



**Municipality of Anchorage
Historic Preservation Commission**

A G E N D A

Thursday, May 16, 2024

5:30 – 7:00 p.m.

Regular Meeting

via Microsoft Teams

[Click here to join the meeting](#)

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

Meeting ID: 235 010 667 492, Passcode: NUW3jN

Or Join by Conference Call:

Dial-in Number: [+1 907-519-0237](#)

Conference ID: [812 461 876#](#)

I. CALL TO ORDER

- A. Roll Call
- B. Land Acknowledgement
- C. Disclosures

II. APPROVAL OF AGENDA

III. APPROVAL OF MINUTES

- A. April 18, 2024

IV. UNFINISHED BUSINESS

- A. Nominations to Local Landmark Register
- B. Continued Section 106/Project Consultations (Birchwood Airport Master Plan)

V. NEW BUSINESS

- A. New Round CLG Grant Opportunity
- B. New Section 106/Project Consultations

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

VII. COMMITTEE REPORTS

VIII. STAFF REPORTS

IX. COMMISSIONERS' COMMENTS

X. ADJOURNMENT

Next Regular Meeting—June 20, 2024

Land Acknowledgement (Agenda Item I.B.):

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

Commenters or Persons to Be Heard (Agenda Item VI.):

If possible, please email tom.davis@anchorageak.gov prior to the meeting.

HPC Committees (Agenda Item VII.):

- Historic Preservation Plan (HPP) Committee

Historic Preservation Commission

May 16, 2024, Meeting Packet TOC

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Municipality of Anchorage
Anchorage Historic Preservation Commission

MEETING SUMMARY

Thursday, April 18, 2024
 5:30 p.m.

Regular Meeting

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

I. CALL TO ORDER

The meeting was called to order at 5:33 p.m.

A. Establishment of Quorum/Roll Call

A quorum was present.

Present: Darrick Howard *
 Jeremy Karchut *
 Bryce Klug, *Chair*
 Marc Lamoreaux *
 Connor Scher, *Vice-Chair (Acting Chair)*
 Loren Leman, *Recording Officer*

Ex-Officio Members & Staff:

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

B. Land Acknowledgement (*delivered*)

C. Introductions – Guests

No guests attended.

D. Disclosures (*none*)

* Attended remotely

II. APPROVAL OF AGENDA

Commissioner Leman moved to approve the agenda. *Commissioner Scher* seconded.

The agenda was approved unanimously.

III. APPROVAL OF THE MINUTES

A. March 21, 2024.

Commissioner Leman moved to approve the March 21, 2024, minutes as presented and distributed. *Commissioner Scher* seconded.

The March 21, 2024, minutes as presented were approved unanimously.

IV. UNFINISHED BUSINESS

A. Government Hill Wireless Station

Commission and staff discussed final steps and the number of hours of in-kind volunteer and staff time needed to meet the match requirement and complete the Wireless Station Historic Structure Report. *Tom Davis* reported that Commissioner reviews were in progress and there is still time for other Commissioners to review and comment on the draft HSR, and that there is approximately \$2,000 left of unmet match to be met through additional volunteer and staff time. It is likely the report will be completed by the April 30 deadline.

Commissioner Scher asked if the Municipal Attorney has reviewed the historic preservation easement (quitclaim deed) on the property yet. *Tom Davis* responded not yet; A request for such legal services will probably come after the Municipality submits the report product to OHA.

Action Items:

- Commissioners Scher and Klug, and Staff to conduct a final round review and edit of the draft report (HSR) and document their hours.
- All Commissioners invited to review the HSR, provide comments, and document their hours.

B. HPC Rules of Procedure

Tom Davis explained the latest edits in the *Final Draft HPC Rules of Procedure* for review and approval, as provided in the meeting packet, and responded to questions. *Commissioner Leman* proposed a grammatical correction in Article V Section 4 on page 6 of 7 (Page 16 in the packet), to change the word order of "...only testify once..." to read "...testify only once..." Staff and Commissioners discussed that non-substantive technical edits and corrections to grammar, spelling, and punctuation could be made after approval.

Commissioner Leman moved to approve the Final Draft HPC Rules of Procedure as presented in the meeting packet, with the technical amendment noted above. *Commissioner Howard* seconded.

The April 18, 2024, Final Draft HPC Rules of Procedure were approved unanimously with the technical edit described above.

C. Nominations to Local Landmark Register

Tom Davis provided an overview of the list of candidate sites from Commissioner Scher and Commissioner Lamoreaux in the April 18, 2024, memo emailed to the Commission prior to the meeting. *Commissioner Scher* discussed where the candidate sites on the list came from, focusing on properties currently owned by the Municipality or the Native Village of Eklutna. He explained this is a broad list that can be whittled down. New sites can be added to the list.

Commissioners discussed the list of candidate sites and prioritized moving forward with the following sites from the list:

- *Commissioner Scher* supported sites a. through e. from the municipal properties, which are National Register sites located on municipally owned land.
- *Commissioner Lamoreaux* supported sites h. and i. from the Native Village of Eklutna sites and corrected the name of site h. to “Eklutna Knobs.” Site h. is NVE property and subject to a conservation easement. Site i. is at least partially located on municipal parkland and would likely be impacted by the draft Birchwood Airport Plan’s recommendation for tree trimming.
- *Commissioner Lamoreaux* also supported site o. from the Dena’ina sites.
- *Commissioner Karchut* proposed adding the Lake Hood Historic District, which is identified in the AHRS and the world’s largest float plane base, to the list of priority candidate sites to nominate as a historic site or district.

Action Items:

- Staff to confirm the HPC has municipal authorization and management agency support to nominate the municipal properties on sites a - e on the potential sites list.
- Staff to confirm sites i. and o. are located on municipal parkland, and to determine if the municipality’s management agency (Parks) would support the nominations.
- Commissioner Lamoreaux to send the latest maps of site i., and help arrange and participate in a survey commissioned by the Native Village of Eklutna of site i. Peters Creek (Birchwood) Village Site.
- Staff to work with Commissioner Lamoreaux in the search for the documentation of the Eklutna Knobs site, including contacting Monte Rogers and possibly James Fall (co-author of *Shem Pete’s Alaska*).

D. Continued Section 106 Consultations (none)

V. NEW BUSINESS

A. Old St. Nicholas Orthodox Church in Eklutna

Tom Davis referred to the memo for this agenda item in the meeting packet. ROSSIA, a group leading the restoration of Old St. Nicholas Orthodox Church, contacted staff to inquire about the possibility of a CLG Grant. The Commission discussed the ways identified in the memo to help with the church preservation: CLG grants, a grant from the Anchorage Historic Preservation Fund, or Nomination to the Local Landmark Register. There was discussion of the age of the church and similar structures. No action was taken, pending further information from ROSSIA.

B. New Section 106 Consultations

Tom Davis reported that the Municipality has received two new Section 106 project consultation requests and a notice of extension of the Birchwood Airport Master Plan public comment period.

Alaska Railroad MP 114 Bridge Replacement: *Commissioner Lamoreaux* explained that leaders with the Native Village of Eklutna had taken an interest in this project. There was discussion of mitigation ideas for this project. There were no objections to the proposed APE or findings of effects.

JBER Building 16322 Roof Replacement: Commissioners concurred with the APE and findings of no adverse effects.

Birchwood Airport Master Plan Update: *Commissioner Lamoreaux* explained that the public comment period on the draft plan has been extended to May 31. He explained that the plan includes proposed cutting and trimming of trees in the runway approach areas, possibly including culturally modified trees and trees in the Birchwood Native Village site. He will be discussing with the leadership of the Native Village of Eklutna how NVE may comment. NVE is organizing a cultural resource survey of the Birchwood Native Village site. There was discussion that the Municipality comment that the plan should recommend there be a survey to identify cultural resources and to avoid tree cutting in those areas.

Action Item:

- Staff to convey Commissioners' Section 106 comments to the project agencies.
- Commissioner Lamoreaux to determine NVE comments regarding Birchwood Airport.

Commissioner Lamoreaux moved to extend the meeting to 7:15 p.m. *Commissioner Leman* seconded.

The motion to extend the meeting to 7:15 p.m. was approved unanimously.

VI. PERSONS TO BE HEARD (none)

VII. COMMITTEE REPORTS (none)

VIII. STAFF REPORTS

Tom Davis summarized the April 18 staff report memo included in the meeting packet, reporting on the Historic Preservation Fund 740 status, the open Commission seats, pending NAPC membership, and other items.

Chair Klug asked about the Historic Preservation Fund (HPF) appropriation related to the Fourth Avenue Theater. Now that the building has been demolished, do the landowners have an obligation to repay the funds that were spent in that appropriation? *Tom Davis* responded that he believed the appropriation was for miscellaneous projects, not just the Theater, and that he was not sure any of the funds spent were for the Theater. There have been no expenditures from the appropriation since 2016.

Commissioner Scher asked if an action by the Assembly is required to draw from one of the appropriated projects for another purpose? *Tom Davis* responded that an assembly resolution is required to transfer appropriated funds back to the main HPF to be spent for other purposes.

Action Item:

- Staff to forward the Assembly Resolution that appropriated HPF funds to the Fourth Avenue Theater project to the Chair, and to research the historical expenditures.

IX. COMMISSIONERS' COMMENTS *(none)*

X. ADJOURNMENT

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

The motion was approved unanimously, and the meeting was adjourned at 7:15 p.m.

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Municipality of Anchorage

Planning Department

Memorandum



IV.A.

Date: May 16, 2024
To: Historic Preservation Commission
From: Tom Davis, AICP, Historic Preservation Officer
Subject: Priority Sites for Nominations to Local Landmark Register

At the April HPC meeting, the Commissioners prioritized the following historic resources numbered a. through i. as an initial batch of priority sites for nomination to the Local Landmark Register in 2024.

For the Commission's consideration, staff suggests adding site j., Girdwood Old Townsite, to this initial batch. One of the property owners and business owners, Amanda Tuttle, inquired to staff on April 25 about nominating the Girdwood Old Townsite to the Local Landmark Register, as a historic district. Ms. Tuttle indicated there is local support and interest in pursuing this nomination with technical assistance from the Municipality. Advantages of including this site include improved geographical representation across the Municipality, and the local interest in this designation from property owners.

Municipal Properties Listed on National Register:

- a. Cottage 25
- b. Anchorage Cemetery
- c. Old City Hall
- d. Oscar Anderson House
- e. Pioneer School House

Native Village of Eklutna/Eklutna Inc. Sites:

- f. Eklutna Knobs
- g. Peters Creek (Birchwood) Village Site

Dena'ina Sites on Municipal Land:

- h. Nuch'ishtunt (Point Woronzof) Village Site

Historic Districts:

- i. Lake Hood Floatplane Base
- j. Girdwood Old Townsite (TBD)

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Municipality of Anchorage
Planning Department
Memorandum



IV.B.

Date: May 16, 2024
To: Historic Preservation Commission
From: Tom Davis, AICP, Historic Preservation Officer
Subject: Continued Project Consultation Requests

Birchwood Airport Master Plan: As discussed at the April HPC meeting, the Municipality received notification of a public and agency comment opportunity regarding the Birchwood Airport Master Plan Update: Public Review Draft, February 2024. The public comment deadline on this draft plan is extended to Friday, May 31st.

The draft plan is available for review at the following website: [Birchwood Airport Master Plan Update, Central Region Projects, Transportation & Public Facilities, State of Alaska](#).

The project website provides instructions for how to submit comments.

Project contacts are:

Philana Miles, C.M.

Alaska Department of Transportation & Public Facilities, Project Manager
[907-269-0519](tel:907-269-0519); philana.miles@alaska.gov

Shelly Wade, AICP

Public Involvement Lead, Agnew::Beck Consulting
[907-242-5326](tel:907-242-5326); shelly@agnewbeck.com

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Municipality of Anchorage

Planning Department

Memorandum



V.A.1.

Date: May 16, 2024
To: Historic Preservation Commission
From: Tom Davis, AICP, Historic Preservation Officer
Subject: New CLG Grant Announcement

The State of Alaska OHA has opened a new CLG Grant round. It is accepting applications for 60-40 matching Historic Preservation Fund (HPF) grants. CLGs can apply for multiple grants. The maximum federal share for a development grants \$50,000. Other categories of grants are up to \$25,000. CLGs may submit for multiple grant projects. The grant application deadline is August 16, 2024. The CLG grant application package is available online at <https://dnr.alaska.gov/parks/oha/designations/grants.htm>.

The period of work performance for grant projects under this new round would probably be in 2025.

Staff requests the Commission to begin identifying and discussing ideas for potential grant projects. Some ideas could be:

- Government Hill Wireless Station HSR: further evaluation of preservation alternatives
- Old St. Nicholas Russian Orthodox Church renovation (The grant match could be met by ROSSIA in-kind services)
- C.A.M.P. training by NAPC?
- An area-specific historic or cultural resources survey?
- Ideas from the HPC 2024 Priorities? (Provided on the next page in the meeting packet.)

This agenda item will be continued at the next HPC meeting.

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Municipality of Anchorage

Planning Department

Memorandum



V.A.2.

Date: March 21, 2024
To: Historic Preservation Commission
From: Tom Davis, AICP, Historic Preservation Officer
Subject: HPC Priorities for 2024 as Approved on January 25, with a Proposed Addition

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

A. LOCAL PRESERVATION ORDINANCES

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

B. LOCAL HISTORIC PRESERVATION COMMISSION

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

C. SURVEY AND INVENTORY OF HISTORIC PROPERTIES

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

D. PRESERVATION PLANNING ACTIVITIES

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

E. NATIONAL REGISTER PROGRAM PARTICIPATION

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

F. PROTECTION OF HISTORIC PROPERTIES

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

(Continued on next page)

PUBLIC PRESERVATION EDUCATION PROJECTS

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

G. HISTORIC PRESERVATION GRANT ACTIVITIES

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

H. OTHER PRESERVATION ACTIVITIES



Municipality of Anchorage

Planning Department

Memorandum



V.B.1.

Date: April 18, 2024
To: Historic Preservation Commission
From: Tom Davis, AICP, Historic Preservation Officer
Subject: New and Updated Project Consultation Requests

The Municipality has received the following new Section 106 project consultation requests:

Construction of Pre-Engineered Buildings at Camp Mad Bull, JBER: The Municipality received an April 12 notification letter regarding the construction of four pre-engineered buildings (PEBs) at Camp Mad Bull. The letter requests HPC concurrence on an assessment of effect. There were no separate attachments provided.

Repair of Otter Lake Road, JBER: The Municipality received an April 18 notification letter regarding repairs to Otter Lake Road from Ladue Avenue to the Otter Lake Chalet parking lot on JBER. The letter requests HPC concurrence with the APE and an assessment of effect. There were no separate attachments provided.

ANC Runway 7L/25R Lighting Duct Drainage: The Municipality on April 25 received a continuation of consultation letter on a proposed airport improvement, and requests comments on the findings of no historic properties affected. A separate attachment providing maps is available in the HPC shared OneDrive folder.

RBCP Readiness Program Warehousing, JBER: The Municipality received a May 1 notification letter regarding the repair of two hangars in the Alaska Air Depot Historic District and the construction of several pre-engineered buildings on JBER. This project is in support of the Regional Base Cluster Prepositioning (RBCP) program. The letter requests HPC concurrence with the APE and an assessment of effect. There were no separate attachments provided.

11th ABN Division Foundry Office Facility Construction, JBER: The Municipality received a May 3 notification letter regarding the new construction of an office and training facility on JBER-Richardson. The letter requests HPC concurrence with the APE and an assessment of effect. There were no separate attachments provided.

Flightline DDF Farm Construction, JBER: The Municipality received a May 3 notification letter regarding the new construction of a secure, dedicated space within the airfield fence to temporarily house Deployable Duty Facilities (DDFs). The letter requests HPC concurrence with the APE and an assessment of effect. There were no separate attachments provided.

Flightline DDF Farm Construction, JBER: On May 7 the Municipality received an email and an Archeological Work Plan from Elizabeth Ortiz, archeologist with the USAF, for improvements to JBER installation perimeter security, for HPC review. The Archeological Work Plan file (8 MB in size) is not included in the meeting packet but is available on the HPC shared OneDrive folder.

The email stated that JBER is conducting a Perimeter Security Environmental Assessment and we have identified areas that require archaeological survey pursuant to the National Historic Preservation Act (36 CFR 800.4). This survey is contractor supported and their work plan is attached for your review in accordance with Stipulation II.B.3 of the *Programmatic Agreement Among 673d Air Base Wing, the AKSHPO, and the ACHP Regarding the Operation, Maintenance, and Development Activities at Joint Base Elmendorf-Richardson and Associated Training Lands, Alaska* (OMD PA). Sundance archaeologists will be on JBER between June 24 and the 29th to complete this work. Within 90 days of completion of the survey, JBER will provide an after-action summary which will include an analysis of the survey results for review and comment. Per the OMD PA, please provide any comments on the work plan no later than 24 June 2024.

ANC Taxilane E Improvements: The Municipality on May 9 received a continuation of consultation letter regarding a proposed airport improvement, and requests comments on the findings of effect. A separate attachment providing maps is available in the HPC shared OneDrive folder.



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

V.B.2.

12 April 2024

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

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

Subject: Construction of Pre-Engineered Buildings at Camp Mad Bull, Joint Base Elmendorf-Richardson

1. Purpose and Need: The Joint Base Elmendorf-Richardson (JBER) Environmental Conservation Section (673d CES/CEIEC) is coordinating consultation for the construction of four pre-engineered buildings (PEBs) at Camp Mad Bull. The purpose of this letter is to notify your office of this undertaking and request your concurrence on an assessment of effect.

2. Project Description and Area of Potential Effect: JBER intends to improve storage at Camp Mad Bull, which is used for unit readiness training (USGS quadrangle Anchorage A8, Township 14N, Range 3W, Section 23; Figure 1). Four PEBs will be added west of the mock runway. The area will be leveled and concrete pads will be placed for each PEB. Overhead power will be extended from an existing power pole to the new structures. No additional utilities are required. One existing PEB collapsed under a heavy snow load and will be replaced. This will not require ground disturbance and the structure is less than 50 years old. The area of potential effect encompasses approximately 1.6 acres of ground disturbance and was surveyed in 2021. No historic properties were reported from that survey.¹

¹ Margan Grover, 2021. *Letter Report: Archaeological Survey for Camp Mad Bull Improvements, Joint Base Elmendorf-Richardson*. United State Air Force 673 Civil Engineering Squadron, Environmental Conservation Element, Cultural Resource Management Program, JBER, Alaska.

