

SG 3385

United States Department of the Interior
National Park Service
National Register of Historic Places Registration Form



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, How to Complete the National Register of Historic Places Registration Form. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Kulis Hangar 1, Building 3
Other names/site number: Kulis Air National Guard Hangar 1, Alaska Heritage Resources Survey No. ANC-02780
Name of related multiple property listing: N/A
(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: 5005 Raspberry Road
City or town: Anchorage State: AK County: Anchorage
Not for publication: [] Vicinity: []

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets the National Register criteria. I recommend that this property be considered significant at the following level(s) of significance: national X statewide local

Applicable National Register Criteria: X A B C D

Signature of certifying official: Joan M. Anderson, Deputy SHPO Date: 11 December 2018
Alaska
State or Federal agency/bureau or Tribal Government
In my opinion, the property ___ meets ___ does not meet the National Register criteria.
Signature of commenting official: Date
Title : State or Federal agency/bureau or Tribal Government

Kulis Hangar 1, Building 3
Name of Property

Municipality of Anchorage, Alaska
County and State

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other _____


Signature of the Keeper

3/4/2019
Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

Kulis Hangar 1, Building 3
Name of Property

Municipality of Anchorage, Alaska
County and State

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>1</u>	<u> </u>	buildings
<u> </u>	<u> </u>	sites
<u> </u>	<u> </u>	structures
<u> </u>	<u> </u>	objects
<u>1</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register N/A

6. Function or Use

Historic Functions

(Enter categories from instructions.)

Defense - air facility
Transportation – air-related

Current Functions

(Enter categories from instructions.)

Vacant/ Not in Use

Kulis Hangar 1, Building 3

Municipality of Anchorage, Alaska

Name of Property

County and State

7. Description

Architectural Classification: (Enter categories from instructions.)

No style

Materials: (enter categories from instructions.)

Principal exterior materials of the property: metal, steel, aluminum

Narrative Description

Summary

Hangar 1, also known as Building 3, is the most visually prominent building on the site of the former Kulis Air National Guard Base (ANGB) at the Ted Stevens Anchorage International Airport. The building is a rectangular three-and-a-half-story aircraft hangar built for the maintenance and parking of transport aircraft. The building faces north, and the taxiway to the hangar parallels Runway 7R-25L, a principal airport runway. The site is bounded on the west by an airpark, the north by the airport, the east by a residential area, and the south by a road and residential area.

Hangar 1 is a building complex. The first component was built in 1955, the fourth in 1978. The complex today includes the 26,950-square foot three-and-a-half story hangar built in 1959 and a 11,156-square foot two-story lean-to addition constructed in 1963 on its west façade. The base's original 16,840-square foot hangar, constructed in 1955 for fighter aircraft, and the 1,365-square foot aerial port constructed after 1978 on the east façade of the 1955 hangar, have been demolished since the base closed in 2011. Although the complex has lost these two components, the primary reason the hangar is significant is for the squadron's role in military transport using planes the 1959 hangar was built to accommodate so the unit could complete its mission. Hangar 1 is one of only four of the twenty buildings of the former Kulis Air National Guard Base remaining.

Narrative Description

Kulis Air National Guard Base at the Anchorage International Airport was the first permanent home of the Alaska Air National Guard. The base's centerpiece was aircraft Hangar 1 that was built in 1955 and enlarged in 1959. The original hangar was a single-story, flat-roofed building constructed of reinforced concrete, measuring 140 x 120 x 18 feet high, with two bays for fighter-bomber aircraft maintenance. In 1957 the ANG's mission changed from air defense to transport. This required the construction of a new hangar, completed in May 1959, and connected to the original hangar. From that point on the two hangars were considered one building.

Kulis Hangar 1, Building 3

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At three-and-a-half stories (48 feet) tall, and measuring 176 x 157 feet, the 1959 hangar dwarfed the original one. The new hangar had a steel truss structural system to support the central high bay, hoist systems, and its slightly gabled membrane roof. It is clad in galvanized metal/asbestos (gal-bestos) sheathing. Five years after construction the door height had to be changed to accommodate the tail of the C-123J model aircraft, and a drop-down vertical support was added. The original wood overhead aircraft doors were replaced with horizontally folding canvas doors (sometimes called MegaDoors). The steel track of original doors remains.

In 1963, a two-story lean-to addition was built on the west façade of the 1959 hangar. It extends the full depth of the west façade of the hangar and has the same galvanized asbestos sheathing. The first floor on the west façade has eleven groupings of one-over-one windows. The window groupings vary from two windows, three windows, four windows, and one six window grouping. There are three metal exterior doors on west façade of the addition. On the first floor of the north façade of the addition there are two metal entry doors and two paired one-over-one windows. The second floor has groupings of smaller square fixed and awning windows. The second story windows are smaller in size by half from their original configuration and are only found on the west façade. Overall about three-fourths of the windows on the hangar and lean-to have been replaced. The lean-to addition originally housed workshop and office space on the first floor and office and classrooms on the second floor. There are multiple points of access from the interior of the hangar to the first-floor workshop space.

In the mid-1970s the roof support of the 1959 hangar was modified again to accommodate the larger tail of the C-13 Hercules, and again in the 1990s to allow a C-130 to be backed into the hangar, leaving room for a 24-hour rescue alert HH-60 helicopter. In 1978 an aerial port building was added to the east façade of the 1955 hangar.

Kulis Air National Guard Base closed in 2011. When it shut down, the base had twenty buildings and structures for the Guard's operations. Since its closure all but four buildings (including the 1959 hangar) have been demolished. The demolition included the original 1955 hangar and attached aerial port building. The other remaining buildings are Building 22 - Dining Hall and Flight Services Building built in 1975, Building 37 - Headquarters Building built in 1985, and Building 45 - Fuel Hanger built in 1980.

Kulis Hangar 1, Building 3 retains integrity of location, setting, materials, workmanship, feeling, and association. It is in its original location and original airport setting at the southeastern corner of the airfield facing the east/west runway. It has had some alterations, many of which were related to the building's transition in mission during its period of significance. Overall the building retains sufficient integrity of design, even with the loss of the 1955 hangar. Hangar 1 conveys its significance as the most-recognizable building of Kulis Air National Guard base, that opened in 1955 to assist the U.S. military during the Cold War and to help Alaska's residents especially during emergencies. The base was the center for the guardsmen to perform their mission until it closed in 2011.

Kulis Hangar 1, Building 3
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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

N/A

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance

(Enter categories from instructions.)

Military

Transportation

Period of Significance

1959-1969

Kulis Hangar 1, Building 3

Municipality of Anchorage, Alaska

Name of Property

County and State

Significant Dates

1959, 1964, 1967

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Alaska Air National Guard

Statement of Significance Summary Paragraph

Kulis Hangar 1, also known as Building 3, represents Alaska's Air National Guard. Built in 1959, the hangar was to accommodate cargo aircraft when the unit was designated the 144th Transport Squadron. The hangar provided a maintenance area and shelter for aircraft used for military protection and rural Alaska support for the State of Alaska, and for assistance to the Alaskan Air Command at Elmendorf Air Force Base (now Joint Base Elmendorf-Richardson) during the Cold War. On two particularly notable occasions, following the 1964 earthquake that devastated southcentral Alaska and the 1967 flood in Fairbanks, the base was a nerve center for disaster relief, rescue, and defense support. Kulis Air National Guard Base at the Anchorage International Airport was active from 1955 to 2011. Hangar 1 was the most visually prominent building at the base, and today is one of only four of the base's buildings standing, although the 1955 hangar and aerial port utility addition have been removed. The period of significance starts in 1959 when the hangar was built to service the unit's C-47 cargo aircraft and ends in 1969 when the Guard re-designated the unit, placed it under the Alaska Air Command, and greatly expanded it in size and duties.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Alaska was the only state or territory of the United States in 1950 that did not have its own Air National Guard, although discussions of the need for one had started at least by 1947. Territorial Governor Ernest Gruening and Alaska National Guard Adjutant General Lars L. Johnson lobbied Alaska's delegate to Congress and members of the Territorial Legislature to establish one. In July 1952, the territory received \$1.5 million from the federal government to establish an air guard. A headquarters office opened in Juneau, and on September 15, 1952 the 8144th Air Base Squadron was formed in Anchorage. The unit received its first airplane, a T-6 trainer, in February 1953 and based it at Elmendorf Air Force Base. In July 1953, the Anchorage unit was federally recognized and re-designated the 144th Fighter Bomber Squadron. By the end of 1954, the Alaska Air National Guard had three T-6G trainers, a T-33A trainer, two T-6 observation planes, and a C-47A Gooney Bird. The squadron had 23 officers and 126 airmen.

Kulis Hangar 1, Building 3

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The Territory of Alaska leased 77 acres (later increased to 129 acres) adjacent to Anchorage International Airport to the Air National Guard for a base in 1955. Two permanent buildings, a hangar and a general aircraft building for supplies, were constructed and there was a line of six temporary Quonset huts that provided housing and other services for the guardsmen. Construction of the buildings, utilities, fencing, taxiway and aircraft parking cost \$750,000. By informal vote of the squadron, the base was named after First Lieutenant Albert Kulis, an Alaska Air National Guard pilot who died piloting an F-80 Shooting Star over Goose Bay in November 1954.

The squadron flew F-86Es and provided support for the Alaskan Air Command. But the fighter intercept mission was short-lived, and the squadron was re-designated the 144th Transport Squadron. The fighter planes were replaced with C-47 cargo aircraft. The mission change meant much change for Hangar 1. A second hangar was built in 1959 to accommodate the transport aircraft, along with a fire pump station and storage tank. The new hangar was located immediately west of and connecting to the 1955 hangar. The fighter hangar was dwarfed by the new transport hangar. Both were designated as a single building, Building 3.

The unit supplied remote Aircraft Control and Warning (AC&W), Distant-Early Warning (DEW)-Line, and other radar detection and communication defense sites. In 1960 the squadron received C-123J aircraft that they used until 1976. Although the Air Force was responsible for provisioning the communication sites, the Guard's C-123J aircraft filled a gap in Elmendorf Air Force Base's transport aircraft inventory. The C-123J aircraft was specially adapted for Alaska's cold and for remote sites with rugged and short runways, and they could land on ice and snow. They were well-suited for arctic rescue and airlift. The 144th, later re-designated the 176th Wing, at Kulis was the only guard unit nationwide with C-123J aircraft. The unit would receive national recognition for their record of assistance.

The Kulis Air National Guard transport squadron provided critical help after several disasters hit Alaska. The March 27, 1964 earthquake so devastated southcentral Alaska's infrastructure that initially radios from C-123Js provided the only outside communication. A C-123J acted as a temporary aircraft control radio tower for the Anchorage airport since its tower had collapsed. Guardsman Major James Rowe circled the airport in an airplane acting as an interim tower. Other guardsmen rushed to the airport to extricate victims from the tower's rubble. In the next few weeks the squadron's pilots flew 77 missions, transporting Army National Guard troops to hard hit areas, especially Seward, Kodiak, and Valdez. They delivered 131,000 pounds of cargo to these communities and evacuated 201 people. Hangar 1 was used as a 98- bed emergency shelter.

Three years later, in August 1967, the Chena River crested its banks and flooded Fairbanks. Within five hours of the initial calls for assistance, the first C-123J flights took off from Kulis. The guardsmen moved emergency supplies to the area and evacuated residents in peril. Over the next nine days, the Air National Guard flew 138 sorties, spent 223 hours in the air, and traveled 25,307 miles. They provided almost 300,000 pounds of supplies and ferried 2,371 people to safety. Some evacuees were housed at Kulis Air National Guard Base, others at the Army's National Guard facilities at Camp Carroll on Fort Richardson.

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In 1969, the squadron was placed with the Alaskan Air Command, although its role continued to be one of support, and it was re-designated as the 176th Tactical Airlift Group. The Alaska Air National Guard was greatly expanded, and by the end of 1970 four squadrons had been organized to perform flight operations, maintenance, supply, and support functions. As the number of personnel increased, new facilities were built at Kulis and it more than doubled in size. The main entrance was moved to Raspberry Road. The duties changed again in 1976 to provide worldwide airlift capabilities, although the unit continued local emergency response missions. Kulis guardsmen were deployed in support of Operations Enduring Freedom and Iraqi Freedom. When the Exxon *Valdez* oil tanker ran aground in Prince William Sound spilling millions of barrels of oil into Alaskan waters in March 1989, the unit was quickly on the scene. Pilots flew containment booms, supplies, and emergency personnel to Valdez. After civilian contractors were hired for these duties, Air National Guard members stayed at Valdez, filling a variety of roles including crash response and fire protection at the Valdez airport. In 1990 the 210th Rescue Squadron was added to the Kulis Guard unit, with six HH-Pave Hawk helicopters and four HC-130 search and rescue aircraft.

Kulis Air National Guard Base was recommended for closure by the Defense Base Realignment and Closure Commission in 2005, and officially closed August 1, 2011. For more than 50 years it was the base for the Alaska Air National Guard, that had a significant role in the defense of Alaska and the United States during the Cold War and that provided needed response and relief during state emergencies. The personnel moved to Joint Base Elmendorf-Richardson. The leased property was returned to the State of Alaska, including the buildings, and is managed by Ted Stevens Anchorage International Airport as the Kulis Business Park. All but four of the base's buildings have been demolished. Hangar 1 stands empty, but it is a visible reminder of the origins of the Alaska Air National Guard and its important service over the years to Alaskans and the nation. From the time of construction of the initial hanger in 1957, Hangar 1 has been the defining building of Kulis Air National Guard base.

Kulis Hangar 1, Building 3
Name of Property

Municipality of Anchorage, Alaska
County and State

Major Bibliographical References

Alaska Air National Guard, Kulis ANGB, 30th, 35th, 40th and 50th anniversary books, Anchorage Public Library.

Alaskanized: The Story of Kulis Air National Guard Base and Its Historic Hangar. Anchorage: Alaska Air National Guard, 2011. Copy of 22-page booklet in files of Alaska Department of Natural Resources, Office of History and Archaeology, Anchorage, Alaska.

Bethard, Brian. Summary Appraisal Report, MAI-Black-Smith, Bethard & Carlson LLC for the State of Alaska, Department of Transportation & Public Facilities, Ted Stevens Anchorage International Airport, September 30, 2011.

Fairbanks Daily News-Miner, "Remembering the historic Fairbanks flood of 1967 " Accessed May 1, 2018 at http://www.newsminer.com/features/sundays/community_features/remembering-the-historic-fairbanks-flood-of/article_de5b10fa-7fa7-11e7-baaa-b7e28ee94d13.html

National Guard Bureau, Air National Guard Readiness Center NGB/A7CVN and Alaska Air National Guard. Historic Context Study Alaska Air National Guard and Cultural Resource Survey of Kulis Air National Guard Base, July 2007. Report in files of Alaska Department of Natural Resources, Office of History and Archaeology, Anchorage, Alaska.

National Research Council, Committee on The Alaska Earthquake (1971–73). The Great Alaska Earthquake of 1964. Washington D.C.: National Academy of Sciences.

Salisbury, C. *Soldiers of the Mists: Minutemen of the Alaska Frontier.* Missoula, Montana: Pictorial Histories Publishing Company, 1992.

U.S. Air Force Civil Engineer Center, "Former Kulis Air National Guard Base." Accessed May 1, 2018 at <http://www.afcec.af.mil/About-Us/Fact-Sheets/Display/Article/466117/former-kulis-air-national-guard-base/>

U.S. Geological Survey, "M9.2 - The Great Alaska Earthquake and Tsunami of March 27, 1964." Accessed May 21, 2018 at <https://earthquake.usgs.gov/earthquakes/events/alaska1964/>

Kulis Hangar 1, Building 3
Name of Property

Municipality of Anchorage, Alaska
County and State

Previous documentation on file (NPS):

N/A

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other
- Name of repository: _____

Historic Resources Survey Number (if assigned): Alaska Heritage Resources Survey (AHRS) Site No. ANC-002780

9. Geographical Data

Acreage of Property 4.38 acres

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

1. Latitude: 61.165186 Longitude: -149.972062
2. Latitude: 61.165661 Longitude: -149.972027
3. Latitude: 61.165658 Longitude: -149.973096
4. Latitude: 61.165173 Longitude: -149.973117
5. Lat-Long in approximate center of hangar: 61.165408, -149.972499

Kulis Hangar 1, Building 3
Name of Property

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Verbal Boundary Description (Describe the boundaries of the property.)

Hangar 1 is located on a 4.38-acre parcel of land, formerly within the 129-acre Kulis Air National Guard Base. It is in Sections 3 and 4, Township 12 North, Range 3 West, Seward Meridian.

Boundary Justification (Explain why the boundaries were selected.)

The boundaries for Hangar 1 encompass the 4.38-acre parcel that includes the hangar and paved parking area associated with it, as identified by Kulis Business Park managers.

10. Form Prepared By

name/title: Rob Stapleton, Jr.
organization: Alaska Military History Museum
street & number: 3705 Arctic Boulevard, #415
city or town: Anchorage state: AK zip code: 99503
email:
telephone: 907.229.5328
date: May 30, 2018

Assisted by: Joan M. Antonson, Historian, and Summer Louthan, Architectural Historian,
Alaska Office of History and Archaeology, 550 West 7th Ave., Suite 1310, Anchorage, Alaska
99501, jo.antonson@alaska.gov / summer.louthan@alaska.gov 907.269.8721, August 1, 2018

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15-minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered, and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Kulis Hangar 1, Building 3

Municipality of Anchorage, Alaska

Name of Property

County and State

Photo Log

Name of Property: Kulis Hangar 1, Building 3

City or Vicinity: Anchorage

County: Anchorage

State: Alaska

Photographer: Rob Stapleton, Jr.

