicles.	Not Eligible
ANC-03465	3606 Jewel Lake Rd.	43 years	1968 Ranch-style house, with L-shape plan, of wood and concrete block; one-story with basement dug into steep hillside, now used as Pre-school for small children.	Not Eligible
ANC-03466	3708 Jewel Lake Rd.	51 years	1960 Contemporary (International American), rectangular in plan, with flat roof and concrete block walls; two-story house with attached double garage, now made into two flats	Not Eligible
ANC-03467	6141 Jewel Lake Rd	67 years	1944 Log house with Tudor elements, 1.5 stories, basement, and multiple oriel windows, and additions. A second story apartment is a later addition.	Not Eligible
ANC-03468	6014 Collins Way	61 years	1950 vernacular Ranch, single-story house with basement garage; composed of wood siding; originally a small cabin that was expanded in the 1960s.	Not Eligible
ANC-03469	3729 W. 61 st Ave.	52 years	1959 Ranch-style, single-story house with rectangular plan, cross-gabled roof, exterior walls of concrete block and T1-11 wood siding, with two attached garages	Not Eligible
ANC-03470	3808 W. 61 st Ave.	48 years	1963 Bi-Level with Ranch elements and later extensive remodeling; rectangular plan with front-gabled roof, wood siding, enclosed breezeway, and attached double garage, with decks and porches around house.	Not Eligible
ANC-03471	3838 W. 63 rd Ave.	48 years	1963 Contemporary Split-Level house with several exterior decks and covered porches, detached	Not Eligible

			carport. Extensively remodeled.	
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Finding of Effect

The proposed project will have no effect on historic properties. The ground disturbance associated with this project is expected to be minimal and limited to previously disturbed areas. As none of the structures have been determined eligible for the NRHP and ground disturbance will be minimal, DOT&PF finds that the project will have no effect on historic properties.

Consultation Efforts

The following parties are being contacted for comments on this project: The State Historic Preservation Officer, MOA Planning Department, Cook Inlet Region, Inc., Eklutna, Inc., and Native Village of Eklutna.

If you wish to comment on this finding, I can be reached at the address above, by telephone at 907-269-0535 or by e-mail at valerie.gomez@alaska.gov. However, we respectfully request that your comments or consultation requests be received within thirty days of your receipt of this correspondence.

Sincerely,



Valerie Gomez
Cultural Resources Specialist

Enclosures:

Draft Architectural Survey of Jewel Lake Road from 63rd Avenue to Aviation Avenue,
Anchorage, Alaska

Electronic cc w/ enclosures:

Brian Elliott, DOT&PF Central Region, Regional Environmental Manager
Kevin Jackson, P.E., DOT&PF Central Region, Design Project Manager
Linda Heck, Statewide DOT&PF, Environmental NEPA Manager
Laurie Mulcahy, Statewide DOT&PF, Cultural Resources Manager

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**ARCHITECTURAL SURVEY OF JEWEL LAKE ROAD
FROM 63RD AVENUE TO AVIATION AVENUE,
ANCHORAGE, ALASKA**

MACTEC Project Number
4306110003



MACTEC

961 Matley Lane, Suite 110
Reno, Nevada 89502

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**ARCHITECTURAL SURVEY OF JEWEL LAKE ROAD FROM 63RD AVENUE TO
AVIATION AVENUE, ANCHORAGE, ALASKA**

Prepared for

State of Alaska, Department of Transportation and Public Facilities
4111 Aviation Drive
Anchorage, AK 99502-1058

Prepared by

MACTEC Engineering and Consulting, Inc.
961 Matley Lane, Suite 110
Reno, Nevada 89502

Prepared by:

C. Lynn Furnis, MA, RPA
Principal Archaeologist

John Snyder, MA
Principal Architectural Historian

Quality Control Review by

A. Craig Hauer, RPA
Project Archaeologist

DRAFT

MACTEC Project Number 4306110003

April, 2011

MANAGEMENT SUMMARY

MACTEC Engineering & Consulting, Inc. (MACTEC) has assisted the Alaska Department of Transportation and Public Facilities (DOT & PF) in complying with Section 106 process regulations (National Historic Preservation Act of 1966 and pertinent state statutes) for two of its proposed Highway Safety Improvement Projects (HSIPs): 1) Jewel Lake Road: 63rd Avenue to Old International Airport Road Channelization Improvements and 2) International Airport Road at Jewel Lake Road Channelization Improvements. The purpose of the adjoining proposed undertakings is to improve the safety on Jewel Lake Road, a short portion of Spenard Road and their intersections with Old and new International Airport roads and other streets. This is to be accomplished through the extension of raised medians, the superelevation of curves through resurfacing of the existing aggregate base layer prior to paving, through the upgrading and lengthening of a guard rail, relocating footpath segments, placing of new signs, reconfiguring some lanes, installing a crosswalk, three traffic signal poles with new configurations, and a railroad/highway crossing signal upgrade with gates. The proposed work will be limited to the existing road surface and no staging of equipment or disturbing of undeveloped ground will take place adjacent to Jewel Lake Road or Spenard Road.

From March 14 through March 21, 2011, MACTEC personnel conducted an architectural inventory of all buildings identified within the Area of Potential Effects (APE) as being 40 years old or more. A cultural resources records search, additional property records research and archival research was also conducted during this period. Nine buildings and their associated structures were described and evaluated for their eligibility for listing on the National Register of Historic Places (NRHP). The results of the inventory and research are reported herein. The nine buildings are listed in Table 1.1 with new AHRS site numbers, address, description, and NRHP eligibility recommendations by MACTEC.

Table 1.1. Newly-Recorded Standing Buildings

AHRS Site No.	Address (all within Anchorage, Alaska)	Age	Description	NRHP Eligibility Recommendation
ANC-03463	4902 Spenard Rd., National Guard Armory	49 years	Flat-roofed, concrete block large, modern style institutional building from ca. 1962. It has a large, two-story bay in northwest half.	Not Eligible
ANC-03464	4902 Spenard Rd., National Guard Vehicle Maintenance Building	49 years	Flat-roofed, concrete block large, modern style institutional building from ca. 1962, with multiple, tall overhead roll-up doors for movement of large vehicles.	Not Eligible
ANC-03465	3606 Jewel Lake Rd.	43 years	1968 Ranch-style house, with L-shape plan, of wood and concrete block; one-story with basement dug into steep hillside, now used as Pre-school for small children.	Not Eligible
ANC-03466	3708 Jewel Lake Rd.	51 years	1960 Contemporary (International American), rectangular in plan, with flat roof and concrete block walls; two-story house with attached double garage, now made into two flats	Not Eligible

Table 1.1. Newly-Recorded Standing Buildings

AHRS Site No.	Address (all within Anchorage, Alaska)	Age	Description	NRHP Eligibility Recommendation
ANC-03467	6141 Jewel Lake Rd	67 years	1944 Log house with Tudor elements, 1.5 stories, basement, and multiple oriel windows, and additions. A second story apartment is a later addition.	Not Eligible
ANC-03468	6014 Collins Way	61 years	1950 vernacular Ranch, single-story house with basement garage; composed of wood siding; originally a small cabin that was expanded in the 1960s.	Not Eligible
ANC-03469	3729 W. 61 st Ave.	52 years	1959 Ranch-style, single-story house with rectangular plan, cross-gabled roof, exterior walls of concrete block and T1-11 wood siding, with two attached garages	Not Eligible
ANC-03470	3808 W. 61 st Ave.	48 years	1963 Bi-Level with Ranch elements and later extensive remodeling; rectangular plan with front-gabled roof, wood siding, enclosed breezeway, and attached double garage, with decks and porches around house.	Not Eligible
ANC-03471	3838 W. 63 rd Ave.	48 years	1963 Contemporary Split-Level house with several exterior decks and covered porches, detached carport. Extensively remodeled.	Not Eligible

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All of the recorded buildings are recommended as not eligible for listing on the NRHP, due to their young ages (less than 50 years old), or their extensive remodelings and concomitant lack of integrity, or due to their simple lack of their associations with important local or regional historic events or persons, or lack of architectural significance. Therefore, a “Finding of No Effect” is recommended and the proposed two HSIP projects should proceed.

3

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1

1.0 INTRODUCTION

2 An architectural inventory was undertaken and completed along Jewel Lake Road between Aviation
3 Avenue and West 63rd Avenue in Anchorage, Alaska between March 16th and March 19th, 2011
4 (Figure 1.1). The purpose of this work is to assist the Alaska Department of Transportation and
5 Public Facilities (DOT&PF) achieve compliance with Section 106 of the National Historic
6 Preservation Act of 1966 and pertinent state statutes prior to the implementation of the proposed
7 undertaking by DOT&PF. The inventory took place along Spenard Road to the north, between
8 Aviation Avenue and International Airport Road, and along Jewel Lake Road for the southern portion
9 of the Project Area, between International Airport Road and W. 63rd Avenue (Figure 1.2).

10 The architectural inventory was conducted as part of two, adjoining DOT&PF projects – The Jewel
11 Lake Road: 63rd Avenue to Old International Airport Road Channelization Improvements Project and
12 the International Airport Road at Jewel Lake Road Channelization Improvements Project. This
13 project was undertaken under the authority of Section 106 (36CFR PART 800) of the NHPA of 1966,
14 of Alaska Statute Title 41, Chapter 35 and Alaska Administrative Code Title 11, Chapter 16. The
15 fieldwork and report have been completed in conformance with the *Secretary of Interior's Standards
16 and Guidelines for Archaeology and Historic Preservation* (48FR44716) and with the Alaska Office
17 of History and Archaeology's (OHA) *Standards and Guidelines for Investigating and Reporting
18 Archaeological and Historic Properties in Alaska* (Historic Preservation Series No. 11). A Field
19 Archaeology Permit was applied for with the OHA, but was determined as unnecessary as none of the
20 fieldwork was actually occurring on Alaska state lands.

21 A literature search for the Project Area was conducted at the Alaska OHA in Anchorage, on March
22 15, 2011. The fieldwork was conducted from March 16th through March 19th, 2011. The fieldwork
23 was completed by C. Lynn Furnis, Principal Investigator. Research was conducted intermittently
24 between February 15 and April 4, 2011 at the University of Alaska at Anchorage (UAA), at the
25 Anchorage Museum at Rasmuson Center, at the Municipality of Anchorage (MOA) Planning and
26 Property Appraisal departments, at the Whittier Public Library in Whittier, California, as well as on
27 the Internet.

28 This report presents the results and NRHP evaluations of historic architectural resources identified
29 during the survey. It is organized with basic facts about the proposed undertaking, the architectural
30 resources fieldwork, and the Project Area being presented first, followed by information about the
31 environment of the Project Area, the historic context, results of the records search, field methods and
32 observations, results of the fieldwork, and finally, the recommendations, and conclusions regarding
33 the identified cultural resources and impacts to them generated by the proposed DOT&PF
34 undertaking.

35

36 1.1 PROJECT DESCRIPTION

37 This inventory is in support of two proposed DOT&PF Highway Safety Improvement Projects
38 (HSIPs): 1) Jewel Lake Road: 63rd Avenue to Old International Airport Road Channelization
39 Improvements and 2) International Airport Road at Jewel Lake Road Channelization Improvements.
40 The purpose of both HSIPs is to improve the safety on Jewel Lake Road, a short portion of Spenard
41 Road and their intersections with Old and new International Airport roads and other streets. For the
42 first HSIP, the DOT&PF proposes to improve Jewel Lake Road between Old International Airport
43 Road and West 63rd Avenue, a distance of approximately 0.75 mi, by extending raised medians in

44 four places along Jewel Lake Road, by improving the superelevation of the three Jewel Lake Road
45 curves through resurfacing of the existing aggregate base layer prior to paving, and by upgrading and
46 lengthening the guard rail along the West 61st Avenue curve (Figures 1.3 and 1.4). In order to extend
47 the medians, the DOT & PF will add storm drains at seven locations, all of which will be contained
48 within the existing roadbed and shoulders. The proposed work will be limited to the existing road
49 surface and no staging of equipment or disturbing of undeveloped ground will take place adjacent to
50 Jewel Lake Road or Spenard Road.

51 The second HSIP (Figure 1.5) involves channelization improvements between Aviation Avenue, on
52 the north and Old International Airport Road on the south, all occurring along Jewel Lake Road and
53 Spenard Road. Improvements here include: 1) relocating two footpath segments at Old International
54 Airport Road; 2) placing a new sign over the northbound lane of Jewel Lake Road, just south of the
55 Frontage Road for International Airport Road; 3) reconfiguring lanes north and south of new
56 International Airport Road to improve the approaches to the airport; 4) installing one crosswalk along
57 the east flank of the Jewel Lake Road/International Airport Road/ Spenard Road intersection; 5)
58 installing three traffic signal poles with new configurations (40 ft tall), that would replace existing
59 poles (40 ft tall) at the Jewel Lake Road/International Airport Road/Spenard Road intersection; and 6)
60 installing a railroad/highway crossing signal upgrade with gates across all Spenard Road lanes.

61 As with the first HSIP, no ground disturbance is planned by the DOT &PF in previously undisturbed
62 ground. All work will impact the existing road surface, road shoulder in a few places, and installation
63 of signal poles at the same locations as existing signal poles.

64

65 **1.2 AREA OF POTENTIAL EFFECTS (APE)**

66 The Area of Potential Effects (APE) for the project is the Jewel Lake Road corridor, the Spenard
67 Road corridor, and adjoining properties (one parcel width) (Figure 1.7). The architectural resources
68 survey within the defined APE was limited to a survey of nine structures identified by the DOT & PF
69 through its search of MOA records. The DOT&PF has precedent not to require a full archaeological
70 survey of the lands surrounding the structures that are located within the APE, since no additional
71 surface disturbance will occur.

72 **2.0 ENVIRONMENTAL SETTING**

73 The Project Area is situated at the southwest sector of Anchorage, near the east end of the Ted
74 Stevens International Airport, and within a residential development known as Spenard Heights. The
75 Kulis Air National Guard Base (Kulis ANGB) is located 0.50 mile west of Jewel Lake Road. Much
76 of the following environmental description is taken from a report dealing with that base – *Historic*
77 *Context Study, Alaska Air National Guard and Cultural Resource Survey of Kulis Air National Guard*
78 *Base* (e²M 2007)

79

80 **Geography and Topography**

81

82 Jewel Lake Road and Spenard Road near the intersection of International Airport Road are all located
83 within the Anchorage Bowl and the Upper Cook Inlet area. These are features within the larger
84 south-central physiographic region of Alaska. The Kenai, Talkeetna, and Chugach ranges to the east
85 and the Aleutian and Alaska ranges to the west define a long, narrow basin, at the end of which is the
86 Anchorage Bowl. The Bowl varies in elevations from sea level to more than 1,200 ft above sea level
87 (ASL). The Project Area is situated on the eastern portion of an east-west oriented peninsular

88 landform, and is between Point Campbell and downtown Anchorage. Knik Arm is 2.0 mi to the north
89 and Turnagain Arm 3.5 miles to the southwest, within the general drainage of Campbell Creek and
90 associated wetlands. A number of small lakes and ponds formed by glaciers stand within 1.0 mi of
91 the Project Area, including Lake Spenard, Lake Hood, and Meadow, DeLong, Sand, Bentzen, and
92 Connors lakes (e²M 2007:4-1).

93
94 The topography in and around the Project Area consists of rolling hills, which generally slopes from
95 southeast to northwest toward the International Airport. The highest point within the Project Area is
96 approximately 175ft ASL at the southern end (W. 61st Avenue houses) and the lowest point is 125 ft
97 ASL, which occurs along most of Jewel Lake Road and Spenard Road.

98 **Geology and Soils**

99
100
101 The Project Area stands:

102
103 within the regional geological context of the Anchorage Bowl within the greater
104 Cook Inlet basin. Geological material in the Cook Inlet basin consists of consolidated
105 rock and unconsolidated deposits ranging from Paleozoic (600 million years ago) to
106 Holocene (the past 10,000 years) in age. Consolidated sedimentary and meta-
107 sedimentary rock is visible in the mountain ranges that surround the basin. During
108 the Pleistocene epoch, glacial drift in the basin was deposited as low moraines, which
109 are interspersed with numerous lakes, bogs, and broad outwash plains and
110 unconsolidated glacial deposits (i.e., a mixture of unstratified gravel, sand, silt, and
111 clay). These deposits include a thin layer of wind-laid silt (or loess) over lowlands,
112 alluvium along streams, clay and silt deposited in lakes and tidal zones, and organic
113 material (or peat) in wetlands (e²M 2007:4-3).

114
115 Soils underlying areas in western Anchorage consist of the following:

116
117 Eolian (wind-blown sands) and beach deposits are found on the peninsula where the
118 base [Kulis ANGB] and the International Airport are overlain by a mantle of loess, or
119 loess and volcanic ash. Soils underlying the northern half of Kulis are mapped (by
120 the Natural Resources Conservation Service NRCS) as urban land – which is area
121 where more than 80 percent of the ground surface is covered by impervious surfaces
122 [USDA 1979 – U.S. Dept of Agriculture 1979 *Exploratory Soil Survey of Alaska*.
123 Anchorage, AK: Soil Conservation Service]. Soils underlying the southern section of
124 the base [Kulis ANGB] are composed of six non-hydric soils: Caswell silt loam (3%
125 to 7% slopes); Tuomi silt loam (3% to 7% slopes); Tuomi silt loam (12% to 20%
126 complex slopes); Tuomi silt loam (7% to 12% complex slopes); Cryorthents,
127 gravelly, fill: and Cryorthents, gravelly, smoothed. In addition, Kulis soils include
128 one hydric soil, although there is some question about its identification. In general,
129 soil profiles range in thickness from 3 to 40 inches, below which stratified glacial
130 granular materials and stone fragments occur (e²M 2007:4-3).

131 **Flora and Fauna**

132
133
134 Around the greater Anchorage metropolitan area, the Moist Herbaceous/Shrub Tundra plant
135 community is dominant (e²M 2007:4-3). There are other vegetation cover types adjacent to Kulis
136 [ANGB] and to the Project Area and these include Open and Closed Spruce Forest, Closed Broadleaf
137 Forest, Mixed Forest, and a small amount of Low and Tall Shrub. These vegetation cover types are
138 typical of lowland coastal communities in southern Alaska.

139
 140 The dominant vegetation cover type in the Project Area is Mixed Forest, although much of the native
 141 vegetation there has been permanently removed or altered by residents. Native vegetation consists of
 142 white spruce (*Picea glauca*), paper birch (*Betula papyrifera*), and black cottonwood (*Populus*
 143 *balsamifera trichocarpa*) (e²M 2007:4-4). Several tall shrubs including American green (*Alnus*
 144 *crispa*), devils club (*Opopanax horridus*), and various species of willow (*Salix* spp.) are present in the
 145 understory. Bluejoint reedgrass (*Calamagrostis Canadensis*) is a dominant groundcover.

146
 147 A diversity of wildlife inhabits or migrates through the Cook Inlet region. Around the Project Area,
 148 larger mammals such as coyote (*Canis latrans*), black bear (*Ursus americanus*), and moose (*Alces*
 149 *alces*) can be found (e²M 2007:4-4). Smaller mammals include American beaver (*Castor*
 150 *canadensis*), snowshoe hare (*Lepus americanus*), common muskrat (*Ondatra zibethicus*), and various
 151 shrew, vole, and squirrel species. More than 100 species of passerine birds are known to frequent the
 152 Anchorage area. Waterfowl, especially geese, are common around the International Airport during
 153 spring and fall migrations. Common birds of prey in the area include bald eagle (*Haliaeetus*
 154 *leucocephalus*), peregrine falcon (*Falco peregrinus*), hawks, and owls. The bird most frequently
 155 observed during the architectural survey was the common raven (*Corvus corax*).
 156

157 3.0 HISTORIC CONTEXT

158 3.1 HISTORIC CONTEXT

159 Specific historic contexts are developed in relation to historic cultural resources that are being
 160 evaluated for significance, for possible listing on the National Register of Historic Places, as part of
 161 the Section 106 compliance process (USDI 1991). Such a context provides a background historical
 162 fabric, into which are woven pertinent themes based on appropriate time frames for a particular place.
 163 In other words, a historic context is composed of "...those patterns, themes, or trends in history by
 164 which a specific occurrence, property, or site is understood and its meaning (and ultimately its
 165 significance) within prehistory or history is made clear" (USDI 1991:7). In the following context,
 166 themes are identified and discussed at regional, community, and then specific project area levels, as
 167 suggested by the Alaska Office of History and Archaeology (OHA) in their "Guidelines for Preparing
 168 a Historic Properties Survey Report" (OHA 2004).
 169

170 The current project is located in Anchorage, Alaska, within the South-central region of Alaska. The
 171 pertinent themes for the region, Anchorage/Spenard community, and Project Area are presented in
 172 Table 3.1. The themes considered here are limited to the historic period, as opposed to the prehistoric
 173 period, since the survey is focused on historic-period architectural resources.
 174

Table 3.1. Relevant Themes Represented at Regional, Community, and Project Levels

Theme	Time frame	Geographical Location		
		South-central Alaska (region)	Anchorage-Spenard (community)	Jewel Lake Rd Project Area (project area)
European Exploration	1740-1866	X	X	-
European Occupation and Fur-trading	1834-1867	X	X	-
Mining				
Coal	1848-1960	X	X	-
Gold	1867-present	X	X	-
Homesteading	1898-1970s	X	X	X
Transportation				

Table 3.1. Relevant Themes Represented at Regional, Community, and Project Levels

Theme		Time frame	Geographical Location		
			South-central Alaska (region)	Anchorage-Spenard (community)	Jewel Lake Rd Project Area (project area)
	Railroad	1897-1950	X	X	-
	Air	1920s-present	X	X	X
Military Presence					
	World War II	1939-1945	X	X	-
	Cold War	1946-1991	X	X	X
Urban Development		1914-present	X	X	X

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The European Exploration Theme (1740-1866)

South-central Alaska Region

European exploration of present-day Alaska began with the Russians in 1741 who arrived from the west, led by Captain Vitus Bering (Naske and Slotnick 1979:30-31). They proceeded systematically from west to east, exploiting one Aleutian Island after another for sea otter and other fur-bearing animals. As early as 1762, some of the hunters had reached Kodiak Island, and by the 1790s, the Russians had explored Kodiak Island, Cook Inlet and the coastline as far east as Yakutat, spanning the South-central Alaska coast (Atwood 1982:13; Naske and Slotnick 1979: 32, 35-36; VanStone 1984:149).

In the 1770s, the Mexican viceroy sent three expeditions to Alaska in an attempt to claim the territory for Spain, and to keep the Russians at bay, but accomplished little other than to leave a few markers and place names in South-central Alaska, such as Valdez and Cordova (Naske and Slotnick 1979:33). More famously and preceding the Russians, Captain James Cook of England explored and accurately mapped the southeastern and south-central Alaskan coastlines for two years (1776-1778), while searching for the fabled Northwest Passage (Atwood 1982:13; Naske and Slotnick 1979:33). In 1778, he sailed up Cook Inlet which is named after him, sailed into Turnagain Arm and named it Turnagain River, thinking it was a river. In 1786, members of Cook’s crew returned and correctly renamed the body of water Turnagain Arm, located immediately south of present-day Anchorage (Atwood 1982:13, 15). The English named other natural features and their voyage sparked the British fur trade in the region which endured for the next one hundred years. American and French ships also cruised the area in the 1780s. Captain George Vancouver, of England, sailed up Cook Inlet in 1794 and observed that several Russian company trading posts were active there, including one at Tyonek (Atwood 1982:15).

Exploration continued by Europeans, Canadians, and Americans for the next 150 years in Alaska, but much of the later expeditions focused on the interior. The earlier voyages concentrated on the coast and coastal rivers. By the early 1800s, the Russians had greatly reduced the population of fur-bearing animals in Cook Inlet and had had to move further east and south in search of more sea otters (Atwood 1982:16).

The European and American explorations are reflected in South-central Alaska in the numerous Russian, English, and Spanish place names that remain, in early maps of the region, in the oral histories of the native Indian and Eskimo populations, and in the early written history of the place. Explorations led to occupations, which had much greater and longer lasting impacts.

Anchorage-Spenard Community

213 The European explorations of the 1700s impacted the Anchorage area in several ways. First, various
214 natural features and bodies of water were given European and British names. Second, the area was
215 mapped in detail by the English. Third, the native Athapaskan people of upper Cook Inlet – the
216 Tanaina – first came into contact with European and American foreigners. And fourth, the
217 explorations led quickly to extensive Russian fur-trapping and trading, and eventually to
218 Christianizing of local native people. But during the 1700s and 1800s, there was no settlement of any
219 kind at the current site of Anchorage or its suburb, Spenard.

220

221 **Jewel Lake Road – Spenard Road Project Area**

222 As far as is known, no important events occurred within the Project Area that were associated with
223 the early European and American explorations occurred, nor are any notable people known to be
224 associated with this theme at this time (1700s) or place.

225

226 **The European Occupation and Fur-trading Theme (1834-1867)**

227

228 **South-central Alaska Region**

229 As mentioned above, exploration led to intensive fur-trapping and trading by the Russians. In South-
230 central Alaska, they established three company-based trading posts and settlements on Kodiak Island
231 in the 1780s and 1790s, four others along lower Cook Inlet during the same time period, and another
232 four between Cook Inlet and Yakutat in the 1790s (Naske and Slotnick 1979:32, 35, 299-300). Their
233 settlements were never meant to be permanent, as the Russian companies that drove the occupation
234 only intended to harvest pelts of fur-bearing animals and sell them, then leave the area. They were
235 not interested in permanent colonization. As a result, private companies such as those of Gregory
236 Shelikhov, Lebedev-Lastochkin, and the Panov Brothers intensively hunted out the places they settled
237 in, frequently abusing or exploiting the native people, and trading with them. Priests and
238 missionaries followed the traders, Christianizing many through the Russian Orthodox Church. Many
239 native people in the region still practice this form of religion.
240 British, Canadian, and American companies also conducted extensive fur-trapping and trading in
241 Alaska during this time period and in the next century, but they operated mostly outside of South-
242 central Alaska.

243

244 **Anchorage-Spenard Community**

245 Not until 1835 did the Russians have a somewhat permanent presence in the Anchorage area. At that
246 time, Orthodox missionaries established a mission at Knik, located on the west shore of Knik Arm
247 (Tower 1999:15). Ten years later, traders established a winter trading post called Niteh, located on
248 the delta between the Matanuska and Knik rivers, some 40 miles north of the Anchorage site. By this
249 time, the Tanaina population was approximately half of what it had been in 1835, reduced by small
250 pox and tuberculosis brought by the Russians.

251

252 **Jewel Lake Road – Spenard Road Project Area**

253 The Project Area is not known to have had any early European settlement, though it likely was
254 occasionally traversed or camped upon by Tanaina or Eskimo people during their seasonal hunting
255 and fishing expeditions.

256

257 **The Mining Theme (1848-present) (Coal, Gold)**

258

259 **Coal Mining (1848-1960) South-central Alaska Region**

260 Late in their tenure (1848), the Russians prospected for lignite coal (Naske and Slotnick 1979:52-53).
261 Their mining engineer – Peter Doroshin – found coal deposits but none was of high-grade quality.
262 Nevertheless, they developed one coal mine, located on the Kenai Peninsula at Fort Graham. The

263 end product was used for fuel by their own colonies, but the company's hopes of selling the excess
264 supplies to American markets did not succeed.

265
266 Coal mining continued in Alaska after the land was sold to the Americans in 1867 (Naske and
267 Slotnick 1979:83-86). The territory's new residents were anxious to exploit all of Alaska's natural
268 resources to the fullest. In the 1880s and 1890s, there was great interest in developing several
269 railroads to access the booming gold districts of the Klondike and of Fairbanks, as well as copper
270 mines, fishing villages, and ports in South-central Alaska. A cheap, local source of coal was needed
271 to fuel trains.

272
273 Coal fields existed at Matanuska and on the Bering River, located some 80 miles from Cordova,
274 Alaska. A huge scandal arose, however, over the establishing of certain coal claims in the Bering
275 River fields. This occurred at the turn-of-the-twentieth century, resulting in the closing of the coal
276 field to further claims by President Theodore Roosevelt in 1906 (Atwood 1982:35; Naske and
277 Slotnick 1979:83-84). It did not open again until 1914. Once railroads from Seward to Anchorage to
278 Fairbanks, and to other places were constructed, beginning at this time, coal was used for fuel. But
279 markets for the coal outside of the territory could not be found.

280
281 During World War II, local demand for the Alaskan coal increased tenfold, as the United States
282 military ramped up bases, personnel, and equipment there, once Alaska was recognized as a strategic
283 and vulnerable American outpost (Naske and Slotnick 1979:118). After the war, population, military
284 presence, jobs, and demands for coal significantly decreased. The Bering River coal fields, however,
285 remain controversial to this day.

286
287 **Coal Mining (1848-1960), Anchorage-Spenard Community**
288 Coal mining took place north of Anchorage, at Matanuska. The availability of coal there enabled the
289 construction and running of the Alaska Railroad to and through Anchorage. Construction took place
290 between 1914 and 1923, interrupted and delayed by World War I, and the site of Anchorage was
291 selected as the construction headquarters for the railroad, which would connect Seward to the south
292 with Fairbanks, to the north. This choice, made partly because of the Matanuska coal source, literally
293 created the town of Anchorage, instantly providing it with its new name (previously a transfer point,
294 not a town, known as Ship Creek Landing or Knik Anchorage) and with all the infrastructure needed
295 to support a small urban population, including water, sewage, and telephone systems, as well as
296 electrical power, streets, a hospital, a school, and housing for railroad employees and construction
297 workers (Naske and Slotnick 1979:90). The availability of local coal had a huge impact on
298 Anchorage.

299
300 **Coal Mining (1848-1960), Jewel Lake Road – Spenard Road Project Area**
301 The Project Area does not have a history with coal mining, but one section of a later spur from the
302 railroad bed that was constructed and used by the Alaska Railroad between Seward and Anchorage
303 transects is within the Project Area, just north of International Airport Road.

304 **Gold Mining (1867-present), South-central Alaska Region**
305 According to Evangeline Atwood (1982:20-24), some years after Americans had purchased Alaska in
306 1867, Euro-American gold prospectors discovered gold along the south flank of Turnagain Arm,
307 establishing mines at Sunrise and Hope camps after 1888 (Kenai Mining District), not far south of the
308 future site of Anchorage. This spurred additional prospecting around the Susitna and Matanuska
309 basins in the next few years. During the 1890s, prospectors flooded in along the shores of both
310 Turnagain Arm and Knik Arm. Some came overland by way of the Susitna River to the north, or
311 through Portage Pass, from Prince William Sound, to the east. Others came by sea, taking ships as
312 far as Tyonek on upper Cook Inlet, then transferring to small boats and moving on high tides into

313 Turnagain and Knik arms sites. Near Knik, on Knik Arm, the Willow Creek Mining District was
314 formed. The rush had the effect of bringing nearly 60,000 Americans into the region, establishing
315 numerous mining camps, some of which became more permanent frontier settlements. It also
316 supported further prospecting which led to strikes farther north, in Nome and the Fairbanks area.

317 **Gold Mining (1867-present), Anchorage-Spenard Community**

318 At the present site of Anchorage, where Ship Creek empties into Knik Arm, the place known as Ship
319 Creek Landing or Knik Anchorage developed as a transfer point for passengers and freight heading
320 for the gold fields to the north (Atwood 1982:24). Here steamers unloaded their cargo and smaller
321 boats carried them farther up the Arm. The Anchorage-Spenard community, then, was impacted by
322 nearby gold prospecting and mining in the late 1800s. But at this time, a town did not yet exist at the
323 site.

324 **Gold Mining (1867-present), Jewel Lake Road – Spenard Road Project Area**

325 Ship Creek lies nearly 4 miles north of the Project Area, so it is not likely that this area was impacted
326 by the gold rush other by occasional travelers or overnight campers on their way to the mining camps
327 south of Turnagain Arm.
328

329 **The Homesteading Theme (1898-1970)**

330

331 **South-central Alaska Region**

332 Because of Alaska’s peculiar history as first a “district” (1867), then a “territory” (1906), and finally
333 a state in 1959, federal rights, privileges, and legislation that applied to other states, did not always
334 apply to Alaska, prior to statehood. This was the case with homesteading, as the Homestead Act was
335 not extended to Alaska until 1898, while the place was still a district (Naske and Slotnick 1979:78).
336 Only then, under Public Law 95, were settlers able to receive title to government land through
337 homesteading (Hollinger 2001:19). They were allowed up to 80 acres of land per claim, as opposed
338 to the 160 acres allotted in states and territories. The last homestead patent to be issued in the entire
339 United States, under the 1862 Homestead Act, was granted in 1988 to an Alaskan resident (King
340 2001:4).
341

342 A few took advantage of the Homestead Act in the first few decades. Alaskans were encouraged that
343 they might be able to create a permanent, successful place for themselves because of the several
344 mining booms of the 1890s, the great influx of people, and potential for development of fishing,
345 canning, lumber, and agricultural industries. The Alaska Homestead Act continued to be tweaked
346 and amended for 20 years, adjusting it to the particular conditions and needs of Alaska. By 1910, the
347 best agricultural area in Alaska – Matanuska Valley – had 130 homesteaders (Hollinger 2001:21).
348 The Department of Agriculture founded experiment stations at Kenai, Kodiak, and Matanuska, and
349 other places to encourage agriculture in Alaska (Naske and Slotnick 1979:81). Homesteading was
350 closely tied to agriculture, but as of 1923, only 1,421 acres of land were under cultivation in the
351 Anchorage-Matanuska and Fairbanks areas combined (Naske and Slotnick 1979:92).
352

353 Alaskan homesteading tended to rise or fall along with the general increase or decrease of population
354 in the district. In the South-central region, homesteading was concentrated in the agricultural areas of
355 Anchorage and Matanuska Valley. Homesteaders attempted to farm the land, but the daunting task in
356 the Alaskan environment caused the majority of hopefuls to fail to permanently acquire their land.
357 Nevertheless, homesteading did occur and it provided one option for settlers to move to the area and
358 permanently live there. The region was definitely in need of more citizens and development of
359 resources, especially during its territorial and statehood phases.
360

361 **Anchorage-Spenard Community**

362 Homesteading took place in the Anchorage and Spenard areas prior to the existence of either town,
363 but in low volume (Hollinger 2001:21). In the nearby agricultural area of the Matanuska Valley,
364 there were 130 homesteaders in 1910. But in the years after the 1915 establishment of Anchorage,
365 homesteading increased in the Anchorage Bowl, with 400 homesteaders settled in both Matanuska
366 and Anchorage. From World War I through 1929, there were just 200 homesteaders in the same two
367 areas, as men were enlisted in the war effort and as Alaska faced hard economic times. North of
368 Anchorage, where Fort Richardson now stands, there were numerous homesteaders. The most active
369 period for homestead claims there was from 1930 to 1939, at which time the 40 or more active
370 homesteads were taken, to make way for the base.

