

Kennecott Mines

National Historic Landmark

Support Facility Plan

Message from the Superintendent

March 2005

The Kennecott Mill Site National Historical Landmark (NHL) within Wrangell-Saint Elias National Park and Preserve is an important part of our history. The NHL reflects a rich mixture of historic mining era buildings and artifacts, and the ongoing aspects of life in an Alaskan bush community. To help protect this resource and provide an enjoyable experience for residents and visitors alike, we are preparing a Support Facility Plan and Environmental Assessment (EA).

The focus of this effort is to develop ways to support operations and improve visitor opportunities within the planning area by siting facilities both inside the NHL and along the last section of the McCarthy Road corridor. This would include an efficient way to get supplies to the site for the stabilization of historic structures, locations where visitors can obtain information and services, and locations where NPS employees should be housed.

Importantly, we want to work with the communities of McCarthy and Kennecott to see where there are opportunities to benefit from partnerships for these endeavors. This newsletter presents the planning objectives and issues, and a public scoping summary. It also presents the planning issues and options that may be evaluated in the plan/EA.

In particular the NPS seeks your comments regarding the options that you want evaluated as alternatives in the plan/EA.

Some of the facilities that are recommended may not be located on federal land. These recommendations require partners and some have been identified by

not only the NPS, but by local residents or local community groups (such as McCarthy Area Council). For example, both the NPS and community members in McCarthy have approached the State of Alaska Department of Transportation and Public Facilities (AKDOT) in a cooperative manner for the purposes of addressing visitor facilities adjacent to the footbridge. If the NPS proposes an activity that is not on federal land, the NPS would work to partner with the landowner to see if a mutually beneficial arrangement could be put in place.

On Thursday, April 7th, 2005, there will be a meeting in downtown Anchorage from 6:30 to 8:30 PM at the Aspen Hotel conference room, 108 E. 8th Avenue. A second meeting will be held in McCarthy on Wednesday, April 13th, from 1:00pm to 3:00pm at the Zak Building. You are welcome to attend either meeting and participate in the planning process.

Vicki Snitzler of my staff is available to discuss any questions or ideas for this plan/EA, and can be reached at 907-822-7206 or by email at Vicki_Snitzler@nps.gov.

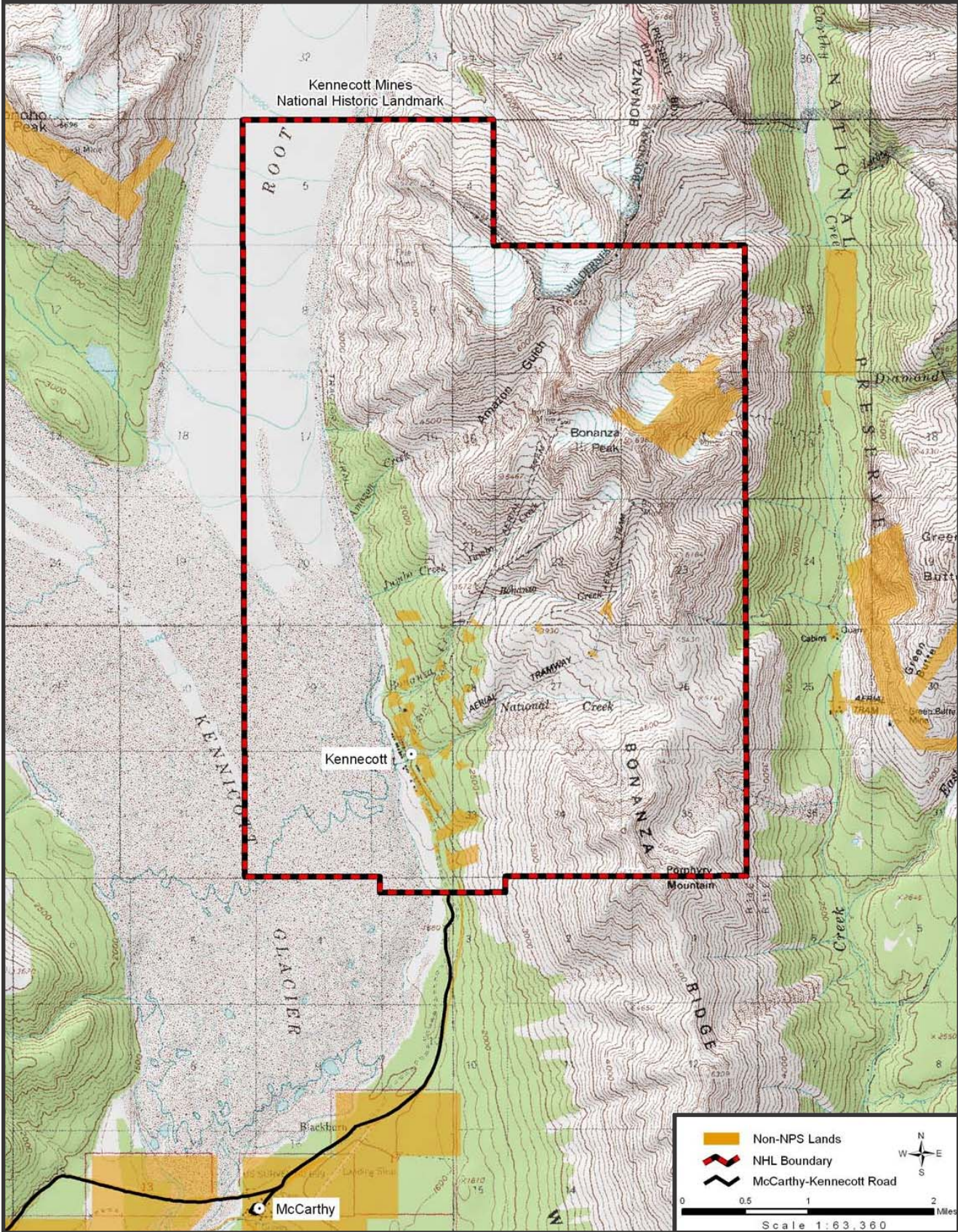
Thank you for your interest in the Kennecott National Historic Landmark and the McCarthy Gateway area. We welcome your participation in this planning process.

