

National Park Service
U.S. Department of the Interior

Denali National Park and Preserve
Alaska



Finding of No Significant Impact

Headquarters Area Plan

December 2007

Recommended:

[Handwritten Signature]

Superintendent, Denali National Park and Preserve

12/20/07

Date

Approved:

[Handwritten Signature]

Regional Director, Alaska

1/11/08

Date

Finding of No Significant Impact

Headquarters Area Plan Denali National Park and Preserve

December 2007

The National Park Service (NPS) prepared an environmental assessment (EA) for a Headquarters Area Plan to provide detailed guidance and an integrated plan for developments in the headquarters area of Denali National Park and Preserve, Alaska, including the Headquarters Historic District, an area listed on the National Register of Historic Places.

The NPS has selected a modified Alternative 3 (Preferred Alternative), the Maximum Rehabilitation alternative, for developments in the park headquarters area, including mitigation measures. Attachment A provides errata to the EA and Attachment B provides the NPS response to public comments. Attachment C contains the Wetlands Statement of Findings. Attachment D documents compliance with the National Historic Preservation Act section 106.

ALTERNATIVES

Three alternatives were evaluated in the EA.

Alternative 1 – No Action

The National Park Service would not undertake any new actions to rehabilitate the cultural landscape and historic structures of the Headquarters Historic District, create a visitor-friendly pedestrian environment in the historic district, upgrade utilities, or provide additional or renovated office and housing facilities.

Actions Common to All Action Alternatives

Actions common to all action alternatives support both action alternatives. These actions largely address utility upgrades and implications, the siting of structures already described in the 1997 *Entrance Area and Road Corridor DCP*, and new sled dog demonstration bus circulation and parking that would remove that traffic from the core headquarters area and for which only one viable alternative was identified. Sight distance concerns at the junction of the park road and headquarters driveway would be resolved through vegetation thinning. Very importantly, these actions would remove excess bituminous pavement from the Headquarters Historic District and require use of the fixtures, vegetative screening, and other landscape elements recommended by the *Cultural Landscape Report for Park Headquarters*. Specific actions include the following:

Buildings and Facilities

- The historic and non-historic buildings, landscape and roads in the historic district and nearby area would be rehabilitated and cyclic maintenance would continue.
- The pipe storage and dilapidated shed structure at the south end of the headquarters driveway would be removed and an 800 square foot unheated storage building would be constructed to support the kennels and other headquarters-area operations. This new structure would be located approximately 20 feet west of the current structure so it would not be visible from the start of the headquarters driveway. It would include an apron for loading/unloading.
- A two-car garage with separated units would be constructed across the road from the driveway of the Superintendent's Residence (B23). The dumpster in this location would be relocated to the traffic island opposite the other entrance to the Superintendent's Residence.
- A two-car garage with separated units would be constructed next to the eastern panabode (B170).
- For new or replacement landscape fixtures – such as signs, lights, and posts – the National Park Service would use the palette of fixtures recommended in the *Cultural Landscape Report*.

Parking and Circulation

- A new parking loop for the kennels shuttle bus would be installed south of the existing parking location. The loop would be approximately 200 feet long by 24 feet wide with a one-way service road that supports parking for 6 buses. The existing gravel bus parking area would be revegetated.
- The service road entry at the juncture to the main park road would be moved 150 feet west of the current access junction with a level pad at the junction for buses to stop while waiting to turn. Replaced sections of the service road would be revegetated and material recycled as practical. This action and the prior one would allow sled dog demonstration buses to exit out the service road the same way they enter and avoid driving through the core headquarters area.
- The size and shape of the flagpole island would be maintained and preserved as part of the cultural landscape. The drainage from the visitor parking lot across the park road past B110 would be corrected.
- The historic turnaround loop would be re-established at the terminus of the main headquarters driveway.
- Electric plug-ins would be added for each existing parking space in the visitor parking lot.
- Excess bituminous paving would be reduced throughout the historic district and native vegetation planted in its place as recommended in the 2007 *Cultural Landscape Report*. Roadside vegetation would be protected by installing limited numbers of boulder barriers.

- A parking area east of the kennels area would be constructed. The parking lot would have 18 spaces rather than the 20 spaces indicated in the 1997 *Entrance Area and Road Corridor DCP*, and would include electric plug-ins.
- The vegetation clearance outlined in the 1997 DCP, denoting vegetation thinning west of the visitor “flagpole” parking lot would be implemented to increase line of sight along the park road.