371
372 Homesteads had also stood where Elmendorf Air Force Base now stands, just north of Anchorage,
373 and in the 1920s and 1930s, at least a number were established in southwest Anchorage, in the Sand
374 Lake area, where potatoes, hogs, and chickens were raised (Hollinger 2001:1, 22; SL&CES 1988). In
375 fact, nearly all of the land within the Anchorage Bowl that was not within the city limits was at some
376 time open to homesteading.

377
378 Based on the histories of the homesteaders at Fort Richardson properties, most of the homesteaders
379 were single, unmarried men who worked at seasonal jobs such as mining, prospecting, freighting, or
380 trapping, or full-time for the railroad, and who grew garden vegetables or crops of potatoes during the
381 short growing season (Hollinger 2001:20-21). According to the 1912 Alaska Homestead Act
382 amendment, claimants were required to put at least one-sixteenth of their 320 acres under cultivation.
383 The homesteaders lived in small log cabins relying on wood stoves for heat, and often built a few
384 outbuildings and occasionally a barn on their claims. There were no public utilities available for their
385 use. The homesteaders around Sand Lake included many families who were still growing potatoes on
386 their lands in the 1940s and 1950s, with one family running a dairy as well (SL&ECS 1988:v, vi, 3,
387 10, 14-15).

388
389 **Jewel Lake Road – Spenard Road Project Area**

390 The Sand Lake homesteaded area is immediately south of the Project Area, between Raspberry Road
391 and Dimond Boulevard, and between Jewel Lake Road and Sand Lake Road. Within the Project
392 Area itself, there was one homestead upon which the recorded survey properties now stand. A patent
393 was obtained by Clarence C. Collins on August 16, 1940, for 160 acres, which encompassed all of the
394 northwest one-fourth of Section 2 in Township 12 North, Range 4 West (USDI-BLM 2011). All of
395 the seven buildings (houses) recorded adjacent to Jewel Lake Road for this project stand on parcels
396 that were originally part of the Collins homestead patent, Patent #08509. Two of the properties
397 recorded and evaluated during the architectural survey are older than the others and today stand on
398 larger parcels than neighboring properties. These include the parcel at 6014 Collins Way, with the
399 house dating to 1950, and the parcel at 6141 Jewel Lake Road, with the log house constructed in
400 1944. From parcel maps held by the MOA Planning Department, the northern 80 acres of the
401 Collins' patented land was subdivided into 26 parcels by 1947, most of them being approximately 2.0
402 acres in size, but with three along Jewel Lake Road being nearly 5 acres in size (APD 1947: Parcel
403 Map entitled "Spenard Heights Addition," on file with the MOA Planning Department). All seven
404 Project Area houses are included in this original subdivision. The two National Guard buildings at
405 the north end of the Project Area do not stand on former homestead property.

406
407 The homestead theme is important and directly applicable to the current Project Area and its
408 properties.

409
410 **The Transportation Theme (Railroad 1897-1960, Aviation 1920s-present)**

411

412 **Railroads, South-central Alaska Region**

413 Alaska's first railroads were constructed and operated outside the South-central region, in response to
414 the Klondike and Nome gold rushes. The White Pass and Yukon Route Railroad, for example, was
415 constructed between 1898 and 1900. But of those built within the South-central region, the first was
416 the Alaska Central Railway, begun in 1903 (Rails Northwest 2011). It was 50 miles long, connecting
417 Seward in the south with Spencer in the north. Earlier, eleven other companies had requested rights
418 of way in 1897 and 1898, following gold strikes in the Klondike and elsewhere (Naske and Slotnick
419 1979:82). Within four years, the Alaska Central was bankrupt, but reorganized as the Alaska
420 Northern Railway Company and in 1910 began operating along an additional 21 miles, as far north as
421 Kern Creek, near Girdwood. The line provided passengers and freight with an overland route to
422 Turnagain Arm, then on to Matanuska and other points, in the days before the creation of Anchorage.
423

424 Once the US government decided to create and fund a railroad from Seward to Fairbanks, in 1914,
425 the second Alaska railroad came into being, though it was not completed until 1923 (Naske and
426 Slotnick 1979:82; Rails Northwest 2011). Known as the Alaska Railroad, it began in Seward, with
427 its midpoint at what became Anchorage. Anchorage was designated at the construction headquarters
428 for the railroad, immediately creating a boom town. The railroad has been the major Alaska line ever
429 since its construction, though it has had many up and down years in terms of finances. During World
430 War II, it proved invaluable in moving troops, supplies, and equipment to military bases in
431 Anchorage and Fairbanks. The railroad has played a large role in twentieth century South-central
432 Alaska.
433

434 **Railroads, Anchorage-Spenard Community**

435 Construction of the Alaska Railroad took place between 1914 and 1923, interrupted and delayed by
436 World War I, with Ship Creek Landing or Knik Anchorage selected as the construction headquarters
437 for the railroad. This choice, made partly because of its proximity to the Matanuska coal source,
438 literally created the town of Anchorage where Ship Creek Landing had stood, instantly providing it
439 with its new name and with all the infrastructure needed to support a small urban population,
440 including water, sewage, and telephone systems, as well as electrical power, streets, a hospital, a
441 school, and housing for railroad employees and construction workers (Naske and Slotnick 1979:90).
442 Anchorage boomed, attracting merchants, laborers, entertainers, families, and all kinds of other folk
443 who came and stayed long after the railroad was completed. The railroad brought Alaska's largest
444 modern city – Anchorage – into being in 1915. It is a major theme for the Anchorage-Spenard
445 community.
446

447 **Railroads, Jewel Lake Road – Spenard Road Project Area**

448 The Project Area includes one section of a spur from the original railroad bed that was constructed
449 and used by the Alaska Railroad between Seward and Anchorage. It is located just north of
450 International Airport Road, running parallel to it. Some of the proposed improvements to Spenard
451 Road involve new railroad traffic arms adjacent to the spur tracks that cross Spenard Road. The spur
452 is a later addition to the original railroad, shown on the 1979 USGS Anchorage (A-8) NW, Alaska 7.5
453 minute topographic map, but not present on the 1952 USGS Anchorage A-8, Alaska 15 minute
454 topographic map. Therefore, it is not part of the original rail bed.
455

456 The railroad theme is not a significant one for the Project Area. The impact or influence of the
457 railroad on this part of town has probably been minimal, other than to occasionally stop traffic on
458 Spenard Road while a train passes.
459

460 **Aviation, South-central Alaska Region**

461 For South-central Alaska, the advent of transportation by means of airplanes in the 1920s was an
462 enormously important event, as it was for the entire state (Naske and Slotnick 1979:101). It remains

463 critical to this day, as air transportation enables people to reach people in the hundreds of remote
464 villages and towns throughout the state. Bush pilots of the 1920s daringly landed in rough, remote
465 locations, as well as on crude earthen landing strips. The increasing presence and demonstrated
466 usefulness of the small planes convinced communities in the region to provide landing strips for
467 airplanes. Air transportation immediately became *the* “Alaskan mode of transportation” (Naske and
468 Slotnick 1979:101). By 1940, there were more than 100 airfields in the territory (e²M 2007:3-6).
469

470 **Aviation, Anchorage-Spenard Community**

471 The Anchorage-Spenard community has been an important hub of air traffic since the 1920s. One
472 Anchorage citizen recognized the potential of air transportation in 1920 and began to work towards
473 making Anchorage ready for it (Atwood 1982:70-71). Arthur A. Shonbeck actively promoted the
474 idea and in 1923, he organized 500 people to clear a field for an airstrip near town, now known as
475 Park Strip. Within three years, Shonbeck had started the Anchorage Air Transport Inc., a local airline
476 company, which flew people and supplies to villages in the bush. Business was so brisk that a larger
477 air field was needed by 1928. The new Merrill Field was created east of downtown Anchorage.
478

479 During the 1920s, Lake Spenard also became a popular place for floatplane landings and take-offs,
480 partly because the original air strip was so crowded (Yarborough et al 2010:8). The lake is located in
481 what became the Anchorage suburb of Spenard, and was named after the man who homesteaded the
482 lake – Joe Spenard. He had developed a bathing resort on the lake in 1916 (Atwood 1982:44).
483 Northeast of Lake Spenard, a 1000-ft long airstrip was constructed in 1926 (Yarborough et al
484 2010:8). The proximity of the airstrip to the lake promoted its use for small planes, where their
485 wheels could be replaced with floats or skis, depending on the season or purpose. As a result, Lake
486 Spenard became an intensively used float plane base. Its size limitations for take-off of heavily
487 loaded float planes led to the digging of a large canal in 1939 that connected Lake Hood and Lake
488 Spenard, providing a longer span for the planes to take off and land. And a larger air strip was
489 constructed at the same time, located south of both lakes.
490

491 Today, the Lake Hood seaplane base is the most heavily used one in the United States, possibly in the
492 world. It has become popular for commercial flights, as well as for hunting and fishing trips, and for
493 tourism. Adjacent to it is the Ted Stevens International Airport, established in 1951. Air
494 transportation is an extremely important theme for both Anchorage and Spenard communities.
495

496 **Aviation, Jewel Lake Road – Spenard Road Project Area**

497 Lake Hood and Lake Spenard, as well as the Ted Stevens International Airport are all located very
498 close to the Project Area. The National Guard Armory and Vehicle Maintenance buildings in the
499 Project Area stand adjacent to Lake Spenard. None of the properties within the Project Area is
500 directly tied to sea plane transportation, but one property was occupied for some years by a man
501 active in starting the local Aviation Heritage Museum. That man was Phil Redden. Aside from this
502 association, the Project Area residential properties are all now fitted with sound abatement windows
503 due to their proximity to the Ted Stevens International Airport, located within 0.25 mile of the
504 houses. Residents are aware of and impacted by air transportation on a daily basis. Some of them
505 may hold jobs at the airport.
506

507 Part of Anchorage’s economic success is grounded in air transportation, which has led to increased
508 population, creation of suburbs such as Spenard, Spenard Heights, and many more. And Lake
509 Spenard is a scenic as well as interesting feature visible from the Project Area. The Aviation theme is
510 a moderately important one for the Project Area.
511

512
513

The Military Theme (World War II and the Cold War) (1939-1991)

514

515 **South-central Alaska Region**

516 As early as 1934, Alaskan residents and government officials had recognized their vulnerability to
517 hostile movements both from Hitler in Germany and from the Japanese, due to the proximity of the
518 territory to northern Europe by air and to Japan by air and by sea (Naske and Slotnick 1979:100-112).
519 While still a territory, not a state, Alaskans argued for the strategic superiority of Alaska in terms of
520 airplane warfare. Time and time again, they requested federal assistance in establishing bases,
521 training locations, and improved navigational systems. Only after Hitler invaded Norway and
522 Denmark in 1940, with World War II already under way, did the US Congress and Senate recognize
523 how close Alaska was to these and other places in terms of air miles. In short order, construction and
524 staffing of military bases and other facilities began in Southeast Alaska, in Anchorage, on Kodiak
525 Island, in the Aleutians, and in Fairbanks. The activity around Anchorage was the primary war effort
526 in Southeast Alaska. It was extensive enough to bring a second boom to Anchorage, with permanent
527 effects felt within the surrounding region.

528

529 The Cold War, which began in 1946 and lasted until 1991, officially, impacted the South-central
530 region. The accepted beginning of the Cold War is Winston Churchill's 1946 Iron Curtain Speech
531 and the incidents that surrounded it, with the US facing new enemies located close to Alaska, in
532 Russia, China, and North Korea (Waddell 2003:1). By 1943, the US government had already
533 drastically reduced its military personnel and spending in South-central Alaska, after the Aleutians
534 had been recaptured from the Japanese (Naske and Slotnick 1979:123-128). In order to have an
535 effective defense force in the region to face new threats following the war, the US government had to
536 spend millions of dollars more to modernize and improve roads, railroads, military housing, air bases,
537 energy and communication systems and other facilities. It did this, particularly in the Anchorage
538 area, but improvements of ports, roads, and the railroad involved Seward, Whittier, and points in
539 between, as well.

540

541 **Anchorage-Spenard Community**

542 The city of Anchorage had been wining and dining federal officials and military personnel since
543 1934, trying to convince them that Anchorage was the best place to establish military bases in the
544 ominous, pre-World War II years (Atwood 1982:80-82; Naske and Slotnick 1979:110-112). Finally,
545 in mid-1940 their wishes came true, and the federal government approved money and plans for
546 Alaska military facilities in the throes of World War II. General George C. Marshall chose the
547 Anchorage location for the defense of southern Alaska because it possessed favorable terrain,
548 reasonable weather conditions, a functioning railroad, and navigable waters (Cook Inlet) suitable for
549 ocean-going ships for half the year (Waddell 2003:11). Fort Richardson, a military post with an air
550 field, was established 4 miles north of Anchorage. During the war, Anchorage was designated as a
551 defense area which meant that residents adhered to a strict blackout schedule, organized a Home
552 Guard, and had gas masks and emergency food supplies provided to them by the military (Atwood
553 1982:85-86). In 1942, the Japanese attacked and took over some of the outer Aleutians, which only
554 re-confirmed the seriousness of the situation to all Alaskans.

555

556 The effort brought with it 8,000 military personnel plus their families (Waddell 2003:11). The
557 railroad system, highways, communications, and airstrips – all had to be upgraded for the war effort.
558 All of this greatly benefitted the Anchorage area during the war and for decades to come. Anchorage
559 went into World War II as a railroad town of 3,500 people and came out of it as town of 12,000
560 residents and a new primary industry – aviation.

561

562 The Cold War theme is very important to the Anchorage-Spenard community as it brought additional
563 prosperity and critical military presence to the Anchorage community (Atwood 1982:95; Naske and
564 Slotnick 1979:123-130; Waddell 2003:15-17). By 1950, the Anchorage area had more than 43,000

565 residents. The city boomed again because of extensive federal spending to establish additional
566 military bases, provide housing for military and other families, build or improve roads, refurbish the
567 Alaska Railroad, create a defense radar system, and build the Anchorage International Airport,
568 costing \$250 million per year for the whole territory from 1949 to 1954 (e²M 2007:3-6; Naske and
569 Slotnick 1979:129). In 1950, Fort Richardson was divided into two military installations (Waddell
570 2003:15-17). Elmendorf Field became Elmendorf Air Force Base and Fort Richardson became a
571 Military Reservation and remained part of the Army. The new Fort Richardson required essentially
572 the building of an entire town, complete with power, roads, housing, hospital, schools, warehouses,
573 shops, and stores. Anchorage supplied workers and all manner of support for the effort.
574

575 Another new base was established in Anchorage during the Cold War years – the Kulis Air National
576 Guard Base (ANG), located adjacent to the International Airport. The Air National Guard officially
577 came into existence in 1947, the same day that the Air Force was established as a separate military
578 department from the Army (e²M 2007:3-4, 3-7). The Kulis ANG Base was established in 1955 and
579 soon was tasked with flying transport and supply missions to remote outposts of the Aircraft Control
580 and Warning System in the territory. It also flew peacetime missions involving scientific expeditions,
581 and emergency health, food, and supply missions to remote locations affected by natural and other
582 disasters. Over time, the duties, demands, and capabilities expanded considerably, and the base still
583 stands near the Ted Stevens International Airport, on 129 acres of land (e²M 2007:3-18 to 3-19). In
584 later years, three Nike missile sites were established at Point Campbell, west of the airport (e²M
585 2007:4-7 to 4-8).
586

587 **Jewel Lake Road – Spenard Road Project Area**

588 World War II did not have a known impact on the Project Area, so the theme’s association for that
589 war is probably weak. Only one of the buildings within the Project Area was standing during the
590 war, constructed in 1944. The Spenard Heights subdivision was created after the war, so during the
591 war, the entire 160 acres was part of the Clarence C. Collins homestead, patented in 1940 (USDI-
592 BLM 2011). Fort Richardson stood at the opposite end of the Anchorage Bowl from the Project
593 Area, and the nearby International Airport did not yet exist.
594

595 The association of the Cold War with the Project Area is more intimate. Within the Project Area
596 itself, it is likely that some residents within the Project Area are currently employed at, or have in the
597 past been employed at Kulis ANG Base. Several Cold War era military and defense facilities are
598 located within 2.0 miles of Jewel Lake Road. Kulis ANG Base is located less than 0.50 mile west of
599 the segment of Jewel Lake Road. The National Guard Armory and Vehicle Maintenance buildings
600 that are within the Project Area and stand at the intersection of Spenard Road and International
601 Airport Road were built during the Cold War years, estimated by the MOA Assessor’s office to have
602 been constructed in 1962. And within 1.5 miles of the Project Area, there were three Nike Missile
603 installations until 1964, when the huge Good Friday Earthquake damaged Point Campbell, including
604 one of the missiles (e²M 2007:4-7 to 4-8).

605

606 **The Urban Development Theme (1913-present)**

607

608 **South-central Alaska Region**

609 Anchorage stands within South-central Alaska and today is home to nearly half of the state’s
610 residents. Much of the Kenai Peninsula, Matanuska and Susitna valleys, and state and national parks
611 in the region have benefitted from Anchorage’s urban growth and development throughout the
612 twentieth century. The Urban Development theme is relevant to the region.
613

614 **Anchorage-Spenard Community**

615 From many of the preceding theme sections, it is apparent that the Anchorage-Spenard community is
 616 all about the Urban Development theme. From its beginning in 1914 as a railroad construction
 617 headquarters, through World War II and the Cold War, the city has intermittently boomed, each time
 618 gaining more amenities, population, and ground. In fact, the suburb of Spenard was born in 1945 as
 619 an unplanned place on the outskirts of Anchorage that came into being because Anchorage could not
 620 handle the large number of people moving in during and after World War II (Tower 1999:89, 107). It
 621 was annexed to Anchorage in 1959, after developing its own streets, electrification co-operative, and
 622 businesses.

623

Jewel Lake Road – Spenard Road Project Area

624 The buildings within the Project Area are a direct result of Urban Development in Anchorage and
 625 Spenard. The majority post-date World War II and were part of the prosperity and settlement of the
 626 place that has taken place in the second half of the twentieth century. This theme is an important one
 627 within the Project Area.
 628

629

4.0 PREVIOUS RESEARCH

630 In July, 2010, Alaska DOT&PF staff conducted a preliminary review of maps and the Alaska
 631 Heritage Resource Survey (AHRS) database at the Alaska OHA in Anchorage to determine if any
 632 known cultural resources exist within a 0.25-mile radius of the linear project area, along Jewel Lake
 633 and Spenard roads. No AHRS sites were identified.

634 MACTEC personnel reviewed the 22 Anchorage sites listed on the NRHP in February, 2011
 635 (Anonymous 2011; USDI-NPS 2011a; 2011b). One of the 22 NRHP-listed properties may stand
 636 within the one-mile radius of the Project Area, while the other 21 are definitely outside the one-mile
 637 limit. The one site possibly within the one-mile radius is the FAA DC-3 Aircraft N-99 (#77001588)
 638 which is housed in the FAA Hangar at Anchorage’s International Airport. Depending on the location
 639 of the hangar at the airport, the resource may or may not be within one mile of the Project Area.

640 A records search within a larger, one-mile radius of the Project Area was completed by MACTEC
 641 personnel on March 15, 2011 at the Alaska OHA. The results of this search are summarized below,
 642 in Tables 4.1 and 4.2.

Table 4.1. List of Archaeological and Architectural Reports Within a One-Mile Radius of the Jewel Lake Road Project Area.

Date	Author	Title	Description
2006	Catalano, D.	Letter Requesting SHPO Concurrence with CIHA’s Determination of No Historic Impact for house at 2903 Aspen Drive, Anchorage, Alaska	Summaries and evaluations of two historic-age houses in Anchorage, regarding impacts by proposed minor rehabilitation projects
2007	(e ² M) engineering-environmental Management, Inc	<i>Historic Context Study, Alaska Air National Guard and Cultural Resource Survey of Kulis Air National Guard Base</i>	Cultural resources survey of Kulis Air National Guard Base, historic context, and recommendations for NRHP eligibility for twenty buildings, and recording of seven military aircraft currently used as static displays on the base.
2004	Stokes, L. M.	Letter Report Requesting SHPO Concurrence of No Historic Properties Affected for House at 4003 Lois Drive, Anchorage, Alaska.	Summary and evaluation of one historic-age house in Anchorage prior to its demolition
2010	Yarborough, M.	<i>Historical Review for the Lake Hood</i>	Summary of previous, more in-depth

Table 4.1. List of Archaeological and Architectural Reports Within a One-Mile Radius of the Jewel Lake Road Project Area.

Date	Author	Title	Description
	et al	<i>Bank Stabilization Project (50920), Anchorage, Alaska</i>	survey, recording, and evaluation of buildings and structures around Lake Hood and Lake Spenard, a large part of which has been recommended as eligible for listing on the NRHP as a historic district.

Prepared by/Date: CLF/4.14.11
 Checked By/Date: ACH/4.15.11:

643

644 Two large and two small studies have been conducted within 1.0 mi of the Project Area. The large
 645 studies took place at Lake Hood/Lake Spenard Seaplane Base and at Kulis National Air Guard Base
 646 (ANGB), at each of which a large number of standing buildings and structures were recorded and
 647 evaluated for NRHP eligibility. At Lake Hood, a Historic District has been recommended as eligible
 648 for listing on the NRHP, under criteria A and Consideration G, but a determination has not yet been
 649 made by the Alaska SHPO. Buildings at Kulis ANGB were recorded and evaluated, with just one of
 650 the 20 buildings being recommended as eligible for the NRHP. No archaeological cultural resources
 651 have been documented within a mile of the Project Area, based on the OHA records search.

Table 4.2. Archaeological and Architectural Resources within a One-Mile Radius of the Jewel Lake Road Project Area.

Site	Description	Associated Report Citation	NRHP Status
ANC-0122	Grumman J2F-6 Duck Aircraft	ADP 3330-4 File	Not Eligible
ANC-1415	60-year old house in Anchorage	Stokes 2004	Not Eligible
ANC-2107	55-year old house in Anchorage	Catalano 2006	Not Eligible
ANC-1940	56-year old house in Anchorage	ADP 3330-6N	Not Eligible
ANC-2778	Bldg 1, maintenance, shop, office space	e ² M 2007	Not Eligible
ANC-2779	Bldg 2, warehouse, helicopter maintenance use	e ² M 2007	Not Eligible
ANC-2780	Bldg 3, hangar, aerial port, and hangar maintenance	e ² M 2007	Eligible
ANC-2781	Bldg 4, warehouse	e ² M 2007	Not Eligible
ANC-2782	Bldg 5, paint and dope shed; hazardous waste storage shed	e ² M 2007	Not Eligible
ANC-2783	Bldg 7, civil engineering warehouse	e ² M 2007	Not Eligible
ANC-2784	Bldg 9, vehicle maintenance and crash truck station	e ² M 2007	Not Eligible
ANC-2785	Bldg 10, vehicle parking shed	e ² M 2007	Not Eligible
ANC-2786	Bldg 11, vehicle parking shed	e ² M 2007	Not Eligible
ANC-2787	Bldg 16, liquid fuel pumping station	e ² M 2007	Not Eligible
ANC-2788	Bldg 17, POL operations	e ² M 2007	Not Eligible
ANC-2789	Bldg 19, liquid oxygen storage	e ² M 2007	Not Eligible

Table 4.2. Archaeological and Architectural Resources within a One-Mile Radius of the Jewel Lake Road Project Area.

Site	Description	Associated Report Citation	NRHP Status
ANC-2790	Bldg 20, communications facility	e ² M 2007	Not Eligible
ANC-2791	Bldg 22, dining hall, multi-purpose facility	e ² M 2007	Not Eligible
ANC-2792	Bldg 30, traffic check house	e ² M 2007	Not Eligible
ANC-2793	Bldg 21, squadron operations	e ² M 2007	Not Eligible
ANC-2794	Bldg 37, 176 th Headquarters and training facility	e ² M 2007	Not Eligible
ANC-2795	Bldg 45, fuel systems hangar	e ² M 2007	Not Eligible
ANC-2796	Bldg 47, aerospace ground equipment shop	e ² M 2007	Not Eligible
ANC-2797	Bldg 49, base supply warehouse	e ² M 2007	Not Eligible
ANC-3288	1952 house at Lake Spenard	Yarborough et al 2010	Recommended as Not Eligible as individual property or as part of proposed Lake Hood Historic District
ANC-3290	1956 house at Lake Spenard	Yarborough et al 2010	Recommended as Not Eligible as individual property or as part of proposed Lake Hood Historic District
ANC-3291	1950s house at Lake Spenard	Yarborough et al 2010	Recommended as Not Eligible as individual property or as part of proposed Lake Hood Historic District
ANC-3292	1950s house at Lake Spenard	Yarborough et al 2010	Recommended as Not Eligible as individual property or as part of proposed Lake Hood Historic District
ANC-3003	Lake Hood Seaplane Base (proposed Historic District)	Yarborough et al 2010	Recommended as an eligible NRHP Historic District
ANC-3011	Small office built in 1973	Yarborough et al 2010	Recommended as a contributing element to the proposed Lake Hood Seaplane Base Historic District (LHSBHD)
ANC-3012	Aircraft parking slips built in 1975	Yarborough et al 2010	Recommended as a contributing element to the LHSBHD
ANC-3013	Office/ sales office built in 1975	Yarborough et al 2010	Recommended as a contributing element to the proposed LHSBHD
ANC-3014	Airstrip built in 1975	Yarborough et al 2010	Recommended as a contributing element to the proposed LHSBHD
ANC-3015	Small office built in 1989	Yarborough et al 2010	Recommended as a non-contributing element to the proposed LHSBHD
ANC-3016	Small office built in 1985	Yarborough et al 2010	Recommended as a contributing element to the proposed LHSBHD

Table 4.2. Archaeological and Architectural Resources within a One-Mile Radius of the Jewel Lake Road Project Area.

Site	Description	Associated Report Citation	NRHP Status
ANC-3017	Small office built in 1985	Yarborough et al 2010	Recommended as a contributing element to the proposed LHSBHD
ANC-3018	A very small office built in 1985	Yarborough et al 2010	Recommended as a contributing element to the proposed LHSBHD
ANC-3019	Hangar built in 1983	Yarborough et al 2010	Recommended as a contributing element to the proposed LHSBHD
ANC-3020	Small office built in 1985	Yarborough et al 2010	Recommended as a contributing element to the proposed LHSBHD
ANC-3021	Hangar and offices built in 1977	Yarborough et al 2010	Recommended as a contributing element to the proposed LHSBHD
ANC-3022	Hangar built in 1965	Yarborough et al 2010	Recommended as a contributing element to the proposed LHSBHD
ANC-3023	Hangar built in 2007	Yarborough et al 2010	Recommended as a non-contributing element to the proposed LHSBHD
ANC-3024	Office? built in 2007	Yarborough et al 2010	Recommended as a non-contributing element to the proposed LHSBHD
ANC-3025	Hangar built in 1999	Yarborough et al 2010	Recommended as a non-contributing element to the proposed LHSBHD
ANC-3026	Hangar built in 2008	Yarborough et al 2010	Recommended as a non-contributing element to the proposed LHSBHD
ANC-3027	Hangar built in 2000	Yarborough et al 2010	Recommended as a non-contributing element to the proposed LHSBHD
ANC-3028	Hangar built in ca. 2000	Yarborough et al 2010	Recommended as a non-contributing element to the proposed LHSBHD
ANC-3029	Large office built in 1977	Yarborough et al 2010	Recommended as a contributing element to the proposed LHSBHD
ANC-3030	Hangar built in 1991	Yarborough et al 2010	Recommended as a non-contributing element to the proposed LHSBHD
ANC-3031	Hangar built in 1991	Yarborough et al 2010	Recommended as a non-contributing element to the proposed LHSBHD
ANC-3032	Office/warehouse built in 1989	Yarborough et al 2010	Recommended as a non-contributing element to the proposed LHSBHD
ANC-3033	Hangar built in 1985	Yarborough et al 2010	Recommended as a contributing element to the proposed LHSBHD

Table 4.2. Archaeological and Architectural Resources within a One-Mile Radius of the Jewel Lake Road Project Area.

Site	Description	Associated Report Citation	NRHP Status
ANC-3034	Hangar built in 2007	Yarborough et al 2010	Recommended as a non-contributing element to the proposed LHSBHD
ANC-3035	Hangar built in 1978	Yarborough et al 2010	Recommended as a contributing element to the proposed LHSBHD
ANC-3036	Hangar built ca.2000	Yarborough et al 2010	Recommended as a non-contributing element to the proposed LHSBHD
ANC-3037	Office/warehouse built ca. 2000	Yarborough et al 2010	Recommended as a non-contributing element to the proposed LHSBHD
ANC-3038	Office/hangar built in 1979	Yarborough et al 2010	Recommended as a contributing element to the proposed LHSBHD
ANC-3039	Office/hangar built ca. 1999	Yarborough et al 2010	Recommended as a non-contributing element to the proposed LHSBHD
ANC-3040	Aviation Heritage Museum	Yarborough et al 2010	Recommended as a non-contributing element to the proposed LHSBHD
ANC-3041	Office/hangar built in 1985	Yarborough et al 2010	Recommended as a contributing element to the proposed LHSBHD
ANC-3042	Office/hangar built in 1940	Yarborough et al 2010	Recommended as a contributing element to the proposed LHSBHD
ANC-3043	Office/hangar built ca. 1950	Yarborough et al 2010	Recommended as a contributing element to the proposed LHSBHD
ANC-3044	Office/hangar built in ca. 2000	Yarborough et al 2010	Recommended as a non-contributing element to the proposed LHSBHD
ANC-3045	Hangar built in 1972	Yarborough et al 2010	Recommended as a contributing element to the proposed LHSBHD
ANC-3046	Office built in ca. 2000	Yarborough et al 2010	Recommended as a non-contributing element to the proposed LHSBHD
ANC-3047	Hangar built ca. 2000	Yarborough et al 2010	Recommended as a non-contributing element to the proposed LHSBHD
ANC-3069	T-6G Texan aircraft	e ² M 2007	Not Eligible?
ANC-3070	T-33A Shooting Star aircraft	e ² M 2007	Not Eligible?
ANC-3071	F-80 Shooting Star aircraft	e ² M 2007	Not Eligible?
ANC-3072	C47A Gooney Bird aircraft	e ² M 2007	Not Eligible?
ANC-3073	F-86E Sabre aircraft	e ² M 2007	Not Eligible?
ANC-3074	C-123J Provider aircraft	e ² M 2007	Not Eligible?
ANC-3075	Kulis C-103E stationary display	e ² M 2007	Not Eligible?

Table 4.2. Archaeological and Architectural Resources within a One-Mile Radius of the Jewel Lake Road Project Area.

Site	Description	Associated Report Citation	NRHP Status
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Prepared by/Date: CLF/4.14.11
 Checked By/Date: ACH/4.15.11

652

653 Through the records search, 73 previously-recorded cultural resources were identified. There are 65
 654 buildings, eight aircraft, and no archaeological resources. From the records search, it is apparent that
 655 the Lake Hood seaplane base theme and the air national guard theme are significant ones within the
 656 vicinity of the Jewel Lake Road – Spenard Road Project Area. But no architectural resources within
 657 the Project Area appear to be associated with these two themes.

658 **5.0 METHODS AND FIELD OBSERVATIONS**

659 Methods for the survey are established by the OHA *Standards and Guidelines for Investigating and*
 660 *Reporting Archaeological and Historic Properties in Alaska* (Historic Preservation Series No. 11), as
 661 well as the *Secretary of Interior’s Standards and Guidelines for Archaeology and Historic*
 662 *Preservation* (48FR44716).

663 Prior to initiation of fieldwork, MACTEC consulted with OHA and DOT&PF to verify the proposed
 664 Area of Potential Effects (APE). Staff at the DOT&PF had previously suggested an architectural
 665 APE of one property width adjacent to Jewel Lake Road and to Spenard Road, and had researched
 666 building construction dates within that zone to identify all buildings 40 years old or more. This effort
 667 resulted in the identification of nine buildings as being old enough for recording within the APE. An
 668 application for a survey permit for the undertaking to document the historic structures only was
 669 submitted but was not issued, as it was deemed not applicable in this case, since none of the
 670 architectural survey was to be conducted on Alaska state lands (David McMahan, personal
 671 communication, March 3, March 4, and March 7, 2011). All buildings stand on private or MOA
 672 property.

673 The OHA stipulates three phases of an archaeological/architectural survey, the first being
 674 Identification. The Identification Phase consists of archival research and on-the-ground survey.
 675 Given that the undertaking consists of an architectural survey only, archival research targeted only
 676 historical resources. Archival research was conducted at the OHA, the University of Alaska-
 677 Anchorage, the Anchorage Museum at the Rasmuson Center, and the MOA Planning and Property
 678 Appraisal departments on March 14, 15, 17, 19, and 21, 2011. Archival data relating to
 679 archaeological resources of historic age adjacent to the Project Area was evaluated to determine the
 680 type of resources common in the area. Research concerning buildings and structures within the APE
 681 was conducted to confirm their ages and determine their types.

682 Prior to beginning the fieldwork, C. Lynn Furnis met with DOT & PF environmental staff – Valerie
 683 Gomez and Angela Hunt – on March 14, 2011 to discuss the plan and schedule for the work. She met
 684 briefly with OHA Architectural Historian, Doug Gasek, on March 15, 2011 and reviewed the new
 685 building forms to be used for the survey. The survey was conducted by C. Lynn Furnis on March
 686 16, 18, and 19, 2011. While the Project Area is approximately 1.0 mi long, the entire length was not
 687 surveyed, as archaeological resources were not sought, due to an absence of planned ground
 688 disturbance outside the existing roadbeds. Only the nine architectural resources were surveyed,
 689 already identified as being of 40+ year age.

690 Since six of the buildings to be inventoried were private homes and one other was a pre-school, Ms.
691 Furnis knocked on each door prior to recording the building and explained to the occupants who she
692 was, what she was going to be doing near their property, and approximately how long it would take to
693 complete. Then she would photograph and describe the building from public areas such as streets,
694 trails, or alleys. In cases where occupants were not home, Ms. Furnis proceeded with the survey in
695 the same way as already described. In two cases, the buildings were photographed and described
696 from their private property, because it was impossible to access them adequately from a public area.
697 This was the case for the house at 6141 Jewel Lake Road, which was set far back from the street, on a
698 hill, and was not visible at all from the street. Here, Ms. Furnis drove onto the property, then
699 knocked on the door and asked the owner/occupant for permission to conduct the survey on his
700 property. The owner agreed to allow this. The second case is the National Guard property at 4902
701 Spenard Road, where two large buildings stand and were part of the inventory. Neither building
702 could be adequately viewed, photographed, or recorded from Spenard Road. The buildings are
703 currently unoccupied, so Ms. Furnis recorded and photographed them from their surrounding paved
704 lots.

