National Park Service
U.S. Department of the Interior



Olmsted Center
for Landscape Preservation

Cultural Landscape Report for Park Headquarters

Denali National Park & Preserve

Site History, Existing Conditions, Analysis & Treatment



...all future development about headquarters will be influenced by the proper placing of these buildings and the space reserved for future construction.

Harry Karstens - 1928

CULTURAL LANDSCAPE REPORT FOR PARK HEADQUARTERS

DENALI NATIONAL PARK & PRESERVE

SITE HISTORY

EXISTING CONDITIONS

ANALYSIS

TREATMENT

THE OLMSTED CENTER FOR LANDSCAPE PRESERVATION

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The Olmsted Center for Landscape Preservation, a program of the National Park Service Northeast Region, promotes the stewardship of significant landscapes through research, planning, and sustainable preservation maintenance. The Center accomplishes its mission in collaboration with a network of partners including national parks, universities, government agencies, and private nonprofit organizations. Techniques and principles of landscape preservation practice are made available through training and publications. The Olmsted Center perpetuates the tradition of Frederick Law Olmsted's lifelong commitment to people, parks, and public spaces.

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Cover Photograph: Mt. McKinley National Park Headquarters, c. 1932. National Park Service, Harpers Ferry Center (DENA-38).

Inside Front Cover Photograph: Mt. McKinley National Park Headquarters, c. 1932. National Park Service, Harpers Ferry Center (DENA-32).

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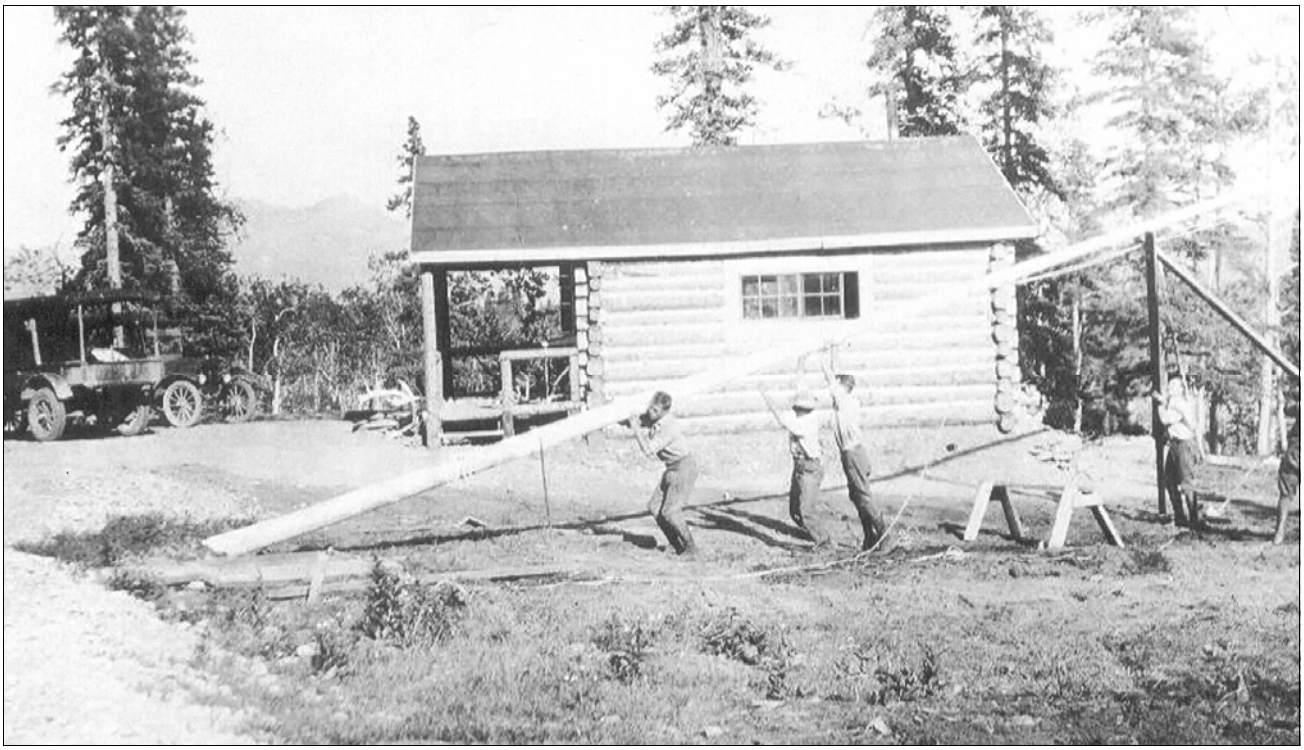
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Park rangers erecting a flagpole at park headquarters on the south side of the park road, 1926. Building in view is the superintendent's office (Karstens Library, Denali National Park and Preserve Museum Collection)

INTRODUCTION

SCOPE AND METHODOLOGY

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INTRODUCTION

Heralded as the first national park designated after the formal establishment of the National Park Service in 1916, Denali National Park and Preserve contains some of the country's most remarkable scenery and unique cultural resources. Located in McKinley Park, southcentral Alaska, Denali is part of the 600-mile long Alaska Range, which is comprised of peaks from 2,000 to 20,000 feet in altitude. The range is also punctuated by the 20,320-foot Mount McKinley, North America's highest mountain. The park was established as Mount McKinley National Park in 1917. In 1980, the park and the separate Denali National Monument were incorporated to become the Denali National Park and Preserve. The National Park covers over 4,700,000 acres while the Preserve spans over 1,300,000 acres, resulting in a total of 9,492 square miles of subarctic wilderness enclosed within their combined boundary.

Located 3.4 miles off of the George Parks Highway (Alaska Highway 3) along the park's main road, the Park Headquarters Historic District comprises 11.91 acres and was nominated to the National Register of Historic Places in 1987, with SHPO concurrence in 2004. The nomination emphasizes the significance of the early park structures, reminiscent of an early Alaskan frontier settlement laid out in a grid on a natural bench high above the floodplain of Rock Creek and Hines Creek. Initially designed by Harry Karstens, the park's first superintendent, the headquarters area was later expanded with guidance from early National Park Service designers. The resulting cluster of buildings exemplifies the concept of a community master plan, featuring buildings constructed in the NPS rustic architectural style from between 1926 and 1941. These structures serve as the park's administrative, staff housing and visitor facilities, and are linked by a network of roads, parking areas and paths.