Maintenance & Utilities

- Buildings in the headquarters area that have heating supplied by the utilidor and steam plant would be converted to individual furnaces fueled initially by propane and later by natural gas if that fuel source becomes available and cost-effective.
- The steam plant (B54) would be decommissioned after all headquarters-area buildings that depend upon it have their own furnaces. The water lab would be moved to the B&U area in C-Camp.
- The leach field would be increased by 0.7 acres to accommodate the added load of C-Camp.
- A sewer line and lift station would be installed from C-Camp to headquarters so that sewage from C-Camp could be piped to the headquarters-area treatment facilities.
- The existing fire hydrant system would be upgraded to meet NFPA 1142, *Standard on Water Supplies for Suburban and Rural Firefighting*.
- Exterior lights would be added in several locations in the district to illuminate pedestrian trails and parking areas. The lights would be responsive to the historic landscape and would meet the intended goals of the 2007 *Cultural Landscape Report*. Where attached to historic buildings they would match the historic fixture or be similar in context. In parking areas or along walkways, lights would be affixed to poles or bollards. Locations for lights are indicated on the attached map.
- Fiber optic cables would be installed to the “John” House (B112) and kennels building (B105).

Alternative 2 – Existing Circulation

This alternative presents one integrated solution to meeting the needs in the headquarters area. The actions presented rehabilitate some of the cultural landscape features to the historic period of significance while retaining most of the existing circulation patterns in the historic district, including administrative use along the full length of the service road. The creation of a pedestrian area in the area between the Headquarters building (B21), Communications Center (B141), Overthere (B101), and Cache (B103) would displace employee and administrative parking to expanded lots outside of the core historic district.

In the residential area outside of the historic district, the replacement of the 6-plex apartment building with 3 duplexes would define the location of functions and the development pattern in the residential portion of headquarters. Specific actions are described in the EA.

Alternative 3 – Maximum Rehabilitation – Preferred

This alternative presents a second integrated solution to meeting needs in the headquarters area. In this alternative, the rehabilitation of cultural landscape to the historic period of significance would take priority over the retention of existing circulation patterns. In addition to removing pavement from the area between the Headquarters building (B21), Communications Center (B141), Overthere (B101), and Cache (B103), pavement would also be removed from the service road in front of the western portion of the Resources building (B118) and continuing on to the kennels driveway. The service road west of the Cache and east of the kennels driveway would be narrowed to a single lane. This alternative would create a nearly continuous pedestrian area from the kennels to the visitor parking lot through the core historic district.

The retention of the 6-plex apartment building leads to an alternate reshuffling of functions in the residential area that includes the Information Technology (IT) staff, storage, and workshop moving to the decommissioned steam plant. A new driveway to serve several trailer pads for park volunteers would be constructed. Specific actions include the following:

Buildings and Facilities

- The Communications Center (B141) building would be replaced with a new administrative facility that has a footprint of 1,500 square feet.
- An SST (400 square feet) would be constructed adjacent to the flag pole parking area and the existing kiosk, phone booth, and trash receptacle. The functions served by the bulletin board, phone booth, and trash receptacle presently in the parking area would be located with this new structure.
- Building 110 (the “Upfront”) would become the winter warming hut for the park.
- B53 (IT office space and residential garages) would be remodeled and expanded by 225 square feet for use as office space and a workout facility, providing temporary offices and storage for IT and eventually replacing and improving the exercise room function presently located in the “Down Under” (B99). The facility would include a restroom.
- When the steam plant is decommissioned, it would be remodeled to include IT office and storage space and a training/conference room.
- The workout facility (B99) would be removed after the function is relocated.
- A 600 square foot unheated administrative storage building would be constructed on the gravel pad south of the steam plant.
- The 6-plex apartment building would be renovated, interior and exterior with sound proofing added between units. An accessible entrance to the Permanent Rec Hall would be created at the rear of the building.
- A two-car garage with separated units would be constructed on the bench across from residence B22 for use by the residents in housing units B111 and B22.

- Three two-car garage units with separated units would be constructed behind the 6-plex to provide parking and storage for the residents of the 6-plex.