Jed Davis
Superintendent

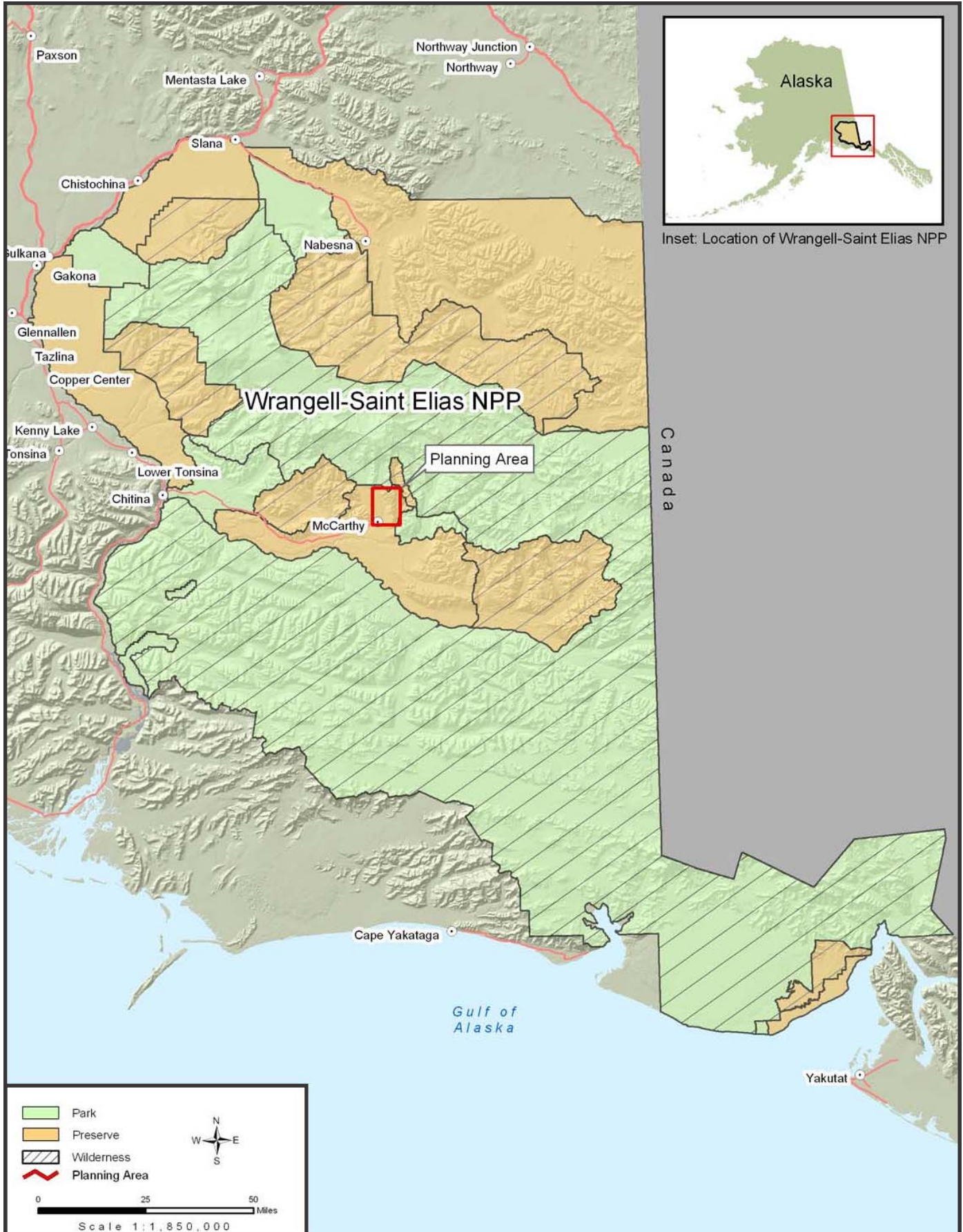
Schedule:

- Comments on newsletter due to the NPS by April 30th, 2005
(see How to Comment section of this newsletter)
- Public Meeting in Anchorage on April 7th, 6:30-8:30 PM
Aspen Hotel Conference Room, 108 E. 8th Avenue
- Public Meeting in McCarthy on April 13th, 1:00-3:00 PM, Zak Building

Planning Area



Location of Planning Area



Plan Objectives

The objectives for this plan are as follows:

Visitor Opportunities

- Visitors easily find their way to the NHL and adjacent points of interest. Efficient visitor transportation and parking are provided on lands adjacent to the NHL.
- Adequate public restrooms.
- An appropriate level of visitor contact and interpretive facilities are provided outside the NHL
- Trails to access the NHL and to provide additional recreational opportunities are adequate.

Cultural Resources Management

- Cultural resources adjacent to the NHL are in an appropriate condition based on their priority ranking.

Natural Resources Management

- Stabilize Lower National Creek to protect historic structures and cultural landscape values.

NPS Operations

- Housing accommodates NPS/contractor staff.
- Office space accommodates NPS staff.
- Efficient employee transportation is available between work sites and housing.
- Adequate area for staging, storage, and lay-down operations, and efficient freight and materials transportation to and from work sites.
- Sewer, electricity, and water services meet utility codes and NPS operation requirements.
- Solid waste disposal facilities meet NPS and possibly community needs.
- Adequate fire and EMS services.
- Efficient NPS communications system.
- Fuel is safely stored and transported
- Adequate NPS aircraft support facilities.
- Adequate security protects NPS property.
- Roads are maintained in a cost-effective manner within the NHL, possibly in partnership with the community.
- Signage throughout the planning area has a cohesive and compatible design theme.