705 Architectural resources (standing buildings) determined to be of historic age for the purposes of this
706 undertaking (i.e., built 40 years ago or more) were recorded using OHA Alaska Heritage Resources
707 Survey (AHRs) forms. Ms. Furnis described the buildings and any apparent modifications to the
708 buildings, and photographed the buildings on as many sides as were visible from public access areas,
709 or in two cases as mentioned above, from private property. Following the fieldwork, Ms. Furnis met
710 with Brian Englund on March 21, 2011 to report her findings. During and after the fieldwork, the
711 buildings were evaluated for their possible eligibility for listing on the NRHP.

712 The building descriptions, photographs, and evaluations were reviewed and edited by John. W.
713 Snyder, a professional architectural historian with MACTEC. His comments are incorporated in the
714 completed AHRs cards (see Appendix B), in the Alaska Building Inventory Forms (ABIF), as well as
715 in the Results and Recommendations sections of this report. Historic buildings were located on a
716 1:63,360 scale UGSG topographic map, and by their street addresses.

717 Had any resources been deemed to be eligible to the National Register of Historic Places (NRHP),
718 they would have been assessed for potential direct adverse effects, as well as for potential noise and
719 visual effects resulting from the proposed road improvement project. None of the architectural
720 resources, however, was recommended as eligible.

721 **5.1 FIELD OBSERVATIONS AND WEATHER CONDITIONS**

722 On the days that fieldwork was conducted, on March 16, 18, and 19, 2011, the daytime high
723 temperatures were between the high 20s and mid-30s degrees Fahrenheit. Several inches to up to 12
724 inches of snow and ice stood on the ground throughout the Project Area during this entire time. On
725 March 16, the day was partly cloudy to cloudy and in the mid-30s at maximum, then snowed a few
726 inches overnight and into the next day, March 17. On March 18, the daytime highs were in the low to
727 mid-30s, and the sky was overcast in the morning, clearing to partly cloudy in the afternoon. March
728 19 was similar in temperature, but clear and sunny through the day.

729

730 **6.0 RESEARCH DESIGN**

731 As the proposed cultural resources survey did not involve archaeological resources, which typically
732 require consideration of National Register of Historic Places significance under Criterion D, an

733 archaeological resources research design is not provided. Research indicates that existing structures
 734 within the Project Area were built during the World War II and Cold War periods during the height of
 735 the post-war economic boom in Anchorage. Appropriate themes for the Project Area are addressed in
 736 the Historic Context section of this report and include Railroad and Air Transportation,
 737 Homesteading, the Military, and Urban Development.

738 **6.1 NATIONAL REGISTER OF HISTORIC PLACES CRITERIA FOR EVALUATION**

739 “The quality of significance in American history, architecture, archeology, engineering, and culture is
 740 present in districts, sites, buildings, structures, and objects that possess integrity of location, design,
 741 setting, materials, workmanship, feeling, and association, and:

742 [Criterion A] “that are associated with events that have made a significant contribution to the
 743 broad patterns of our history; or

744 [Criterion B] “that are associated with the lives of persons significant in our past; or

745 [Criterion C] “that embody the distinctive characteristics of a type, period, or method of
 746 construction, or that represent the work of a master, or that possess high artistic values, or that
 747 represent a significant and distinguishable entity whose components may lack individual
 748 distinction; or

749 [Criterion D] “that have yielded, or may be likely to yield, information important in prehistory or
 750 history.” (USDI 1991:2).

751 Criterion Consideration G: “a property achieving significance within the past fifty years is
 752 eligible if it is of *exceptional importance*” (USDI 1991:41).

753 All of the resources recorded during the current survey must be evaluated in relation to the criteria
 754 listed here. The criteria as well as the important consideration of integrity are critical for determining
 755 eligibility of a cultural resource for listing on the NRHP. In the case of architectural resources such
 756 as standing buildings and structures, however, only criteria A, B, and C typically apply, as well as
 757 Criterion Consideration G where the resources are less than 50 years in age. For archaeological
 758 resources, Criterion D is often the most important and useful criterion, but it has not been considered
 759 for the nine buildings recorded and evaluated in this report.

760

761 **7.0 RESULTS**

762 MACTEC personnel recorded and evaluated nine historic-age buildings within the APE (Table 7.1,
 763 Figure 7.1). No previously-recorded resources were found within the Project Area.

764 **Table 7.1. Newly-Recorded Standing Buildings**

AHRS Site No.	Address (all within Anchorage, Alaska)	Age	Description	NRHP Eligibility Recommendations
ANC-03463	4902 Spenard Rd., National Guard Armory	49 years	Flat-roofed, concrete block large, modern style institutional building from ca. 1962. It has a large, two-story bay in northwest	Not Eligible

			half.	
ANC-03464	4902 Spenard Rd. National Guard Vehicle Maintenance Building	49 years	Flat-roofed, concrete block large, modern style institutional building from ca. 1962, with multiple, tall overhead roll-up doors for movement of large vehicles.	Not Eligible
ANC-03465	3606 Jewel Lake Rd.	43 years	1968 Ranch-style house, with L-shape plan, of wood and concrete block; one-story with basement dug into steep hillside, now used as Pre-school for small children.	Not Eligible
ANC-03466	3708 Jewel Lake Rd.	51 years	1960 Contemporary (International American), rectangular in plan, with flat roof and concrete block walls; two-story house with attached double garage, now made into two flats	Not Eligible
ANC-03467	6141 Jewel Lake Rd	67 years	1944 Log house with Tudor elements, 1.5 stories, basement, and multiple oriel windows, and additions. A second story apartment is a later addition.	Not Eligible
ANC-03468	6014 Collins Way	61 years	1950 vernacular Ranch, single-story house with basement garage; composed of wood siding; originally a small cabin that was expanded in the 1960s.	Not Eligible
ANC-03469	3729 W. 61 st Ave.	52 years	1959 Ranch-style, single-story house with rectangular plan, cross-gabled roof, exterior walls of concrete block and T1-11 wood siding, with two attached garages	Not Eligible
ANC-03470	3808 W. 61 st Ave.	48 years	1963 Bi-Level with Ranch elements and later extensive remodeling; rectangular plan with front-gabled roof, wood siding, enclosed breezeway, and attached double garage, with decks and porches around house.	Not Eligible
ANC-03471	3838 W. 63 rd Ave.	48 years	1963 Contemporary Split-Level house with several exterior decks and covered porches, detached carport. Extensively remodeled.	Not Eligible

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765
 766 Each building is described below, followed by its eligibility recommendation. All of the buildings
 767 have been considered in terms of the NRHP criteria for eligibility, as well as in terms of their
 768 integrity.

769 **7.1 ANC-03463/ 4902 SPENARD RD, NATIONAL GUARD ARMORY, ANCHORAGE,**
 770 **ALASKA 99502**

771 The Armory (ANC-03463) is one of two large, former National Guard buildings on one lot. It is a
772 large (200 x 150 ft) rectangular building constructed in approximately 1962 in a modern, plain
773 institution, concrete style (Figures 7.2, 7.3 and 7.4). The building faces northeast and is oriented
774 northwest-southeast. It consists of a large, rectangular two-story unit surrounded on three sides by
775 one-story units. The building fronts on Spenard Road, set back approximately 100 ft, and surrounded
776 by a large paved parking lot. The building's two roofs are flat; its first floor exterior walls are of
777 concrete block while the second story is clad in vertical sheets of corrugated metal.

778
779 The northeast is the front façade which has a centered front door, a central projecting bay (20 x 8 ft)
780 southeast of the front door, and 11 identical windows symmetrically spaced along the main vertical
781 plane. The projecting bay has a flat roof that provides a canopy for the front door. The front door is
782 a plain, metal double door. Each side has two square lights set one above the other in the door's
783 upper half. A wide two-pane side light stands southeast of the doors. All are bordered by an upper
784 metal panel that extends to the top of the wall.

785
786 The front façade windows are identical in type and size, except for varying sizes and configurations
787 on the projecting bay. Each consists of one large, fixed, nearly square pane set above two smaller,
788 horizontal panes. Each lower left pane is fixed, while the right one is an awning-type window with
789 interior central crank. Set back from the front façade of the first story, the northeast façade of the
790 second story bay is visible. It is covered in vertical corrugated metal on the lower half and covered in
791 black vertical louvers on the upper half, possibly covering window openings. The front, first story
792 unit of the building houses offices.

793
794 The Armory's northwest façade includes the large, central two-story unit flanked by one-story office
795 units. This façade is symmetrical, with a tall metal roll-up overhead door at center, with a single,
796 central light. The two-story bay interior consists of a large, open space that likely housed supplies,
797 equipment, vehicles, ammunition, weapons, as well as supplied an assembly area for personnel.

798
799 The southwest (rear) façade includes four windows in metal panels, identical to the front windows,
800 symmetrically spaced across the west half. The south half is projecting and is pierced by a wide gate
801 or door near its center. There is a metal entry door further south and another opening beyond that. A
802 large rectangular concrete block chimney projects above the roof in this bay. The second story is
803 visible above the rear first floor, clad similarly to the front façade.

804
805 The southeast façade is plain and on one vertical plane, except for one recessed doorway which has a
806 single metal door with two lights in it. This is located in the east one-fourth of the façade.

807
808 The lot around the Armory includes landscaping along the front façade and yard with paved parking
809 and driveways along all four sides of the building. The rear yard and southeast side yard are fenced
810 with tall chain link fence, gates, and topped with three horizontal strands of barbed wire.

811
812 **Eligibility of ANC-03463:** Not Eligible. Per MOA records, the building has an estimated
813 construction date of 1962, making it approximately 49 years old. It is recommended as not eligible
814 for listing on the National Register of Historic Places as it does not appear to be associated with
815 events or persons important in local or regional history. The building lacks architectural significance
816 as it is not an exceptional or unique building, is not an excellent example of its type, and is not known
817 to be the work of a renowned architect.

818
819 It does retain its integrity of design, workmanship, feeling, setting, location, and association. The
820 metal cladding on the second story and vertical louvers may be later modifications; if so, the building
821 may not retain integrity of materials. All windows and doors, however, appear to be original.

822 **7.2 ANC-03464/ 4902 SPENARD RD. NATIONAL GUARD VEHICLE MAINTENANCE**
823 **BUILDING, ANCHORAGE, ALASKA 99502**

824 The National Guard Vehicle Maintenance building (ANC-03464) is a Contemporary, plain concrete
825 utilitarian style building constructed in approximately 1962 (Figures 7.5, 7.6, and 7.7). It is tall
826 single-story in height, rectangular in plan, and facing northeast. Oriented northwest-southeast, the
827 building measures approximately 160 ft long by 45 ft wide, standing parallel to and west of its
828 companion building -- the National Guard Armory. It has a flat roof and exterior walls composed of
829 concrete block.

830
831 The front (northeast) façade is pierced by six symmetrically-spaced large metal roll-up overhead
832 doors. Each has four oblong lights spaced horizontally across it, at eye level. The second and fifth
833 doors also are fitted with entry doors for people. A small, shorter bay stands at the east end of this
834 façade, with a solid metal entry door. The words “TEAM ALASKA” are painted on wood or sheet
835 metal panels across the top of the façade which comprise the upper exterior wall material.

836
837 The northwest façade is plain, with metal or wood panel bands across the top and one metal access
838 door near the west end. The southwest, rear façade is plain, on one vertical plane. There is a large
839 central metal roll-up overhead door aligned with one of the front doors, fitted with four horizontally-
840 spaced oblong lights. Metal panels form the upper cladding along the façade. In the south half, there
841 are two metal entry doors, one with a louvered vent near the base. High on the wall are three
842 symmetrically spaced ribbon windows, each composed of three horizontal panes. The south end of
843 this façade has a short bay which is flat-roofed, and above which project two large metal vent pipes.

844
845 The southeast façade is composed of the short, south bay, with a metal entry door at the south end
846 and a large window at the east end. The taller façade of the main building unit is visible above the
847 bay, which is a solid façade with a wood or metal band of panels across the top

848 **Eligibility of ANC-03464:** Not Eligible. The building is an estimated 49 years old. It is
849 recommended as not eligible for listing on the National Register of Historic Places as it does not
850 appear to be associated with events or persons important in local or regional history. It lacks
851 architectural significance, as well, though it retains its integrity of design, workmanship, materials,
852 setting, feeling, location, and association. No later modifications or additions to the building are
853 apparent.

854 **7.3 ANC-03465/3606 JEWEL LAKE ROAD, ANCHORAGE, ALASKA 99502**

855 This Ranch style building (ANC-03465), constructed in 1968, was originally a single-story,
856 rectangular plan, north-facing house, with a basement cut into a steep hillside (Figures 7.8, 7.9, 7.10,
857 and 7.11). It is now a daycare center for pre-school children, remodeled to accommodate the newer
858 use. It has a side-gabled roof of low pitch covered in composition shingles. The building is oriented
859 east-west, now L-shaped in plan.

860
861 The front façade was originally the north façade, but is now the south façade where parking for the
862 school is located. Parents drop off and pick up students at the south façade, which is flat and at the
863 highest point on the lot. The siding across the south façade is 12- inch wide wood drop siding, while
864 siding on other façades is a mix of horizontal, vertical, and board and batten wood siding. A cinder
865 block chimney stands near the center of the house on the south roof slope. The south entrance
866 projects several feet south, forming a front-gabled bay. At the east end of the front facade, an
867 addition projects to the south and is covered by a shed roof, slightly taller than the main roof. The
868 addition has a wood panel door and a window.

869
870 The front door is at the center of the south façade within the projecting entryway. It is a wood panel
871 type, with a large light in the upper half, flanked by two vertical side lights. Access is by means of a
872 wide concrete stoop with two low steps. A window graces the east façade of the entryway, composed
873 of side by side panes – one medium fixed pane, and the other pane probably an awning type. East
874 and west of the entryway are large and medium-sized windows with a mix of fixed and awning types.
875

876 The basement is exposed along the east façade, known from a cinder block wall on the lower portion
877 of the northern two-thirds of the façade. The first floor is clad in wide horizontal drop board with the
878 gable covered in board and batten. There are five windows here, two in the basement and three on
879 the main floor. All are medium to large in size, all of the same type with three side by side panes,
880 with awning side panes, and fixed center pane. At the north end of the basement, there is an entry
881 door in front of which is a tall cinderblock retaining wall.
882

883 The north façade is the original front of the house. The wood panel front door is set at the center with
884 a large light in the upper half. The west three-fifths of this façade project to the north. There are
885 awning type and picture windows across the facade.
886

887 The west façade is composed of the basement and first floor exposures. The basement has a covered
888 entry door of wood panel style, with upper light. It is sheltered by a flat roof, supported by wood
889 posts. One single-pane, fixed window stands north of the door and two large side by side picture
890 windows comprise much of the wall space to the south. Each large fixed pane has one movable
891 vertical pane adjacent to in on one side only. The entryway here is enclosed by 4-ft tall chain link
892 fencing and a gate. A driveway from Jewel Lake Road runs along the west side of the house and lot
893 to the parking lot at the south side of the house and lot. Both the front and rear yards are fenced and
894 fitted with play structures for children.
895

896 **Eligibility of ANC-03465:** Not Eligible. The house is 43 years. It is not yet old enough to be
897 eligible for listing on the National Register of Historic Places, except under extraordinary conditions.
898 For this and other reasons, the house is recommended as not eligible for listing. It does not appear to
899 be associated with events or persons important in local or regional history. And, architecturally, it
900 lacks significance as an example of a Ranch-style house.
901

902 The building has been considerably altered over time, severely impacting its integrity. The basement
903 was made into an apartment at some point. Later, it was remodeled for use as a pre-school. An
904 addition was added to the rear of the building (now the front), large windows and a fenced entry way
905 were added to the basement's west façade, all windows are new, replacement, sound abatement
906 windows, and the south entry is likely an addition. The parking lot was added to accommodate
907 school patrons, where a rear yard presumably once stood. Also the front and rear yards are fenced in
908 tall chain link for the safety and security of the school children. Therefore, it retains its integrity of
909 location and association, but has a greatly diminished integrity of design, materials, workmanship,
910 setting, and feeling.
911

912 **7.4 ANC- 03466/ 3708 JEWEL LAKE ROAD, ANCHORAGE, ALASKA 99502**

913 This northwest-facing, two-story house (ANC-03466) is a Contemporary American International
914 style, built in 1960 (Figures 7.12 and 7.13). It is rectangular in plan, composed of cinder block, and
915 oriented northeast-southwest. The roof is flat with an exceptionally wide (3 ft), enclosed overhang

916 around the entire second story. This house is very plain and angular with little embellishment. It has
917 been converted to two apartments or flats.

918
919 The northwest façade presumably was the original front façade. It has two stories on the northeast
920 half with an ornate front door centered within the two-story section. The door has a fancy oval light
921 in the upper half and a storm door on the exterior. On the second story, there are three large windows
922 – a central fixed picture window, and at each end a picture window flanked with two casement panes.
923 On the first floor, there are two large fixed, one-pane picture windows. The garage section of this
924 façade has a solid cinder block wall. All windows on the house are new replacement sound
925 abatement types.

926
927 The southwest half of the house is only one story tall, composed of a double garage, and a small room
928 (part of the first floor apartment) to the south. The roof of the southwest half provides a large deck
929 for the second story residence. The building appears to now be two apartments, one on each floor.

930
931 In the southwest façade, the modern, metal roll-up garage door comprises the west three-fifths of the
932 façade. There is a wood panel entry door to the south, one of two entrances to the first floor
933 apartment. It has a five-pane fan light at the top. A window at the south end is a medium-sized,
934 single-pane awning type. At the south corner of this facade, there are narrow exterior wood stairs
935 leading to the second floor deck and front door. This façade appears to be the functional front façade.

936
937 The northeast façade has four small windows of unknown type, two on the first floor and two on the
938 second floor. There is some exterior metal ductwork on the wall near the center. The southeast
939 façade consists of the deck on southwest half and the second floor apartment on the northeast half.
940 At the south end, there is a sliding glass door with three medium awning windows scattered along the
941 remainder of the facade to the east.

942
943 The southwest façade of the second story (front) has a sliding glass door near the center and a large,
944 single-pane picture window in the west half; all of which are framed in wood or vinyl. At the south
945 corner of the second story, a cinder block chimney stands that partially projects from the wall.

946
947 The yard has several large evergreen and birch trees. There are two small storage sheds southwest of
948 the house. The storage shed closest to the house is made of metal or vinyl with a front-gabled roof.
949 The other is a wood barn shape located approximately 100 ft southwest of the house. The driveway is
950 oriented northwest-southeast, coming in straight from Jewel Lake Road.

951 **Eligibility of ANC- 03466:** Not Eligible. The 51-year old building is recommended as not eligible
952 for listing on the National Register of Historic Places as it does not appear to be associated with
953 events or persons important in local or regional history. It also lacks architectural significance. The
954 house is a good, but not exceptional, example of a Contemporary style house from the 1960s. In
955 terms of integrity, the house has been altered, first in the early 1970s and then remodeled in 1992,
956 probably to subdivide the house into apartments. In the last few years, the windows were replaced
957 with sound abatement windows. It retains its integrity of setting, location, feeling, and association,
958 while its integrity of materials, workmanship, and design has been compromised.

959 **7.5 ANC-03467/6141 JEWEL LAKE ROAD, ANCHORAGE, ALASKA 99502**

961 This log house (ANC-03467) with Tudor elements, built in 1944, is a one and a half story, west-
962 facing house, oriented north-south (Figures 7.14, 7.15, 7.16, 7.17, 7.18, 7.19, and 7.20). The current
963 owner has lived here since 1965. The house is complex in plan, as well as in roof types. The roof in
964 the center, original, section of the house is a steep side-gabled roof covered with wood shakes and

965 narrow overhang. The roof on the south end of the house is flat, covered with unknown material,
966 bordered by wide fascia boards. At the north end, where a second floor apartment has been added,
967 the roof is flat, and on the rear addition, the roof is a moderately-pitched front-gabled one. The siding
968 is a mix of even-tiered log construction with false corner timbering and horizontal drop siding.

969
970 The front (west) façade includes the house's central, side-gabled section, where a large front-gabled
971 dormer with bay window dominates the roof element. Below, the central wood entry door stands,
972 with nine lights in the upper half. Oriel windows flank the door on north and south sides. The south
973 one-third of the façade is an addition with flat roof and a massive concrete block chimney. It projects
974 several feet to the west. The south bay is sided in logs, as with the central and north sections of the
975 west façade, and has an entry door identical to the central door mentioned above, and an oriel
976 window. All three oriels have low-pitch roofs covered in composition shingle. The siding logs are 6
977 inches in diameter, rounded on their exterior surfaces, but flat on top, bottom, and interior surfaces.
978 At the corners, the logs extend 16-20 inches beyond the walls. At the north end of the façade, there
979 are wood stairs with a wood rail leading to a second floor apartment. The north end is recessed a few
980 feet.

981
982 The south façade is one-story in height, with log siding, an oriel window near its west corner, and a
983 small window near the east end. A frame and plastic greenhouse is constructed around and south of
984 this façade. The north façade is complex. In front of its west half are exterior stairs leading to a
985 landing and second story apartment entrance. Behind the stairs is a log-covered bay that stands on a
986 foundation covered with plywood sheets. The remainder of the façade is on one, vertical plane. The
987 east (rear) half of the first floor has one medium 1/1 sash window. The second story has an oriel
988 window in the east half and an entry door (identical to the west façade doors) in the center of the
989 gable. The gable is covered in painted vertical shiplap or drop siding. An addition of a flat roof and
990 different siding abuts the gable siding and roof line on the east. The addition siding is horizontal drop
991 boards of approximately four to five inches' width, at the northeast corner of the house.

992
993 The east (rear) façade is also complex due to multiple additions. The second story addition is clad in
994 the same drop wood as the north side. One small window is near its center with another further
995 south. Two previous window openings on the wall have been closed and covered with siding. The
996 second story's south façade has a small window and one bay or oriel window. At the center of the
997 east façade on the first floor, a bay addition projects to the east. It has an entry door of ornate, carved
998 wood at its north end and a pair of large, 1/1 sash windows. This addition has a front-gabled, low-
999 pitch roof covered with wood shakes and two medium-sized windows on its south façade.

1000
1001 South of the first floor addition, the house's east façade has three, 1/1, medium-sized windows along
1002 the wall. The house is recessed along the southern third, covered with a flat roof. The main entry
1003 door there is ornate wood with central leaded glass lights. An open wood deck in this area provides
1004 private outdoor patio space.

1005
1006 Three outbuildings stand on the property. The first is a small log shed or playhouse located southeast
1007 of the house, a log cabin with a medium, front-gabled roof which is east of the house, and a detached
1008 garage northeast of the house. Two carports/storage lean-tos flank the garage. The owner says the
1009 old garage was torn down and replaced in later years. The assessor records show that the cabin,
1010 current garage, and an open porch (probably that at the east side of the house) were constructed in
1011 1974. Mr. Jasper built the cabin. The garage has the same siding as the second story house addition
1012 and a front-gabled, low-pitch roof covered in wood shakes.

1013 **Eligibility of ANC-03467:** Not Eligible. The house was constructed in 1944 and is 67 years old. It
1014 is recommended as not eligible for listing on the National Register of Historic Places as it does not

1015 appear to be associated with events or persons important in local or regional history. Though it is
1016 today a solid, well-made log structure, the house lacks architectural significance. What began in
1017 1944 as a steep, side-gabled log house for a single family has become a two-family house with
1018 upstairs apartment and numerous additions and alterations. The log cabin in back is rented out to a
1019 third household, as well.

1020
1021 The house retains its integrity of location and association, but due to the extensive remodeling
1022 (addition of upper floor, addition of south bay, of rear northeast bay, of front dormer, and
1023 replacement of all windows with new sound abatement windows), the house has lost its integrity of
1024 materials, design, workmanship, feeling, and setting. The original garage was replaced in 1974, at
1025 which time the log cabin in the rear yard also was built.

1026 **7.6 ANC-03468/6014 COLLINS WAY, ANCHORAGE, ALASKA 99502**

1027 This one-story, single-family house (ANC-03468) stands on a tall basement, with a basement garage
1028 (Figures 7.21, 7.22, and 7.23). It was constructed in 1950 and is vernacular style with Ranch
1029 elements. It is a rectangular plan, wood-frame house, northeast-facing and oriented northwest-
1030 southeast. It is set at a diagonal on the large 1.57 acre lot. The roof is cross-gabled, low in pitch,
1031 with a moderate overhang, and covered with rolled composition.

1032
1033 The northeast, front façade is asymmetrical with a concrete block foundation and 12-inch wide
1034 clapboarding on the first floor exterior. The front door is near the façade's center fitted with an
1035 exterior storm door and inner door of unknown type. The entry is accessed by a large, raised wood
1036 deck/porch covered with a front-gabled roof and supported by rectangular posts. Northwest of the
1037 door is a picture window with a large central fixed pane with narrow vertical side panes that are likely
1038 movable. Two other windows are set in the façade, all of them on the house being replacement,
1039 sound abatement types.

1040
1041 The front porch extends beyond the porch roof to the north corner of the house. The porch railing
1042 consists of posts spaced a few feet apart, with lattice enclosing the spaces, level with and spanning
1043 the posts. Wood stairs and handrail lead down to the front yard. Below the porch, the space is
1044 enclosed by vertical slats and providing storage space. The double, basement garage is under the
1045 house on the northwest façade, enclosed with a replacement roll-up door with four horizontal lights
1046 across the top.

1047
1048 The southeast façade is clad in wide clapboarding and is plain, on a single, vertical plane, with two
1049 medium-sized windows. A clear, colorless fiberglass greenhouse abuts the east end of this façade,
1050 which is domed and small. The northwest façade faces Jewel Lake Road, but stands approximately
1051 200 ft southeast of it. This façade has an entry door, deck/porch, picture window, and a tall set of
1052 concrete stairs leading to the door. The entrance door is located near the west end, with a picture
1053 window at the north end. A basement garage stands below this section of the house.

1054
1055 The southwest façade of the house is not easily viewed from the edges of the lot, but it does have a
1056 wooden deck at the first floor level and at least two medium- to large sized windows.

1057
1058 There are three small outbuildings on the lot. The first is a wood storage shed or workshop, located
1059 north of the house, adjacent to the driveway. It is a front-gabled shed, clad in wide clapboard that
1060 matches the house. It has a northeast-facing front, with center double door and a window in the
1061 northwest façade. At the far west edge of the lot, adjacent to Blackberry Street, stand two other small
1062 outbuildings. These are approximately 200 ft west of house. Both are wood frame outbuildings with
1063 shed roofs. The larger outbuilding is currently clad mostly in tar paper siding. It is tall for a shed,

1064 perhaps 12 ft in height. The second shed is very small, possibly with some sheet metal siding. It may
1065 have been an outhouse.

1066
1067 The large lot (1.57 acres) includes the house, driveway, many evergreen and deciduous trees,
1068 miscellaneous vehicles, and the three outbuildings. The lot is heavily wooded, and also well-stocked
1069 with old vehicles and trailers. A small, decorative wishing well stands in the front yard.

1070 **Eligibility of ANC-03468:** Not Eligible. The 61-year old house is recommended as not eligible for
1071 listing on the National Register of Historic Places as it does not appear to be associated with events or
1072 persons important in local or regional history. However, the current and previous owners were active
1073 community members, one involved in the Aviation Heritage Museum, and one in local television and
1074 radio stations. The house is not architecturally significant. It is a vernacular style with Ranch
1075 elements. According to the current owner, the original house consisted of just the eastern one-third of
1076 the current house, with everything else being later additions. The house retains its integrity of
1077 materials, setting, and location, but its integrity of design, workmanship, feeling and association has
1078 been compromised. In the past few years, all the windows were replaced with sound abatement
1079 windows through airport grants.

1080 **7.7 ANC- 03469/ 3729 W. 61ST AVENUE, ANCHORAGE, ALASKA 99502**

1081 This Ranch-style house (ANC-03469) is one-story, rectangular in plan, with a basement garage built
1082 into the hillside and an attached garage on the first floor at the opposite end of the house (Figures
1083 7.24, 7.25, and 7.26). Built in 1959, the house is south facing, facing onto 61st Avenue and oriented
1084 east-west. The main floor has a low-pitched, cross-gabled roof, with closed eaves and a 2-ft wide
1085 overhang. Siding consists of concrete block, covered in some areas with T1-11.

1086
1087 The south, front façade is on one vertical plane except for a projecting bay at the west end. The east
1088 end is occupied by an attached, single garage. Siding on the front and east side of this garage and on
1089 the east gable is vertical T1-11. The remainder of the front is concrete block. The front door is
1090 centered on the front façade and is a wood panel type with a five light fan light at the top, flanked by
1091 two narrow side lights, and enclosed by a storm door. East of the door is an oriel type, replacement
1092 window. West of the door is a medium, three-pane side by side window with the two side panes
1093 being casements. At the west end is a projecting bay with one large window at its center. The panes
1094 are likely awning-types. The bay's gable is clad in T1-11. The projecting bay stands above the
1095 second garage – a basement garage. This attached garage has a wood, manual lift-up type door that
1096 may be original. To the west of the garage and house is an attached wood and concrete block single-
1097 size carport with a wood deck above it. The deck has substantial wood railing with posts and wire
1098 mesh between the posts. An exterior wood stairway leads to the deck from the west end.

1099
1100 The house's east façade is plain and devoid of openings except for an entry door near the southeast
1101 corner. The garage door, located on the south façade is a vinyl or metal roll-up type.

1102
1103 Included in the west façade are the basement and first story facades, with one medium-sized window
1104 in the basement garage wall, two entry doors, and one window north of the garage, all at basement
1105 level. The window in the basement is large with one large fixed pane and one small movable side
1106 pane.

1107
1108 The first floor on the west façade has a sliding glass door at the center and one large window on each
1109 side. Its gable is clad in T1-11, while the wall beneath it is concrete block. There is a louvered vent
1110 in the gable.

1111

1112 The north façade consists of a single, first story at its east end and a basement and first story at the
1113 west end, as the house is cut into a hill. The east end has a bay that projects slightly to the north for
1114 the width of the attached garage in front. There are three sets of basement windows visible, two to
1115 the west of center and four large windows at the west end. A door may exist at the center. On the
1116 first floor, three sets of windows are present. Presumably, most if not all of these are movable
1117 awning-type windows. All windows on the house are replacement sound abatement types. A stout
1118 brick chimney projects above the roof in the west one-third of the house near the roof ridge.

1119 **Eligibility of ANC-03469:** Not Eligible. The house is 52 years old. It is recommended as not
1120 eligible for listing on the NRHP as it does not appear to be associated with events or persons
1121 important in local or regional history. It lacks architectural significance as well. It retains its
1122 integrity of design, location, setting, feeling, and association, though all of the windows and possibly
1123 the front door are replacements, as well as the roll-up door on the east garage. All of the windows are
1124 replacement sound abatement types. The T1-11 siding on the east and south facades of the east
1125 garage, and on all gables is also likely replacement material. The integrity of workmanship and
1126 materials is compromised as a result.
1127

1128 **7.8 ANC-03470/ 3808 W. 61ST AVENUE, ANCHORAGE, ALASKA 99502**

1129 A bi-level house (ANC-03470), built in 1963, it faces northeast and is oriented northeast-southwest,
1130 at a slight diagonal within the lot (Figures 7.27 and 7.28). The house is rectangular in plan,
1131 consisting of two parallel rectangular units. The front unit is the original house, the rear unit being a
1132 later addition. The house is within 35 ft of 61st Avenue. Its roof is front-gabled with a low pitch on
1133 the front unit and flat on the rear addition, as well as on the garage. While the assessor's record
1134 describes the house as one story, it appears as two stories in height. The ground floor may be a tall
1135 basement. The house is clad in wood siding of at least two different types that are apparent on the
1136 northeast, northwest and southeast facades of the front unit. Siding types are not known for the rear
1137 addition. The front unit siding consists of basement (first floor) exterior and gable and upper façade
1138 surfaces being clad in a wide board and batten pattern that may actually be large sheets of plywood
1139 with decorative vertical slats on them. The middle surface of the facades is covered in a band of
1140 horizontal wide clapboarding. All of the windows on the second floor are set within this band.
1141

1142 The northeast, front façade is on a single vertical plane with an entry door and two windows on the
1143 first story and two medium, 1/1 windows on the second story. All of the windows have decorative
1144 louvered shutters. The first floor windows include two, two-pane side by side windows. At each end
1145 of this façade is a wooden exterior staircase by which different entries are accessed. The south end
1146 stairs lead to the southeast side of the house within an enclosed breezeway that connects the one-story
1147 garage to house. The north end stairs lead the northwest façade and its deck and entry door.
1148

1149 The northwest façade has at least three windows and a door on its single, second story. Some
1150 windows are 1/1 sash types, while others are side by side single panes. Only one has decorative
1151 shutters. Exterior stairs leading from the driveway connect to a wood deck and entry door near the
1152 center of this façade.
1153

1154 The southwest façade of the front unit of the house has one, possibly two, 1/1 sash windows with
1155 decorative shutters. The addition portion of the southwest façade is not visible from outside the
1156 property.
1157

1158 The southeast façade is the long exposure of the addition. It is a rectangular unit parallel to the
1159 original rectangular house unit. The rear addition consists of one or two rooms at the south end, with

1160 a partially enclosed deck or patio to the east. It has a massive exterior chimney at the center and large
1161 windows or wood grid at the northeast half, possibly the rear part of a breezeway or partially enclosed
1162 patio, also on a raised deck, and accessed by the exterior stairs from the driveway.
1163

1164 Facing northwest, the garage is single story with a flat roof. It is a double garage with two, separate
1165 roll-up type doors of metal or vinyl. Presumably, the garage was originally detached then connected
1166 later to the house by means of a breezeway with concrete block retaining wall and side deck. An
1167 extension of the side deck covers the garage roof and is enclosed with open wood railing.
1168

1169 A tall concrete block wall defines the side yard and conceals the staircase along the northwest façade.
1170 Large evergreen trees here further conceal the façade. Parallel to 61st Avenue is a tall wood fence.