Parking and Circulation

- Parking and the bituminous paving would be removed from the area between the headquarters building (B21), the Communications Center building (B141), the Cache (B103), the interpretive building (B101), the Resources building (B118), and along the service road to the junction with the kennels driveway. The service road between the Cache and the kennels driveway would be rebuilt as a 10-foot wide, single lane road that would serve primarily as a pedestrian path but would be paved to allow administrative vehicles. The reconstruction would allow for improved drainage to prevent ponding behind the Cache (B103) and Communications Center (B141). The area would become a pedestrian area and landscaped to rehabilitate it to its historic period of significance. Drivable surfaces would be retained to provide emergency and service access to all structures.
- A new parking area measuring 150 feet long by 64 feet wide sufficient for 28 parking spaces would be constructed west of the visitor “flagpole” parking lot, including electric plug-ins for all of the spaces. Access to the new parking area would be from the visitor parking lot via an approximately 60-foot long driveway. The final design for this parking lot would retain a vegetative screen between the parking area and the park road, which would also be a consideration in the vegetation thinning of roadside vegetation identified above under Actions Common to All Action Alternatives.
- New pedestrian trails would be constructed to link parking lots and administrative buildings as depicted on the attached map. Trails would be accessible and surfaced with chip-seal material to facilitate snow removal.
- The parking area west of the Cache (B103) would also be removed and revegetated.
- The parking behind B102 and B118 would be expanded into an L-shaped parking lot allowing for 16 parking spaces with electric plug-ins. In conjunction with this parking area, a vegetative island would be constructed along the HQ road to re-establish the historic character of the road and screen the parking.
- One parking space and pavement would be removed north and west of the Barn (B106) and the bituminous swale would be removed from in front of the Barn (B106) and replaced with a stone rubble-lined swale. The site would be revegetated to re-establish the historic setting.
- The road that leads from upper headquarters, beside the Administration Building (123), down the hill past the “John” house (B112) would be narrowed to a foot path by installing vegetation along the shoulders of the road. The path would still accommodate single lane driving for emergency and maintenance vehicles from the headquarters driveway to the John house, but would be a pedestrian pathway only from the John house downhill to the residential area.
- The pedestrian trail leading from the Administration building (B123) and the Concessions office (B107) would be realigned to lower the grade.

- A spur driveway would be constructed behind the 6-plex beginning east of the steam plant, turning north to pass by the playground and access the existing residential road.
- Along the new spur driveway, 6 pull-in pads for RV's or trailers would be constructed with sewer, water and electric hook-ups. These sites would accommodate RV's or trailers for park volunteers who wish to live out of their own vehicles while working at the park.
- An additional two spaces of paved parking would be added to the east of the IT shop/former garage B53, extending the existing parking area east toward the driveway of residence B34.
- The western viewing stand at the kennels would be pivoted slightly northward to allow restoration of the access drive behind the bleachers. This driveway would become the principal vehicle access to the kennels during winter months.

PUBLIC INVOLVEMENT

Public scoping occurred during April and May, 2007, with scoping comments accepted through May 14. A public scoping meeting was held on May 1 at the Murie Science and Learning Center in the park entrance area. The EA was open for public review from September 11 to October 12, 2007. Notices of availability of the EA were sent to 15 government agencies, approximately 100 businesses, 40 organizations, and 50 media. Notice was published on three websites including a local public interest website, the Denali National Park and Preserve website, and the National Park Service Planning, Environment and Public Comment website. It was also posted in 15 post offices and other public locations.

Two public comments were received. The substantive comments are summarized and responses provided in Attachment B. The public comments did not change the conclusions in the EA about the effects of the proposed action.

DECISION

The NPS has selected Alternative 3, the Maximum Rehabilitation alternative, as described above, for developments in the park headquarters area, including mitigation measures.

Alternative 3 will be modified as follows:

- NPS will rehabilitate Building 53 (1553 sf, IT Building) and add 1500 square foot for additional office space, IT support, rest-rooms and workout space. This effort will require a minor reroute to the trail behind the building.
- NPS will replace the roof on Building 51 (Steamplant) and rehabilitate the steamplant for office use, storage and general meeting space.

- NPS will not turn Building 110 into a warming hut; instead, NPS will construct one structure to include a warming hut and sweet-smelling toilet (SST) totaling 600 square feet next to the Flag Pole Parking Area for public use, as described in the EA in Alternative 2. NPS will move the kiosk, phone and trash receptacle to this location.
- NPS will add a pull out to the planned Superintendent's Garage and turn the garage to face south, away from the historic district, as described in the EA in Alternative 2.
- NPS will remove all recommendations concerning road realignment east of the Flag Pole Parking Area along the park road until the bridge is under design.
- IT will be included in the new Administration Building intended to replace the communications center.