A Cultural Landscape Inventory for the headquarters area, completed in 2004, notes that the Park Headquarters Historic District has evolved since the 1940s, in the addition of several buildings and alterations to both structures and landscape. The vegetation density has also increased, and obscures views to the surrounding landscape—though a recent thinning as part of a 2004 fuel reduction program has created some partial views. The number of vehicles from both park staff and tourists at the site has increased, as has the total square footage of area paved with asphalt. The park needs to address vehicular and bus parking as well as circulation in the headquarters area, along with the associated drainage and erosion issues. The intent of this report is to provide guidance on the long-term management of the cultural landscape within the park headquarters area.

SCOPE AND METHODOLOGY

While the Cultural Landscape Inventory (CLI) is intended to be a cursory summary of the history, significance, and condition of the landscape, the Cultural Landscape Report (CLR) provides an in depth history and analysis of the landscape as well as guidance for treatment. The CLR builds upon the information gathered in the CLI by incorporating additional primary source research materials, thoroughly documenting the existing conditions, conducting a complete analysis of the significance and integrity of the landscape, and formulating a treatment approach and specific treatment recommendations for the long-term management of the cultural landscape.

Several reports and concurrent projects have shaped the scope of this CLR. The 1986 General Management Plan and 1996 Development Concept Plan provide an overall vision and management direction for the site. The park initiated a master plan for the headquarters area in 2006, and the CLR treatment recommendations will inform those aspects of this plan that relate to spatial organization and circulation in the headquarters area. The park currently has 38 separate construction projects associated with the Denali headquarters for the coming years, listed in the park service's Project Management Information Systems (PMIS). If completed without the coordination of landscape preservation concepts, these projects could result in undesirable incremental changes for the historic character of the landscape, and potentially threaten the integrity of the National Register district. While focusing on the historic district, the CLR will also provide guidance on compatible contemporary features and types of development that are appropriate in the 30-acre headquarters area just outside the district. Anticipated future developments include new buildings, roads and parking lots. The CLR will also aid in Section 106 compliance and may be used to develop a programmatic agreement with the Alaska State Historic Preservation Office, thereby serving as a reference to inform cultural resource compliance in identifying contributing and non-contributing features.

In the summer of 2005, the Olmsted Center initiated this CLR in cooperation with the park and the Alaska Regional office. The project team conducted a site visit in August 2005, with a follow up visit in the summer of 2006. The project team conducted research at the National Archives and Records Administration facilities in College Park, Maryland, the Alaska Regional office in Anchorage, Alaska, and the park archives. Prepared in conformance with the guidelines established by NPS DO-28: Cultural Resource Management Guideline and *The Secretary of the Interior's Standards for the Treatment of Historic Properties*, the report is organized in four parts, as described below.

Part 1: Site History

The CLR site history focuses on historic contexts that contribute to significance, including descriptions of key developments, primary design principles, physical relationships, patterns, features, and important individuals and events. The site history also describes and illustrates the appearance of the landscape evident in each historic period, and most notably the work of the NPS master planning team and the Civilian Conservation Corps (CCC), as well as changes to the landscape that occurred from the 1940s to the present.

Part 2: Existing Conditions

A narrative description paired with a site map and photographs provide an overview of the current boundaries, landscape appearance, site access, visitor use, and defining landscape characteristics and associated features. Contemporary site functions, visitor services, interpretation, park operations, and maintenance are also described to the degree in which they influence treatment of the landscape.

Part 3: Landscape Analysis

Analysis of the headquarters area landscape draws on a comparison of historic research and existing conditions to document contributing and non-contributing cultural landscape features, using the relevant National Register criteria for the Denali Headquarters Historic District. In this section the landscape is evaluated within the areas of significance defined by the existing National Register nomination. A condition assessment describes the degree to which landscape characteristics and features continue to convey significant attributes from the historic period of 1926 to 1941. The headquarters area buildings and structures are referenced to the park's List of Classified Structures (LCS).

Part 4: Landscape Treatment

The treatment section provides a preservation philosophy for the long-term management of the cultural landscape of the site based on its significance, existing conditions, and use. This section also lists the overall management objectives and treatment principles for the site, as presented in planning and management documents. Most importantly, based on discussions with park staff held in 2005 and 2006 the treatment section identifies pertinent issues affecting the cultural landscape and provides alternatives, recommendations and specifications. These recommendations are consistent with the *Secretary of the Interior's Standards for the Treatment of Historic Properties*.

STUDY BOUNDARIES

As described in the CLI (2004), Denali National Park and Preserve is situated in south central Alaska, just north of 63 degrees latitude and bisected by the 152nd meridian. The Headquarters District lies within the Denali Borough of Alaska, and is relatively close to the communities of Healy (15 miles) and Cantwell (33 miles). The 92-mile long Denali Park Road, constructed between 1923 and 1938, begins at George Parks Highway (Alaska Highway 3), passes the Headquarters District at 3.4 miles and ends at Kantishna, a historic mining district. The park headquarters National Register historic district encompasses 11.91 acres and includes areas both north and south of the Park Road. The northern boundary of the historic district follows the 2,130-foot elevation contour to a few feet upslope from Buildings 111 and 22, and then extends eastward to the entrance of the east residential loop road. At this point the boundary runs toward the south, following a line ten feet east of the curvilinear residential road built by the CCC in the late fall of 1938. The historic district boundary also includes an area east of the barn, now Building 106, and extends along the southern edge of the developed area to include the dog kennels before extending north. While the CLR focuses on the historic district, the study also includes the developed area adjacent to and east of the headquarters district. The total headquarters area covers some 30 acres and includes residential structures built after 1940, most of which were constructed during the Mission 66 period between 1956 and 1966.

TERMINOLOGY

Within the park headquarters area, each building is assigned a number. Over the past eighty years many of these buildings have changed uses or been moved to new locations. Throughout this document the building numbers are included in parentheses to clarify the vintage of each building. Table 3.2 in the Analysis chapter contains both the names and numbers for each building and structure, including buildings that are no longer present.