1171 **Eligibility of ANC-03470:** Not Eligible. The 48 year old house is recommended as not eligible for
1172 listing on the National Register of Historic Places, first because it is not yet 50 years old, second
1173 because it does not appear to be associated with events or persons important in local or regional
1174 history, and third, because it lacks architectural significance. This house, of very basic style with
1175 Ranch elements, has been extensively altered, by means of a large rear addition, replacement of all
1176 windows with sound abatement types, replacement of front door and probably extensive modification
1177 of the garage, breezeway, and deck above the garage. As a result, it retains its integrity of location
1178 and association, but lacks integrity of design, materials, workmanship, setting, and feeling. The
1179 alterations were made in the 1980s and 1990s, with windows replaced probably in the 2000s.
1180

1181 **7.9 ANC-03471/ 3838 W. 63RD AVENUE, ANCHORAGE, ALASKA 99502**

1182 This single-family house (ANC-03471), constructed in 1963, is a Contemporary Split-level style that
1183 is two stories in maximum height (Figures Building 7.29, 7.30, 7.31, and 7.32). It is north-facing,
1184 oriented north-south, and rectangular in plan. Set approximately 80 ft south of W. 63rd Avenue, the
1185 side-gabled house has an asymmetrical, low-pitch, “flying wing” roof with wide overhang on all
1186 facades. Its south slope is much longer than the north slope.
1187

1188 The north, front façade is a two-story, single vertical plane except for its east end which has a one-
1189 story covered porch and entryway projecting east from the east facade. The front-gabled canopy over
1190 this entrance projects to the north and is supported by wood posts. The entrance itself is slightly
1191 recessed. The house is clad in wide clapboard pattern aluminum or vinyl siding with contrasting
1192 bands and panels of vertical channel-pattern stained boards. The front door is wood panel style with
1193 two small upper lights and an all-glass exterior storm door. The lower one-third of the house is
1194 composed of concrete block.
1195

1196 The front façade windows are symmetrically positioned with two on the first floor and two on the
1197 second floor, all of the same size and type. Each is a medium-sized window with one large fixed
1198 horizontal pane adjoined by a small vertical pane awning (?) type. All windows are replacement
1199 sound abatement windows with thick white vinyl frames.
1200

1201 The east façade is two stories tall on its north half and one story tall on the south. The first floor on
1202 the north end is distinguished by the one-story tall, projecting front entry way with pent roof. One
1203 small window is set in the east façade of this entryway. A large window is set in the second story.
1204 The south half of the facade is recessed and has a large window or sliding glass door in it. This end is
1205 enclosed by an eastern extension of the south wall, providing a protected porch or patio space.
1206

1207 The south, rear façade is a solid wall devoid of openings and clad in vertical channel-pattern boards.
1208 It is one story in height.

1209
1210 The west façade shows the true split-level structure of the home and serves in reality as the main
1211 entrance. Near its north end, on the ground floor, the façade is set with a sliding glass door and a
1212 medium-size window. These are covered by a pent roof covered with ribbed sheet metal. Above this
1213 is a pair of medium-sized windows, possibly awning type, set in the upper story. The south half of
1214 this façade is recessed with a central sliding glass door. The door is set at a level midway between
1215 the first and second stories to the north and is accessed by means of exterior wood stairs and wood
1216 deck with railing. A large-diameter metal stove pipe extends up at the center of the façade's exterior
1217 and projects through the roof.

1218
1219 The house has no garage, but instead a substantial detached wood carport stands northwest of the
1220 house, at the south end of the straight, wide driveway. The carport has a front-gabled roof and was
1221 constructed in 2004, at the same time that the house was remodeled, per MOA records.

1222
1223 In the rear yard, there are two wood-frame storage sheds. Each is ornate with a steep front-gabled
1224 roof, north porch, and windows. One shed dates to 1990 while the other dates to 2004. The rear and
1225 side yards are moderately wooded with evergreen trees while the front yard is very open. A row of
1226 small, planted evergreens borders the straight, north-south oriented driveway.

1227 **Eligibility of ANC-03471:** Not Eligible. The house is 48 years old and is recommended as not
1228 eligible for listing on the National Register of Historic Places as, first, it is not yet old enough to be
1229 eligible, second, it does not appear to be associated with events or persons important in local or
1230 regional history, and third, it lacks architectural significance. The building retains its integrity of
1231 setting and location, but its integrity of design, feeling, materials, and workmanship has been
1232 seriously compromised by the 2004 remodel and more recent replacement of all the windows.
1233 Presumably, the vertical wood siding and aluminum or vinyl siding are not original, nor is the front
1234 entry canopy. It is possible the rear half of the house is an addition.

1235

1236

8.0 RECOMMENDATIONS

1237 Between March 16 and March 19, 2011, MACTEC conducted an architectural inventory along Jewel
1238 Lake Road and Spenard Road between Aviation Avenue and West 63rd Avenue in Anchorage,
1239 Alaska. The purpose of this inventory was to assist the DOT & PF in complying with Section 106
1240 process and state cultural resources regulations (National Historic Preservation Act of 1966 and
1241 pertinent state statutes) for two proposed HSIPs: 1) Jewel Lake Road: 63rd Avenue to Old
1242 International Airport Road Channelization Improvements and 2) International Airport Road at Jewel
1243 Lake Road Channelization Improvements. Both undertakings are intended to improve safety on
1244 Jewel Lake Road, a short portion of Spenard Road, and the intersections of these two roads with Old
1245 and new International Airport roads and other streets. The proposed work for the two HSIPs will be
1246 limited to the existing road surface, with no staging of equipment or disturbance of undeveloped
1247 ground taking place adjacent to Jewel Lake Road or Spenard Road. Since no additional surface
1248 disturbance would occur as a result of either HSIP, an architectural resources survey, rather than a
1249 full archaeological survey, within the defined APE was required.

1250 MACTEC personnel recorded nine historic-age buildings within the APE identified by the DOT &
1251 PF through its search of MOA records. The nine buildings were originally constructed between 1944
1252 and 1968 and range in age from 43 to 67 years old. The buildings include two former National Guard
1253 properties and seven residential houses, one of which has been converted to a day-care center. The

1254 buildings reflect a range of architectural styles from Ranch-style residential to Contemporary
1255 concrete utilitarian.

1256 All nine of the recorded buildings are recommended not eligible for inclusion on the NRHP under
1257 any criteria. Three of the buildings (3606 Jewel Lake Road, 3808 W. 61st Street, and 3838 W. 63rd
1258 Street) are not old enough to be considered for the NRHP. All nine buildings lack associations with
1259 important local or regional historic events or persons, and they lack architectural significance. Many
1260 of the buildings have been extensively remodeled, which has resulted in diminishment of some
1261 aspects of integrity. As such, a “Finding of No Effect” is recommended and the two proposed DOT
1262 & PF HSIP projects should be allowed to proceed.

1263

1264

9.0 REFERENCES CITED

- 1265 AGCA (Alaska Gun Club Association)
 1266 2011 Alaska Gun Club Association webpage, Accessed on internet at
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 1269 AKNG (Alaska Army National Guard)
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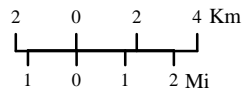
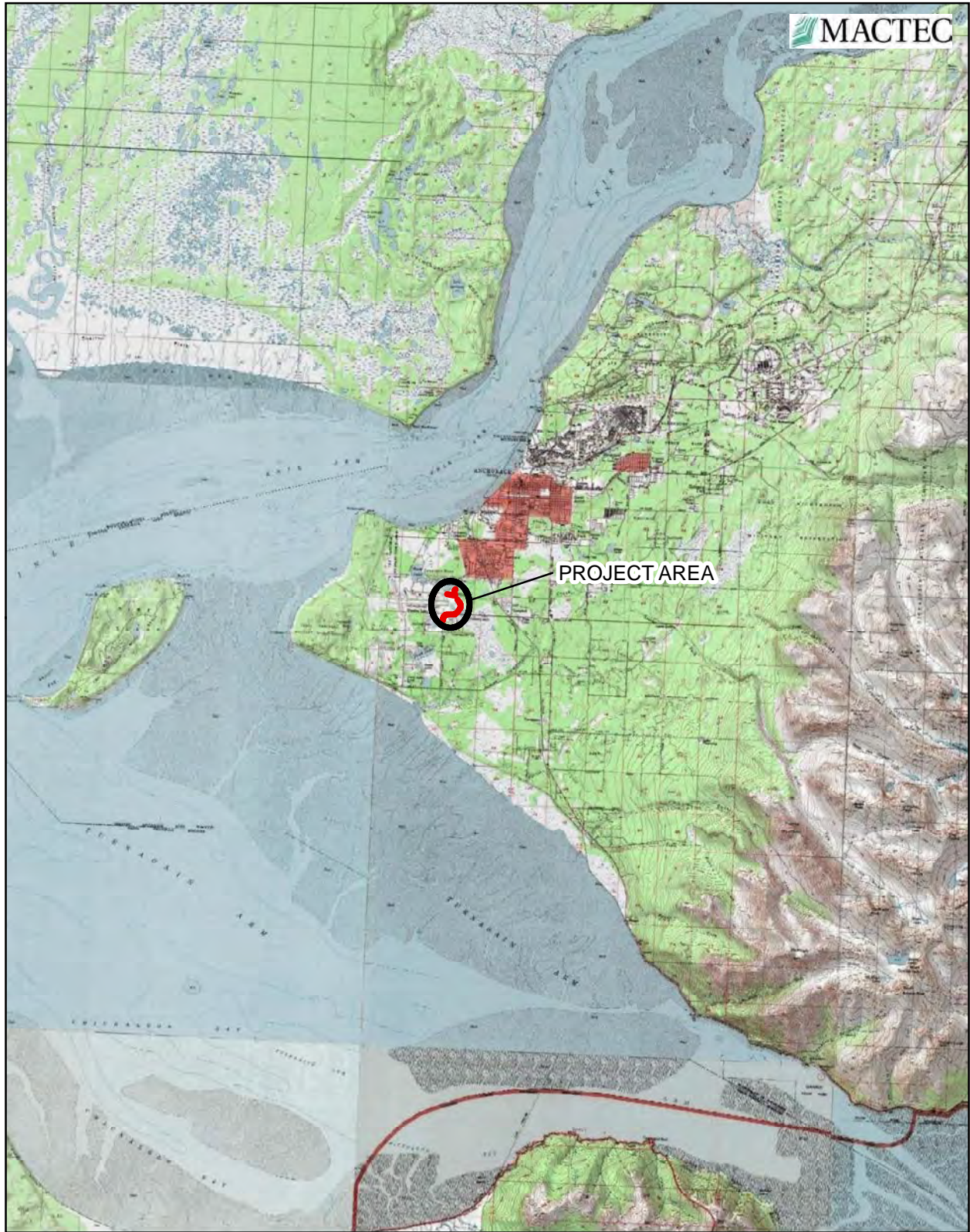
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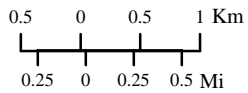
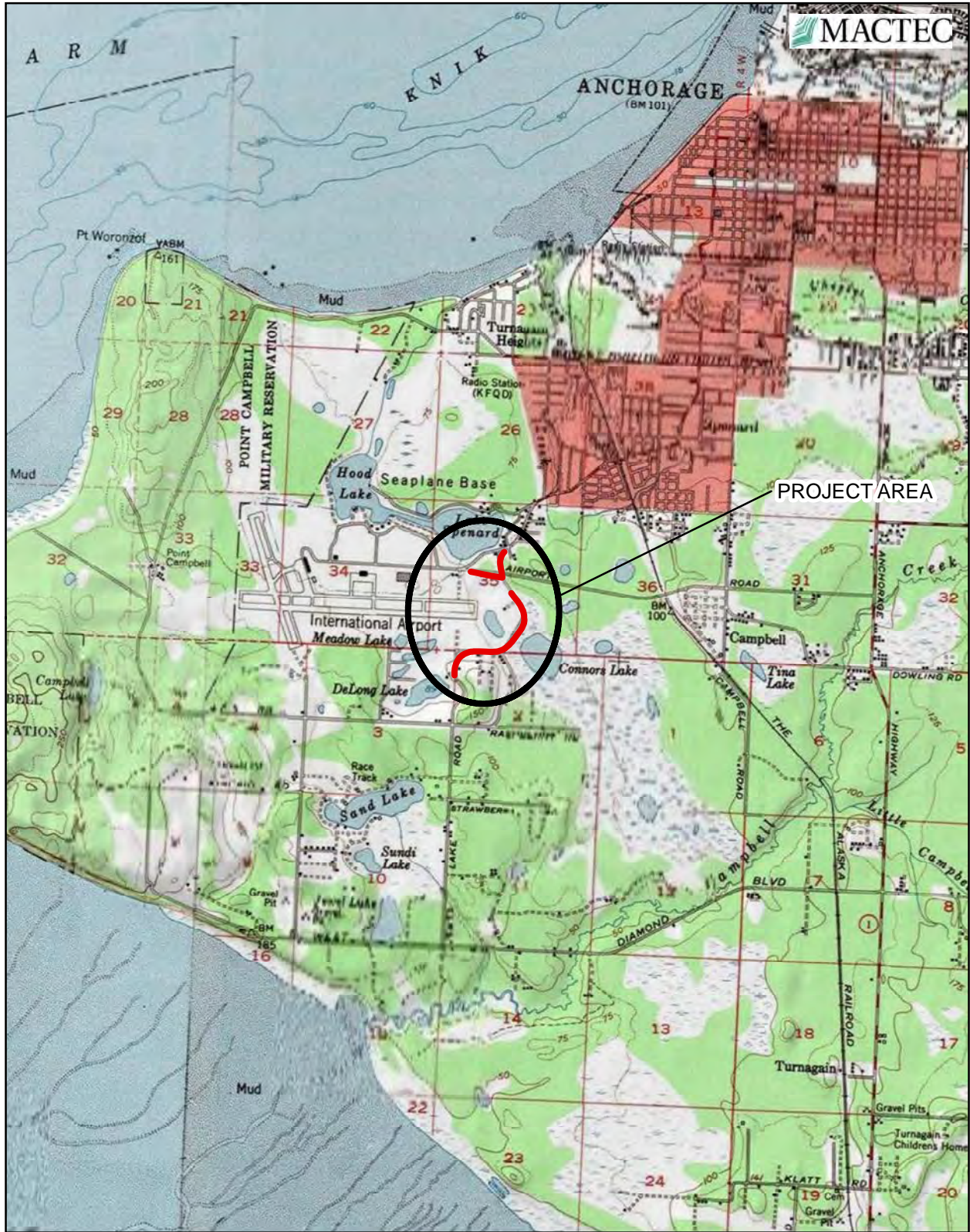
**APPENDIX A:
Figures**



Legend
 APE

Drawn By/Date	Mactec Proj.	Approved By/Date
CKH/4.14.11	4306-11-0003	ACH/4.15.11

Figure 1.1. Project Vicinity Map.



Legend  APE

Drawn By/Date	Mactec Proj.	Approved By/Date
CKH/4.14.11	4306-11-0003	ACH/4.15.11

Figure 1.2. Project Area Map.

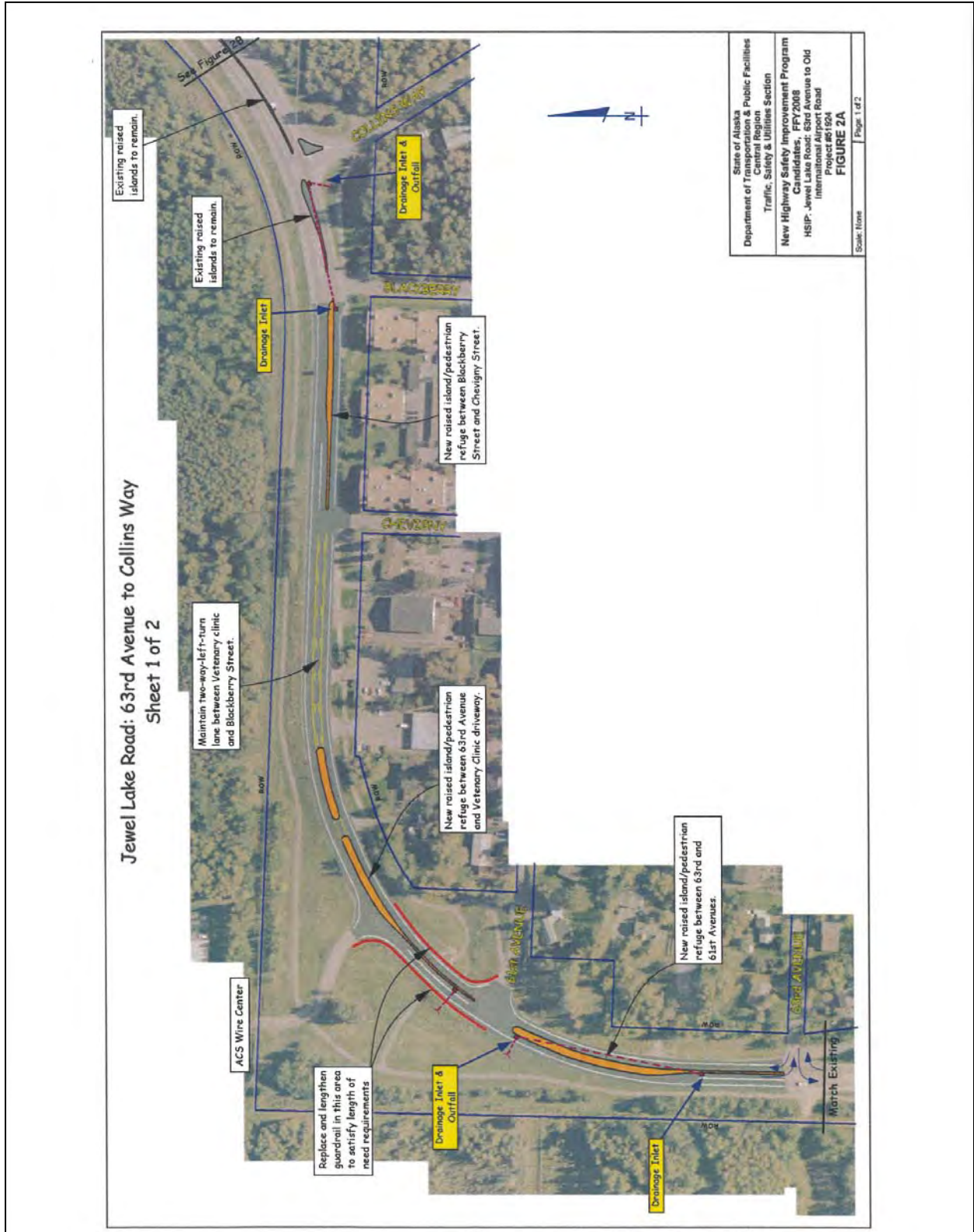


Figure 1.3. 63rd Avenue to Collins Way (1 of 2) (Provided by DOT&PF).

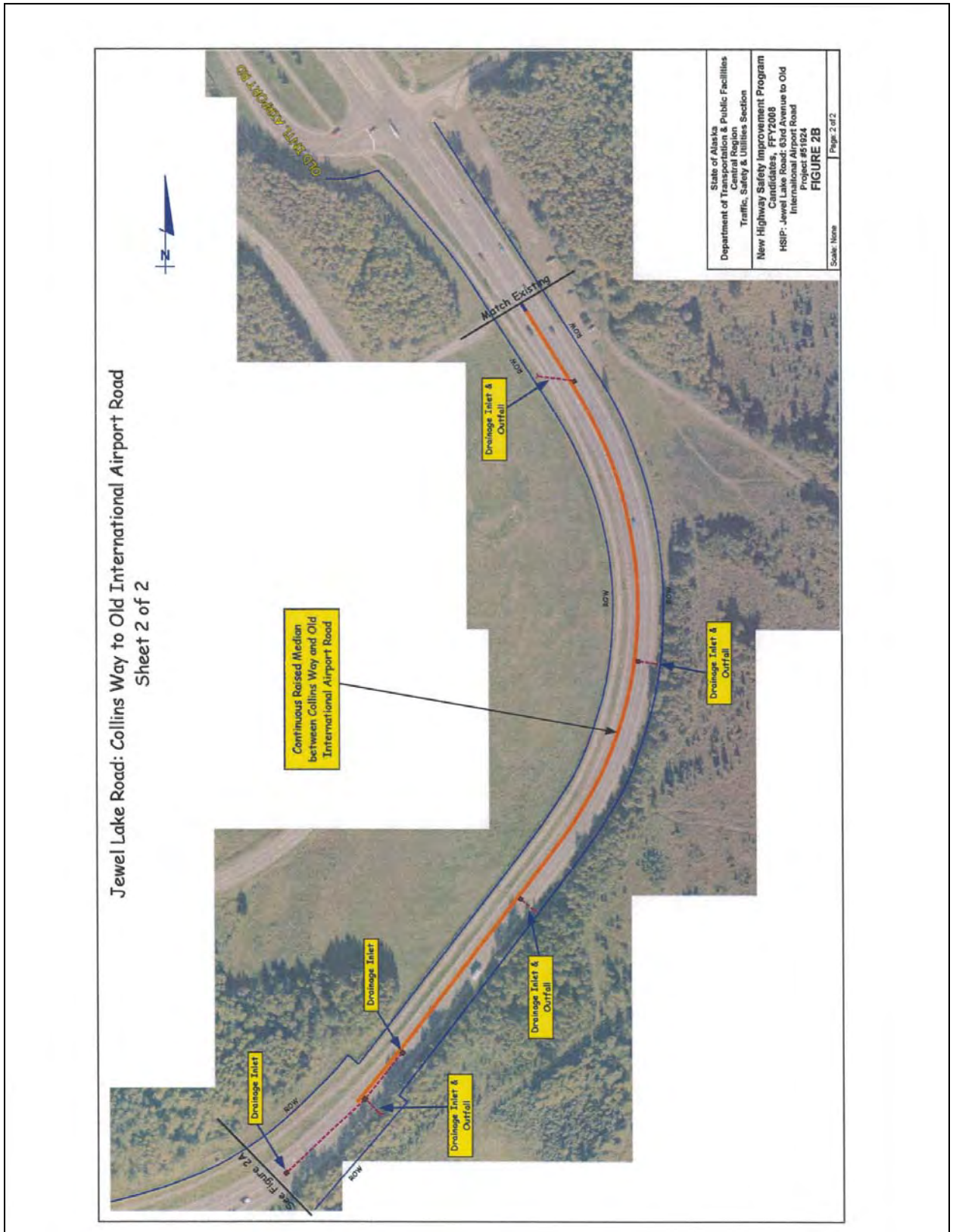


Figure 1.4. 63rd Avenue to Collins Way (2 of 2) (Provided by DOT&PF).

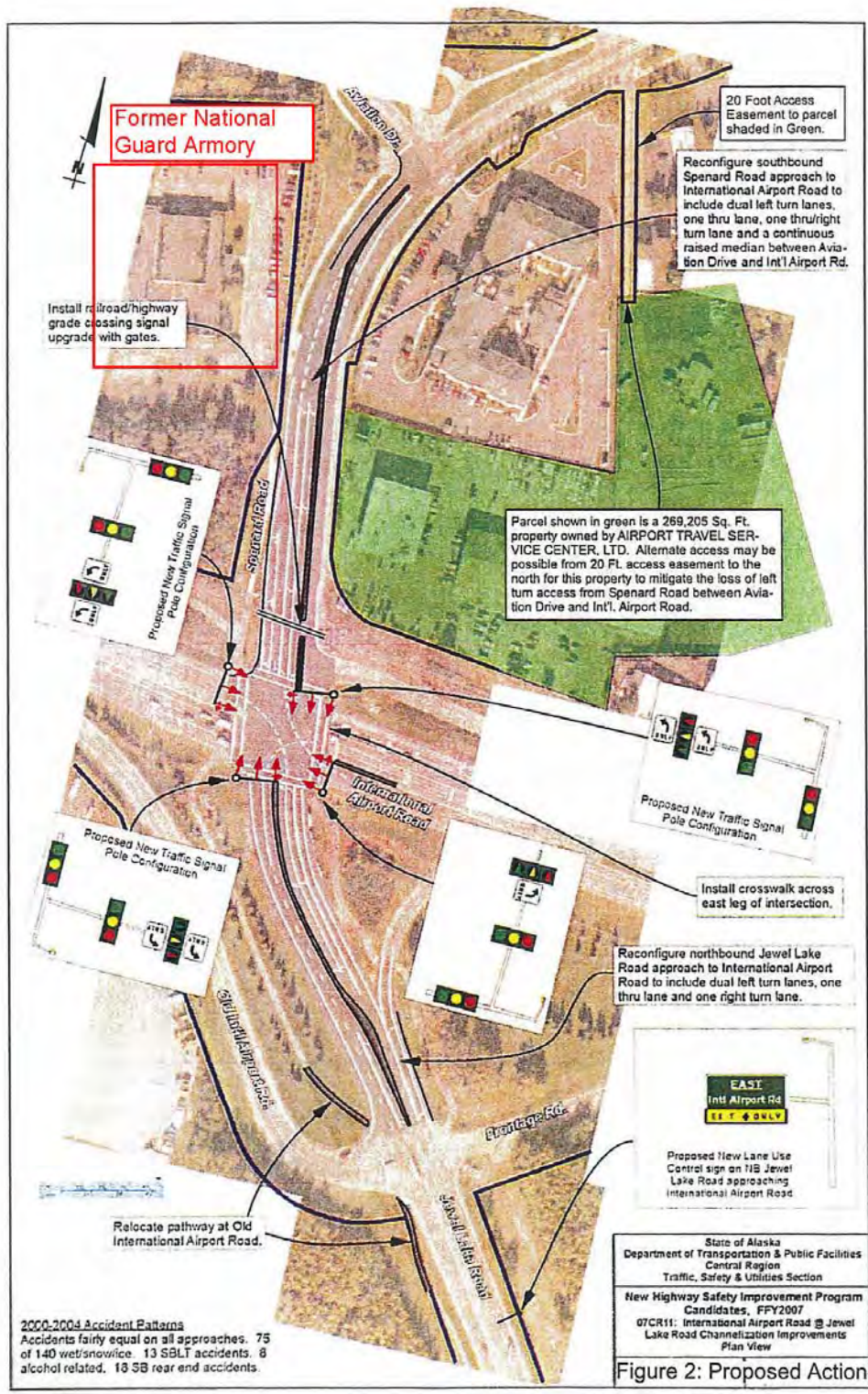
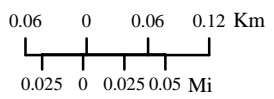
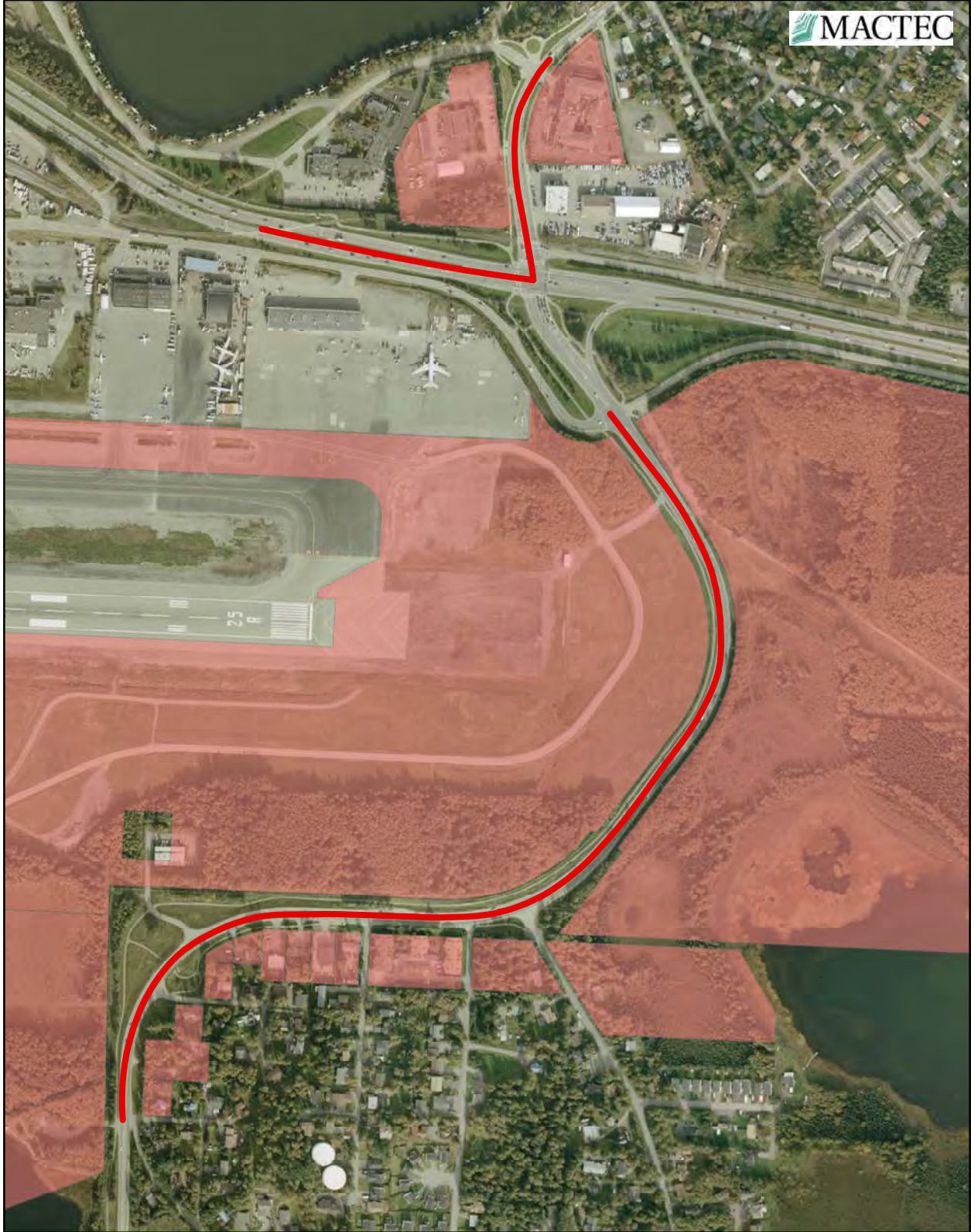


Figure 2: Proposed Action

Figure 1.5. National Guard Armory and maintenance Building (Provided by DOT&PF).



Legend  Survey Area
 APE

Drawn By/Date CKH/4.14.11 Mactec Proj. 4306-11-0003 Approved By/Date ACH/4.15.11

Figure 1.7. Area of Potential Effect Map.



0.05 0 0.05 0.1 Km
 0.025 0 0.025 0.05 Mi



Legend

Drawn By/Date	Mactec Proj.	Approved By/Date
CKH/4.14.11	4306-11-0003	ACH/4.15.11

Figure 7.1. Building Location Map.



Figure 7.2. Overview of front (northeast) façade of 4902 Spenard Road, National Guard Armory, view to south.



Figure 7.3. Overview of front (northeast) façade of 4902 Spenard Road, National Guard Armory, view to northwest.



Figure 7.4. Overview of rear (southwest) façade of 4902 Spenard Road, National Guard Armory, view to south-southeast.



Figure 7.5. Overview of northeast façade of 4902 Spenard Road, National Guard Vehicle Maintenance Building, view to southwest.



Figure 7.6. Northwest and southwest façades of 4902 Spenard Road, National Guard Vehicle Maintenance Building, view to south.



Figure 7.7. Central portion of southwest façade of 4902 Spenard Road, National Guard Vehicle Maintenance Building, view to northeast.



Figure 7.8. Overview of north façade of 3606 Jewel Lake Road, Bright Beginnings Early Learning Center, view to southeast.



Figure 7.9. Overview of south façade of 3606 Jewel Lake Road, Bright Beginnings Early Learning Center, view to north.



Figure 7.10. East façade of 3606 Jewel Lake Road, Bright Beginnings Early Learning Center, view to northwest.



Figure 7.11. West façade of 3606 Jewel Lake Road, Bright Beginnings Early Learning Center, view to southeast.



Figure 7.12. Overview of southwest façade of 3708 Jewel Lake Road, view to northeast.



Figure 7.13. Overview of northwest façade of 3708 Jewel Lake Road, view to east.



Figure 7.14. Overview of west façade of 6141 Jewel Lake Road, view to east-southeast.



Figure 7.15. West and south façades of 6141 Jewel Lake Road, view to northeast.



Figure 7.16. North façade of 6141 Jewel Lake Road, view to south.



Figure 7.17. Central portion of east façade of 6141 Jewel Lake Road, view to northwest.



Figure 7.18. Southern portion of east façade of 6141 Jewel Lake Road, view to west.



Figure 7.19. West façade of garage at 6141 Jewel Lake Road, view to east.



Figure 7.20. Small log cabin to the east of 6141 Jewel Lake Road, view to northeast.



Figure 7.21. Overview of northeast façade of 6014 Collins Way, view to southwest.



Figure 7.22. Overview of northwest façade and driveway of 6014 Collins Way, view to southeast.



Figure 7.23. Wood outbuilding west of 6014 Collins Way, view to southwest.



Figure 7.24. Overview of south façade of 3729 W. 61st Avenue, view to north.



Figure 7.25. Overview of west and south façades of 3729 W. 61st Avenue, view to northeast.



Figure 7.26. Overview of north façade of 3729 W. 61st Avenue, view to south.



Figure 7.27. Overview of northeast façade of 3808 W. 61st Avenue, view to south-southwest.



Figure 7.28. Overview of southeast and southwest façades of 3808 W. 61st Avenue, view to northwest.



Figure 7.29. Overview of north and east façades of 3838 W. 63rd Avenue, view to southwest.



Figure 7.30. Overview of south façade of 3838 W. 63rd Avenue, with outbuilding, view to northeast.