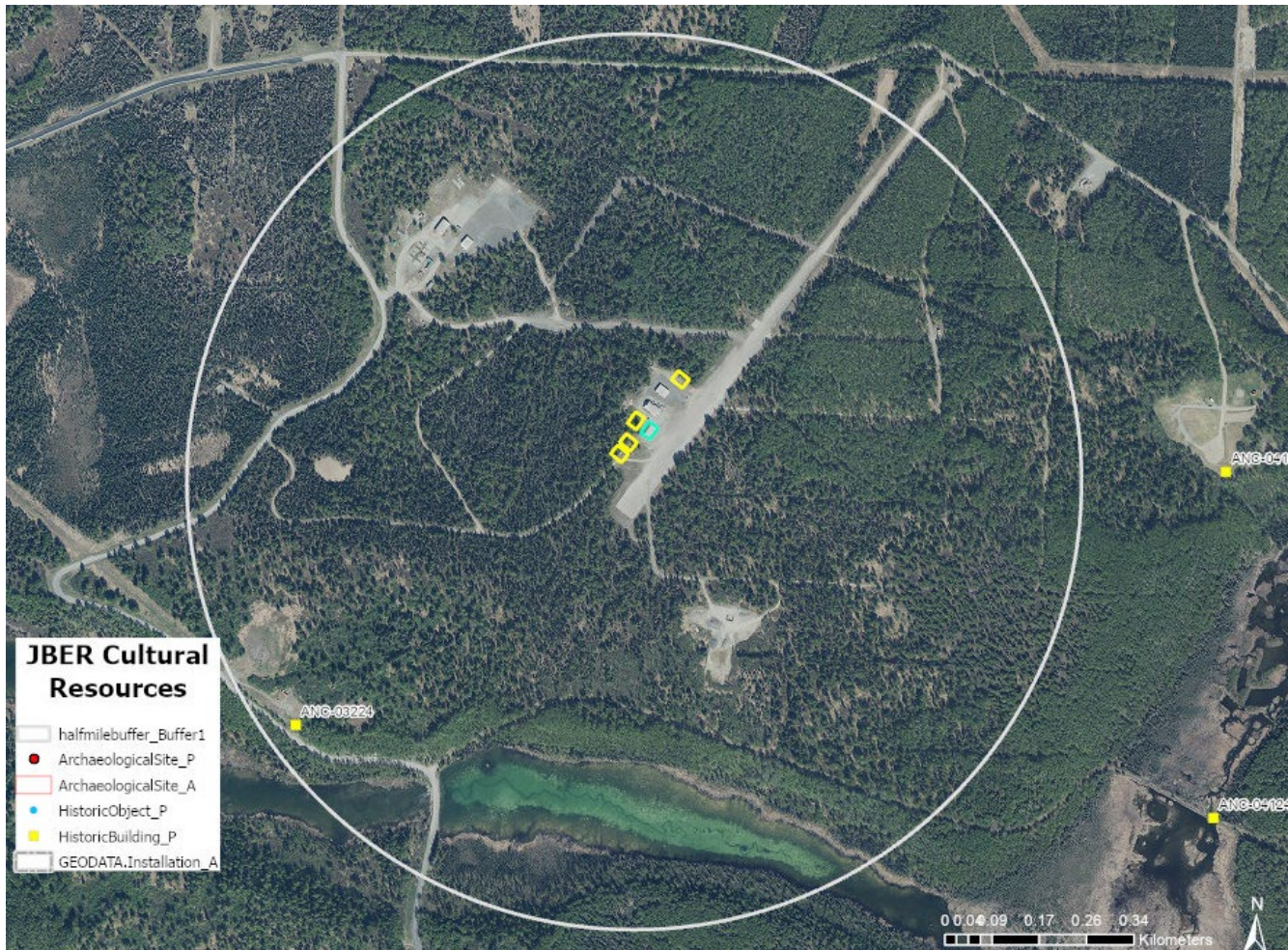


Figure 1. Area of potential effect, known cultural resources, and resources within ½-mile. New PEB construction in yellow. PEB to be replaced in turquoise.

3. Historic Properties and the Area of Potential Effect: The area of potential effect is within the boundaries of the Michelson homestead. The patent for this homestead was not filed until after 1940 and nothing is known about how long the homestead existed or how much development occurred. The Michelson homestead was most certainly bought by the federal government and abandoned by 1943. The area of potential effect is not included in pre-military aerial photography and post-World War II aerials show a circular trail just to the south. Aerial imagery indicates that construction of the mock runway began in 1984 with preparation of the pad where the PEBs currently sit (Figure 2). This area was surveyed by CES/CEIEC in 2021 and no historic properties were encountered¹. Based on the 2023 probability model, this area has a moderate to high probability to yield cultural resources.

There is one reported cultural resource within ½-mile of the area of potential effect (Table 1). Building 28707 (ANC-03224), commonly known as the Underground Hospital, is on Talley Road overlooking the north shore of Sixmile Lake. It is a buried, three-level, concrete structure built in 1942 as a fighter control center or bunker. During the early days of the Cold War, it was the Alaska Air Command Combat Operations Center until this function was moved to Davis Headquarters in 1953. It was then

maintained as a backup command center until it was abandoned. The entrance was buried in 2005. Building 28707 was determined not eligible for the National Register of Historic Places (NRHP) in 2009 due to a lack of integrity. This undertaking will not affect ANC-03224.



Figure 2. 1984 aerial imagery, area of potential effect boxed in yellow. Note that the mock runway has not been constructed.

Table 1. Known resources within 0.5 mile of area of potential effect.

AHRS no.	Description	NRHP eligibility	Affected by undertaking?
ANC-03224	Building 28707, Underground Hospital	No	No

4. Assessment of Effect: JBER has recommends that the construction of four PEBs and replacement of an existing PEB at Camp Mad Bull will result in *no historic properties affected*. The earliest ground disturbance in the area was the preparation of the building pad and construction of the mock runway in 1984. Archaeological surveys in 2021 confirmed that the ground surface is compacted gravel and no cultural resources were observed. We request your concurrence with this assessment of effect. Copies of this letter will be sent to federally recognized tribes (Native Village of Eklutna Traditional Council,

Native Village of Tyonek, Knik Tribal Council, and the Chickaloon Village Traditional Council) and the Anchorage Historic Preservation Commission. If you have any questions, please contact Margan Grover at margan.grover@us.af.mil and 384-3467 or Liz Ortiz at elizabeth.ortiz.10@us.af.mil.

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



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

V.B.3.

18 April 2024

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

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

Subject: Repair Otter Lake Road, Joint Base Elmendorf-Richardson

1. Purpose and Need: The Joint Base Elmendorf-Richardson (JBER) Environmental Conservation Section (673d CES/CEIEC) is coordinating consultation for repairs to Otter Lake Road from Ladue Avenue to the Otter Lake Chalet parking lot. The purpose of this letter is to notify your office of this undertaking and request your concurrence on an assessment of effect.

2. Project Description and Area of Potential Effect: JBER intends to repair portions of Otter Lake Road between Ladue Avenue to the Otter Lake Chalet parking lot (USGS quadrangle Anchorage B8, Township 14N, Range 3W, Section 24; Township 14N, Range 2W Sections 19 and 30; Figure 1). Six inches of D-1 gravel will be added to the existing roadbed that will be surfaced with 4-inches of asphalt. The paving includes the parking area at the Otter Lake Chalet on southwest bank of the lake. The parking will not be expanded. The project will also replace existing signs adjacent to the roadway. An existing culvert that creates flooding of recreational cabins on the northwest shore of the lake will be moved (Figure 2). Figures 1 and 2 illustrate the area of potential effect, which is limited to the existing road, the existing and proposed culvert, and the Otter Lake Chalet parking area. The northwest edge of Otter Lake Road in the vicinity of the campground has been ditched to direct stormwater. At the proposed new culvert location, where it emerges from under the road on the east, it will drain into a low-lying area that floods perennially.

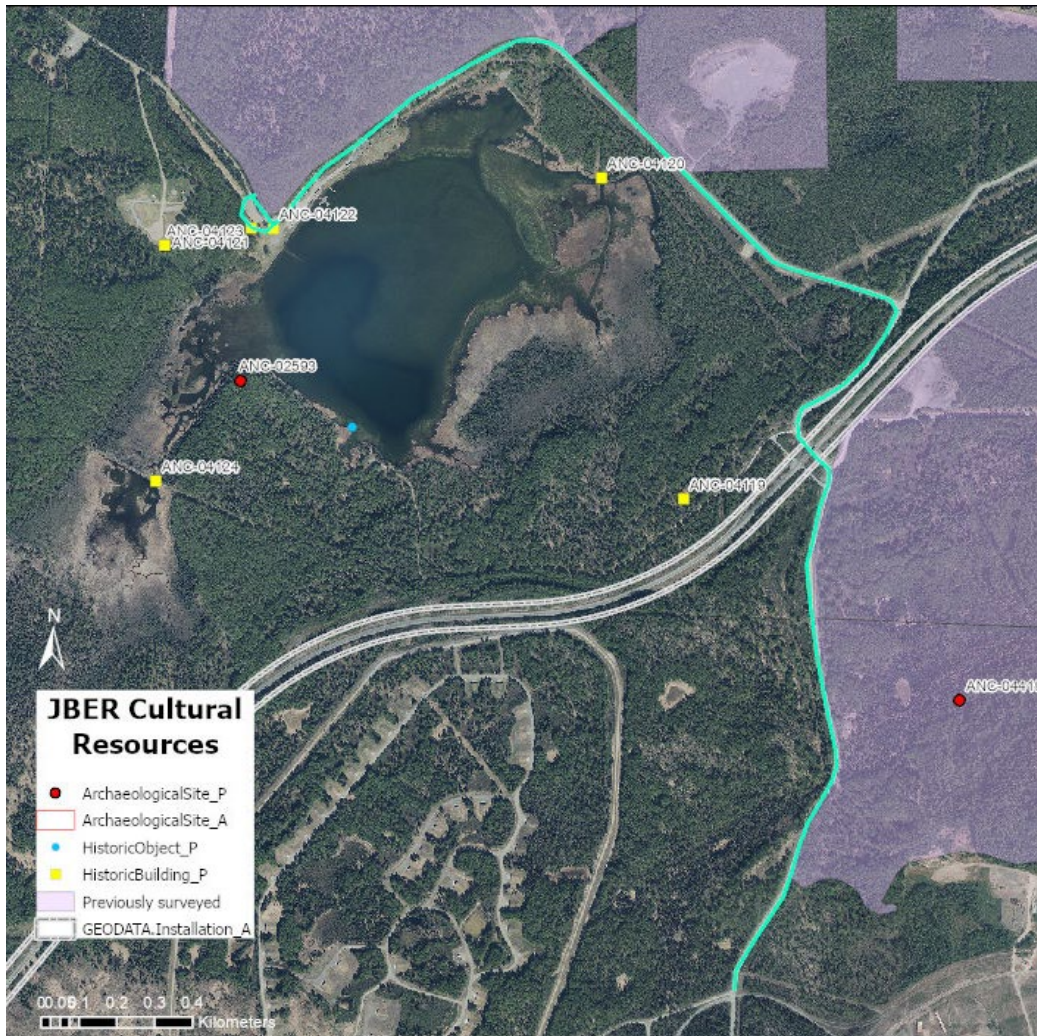


Figure 1. Area of potential effect, known cultural resources, and surveyed areas. Area of potential effect is turquoise line.

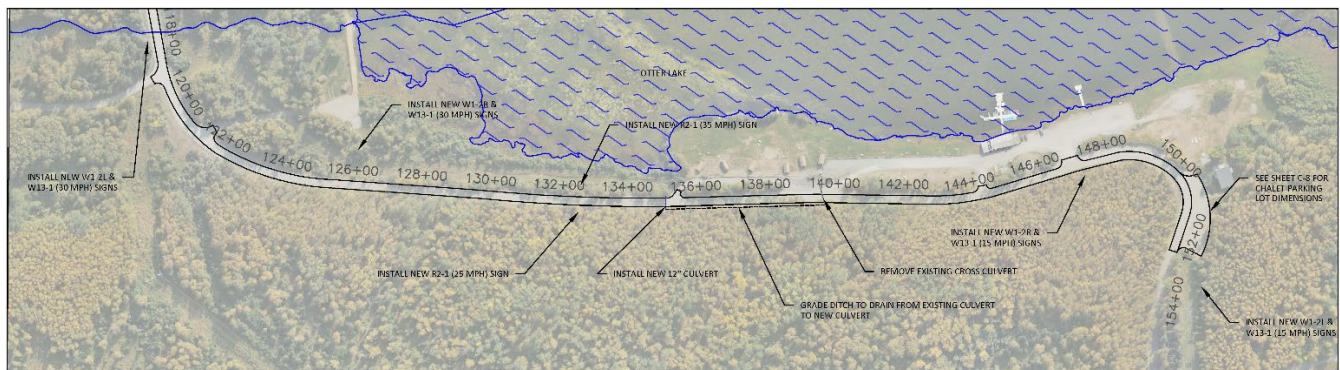


Figure 2. Portion of project drawings showing new culvert and old culvert locations.

3. Historic Properties and the Area of Potential Effect: Portions of land adjacent to the area of potential effect were surveyed in 2018.^{1, 2} Both surveys reported that the lands south of the Alaska Railroad crossing of Otter Creek Road has been highly modified by military activity. Numerous abandoned jeep trails or roads crisscross the area, in addition to bunkers, fighting positions (foxholes), and scattered military debris.

There are 10 reported cultural resource within ¼-mile of the area of potential effect (Table 1). All but ANC-04811 have all been determined not eligible for listing in the National Register of Historic Places (NRHP). ANC-04811 is a standing log structure that was recently determined to have been built by Bill and Lily Stolt in 1939 on the south shore of Otter Lake. It is currently being evaluated for the NRHP and will not be affected by the paving Otter Lake Road. ANC-04419² consists of multiple bunkers with preserved structural material and surface debris in Training Area 417. It could not be determined if these features were associated with a single training event or several. The various recreation structures (ANC-04119 to ANC-04124)³ to the south and west of Otter Lake have been determined not eligible for the NRHP. ANC-03964¹ is two fighting positions, a square depression, and one circular depression associated with Cold War era historic debris. ANC-02593 was first reported in 2006⁴ and re-examined in 2021⁵. It was initially reported as two pre-colonial houses and 12 cache pits. Later survey documented 74 depressions, most characteristic of fighting positions. On a subsequent site visit with representatives from Native Village of Eklutna and Chickaloon Village Tribal Council, the area was identified as an area of particular cultural concern. ANC-02593 has been determined not eligible for the NRHP but is given special consideration under the *Programmatic Agreement Among the 673d Air Base Wing, Alaska State Historic Preservation Officer, and Advisory Council on Historic Preservation Regarding the Operation, Maintenance, and Development Activities at Joint Base Elmendorf-Richardson and Associated Training Lands* (OMD PA), Stipulation IV.A. The proposed undertaking will not affect these resources. Apart from ANC-04122 and ANC-04123 (both 1980s recreations pavilions), none are within or adjacent to the area of potential effect.

Table 1. Known resources within 0.5 mile of area of potential effect.

AHRS no.	Description	NRHP eligibility	Affected by undertaking?
ANC-02593	K'nuy'a K'itudaltunt (Beaver Slough)	DNE	No
ANC-03964	US Army Training Site	DNE	No
ANC-04119	Pavilion near Boy Scout Cabins	DNE	No
ANC-04120	Otter Lake North Wildlife Viewing Shelter	DNE	No

¹ Brooks A. Lawler, Kate M. Yeske, and Julie Esdale. 2019. *Report: Archaeological Surveys on JBER Training Lands 2018*. Prepared by Center for Environmental Management of Military Lands, Colorado State University. Prepared for Richardson Training Areas, US Army Alaska, Joint Base Elmendorf-Richardson.

² Gerad M. Smith, John R. Hemmeter, and Eleanor M. Bishop. 2019. *2018 Archaeological Survey of Training Areas 415, 417, 424, 425, 427, 431, and additional properties, Joint Base Elmendorf Air Force Base, Alaska*. Prepared for 673d CES/CEIEC, USAF JBER. Prepared by Applied Environmental Research Center, Business Enterprise Institute, University of Alaska Anchorage.

³ Bruce T. Verhaaren and JB Levenson. 2009. *An Inventory of Cold War-Era Buildings and Structures at Elmendorf Air Force Base, Alaska*. Prepared for US Air Force, 673d Air Base Wing. Prepared by Argonne National Laboratories, Illinois.

⁴ Daniel Stone. 2006. *The K'enaht'ana Dena'ina Utilization of Lands Now Under the Purview of US Army Garrison Fort Richardson, Fort Richardson, Alaska*. Prepared for US Army Garrison Alaska, Directorate of Public Works. Prepared by Native Village of Eklutna.

⁵ Morgan R. Blanchard, John R. Hemmeter, and Lindsay Simmons. 2022. *2021-2022 Phase II Identification and Evaluation of archaeological Sites at Joint Base Elmendorf-Richardson, Alaska*. Prepared for Argonne National Laboratory and Joint Base Elmendorf-Richardson. Prepared by Northern Land Use Research Alaska, Anchorage, Alaska.

ANC-04121	Recreation Center near Lower Otter Lake	DNE	No
ANC-04122	Pavilion at Lower Otter Lake	DNE	No
ANC-04123	Pavilion at Upper Otter Lake	DNE	No
ANC-04124	Waterfowl Observation Shed at Lower Otter Lake	DNE	No
ANC-04419	Military Training Area	DNE	No
ANC-04811	Stolt Cabin and Homestead	tbd	No

DNE = Not eligible individually for listing on the NRHP

4. Assessment of Effect: The OMD PA Exhibit A.1 applies only to paving the existing road and parking area. The 2023 probability model shows this area has a moderate probability to yield cultural resources; therefore, the OMD PA streamline review process cannot be applied (see Stipulation II.B.1.a.9) in relation to the removal and installation of the culvert. The soils around the existing culvert have been disturbed by road construction and the installation of the culvert. A similar situation exists for the proposed culvert location. The road is built up in this area by at least 0.5 meters. The new culvert will be installed primarily in this fill and will sit above the existing lakeshore. The potential for cultural resources in these deposits is low. JBER recommends that paving Otter Lake Road and the Otter Lake Chalet parking, replacing road signs, removing the existing culvert, and installing a new culvert will result in ***no historic properties affected***. We request your concurrence with this assessment of effect. Copies of this letter will be sent to federally recognized tribes (Native Village of Eklutna Traditional Council, Native Village of Tyonek, Knik Tribal Council, and the Chickaloon Village Traditional Council) and the Anchorage Historic Preservation Commission. If you have any questions, please contact Margan Grover at margan.grover@us.af.mil and 384-3467 or Liz Ortiz at elizabeth.ortiz.10@us.af.mil.

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



U.S. Department
of Transportation

AIRPORTS DIVISION

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

**Federal Aviation
Administration**

In Reply Refer To:
ANC Runway 7L/25R Lighting Duct Drainage
Project No.: CFAPT01149
Finding of Effects

April 25, 2024

Tom Davis, Senior Planner
Historic Preservation Officer/Senior Planner
Municipality of Anchorage
PO Box 196650
Anchorage, Alaska 99519
Tom.Davis@anchorageak.gov

Dear Mr. Davis:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations in 36 CFR 800, the Federal Aviation Administration Alaska Region Airports Division (FAA) is continuing consultation and asks for your comments on our findings of no historic properties affected for the Alaska Department of Transportation & Public Facilities (DOT&PF) proposed airport improvements at Ted Stevens Anchorage International Airport (ANC) (Figure 1). The proposed project is located at approximately Latitude 61.1705°N and Longitude 149.9765°W, within Sections 33, 34, and 35, Township 13 North, Range 4 West, Seward Meridian, USGS Quadrangle Anchorage A-8 (Table 1). This letter succeeds the initiation of consultation with your office, dated January 19, 2024. Construction is anticipated to be completed in 2024.