Mitigating Measures

Mitigation measures are specific actions that when implemented reduce impacts, protect park resources, and protect visitors. The following mitigation measures were incorporated into the alternative description in the EA.

- **Vegetation, Soils and Groundwater:** Back slopes and fill slopes will be covered with coarse materials to discourage colonization by invasive plants. Disturbed sites within the project area will be replanted with native vegetation, following the *Interior Alaska Revegetation Plan*. Revegetation and landscaping will employ native plant species only. Measures to prevent invasive plant colonization will include: pressure washing construction equipment and vehicles prior to entering the park; either obtaining gravel or fill from a weed-free materials site (as verified by a park vegetation technician) or heating to kill any plant material or seeds; and continuing the park's existing exotic plant eradication program. Soil and groundwater remediation of fuel oil contamination will be done to the extent feasible and to the satisfaction of Alaska Department of Environmental Conservation.
- **Wetlands:** Silt fences and other Best Management Practices (BMP) technologies will be used to protect any adjacent wetlands. As described in the Wetlands Statement of Finding (Attachment C), the mitigation of wetland disturbance by rehabilitating wetlands in another area of the park will be accomplished.
- **Wildlife and Habitat:** Under the Migratory Bird Treaty Act (MBTA) (16 U.S.C. 703), it is illegal to "take" migratory birds, their eggs, feathers or nests. "Take" includes by any means or in any manner, any attempt at hunting, pursuing,

wounding, killing, possessing or transporting any migratory bird, nest, egg, or part thereof. The MBTA does not distinguish between intentional and unintentional take. Vegetation clearing, site preparation, or other construction activities that may result in the destruction of active bird nests or nestlings will violate MBTA. In order to avoid violations of the MBTA, bird habitat (vegetation) will not be removed during the nesting season, April 1 through July 15. After completing all the nesting vegetation removal required for the project, there will be no seasonal restriction for construction activities, even during the following nesting seasons. If any active nest is encountered at any time, it will be protected from destruction. "Active" is indicated by intact eggs, live chicks, or presence of an adult on the nest. Eggs, chicks, or adults of wild birds will not be destroyed.

- **Night Sky/Natural Lightscape:** Selection of outdoor lighting fixtures and technology will involve the expertise of the NPS Night Sky Team or other qualified engineers to assist in minimizing the impact of new outdoor lights on night sky visibility. Principles that will guide new lighting include: 1) shielding light fixtures (the engineering term is "full cut-off") so that all the light produced by the fixture shines below the horizontal or, alternatively, using very low illumination "guidance" lighting only, 2) using lower illumination levels (particularly important on light colored ground or snow, as a significant amount of light will reflect upward), 3) using narrow spectrum and/or longer wavelength lamps unless full spectrum lamps are necessary or warranted, and 4) dividing areas into several circuits to allow for phased operation and future smart technology implementation such as dual lighting levels, motion sensors, or timers.
- **Cultural Resources:** Site specific design elements will have Section 106 review, as appropriate. New construction will use materials and design elements that are compatible with the character of the buildings in the historic district. New garage entrances in or adjacent to the historic district will not face roadways to minimize visual impact. Landscape features including new exterior lighting will follow the recommendations of the *Cultural Landscape Report*. Project excavations will be monitored by cultural resource staff. If previously unknown cultural resources are located during construction, the project will be stopped in the discovery area until cultural resource staff can determine the significance of the finding and recommend appropriate courses of action.
- **Local Communities/Socioeconomic Resources:** No mitigation measures were developed for local communities and socioeconomic resources because the project impacts to these resources only included small-scale stimuli to the local economy, consistent with historic limits and trends.
- **Park Operations and Management:** The primary disadvantage identified for park operations in this alternative is the increased distance between employee parking areas and offices. Particularly during winter months there is concern for safe walking on icy or snow-covered walkways. Essential mitigation includes shoveling/plowing and sanding walkways prior to the arrival of early morning

workers in the headquarters area.

Rationale for Decision

A modified Alternative 3 was selected because it best accomplishes the purposes of the plan with little additional resource impacts or cost. In particular, it achieves greater benefits to cultural resource rehabilitation and visitor opportunities in the core historic area while successfully meeting existing and projected needs for parking, circulation, office space, storage space and residential space.