Date Photographed: February 23, March 26, April 30, 2018

Description of Photograph(s) and number include description of view indicating direction of camera:

AK_Anchorage_Kulis Hangar 1, Building 3_0001: Hangar front looking south

AK_Anchorage_Kulis Hangar 1, Building 3_0002: Rear of building looking north

AK_Anchorage_Kulis Hangar 1, Building 3_0003: West side looking east

AK_Anchorage_Kulis Hangar 1, Building 3_0004: East side looking west

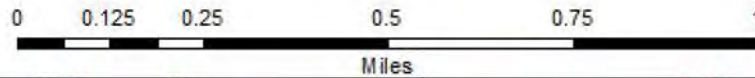
AK_Anchorage_Kulis Hangar 1, Building 3_0005: Aerial looking southwest at hangar front

AK_Anchorage_Kulis Hangar 1, Building 3_0006: Aerial looking northwest

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Kulis Hanger 1, Building 3
Anchorage, Alaska
Latitude: 61.16544587
Longitude: -149.97215713



TED STEVENS AIA KULIS LISTING SHEET



BUILDING KU003—Hangar 5001 Captain Hill Court

Property Details

Building GSF:	39,322 sf	Lease Parcel Size:	180,522 sf	<u>Parking Spaces</u>
Approx. Hangar Area:	26,597 sf	Ramp Area:	25,000 sf	On-site: 34
Approx. Office Area:	4,000 sf	Paved Area:	67,200 sf	Off-site: 0

Building History *

Addition:	1955 / 16,803 sf
Addition:	1958 / 27,634 sf
Addition:	1964 / 11,156 sf
Addition:	1989-1991 / 1,845 sf
Addition:	1997-2005 / 1,280 sf

Utilities

Heating Fuel (natural gas):	\$65,180
Electrical:	\$8,720
Water:	\$750
Sewer:	\$1,100
Refuse:	\$2,870

(Approx. Minimum Annual Cost)

Building Construction

(* 19,398 sf Demolished)

Foundation: concrete	Roof: metal	Heating: boilers
Structure: steel	Interior Walls: studs/drywall	Plumbing: 19 fixtures
Exterior Walls: metal	Interior Floors: concrete/carpet	Sprinkler: Y
Windows: aluminum	Ceiling: acoustic/none	Fire Alarm: Y

State of Alaska DOT/PF
TSAIA Leasing

Contact: Tonia Winkler or
Teresa Ressler

5000 W. International Airport Rd
P.O. Box 196690
Anchorage, AK 99519
Phone: 907-266-2780
Phone: 907-266-2639

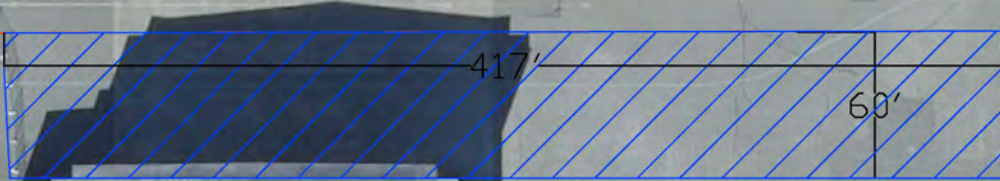
Updated June 20, 2016

E-mail:
tonia.winkler@alaska.gov
teresa.ressler@alaska.gov

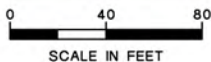


FLOOR PLAN(S) ATTACHED

G:\ENGINEERING\ENG-LIBRARIES\EXHIBITS\ANC\LEASING\KULIS\BUILDINGS\KulisLeaseLots-ListingSheets.dwg JUN 20 2016 11:21:03



RAMP
APPROX.
25,000 SF



SCALE IN FEET

PLOTTED: JUN 20 2016 11:21:03
KulisLeaseLots-ListingSheets.dwg

AIRPORT LEASING

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES



Ted Stevens
Anchorage
International Airport
"AeroNexus"

KULIS AIR PARK

BUILDING KU003
HANGAR & RAMP

SHEET

1
of
1



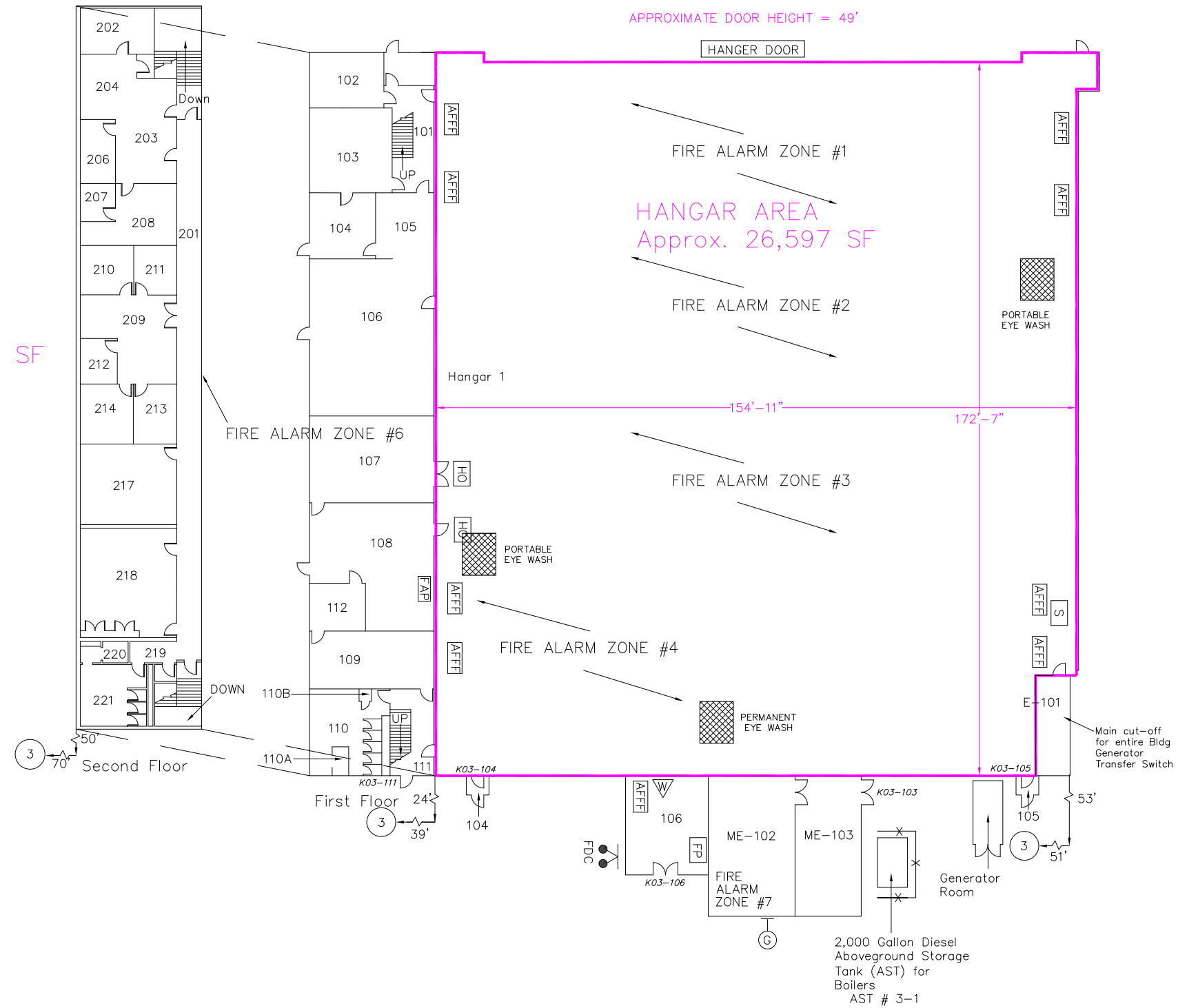
ALL DIMENSIONS AND HEIGHTS ARE APPROXIMATE

ALL DIMENSIONS ARE FROM RECORD DOCUMENTS AND SHALL BE FIELD VERIFIED

APPROXIMATE DOOR HEIGHT = 49'

OFFICE AREA
Approx. 4,000 SF

HANGAR AREA
Approx. 26,597 SF



39,322 sf

ALASKA AIR NATIONAL GUARD









ALASKA AIR NATIONAL GUARD







Joeckel, Jeffery <jeff_joeckel@nps.gov>

Fwd: [EXTERNAL] Reference number SG100003385

1 message

Abernathy, Alexis <alexis_abernathy@nps.gov>

Tue, Mar 5, 2019 at 8:55 AM

To: Paul Lusignan <paul_lusignan@nps.gov>, "Joeckel, Jeffery" <jeff_joeckel@nps.gov>

Alexis Abernathy
alexis_abernathy@nps.gov
202-354-2236

----- Forwarded message -----

From: **Schutte, Christopher M** <christopher.schutte@anchorageak.gov>
Date: Mon, Mar 4, 2019 at 4:48 PM
Subject: [EXTERNAL] Reference number SG100003385
To: Alexis_Abernathy@nps.gov <Alexis_Abernathy@nps.gov>

Ms. Abernathy,

Please accept this electronic submittal of our letter of opposition to the nomination of Kulis Hangar 1, Building 3, for placement on the National Register of Historic Places.

Chris

Christopher M. Schutte, Director

Office of Economic & Community Development
Municipality of Anchorage
Tel. (907) 343-7144
Cell (907) 227-4001

2019-02-29 Kulis Hanger response NRoHP.pdf
175K



Municipality of Anchorage

Office of Economic & Community Development

February 25, 2019

Reference number SG100003385

Joy Beasley, Keeper
National Register of Historical Places
Mail Stop 7228
1849 C. Street NW
Washington D.C. 20240
joy_beasley@nps.gov

Dear Ms. Beasley,

On behalf of the Municipality of Anchorage (MOA) Office of Economic & Community Development (OECD), please accept this letter of opposition to the nomination of Kulis Hangar 1, Building 3 (the "Hangar") for placement on the National Register of Historic Places (NROHP).

Our first objection to the nomination is the age and condition of the Hangar: the structure is old and no longer fits the fleet mix of aircraft that operate at Ted Stevens Anchorage International Airport (TSAIA). Like many properties in Anchorage, the Hangar is located in a seismically active environment and experiences temperatures far below freezing for a significant portion of the year. This makes the Hangar an expensive structure to maintain on an annual basis and is the primary reason that the Hangar remains dormant.

Our second objection to the nomination is the impact it will have on important infrastructure upgrades planned for TSAIA: a new taxiway is scheduled to be built near adjacent to the Hangar that, because of modern construction methods and FAA regulations, will be at a higher grade than the Hangar, rendering it unusable to aircraft. Additionally, Federal Aviation Administration (FAA)-required taxiway safety clearances may require demolition of the Hangar.

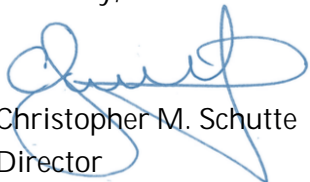
Our third objection is the crippling effect this nomination will have on development plans for this vital international transportation hub: while TSAIA started out as a single lake for float planes, it has grown tremendously over the past 50 years and will continue to do so as its strategic importance attracts more and more international air cargo carriers.

Stifling development at TSAIA will negatively impact the economic development of Anchorage and the entire state. TSAIA is responsible for one in ten jobs in the Anchorage area and brings in over a billion dollars in economic benefit to the state each year. This impact is eyed by other airports and TSAIA is in a competitive battle to keep and grow business for the state. The airport needs flexibility to compete with other airports for development opportunities and placing the hangar on the NRoHP puts the airport at a competitive disadvantage when competing for development projects by adding costs and uncertainty to the development potential of the site. Developers will be hesitant to invest with the additional risk and uncertainty that comes with NRoHP listing – and will be more likely to invest elsewhere.

Our fourth objection to the nomination is the impact this will have on U.S. taxpayers: like all airports, TSAIA operates under FAA requirements that require maximizing non-airline revenue and prioritizing aeronautical uses at the airport. The Hangar site is already limited to aeronautical uses, and its strategic location ensures higher non-airline rental income from future development. An obsolete Hangar encumbered by NRoHP restrictions will neither maximize revenue nor aeronautical potential of the site for the airport. Additionally, construction of the new taxiway will be funded primarily through FAA grants and demolition of a NRoHP-listed Hangar will drive this cost up (FAA would fund the majority of the demolition cost.)

For these reasons, the Municipality of Anchorage opposes the nomination of Kulis Hangar 1, Building 3 (the “Hangar”) for placement on the National Register of Historic Places.

Sincerely,



Christopher M. Schutte
Director

Office of Economic & Community Development

Cc: Alexis_Abernathy@nps.gov



Joeckel, Jeffery <jeff_joeckel@nps.gov>

Fwd: [EXTERNAL] Reference number SG100003385- Kulis Hanger Nomination (Anchorage, Alaska)

1 message

Abernathy, Alexis <alexis_abernathy@nps.gov>
To: Paul Lusignan <paul_lusignan@nps.gov>, "Joeckel, Jeffery" <jeff_joeckel@nps.gov>

Tue, Mar 5, 2019 at 8:59 AM

Alexis Abernathy
alexis_abernathy@nps.gov
202-354-2236

----- Forwarded message -----

From: **Bill Popp** <bpopp@aedcweb.com>
Date: Fri, Mar 1, 2019 at 7:03 PM
Subject: [EXTERNAL] Reference number SG100003385- Kulis Hanger Nomination (Anchorage, Alaska)
To: Alexis_Abernathy@nps.gov <Alexis_Abernathy@nps.gov>
Cc: Jim Szczesniak <jim.szczesniak@alaska.gov>, Chris Schutte <schuttecm@ci.anchorage.ak.us>

March 1, 2019

Ms. Alexis Abernathy

National Register of Historical Places

Mail Stop 7228

[1849 C. Street NW](#)

[Washington D.C. 20240](#)

Dear Ms. Abernathy:

For the multitude of reasons described below, Anchorage Economic Development Corporation (“AEDC”), opposes the nomination of Kulis Hangar 1, Building 3 (“hangar”) located at Anchorage International Airport (“airport”) for placement on the National Register of Historic Places (NRoHP).

The airport is a dynamic place that is in a constant state of redevelopment. The airport started out as a single lake for float planes. It was then connected to another lake to meet demand. Runways and terminals were added to the airport, additional runways followed, then the original terminals were torn down and replaced with new terminals. Military operations at the airport came and went. Air cargo grew in global importance and acres of airport land were developed to support this industry.

The airport is a critical element of the Municipality of Anchorage’s economy, generating 1 out of 10 jobs in the Anchorage economy today. And the airport represents tremendous future potential for new economic growth and new job creation within the city. Much of this future potential is based on the limited availability of land and facilities located along the tarmac of the airport. The former Kulis National Air Guard base property within which the hangar is located. While the hangar is no longer a viable structure for use.

The hangar structure is old and no longer fits the fleet mix of aircraft that operate at the airport. The hangar is located in a seismically active climate where, for a significant portion of the year, the temperature is below freezing. This makes the hangar an expensive structure to heat and maintain and hence the hangar has been mothballed. Additionally, there will be a new taxiway built near the hangar. The grade separation between the hangar and the taxiway will render the hangar

unusable to aircraft and may require its demolition to make way for taxiway safety clearances. Because of the costs associated with the hangar, future restrictions on its use, and the prime real estate that it sits on; demolition of the hangar and redevelopment of the site is the highest and best use for the airport.

Development at the airport spurs additional economic development for the state. The airport brings in over a billion dollars in economic benefit to the state each year. This strong economic model is viewed competitively by other airports and the airport is in a constant battle to keep and grow business for the state. The airport needs flexibility to compete with other airports for development opportunities and placing the hangar on the NRoHP puts the airport at a competitive disadvantage when competing for development projects.

The hangar's location was chosen by the military because of its strategic location on the airport. The hangar is located adjacent to the heart of the runway and taxiways system. The hangar's location could offer significant savings in time and money for potential new users such as airlines and freight forwarders that make this location a prime piece of real estate at the airport for aeronautical development. But, listing on the NRoHP adds costs and uncertainty to the development potential of the hangar site. Any potential developer will be hesitant to invest their time and effort evaluating the site because NRoHP uncertainty. This represents a significant threat to the future value this site represents to both the aviation purposes of the airport and the economic opportunities it should represent to the Municipality of Anchorage and the state of Alaska.

The Federal Aviation Administration (FAA) grant assurances that the airport accepts when taking federal money to improve the airport require the airport to maximize non-airline revenue and prioritize aeronautical uses at the airport. The site is already limited to aeronautical uses. The hangar's strategic location will deliver the maximum rental income possible from future development. An obsolete hangar encumbered by NRoHP restrictions will neither maximize revenue nor aeronautical potential of the site for the airport. If the hangar requires demolition for the new taxiway, NRoHP expenses will cost the federal government additional money. Federal grants will be used to help construct the taxiway and the FAA will be funding the majority of the demolition cost as part of the project.

While there are a multitude of potentially historic sites in Alaska, the state has only one global airport. On that one global airport there is scarce land available that is prime for aeronautical development. The airport needs to have unrestricted access to its developable land. This proposed historical designation is both in appropriate and ill-conceived. It is contrary to the interests of the federal government, the State of Alaska, the Municipality of Anchorage, and the economy of Alaska.