Table 1. Project location

Township	Range	Section(s)	USGS Quad Map1:63,360	Meridian	Latitude/ Longitude
13 North	4 West	33, 34, 35	Anchorage A-8	Seward	61.1705 N,149.9765 W

ANC Runway 7L/25R Lighting Duct Drainage

Project No.: CFAPT01149

Finding of Effects

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

Project Description

The proposed action would construct drainage connections from select, existing Runway 7L lighting duct bank manholes to the existing storm drain system within the infield along Taxiway (TW) K. Proposed 4 inch (in) - 6 in diameter drainage connection culverts will be constructed within the infields from east of TW R to immediately east of TW B. The new drainage culverts will drain via gravity from manholes to the central buried drainage line in the adjacent infield. Drainage culverts would be fitted with backflow preventors to keep accumulating drainage from backing up into the electrical duct bank manholes.

Preliminary design alternatives provide that either 15 drainage culverts of varying lengths (160-275 feet [ft] long) would be constructed (one per manhole) to the central drainage line in the infield or, alternatively, several banks of manholes would be interconnected in series by approximately 260 ft long drainage pipes, with fewer drainage culverts (4-5) linked to the central drainage line in the infield. Final design may utilize either of these alternatives uniquely, or potentially a combination of both alternatives. Overall, drainage culverts between manholes and the central drainage line the infield are estimated to range between 160 – 275 ft long, with each culvert requiring a trench for placement estimated to be approximately 4 ft wide and between 7 ft – 12 ft deep dependent on specific culvert (Figure 2).

Area of Potential Effect (APE)

The area of potential effect (APE) consists of the infield between Taxiway K and Runway RW 7L/25R (Figure 3). The APE is the location of the 15 proposed ducts between the two Taxiways. The APE consists of a roughly 250 feet wide corridor with a length of approximately 1.2 miles and includes a 100ft buffer from the 15 proposed ducts. The APE for the proposed project includes the area of ground disturbance and other possible effects of the project (e.g., noise, visual, atmospheric, and cumulative effects). If there are indirect effects associated with the proposed project, FAA expects they will be temporary and limited to the construction period. Project components proposed for the APE are consistent with the current function of their locations, and previous projects have already disturbed these areas.

Identification Efforts

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

The Alaska Heritage Resources Survey (AHRS) online database was accessed on October 15, 2023, to identify cultural resources (e.g., historic, prehistoric, and archaeological sites, structures, locations, remains, or objects) and historic properties (eligible for or listed on the National Register of Historic Places [NRHP]) (Table 2). There were no previously identified AHRS sites

ANC Runway 7L/25R Lighting Duct Drainage

Project No.: CFAPT01149

Finding of Effects

within the APE. There is one previously recorded cultural resource within one half mile of the proposed APE (Figure 4), ANC-4070. This resource, Spenard Road, located within the Municipality of Anchorage, is approximately 3.4 miles long and currently extends from International Airport Road to Minnesota Drive. Historically, Spenard Road extended further north of present Minnesota Drive to 9th Avenue. The northern portion of the road between Hillcrest Drive and Minnesota Drive is owned by the DOT&PF, while the remainder is owned and maintained as part of the Municipality of Anchorage. Spenard Road possesses significance at the local level under Criterion A as a vital and distinguishable link to Anchorage and influenced development trends leading to the annexation of Spenard into the community of Anchorage. This historic property is outside the APE and will not be impacted by the Undertaking.

There is a historic district just outside the search area, the Lake Hood Seaplane Base (LHSB), ANC-3003. This historic property is an eligible district under Criteria A and G for its contribution to the development of Anchorage, the tourist trade, and to making Alaska “the flyingest state in the Union”. The district includes 17 contributing buildings, sheds designed by the State of Alaska, and 2 contributing structures. These are the Lake Hood Airstrip (ANC-03014) and the “Fingers” aircraft parking slip (ANC-03012). None of these resources will be impacted by the Undertaking.

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

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

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

AHRS No.	Site Name	Description	NHRP Status	Reference
ANC-4070	Spenard Road	Approximately 3.4-mile road extending from Intl. Airport Road to Minnesota Drive. Historically, Spenard Road extended farther north of present Minnesota Drive to 9th Avenue. Spenard Road is significant under Criterion A as a vital and distinguishable link to Anchorage and influenced development trends leading to the annexation of Spenard into the community of Anchorage.	Eligible	(Mead & Hunt 2014)
ANC-3003	Lake Hood Seaplane Base	District first recorded by Rogan Faith of Historic Walrussia is an Eligible district under Criteria A and G for its contribution to the development of	Eligible	(Faith 2009)

ANC Runway 7L/25R Lighting Duct Drainage

Project No.: CFAPT01149

Finding of Effects

		Anchorage, the tourist trade, and to making Alaska “the flyingest state in the Union” (Faith 2009: 21, 23-24). District includes 17 contributing buildings, sheds designed by the State of Alaska, and 2 contributing structures. These are the Lake Hood Airstrip (ANC-03014) and the “Fingers” aircraft parking slip (ANC-03012).		
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Finding of Effect

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

The proposed project consists of constructing drainage connections from the existing lighting duct bank manholes to the existing storm drain along Taxiway (TW) K. These pipes will be constructed within the infield east of TW R to just east of TW B. Based on the results of the literature review and the restriction of project activity to previously disturbed areas, the FAA finds the project will result in *no historic properties affected* and seeks concurrence with this finding from the State Historic Preservation Office (SHPO).

Consulting Parties

FAA submitted letters initiating consultation dated January 19, 2024 on January 23, 2024, with the SHPO, Native Village of Eklutna, Knik Tribe, Chickaloon Village Tribal Council (CVTC), the Turnagain Community Council, Sand Lake Community Council, Spenard Community Council, Cook Inlet Region Inc. (CIRI), Eklutna Inc., Knikatu, Inc., Cook Inlet Tribal Council, Chickaloon Moose Creek Native Association, and the Municipality of Anchorage (MOA).

The SHPO responded on February 20, 2024, with no objections to the proposed project. The Chickaloon Native Village responded on February 14, 2024, stating that airports within the state tend to have been placed on top of cultural resources without any previous mitigation or protection. The CVTC requested continued consultation and to be kept informed as the project development continues. They indicated that it is highly likely they will request archaeological monitoring during construction. The Turnagain Community Council responded on January 31, 2024, with no objections to the proposed project.

FAA Contact Information

Please direct your concurrence or comments regarding the proposed to Kendall Campbell at 907-271-5030; or Kendall.D.Campbell@faa.gov.

ANC Runway 7L/25R Lighting Duct Drainage

Project No.: CFAPT01149

Finding of Effects

Sincerely,

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

Enclosures:

Figure 1: Location & Vicinity

Figure 2: Proposed Action

Figure 3: Areas of Potential Effect

Figure 4: AHRs Search Area

Electronic cc w/ Enclosures:

Kristi Ponozzo, FAA Environmental Protection Specialist

Jennifer Lombardo, DOT&PF Central Region, Project Manager

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

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

Holly McKinney, DOT&PF Statewide Interim Cultural Resources Manager

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

V.B.5.

1 May 2024

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

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

SUBJECT: Regional Base Cluster Prepositioning Facility Construction and Repairs Project

1. **Purpose and Need:** The Joint Base Elmendorf-Richardson (JBER) Conservation Element (673d CES/CEIEC) is coordinating consultation under Section 106 of the National Historic Preservation Act (NHPA) of 1966 (as amended) for the repair of two hangars in the Alaska Air Depot Historic District and the construction of several pre-engineered buildings (Figure 1). This project is in support of the Regional Base Cluster Prepositioning (RBCP) program. The RBCP program provides space for the maintenance and storage of supplies and equipment in preparation for deployment. The purpose of this letter is to notify your office of this undertaking and seeks your concurrence on an assessment of effect.

2. **Project Description Summary:** The proposed undertaking will repair Building 7301 and Building 8326 (ANC-00939 and ANC-00940; S13N03W04; 61.241N, -149.834W and 61.242, -149.831W; Figures 2 and 3). This undertaking includes the construction of smaller warehouse-style Pre-Engineered Buildings (PEBs) in the Elmendorf cantonment and airfield areas. Multiple locations have been identified and four are moving forward in this undertaking. (Figures 4-9). Future mission needs may require 1-3 additional PEBs for warehousing of logistics and deployable materials and those potential locations have also been identified.

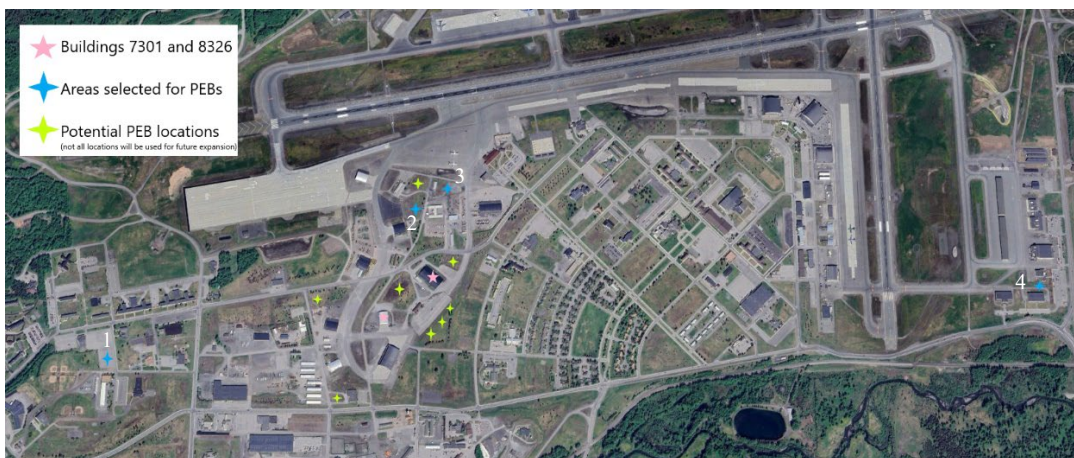


Figure 1. Project location. Pink and Blue stars note selected project locations; green stars mark potential expansion areas. Detailed aerial photos for PEB locations below.

Building 7301 (ANC-00939): Repairs to Building 7301 include roof replacement, door replacement, new exterior siding, new interior wall configuration, removal of abandoned utilities, installation of a fire suppression system, and renovation of the restrooms. Site work includes storm drainage, exterior asphalt replacement, and a replaced water line to support fire suppression. Originally the Propeller Shop for the Alaska Air Depot, it is eligible for listing in the National Register for Historic Places¹ Criterion A - association with WWII (Figure 2).



Figure 2. Building 7301 exterior – view of barrel roof and McKee cantilever doors.

Building 8326 (ANC-00940): Repairs to Building 8326 include door replacement, removal of abandoned utilities and equipment, renovation of restrooms and administrative areas. Originally an aircraft repair hangar for the Alaska Air Depot, Building 8326 is eligible for listing in the National Register for Historic Places² under Criterion A - association with WWII (Figure 3).



Figure 3. Building 8326 exterior – view of McKee cantilever doors and administrative wings.

¹ Linda Cook, Karen Bretz, Brian Coffey, Anna Lee Hewka, and Frank Broderick. 1997. *Elmendorf Air Force Base, Volume II: List of Historic Facilities, WWII Buildings and Structures*. United States Department of the Interior, National Park Service, Alaska Region, Anchorage.

² Cook et al. 1997.

Pre-Engineered Building 1: Construction and assembly of a 5,000 square foot structure on a concrete foundation west of the cantonment area (61.239278, -149.856509; Figure 4). This facility will contain a wash rack with an Oil Water Separator (OWS) and a maintenance bay for equipment.

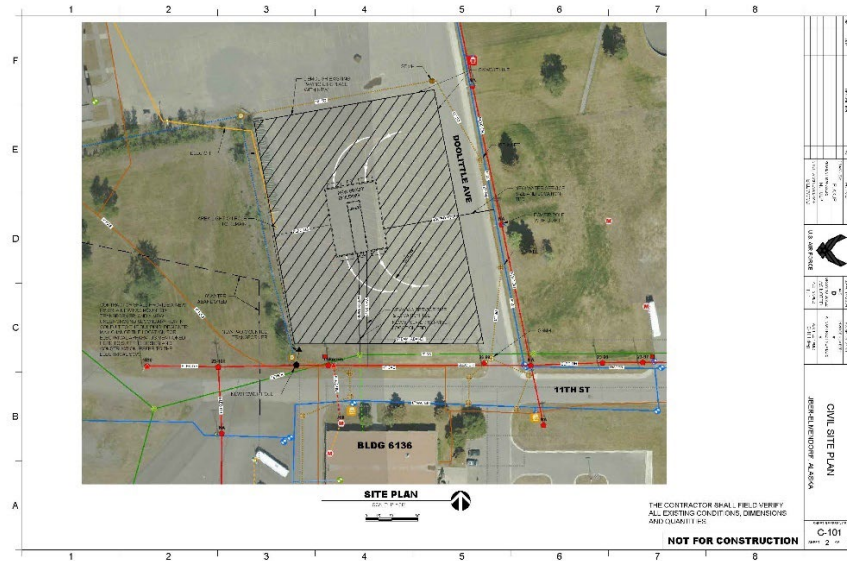


Figure 4. Site plan for Wash Rack (PEB 1) west of the runway and Air Depot Historic District.

PEB 2: Construction and assembly of a 10,800 square foot structure on a concrete foundation south of the runway (61.246131, -149.829702; Figure 5). This facility will contain de-icer trucks and storage and will include floor drains and an OWS to treat vehicle runoff.

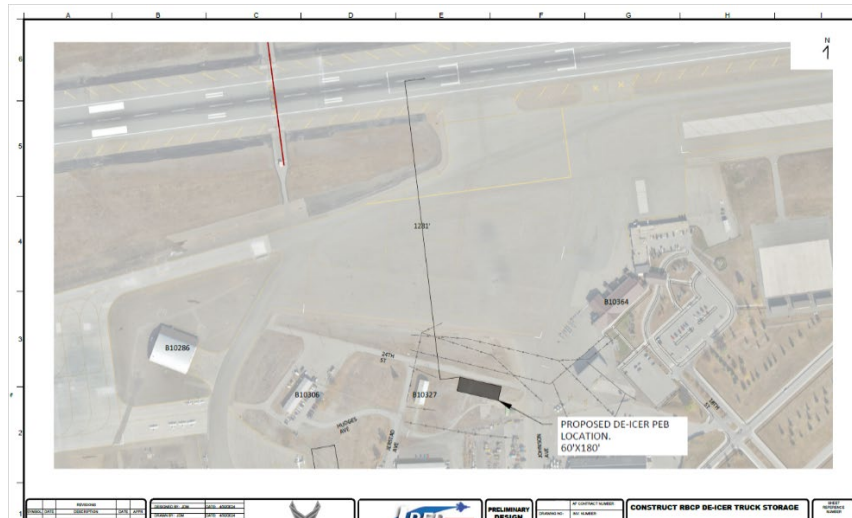


Figure 5. Site plan for De-Icer (PEB 2) south of the runway in the Alaska Air Depot.

PEB 3: Construction and assembly of a 20,000 square foot structure on a concrete foundation south of the runway (61.244864, -149.829702; Figure 6). This facility will contain crash

recovery equipment, training, and storage and will have an OWS and wash rack servicing the crash recovery vehicles and equipment.

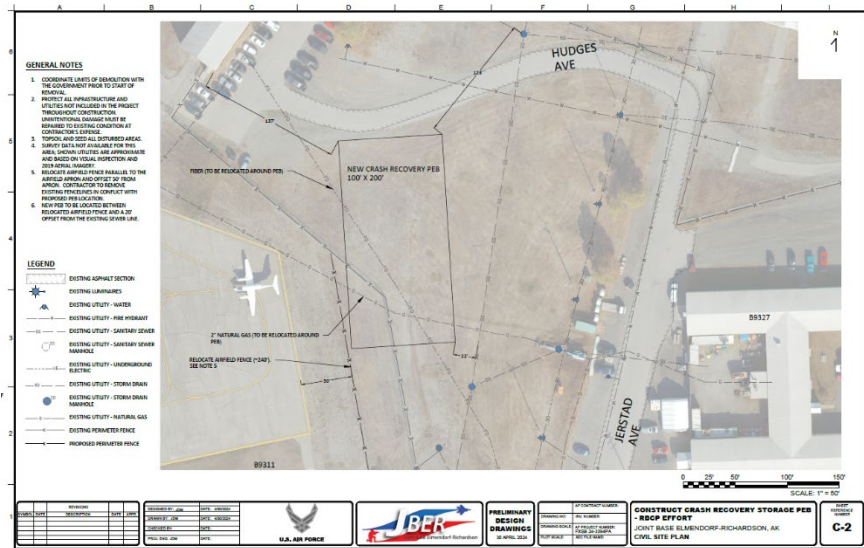


Figure 6. Site plan for Crash Recovery (PEB 3) south of the runway in the Alaska Air Depot.

PEB 4: Construction and assembly of a 9,600 square foot structure on a concrete foundation east of the runway near the fighter squadron (61.241953, -149.781482; Figure 7). This facility will house jet engine repair, testing, and storage functions.

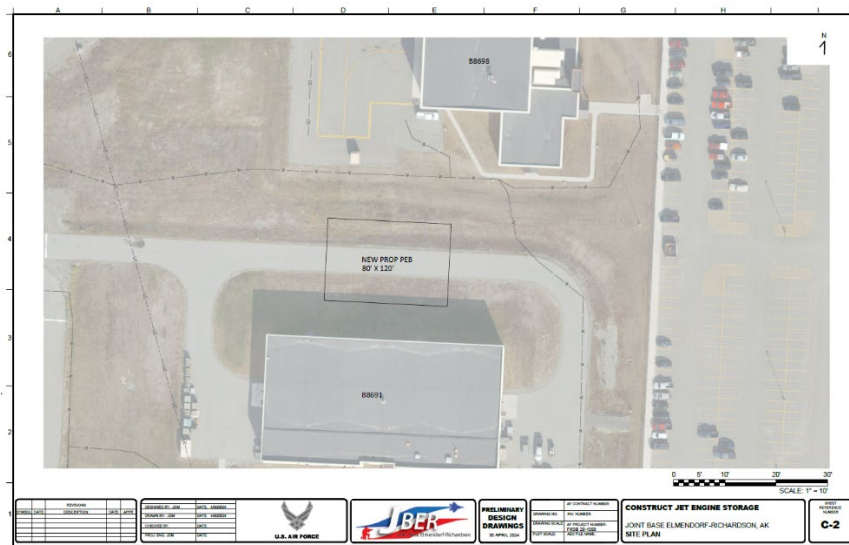


Figure 7. Jet Engine Storage (PEB 4) east of the runway near fighter squadron.