HISTORICAL OVERVIEW

When the National Park Service was established in 1916 it included 14 national parks, 21 national monuments, and 2 reservations. Containing the highest peak in North America, Mount McKinley and its surroundings were a fitting addition to the system. As described in the CLI (2004), President Woodrow Wilson signed Mt. McKinley National Park into law on February 26, 1917. The new park included 2,645 square miles of the Alaska Range, and its boundary was originally only 16 miles west of McKinley Station. However, two executive orders, one in 1922 and another in 1923, established within publicly owned lands an administrative use area connecting the railroad depot with the Riley Creek headquarters area.[1] On March 19, 1932, revised legislation again expanded the

original Mt. McKinley National Park boundary by a total of 243,244 acres, from 1,947,666 to 2,190,910 acres. With the completion of the Denali Highway in 1957 Mt. McKinley National Park was opened to automobile tourism, when for the first time cars were able to travel from Paxton to Cantwell and from there to the park's entrance. When the George Parks Highway (Alaska Highway 3) from Anchorage to Fairbanks was finished in 1972, the portion of the Denali Highway extending to the park's entrance became part of the George Parks Highway system. These new developments not only put an end to the "old-style" railroad park feel, they ushered in the era of automobile tourism. In 1980, the Alaska National Interest Lands Conservation Act (ANILCA) expanded the park boundary to include populations of moose, wolf, and caribou. [2] This addition, totaling no less than four million acres, increased the park's size to more than six million acres and resulted in the renaming of the park, as "Denali National Park and Preserve."[3]

National Park Service Director Stephen Mather appointed Harry Karstens as the first park superintendent in 1921. Karstens set up a temporary headquarters in Nenana, a railroad town containing the nearest permanent post office and government telegraph station located about sixty-miles north of the park. From there, Karstens selected a site on Riley Creek for the first park headquarters. Following the completion of the railroad from Seward to Fairbanks in February 1923, and with the approved construction of a ninety-mile long road through the park, visitor access grew dramatically. It quickly became clear that an administrative headquarters would be required to accommodate the future needs of the park. Due to the low elevation at the Riley Creek site, the existing headquarters area was plagued by both destructive seasonal flooding and extremely cold climatic conditions. In 1924, Karstens received permission from the NPS to relocate the headquarters to the present location. He submitted plans to the NPS Office of Design and Construction for approval in 1925.[4]
By 1925, NPS had adopted the method of comprehensive park planning to coordinate the development of circulation systems which could connect the flow of vehicular and pedestrian traffic through administrative, service, and maintenance areas. The park's new commitment to master planning therefore had a strong influence on the development of the new McKinley National Park Headquarters District, which had been relocated to a higher bench above Rock and Hines Creeks and laid out by Superintendent Harry Karstens during that same year.

In 1929, NPS Chief Landscape Architect Thomas Vint visited the park and became involved in designing the Headquarters District. The most significant period of its construction was in 1938 and 1939, when park laborers and Civilian Conservation Corps (CCC) enrollees were used. Subsequently the advent of World War II brought park operations to a halt, and throughout the 1940s routine maintenance of existing facilities suffered from a lack of both materials

and laborers.[5] Throughout this period the park was closed to the public, as the area's arctic conditions were used for war-time testing of military equipment.

The process of construction, rehabilitation, removal, and the adaptation of buildings for re-use resumed after the end of WWII, and has continued into the present. Although several buildings have been removed, many have been adapted for re-use. A few non-contributing buildings have also been added, but these do not effect the integrity of the original Headquarters District, which today exemplifies the "golden age" of NPS administrative district master planning.[6] The first part of the cultural landscape report will review the history of the Headquarters District and surrounding area in greater detail.

SUMMARY OF FINDINGS

Both the Cultural Landscape Inventory completed in 2004 and this CLR draw upon the Superintendent's Monthly Reports as well as Karstens' correspondence, which together chronicle the development of the headquarters area. The CLR expands upon the information synthesized for the Cultural Landscape Inventory with additional primary and secondary source material from several repositories including the National Archives in Washington, DC, the regional office library in Anchorage, and the park's archives at Denali. Correspondence records between the NPS Director and Harry Karstens from 1925 to 1928, and Harry Liek from 1928 to 1931, provide details on the construction, relocation, destruction, and rehabilitation of site features. In particular the buildings, structures, and circulation systems in the headquarters area are well documented. In addition, correspondence with Thomas Vint contains many details on the construction and layout of the headquarters area. A particularly useful map for studying the appearance of the landscape circa 1941, or the end of the period of significance, was the 1942 park map stored in the parks archives. In a few cases where the dates in the CLI do not match the dates in the CLR, the CLR provides footnotes to clarify sources of information.

The CLR concurs with the findings of the CLI regarding the period and areas of significance. In the analysis of landscape characteristics and features, the CLI includes spatial organization, land use, vegetation, circulation, buildings and structures, and small-scale features. The CLR also includes topography, cluster arrangement, and views. A complete listing of the characteristics and features that contribute to the historic landscape is provided in Table 3.2, which also includes features currently missing from the landscape.

The treatment plan responds to numerous issues that the park would like to address related to circulation and parking, buildings and structures, and small-scale features. Choosing among the four historic preservation treatments recognized by the *Secretary of the Interior's Standards for the Treatment of Historic Properties*, this report recommends Rehabilitation as the primary

treatment for the historic park headquarters district based on rehabilitation's philosophical consistency with park planning documents. The recommended landscape rehabilitation measures included in this report are not intended to serve as construction documents and specifications, but rather to establish the goals and overall direction so that future management choices are informed by historic preservation values. These measures were developed through a close working partnership between the Olmsted Center for Landscape Preservation and park and regional staff, and can be organized under three basic headings:

Circulation and Parking:

- Eliminate parking and through-traffic from center of historic district.
- Enhance and protect roadside vegetation and character throughout historic district
- Improve sight-distances at intersection of Park Road and Headquarters Road

Buildings and Structures:

- Specify appropriate locations and characteristics for adjacent new buildings.

Small-Scale Features:

- Develop and install a palette of non-historic park fixtures that are appropriate to the historic character of the headquarters district.

Foremost among these recommendations is defining the way motor vehicles move and park within the historic district. The elimination of parking and through-traffic from the center of the historic district is the most fundamental element in the wider program of proposed rehabilitation measures. Eliminating parking and through-traffic from the center of the district will facilitate the removal of excessive post World War II bituminous pavements, and also make possible the creation of a central pedestrian zone, facilitating expanded front-country interpretive opportunities as recommended in park plans. Another important recommendation is the identification of an appropriate building site for a new administration building, so that the historic headquarters district may continue to function as a valuable element of the park's infrastructure.

Beyond these primary measures, supporting recommendations include a conceptual palette of appropriate non-historic site furnishings and fixtures for use within the headquarters district. The proposed site furnishings are adapted from the timber-themed non-historic furnishings developed for use at the park's

new visitor center, that have been modified to match the smaller scale of the ensemble of buildings found within the historic headquarters district.

ENDNOTES: INTRODUCTION

[1] Frank Norris, *Crown Jewel of the North: An Administrative History of Denali National Park And Preserve*, Volume I, (Anchorage, AK: National Park Service, Alaska Regional Office, 2006) 31-32, 34.
[2] Senate Committee on Energy and Natural Resources Report on ANILCA, 14 November 1979, 166.
[3] Michele Curran, Ph.D. Cultural Landscape Inventory, Park Headquarters Historic District, Denali National Park and Preserve, 2004, Part 2a, p. 1.
[4] Ibid.
[5] Ibid.
[6] Ibid.