Anchorage Economic Development Corporation is strongly opposed to the hangar's listing on the NRoHP.

Sincerely,



Bill Popp
President & CEO

Anchorage Economic Development Corp.
510 L Street, Suite 603, Anchorage, AK 99501
Direct: (907) 334-1206 | Main: (907) 258-3700



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action:

Property Name:

Multiple Name:

State & County:

Date Received: 12/17/2018 Date of Pending List: 2/7/2019 Date of 16th Day: 2/22/2019 Date of 45th Day: 3/4/2019 Date of Weekly List: 3/8/2019

Reference number:

Nominator:

Reason For Review:

- | | | |
|---|--|---|
| <input type="checkbox"/> Appeal | <input type="checkbox"/> PDIL | <input type="checkbox"/> Text/Data Issue |
| <input type="checkbox"/> SHPO Request | <input type="checkbox"/> Landscape | <input type="checkbox"/> Photo |
| <input type="checkbox"/> Waiver | <input type="checkbox"/> National | <input type="checkbox"/> Map/Boundary |
| <input type="checkbox"/> Resubmission | <input type="checkbox"/> Mobile Resource | <input type="checkbox"/> Period |
| <input checked="" type="checkbox"/> Other | <input type="checkbox"/> TCP | <input type="checkbox"/> Less than 50 years |
| | <input type="checkbox"/> CLG | |

Accept Return Reject 3/4/2019 Date

Abstract/Summary Comments:

Recommendation/ Criteria:

Reviewer Paul Lusignan Discipline Historian

Telephone (202)354-2229

Date _____

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.

STATE CAPITOL
P.O. Box 110001
Juneau, AK 99811-0001
907-465-3500



550 West Seventh Avenue, Suite 1700
Anchorage, AK 99501
907-269-7450

Governor Michael J. Dunleavy
STATE OF ALASKA

January 30, 2019

Ms. Joy Beasley, Keeper
National Register of Historic Places
1849 C Street NW
Mail Stop 7228
Washington, DC 20240

Via Email: joy_beasley@nps.gov

Re: Kulis Hangar 1, Building 3, Anchorage, Alaska / Reference number SG100003385

Dear Ms. Beasley:

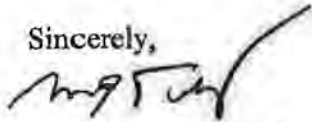
On behalf of the State of Alaska, I formally request that you extend the review period for the Kulis Hangar 1, Building 3 nomination under review for listing in the National Register of Historic Places. The review period is scheduled to end January 31, 2019, and with reference to 36 CFR 60.6(t) and 60.9(i), can be extended for 30 days upon receipt of a written petition to do so. The nomination was forwarded to you December 11, 2018. In addition, I ask that the National Register staff give substantive review to the nomination.

The State Historic Preservation Office, in the Office of History and Archaeology, Alaska Department of Natural Resources, followed the National Register process and procedures established in 36 CFR 60, however, additional time for public comment will allow my office to more deliberatively review and understand the National Register of Historic Places program, and the implications of this potential listing. Additionally, the nomination was not properly posted on the National Park Service website due to the Government shutdown, leading the administration to believe there was a delay in the public comment period.

I have asked Judy Bittner, State Historic Preservation Officer, to give a briefing on the National Register of Historic Places within the next 30 days to the Commissioner of Transportation and Public Facilities, the manager of the Ted Stevens Anchorage International Airport, the Commissioner of Natural Resources, and a representative from the my office, after which we plan to further weigh in on the nomination.

Thank you for your consideration of this request. When your decision is made, please send confirmation.

Sincerely,



Michael J. Dunleavy
Governor

cc: Ms. Alexis Abernathy, Reviewer, National Park Service
The Honorable Corri Feige, Commissioner, Department of Natural Resources
The Honorable John MacKinnon, Commissioner, Department of Transportation and
Public Facilities
Ms. Judy Bittner, State Historic Preservation Officer, Alaska Office of History and
Archaeology
Mr. Jim Szczesniak, Manager, Ted Stevens Anchorage International Airport



United States Department of the Interior

NATIONAL PARK SERVICE
1849 C Street, N.W.
Washington, D.C. 20240

IN REPLY REFER TO:

FEB - 4 2019

The Honorable Michael J. Dunleavy
Governor of Alaska
P.O. Box 110001
Juneau, AK 99811

Dear Governor Dunleavy:

Thank you for your letter dated January 30, 2019, concerning the National Register of Historic Places nomination for the Kulis Hangar 1, Building 3, located in Anchorage, Alaska. Based on your petition, the National Register review period for the Kulis Hangar has been extended for 30 days. The formal review period will now end on March 4, 2019. This extension is authorized by National Register of Historic Places regulations 36 CFR 60.6 (t) and 60.12(a).

If you have any questions regarding the nomination process, please contact Paul Lusignan of my office at 202-354-2229. We appreciate your interest in the historic preservation programs of the National Park Service.

Sincerely,

Julie H. Ernstein, Ph.D., RPA
Supervisory Archeologist, National Register & National Historic Landmarks Program and
Deputy Keeper of the National Register

cc: AK SHPO

Kulis Letter Feb 2019



Alaska International Airport
Ted Stevens Anchorage International Airport

P.O. Box 196960
Anchorage, AK 99519-6960
Main: 907.266.22119
Fax: 907.243-0663
Website: anchorageairport.com

February 25, 2019

Joy Beasley, Keeper
National Register of Historical Places
Mail Stop 7228
1849 C. Street NW
Washington D.C. 20240
joy_beasley@nps.gov

For the multitude of reasons described below, the Ted Stevens Anchorage International Airport ("airport"), owner of Kulis Hangar 1, Building 3 ("hangar") opposes the nomination of the hangar for placement on the National Register of Historic Places (NROHP).

The airport is a dynamic place that is in a constant state of redevelopment. The airport started out as a single lake for float planes. It was then connected to another lake to meet demand. Runways and terminals were added to the airport, additional runways followed, then the original terminals were torn down and replaced with new terminals. Military operations at the airport came and went. Air cargo grew in global importance and acres of airport land were developed to support this industry.

The hangar structure is old and no longer fits the fleet mix of aircraft that operate at the airport. The hangar is located in a seismically active climate where, for a significant portion of the year, the temperature is below freezing. This makes the hangar an expensive structure to maintain and hence the hangar has been mothballed. Additionally, there will be a new taxiway built near the hangar. The grade separation between the hangar and the taxiway will render the hangar unusable to aircraft and may require its demolition to make way for taxiway safety clearances. Because of the costs associated with the hangar, future restrictions on its use, and the prime real estate that it sits on; demolition of the hangar and redevelopment of the site is the highest and best use for the airport.

Development at the airport spurs economic development for the state. The airport is responsible for one in ten jobs in the Anchorage area and brings in over a billion dollars in economic benefit to the state each year. This impact is eyed by other airports and the airport is in a competitive battle to keep and grow business for the state. The airport needs flexibility to compete with other airports for development opportunities and placing the hangar on the NROHP puts the airport at a competitive disadvantage when competing for development projects.

The hangar's location was chosen by the military because of its strategic location on the airport. The hangar is located adjacent to the heart of the runway and taxiways system. The hangar's location saves airlines time and money and makes it a prime piece of real estate at the airport for aeronautical development. But, listing on the NROHP adds costs and uncertainty to the development potential of the hangar site. Developers will be hesitant to invest their time and effort evaluating the site because NROHP uncertainty and take their business to another airport that can offer an unencumbered site.

"To Keep Alaska Flying and Thriving."

The Federal Aviation Administration (FAA) grant assurances that the airport accepts when taking federal money to improve the airport require the airport to maximize non-airline revenue and prioritize aeronautical uses at the airport. The site is already limited to aeronautical uses. The hangar's strategic location will deliver the maximum rental income possible from future development. An obsolete hangar encumbered by NRoHP restrictions will neither maximize revenue nor aeronautical potential of the site for the airport. If the hangar requires demolition for the new taxiway, NRoHP expenses will cost the federal government additional money. Federal grants will be used to help construct the taxiway and the FAA will be funding the majority of the demolition cost as part of the project.

While there are a multitude of potentially historic sites in Alaska, the state has only one global airport. On that one global airport there is scarce land available that is prime for aeronautical development. The airport needs to have unrestricted access to its developable land. The airport is opposed to the hangar's listing on the NRoHP.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Jim Szczesniak', with a long horizontal flourish extending to the right.

Jim Szczesniak
Airport Manager
Ted Stevens Anchorage International Airport

Cc: Alexis_Abernathy@nps.gov

ak_dept_transportation_20190301



THE STATE
of **ALASKA**
GOVERNOR MICHAEL J. DUNLEAVY

Department of Transportation and Public Facilities

OFFICE OF THE COMMISSIONER
John MacKinnon, Commissioner

3132 Channel Drive
PO Box 112500
Juneau, Alaska 99811-2500
Main: 907.465.3900
dof.alaska.gov



March 1, 2019

Joy Beasley, Keeper
National Register of Historic Places
Mail Stop 7228
1849 C Street NW
Washington, D.C. 20240
joy.beasley@nps.gov

Dear Ms. Beasley:

As the Chief Executive of the state agency responsible for the operation of all aspects of the Ted Stevens Anchorage International Airport (TSAIA) I object to placing the Kulis Hanger1 on the National Register of Historic Places (Register).

The TSAIA is the world's fifth busiest air cargo airport, linking Asia with North America. That air cargo growth is expected to continue. It is a prime economic driver for the State of Alaska and the Municipality of Anchorage. One in ten jobs in the Anchorage area is driven by the airport. This success is the result of having efficient infrastructure that has grown and adapted with changes in the industry.

Modern air cargo systems didn't exist when the airport was originally planned. Now, the airport has dedicated infrastructure specifically to handle large freighter aircraft, expedited freight airlines, and intra-Alaska air cargo airlines. The airport is under continual pressure to adapt its infrastructure to meet the changes in the commercial aviation industry.

The airport is currently looking to change its infrastructure again to accommodate the explosive growth of e-commerce. This will lead to new construction in existing areas of the airport. The area the hangar occupies is identified as the future site for air cargo growth and a new taxiway is programmed directly in front of the hangar. With the construction of the new taxiway, directly adjacent to the end of Runway 7R/25L, the property the hangar is on will be one of the prime pieces of developable land on the airport. Once the taxiway is constructed, the hangar can no longer function for aircraft due to the excessive grade separation between the new taxiway and the hangar doors.

With the constraints of building height restrictions, off-sets from aircraft movement areas, and limited access to the airport's taxiway system, there is not unlimited land available for development. Adding areas of the airport to the Register, particularly areas with access to the

"Keep Alaska Moving through service and infrastructure."

taxiway system, restricts scarce developable land at the airport and limits the future economic potential of the State's primary international airport.

The airport is federally obligated by FAA grant assurances to use airport property to the best of its ability for revenue generating aeronautical uses. The hangar building has limited potential for revenue generating aeronautical use in the future because of the before mentioned hangar door-taxiway separation issue. The hangar is sized to fit aircraft that no longer represent the fleet of aircraft serving the airport. Finally, due to the limitations of the hangar building, the expense of maintaining it, and the prime location of the hangar site, the future demolition of the hangar is currently planned. Listing on the Register will complicate the eventual demolition of the hangar and commercial redevelopment of the hangar site.

For these and other reasons, the Alaska Department of Transportation and Public Facilities opposes the nomination of the Kulis Hangar 1 to the National Register.

Sincerely,

A handwritten signature in blue ink, appearing to read "John MacKinnon".

John MacKinnon
Commissioner

Kulis National Historical Places response AIAS

AIAS Airlines Airport Affairs Committee

Ted Stevens Anchorage International Airport - Fairbanks International Airport

Joy Beasley, Keeper
National Register of Historical Places
Mail Stop 7228
1849 C Street Northwest
Washington, DC 20240

March 1, 2019

Joy_Beasley@NPS.gov

Dear Ms. Beasley:

We are writing to voice opposition to placing Kulis Hangar 1, Building 3 at Ted Stevens Anchorage International Airport (ANC) on the National Register of Historic Places. Our opposition is driven simply by the need to preserve land at ANC for airport operations.

The site of Kulis Hangar 1, Building 3 is limited to aeronautical uses. However, the existing hangar, despite being modified and added on to over the years, is no longer functional to support modern aircraft operations. A listing on the National Register of Historical Places would further restrict the ability to modify the hangar. The airlines that operate at ANC are concerned that the hangar will simply sit vacant and deteriorate as it must be used for an aeronautical purpose and there is no apparent aeronautical purpose for which it is appropriate.

In addition, the hangar is in an area that may be impacted by a future taxiway that is critical to airport operations. The airlines that operate at ANC are concerned that restrictions on the airport's ability to modify or demolish the hangar may impact airport operations by restricting future airfield development.

We would be happy to address any further questions you may have and welcome an opportunity to further discuss our concerns. Thank you for your consideration,



Amy Fuller-Lyman
Co-Chairperson
AIAS Airlines Airport Affairs Committee
(206) 910-2832



Tom Foote
Co-Chairperson
AIAS Airlines Airport Affairs Committee
(502) 387-2811

CC: AIAS AAAC Airlines

Air Canada ✦ Air China Cargo ✦ Alaska Airlines ✦ Alaska Central Express ✦ American Airlines ✦ Asiana Airlines ✦ Atlas Air ✦ Cargolux Airlines ✦ Cathay Pacific Airways ✦ China Airlines ✦ China Cargo Airlines ✦ China Southern Airlines ✦ Condor Flugdienst ✦ Delta Air Lines ✦ Desert Air ✦ Empire Airlines ✦ Eva Airways ✦ Everts Air Alaska ✦ Federal Express ✦ Frontier Airlines ✦ Frontier Flying Service ✦ Hainan Airlines ✦ IcelandAir ✦ Japan Airlines ✦ JetBlue Airways ✦ Kalitta Air ✦ Korean Air ✦ Lynden Air Cargo ✦ Sun Country ✦ Nippon Cargo Airlines ✦ Northern Air Cargo ✦ Peninsula Airways ✦ Polar Air Cargo ✦ Ravn Alaska ✦ Singapore Airlines Cargo ✦ Southern Air ✦ Transnorthern ✦ United Airlines ✦ United Parcel Service ✦ US Airways ✦ Virgin America

2019-02-29 Kulis Hanger response NRoHP



Joeckel, Jeffery <jeff_joeckel@nps.gov>

Fwd: [EXTERNAL] Reference number SG100003385

1 message

Abernathy, Alexis <alexis_abernathy@nps.gov>

Tue, Mar 5, 2019 at 8:55 AM

To: Paul Lusignan <paul_lusignan@nps.gov>, "Joeckel, Jeffery" <jeff_joeckel@nps.gov>

Alexis Abernathy
alexis_abernathy@nps.gov
202-354-2236

----- Forwarded message -----

From: **Schutte, Christopher M** <christopher.schutte@anchorageak.gov>
Date: Mon, Mar 4, 2019 at 4:48 PM
Subject: [EXTERNAL] Reference number SG100003385
To: Alexis_Abernathy@nps.gov <Alexis_Abernathy@nps.gov>

Ms. Abernathy,

Please accept this electronic submittal of our letter of opposition to the nomination of Kulis Hangar 1, Building 3, for placement on the National Register of Historic Places.

Chris

Christopher M. Schutte, Director

Office of Economic & Community Development
Municipality of Anchorage
Tel. (907) 343-7144
Cell (907) 227-4001

 2019-02-29 Kulis Hanger response NRoHP.pdf
175K



Municipality of Anchorage

Office of Economic & Community Development

February 25, 2019

Reference number SG100003385

Joy Beasley, Keeper
National Register of Historical Places
Mail Stop 7228
1849 C. Street NW
Washington D.C. 20240
joy_beasley@nps.gov

Dear Ms. Beasley,

On behalf of the Municipality of Anchorage (MOA) Office of Economic & Community Development (OECD), please accept this letter of opposition to the nomination of Kulis Hangar 1, Building 3 (the "Hangar") for placement on the National Register of Historic Places (NRoHP).

Our first objection to the nomination is the age and condition of the Hangar: the structure is old and no longer fits the fleet mix of aircraft that operate at Ted Stevens Anchorage International Airport (TSAIA). Like many properties in Anchorage, the Hangar is located in a seismically active environment and experiences temperatures far below freezing for a significant portion of the year. This makes the Hangar an expensive structure to maintain on an annual basis and is the primary reason that the Hangar remains dormant.

Our second objection to the nomination is the impact it will have on important infrastructure upgrades planned for TSAIA: a new taxiway is scheduled to be built near adjacent to the Hangar that, because of modern construction methods and FAA regulations, will be at a higher grade than the Hangar, rendering it unusable to aircraft. Additionally, Federal Aviation Administration (FAA)-required taxiway safety clearances may require demolition of the Hangar.

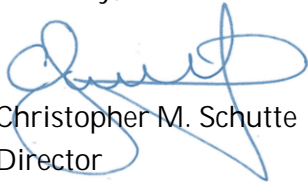
Our third objection is the crippling effect this nomination will have on development plans for this vital international transportation hub: while TSAIA started out as a single lake for float planes, it has grown tremendously over the past 50 years and will continue to do so as its strategic importance attracts more and more international air cargo carriers.

