

CITY AND BOROUGH OF SITKA

A COAST GUARD CITY

PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT

100 Lincoln Street | Sitka, Alaska 99835

www.cityofsitka.com

planning@cityofsitka.org

907-747-1814

SITKA HISTORIC PRESERVATION COMMISSION

Regular Monthly Meeting

Harrigan Centennial Hall

January 14, 2025 6:15 p.m.

AGENDA

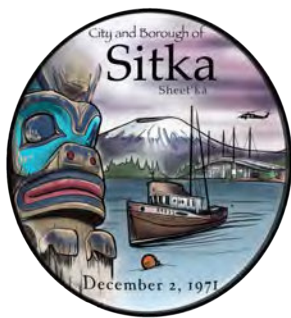
- I. CALL TO ORDER & ROLL CALL**
- II. APPROVAL OF AGENDA**
- III. CONSIDERATION OF MINUTES**
 - a. Approve the December 10, 2025 meeting minutes
- IV. PERSONS TO BE HEARD**

Public participation on any item OFF the agenda not to exceed three minutes.
- V. STAFF LIAISON'S REPORT**
- VI. REPORTS & CORRESPONDENCE**
- VII. UNFINISHED BUSINESS**

None.
- VIII. NEW BUSINESS**
 - b. Review and recommendation of an HVAC system to be installed at 104 College Drive
 - c. Section 106 review of a bus maintenance facility at 456, 458, and 460 Katlian Avenue
 - d. Section 106 review of a telecommunications site at 204 Siginaka Way
 - e. Section 106 review of a telecommunications site at 237 Lincoln Street
- IX. SET NEXT MEETING DATE(S):**

(2nd Wednesday of the Month, 6:15 p.m. Harrigan Centennial Hall)
Wednesday, February 11, 2025 – Regular Monthly Meeting
- X. PERSONS TO BE HEARD**

Public participation on any item ON or OFF the agenda not to exceed three minutes.
- XI. ADJOURNMENT**



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SITKA HISTORIC PRESERVATION COMMISSION

Regular Monthly Meeting

Harrigan Centennial Hall

December 10, 2025 6:15 p.m.

DRAFT MINUTES

I. CALL TO ORDER & ROLL CALL

Present: James Kushx̄eet Poulson (Acting Chair), Karen Lucas, Nicole Fiorino, Roby Koolȳéik Littlefield (via Zoom), Steve Íxt'ík Éesh Johnson (via Zoom), Yeidikook'áa Dionne Brady-Howard (arrived 6:21 p.m.)

Absent: Scott Saline (Assembly Liaison)

Staff: Ariadne Will, Amy Ainslie

Public: Joseph Bea, Emily Corley, Becky Hoyt, Kendall Campbell, Jim Hansen

Acting Chair Poulson called the meeting to order at 6:19 p.m.

II. APPROVAL OF AGENDA

M/Johnson-S/Lucas moved to approve the December 10, 2025 meeting agenda. Motion passed 5-0 by voice vote.

III. CONSIDERATION OF MINUTES

a. Approve the October 8, 2025 meeting minutes

M/Lucas-S/Brady-Howard moved to approve the October 8, 2025 meeting minutes. Motion passed 6-0 by voice vote.

IV. PERSONS TO BE HEARD

Public participation on any item OFF the agenda not to exceed three minutes.

None.

V. STAFF LIAISON'S REPORT

Will said that the memorial and street naming policy was not on the meeting agenda as staff had learned that the Legal Department was working on a similar policy with the Administrator and had asked HPC's efforts pause for the time-being. In response to a commission question, Ainslie said that the policy underway was a donation policy and would help to determine the process and authority of naming within CBS. She said the donation policy would come to HPC for review at a later date.

VI. REPORTS & CORRESPONDENCE

None.

VII. UNFINISHED BUSINESS

None.

VIII. NEW BUSINESS

- b. Review and recommendation of window replacement at Building 292 at 1330 Seward Avenue**
Will introduced a proposal to replace some windows in Building 292 at 1330 Seward Avenue. The building was the boys' dormitory at Mount Edgecumbe High School.

During deliberation, Poulson said that window replacement was usually to follow the Secretary of the Interior guidelines and noted that the windows in question had already been replaced in the past and were not original. Jim Hansen, speaking on behalf of the applicant, confirmed that the existing windows were not original and were failing due to insufficient framing. The replacement windows were to have the same appearance as the existing windows.

No public comment was received.

M/Johnson-S/Brady-Howard moved to recommend approval of the replacement windows in Building 292 at 1330 Seward Avenue. Motion passed 6-0 by voice vote.

- c. Section 106 and associated MOA review of a seaplane base at 1190 Seward Avenue**
Kendall Campbell and Emily Corley spoke on behalf of the applicant and explained changes that had been made to the draft MOA between the October and December HPC meetings. They pointed out line edit changes upon request from the commission. Changes to the draft MOA included the provision for the construction of a smaller replica of the watch post to be demolished, as well as a recreation of the view a servicemember would have experienced at the site. Preservation of other elements of the upland system were to be preserved as was feasible. Campbell explained that SHPO had determined mitigation was not required in terms of the upland system.

The commission asked if STA had been consulted. Campbell said that STA was a concurring party and had been a collaborator on the creation of the inadvertent discovery plan included in the MOA. Brady-Howard noted that the incorrect tribal attorney was listed and provided contact information for the correct contact.

No public comment was received. Prior to the vote, Poulson said that he would like to see the watch post stay but understood the seaplane base was necessary and acknowledged the mitigation efforts as "pretty impressive."

M/Fiorino-S/Brady-Howard moved to recommend approval of the Sitka Seaplane Base Memorandum of Agreement. Motion passed 6-0 by voice vote.

- d. Review of the Sitka Historic Preservation Plan**

Ainslie provided an overview of the Historic Preservation Plan's approval process and explained the Assembly had requested legal review of the plan. The Legal Department had recommended changes to language that identified CBS as having authority over AHRS data and National Register nominations, which was not accurate. Ainslie said too that an updated map of historic districts in Sitka had been created and could be approved as an appendix to the plan.

The commission asked during deliberation about the inclusion of ANB cemetery on the historic district map. Will said the map was a cleaner version of the existing map, which was never formally adopted. She said code empowered the commission to make recommendations to projects affecting properties listed within the Historic Preservation Plan. She said the rezoning of the ANB cemetery was a different process.

Ainslie also informed the commission that it could forward the Historic Preservation Plan to SHPO for review. It was estimated that this review process was to take about a month.

The commission requested also that language regarding the legal basis of the Historic Preservation Plan be reinserted. Poulson said the legal basis was important for the plan to be effective.

No public comment was received.

M/Brady-Howard-S/Fiorino moved to recommend adoption of the new Sitka Historic Districts map, incorporating it as Appendix M of the Historic Preservation Plan. Motion passed 6-0 by voice vote.

M/Lucas-S/Brady-Howard moved to request review of the draft Historic Preservation Plan by the State Office of History and Archaeology prior to Assembly adoption of the plan. Motion passed 6-0 by voice vote.

M/Brady-Howard-S/Lucas moved to add the following language to the Historic Preservation Plan: “Historic preservation as a valid public purpose was established during the twentieth century. The U.S. Constitution recognizes that states have a right to use the police power to regulate use of private land and establish public controls (*Euclid v. Amber 1926*). The U.S. Supreme Court specifically recognized historic preservation as a legitimate function of government and local historic preservation laws as an appropriate means to accomplish a community’s historic preservation goals. This ruling was made in *Penn Central Transportation v. City of New York, U.S. 108 (1978)* and has not been reversed (Cornell University, 1978).” Motion passed 6-0 by voice vote.

IX. SET NEXT MEETING DATE(S):

(2nd Wednesday of the Month, 6:15 p.m. Harrigan Centennial Hall)
Wednesday, January 14, 2026 – Regular Monthly Meeting

X. PERSONS TO BE HEARD

Public participation on any item ON or OFF the agenda not to exceed three minutes.
None.

XI. ADJOURNMENT

Acting Chair Poulson adjourned the meeting at 7:11 p.m.

CITY AND BOROUGH OF SITKA (CBS) BUILDING PERMIT

PERMIT NOT VALID UNTIL STAMPED "APPROVED" BELOW

PLEASE VISIT WWW.CITYOFSITKA.COM FOR MORE INFORMATION.

PERMIT No. _____

APPLICATION INFORMATION - PLEASE FILL OUT ALL THAT APPLY

FIELDS MARKED WITH AN ASTERISK (*) ARE REQUIRED

*PROPERTY OWNER State Of Alaska, DEED *PROJECT CONTACT NUMBER 907 720 3787
*PROJECT ADDRESS 104 College Drive, Sitka, Ak 99835 *PROJECT CONTACT NAME Levi Overbeck
EMAIL ADDRESS levi.overbeck@alaska.gov *OWNER MAILING ADDRESS 104 College Drive, Sitka, Ak 99835
CONTRACTORS: GENERAL TBD PLUMBING TBD ELECTRICAL TBD
*PROJECT TO INCLUDE: ☐ BUILDING ☒ ELECTRICAL ☒ PLUMBING ☒ DEMOLITION ☐ GRADING
(SEPARATE APPLICATIONS REQUIRED)

TOTAL SQUARE FOOTAGE _____ *PROJECT VALUE \$ 1,300,000

*2 SETS OF PLANS MUST BE SUBMITTED WITH BUILDING AND/OR GRADING PERMIT APPLICATION.

(ONE SET WILL BE RETURNED WITH PERMIT, ONE SET WILL BE KEPT AT CBS FOR DURATION OF PROJECT)

WHEN APPLICABLE, OWNER/APPLICANT IS RESPONSIBLE FOR THE FOLLOWING ITEMS:

- CBS UTILITIES CONNECTION / DRIVEWAY CULVERT PERMIT
- AS BUILT SURVEY PRIOR TO FRAMING
- CORPS OF ENGINEERS PERMIT FOR ALL CONSTRUCTION ON TIDELANDS OR WETLANDS
- STATE OF ALASKA DEC SANITARY WASTE DISPOSAL PERMIT
- STATE OF ALASKA DOT HIGHWAY DRIVEWAY PERMIT

IMPORTANT: ALL WORK MUST BE INSPECTED PRIOR TO CONCEALMENT. THE BUILDING DEPARTMENT REQUIRES A MINIMUM OF ONE WORKING DAY'S NOTICE PRIOR TO ALL INSPECTIONS.

*PROJECT DESCRIPTION:

This project will replace the Museum's HVAC system with a new system designed to accomodate the requirements of a museum. The HVAC upgrades require electrical upgrades to accomodate the new system as well as the replacement of the existing outdoor units and associated concrete pad.

PERMIT NOT VALID UNTIL ALL ASSOCIATED FEES ARE PAID AND APPROVED PERMIT PACKET HAS BEEN COLLECTED.

I HEREBY ACKNOWLEDGE THAT I HAVE READ THIS APPLICATION, STATE THE ABOVE IS CORRECT, AND AGREE TO COMPLY WITH ALL STATE LAWS AND ALL CODES AND ORDINANCES OF THE CITY AND BOROUGH OF SITKA.

Levi Overbeck Digitally signed by Levi Overbeck
Date: 2025.11.26 13:36:42 -09'00'

Levi Overbeck Digitally signed by Levi Overbeck
Date: 2025.11.26 13:36:52 -09'00'

11/26/2025

*APPLICANT'S NAME (PRINTED)

*APPLICANT'S SIGNATURE

*DATE

BY SIGNING THIS APPLICATION I HEREBY CERTIFY THAT ALL WORK PROPOSED BY THIS APPLICATION HAS BEEN REVIEWED AND APPROVED BY THE LEGAL OWNER(S) OF THE PROPERTY IDENTIFIED HEREIN AND I HAVE AGREED TO PAY ALL ASSOCIATED PLAN REVIEW AND PERMIT FEES.

*** FOR OFFICE USE ONLY ***

ZONING _____ OCCUPANCY _____ FLOOD ZONE _____ PUBLIC WORKS (ENGINEERING) _____
PLANNING _____ PUBLIC WORKS (W/WW) _____ ELECTRIC _____ ADMINISTRATOR _____
COMMENTS: ☐ AS BUILT TO ASSESSING ☐ UTILITIES PERMIT APPLICATION SUBMITTED

100% BID DOCUMENTS

SHELDON JACKSON MUSEUM HVAC UPGRADES - 25C0544708

ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
STATEWIDE PUBLIC FACILITIES
2200 EAST 42ND AVE
ANCHORAGE, ALASKA 99508

OWNER: DEPARTMENT OF EDUCATION AND EARLY DEVELOPMENT
ADDRESS: 104 COLLEGE DRIVE
SITKA, ALASKA 99835

11.26.25

DRAWING INDEX:

ARCHITECTURAL

A101 FLOOR PLAN - LEVEL 1
A102 REFLECTED CEILING PLAN - LEVEL 1
A501 DETAILS

STRUCTURAL/CIVIL

S101 CONCRETE PAD & CHAIN LINK FENCE PLAN VIEW AND DETAILS

MECHANICAL

M001 MECHANICAL LEGEND, ABBREVIATIONS, AND GENERAL NOTES
M002 MECHANICAL SCHEDULES
M003 SCHEDULE AND SEQUENCE OF OPERATION
M101 MECHANICAL SITE AND ROOF DEMOLITION & REMODEL
M102 FIRST FLOOR MECHANICAL DEMOLITION
M103 MECHANICAL ROOM HVAC DEMOLITION
M201 UNDERFLOOR HVAC REMODEL
M202 FIRST FLOOR HVAC REMODEL
M301 MECHANICAL ROOM HVAC REMODEL
M302 FIRST FLOOR REFRIGERATION PIPING ENLARGED PLAN
M401 MECHANICAL SECTIONS
M501 MECHANICAL DETAILS
M601 MECHANICAL SCHEMATICS

ELECTRICAL

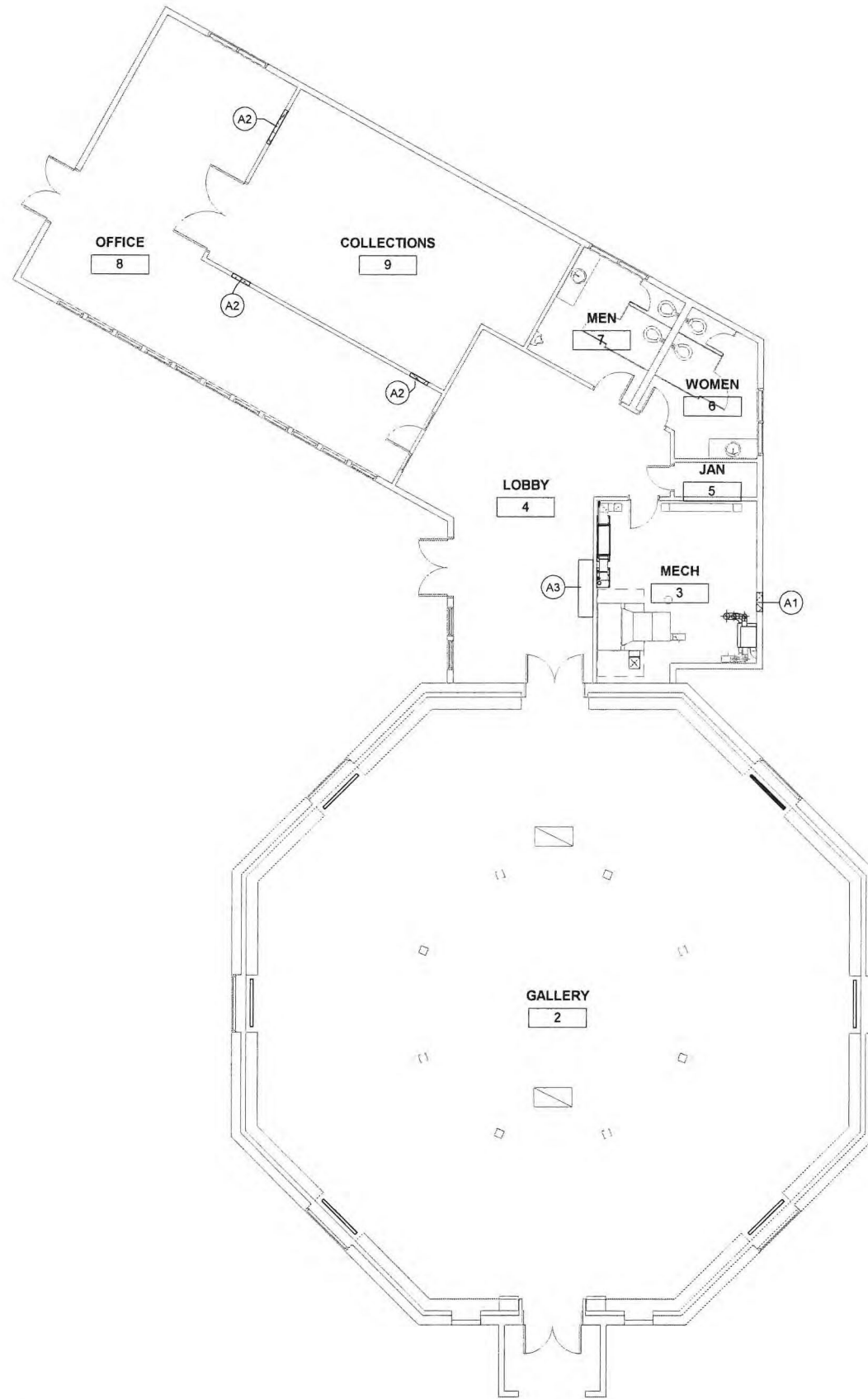
E001 ELECTRICAL LEGEND, SCHEDULES, AND LOAD CALCULATION
E002 ELECTRICAL SITE PLANS
E101 ELECTRICAL DEMOLITION PLANS
E201 ELECTRICAL REMODEL PLANS



PROJECT LOCATION

RECEIVED
DEC 09 2025
CBS BLDG DEPT

APPLICANT COPY



1 FLOOR PLAN - LEVEL 1
A101 1/8" = 1'-0"

GENERAL NOTES

- 1) THE INFORMATION SHOWN IN THIS DRAWING IS TAKEN FROM AS-BUILT DRAWINGS AND WALK-THRU OF THE EXISTING FACILITY. THERE IS NO WARRANTY OR GUARANTEE AS OF THE ACCURACY OF THE INFORMATION SHOWN. THE CONTRACTOR SHALL FIELD VERIFY ALL ITEMS, AREAS, AND ASSEMBLIES SHOWN FOR DEMOLITION PRIOR TO START OF WORK
- 2) DIMENSIONS ARE BASED ON AS-BUILT DRAWINGS AND VARIOUS SITE VISITS. ACCURACY OF CRITICAL DIMENSIONS SHOULD BE VERIFIED BY THE CONTRACTOR
- 3) REFER TO MECHANICAL AND ELECTRICAL FOR RELATED ADDITIONAL INFORMATION

KEYNOTES

- A1 CUT OPENING IN EXISTING EXTERIOR WALL CONSTRUCTION FOR INSTALLATION OF MECHANICAL LOUVER; REFER TO DETAIL 1/A501
- A2 INFILL WOOD FRAMED PARTITION WALL WHERE MECH GRILLE IS REMOVED; REFINISH WALL BOTH SIDES TO MATCH ADJACENT
- A3 REMOVE, SALVAGE AND REINSTALL CASEWORK ENCLOSURE FOR UNIT HEATER TO BE DEMOLISHED UNDER MECHANICAL SCOPE
- A4 INFILL CEILING AND REFINISH WHERE MECHANICAL DIFFUSERS ARE REMOVED; REFER TO DETAIL 3/A501