Assumptions for Planning

Assumptions for this plan are as follows:

- Significant upgrades to the McCarthy Road may be a decade away.
- Park visitation will increase gradually over life of plan.
- The private service bridge will be in operation, enabling the NPS to transport supplies and respond to emergencies.
- NPS staffing will increase in direct proportion to park visitation, facility maintenance, and intensified

- historic preservation and stabilization at the NHL.
- The Wagon Road will continue to support pedestrian and bicycle use; local residents will be able to use motorized vehicles for access to private property and for subsistence purposes.
- NPS telecommunications will be upgraded to meet federal agency standards and requirements.
- The McCarthy Roundtable project report is used as the basis for background information for visitation growth projections, tourism trends, and recommendations already endorsed by local

Public Scoping Summary

On September 8, 2004, the NPS initiated the next phase of the Kennecott Mines National Historic Landmark (NHL) planning process. Forty individuals from the local McCarthy-Kennecott community attended the two-hour scoping workshop to discuss their ideas related to transportation, emergency services, natural and cultural resources, visitor services and support facilities. At this meeting a wide range of opinions and suggestions were provided.

A number of the suggestions that were made have been incorporated into the options developed for the plan. For example, a few local residents suggested that a "Welcome to McCarthy" sign should be placed along the road prior to the NPS kiosk/contact station. This comment has been incorporated into the proposed plan. Some people suggested activities that were proposed in the operations plan for Kennecott.

These suggestions will not appear in the support facilities plan, since the NPS has already agreed to implement these ideas. An example would be to adaptively re-use the West Bunkhouse for educational programs. This is an action to which the NPS made commitment in the operations plan, and therefore is not included in this plan.

In addition to these kinds of comments, we also received suggestions that will not be included in the plan since they were outside of the scope of what the NPS could hope to achieve through the implementation of this plan. To illustrate this point, the NPS was asked to develop a trail from Hidden Lake to the Lakina. Since the purpose of this plan is to support activities at Kennecott, recreational facilities outside this area will not be considered at this time.

Planning Alternatives

The next section identifies important planning issues that pertain to transportation, visitor amenities, NPS housing, NPS administrative uses, utilities, and other issues.

The potential options for addressing these issues are also provided. Please review and consider this

information carefully; your comments will be essential to identifying the options that the NPS should evaluate as alternatives in the plan/EA.

The directions for providing your comments are provided in the How to Comment section on page 14 of this newsletter

Planning Issues and Options

While there are many reasons we need a support facilities plan, the primary issues and current conditions are summarized below.

Potential options for each issue are also provided, and these solutions, with public input, will provide the basis for the planning alternatives that will be evaluated in the Environmental Assessment.

Transportation Related Issues

Issue: McCarthy Road Improvements

Scenic Corridor Plan from Chitina to Kennicott River
AKDOT is currently preparing an environmental impact statement (EIS) for the McCarthy Road Improvements. The SCP will be a part of that EIS.

Potential Options include:

- Assure that the Support Facility Plan is consistent with this Scenic Corridor Plan.

Scenic Corridor Plan from McCarthy to Kennecott Mines National Historic Landmark

This segment did not receive funding from the State of Alaska or the NPS, and is not part of the EIS for the Chitina-Kennicott River segment. Future funding may be available from the Federal Lands Highway Program. Determine whether the NPS and community need to develop recommendations regarding: pedestrian facilities, trailheads, waysides, design speed, and road design.

Potential options include:

- Seek funding to implement the scenic corridor plan recommendations.
- Evaluate the feasibility for a partnership between the NPS and local community, advocating for AKDOT funding for wayside at the Slide area.
- Construction of wayside at the Slide area with NPS funding.
- Mark the Wagon Road clearly for people to find and use, while managing the road to retain historic character of a wagon road and not a one-way loop.
- Provide transportation-related interpretative planning and exhibit development.
- Design the rail corridor road as a one lane gravel road that maintains its historical character and design as a railroad corridor. The speed limit should be set at 25 MPH, and the corridor should be designed to accommodate safe vehicle passing.

Issue: Road Maintenance

Currently the road between McCarthy and Kennecott is inadequately maintained and safety problems exist. Local businesses maintain the road within the state right-of-way from the NHL boundary to the west end of the study area, and currently there is no structure that would enable the NPS to participate in road maintenance by providing either funding, equipment, or labor.

Potential options include:

- Establish a cooperative agreement with NHL landowners and businesses to address road maintenance within the NHL.
- Establish a cooperative agreement with the state and locally affected landowners to address road maintenance outside the NHL.

Issue: Private Vehicle Parking

West of Kennicott River

Eight to ten parking spaces are available at the NPS kiosk/contact station, and there is a privately-operated parking lot at the footbridge. The NPS parking is inconvenient due to its distance from the Kennicott River footbridge, and there have been some conflicts with parking and loading/unloading at the footbridge.

Potential Options include:

- The AKDOT wayside at its proposed location is acceptable, but it may not sufficiently accommodate parking as designed, and may require land acquisition.
- The NPS is willing to enter into a partnership with AKDOT for maintenance of the wayside area, but AKDOT would have sole responsibility for maintaining any road surfaces at the wayside.
- The NPS supports an AKDOT wayside at the footbridge.

Planning Issues and Options - cont'd

- Phasing the project to enable full consideration of the best parking area locations.
- Contract for shuttle van to footbridge
- Expand the parking at the kiosk/contact station to 100-150 parking spaces within life of this plan.

East of Kennicott River

Parking spaces are available at the footbridge on state right-of-way and private property. In general, parking in this area is limited and uncontrolled.

Potential options include:

- Encourage development of new private parking.
- Develop parking for thirty cars at the Boneyard and conceal this parking behind the railroad berm.