Stifling development at TSAIA will negatively impact the economic development of Anchorage and the entire state. TSAIA is responsible for one in ten jobs in the Anchorage area and brings in over a billion dollars in economic benefit to the state each year. This impact is eyed by other airports and TSAIA is in a competitive battle to keep and grow business for the state. The airport needs flexibility to compete with other airports for development opportunities and placing the hangar on the NRoHP puts the airport at a competitive disadvantage when competing for development projects by adding costs and uncertainty to the development potential of the site. Developers will be hesitant to invest with the additional risk and uncertainty that comes with NRoHP listing – and will be more likely to invest elsewhere.

Our fourth objection to the nomination is the impact this will have on U.S. taxpayers: like all airports, TSAIA operates under FAA requirements that require maximizing non-airline revenue and prioritizing aeronautical uses at the airport. The Hangar site is already limited to aeronautical uses, and its strategic location ensures higher non-airline rental income from future development. An obsolete Hangar encumbered by NRoHP restrictions will neither maximize revenue nor aeronautical potential of the site for the airport. Additionally, construction of the new taxiway will be funded primarily through FAA grants and demolition of a NRoHP-listed Hangar will drive this cost up (FAA would fund the majority of the demolition cost.)

For these reasons, the Municipality of Anchorage opposes the nomination of Kulis Hangar 1, Building 3 (the “Hangar”) for placement on the National Register of Historic Places.

Sincerely,



Christopher M. Schutte
Director

Office of Economic & Community Development

Cc: Alexis_Abernathy@nps.gov

20190305_Reference number SG100003385- Kulis Hanger Nomination (Anchorage, Alaska)



Joeckel, Jeffery <jeff_joeckel@nps.gov>

Fwd: [EXTERNAL] Reference number SG100003385- Kulis Hanger Nomination (Anchorage, Alaska)

1 message

Abernathy, Alexis <alexis_abernathy@nps.gov>
To: Paul Lusignan <paul_lusignan@nps.gov>, "Joeckel, Jeffery" <jeff_joeckel@nps.gov>

Tue, Mar 5, 2019 at 8:59 AM

Alexis Abernathy
alexis_abernathy@nps.gov
202-354-2236

----- Forwarded message -----

From: **Bill Popp** <bpopp@aedcweb.com>
Date: Fri, Mar 1, 2019 at 7:03 PM
Subject: [EXTERNAL] Reference number SG100003385- Kulis Hanger Nomination (Anchorage, Alaska)
To: Alexis_Abernathy@nps.gov <Alexis_Abernathy@nps.gov>
Cc: Jim Szczesniak <jim.szczesniak@alaska.gov>, Chris Schutte <schuttecm@ci.anchorage.ak.us>

March 1, 2019

Ms. Alexis Abernathy

National Register of Historical Places

Mail Stop 7228

[1849 C. Street NW](#)

[Washington D.C. 20240](#)

Dear Ms. Abernathy:

For the multitude of reasons described below, Anchorage Economic Development Corporation (“AEDC”), opposes the nomination of Kulis Hangar 1, Building 3 (“hangar”) located at Anchorage International Airport (“airport”) for placement on the National Register of Historic Places (NRoHP).

The airport is a dynamic place that is in a constant state of redevelopment. The airport started out as a single lake for float planes. It was then connected to another lake to meet demand. Runways and terminals were added to the airport, additional runways followed, then the original terminals were torn down and replaced with new terminals. Military operations at the airport came and went. Air cargo grew in global importance and acres of airport land were developed to support this industry.

The airport is a critical element of the Municipality of Anchorage’s economy, generating 1 out of 10 jobs in the Anchorage economy today. And the airport represents tremendous future potential for new economic growth and new job creation within the city. Much of this future potential is based on the limited availability of land and facilities located along the tarmac of the airport. The former Kulis National Air Guard base property within which the hangar is located. While the hangar is no longer a viable structure for use.

The hangar structure is old and no longer fits the fleet mix of aircraft that operate at the airport. The hangar is located in a seismically active climate where, for a significant portion of the year, the temperature is below freezing. This makes the hangar an expensive structure to heat and maintain and hence the hangar has been mothballed. Additionally, there will be a new taxiway built near the hangar. The grade separation between the hangar and the taxiway will render the hangar

unusable to aircraft and may require its demolition to make way for taxiway safety clearances. Because of the costs associated with the hangar, future restrictions on its use, and the prime real estate that it sits on; demolition of the hangar and redevelopment of the site is the highest and best use for the airport.

Development at the airport spurs additional economic development for the state. The airport brings in over a billion dollars in economic benefit to the state each year. This strong economic model is viewed competitively by other airports and the airport is in a constant battle to keep and grow business for the state. The airport needs flexibility to compete with other airports for development opportunities and placing the hangar on the NRoHP puts the airport at a competitive disadvantage when competing for development projects.

The hangar's location was chosen by the military because of its strategic location on the airport. The hangar is located adjacent to the heart of the runway and taxiways system. The hangar's location could offer significant savings in time and money for potential new users such as airlines and freight forwarders that make this location a prime piece of real estate at the airport for aeronautical development. But, listing on the NRoHP adds costs and uncertainty to the development potential of the hangar site. Any potential developer will be hesitant to invest their time and effort evaluating the site because NRoHP uncertainty. This represents a significant threat to the future value this site represents to both the aviation purposes of the airport and the economic opportunities it should represent to the Municipality of Anchorage and the state of Alaska.

The Federal Aviation Administration (FAA) grant assurances that the airport accepts when taking federal money to improve the airport require the airport to maximize non-airline revenue and prioritize aeronautical uses at the airport. The site is already limited to aeronautical uses. The hangar's strategic location will deliver the maximum rental income possible from future development. An obsolete hangar encumbered by NRoHP restrictions will neither maximize revenue nor aeronautical potential of the site for the airport. If the hangar requires demolition for the new taxiway, NRoHP expenses will cost the federal government additional money. Federal grants will be used to help construct the taxiway and the FAA will be funding the majority of the demolition cost as part of the project.

While there are a multitude of potentially historic sites in Alaska, the state has only one global airport. On that one global airport there is scarce land available that is prime for aeronautical development. The airport needs to have unrestricted access to its developable land. This proposed historical designation is both in appropriate and ill-conceived. It is contrary to the interests of the federal government, the State of Alaska, the Municipality of Anchorage, and the economy of Alaska.

Anchorage Economic Development Corporation is strongly opposed to the hangar's listing on the NRoHP.

Sincerely,



Bill Popp
President & CEO

Anchorage Economic Development Corp.
510 L Street, Suite 603, Anchorage, AK 99501
Direct: (907) 334-1206 | Main: (907) 258-3700



DEPARTMENT OF THE INTERIOR Mail - Fwd_ [EXTERNAL] FW_ Attached Image



Joeckel, Jeffery <jeff_joeckel@nps.gov>

Fwd: [EXTERNAL] FW: Attached Image

1 message

Abernathy, Alexis <alexis_abernathy@nps.gov>

Tue, Mar 5, 2019 at 8:58 AM

To: Paul Lusignan <paul_lusignan@nps.gov>, "Joeckel, Jeffery" <jeff_joeckel@nps.gov>

Alexis Abernathy
alexis_abernathy@nps.gov
202-354-2236

----- Forwarded message -----

From: **Rosier-Polley, Caro J (DOT)** <caro.rosier-polley@alaska.gov>

Date: Fri, Mar 1, 2019 at 5:28 PM

Subject: [EXTERNAL] FW: Attached Image

To: joy_beasley@nps.gov <joy_beasley@nps.gov>Cc: Alexis_Abernathy@nps.gov <Alexis_Abernathy@nps.gov>

Good Afternoon – Please see the attached letter opposing the nomination of the Kulis Hangar at the Ted Stevens Anchorage International Airport to the National Registry of Historic Places. Please let me know if you need anything else.

Thank you,

Caro Rosier-Polley

Executive Secretary III

Office of the Commissioner

Department of Transportation and Public Facilities

Phone: 907-465-3902

caro.rosier-polley@alaska.gov*“Keep Alaska Moving through service and infrastructure”*

 1186_001.pdf
119K



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

Department of Natural Resources

DIVISION OF PARKS & OUTDOOR RECREATION
Office of History & Archaeology

550 West 7th Ave., Suite 1310
Anchorage, Alaska 99501-3565
907.269.8721
<http://dnr.alaska.gov/oparks/oha>

December 11, 2018

Re: 3330-2 Kulis Hangar 1, Building 3

Joy Beasley, Keeper
National Register of Historic Places
Mail Stop 7228
1849 C Street NW
Washington, D.C. 20240

Attn: Paul Lusignan

Dear Paul:

Enclosed are two disks that contain the true and correct copy of the nomination to the National Register of Historic Places for Kulis Hangar 1, Building 3, a building in the Municipality of Anchorage, Alaska. Staff of my office worked with interested individuals of the Alaska Military History Museum on preparing the National Register of Historic Places documentation. The State of Alaska owns the building that is within the Ted Stevens Anchorage International Airport property.

The Alaska Historical Commission, the state review board, reviewed and discussed the nomination at their September 25, 2018 meeting and determined it eligible for listing in the National Register of Historic Places.

The Municipality of Anchorage is a Certified Local Government and its historic preservation commission was asked on August 3, 2018 to review the nomination and make a determination on eligibility. The staff to the Anchorage Historic Preservation Commission advised me last month that the commission chose not to review the nomination without a letter of support from the property owner and because of non-support from the mayor.

Before the Alaska Historical Commission's September meeting, the commissioner of the Alaska Department of Transportation and Public Facilities and the airport manager received a letter about the National Register of Historic Places program with information on the results of listing, an invitation to review the nomination package and comment, and details about the commission meeting. A letter dated September 20, 2018 from the manager of the Ted Stevens Anchorage International Airport stating objection to listing the hangar in the National Register is on the disk with the nomination. The airport manager, Jim Szczeshiak addressed the Alaska Historical Commission members at the September 25, 2018 meeting. At that meeting, five members of the public spoke in favor of the nomination. The minutes from the meeting are on the disk with the nomination as well.



Joy Beasley, Keeper
December 11, 2018
Page 2



The mayor of the Municipality of Anchorage received program information and an invitation to review the package and comment before the September meeting. The meeting was public noticed as required by the State of Alaska, and a statewide press release sent out from the Office of History and Archaeology, Alaska Department of Natural Resources, with specific mention of the National Register nomination review.

At the September 25, 2018 meeting, Alaska Historical Commission members determined Kulis Hangar 1, Building 3 eligible for listing in the National Register of Historic Places under criterion A for its association with the military and transportation history of the Alaska Air National Guard. They determined no criteria considerations had to be addressed. The period of significance for the property is 1959-1969, starting when the hanger was built and ending in 1969 when the Alaska Air National Guard re-designated the initial unit, placed it under the Alaska Air Command, and greatly expanded the unit in size and duties. The end of the period of significance, 1969 is within a year of the National Register's 50-year threshold. Commission members said the hangar is of state significance.

I have reviewed the documentation, concur with the determination of the Alaska Historical Commission, and have signed the form.

If you have any questions regarding this nomination please contact me at e-mail jo.antonson@alaska.gov or phone 907.269.8714.

Sincerely,

Joan M. Antonson
Deputy State Historic Preservation Officer

enclosures: 2 disks with registration form, map, 6 photographs, Alaska Historical Commission voting record and September 9, 2018 meeting minutes, TSAIA letter

cc: Kristine Bunnell, Municipality of Anchorage, P.O. Box 196650, Anchorage, AK 99519-6650, bunnellkr@muni.org

Ric Davidge, Alaska Military History Museum, 4705 Arctic Blvd., #405, Anchorage, AK 99503, pm@cyalaska.com

DEPARTMENT OF THE INTERIOR Mail - Fwd_ [EXTERNAL] Kulis



Joeckel, Jeffery <jeff_joeckel@nps.gov>

Fwd: [EXTERNAL] Kulis

2 messages

Lusignan, Paul <paul_lusignan@nps.gov>
To: "Joeckel, Jeffery" <jeff_joeckel@nps.gov>

Tue, Mar 5, 2019 at 5:23 PM

Jeff can you append this to the original [nomination](#) file on file for Kulis Hangar #1 SG 100003385

Just paste it at the end of the nomination PDF, the state submitted this as part of the nomination package we listed 3/4/19.

When you get the actual signed nomination file can you also check to see that all of the correspondence in the file folder get scanned and included in the correspondence files?

Thanks

file:///in2551pontus/NRHP_NHL/NR-NHL%20Scanned%20Materials/2018%20properties/Date%20Received/DR%20100003385/DR%20100003385_form/DR_100003385_form.pdf

Paul R. Lusignan
Historian, National Register of Historic Places
National Park Service
[1849 C St., NW](#) - Mail Stop 7228
Washington, DC 20240
202-354-2229

----- Forwarded message -----

From: **Antonson, Joan (DNR)** <jo.antonson@alaska.gov>
Date: Thu, Jan 31, 2019 at 7:17 PM
Subject: [EXTERNAL] Kulis
To: Lusignan, Paul <paul_lusignan@nps.gov>

Hi Paul:

Will the attached meet your needs?

Jo

 KU003-ListingSheet.pdf
741K

Joeckel, Jeffery <jeff_joeckel@nps.gov>
Draft

Fri, Mar 8, 2019 at 1:53 PM

Jeff Joeckel
Archivist, National Register of Historic Places
jeff_joeckel@nps.gov
202-354-2225

3/8/2019

DEPARTMENT OF THE INTERIOR Mail - Fwd: [EXTERNAL] Kulis

Website: www.nps.gov/subjects/nationalregister
Facebook: www.facebook.com/NationalRegisterNPS
Flickr: www.flickr.com/photos/nationalregister/
Instagram: www.instagram.com/nationalregisternps/

[Quoted text hidden]

ted_stevens_anchorage_airport_letter_20190225



Alaska International Airport
Ted Stevens Anchorage International Airport

P.O. Box 196960
Anchorage, AK 99519-6960
Main: 907.266.22119
Fax: 907.243-0663

Website: anchorageairport.com



February 25, 2019

Joy Beasley, Keeper
National Register of Historical Places
Mail Stop 7228
1849 C. Street NW
Washington D.C. 20240
joy_beasley@nps.gov

For the multitude of reasons described below, the Ted Stevens Anchorage International Airport ("airport"), owner of Kulis Hangar 1, Building 3 ("hangar") opposes the nomination of the hangar for placement on the National Register of Historic Places (NROHP).

The airport is a dynamic place that is in a constant state of redevelopment. The airport started out as a single lake for float planes. It was then connected to another lake to meet demand. Runways and terminals were added to the airport, additional runways followed, then the original terminals were torn down and replaced with new terminals. Military operations at the airport came and went. Air cargo grew in global importance and acres of airport land were developed to support this industry.

The hangar structure is old and no longer fits the fleet mix of aircraft that operate at the airport. The hangar is located in a seismically active climate where, for a significant portion of the year, the temperature is below freezing. This makes the hangar an expensive structure to maintain and hence the hangar has been mothballed. Additionally, there will be a new taxiway built near the hangar. The grade separation between the hangar and the taxiway will render the hangar unusable to aircraft and may require its demolition to make way for taxiway safety clearances. Because of the costs associated with the hangar, future restrictions on its use, and the prime real estate that it sits on; demolition of the hangar and redevelopment of the site is the highest and best use for the airport.

Development at the airport spurs economic development for the state. The airport is responsible for one in ten jobs in the Anchorage area and brings in over a billion dollars in economic benefit to the state each year. This impact is eyed by other airports and the airport is in a competitive battle to keep and grow business for the state. The airport needs flexibility to compete with other airports for development opportunities and placing the hangar on the NROHP puts the airport at a competitive disadvantage when competing for development projects.

The hangar's location was chosen by the military because of its strategic location on the airport. The hangar is located adjacent to the heart of the runway and taxiways system. The hangar's location saves airlines time and money and makes it a prime piece of real estate at the airport for aeronautical development. But, listing on the NROHP adds costs and uncertainty to the development potential of the hangar site. Developers will be hesitant to invest their time and effort evaluating the site because NROHP uncertainty and take their business to another airport that can offer an unencumbered site.

"To Keep Alaska Flying and Thriving."

The Federal Aviation Administration (FAA) grant assurances that the airport accepts when taking federal money to improve the airport require the airport to maximize non-airline revenue and prioritize aeronautical uses at the airport. The site is already limited to aeronautical uses. The hangar's strategic location will deliver the maximum rental income possible from future development. An obsolete hangar encumbered by NRoHP restrictions will neither maximize revenue nor aeronautical potential of the site for the airport. If the hangar requires demolition for the new taxiway, NRoHP expenses will cost the federal government additional money. Federal grants will be used to help construct the taxiway and the FAA will be funding the majority of the demolition cost as part of the project.

While there are a multitude of potentially historic sites in Alaska, the state has only one global airport. On that one global airport there is scarce land available that is prime for aeronautical development. The airport needs to have unrestricted access to its developable land. The airport is opposed to the hangar's listing on the NRoHP.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Jim Szczesniak', with a long, sweeping horizontal line extending to the right.