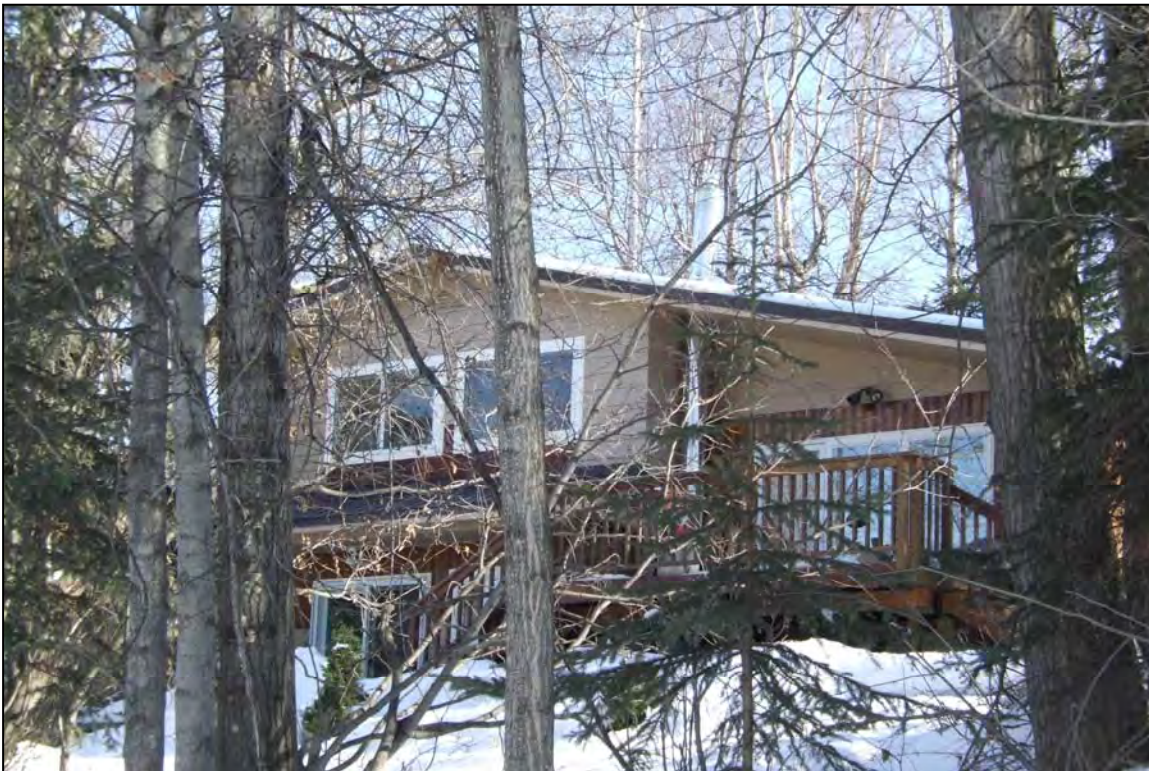


Figure 7.31. West façade of 3838 W. 63rd Avenue, view to northeast.



Figure 7.32. Front façade and interior of detached carport, 3838 W. 63rd Avenue, view to south-southwest.

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APPENDIX B:
Alaska Heritage Resources Survey Data Forms

Alaska Heritage Resources Survey

AHRS #:ANC-03465	Aliquot: S012N004W 02	Acreage: 0.49
	Lat/Long:	
Map Sheet: Anchorage A-8	UTM: 341605mE; 6784408mN (NAD 27)	
Site Name(s): 3606 Jewel Lake Road (Bright Beginnings Early Learning Center)		
<p>Site Description: The Ranch style building, constructed in 1968, was originally a single-story, rectangular plan, north-facing house, with a basement cut into a steep hillside. It is now a daycare center for pre-school children, with remodeling to accommodate the new use. It has a side-gabled roof of low pitch covered in composition shingles. The building is oriented east-west, now with an L-shaped plan.</p> <p>The north façade was originally the front, but now the south façade where parking for the school is located serves as the front. Parents drop off and pick up students at the south façade. The siding across the south façade is 12 inch wide wood clapboard siding, while siding on other façades is a mix of horizontal, vertical, and board-and-batten wood siding. A cinder block chimney stands near the center of the house on the south roof slope. The gabled south entrance projects several feet, forming a bay of approximately seven feet wide by six feet long (north-south).</p> <p>At the east end of the south façade, there is an addition which projects approximately 12 feet south with a sloped roof slightly taller than the main roof. The addition has a wood panel door at the south end of its west façade and a window in the middle of that same façade.</p> <p>The front door is at the center of the south façade within the projecting entryway. It is a wood panel type, with a large light in the upper half, flanked by two vertical side lights. Access is by means of a wide concrete stoop with two low steps. A window graces the east façade of the entryway, composed of side-by-side panes – one medium pane, square, fixed, and the other pane probably an awning type. East of the entryway is a large horizontal window, with side-by-side panes of the same size. Both may lever outward at the bottom (awning windows). West of the entrance is a single-pane awning window. In the west half of the south façade, there are two more windows. The central one is a medium fixed picture window flanked by narrow, vertical possibly awning panes. The westernmost window consists of two side-by-side panes, medium and square, both possibly awning types.</p> <p>The basement is exposed along the east façade, showing a cinder block wall on the lower eight feet of the northern two-thirds of that façade. The first floor is clad in wide horizontal clapboard siding with the gable covered in board-and-batten. There are five tripartite windows here, two in the basement and three on the main floor. All are medium to large in size, all of the same type. Each has three side by side panes, with awning side panes, and fixed center pane. Each center pane differs in size. At the north end of the basement (northeast corner of house), there is an entry door in front of which is a tall cinderblock retaining wall. The door is wood paneled with two side lights.</p> <p>The north façade is the original front of the house. The wood-paneled front door is in the center with a large light in the upper half. The west three-fifths of this façade project four feet to the north. There are two identical two-pane side-by-side windows in this bay. They are medium-sized, awning-type windows. Just west of the front door, there is one small, single-pane awning</p>		

Alaska Heritage Resources Survey

window. There are two more windows in the east half of the façade – one large picture window with narrow casement windows on the sides, and a medium-sized window of two side-by-side panes, one of which is movable.

The west façade has the basement and first floor. The basement has a covered entry door of wood-panel style, with upper light. It is sheltered by a flat roof, supported by three, shouldered wood posts. One single-pane, fixed window is north of the door and two large side-by-side picture windows comprise much of the wall space to the south. Each large fixed pane has one movable vertical pane adjacent to it on one side only. The entryway here is enclosed by four-foot tall chain link fencing and a gate. A driveway from Jewel Lake Road runs along the west side of the house and lot to the rear parking lot. Both the front and rear yards are fenced and fitted with play structures for children.

Significance: The house is 43 years, not yet old enough to be eligible for listing on the National Register of Historic Places unless of exceptional importance. For this and other reasons, the house is recommended as not eligible for listing. It does not appear to be associated with events or persons important in local or regional history. Architecturally, as a minor and undistinguished example of a Ranch-style house, it lacks significance.

The building has been considerably altered over time, impacting its integrity. The basement was made into an apartment at some point. Later, it was remodeled for use as a pre-school. An addition was added to the rear of the building (now the front), large windows and a fenced entryway were added to the basement's west façade, all windows are new replacement sound abatement windows, and the south entry is likely an addition. The parking lot was added to accommodate school patrons, where a rear yard presumably once existed. Also the front and rear yards are fenced in tall chain link for the safety and security of the school children. Therefore, it retains its integrity of location and association, but has a greatly diminished integrity of design, materials, workmanship, setting, and feeling.

Location: 3606 Jewel Lake Road, Anchorage, Alaska

Citations: MOA Public Inquiry Parcel Details

Danger of Destruction: None

Present Condition: Good

Ecosystem: Urban setting in spruce and birch tree woodland

Pertinent Dates: 1968-1986

Period: Post World War II

Resource Nature: Pre-school in remodeled house

Cultural Affiliation: Multicultural now, probably Euro-American when built. Children of all ethnicities attend school and teachers of several different ethnicities teach at the school.

Preservation Status & Date: Recorded on March 18, 2011 by C. Lynn Furnis

Property Owner: John H. and Susan M. DeLoach

Repository:

Accession #:

BIA/BLM #:

Alaska Building Inventory Form

AHRS #: ANC-03465 Associated District:

Historic Name: Unknown		Other Name: Bright Beginnings Early Learning Center	
Building Address: 3606 Jewel Lake Road		City: Anchorage	
Current Owner's Name and Address: John H. and Susan M. DeLoach P.O. Box 555, Palmer, AK 99645-0555			
USGS Quad Name and Map Sheet: Anchorage, A-8, AK 9 (1:63,360)	Section: 02	Township: 12N	Range: 4W
GPS Coordinate (NAD83 Alaska): 341605mE; 6784408mN (NAD 27)		UTM: Zone 6	UTM: Easting 341605mE UTM: Northing 6784408mN

Historic Associations

Historic Function and Sub-function: 1. Single-family residence 2. Basement apartment 3. 4.			
Current Function and Sub-function: 1. Pre-school 2. 3. 4.			
Significant Person(s): 1. None known 2.		Significant Dates 1. 2.	
Architect, Builder, Contractor, Designer: Unknown		Original Owner: Unknown	

Architectural Information:

Date of construction: 1968	Date Moved:	Destruction Date:	Reconstruction Date:
Alteration Dates: 1. 1986 2. c. 2004 3. 4.			

Resource Type: <input checked="" type="checkbox"/> Building <input type="checkbox"/> Site <input type="checkbox"/> Structure <input type="checkbox"/> Object		Stories 1. One 2. Basement	
Architectural Style: Ranch		Building Type: Single-family residence originally, now a pre-school	
Number of Ancillary Structures: None	Plan: L-shaped	Cultural Affiliation: Multi-ethnicity	
Foundation Materials: 1. Concrete block 2.	Roof Materials: 1. Composition shingles 2.	Exterior Wall Materials: 1. Clapboard 2. Concrete block on basement	Other Materials: 1. 2.
Architectural Description (Include setting & outbuildings): <i>(use continuation sheets)</i> The Ranch style building, constructed in 1968, was originally a single-story, rectangular plan, north-facing house, with a basement cut into a steep hillside. It is now a daycare center for pre-school children, with remodeling to accommodate the new use. It has a side-gabled roof of low pitch covered in composition shingles. The building is oriented east-west, now with an L-shaped plan. The north façade was originally the front, but now the south façade where parking for the school is located serves as the front. Parents drop off and pick up students at the south façade. The siding across the south façade is 12 inch wide wood clapboard siding, while siding on other façades is a mix of horizontal, vertical, and board-and-batten wood siding. A cinder block chimney stands near the center of the house on the south roof slope. The gabled south entrance projects several feet, forming a bay of approximately seven feet wide by six feet long (north-south). At the east end of the south façade, there is an addition which projects approximately 12 feet south with a sloped roof slightly taller than the main roof. The addition has a wood panel door at the south end of its west façade and a window in the middle of that same façade. The front door is at the center of the south façade within the projecting entryway. It is a wood panel type, with a large light in the upper half, flanked by two vertical side lights. Access is by means of a wide concrete stoop with two low steps. A window graces the east façade of the entryway, composed of side-by-side panes – one medium pane, square, fixed, and the other pane probably an awning type. East of the entryway is a large horizontal window, with side-by-		Statement of Significance: <i>(use continuation sheets)</i> The house is 43 years old, not yet old enough to be eligible for listing on the National Register of Historic Places unless of exceptional importance. For this and other reasons, the house is recommended as not eligible for listing. It does not appear to be associated with events or persons important in local or regional history. Architecturally, as a minor and undistinguished example of a Ranch-style house, it lacks significance. The building has been considerably altered over time, impacting its integrity. The basement was made into an apartment at some point. Later, it was remodeled for use as a pre-school. An addition was added to the rear of the building (now the front), large windows and a fenced entryway were added to the basement's west façade, all windows are new replacement sound abatement windows, and the south entry is likely an addition. The parking lot was added to accommodate school patrons, where a rear yard presumably once existed. Also the front and rear yards are fenced in tall chain link for the safety and security of the school children. Therefore, it retains its integrity of location and association, but has a greatly diminished integrity of design, materials, workmanship, setting, and feeling.	

side panes of the same size. Both may lever outward at the bottom (awning windows). West of the entrance is a single-pane awning window. In the west half of the south façade, there are two more windows. The central one is a medium fixed picture window flanked by narrow, vertical possibly awning panes. The westernmost window consists of two side-by-side panes, medium and square, both possibly awning types.

The basement is exposed along the east façade, showing a cinder block wall on the lower eight feet of the northern two-thirds of that façade. The first floor is clad in wide horizontal clapboard siding, with the gable end covered in board-and-batten. There are five tripartite windows here, two in the basement and three on the main floor. All are medium to large in size, all of the same type. Each has three side by side panes, with awning side panes, and fixed center pane. Each center pane differs in size. At the north end of the basement (northeast corner of house), there is an entry door in front of which is a tall cinderblock retaining wall. The door is wood paneled with two side lights.

The north façade is the original front of the house. The wood-paneled front door is in the center with a large light in the upper half. The west three-fifths of this façade project four feet to the north. There are two identical two-pane, side-by-side windows in this bay. They are medium-sized awning-type windows. Just west of the front door, there is one small, single-pane awning window. There are two more windows in the east half of the façade – one large picture window with narrow casement windows on the sides, and a medium-sized window of two side-by-side panes, one of which is movable.

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Eligibility:

Yes No If yes: A B C D

Criteria Considerations:

A B C D E F G

Prepared by:

C. Lynn Furnis

Reviewed by Professional that meets the following Professional Qualifications:

Architect Architectural Historian Historian Historic Architect None

Date:

4/18/2011

SHPO Response:

Eligible (Concur) Eligible (Do Not Concur) Not Eligible (Concur) Not Eligible (Do Not Concur)

Minor Recommendations and Comments Include:

Need more information related to: Historic Context Integrity Architectural Description Period of Significance

Authorized Signature:

Date:

Alaska Building Inventory Form – Continuation Sheet

Historic Name	AHRIS Number ANC-03465	Associated Historic District	City/Town/Village Anchorage
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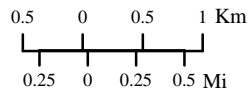
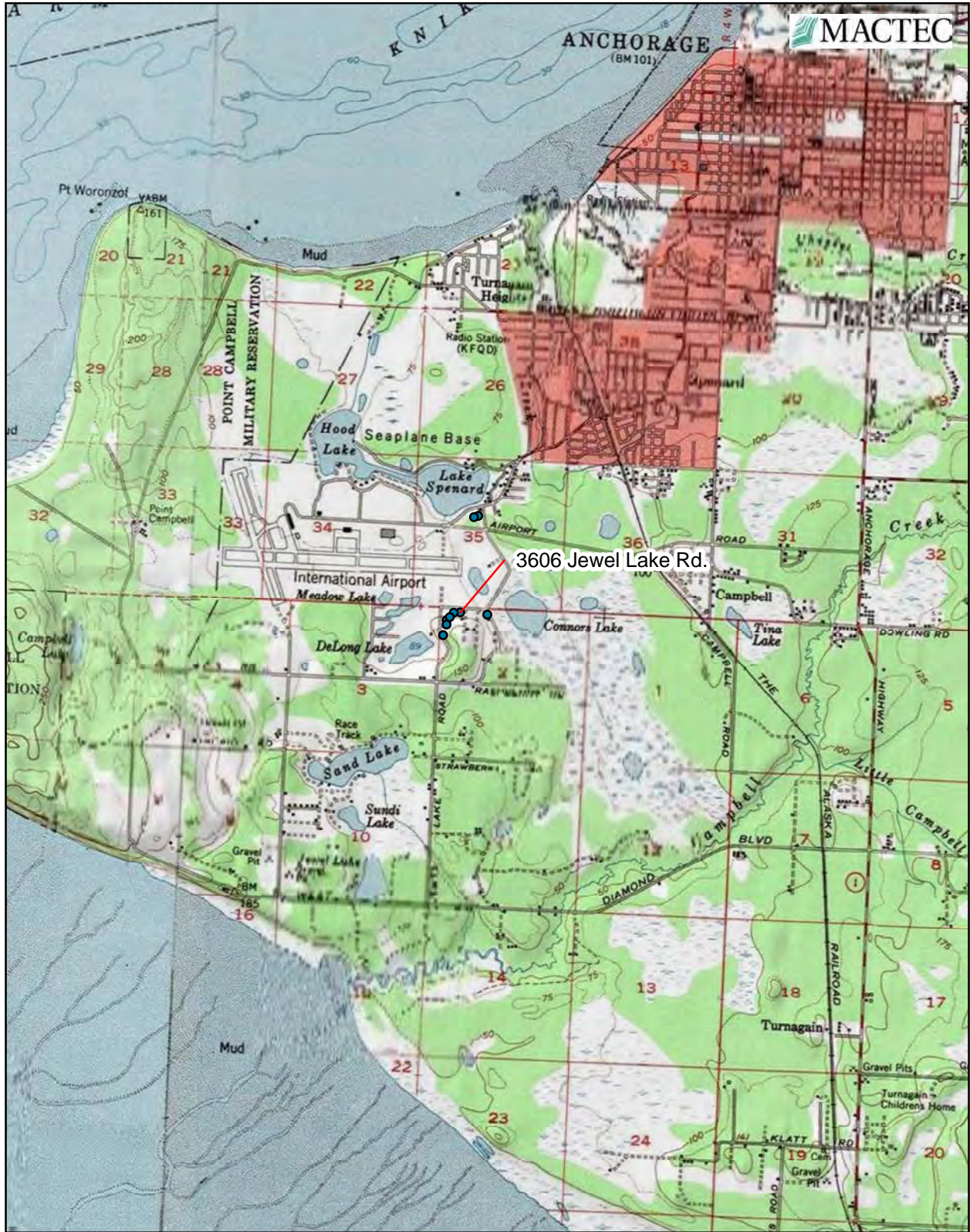
Site ANC-03465, 3606 Jewel Lake Road, Anchorage, Alaska
West two-thirds of North façade (Jewel Lake Rd 3-18-2011/020)

Alaska Building Inventory Form – Continuation Sheet

Historic Name	AHS Number ANC-03465	Associated Historic District	City/Town/Village Anchorage
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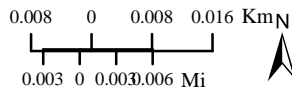
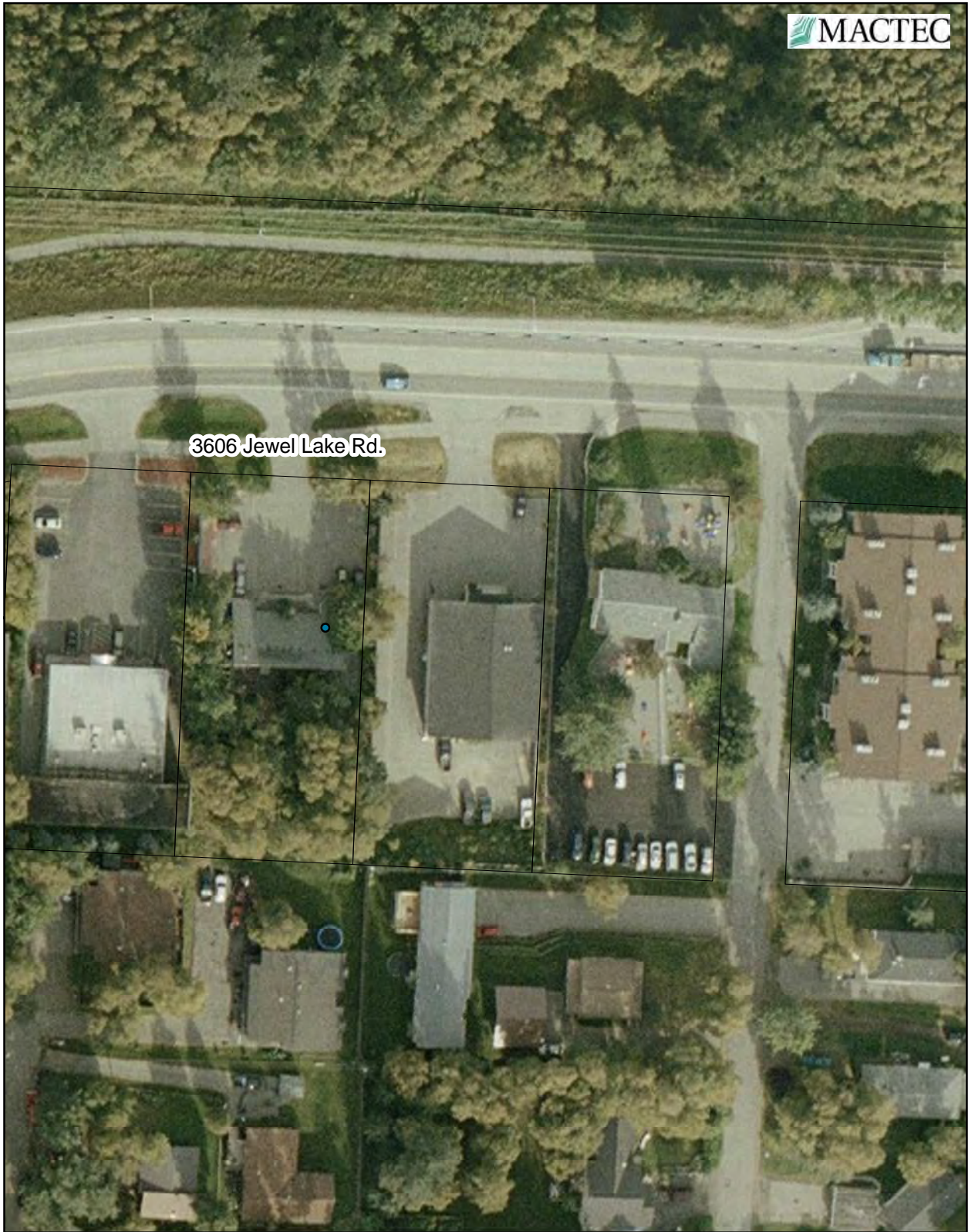
Site ANC-03465, 3606 Jewel Lake Road, Anchorage, Alaska
South façade with entryway and west half(Jewel Lake Rd 3-18-2011/010)



Legend

Drawn By/Date	Mactec Proj.	Approved By/Date
CKH/4.14.11	4306-11-0003	ACH/4.15.11

Location Map for 3606 Jewel Lake Road



Legend

Drawn By/Date	Mactec Proj.	Approved By/Date
CKH/4.14.11	4306-11-0003	ACH/4.15.11

Location for 3606 Jewel Lake Rd..

Alaska Heritage Resources Survey

AHRS #:ANC-03466	Aliquot: S012N004W 02	Acreage: 0.33
	Lat/Long:	
Map Sheet: Anchorage A-8	UTM: 341482mE; 6784430mN	
Site Name(s): 3708 Jewel Lake Road		
<p>Site Description: This northwest-facing, two-story house is a Contemporary American International style, built in 1960. It is rectangular in plan, constructed of cinder block, and oriented northeast-southwest. The roof is flat with unknown covering as it is not visible. It has exceptionally wide (3-foot), enclosed eaves, all around the second story. This house is very plain and angular with little embellishment. It has been converted to two apartments.</p> <p>The southwest half of the house is only one story tall, comprising a double garage and a small room (possibly converted to an apartment) to the south. The roof of the southwest half provides a large deck for the second story residence. The building appears to now be two apartments, one downstairs and the second upstairs.</p> <p>In the southwest façade, the modern, metal roll-up garage door comprises the west three-fifths of the façade. There is a wood panel-type entry door to the south, providing one entrance to the first floor apartment. It has a five-pane fanlight at the top. A window at the south end is a medium-sized, single-pane awning type.</p> <p>The northwest façade presumably was the original front façade. It has two stories on the northeast half with an ornate front door centered within the two-story section. The door has a fancy oval light in the upper half and a storm door on the exterior. On the second story of the northwest façade, there are three large windows – a central fixed picture window, and at each end a picture window flanked with two vertical casement windows. On the first floor, there are two large fixed, single-pane picture windows. The garage section of this façade has a solid cinder block wall. All windows on the house are new replacement sound abatement types.</p> <p>The northeast façade (rear) has four small windows, two on the first floor and two on the second floor, of unknown types. There is some exterior metal ductwork on the wall near the center.</p> <p>At the south corner of the house, there are narrow exterior wood stairs leading to the second floor deck and front door. The southeast façade consists of the deck on the southwest half and the second floor on the northeast half. At the west end, there is a sliding glass door, with three medium awning windows scattered along the rest of the length to the east.</p> <p>The southwest façade of the second story (front) has a sliding glass door near the center and a large, single-pane picture window in the northwest half; all of which are framed in wood or vinyl. At the south corner of the second story there is a cinder block chimney that partially projects from the wall. This is the front façade of the second story apartment.</p> <p>The yard has several large evergreen and birch trees. There are two small storage sheds southwest of the house. The storage shed closest to the house is made of metal or vinyl with a front gable roof. The other is a wood barn-shaped structure located approximately 100 feet southwest of the house. The driveway is oriented northwest-southeast, coming in straight from Jewel Lake Road.</p>		

Alaska Heritage Resources Survey

<p>Significance: The 51-year old building is recommended as not eligible for listing on the National Register of Historic Places as it does not appear to be associated with events or persons important in local or regional history. It also lacks architectural significance. The house is a good, but not exceptional, example of a Contemporary style house from the 1960s.</p> <p>In terms of integrity, the house has been altered, first in the early 1970s and then remodeled in 1992, probably to subdivide the house into apartments. In the last few years, the windows were replaced with sound abatement windows. It retains its integrity of setting, location, feeling, and association, while its integrity of materials, workmanship, and design have been compromised.</p>
<p>Location: 3708 Jewel Lake Road, Anchorage, Alaska</p>
<p>Citations: MOA Public Inquiry Parcel Details</p>
<p>Danger of Destruction: None</p>
<p>Present Condition: Good</p>
<p>Ecosystem: Urban Environment</p>
<p>Pertinent Dates: 1960-1980</p>
<p>Period: Post World War II</p>
<p>Resource Nature: Single-family residence, now multiple family residence</p>
<p>Cultural Affiliation: Unknown</p>
<p>Preservation Status & Date: Recorded 3/18/2011 by C. Lynn Furnis</p>
<p>Property Owner: Vicky D. Hahn</p>
<p>Repository:</p>
<p>Accession #:</p>
<p>BIA/BLM #:</p>

Alaska Building Inventory Form

AHRS #: ANC-03466 Associated District:

Historic Name: Unknown		Other Name: Unknown	
Building Address: 3708 Jewel Lake Road		City: Anchorage	
Current Owner's Name and Address: Vicky D. Hahn, 6521 Thurman Drive, Anchorage, AK 99502			
USGS Quad Name and Map Sheet: Anchorage A-8, AK (1:63,360)	Section: 2	Township: 12N	Range: 4W
GPS Coordinate (NAD83 Alaska): 341482mE; 6784430mN (NAD 27)		UTM: Zone Easting Northing 6 341482mE 6784430mN	

Historic Associations

Historic Function and Sub-function: 1. Single-family residence 2. Garage 3. 4.			
Current Function and Sub-function: 1. Duplex 2. Garage 3. 4.			
Significant Person(s): 1. None known 2.		Significant Dates 1. 2.	
Architect, Builder, Contractor, Designer: Unknown		Original Owner: Unknown	

Architectural Information:

Date of construction: 1960	Date Moved:	Destruction Date:	Reconstruction Date:
Alteration Dates:			

1. 1972		2. 1992		3. c. 2004		4.	
Resource Type:				Stories			
<input checked="" type="checkbox"/> Building <input type="checkbox"/> Site <input type="checkbox"/> Structure <input type="checkbox"/> Object				1. Two		2. Basement	
Architectural Style:				Building Type:			
Contemporary (American International)				Multi-family Residence			
Number of Ancillary Structures:			Plan:		Cultural Affiliation:		
Two			Rectangular		Unknown		
Foundation Materials:		Roof Materials:		Exterior Wall Materials:		Other Materials:	
1. Concrete block		1. Unknown		1. Concrete block		1. Wood	
2.		2.		2.		2. Vinyl	
Architectural Description (Include setting & outbuildings): <i>(use continuation sheets)</i> This northwest-facing, two-story house is a Contemporary American International style, built in 1960. It is rectangular in plan, constructed of cinder block, and oriented northeast-southwest. The roof is flat with unknown covering as it is not visible. It has exceptionally wide (3-foot), enclosed eaves, all around the second story. This house is very plain and angular with little embellishment. It has been converted to two apartments. The southwest half of the house is only one story tall, comprising a double garage and a small room (possibly converted to an apartment) to the south. The roof of the southwest half provides a large deck for the second story residence. The building appears to now be two apartments, one downstairs and the second upstairs. In the southwest façade, the modern, metal roll-up garage door comprises the west three-fifths of the façade. There is a wood panel-type entry door to south, providing one entrance to the first floor apartment. It has a five-pane fanlight at the top. A window at the south end is a medium-sized, single-pane awning type. The northwest façade presumably was the original front façade. It has two stories on the northeast half with an ornate front door centered within the two-story section. The door has a fancy oval light in the upper half and a storm door on the exterior. On the second story of the northwest façade, there are three large windows – a central fixed picture window, and at each end a picture window flanked with two vertical casement windows. On the first floor, there are two large fixed, single-pane picture windows. The garage section of this façade has a solid cinder block wall. All windows on the house are new replacement sound abatement types.				Statement of Significance: <i>(use continuation sheets)</i> The 51-year old building is recommended as not eligible for listing on the National Register of Historic Places as it does not appear to be associated with events or persons important in local or regional history. It also lacks architectural significance. The house is a good, but not exceptional, example of a Contemporary style house from the 1960s. In terms of integrity, the house has been altered, first in the early 1970s and then remodeled in 1992, probably to subdivide the house into apartments. In the last few years, the windows were replaced with sound abatement windows. It retains its integrity of setting, location, feeling, and association, while its integrity of materials, workmanship, and design have been compromised.			

The northeast façade (rear) has four small windows, two on the first floor and two on the second floor of unknown types. There is some exterior metal ductwork on the wall near the center.

At the south corner of the house, there are narrow exterior wood stairs leading to the second floor deck and front door. The southeast façade consists of the deck on the southwest half and the second floor on the northeast half. At the west end, there is a sliding glass door, with three medium awning windows scattered along the rest of the length to the east.

The southwest façade of the second story (front) has a sliding glass door near the center and a large, single-pane picture window in the northwest half; all of which are framed in wood or vinyl. At the south corner of the second story there is a cinder block chimney that partially projects from the wall. This is the front façade of the second story apartment.

The yard has several large evergreen and birch trees. There are two small storage sheds southwest of the house. The storage shed closest to the house is made of metal or vinyl with a front gable roof. The other is a wood barn-shaped structure located ca. 100 feet southwest of the house. The driveway is oriented northwest-southeast, coming in straight from Jewel Lake Road.

Eligibility:

Yes No If yes: A B C D

Criteria Considerations:

A B C D E F G

Prepared by:

C. Lynn Furnis

Reviewed by Professional that meets the following Professional Qualifications:

Architect Architectural Historian Historian Historic Architect None

Date:

4/18/2011

SHPO Response:

Eligible (Concur) Eligible (Do Not Concur) Not Eligible (Concur) Not Eligible (Do Not Concur)

Minor Recommendations and Comments Include:

Need more information related to: Historic Context Integrity Architectural Description Period of Significance

Authorized Signature:

Date:

Alaska Building Inventory Form – Continuation Sheet

Historic Name	AHRIS Number ANC-03466	Associated Historic District	City/Town/Village Anchorage
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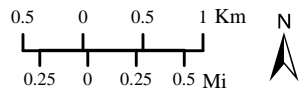
Site ANC-03466, 3708 Jewel Lake Road, Anchorage, Alaska
Northwest (front) façade, overview (Jewel Lake Rd 3-18-2011/031)

Alaska Building Inventory Form – Continuation Sheet

Historic Name	AHS Number ANC-03466	Associated Historic District	City/Town/Village Anchorage
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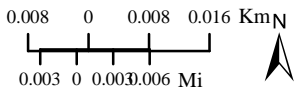
Site ANC-03466, 3708 Jewel Lake Road, Anchorage, Alaska
Southwest façade (Jewel Lake Rd 3-18-2011/027)



Legend

Drawn By/Date	Mactec Proj.	Approved By/Date
CKH/4.14.11	4306-11-0003	ACH/4.15.11

Location Map for 3708 Jewel Lake Road



Legend

Drawn By/Date	Mactec Proj.	Approved By/Date
CKH/4.14.11	4306-11-0003	ACH/4.15.11

Location for 3708 Jewel Lake Rd..

Alaska Heritage Resources Survey

AHRS #:ANC-03469	Aliquot: S012N004W 02	Acreage: 0.40
	Lat/Long:	
Map Sheet: Anchorage A-8	UTM: 341431mE; 6784680mN	
Site Name(s): 3729 W. 61 st Avenue		
<p>Site Description: This Ranch-style house is one-story, rectangular in plan, with a basement garage built into the hillside and an attached garage on the first floor at the opposite end of the house. Built in 1959, the house faces south (onto 61st Ave) and is oriented east-west. The main floor has a low-pitched cross-gabled roof, with unknown cover due to snow. The roof has boxed eaves that overhang approximately two feet.</p> <p>The south (front) façade forms one plane except for a projecting bay at the west end. At the east end is an attached, single-car garage. Siding on the front and east side of this garage and on the east gable is vertical T1-11 plywood. The remainder of the front is concrete block. The front door is centered on the front façade. It is a wood panel-type door with a five light fanlight at the top, and with a glazed storm door on the exterior. Two very narrow side lights flank the front door. East of the door is a three-pane pop-out bay window that is probably a later addition. West of the door is a medium, tripartite window with the two side panes being casements. At the west end is a projecting bay (6.5 feet to the south) with one large, tripartite window at its center. The panes are likely awning-type windows. The bay gable end is clad in T1-11 plywood. The projecting bay stands above the second garage (basement garage). This attached garage has a wood, manual lift-up type door that may be original. To the west of the garage and house is an attached wood-and-concrete block carport (single car) with a wood deck above it. The deck has a substantial wood railing with posts and tight wire mesh between the posts. A wooden stairway leads up to the deck from the west end.</p> <p>The house's east façade is plain and without fenestration except for an entry door near the southeast corner. The garage door (on the south façade) is a vinyl or metal roll-up type.</p> <p>The west façade includes the basement and first story façades, with one single-pane, medium-sized window in the basement garage wall, two entry doors, and one window, north of the garage, also at basement level. One of the doors may lead into the garage. The window north of the garage is large, with one large fixed pane and one small movable pane on the side.</p> <p>The first floor on the west façade has a sliding glass door at the center and one large tripartite window on each side. The gable end here is clad in T1-11 plywood, while the majority of the wall is concrete block. There is a louvered vent in the gable.</p> <p>The north façade is single-story at its east end, and a basement and first story at the west end. The east end has a bay that projects slightly to the north for the width of the attached garage in front. There are three sets of basement windows visible, two to the west of the center and four large windows at the west end. A door may exist at the center of the north façade. On the first floor of the north façade, three sets of windows are present, one west of the projecting bay, one at center, and a triplet of large single panes at the west end. Presumably, most if not all of these are movable awning-type windows. All windows on the house are new replacement sound abatement types. A stout brick chimney projects above the roof in the west one-third of the house near the roof ridge.</p>		

Alaska Heritage Resources Survey

Significance: The house is 52 years old. It is recommended as not eligible for listing on the National Register of Historic Places as it does not appear to be associated with events or persons important in local or regional history. As a minor and undistinguished example of the Ranch style, it lacks architectural significance as well.