**MCG
EXPLORE
DESIGN**

421 West 1st Avenue, Suite 400
Anchorage, Alaska 99501
907.563.2474 | F 907.563.4572
exploredesign.com

ALASKA
DEPARTMENT OF
TRANSPORTATION

**SHELDON
JACKSON
MUSEUM
HVAC
UPGRADES -
25C0544708**

104 COLLEGE DRIVE SITKA,
AK 99835

100% BID
DOCUMENTS

JOB NO.	2024008
DATE	05.09.25
PROJ. MGR.:	GPB
DRAWN BY:	GPB
REVIEWED BY:	JW
REVISIONS	

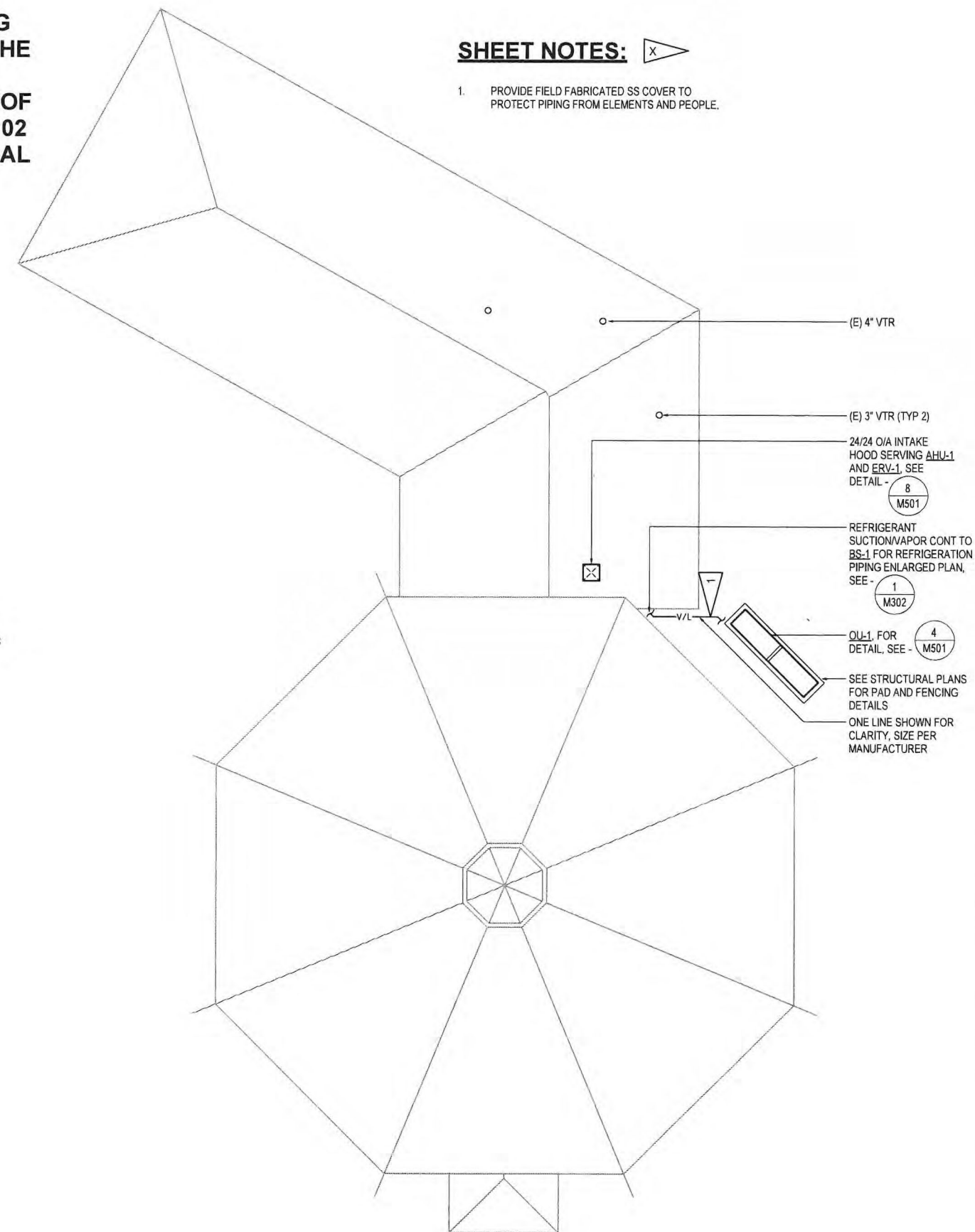
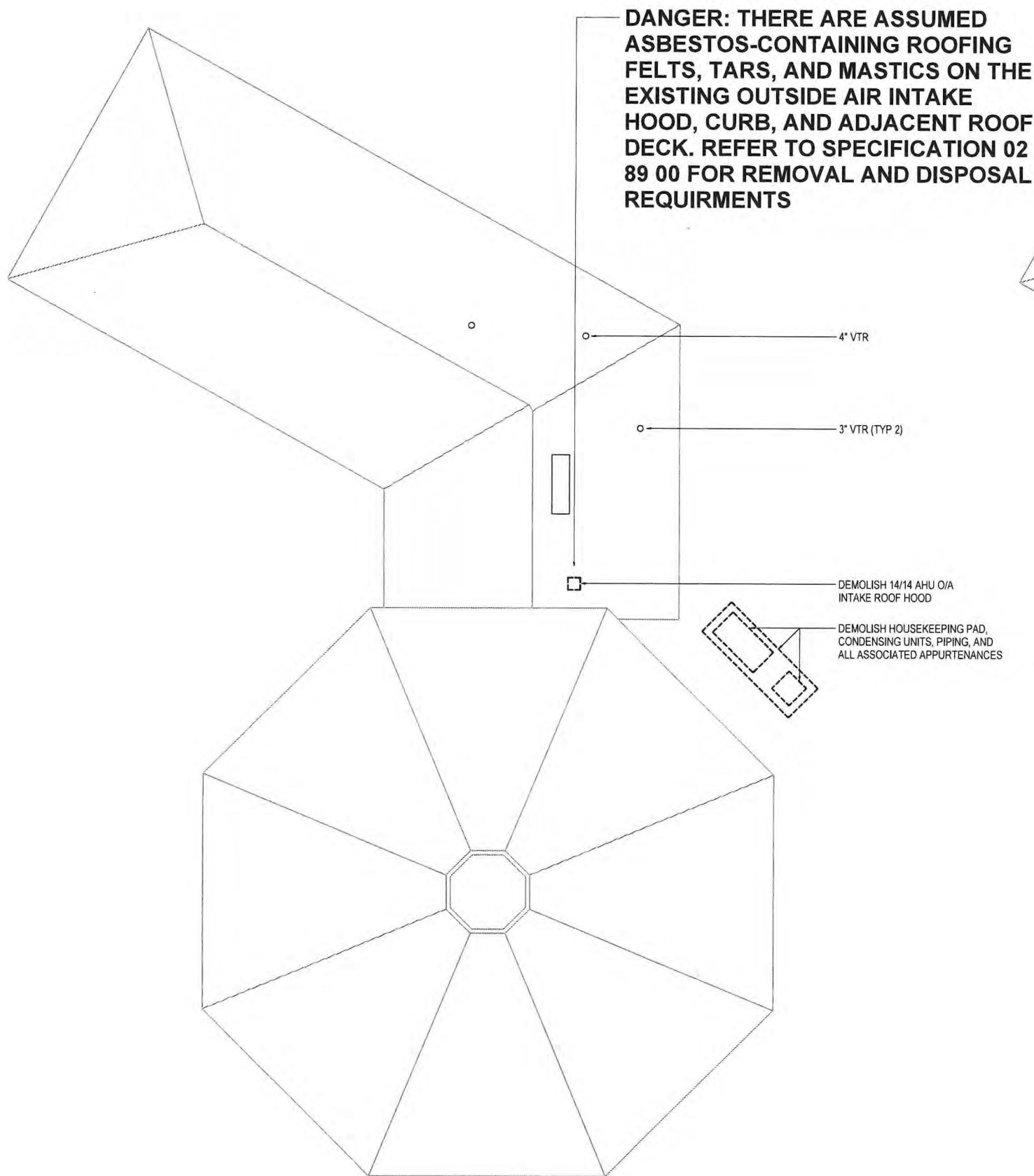


FLOOR PLAN -
LEVEL 1

SHEET NO.
A101

APPLICANT COPY

RECEIVED
DEC 09 2025
CBS BLDG DEPT
CBS BLDG DEPT



SHEET NOTES:

1. PROVIDE FIELD FABRICATED SS COVER TO PROTECT PIPING FROM ELEMENTS AND PEOPLE.

1 SITE AND ROOF MECHANICAL DEMOLITION PLAN
1/8" = 1'-0"

2 SITE AND ROOF MECHANICAL REMODEL PLAN
1/8" = 1'-0"

ALASKA
DEPARTMENT OF
TRANSPORTATION

**SHELDON
JACKSON
MUSEUM
HVAC
UPGRADES -
25C0544708**

104 COLLEGE DRIVE SITKA,
AK 99835

100% BID DOCUMENTS

JOB NO.	M4087
DATE	11.28.25
PROJ. MGR.	EMM
DRAWN BY	NSK
REVIEWED BY:	EMM
REVISIONS:	

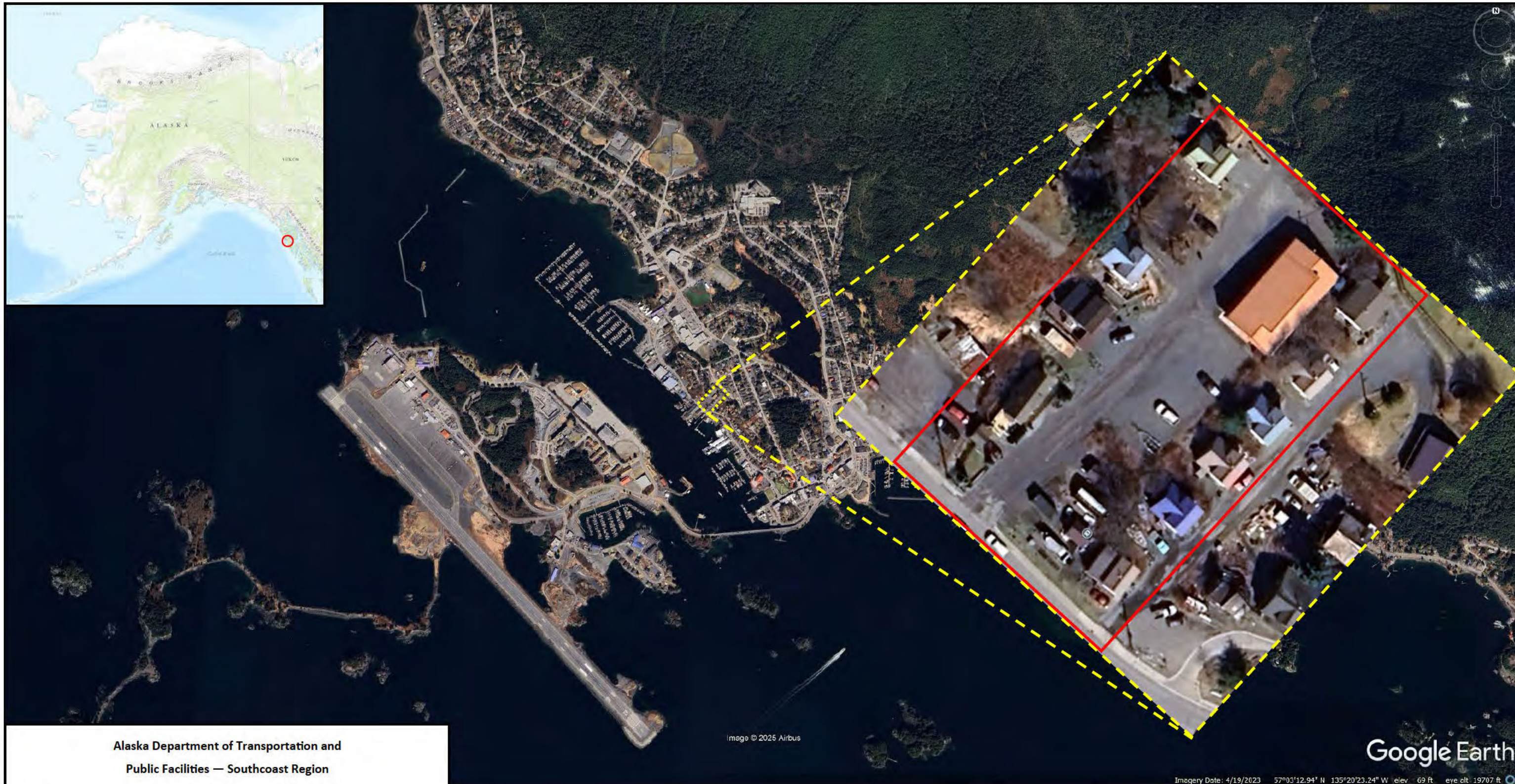
PLANS DEVELOPED BY:
RSA ENGINEERING, INC.
670 WEST FIREWEED LANE,
SUITE 200
PHONE: (907) 278-0521
CORPORATE NO.: AECC542



**MECHANICAL
SITE AND ROOF
DEMOLITION &
REMODEL**

SHEET NO.
M101



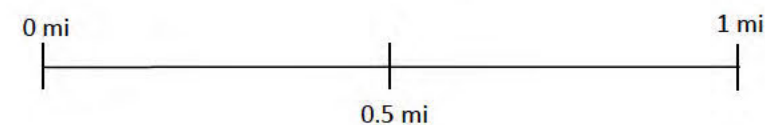


**Alaska Department of Transportation and
Public Facilities — Southcoast Region**

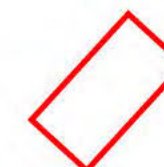
STA Bus Maintenance Facility (Z808110000)

Figure 1. Project Location and Vicinity

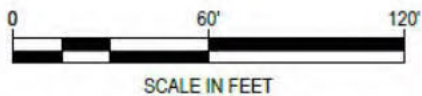
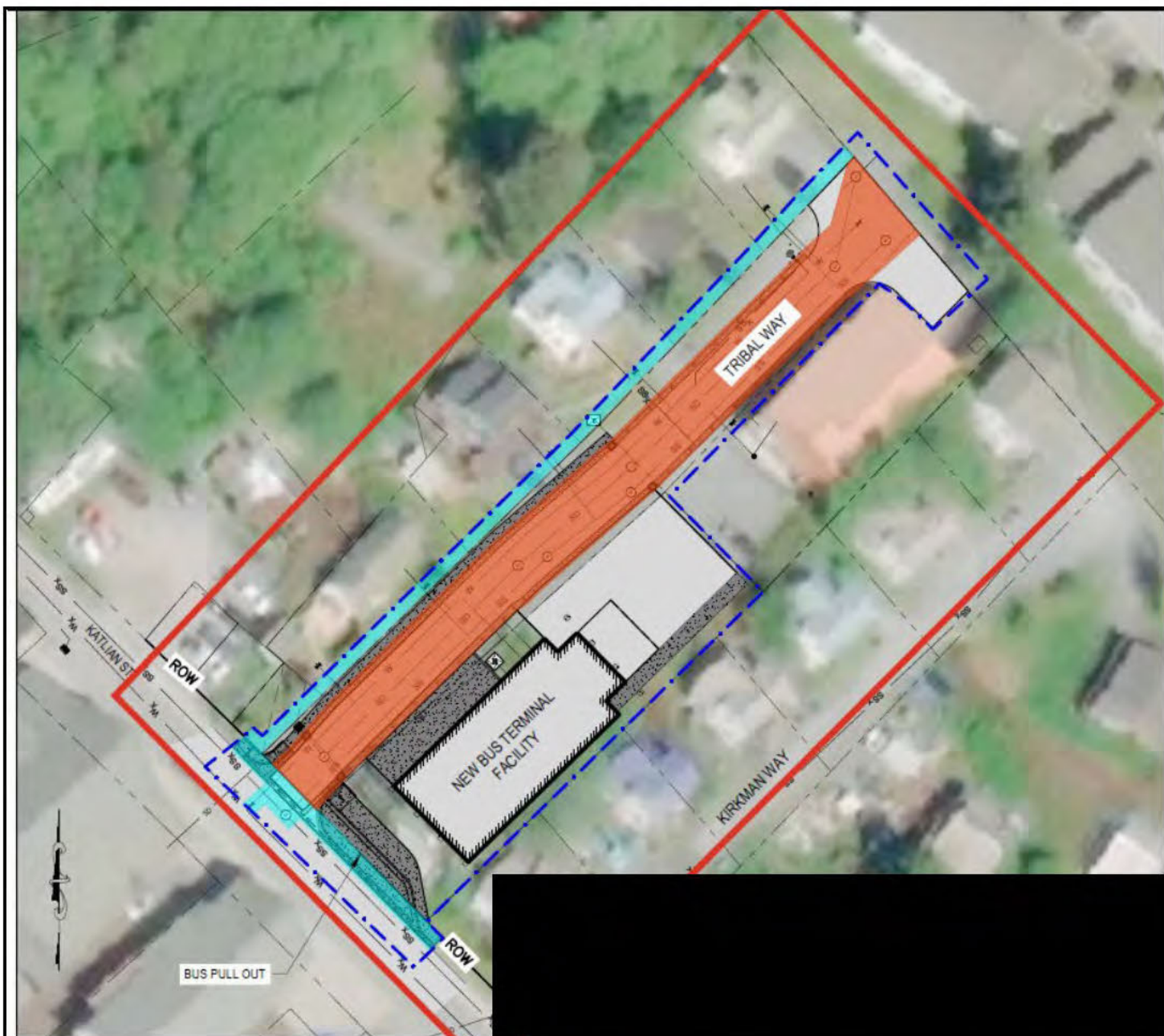
Benjamin Storey, Regional Environmental Manager/PQI Archaeology
October 3, 2025



- Project Location



- Project Area



Area of Potential Effect (APE)



TIDAL DATA	
HTL	12.81
MHW	9.16
MLLW	0.00

LEGEND

	TEMPORARY EASEMENT		PROPERTY LINE		SANITARY SEWER PIPE
	PERMANENT EASEMENT		CONSTRUCTION FOOTPRINT		STORM DRAIN PIPE
	BUILDING		PAVEMENT		STORM DRAIN STRUCTURE
	CONCRETE		WATER PIPE		SANITARY SEWER STRUCTURE

Alaska Department of Transportation and Public Facilities — Southcoast Region

STA Bus Maintenance Facility (Z808110000)

Figure 2. Area of Potential Effect (APE)

Benjamin Storey, Regional Environmental Manager/PQI Archaeology

October 3, 2025

Daily Archaeological Monitoring Log Bus Barn

Project	STA Bus Maintenance Facility
ID	506485
Survey Date	12/10/2024
User	Anne Elise Pollnow

Administration

Project Site Monitored	SITKA TRIBE OF ALASKA BUS MAINTENANCE GEOTECHNICAL TEST PITS
Project Number	242050
Contractor Observing	K&E Alaska
Arrival Time:	08:30 AM
Departure Time:	01:15 PM
Weather	Overcast but not raining

Construction Activities

Condition of Project Site	Mostly dry until water table
Project Activities Being Conducted	Excavation for 5 geological test pits on Littlefield Way in the Sitka Indian Village District [REDACTED]
Plan Sheet Number	N/A
Survey Station (s)	N/A
Excavation Depth	0-10ft.

Cultural Resources

[REDACTED]	[REDACTED]
Resource Types	Archaeological and Historic Sites
Property Type	Resource extraction, Habitation
Was a known site disturbed?	No
Was an Inadvertent Discovery made?	No
Was a Culturally Modified Tree identified?	No

Observations and Data Collection

Latitude/Longitude	
Latitude	57.05339797894614
Longitude	-135.3440566528981

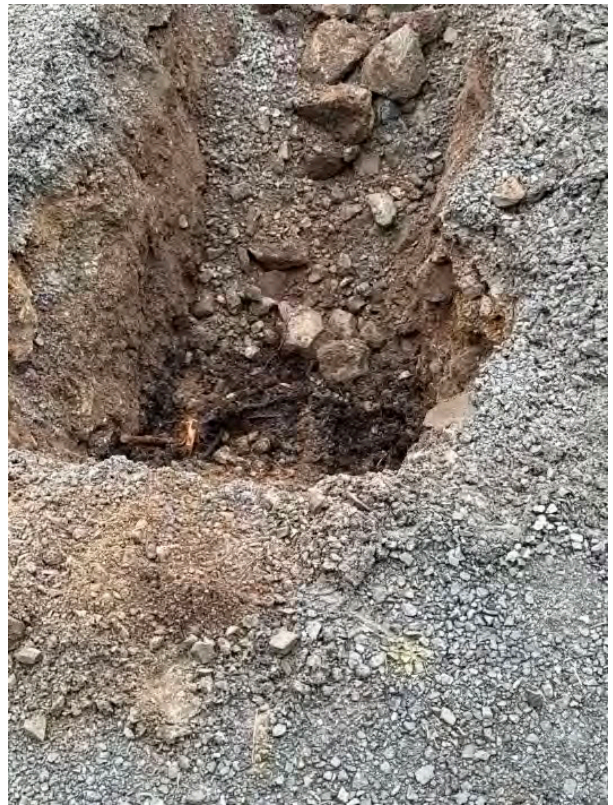


Soil Type (s)	In general, material consisted to mostly of fill to Horizon O organic to sandy loam and traces of Mt. Edgecumbe volcanic ash with beach gravels and rounded cobbles.
Observations and Findings	<p>In general, at all test geotechnical pits, to varying degrees of depth below the surface, material consisted of gravel road fill over a very dark brown, almost black organic layer, over sandy loam mixed with beach gravels and rounded cobbles. At the bottom of the organic layer and top of sandy beach layer is where the water table, in general, was encountered. The organic layer, because of it's very dark soil material with roots and a musky odor, is theorized to be that of a buried muskeg. This level narrows in depth from the top (Pit 3), to the entrance of the road at Katlian Street (Pit1). The bottom level of sandy loam with traces of Mt. Edgecumbe ash and beach gravel ad cobbles are reminiscent of a beach terrace. Pits 4 and 5 on the northwest side of Littlefield Way consisted mostly of road fill with some organic material on the northwest wall of the units.</p> <p>Noted at less than 1 inch (2 centimeters) below the surface and within the road fill level, at Test Pit 1 were identified a 1-inch white ceramic sherd without writing and a 1-inch clear glass fragment. These items resulted no contextual information and were not collected.</p> <p>No cultural resources or human remains were recovered during the project.</p>

Photograph (s)



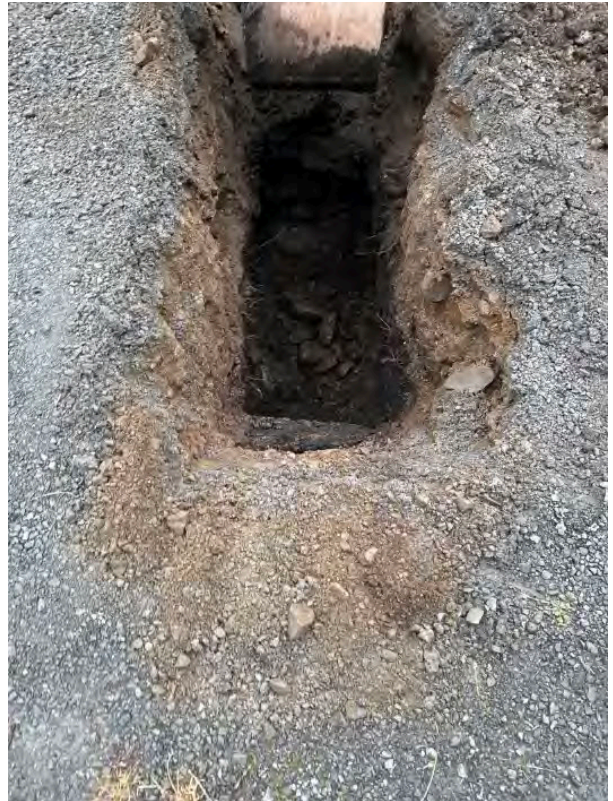
E94°. Unit 3 beginning excavation in the road fill level.