Alternative 1 is the environmentally preferred alternative. However, it was not selected because it does not meet the need. Alternative 2 was not selected for several reasons. Most importantly, it does not provide as great a cultural resource benefit because parking and vehicle circulation would still intrude visually or physically into the core of the Headquarters Historic District. This alternative also would accommodate only very minimal growth in parking demand, provide insufficient options for Volunteers-in-Parks trailer parking, and was not as responsive to expressed employee housing needs. However, its adverse impacts were similar to Alternative 3, with 2.4 compared to 2.5 acres of total new disturbed area and 0.6 compared to 0.8 acres of wetlands disturbance. Initial costs for this alternative were higher and life-cycle nearly identical compared to the costs of Alternative 3. Other impacts were similar between the two action alternatives.

Significance Criteria

The modified preferred alternative will not have a significant effect on the human environment. This conclusion is based on the following examination the significance criteria defined in 40 CFR Section 1508.27.

(1) Impacts that may be both beneficial and adverse. A significant effect may exist even if the Federal agency believes that on balance the effect will be beneficial.

The environmental assessment (EA) concludes that minor or moderate adverse impacts to air quality, vegetation, soils, wetlands, wildlife, wildlife habitat, and night sky visibility will be outweighed by major benefits to cultural resources and moderate benefits to visitor use and park operations.

(2) The degree to which the proposed action affects public health or safety.

The action benefits public health and safety by creating a large pedestrian area with few opportunities for pedestrian-vehicle conflicts.

(3) Unique characteristics of the geographic area such as proximity to historic or cultural resources, park lands, prime farmlands, wetland, wild and scenic rivers, or ecologically critical areas.

The area encompasses the Headquarters Historic District, which is listed on the National Register of Historic Places. It is also inside a national park. The action would remove 0.8 acres of wetlands but this loss would be compensated 2-to-1 through a wetlands restoration project.

(4) The degree to which effects on the quality of the human environment are likely to be highly controversial.

The effects on the quality of the human environment are not likely to be controversial. Public interest during project scoping and the public review of the environmental assessment was minimal.

(5) The degree to which the possible effects on the human environment are highly uncertain or involve unique or unknown risks.

The actions proposed involve predictable outcomes that are not likely to have any unknown risks.

(6) The degree to which the action may establish a precedent of future actions with significant effects or represents a decision in principle about a future consideration.

This action implements broader directions previously described in the 1997 *Entrance Area and Road Corridor Development Concept Plan*. It does not establish new direction or precedents in either its general direction or in specific implementation strategies. It is consistent with historic rehabilitation efforts underway in the park for two decades, and continues park efforts to address shortfalls in administrative office space and residential housing.

(7) Whether the action is related to other actions with individually insignificant but cumulatively significant impacts. Significance exists if it is reasonable to anticipate a cumulatively significant impact on the environment. Significance cannot be avoided by terming an action temporary or by breaking it down into small component parts.

The environmental assessment concludes that this action contributes to the cumulative effects to air quality, vegetation, soils, wetlands, wildlife and wildlife habitat, and night sky resulting primarily from implementation of the 1997 *Entrance Area and Road Corridor Development Concept Plan (DCP)*. The significance of these cumulative actions – including this action – was addressed within the environmental impact statement that accompanied that DCP.

(8) Degree to which the action may adversely affect districts, sites, highways, structures, or objects listed in or eligible for listing in the National Register of Historic Places or may cause loss or destruction of significant scientific, cultural, or historical resources.

The environmental assessment concludes that this action will have major beneficial effects on the Headquarters Historic District, which is listed on the National Register of Historic Places. Adverse effects on the district and individual historic structures are not anticipated.

(9) The degree to which the action may adversely affect an endangered or threatened species or its habitat that has been determined to be critical under the Endangered Species Act of 1973.

No federally designated or candidate threatened or endangered species are known to occur within Denali National Park and Preserve, and none are anticipated to be affected by the proposed project. No species proposed for listing occur in park and preserve, nor is there critical habitat. No federally-listed endangered or threatened species are known to be found in the headquarters area.

(10) Whether the action threatens a violation of Federal, State, or local law or requirements imposed for the protection of the environment.

The action will not cause a violation of any Federal, State, or local law or requirements for environmental protection.

FINDINGS

The levels of adverse impacts to park resources anticipated from the selected alternative will not result in an impairment of park resources that fulfill specific purposes identified in the establishing legislation or that are key to the natural or cultural integrity of the park.