National Historic Landmark

There is no structured parking in the NHL. People park vehicles along the rail corridor adjacent to the Kennicott Glacier Lodge and along the lower glacier road behind the Recreation Hall. Uncontrolled parking occurs within the NHL road right of way, there is no designated turnaround area or visitor drop-off, and site constraints limit the ability to provide these features. Should vehicular traffic increase on the east side of the Kennicott River in the future, the NHL parking situation will deteriorate further without management.

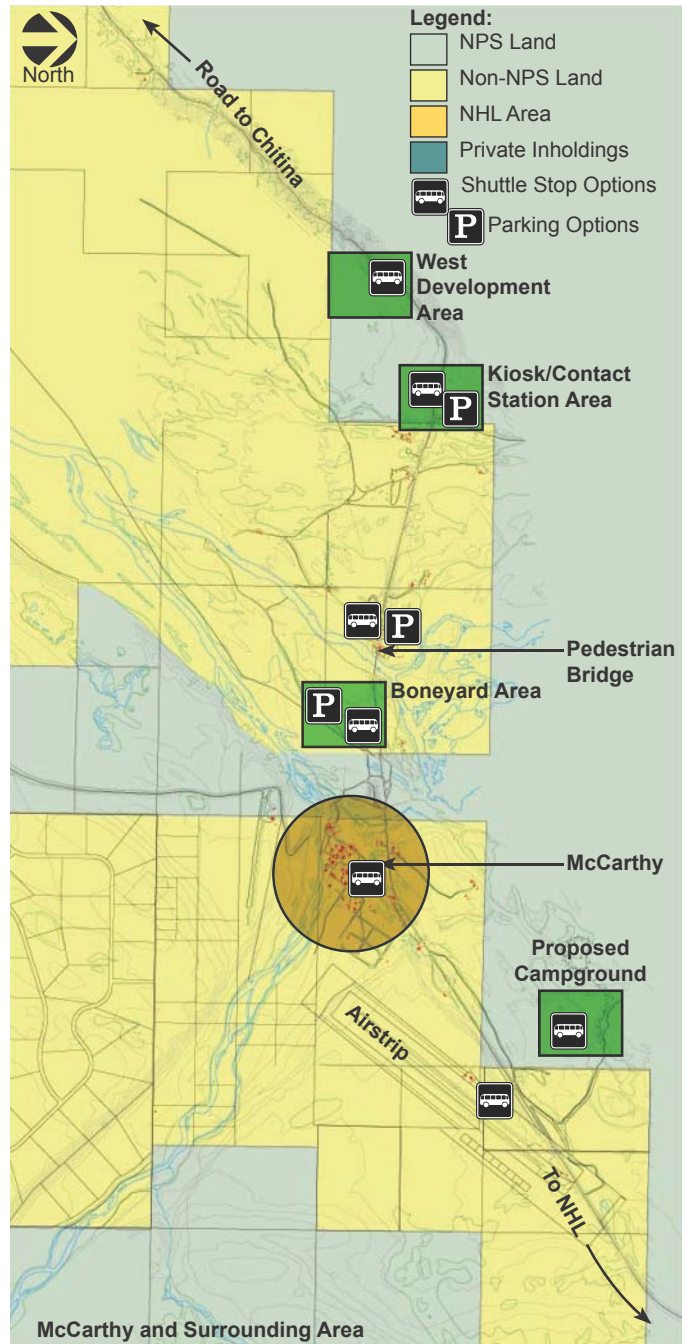
Potential options include:

- Work with other NHL landowners to manage vehicle access and parking in the NHL.
- Allow for vehicle parking in the NHL by NHL landowners, their guests, local McCarthy residents, and NPS staff and contractors.
- Discourage vehicles from using “common easements” in the NHL for parking.
- Inform people in advance about the lack of parking in the NHL and encourage alternative means of access (e.g., van shuttle).

Issue: NPS Employee Transportation and Parking

Some park staff commute weekly from Richardson Highway communities to McCarthy. The distance from the west side development to the footbridge is $\frac{3}{4}$ of a mile, but this, in addition to the four miles to the NHL can require up to thirty minutes of travel time.

Transportation Issues Maps



Planning Issues and Options - cont'd

Some workers on the east side of the river currently drive their own vehicles to the job site, and there is no existing shuttle service that would enable the efficient transport of NPS employees and their belongings to their job sites in the NHL.

Potential options include:

- Organize an effective NPS-operated crew shuttle system from McCarthy to the NHL, or use a public shuttle system.
- Organize a shuttle for employees between Glennallen and McCarthy.
- Use an NPS or private shuttle to get from the west side of the Kennicott River to the footbridge
- Develop the NPS staff parking at the Dairy Barn (no public parking).

Issue: Shuttles

Other than walking and biking, privately operated van shuttles are the only method for visitors to get from the Kennicott River to McCarthy or the NHL. The available shuttles do not run early or late in the day, and are not designed to accommodate wheelchairs or to transport bicycles.

Potential options include:

- Work with the local community to develop an efficient shuttle system that runs frequently and

covers an adequate time period (e.g., 7am-11pm during peak season and outside these hours on request).

- Establish designated van shuttle stops located at: the west-side development, the visitor kiosk, the west and east sides of the footbridge, the boneyard, in McCarthy, at the 'Y' near the museum, the airport, the campground, and the NHL.
- Develop a turnaround in the NHL near the New School or its immediate vicinity.
- With the concurrence of the local community, the NPS will consider an Incidental Business Permit system for shuttles and taxis.

Issue: Road Traffic

The existing single-lane road is used by automobiles, shuttle vans, all-terrain vehicles, motorcycles, bicycles, and pedestrians. The road gets easily congested with vehicles and lacks areas to safely allow other vehicles to pass.

Potential options include:

- Support bicycle rental opportunities.
- Work with AKDOT to develop intervisible pullouts and other road design features that improve traffic flow and safety.