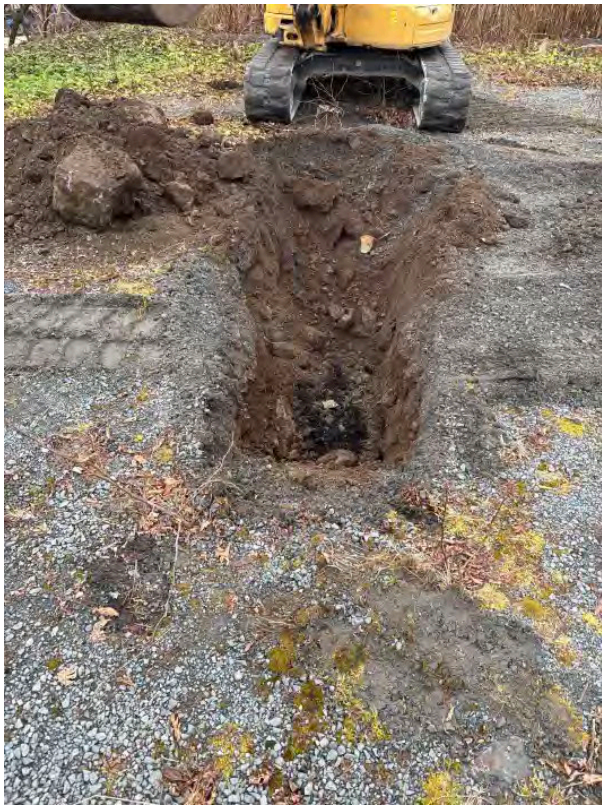
NE 24°. Unit 3. Encountered dark brown organic material at 2 feet below the surface.



Unit 3. Back fill pile with very dark brown/black organic soil material with very small roots.



NE 53°. Unit 3. Encountered the water table at approx. 58 inches below the surface in sandy loam with rounded gravels and cobbles, indicative of an old beach terrace.



SW 220°. Unit 2. Gravel fill material to 20 inches below the surface where organic material was encountered.



Unit 2. Bottom of level at 10 feet below the surface. Encountered the very dark brown/black organic material.



Unit 1. Pottery sherd and clear glass fragment noted at the surface. Not collected.



Unit 1. Piping remains just below the surface..



Unit 1. Encountered organic material closer to the surface than Units 2 and 3.



Unit 1. Encountered dark brown/black organic layer at 12 inches below the surface.



Unit 1. Encountered smaller beach gravels within the organic material.



Unit 1. Close up of oxidized beach material.



Unit 4. Encountered glacial till at 70 inches below the surface.



Unit 4. SW 222°. Glacial till at the bottom of the excavation.



White ceramic sherd without writing retrieved from the backfill pile containing the beach level gravels at 16 inches below the surface.



White ceramic recovered at the beach level.



Unit 5. NE 29°. Excavation located on the northwest side of Littlefield Way. Material consists of road fill.



Unit 5. Encountered organic material at 57 inches below the surface.




Unit 5. Encountered wooden root at beach level of unit 5.



Unit 5. Encountered possible stub for utilities at approximately 4 feet below the surface.



Unit 5. SW 208°. Mix of road fill on the south side of the excavation and natural material on the north at 9 feet below the surface where excavation testing was halted.

Contact Information	
Cultural Monitor	Anne Elise Pollnow
Cultural Monitor Signature	
Contact Information	Sea Level Consulting, LLC, Mobile: 907-738-0794, Email: heritage@sealevelsitka.com , Mail: PO Box 6326, Sitka, AK 99835

***Evaluations of National Register of Historic Places Eligibility,
Sitka Tribe of Alaska Bus Maintenance Facility Construction Project
in Sitka, Alaska***

September 7, 2025

Prepared by:

**Michael R. Yarborough, MA
Catherine Pendleton MA
Aubrey Morrison, MA**

**Building Descriptions and Original Assessments of Eligibility by
Jessica M. Stewart, MFA**

Prepared for:

**GHD
645 G Street, Suite 400,
Anchorage, Alaska 99501**

 ***Cultural Resource Consultants LLC
Anchorage, Alaska***

Statement of Confidentiality

To protect fragile, vulnerable, or threatened cultural sites from disturbance, access to site-specific information from the Alaska Heritage Resources Survey is restricted or confidential. Distribution of portions of this report that identify the location of cultural sites is to be limited to those with a legitimate need to know, such as appropriate personnel from the Federal Transit Administration, Alaska Department of Transportation & Public Facilities, Sitka Tribe of Alaska, the Alaska Office of History and Archaeology, and GHD. Restricted or confidential information is withheld from public records disclosure under state law (AS 40.25.110) and under the federal Freedom of Information Act (PL 89-554). Information about site inventory may be restricted pursuant to AS 40.25.120(a)(4), Alaska State Parks Policy and Procedure No. 50200, the National Historic Preservation Act (PL 89-665, 16 U.S.C. 470), and the Archaeological Resources Protection Act (PL 96-95).

Executive Summary

The Federal Transit Administration (FTA), in cooperation with Alaska Department of Transportation & Public Facilities (DOT&PF) and Sitka Tribe of Alaska (STA), is proposing to construct a facility in Sitka for the maintenance and storage of STA's transit vehicles (Project). DOT&PF has applied for federal funds administered by FTA for the Project, making it an undertaking subject to the provisions of Section 106 of the National Historic Preservation Act (NHPA).

This document contains an evaluation of buildings within the Project's area of potential effects (APE) to determine if they would be eligible for listing on the National Register of Historic Places (NRHP) and thereby meet the NHPA's definition of historic properties. All these buildings were originally evaluated in 2010 by a CRC architectural historian as part of a historical and architectural survey for the Tribal Way and Kirkman Way Improvements Project (Stewart et al. 2011).

CRC's 2011 report recommended that only one building in the current Project's APE (the Andrew Hope Boat Shop, [REDACTED]) was eligible for the NRHP. The State Historic Preservation Office (SHPO) agreed with all of CRC's eligibility recommendations for the former road improvements project, except for those for the former Pyramid Packing Company buildings at [REDACTED] [REDACTED] [REDACTED] [REDACTED] (Bittner 2011). SHPO assumed, for the purposes of the road improvements project, that the three were eligible for listing on the NRHP pending further investigation.

The former Pyramid Packing Company cannery buildings remain little changed since they were recorded in 2011. However, CRC does not recommend them as individually eligible for listing on the NRHP under any criterion due to earlier changes to the existing buildings that resulted in the removal of key historic features and a loss of integrity. However, despite the buildings' alterations and their diverse current uses, the buildings do have a degree of unity and still convey enough of a relationship to be contributing elements of the proposed Pyramid Packing Company Historic District [REDACTED] under Criterion A, as an extractive facility and seafood processing site, with a period of significance from 1918 to 1967. The adjacent Andrew Hope Boat Shop (SIT-00820), already determined eligible for the NRHP under Criteria A and B, is not included in the district, as it has a different period of significance (1941-1968), is associated with Tlingit ship building in Sitka, and is considered significant as a contributing element of the Sitka Indian Village Historic District [REDACTED].

The Pyramid Packing Company buildings and the Andrew Hope Boat Shop retain integrity of location and some aspects of their original design, materials, and workmanship. The feeling and association of the cannery buildings are diminished by their conversion for other, unrelated commercial usages. The original setting of the cannery and boat shop has been affected by development along the Katlian Street waterfront and infilling of modern houses to the east along Kirkman Way and Tribal Way. CRC recommends that the three former Pyramid Packing Company buildings are not individually eligible but contribute to a NRHP-eligible Pyramid Packing Company Historic District [REDACTED] and along with the NRHP-eligible Andrew Hope Boat Shop [REDACTED] are historic properties within the APE for the proposed Project.

The proposed Project will not physically affect the location or any of the physical features of the Pyramid Packing Company buildings or the Andrew Hope Boat Shop. The physical presence of a new, two-story, 6,400 square foot building will have a visual effect on the setting of surrounding structures and currently open spaces. However, the setting of the Pyramid Packing Company Historic District and Andrew Hope Boat Shop Building has already been altered. The new building would not diminish aspects of integrity that these historic properties currently retain and would not affect their NRHP eligibility.

[REDACTED] the [REDACTED] of the Sitka Indian Village District [REDACTED] is within the project's APE, [REDACTED]. However, geotechnical testing [REDACTED] in 2024 did not uncover any archaeological evidence of occupation associated with occupation of the district (Pollnow 2024).

CRC recommends that the Project will have No Adverse Effect on historic properties.

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Introduction

The Federal Transit Administration (FTA), in cooperation with Alaska Department of Transportation & Public Facilities (DOT&PF) and Sitka Tribe of Alaska (STA), is proposing the Sitka Tribe of Alaska Bus Maintenance Facility Construction Project (Project), No. Z808110000. The Project would construct a facility in Sitka for the maintenance and storage of transit vehicles for STA. DOT&PF has applied for federal funds administered by FTA for the Project, making it an undertaking subject to the provisions of Section 106 of the National Historic Preservation Act (Section 106), and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

The City of Sitka, located on the outer coast of Baranof Island, is approximately 95 miles southwest of Juneau. Sitka is primarily a waterfront town, sprawling along the various coves and harbors at the apex of Sitka Sound, with the most development centered across from Sitka Harbor and Crescent Bay (Rennick and Campbell 1995:17, 35). The proposed Project is located close to the waterfront at 456 Katlian and 458 Katlian Avenue (Katlian Avenue is locally known and hereafter referred to as Katlian Street, see Figures 1-2), at 57° 3'12.5" North Latitude and 135°20'37.4" West Longitude; and on United States Geological Survey Quadrangle Map Sitka A-5.

The design and construction of the bus maintenance facility includes a 6,400 square foot building on the corner of Katlian Street and Tribal Way in Sitka, Alaska. The building will be two stories, including office and administrative spaces on the second floor and three maintenance bays at the ground floor to assist STA in maintaining their current and future bus fleet. The building design will primarily be rectangular in shape featuring a flat roof, metal siding for the walls, and gabled canopy roof with cedar log columns in front of the entry door. The entry will be opposite of Katlian Street and face a new parking lot that will be located between the new maintenance building and the Administration Building owned by STA. The existing sidewalk along Katlian Street will be upgraded and designed to accommodate a future bus stop that is anticipated to be designed and constructed by the City of Sitka. Tribal Way will be paved, and new curb and gutters will be installed to improve the current site drainage.

Project Background

This document is an evaluation of buildings within the area of potential effects (APE) of the Project (Figures 2-3, Table 1). All buildings over 45 years old within the APE were previously evaluated in 2010 as part of a historical and architectural survey for the Tribal Way and Kirkman Way Improvements Project (Stewart et al. 2011). Architectural historian Jessica M. Stewart, who meets the Secretary of the Interior's qualifications for historic architecture, documented potentially eligible properties within the road project's APE and provided recommendations of that project's potential to affect historic properties in a 2011 report (Stewart et al. 2011).



Figure 1. Project location of the Sitka Tribe of Alaska Bus Maintenance Facility.

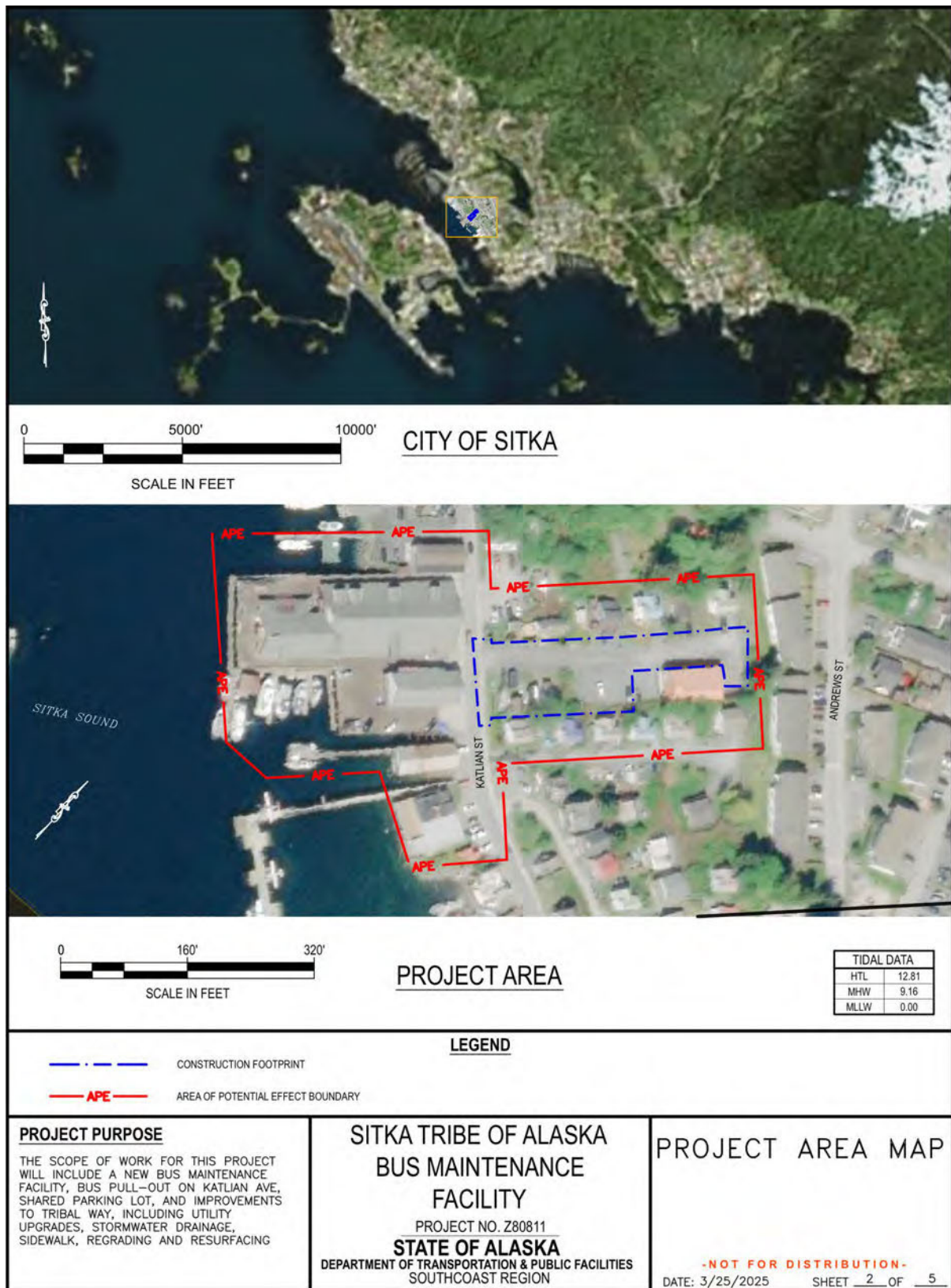


Figure 2. Project area and APE.

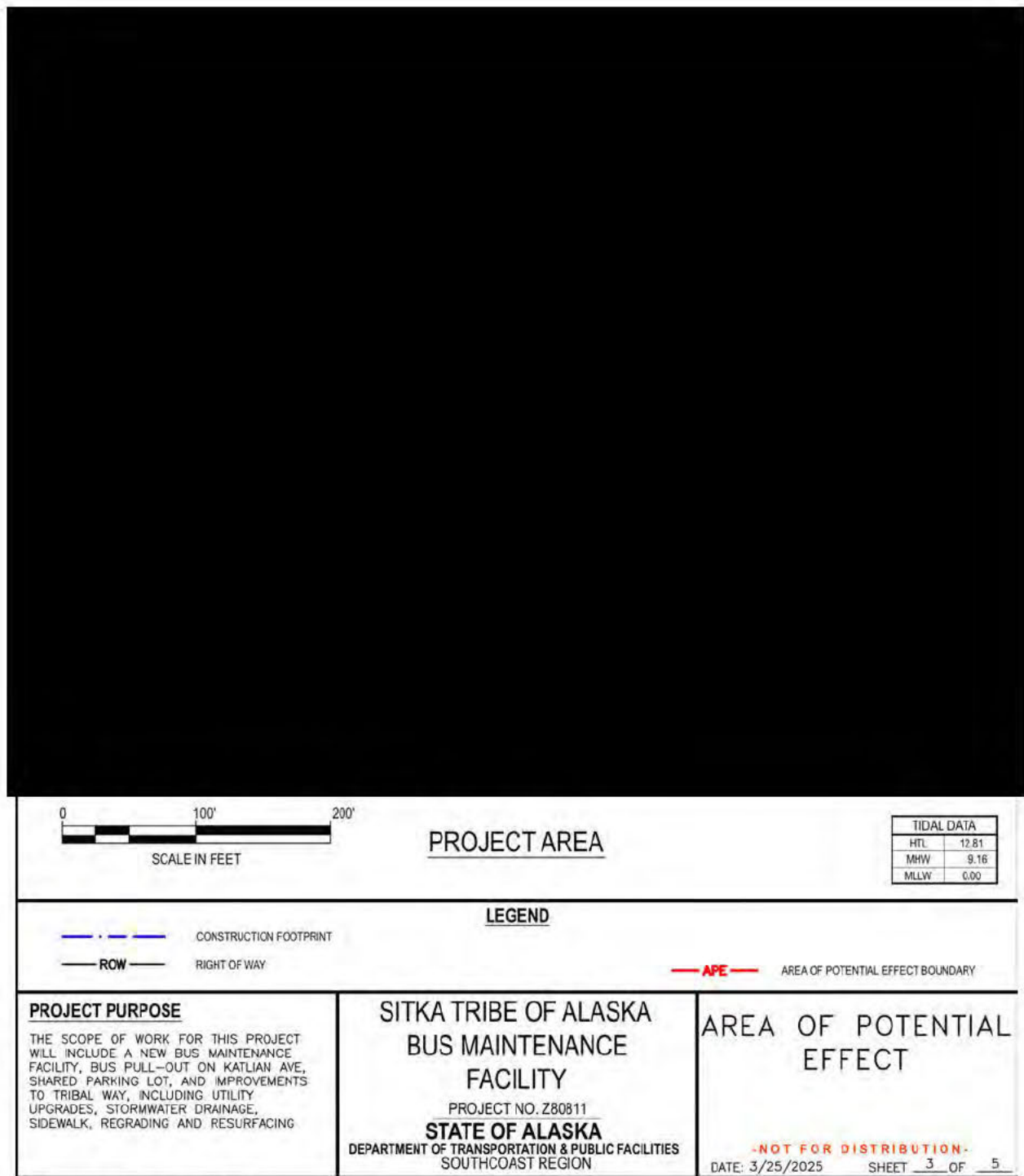


Figure 3. Project APE.