The selected alternative complies with Executive Orders 11990 (*Wetlands Protection*), the National Historic Protection Act, the Endangered Species Act, and the NPS Organic Act. There will be no restriction of subsistence activities as documented by the Alaska National Interest Lands Conservation Act, Title VIII, Section 810(a) Summary Evaluation and Findings.

The National Park Service has determined that the selected alternative does not constitute a major federal action significantly affecting the quality of the human environment. Therefore, in accordance with the National Environmental Policy Act of 1969 and regulations of the Council on Environmental Quality (40 CFR 1508.9), an environmental impact statement is not needed and will not be prepared for this project.

Attachment A

Errata – Headquarters Area Plan

This errata section provides clarifications, modifications or additional information to the EA and to the selected alternative, modified Alternative 3. These amendments do not significantly change the analysis of the EA and, therefore a new or revised EA is not needed and will not be produced.

1. Non-native, invasive species, or other inappropriate landscaping will not be introduced as part of revegetation. **[clarification]**
2. Alternative 3 will be **modified** as follows:
 - NPS will rehabilitate Building 53 (IT Building) and add 1500 square foot for additional office space, IT support, rest-rooms and workout space. This effort will require a minor reroute to the trail behind the building.
 - NPS will replace the roof on Building 51 (Steamplant) and rehabilitate the steamplant for office use, storage and general meeting space.
 - NPS will not turn Building 110 into a warming hut; instead, NPS will construct a warming hut and sweet-smelling toilet (SST) totaling 600 square feet next to the Flag Pole Parking Area for public use. NPS will move the kiosk, phone and trash receptacle to this location.
 - NPS will add a pull out to the planned Superintendent's Garage and turn the garage to face south, away from the historic district.
 - NPS will remove all recommendations concerning road realignment east of the Flag Pole Parking Area along the park road until the bridge is under design.
 - IT will be included in the new Administration Building intended to replace the communications center.
 - The following sentence was deleted from Actions Common to All Action Alternatives under the heading Buildings and Facilities: The dumpster in this location would be relocated to the traffic island opposite the other entrance to the Superintendent's Residence. **[modification]**
4. The following clarification was made to Actions Common to All Action Alternatives under the heading Parking and Circulation: The Kennels access road entry at the juncture to the main park road would be moved 150 feet west of the current access junction with a level pad at the junction for buses to stop while waiting to turn. Abandoned sections of the service road would be reclaimed and revegetated and material recycled as practical. **[clarification]**

5. The following modification was made to Actions Common to All Action Alternatives under the heading Parking and Circulation. The original sentence, “A new parking loop for the kennels shuttle bus would be installed south of the existing parking location. The loop would be approximately 200 feet long by 24 feet wide with a one-way service road that supports parking for 6 buses. The existing gravel bus parking area would be revegetated” was changed to “The one way service road and bus parking loop (approximately 4800 square feet) will be located south of the existing parking location and will provide parking long by 24 feet wide with a one-way service road that supports parking for 6 buses to support kennels visitation. The existing gravel bus parking area would be revegetated.” **[modification]**
6. The following clarification was made to Actions Common to All Action Alternatives under the heading Parking and Circulation: Electric plug-ins would be added to the visitor parking lot (Flagpole lot) at the entrance to headquarters. **[clarification]**
7. The following clarification was made to Actions Common to All Action Alternatives under the heading Maintenance and Utilities: Fiber optic cables would be installed from B13 to the “John” House (B112) and from resources (B120) to the kennels building (B105); both lines would be placed in existing utility trenches. **[clarification]**
8. The following correction was made to Alternative 3 (Preferred Alternative) under the heading Parking and Circulation: The service road between the ranger cache (B103) and the kennels (B105) access drive would be rebuilt as a 10-foot wide, single lane road that would serve primarily as a pedestrian path but would be chip-sealed to allow administrative vehicles. **[correction]**

Attachment B

Response to Public Comment

Comment #1

We have a few concerns regarding the plant species to be used for revegetation and landscaping "to reflect conditions present during its historic period of significance". The EA did not mention what the vegetation looked like during this period and we have not had the opportunity to review the Cultural Landscape Report. We presume that any cultural landscaping that would be considered inappropriate in today's world would not be recreated simply for the sake of historical accuracy. For example we would not want to see large number of trees cut down, seeding a lawn, or planting a garden of non-native or invasive species. As long as the plant species chosen reflect the surrounding natural environment, we support the return to the cultural landscape. (National Parks Conservation Association)

