

Ted Stevens Anchorage International Airport

2014 MASTER PLAN UPDATE

APPENDIX E - CULTURAL RESOURCES

FINAL
DECEMBER 2014

RS&H

IN ASSOCIATION WITH:

HDR

DOWL HKM

RIM Architects

ATAC



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TED STEVENS
ANCHORAGE INTERNATIONAL AIRPORT
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Prepared for:
Ted Stevens Anchorage International Airport
State of Alaska Department of Transportation & Public Facilities

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PREFACE

The Ted Stevens Anchorage International Airport (Airport) Master Plan Update (Master Plan Update) provides Airport management and the Alaska Department of Transportation & Public Facilities (DOT&PF) with a strategy to develop the Ted Stevens Anchorage International Airport. The intent of the Master Plan Update is to provide guidance that will enable Airport management to strategically position the Airport for the future by maximizing operational efficiency and business effectiveness, as well as by maximizing property availability for aeronautical development through efficient planning. While long-term development is considered in master planning efforts, the typical planning horizon for the Master Plan Update is 20 years.

The Federal Aviation Administration provides guidance for Master Plan development in FAA Advisory Circular 150 / 5070-6B, Airport Master Plans. Although not required, the Advisory Circular strongly recommends airports prepare a Master Plan. Funding for the Master Plan Update is provided primarily by the Federal Aviation Administration through an Airport Improvement Program grant.

A comprehensive Master Plan Update was last prepared in 2002 and a partial update was undertaken between 2006 and 2008. This Master Plan Update was initiated in June 2012 and concluded in December 2014. The DOT&PF entered into a contract with the firm RS&H to lead this effort. The Master Plan Update included a robust public and stakeholder involvement program.

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PROJECT BACKGROUND

PROJECT DESCRIPTION

Ted Stevens Anchorage International Airport (Airport) has developed a Master Plan Update that provides Airport management and the State of Alaska Department of Transportation and Public Facilities with a strategy for the continued development of the Airport. A comprehensive Master Plan Update was last prepared in 2002 and an incomplete update was undertaken between 2006 and 2008. The primary emphasis of the Master Plan Update was to “strategically position the Airport for the future by maximizing operational efficiency and business effectiveness, as well as maximizing property availability for aviation development through efficient planning.”

Though the Airport is a large international airport, it is located in close proximity to residential neighborhoods and recreational lands within the Municipality of Anchorage, Alaska. The Airport Master Plan Update requires a thorough public participation program that seeks collaboration with nearby community councils as well as with other local stakeholders, including members of the indigenous tribes.

The Master Plan Update was conducted in accordance with *Federal Aviation Administration (FAA) Advisory Circulars 150 / 5070-6B, Airport Master Plans; 150 / 5300-13A, Airport Design; 150 / 5360-13, Planning and Design Guidelines for Airport Terminal Facilities*; and per other applicable FAA guidance. The Master Plan Update consists of the identification of future facility and infrastructure requirements to meet anticipated passenger, cargo, and operations demands. Previously completed and concurrent planning studies and efforts were reviewed and considered in the development of this study's analysis and recommendations.

POTENTIAL CULTURAL RESOURCES NEAR OR ADJACENT TO STUDY AREA

The Master Plan Update team received comments from local tribal governments and the public that included concerns expressed for culturally sensitive and important sites located near the Airport property. In deference to those concerns, and to address potential confidentiality concerns under federal or state law, the cultural resource information contained in this document has been generalized.

Under regulations implementing Section 106 of the National Historic Preservation Act (NHPA), the Area of Potential Effects (APE) is defined as “the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist” (36 CFR § 800.16[d]). As the current scope of the project is focused on a broader study area for future

planning purposes, a defined APE is not feasible at this time, as areas of potential effect from development are not concrete or formally identified.

RECORDED CULTURAL RESOURCES IN THE STUDY AREA

Several cultural resource surveys have been conducted in the proposed project study area, beginning in the 1930s. Point Woronzof, particularly, has been a focus of survey and research. The previous work is a mixture of academic, non-profit, and private studies. Some were done in advance of development and some were done independently.

Two prehistoric Dena'ina sites are located within or adjacent to the project study area. Point Woronzof is a prehistoric/historic village site, with burial sites¹. Place-name evidence also documents the importance of this location, with the name Nuch'ishtunt ("Place Protected from the Wind") listed as the Dena'ina place-name for the area, recorded as a summer fish camp with smokehouses, a bath house, a graveyard, and numerous house depressions and cache pits^{2, 3, 4, 5, 6, 7, 8}. A fishing platform, or tanik'edi, was also recorded to have been set at Point Woronzof for dip netting as salmon runs commenced. Associated with tanik'edi is Q'is Kaq, a natural freshwater spring that was reported as located adjacent to a summer fish camp^{9,10}.

SUMMARY AND RECOMMENDATIONS

In summary, the proposed Ted Stevens Anchorage International Airport Master Plan Update study area is located in a region that has been in use by Dena'ina peoples since long before the settlement of Anchorage. The area then became an important feature in the military and Cold War history of Alaska, followed by a prominent role in Anchorage's development as a central hub for commerce and air traffic.

¹ Rabich, *The Archaeological Significance of Point Woronzof 1976*, Cook Inlet Region, Inc. Anchorage, Alaska. 1976.

² Cook Inlet Historic Sites Project, *Cook Inlet Region Inventory of Native Historic Sites and Cemeteries*, Cook Inlet Native Association, 1975.

³ de Laguna, *The Archaeology of Cook Inlet*. University of Pennsylvania Museum Press, 1975.

⁴ Fall, *Patterns of Upper Inlet Tanaina Leadership, 1741 1918*, Unpublished Draft Thesis, Department of Anthropology, University of Wisconsin, Madison, Wisconsin, 1981.

⁵ Kari and Fall, *Shem Pete's Alaska: The Territory of the Upper Cook Inlet Dena'ina*. Second edition. Fairbanks: University of Alaska Press, 2003.

⁶ Mobley and Associates, *Cultural Resources Survey of the Clitheroe Center Utility Corridor*. Mobley and Associates, Anchorage, Alaska, 1993.

⁷ Rabich, *The Archaeological Significance of Point Woronzof 1976*.

⁸ Reger and Hanable, *Archaeological Survey along the Proposed Tesoro Gas Pipeline Route, Point Campbell to Tesoro Terminal Portion*, 1975.

⁹ Fall, Davis, and The Dena'ina Team, *An Overview of Dena'ina Athabascan Uses of Sites on and near Elmendorf Air Force Base, Alaska*. Division of Subsistence, Alaska Department of Fish and Game for U. S. Army Corp of Engineers. Anchorage, Alaska, 2003.

¹⁰ Kari and Fall, *Shem Pete's Alaska: The Territory of the Upper Cook Inlet Dena'ina*.

Within the proposed study plan there are resources of cultural significance and importance. If and when the time comes for the Airport to consider implementation of a project or projects recommended in the Master Plan Update that would potentially impact the identified sites, the Airport and FAA are required by federal law to conduct an environmental review process under the National Environmental Policy Act (NEPA) and Section 106 of the NHPA. These two processes are separate, but the Section 106 process is coordinated with NEPA and contributes to its development and analysis. Opportunities to avoid, minimize, and mitigate impacts resulting from the Airport's development will be articulated in these processes.

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