Previous Research

Cultural resource studies have been ongoing in the Sitka area for many decades. Although the area has been occupied for thousands of years (cf. Swanson and Davis 1983; Davis 1989; Moss and Erlandson 1992:80-81), known sites in the immediate vicinity of Sitka are predominantly

historic in age, even though numerous archaeological surveys have been conducted (Mobley 1987, 1999, and 2000; Iwamoto 1994; Muenster 1995; Betts 1996). The first archaeological excavation in the Sitka area was done in 1934 by the Civilian Conservation Corps at Old Sitka at the mouth of the Starrigavan River (Betts 1999:27).

Investigations within Sitka Indian Village began in the 1970s. U.S. Forest Service (USFS) archaeologist Stanley Davis (1977) surveyed Lots 12, 23, and 24 of Block 3 for the Sitka Community Association, although weather conditions (snow) prevented a thorough investigation (Davis 1977).

In the early 1980s, Peter Mair (1983) evaluated the archaeological potential of the Indian Village after investigations related to utility improvements along Kogwanton Street.

U.S. Department of Housing and Urban Development (HUD) significantly altered the Indian Village through the mid-1980s (Mobley 2004:3). Numerous clan houses were demolished and an estimated 30 to 50 dump truck loads worth of soil were removed from the village and stored for later archaeological assessment on concrete pads at Mt. Edgecumbe Hospital (Mobley 2004:4).

Robert Betts and Dee Longenbaugh (1997a:1) undertook a survey of Sitka City and Borough historic sites and buildings from 1995 to 1997. This effort, which sought to compile a complete listing of all historic properties reported or previously unknown within the Borough, resulted in the recording of 325 properties.

BIA archaeologist Bill Hedman (2003a, 2003b, 2003c) evaluated three lots within the Sitka Indian Village in 2003: Block 5, Lot 31; Block 1, Lot 37; and Block 1, Lot 34. He recorded a shed on Block 5, Lot 31—later determined not eligible—and documented properties on Block 1, Lots 34 and 37, which he recommended for archaeological monitoring during soil testing (Hedman 2003b, 2003c). Hedman (2004) also evaluated the Annie Littlefield townsite lot (Lot C, Block 3, U. S. Survey 2542) in 2004 in preparation for private sale.

Because the historic district had not been formally

evaluated for eligibility, the area in question was small compared to the size of the district, and the land was deemed to have little likelihood to contain intact cultural materials, the proposed sale was determined to have No Adverse Effect (Hedman 2004).

Also in early 2000, Charles Mobley (2004:1) monitored soil contaminant testing near the Annie Joseph [REDACTED] and Coho [REDACTED] clan houses within the Sitka Indian Village. [REDACTED]

In 2008, the Sitka Tribe of Alaska and the Alaska District of the U.S. Army Corps of Engineers evaluated and then removed a World War II (WWII) sandbag bunker [REDACTED]. Anne Pollnow evaluated Lot 50, Block 1, of U.S. Survey (USS) 2542, a restricted parcel owned by Robert Kirkman and managed by the U.S. Bureau of Land Management (BLM), in 2009. The lot was determined not individually eligible and not a contributing element of the Sitka Indian Village District.

Jessica Perkins (2009b) completed a National Register nomination form for the proposed Sitka Indian Village District in 2009. She concluded that the district was eligible for the National Register under Criteria A, C, and D, and significant for architecture, community planning and development, exploration/settlement, Alaska Native heritage, social history, and historic and aboriginal archaeology. The period of significance for the district spans the majority of the American Period, 1885-1957, with particularly important events occurring in 1885, 1904, and 1943. The proposed district is large and contains 35 contributing and 56 non-contributing properties. [REDACTED]. The area examined for the district evaluation does contain a small amount of overlap with the Project APE.

In 2011, CRC architectural historian Jessica Stewart documented and evaluated several buildings along Tribal Way, Kirkham Way, and Katlian Street, including buildings within the STA transit facility's APE (CRC 2011). In December 2024, archaeologist Ann Pollnow of Sea Level Consulting monitored "excavation of five geological test pits [REDACTED]. Other than an unmarked piece of white ceramic found in road fill, no cultural resources were uncovered during the testing (Pollnow 2024).

Previously Reported Sites Within and Adjacent to the APE

[REDACTED] A summary of each site and their National Register of Historic Places (NRHP) status is presented in Table 1.

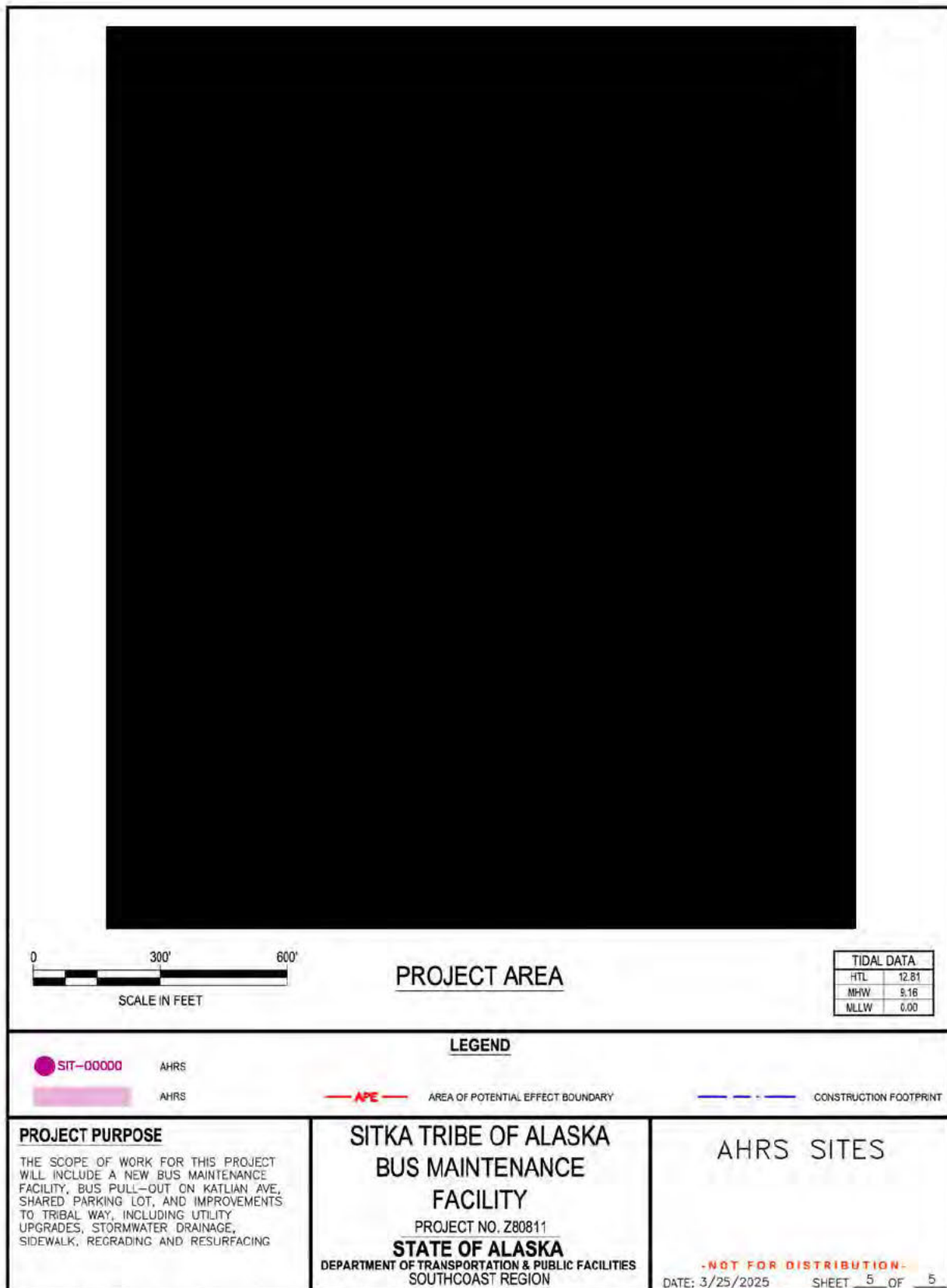


Figure 4. Previously reported AHRS sites in the Project vicinity.

[illegible]

Sitka's Heritage

Prehistory

To date, archaeological surveys in southeastern Alaska have recorded more than 2,100 sites. A large percentage of these are shell middens, although numerous other types of prehistoric and historic resources are known (Autrey 1992). A four-part cultural sequence for southeastern Alaska proposed by Davis (1990:197) includes a Paleomarine tradition (9000 to 4500 B.C.), a Transitional stage (4500 to 3000 B.C.), a Developmental Northwest Coast stage (3000 B.C. to European contact), and a Historic period.

The Paleomarine tradition is used to define the earliest cultural stage yet identified within coastal southeastern Alaska. It is characterized by a well-developed microblade industry with wedge-shaped microblade cores, few or no bifacial tools, and an economy based on coastal-marine subsistence (Davis 1990:197). The Paleomarine tradition is followed by a transitional stage. While this stage has not been well defined, its existence is inferred because of the appearance of a ground stone tool industry, which becomes dominant over the microblade and unifacial stone tool industry by 5,000 years ago. The Developmental Northwest Coast stage is differentiated from the Paleomarine and transitional stages by the presence of shell midden deposits, ground stone and bone technology, human burials, and the establishment of large settlements or winter villages, specialized camps, and fortifications.

Ethnography

The early historic Native peoples of southeast Alaska represent three broad groups: the Tlingit, the Alaskan Haida (Kaigani), and the *Tsetsuat*. Of these, the Tlingit were the most widespread and numerous within the region. Ethnographic Tlingit society embodies most of what is normally thought of as northern Northwest Coast culture. This culture included an economy based upon fish (particularly anadromous fish); settled villages; a sophisticated wood working industry; a highly developed and distinctive art form; and a ritual life focused upon totemism, shamanism, and the attainment of status through potlatching. Tlingit society was comprised of two moieties (Eagle and Raven), and within each moiety were many matrilineal clans. Each village had clans from both moieties, but not all clans were represented in each village. Moieties and clans ordered Tlingit society and served vital roles in all aspects of Tlingit life (Theodoratus 1995:7-11).

The Tlingit were distributed in a number of localized, clan-based, territorial groups across southeast Alaska, with some 10 or more such groups being known. The Sitka Tlingit originally populated the area around the town of Sitka. Their home territory comprised most of the ocean side of the Chichagof and Baranof Islands and their principal village was also named Sitka (Theodoratus 1995:7-8).

Primary villages were occupied mainly during winter months, with families dispersing in summer to "fish camps." Village houses were substantial, rectangular constructions composed of wooden planks and often arranged in a row facing the shore. Totem poles, drying racks, canoes, gardens, smokehouses, graveyards, and small huts or shelters comprised the remainder of village architecture (Theodoratus 1995:7-11).

Necessary resources were either procured from the land in the tribal area or through trade. Salmon and other kinds of fish were the principal sources of protein. Shellfish, birds, and sea and land mammals were also utilized. Seaweed, berries, and other types of plants were part of the Tlingit diet as well (Theodoratus 1995:7-11).

European Exploration, 1741-1798

Russians reportedly first encountered the Tlingit in 1741, but direct contact in the Sitka area did not occur until several decades later (Theodoratus 1995:11). Spanish and English explorers were the first Europeans in Sitka Sound, but the Russians were the first to consolidate their position with a settlement. Spanish navigator Don Francisco de la Bodega y Quadra and his ship the *Sonora* inaugurated European exploration of the Sitka area in 1775. Captain James Cook visited Sitka Sound a few years later in 1778 and re-named many of the physical features that Bodega had named the previous year.

Russian America, 1799-1867

Between the 1770s and the 1790s, the Tlingit traded with merchants from several nations (Theodoratus 1995:11-12). Russians did not settle on Sitka until 1799, when Alexander Baranov founded Redoubt St. Archangel Michael (now known as Old Sitka) (Rennick and Campbell 1995:19). In 1802, events began that changed the course of socio-political history in Southeast Alaska. Soon after Baranov left the redoubt to return to Kodiak, Tlingits, led by Chief Katlean, destroyed the redoubt and killed most of the inhabitants. Baranov regained a foothold in 1804 and established a new settlement at Castle Hill named New Archangel that became the colonial capital of Russian America in 1808 (Rennick and Campbell 1995:20-21). Native and Russian accounts concerning the events between 1802 and 1821 differ vastly (see alternate narrative in Theodoratus 1995:12).

The first Russian Orthodox Church was built in New Archangel in 1816. Ivan Veniaminov arrived at Sitka in 1834 and became Bishop of Kamchatka, the Kuriles, and the Aleutians in 1841 (Rennick and Campbell 1995:20-22).

After conflict with the Russian Navy, Governor General Baranov was removed from his position as head of the American colony and the Russian-American Company (RAC) and was replaced with a series of naval officers (Wharton 1991:20-21). None of these men had the business savvy and understanding of the American enterprise's complex social and political situation that Baranov successfully navigated for many years. Russian policy switched to isolation from interdependence and trade with other nations, going so far as to issue an ukase that extended Russian America's borders and forbade other nations from entering the territory (Wharton 1991:22). However, the Russians soon were forced to make serious concessions that illustrated how weak their hold was on the territory (Wharton 1991:23).

American Period, 1867-1965

Sitka continued to be a focal point for Federal and territorial government after the United States purchased Alaska from the Russians in 1867. The official transfer ceremony took place in front

of the Governor's House in Sitka on October 18 (Rennick and Campbell 1995:24-29). The U. S. Army oversaw American occupation of the land federally designated as the Department of Alaska (1867-1884) and had their headquarters at Sitka until 1877. During this period, no provisions were in place for the creation of a civil government, land could not be bought and sold, and the only American officials were the U.S. Army and the Collector of Customs. A Sitka city government was elected and attempted operation during the first year of American occupation. However, the government could not collect taxes to support itself nor did it have the authority to enforce any ordinances; it did not survive a year (Wharton 1991:28-29).

The departure of the army in 1877 did not resolve these problems. For nearly two years there was no one in Sitka that had the authority to ameliorate conflicts, which nearly caused an outbreak of violence in 1878. After 1879, a navy warship was always in the Sitka Harbor to ensure a similar situation did not occur again (Wharton 1991:34). The Navy took over sole protection of Alaska until 1884, when the first Organic Act established Alaska as a civil and judicial district in Sitka with a district court, a governor (John Henry Kinhead), a district attorney, a US marshal, and other essential governing offices while establishing Alaska as a mining district. (Rennick and Campbell 1995:24-29).

The transition to American control was hard on Sitka. The Alaska Commercial Company, the Russian American Company's (RAC's) commercial replacement, had no interest in continuing operation in Sitka and focused their efforts on fur seals in the Pribilofs and trade along the Yukon River. The many Russians, Creoles, and Natives that were formerly employed by the RAC in Sitka were officially unemployed as their skill sets were maladapted to the new economic, political, and social system (Wharton 1991:24-25). The U.S. Army attempted to aid Sitka residents, but they could not employ civilians for government jobs (Wharton 1991:25). After 10 years of American control, Sitka's Euroamerican population dropped from 800 to 30 (Wharton 1991:28).

The American period was beneficial in some respects, with Alaska-based traders, prospectors, and other businessmen moving into all areas of the state. They continued, however, to rely on Sitka for supplies (Wharton 1991:34, 40). Southeast Alaska communities such as Ketchikan and Sitka developed commercial fishing and timber industries that attracted and supported new waves of American settlers. Gold prospecting in Southeast Alaska began early in the American period and led to a small-scale gold rush in 1872.

Sitka's role as the capital of Alaska ended in 1906 when the territorial capital was moved to Juneau (Rennick and Campbell 1995:24-29). The Organic Act of 1912 renamed the District of Alaska the Territory of Alaska and gave Alaska representation in the federal government through a non-voting House of Representatives delegate. James Wickersham was named the first delegate for the Territory of Alaska. This Act also established a territorial legislature. The legislature was mostly symbolic as they did not have the power to manage Alaska's land, fishing or hunting. It also set up a voting system which excluded Alaska Natives from voting which continued until Congress passed the Indian Citizenship Act, finally granting American citizenship to American Indian and Alaska Native men and women who were born in the United States in 1924.

Sitka came of age when its residents elected to incorporate the city in 1913, and it became a first-class municipality in 1921 (Rennick and Campbell 1995:25-29). The U.S. military returned to Sitka during World War II (WWII). An air station opened in 1939, and forts Ray and Rousseau were established to protect the region (Rennick and Campbell 1995:31). With the passage of the Alaska Statehood Act in 1959, Alaska became the 49th U.S. state and the state capital remained in Juneau. Although no longer the capital, Sitka maintained its prominence among coastal communities in Southeast Alaska, and its reliance on fishing and timber industries. Daily flights between Sitka and Annette Island began in 1959. An airport was built on Japonski Island in 1965 (Rennick and Campbell 1995:32–33).

President Richard Nixon signed the Alaska Native Claims Settlement Act (ANCSA) into law on December 18, 1971. The act extinguished Alaska Native land claims in exchange for title to forty million acres of land and \$962.5 million. The law also provided for the formation of 12 Native regional corporations, who would oversee the settlement, and over 200 villages corporations (Naske and Slotnick 1994:207). In Southeast Alaska, since Tlingit and Haida tribes had already received \$7.5 million for a land claims settlement in 1969, they were to choose “a single township, or 23,050 acres” (Naske and Slotnick 1994:192, 207).

Native Life and Development of the Sitka Indian Village, 1800-1965

Russian Influence, 1800-1867. Kiksadi Tlingits left the Sitka area after the 1804 conflict with the Russians and did not return until 1821, when they settled outside the Russian stockade. The Tlingit were not permitted to live inside the Russian settlement, even though they were tolerated, and perhaps welcomed, by the Russians inhabiting New Archangel. Instead, they formed their own community that the Russians called the *Ranche*, towards which Russians cannons were continually pointed in case of unrest (Figure 5; Perkins 2009b).

Tlingit lifestyles changed relatively little through the Russian period, even though European material culture was sublimated into Tlingit use. Religion, however, was one of the areas that were affected by outside influence, due in large part to the growing influence of the Russian Orthodox Church. Tlingit language, social customs, and trade networks persisted well into the 1860s.

Early American Period, 1867-1884. American occupation brought military rule and a new influx of people unfamiliar with Tlingit culture. According to Theodoratus (1995:13), these changes resulted in massive and devastating cultural change for the Tlingit:

The territory again became full of strangers—military personnel, miners, and explorers—many of whom drank heavily and abused, demoralized, and purposely corrupted the Native way of life. Justice was unachievable for Natives among a people who intentionally chose to violate Native lifeways and ignore the strong and empowering Native legal system.

Sitka Natives continued to be congregated in one area of town, known as the Indian Village. However, the American government did not recognize the Tlingits’ right to own property, and the land status of the Indian Village was questionable for many years.

Tension and conflict between the Native and Euroamerican populations persisted throughout the Early American Period. On several occasions, white settlers petitioned any who would listen to intercede on their behalf, even to Canada, when a cultural misunderstanding occurred. The situation began to calm when the Navy took over governance and settled further after the passage of the first Organic Act in 1884, which allowed for the creation of the first civilian government of the change of the federal designation of the Department of Alaska to the District of Alaska(1884-1912).



Figure 5. Photo of the Rancho in about 1887, taken from Baranof Castle (from Andrews 1922).

Late American Period 1885-1965. The visual character of the Indian Village began to change around 1885. Graduates of the relatively new Sheldon Jackson School began construction that resulted in traditional Tlingit clan houses being replaced by smaller houses that reflected a Tlingit and Euroamerican synthesized design influence. Other properties, including commercial enterprises and ancillary buildings, and the even the general spatial orientation of the area also began to be influenced by this design synthesis (Figure 6; Perkins 2009a:5).

Ownership of the Indian Village lands was settled when the Sitka Tlingit successfully petitioned to create an Indian Townsite after the passage of the Alaska Native Townsite Act of 1926. The process to issue the resultant federal patents to the Tlingit residents took fifteen years. USS 2542 of the Indian Village was completed in 1943 but contained a smaller area than the village originally occupied (Perkins 2009b).

The townsite became a bulwark of Tlingit culture and was spatially oriented as a Tlingit village. Buildings, including clan houses, reflected Native architectural styles, although they showed increasing European influence through time. Natives opened enterprises such as boat shops,

restaurants, and stores in the area. The Alaska Native Brotherhood (ANB) Hall was also in the Indian Village (Theodoratus 1995:13-14). The hall was the place where local Tlingit first banded together to better their situation through the creation of the brotherhood. Initially, the goal was to achieve rights and equality through acculturation; in time, acculturation was less emphasized. The ANB is credited with encouraging and forming a base for later groups and movements that achieved many of the ANB's goals (Theodoratus 1995:32-33).