Jim Szczesniak
Airport Manager
Ted Stevens Anchorage International Airport

Cc: Alexis_Abernathy@nps.gov

SENDER: COMPLETE THIS SECTION	COMPLETE THIS SECTION ON DELIVERY																
<ul style="list-style-type: none"> Complete items 1, 2, and 3. Print your name and address on the reverse so that we can return the card to you. Attach this card to the back of the mailpiece, or on the front if space permits. 	<p>A. Signature <input type="checkbox"/> Agent <input type="checkbox"/> Addressee</p> <p>X</p>																
<p>Joy Beasley, Keeper National Register of Historical Places Mail Stop 7228 1849 C Street NW Washington, D.C. 20240</p>	<p>B. Received by (Printed Name) C. Date of Delivery</p> <p>D. Is delivery address different from item 1? <input type="checkbox"/> Yes If YES, enter delivery address below: <input type="checkbox"/> No</p>																
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Ted Stevens
Anchorage
 International Airport
AeroNexus®
www.anchorageairport.com

P.O. Box 196960
 ANCHORAGE, ALASKA
 99519-6960

338

Joy Beasley, Keeper
 National Register of Historical Places
 Mail Stop ~~7228~~
 1849 C Street NW
 Washington, D.C. 20240

CERTIFIED MAIL

7017 2680 0000 8881 5193




 U.S. POSTAGE
 ZIP 99502
 02 4M
 000036069

ALASKA HISTORICAL COMMISSION
VOTING RECORD FOR NATIONAL REGISTER OF HISTORIC PLACES
INDIVIDUAL PROPERTY AND DISTRICT NOMINATIONS

Date: September 25, 2018

It is moved that the **Kulis Hangar 1, Building 3** qualifies for the National Register of Historic Places

criterion/criteria: **A**

criteria consideration/considerations: n/a

level of significance: **state**

period significance: **1959-1967**

areas of significance: **military, transportation**

Moved by: **Wayne Jensen** Seconded by: **Michael Hawfield**

Vote on motion:

IN FAVOR	OPPOSED	ABSTAIN	RESULT
Colberg		Bittner	Passed 6-0-1
Drabek			
Hawfield			Rejected
Jensen			
Poulson			Tabled
Veltre			

If tabled or rejected, reasons or instructions on how to proceed:

Other comments:

Vice-chair Ross was chairing the meeting and as chair chose to only vote if there is a tie.



THE STATE
of **ALASKA**
GOVERNOR BILL WALKER

Department of Transportation and
Public Facilities
Alaska International Airport
Ted Stevens Anchorage International Airport

P.O. Box 196960
Anchorage, AK 99519-6960
Phone: 907.266.2529
Fax: 907.243-0663
Website: anchorageairport.com

September 20th, 2018

Joan M. Antonson
Deputy State Historic Preservation Officer
550 W. 7th Ave., Suite 1310
Anchorage, Alaska 99501
jo.antonson@alaska.gov

Dear Ms. Antonson:

The Ted Stevens Anchorage International Airport (airport), received your letter regarding the interest in including the Kulis Hangar 1, Building 3 (hangar) on the National Register of Historic Places (NRoHP). The airport opposes the nomination of the hangar for the NRoHP. This opposition is not specific to just this nomination. The airport opposes all nominations to the NRoHP for any facility or property at the airport.

The Ted Stevens Anchorage International Airport is a scarce resource. With the constraints of building height restrictions, off-sets from aircraft movement areas, and limited access to the airport's taxiway system, there is limited land available for aeronautical development at the airport. Adding areas of the airport to the NRoHP, particularly areas with access to the taxiway system, restricts scarce developable land at the airport and limits the future economic potential of the State's primary international airport.

The airport is a prime economic driver for the State of the Alaska and the Municipality of Anchorage. One in ten jobs in the Anchorage area is the result of the airport. The airport serves as the gateway for Alaska's tourism industry. Millions of travelers rely on the airport to conduct business and tourism in the State of Alaska. The airport is the world's fifth busiest air cargo airport, linking Asia with North America. The airport's cargo success is the result of having efficient infrastructure that has grown and adapted with changes in the industry.

The airport is under continual pressure to adapt its infrastructure to meet the changes in the aviation industry. The airport started as single lake for float planes then was expanded to link two lakes. Then, the airport was expanded to include paved runways and changed to handle passenger travel. The jet age changed the airport again and required a terminal to be constructed, used, demolished, and replaced with a new terminal. The growth of air travel forced the airport to change again to add infrastructure for aircraft technical stops linking international destinations. This is true of all international airports; they are in a constant state of change.

Modern air cargo didn't exist when the airport was originally planned. Now, the airport has specific infrastructure to handle large freighter aircraft, expedited freight airlines, and intra-Alaska air cargo airlines. The airport is currently looking to change its infrastructure again to accommodate the explosion in the growth of e-commerce. This will lead to new construction in existing areas of the airport and the opening of new areas of the airport to development.

"Keep Alaska Moving through service and infrastructure."

The airport is also seeing changes in the future of the aviation industry that directly impact the Kulis Business Park area. There is a new hangar facility being built adjacent to Hangar 1 and designed to handle heavy lift helicopters. The airport is in discussions with firms that are interested in developing other parcels in the Kulis Business Park near Hangar 1 for aeronautical use. As drones continue to grow in their segment of the aviation industry, a drone manufacturing company has announced their intentions to manufacture cargo drones at the airport and the Kulis Business Park is the prime location for this activity. The airport has also recently had interest in trans-Pacific airlines using the airport as a technical stop for supersonic flights. All of this industry change requires the airport to have maximum flexibility to develop its infrastructure for future growth.

Future airport growth was contemplated in the airport's master plan. The area the hangar occupies is identified as the future site for air cargo growth in the master plan. A new taxiway is programed in the master plan that is directly in front of the hangar. Once constructed, the hangar can no longer function as a hangar because of the grade separation between the new taxiway and the hangar doors. But, with the construction of the new taxiway, the property the hangar is on will be one of the prime pieces of developable land on the airport. The hangar site is directly adjacent to the end of Runway 7R/25L. A facility located on the site of the hangar would be extremely efficient saving time, saving fuel and reducing emissions, because aircraft would have short taxi times for arriving or departing the runway.

The airport is also federally obligated by our FAA grant assurances to use airport property to the best of its ability for revenue generating aeronautical uses. The hangar building has limited potential for traditional aeronautical use in the future because of the before mentioned hangar door-taxiway separation issue. Also, the hangar is sized to fit military aircraft that no longer represent the fleet of aircraft serving the airport. Because of the limitations of the hangar building, the expense of maintaining it, and the prime location of the hangar site; the hangar is slated for demolition and redevelopment in the future. Listing the hangar on the NRoHP will complicate the eventual demolition of the hangar and redevelopment of the hangar site.

The airport recognizes that a listing on the NRoHP does not preclude the demolition of the structure, but it does add cost, time and uncertainty to a potential project. When a business is weighing a multi-million dollar investment between competing airports and they have a "clean" site at one airport and a "NRoHP" site at our airport, that really tips the scales in favor of not investing in our airport.

There is discussion about using the hangar for non-aeronautical purposes. As federal grant assurances require the airport prioritize aeronautical uses for airport property over non-aeronautical, the airport's ability to offer a long-term lease for non-aeronautical use is restricted. While there maybe potential for the temporary use of the hangar for non-aeronautical purposes, listing the hangar on the NRoHP is a permanent impediment to future development of the site.

The airport is a scarce resource with limited areas available for development. Again, the airport opposes the listing of the hangar on the NRoHP. As we have seen during the recent recession, the airport is a dynamic economic force that provides stability an immense benefits to the community. As Alaska's economy starts to grow again and as the world economy continues its growth, the airport needs unencumbered access to its developable land.

Sincerely,



Jim Szczesniak
Airport Manager

Ted Stevens Anchorage International Airport



ALASKA HISTORICAL COMMISSION
Minutes, September 25, 2018 meeting

Members present: Lt. Governor Byron Mallott (first half hour), Judy Bittner, Talis Colberg, Alisha Drabek, Michael Hawfield, Wayne Jensen, Rebecca Poulson, Jonathon Ross, Douglas Veltre

Others present: Shari Paul (Lt. Governor's liaison, first half hour); Jo Antonson, Jean Ayers, Diane Houston (Office of History and Archaeology); members of the public in their personal or professional capacity:

Ashley Brown	Lee Heinmiller (phone)
Kristine Bunnell	Ellen Lawson
Michael Bunton	Marty Parsons
Roberto Cardenas	Anne Pollnow (phone)
Richard Clement (phone)	David Reamer
Ric Davidge	Brian Richmond
Heather Feil	Linda Simmons
William Frank (phone)	Jim Szesesniak
Francis Gallela	Jennifer Pederson Weinberger
Mike Haller	Patty Wilbanks
	William Willenbrink (phone)

Call to order. Lt. Governor Byron Mallott called the meeting to order at 9:00 a.m. He said he had to leave to fly to Bethel after he gave his update and Vice-chair Jon Ross would take over chairing the meeting. He asked those on the phone, then those at the teleconference center in the Atwood Building, Room 106, 550 West 7th Ave., Anchorage, to introduce themselves.

Adoption of agenda. Mike Hawfield asked that the 4th Avenue Theatre item be removed because there was no recent activity to report or discuss. The agenda was adopted with the change.

Review and approval of April 4, 2018 minutes. Talis Colberg moved the minutes from the April 4, 2018 meeting be approved. Mike Hawfield seconded the motion. Rebecca Poulson asked that the minutes be corrected under the Hneh'itnu Bena Lake geographic name proposal item to add that the proposed name would apply the name of an associated feature to the lake. With the correction, the minutes were approved.

Update from the chair, Lt. Gov. Byron Mallott. Lt. Gov. Mallott said he had not recently had meetings or briefings concerning the 4th Avenue Theatre. He said Governor Walker signed Administrative Order No. 300 last week acknowledging the emergency faced by Alaska's Native languages. Jon Ross read Section 1.3 of the order that addresses place names.

Update from the SHPO. Judy Bittner reviewed the program update memo provided to members and elaborated on the loss of three staff noting there were fewer projects from the Department of

Natural Resources and Department of Transportation and Public Facilities for cultural resources surveys. Vice-chair Ross asked about the work involved for OHA staff with the large mining, gas line, and land exchange projects. Judy said that developing programmatic agreements involves a number of players and a lot of meetings to reach consensus. She said at the next commission meeting she will have staff make a presentation about the review and compliance process. Vice-chair Ross also asked for more information about the U.S. Board on Geographic Names decision not to approve Lake Ahkivgak. Jo Antonson said the U.S. Board minutes show the members considered the proposal as a commemorative name and the proposer did not provide information about the individual or individuals to be commemorated to meet their criteria for commemorative names. She said when she asked the applicant for the same information for the Alaska Historical Commission it, too, was not provided.

Public comment.

Ric Davidge, Interim President, Alaska Military Museum and founding member of the Alaska Veterans Foundation, said the two groups initiated the nomination of Kulis Hangar 1 because it would be a good building for a military museum and the building could incorporate other groups such as the Alaska Veterans Museum that could use more space. He noted the hangar had a role in several of the big events in Alaska's military history, among them the 1964 earthquake and 1967 Fairbanks flood. He and others who served at Kulis National Guard Base are disappointed that many of the buildings that were part of base have been demolished. Ric acknowledged the hangar needs repairs, adding that they can be fixed. He said the Alaska Military Museum hopes to work out a cooperative agreement with the State of Alaska to use the building after this fall's election.

Jim Szesesniak, Manager, Ted Stevens International Airport, said the agency opposes listing the hangar in the National Register of Historic Places, as it does for all buildings at the airport. He said there is constant change to the airport's infrastructure. The hangar is adjacent to active runways and taxiways and is on a prime location for development. He said the Anchorage airport needs to be able to compete with other airports and does not want anything to hinder development plans.

Frances Gallela, former member of the Alaska Air National Guard, said Kulis was home and is the symbol of over six decades of Alaskans serving Alaskans—helping with rescues and undertaking civic programs such as Operation Santa Claus. He wants the hangar preserved because it was for over four decades the central place for the Alaska Air National Guard, is important to those who worked there, and is a good way to thank the guardsmen and women for their service. He said the hangar occupies only five acres of the airport's property. He noted the air guard has helped the airport, citing its assistance following the 1964 earthquake.

ALASKA HISTORICAL COMMISSION
Minutes, September 25, 2018 meeting

Mike Haller, President and Executive Director, Alaska Veteran's Museum, said four generations of his family served at Kulis. He spoke of General Paul Lindemuth, searches for lost pilots and planes, assistance following the Exxon *Valdez* oil spill, supplying remote Cold War sites around Alaska, and working with the Sisters of Providence to start the very successful and popular Operation Santa Claus. He said Kulis was the center for Air National Guard services from Ketchikan to Utqiagvik.

William Willenbrink (by phone) said he was in charge at Kulis in the early 1980s. He said much in the State of Alaska was built by the military and its presence has provided many benefits to the state and residents. The hangar at Kulis is a great reminder of the military's role in Alaska.

Michael Burton, Pastor, Greater Friendship Baptist Church, noted the church was the first African-American church in Alaska, and first black church accepted into the Southern Baptist Convention. He noted the church is a pillar of Anchorage's Fairview neighborhood. Among the church's contributions are feeding the homeless and helping drug addicts. He said the membership over the years has included Filipinos and Caucasians, noting the church's emphasis on unity.

David Reamer, author of Greater Friendship Baptist Church nomination, said the church has a place in African American history and in Alaska history.

Patty Wilbanks, Air National Guard commander when Kulis closed, said it was a loss to many of the guardsmen when the move was made to Joint Base Elmendorf-Richardson. She said many buildings have been demolished in the name of development. Alaska is still a young state and needs to remember the military's many contributions to its history.

Commission members took a 10-minute break, reconvening at 10:05 a.m.

National Register of Historic Places. At the start of consideration of the National Register nominations it was stated that for each nomination the elected city official, the property owners, and the preparer of the documentation had been notified of the date, time and place of the commission meeting, invited to comment, and provided with a link to the nomination package.

Greater Friendship Baptist Church. Michael Hawfield moved the Alaska Historical Commission recommend to the State Historic Preservation Officer that Greater Friendship Baptist Church in Anchorage is **eligible** for listing in the National Register of Historic Places under 36 CFR 60.4, criteria A (association with events that have made significant contribution to the broad patterns of our history). He noted the qualifying property type is a building, criteria consideration A for religious properties was addressed in the nomination, the level of significance is national, the period of significance is 1955-1967, and the areas of significance are religion and social history.

Doug Veltre seconded the motion. Vice-chair Ross called on each commission member and each agreed the nomination was complete and the property worthy of listing. Judy Bittner recused herself from voting. Motion passed 6-0-1 (abstain—Bittner).

Kulis Hangar 1, Building 3, Anchorage. Wayne Jensen moved the Alaska Historical Commission recommend to the State Historic Preservation Officer that Kulis Hangar 1, Building 3 in Anchorage is **eligible** for listing in the National Register of Historic Places under 36 CFR 60.4, criterion A (association with events that have made a significant contribution to the broad patterns of our history). He noted the qualifying property type is a building, no criteria considerations apply, the level of significance is state, the period of significance is 1959-1967, and the areas of significance are military and transportation. Mike Hawfield seconded the motion. Commission members noted Anchorage International Airport opposes listing the hangar in the National Register. Wayne asked if the Anchorage Historic Preservation Commission had made a determination on the hangar's eligibility. Further, he asked if the airport had a master plan. The Anchorage Historic Preservation Commission has been asked to review and make a determination on the nomination but has not yet done so. Judy Bittner said a formal determination of eligibility for the building was done when the National Guard moved from the airport to Joint Base Elmendorf-Richardson, and the hangar had been determined eligible, giving it everything formal listing provides. She said the commission's role is: 1) to review and comment on the adequacy and correctness of the documentation, and 2) to make a determination on the hangar's historic significance and physical integrity to convey that significance. She explained that the commission does not have a role in the review and compliance (Section 106) process between a federal agency and the State Historic Preservation Officer. Doug Veltre noted the proposed plan to use the hangar for a museum does not appear to have support from the airport, but said he understands this is not part of what is being asked of the commission here. Talis Colberg said he had some hesitation about voting in favor of eligibility after reading the airport manager's letter, but for what the commission is to do, he would vote in favor of the hangar's eligibility for National Register listing. Mike Hawfield and Alisha Drabek said they thought the same as Talis. Judy Bittner recused herself from voting. Motion passed 6-0-1 (abstain--Bittner).

Block 13 Army Housing District, Anchorage. Doug Veltre moved the Alaska Historical Commission recommend to the State Historic Preservation Officer that Block 13 Army Housing District in Anchorage is **eligible** for listing in the National Register of Historic Places under 36 CFR 60.4, criterion A (association with events that have made a significant contribution to the board patterns of our history). He noted the qualifying property type is a district (with 16 contributing buildings and 2 sites, and 12 noncontributing buildings), no criteria considerations apply, the level of significance is local, the period of significance in 1940-1942, and the area of significance is community planning and development. Mike Hawfield seconded the nomination. Note was made the Anchorage Historic Preservation Commission received grant assistance

through the Office of History and Archaeology to survey the neighborhood, prepare the nomination, and submit it for consideration for listing. Kristine Bunnell, staff to the Anchorage Historic Preservation Commission, was present and available to answer questions from commission members. Wayne Jensen asked if criterion C for architecture (distinctive characteristics of a type, period, or method of construction) had been considered. It had, but all the buildings have been changed to some extent, those least changed are few and physically separated from each other. Collectively, enough of the houses have similar size, scale and massing, and the noncontributing buildings do not detract from the overall sense of a planned neighborhood. Judy Bittner recused herself from voting. Motion passed 6-0-1 (abstain—Bittner).

Certified Local Government FY 2018 Grants (Round 2) review. Two Certified Local Governments submitted applications for projects requesting a total of \$17,214. There is \$32,242 still available for this year, and funding both would leaving \$15,028 available. Staff suggested several of the predevelopment and development grant requests that are for projects in Certified Local Government communities, might be moved to be funded under the CLG program.