3. Historic Properties and the Area of Potential Effect: Each element of this project is detailed in the effects analysis below. The RBCP program is spread throughout Elmendorf and as such, we have critically analyzed the collective indirect and cumulative effects as well.

· **Building 7301 (ANC-00939)**

The Propeller Shop was one of the specialized maintenance hangars in the Alaska Air Depot. After inspection, aircraft proceeded through the various testing and maintenance stations for any necessary repairs before returning to service³. Building 7301 is an all-metal, rectangular aircraft hangar with a barrel roof. It is a prefabricated Butler Corporation structure measuring 130 x 165 ft. with raised seam metal siding. Notably, the hangar doors are sectional overhead doors that are set at a slope when lowered. Character defining features include the corrugated siding, the McKee Corporation angled cantilever hangar doors, the Quonset-style barrel roof, and window and door fenestrations.

The intent of the RBCP program is to comprehensively repair and renovate Building 7301 to support mission needs and functions. These repairs will follow *The Secretary of Interior Standards for the Treatment of Historic Properties* and the *2018 JBER Historic Facilities Maintenance and Repair Plan* wherever possible. Specific project elements for this building are as follows:

- **Cantilever Doors:** Replace non-functioning McKee Corporation cantilever doors with new hydraulic-powered cantilever doors. These doors will be the same construction as the angled cantilever doors replaced on Hangar 6 in 2022⁴. The doors will match the angle, windows, siding, color, style, and appearance as existing. The mechanism to open the doors has changed to a smaller hydraulic system but is not visible and does not affect the way the doors tilt and open overhead. Siding shall be painted Rock Tan to match the siding colors throughout the Alaska Air Depot Historic District. Any trim, siding, or exterior building components removed for door installation shall be installed back to original location and appearance or replaced with identical materials and match existing appearance.
- **Roof System:** Replace roof with new EPDM roofing system to include insulation, vapor barrier, coverboard, and decking replacement. The barrel of Building 7301 extends to the ground surface, so flashing will only be on the end wall joins where applicable. Unused penetrations will be closed to prolong roof life. The EPDM roofing system is the same as the other buildings in the Air Depot Historic District, and Building 7301 will match in color, style, and appearance.
- **Exterior Man Doors and Windows:** Replace doors, door frames, windows, and window frames to match existing size and appearance using in-kind materials. All trim and frames will be painted Sorrel Brown, consistent with the trim of all buildings in the Alaska Air Depot Historic District. Any trim, siding, or exterior building components removed for door or window installation shall be installed back to original location and appearance or replaced with identical materials and match existing appearance.
- **Overhead Door:** Replace the roll-up door on the north side of the building. This door has been replaced in the past with a door that does not match. This project will replace the door with a 2-ply Rylon door in Sorrel Brown that matches existing bay doors in the

³ Asendorf Hyde, Terri, Phyllys Callina, and Casey Martin. "Alaska Air Depot". Written Historical and Descriptive Data, Historic American Landscapes Survey, National Park Service, US Department of the Interior, 2015. Library of Congress (HALS #AK-10)

⁴ SHPO file number 3130-1R AF 2021-00682, NHPAA concurrence received June 9, 2021.

district to bring continuity with the other hangars. Any trim, siding, or exterior building components removed for door installation shall be installed back to original location and appearance or replaced with identical materials and match existing appearance.

- **Exterior Walls:** Replace corrugated siding on the north and south ends of the barrel hangar using in-kind materials matching existing appearance and texture. Siding shall be painted Rock Tan to match the colors throughout the district. Replace trim and drip edges above doors and windows. Any exterior building components removed for siding installation shall be installed back to original location and appearance or replaced with identical materials and match existing appearance.
- **Electrical System:** Replace wiring to code.
- **Lighting System:** Replace with energy efficient LED fixtures and new lighting controls.
- **Fire Suppression System:** Install new riser and fire suppression sprinklers.
- **Fire Alarm System:** Replace stand-alone alarm with system that is connected to the JBER Fire Department mass alarm panel.
- **Heating System:** Abate and demolish asbestos covered steam lines and associated terminal units. Replace boilers and hot water heater. Install gas-fired infrared heating system.
- **Interior Walls and Architectural Finishes:** Demolish interior walls, partitions, counters, flooring, and all other interior architectural finishes. Strip mastic, adhesives, and paint from concrete floor and polish and seal concrete. Return the facility into a usable hangar and warehouse space (Figures 8 and 9).
- **Restrooms:** Demolish and replace restrooms. Construct one unisex restroom and one janitor's closet in the location of the current restrooms.
- **Site Civil:** Repair asphalt and regrade gravel to provide positive drainage away from the building and direct waterflow to storm drain inlets. Add heated slab with a drain at the base of the cantilever doors to prevent snow and ice buildup. Excavate water service lines to water main and replace with larger service pipe. Landscaped areas to be restored back to original condition with topsoil and hydroseed.

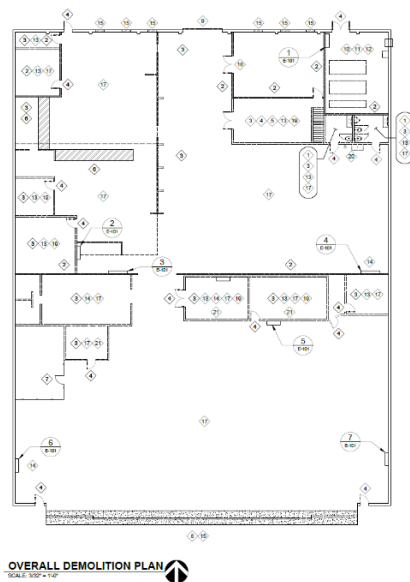


Figure 8. Demolition plan for Building 7301

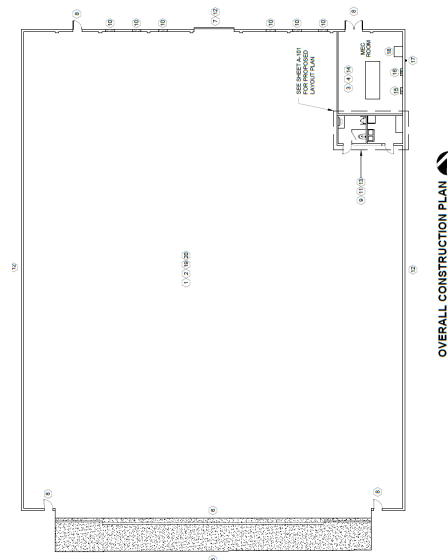


Figure 9. Construction plan Building 7301

The activities planned for Building 7301 conform to the 2018 Maintenance and Repair Plan.⁵ We will duplicate existing materials, styles, and functions for exterior projects. Activities planned for the interior of the building return the structure back to its original purpose and function. The character defining features are retained and the repairs to Building 7301 will not affect the eligibility of historic properties in the vicinity, or the Alaska Air Depot Historic District (Figure 10 and Table 1). JBER recommends that this project element will result in *no adverse effects to historic properties*.

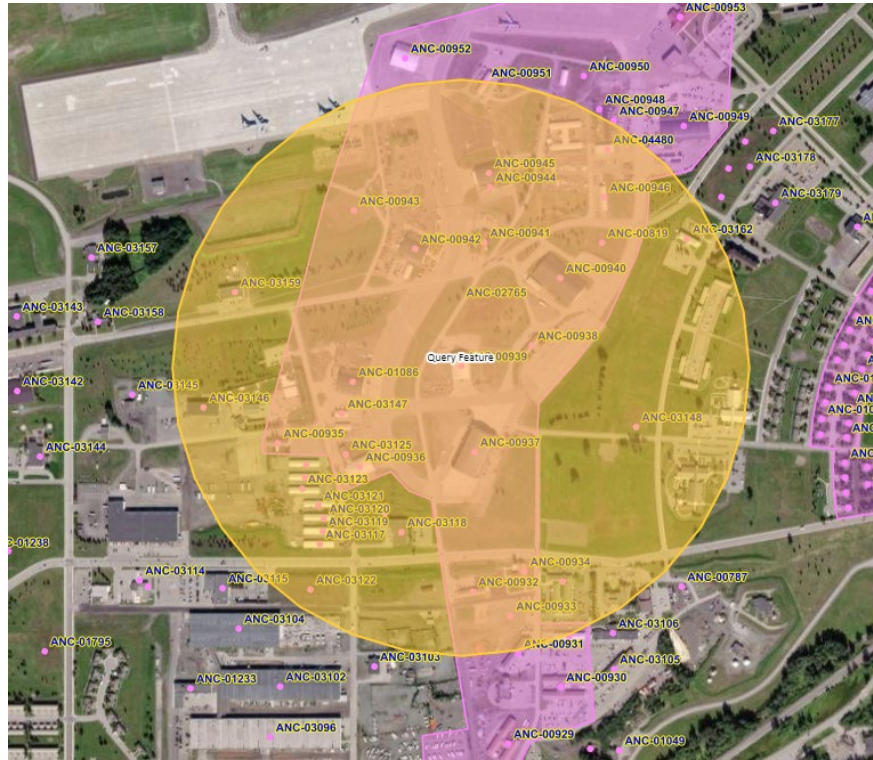


Figure 10. Alaska Heritage Resources Survey (AHR) query results with 2,000' buffer from Building 7301.

Table 1. AHR sites within 2000' of Building 7301.

AHR No.	Description	NRHP Eligible?	Affected by Undertaking?
ANC-04480	Building 9336 Battery Shop	No	No
ANC-04377	Building 6257 PMEL Water Supply	No	No
ANC-03162	Building 8364 Housing (3W OSS)	No	No
ANC-03159	Building 8237 Metals Tech	No	No
ANC-03148	Building 7348 Command HQ / OSI	No	No
ANC-03146	Building 7228 Refueler Vehicle Test Shop	No	No

⁵ Jayne Aaron. 2018. *Historic Facilities Maintenance and Repair Plan*. Prepared for US Air Force, Joint Base Elmendorf-Richardson, 673d Air Base Wing, Environmental Conservation Program. Prepared by EA Engineering, Science, and Technology, Inc., Colorado.

ANC-03127	Building 6326 773d CES HQ	No	No
ANC-03126	Building 6266 Vehicle Warm Storage	No	No
ANC-03125	Building 6265 Aircraft Corrosion Control	Yes, Individ.	No
ANC-03124	Building 6264, Barrier Maintenance Shop	No	No
ANC-03123	Building 6262 3 CS Cable Maintenance	No	No
ANC-03122	Building 6260 611 Civil Engineers HQ	No	No
ANC-03121	Building 6258 Recycle Center	No	No
ANC-03120	Building 6256 LRS Mobility 611 Barrier Storage	No	No
ANC-03119	Building 6254 Recycle Dumpster Vehicles	No	No
ANC-03118	Building 6253 Precision Measurement Eq Lab	No	No
ANC-03117	Building 6252 Roads and Grounds Maintenance	No	No
ANC-03107	Building 5337 Electrical Warehouse	No	No
ANC-00941	Building 8306 Welding Shop/Liquid Fuels	Yes, Contr.	No
ANC-00942	Building 8288 Heavy Eq/Vehicle Maint. Shop	Yes, Contr.	No
ANC-00934	Building 6315 Parachute Shop	No	No
ANC-00936	Building 6263 Corrosion Control	Yes, Contr.	No
ANC-00939	Building 7301 Outdoor Recreation	Yes, Contr	No*
ANC-00937	Building 7309 Hangar 5	Yes, Individ.	No
ANC-00935	Building 7250 Vehicle Operations	Demo'd	No
ANC-00945	Building 9311 Hangar 6	Yes, Contr.	No
ANC-00944	Building 9309 Machine Shop/C-12 Army Ops	Yes, Contr.	No
ANC-00946	Building 9341 Plant Maintenance/Spill Response	Yes, Contr.	No
ANC-00940	Building 8326 AGE/Crash Recovery	Yes, Contr.	No*
ANC-00943	Building 9268 Cryogenics/Oxygen Plant	Demo'd	No
ANC-00938	Building 8317 Mobile Refueling/Petrol Ops	Yes, Contr.	No
ANC-01086	Building 7271 Snow Barn Storage	Yes, Contr.	No
ANC-00932	Building 5303 Readiness Supply Warehouse	Yes, Contr.	No
ANC-00931	Building 5332 EOD Ordnance Warehouse	Yes, Contr.	No
ANC-00819	Building 8320 Battery Shop	Demo'd	No
ANC-00933	Building 5312 Supply Warehouse	Demo'd	No
ANC-02765	Alaska Air Depot Historic District	Yes	No

*Buildings 7301 and 8326 are being remodeled as part of this undertaking.

· **Building 8326 (ANC-00940)**

This prefabricated Butler Corporation hangar was built in 1944 and was an aircraft repair hangar for the Alaska Air Depot. The central barrel and two administrative wings were constructed together, and the wings extend the length of the building on either side. Building 8326 is the largest prefabricated Butler building on the installation measuring 130 x 325 ft.⁶ The roof of this structure was replaced with EPDM roofing in 2021⁷. Buildings in the Alaska Air Depot were

⁶ HALS #AK-10. 2015.

⁷ SHPO file number 3130-1R AF 2020-00458, NHPAA concurrence received May 7, 2020.

found eligible under Criterion A for association with the rapid buildup during WWII⁸, and character defining features are not well described. However, the roofline, fenestrations, siding, and McKee style doors are addressed in the 2018 maintenance and repair plan.

The intent of the RBCP program is to comprehensively repair and renovate Building 8326 to support mission needs and functions. These repairs will follow *The Secretary of Interior Standards for the Treatment of Historic Properties* and the *2018 JBER Historic Facilities Maintenance and Repair Plan* wherever possible (Figure 11). Specific project elements for this building are as follows:

- **Cantilever Doors:** Replace non-functioning McKee Corporation cantilever doors with new hydraulic-powered cantilever doors. These doors will be the same construction as the angled cantilever doors replaced on Hangar 6 in 2022⁹. The doors will match the angle, siding, color, style, and appearance as existing. The mechanism to open the doors has changed to a smaller hydraulic system but is not visible and does not affect the way the doors tilt and open overhead. Siding shall be painted Rock Tan to match the siding colors throughout the Alaska Air Depot Historic District. Any trim, siding, or exterior building components removed for door installation shall be installed back to original location and appearance or replaced with identical materials and match existing appearance. There are no window fenestrations in the McKee doors for Building 8326.
- **Overhead Door:** Replace three overhead bay doors on the front and back of the building. Currently there are three different color and style of doors and this project will replace them with three matching roll-up doors. The project will replace the doors with a 2-ply Rylon door in Sorrel Brown that matches existing bay doors in the district to bring continuity with the other hangars. Any trim, siding, or exterior building components removed for door installation shall be installed back to original location and appearance or replaced with identical materials and match existing appearance.
- **Exterior Man Doors:** Replace doors and door frames to match existing size and appearance using in-kind materials. All trim and frames will be painted Sorrel Brown, consistent with the trim of all buildings in the Alaska Air Depot Historic District. Any trim, siding, or exterior building components removed for door installation shall be installed back to original location and appearance or replaced with identical materials and match existing appearance.
- **Electrical System:** Replace wiring to code.
- **Lighting System:** Replace with energy efficient LED fixtures and new lighting controls.
- **Heating System:** Abate and demolish asbestos covered steam lines and associated terminal units. Install new heating units in the restrooms, breakroom, and office spaces.
- **Interior Walls and Architectural Finishes:** Remove suspended ceiling panel system, countertops, and flooring. Install flooring and replace partitions in restrooms, provide new interior doors and door frames in office spaces, break room, and restrooms.
- **New Breakroom:** Construct new breakroom to include epoxy flooring, plumbing, electrical, mechanical, and cabinetry.
- **Water Fountain:** Provide a new filtered water bottle fill station by the restrooms.

⁸ Cook et al. 1997.

⁹ SHPO file number 3130-1R AF 2021-00682, NHPAA concurrence received June 9, 2021.

- **Site Civil:** Remove concrete and asphalt from base of cantilever door and replace with heated concrete slab and floor drain to prevent snow and ice buildup. Excavate trench pipe to storm drain. Landscaped areas to be restored back to original condition with topsoil and hydroseed (Figure 12).

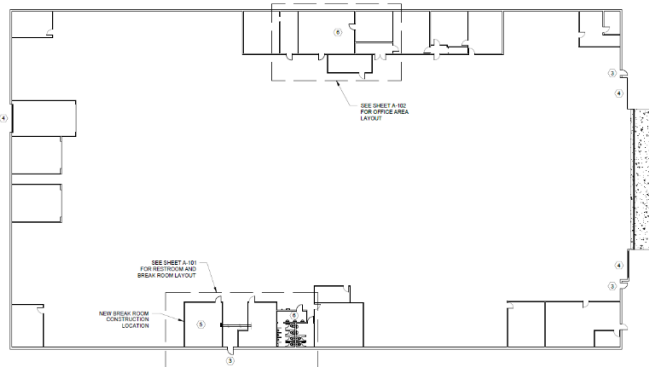


Figure 11. Construction plan for Bldg 8326



Figure 12. Slab & trench plan Bldg 8326

All the activities planned for Building 8326 conform to the 2018 Maintenance and Repair Plan.¹⁰ JBER will duplicate existing materials, styles, and functions for exterior projects. Activities planned for the interior are minimal and do not detract from the integrity of the building. The character defining features are retained and the repairs and renovations to Building 8326 will not affect the eligibility of historic properties in the vicinity (Figure 13 and Table 2). JBER recommends that this project element will result in *no adverse effects to historic properties*.

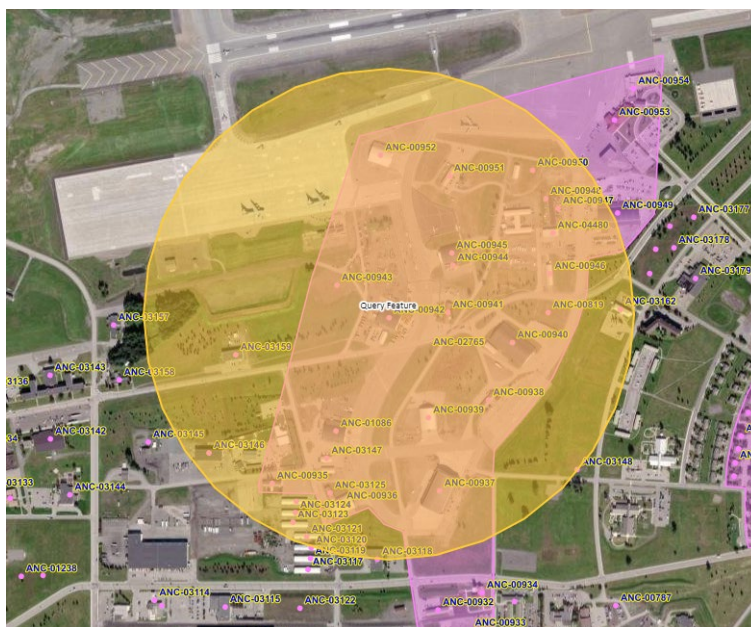


Figure 13. AHRS query results with 2,000' buffer from Building 8326.