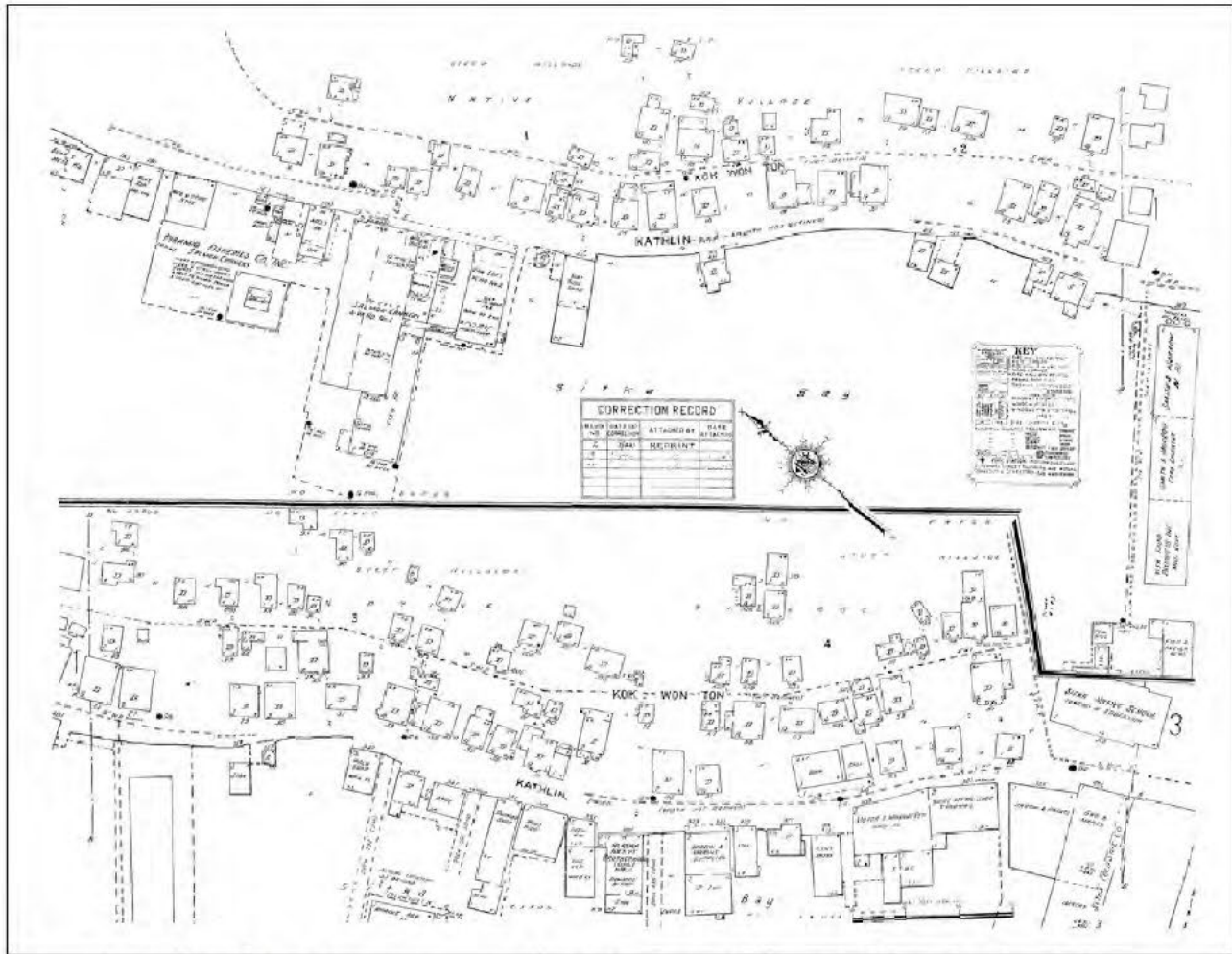


Figure 6. Sanborn Map Company map of the Sitka Indian Village. 1914, updated to 1948.

Formed in 1939 by the ANB, the Central Council of Tlingit and Haida Indian Tribes of Alaska (CCTHITA) requested that the Jurisdictional Act of 1935 be amended to distinguish CCTHITA as a federally recognized tribe (CCTHITA 2005; Haycox and McClanahan 2007:181). Today, CCTHITA provides several assistance programs and services, including the Tlingit-Haida Regional Housing Authority (THRHA) formed in 1973 to supply affordable housing in Southeast Alaska (THRHA 2005).

Boat Building

Sitka is located on the coast, and its economy has been tied to the sea for centuries. People have constructed vessels in Sitka Sound since before European contact into modern times, as watercraft was essential for utilization of ocean resources. Individuals of multiple nationalities constructed ships of all sizes and shapes for a variety of purposes.

The Tlingit were accomplished boat builders and seafarers before contact. They used single-hull canoes to explore, trade, and conduct warfare over much of the Pacific Northwest Coast, possibly ranging from California to Kodiak Island. European contact brought new ship designs to the Sitka area, but the Russians did not train the Tlingit in the shipwrights' craft. Some say that this was to keep the Tlingit from usurping the gains the Russians made in the New World (Theodoratus 1995:21). Tlingit shipwright craft continued into the American period and evolved to include new designs and techniques.

Shipbuilding in Sitka was a strong industry during the Russian period. After the Russians established Sitka as their new base, they opened a shipyard there for the construction of new ships and for repairs (Andrews 1922:38-39). The shipyard at Sitka was not Russian America's only yard, but it was considered the colony's most important one (Dilliplane 1990:132). The *Avoss*, launched in 1806, was the first vessel built in the Sitka yard, but the *Phoenix* was the first craft built in Resurrection Bay, Alaska, in 1794 (Andrews 1922:38-39; Dilliplane 1990:131). The Russians still had to buy foreign ships to supplement those that they made due to high attrition (Calvin 1983: 24). Russians were not the only ones to engage in shipwright craft during the early 1800s in Russian America. At least one well-known American shipbuilder, Lincoln (first name unknown), constructed several ships out of Sitka (Calvin 1983:27). The first steam vessel built on the west coast, the *Muir*, was launched from Sitka and is considered to be the era's highest achievement, as the entire vessel was manufactured at Sitka (Calvin 1983:33; Dilliplane 1990:132).

Alaska Fisheries Before Statehood (pre-1959)

Fisheries are closely linked to Alaska's history:

Industry pioneers built the first salmon canneries in Klawock and Sitka in 1878 and they quickly spread along the coast to Bristol Bay. As the industry grew, canned salmon provided jobs and the territory with over 80 percent of its tax revenues. Canneries attracted people, and their prime locations like Petersburg, Cordova, Kodiak, and Dillingham grew into communities. Statehood advocates seized on widespread opposition to outside-controlled fish traps to win the nation's 49th star in 1959 (King 2015)

The growth of the commercial salmon fishery in the late 1800s was a result of abundant resources and evolving technologies. Commercial fishing did not become the backbone of Sitka economy until the early 20th century. One of Alaska's first salmon canneries, the Cutter Packing Company, opened in 1878 at Starrigavan Bay just north of downtown Sitka, but it was short-lived and closed two years later (Gmelch and Gmelch 1985:7; Rennick and Campbell 1995:25–

29). It would be several decades before another cannery would open along the Sitka waterfront (Gmelch and Gmelch 1985:7; Sitka Maritime Museum 2025).

In 1913, with the introduction of refrigeration, Booth Fisheries opened as Sitka's first cold storage plant, which "processed salmon, halibut, crab, and black cod" (Gmelch and Gmelch 1985:7). The Sitka Packing Company was established in 1917 (Gmelch and Gmelch 1985:7). The Pyramid Packing Company was under construction by March 1918 and was expected to be in operation later in the month (*Alaska Daily Empire* 18 October 1918:2; *Cordova Daily Times* 21 March 1918:8). The company was formed by "August Buschmann, Jim Freeburn, Bill Freeburn, Fred Hills, a Dr. Koontz, and W.P. Mills" (Guimary 1983:17). Pyramid Packing Company (Figure 6), along with Booth Fisheries and Sitka Packing Company "were processing fish during the summer seasons of 1921 through 1923" (Roppel 1991:8). Other canneries in the area included "Sitkoh Bay (George T. Myers, Chatham) and Lindenberg Head (Todd) in Peril Strait, and at Ford Arm (Deep Sea Salmon Company) on the west side of Chichagof Island" (Poulson 2016).

In 1923, Pyramid Packing Company merged with the Sitka Packing Company (Roppel 1991:8). According to Lawrence Freeburn, a former owner, "Pyramid was a real asset to that town. From 1924 to 1944, it provided work for native ladies and young people and had 100% native [fleet] of 16 seine boats" (quoted in Guimary 1983:17). Pyramid Packing Company (Figures 7 and 8) liquidated in 1942. In May of that year, the cannery was purchased by W. L. Freeburn, P. S. Ganty, J. T. Tenneson and operated as the Pyramid Salmon Company (*Daily Alaska Empire* 4 June 1942:5). The cannery changed hands again in 1955 when it was bought by the Pelican Packing Company who had recently purchased the Sitka Cold Storage Company (*Daily Sitka Sentinel* 2 December 1955:1). The cannery closed in 1967 (Sitka History Museum 2024). As described by Guimary in the early 1980s"

The old plant currently is owned by Larry Calvin of Sitka and is occupied by Spenard Builders supply. At one time the cannery had one line, two of its retorts were dropped in the bay beneath the cannery. The building had been substantially remodeled and covers 43,000 square feet. Photographs of the structure reveals dormers which were part of the original cannery. Mr. Calvin plans to eventually convert the structure into a marine hall (Guimary 1983:17).

Boat building thrived in Sitka along with its commercial fishing industry. The introduction of fuel-powered engines in the late 1910s "revolutionized the process of seining (pulling a net round a school of fish)" (Poulson 2016). There was a total of eight boat shops in Sitka at different times from the 1920s to the 1940s, and most of the boats built in Sitka were constructed for the fishing industry, including "trollers, seiners, and longliners" (Poulson 2016). Alaska Native men built the seine boats, and the canneries funded most of the seine boat construction,

Many of the seiners built in Sitka over the years were financed by the canneries. Sometimes they were built for the cannery, and sometimes they were built for an individual fisherman, who would help build the boat. The canneries had boats built for good producers, obligating the fisherman to fish for that cannery to repay the debt. Some

fishermen would eventually buy their boats, but others fished on cannery boats indefinitely (Poulson 2016).

When the fishing industry began to decline after World War II, so did boat building, “and very few boats were built after the mid-1950s” (Poulson 2016).

Timber Industry

The timber industry in Alaska got its start in the late 1800s as a “support industry,” supplying wood that the canneries needed for shipping boxes and fish traps and for building storage warehouses and employee living quarters (Cohen 1986:19). Market demand for Alaskan timber began to decline after World War I, when metal replaced Alaska spruce in airplanes, and cardboard cartons were used in place of wooden boxes for shipping fish (Department of Commerce, Community, and Economic Development 2007). However, a new timber market



Figure 7. Undated photograph of the Pyramid Packing Company (Sitka Historical Society and Museum 04.22.1344).



Figure 8. Pyramid Packing Company, September 1951.

soon opened up that helped bolster the economy while the fishing industry was collapsing. The Great Depression brought a continual increase to Alaska's population in the 1930s, as former residents returned and new residents arrived (Roppel 1983:133). A pulp mill opened in Sitka in 1955 that increased the town's population by 64 percent.

Methods

CRC conducted a desktop survey of the Project's APE, identifying historic properties and reviewing current information on NRHP eligible sites in the area. This desktop study relied heavily on previous work conducted by Jessica Stewart of CRC. Stewart conducted her field survey between October 10 and October 17, 2010, recording architectural data on Alaska Building Inventory Forms (Appendix A). Information recorded for each 45-year-old or older property included current function, number of stories, fenestration, plan, construction materials, and ancillary buildings. Any obvious additions and alterations were also noted. Overall condition and degree of architectural integrity were assessed for each property. Additional information was obtained from the City and Borough of Sitka's online GIS mapping/property tax website (<http://www.mainstreetmaps.com/AK/Sitka/>).

CRC also reviewed the Project APE for any buildings that had become 50 years or older since Stewart's 2010 survey and found that the 2010 survey covered all buildings that are currently 50 years or older within the APE. Michael Yarborough visited the APE in June 2024 and photographed all historic buildings within the APE. Because all the potentially historic buildings within the APE were previously evaluated by CRC, Yarborough noted any changes that had occurred since 2010.

Previous studies and other records consulted during background research included the *Inventory of Historic Sites and Structures [of the] City and Borough of Sitka, Alaska* (Betts and Longenbach 1997), a Section 106 review for the sale of the Annie Littlefield townsite lot (Hedman 2004), Alaska Heritage Resources Survey (AHRS) site cards, NRHP nomination forms, and the City and Borough of Sitka on-line tax information. Historic context was derived from written sources located at Alaska Resources Library and Information Services (ARLIS), Loussac Library, and the Office of History and Archaeology archives in Anchorage.

Identification of Historic Properties in the APE and Summary of Past Determinations of Eligibility (DOEs)

There are 17 buildings within the Project APE. All the buildings 50 years or older were previously documented and evaluated by CRC (Table 2). AHRS site numbers for the buildings and their locations in the Project area, updated to reflect information from CRC's 2011 report, are shown above in Figure 4.

As noted in the Sitka property records, the six houses on Kirkman Street¹ were all built in the mid-1980s. Of the five houses on Tribal Way, four date to the late 1980s or early 2000s. One, [REDACTED] the original AHRS card as built about 1950, was evaluated as [REDACTED] and determined not eligible for the NRHP (Stewart et al. 2011).

Table 2. Properties within the APE by street location.

Address	Construction Date*	AHRS #	Notes
[REDACTED]			
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]			
[REDACTED]	[REDACTED]		[REDACTED]
[REDACTED]	[REDACTED]		[REDACTED]
[REDACTED]	[REDACTED]		
[REDACTED]	[REDACTED]		
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]		
[REDACTED]			

¹ City & Borough of Sitka Property Records list the legal addresses of all the properties in Table 2 as "Katlin Avenue". Katlian Street, Tribal Way, and Kirkman Street are the local names that are used in Google Maps and DOT&PF software.

CRC’s 2011 report recommended that only one building in the Project’s current APE, the Andrew Hope Boat Shop [REDACTED], was eligible for the NRHP. In August 2011, the State Historic Preservation Office (SHPO) agreed with all of CRC’s eligibility recommendations, except for those of the three cannery buildings (Bittner 2011). On August 11, 2011, SHPO disagreed with the Bureau of Indian Affairs (BIA) finding that the former Pyramid Packing Company buildings [REDACTED] (Figure 9) were not eligible for the NRHP. SHPO assumed, for the purposes of the BIA roads improvements project, that the three should be treated as NRHP-eligible to complete Section 106 compliance and concurred that the roads improvement project would not affect these properties.

The AHRS records for [REDACTED] say that more research is needed for a formal determination of eligibility. The AHRS record for [REDACTED] says that SHPO felt that future investigations would “re-evaluate the building as eligible.” Also, according to the AHRS, “BIA considers the [Sitka Indian Village District] to be eligible despite the National Register nomination being closed. Further evaluation and review are suggested during future surveys.”

[REDACTED] is now vacant land. 456 Katlian Avenue is the modern STA administration building and 458 Katlian Street is the site of the proposed bus maintenance facility. 429 Katlian Street [REDACTED], now a STA office building, was among those properties determined not eligible in 2011 (Bittner 2011).

Sitka Indian Village District [REDACTED] has been nominated for NRHP listing as a historic district but has yet to be formalized with a concise listing of contributing properties, character-defining features, and areas and periods of significance. [REDACTED]

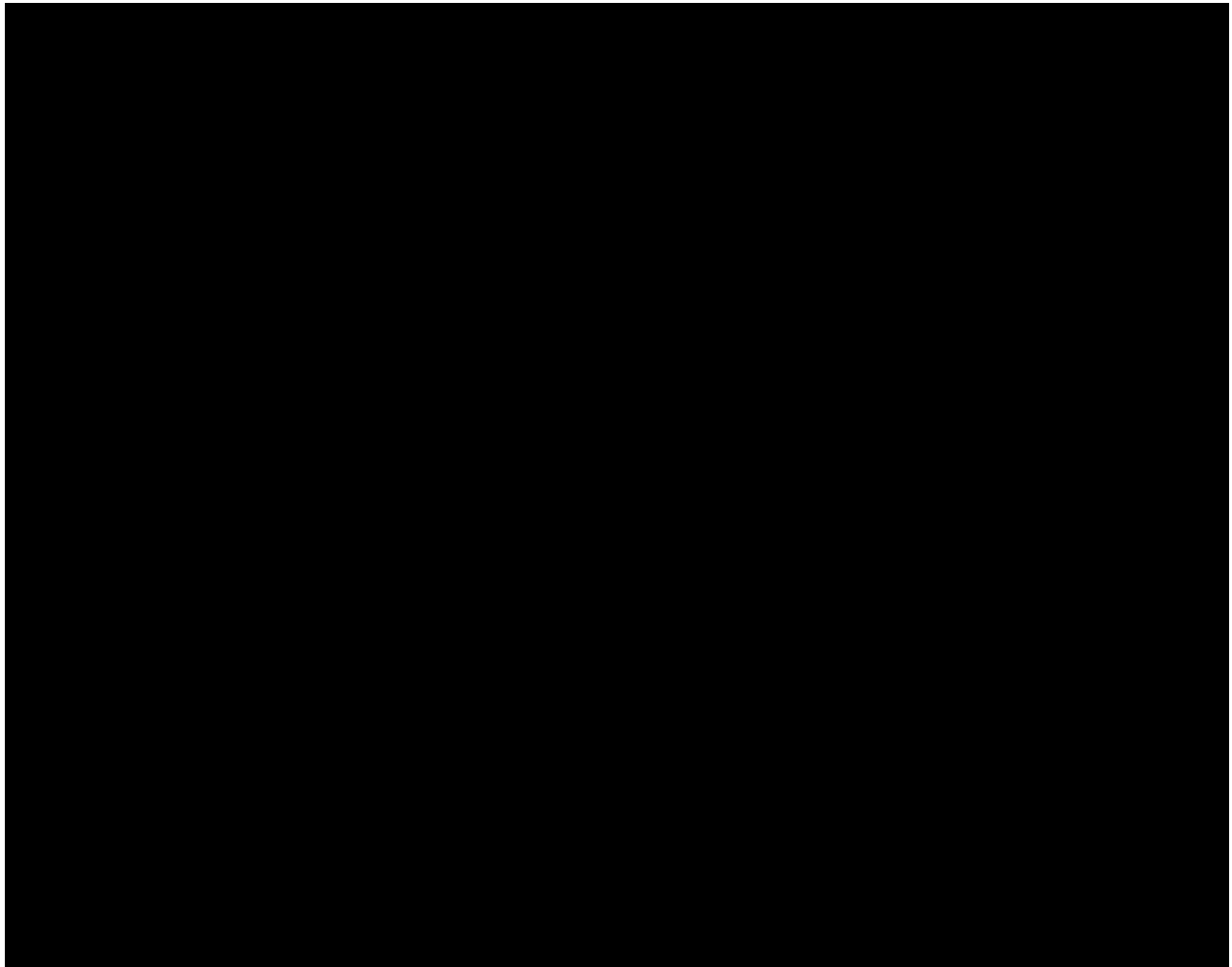


Figure 9. Pyramid Packing Company buildings.

the property has not been formally evaluated for NRHP eligibility and the process of listing the district on the NRHP has not been completed. A full NRHP evaluation of the historic district, its contributing properties and boundaries will be needed to formalize the NRHP-eligible status of its contributing properties and features. While the Project area is near the proposed historic district, the Project is not within the district's currently proposed boundaries, and evaluation of the historic district was outside the scope of this cultural resource study.

National Register Evaluation Criteria and Aspects of Integrity

For a particular property—a district, site, building, structure, or object—to qualify for the NRHP, it must meet one or more of the Criteria for Evaluation and retain enough historical integrity to convey its significance (National Park Service 1995). Properties may be individually eligible for the NRHP or eligible as contributing resources in a historic district.

The NRHP Criteria are:

- A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. That are associated with the lives of persons significant in our past; or
- C. That embody the distinctive characteristics of a type, period, or method of construction, or that represents the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. That have yielded, or may be likely to yield, information important in prehistory or history. (National Park Service 1995:2)

Moved properties and properties that are less than 50 years old are not normally considered for listing on the National Register. However, a moved property can be considered under Criteria Consideration² B if it was relocated during its period of significance or is “the surviving property most importantly associated with a particular historic event or an important aspect of a historic person’s life” (National Park Service 1995:28–31). Properties less than 50 years old can be eligible under Criteria Consideration G if they are of “exceptional importance” (National Park Service 2002). This includes properties that “continue to achieve significance into a period less than fifty years” (National Park Service 1995:41-43).