Mike Hawfield moved the City of Nome project to begin work on a historic preservation plan (meeting the commission's priority 3), and the Municipality of Anchorage project to do a condition assessment of the Oscar Anderson House (meeting priority 2) be funded as requested, \$3,543 and \$13,671 respectively, for a total of \$17,214. Alisha Drabek seconded the motion. Judy Bittner recused herself from voting. Motion passed 6-0-1 (abstain—Bittner).

Predevelopment/development grant review.

A total of six requests for predevelopment projects and ten for development projects were received, and the total requested is \$261,272 (federal funds). Judy Bittner said there is \$250,000 available for these projects. Commission members identified the City of Nome request to do a condition assessment of the Swanberg Dredge, a request for \$9,859 in federal funds, as one that could be funded from the Certified Local Government program.

Rebecca Poulson stated for the record she is involved with two of the projects. Vice-chair Ross said she could participate in the discussion of the grant requests but should recuse herself from voting on the recommendations.

Each grant was briefly reviewed, highlighting the work proposed to be done and what the funds requested would pay for. Most predevelopment requests were for historic preservation contractors and travel, and most development requests were for building contractors and materials. Judy Bittner said several requests need some clarification about the work to be done, and asked commission members to give her approval to work out details with the applicant. The

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projects need to be completed by September 30, 2019. After the review, Vice-chair Ross asked Doug Veltre, archaeologist on the commission, if any of the projects threatened archaeological resources. Doug said he did not find any. Rebecca Poulson said she wanted all the projects to have a public outreach component.

Talis Colberg moved to recommend the City of Nome proposal for the Swanberg Dredge be funded by the CLG program, and that the other 15 requests be funded as requested. Mike Hawfield and Doug Veltre seconded the motion. Members specifically asked staff to see that the contractor for the Brown and Hawkins roof work was the right individual needed, to not approve the kitchen remodel and fence work for the Seward Cable House, to get more detail on the work to the Rebarchek farmhouse, and to make sure the applicants apply the Secretary of the Interior's standards for rehabilitation. Members said they were pleased with the response and that they can help with so many projects around the state. Rebecca Poulson and Judy Bittner recused themselves from voting. Motion passed 5-0-2 (abstain—Bittner, Poulson).

The predevelopment projects are:

Arctic Village Traditional Council, Bishop Rowe Chapel	\$ 10,000
Episcopal Diocese of Alaska, St. Peter's Church, Seward	2,137
Episcopal Diocese of Alaska, St. George's Church, Cordova	5,712
Talkeetna Historical Society, school and 2 log cabins, Talkeetna	7,181
Cape Decision Lighthouse Society, lantern room, Sitka vicinity	3,497

The development grants are:

Darling Family Trust, Brown & Hawkins building, Seward	25,000
Port Chilkoot Company, Fort Seward barracks, Haines	11,910
Rochele Thompson, Red John's cabin, Talkeetna	21,096
Sitka Sound Science Center, Sawmill, Sitka	24,932
Alaska State Fair, Inc., Rebarchek colony farmhouse, Palmer	25,000
Alaska Arts Southeast, Sheldon Jackson School power plant/laundry, Sitka	24,984
Sitka Maritime Heritage Society, Japonski Island boathouse, Sitka	24,999
Tanguy Libbrecht, Government cable office, Seward	24,901
Russian Orthodox Sacred Sites in Alaska, St. Nicholas chapel, Kenai	14,964
Ann and Michael Hopper, Rapids Roadhouse, Paxson vicinity	25,000

TOTAL \$251,313

Ch'u'itnu Historic District, Traditional Cultural Property. Vice-chair Ross asked that this item be on the agenda. Judy referred to the program update memo, noting the Keeper of the National Register returned the nomination with technical and substantive comments. She understands the Native American Rights Fund is addressing the substantive comments and will be submitting materials soon. Vice-chair Ross asked for a review of the process when that submission is

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received. Judy said she and her staff will review the package. If the changes are determined to address the Keeper's issues and not present new and different information, the nomination will be submitted to the Keeper. If she and staff determine the changes are significant, the documentation will be viewed as a new submission. This would include review by the Alaska Historical Commission.

1918-19 Influenza Epidemic, proposed resolution. Rebecca Poulson is requesting the Alaska Historical Commission ask the Governor to issue a memorial proclamation recognizing the impact of the 1918 Influenza Pandemic on Alaska. She and Jo Antonson have corresponded with Beverly Beeton (historian and former member of the Alaska Historical Commission) who has researched the subject and offered to assist with drafting language for the proclamation. Commission members agreed it is a good idea. Although the pandemic raged in Alaska in fall 1918 through spring 1919, it is being nationally recognized this fall and in association with the end of World War I that will be especially commemorated on November 11th this year. Talis Colberg moved the Alaska Historical Commission draft language for a proclamation to be issued by the Governor on November 11, 2018 addressing the impact of the 1918 Influenza Pandemic and World War I on Alaska and asking Alaskans to recognize and honor those who served in the war and died in the pandemic. Doug Veltre seconded the motion. Motion passed 7-0.

Other business, commission member comments. Vice-chair Ross asked each member for comments. Mike Hawfield thanked staff for comments on the National Register nominations and grant requests. Wayne Jensen mentioned when C-Span was in Alaska in June he conducted a tour of the state capitol and the video of that can still be viewed. He noted that the 100th anniversary of the sinking of the *Princess Sophia* in Lynn Canal, the worst maritime disaster in Alaska's history, is October 25th and there are commemorative activities planned for in Juneau. Talis Colberg thanked Vice-chair Ross for chairing the meeting. Alisha Drabek seconded Talis and thanked staff for their work. Rebecca Poulson said she is honored to be a member of the commission. Doug Veltre said thanks for a good meeting, noting it was less controversial than the past few. Judy Bittner said she was pleased that there were funds in this year's office budget for predevelopment and development grants, and that there will be preservation work done around the state with the funds. Vice-chair Ross thanked all for their work.

Adjournment. Vice-chair Ross adjourned the September 25, 2018 meeting of the Alaska Historical Commission at 11:45 a.m.



THE STATE
of **ALASKA**
GOVERNOR MICHAEL I. DUNLEAVY

Department of Transportation and Public Facilities

OFFICE OF THE COMMISSIONER
John MacKinnon, Commissioner

3132 Channel Drive
PO Box 112500
Juneau, Alaska 99811-2500
Main: 907.465.3900
dot.alaska.gov

March 1, 2019

Joy Beasley, Keeper
National Register of Historic Places
Mail Stop 7228
1849 C Street NW
Washington, D.C. 20240
joy.beasley@nps.gov

Dear Ms. Beasley:

As the Chief Executive of the state agency responsible for the operation of all aspects of the Ted Stevens Anchorage International Airport (TSAIA) I object to placing the Kulis Hanger on the National Register of Historic Places (Register).

The TSAIA is the world's fifth busiest air cargo airport, linking Asia with North America. That air cargo growth is expected to continue. It is a prime economic driver for the State of Alaska and the Municipality of Anchorage. One in ten jobs in the Anchorage area is driven by the airport. This success is the result of having efficient infrastructure that has grown and adapted with changes in the industry.

Modern air cargo systems didn't exist when the airport was originally planned. Now, the airport has dedicated infrastructure specifically to handle large freighter aircraft, expedited freight airlines, and intra-Alaska air cargo airlines. The airport is under continual pressure to adapt its infrastructure to meet the changes in the commercial aviation industry.

The airport is currently looking to change its infrastructure again to accommodate the explosive growth of e-commerce. This will lead to new construction in existing areas of the airport. The area the hangar occupies is identified as the future site for air cargo growth and a new taxiway is programmed directly in front of the hangar. With the construction of the new taxiway, directly adjacent to the end of Runway 7R/25L, the property the hangar is on will be one of the prime pieces of developable land on the airport. Once the taxiway is constructed, the hangar can no longer function for aircraft due to the excessive grade separation between the new taxiway and the hangar doors.

With the constraints of building height restrictions, off-sets from aircraft movement areas, and limited access to the airport's taxiway system, there is not unlimited land available for development. Adding areas of the airport to the Register, particularly areas with access to the

taxiway system, restricts scarce developable land at the airport and limits the future economic potential of the State's primary international airport.

The airport is federally obligated by FAA grant assurances to use airport property to the best of its ability for revenue generating aeronautical uses. The hangar building has limited potential for revenue generating aeronautical use in the future because of the before mentioned hangar door-taxiway separation issue. The hangar is sized to fit aircraft that no longer represent the fleet of aircraft serving the airport. Finally, due to the limitations of the hangar building, the expense of maintaining it, and the prime location of the hangar site, the future demolition of the hangar is currently planned. Listing on the Register will complicate the eventual demolition of the hangar and commercial redevelopment of the hangar site.

For these and other reasons, the Alaska Department of Transportation and Public Facilities opposes the nomination of the Kulis Hangar 1 to the National Register.

Sincerely,

A handwritten signature in blue ink, appearing to read "John MacKinnon".

John MacKinnon
Commissioner



Joeckel, Jeffery <jeff_joeckel@nps.gov>

Fwd: [EXTERNAL] FW: Attached Image

1 message

Abernathy, Alexis <alexis_abernathy@nps.gov>

Tue, Mar 5, 2019 at 8:58 AM

To: Paul Lusignan <paul_lusignan@nps.gov>, "Joeckel, Jeffery" <jeff_joeckel@nps.gov>

Alexis Abernathy
alexis_abernathy@nps.gov
202-354-2236

----- Forwarded message -----

From: **Rosier-Polley, Caro J (DOT)** <caro.rosier-polley@alaska.gov>

Date: Fri, Mar 1, 2019 at 5:28 PM

Subject: [EXTERNAL] FW: Attached Image

To: joy_beasley@nps.gov <joy_beasley@nps.gov>Cc: Alexis_Abernathy@nps.gov <Alexis_Abernathy@nps.gov>

Good Afternoon – Please see the attached letter opposing the nomination of the Kulis Hangar at the Ted Stevens Anchorage International Airport to the National Registry of Historic Places. Please let me know if you need anything else.

Thank you,

Caro Rosier-Polley

Executive Secretary III

Office of the Commissioner

Department of Transportation and Public Facilities

Phone: 907-465-3902

caro.rosier-polley@alaska.gov*“Keep Alaska Moving through service and infrastructure”*

 1186_001.pdf
119K



Joeckel, Jeffery <jeff_joeckel@nps.gov>

Fwd: [EXTERNAL] Kulis

2 messages

Lusignan, Paul <paul_lusignan@nps.gov>
To: "Joeckel, Jeffery" <jeff_joeckel@nps.gov>

Tue, Mar 5, 2019 at 5:23 PM

Jeff can you append this to the original [nomination](#) file on file for Kulis Hangar #1 SG 100003385

Just paste it at the end of the nomination PDF, the state submitted this as part of the nomination package we listed 3/4/19.

When you get the actual signed nomination file can you also check to see that all of the correspondence in the file folder get scanned and included in the correspondence files?

Thanks

file:///in2551pontus/NRHP_NHL/NR-NHL%20Scanned%20Materials/2018%20properties/Date%20Received/DR%20100003385/DR%20100003385_form/DR_100003385_form.pdf

Paul R. Lusignan
Historian, National Register of Historic Places
National Park Service
[1849 C St., NW](#) - Mail Stop 7228
Washington, DC 20240
202-354-2229

----- Forwarded message -----

From: **Antonson, Joan (DNR)** <jo.antonson@alaska.gov>
Date: Thu, Jan 31, 2019 at 7:17 PM
Subject: [EXTERNAL] Kulis
To: Lusignan, Paul <paul_lusignan@nps.gov>

Hi Paul:

Will the attached meet your needs?

Jo

 KU003-ListingSheet.pdf
741K

Joeckel, Jeffery <jeff_joeckel@nps.gov>
Draft

Fri, Mar 8, 2019 at 1:53 PM

Jeff Joeckel
Archivist, National Register of Historic Places
jeff_joeckel@nps.gov
202-354-2225

3/8/2019

DEPARTMENT OF THE INTERIOR Mail - Fwd: [EXTERNAL] Kulis

Website: www.nps.gov/subjects/nationalregister

Facebook: www.facebook.com/NationalRegisterNPS

Flickr: www.flickr.com/photos/nationalregister/

Instagram: www.instagram.com/nationalregisternps/

[Quoted text hidden]

ALASKA HISTORICAL COMMISSION
VOTING RECORD FOR NATIONAL REGISTER OF HISTORIC PLACES
INDIVIDUAL PROPERTY AND DISTRICT NOMINATIONS

Date: September 25, 2018

It is moved that the **Kulis Hangar 1, Building 3** qualifies for the National Register of Historic Places

criterion/criteria: **A**

criteria consideration/considerations: n/a

level of significance: **state**

period significance: **1959-1967**

areas of significance: **military, transportation**

Moved by: **Wayne Jensen** Seconded by: **Michael Hawfield**

Vote on motion:

IN FAVOR	OPPOSED	ABSTAIN	RESULT
Colberg		Bittner	Passed 6-0-1
Drabek			
Hawfield			Rejected
Jensen			
Poulson			Tabled
Veltre			

If tabled or rejected, reasons or instructions on how to proceed:

Other comments:

Vice-chair Ross was chairing the meeting and as chair chose to only vote if there is a tie.



THE STATE
of **ALASKA**
GOVERNOR BILL WALKER

Department of Transportation and
Public Facilities
Alaska International Airport
Ted Stevens Anchorage International Airport

P.O. Box 196960
Anchorage, AK 99519-6960
Phone: 907.266.2529
Fax: 907.243-0663
Website: anchorageairport.com

September 20th, 2018

Joan M. Antonson
Deputy State Historic Preservation Officer
550 W. 7th Ave., Suite 1310
Anchorage, Alaska 99501
jo.antonson@alaska.gov

Dear Ms. Antonson:

The Ted Stevens Anchorage International Airport (airport), received your letter regarding the interest in including the Kulis Hangar 1, Building 3 (hangar) on the National Register of Historic Places (NRoHP). The airport opposes the nomination of the hangar for the NRoHP. This opposition is not specific to just this nomination. The airport opposes all nominations to the NRoHP for any facility or property at the airport.

The Ted Stevens Anchorage International Airport is a scarce resource. With the constraints of building height restrictions, off-sets from aircraft movement areas, and limited access to the airport's taxiway system, there is limited land available for aeronautical development at the airport. Adding areas of the airport to the NRoHP, particularly areas with access to the taxiway system, restricts scarce developable land at the airport and limits the future economic potential of the State's primary international airport.

The airport is a prime economic driver for the State of the Alaska and the Municipality of Anchorage. One in ten jobs in the Anchorage area is the result of the airport. The airport serves as the gateway for Alaska's tourism industry. Millions of travelers rely on the airport to conduct business and tourism in the State of Alaska. The airport is the world's fifth busiest air cargo airport, linking Asia with North America. The airport's cargo success is the result of having efficient infrastructure that has grown and adapted with changes in the industry.

The airport is under continual pressure to adapt its infrastructure to meet the changes in the aviation industry. The airport started as single lake for float planes then was expanded to link two lakes. Then, the airport was expanded to include paved runways and changed to handle passenger travel. The jet age changed the airport again and required a terminal to be constructed, used, demolished, and replaced with a new terminal. The growth of air travel forced the airport to change again to add infrastructure for aircraft technical stops linking international destinations. This is true of all international airports; they are in a constant state of change.

Modern air cargo didn't exist when the airport was originally planned. Now, the airport has specific infrastructure to handle large freighter aircraft, expedited freight airlines, and intra-Alaska air cargo airlines. The airport is currently looking to change its infrastructure again to accommodate the explosion in the growth of e-commerce. This will lead to new construction in existing areas of the airport and the opening of new areas of the airport to development.

"Keep Alaska Moving through service and infrastructure."

The airport is also seeing changes in the future of the aviation industry that directly impact the Kulis Business Park area. There is a new hangar facility being built adjacent to Hangar 1 and designed to handle heavy lift helicopters. The airport is in discussions with firms that are interested in developing other parcels in the Kulis Business Park near Hangar 1 for aeronautical use. As drones continue to grow in their segment of the aviation industry, a drone manufacturing company has announced their intentions to manufacture cargo drones at the airport and the Kulis Business Park is the prime location for this activity. The airport has also recently had interest in trans-Pacific airlines using the airport as a technical stop for supersonic flights. All of this industry change requires the airport to have maximum flexibility to develop its infrastructure for future growth.

Future airport growth was contemplated in the airport's master plan. The area the hangar occupies is identified as the future site for air cargo growth in the master plan. A new taxiway is programed in the master plan that is directly in front of the hangar. Once constructed, the hangar can no longer function as a hangar because of the grade separation between the new taxiway and the hangar doors. But, with the construction of the new taxiway, the property the hangar is on will be one of the prime pieces of developable land on the airport. The hangar site is directly adjacent to the end of Runway 7R/25L. A facility located on the site of the hangar would be extremely efficient saving time, saving fuel and reducing emissions, because aircraft would have short taxi times for arriving or departing the runway.

The airport is also federally obligated by our FAA grant assurances to use airport property to the best of its ability for revenue generating aeronautical uses. The hangar building has limited potential for traditional aeronautical use in the future because of the before mentioned hangar door-taxiway separation issue. Also, the hangar is sized to fit military aircraft that no longer represent the fleet of aircraft serving the airport. Because of the limitations of the hangar building, the expense of maintaining it, and the prime location of the hangar site; the hangar is slated for demolition and redevelopment in the future. Listing the hangar on the NRoHP will complicate the eventual demolition of the hangar and redevelopment of the hangar site.