NPS Response

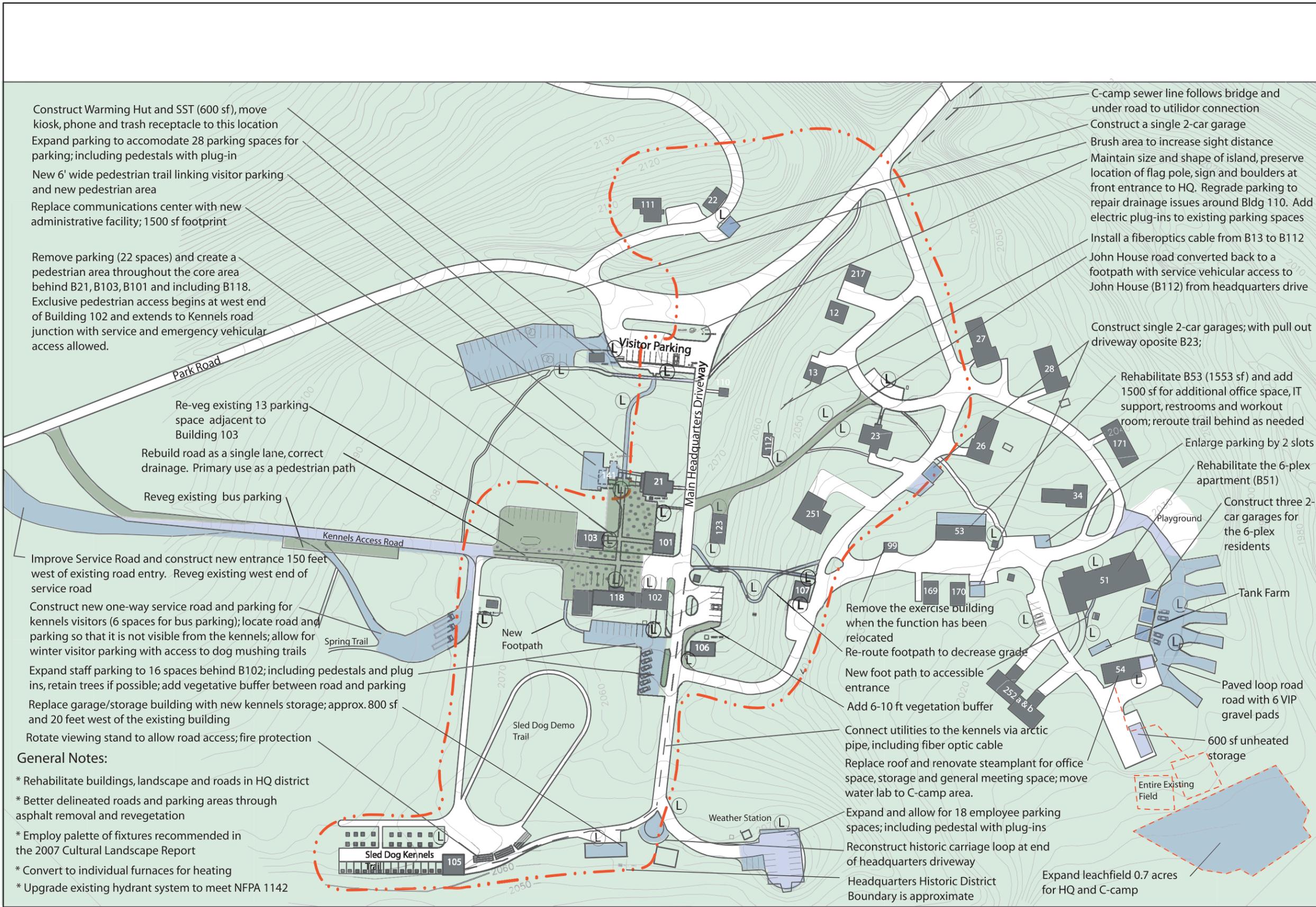
An addition was made to the ERRATA to clarify that non-native, invasive species, or other inappropriate landscaping would not be introduced as part of revegetation.