¹⁰ Jayne Aaron. 2018. *Historic Facilities Maintenance and Repair Plan*. Prepared for US Air Force, Joint Base Elmendorf-Richardson, 673d Air Base Wing, Environmental Conservation Program. Prepared by EA Engineering, Science, and Technology, Inc., Colorado.

Table 2. AHRS sites within 2000' of Building 8326.

AHRS No.	Description	NRHP Eligible?	Affected by Undertaking?
ANC-04480	Building 9336 Battery Shop	No	No
ANC-04377	Building 6257 PMEL Water Supply	No	No
ANC-03162	Building 8364 Housing (3W OSS)	No	No
ANC-03159	Building 8237 Metals Tech	No	No
ANC-03148	Building 7348 Command HQ / OSI	No	No
ANC-03147	Building 7263 Test Cell ADPE 3d CS	No	No
ANC-03146	Building 7228 Refueler Vehicle Test Shop	No	No
ANC-03126	Building 6266 Vehicle Warm Storage	No	No
ANC-03125	Building 6265 Aircraft Corrosion Control	Yes, Individ.	No
ANC-03124	Building 6264, Barrier Maintenance Shop	No	No
ANC-03123	Building 6262 3 CS Cable Maintenance	No	No
ANC-03121	Building 6258 Recycle Center	No	No
ANC-00941	Building 8306 Welding Shop/Liquid Fuels	Yes, Contr.	No
ANC-00942	Building 8288 Heavy Eq/Vehicle Maint. Shop	Yes, Contr.	No
ANC-00936	Building 6263 Corrosion Control	Yes, Contr.	No
ANC-00939	Building 7301 Outdoor Recreation	Yes, Contr	No*
ANC-00937	Building 7309 Hangar 5	Yes, Individ.	No
ANC-00935	Building 7250 Vehicle Operations	Demo'd	No
ANC-00945	Building 9311 Hangar 6	Yes, Contr.	No
ANC-00944	Building 9309 Machine Shop/C-12 Army Ops	Yes, Contr.	No
ANC-00952	Building 10286 Hangar 7 Aero Club	Yes, Contr.	No
ANC-00948	Building 9342 Carpenter Shop	Demo'd	No
ANC-00951	Building 10306 Power Pro/Armament Shop	Yes, Contr.	No
ANC-00946	Building 9341 Plant Maintenance/Spill Response	Yes, Contr.	No
ANC-00940	Building 8326 AGE/Crash Recovery	Yes, Contr.	No*
ANC-00943	Building 9268 Cryogenics/Oxygen Plant	Demo'd	No
ANC-00938	Building 8317 Mobile Refueling/Petrol Ops	Yes, Contr.	No
ANC-01086	Building 7271 Snow Barn Storage	Yes, Contr.	No
ANC-00819	Building 8320 Battery Shop	Demo'd	No
ANC-02765	Alaska Air Depot Historic District	Yes	No

· *Pre-Engineered Buildings (PEBs)*

Pre-engineered and prefabricated metal buildings allow for quick construction of large, column-free enclosures from wash bays to cargo aircraft hangars. JBER has been constructing this style of structure since some of the first Butler buildings were installed during the WWII era, many of which are still in service today. The Alaska Air Depot Historic District (ANC-02765) is largely comprised of pre-engineered/prefabricated buildings that either housed maintenance hangars or warehouse storage of materials supporting the maintenance facilities. These RBCP program PEBs have the same purpose and will perform similar tasks as the original Alaska Air Depot buildings have for the last 80+ years.

PEB 1 – Wash Rack: Although it is outside of the historic district, this facility is designed to similar specifications as the structures that contribute to the district. This PEB will be an 80 x 60 ft rectangular structure with a pitched roof matching the other Butler-style warehouses on JBER-Elmendorf (Figure 14). The building will be made with corrugated steel siding painted Rock Tan with Sorrel Brown roof, doors, and trim. Site work includes improving the concrete pad and installing maintenance pits and a floor drain system (Figure 15). The Wash Rack location does not have any properties that are eligible for the National Register of Historic Places (NRHP) within a 1,000-foot buffer. (Figure 16 and Table 3). JBER recommends that this project element will result in *no historic properties affected*.

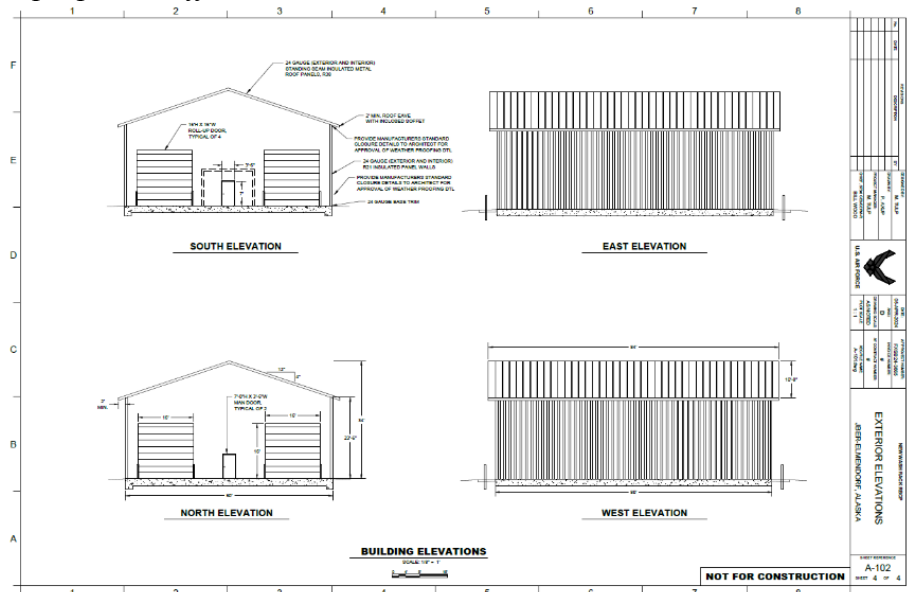


Figure 14. Wash rack PEB elevation drawings.

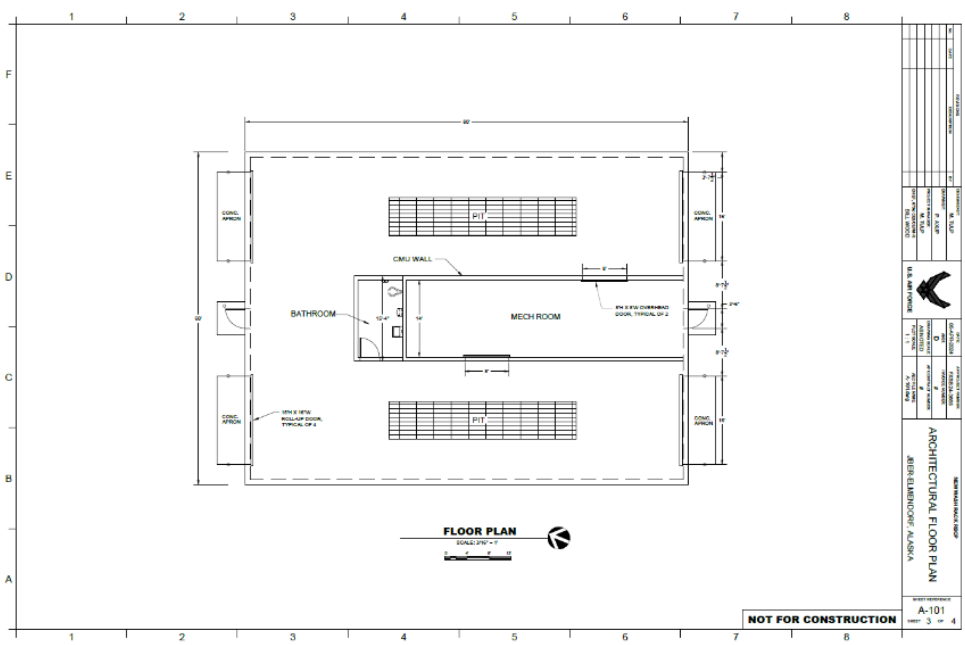


Figure 15. Wash rack PEB floor plan schematic.

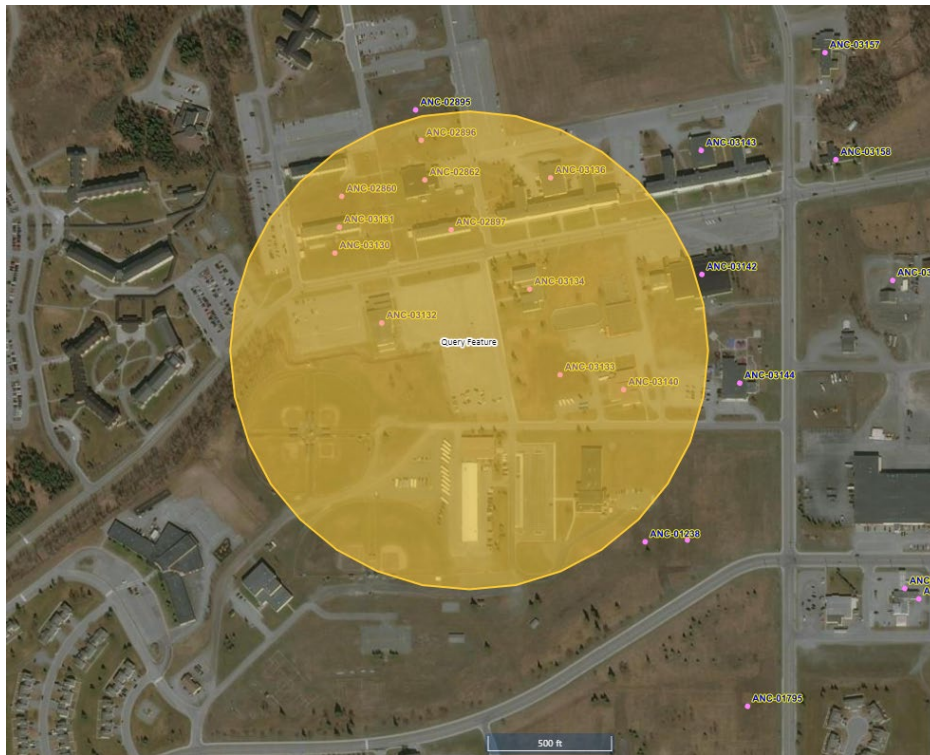


Figure 16. AHRs query results with 1,000’ buffer from Wash Rack PEB.

Table 3. AHRs sites within 2000’ of the Wash Rack PEB location.

AHRs No.	Description	NRHP Eligible?	Affected by Undertaking?
ANC-03140	Building 7130 Youth Center	No	No
ANC-03136	Building 7153 Dormitory Matanuska Hall	No	No
ANC-03134	Building 7137 Midnight Sun Chapel	No	No
ANC-03133	Building 7135 NCO Club, Kashim Enlisted Club	Demo’d	No
ANC-03132	Building 7122 Talkeetna Theater	No	No
ANC-03131	Building 7113 Dormitory Eklutna Hall	No	No
ANC-03130	Building 7111 Airmen’s Dormitory	Demo’d	No
ANC-02897	Building 8128 Beluga Hall	No	No
ANC-02896	Building 8126 Chinook Hall	Demo’d	No
ANC-02862	Building 8124 Army Band	No	No
ANC-02860	Building 8111 Airmen’s Dining Hall/Post Office	Demo’d	No

- PEB 2 – De-Icer Facility:** Located at the north end of the Alaska Air Depot Historic District, this building will support the airfield activities from the southwest side of the flightline. This PEB will be a 60 x 180 ft rectangular structure with a pitched roof matching the other Butler-style warehouses on JBER-Elmendorf (Figure 17). The building will be made with corrugated steel siding painted Rock Tan with Sorrel Brown roof, doors, and trim. The building will have eight drive-through bays with a central floor drain. There will be one man-doors and eight roll-up 2-ply Rylon doors on each side of the building. These will be Sorrel Brown to match existing bay doors in the district. Site

work includes the surrounding asphalt, concrete foundation, and tying the central drain to the on-site storm drain system. (Figures 18 and 5). There are 10 NRHP eligible buildings within 2000 feet of the De-Icer Facility, and the location is within the Alaska Air Depot Historic District (ANC-02765; Figure 19 and Table 4). Because the facility supports the Alaska Air Depot and conforms to the design elements prescribed in the *2018 JBER Historic Facilities Maintenance and Repair Plan*, JBER recommends that this project element will result in *no adverse effect to historic properties*.

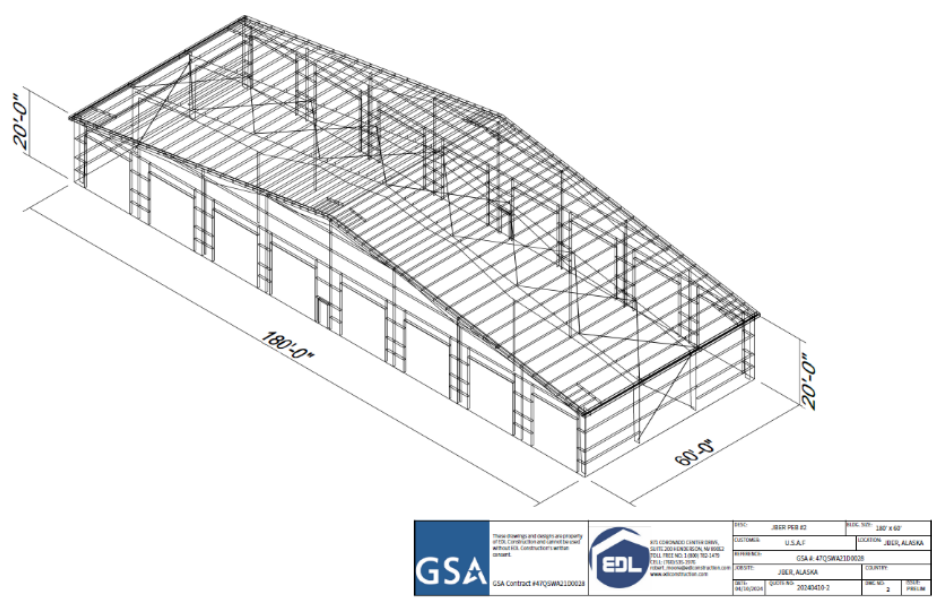


Figure 17. De-Icer PEB elevation drawings.

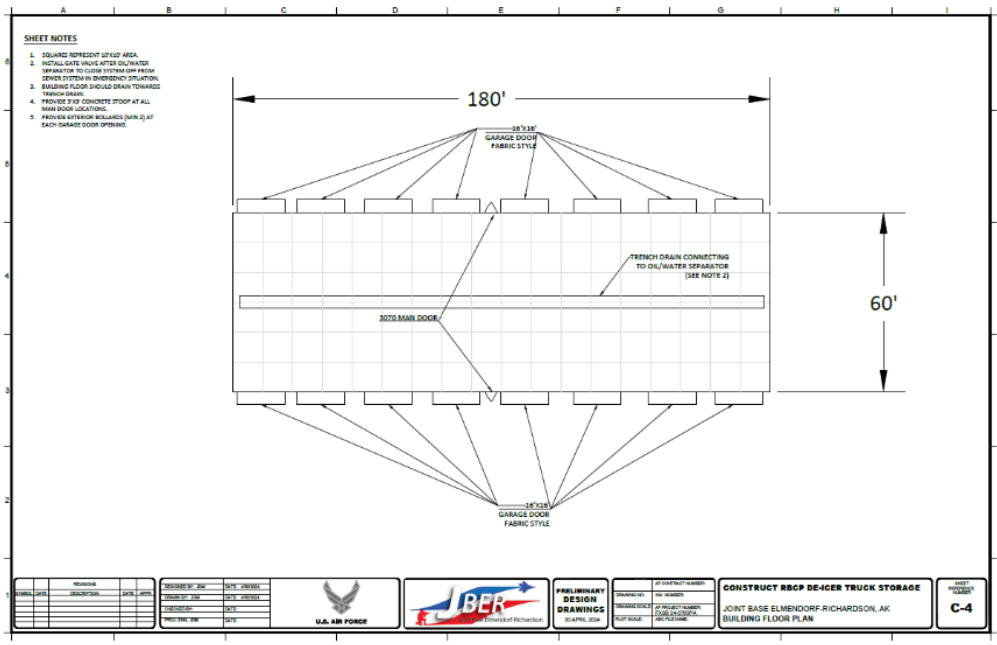


Figure 18. De-Icer PEB floor plan schematic.

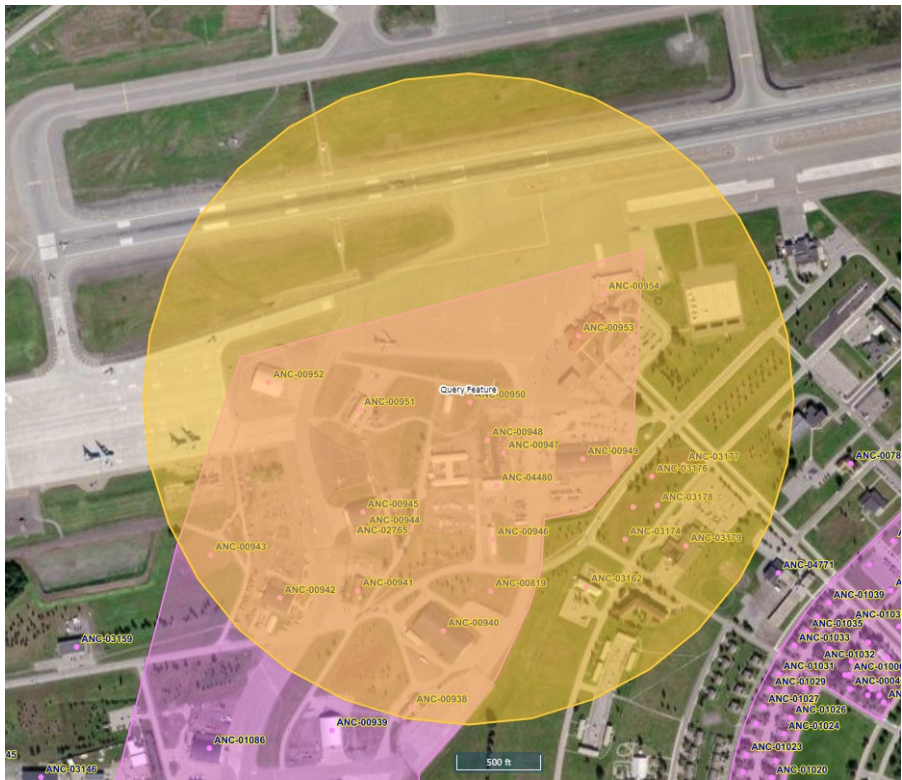


Figure 19. AHRs query results with 2,000’ buffer from De-Icer PEB.

Table 4. AHRs sites within 2,000’ of the De-Icer PEB location.