The airport recognizes that a listing on the NRoHP does not preclude the demolition of the structure, but it does add cost, time and uncertainty to a potential project. When a business is weighing a multi-million dollar investment between competing airports and they have a "clean" site at one airport and a "NRoHP" site at our airport, that really tips the scales in favor of not investing in our airport.

There is discussion about using the hangar for non-aeronautical purposes. As federal grant assurances require the airport prioritize aeronautical uses for airport property over non-aeronautical, the airport's ability to offer a long-term lease for non-aeronautical use is restricted. While there maybe potential for the temporary use of the hangar for non-aeronautical purposes, listing the hangar on the NRoHP is a permanent impediment to future development of the site.

The airport is a scarce resource with limited areas available for development. Again, the airport opposes the listing of the hangar on the NRoHP. As we have seen during the recent recession, the airport is a dynamic economic force that provides stability an immense benefits to the community. As Alaska's economy starts to grow again and as the world economy continues its growth, the airport needs unencumbered access to its developable land.

Sincerely,



Jim Szczesniak
Airport Manager

Ted Stevens Anchorage International Airport



ALASKA HISTORICAL COMMISSION
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Members present: Lt. Governor Byron Mallott (first half hour), Judy Bittner, Talis Colberg, Alisha Drabek, Michael Hawfield, Wayne Jensen, Rebecca Poulson, Jonathon Ross, Douglas Veltre

Others present: Shari Paul (Lt. Governor's liaison, first half hour); Jo Antonson, Jean Ayers, Diane Houston (Office of History and Archaeology); members of the public in their personal or professional capacity:

Ashley Brown	Lee Heinmiller (phone)
Kristine Bunnell	Ellen Lawson
Michael Bunton	Marty Parsons
Roberto Cardenas	Anne Pollnow (phone)
Richard Clement (phone)	David Reamer
Ric Davidge	Brian Richmond
Heather Feil	Linda Simmons
William Frank (phone)	Jim Szesesniak
Francis Gallela	Jennifer Pederson Weinberger
Mike Haller	Patty Wilbanks
	William Willenbrink (phone)

Call to order. Lt. Governor Byron Mallott called the meeting to order at 9:00 a.m. He said he had to leave to fly to Bethel after he gave his update and Vice-chair Jon Ross would take over chairing the meeting. He asked those on the phone, then those at the teleconference center in the Atwood Building, Room 106, 550 West 7th Ave., Anchorage, to introduce themselves.

Adoption of agenda. Mike Hawfield asked that the 4th Avenue Theatre item be removed because there was no recent activity to report or discuss. The agenda was adopted with the change.

Review and approval of April 4, 2018 minutes. Talis Colberg moved the minutes from the April 4, 2018 meeting be approved. Mike Hawfield seconded the motion. Rebecca Poulson asked that the minutes be corrected under the Hneh'itnu Bena Lake geographic name proposal item to add that the proposed name would apply the name of an associated feature to the lake. With the correction, the minutes were approved.

Update from the chair, Lt. Gov. Byron Mallott. Lt. Gov. Mallott said he had not recently had meetings or briefings concerning the 4th Avenue Theatre. He said Governor Walker signed Administrative Order No. 300 last week acknowledging the emergency faced by Alaska's Native languages. Jon Ross read Section 1.3 of the order that addresses place names.

Update from the SHPO. Judy Bittner reviewed the program update memo provided to members and elaborated on the loss of three staff noting there were fewer projects from the Department of

Natural Resources and Department of Transportation and Public Facilities for cultural resources surveys. Vice-chair Ross asked about the work involved for OHA staff with the large mining, gas line, and land exchange projects. Judy said that developing programmatic agreements involves a number of players and a lot of meetings to reach consensus. She said at the next commission meeting she will have staff make a presentation about the review and compliance process. Vice-chair Ross also asked for more information about the U.S. Board on Geographic Names decision not to approve Lake Ahkivgak. Jo Antonson said the U.S. Board minutes show the members considered the proposal as a commemorative name and the proposer did not provide information about the individual or individuals to be commemorated to meet their criteria for commemorative names. She said when she asked the applicant for the same information for the Alaska Historical Commission it, too, was not provided.

Public comment.

Ric Davidge, Interim President, Alaska Military Museum and founding member of the Alaska Veterans Foundation, said the two groups initiated the nomination of Kulis Hangar 1 because it would be a good building for a military museum and the building could incorporate other groups such as the Alaska Veterans Museum that could use more space. He noted the hangar had a role in several of the big events in Alaska's military history, among them the 1964 earthquake and 1967 Fairbanks flood. He and others who served at Kulis National Guard Base are disappointed that many of the buildings that were part of base have been demolished. Ric acknowledged the hangar needs repairs, adding that they can be fixed. He said the Alaska Military Museum hopes to work out a cooperative agreement with the State of Alaska to use the building after this fall's election.

Jim Szesesniak, Manager, Ted Stevens International Airport, said the agency opposes listing the hangar in the National Register of Historic Places, as it does for all buildings at the airport. He said there is constant change to the airport's infrastructure. The hangar is adjacent to active runways and taxiways and is on a prime location for development. He said the Anchorage airport needs to be able to compete with other airports and does not want anything to hinder development plans.

Frances Gallela, former member of the Alaska Air National Guard, said Kulis was home and is the symbol of over six decades of Alaskans serving Alaskans—helping with rescues and undertaking civic programs such as Operation Santa Claus. He wants the hangar preserved because it was for over four decades the central place for the Alaska Air National Guard, is important to those who worked there, and is a good way to thank the guardsmen and women for their service. He said the hangar occupies only five acres of the airport's property. He noted the air guard has helped the airport, citing its assistance following the 1964 earthquake.

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Minutes, September 25, 2018 meeting

Mike Haller, President and Executive Director, Alaska Veteran's Museum, said four generations of his family served at Kulis. He spoke of General Paul Lindemuth, searches for lost pilots and planes, assistance following the Exxon *Valdez* oil spill, supplying remote Cold War sites around Alaska, and working with the Sisters of Providence to start the very successful and popular Operation Santa Claus. He said Kulis was the center for Air National Guard services from Ketchikan to Utqiagvik.

William Willenbrink (by phone) said he was in charge at Kulis in the early 1980s. He said much in the State of Alaska was built by the military and its presence has provided many benefits to the state and residents. The hangar at Kulis is a great reminder of the military's role in Alaska.

Michael Burton, Pastor, Greater Friendship Baptist Church, noted the church was the first African-American church in Alaska, and first black church accepted into the Southern Baptist Convention. He noted the church is a pillar of Anchorage's Fairview neighborhood. Among the church's contributions are feeding the homeless and helping drug addicts. He said the membership over the years has included Filipinos and Caucasians, noting the church's emphasis on unity.

David Reamer, author of Greater Friendship Baptist Church nomination, said the church has a place in African American history and in Alaska history.

Patty Wilbanks, Air National Guard commander when Kulis closed, said it was a loss to many of the guardsmen when the move was made to Joint Base Elmendorf-Richardson. She said many buildings have been demolished in the name of development. Alaska is still a young state and needs to remember the military's many contributions to its history.

Commission members took a 10-minute break, reconvening at 10:05 a.m.

National Register of Historic Places. At the start of consideration of the National Register nominations it was stated that for each nomination the elected city official, the property owners, and the preparer of the documentation had been notified of the date, time and place of the commission meeting, invited to comment, and provided with a link to the nomination package.

Greater Friendship Baptist Church. Michael Hawfield moved the Alaska Historical Commission recommend to the State Historic Preservation Officer that Greater Friendship Baptist Church in Anchorage is **eligible** for listing in the National Register of Historic Places under 36 CFR 60.4, criteria A (association with events that have made significant contribution to the broad patterns of our history). He noted the qualifying property type is a building, criteria consideration A for religious properties was addressed in the nomination, the level of significance is national, the period of significance is 1955-1967, and the areas of significance are religion and social history.

Doug Veltre seconded the motion. Vice-chair Ross called on each commission member and each agreed the nomination was complete and the property worthy of listing. Judy Bittner recused herself from voting. Motion passed 6-0-1 (abstain—Bittner).

Kulis Hangar 1, Building 3, Anchorage. Wayne Jensen moved the Alaska Historical Commission recommend to the State Historic Preservation Officer that Kulis Hangar 1, Building 3 in Anchorage is **eligible** for listing in the National Register of Historic Places under 36 CFR 60.4, criterion A (association with events that have made a significant contribution to the broad patterns of our history). He noted the qualifying property type is a building, no criteria considerations apply, the level of significance is state, the period of significance is 1959-1967, and the areas of significance are military and transportation. Mike Hawfield seconded the motion. Commission members noted Anchorage International Airport opposes listing the hangar in the National Register. Wayne asked if the Anchorage Historic Preservation Commission had made a determination on the hangar's eligibility. Further, he asked if the airport had a master plan. The Anchorage Historic Preservation Commission has been asked to review and make a determination on the nomination but has not yet done so. Judy Bittner said a formal determination of eligibility for the building was done when the National Guard moved from the airport to Joint Base Elmendorf-Richardson, and the hangar had been determined eligible, giving it everything formal listing provides. She said the commission's role is: 1) to review and comment on the adequacy and correctness of the documentation, and 2) to make a determination on the hangar's historic significance and physical integrity to convey that significance. She explained that the commission does not have a role in the review and compliance (Section 106) process between a federal agency and the State Historic Preservation Officer. Doug Veltre noted the proposed plan to use the hangar for a museum does not appear to have support from the airport, but said he understands this is not part of what is being asked of the commission here. Talis Colberg said he had some hesitation about voting in favor of eligibility after reading the airport manager's letter, but for what the commission is to do, he would vote in favor of the hangar's eligibility for National Register listing. Mike Hawfield and Alisha Drabek said they thought the same as Talis. Judy Bittner recused herself from voting. Motion passed 6-0-1 (abstain--Bittner).

Block 13 Army Housing District, Anchorage. Doug Veltre moved the Alaska Historical Commission recommend to the State Historic Preservation Officer that Block 13 Army Housing District in Anchorage is **eligible** for listing in the National Register of Historic Places under 36 CFR 60.4, criterion A (association with events that have made a significant contribution to the board patterns of our history). He noted the qualifying property type is a district (with 16 contributing buildings and 2 sites, and 12 noncontributing buildings), no criteria considerations apply, the level of significance is local, the period of significance in 1940-1942, and the area of significance is community planning and development. Mike Hawfield seconded the nomination. Note was made the Anchorage Historic Preservation Commission received grant assistance

through the Office of History and Archaeology to survey the neighborhood, prepare the nomination, and submit it for consideration for listing. Kristine Bunnell, staff to the Anchorage Historic Preservation Commission, was present and available to answer questions from commission members. Wayne Jensen asked if criterion C for architecture (distinctive characteristics of a type, period, or method of construction) had been considered. It had, but all the buildings have been changed to some extent, those least changed are few and physically separated from each other. Collectively, enough of the houses have similar size, scale and massing, and the noncontributing buildings do not detract from the overall sense of a planned neighborhood. Judy Bittner recused herself from voting. Motion passed 6-0-1 (abstain—Bittner).

Certified Local Government FY 2018 Grants (Round 2) review. Two Certified Local Governments submitted applications for projects requesting a total of \$17,214. There is \$32,242 still available for this year, and funding both would leaving \$15,028 available. Staff suggested several of the predevelopment and development grant requests that are for projects in Certified Local Government communities, might be moved to be funded under the CLG program.

Mike Hawfield moved the City of Nome project to begin work on a historic preservation plan (meeting the commission's priority 3), and the Municipality of Anchorage project to do a condition assessment of the Oscar Anderson House (meeting priority 2) be funded as requested, \$3,543 and \$13,671 respectively, for a total of \$17,214. Alisha Drabek seconded the motion. Judy Bittner recused herself from voting. Motion passed 6-0-1 (abstain—Bittner).

Predevelopment/development grant review.

A total of six requests for predevelopment projects and ten for development projects were received, and the total requested is \$261,272 (federal funds). Judy Bittner said there is \$250,000 available for these projects. Commission members identified the City of Nome request to do a condition assessment of the Swanberg Dredge, a request for \$9,859 in federal funds, as one that could be funded from the Certified Local Government program.

Rebecca Poulson stated for the record she is involved with two of the projects. Vice-chair Ross said she could participate in the discussion of the grant requests but should recuse herself from voting on the recommendations.

Each grant was briefly reviewed, highlighting the work proposed to be done and what the funds requested would pay for. Most predevelopment requests were for historic preservation contractors and travel, and most development requests were for building contractors and materials. Judy Bittner said several requests need some clarification about the work to be done, and asked commission members to give her approval to work out details with the applicant. The

ALASKA HISTORICAL COMMISSION
 Minutes, September 25, 2018 meeting

projects need to be completed by September 30, 2019. After the review, Vice-chair Ross asked Doug Veltre, archaeologist on the commission, if any of the projects threatened archaeological resources. Doug said he did not find any. Rebecca Poulson said she wanted all the projects to have a public outreach component.

Talis Colberg moved to recommend the City of Nome proposal for the Swanberg Dredge be funded by the CLG program, and that the other 15 requests be funded as requested. Mike Hawfield and Doug Veltre seconded the motion. Members specifically asked staff to see that the contractor for the Brown and Hawkins roof work was the right individual needed, to not approve the kitchen remodel and fence work for the Seward Cable House, to get more detail on the work to the Rebarchek farmhouse, and to make sure the applicants apply the Secretary of the Interior's standards for rehabilitation. Members said they were pleased with the response and that they can help with so many projects around the state. Rebecca Poulson and Judy Bittner recused themselves from voting. Motion passed 5-0-2 (abstain—Bittner, Poulson).

The predevelopment projects are:

Arctic Village Traditional Council, Bishop Rowe Chapel	\$ 10,000
Episcopal Diocese of Alaska, St. Peter's Church, Seward	2,137
Episcopal Diocese of Alaska, St. George's Church, Cordova	5,712
Talkeetna Historical Society, school and 2 log cabins, Talkeetna	7,181
Cape Decision Lighthouse Society, lantern room, Sitka vicinity	3,497

The development grants are:

Darling Family Trust, Brown & Hawkins building, Seward	25,000
Port Chilkoot Company, Fort Seward barracks, Haines	11,910
Rochele Thompson, Red John's cabin, Talkeetna	21,096
Sitka Sound Science Center, Sawmill, Sitka	24,932
Alaska State Fair, Inc., Rebarchek colony farmhouse, Palmer	25,000
Alaska Arts Southeast, Sheldon Jackson School power plant/laundry, Sitka	24,984
Sitka Maritime Heritage Society, Japonski Island boathouse, Sitka	24,999
Tanguy Libbrecht, Government cable office, Seward	24,901
Russian Orthodox Sacred Sites in Alaska, St. Nicholas chapel, Kenai	14,964
Ann and Michael Hopper, Rapids Roadhouse, Paxson vicinity	25,000

TOTAL \$251,313

Ch'u'itnu Historic District, Traditional Cultural Property. Vice-chair Ross asked that this item be on the agenda. Judy referred to the program update memo, noting the Keeper of the National Register returned the nomination with technical and substantive comments. She understands the Native American Rights Fund is addressing the substantive comments and will be submitting materials soon. Vice-chair Ross asked for a review of the process when that submission is

ALASKA HISTORICAL COMMISSION
Minutes, September 25, 2018 meeting

received. Judy said she and her staff will review the package. If the changes are determined to address the Keeper's issues and not present new and different information, the nomination will be submitted to the Keeper. If she and staff determine the changes are significant, the documentation will be viewed as a new submission. This would include review by the Alaska Historical Commission.

1918-19 Influenza Epidemic, proposed resolution. Rebecca Poulson is requesting the Alaska Historical Commission ask the Governor to issue a memorial proclamation recognizing the impact of the 1918 Influenza Pandemic on Alaska. She and Jo Antonson have corresponded with Beverly Beeton (historian and former member of the Alaska Historical Commission) who has researched the subject and offered to assist with drafting language for the proclamation. Commission members agreed it is a good idea. Although the pandemic raged in Alaska in fall 1918 through spring 1919, it is being nationally recognized this fall and in association with the end of World War I that will be especially commemorated on November 11th this year. Talis Colberg moved the Alaska Historical Commission draft language for a proclamation to be issued by the Governor on November 11, 2018 addressing the impact of the 1918 Influenza Pandemic and World War I on Alaska and asking Alaskans to recognize and honor those who served in the war and died in the pandemic. Doug Veltre seconded the motion. Motion passed 7-0.

Other business, commission member comments. Vice-chair Ross asked each member for comments. Mike Hawfield thanked staff for comments on the National Register nominations and grant requests. Wayne Jensen mentioned when C-Span was in Alaska in June he conducted a tour of the state capitol and the video of that can still be viewed. He noted that the 100th anniversary of the sinking of the *Princess Sophia* in Lynn Canal, the worst maritime disaster in Alaska's history, is October 25th and there are commemorative activities planned for in Juneau. Talis Colberg thanked Vice-chair Ross for chairing the meeting. Alisha Drabek seconded Talis and thanked staff for their work. Rebecca Poulson said she is honored to be a member of the commission. Doug Veltre said thanks for a good meeting, noting it was less controversial than the past few. Judy Bittner said she was pleased that there were funds in this year's office budget for predevelopment and development grants, and that there will be preservation work done around the state with the funds. Vice-chair Ross thanked all for their work.