Visitor Amenity Issues

Issue: Restrooms

Several public toilets are available in the McCarthy-Kennecott area: two at the kiosk/contact station, two at the 2nd footbridge, one at the "Y" by the Museum, one at McCarthy Airport, one by the Company Store, two at the Recreation Hall, and one trail pit toilet at the Jumbo Creek camping area. The proposed restrooms in the Company Store will primarily serve NHL visitors during normal operating hours, and the three vault toilets in the Mill Town would then be for public use after normal operating hours. There is an inadequate number of toilets on the north side of the NHL, and there are no public toilets on the west side of the Kennicott River at the footbridge. Public parking locations should have toilet facilities. Facility development for the

new proposed campground includes vault toilets for campers.

Potential options include:

- If there are no site constraints, place vault or evaporative toilets at parking areas and trailheads, and place vault toilets at: the beginning of the trail system in the northern part of the NHL (Root Glacier Trail), before the junction between the Root Glacier Trail and glacier access, at the Erie Mine tram cables, and at the Bonanza Mine breakover station.
- Encourage AKDOT to include toilets as part of the Kennicott River Wayside project, with the NPS to maintain them.

Planning Issues and Options - cont'd

Issue: Visitor Orientation

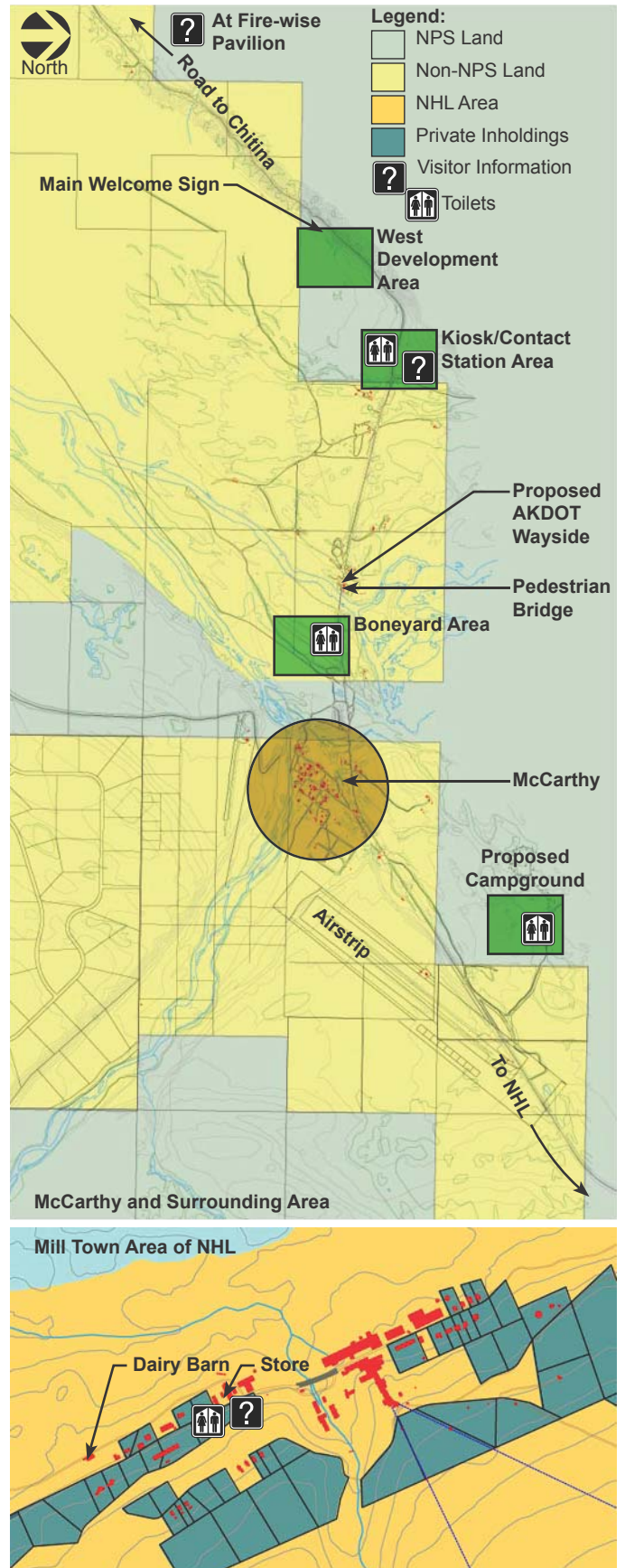
There is no welcome sign for visitors entering the area, nor even any overall sense of entry. While some visitor facilities are provided, information on services and activities can be hard to find. Lack of information on land ownership can sometimes result in visitors trespassing on private lands.

A visitor kiosk/contact station with interpretive/informational media is located just west of the Kennecott River footbridge. This kiosk/contact station is set back from the road, is inconspicuous, and is inadequately staffed. Maps and other information are available at the kiosk/contact station, but the facilities provide inadequate wayfinding. There is a small visitor center now serving the NHL at the Depot, and the Kennecott Company Store is being developed with the goal of it being a primary visitor destination.

Potential options include:

- Clear vegetation to increase the visibility of the kiosk/contact station.
- Redesign the kiosk/contact station site to make it more inviting.
- Work with State of Alaska agencies to improve conditions at the Kennecott River footbridge so that the kiosk/contact station can be relocated there
- Staffing of the kiosk/contact station with NPS personnel has priority.
- Improve signs on the McCarthy Road directing visitors to the West McCarthy visitor kiosk/contact station.
- Add visitor information/welcome sign before the bend in the road on the west side. The entryway to the NHL should be marked "Kennecott National Historic Landmark: Part of Wrangell-St. Elias National Park and Preserve".
- Implement comprehensive signage for the corridor. This would include mapping and directional information, interpretive information and any other information relevant to any given location.
- Partner with the state and put panel information at the state fire-wise pavilion west of the bend in the road.
- Through signage and contact, introduce visitors to the complexities of land ownership in the area
- Implement a traveler information system at Long Lake that provides information broadcast locally on AM or FM radio frequencies.