Integrity is the ability of a property to convey its significance or “the authenticity of a property’s historic identity, evidenced by the survival of physical characteristics that existed during the property’s prehistoric or historic period.” The seven qualities of integrity, as defined in National Register Bulletin 15, Part VIII (National Park Service 1995:44-45) include:

- Location is the place where the historic property was constructed or the place where the historic event occurred.
- Design is the combination of elements that create the form, plan, space, structure, and style of a property.
- Setting is the physical environment of a historic property.
- Materials are the physical elements that were combined or deposited during a particular period of time and in pattern or configuration to form a historic property.
- Workmanship is the physical evidence of the crafts of a particular culture or people during any given period of history or prehistory.
- Feeling is the property’s expression of the aesthetic or historic sense of a particular time period.
- Association is the direct link between an important historic event or person and a historic property.

National Register Bulletin 15 states “To retain historic integrity a property will always possess several, and usually most, of the aspects” (National Park Service 1995:44). Properties important

² Individual properties are not usually considered eligible for listing in the National Register, including religious properties, moved properties, birthplaces and graves, cemeteries, reconstructed properties, commemorative properties, and properties achieving significance within the past fifty years, can be eligible if they meet special requirements, called Criteria Considerations (National Park Service 1995:25).

under Criteria A or B ideally should retain some features of all seven aspects of integrity. However, integrity of design and workmanship might not be as important as other aspects (National Park Service 1995:46). To be eligible under Criterion C, a property must retain the physical features that characterize its type, period, or method of construction. Retention of design, workmanship, and materials are usually more important than location, setting, feeling, and association. For properties eligible under Criterion D, integrity is based upon the property's potential to yield specific data that addresses important research questions (National Park Service 1995:46).

Evaluations of NRHP Eligibility for the former Pyramid Packing Company Buildings



This is a three-bay, gable-front, Vernacular building that was built in 1918, and according to a 1927 Sanborn Fire Insurance Map, served as both the cannery and the salmon warehouse. (Figures 6, 10, and 11). Brackets support the roof overhang on the north façade. Originally the main building for the Pyramid Packing Company, this long rectangular structure is 1.5 stories through the center bay and one story at the side bays (see Figure 7). Gable dormers are located on the east- and west-facing roof slopes. An addition is located on the south façade. Some of the gable dormers on the east façade appear to be additions as well. There are vinyl windows throughout, with two 6-6 wood frame windows in dormers on the west-facing slope having been replaced since 2011 (Stewart et al. 2011). The building is clad in T1-11, cement board, and corrugated metal. Some of the original tongue and groove siding was visible on the dormers with the wooden windows in 2011 but has since been covered. The roof is covered with asphalt shingles. The current owner is Fisherman's Quay, LLC, and according to the City and Borough of Sitka's (2024) property records, the building is used as a commercial space by LFS Marine Supplies.


 is significant at the local level under Criterion A for its association with the fishing and canning industry that was vital to the economic development of Sitka. Its period of significance is from its initial construction in 1918 until the cannery closed in 1967. It is not eligible under Criterion B, as it is not associated with any one person significant to the history of Sitka or the surrounding area. The building is also significant under Criterion C because it embodies enough distinctive characteristics of late nineteenth and early twentieth century canneries,



Figure 10. 475 [REDACTED] northwest elevation. 2011 photograph.



Figure 11. [REDACTED] northwest elevation. 2024 photograph.

including location directly on the shoreline and construction on pilings extending out into the tideline and connecting with docks:

Architecturally, canneries were distinctive because of their proximity to water, large size, wood-frame construction, and gable roofs. To accommodate drastic tides...and to facilitate disposal of waste, canneries were often built on piling out over water...These wood-framed buildings, often covered with vertical plank siding, contained the cannery machinery and supplies. Other buildings at cannery sites included the machine shop, mess hall and lodging for workers (Hoagland 1993:52-53).

The building is not significant under Criterion D, as further study is unlikely to yield additional historic information.

While significant under Criteria A and C, [REDACTED] no longer retains sufficient integrity to be recommended as individually eligible for the National Register. Alterations to the building including replacement of original windows and cladding, have negatively affected its integrity of materials, design, and workmanship. The building does retain its integrity of location and setting, although its integrity of feeling and association are diminished. The building was once part of a cannery that no longer exists, as the extant buildings have been repurposed and remodeled for individual uses. [REDACTED] does not contribute to the Sitka Indian Village District.

[REDACTED]

This is a pre-1927, 2-story, side-gabled, Vernacular building (Figures 12-14). While the original date of construction could not be determined, the building likely predates 1927, when it appeared on a Sanborn Fire Insurance Company Map (see Figure 6). The City and Borough of Sitka's property records indicate that the building was constructed in 1935, but this is likely inaccurate. In 1927, it was used as both a Mess Hall and an office. The main pedestrian entrance is centered on the west façade. A two-story section with a shed roof spans the length of the east façade. The building is clad in vinyl and cement board siding. Windows throughout are vinyl replacements. The roof is covered with asphalt shingles. The current owner is Belo Enterprises, and the building serves as the office for Shaffer & Co. CPAs.

[REDACTED] meets the age requirement for listing in the National Register and is significant under Criterion A, due to its association with the fishing and canning industry that was vital to the economic development of Sitka. The building's period of significance spans from its construction, likely before 1927, until the cannery closed in 1967. The building is not significant under Criterion B, as it is not associated with any one individual significant to the history of Sitka or the surrounding area. Like [REDACTED], the building is significant under Criterion C. It contains some distinctive characteristics of late nineteenth and early twentieth century canneries, including location directly on the shoreline and construction on pilings extending out into the tideline and connecting with docks. [REDACTED] is not significant under Criterion D, as further study is unlikely to yield additional historic information.



Figure 12. [REDACTED], northwest elevation. 2011 photograph.



Figure 13. [REDACTED], northwest elevation. 2024 photograph.



Figure 14. 1929 aerial photograph of Sitka showing the Pyramid Packing Company Cannery. (Sitka Maritime Heritage Society).

no longer retains sufficient integrity to be recommended individually eligible to the NRHP. Alterations to the building, including the replacement of windows and alterations to the cladding have negatively affected its integrity of materials, design, and workmanship. The building does retain its integrity of location and some of its original setting, in associations with the remaining cannery buildings. The building's integrity of feeling, and association are diminished. The building was once part of a cannery that no longer exists. The extant cannery buildings have been repurposed and remodeled for individual uses. This building's modern vinyl-clad exterior distinguishes it from the other former cannery buildings, and changes to materials have given it the appearance an office building or modern apartment building. is not recommended as individually eligible for listing in the NRHP and is not a contributing element to the Sitka Indian Village District.

Built around 1925, is a 2.5-story, gable-front, Vernacular building (Figures 16 and 17). According to the 1927 Sanborn Fire Insurance Company Map, the first floor of the building was used as a fishing gear warehouse, and the second floor served as a bunkhouse. Brackets support the overhang on the north façade. The main pedestrian entrances on the north façade are recessed. The building is clad in T-111, cement board, and corrugated metal. A single 6-6 window in the gable end of the north façade appears to be original. The remaining windows are vinyl replacement or are boarded over. Since 2011, one of the windows in the northeast elevation has been replaced by a door. The original wood shingle or possibly sheet metal roof is now covered with asphalt shingles. According to the City and Borough of Sitka (2024), the current owner of the building, which serves as a bunkhouse, is Fisherman's Quay, LLC.



Figure 15. [REDACTED], northeast elevation. 2011 photograph.



Figure 16. [REDACTED], northeast elevation. 2024 photograph.

██████████ is significant at the local level under Criterion A for its association with the fishing and canning industry that was vital to the economic development of Sitka. The building's period of significance is from its construction in 1925 until the cannery closed in 1967. ██████████ is not significant under Criterion B, as it is not associated with anyone significant to the history of Sitka, or the surrounding area. The building is significant under Criterion C because it embodies distinctive characteristics of late nineteenth and early twentieth century canneries, including location directly on the shoreline and construction on pilings extending out into the tideline and connecting with docks. The building no longer retains many of the historic materials that identified it as a cannery building of the early 1900s. Based on historic photographs, the building still retains its original form, though many of the materials have been updated, including windows and cladding. Some of the windows have been covered and ██████████ is not significant under Criterion D, as further study is unlikely to yield additional historic information.

The building does not retain sufficient integrity to be recommended as individually eligible to the NRHP. Alterations to the building have negatively affected its integrity of materials, design, and workmanship. The building was once part of a cannery that no longer exists. This building's modern vinyl-clad exterior distinguishes it from the other former cannery buildings, and changes to materials have given it the appearance a modern bunkhouse. ██████████ is not recommended as individually eligible for listing in the NRHP and is not a contributing element to the Sitka Indian Village District.

██████████

According to the City & Borough of Sitka Property Records building at ██████████ was built in 1984, 1.5-story, irregular Vernacular building (Figures 17 and 18). Originally, apparently, a gable-fronted building, it now has had a modern façade with a flat roof added to the north and west facades. The building is clad in T1-11 and aluminum siding. Windows throughout are aluminum and vinyl replacements. The roof is covered in corrugated metal.

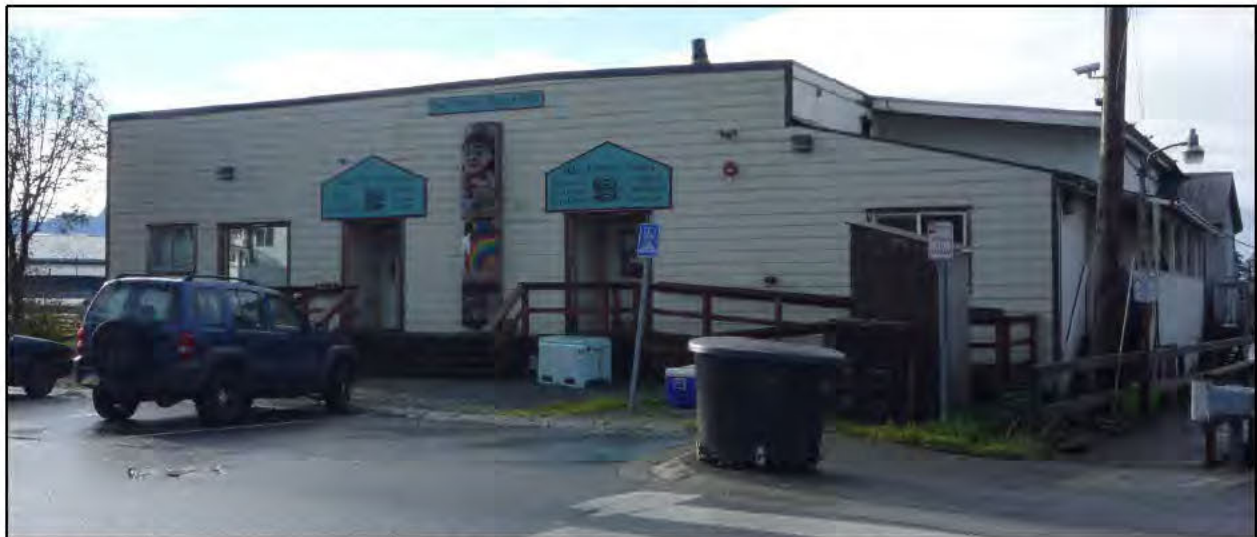


Figure 17. ██████████ northwest elevation. 2011 photograph.



Figure 18. [REDACTED], northwest elevation. 2024 photograph.

The Sitka Tribe of Alaska purchased the building in approximately 2006. The building was completely gutted and remodeled and, according to the City and Borough of Sitka's (2024) property records, serves as an office. SHPO agreed with a BIA finding in 2011 that [REDACTED] was not eligible for listing in the National Register and was not a contributing element of the Sitka Indian Village District.

NRHP Eligibility of the Andrew Hope Boat Shop [REDACTED]

Located along Katlian Street between two of the former Pyramid Packing Company buildings, the Andrew Hope Boat Shop, built in 1941, is a 1-story, gable-front, Vernacular building that is clad in vertical wood and T1-11 (Figure 19). A few nine-light windows remain, but most are broken out or boarded over. A deck with a ramp to the water is located on the south façade. The roof is covered with corrugated metal.

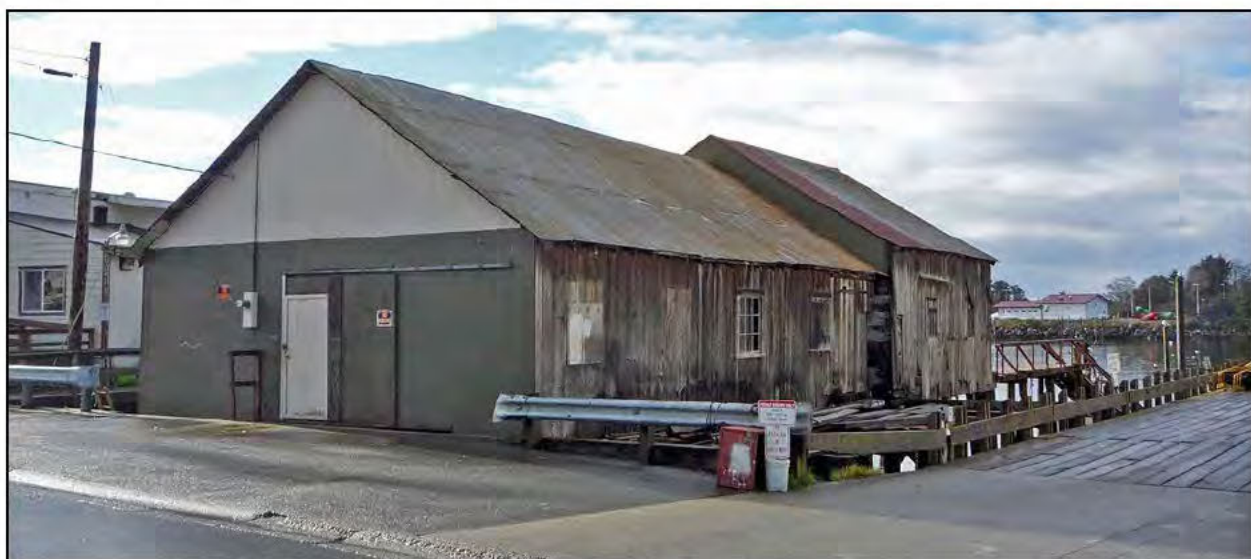


Figure 19. Andrew Hope Boat Shop [REDACTED]. View from Katlian Street to the southeast.

This building is locally significant under Criteria A and B for the years 1941 to 1968. This era includes the construction of the *Princeton-Hall* and the *SJS II* during 1941-1943, as well as the succeeding decades when Hope continued his craft as a preeminent shipwright and teacher. The building's significance under Criterion A is from its association with the height of Native commercial ship building in Sitka, while its significance under Criterion B stems from its association with Andrew Hope:

...Hope, a Tlingit man and the best-known boatbuilder in Sitka, was very active by the end of the 1920s. In the 1920s and 1930s, documents name him as builder of the *BIORKA* and *STARLIGHT*, documented in 1927; the *PYRAMID*, 1929; the *NEPTUNE*, 1930; *BUDDY*, 1931; and the *ADMIRALTY*, 1938. He probably had a hand in building others for which there are no records (Alaska Historical Society 2016)

The property may also be significant under Criterion C as a rare example of a boat shop from the height of the Native shipbuilding era. The building was constructed under the direction of Andrew Hope in association with the Sheldon Jackson School. The Andrew Hope Boat Shop retains its integrity of location and much of its integrity of design, materials, workmanship, and feeling. The setting and association have been somewhat compromised by surrounding development in the Sitka Indian Village District.

The boat shop is not significant under Criterion D, as further study is unlikely to yield additional historic information. In 2011, Stewart et al. recommended that the Andrew Hope Boat Shop was eligible for listing in the National Register under Criteria A and B and as a contributing property of the Sitka Indian Village District. SHPO concurred with BIA's determination that the boat shop was eligible as a contributing building "to the Sitka Indian Village District for which a National Register Nomination is currently in draft form" (Bittner 2011).

NRHP Eligibility of the [REDACTED]

The house at [REDACTED], dating to c. 1950, is single story, mobile home with a barrel roof (Figure 20). It is the only house along either Tribal Way or Kirkman Street that is over 50 years old. In 2011, SHPO concurred with BIA's determination that [REDACTED] was not eligible for listing in the NRHP and was not a contributing element of the Sitka Indian Village District (Bittner 2011).



Figure 20. [REDACTED]. City and Borough of Sitka's online GIS mapping/property tax website (<http://www.mainstreetmaps.com/AK/Sitka/>).

Pyramid Packing Company Historic District [REDACTED]

The former Pyramid Packing Company cannery buildings [REDACTED] remain little changed since they were recorded in 2011. The buildings were recommended not eligible for the NRHP in 2011, due to earlier changes that resulted in the removal of some key historic features. Despite their diverse current uses, the buildings do have a degree of unity and still convey enough of a relationship to be recommended as a locally significant historic district:

A historic district "possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development...A district can comprise both features that lack individual distinction and individually distinctive features that serve as focal points" (National Park Service 1995:5).

These buildings on the western side of Katlian Street are recommended as contributing elements of a historic district eligible under Criterion A with a period of significance that spans from 1918, when the first of the buildings was constructed, to 1967 when the cannery closed.

The proposed Pyramid Packing Company Historic District, [REDACTED] is a small cluster of three buildings that are united historically, functionally and aesthetically and are significant for their collective relationship with the fishing and canning industry that was vital to the economic development of Sitka. These buildings have character defining features of late nineteenth and early twentieth century canneries, including location directly on the shoreline and construction on pilings so they could extend out into the tideline and connect with docks.

Architecturally, canneries were distinctive because of their proximity to water, large size, wood-frame construction, and gable roofs. To accommodate drastic tides...and to facilitate disposal of waste, canneries were often built on piling out over water...These wood-framed buildings, often covered with vertical plank siding, contained the cannery machinery and supplies. Other buildings at cannery sites included the machine shop, mess hall and lodging for workers (Hoagland 1993:52-53).

The three contributing buildings retain much of their original massing, although they have undergone several alterations since the cannery ceased operations in 1942. Much of the buildings' fenestration has been altered (compare Figure 20 with Figure 7), with replacement vinyl windows throughout. The buildings are clad with T1-11, cement board, and/or corrugated metal cladding over the original tongue and groove siding and their roofs are covered with asphalt shingles. Over time, the roadway in front has been improved, the waterfront has continued to be developed, and the characteristic clan houses to the east have been replaced by modern homes along Tribal Way and Kirkman Street.

Despite these changes, the massive form of the buildings and sweeping rooflines are instantly recognizable. The building is an example of the construction technology used for industrial architecture at the turn of the last century. It was designed to support heavy equipment including retorts, provide efficient work conditions and space for product storage, and withstand Southeast Alaska elements—all characteristics of historic Southeast Alaska canneries. Even with the changes to exterior finishes, fenestration, and setting, the buildings are recognizable examples of early 1900s cannery construction methods.

The buildings, although utilitarian in nature, are still imposing features along the Katlian Street waterfront. The Sitka Maritime Heritage Society features these buildings as one of ten properties on their historic walking tour of Sitka, the only property illustrating Sitka's cannery heritage.

Pyramid Packing Company's place in Sitka History was memorialized in episode 15 of the "Sitka History Minute" broadcast by KCAW (Raven Radio Foundation 2016). A full transcription of the radio feature is included below:



Figure 21. [REDACTED] southwest and southeast elevations. 2024 photograph.

“Let's take time for a Sitka History Minute. Alaska is known for its gold and oil riches, but once these resources are extracted, they are gone forever. However, Sitka remains the home of one of Alaska's most valuable renewable resources, for vibrant stocks of salmon migrate back to our pristine waters every year, pursuing abundant feed.

It is only lately that man has come on the scene to realize the capital potential of salmon. One of Sitka's most prolific and long-lived endeavors that capitalized on this resource was the Pyramid Packing Company dock and cannery. Built in 1918 by owners W.P. Mills, Kinky Alexander, and William Simar on beachfront property on Katlian Street that they purchased from John Littlefield, Jim Kitchcock, Andrew Moses, Charlie Davis, and Mrs. Mary Tom, Pyramid Packing went on to become the first successful cannery in Sitka and operated for 50 years before closing in 1967.

Its economic story tells us much about the history of the times, for its operations spanned two world wars, the Great Depression, and the public's palate for canned salmon. As Robert DeArmond noted, during the First World War, the demand for fish was high and every possible bit of fish was used. If the carcasses could no longer be handled by hand, scoop shovels were used to scrape every last carcass off the floor and into the cans.

Pyramid Packing underwent numerous ownership and name changes in its life, but the brand Pyramid remained synonymous with Alaska salmon, shipping worldwide under the distinctive Pyramid Packing logo with label names all relating to the word Pyramid:

- * Faro for medium reds, which were actually silvers.
- * Cleopatra for reds.
- * Oasis for pinks.
- * Caravan for chums.