AHR No.	Description	NRHP Eligible?	Affected by Undertaking?
ANC-04480	Building 9336 Battery Shop	No	No
ANC-03179	Building 9387 Susitna Officers Club (AWEC)	No	No
ANC-03178	Building 9386 Mens Officers Quarters	No	No
ANC-03177	Building 9382 Guest House	No	No
ANC-03176	Building 9378 Officers Quarters	No	No
ANC-03175	Building 9374 Officers Quarters	No	No
ANC-03174	Building 9372 Guest House	No	No
ANC-03162	Building 8364 Housing (3W OSS)	No	No
ANC-00954	Building 11369 Passenger Terminal (Inbound)	No	No
ANC-00953	Building 10364 Outbound Terminal	No	No
ANC-00952	Building 10286 Hangar 7 (Aero Club)	Yes, Contr.	No
ANC-00949	Building 9361 Flight Test Hangar, Snow Barn	Yes, Contr.	No
ANC-00941	Building 8306 Welding Shop/Liquid Fuels	Yes, Contr.	No
ANC-00942	Building 8288 Heavy Eq/Vehicle Maint. Shop	Yes, Contr.	No
ANC-00945	Building 9311 Hangar 6	Yes, Contr.	No
ANC-00944	Building 9309 Machine Shop/C-12 Army Ops	Yes, Contr.	No
ANC-00946	Building 9341 Plant Maintenance/Spill Response	Yes, Contr.	No
ANC-00940	Building 8326 AGE/Crash Recovery	Yes, Contr.	No*
ANC-00819	Building 8320 Battery Shop	Demo’d	No
ANC-00950	Building 10334 Power Plant	Demo’d	No

ANC-00947	Building 9340 Hobby Shop	Demo'd	No
ANC-00943	Building 9268 Cryogenics/Oxygen Plant	Demo'd	No
ANC-00938	Building 8317 Mobile Refueling/Petrol Ops	Yes, Contr.	No
ANC-00951	Building 10306 Power Pro (Armament Shop)	Yes, Contr.	No
ANC-00948	Building 9342 Carpenter Shop	Demo'd	No
ANC-02765	Alaska Air Depot Historic District	Yes	No

* Building 8326 is being remodeled as part of this undertaking. See above analysis.

- PEB 3 – Crash Recovery Facility:** Also located in the Alaska Air Depot Historic District, this PEB will be a 100 x 200 ft rectangular structure with a pitched roof matching the other Butler warehouses on JBER-Elmendorf (Figure 20). The building will be made with corrugated steel siding painted Rock Tan with Sorrel Brown roof, doors, and trim. There will be a 2-ply Rylon overhead door on each end of the PEB with six roll-up doors for equipment bays on the west face. Site work includes a concrete foundation, relocating the fiberoptic comm lines to go around the building, relocating the flightline fencing, and adding an asphalt parking lot with 30 spaces (Figure 21 and 22). There are 10 NRHP eligible buildings within 2,000 feet of the De-Icer Facility, and the location is within the Alaska Air Depot Historic District (ANC-02765; Figure 23 and Table 5). Because the facility supports the Alaska Air Depot and conforms to the design elements prescribed in the *2018 JBER Historic Facilities Maintenance and Repair Plan*, JBER recommends that this project element will result in *no adverse effect to historic properties*.

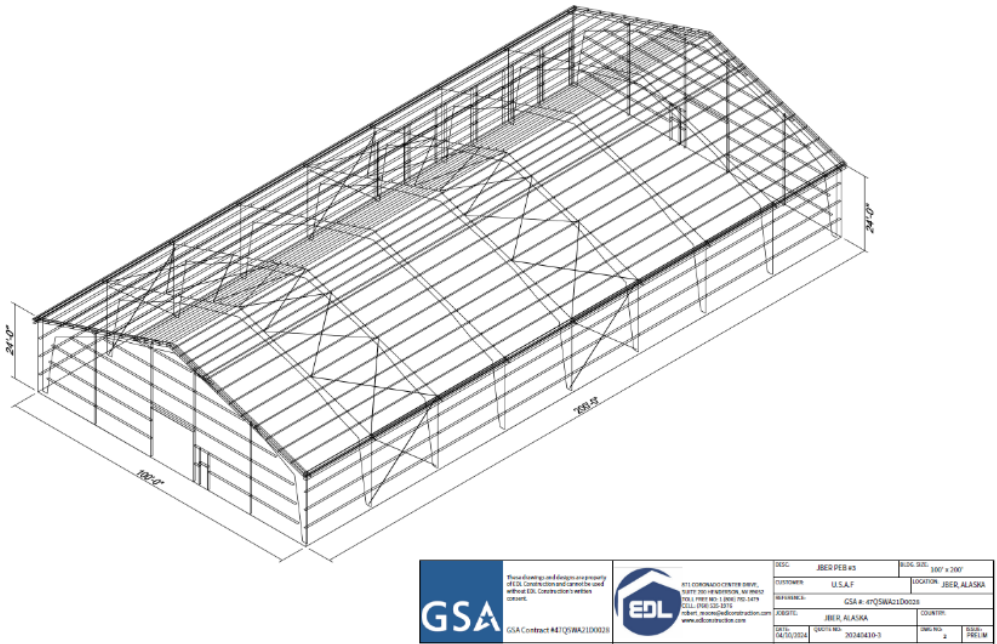


Figure 20. Crash Recovery PEB elevation drawings.

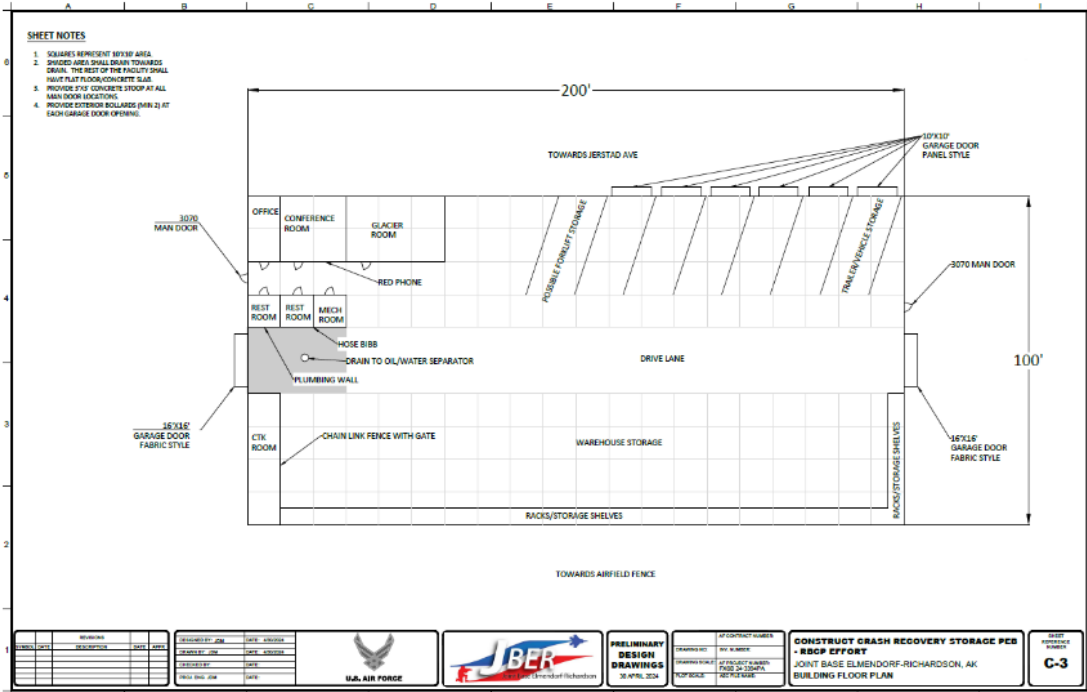


Figure 21. Crash Recovery PEB floor plan schematic.

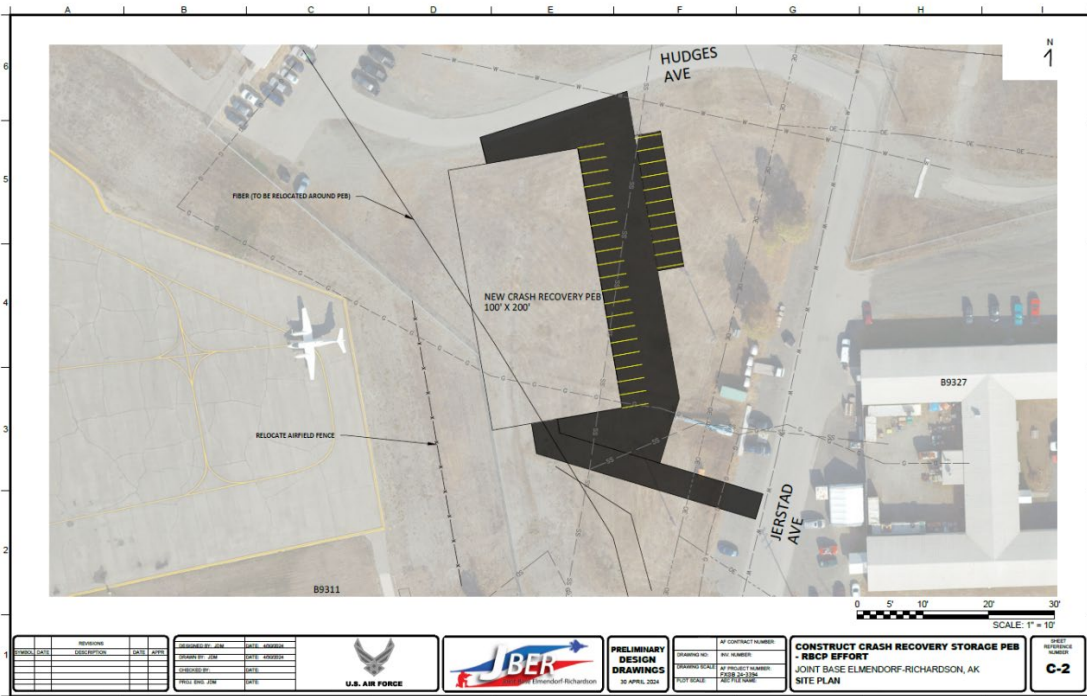


Figure 22. Crash Recovery PEB site work and new fence line.

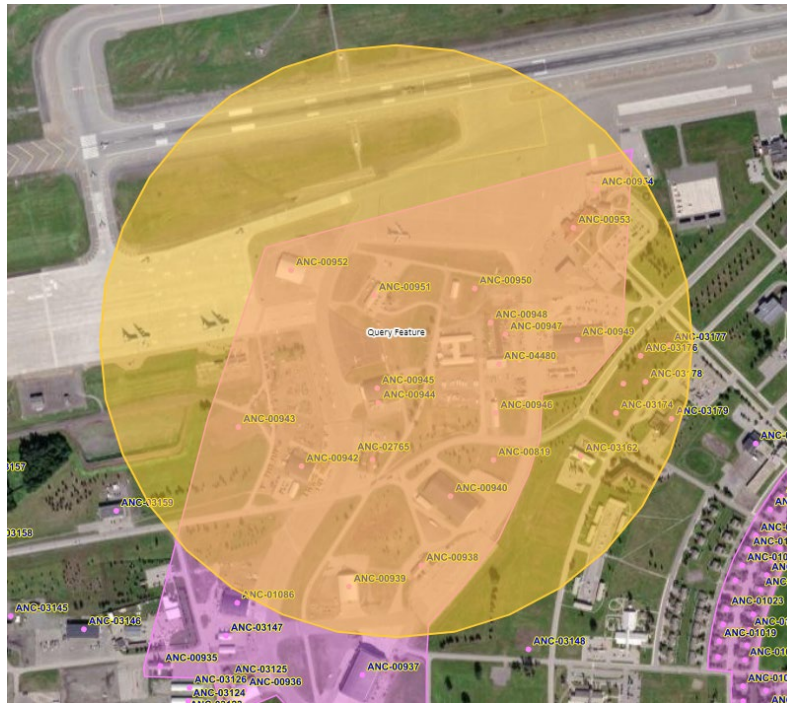


Figure 23. AHRS query results with 2,000’ buffer from Crash Recovery PEB location.

Table 5. AHRS sites within 2,000’ buffer of Crash Recovery PEB location.

AHRS No.	Description	NRHP Eligible?	Affected by Undertaking?
ANC-04480	Building 9336 Battery Shop	No	No
ANC-03179	Building 9387 Susitna Officers Club (AWEC)	No	No
ANC-03178	Building 9386 Mens Officers Quarters	No	No
ANC-03177	Building 9382 Guest House	No	No
ANC-03176	Building 9378 Officers Quarters	No	No
ANC-03175	Building 9374 Officers Quarters	No	No
ANC-03174	Building 9372 Guest House	No	No
ANC-03162	Building 8364 Housing (3W OSS)	No	No
ANC-00954	Building 11369 Passenger Terminal (Inbound)	No	No
ANC-00953	Building 10364 Outbound Terminal	No	No
ANC-00952	Building 10286 Hangar 7 (Aero Club)	Yes, Contr.	No
ANC-00949	Building 9361 Flight Test Hangar, Snow Barn	Yes, Contr.	No
ANC-00941	Building 8306 Welding Shop/Liquid Fuels	Yes, Contr.	No
ANC-00942	Building 8288 Heavy Eq/Vehicle Maint. Shop	Yes, Contr.	No
ANC-00945	Building 9311 Hangar 6	Yes, Contr.	No
ANC-00944	Building 9309 Machine Shop/C-12 Army Ops	Yes, Contr.	No
ANC-00946	Building 9341 Plant Maintenance/Spill Response	Yes, Contr.	No
ANC-00940	Building 8326 AGE/Crash Recovery	Yes, Contr.	No*
ANC-00819	Building 8320 Battery Shop	Demo'd	No
ANC-00950	Building 10334 Power Plant	Demo'd	No
ANC-00947	Building 9340 Hobby Shop	Demo'd	No
ANC-00943	Building 9268 Cryogenics/Oxygen Plant	Demo'd	No

ANC-00938	Building 8317 Mobile Refueling/Petrol Ops	Yes, Contr.	No
ANC-00939	Building 7301 FSS Outdoor Recreation	Yes, Contr.	No*
ANC-00951	Building 10306 Power Pro (Armament Shop)	Yes, Contr.	No
ANC-00948	Building 9342 Carpenter Shop	Demo'd	No
ANC-02765	Alaska Air Depot Historic District	Yes	No

*Buildings 7301 and 8326 are being remodeled as part of this undertaking.

- PEB 4 – Jet Engine Storage:** This PEB will be an 80 x 120 ft rectangular warehouse structure with a pitched roof matching the other Butler-style warehouses on JBER-Elmendorf (Figure 24). The building will be made with corrugated steel siding painted Rock Tan with Sorrel Brown roof, doors, and trim. One roll-up overhead door and one man door on each end of the PEB with no windows. Site work includes a concrete foundation, but no other drainage or pads are associated with the construction of the Jet-Engine storage facility (Figure 25). The Jet Engine storage location does not have any properties that are eligible for the National Register of Historic Places (NRHP) within a 1000-foot buffer. (Figure 26 and Table 6). JBER recommends that this project element will result in *no historic properties affected*.

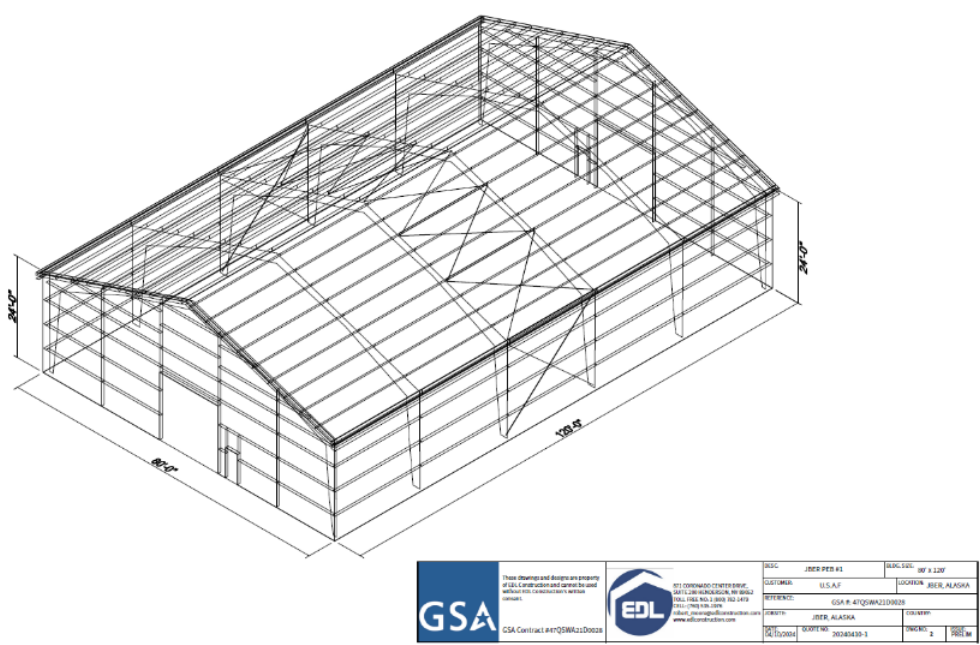


Figure 24. Jet Engine Storage PEB elevation drawings.

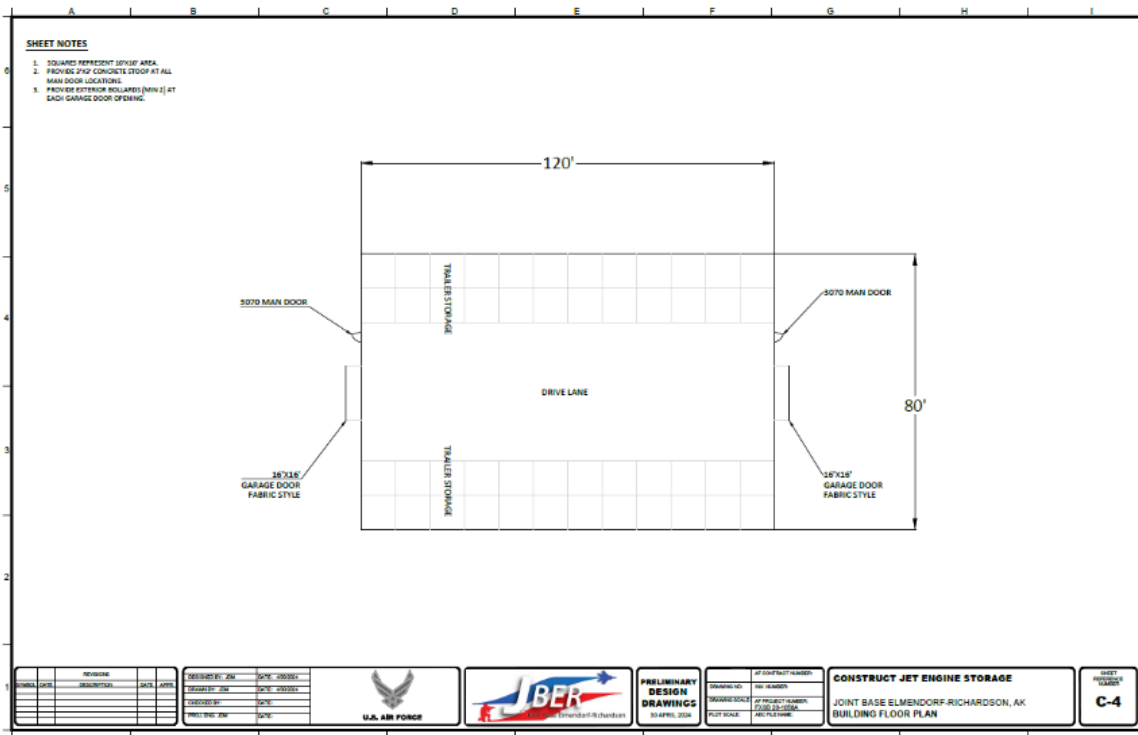


Figure 25. Jet Engine Storage PEB floor plan schematic.