Visitor Amenity Issues Maps



Planning Issues and Options - cont'd

- Work with the community and state for the installation of appropriate signs along the railroad corridor road and wagon road.
- Create an interpretive wayside at the Slide area.

Issue: Trails

The McCarthy-Kennecott Road and the Wagon Road have a mixture of federal, state, and private ownership. Previous planning recommends that the primary use of the McCarthy-Kennecott road is for vehicles and the Wagon Road is for pedestrians. At the NHL, existing plans have not yet been implemented for fixing the cut bank washout at National Creek for a loop trail, which would enable the traverse of Silk Stocking Road and the top of the mill complex. A mix of bicycles, pedestrians, vehicles and all-terrain vehicles using the

roads poses a safety hazard. Several existing trails are overgrown and in poor condition.

Potential options include:

- Construct a trail to the NHL from the footbridge (by the lake at the toe of the glacier) that follows the east side of the Kennicott River (paralleling the glacier), and then connects to the Root Glacier trail. The campground segment of this trail will be constructed after the development of the walk-in campground near McCarthy Airport.
- Construct a pedestrian trail within the right-of-way from the kiosk/contact station to the pedestrian bridge, and the pedestrian bridge to McCarthy.
- Establish partnerships to maintain existing trails: Jumbo, Bonanza, Root Glacier, etc.

NPS Housing and Administrative Uses Issues

Issue: National Park Service Employee Housing and Administrative Uses

Housing

Currently there is not enough seasonal and short-term/project-specific housing for the NHL employees. Existing NPS-owned and rental housing doesn't meet housing standards or budget limitations. Six units for housing seasonal employees are being built on a site west of the Kennicott River, but based on the 2005 NPS Housing Needs Assessment for the Kennecott area, the total need for housing is 15 employees by 2005 and 31 employees by 2010.

Potential options include:

- Provide sufficient housing to meet the projected needs.
- Construct additional permanent housing units and support buildings west of the Kennicott River.
- Maintain communication with local housing providers and evaluate leases and other options for community-based seasonal housing
- Purchase or renovate existing structures in the NHL for use as housing.
- For the interim, use west side development to house partners and other staff related specifically to the NHL.

NHL Employees

The NPS has adequate space to meet administration and maintenance requirements. Currently in the

NHL, the NPS uses the Old School for office space, the Depot for visitor contact, the Recreation Hall for interpretation and large gatherings, and the New School for maintenance activities. Until the Company Store project is complete, there is inadequate office space at the NHL for interpretation, partners, and other staff.

Potential options include:

- In the long-term, the New School can be used for interpretation, maintenance can move to the Dairy Barn, and the Company Store will provide office space for NHL staff.
- Park office support for activities other than those related to the NHL should be located in the NPS site west of the Kennicott River. Construct an office building in the west side site to meet this need.

Other NPS Employees

There may be a need for office space for visiting employees whose work isn't directly related to the NHL as there are currently no such facilities.

Potential options include:

- Provide facilities as required.

Contractor Support

A substantial amount of the NHL program will be supported by contractors. Pending line-item construction work at Kennecott, support infrastructure

Planning Issues and Options - cont'd

and specific locations are needed for materials staging, equipment storage, employee housing, and a project office.

Potential options include:

- Set aside a part of the west side development for future contractor support (staging, housing, office).

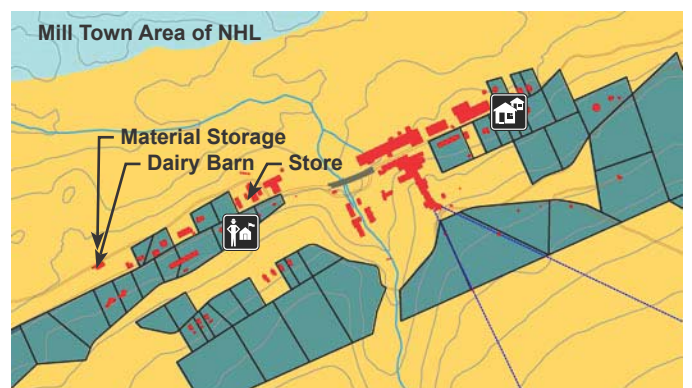
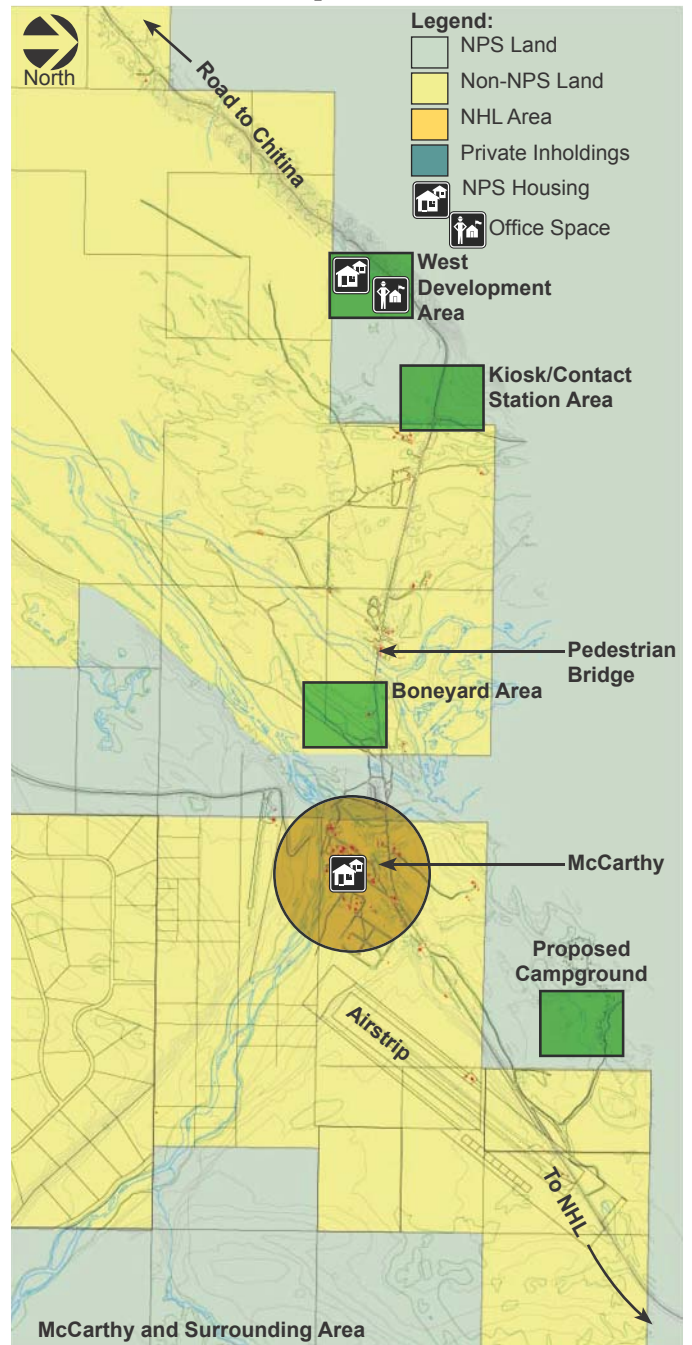
Construction Materials Storage