Adjournment. Vice-chair Ross adjourned the September 25, 2018 meeting of the Alaska Historical Commission at 11:45 a.m.



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

Department of Natural Resources

DIVISION OF PARKS & OUTDOOR RECREATION
Office of History & Archaeology

550 West 7th Ave., Suite 1310
Anchorage, Alaska 99501-3565
907.269.8721
<http://dnr.alaska.gov/oparks/oha>

December 11, 2018

Re: 3330-2 Kulis Hangar 1, Building 3

Joy Beasley, Keeper
National Register of Historic Places
Mail Stop 7228
1849 C Street NW
Washington, D.C. 20240

Attn: Paul Lusignan

Dear Paul:

Enclosed are two disks that contain the true and correct copy of the nomination to the National Register of Historic Places for Kulis Hangar 1, Building 3, a building in the Municipality of Anchorage, Alaska. Staff of my office worked with interested individuals of the Alaska Military History Museum on preparing the National Register of Historic Places documentation. The State of Alaska owns the building that is within the Ted Stevens Anchorage International Airport property.

The Alaska Historical Commission, the state review board, reviewed and discussed the nomination at their September 25, 2018 meeting and determined it eligible for listing in the National Register of Historic Places.

The Municipality of Anchorage is a Certified Local Government and its historic preservation commission was asked on August 3, 2018 to review the nomination and make a determination on eligibility. The staff to the Anchorage Historic Preservation Commission advised me last month that the commission chose not to review the nomination without a letter of support from the property owner and because of non-support from the mayor.

Before the Alaska Historical Commission's September meeting, the commissioner of the Alaska Department of Transportation and Public Facilities and the airport manager received a letter about the National Register of Historic Places program with information on the results of listing, an invitation to review the nomination package and comment, and details about the commission meeting. A letter dated September 20, 2018 from the manager of the Ted Stevens Anchorage International Airport stating objection to listing the hangar in the National Register is on the disk with the nomination. The airport manager, Jim Szczeshiak addressed the Alaska Historical Commission members at the September 25, 2018 meeting. At that meeting, five members of the public spoke in favor of the nomination. The minutes from the meeting are on the disk with the nomination as well.



Joy Beasley, Keeper
December 11, 2018
Page 2



The mayor of the Municipality of Anchorage received program information and an invitation to review the package and comment before the September meeting. The meeting was public noticed as required by the State of Alaska, and a statewide press release sent out from the Office of History and Archaeology, Alaska Department of Natural Resources, with specific mention of the National Register nomination review.

At the September 25, 2018 meeting, Alaska Historical Commission members determined Kulis Hangar 1, Building 3 eligible for listing in the National Register of Historic Places under criterion A for its association with the military and transportation history of the Alaska Air National Guard. They determined no criteria considerations had to be addressed. The period of significance for the property is 1959-1969, starting when the hanger was built and ending in 1969 when the Alaska Air National Guard re-designated the initial unit, placed it under the Alaska Air Command, and greatly expanded the unit in size and duties. The end of the period of significance, 1969 is within a year of the National Register's 50-year threshold. Commission members said the hangar is of state significance.

I have reviewed the documentation, concur with the determination of the Alaska Historical Commission, and have signed the form.

If you have any questions regarding this nomination please contact me at e-mail jo.antonson@alaska.gov or phone 907.269.8714.

Sincerely,

A handwritten signature in cursive script, appearing to read "Joan M. Antonson", is written in black ink.

Joan M. Antonson
Deputy State Historic Preservation Officer

enclosures: 2 disks with registration form, map, 6 photographs, Alaska Historical Commission voting record and September 9, 2018 meeting minutes, TSAIA letter

cc: Kristine Bunnell, Municipality of Anchorage, P.O. Box 196650, Anchorage, AK 99519-6650, bunnellkr@muni.org

Ric Davidge, Alaska Military History Museum, 4705 Arctic Blvd., #405, Anchorage, AK 99503, pm@cyalaska.com



Alaska International Airport
Ted Stevens Anchorage International Airport

P.O. Box 196960
Anchorage, AK 99519-6960
Main: 907.266.22119
Fax: 907.243-0663
Website: anchorageairport.com

February 25, 2019

Joy Beasley, Keeper
National Register of Historical Places
Mail Stop 7228
1849 C. Street NW
Washington D.C. 20240
joy_beasley@nps.gov

For the multitude of reasons described below, the Ted Stevens Anchorage International Airport ("airport"), owner of Kulis Hangar 1, Building 3 ("hangar") opposes the nomination of the hangar for placement on the National Register of Historic Places (NRoHP).

The airport is a dynamic place that is in a constant state of redevelopment. The airport started out as a single lake for float planes. It was then connected to another lake to meet demand. Runways and terminals were added to the airport, additional runways followed, then the original terminals were torn down and replaced with new terminals. Military operations at the airport came and went. Air cargo grew in global importance and acres of airport land were developed to support this industry.

The hangar structure is old and no longer fits the fleet mix of aircraft that operate at the airport. The hangar is located in a seismically active climate where, for a significant portion of the year, the temperature is below freezing. This makes the hangar an expensive structure to maintain and hence the hangar has been mothballed. Additionally, there will be a new taxiway built near the hangar. The grade separation between the hangar and the taxiway will render the hangar unusable to aircraft and may require its demolition to make way for taxiway safety clearances. Because of the costs associated with the hangar, future restrictions on its use, and the prime real estate that it sits on; demolition of the hangar and redevelopment of the site is the highest and best use for the airport.

Development at the airport spurs economic development for the state. The airport is responsible for one in ten jobs in the Anchorage area and brings in over a billion dollars in economic benefit to the state each year. This impact is eyed by other airports and the airport is in a competitive battle to keep and grow business for the state. The airport needs flexibility to compete with other airports for development opportunities and placing the hangar on the NRoHP puts the airport at a competitive disadvantage when competing for development projects.

The hangar's location was chosen by the military because of its strategic location on the airport. The hangar is located adjacent to the heart of the runway and taxiways system. The hangar's location saves airlines time and money and makes it a prime piece of real estate at the airport for aeronautical development. But, listing on the NRoHP adds costs and uncertainty to the development potential of the hangar site. Developers will be hesitant to invest their time and effort evaluating the site because NRoHP uncertainty and take their business to another airport that can offer an unencumbered site.

"To Keep Alaska Flying and Thriving."

The Federal Aviation Administration (FAA) grant assurances that the airport accepts when taking federal money to improve the airport require the airport to maximize non-airline revenue and prioritize aeronautical uses at the airport. The site is already limited to aeronautical uses. The hangar's strategic location will deliver the maximum rental income possible from future development. An obsolete hangar encumbered by NRoHP restrictions will neither maximize revenue nor aeronautical potential of the site for the airport. If the hangar requires demolition for the new taxiway, NRoHP expenses will cost the federal government additional money. Federal grants will be used to help construct the taxiway and the FAA will be funding the majority of the demolition cost as part of the project.

While there are a multitude of potentially historic sites in Alaska, the state has only one global airport. On that one global airport there is scarce land available that is prime for aeronautical development. The airport needs to have unrestricted access to its developable land. The airport is opposed to the hangar's listing on the NRoHP.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jim Szczesniak', with a long horizontal flourish extending to the right.

Jim Szczesniak
Airport Manager
Ted Stevens Anchorage International Airport

Cc: Alexis_Abernathy@nps.gov

AIAS Airlines Airport Affairs Committee

Ted Stevens Anchorage International Airport - Fairbanks International Airport

Joy Beasley, Keeper
National Register of Historical Places
Mail Stop 7228
1849 C Street Northwest
Washington, DC 20240

March 1, 2019

Joy_Beasley@NPS.gov

Dear Ms. Beasley:

We are writing to voice opposition to placing Kulis Hangar 1, Building 3 at Ted Stevens Anchorage International Airport (ANC) on the National Register of Historic Places. Our opposition is driven simply by the need to preserve land at ANC for airport operations.

The site of Kulis Hangar 1, Building 3 is limited to aeronautical uses. However, the existing hangar, despite being modified and added on to over the years, is no longer functional to support modern aircraft operations. A listing on the National Register of Historical Places would further restrict the ability to modify the hangar. The airlines that operate at ANC are concerned that the hangar will simply sit vacant and deteriorate as it must be used for an aeronautical purpose and there is no apparent aeronautical purpose for which it is appropriate.

In addition, the hangar is in an area that may be impacted by a future taxiway that is critical to airport operations. The airlines that operate at ANC are concerned that restrictions on the airport's ability to modify or demolish the hangar may impact airport operations by restricting future airfield development.

We would be happy to address any further questions you may have and welcome an opportunity to further discuss our concerns. Thank you for your consideration,



Amy Fuller-Lyman
Co-Chairperson
AIAS Airlines Airport Affairs Committee
(206) 910-2832



Tom Foote
Co-Chairperson
AIAS Airlines Airport Affairs Committee
(502) 387-2811

CC: AIAS AAAC Airlines

Air Canada ✦ Air China Cargo ✦ Alaska Airlines ✦ Alaska Central Express ✦ American Airlines ✦ Asiana Airlines ✦ Atlas Air ✦ Cargolux Airlines ✦ Cathay Pacific Airways ✦ China Airlines ✦ China Cargo Airlines ✦ China Southern Airlines ✦ Condor Flugdienst ✦ Delta Air Lines ✦ Desert Air ✦ Empire Airlines ✦ Eva Airways ✦ Everts Air Alaska ✦ Federal Express ✦ Frontier Airlines ✦ Frontier Flying Service ✦ Hainan Airlines ✦ IcelandAir ✦ Japan Airlines ✦ JetBlue Airways ✦ Kalitta Air ✦ Korean Air ✦ Lynden Air Cargo ✦ Sun Country ✦ Nippon Cargo Airlines ✦ Northern Air Cargo ✦ Peninsula Airways ✦ Polar Air Cargo ✦ Ravn Alaska ✦ Singapore Airlines Cargo ✦ Southern Air ✦ Transnorthern ✦ United Airlines ✦ United Parcel Service ✦ USAirways ✦ Virgin America

STATE CAPITOL
P.O. Box 110001
Juneau, AK 99811-0001
907-465-3500



550 West Seventh Avenue, Suite 1700
Anchorage, AK 99501
907-269-7450

Governor Michael J. Dunleavy
STATE OF ALASKA

January 30, 2019

Ms. Joy Beasley, Keeper
National Register of Historic Places
1849 C Street NW
Mail Stop 7228
Washington, DC 20240

Via Email: joy_beasley@nps.gov

Re: Kulis Hangar 1, Building 3, Anchorage, Alaska / Reference number SG100003385

Dear Ms. Beasley:

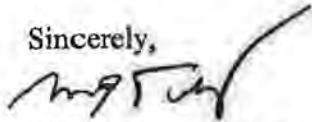
On behalf of the State of Alaska, I formally request that you extend the review period for the Kulis Hangar 1, Building 3 nomination under review for listing in the National Register of Historic Places. The review period is scheduled to end January 31, 2019, and with reference to 36 CFR 60.6(t) and 60.9(i), can be extended for 30 days upon receipt of a written petition to do so. The nomination was forwarded to you December 11, 2018. In addition, I ask that the National Register staff give substantive review to the nomination.

The State Historic Preservation Office, in the Office of History and Archaeology, Alaska Department of Natural Resources, followed the National Register process and procedures established in 36 CFR 60, however, additional time for public comment will allow my office to more deliberatively review and understand the National Register of Historic Places program, and the implications of this potential listing. Additionally, the nomination was not properly posted on the National Park Service website due to the Government shutdown, leading the administration to believe there was a delay in the public comment period.

I have asked Judy Bittner, State Historic Preservation Officer, to give a briefing on the National Register of Historic Places within the next 30 days to the Commissioner of Transportation and Public Facilities, the manager of the Ted Stevens Anchorage International Airport, the Commissioner of Natural Resources, and a representative from the my office, after which we plan to further weigh in on the nomination.

Thank you for your consideration of this request. When your decision is made, please send confirmation.

Sincerely,



Michael J. Dunleavy
Governor

cc: Ms. Alexis Abernathy, Reviewer, National Park Service
The Honorable Corri Feige, Commissioner, Department of Natural Resources
The Honorable John MacKinnon, Commissioner, Department of Transportation and
Public Facilities
Ms. Judy Bittner, State Historic Preservation Officer, Alaska Office of History and
Archaeology
Mr. Jim Szczesniak, Manager, Ted Stevens Anchorage International Airport



United States Department of the Interior

NATIONAL PARK SERVICE
1849 C Street, N.W.
Washington, D.C. 20240

IN REPLY REFER TO:

FEB - 4 2019

The Honorable Michael J. Dunleavy
Governor of Alaska
P.O. Box 110001
Juneau, AK 99811

Dear Governor Dunleavy:

Thank you for your letter dated January 30, 2019, concerning the National Register of Historic Places nomination for the Kulis Hangar 1, Building 3, located in Anchorage, Alaska. Based on your petition, the National Register review period for the Kulis Hangar has been extended for 30 days. The formal review period will now end on March 4, 2019. This extension is authorized by National Register of Historic Places regulations 36 CFR 60.6 (t) and 60.12(a).

If you have any questions regarding the nomination process, please contact Paul Lusignan of my office at 202-354-2229. We appreciate your interest in the historic preservation programs of the National Park Service.

Sincerely,

Julie H. Ernstein, Ph.D., RPA
Supervisory Archeologist, National Register & National Historic Landmarks Program and
Deputy Keeper of the National Register

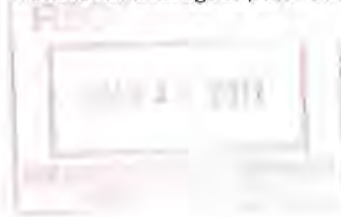
cc: AK SHPO



Alaska International Airport
Ted Stevens Anchorage International Airport

P.O. Box 196960
Anchorage, AK 99519-6960
Main: 907.266.22119
Fax: 907.243-0663

Website: anchorageairport.com



February 25, 2019

Joy Beasley, Keeper
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joy_beasley@nps.gov

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"To Keep Alaska Flying and Thriving."

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Sincerely,

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Jim Szczesniak
Airport Manager
Ted Stevens Anchorage International Airport

Cc: Alexis_Abernathy@nps.gov

SENDER: COMPLETE THIS SECTION	COMPLETE THIS SECTION ON DELIVERY																
<ul style="list-style-type: none"> Complete items 1, 2, and 3. Print your name and address on the reverse so that we can return the card to you. Attach this card to the back of the mailpiece, or on the front if space permits. 	<p>A. Signature <input type="checkbox"/> Agent <input type="checkbox"/> Addressee</p> <p>X</p>																
<p>Joy Beasley, Keeper National Register of Historical Places Mail Stop 7228 1849 C Street NW Washington, D.C. 20240</p>	<p>B. Received by (Printed Name) C. Date of Delivery</p> <p>D. Is delivery address different from item 1? <input type="checkbox"/> Yes If YES, enter delivery address below: <input type="checkbox"/> No</p>																
 9590 9402 3639 7305 0979 90	<p>3. Service Type</p> <table border="0"> <tr> <td><input type="checkbox"/> Adult Signature</td> <td><input type="checkbox"/> Priority Mail Express®</td> </tr> <tr> <td><input type="checkbox"/> Adult Signature Restricted Delivery</td> <td><input type="checkbox"/> Registered Mail™</td> </tr> <tr> <td><input checked="" type="checkbox"/> Certified Mail®</td> <td><input type="checkbox"/> Registered Mail Restricted Delivery</td> </tr> <tr> <td><input type="checkbox"/> Certified Mail Restricted Delivery</td> <td><input type="checkbox"/> Return Receipt for Merchandise</td> </tr> <tr> <td><input type="checkbox"/> Collect on Delivery</td> <td><input type="checkbox"/> Signature Confirmation™</td> </tr> <tr> <td><input type="checkbox"/> Collect on Delivery Restricted Delivery</td> <td><input type="checkbox"/> Signature Confirmation Restricted Delivery</td> </tr> <tr> <td><input type="checkbox"/> Insured Mail</td> <td></td> </tr> <tr> <td><input type="checkbox"/> Insured Mail Restricted Delivery (over \$500)</td> <td></td> </tr> </table>	<input type="checkbox"/> Adult Signature	<input type="checkbox"/> Priority Mail Express®	<input type="checkbox"/> Adult Signature Restricted Delivery	<input type="checkbox"/> Registered Mail™	<input checked="" type="checkbox"/> Certified Mail®	<input type="checkbox"/> Registered Mail Restricted Delivery	<input type="checkbox"/> Certified Mail Restricted Delivery	<input type="checkbox"/> Return Receipt for Merchandise	<input type="checkbox"/> Collect on Delivery	<input type="checkbox"/> Signature Confirmation™	<input type="checkbox"/> Collect on Delivery Restricted Delivery	<input type="checkbox"/> Signature Confirmation Restricted Delivery	<input type="checkbox"/> Insured Mail		<input type="checkbox"/> Insured Mail Restricted Delivery (over \$500)	
<input type="checkbox"/> Adult Signature	<input type="checkbox"/> Priority Mail Express®																
<input type="checkbox"/> Adult Signature Restricted Delivery	<input type="checkbox"/> Registered Mail™																
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<input type="checkbox"/> Insured Mail																	
<input type="checkbox"/> Insured Mail Restricted Delivery (over \$500)																	
<p>2. Article Number (Transfer from service label)</p> <p>7017 2680 0000 8881 5193</p>																	

PS Form 3811, July 2015 PSN 7530-02-000-9053

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