It retains its integrity of design, location, setting, feeling, and association, though all of the windows and possibly the front door are replacements, as well as the roll-up door on the east garage. All of the windows are recent sound abatement types. The T1-11 siding on the east and south facades of the east garage, and on all gables is also likely replacement material. The integrity of workmanship and materials is compromised as a result.

Location: 3729 W. 61st Avenue, Anchorage, Alaska

Citations: MOA Public Inquiry Parcel Details

Danger of Destruction: None

Present Condition: Good

Ecosystem: Urban Environment

Pertinent Dates: 1959-2004

Period: Post World War II

Resource Nature: Single-family residence

Cultural Affiliation: Euro-American

Preservation Status & Date: Recorded on 3/18/2011 by C. Lynn Furnis

Property Owner: Margaret L. Johnson Trust

Repository:

Accession #:

BIA/BLM #:

Alaska Building Inventory Form

AHRS #: ANC-03469 Associated District:

Historic Name: Unknown		Other Name: Unknown	
Building Address: 3729 W. 61 st Avenue		City: Anchorage	
Current Owner's Name and Address: Margaret L. Johnson Trust, Margaret L. Johnson Trustee 3729 W. 61 st Ave., Anchorage, AK 99502			
USGS Quad Name and Map Sheet: Anchorage A-8, AK (1:63,360)	Section: 2	Township: 12N	Range: 4W
GPS Coordinate (NAD83 Alaska): 341431mE; 6784680mN (NAD27)		UTM: Zone Easting Northing 6 341431mE 6784680mN	

Historic Associations

Historic Function and Sub-function: 1. Single-family residence 2. Garage 3. 4.			
Current Function and Sub-function: 1. Single-family residence 2. Garage 3. 4.			
Significant Person(s): 1. None known 2.		Significant Dates 1. 2.	
Architect, Builder, Contractor, Designer: Unknown		Original Owner: Unknown	

Architectural Information:

Date of construction: 1959	Date Moved:	Destruction Date:	Reconstruction Date:
Alteration Dates:			

1. c. 1980s		2. c. 2004		3.		4.	
Resource Type:				Stories			
<input checked="" type="checkbox"/> Building <input type="checkbox"/> Site <input type="checkbox"/> Structure <input type="checkbox"/> Object				1. One		2. Basement	
Architectural Style:				Building Type:			
Ranch				Single-family residence			
Number of Ancillary Structures:			Plan:		Cultural Affiliation:		
None			Rectangular		Euro-American		
Foundation Materials:		Roof Materials:		Exterior Wall Materials:		Other Materials:	
1. Concrete block		1. Unknown		1. Concrete block		1. T1-11	
2.		2.		2. T1-11		2. Vinyl	
Architectural Description (Include setting & outbuildings): <i>(use continuation sheets)</i> This Ranch-style house is one-story, rectangular in plan, with a basement garage built into the hillside and an attached garage on the first floor at the opposite end of the house. Built in 1959, the house faces south (onto 61 st Ave) and is oriented east-west. The main floor has a low-pitched cross-gabled roof, with unknown cover due to snow. The roof has boxed eaves that overhang approximately two feet. The south (front) façade forms one plane except for a projecting bay at the west end. At the east end is an attached, single-car garage. Siding on the front and east side of this garage and on the east gable is vertical T1-11 plywood. The remainder of the front is concrete block. The front door is centered on the front façade. It is a wood panel-type door with a five light fanlight at the top, and with a glazed storm door on the exterior. Two very narrow side lights flank the front door. East of the door is a three-pane pop-out bay window that is probably a later addition. West of the door is a medium, tripartite window with the two side panes being casements. At the west end is a projecting bay (6.5 feet to the south) with one large, tripartite window at its center. The panes are likely awning-type windows. The bay gable end is clad in T1-11 plywood. The projecting bay stands above the second garage (basement garage). This attached garage has a wood, manual lift-up type door that may be original. To the west of the garage and house is an attached wood-and-concrete block carport (single) with a wood deck above it. The deck has a substantial wood railing with posts and tight wire mesh between the posts. A wooden stairway leads up to the deck from the west end. The house's east façade is plain and without fenestration except for an entry door near the southeast corner. The garage door (on the south façade) is a				Statement of Significance: <i>(use continuation sheets)</i> The house is 52 years old. It is recommended as not eligible for listing on the National Register of Historic Places as it does not appear to be associated with events or persons important in local or regional history. As a minor and undistinguished example of the Ranch style, it lacks architectural significance as well. It retains its integrity of design, location, setting, feeling, and association, though all of the windows and possibly the front door are replacements, as well as the roll-up door on the east garage. All of the windows are recent sound abatement types. The T1-11 siding on the east and south facades of the east garage, and on all gables is also likely replacement material. The integrity of workmanship and materials is compromised as a result.			

vinyl or metal roll-up type.

The west façade includes the basement and first story façades, with one single-pane, medium-sized window in the basement garage wall, two entry doors, and one window, north of the garage, also at basement level. One of the doors may lead into the garage. The window north of the garage is large, with one large fixed pane and one small movable pane on the side.

The first floor on the west façade has a sliding glass door at the center and one large tripartite window on each side. The gable end here is clad in T1-11 plywood, while the majority of the wall is concrete block. There is a louvered vent in the gable.

The north façade is single-story at its east end, and a basement and first story at the west end. The east end has a bay that projects slightly to the north for the width of the attached garage in front. There are three sets of basement windows visible, two to the west of the center and four large windows at the west end. A door may exist at the center of the north façade. On the first floor of the north façade, three sets of windows are present, one west of the projecting bay, one at center, and a triplet of large single panes at the west end. Presumably, most if not all of these are movable awning-type windows. All windows on the house are new replacement sound abatement types. A stout brick chimney projects above the roof in the west one-third of the house near the roof ridge.

Eligibility:

Yes No If yes: A B C D

Criteria Considerations:

A B C D E F G

Prepared by:

C. Lynn Furnis

Reviewed by Professional that meets the following Professional Qualifications:

Architect Architectural Historian Historian Historic Architect None

Date:

4/18/2011

SHPO Response:

Eligible (Concur) Eligible (Do Not Concur) Not Eligible (Concur) Not Eligible (Do Not Concur)

Minor Recommendations and Comments Include:

Need more information related to: Historic Context Integrity Architectural Description Period of Significance

Authorized Signature:

Date:

Alaska Building Inventory Form – Continuation Sheet

Historic Name	AHRIS Number ANC-03469	Associated Historic District	City/Town/Village Anchorage
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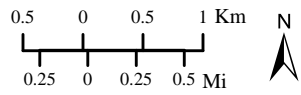
Site ANC-03469, 3729 W. 61st Avenue, Anchorage, Alaska
South (front) façade, overview (Jewel Lake Rd 3-18-2011/039)

Alaska Building Inventory Form – Continuation Sheet

Historic Name	AHS Number ANC-03469	Associated Historic District	City/Town/Village Anchorage
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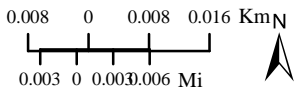
Site ANC-03469, 3729 W. 61st Avenue, Anchorage, Alaska
North façade, overview rear (Jewel Lake Rd 3-18-2011/025)



Legend

Drawn By/Date	Mactec Proj.	Approved By/Date
CKH/4.14.11	4306-11-0003	ACH/4.15.11

Location Map for 3729 W. 61st Ave.



Legend

Drawn By/Date	Mactec Proj.	Approved By/Date
CKH/4.14.11	4306-11-0003	ACH/4.15.11

Location for 3729 W. 61st Ave.

Alaska Heritage Resources Survey

AHRS #:ANC-03470	Aliquot: S012N004W 02	Acreage: 0.40
	Lat/Long:	
Map Sheet: Anchorage A-8	UTM: 341382mE; 6784603mN	
Site Name(s): 3808 W. 61 st Avenue		
<p>Site Description: This bi-level house, built in 1963, faces northeast and is oriented northeast-southwest. The house is rectangular in plan, consisting of two parallel rectangular units. The front unit is the original house, with the rear unit being a later addition. The house is within thirty-five feet of 61st Avenue. The roof is front-gabled with a low pitch on the original front unit and flat on the rear addition, as well as on the former detached (now attached) garage. The assessor record describes the house as one story, but it appears as two stories. The ground floor may be a basement. The house is clad in wood siding of at least two different types that are apparent on the northeast, northwest and southeast façades of the front unit. Siding types are not known for the rear addition. The front unit siding consists of basement (first floor) exterior and gable and upper façade surfaces being clad in a wide board-and-batten pattern that may actually be large sheets of plywood with decorative vertical battens on them. The central surface of the façades is covered in a band of wide clapboarding. All of the windows on the second floor are set within this band.</p> <p>The northeast (front) façade is on a single vertical plane with an entry door and two windows on the first story and two medium-sized, 1/1 windows on the second story. All of the windows have decorative louvered shutters. The first floor windows include one two-pane side-by-side type and one small side-by-side window. At each end of this façade is a wooden exterior staircase by which different entries are accessed. The south end stairs lead to the southeast side of the house within a breezeway that connects the one-story garage to the house. The north end stairs lead up the northwest façade to its deck and entry door.</p> <p>The northwest façade has at least three windows and a door on its single (second) story. Some windows are 1/1 sash types, while others are side-by-side single panes. Only one of the 1/1 windows has decorative shutters. Exterior stairs leading from the driveway connect to a wood deck and entry door near the center of this façade.</p> <p>The southwest façade of the front unit of the house has one, possibly two, 1/1 sash windows with decorative shutter, one window near each corner. The southern portion of the southwest façade, which is part of the addition, is not visible from outside the property.</p> <p>The southeast façade is the long exposure of the addition. It is a rectangular unit parallel to the original rectangular house unit. The rear addition consists of one or two rooms at the south end, with a partially enclosed deck or patio to the east. It has a massive exterior chimney at the center and large windows or wood grid at the northeast half, possibly the rear part of a breezeway or partially enclosed patio, also on a raised deck, accessed by the exterior stairs from the driveway.</p> <p>The garage is single story with a flat roof and it faces northwest. It is a two-car garage with two, separate roll-up type doors of metal or vinyl. Presumably, the garage was originally detached then connected later to the house by means of a breezeway with concrete block retaining wall and side deck. An extension of the side deck covers the garage roof and is enclosed with open wood railing.</p>		

Alaska Heritage Resources Survey

A tall concrete block wall defines the side yard and conceals the staircase along the northwest façade. Large evergreen trees here further conceal the façade. Parallel to 61st Avenue is a tall wood fence.

Significance: The 48 year-old house is recommended as not eligible for listing on the National Register of Historic Places, first because it is not yet 50 years old and fails to exhibit exceptional importance as required by the Criteria Considerations, second because it does not appear to be associated with events or persons important in local or regional history, and third, because, as a minor and undistinguished example of this type and period, it lacks architectural significance.

This house, of very basic style with Ranch-style elements, has been extensively altered, by means of a large rear addition, replacement of all windows with new sound abatement types, replacement of front door and probably extensive modification of the garage, breezeway, and deck above the garage. As a result, it retains its integrity of location and association, but lacks integrity of design, materials, workmanship, setting, and feeling. The alterations were made in the 1980s and 1990s, with windows replaced probably in the 2000s.

Location: 3808 W. 61st Avenue, Anchorage, Alaska

Citations: MOA Public Inquiry Parcel Details

Danger of Destruction: None

Present Condition: Good

Ecosystem: Urban Environment

Pertinent Dates: 1963-1980

Period: Post World War II

Resource Nature: Single-family residence

Cultural Affiliation: Euro-American

Preservation Status & Date: Recorded on 3/18/2011 by C. Lynn Furnis

Property Owner: Marc and Matthew McKenna

Repository:

Accession #:

BIA/BLM #:

Alaska Building Inventory Form

AHRS #: ANC-03470 Associated District:

Historic Name: Unknown		Other Name: Unknown	
Building Address: 3808 W. 61 st Avenue		City: Anchorage	
Current Owner's Name and Address: Marc and Matthew McKenna, 1231 W. 7 th Avenue #1, Anchorage, AK 99501			
USGS Quad Name and Map Sheet: Anchorage A-8, AK (1994) (1:63,360)	Section: 2	Township: 12N	Range: 4W
GPS Coordinate (NAD83 Alaska): 341382mE; 6784603mN (NAD 27)		UTM: Zone Easting Northing 6 341382mE 6784603mN	

Historic Associations

Historic Function and Sub-function: 1. Single-family residence 2. garage 3. 4.			
Current Function and Sub-function: 1. Single-family residence 2. garage 3. 4.			
Significant Person(s): 1. None known 2.		Significant Dates 1. 2.	
Architect, Builder, Contractor, Designer: Unknown		Original Owner: Unknown	

Architectural Information:

Date of construction: 1963	Date Moved:	Destruction Date:	Reconstruction Date:
Alteration Dates:			

1. 1979		2. 1988		3. 1997		4. ca. 2005 (windows)	
Resource Type:				Stories			
<input checked="" type="checkbox"/> Building <input type="checkbox"/> Site <input type="checkbox"/> Structure <input type="checkbox"/> Object				1. One		2. Basement	
Architectural Style:				Building Type:			
Vernacular Bi-Level with Ranch elements				Single-family residence			
Number of Ancillary Structures:			Plan:		Cultural Affiliation:		
Three (per MOA Public Inquiry Parcel Details)			Rectangular		Unknown		
Foundation Materials:		Roof Materials:		Exterior Wall Materials:		Other Materials:	
1. Concrete block		1. Unknown		1. Wood clapboarding		1. Vinyl (on window frames)	
2.		2.		2. Wood wide board and batten		2.	
Architectural Description (Include setting & outbuildings): <i>(use continuation sheets)</i> This bi-level house with Ranch elements, built in 1963, faces northeast and is oriented northeast-southwest. The house is rectangular in plan, consisting of two parallel rectangular units. The front unit is the original house, with the rear unit being a later addition. The house is within thirty-five feet of 61 st Avenue. The roof is front-gabled with a low pitch on the original front unit, and flat on the rear addition, as well as on the former detached (now attached) garage. The assessor record describes the house as one story, but it appears as two stories. The ground floor may be a basement. The house is clad in wood siding of at least two different types that are apparent on the northeast, northwest and southeast façades of the front unit. Siding types are not known for the rear addition. The front unit siding consists of basement (first floor) exterior and gable and upper façade surfaces being clad in a wide board-and-batten pattern that may actually be large sheets of plywood with decorative vertical battens on them. The central surface of the façades is covered in a band of wide clapboarding. All of the windows on the second floor are set within this band. The northeast (front) façade is on a single plane with an entry door and two windows on the first story and two medium-sized, 1/1 windows on the second story. All of the windows have decorative louvered shutters. The first floor windows include one two-pane side-by-side type and one small side-by-side window. At each end of this façade is a wooden exterior staircase by which different entries are accessed. The south end stairs lead to the southeast side of the house within a breezeway that connects the one-story garage to the house. The north end stairs lead up the northwest façade to its deck and entry door. The northwest façade has at least three windows and a door on its single				Statement of Significance: <i>(use continuation sheets)</i> The 48 year-old house is recommended as not eligible for listing on the National Register of Historic Places, first because it is not yet 50 years old and fails to exhibit exceptional importance as required by the Criteria Considerations, second because it does not appear to be associated with events or persons important in local or regional history, and third because, and a minor and undistinguished example of its type and period, it lacks architectural significance. This house, of very basic style with Ranch-style elements, has been extensively altered, by means of a large rear addition, replacement of all windows with new sound abatement types, replacement of front door and probably extensive modification of the garage, breezeway, and deck above the garage. As a result, it retains its integrity of location and association, but lacks integrity of design, materials, workmanship, setting, and feeling. The alterations were made in the 1980s and 1990s, with windows replaced probably in the 2000s.			

(second) story. Some windows are 1/1 sash types, while others are side-by-side single panes. Only one of the 1/1 windows has decorative shutters. Exterior stairs leading from the driveway connect to a wood deck and entry door near the center of this façade.

The southwest façade of the front unit of the house has one--possibly two--1/1 sash windows with decorative shutter, one window near each corner. The southern portion of the southwest façade, which is part of the addition, is not visible from outside the property.

The southeast façade is the long exposure of the addition. It is a rectangular unit parallel to the original rectangular house unit. The rear addition consists of one or two rooms at the south end, with a partially enclosed deck or patio to the east. It has a massive exterior chimney at the center and large windows or wood grid at the northeast half, possibly the rear part of a breezeway or partially enclosed patio, also on a raised deck, accessed by the exterior stairs from the driveway.

The garage is single story with a flat roof and it faces northwest. It is a two-car garage with two, separate roll-up type doors of metal or vinyl. Presumably, the garage was originally detached, then connected later to the house by means of a breezeway with concrete block retaining wall and side deck. An extension of the side deck covers the garage roof and is enclosed with open wood railing.

A tall concrete block wall defines the side yard and conceals the staircase along the northwest façade. Large evergreen trees here further conceal the façade. Parallel to 61st Avenue is a tall wood fence.

Eligibility:

Yes No If yes: A B C D

Criteria Considerations:

A B C D E F G

Prepared by:

C. Lynn Furnis

Reviewed by Professional that meets the following Professional Qualifications:

Architect Architectural Historian Historian Historic Architect None

Date:

4/18/2011

SHPO Response:

Eligible (Concur) Eligible (Do Not Concur) Not Eligible (Concur) Not Eligible (Do Not Concur)

Minor Recommendations and Comments Include:

Need more information related to: Historic Context Integrity Architectural Description Period of Significance

Authorized Signature:

Date:

Alaska Building Inventory Form – Continuation Sheet

Historic Name	AHRIS Number ANC-03470	Associated Historic District	City/Town/Village Anchorage
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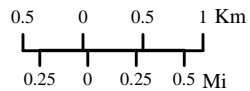
Site ANC-03470, 3808 W. 61st Ave, Anchorage, Alaska
Northeast (front) façade and garage, overview (Jewel Lake Rd 3-18-2011/047)

Alaska Building Inventory Form – Continuation Sheet

Historic Name	AHS Number ANC-03470	Associated Historic District	City/Town/Village Anchorage
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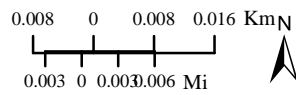
Site ANC-03470, 3808 W. 61st Ave, Anchorage, Alaska
Southeast façade (Jewel Lake Rd 3-19-2011/027)



Legend

Drawn By/Date	Mactec Proj.	Approved By/Date
CKH/4.14.11	4306-11-0003	ACH/4.15.11

Location Map for 3808 W. 61st Ave.



Legend

Drawn By/Date	Mactec Proj.	Approved By/Date
CKH/4.14.11	4306-11-0003	ACH/4.15.11

Location for 3808 W. 61st Ave.

Alaska Heritage Resources Survey

AHRS #:ANC-03471	Aliquot: S012N004W 02	Acreage: 0.33
	Lat/Long:	
Map Sheet: Anchorage A-8	UTM: 341396mE; 6784481mN	
Site Name(s): 3838 W. 63 rd Avenue		
<p>Site Description: This single-family house, constructed in 1963, is a Contemporary Split-level style that is two stories in maximum height. It is north-facing, oriented north-south, and rectangular in plan. Set approximately 80 feet south of W. 63rd Avenue, the side-gabled house has an asymmetrical, low-pitched, “flying wing” roof with wide eaves on all façades. The south slope of the roof is much longer than the north slope. The roof’s covering material is unknown, as it was not visible at the time of recording.</p> <p>The north (front) façade is a two-story, single plane except for its east end which has a one-story covered porch and entryway projecting east from the east façade. Four wood posts support the front-gabled canopy over the front entrance, which projects approximately six feet to the north. The entrance is slightly recessed. The house is clad in wide clapboard-pattern aluminum or vinyl siding with contrasting bands and panels of vertical channel-pattern stained boards. The front door is wood panel style with two small upper lights and an all-glass exterior storm door. The lower one-third of the house is composed of concrete block.</p> <p>The front façade windows are symmetrically positioned with two on the first floor and two on the second floor, all of the same size and type. Each is a medium-sized window with one large fixed horizontal pane adjoined by a small vertical pane which is probably awning type. All windows are new sound abatement windows with thick white vinyl frames.</p> <p>The east façade of the house is two stories tall on its north half and one story tall on the south. The first floor on the north end is distinguished by the one-story tall, projecting front entryway with pent hood. One small, single-pane fixed or awning window is set in the east façade of the enclosed entryway. A large window of unknown type is set in the second story near the north end of this façade. The south half of the east façade is recessed and has a large window or sliding glass door in it. This end is enclosed by an eastern extension of the south wall, providing a protected porch space.</p> <p>The south (rear) façade is a solid wall devoid of fenestration, and clad in vertical channel-pattern boards. It is one story in height.</p> <p>The west façade shows the true split-level structure of the home and serves in reality as the main entrance. Near its north end, on the ground floor, the façade is set with a sliding glass door and a medium-sized window south of the door. These are covered by a pent roof that is covered with ribbed sheet metal. Above this is a pair of medium-sized side-by-side single-pane windows, possibly awning type, set in the second story. The south half of this façade is recessed with a large sliding glass door in the center. The door is set at a level midway between the first and second stories to the north. The sliding glass entry is accessed by means of a set of exterior wood stairs, a wood deck, and railing. A large-diameter metal stovepipe extends up at the center of the façade’s exterior and projects up through the roof.</p> <p>The house has no garage, but instead a substantial detached wood carport located northwest of</p>		

Alaska Heritage Resources Survey

the house, at the south end of the straight, wide driveway. The carport has a front-gabled roof and was constructed in 2004, at the same time that the house was remodeled.

In the rear yard, there are two wood-frame storage sheds. Each is ornate with a steep front-gabled roof, north porch, and windows. One shed dates to 1990 while the other dates to 2004. The rear and side yards are moderately wooded with evergreen trees while the front yard is very open. A row of small, planted evergreens borders the straight, north-south oriented driveway.

Significance: The house is 48 years old. It is recommended as not eligible for listing on the National Register of Historic Places as it does not appear to be associated with events or persons important in local or regional history, lacks architectural significance, and fails to exhibit exceptional importance as required by the Criteria Considerations for properties less than 50 years old.

The building retains its integrity of setting and location, but its integrity of design, feeling, materials, and workmanship has been seriously compromised by the 2004 remodel and recent replacement of all the windows. Presumably, the vertical wood siding and aluminum or vinyl siding are not original, nor is the front entry canopy. It is possible the rear half of the house is an addition.

Location: 3838 W. 63rd Avenue, Anchorage, Alaska

Citations: MOA Public Inquiry Parcel Details

Danger of Destruction: None

Present Condition: Good

Ecosystem: Urban Environment

Pertinent Dates: 1963-1989

Period: Post World War II

Resource Nature: Single-family house

Cultural Affiliation: Euro-American

Preservation Status & Date: Recorded on March 20, 2011 by C. Lynn Furnis

Property Owner: Cheryl L. and Lawrence W. Austin

Repository:

Accession #:

BIA/BLM #:

Alaska Building Inventory Form

AHRS #: ANC-03471 Associated District:

Historic Name: Unknown		Other Name: Unknown	
Building Address: 3838 W. 63 rd Avenue		City: Anchorage	
Current Owner's Name and Address: Cheryl L. and Lawrence W. Austin, 3838 W. 63 rd Avenue, Anchorage, AK			
USGS Quad Name and Map Sheet: Anchorage A-8, AK (1:63,360)	Section: 2	Township: 12N	Range: 4W
GPS Coordinate (NAD83 Alaska): 341396mE, 6784481mN (NAD 27)		UTM: Zone Easting Northing 6 341396mE 67884481mN	

Historic Associations

Historic Function and Sub-function: 1. Single-family residence 2. 3. 4.			
Current Function and Sub-function: 1. Single-family residence 2. 3. 4.			
Significant Person(s): 1. None known 2.		Significant Dates 1. 2.	
Architect, Builder, Contractor, Designer: Unknown		Original Owner: Unknown	

Architectural Information:

Date of construction: 1963	Date Moved:	Destruction Date:	Reconstruction Date:
Alteration Dates:			

1. 2004		2.		3.		4.	
Resource Type:				Stories			
<input checked="" type="checkbox"/> Building <input type="checkbox"/> Site <input type="checkbox"/> Structure <input type="checkbox"/> Object				1. Two		2.	
Architectural Style:				Building Type:			
Split-level				Single-family house			
Number of Ancillary Structures:			Plan:		Cultural Affiliation:		
Three			Rectangular		Euro-American		
Foundation Materials:		Roof Materials:		Exterior Wall Materials:		Other Materials:	
1. Concrete block		1. Unknown		1. Aluminum or vinyl siding		1. Vinyl window and door frames	
2.		2. Ribbed metal		2. Vertical wood boards		2. Wood deck	
Architectural Description (Include setting & outbuildings): <i>(use continuation sheets)</i> This single-family house, constructed in 1963, is a Contemporary Split-level style that is two stories in maximum height. It is north-facing, oriented north-south, and rectangular in plan. Set approximately 80 feet south of W. 63 rd Avenue, the side-gabled house has an asymmetrical, low-pitched, "flying wing" roof with wide eaves on all façades. The south slope of the roof is much longer than the north slope. The roof's covering material is unknown, as it was not visible at the time of recording. The north (front) façade is a two-story, single plane except for its east end which has a one-story covered porch and entryway projecting east from the east façade. Four wood posts support the front-gabled canopy over the front entrance, which projects approximately six feet to the north. The entrance is slightly recessed. The house is clad in wide clapboard-pattern aluminum or vinyl siding with contrasting bands and panels of vertical channel-pattern stained boards. The front door is wood panel style with two small upper lights and an all-glass exterior storm door. The lower one-third of the house is composed of concrete block. The front façade windows are symmetrically positioned with two on the first floor and two on the second floor, all of the same size and type. Each is a medium-sized window with one large fixed horizontal pane adjoined by a small vertical pane which is probably awning type. All windows are new sound abatement windows with thick white vinyl frames. The east façade of the house is two stories tall on its north half and one story tall on the south. The first floor on the north end is distinguished by the one-story tall, projecting front entryway with pent hood. One small, single-pane fixed				Statement of Significance: <i>(use continuation sheets)</i> The house is 48 years old. It is recommended as not eligible for listing on the National Register of Historic Places as it does not appear to be associated with events or persons important in local or regional history, lacks architectural significance, and fails to exhibit exceptional importance as required by the Criteria Considerations for properties less than 50 years old. The building retains its integrity of setting and location, but its integrity of design, feeling, materials, and workmanship has been seriously compromised by the 2004 remodel and recent replacement of all the windows. Presumably, the vertical wood siding and aluminum or vinyl siding are not original, nor is the front entry canopy. It is possible the rear half of the house is an addition.			

or awning window is set in the east façade of the enclosed entryway. A large window of unknown type is set in the second story near the north end of this façade. The south half of the east façade is recessed and has a large window or sliding glass door in it. This end is enclosed by an eastern extension of the south wall, providing a protected porch space.

The south (rear) façade is a solid wall devoid of fenestration, and clad in vertical channel-pattern boards. It is one story in height.

The west façade shows the true split-level structure of the home and serves in reality as the main entrance. Near its north end, on the ground floor, the façade is set with a sliding glass door and a medium-sized window south of the door. These are covered by a pent roof that is covered with ribbed sheet metal. Above this is a pair of medium-sized side-by-side single-pane windows, possibly awning type, set in the second story. The south half of this façade is recessed with a large sliding glass door in the center. The door is set at a level midway between the first and second stories to the north. The sliding glass entry is accessed by means of a set of exterior wood stairs, a wood deck, and railing. A large-diameter metal stovepipe extends up at the center of the façade's exterior and projects up through the roof.

The house has no garage, but instead a substantial detached wood carport located northwest of the house, at the south end of the straight, wide driveway. The carport has a front-gabled roof and was constructed in 2004, at the same time that the house was remodeled.

In the rear yard, there are two wood-frame storage sheds. Each is ornate with a steep front-gabled roof, north porch, and windows. One shed dates to 1990 while the other dates to 2004. The rear and side yards are moderately wooded with evergreen trees while the front yard is very open. A row of small, planted evergreens borders the straight, north-south oriented driveway.

Eligibility:

Yes No If yes: A B C D

Criteria Considerations:

A B C D E F G

Prepared by:

C. Lynn Furnis

Reviewed by Professional that meets the following Professional Qualifications:

Architect Architectural Historian Historian Historic Architect None

Date:

4/19/2011

SHPO Response:

Eligible (Concur) Eligible (Do Not Concur) Not Eligible (Concur) Not Eligible (Do Not Concur)

Minor Recommendations and Comments Include:

Need more information related to: Historic Context Integrity Architectural Description Period of Significance

Authorized Signature:

Date:

Alaska Building Inventory Form – Continuation Sheet

Historic Name	AHRIS Number ANC-03471	Associated Historic District	City/Town/Village Anchorage
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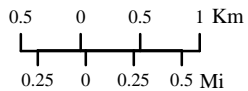
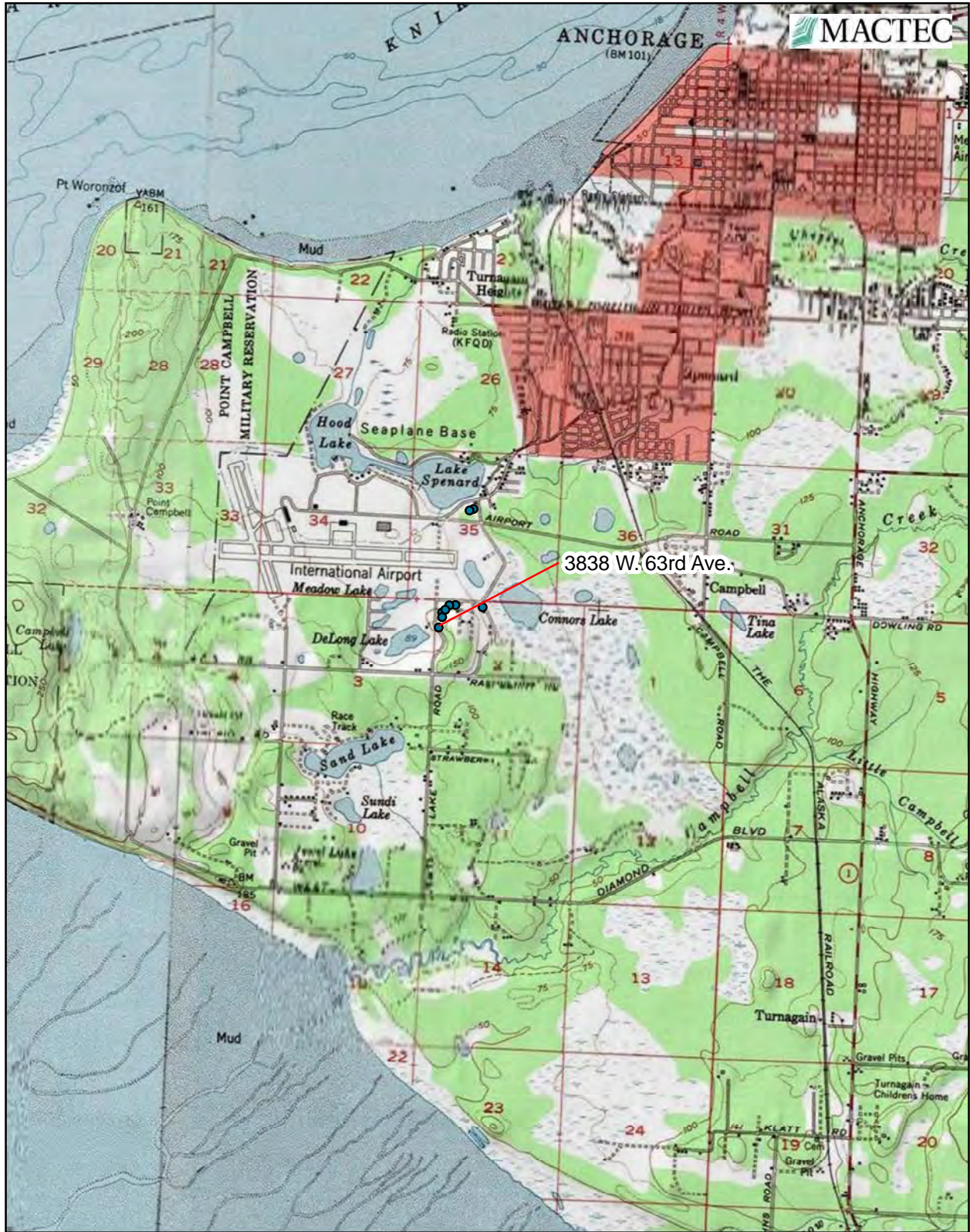
Site ANC-03471, 3838 W. 63rd Avenue, Anchorage, Alaska
North (front) façade, overview (Jewel Lake Rd 3-20-2011/02)

Alaska Building Inventory Form – Continuation Sheet

Historic Name	AHRIS Number ANC-03471	Associated Historic District	City/Town/Village Anchorage
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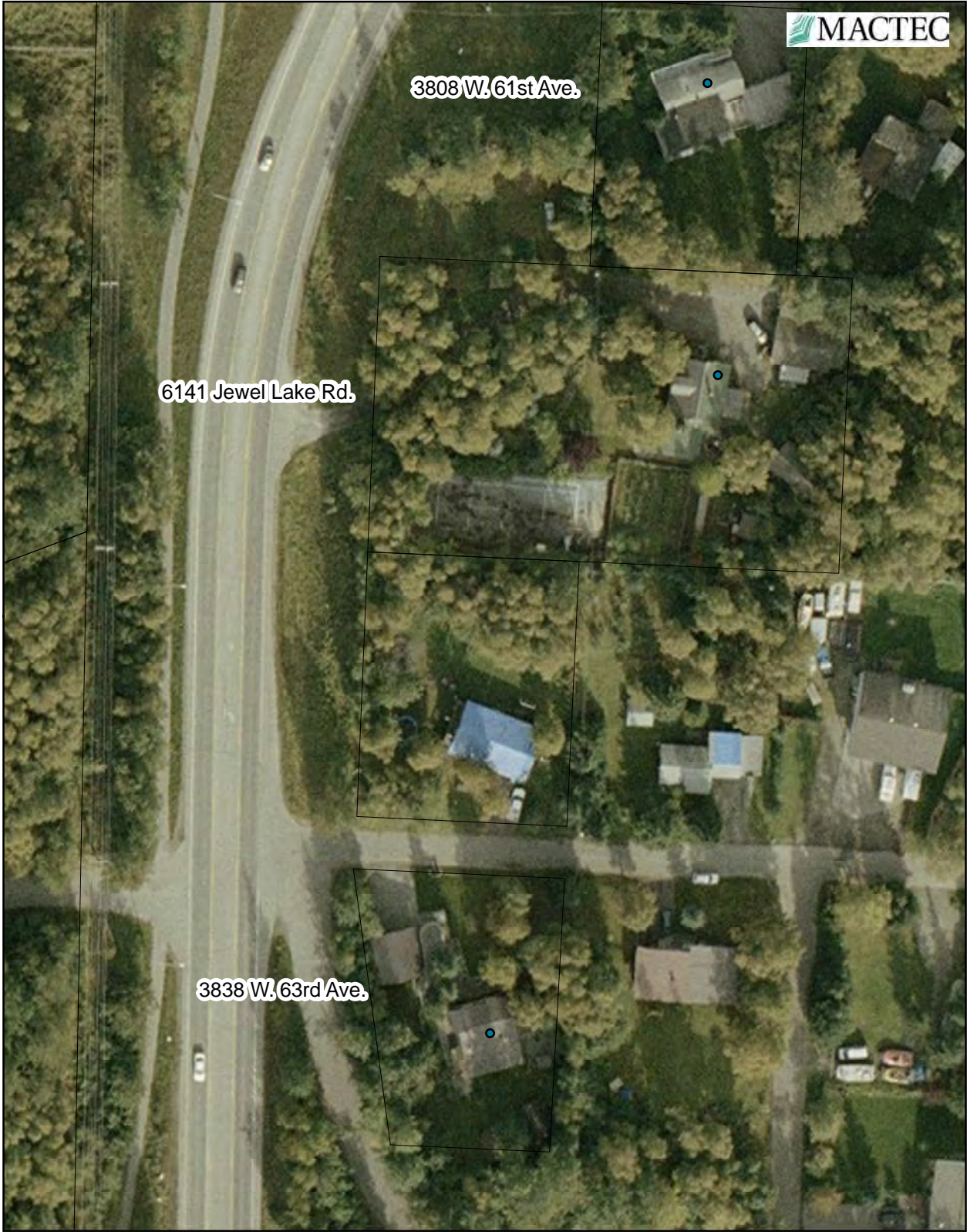
ANC-03471, 3838 W. 63rd Avenue, Anchorage, Alaska
West façade, overview (Jewel Lake Rd 3-19-2011/030)



Legend

Drawn By/Date	Mactec Proj.	Approved By/Date
CKH/4.14.11	4306-11-0003	ACH/4.15.11

Location Map for 3838 W. 63rd Ave.