There is a materials storage area in the west side NPS development, and materials are stored in the NHL at the Dairy Barn and individual buildings. Current construction material storage areas in the NHL conflict with the values of the historic scene (e.g., bright blue tarps).

Potential options include:

- Rely on the west side development for the storage of primary construction materials and other long-term storage.
- Maintain the existing storage location at the Dairy Barn for mid-range storage, but make it less visually obtrusive.
- Use short-term storage at job sites within the NHL on an as-needed basis.

NPS Housing and Administrative Uses Issues Maps



Planning Issues and Options - cont'd

Utilities and Other Issues

Issue: Power Utilities in the NHL

Historically, hydroelectric power was produced in the NHL. The NPS uses a generator and underground lines to bring power to some buildings within the NHL. The NPS does not anticipate needing propane heat in winter, and expects full cold shut-down with limited exceptions.

According to a consulting report, the silt load of National Creek and the lack of a good containment area upstream, prevents it from being used for water containment (drinking and fire) and hydroelectric generation. The NPS believes that Bonanza Creek provides a viable solution, and would like to revisit this option. A geomorphology study in 2005 will provide further detail.

Potential options include:

- Continue using fuel oil
- Use propane for heating, and evaluate using propane for power
- NPS preference is to purchase affordable power from private sector (both for west side and NHL). Encourage development of central power supply to provide energy for NPS
- Consider re-establishing small-scale hydroelectricity on National and/or Bonanza Creeks with the potential of a Pelton wheel

Issue: Sanitary Sewers

The NPS-maintained sewer system consists of vault toilets and a septic tank. The Dairy Barn site also has a fairly well-developed leach field. The west side development has a septic tank leach field that supports the size of the facility as it is now planned. The current plans for adaptive reuse of historic buildings on the south side of National Creek require additional development of sanitary sewers for sustained use, and there is a need to consider future onsite disposal or a central management facility.

Potential options include:

- Upgrade and rely on the leach field at the Dairy Barn to serve NPS buildings south of National Creek.

- Develop a septic field on the lot across the road for the NPS housing in the Silk Stocking area of the NHL.

Issue: Fire Suppression in NHL

Due to a lack of people on site, winter and the shoulder seasons are the periods most vulnerable to fire in the NHL. Very limited fire suppression capabilities exist in the NHL, with foam being the only fire attack tool currently available. In the NHL, the NPS needs a water collection and storage system that is distributed to hydrants and sprinklers for fire protection. No initial attack capability exists for the kiosk/contact station and other west side development. The NPS has plans for a sprinkler system for fire protection of the west side development.

Potential options include:

- Complete the plans to design and implement a fire detection and suppression system in the NHL. As part of this, consideration will be given to a community-wide hydrant system to protect NPS and other property in the NHL
- For the west side development, construct a water storage tank near the well house that utilizes a gravity system, or has an electric or propane booster pump
- Develop a memorandum of understanding with the local volunteer fire department that authorizes a mutual aid agreement between the NPS and community. This should include the provision of hydrants, an organization that can respond to fire, and truck-mounted initial attack capability

Issue: Drinking Water in NHL

Currently, the NPS provides bottled water for visitors to purchase. A production well exists at the west side development, but there is no general public drinking water source on NPS or private lands. The existing water system in the NHL does not have adequate treatment to provide a reliable source of public drinking water. Water is collected from National Creek and treated with chlorine to make it safe for drinking; however, turbidity and a lack of power to drive the chlorination process makes this system difficult to maintain. Significant upgrades to the system will be required to meet the water services requested to

Planning Issues and Options - cont'd

supply additional buildings. An NPS funding request includes a utility system operator, which is needed regardless of the type of system provided.