Today, Pyramid Packing buildings live on as the Fisherman's Quay, which houses Murray Pacific, warehouse space, offices, storage lockers, and lodging units under the ownership of the Calvin family, who purchased the facility after it ceased cannery operations. Initially, Larry and Mary Ann turned the buildings and dock into the successful Baranoff Building Supply Company, eventually selling to Spenard Builders Supply, who also operated out of the dock until moving to their present space in 1985.

Larry recalls that the first few years were especially difficult and cold, for a single oil stove was all they had to keep the retail area above freezing. The dock also provided excitement on a regular basis. It was in poor shape and took constant vigilance to keep their old forklift from going through the planks, which it did anyway, twice in what proved to be frightening trips to icy waters for the operator.

These grand old buildings and dock remain as a legacy to those who worked within her walls and on her docks. But more importantly, the cannery walls stand as a proud beacon, reminding us that salmon will once again return in the spring, and our waters will teem with one of Alaska's most precious gifts to her people."

For the Pyramid Packing Company Historic District to be eligible under Criterion A, it should ideally retain some of the seven aspects of integrity, especially location, feeling, and setting. The buildings that constitute the district retain their integrity of location and some aspects of their original design, materials, and workmanship. Their feeling and association are diminished by conversion of the cannery buildings for other, unrelated commercial usages, although they retain their relationship with each other and the surrounding waterfront environment. The basic layout of the cannery buildings remains the same, despite modernization. The cannery's original setting, at the northern edge of the Sitka Indian Village (Figure 22), has been affected by development, both along the Katlian Street waterfront and to the east where most of the houses along Tribal Way and Kirkman Street date to the 1980s. Little remains of the cannery-era setting along the streetscape of Katlian Street, though the important view from the water remains relatively intact.

The adjacent Andrew Hope Boat Shop, already determined eligible for the National Register, is not included in the Pyramid Packing Company district, as it has a different period of significance, is associated with Tlingit ship building in Sitka, and is considered significant as part of the Sitka Indian Village (see below).

Sitka Indian Village [REDACTED] Eligibility

A National Register nomination form for Sitka Indian Village was prepared by the superintendent of the Sitka National Monument in 1971, but that nomination was tabled “pending further study” (Kuehn 1971). To date, the nomination for the proposed Sitka Indian Village District [REDACTED]

[REDACTED] has yet to be completed and approved. The latest nomination form, authored by Jessica Perkins (2009b), is dated November 12, 2009.

Perkins concluded that the district was eligible for the National Register under Criteria A, C, and D, and significant for architecture, community planning and development, exploration/settlement, Alaska Native heritage, social history, and historic and aboriginal archaeology. The period of significance for the district spans the majority of the American Period, 1885–1957, with particularly important events occurring in 1885, 1904, and 1943. The proposed district is large and contains 35 contributing and 56 non-contributing properties.



Figure 22. Pyramid Packing Company and Sitka Indian Village, 1928.

Contributing properties included deteriorating wood frame houses (e.g. Figure 23) and commercial buildings generally built in the late 1800s. Cemeteries and isolated burials occur within and contribute to the district (Stewart et al. 2011).

As noted previously, BIA considers the Sitka Indian Village District to be eligible despite the NRHP nomination being closed. In 2024, the district was listed among the eleven most endangered historic properties in Alaska by the Alaska Historic Preservation Association and in the United States by the National Trust for Historic Preservation. It is our recommendation that, with the exception of the Andrew Hope Boat Shop, the buildings in the Project’s APE should not



Figure 23. Two of the frame houses along Katlian Street in the Sitka Indian Village District. The collapsing house to the right is Daginaa Hit, “Out in the Ocean Salmon Box House” [REDACTED]. The house to the left is Ch’aak’ Kudi Hit, “the Eagle’s Nest House” ([REDACTED]; Perkins 2009b). 2024 photograph.

be included in the district. The former Pyramid Packing Company cannery was not culturally associated with the Sitka Indian Village, which should be a stand-alone district settled by the Tlingit who had returned to Sitka (circa 1820–1830s) and settled in this area outside the Russian stockade.

Recommendation of Effects

According to 36 CFR 800, the regulations for the National Historic Preservation Act, an undertaking has an effect on a historic property when it may alter characteristics of the property that qualify it for inclusion on the National Register (36 CFR 800.16(i)). An adverse effect “is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association” (36 CFR 800.5(1)).

The Pyramid Packing Company Historic District and the Andrew Hope Boat Shop are NRHP-eligible properties within the Project APE. These properties retain integrity of location and some aspects of their original design, materials, and workmanship. The Pyramid Packing Company buildings retain a collective cohesion of character defining features as large imposing cannery buildings constructed on pilings directly on the shoreline to represent and reflect late nineteenth and early twentieth century canneries, and this cannery’s influence on the historical development of Sitka. The feeling and association of the cannery buildings are diminished by their conversion

for other, unrelated commercial usages. The original setting of the cannery and boat shop, at the northern edge of the Sitka Indian Village, has been affected by development, both along the Katlian Street waterfront and to the east where most of the house's date to the 1980s. The proposed Project will not physically affect the location or any of the physical features of the Pyramid Packing Company Historic District or the Andrew Hope Boat Shop.

In assessing the visual effect that the Project may have, it is important to understand what characteristics convey the significance of the Pyramid Packing Company Historic District and the Andrew Hope Boat Shop, and how and to what degree those characteristics might be diminished by the visibility of the Project facility from the historic properties. The physical presence of a new, two-story, 6,400 square foot building will have a visual effect on surrounding features and currently open spaces. However, at the current level of design, there is nothing to suggest that STA's bus terminal will have any adverse effect to these historic properties.

Although not formally determined eligible for the NRHP, the Sitka Indian Village Historic District [REDACTED] would not be affected by the Project. The bus terminal is being built by the local tribe and will reflect tribal design elements, so the likelihood is that they will probably enhance the cultural historical setting for the nearby Indian village district.

CRC recommends that the Project, as currently proposed, will not adversely affect the Pyramid Packing Company Historic District [REDACTED] or the Sitka Indian Village Historic District [REDACTED].

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ARCHAEOLOGICAL MONITORING AND INADVERTENT DISCOVERY PLAN

Project No. Z808110000
Sitka Tribe of Alaska
Bus Maintenance Facility

ARCHAEOLOGICAL MONITORING AND INADVERTENT DISCOVERY PLAN

Active Construction of Sitka Tribe of Alaska Bus Maintenance Facility Project Number: Z808110000

I. Introduction

These procedures will be followed if cultural resources, including human remains, are encountered during ground disturbing construction activities of the Sitka Tribe of Alaska (STA) Bus Maintenance Facility Project (Project) in Sitka, Alaska. This plan also includes procedures for archaeological monitoring of the Project's construction. Work under the terms of the Archaeological Monitoring and Inadvertent Discovery Plan (Plan) is to be carried out by or under the direct supervision of a person or persons meeting, at a minimum, the Secretary of the Interior (SOI)'s Professional Qualifications Standards for Archaeologists (48 FR 44738-44739). Documentation is to be consistent with the Secretary of the Interior's Standards and Guidelines for Archaeological Documentation (48 FR 44734-44737), the Alaska Office of History and Archaeology's cultural resource survey reporting standards (Historic Preservation Series Number 3, 5, 11, and 12), *Monitoring Guidelines* (Historic Preservation Series Number 15) and standards for *Inadvertent Discovery and Unanticipated Effects* (Historic Preservation Series Number 16). All documentation, data recovery, evaluation and reporting of cultural resource materials as described for these procedures will follow and meet contemporary professional standards and the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation (48 FR 44716).

In the event of the discovery of human remains, Alaska state laws and protocols in accordance with Alaska Statute (AS) 11.46.482(a)(6), AS 12.65.5, AS 41.35.200, and AS 18.50.250 pertaining to the discovery of human remains within the State of Alaska will be followed. These protocols provide a framework that both the National Advisory Council on Historic Preservation and the Chief of the Alaska Office of History and Archaeology have found acceptable.

II. Project Background

The proposed Project is funded by the Federal Transit Administration (FTA) as part of a Tribal Transportation Project grant to the Sitka Tribe of Alaska (STA), that is managed by the Alaska Department of Transportation and Public Facilities (DOT&PF) as the grantee on behalf of STA as sub-grantee. The Project is located on the lot adjacent to the STA Administration Building at 456 Katlian Ave and the adjacent lot at 458 Katlian Ave in Sitka, Alaska in Township T55S, Range R63E, Section 35, Copper River Meridian on United States Geological Survey Quadrangle SITKA A-5 Map and is shown in Appendix 1: Area of Potential Effects Map. The overall Project will include the construction of a Bus Maintenance Facility on the lot adjacent to the Tribal Administration Building, construction of a bus pull-out on Katlian Ave, construction of a shared parking lot on Tribal Way, and minor improvements to utilities, stormwater drainage, and to the existing grade and paved street and sidewalk surfaces on Tribal Way. The APE includes part of the City and Borough of Sitka (CBS) right-of-way (ROW) of Katlian Ave for equipment access and staging purposes while the remaining majority of the APE is on land owned by the STA.

As part of this Project, DOT&PF conducted geotechnical testing to inform design. The geotechnical testing included the excavation of five (5) test pits reaching a maximum depth of ten (10) feet deep. Exact locations of the test pits were determined in the field based on topography, surface features, and utilities. A few historic artifacts, primarily some broken ceramics, and other modern debris were uncovered during the testing.

Section 106 Consultation

The Federal Transit Authority initiated consultation for the overall Project with the State Historic Preservation Office (SHPO) on April 10, 2024 for compliance with Section 106 of the National Historic Preservation Act and committed to implementation of an Inadvertent Discovery Plan (IDP) for the Project, including during geotechnical testing. SHPO responded on May 8, 2024 with no objection to the Project APE or the proposed geotechnical testing. SHPO highlighted the possibility that ground disturbing activities of the Project could encounter human remains given the presence of the Sitka Indian Village District (SIT-00011) and two previously identified grave sites near the Project APE. DOT&PF conducted informal consultation with SHPO in August of 2024 to confirm SHPO's non-objection to geotechnical testing activities advancing prior to completion of Section 106 consultations and SHPO responded on August 6, 2024 that they did not object to moving forward with geotechnical activities with the stipulation that all activities take place within the APE and an archaeological and/or tribal monitor be present during these activities.

Archaeological Monitoring Requirement

Archeological monitoring is the stationing of an archeologist on a construction site to watch for evidence of archaeological remains as the construction proceeds. Monitoring requirements will be implemented immediately prior to, and during, any construction activities that disturb ground.

The FTA added archaeological monitoring to the IDP as a result of on-going consultation with the STA regarding inadvertent discovery protocols for the geotechnical testing activities. A draft IDP was submitted to STA for review on July 2nd and 22nd, 2024, STA recommended that the Project should include an SOI qualified archaeological monitor during geotechnical testing and any other ground disturbing activities. FTA agreed to modify the Plan to an Archaeological Monitoring and Inadvertent Discovery Plan (MIDP). This monitoring effort occurred on December 10, 2024, and based on observations made during the geotechnical investigation, it was determined that monitoring should also occur during active construction involving any ground disturbance.

Area Planned for Monitoring

Archaeological monitoring is planned for all ground disturbing activities within the Project's construction footprint. The Contractor will notify DOT&PF at least 10 business days prior to conducting ground disturbing activities for construction. The DOT&PF will ensure a Secretary of Interior (SOI) qualified professional archaeologist will be present to monitor for potential cultural resources and/or human remains during all ground disturbing activities. The qualified professional archaeologist will notify the STA of their monitoring schedule prior to ground disturbing and monitoring activities at this location.

Monitoring Reporting

The Archaeological Monitor will provide a construction monitoring memo(s) summarizing all monitoring activities and observations to the DOT&PF Project Manager, the DOT&PF Professionally Qualified Individual (PQI), and the FTA within the appropriate timeframe as determined by the Project's construction schedule for when monitoring is needed and completed. The FTA will submit a copy of the memo(s) to the SHPO, OHA, the STA, Sealaska Corporation and other parties identified in consultation with Sitka Tribe of Alaska as appropriate consulting parties.

III. Prior to Construction Activities

Though a project site may have been previously developed or thoroughly investigated for cultural resources prior to any construction activities, there is always the possibility that unanticipated cultural

resources and/or human remains will be inadvertently discovered during ground-disturbing activities. In the event that any cultural deposits and/or human remains are discovered during Project activities, work must stop immediately at the discovery site until the Archaeological Monitor can determine the nature of the discovery and the Project team must follow protocols outlined in the appropriate sections of this Plan (Section IV for discoveries of Cultural Resources or Section V for discoveries of Human Remains) to comply with State and federal laws.

Prior to any on-site ground disturbing activities, all associated personnel and contractors will be briefed by DOT&PF on procedures to follow if buried human remains or cultural resources are encountered during such activities. The DOT&PF Project Manager will organize a kick-off meeting of the contractor's staff, the DOT&PF Regional Environmental Manager (REM), the DOT&PF PQI, the Archaeological Monitor, and any other DOT&PF staff that will supervise geotechnical activities for the Project.

IV. Protocols for Discovery of Cultural Resources

Follow these procedures in the event there is a discovery of cultural materials during Project activities. If a discovery includes human remains (to include cremated remains), follow the protocol for Discoveries of Human Remains in Section V.

There is no universal definition of cultural resources, yet DOT&PF cultural resource professionals typically consider cultural resources to be physical remains of human use and occupation from the past. These resources need to be examined to determine if an archaeological or culturally significant site is present. Federal agencies responsible for compliance with Section 106 of the National Historic Preservation Act (NHPA) will typically evaluate such remains that are 50 years old or older to determine if they would meet the definition of "historic properties"¹ and potentially be eligible for listing on the National Register of Historic Places. Examples of cultural resources that might be found during ground disturbing activities in Alaska include remnants of old structures, historic materials or equipment, tools or artifacts, rock art (petroglyphs and pictographs), animal bones, charcoal layers, even fossils.

A. On-Site Responsibilities of Project Staff and Archaeological Monitor:

If any member of the Project team encounters an object that appears 50 years old or older during ground disturbing activities, they must immediately stop work and notify the Archaeological Monitor. The Archaeological Monitor will investigate the discovery, notify and instruct the Contractor Manager on construction activities to halt and construction activities to conduct to secure the site and then immediately contact the DOT&PF Project Manager to inform them of nature of the discovery.

It is the responsibility of all on-site staff to immediately stop work and report the discovery of a possible cultural resource (artifact, animal bone, fossilized remain, etc.) to the Archaeological Monitor.

It is the responsibility of the Archaeological Monitor to investigate the discovery, determine if it qualifies as a potential cultural resource discovery, and instruct the Contractor Manager on activities to halt work and secure the site. The Archaeological Monitor is authorized to determine if the remains qualify as a cultural resource discovery (triggering the protocols described below), to halt construction at the discovery site, to direct activities needed to secure the site and to redirect work to other areas. The Archaeological Monitor is also responsible for contacting the appropriate DOT&PF Project Manager immediately to inform them of the nature of the discovery.

¹ A *historic property* (or *historic resource*) is defined in the NHPA [54 U.S.C. § 300308] as any "prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion on, the National Register of Historic Places, including artifacts, records, and material remains related to such a property or resource."

The responsibilities of the Contractor Manager and DOT&PF Project Manager are outlined below.

B. On-Site Contractor Manager Responsibilities:

It is the responsibility of the Contractor to follow the Archaeological Monitor's instructions regarding halting construction activities and taking steps to secure the site. It is also the Contractor's responsibility to contact the DOT&PF Project Manager as soon as possible and within 24 hours to provide notification of the discovery and report on compliance with Contract Specifications and this Plan.

1. Stop Work: If a cultural resource is uncovered during the Project, all work adjacent to the discovery must stop. If human remains are encountered, treat them with dignity and respect, and follow the protocols outlined in Section V of this Plan as well as **Appendix 2: Guidelines Laws and Protocols Pertaining to the Discovery of Human Remains in Alaska.**
2. Secure the Site: All work will stop in the area determined by the Archaeological Monitor to be adequate to provide for the security, protection, and integrity of the cultural resource (the area will have a minimum circumference of 50-feet but the exact boundary and dimensions will be defined by the Archaeological Monitor). Flag a buffer around this area to minimize further disturbance/destruction. The buffer should be flagged with high visibility flagging/staking so that it is obvious to all personnel that the area must be avoided. Vehicles, equipment, and unauthorized personnel will not be permitted to traverse the discovery site. Use protective measures such as a tarp to cover the discovery site to protect it from exposure to the elements. The Contractor will follow the Archaeological Monitor's instructions regarding securing the site at time of discovery and will maintain security of the site following the Archaeological Monitor's instructions throughout all work on-site until DOT&PF issues new instructions.
3. Notify DOT&PF Project Manager: The Contractor Manager must notify the DOT&PF Project Manager of the discovery to discuss implementation of this plan. The DOT&PF Project Manager will direct the Contractor on all further actions in consultation with FTA and the DOT&PF PQI.

C. DOT&PF Project Manager Responsibilities at the Time of Discovery:

It is the responsibility of the DOT&PF Manager to manage the discovery process and provide direction to the Contractor, ensure the correct protocols under this Plan are being implemented, and to notify FTA, and the DOT&PF REM and DOT&PF PQI to ensure agencies are able to respond along the required timeframes.

1. Protect Discovery Site: The DOT&PF Project Manager is responsible for ensuring appropriate steps are taken to protect the discovery site until the discovery is resolved by completion of an approved treatment. The approved treatment will be developed and provided to the DOT&PF Project Manager by FTA, in consultation with the Section 106 consulting parties identified in Section VI, Table 1 below.
2. Contact FTA Representative, DOT&PF Southcoast Region PQI and REM: The DOT&PF Project Manager will contact the FTA Representative, DOT&PF PQI and REM *immediately* upon being notified of the discovery and inform them of the time the discovery occurred and the time they were notified.

Photographs: The on-site Contractor Manager and/or the DOT&PF Project Manager may take photographs of cultural resources to submit to the PQI and REM for information purposes only. Information about cultural resources may be confidential and protected by State law. The Contractor and Project Manager may not share or distribute these photographs with other project

members or the public, nor add them to any project folders. Note: *Photographs of human remains are not permitted* unless conducted under the supervision of the Archaeological Monitor, a tribal monitor, DOT&PF REM or PQI, Alaska law enforcement agent or State Medical Examiner.

3. Direct Activities Elsewhere from Discovery Site: In some cases, the Archaeological Monitor or DOT&PF Project Manager may direct activities to other areas *away from cultural resources* while work is halted at the discovery site. The Archaeological Monitor may identify areas where construction may continue immediately following discovery, if they determine the continued monitoring of other areas to be feasible and unlikely to affect the discovery site. After the DOT&PF Project Manager is notified of the discovery, the DOT&PF Project Manager shall consult with the Archaeological Monitor and the DOT&PF PQI to identify other areas where construction activities can continue while work is halted at the discovery site.
4. Engage Archaeological Monitor: The DOT&PF Project Manager will procure and manage services of an SOI-qualified Archaeologist to serve as Archaeological Monitor for the Project and provide any additional archaeological services to assess, document, evaluate and recommend findings of effect for the cultural resources discovery, as needed.

D. Appointed FTA Representative Responsibilities at the Time of Discovery:

The FTA is the lead federal agency responsible for the Project's compliance with Section 106 of the NHPA and consideration of the Project's effects on "historic properties". Upon notification of the cultural resources discovery, FTA is responsible for conducting Section 106 discussions with consulting parties and deciding the appropriate course of action to resolve the Project's impacts to the cultural resources.

1. Identify Discovery: Upon notification of the discovery, the FTA Representative will coordinate with the DOT&PF Project Manager and DOT&PF PQI/REM to identify the discovery process being implemented and to fulfill the lead agency's responsibilities to comply with Section 106 are met in the appropriate discovery process. For cultural resources, the procedures described in Section IV of this Plan will be followed and for human remains, the procedures described in Section V of this Plan will be followed.
2. Make Initial Notification: The FTA Representative will start the Section 106 process to notify the parties identified in Section VI, Table 1 in accordance with 36 CFR 800.13, within 24 to 48 hours of the discovery which include but are not limited to: the SHPO, OHA, STA and Sealaska Corporation, as well as the City and Borough of Sitka (CBS) if a discovery is made on their property. Initial notification starts the consultation process to inform designated parties of the discovery. This notification is followed by continued consultation to update the parties on new information about the discovery as it becomes available. The FTA shall work with STA to identify confidentiality needs and constraints or other considerations for including additional consulting parties.
3. Provide Direction on Level of Archaeological Effort: As lead agency for Section 106, FTA will determine and instruct the DOT&PF Project Manager and DOT&PF PQI/REM on level of archaeological services and identification effort appropriate to meet its obligations under Section 106.
4. Continue and Complete Consultation/Documentation: As lead agency for Section 106, FTA will coordinate and complete consultation with SHPO, the STA and Sealaska Corporation to evaluate the significance of the cultural resource and its eligibility for the National Register, develop a treatment plan and submit all documentation required for Section 106 compliance (including archaeological analysis reports and agency findings).