View south down the main headquarters road, c. 1940-1941 (DENA-3-7.7, Denali National Park and Preserve Museum Collection).

SITE HISTORY

PREHISTORY TO PARK ESTABLISHMENT, PRE 1921

FIRST PARK HEADQUARTERS ALONG RILEY CREEK, 1921-1924

DEVELOPMENT OF PARK HEADQUARTERS ALONG PARK ROAD, 1924-1941

MODERN DEVELOPMENT OF PARK HEADQUARTERS, 1941-2006

SITE HISTORY- PREHISTORY TO WORLD WAR II

PREHISTORY TO PARK ESTABLISHMENT

Denali's dramatic landscape history begins in the late Miocene glacial epoch, twenty-three to five million years before the present, and has continued to evolve up to the present day. Cycles of advancing and retreating glacial ice have dramatically modified the landscape, where outwash plains and terraces remain from all but the earliest glaciations. Still present are seven massive glaciers including the Kahiltna, Ruth, Eldridge, Tokositna, Yentna, and Lacuna along the south side, and the thirty-five-mile-long Muldrow Glacier on the north side of the park, within a half-mile of the main park road. The park landscape is part of the 600-mile long Alaska Range separating Alaska's maritime coastal section from the drier, cooler lowlands of the interior. Comprised of peaks from 2,000 to 20,000 feet, the Alaska Range is about twenty miles wide at its northwestern-most point. Almost in the middle of the range stands Mt. McKinley, North America's highest peak at 20,320 feet.

While the peaks of these mountains are windswept, the lower elevations, including the headquarters area, support a boreal forest, or taiga, dominated by conifers but also including deciduous trees, woody shrubs, an herbaceous understory, and groundcovers. Park habitats are occupied by numerous species of animals including wolves, caribou, moose, Dall sheep, grizzly bears, black bears, and golden eagles—a remarkable diversity of wildlife which prompted conservation efforts in the early twentieth century.

Prior to the arrival of Europeans in the eighteenth century, the area in and around Denali comprised the aboriginal homeland of five Northern Athabaskan Indian groups—Dena'ina, Koyukon, Lower Tanana, Upper Kuskokwim, and Western Ahtna. Groups were associated with a specific territory according to the major drainages within the area. The Athabaskan peoples were settled along the navigable rivers and pursued a seasonally-based subsistence cycle of hunting fishing, and gathering. The home territory of the Western Ahtna included the Broad Pass area and upper Nenana River corridor. The Lower Tanana occupied the drainages of the Nenana and Toklat Rivers. During the late 18th and well past the mid-19th centuries, contact with European diseases through Russian fur-trading settlements greatly impacted native populations. Yet in 1867 when the territory was transferred from Russia to the United States by treaty, much of the interior of Alaska remained unexplored by outsiders. Today, respectful of longstanding traditional uses of the land and its resources, local rural residents retain subsistence rights within the 1980 additions to the park boundary as part of the legal stipulation of the Alaska National Interest Lands Conservation Act (ANILCA) of December 2, 1980.

Following its 1867 acquisition, the United States hoped to promote settlement and resource extraction, and began sponsoring exploration and documentation of the territory. Accounts of plentiful natural resources were soon followed by growing numbers of prospectors, explorers and traders in the late 1880s. Though Athabaskan natives referred to the highest peak as Denali, meaning "the great one," prospector William A. Dickey named it Mt. McKinley in 1896, to honor William McKinley, who was then a candidate for United States President. Several climbing parties soon attempted to scale Mt. McKinley's peaks and on June 7, 1913 a team including Hudson Stuck, Harry Karstens, Walter Harper and Robert Tatum succeeded. While the park was renamed Denali in 1980, the official name of the mountain peak remains Mt. McKinley.

The Klondike Gold Rush of 1898-1899 sparked fevered interest in Alaska's mining opportunities. In 1902, Alfred Brooks, a geologist with the United States Geological Survey led the first official exploration of the Denali area. A year later, the discovery of gold in the Kantishna Hills led to the brief, yet intense, Kantishna Gold Rush of 1905. That same year, Congress established the Alaska Road Commission, administered by the War Department, to build roads and trails in the wilderness to be used to facilitate settlement and to extract resources. By 1907, only a small number of miners remained in the Mt. McKinley area.

In 1912, hoping to spur further development and extraction of resources from the vast territory, Congress established the Alaska Railroad Commission tasking the group with studying possible routes for a railroad to Fairbanks. Two years later in 1914, President Wilson signed the Alaska Railroad Act, creating the Alaska Engineering Commission, and provided funding to build a railroad along the preferred route from Seward to Fairbanks, making use of heavy equipment recently idled following completion of the Panama Canal.

At the outset of World War I in 1915, miners returned to the Mt. McKinley area and commenced the operation of small-scale hydraulic mines. By 1922, two larger hydraulic operations were becoming established. These included McKinley Gold Placers, Inc. on Upper Caribou Creek and the Kantishna Hydraulic Mining Company on Moose Creek.[1]

Prompted by the descriptive writings of Brooks, Charles Sheldon, a wealthy east-coast naturalist and sportsman organized the first sport hunting expedition to the Denali region in 1906. Guided by former gold miner and mountaineer Harry Karstens, Sheldon's party surveyed the area's Dall sheep population, prompting Sheldon to express his fears of the impacts of more aggressive hunting that railroad construction would bring to the area. Upon his return to New York, Sheldon brought the issue to the attention of members in the Boone and Crockett Club, a hunting club founded by Theodore Roosevelt, hoping to obtain that group's assistance. Influential members of the club effectively lobbied Congress to protect the Mt. McKinley area as a game refuge, leading to establishment of the Alaska Game Code.[2]

Returning to Alaska in 1907, Sheldon again employed Harry Karstens as his guide to the Denali region. Together Sheldon and Karstens completed wildlife surveys and outlined the boundaries of the region that were, for the most part, later incorporated into the national park boundaries. A year later, the 1908 Alaskan Game Law strengthened the existing Alaska Game Code of 1906. As a result of Sheldon's second trip, the Boone and Crockett Club also endorsed the establishment of a national park in the region. Serving as both game refuge and national park, Mt. McKinley National Park was established on February 26, 1917.[3] Legislation establishing the new park set an annual ceiling of $10,000 on which to fund park operations.

First Park Headquarters along Riley Creek, 1921-1924

Immediately after President Woodrow Wilson signed legislation establishing Mt. McKinley National Park in 1917, the Department of the Interior requested the maximum $10,000 in funds to facilitate administration and access for the new park unit. Despite this early request, funds would not be appropriated for the new park until 1921, due to the United States involvement in World War I as well as to the park's isolated location.[4] By 1920, construction of a railroad connecting Fairbanks and Nenana was within forty miles of the park boundary. With the war over, Congress allocated the first funds for park operations in anticipation of increased pressures from market hunters preying on the region's large game animals.