Potential options include:

- Any water solution must provide a safe and consistent public water supply
- Groundwater supply is the preferred option
- If groundwater is eliminated as an option, Bonanza Creek is the next preferred option
- At the NHL, the proposed public water source would be at the Company Store when completed.
- For the west side, an option for a public water supply is to maintain a storage tank at the kiosk/contact station filled from the west side well.
- Bottled water available for purchase at the Depot in NHL

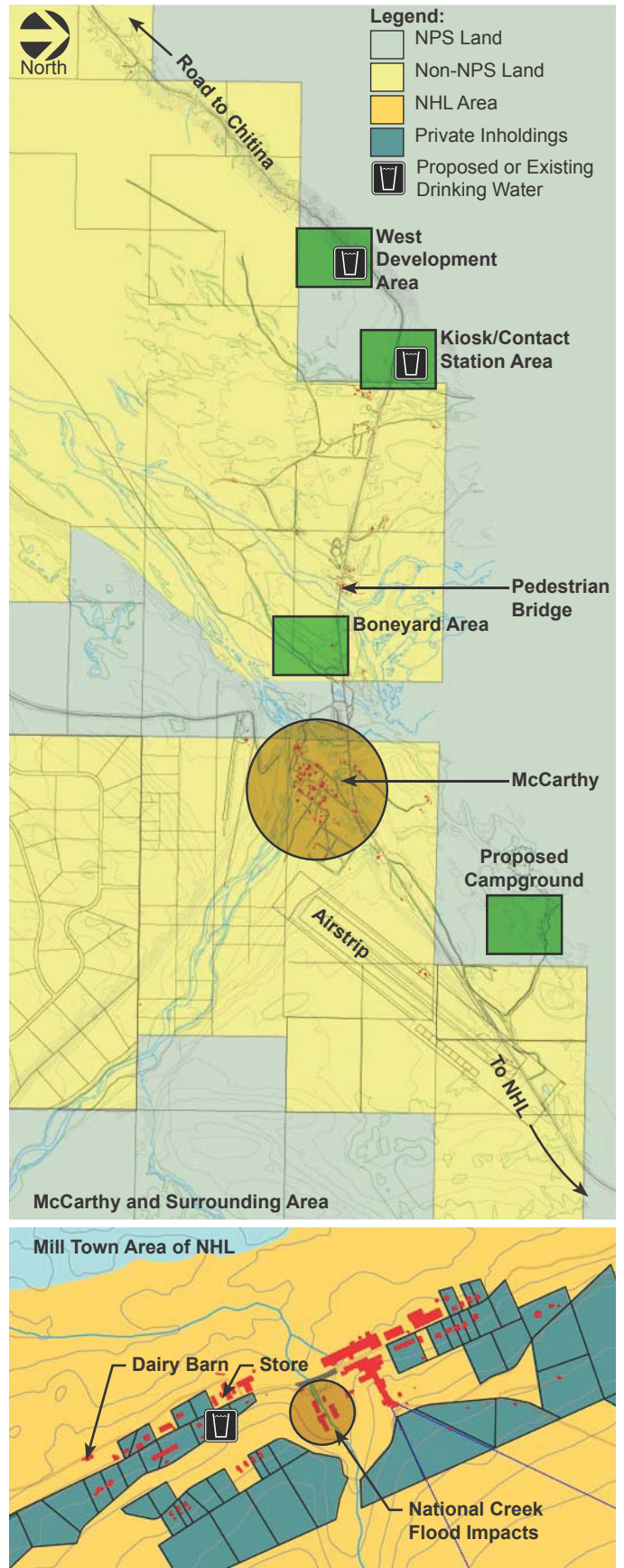
Issue: Solid Waste Management

NPS regulations (36 Code of Federal Regulations Part 6) restrict development of new solid waste disposal and management facilities in park boundaries. The local community had a grant to evaluate solid waste management in the area, and the options considered included a landfill on the south side of McCarthy Creek and individual incinerators; neither option is allowable under the NPS solid waste regulations. The NPS manages its solid waste by using bear-resistant trash containers at the kiosk/contact station and in the NHL. There is a need for a coordinated management system for locally-generated solid waste that includes both park and community generated solid waste. The State of Alaska is interested in communities working together to develop and manage solid waste.

Potential options include:

- Revise NPS regulations
- Contact State DNR about using their land west of the Kennicott River for an NPS waste transfer facility. Waste would then be trucked from this facility to a state-approved landfill
- Consider a joint solution with the town of McCarthy for solid waste disposal. This would require reconciling NPS solid waste management regulations

Utilities and Other Issues Maps



Planning Issues and Options - cont'd

Issue: National Creek Encroachment on Cultural Resources

Cultural resources management is the primary emphasis in the NHL. Therefore, National Creek is managed to protect cultural integrity of the NHL rather than to maintain its natural state. National Creek is very susceptible to periodic flooding which can damage historic structures. Previous flood events on National Creek have caused stream diversions that have impacted historic structures and aggravated stream erosion in the lower part of the creek.

Potential options include:

- The proposed trestle rehabilitation project includes cleaning debris out of the adjacent stream in order to help channelize the creek and prevent bank erosion.
- Consider the feasibility of re-creating the log dam structure at its historic location or constructing a new stream diversion structure to serve multiple uses (power, flood control and water supply for fire). In the interim, armor the creek to stabilize and protect banks and/or build levees
- Rechannelize National Creek

Next Steps

WRST will carefully review and consider all newsletter comments received by the interested public. We will then prepare a Kennecott Mine National Historic Landmark Support Facility Plan and Environmental Assessment (EA). This public document will describe alternatives for providing facility support at the NHL and examine the potential consequences of each alternative on the natural, cultural and socioeconomic environment of the area. It will be released for public review and comment later this year.

The NPS will also hold public meetings on April 7th in Anchorage and April 13th in McCarthy to provide opportunities for interested citizens to express their views and participate in the planning process. See the Schedule on page 1 of this newsletter for meeting times and locations. Once the plan/EA comment period has closed and all comments have been reviewed, and assuming no potential significant impacts are identified, the NPS would issue a Finding of No Significant Impact. This plan will guide long-term development of Kennecott NHL support facilities and services.

How to Comment

This newsletter is also available for public review on the NPS Planning, Environment, and Public Comment (PEPC) website. You can provide your comments using the PEPC website.

If you have internet service, go to:
<http://parkplanning.nps.gov> to access the PEPC website. At the website, click on the "plans/documents open for comment" link to retrieve the newsletter and provide your comments online using PEPC.

You may also send your written comments to:
Wrangell St. Elias National Park and Preserve
Attn: Kennecott Support Facility Plan
P.O. Box 439
Copper Center, AK
99573.

All public comments on this newsletter are requested by April 30th, 2005.