Figure 26. AHRIS query results with 2,000' buffer from Crash Recovery PEB location.

Table 6. AHRS sites within 2,000' buffer of Crash Recovery PEB location.

AHRS No.	Description	NRHP Eligible?	Affected by Undertaking?
ANC-02365	Building 9637 Sentry Gate House	No	No
ANC-02364	Building 10641 Ammo Storage Igloo	No	No
ANC-01184	Landfill	No	No
ANC-01171	Fortified Berm Line	No	No

- Future PEB Potential:** Anticipating the need for additional storage of ready-to-deploy reserve material, JBER is analyzing identified locations for up to three more PEBs associated with the Alaska Air Depot Historic District (Figure 27). We have identified eight locations that are suitable for construction of the PEBs but will not be selecting all of these locations. If the potential is realized, the need for these structures will necessitate an update to this undertaking. By expending the effort to assess the potential requirement now, we hope to simplify future updates for the RBCP program if any.

Like the selected PEBs, these structures will be consistent with the Butler-style warehouses and will be rectangular in shape with corrugated steel siding and pitched metal roof. Siding will be painted Rock Tan and the doors, trim, and roof will be painted Sorrel Brown. These storage PEBs will be smaller than the fire code threshold for adding a fire suppression system that requires overhead sprinklers, typically 5,000 square feet. Utilities will include electricity and heat but will not have plumbing or communication lines as they will not be occupied by personnel. Site work may include leveling in anticipation of a concrete foundation, and paved access to the building.

If these warehouse facilities are required, they will directly support the Alaska Air Depot's mission and purpose. They will be designed so as not to detract from the neighboring historic facilities, but rather to complement them (Figure 28). The selected locations replace previously demolished warehouses and support structures within the historic district, or are located along the margin of the district but will still serve the Air Depot and conform to the design elements prescribed in the *2018 JBER Historic Facilities Maintenance and Repair Plan* (Figure 29). JBER recommends that this project element will result in *no adverse effect to historic properties* if implemented. JBER will update the project and notify consulting parties should the need to construct additional readiness warehouses arise.



Figure 27. Green stars denote locations suitable to construct additional PEBs.

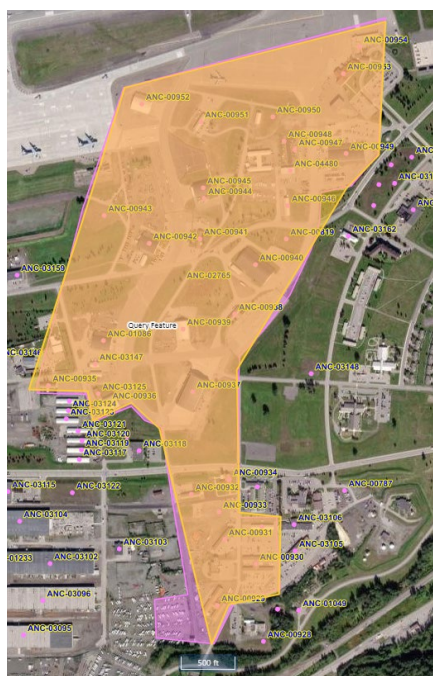


Figure 28. AHRs sites within Alaska Air Depot Historic District Boundary



Figure 29. 1950s aerial photo of the Alaska Air Depot. Many of the selected potential locations replace previously demolished warehouses within the Historic District.

4. Assessment of Effect and Recommendations: The following assessment of effect is for the sum of the project elements and the cumulative effects of the RBCP program to historic properties in the Elmendorf cantonment and flightline areas. With careful project planning, technical assistance received from the Alaska State Historic Preservation Officer’s Review and Compliance unit, and support from Air Force leadership, JBER believes that we have designed the collective elements of this project to avoid negative impacts to the Alaska Air Depot Historic District (ANC-02765), its contributing properties, Building 7301 (ANC-00939), and Building 8326 (ANC-00940; Table 7).

Table 7. Summary of assessments of effect for each RBCP project element.

Project Element	Description	Finding of Effect
Building 7301	Repair and remodel historic building	No adverse effect
Building 8326	Repair and remodel historic building	No adverse effect
PEB 1	Wash Rack PEB	No effect
PEB 2	De-Icer PEB in historic district	No adverse effect
PEB 3	Crash Recovery PEB in historic district	No adverse effect
PEB 4	Jet Engine Storage	No effect
Potential PEBs	Locations in Air Depot Historic District	No adverse effect

With the repairs to the historic hangars, we are rectifying several deferred maintenance projects. We are returning Building 7301 to its function and appearance as an open hangar, and refreshing Building 8326 by increasing its efficiency, functionality, and appearance. The new PEBs are designed to mesh with the existing PEBs in the district, and the color scheme throughout the district will match.

The Alaska Air Depot Historic District is eligible for listing in the National Register of Historic Places under Criterion A for its association with the rapid build-up surrounding WWII. The character-defining feature is the circulation route between the support and maintenance hangars. Aircraft traversed a “conveyor belt” of services where they were maintained, repaired, cleaned, resupplied, and refueled before returning to action¹¹. The RBCP program does not diminish the character-defining features, but supports and enhances the parallel mission of the Alaska Air Depot’s support of the Pacific Theater.

The activities planned for Building 7301 and Building 8326 conform to the *2018 JBER Facilities Maintenance and Repair Plan*. Exterior projects will duplicate existing materials, styles, and functions, and activities planned for the interior are minimal and do not detract from the integrity of the buildings. The character defining features are retained and the repairs and renovations will not affect the eligibility of historic properties in the historic district.

¹¹ HALS #AK-10. 2015.

JBER recommends a finding of *no historic properties adversely affected* for the collective RBCP program projects. We ask you to review of this undertaking, and we seek concurrence with this assessment of effect.

Notification will also be sent to Federally Recognized Tribes (Native Village of Eklutna, Knik Tribe, and the Chickaloon Village Traditional Council) and the Anchorage Historic Preservation Commission.

The RBCP program is revitalizing the Alaska Air Depot and JBER's readiness for future military efforts. JBER is excited to invest time and resources to repair and maintain historic structures as opposed to demolition alternatives. We are proud of the role that the Alaska Air Depot has played over the last 80+ years and are honored to continue the vital mission support that our installation provides. If you have any questions, please contact Liz Ortiz CES/CEIEC, 907-384-2444 or elizabeth.ortiz.10@us.af.mil.

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



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

V.B.6.

3 May 2024

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

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

SUBJECT: 11th ABN Division Foundry Office Facility Construction

1. **Purpose and Need:** The Joint Base Elmendorf-Richardson (JBER) Conservation Element (673d CES/CEIEC) is coordinating consultation under Section 106 of the National Historic Preservation Act (NHPA) of 1966 (as amended) for the new construction of an office and training facility on JBER-Richardson. The purpose of this letter is to notify your office of this undertaking and request your concurrence on an assessment of effect.

2. **Project Description:** The proposed undertaking will construct a 6,800 sq ft Foundry Office building to support 10 permanent employees and up to 110 transient personnel on monthly training opportunities (Anchorage B8 S014N002W30; 61.2695, -149.7110; Figure 1). This structure will be a semi-permanent Armored, Rapid-deployment, Compartmentalized (ARC) facility on a concrete slab foundation (Figure 2).



Figure 1. Project location on JBER-Richardson. Foundry location starred.



Figure 2. Foundry lot layout and current conditions.

The Foundry facility will be an ARMAG Corporation modular ARC vault measuring approximately 136x50', placed on a concrete slab with walkways surrounding the structure. The ARC vault will have water, sewer, electricity, and telecommunications utilities, all of which are onsite. The structure will be anchored to the pad, and utilities will be connected, but the facility will be a compartmentalized secure unit for training with sensitive information and materials (Figures 3 and 4).



Figure 3. ARMAG Corp. containerized example of the Foundry program training facility.



Figure 4. Example installation of ARC vault similar to JBER Foundry site.

3. Area of Potential Effect: The direct area of potential effect (APE) includes the Foundry structure, parking lots, and roadway access (Figure 5). Visual and audible impacts will be temporary during construction and limited to the surrounding area. All materials will be stored on site and all haul routes will use existing road surfaces.



Figure 5. Army Foundry direct APE.

Historic Properties and the Area of Potential Effect: There are ten identified resources within 2,000' of the Army Foundry facility (Figure 6; Table 1). Seven properties have been determined not eligible for listing in the National Register of Historic Places. Two unoccupied shed structures have not been evaluated for National Register eligibility, but they will not be affected by this undertaking. The proposed Fort Richardson Historic District was determined not eligible for listing in 2009.



Figure 5. AHRS sites within 2,000' buffer of the proposed Army Foundry facility.

Table 1. Identified properties within 2,000 feet of project area.

AHRS no. ANC-	Description	NRHP eligibility	Affected by undertaking?
04402	Ft Richardson Railroad Main Spur	No	No
02917	Building 992, Inflammable Material Shed	tbd	No
02909	Building 812, Vehicle Maintenance Shop	No	No
02908	Building 807, Water Pumping Station	tbd	No
01291	Building 809, Sewage Waste Treatment	No	No
01290	Building 806, General Purpose Warehouse	No	No
01289	Building 804, General Purpose Warehouse	No	No
01288	Building 802, General Purpose Warehouse	No	No
01287	Building 800, General Purpose Warehouse	No	No
01338	Fort Richardson Historic District	No	No

4. **Assessment of Effect and Recommendations:** Construction of the Army Foundry facility will allow the Army to provide sensitive materials training which is vital to their operations. JBER finds that this undertaking will result in ***no historic properties affected***. In accordance with the *Programmatic Agreement Among 673d Air Base Wing, The Alaska State Historic Preservation Officer, and The Advisory Council on Historic Preservation Regarding the Operation, Maintenance, and Development Activities at Joint Base Elmendorf-Richardson and Associated Training Lands, Alaska* this project is likely eligible for streamlined review, but because the project includes ground disturbance, and there are unevaluated properties in the project area that are beyond the scope of this project to evaluate, we are following Stipulation II.C.2(a) and sending notification and request for review of this undertaking, and we seek concurrence with this assessment of effect.

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

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

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

V.B.7.

3 May 2024

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

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

SUBJECT: Flightline DDF Farm Construction

1. **Purpose and Need:** The Joint Base Elmendorf-Richardson (JBER) Conservation Element (673d CES/CEIEC) is coordinating consultation under Section 106 of the National Historic Preservation Act (NHPA) of 1966 (as amended) for the new construction of a secure, dedicated space within the airfield fence to temporarily house Deployable Duty Facilities (DDFs). The purpose of this letter is to notify your office of this undertaking and request your concurrence on an assessment of effect.

2. **Project Description:** The proposed undertaking will prepare a paved pad with encased conduit for electricity and comms lines (S14N03W1103; 61.2420N, -149.7997W; Figure 1). This DDF Farm will be prepared to accommodate up to 16 transportable DDFs during exercises, trainings, and other uses as needed. (Figure 2).

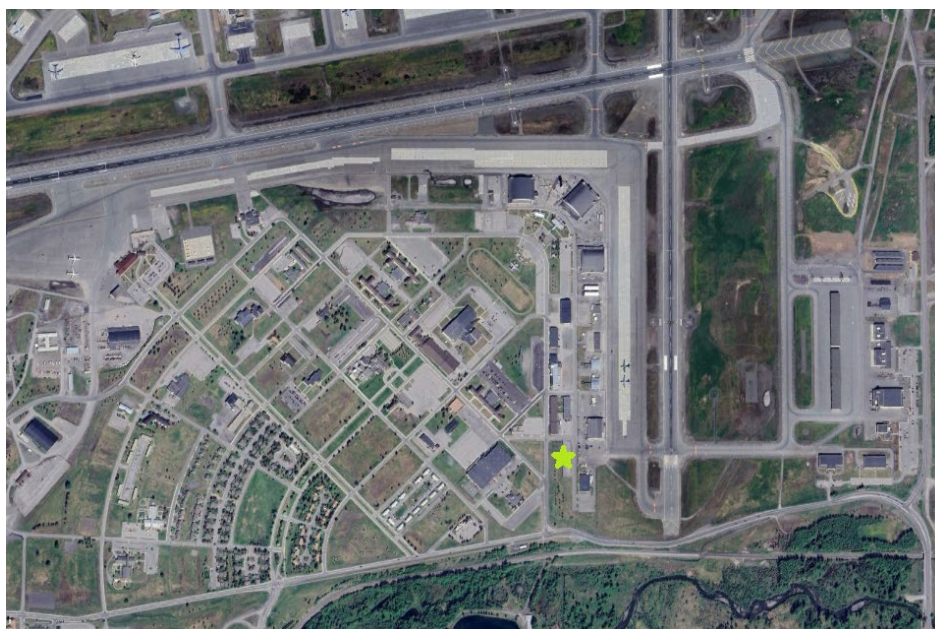


Figure 1. Project location at south end of Flightline Historic District. DDF Farm starred.

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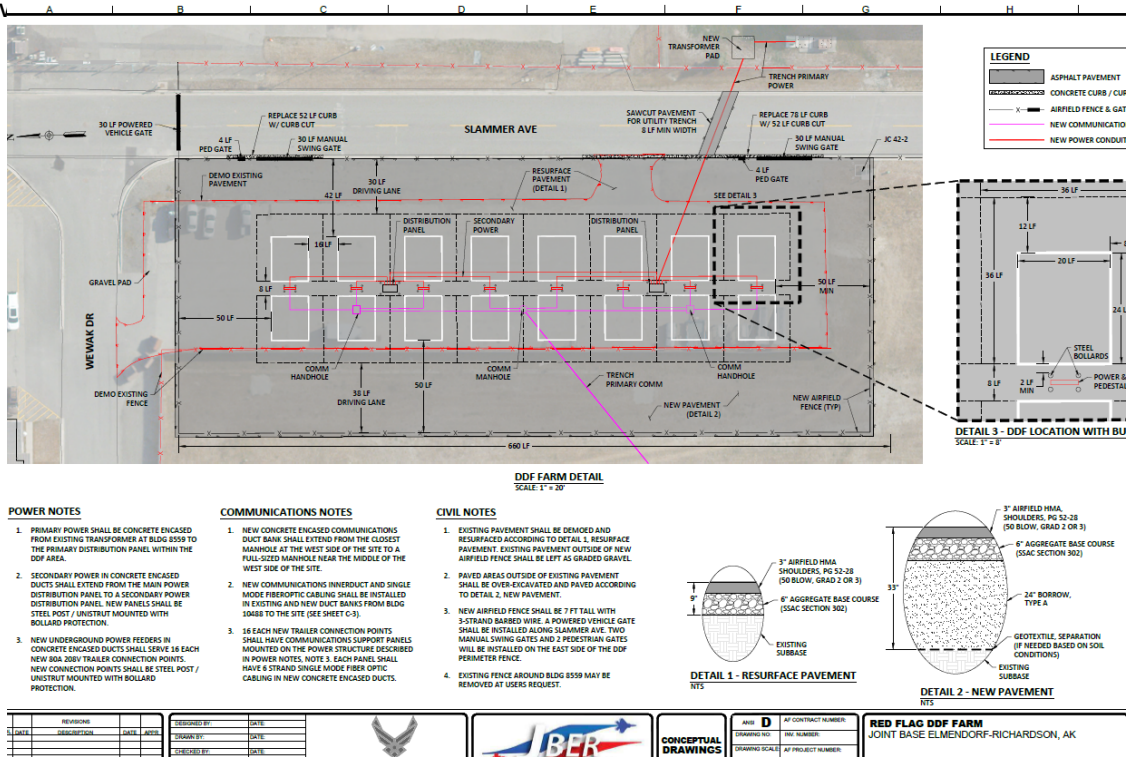


Figure 2. DDF Farm pad construction notes and example layout of transient DDFs in place.

The new paved pad will be graded for stormwater control and the Flightline fence will be expanded and replaced. Utilities will be routed to several connection points on the pad for maximum flexibility to accommodate different types of deployable containers (Figures 3 and 4). New conduit installation will be required to tie into existing telecommunications line (Figure 5). The selected lot will be vacant when not in use for training or in preparation for deployment.



Figure 3. DDF container being unloaded from aircraft.



Figure 4. Example of open and expanded containerized unit that may be housed at DDF Farm.

3. Area of Potential Effect: The direct area of potential effect (APE) includes the DDF Farm lot, the Flightline fence, the telecommunications trench and tunnel (Figure 5). Visual and audible effects will be temporary during construction and limited to the surrounding area. All materials will be stored on site and all haul routes will use existing road surfaces.

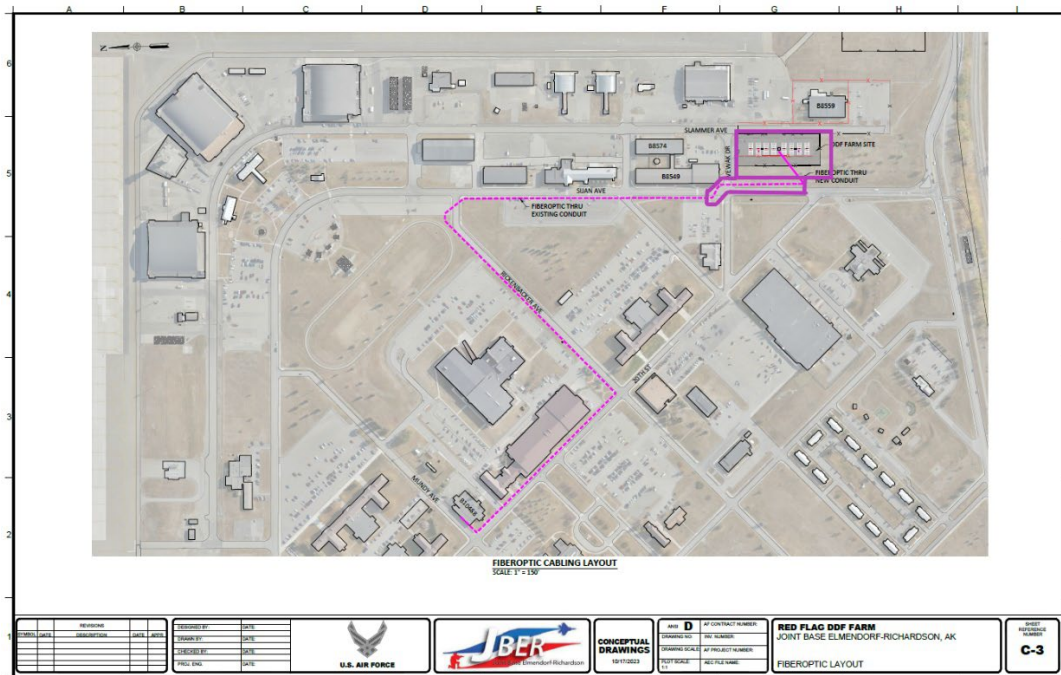


Figure 5. DDF Farm APE – direct APE in purple. The fiberoptic line will be tunneled under Siljan Ave and pushed through existing conduit to the telecom building (in dashed purple).