In 1921, Congress appropriated eight thousand dollars for park operations for upcoming fiscal year. Funding covered the salary of a park superintendent and one park ranger who was to provide protection for the park's wildlife.[5] On April 12, Stephen T. Mather, the first director of the recently established National Park Service, appointed Sheldon's former guide Henry (Harry) P. Karstens as the park's first superintendent. Karsten's official service as park superintendent was to begin July 1, 1921, which was the beginning of fiscal year 1922. During the interim period between Karsten's April 12th appointment and the start of the fiscal year on July 1, Karstens served as "Chief Ranger in the National Park Service at large," with a nominal salary of ten dollars per year. To provide support while beginning his park duties, two private benefactors covered Karstens living expenses until the July 1st beginning of the new fiscal year.[6]

At the time of his appointment, Karstens had twenty-four years of experience in the Alaska territory. He came to the region first in 1897 to mine gold in the Seventymile Mining District. In 1905 he served as a mail carrier to Kantishna during its brief gold rush. Between 1907 and 1908 he spent nearly a year camping within the future bounds of the park with the east-coast outdoorsman Charles Sheldon. Following his lengthy trip with Sheldon, Karstens earned his living as a hunting guide. In 1913, Karstens was part of the first group of climbers to ascend the south peak of Mt. McKinley.[7]

Karsten's was certainly well qualified for his new work. As access to the park was difficult, and as Karsten could expect few park visitors, the first priority for the hunting guide - turned park superintendent was to provide a measure of supervision over the vast area, and to protect the park's wildlife from poaching. Hoping to support more efficient patrol and supervision of the park, the new superintendent's first monthly report, filed in June of 1921, identified a road, providing a main artery into the park, and into its higher elevations, as "the park's most urgent need."[8] At this time, the War Department's Alaska Road Commission maintained a pack trail from the railroad westward to the Kantishna post office.[9] However with mining activity having picked up following WWI, the Alaska Road Commission, primarily considering utilitarian purposes, was actively exploring various routes for an improved all-season road to Kantishna. Given the forecast for continued meager park appropriations, the National Park Service could not hope for its own park road, constructed only for the enjoyment of the scenery and protection of the park's wildlife.

Karsten's appeal for a serviceable park road would certainly resonate with Stephen T. Mather, Director of the National Park Service since its creation in 1916. An early member of the American Automobile Association and prior to his service as Director, a founder of the National Park-to-Park Highway Association, Mather understood that providing widespread access to national parks was critical to the survival of the fledgling agency. In 1921, the same year that Karsten's requested an arterial road through the park, Mather wrote generally for the *Yosemite National Park Handbook*, that the provision of park roads, "…is one of the most important issues before the Service."[10] As the Alaska Road Commission considered various alignments for an improved road to the Kantishna mining district, Director Mather met personally with Alaska Road Commission leadership, forging an informal agreement with that War Department agency. Mather, a successful former executive with a borax mining and marketing company, brokered an agreement that would route the new road through park lands and serve both the practical purposes of Kantishna's miners, as well as the scenic and resource protection purposes of the national park.[11]

Yet the park road was only one link in a larger transportation network for Alaska that included the Seward to Fairbanks railroad. The railroad from Seward to Fairbanks, completed in February 1923, passed within about four miles of the park's eastern boundary. Early in his tenure as superintendent, while the railroad was yet incomplete, Karstens first established the park headquarters in Nenana. Although the town was approximately sixty-six miles north of the park boundary, this location was convenient to the closest permanent post office and government telegraph office.[12]

Locating headquarters closer to the park was among Karstens's first tasks as superintendent. By mid-July 1921 "after considerable study"[13] he chose an area along Riley Creek approximately fifteen miles outside of the park's eastern

border, because it was "beautifully situated for [the park] entrance" and because of its close proximity to the railroad line under construction.[14] While he had considered an alternative site within the park boundary, he dismissed the idea because the distance from the railroad would have made timely communication with National Park Service officials and others more difficult.

In August 1921, despite his earlier interest in a location along Riley Creek, Karstens' selected an upland park headquarters site within the McKinley Park Station area, the location of a proposed railroad station providing access to the park. Unfortunately, the same month Maurice Morino, who had located on the site as early as 1910, anticipated the coming of the railroad and filed his claim for the property, and the following month he constructed a log roadhouse on the property.[15]

Given the existence of Morino's mining claim, Karstens reexamined alternative headquarters sites along Riley Creek and selected a location on its west bank. This site was south of the Morino claim and just upstream from the Hines Creek confluence. Karstens chose a "sunny and sheltered spot" for its close proximity to the railroad and because its location within the Riley Creek valley provided shelter from winter storms and ready access to water.[16]

Meager appropriations of eight-thousand dollars for park operations in the 1922 fiscal year covered Karstens' salary, the salary of one park ranger, and basic provisions. These include a wagon, a sleigh, harnesses, riding and pack saddles, blacksmithing and shoeing outfits, harness repair outfit, and dog feed. Funds were insufficient to provide for construction of permanent headquarters buildings.[17] Under these constraints, lumber and logs recovered from abandoned Alaska Engineering Commission (AEC) railroad construction camps were used for construction of headquarters buildings.[18]

By September, Karstens began construction of his "home cabin" at the Riley Creek headquarters site, and in October he reported work on his residence "should be done in a few weeks."[19] Karstens worked alone until November 1, 1921, when the first park ranger began his employment. By the end of November Karsten's cabin was nearly complete.[20] As described by Karstens, the hewed log cabin was equipped with iron sheeting as a roof covering, its interior measuring 17 by 21 feet. The building had four windows, two doors (front and back), a double floor, a separate partitioned-off bedroom, and a six-foot wide enclosed front porch. By April of 1922, a ten-foot wide lumber addition with a heavy felt paper roof covering was added to the rear of the cabin, and partitioned into a kitchen and a spare bedroom. The addition had two doors, a double and a single window, and a single floor (Figure 1.1).[21]

Construction of additional new headquarters buildings continued through the winter of 1921 to1922, aided by a supply of salvaged lumber from various abandoned railroad camps. In December, Karstens' reported that he "collected lots of second hand wood from railroad camps which were to be destroyed."[22] In

March, he reported they had disassembled a vacated construction camp near the headquarters that included "considerable second hand lumber that will come in very handy."[23]

In April 1922, Karstens reported, "base camp is in pretty good shape and fairly comfortable."[24] A man accustomed to a rugged, outdoor life, Karsten's comfort was likely overstated by current standards, as the Riley Creek site, occupying low ground, was prone to seasonal flooding and extremely cold winter weather. Harsh and difficult conditions would eventually result in the relocation of the park headquarters.