D. Documentation of Cultural Resource Materials and role of DOT&PF PQI:

1. The PQI will be the DOT&PF point of contact for assisting the lead federal agency (FTA) consultation as appropriate to ensure that the previously unidentified resource or unanticipated effect is evaluated, and that an appropriate treatment plan is developed.
2. The DOT&PF Project Manager and DOT&PF PQI will coordinate to procure archaeological services to examine the discovery and support FTA's needs for compliance with Section 106.
3. Any treatment plan resulting from the discovery will be developed by the lead agency (FTA) in consultation with the SHPO and Tribes. The DOT&PF PQI will coordinate with the DOT&PF Project Manager, FTA Representative and the Contractor to ensure that the treatment plan is implemented.
 - a. Should data recovery be required by the plan, it will be implemented prior to any continued disturbance at the discovery site. FTA will provide the data recovery report to the SHPO, STA and Sealaska Corporation.
 - b. All artifacts, faunal, and floral remains, and related materials recovered on STA property as well as associated field notes, shall remain the property of the STA. Materials recovered on land not owned by STA shall remain the property of the landowner or land managing entity. Artifacts obtained from Private land will remain with the Private landowner but may be accessioned to the University of Alaska Museum of the North (UAMN) in Fairbanks should the landowner not wish to keep it.
4. All documentation, survey and treatment plans, evaluation, data recovery, and reporting of cultural resource materials as described for these procedures will follow and meet the contemporary professional standards and the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation (48 FR 44716).

E. Proceeding with construction:

1. Once the FTA Representative ensures that cultural resource work at the discovery site has finished, the recovery of cultural resource materials as outlined above is satisfied and complete, and compliance with State and federal laws is complete, in consultation with the DOT&PF PQI, then FTA will notify the DOT&PF Project Manager that construction at the discovery site may resume.

V. Protocols for Discovery of Human Remains

These procedures will be followed for a discovery of human remains during Project activities.

Human Remains: The term "human remains" refers to the body of a deceased person, in whole or in parts, regardless of its stage of decomposition or if cremated remains. Human remains in this setting could consist of bones, hair, a coffin, or ashes interred inside an urn or wooden box.

If human remains are identified at any time during this Project, the Contractor will cease any excavation or other Project activities in the area of the discovery, will and secure the location of the site, and protect the area from further disturbance.

The Archaeological Monitor will **immediately** notify the DOT&PF Project Manager, and Contractor Manager of the discovery. The DOT&PF Project Manager will **immediately** initiate the notification process established by the Alaska Office of History and Archaeology (OHA) (**see Appendix 2: Guidelines Laws and Protocols Pertaining to the Discovery of Human Remains in Alaska**), notifying the Alaska State Troopers, the Missing Persons Clearinghouse, the Alaska State Medical Examiner, and local law enforcement. The DOT&PF Project Manager will then contact the FTA Representative, DOT&PF REM and DOT&PF PQI within 24 hours. The DOT&PF PQI or REM will ensure that the

contacts for DOT&PF, SHPO, OHA, Sitka Tribe of Alaska and Sealaska Corporation listed in Table 1 (see **Section VI. Inadvertent Discovery Plan Project Contact List**) are contacted within 24-hours of the being notified of the discovery.

Initial Discovery

The DOT&PF Project Manager and Contractor Manager will ensure that:

All human remains will be treated with dignity and respect at all times.

If human remains are inadvertently discovered during the Project, all work that may further disturb the human remains shall immediately cease within a minimum one hundred (100) feet radius of the discovery.

The initial discovery site shall be secured and protected by the Contractor Manager, following instructions from the Archaeological Monitor on how to properly secure the site. All work shall focus on securing the site from any further disturbance. The Archaeological Monitor may investigate the site only to the extent necessary to determine if the bones are human or animal. No further disturbance shall be authorized until the AST/SME have determined that the site is not subject to criminal investigation.

Human remains will be fully covered by a tarp or other soft textile material for protection from the elements.

All remains identified through inadvertent discovery will be treated as human until the Archaeological Monitor or another SOI-qualified archaeologist assigned to this Project, and the Alaska State Troopers (AST) or State Medical Examiner (SME) determines otherwise.

The on-site Contractor Manager and DOT&PF Project Manager shall be responsible for enforcing that their respective vehicles, equipment, or unauthorized personnel are not permitted to traverse the discovery site.

Photographs: Only the following positions have authority to take photographs of the human remains: the DOT&PF REM, DOT&PF PQI, Archaeological Monitor or other SOI-qualified archaeologist assigned to this project; the AST; or an individual as directed by one of these positions if immediate travel to the site is not possible. Photographs shall not be distributed to any other parties except for identification request by the SME or as authorized by DOT&PF to be sent to a designated Physical/Biological Anthropologist/Archaeologist for identification purposes.

Consultation

If human remains are inadvertently discovered during Project activities, the FTA shall notify the designated contacts for the SHPO Office, OHA, Sitka Tribe of Alaska; and Sealaska Corporation within 24-hours of confirmation that remains are human and FTA shall begin consultation on the treatment and disposition of such remains.

Identification of the Human Remains

Either the AST and/or the SME shall make a determination of whether the remains are of a forensic nature and/or subject to criminal investigation.

If the AST and/or SME determine that the remains are neither of a forensic nature nor subject to a criminal investigation, then a qualified Physical/Biological Anthropologist/Archaeologist shall examine the human remains to determine biological affinity (*The DOT&PF Project Manager and PQI shall coordinate to procure the services of a Secretary of the Interior (SOI)-qualified Physical/Biological*

Anthropologist /Archaeologist for the analysis and documentation of the human remains discovery as necessary). The anthropologist/archaeologist shall be the responsible party for securely transporting the remains off-site for their analysis if warranted. (Prior to the removal of the remains, FTA shall coordinate with the STA on any religious ceremonies to be performed at the discovery site and the DOT&PF PQI shall contact the Alaska Division of Public Health: Health Analytics and Vital Records prior to any off-site transport of the human remains to acquire any necessary paperwork for the transport of the remains).

Cultural resource identification work under the terms of the Human Remains Protocol shall be carried out by or under the direct supervision of a person or persons qualified as a Physical/Biological Anthropologist/Archaeologist, with training in osteological analysis and experience in the evaluation of human remains. The individual must also meet the minimum requirements under the SOI's Professional Qualifications Standards (36 Code of Federal Regulations 61, Appendix A; SOI-qualified Archaeologist). All documentation, evaluation, treatment, and reporting associated with a human remains discovery will follow and meet current professional standards, including, but not limited to, the SOI's *Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716).

FTA shall consult with the STA on facility storage, security, analysis methods, place of analysis, and reporting of analysis to ensure that all are carried out in a culturally appropriate manner. The anthropologist/archaeologist shall provide the consulting parties with information regarding the facility storage and security protocols of the remains prior to transport to ensure adequate and sensitive treatment of the remains. The anthropologist/archaeologist shall document, analyze, and photograph the remains so that an independent assessment of biological affinity can be made.

The anthropologist/archaeologist shall be afforded ninety (90) days to conduct his/her analysis and provide a written report of findings to the identified consulting parties. Genetic (DNA) data will not be made public or used in research without the permission of STA and they shall be afforded ninety (90) days to review and provide written comments on the findings report.

When the AST and the SME have made a determination that a death investigation is not warranted and if the remains are not of Alaska Native origin, then the DOT&PF PQI in consultation with the SME shall attempt to identify, locate, and consult with descendants of the deceased. If no descendants are found, any necessary permits from the Alaska State Bureau of Vital Statistics will be obtained and the remains re-interred in a designated area to be determined with the landowner or land-managing agency associated with the property on which the remains were discovered.

When the AST and the SME have made a determination that a death investigation is not warranted and if the remains are of Alaska Native origin, then FTA will continue consultation with STA on the treatment and disposition of the remains until resolved.

Construction After Removal of Human Remains

Once the human remains and any associated cultural resources have been respectfully removed from the discovery site, the area shall be treated as a site requiring additional evaluation for Section 106 compliance. FTA will provide instruction on the level of identification effort and archaeological services needed for their Section 106 compliance process and DOT&PF Project Manager will coordinate with the DOT&PF PQI/REM to procure the required identification services. Once the evaluation of the site is considered complete, and any other State and federal legal requirements have been satisfied, as confirmed by the DOT&PF PQI, then the FTA will notify the DOT&PF Project Manager that construction may resume at the discovery site.

VI. Inadvertent Discovery Plan Project Contact List

For discoveries of cultural resources, the following representatives will be contacted following the protocols identified in Section IV above.

For discoveries of human remains, the DOT&PF Project Manager will first immediately notify the appropriate authorities identified in the contact list in **Appendix 2: Guidelines Laws and Protocols Pertaining to the Discovery of Human Remains in Alaska** and will then inform the FTA Representative and DOT&PF REM and DOT&PF PQI contacts listed below. The DOT&PF Project Manager must notify the FTA, DOT&PF REM and DOT&PF PQI within 24 hours of the discovery. The DOT&PF PQI or DOT&PF REM will notify the remaining representatives of the DOT&PF, the Alaska State Historic Preservation Officer (SHPO), the Sitka Tribe of Alaska; and Sealaska Corporation designated in Table 1 below of the discovery. The FTA will conduct all further consultation necessary to complete requirements for Section 106 compliance.

Table 1. Project Contact List

Organization	Contact	Telephone/Email
Alaska Department of Transportation and Public Facilities (DOT&PF) DOT&PF Project Manager	Eric Hershey, Public Facilities, Project Manager	Telephone: 907-269-5572 eric.hershey@alaska.gov
Alaska Department of Transportation and Public Facilities (DOT&PF) DOT&PF PQI	Amy Russell, Southcoast Region Professionally Qualified Individual (PQI)	Telephone: 907-799-4845 amy.russell@alaska.gov
Alaska Department of Transportation and Public Facilities (DOT&PF) DOT&PF REM	Ben Storey, Southcoast Region Environmental Manager (REM)	Telephone: 907-465-4509 benjamin.storey@alaska.gov
Alaska Department of Transportation and Public Facilities (DOT&PF)	Tom Gamza, Statewide Environmental, Cultural Resources Manager	Telephone: 907-451-5293 thomas.gamza@alaska.gov
Alaska Department of Transportation and Public Facilities (DOT&PF)	Nina Keller, Statewide Environmental, NEPA Manager	Telephone: 907-465-8892 nina.keller@alaska.gov
Federal Transit Authority (FTA) U.S. Department of Transportation FTA Representative	Barney Remington, Environmental Protection Specialist – FTA Region X	Telephone: 206-220-7966 Barney.Remington@dot.gov FTA.TRO10.Environmental@dot.gov

Sitka Tribe of Alaska	Jeff Feldpausch, Resource Protection Director	Telephone: 907-747-7469 jeff.feldpausch@sitkatriben-snn.gov
Sitka Tribe of Alaska	Lisa Gassman, Chief Executive Officer, STA	Telephone: 907-747-7380 lisa.gassman@sitkatriben-snn.gov
Sealaska Corporation	Joe Nelson, Executive Chair	Telephone: 907-586-1512 joe.nelson@sealaska.com corpsec@sealaska.com
Alaska State Historic Preservation Officer (SHPO)	Judith E. Bittner, SHPO	Telephone: 907-269-8715 judy.bittner@alaska.gov dnr.revcomp@alaska.gov
Alaska Office of History and Archaeology (OHA)	Dr. Richard VanderHoek, State Archaeologist	Telephone: 907-269-8728 richard.vanderhoek@alaska.gov
Alaska State Medical Examiner's Office		* Reporting Hotline (Death Hotline) to speak with on-duty investigator. Avail 24-hours Telephone: 907-334-2200 Anne Waisanen, Operations Administrator Telephone: 907-334-2200 anne.waisanen@alaska.gov Dr. Gary Zientek, Chief Medical Examiner Telephone: 907-334-2200 gary.zientek@alaska.gov
Alaska State Troopers, Sitka Post		Telephone: 907-747-3254
Alaska State Troopers, Missing Persons Clearinghouse *After initial contact to main number by phone, send follow-up e-mail with relevant information and photos to Lt. Endres and Malia Miller.		Telephone: 907-269-5038 *Lt. Ben Endres Telephone: 907-269-5682 benjamin.endres@alaska.gov *Malia Miller Telephone: 907-269-5038 malia.miller@alaska.gov
Sitka Police Department		Telephone: 907-747-3245
Alaska Health Analytics & Vital Records		* Registration Help Line Telephone: 907-465-5423

*For burial transit permits and disinterment/transit/reinterment questions:		
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Ariadne Will

From: Amy Ramirez <aramirez@dowl.com>
Sent: Tuesday, December 23, 2025 1:36 PM
To: Planning Department
Subject: Notice of Rooftop Colocation of Telecommunication Tower
Attachments: 2_Sitka Tribe Visual APE_2025_1117.pdf; 1_Sitka Tribe USGS Location Vicinity 2025_1114.pdf

Follow Up Flag: Follow up
Flag Status: Completed

You don't often get email from aramirez@dowl.com. [Learn why this is important](#)

Hello,

The Central Council Tlingit and Haida Tribes of Alaska (CCTHITA) is proposing to construct a new communications tower facility in Sitka, Alaska at 204 Siginaka Way (see attached map).

Location: 204 Siginaka Way, (57° 3'24.90" North Latitude, 135°20'53.53" West Longitude)

Description: Proposal to construct a new telecommunications site on top of the Sitka Tribe of Alaska Building. The proposed telecom system would include three non-penetrating tripod antenna sleds (10' tall), six Starlink terminals on an equipment sled, three 4" x 12" Nokia radios, GPS antenna grounding, and network cables routed across the rooftop on PVC sleepers with rubber mats.

DOWL is working on behalf of CCTHITA to complete the environmental permitting of the project. We are looking for your commentary regarding any potential effects of this site on historic properties and cultural resources. We are also consulting the State Historic Preservation Office (SHPO). If you have any comments, please feel free to respond via email, letter, or telephone call. I look forward to your response.

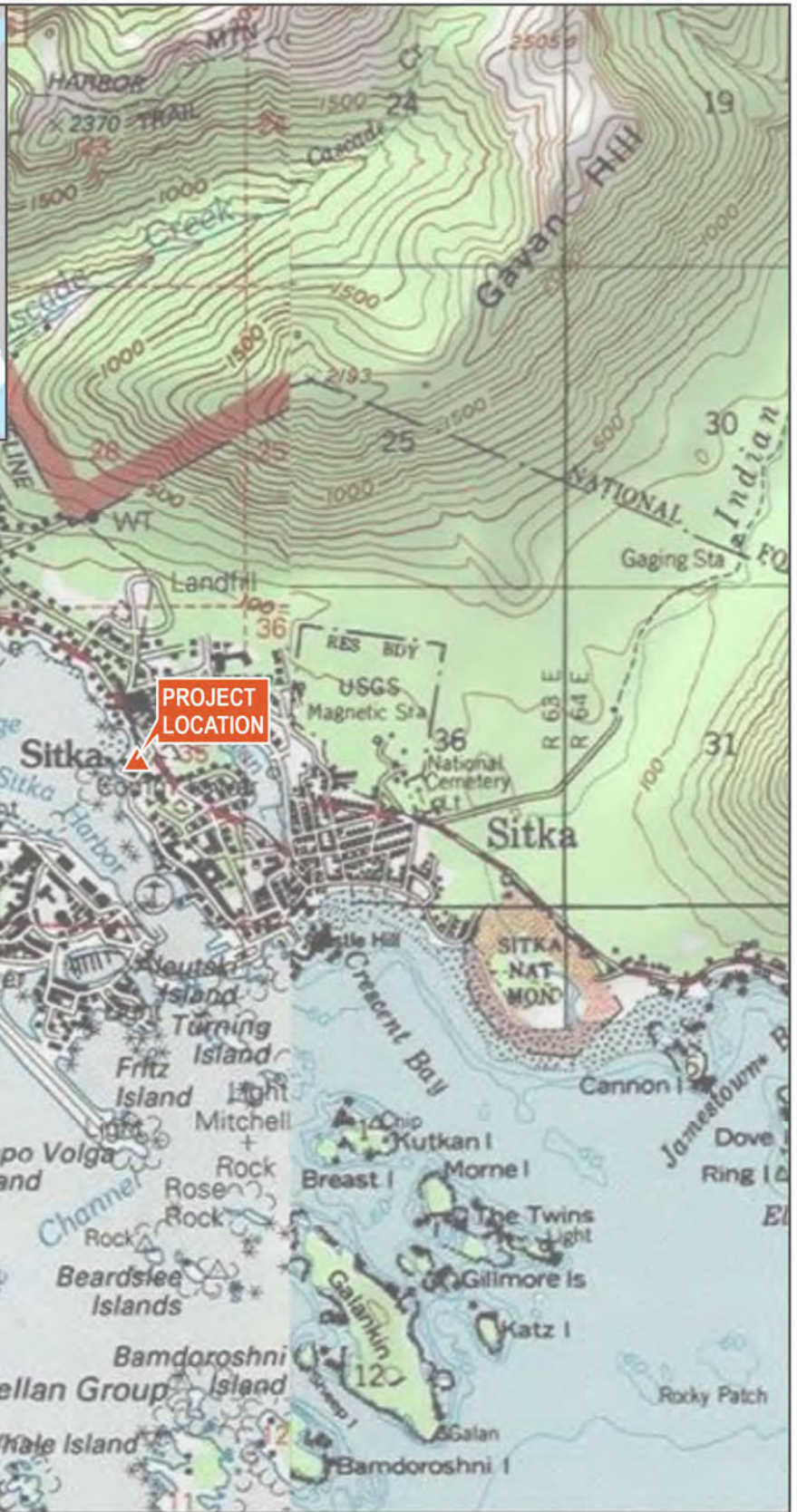
Thank you for your time,
Amy

Amy Ramirez
Senior Architectural Historian

DOWL

(907) 562-2000 | office
(907) 865-1164 | direct
(907) 947-5434 | cell

dowl.com



▲ Tower Location



0 0.5 1 Miles

Project Location & Vicinity

CCTHITA Sitka Tower of Alaska



DOWL

Date: November 2025

Map 1



Direct Area of Potential Effects

Visual Area of Potential Effects (1/2 mi)



0 500 1,000 Feet

Area of Potential Effects

CCTHITA Sitka Tower of Alaska



DOWL

Date: November 2025

Map 2



Ariadne Will

From: Amy Ramirez <aramirez@dowl.com>
Sent: Monday, January 5, 2026 1:08 PM
To: Amy Ainslie; Planning Department
Subject: CCTHITA Notice of Telecom Installation
Attachments: 1_Cathedral Arm USGS Location Vicinity 2025_0911.pdf; 2_Cathedral Arm Visual APE 2025_1117.pdf

Follow Up Flag: Follow up
Flag Status: Completed

You don't often get email from aramirez@dowl.com. [Learn why this is important](#)

Dear Ms. Ainslie and Staff,

Central Council Tlingit and Haida Tribes of Alaska (CCTHITA) is proposing to construct a new communications tower facility in Sitka, Alaska at 237 Lincoln Street (see attached map).

Location: 237 Lincoln Street, (57° 3'1.04" North Latitude, 135°20'7.27" West Longitude)

Description: The project proposes to install three wall mounted antennas (12.9-in by 4.6-in) and three radios (15.75-in by 9.6-in) secured to the existing utility penthouse on 14-ft 2.5-in steel mounting pipes, each with three 2-ft standoff wall mounts secured to the walls with threaded rods. Six white Starlink panels (23.4-in by 15.07-in) plus one GPS antenna will be mounted on an existing weighted frame on top of the penthouse. An equipment cabinet will be installed at ground level in a 10-ft by 10-ft lease space along the northwest elevation with a circuit breaker and grounding rod.

DOWL is working on behalf of CCTHITA to complete the environmental permitting of the project. We are looking for your commentary regarding any potential effects of this site on historic properties and cultural resources. We are also consulting the State Historic Preservation Office (SHPO). If you have any comments, please feel free to respond via email, letter, or telephone call. I look forward to your response.

Thank you for your time,
Amy

Amy Ramirez
Senior Architectural Historian

DOWL

(907) 562-2000 | office
(907) 865-1164 | direct
(907) 947-5434 | cell

dowl.com



Tower Location



0 0.5 1 Miles

Project Location & Vicinity

CCTHITA Cathedral Arms





DOWL

Date: September 2025

Map 1



-  Direct Area of Potential Effects
-  Visual Area of Potential Effects (1/2 mi)



0 500 1,000 Feet

Area of Potential Effects

CCTHITA Cathedral Arms



Date: November 2025

Map 2