4. Historic Properties and the Area of Potential Effect: There are 21 identified resources within 1,500 feet of the DDF Farm location (Figure 6; Table 1). Three properties have been determined eligible for listing in the National Register of Historic Places, 16 have been determined not eligible, and there are two historic districts adjacent to the APE. The three properties (ANC-00915, ANC-00916, ANC-00918) are contributing properties to the eligible Flightline Historic District. Activities related to the DDF Farm will not affect the eligible properties or district and do not detract from their ability to convey their significance. This project area is adjacent to the Residential Historic District, but the only contributing properties to that district are the General Officer's Quarters which are outside the area of potential effects and will not be affected by any aspect of this project.

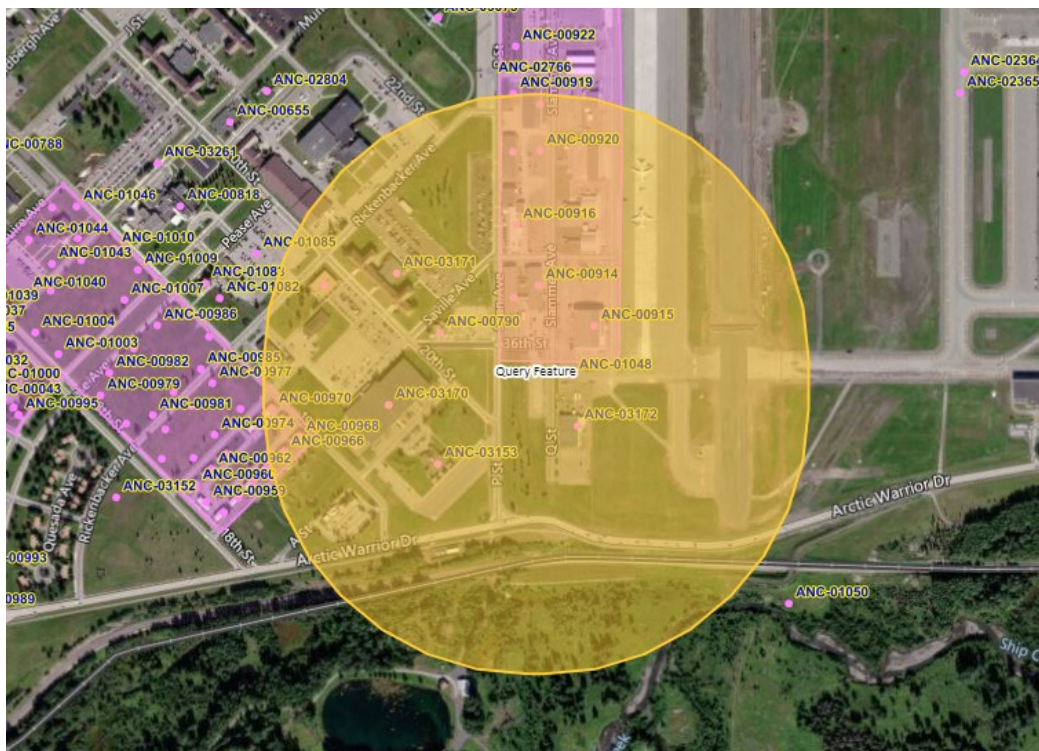


Figure 5. AHRS sites within 1,500' buffer of the DDF Farm.

Table 1. Identified properties within 1,500' of project area.

AHRS no. ANC-	Description	NRHP eligibility	Affected by undertaking?
03172	Building 8559, Avionics Shop	No	No
03171	Building 8517, People Center	No	No
03170	Building 8515, FSS Bargain Shop	No	No
03169	Building 8511, AF OSI	No	No
03153	Building 7535, Kenai Dining Hall	No	No
01048	Building 8561, Liquid Fuel Pump Station	Demo'd	No
00970	Building 7496, Boise Housing	No	No
00968	Building 7492, Boise Housing	No	No
00967	Building 7494, Boise Housing	No	No
00966	Building 7490, Boise Housing	No	No

00921	Building 10550, Sand Storage (*MOA in progress)	*Demo'd	No
00917	Building 9560, Cold Storage	Demo'd	No
00916	Building 9549, Red Flag- 3d OSS	Yes	No
00915	Building 8565, Hangar 4 Red Flag	Yes	No
00920	Building 9570, Medical Supply Warehouse	Demo'd	No
00918	Building 9551, EMS Shop	Yes	No
00914	Building 8574, AGE Warm Storage	No	No
00790	Building 8535, Family Support Center	No	No
00913	Building 8549, Jet Engine Shop	No	No
02766	Elmendorf AFB Flightline Historic District	Yes	No
02767	Elmendorf AFB Residential Historic District	Yes	No

5. **Assessment of Effect and Recommendations:** Construction of a pad to house transient, containerized, deployable facilities will allow JBER and our partners flexibility in preparation for exercises and real-world activities. JBER recommends *no historic properties adversely affected* and we seek concurrence with this assessment of effect.

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

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

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U.S. Department
of Transportation

AIRPORTS DIVISION

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

**Federal Aviation
Administration**

In Reply Refer To:
ANC Taxi Lane E Improvements
Project No.: CFAPT01002
Findings Update

May 8, 2024

Tom Davis, Senior Planner
Historic Preservation Officer/Senior Planner
Municipality of Anchorage
PO Box 196650
Anchorage, Alaska 99519
Tom.Davis@anchorageak.gov

Dear Mr. Davis:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations in 36 CFR 800, the Federal Aviation Administration Alaska Region Airports Division (FAA) is continuing consultation and asks for your comments on our findings of no historic properties affected for the Alaska Department of Transportation & Public Facilities (DOT&PF) proposed airport improvements at Ted Stevens Anchorage International Airport (ANC). The proposed project is located at approximately Latitude 61.176465 N and Longitude -149.990913 W, within Section 33, Township 13 North, Range 4 West, Seward Meridian, USGS Quadrangle Anchorage A-8 (Table 1). This letter succeeds the findings letter with your office, dated June 1, 2023.

Table 1. Project location

Township	Range	Section(s)	USGS Quad Map1:63,360	Meridian	Latitude/ Longitude
13 North	4 West	33	Anchorage A-8	Seward	61.176465 N,-149.990913 W

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

ANC Taxilane E Improvements

Project No.: CFAPT01002

Findings Update

Project Background

Taxilane E is the main taxilane serving the handstands and the terminals at ANC. Previous improvements include a pavement rehabilitation in 2012 and a surface seal rehabilitation in 2020. The surface now contains cracking, rutting, and raveling. The purpose of this project is to improve Taxilane E in order to extend the service life for taxiing aircraft.

FAA initiated consultation for this project on March 30, 2023, and submitted a finding of no historic properties affected on June 1, 2023. Since that time, the project activities have changed to warrant an updated findings letter.

Project Description

The Alaska Department of Transportation and Public Facilities (DOT&PF) proposes to rehabilitate Taxilane E to extend the service life. The proposed work continues to include:

- Adjust utilities, as needed
- Rehabilitate Taxilane E from Taxilane V to Taxiway L
- Evaluate the storm drains with CCTV inspections and repair/replace pipes and/or manholes, as needed
- Replace taxiway centerline and edge lights
- Replace signs and markings
- Geotechnical investigation: drill approximately 18 test holes and 13 pavement cores

Update, additional work includes:

- milling and paving of taxilane M and L (between TL E and TWG1)
- Lighting improvements to complete circuit upgrades apart of Taxilane E

Construction is planned to begin in 2025.

Area of Potential Effect (APE)

The APE (direct and indirect) for the proposed project consists of approximately 75 acres within the airport property boundary (Figures 1-2). The APE includes the direct footprint of the project, contractor staging areas, existing disposal sites (RAP, unclassified material, and organic material), ANC contaminated soil landspreading areas, and potential indirect effects of the project (e.g., noise, visual, atmospheric, and cumulative effects). Indirect effects associated with the proposed project would be temporary and limited to the period during active construction. Project components proposed for the APE are consistent with the current function of their locations, and previous projects have already disturbed these areas.

Update:

The direct APE (approximately 30 acres) has been expanded for the project footprint to include sections of Taxilane M and Taxiway L south of their intersections with Taxilane E (Figure 2, [green highlight](#)).

Identification Efforts

Mark Rollins, professionally qualified individual (PQI) at DOT&PF Central Region Preliminary Design and Environmental, examined the Alaska Heritage Resources Survey (AHRS) online database (March 14, 2023; May 4, 2023; and March 19, 2024) to identify cultural resources (e.g., historic, prehistoric, and archaeological sites, structures, locations, remains, or objects) and historic properties [eligible for or listed on the National Register of Historic Places (NRHP)]. There are no recorded AHRS sites within the APE. Additional identification includes a review of the Alaska Aviation System Plan database, and a literature review of the surrounding area (AANG 2011; DOT&PF 2004; DOWL 2016; FAA 2022; HDR Alaska Inc. 2005, 2009; Kari and Fall 2003; Mobley 2009; NGB 2007; Reger 1975; RS&H 2014; Stone 2008).

Based on the absence of cultural resources and the nature of project activities to improve existing infrastructure within the current facilities footprint, the DOT&PF believes there is no need for further identification at this time.

Finding of Effect

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

Based on the results of the literature review and the limited nature of this project, consisting of work within previously disturbed areas, the FAA finds the project will result in *no historic properties affected* and seeks concurrence with this finding from the State Historic Preservation Office (SHPO).

Consulting Parties

FAA submitted findings letters on June 1, 2023 to the Alaska State Historic Preservation Office (SHPO), Municipality of Anchorage (MOA), Native Village of Eklutna, Knik Tribe, and the Chickaloon Village Tribal Council (CVTC), Cook Inlet Region Inc. (CIRI), Eklutna Inc., Knikatu, Inc., Cook Inlet Tribal Council, and, Chickaloon Moose Creek Native Association.

CVTC responded on June 6, 2023 with concerns about a cemetery, and project dump sites not previously surveyed for cultural resources. DOT&PF responded on July 11, 2023 that the cemetery was considered and is well outside the APE (Kari and Fall 2003: 334), also the areas have been previously investigated (HDR 2009: 9-11, 25) or were previously disturbed by past airport activities. The SHPO responded on October 17, 2023 concurring with FAA's finding of no historic properties affected. There were no other comments received from consulting parties. Copies of this findings update letter will be sent to all parties listed above.

FAA Contact Information

Please direct your concurrence or comments regarding the proposed project, to Environmental Protection Specialist, Kendall Campbell at 907-271-5030 or Kendall.D.Campbell@faa.gov.

ANC Taxilane E Improvements

Project No.: CFAPT01002

Findings Update

Sincerely,

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

Enclosures:

Figure 1: Location & Vicinity Map/ Areas of Potential Effect

Figure 2: Direct APE

Electronic cc w/ Enclosures:

Kristi Ponozzo, FAA Environmental Protection Specialist

Kim Satterfield, DOT&PF Central Region, Project Manager

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

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

Holly McKinney, DOT&PF Statewide Interim Cultural Resources Manager

References:

Alaska Air National Guard (AANG)

2011 *Alaskanized, The Story of Kulis Air National Guard Base and its Historic Hanger*. Copies available from the Office of History and Archaeology, Anchorage, Alaska.

Department of Transportation and Public Facilities (DOT&PF)

2004 Letter Report Re: Airport Project South Airpark Taxiway (West), Anchorage, Alaska ADP File # 3130-1R FAA. Electronic document, <http://dnr.alaska.gov/parks/oha/ahrs/ahrs.htm>, Accessed July 20, 2022.

DOWL

2016 Cultural Resources Survey for the MOA Kincaid Telecommunications Tower Anchorage, Alaska. Prepared by DOWL for the Alaska Wireless Network, LLC, Anchorage, Alaska.

Federal Aviation Administration (FAA)

2022 Cultural Resources Survey and Section 106 Review for the Relocation of the FAA Air Traffic Control Tower at Ted Stevens Anchorage International Airport. Prepared by Brice Solutions, LLC, Anchorage, AK for the FAA, Contract 697-DCK-21-C-00142, Des Moines, WA.

ANC Taxilane E Improvements

Project No.: CFAPT01002

Findings Update

HDR Alaska, Inc.

2005 *South Extension of the Coastal Trail Kincaid Park Archaeological Survey Report*. Prepared by HDR Alaska Inc., Anchorage, Alaska.

2009 *Ted Stevens International Anchorage Airport Runway 7R Extension Project*. Prepared by HDR Alaska Inc. for the Alaska Department of Transportation and Public Facilities, Project No.: 53201, Anchorage, Alaska.

Kari, James and James A. Fall

2003, *Shem Pete's Alaska, The Territory of the Upper Cook Inlet Dena'ina. Second Edition*. University of Alaska Press, Fairbanks.

Mobley, Charles M.

2009 Letter Report Supplement to the 2005 *Cultural Resources Investigations for the Fire Island Wind Power and Transmission Line Project, Cook Inlet, Alaska*. Prepared by Charles M. Mobley & Associates, Anchorage, Alaska. Copies available from the Office of History and Archaeology, Anchorage, Alaska.

National Guard Bureau (NGB)

2007 *Historic Context Study Alaska Air National Guard and Cultural Resource Survey of Kulis Air National Guard Base*. Prepared for NGB Air National Guard Readiness Center NGB/A7CVN and Alaska Air National Guard, Contract No.: W9133N-04-D-0005, Delivery Order No.: 0014.

Reger, Douglas R.

1975 *Archaeological Survey along the Proposed Tesoro Gas Pipeline Route Point Campbell to the Tesoro Terminal Portion*. Copies available from the Office of History and Archaeology, Anchorage, Alaska.

RS&H

2014 *Ted Stevens Anchorage International Airport, 2014 Master Plan Update*. Prepared by RS&H for Alaska Department of Transportation and Public Facilities, Project No.: 54320, Anchorage, Alaska.

Stone, Daniel E.

2008 *Taking the Trail Home: Settlement Patterns of the K'enaht'ana Dena'ina... and Forgotten Knowledge*. Submitted to the Native Village of Eklutna, Historical Preservation Grant 02-06NA-0282. Copies available from the Office of History and Archaeology, Anchorage, Alaska.

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Municipality of Anchorage

Planning Department

Memorandum



VIII.

Date: May 16, 2023
To: Anchorage Historic Preservation Commission
From: Tom Davis, HPO
Subject: Staff Reports for May 16, 2023, HPC Meeting

Following are Agenda Item VIII Staff Report items from the Planning Department:

Government Hill Wireless Station Historic Structure Report: The Municipality submitted its report product to OHA by the April 30 deadline and exceeded the 40% (\$16,000) grant match requirement by several hundred dollars through in-kind services including staff hours and volunteer time by Commissioners. Staff labor time was valued at \$6,100. Commissioner volunteer time was valued at \$10,368 based on the OHA CLG Grant hourly rates of \$105 for architectural topic experts and \$33 for general professional assistance:

- Commissioner Scher: \$7,260 (59 hours)
- Chair Klug: \$2,960 (28 hours)
- Commissioner Leman: \$160 (5 hours)
- Commissioner Karchut: \$150 (5 hours)

The version of the Wireless Station report that we submitted to OHA on April 30 to meet the deadline had some unresolved edits remaining. The HPO is resolving these items with Commissioners Scher and Klug and will then publish the report in June.

CLG Grant Agreement for Local Historic Resources Survey Database Project: The Municipality has received a draft grant agreement from OHA for signature by the Municipal Manager. Staff plans to begin the project this summer in consultation with the HPC. In the meantime, staff has applied to OHA to gain user access to the Alaska Historic Resource Survey (AHRS).

The grant is for \$6,000, which the Municipality will use to hire a GIS contractor to assist in database design, and the Municipality will contribute at least \$4,000 in match, in the form of in-kind services by municipal staff hours on GIS, database design and access, and public process. The deadline for completing this inventory database is in 2025.

NAPC Membership Update: The Municipality has received through OHA an organization-level, one-year membership to the [National Alliance of Preservation Commissions](#) (NAPC), the national preservation organization. This membership will include our Commission members and HPO staff. The NAPC Memberships are active and open to Commissioners:

- Access to [The Alliance Review](#), NAPC's quarterly publication.
- Access to [free webinars](#), which are eligible for continuing education credits.
- Helpful Messaging Guide (napcommissions.org)

- Preservation Planning Tools - Examples of Citywide Preservation Plans Preservation Plans (napcommissions.org)
- CAMP (Commission Assistance and Mentoring Program) - CAMP (napcommissions.org)
- Discounted rates to NAPC's biennial conference, [FORUM](#) for local preservation commissions and staff. Conference date is July 31-August 4, 2024.
- Access to NAPC-L, a discussion group that connects you to over 900 local preservation commission members, staff and others across the United States.
- Ability to join NAPC's Listserv, NAPC-L: <https://groups.google.com/d/forum/napc-l>

If you have any membership questions, please email director@napcommissions.org.

Historic Preservation Fund (Fund 740) Status Report (*no change since April*): As of April 11, 2024, Fund 740 has \$10,052.38 in funds on hand, \$350.00 in appropriated funds remaining in a Historic Preservation Center Girdwood Survey project budget, \$930.00 in appropriated funds remaining in a Pioneer Schoolhouse Renovation project budget, and \$44,027.66 in appropriated funds remaining in a 4th Avenue Theater project budget, for a total of \$55,359.19 in funds.

The Planning Department is determining if the three projects have been completed. If those projects have been completed, then staff may recommend to the Assembly returning all Fund 740 funds remaining in those projects to the main Fund 740 account.

Unfilled Commission Seats (*no change since April*): The Municipality received an application from Dr. Dierdre Benson, an adjunct professor of history at UAA, to fill the historian seat on the Commission, and the Mayor's Office nominated Dr. Benson to fill the seat and submitted that and 10 other nominations to advisory boards and commissions to the Assembly to approve the appointment on April 9.

The Assembly (in a divided vote) postponed the appointments of new advisory board and commission members until the July 16 Assembly meeting. This action delayed appointments of nominees to 10 municipal boards and commissions, including Dr. Benson's appointment to the HPC. The Assembly members emphasized their action had nothing to do with the qualifications of the nominees. The Administration is aware that several of the affected boards and commissions including the HPC are short of members and the appointments would help with quorum.

The Planning Department and the Administration are reaching out to building and real estate industry organizations and individuals to solicit candidates to fill the other two empty seats on the Commission. These include the seat for a member with professional construction or engineering experience, and the seat for a real estate professional.

Oscar Anderson House Museum Exterior Renovation: (*no change since March*) The municipal Facilities Maintenance Department plans to finish its Oscar Anderson House re-roofing and repainting project this summer.