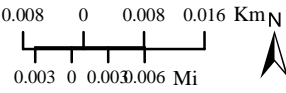


MACTEC

3808 W. 61st Ave.

6141 Jewel Lake Rd.

3838 W. 63rd Ave.



Legend

Drawn By/Date	Mactec Proj.	Approved By/Date
CKH/4.14.11	4306-11-0003	ACH/4.15.11

Location for 3838 W. 62rd Ave.

Alaska Heritage Resources Survey

AHRS #: ANC-03468	Aliquot: S012N004W 02	Acreage: 1.57
	Lat/Long:	
Map Sheet: Anchorage A-8	UTM: 341820mE; 6784710mN	
Site Name(s): 6014 Collins Way		
<p>Site Description: This is a one-story, single-family house on a tall basement, with a basement garage. It was constructed in 1950 and is vernacular style with Ranch elements. It is a rectangular wood-frame house, northeast-facing and oriented northwest-southeast. It is set at a diagonal on the large lot. The roof is cross-gabled, low in pitch, with moderate-width eaves, and covered with rolled composition. The roof is cross-gabled due to the gabled roof projecting from the northeast façade, covering a large porch and front entrance facing Collins Way. Otherwise, the house would be side-gabled.</p> <p>The northeast (front) façade is asymmetrical with a concrete block foundation and 12-inch wide clapboard siding above that. The front door is near the façade's center. It has an exterior storm door and inner door of unknown type. The entry is accessed by a large, raised wood deck/porch that is covered with a front-gabled roof supported by three large rectangular posts. Approximately six feet northwest of the door is a tripartite picture window with a large central fixed pane with narrow vertical side panes (possibly movable). A small fixed window is set just south of the door. One other tripartite window is set in the southeast one-third of the façade, at least one pane being movable (awning type?). All windows are new sound abatement types.</p> <p>The front porch extends beyond the porch roof to the north corner of the house. The porch railing consists of two and one-half foot tall posts, spaced an estimated three feet apart, with lattice enclosing the space, level with and spanning the posts. Wood stairs and handrail lead down to the front yard. Below the porch, which stands five feet above grade, the space is enclosed by vertical slats, providing storage space. The two-car garage is under the house on the northwest façade, enclosed with a replacement roll-up door with a band of four horizontal lights across the top.</p> <p>The southeast façade has wide clapboard siding as well. It is an unadorned single, plane with two windows, one near each end. The east window is a medium-sized, single fixed pane. The south window is a medium sized 1/1 sash type. Also, a small clear, colorless domed fiberglass greenhouse abuts the east end of this façade.</p> <p>The northwest façade faces Jewel Lake Road, but is approximately 200 feet southeast of it. This façade has an entry door, deck/porch, picture window, and a high set of concrete stairs leading to the door. The entrance door is located near the west end, with a picture window at the north end. A basement garage stands below this section of the house.</p> <p>The southwest façade is not easily viewed from the edges of the lot, but it does have a wooden deck at the first floor level (five feet above grade) and at least two medium- to large-sized windows.</p> <p>There are three small outbuildings on the lot. The first is a wooden storage shed or workshop, located fifty feet north of the house adjacent to the driveway. It is a front-gabled shed, clad in wide clapboard siding matching the house. It has a northeast-facing front, with center double door and a window in the northwest façade. At the far west edge of the lot, adjacent to</p>		

Alaska Heritage Resources Survey

Blackberry Street, stand two other small outbuildings. These are approximately two hundred feet west of house. Both are wood-frame outbuildings with shed roofs. The larger outbuilding is mostly clad in tar paper siding now. It is tall for a shed, perhaps twelve feet in height. The second shed is very small, possibly with some sheet metal siding. It may have been an outhouse.

The large lot (1.57 acres) includes the house, driveway, many evergreen and deciduous trees, miscellaneous vehicles, and the three outbuildings. The lot is heavily wooded, and also well-stocked with old vehicles and trailers. A small, decorative wishing well stands in the front yard.

Significance: The 61 year-old house is recommended as not eligible for listing on the National Register of Historic Places as it does not appear to be associated with events or persons important in local or regional history. However, the current and previous owners were active community members, one involved in the Aviation Heritage Museum, and one in local television and radio stations.

The house is not architecturally significant. It is a vernacular style with Ranch elements. According to the current owner, the original house consisted of just the eastern one-third of the current house. Everything else was added later.

The house retains its integrity of materials, setting, and location, but its integrity of design, workmanship, feeling and association has been compromised. In the past few years, all the windows were replaced with sound abatement windows through airport grants.

Location: 6014 Collins Way, Anchorage, Alaska

Citations: MOA Public Inquiry Parcel Details

Danger of Destruction: None

Present Condition: Good

Ecosystem: Urban Environment

Pertinent Dates: 1950-1965

Period: Post World War II

Resource Nature: Single-family residence

Cultural Affiliation: Euro-American

Preservation Status & Date: Recorded on March 18, 2011 by C. Lynn Furnis

Property Owner: B. Gordon and Jacqueline Randlett

Repository:

Accession #:

BIA/BLM #:

Alaska Building Inventory Form

AHRS #: ANC-03468 Associated District:

Historic Name: Unknown		Other Name: Unknown	
Building Address: 6014 Collins Way		City: Anchorage	
Current Owner's Name and Address: B. Gordon and Jacqueline Randlett, 6014 Collins Way, Anchorage, AK 99502			
USGS Quad Name and Map Sheet: Anchorage A-8, AK (1994) (1:63,360)	Section: 2	Township: 12N	Range: 4
GPS Coordinate (NAD83 Alaska): 341820mE; 6784710mN (NAD 27)	UTM: Zone Easting Northing 6 341820mE 6784710mN		

Historic Associations

Historic Function and Sub-function: 1. Single-family residence 2. 3. 4.			
Current Function and Sub-function: 1. Single-family residence 2. garage 3. 4.			
Significant Person(s): 1. None known 2.		Significant Dates 1. 2.	
Architect, Builder, Contractor, Designer: Phil Redden – owner/builder of enlarged house		Original Owner: Unknown	

Architectural Information:

Date of construction: 1950	Date Moved:	Destruction Date:	Reconstruction Date:
Alteration Dates: 1. 1960s 2. c. 2004 3. 4.			

Resource Type: <input checked="" type="checkbox"/> Building <input type="checkbox"/> Site <input type="checkbox"/> Structure <input type="checkbox"/> Object		Stories 1. One 2. Basement	
Architectural Style: Vernacular Ranch		Building Type: Single-family house	
Number of Ancillary Structures: Four	Plan: Rectangular	Cultural Affiliation: Euro-American	
Foundation Materials: 1. Concrete block 2.	Roof Materials: 1. Rolled composition 2.	Exterior Wall Materials: 1. Wide clapboard (wood) 2.	Other Materials: 1. Concrete steps 2.
<p>Architectural Description (Include setting & outbuildings):<i>(use continuation sheets)</i> This is a one-story, single-family house on a tall basement, with a basement garage. It was constructed in 1950 and is vernacular style with Ranch elements. It is a rectangular wood-frame house, northeast-facing and oriented northwest-southeast. It is set at a diagonal on the large lot. The roof is cross-gabled, low in pitch, with moderate-width eaves, and covered with rolled composition. The roof is cross-gabled due to the gabled roof projecting from the northeast façade, covering a large porch and front entrance facing Collins Way. Otherwise, the house would be side-gabled.</p> <p>The northeast (front) façade is asymmetrical with a concrete block foundation and 12-inch wide clapboard siding above that. The front door is near the façade's center. It has an exterior storm door and inner door of unknown type. The entry is accessed by a large, raised wood deck/porch that is covered with a front-gabled roof supported by three large rectangular posts. Approximately six feet northwest of the door is a tripartite picture window with a large central fixed pane with narrow vertical side panes (possibly movable). A small fixed window is set just south of the door. One other tripartite window is set in the southeast one-third of the façade, at least one pane being movable (awning type?). All windows are new sound abatement types.</p> <p>The front porch extends beyond the porch roof to the north corner of the house. The porch railing consists of two and one-half foot tall posts, spaced an estimated three feet apart, with lattice enclosing the space, level with and spanning the posts. Wood stairs and handrail lead down to the front yard. Below the porch, which stands five feet above grade, the space is enclosed by vertical slats, providing storage space. The two-car garage is under the house on the northwest façade, enclosed with a replacement roll-up door with a band of four horizontal lights across the top.</p>		<p>Statement of Significance: <i>(use continuation sheets)</i> The 61 year-old house is recommended as not eligible for listing on the National Register of Historic Places as it does not appear to be associated with events or persons important in local or regional history. However, the current and previous owners were active community members, one involved in the Aviation Heritage Museum, and one in local television and radio stations.</p> <p>The house is not architecturally significant. It is a vernacular style with Ranch elements. According to the current owner, the original house consisted of just the eastern one-third of the current house. Everything else was added later.</p> <p>The house retains its integrity of materials, setting, and location, but its integrity of design, workmanship, feeling and association has been compromised. In the past few years, all the windows were replaced with sound abatement windows through airport grants.</p>	

The southeast façade has wide clapboard siding as well. It is an unadorned single, plane with two windows, one near each end. The east window is a medium-sized, single fixed pane. The south window is a medium sized 1/1 sash type. Also, a small clear, colorless domed fiberglass greenhouse abuts the east end of this façade.

The northwest façade faces Jewel Lake Road, but is approximately 200 feet southeast of it. This façade has an entry door, deck/porch, picture window, and a high set of concrete stairs leading to the door. The entrance door is located near the west end, with a picture window at the north end. A basement garage stands below this section of the house.

The southwest façade is not easily viewed from the edges of the lot, but it does have a wooden deck at the first floor level (five feet above grade) and at least two medium- to large-sized windows.

There are three small outbuildings on the lot. The first is a wooden storage shed or workshop, located fifty feet north of the house adjacent to the driveway. It is a front-gabled shed, clad in wide clapboard siding matching the house. It has a northeast-facing front, with center double door and a window in the northwest façade. At the far west edge of the lot, adjacent to Blackberry Street, stand two other small outbuildings. These are approximately two hundred feet west of house. Both are wood-frame outbuildings with shed roofs. The larger outbuilding is mostly clad in tar paper siding now. It is tall for a shed, perhaps twelve feet in height. The second shed is very small, possibly with some sheet metal siding. It may have been an outhouse.

The large lot (1.57 acres) includes the house, driveway, many evergreen and deciduous trees, miscellaneous vehicles, and the three outbuildings. The lot is heavily wooded, and also well-stocked with old vehicles and trailers. A small, decorative wishing well stands in the front yard.

Eligibility:

Yes No If yes: A B C D

Criteria Considerations:

A B C D E F G

Prepared by:

C. Lynn Furnis

Reviewed by Professional that meets the following Professional Qualifications:

Architect Architectural Historian Historian Historic Architect None

Date:

4/19/2011

SHPO Response:

Eligible (Concur) Eligible (Do Not Concur) Not Eligible (Concur) Not Eligible (Do Not Concur)

Minor Recommendations and Comments Include:

Need more information related to: Historic Context Integrity Architectural Description Period of Significance

Authorized Signature:

Date:

Alaska Building Inventory Form – Continuation Sheet

Historic Name	AHRIS Number ANC-03468	Associated Historic District	City/Town/Village Anchorage
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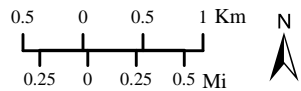
Site ANC-03468, 6014 Collins Way, Anchorage, Alaska
Northeast façade, overview (Jewel Lake Rd 3-16-2011/029)

Alaska Building Inventory Form – Continuation Sheet

Historic Name	AHRIS Number ANC-03468	Associated Historic District	City/Town/Village Anchorage
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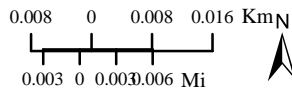
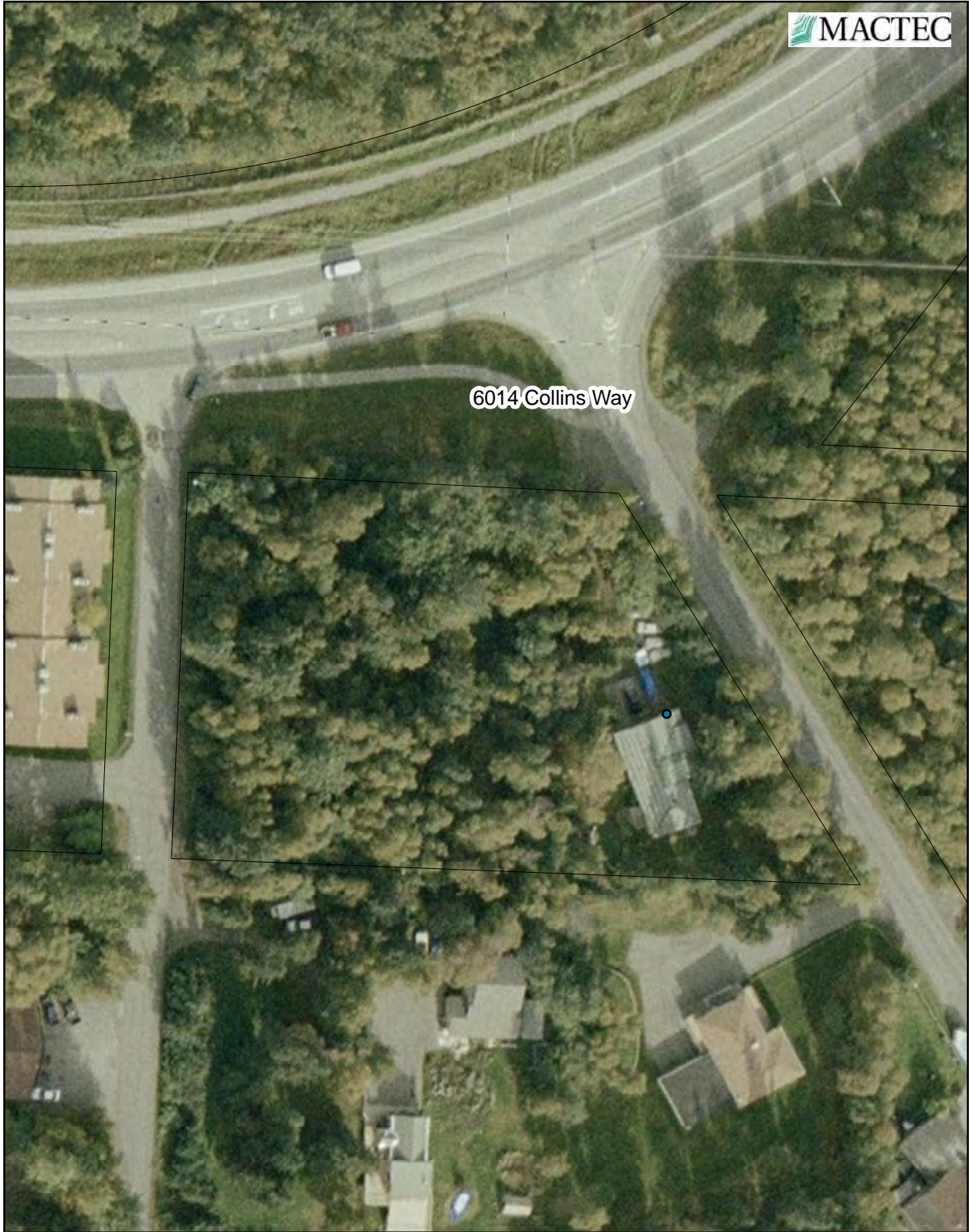
Site ANC-03468, 6014 Collins Way, Anchorage, Alaska
Northwest façade, entrance close-up (Jewel Lake Rd 3-16-2011/038)



Legend

Drawn By/Date	Mactec Proj.	Approved By/Date
CKH/4.14.11	4306-11-0003	ACH/4.15.11

Location Map for 6014 Collins Way



Legend

Drawn By/Date	Mactec Proj.	Approved By/Date
CKH/4.14.11	4306-11-0003	ACH/4.15.11

Location for 6014 Colins Way.

Alaska Heritage Resources Survey

AHRS #:ANC-03467	Aliquot: S012N004W 02	Acreage: 1.0
	Lat/Long:	
Map Sheet: Anchorage A-8	UTM: 341418mE; 6784552mN	
Site Name(s): 6141 Jewel Lake Road		
<p>Site Description: This beautiful log house with Tudor elements, built in 1944, is a one-and-a-half story, west-facing house, oriented north-south. The owner has lived here since 1965. The house is complex in plan, as well as in roof types. The roof in the center, original section of the house is a steep side-gabled roof covered with wood shakes and with narrow eaves. The roof on the south end of the house is flat, covered with unknown material, bordered by wide fascia boards. At the north end, where a second floor apartment has been added, the roof is flat, and on the rear addition, the roof is a moderately-pitched front-gabled type. The siding is a mix of even-tiered log construction with false corner timbering, and horizontal drop rustic siding.</p> <p>The front (west) façade includes the house’s central, side-gabled section, where a large front-gabled dormer with bay window dominates the roof element. Below, the central entry door is of wood, with nine lights in the upper half. North of this door is an oriel window with four windows in it – two large central, vertical ones and two side 1/1 sash types. South of the central door is another, larger oriel window serving as a picture window. It is tripartite, with the side two windows likely being movable. The south one-third of the façade is an addition with flat roof and a massive concrete block chimney; it projects several feet to the west. Of log construction, as with the central and north sections of the west façade, the south bay has an entry door identical to the central door mentioned above, with an oriel window in the southern half. All three oriels have low-pitched roofs covered in composition shingle. The logs that compose the walls are six inches in diameter, rounded on the exterior surface, but flat on top, bottom, and interior surfaces. At the corners, the logs extend 16-20 inches beyond the walls. At the north end of the façade there are wood stairs with a wood rail leading to a second floor apartment. The north end is recessed a few feet.</p> <p>The south façade is one-story in height, with log walls, an oriel window near its west corner, and a small window near the east end. A frame-and-plastic greenhouse is constructed around and south of this façade.</p> <p>The north façade is complex. The front of its west half is covered with exterior stairs leading to a landing and second story apartment. South of the stairs is a log-walled bay, six feet wide and four feet deep, that stands on a foundation covered with plywood sheets. The remainder of the façade is on one plane. The east (rear) half of the first floor has one medium-sized 1/1 sash window. The second story has a tripartite oriel window in the east half and an entry door (identical to the west façade doors) in the center of the gable. The gable is covered in white vertical shiplap or drop rustic siding. An addition of a flat roof and different siding abuts the gable siding and roof line on the east. The addition siding is drop rustic of approximately four to five inches width, at the northeast corner of the house, adjacent to the oriel window.</p> <p>The east (rear) façade is also complex due to multiple additions. The second story addition is clad in the same drop rustic siding as the north side. One small window is near its center. Two previous window openings on the wall have been blinded. There is another small window at the south end of this addition. The second story’s south façade has one small window and one bay or</p>		

Alaska Heritage Resources Survey

oriel window. At the center of the east façade on the first floor, a bay addition projects to the east approximately ten feet. It is an estimated twelve feet wide (north-south), and has an entry door of ornate carved wood at its north end and a pair of large, 1/1 sash windows in the south two-thirds of the façade. This addition has a front-gabled, low-pitched roof covered with wood shakes and two medium-sized windows on its south façade.

South of the first floor addition, the house's east façade has three medium-sized 1/1 windows along the wall. The house is recessed along the southern third, covered with a flat roof. The main entry door there is ornate wood with central leaded glass lights. An open wood deck in this area provides good outdoor patio space.

The property has three outbuildings: one small log shed or playhouse located forty feet southeast of the house; a log cabin with a medium, front-gabled roof which is thirty feet east of the house; and a detached garage thirty feet northeast of the house. Two carports/storage lean-tos flank the garage. The owner says the old garage was torn down and replaced in later years. The assessor records show that the cabin, current garage, and an open porch (probably that at the east side of the house) were constructed in 1974. Mr. Jasper built the cabin, but does not remember the year. The garage has the same siding as the second story house addition and has a front-gabled, low-pitched roof covered in wood shakes.

Significance: The house was constructed in 1944 and is 67 years old. It is recommended as not eligible for listing on the National Register of Historic Places as it does not appear to be associated with events or persons important in local or regional history. Though it is today a solid, well-made log structure, the house lacks sufficient integrity due to numerous additions and alterations to exhibit architectural significance. What began in 1944 as a steep, side-gabled log house for a single family has become a two-family house with upstairs apartment and numerous additions and alterations. The log cabin in back is rented out, as well.

The house retains its integrity of location and association, but due to the extensive remodeling (addition of upper floor, addition of south bay, of rear northeast bay, of front dormer, and replacement of all windows with new sound abatement windows), the house has lost its integrity of materials, design, workmanship, feeling, and setting. The original garage was replaced in 1974, at which time the log cabin in the rear yard also was built.

Location: 6141 Jewel Lake Road, Anchorage, Alaska

Citations: MOA Public Inquiry Parcel Details

Danger of Destruction: None

Present Condition: Good

Ecosystem: Urban Environment

Pertinent Dates: 1944-1974

Period: Post World War II

Resource Nature: Single-family residence

Cultural Affiliation: Euro-American

Preservation Status & Date: Recorded on March 19, 2011 by C. Lynn Furnis

Property Owner: Frank J. and Patricia B. Jasper

Repository:

Accession #:

BIA/BLM #:

Alaska Heritage Resources Survey

Alaska Building Inventory Form

AHRS #: ANC-03467 Associated District:

Historic Name: Unknown		Other Name: Unknown	
Building Address: 6141 Jewel Lake Road		City: Anchorage	
Current Owner's Name and Address: Frank J. and Patricia B. Jasper, 6141 Jewel Lake Road, Anchorage, AK 99502			
USGS Quad Name and Map Sheet: Anchorage A-8, AK (1:63,360)	Section: 02	Township: 12N	Range: 4W
GPS Coordinate (NAD83 Alaska): 341418mE; 6784552mN (NAD 27)		UTM: Zone Easting Northing 6 341418mE 6784552mN	

Historic Associations

Historic Function and Sub-function: 1. Single-family residence 2. garage 3. 4.			
Current Function and Sub-function: 1. Multi-family residence 2. garage 3. rental cabin 4.			
Significant Person(s): 1. None known 2.		Significant Dates 1. 2.	
Architect, Builder, Contractor, Designer: Unknown		Original Owner: Unknown	

Architectural Information:

Date of construction: 1944	Date Moved:	Destruction Date:	Reconstruction Date:
Alteration Dates:			

1. 1947		2. 1974		3. 2003? (sound abatement windows)		4.	
Resource Type:				Stories			
<input checked="" type="checkbox"/> Building <input type="checkbox"/> Site <input type="checkbox"/> Structure <input type="checkbox"/> Object				1. One and one-half		2. Basement	
Architectural Style:				Building Type:			
Side-gabled log house with Tudor elements				Multi-family residence			
Number of Ancillary Structures:			Plan:		Cultural Affiliation:		
Three			Complex		Euro-American		
Foundation Materials:		Roof Materials:		Exterior Wall Materials:		Other Materials:	
1. Wood sill?		1. Wood shakes		1. Logs		1. Vertical channel siding	
2.		2. Rolled composition		2. Drop siding		2.	
Architectural Description (Include setting & outbuildings): <i>(use continuation sheets)</i> This beautiful log house with Tudor elements, built in 1944, is a one-and-a-half story, west-facing house, oriented north-south. The owner has lived here since 1965. The house is complex in plan, as well as in roof types. The roof in the center, original section of the house is a steep side-gabled roof covered with wood shakes and with narrow eaves. The roof on the south end of the house is flat, covered with unknown material, bordered by wide fascia boards. At the north end, where a second floor apartment has been added, the roof is flat, and on the rear addition, the roof is a moderately-pitched front-gabled type. The siding is a mix of even-tiered log construction with false corner timbering, and horizontal drop rustic siding. The front (west) façade includes the house's central, side-gabled section, where a large front-gabled dormer with bay window dominates the roof element. Below, the central entry door is of wood, with nine lights in the upper half. North of this door is an oriel window with four windows in it – two large central, vertical ones and two side 1/1 sash types. South of the central door is another, larger oriel window serving as a picture window. It is tripartite, with the side two windows likely being movable. The south one-third of the façade is an addition with flat roof and a massive concrete block chimney; it projects several feet to the west. Of log construction, as with the central and north sections of the west façade, the south bay has an entry door identical to the central door mentioned above, with an oriel window in the southern half. All three oriels have low-pitched roofs covered in composition shingle. The logs that compose the walls are six inches in diameter, rounded on the exterior surface, but flat on top, bottom, and interior surfaces. At the corners, the logs extend 16-20 inches beyond the walls. At the north end of the façade there are wood stairs with a wood rail leading to a second floor apartment. The north end is recessed a few				Statement of Significance: <i>(use continuation sheets)</i> The house was constructed in 1944 and is 67 years old. It is recommended as not eligible for listing on the National Register of Historic Places as it does not appear to be associated with events or persons important in local or regional history. Though it is today a solid, well-made log structure, the house lacks sufficient integrity due to numerous additions and alterations to exhibit architectural significance. What began in 1944 as a steep, side-gabled log house for a single family has become a two-family house with upstairs apartment and numerous additions and alterations. The log cabin in back is rented out, as well. The house retains its integrity of location and association, but due to the extensive remodeling (addition of upper floor, addition of south bay, of rear northeast bay, of front dormer, and replacement of all windows with new sound abatement windows), the house has lost its integrity of materials, design, workmanship, feeling, and setting. The original garage was replaced in 1974, at which time the log cabin in the rear yard also was built.			

feet.

The south façade is one-story in height, with log walls, an oriel window near its west corner, and a small window near the east end. A frame-and-plastic greenhouse is constructed around and south of this façade.

The north façade is complex. The front of its west half is covered with exterior stairs leading to a landing and second story apartment. South of the stairs is a log-walled bay, six feet wide and four feet deep, that stands on a foundation covered with plywood sheets. The remainder of the façade is on one plane. The east (rear) half of the first floor has one medium-sized 1/1 sash window. The second story has a tripartite oriel window in the east half and an entry door (identical to the west façade doors) in the center of the gable. The gable is covered in white vertical shiplap or drop rustic siding. An addition of a flat roof and different siding abuts the gable siding and roof line on the east. The addition siding is drop rustic of approximately four to five inches width, at the northeast corner of the house, adjacent to the oriel window.

The east (rear) façade is also complex due to multiple additions. The second story addition is clad in the same drop rustic siding as the north side. One small window is near its center. Two previous window openings on the wall have been blinded. There is another small window at the south end of this addition. The second story's south façade has one small window and one bay or oriel window. At the center of the east façade on the first floor, a bay addition projects to the east approximately ten feet. It is an estimated twelve feet wide (north-south), and has an entry door of ornate carved wood at its north end and a pair of large, 1/1 sash windows in the south two-thirds of the façade. This addition has a front-gabled, low-pitched roof covered with wood shakes and two medium-sized windows on its south façade.

South of the first floor addition, the house's east façade has three medium-sized 1/1 windows along the wall. The house is recessed along the southern third, covered with a flat roof. The main entry door there is ornate wood with central leaded glass lights. An open wood deck in this area provides good outdoor patio space.

The property has three outbuildings: one small log shed or playhouse located forty feet southeast of the house; a log cabin with a medium, front-gabled roof which is thirty feet east of the house; and a detached garage thirty feet northeast of the house. Two carports/storage lean-tos flank the garage. The owner says the old garage was torn down and replaced in later years. The assessor records show that the cabin, current garage, and an open porch (probably that at the east side of the house) were constructed in 1974. Mr. Jasper built the cabin, but does not remember the year. The garage has the

same siding as the second story house addition and has a front-gabled, low-pitched roof covered in wood shakes.