Comment #2

Closing the headquarters area off or restricting operations (basically what you want to do) in favor of an interpretive display may be a good thing, but prior to doing so, build an office building elsewhere to allow business to not only continue, but continue to grow as it has for the past several years. I cannot imagine working there and having potentially 100's of people in and around my workspace while trying to get something accomplished. Not only would there be interruptions as day to day business is conducted not only from visitors, but just the logistics of getting around the proposed area seem ridiculous. I can also see many safety concerns as people need to literally hike to both personal and government vehicles. (Individual)

NPS Response

Constructing an office building outside of headquarters is beyond the scope of this project and does not fulfill the purpose and need statement of this plan. The NPS disagrees that work would suffer as a result from the selected action. Impacts to park management and operations under the selected action would produce moderate beneficial effects.



Construct Warming Hut and SST (600 sf), move kiosk, phone and trash receptacle to this location
 Expand parking to accommodate 28 parking spaces for parking; including pedestals with plug-in
 New 6' wide pedestrian trail linking visitor parking and new pedestrian area
 Replace communications center with new administrative facility; 1500 sf footprint

Remove parking (22 spaces) and create a pedestrian area throughout the core area behind B21, B103, B101 and including B118.
 Exclusive pedestrian access begins at west end of Building 102 and extends to Kennels road junction with service and emergency vehicular access allowed.

Re-veg existing 13 parking space adjacent to Building 103
 Rebuild road as a single lane, correct drainage. Primary use as a pedestrian path
 Reveg existing bus parking

Improve Service Road and construct new entrance 150 feet west of existing road entry. Reveg existing west end of service road
 Construct new one-way service road and parking for kennels visitors (6 spaces for bus parking); locate road and parking so that it is not visible from the kennels; allow for winter visitor parking with access to dog mushing trails
 Expand staff parking to 16 spaces behind B102; including pedestals and plug ins, retain trees if possible; add vegetative buffer between road and parking
 Replace garage/storage building with new kennels storage; approx. 800 sf and 20 feet west of the existing building
 Rotate viewing stand to allow road access; fire protection

- General Notes:**
- * Rehabilitate buildings, landscape and roads in HQ district
 - * Better delineated roads and parking areas through asphalt removal and revegetation
 - * Employ palette of fixtures recommended in the 2007 Cultural Landscape Report
 - * Convert to individual furnaces for heating
 - * Upgrade existing hydrant system to meet NFPA 1142

C-camp sewer line follows bridge and under road to utilidor connection
 Construct a single 2-car garage
 Brush area to increase sight distance
 Maintain size and shape of island, preserve location of flag pole, sign and boulders at front entrance to HQ. Regrade parking to repair drainage issues around Bldg 110. Add electric plug-ins to existing parking spaces
 Install a fiberoptics cable from B13 to B112
 John House road converted back to a footpath with service vehicular access to John House (B112) from headquarters drive

Construct single 2-car garages; with pull out driveway oposite B23;
 Rehabilitate B53 (1553 sf) and add 1500 sf for additional office space, IT support, restrooms and workout room; reroute trail behind as needed
 Enlarge parking by 2 slots
 Rehabilitate the 6-plex apartment (B51)

Remove the exercise building when the function has been relocated
 Re-route footpath to decrease grade
 New foot path to accessible entrance
 Add 6-10 ft vegetation buffer
 Connect utilities to the kennels via arctic pipe, including fiber optic cable
 Replace roof and renovate steamplant for office space, storage and general meeting space; move water lab to C-camp area.

Expand and allow for 18 employee parking spaces; including pedestal with plug-ins
 Reconstruct historic carriage loop at end of headquarters driveway
 Headquarters Historic District Boundary is approximate

Construct three 2-car garages for the 6-plex residents
 Playground
 Tank Farm
 Paved loop road road with 6 VIP gravel pads
 600 sf unheated storage
 Entire Existing Field

Expand leachfield 0.7 acres for HQ and C-camp

Headquarters Area Plan
 Denali National Park and Preserve
 Headquarters Historic District

National Park Service

Alternative 3-3 Final Alt

- SOURCES**
1. CAD File name HQtopo-master plan
 2. Field Survey completed by Olmsted Center, April 2005
 3. EA and Planning by Denali Park Staff

- LEGEND:**
- (L) Light locations
 - HQ District Boundary
 - Revegetation Areas
 - New Construction
 - Landscaped Areas

DRAWN BY
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Using AutoCAD 2002 and Adobe Illustrator 10

DRAWN: JS 2006/11/27
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SCALE: 1" = 150'

Figure 3-3: Alternative 3 - Final Approved Alternative