Eligibility:

Yes No If yes: A B C D

Criteria Considerations:

A B C D E F G

Prepared by:

C. Lynn Furnis

Reviewed by Professional that meets the following Professional Qualifications:

Architect Architectural Historian Historian Historic Architect None

Date:

4/19/2011

SHPO Response:

Eligible (Concur) Eligible (Do Not Concur) Not Eligible (Concur) Not Eligible (Do Not Concur)

Minor Recommendations and Comments Include:

Need more information related to: Historic Context Integrity Architectural Description Period of Significance

Authorized Signature:

Date:

Alaska Building Inventory Form – Continuation Sheet

Historic Name	AHRIS Number ANC-03467	Associated Historic District	City/Town/Village Anchorage
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Site ANC-03467, 6141 Jewel Lake Road, Anchorage, Alaska
West (front) façade, overview – north two-thirds (Jewel Lake Rd 3-19-2011/002)



Site ANC-03467, 6141 Jewel Lake Road, Anchorage, Alaska
North façade, overview (Jewel Lake Rd 3-19-2011/008)

Alaska Building Inventory Form – Continuation Sheet

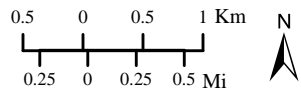
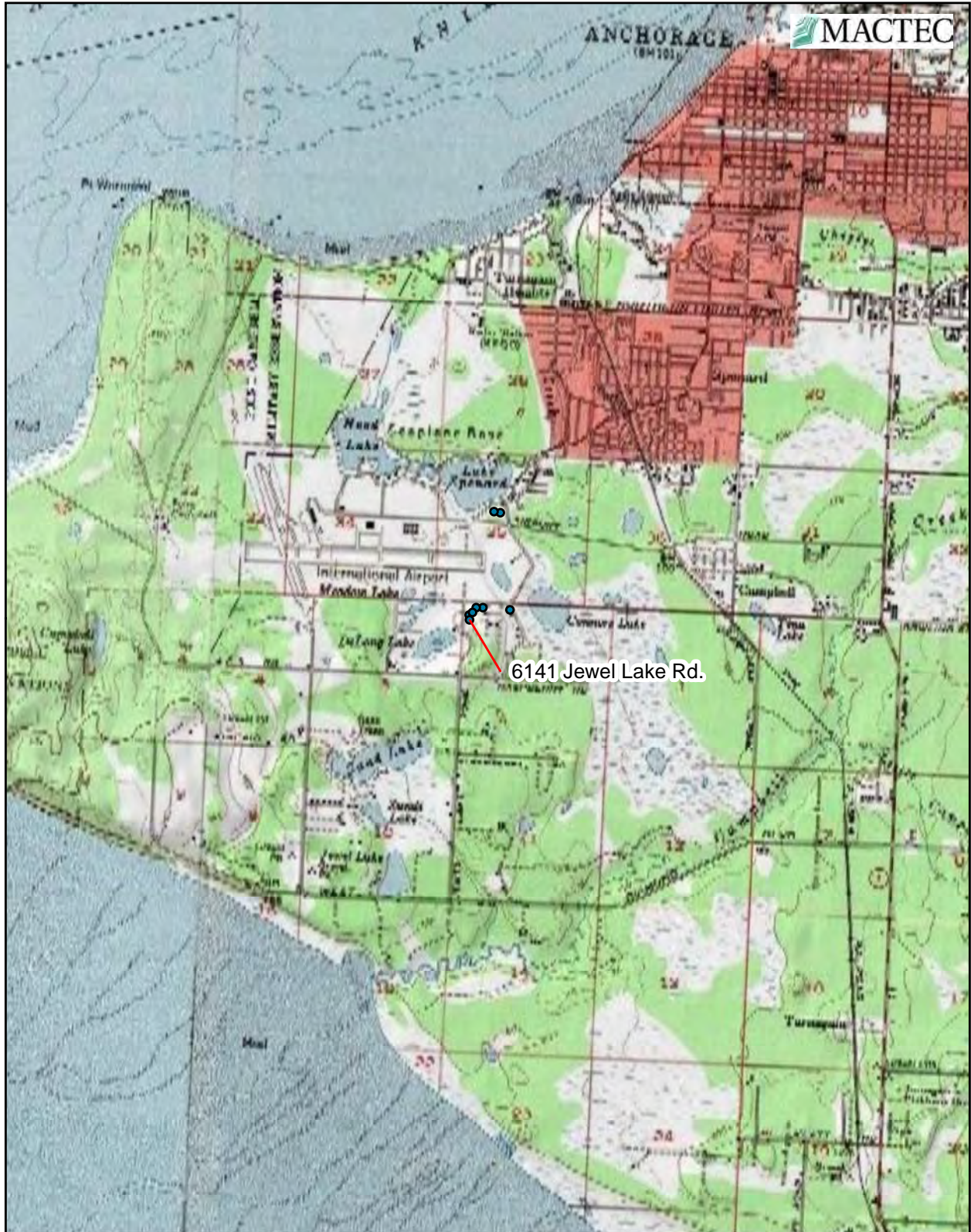
Historic Name	AHS Number ANC-03467	Associated Historic District	City/Town/Village Anchorage
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Site ANC-03467, 6141 Jewel Lake Road, Anchorage, Alaska
East façade, central (Jewel Lake Rd 3-19-2011/011)



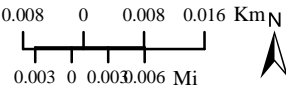
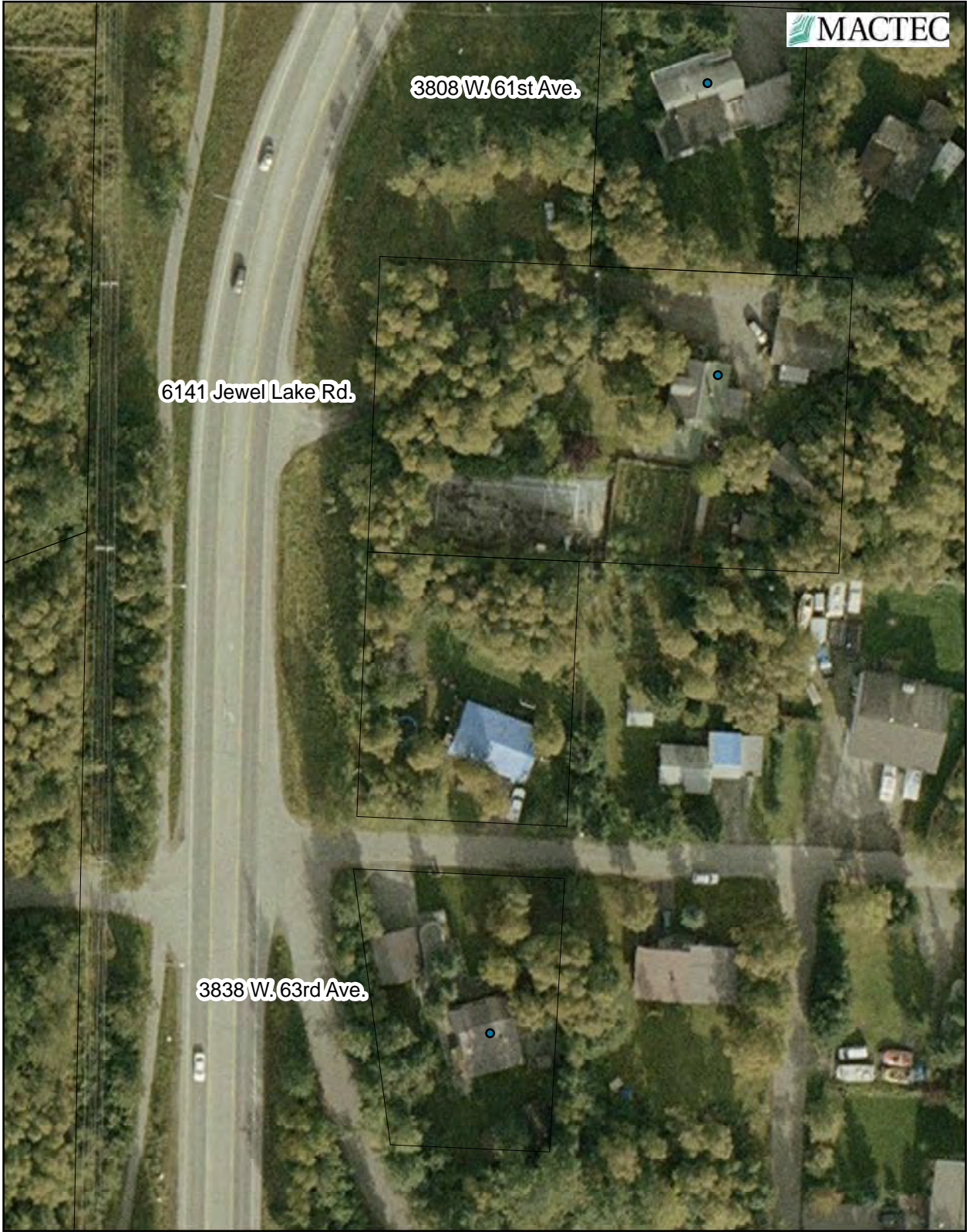
Site ANC-03467, 6141 Jewel Lake Road, Anchorage, Alaska
Log cabin, northwest façade (Jewel Lake Rd 3-19-2011/020)



Legend

Drawn By/Date	Mactec Proj.	Approved By/Date
CKH/4.14.11	4306-11-0003	ACH/4.15.11

Location Map for 6141 Jewel Lake Road



Legend

Drawn By/Date	Mactec Proj.	Approved By/Date
CKH/4.14.11	4306-11-0003	ACH/4.15.11

Location for 6141 Jewel Lake Rd..

Alaska Heritage Resources Survey

AHRS #:ANC-03464	Aliquot: S013N004W 35	Acreage: 5.0
	Lat/Long:	
Map Sheet: Anchorage A-8	UTM: 341708nE; 6785764mN	
Site Name(s): National Guard Armory – (Vehicle Maintenance Building)		
<p>Site Description: The vehicle maintenance building is a Contemporary, plain concrete utilitarian-style building constructed in approximately 1962. It is single-story in height, rectangular in plan, and faces northeast. Oriented northwest-southeast, the building measures approximately 160 feet long by 45 feet wide. It is parallel to, and west of, the larger National Guard Armory building, which is its companion building on the lot. It has a flat roof with unknown covering material. The building exterior walls are composed of concrete block.</p> <p>The front (northeast) façade is pierced by six symmetrically-spaced large metal roll-up overhead doors. Each has a band of four oblong lights spaced horizontally across it at eye level. The second and fifth doors also are fitted with entry doors for people. A small, shorter bay stands at the east end of this façade. A solid metal door provides access to it. The words “TEAM ALASKA” are painted on wood or sheet metal panels across the top of the façade which comprise the exterior wall material there.</p> <p>The northwest façade is plain, with metal or wood panel bands across the top and one metal access door near the west end.</p> <p>The southwest façade (rear) is plain, and all on one plane. There is a large central metal roll-up overhead door in alignment with one of the doors on the front façade. The door has a band of four horizontally-spaced oblong lights. Metal panels form the upper cladding along the façade. In the south half, there are two metal entry doors, one with a louvered vent near the base. High on the wall are three symmetrically spaced ribbon windows, each composed of three horizontal panes. The south end of this façade has a shorter bay which is flat-roofed, and above which project two large metal vent pipes. One of the two southern metal doors provides entry.</p> <p>The southeast façade is the south bay, of shorter height, with a metal entry door at the south end and a large window at the east end. The taller façade of the main building unit is visible above the bay, which is a solid façade with a wood or metal band of panels across the top.</p>		
<p>Significance: The building is an estimated 49 years old. It is recommended as not eligible for listing on the National Register of Historic Places, as it does not appear to be associated with events or persons important in local or regional history. It fails to exhibit exceptional architectural importance, as required by the Criteria Considerations for properties less than 50 years old.</p> <p>Though it retains its integrity of design, workmanship, materials, setting, feeling, location, and association and no later modifications or additions to the building are apparent, it simply lacks significance.</p>		
Location: 4902 Spenard Road, Anchorage, Alaska		
Citations: MOA Public Inquiry Parcel Details		
Danger of Destruction: None		
Present Condition: Good		
Ecosystem: Urban Environment		

Alaska Heritage Resources Survey

Pertinent Dates: ca. 1960-present
Period: Post World War II; Cold War Era
Resource Nature: National Guard Armory Building
Cultural Affiliation: American
Preservation Status & Date: Recorded on March 16, 2011 by C. Lynn Furnis
Property Owner: Municipality of Anchorage and Heritage Land Bank
Repository:
Accession #:
BIA/BLM #:

Alaska Building Inventory Form

AHRS #: ANC-03464 Associated District:

Historic Name: Vehicle Maintenance Building		Other Name: Vehicle Maintenance Building	
Building Address: 4902 Spenard Road		City: Anchorage	
Current Owner's Name and Address: Municipality of Anchorage and Heritage Land Bank, P.O. Box 196650, Anchorage, AK 99519			
USGS Quad Name and Map Sheet: Anchorage A-8, AK (1:63,360)	Section: 35	Township: 13N	Range: 4W
GPS Coordinate (NAD83 Alaska): 341708mE; 6785764mN (NAD 27)		UTM: Zone Easting Northing 6 341708nE 6785764mN	

Historic Associations

Historic Function and Sub-function: 1. Vehicle maintenance 2. Vehicle storage 3. 4.			
Current Function and Sub-function: 1. Unknown 2. 3. 4.			
Significant Person(s): 1. None known 2.		Significant Dates 1. 2.	
Architect, Builder, Contractor, Designer: Unknown		Original Owner: Alaska National Guard	

Architectural Information:

Date of construction: c. 1962	Date Moved:	Destruction Date:	Reconstruction Date:
Alteration Dates:			

1. N/A		2.		3.		4.	
Resource Type:				Stories			
<input checked="" type="checkbox"/> Building <input type="checkbox"/> Site <input type="checkbox"/> Structure <input type="checkbox"/> Object				1. One		2.	
Architectural Style:				Building Type:			
Contemporary concrete utilitarian				Vehicle maintenance building			
Number of Ancillary Structures:			Plan:		Cultural Affiliation:		
One (Armory)			Rectangular		American		
Foundation Materials:		Roof Materials:		Exterior Wall Materials:		Other Materials:	
1. Concrete block		1. Unknown		1. Concrete block		1. Unknown	
2.		2.		2. Wood or metal panels		2.	
Architectural Description (Include setting & outbuildings): <i>(use continuation sheets)</i> The vehicle maintenance building is a Contemporary, plain concrete utilitarian-style building constructed in approximately 1962. It is single-story in height, rectangular in plan, and faces northeast. Oriented northwest-southeast, the building measures approximately 160 feet long by 45 feet wide. It is parallel to, and west of, the larger National Guard Armory building, which is its companion building on the lot. It has a flat roof with unknown covering material. The building exterior walls are composed of concrete block. The front (northeast) façade is pierced by six symmetrically-spaced large metal roll-up overhead doors. Each has a band of four oblong lights spaced horizontally across it at eye level. The second and fifth doors also are fitted with entry doors for people. A small, shorter bay stands at the east end of this façade. A solid metal door provides access to it. The words "TEAM ALASKA" are painted on wood or sheet metal panels across the top of the façade which comprise the exterior wall material there. The northwest façade is plain, with metal or wood panel bands across the top and one metal access door near the west end. The southwest façade (rear) is plain, and all on one plane. There is a large central metal roll-up overhead door in alignment with one of the doors on the front façade. The door has a band of four horizontally-spaced oblong lights. Metal panels form the upper cladding along the façade. In the south half, there are two metal entry doors, one with a louvered vent near the base. High on the wall are three symmetrically spaced ribbon windows, each composed of three horizontal panes. The south end of this façade has a shorter bay which is flat-roofed, and above which project two large metal vent pipes. One of the two				Statement of Significance: <i>(use continuation sheets)</i> The building is an estimated 49 years old. It is recommended as not eligible for listing on the National Register of Historic Places, as it does not appear to be associated with events or persons important in local or regional history. It fails to exhibit exceptional architectural importance, as required by the Criteria Considerations for properties less than 50 years old. Though it retains its integrity of design, workmanship, materials, setting, feeling, location, and association and no later modifications or additions to the building are apparent, it simply lacks significance.			

southern metal doors provides entry.

The southeast façade is the south bay, of shorter height, with a metal entry door at the south end and a large window at the east end. The taller façade of the main building unit is visible above the bay, which is a solid façade with a wood or metal band of panels across the top.

Eligibility:

Yes No If yes: A B C D

Criteria Considerations:

A B C D E F G

Prepared by:

C. Lynn Furnis

Reviewed by Professional that meets the following Professional Qualifications:

Architect Architectural Historian Historian Historic Architect None

Date:

4/19/2011

SHPO Response:

Eligible (Concur) Eligible (Do Not Concur) Not Eligible (Concur) Not Eligible (Do Not Concur)

Minor Recommendations and Comments Include:

Need more information related to: Historic Context Integrity Architectural Description Period of Significance

Authorized Signature:

Date:

Alaska Building Inventory Form – Continuation Sheet

Historic Name	AHRIS Number ANC-03464	Associated Historic District	City/Town/Village Anchorage
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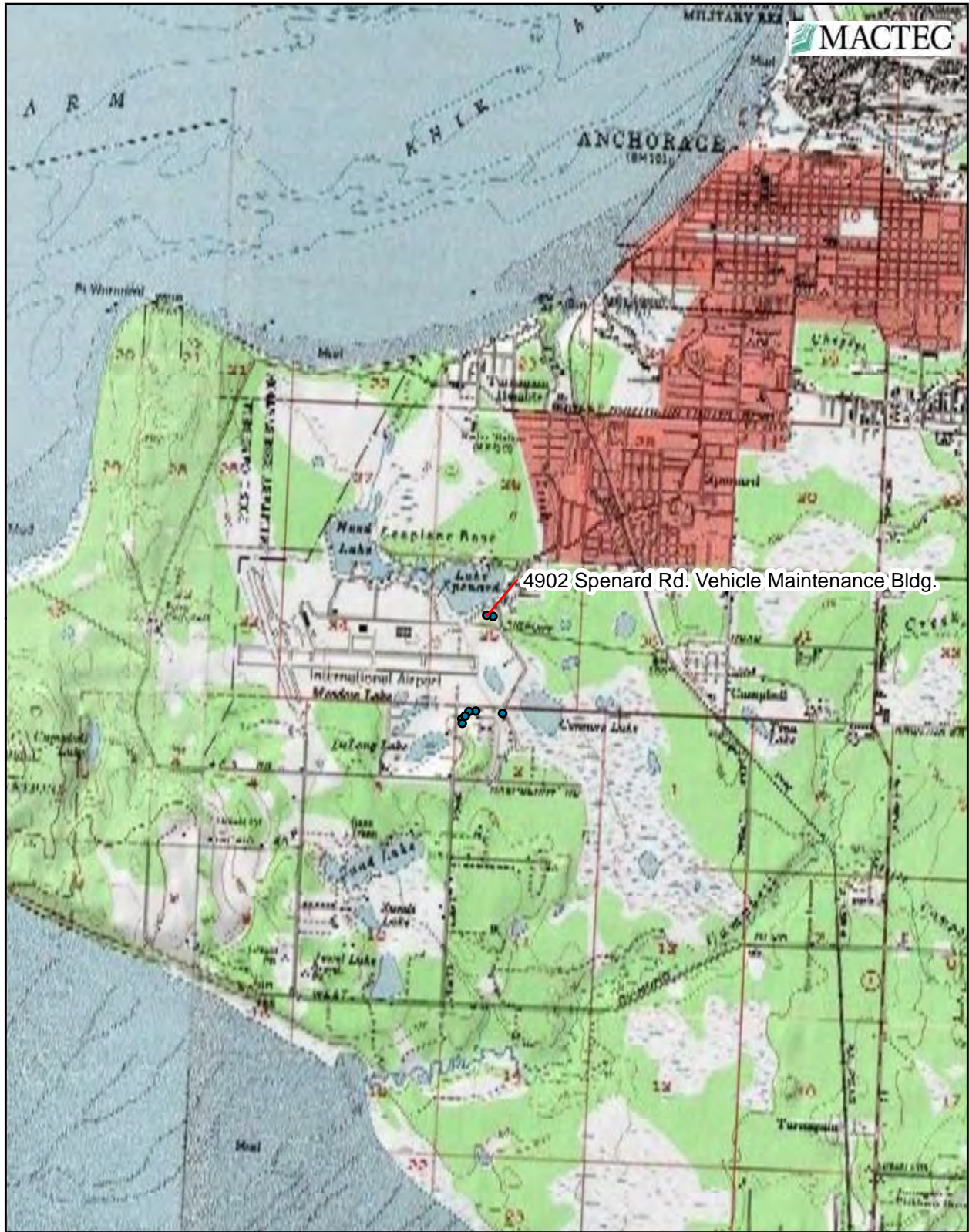
Site ANC003464, Alaska National Guard Vehicle Maintenance
4902 Spenard Road, Anchorage Alaska
Northeast façade (Jewel Lake Rd 3-16-2011/007)

Alaska Building Inventory Form – Continuation Sheet

Historic Name	AHS Number ANC-03464	Associated Historic District	City/Town/Village Anchorage
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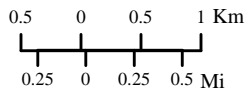


Site ANC-03464, Alaska National Guard Vehicle Maintenance
4902 Spenard Road, Anchorage Alaska
Southwest façade, close-up (Jewel Lake Rd 3-16-2011/024)



MACTEC

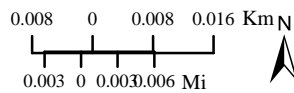
4902 Spenard Rd. Vehicle Maintenance Bldg.



Legend

Drawn By/Date	Mactec Proj.	Approved By/Date
CKH/4.14.11	4306-11-0003	ACH/4.15.11

Location Map for 4902 Spenard Rd. Vehicle Maintenance Bldg.



Legend

Drawn By/Date	Mactec Proj.	Approved By/Date
CKH/4.14.11	4306-11-0003	ACH/4.15.11

Location for 4902 Spenard Rd. Armory (upper right) and Vehicle Maint. Bld. (lower left).

Alaska Building Inventory Form

AHRS #: ANC-03463 Associated District:

Historic Name: National Guard Armory		Other Name: Unknown	
Building Address: 4902 Spenard Road		City: Anchorage	
Current Owner's Name and Address: Municipality of Anchorage and Heritage Land Bank, P.O. Box 196650, Anchorage, AK 99519			
USGS Quad Name and Map Sheet: Anchorage A-I, AK (1:63,360)	Section: 35	Township: 13N	Range: 4W
GPS Coordinate (NAD83 Alaska): 341745mE; 6785768mN (NAD 27)	UTM: Zone Easting Northing 6 341745mE 6785768mN		

Historic Associations

Historic Function and Sub-function: 1. Equipment and arms storage 2. Offices for National Guard 3. meeting space 4.			
Current Function and Sub-function: 1. MOA Operations offices? 2. Storage 3. meeting space 4.			
Significant Person(s): None known 2.		Significant Dates 1. 2.	
Architect, Builder, Contractor, Designer: Unknown		Original Owner: Alaska National Guard	

Architectural Information:

Date of construction: c. 1962	Date Moved:	Destruction Date:	Reconstruction Date:
Alteration Dates: 1. N/A 2. 3. 4.			

Resource Type: <input checked="" type="checkbox"/> Building <input type="checkbox"/> Site <input type="checkbox"/> Structure <input type="checkbox"/> Object		Stories 1. Two 2. One	
Architectural Style: Contemporary concrete institutional		Building Type: Armory	
Number of Ancillary Structures: One	Plan: Rectangular	Cultural Affiliation: American	
Foundation Materials: 1. Concrete block 2.	Roof Materials: 1. Unknown 2.	Exterior Wall Materials: 1. Concrete block 2. Sheet metal	Other Materials: 1. Metal window panels 2.

Architectural Description (Include setting & outbuildings):*(use continuation sheets)*

This is one of the two large, former National Guard buildings on one lot. This larger building was the Armory. It is a large (200 x 150 feet) rectangular building constructed in approximately 1962 in a modern, plain institutional style. The building faces northeast and is oriented northwest-southeast. It consists of a large, rectangular two-story unit surrounded on three sides by one-story units. The building fronts on Spenard Road, but is set back some one hundred feet, surrounded by a large paved parking lot. The building's two roofs are flat and covered in an unknown material, as they are not visible for observation. The first floor exterior walls are of concrete block while the second story is clad in vertical sheets of corrugated metal. On the northeast and southwest façades there are windows which are set in painted metal panels, and framed in wood.

The northeast (front) façade is approximately 200 feet long with a centered front door, a central projecting bay (20 x 8 feet) southeast of the front door, and eleven identical windows symmetrically spaced along the main plane. The central, projecting bay has a flat roof that extends northwest for approximately eight to ten feet beyond the bay, providing a covered entry for the front door. An angle-iron post supports the center roof corner.

The front door is a plain metal double door. Each leaf has two square lights set one above the other in the door's upper half. A two-pane side light, the same size as one door, stands southeast of the doors. All are topped by a metal panel.

The front façade windows, except on the central bay, are identical in type and size. They consist of one large, nearly-square fixed pane which is above two smaller, horizontal panes. The small pane to the left is fixed. The window to the right is an awning-type window with interior central crank. The three windows in the central bay include one identical to the eleven main windows, adjacent to a large picture window (southeast facade) and a window similar to the others, but with only one lower, horizontal-pane awning window.

Set back from the front façade of the first story, the northeast façade of the second story bay is visible. It is covered in vertical corrugated metal on the lower half and covered in black vertical louvers on the upper half, possibly covering window openings there. The front, first story unit of the building houses offices.

The Armory's northwest façade is 150 feet long, most of that being the central two-story unit which is flanked by one-story units. This façade is symmetrical with a tall metal roll-up overhead door, with a single central light. The two-story unit is a large open space inside that may have housed supplies, equipment, vehicles, weapons, etc. Each flanking bay has a window toward the center

Statement of Significance: *(use continuation sheets)*

Per MOA (Municipality of Anchorage) records, the building has an estimated construction date of 1962, making it approximately 49 years old. It is recommended as not eligible for listing on the National Register of Historic Places as it does not appear to be associated with events or persons important in local or regional history. The building lacks architectural significance as it is not an exceptional or unique building, is not an excellent example of its type, and is not known to be the work of a renowned architect. It fails to exhibit exceptional importance as required by the Criteria Considerations for properties less than 50 years old.

It does retain its integrity of design, workmanship, feeling, setting, location, and association. The metal cladding on the second story and vertical louvers may be later modifications; if so, the building may not retain integrity of materials. All windows and doors, however, appear to be original.

which is identical to those on the front and rear facades. The two-story bay interior consists of a large, open space that likely housed supplies, equipment, vehicles, ammunition, weapons, as well as supplied an assembly area for personnel.

The southwest (rear) façade includes four windows in metal panels, just like the front windows, symmetrically spaced across the northwest half. The south half projects southwest six to eight feet and is pierced by a wide gate or door near the center. There is a metal entry door further south and another opening beyond that. A large rectangular concrete block chimney projects above the roof in this bay. The second story is visible above the rear first floor, clad similarly to the front façade.

The southeast façade is plain and on one plane, except for one recessed doorway which has a single metal door with two lights in it. This is located in the east one-fourth of the façade.

The lot around the Armory includes landscaping along the front façade and yard with paved parking and driveways along all four sides of the building. The rear yard and southeast side yard are fenced with tall chain link fence, gates, and topped with three horizontal strands of barbed wire.

Eligibility:

Yes No If yes: A B C D

Criteria Considerations:

A B C D E F G

Prepared by:

C. Lynn Furnis

Reviewed by Professional that meets the following Professional Qualifications:

Architect Architectural Historian Historian Historic Architect None

Date:

4/19/2011

SHPO Response:

Eligible (Concur) Eligible (Do Not Concur) Not Eligible (Concur) Not Eligible (Do Not Concur)

Minor Recommendations and Comments Include:

Need more information related to: Historic Context Integrity Architectural Description Period of Significance

Authorized Signature:

Date:

Alaska Building Inventory Form – Continuation Sheet

Historic Name	AHRIS Number ANC-03463	Associated Historic District	City/Town/Village Anchorage
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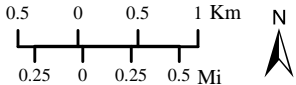
Site ANC-03463, Alaska National Guard Armory
4902 Spenard Road, Anchorage, Alaska
Northeast façade, entrance overview (Jewel Lake Rd 3-16-2011/011)

Alaska Building Inventory Form – Continuation Sheet

Historic Name	AHRIS Number ANC-03463	Associated Historic District	City/Town/Village Anchorage
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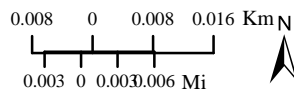
Site ANC-03463, Alaska National Guard Armory
4902 Spenard Road, Anchorage, Alaska
Northwest façade, center (Jewel Lake Rd 3-16-2011/004)



Legend

Drawn By/Date	Mactec Proj.	Approved By/Date
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Location Map for 4902 Spenard Rd. Army



Legend

Drawn By/Date	Mactec Proj.	Approved By/Date
CKH/4.14.11	4306-11-0003	ACH/4.15.11

Location for 4902 Spenard Rd. Armory (upper right) and Vehicle Maint. Bld. (lower left).

1
2

**APPENDIX C:
Principal Investigator's Resume**

1 **Carol Lynn Furnis, RPA – MACTEC Senior Archaeologist**

2 Ms. Furnis is a Senior Archaeologist with 30 years of experience in cultural resources management. Her
3 primary emphasis is on historical archaeology in the western United States. She has practiced archaeology
4 since 1969, specializing in historical archaeology since 1978, and more recently conducting two large
5 architectural surveys for the Nevada Department of Transportation. She has served as and crew chief and
6 field technician on dozens of projects in Nevada (20 years) and California (10 years), as well as several in
7 Alaska, Washington, Oregon, and New Mexico. Over the past 39 years, she has pursued survey and
8 excavation for research and cultural resource management projects, and has supervised large and small
9 processing labs for historic and prehistoric collections, has analyzed historic artifacts, conducted historic
10 research, written inventory, test excavation, data recovery, and architectural inventory reports for
11 government agencies and for private industry, and has presented professional papers at national and
12 regional conferences. She currently leads the MACTEC Reno cultural resources team, involved in project
13 management and client and agency interaction.

14 **Education**

15 M.A., Anthropology, University of Nevada, Reno, 1999
16 B.A., Anthropology, University of California at Davis, 1972
17 Licenses/Registrations/Certifications
18 Registered Professional Archeologist, 1999 to present
19 State of Utah Principal Investigator Permit No. 213, 2009 to 2012
20

21 **Project Experience**

22 Cultural Resource Projects and Technical Reports

23 **Nevada Department of Transportation I-80 and U.S. 395 South Widening, Architectural Survey and**
24 **Evaluation, Reno and Sparks, Nevada** – Responsible for conducting and directing field architectural
25 inventory and evaluation of 220 buildings and structures; managing project team members; completing
26 and controlling quality of historic-age buildings forms; and co-authoring full inventory report. The scope
27 of the project included architectural inventory and evaluation of buildings and structures 50 years old or
28 more along a 12-mile segment of I-80 and U.S. 395 corridors through Sparks and Reno. Architectural
29 Area of Potential Effects defined by MACTEC staff. Services included search of historic files; research,
30 extensive photography, and identification, evaluation and recording of 220 buildings for historically
31 significant architecture and development of comprehensive report submitted to FHWA, NDOT, and the
32 State Historic Preservation Office.

33 Client: Nevada Department of Transportation

34 Employer: MACTEC Engineering and Consulting, Inc

35 Years Worked: 2007- 2009
36

37 **US 395 Architectural Survey between I-80 at Reno and Stead, Nevada** – Conducted an architectural
38 inventory and evaluation of buildings and structures 40 years old or more along a 10-mile stretch of U S
39 395 between Reno and Stead, Nevada. The architectural Area of Potential Effects was defined by
40 MACTEC staff. Over 120 Nevada State Historic Preservation building forms were completed. Co-
41 authored a full inventory report including extensive historic context, methods, building and district
42 descriptions, and resource evaluations, as well as complete set of maps for the 10 mile long corridor.

43 Client: Nevada Department of Transportation

44 Employer: MACTEC Engineering and Consulting, Inc.

45 Years Worked: 2006-2008
46

47 **County Road Streetscape Improvement Architectural and Archaeological Inventories, Minden,**
48 **Nevada** – Conducted an architectural inventory of standing structures 40 years old or more and an
49 archaeological inventory for eight city blocks in Minden, Nevada, along County Road. Five buildings
50 were recorded and evaluated, as well as a historic ditch. Two buildings were recommended as eligible to
51 the NRHP, and two separate reports were produced.

52 Client: EXD Engineering and Land Surveying, Inc.
53 Employer: MACTEC Engineering and Consulting, Inc.
54 Years Worked: 2007
55

56 **Mad Russian Cabin Archaeological Inventory and Photographic Documentation** – Conducted a
57 thorough photographic documentation of pencil writings on the walls of a small desert cabin near
58 Ridgecrest, California dating to the 1930s and 1940s, as well as inventory level recording of the site
59 surrounding the cabin. The cabin had belonged to a Russian recluse who wrote extensively on the interior
60 and exterior walls of a small corrugated sheet metal cabin.

61 Client: China Lake Naval Air Weapons Station
62 Employer: MACTEC Engineering and Consulting, Inc.
63 Years Worked: 2006
64

65 **Steele Ranch Cultural Resources Inventory and Architectural Recordation** – Conducted an intensive
66 cultural resources inventory of a historic Truckee Meadows ranch site where trees, shrubs, fences, and 11
67 buildings were still standing. Also assisted in the detailed recording and documenting of all 11 standing
68 buildings through the use of notes, measurements, and black and white photography. Co-authored the
69 final inventory and architectural data recovery report.

70 Client: Reno Tahoe Airport Authority
71 Employer: MACTEC Engineering and Consulting, Inc.
72 Years Worked: 2005-2006
73

74 **Troy Camp Interpretation Project** – Directed cultural resources inventory and creation of five
75 interpretive products. Field director for Class III Inventory of the historic (1870s) Troy mining/milling
76 camp in Troy Canyon, Nevada, primary author of the resultant inventory report, as well as creator of a
77 middle school level lesson plan about Troy, co-producer of a Power Point slide show and accompanying
78 narration, a Web page for the U.S. Forest Service regarding Troy, and a large interpretive exhibit
79 displayed in the Ely Forest Service office.

80 Client: U.S. Forest Service
81 Employer: Summit Envirosolutions, Inc.
82 Years Worked: 2001-2002
83

84 **Tracy to Wadsworth Project** - Prepared Historic Context and Historic Sites Evaluation. Researched and
85 wrote Historic Context and Historic Site Evaluations sections of a cultural resources inventory report for
86 the BLM and for the Federal Energy Regulatory Commission (FERC). The inventory was conducted
87 between Tracy and Wadsworth, Nevada, prior to construction of a natural gas line lateral for Tuscarora
88 Gas Transmission Co.

89 Client: Tuscarora Gas Transmission Company
90 Employer: Summit Envirosolutions, Inc.
91 Years Worked: 2001
92

93 **Chinese Railroad Camp, Carson City, Nevada** - Field Work, Artifact Analysis and Report Preparation -
94 Collection and recordation of Chinese railroad camp. Analysis included identification, dating, and
95 description of artifacts. Full report on fieldwork, artifacts, historic context, and site interpretations
96 completed.

97 Client: Silver Oak Development Company/70% of work was volunteer
98 Employer: Archaeological Research Services, Inc.
99 Years Worked: 1996
100

101 **Grantsville Historic Townsite, Grantsville, Nevada** - Artifact Analysis/Descriptions - Responsible for
102 analysis and written descriptions of historic period artifacts from an abandoned mining town. Results
103 incorporated in final report for 26Ny4436 site project.

104 Client: Toiyabe National Forest

105 Employer: Intermountain Research, Inc.
106 Years Worked: 1988-1989
107

108 **Chief Joseph Dam Project, Nespelam, Washington** – Field Technician – Inventoried 50 miles of
109 Columbia River terrace and shoreline below Grand Coulee Dam, Washington for cultural resources, and
110 test excavated four sites. Chief Joseph Dam Project, University of Washington Office of Public
111 Archaeology, Seattle.

112 Client: Bonneville Power Company

113 Employer: University of Washington Office of Public Archaeology, Seattle

114 Duration of Project: 3 months in 1977
115

116 **Alaska Pet-4 Project, North Slope** – Field Technician - Surveyed ridges and drainages on Alaskan
117 North Slope, along Lookout Ridge, Carbon Creek, and the Meade River, recording some 90 Nunamiut
118 sites.

119 Client: U.S. Department of the Interior

120 Employer: National Park Service

121 Duration of Project: 2.5 months in 1977
122

123 **Recent Publications**

124 2009 with John Snyder and Erich Obermayr. An Architectural Survey and Evaluation along US 395
125 between the I-80 Interchange and South McCarran Blvd., and along I-80 between Vista Blvd. and West
126 McCarran Blvd., in Reno and Sparks, Washoe County, Nevada. NDOT #P146-07-013. Prepared for
127 Nevada Department of Transportation, Carson City, prepared by MACTEC Engineering and Consulting,
128 Inc., Reno, Nevada.
129

130 2007 with John Snyder. An Architectural Survey and Evaluation Associated with the Reconstruction of
131 U S 395 Freeway from I-80 to the Stead Interchange. NDOT #P071-05-013. Prepared for Nevada
132 Department of Transportation, Carson City, prepared by MACTEC Engineering and Consulting, Inc.,
133 Reno, Nevada.
134

135 2007 with John Snyder. An Architectural Survey and Evaluation for the County Road Streetscape
136 Improvement Project, Minden, Carson Valley, Douglas County, Nevada. Prepared for EXD Engineering
137 and Land Surveying, Inc., Minden, Nevada, prepared by MACTEC Engineering & Consulting, Inc.,
138 Reno, Nevada.
139

140 An Archaeological Inventory and Evaluation for the County Road Streetscape Improvement Project,
141 Minden, Carson Valley, Douglas County, Nevada. Prepared for EXD Engineering and Land Surveying,
142 Inc., Minden, Nevada, prepared by MACTEC Engineering & Consulting, Inc., Reno, Nevada.
143

144 2006 *One Man's Abode: The Archaeological Inventory of the Joseph Unzeitig (Mad Russian) Mining*
145 *Cabin Site, Site CA-INY-6780*. Submitted to China Lake Naval Air Station, Ridgecrest, California,
146 submitted by MACTEC Engineering and Consulting, Inc., Reno, Nevada.
147

148 *The Sauer Ranch: Historical Archaeology of a Pioneer Family in Washoe Valley, Utah Territory.*
149 Prepared for Nevada Department of Transportation, Carson City, prepared by MACTEC Engineering and
150 Consulting, Inc., Reno, Nevada.
151

152 *Architectural Recording and Archaeological Inventory of a Portion of the Steele Ranch, Washoe*
153 *County, Nevada*. Submitted to Airport Authority of Washoe County, Reno/Tahoe International Airport,
154 Reno, Nevada, submitted by MACTEC Engineering and Consulting, Inc., Reno, Nevada.
155
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