To assist with construction of headquarters facilities along Riley Creek, Karstens purchased an old Ford automobile with his personal funds to power a wood saw. The measure of his progress in developing a park headquarters consisted of the completion of Karstens' dwelling, a frame superintendent's office, a frame meat cache and storehouse, a tent used as a storehouse and workshop (purchased at a nominal sum from the Alaska Railroad), a privy and a corral (presumably for either horses or the sled dogs) under construction.[25] As described by Karstens, the 14 by 16 foot frame office building was constructed of double boards separated by heavy roofing felt, a similarly constructed double boarded roof, two windows, one door. The single-layer floor was covered with canvas, and the inside walls were pasted over with building paper. The large 16 by 24 foot tent used as a storehouse and workshop sat on a frame of 2 by 4 inch lumber.[26] By July 1922, a low log bridge crossing Riley Creek had also been constructed (Figure 1.2). The bridge, which would last less than one year, was built on two log crib piers, with log decking and low railings.

In October 1922, Superintendent Karstens reported, "base camp at McKinley Park Station is fairly well provided with buildings and equipment."[27] That year, Karstens and his ranger had constructed a four-stall barn, a corral, and doghouses; and had "fix[ed]-up" a blacksmith shop.[28] To provide winter-time transportation, Karstens had also purchased a "team of good, young dogs."[29]

In June 1923, a spring flood on Riley Creek destroyed the Riley Creek bridge and washed out telephone lines. This led to the construction of a foot bridge over Hines Creek in order to provide access. Flood damage to the Hines Creek road resulted in its relocation one and one-half miles up on a higher bench to a trail previously cut by the Alaska Road Commission (ARC) in 1922 and the construction of another footbridge over Riley Creek.[30]

By December 1923, Karstens and the ranger had constructed three additional doghouses and an ice house. Making use of his own funds once again, Karstens purchased an old cabin located on the abandoned claim of Pat Lynch. A second park ranger who had been hired in August of 1923 subsequently renovated the Lynch cabin for use as his family residence. By the end of the year, there were four horses and thirteen sled dogs located at the Riley Creek headquarters (Figure 1.3).[31]

Over the course of five days in July of 1924, Karstens and his small staff successfully defended the park headquarters from a large forest fire. When the threat had passed, Superintendent Karstens reported:

> A raging furnace of flame and smoke [came] to within a hundred feet or so of Ranger McFarland's quarters, the barn, warehouse and blacksmith shop were also very close to the fire. ... The next day the fire came around from the west and jumped Riley and Hines Creeks and was raging on all sides of us.[32]

Riley Creek Headquarters Landscape (1924)

Karstens' account of the fire along with historic photographs indicate that the park's first headquarters' buildings were located on both sides of Riley Creek. Ranger McFarland's quarters, purchased by Karstens in 1923, and the barn built in 1922, were located on the east side of the creek. Karstens also described, apparently on the same side of the creek, there being a warehouse and a blacksmith shop. While the superintendent's monthly reports fail to document the construction of these buildings, Karsten's October 1922 monthly report does mention the Alaska Engineering Commission's offer of a log barn, log warehouse, and a blacksmith shop from a recently abandoned railroad camp.[33]

The remainder of the first headquarters buildings and structures were located on the west side of Riley Creek. Buildings known to have been constructed by 1924 included the superintendent's home cabin, the superintendent's office, a tent storehouse and workshop, a frame meat cache and storehouse, a privy and an ice house, and a small weather station. Some or all of these buildings are depicted in historic photographs believed to be views of headquarters west of Riley Creek (Figures 1.4-1.6). Karstens documented the presence of doghouses in his description of the forest fire. At this time, Karstens' automobile remained the only non-animal power source at the Riley Creek site, which would remain the park's headquarters and administrative center until 1925.

DEVELOPMENT OF PARK HEADQUARTERS ALONG THE PARK ROAD, 1924 - 1941

Early Developments (1924-1927)

With the completion of the rail line from Anchorage in 1923, park visitation greatly increased from zero visitors in 1921, to modest total of thirty-four. To better provide for himself, park staff as well as to serve the park's intrepid visitors, Superintendent Karstens began making plans to move the park headquarters to higher ground. On February 15, 1924, Karstens wrote to National Park Service Acting Director Arno Cammerer, requesting relocation of park headquarters to a site two miles west of the park headquarters at McKinley

Park Station. The site first proposed in 1924, this being the current headquarters location, utilized land set aside by Executive Order #3617, dated January 13, 1922 for park administrative purposes. In his request to Acting Director Cammerer, Karstens noted the proposed headquarters site would be laid out with a view toward future development and adequate sanitation. He also mentions his plan to construct buildings of log, with "an eye to their permanency and attractiveness, and also for warmth and comfort."[34] On March 21, 1924, Acting Director Cammerer authorized relocation of the headquarters. However, the authorization only approved expenditures for temporary improvements, stating, "there might be some question about making extensive and permanent improvements on this land."[35]

One month later, Karstens wrote Acting Director Cammerer stating he was delaying action on establishing the headquarters at the approved location, because an alternative site considered previously on land owned by Mr. Morino might become available.[36] Morino soon recanted his position, after which Karstens appealed to the Government Land Office to work with Alaska Railroad to acquire a portion of their land near the depot for the park headquarters. The Alaska Railroad Commission also rebuffed Karsten's request, notifying the park superintendent in September of their decision to retain the property to serve their own purposes. With Karsten's best efforts at securing a fitting location for permanent headquarters facilities stymied, his only remaining choice was to pursue the construction of a new park headquarters at the location previously approved by Cammerer two miles to the west.[37]

Karstens selected a site in June 1924 that offered "a commanding view, drainage, water and sufficient room for expansion" between the triangle of land enclosed by Rock and Hines Creeks for the new headquarters. Karstens identified the legal description of the property as parcel (SW ¼ Sec. 5; S ½ Sec. 6; N ½ Sec. 7, and NW ¼ Sec. 8) [Fairbanks base/meridian: Township 14 S Range 7 W], recommending that the parcel in the park reserve "be taken into and made apart thereof of Mount McKinley National Park." Occupying an elevation 2,000 feet above sea level and 400 feet above McKinley Station, the winter-time warm-air inversion offered warmer temperatures over those experienced on the banks of Riley Creek.[38]

By the autumn of 1924, construction of the park road had been completed over two miles west of McKinley Park Station, passing the site selected for the new headquarters, and following a route earlier cleared of trees by Karstens.[39] Earlier that year, Karstens described the aesthetic and practical purposes of the road in an article he wrote and included with his 1924 report to the territorial governor of Alaska:

> [the road is] fine example of modern highway construction… grades and curves are adapted to motor traffic, there is no marring of adjacent timber or banks, long

> tiresome tangents are avoided, and locations are chosen with a view to giving the traveler full benefit of the scenic value of the route.[40]

Karstens also noted in the article that a telephone line had been built along the park road. According to a later account, the "temporary line lays [sic] on the ground."[41]

Preparation for relocating the park headquarters began in June 1924, even prior to the final decision regarding its exact site. That month, Superintendent Karstens and Ranger McFarland began "getting things in shape for moving headquarters." Their preparations included constructing a temporary bridge to "expedite moving HQ when the time comes."[42] In August, the park staff had grown to employ three rangers.[43] Karstens complained in his monthly report that two of his rangers had begun tearing down "a building belonging to me personally for logs," despite his instruction not to dismantle the building.[44] This was the cabin Karstens' purchased in 1923, which became the home of Ranger McFarland and his family.

Following the final decision to relocate park headquarters, Superintendent Karstens and his rangers began improvements at the new site two miles west near Rock Creek. In September 1924, they began to clear the ground at the new headquarters and to haul "logs and materials" to the site in preparation for building. He reported, "the site is beautifully located and will give full control of those going into or out of the park."[45] In October he reported, "I took a trip to the new camp site and gave instructions for clearing and placing of logs for buildings."[46] That December he drew sketches of buildings to be constructed at the new headquarters and mapped their proposed locations, planning to begin construction the following spring.[47]

By September 1925, Karstens and the rangers had left the first headquarters site along Riley Creek and were living in tents at the new headquarters. Throughout the month, they returned to the old headquarters and continued to dismantle and transport the old buildings to the new site. Using logs and timbers from the dismantled buildings, Karstens and the rangers constructed a 22½ by 31½ foot log superintendent's cabin and began construction of a 19 by 21 foot log clerk's cabin (Building 3). They also erected a tent for use as the superintendent's office.[48]

Between October and December of 1925, Karstens and his park rangers constructed a wood frame horse barn with a shed roof, a log rangers' cabin, two tents, and a dog corral. They built the wood frame horse barn along the east side of a main headquarters road, on the approximate site of the original log barn (Building 106), and the 14 by 16 foot log rangers' cabin on the same side of the road, across from the current administration building (Building 21, original rangers' dorm). Access to these buildings was by way of a the central headquarters road, a spur off of the main park road, having a north-south orientation.

The tent warehouse, originally located at the first headquarters site on Riley Creek, was moved and re-used at the new headquarters for the same purpose. The second tent, described by Karstens as "a temporary shelter of poles and canvas," provided cover for a new auto truck purchased that year.[49] The location of the two tents is unknown, neither being extant (Figure 1.7 – 1.10).[50] Later that November, Karstens reported his progress at the new headquarters to Director Mather:

> . . .our strenuous activities constructing buildings . . . has been carried on late into the night in order to get the personnel housed before cold weather set in. . . at present, we are all fairly comfortable though there is considerable finishing work to be done. Yet this can be done in the evenings and during spare hours.[51]

In a follow-up report submitted to Mather in December, Karstens included a plan of the headquarters drafted the previous month by his clerk, Ralph Mackie (Figure 1.11).[52] At Karsten's chosen location, the new headquarters was well placed to observe traffic both into and out of the park. Depicted with some prominence on Mackie's plan is a proposed flagstaff, bearing the United States flag, located at the intersection of the proposed central headquarters road with the main park road. The presence of the flagpole at this location, much like the effect of the log archway entrance to the park to the east, was meaningful in territorial Alaska. The location of the United States flag is shown waving above as a well-organized, yet decidedly rustic arrangement of government buildings. Not unlike the display of the flag at courthouses, post offices and other federal facilities, the location of the flagpole at this particular intersection with the park road was intended to compose the new headquarters facilities as the symbolic and effective seat of order and authority, and as an instrument of federal control over a vast unpopulated area.[53]

Proposed construction depicted on Mackie's 1925 drawing further specified five additional buildings. These included the superintendent's office (Building 22), two ranger cabins, a blacksmith and machine shop, and a warehouse. Construction of a superintendent's office (Building 22) had already begun. The plan does not depict the tents used as the park office, the warehouse, and the "temporary shelter of poles and canvas" for the auto truck, presumably indicating their temporary status. Also not depicted on Mackie's drawing are the dog corral and the weather station. The station is known to have been moved from the Riley Creek site to the new park headquarters.[54]

All existing and proposed buildings included on the plan were arranged within a grid defined by proposed headquarters roads, including the main headquarters oriented to run north-south. The location for the main headquarters road had already been surveyed at the time of the report. Karstens planned to have the two side streets surveyed and the main street graveled by the following summer. All roads were to be twenty-two feet wide and graveled.[55]

Furthest north along the park road were the most public of the headquarters buildings. These included the proposed superintendent's office (Building 22), and the recently constructed superintendent's cabin and the clerk's cabin (Building 3). Service buildings at the southern end of the headquarters included a proposed warehouse, a proposed blacksmith/machine shop, and the recently constructed frame horse barn. Located between these two areas were the recently completed rangers' cabin, and two proposed rangers' cabins. [56]

A concentration of streets, dwellings and shops were not proposed for the eastern side of the main street because of an "abrupt slope" or "ridge" that lay about twenty feet from the main artery. Karstens noted, "Upon the expansion of this camp, it can be done very advantageously in a westerly direction with the Park highway and the ground over which they run, is a well drained location and a place admirably suited for dwellings." Karstens recommended all future development of larger and more important buildings occur west of the main north-south headquarters road. Karstens was concerned that developing along the slope would require construction of a "tapered three-wall foundation" which he thought would not enhance the beauty of the surrounding landscape.[57]

At the time of the report, Karstens and the rangers had cleared vegetation around the existing buildings and the proposed building sites, except for a few trees. He planned to clear the area surrounding the superintendent's, clerk's, and the rangers' cabins the following spring—a distance of four hundred feet west of the main headquarters road. In regards to the landscape, Karstens wrote, "It is not my intention to absolutely clear the camp of every tree, but I want all the scrub trees removed and only those which will look attractive to the landscape, to be left standing. I am planning to clear the first two plots in an [sic] westerly direction, in the spring, for the distance of at least 400 feet." He noted that spruce and cottonwood covered most of the headquarters area, with cottonwood, which were actually aspen trees, being more numerous. Blueberry and sage grew abundantly in the woods. 58 Describing the vegetation on site, Karstens wrote:

> All the trees in this section are scraggy and not as pretty and attractive as may be seen at the lower altitudes, for the wind is sometimes strong and the winters always hard and severe, and lastly, in a few more hundred feet elevation, one finds oneself at timber-line. [59]

In February 1926, Karstens reported to Director Mather that, "all buildings are more or less incompleted [sic] and need considerable work on them to make them comfortable."[60] He listed the headquarters buildings and structures which included the superintendent's cabin, clerk's cabin (Building 3), rangers' cabin, tent office, wood frame barn, tent warehouse, and tent garage, all known to have been erected by December 1925. He also listed a second tent warehouse, a tent workshop and harness room, and twenty-two doghouses in a corral, presumably constructed between December 1925 and February 1926.[61]

Between February 1926 and July 1927, Superintendent Karstens and the rangers constructed four new buildings and thirty new doghouses. With assistance from the Alaska Road Commission, park staff graded and installed the sub-base and surface of the main headquarters road. In 1926, the log superintendent's office, begun at the end of 1925 (Building 22) had been completed. Early photographs of the office indicate the "Superintendent's Office" sign that hung above the office at the first headquarters at Riley Creek was reattached to the new office (Figure 1.12). They also built the chief ranger's log cabin.[62] Both log buildings were built roughly in line with the superintendent's cabin and the clerk's cabin (Building 3) constructed the year before, all directly facing the main park road (Figure 1.13-1.14).

The same year, Karstens and the rangers moved the dog corral and doghouses "200 to 250 feet further south than where formerly located," to have better access to running water and to "give the dogs a better back-ground, from which to be viewed." The new location was at the base of the steep slope, east of the north-south central headquarters road. Up until 1926, the park dogs were moved each summer to a fish camp along the Tanana River. In 1926, in response to their appeal to tourists, Karstens chose to keep the dogs in the park during the summer. By May 1926, the ground had been cleared at the new site, and by August construction of the combination cook-house and dog feed cache had begun, and in May 1927, construction of thirty new "miniature log cabin" doghouses was in progress (Figure 1.15).[63]

Additional 1927 improvements included regrading 13,000 square feet of area for the construction of roads, construction of a combination garage, workshop and blacksmith shop, and the installation of the flag pole at the entrance to the park headquarters area. The combination building included a large frame garage and workshop with a small shed roof blacksmith shop at the rear (Figure 1.16).[64] The building was located across from the wood frame barn, at the location of the current Center for Resources Science and Learning (Building 102, original machine shop and garage).

While the location of the flagpole was indicated earlier in Mackie's 1925 drawing of the park headquarters, historic photographs indicate that the flagpole was actually installed sometime after June 1926 and prior to the surfacing of the main headquarters road in 1927.[65] The flagpole stood at the intersection of the main headquarters road and the park road, in the same location indicated on the 1925 headquarters plan (Figure 1.17-1.18).

Reporting on construction of the road surface of the north-south headquarters road spur in July of 1927, Karstens wrote, "this is the first work of its kind and will be the first step towards construction of a well defined system of streets at [headquarters]."[66] The Alaska Road Commission, following the 1925 plan for the new park headquarters, constructed the eight-hundred foot long road in a straight line southward from its intersection with the main park road.[67] The

headquarters road, following the alignment reserved for it in the 1925 plan, passed by the superintendent's office, superintendent's cabin, rangers' cabin, wood frame barn, and the recently completed combination garage, workshop, and blacksmith shop, terminating in a circular wagon turn at the edge of a steep escarpment overlooking Hines Creek.[68] Headquarters master plans from the mid-1930s indicate that an 'old dump' was located on the steep slope, at the road's southern terminus. A dump at this location in 1927 may have been the purpose of the road being extended about three hundred feet past the wood frame barn. In December 1927 Karstens reported:

> As we have only a small fund for the disposal of sewage, garbage, and waste water, it is necessary for each individual to dispose of such matter personally by carrying it to a distant dump which is burned in the spring. No water system or sewage makes conditions very unsanitary.[69]

Earlier in the year, Karstens submitted an estimate for fiscal year 1929 appropriations that included, among other items, a request for funds to develop water and sewer systems. His estimate requested increased funds for basic needs, such as tree clearing and drainage improvement, food and bedding for park horses and dogs, and hiring of two additional rangers. Additional requests included an electric light generating plant, fire-prevention and fire-fighting equipment, and a "light auto runabout truck." He also requested the first building funds for construction of a larger rangers' cabin, a new barn (Building 106), and a 30' x 40' warehouse (Building 101). In total, his estimate totaled $42,581, more than double the park's 1927 fiscal year budget.[70]

Justifications submitted with the estimate describe the primitive conditions at park headquarters during 1927. Explaining the need for a new rangers' cabin Karstens wrote, "there is much complaint owing to crowded conditions and it is hard to keep good men in this small cabin in which men must sleep, cook and store their personal effects and provisions." Karstens related that very low food rations had necessitated the need for rangers to spend "considerable time" hunting rabbits. Living conditions for the park horses were much worse.

Karstens reported the wood frame barn as "damp and cold." He further stated the "unhealthy" barn was responsible for the poor condition of the park horses, one of which was reported "surveyed off and killed and a second one will have to follow soon." The condition of the tent warehouse was just as bad. According to Karstens "the canvas is rotten and it leaks and has been patched many times.

In justifying the need for an electric light generating plant, Karstens stated, "work in the office by kerosene lamp is a hardship during the short days of winter, drafting and photographic work is impossible." He also justified the expense of an electrical system by comparing the danger and cost of kerosene lamps: (40 to 45 kerosene lamps were necessary to light the existing building to provide the same light as that of an electrical system. Requested site improvements included the water and drainage systems mentioned above, stump removal, and improved

site drainage. Karstens recommended stripping away the thick moss that covered much of the ground at the headquarters area. He also noted the main headquarters road needed to be cleared and ditched in areas in order to reach several buildings, and that walks needed to be constructed.[71]

Despite the poor living conditions, by the close of 1927 Karstens and his small crew had made significant progress on the new headquarters. They had completed the primary road corridor for the headquarters, as it exists today, and several buildings. The straight headquarters road branched off of the main park road and descended at a relatively even grade across the terraced area, which was carefully selected by Karstens. With the new headquarters road as the primary spine, Karstens directed the construction of the buildings which would eventually create something like a pioneer village. While the structures at Riley Creek appear to have been placed randomly along both sides of the river, the layout for the new headquarters was to be more orderly and in alignment with the orthogonal grid created by the new headquarters road and its subsequent secondary roads. The complex consisted of rustic log buildings and tent structures, most of which were visible from the park road. Of these early buildings, only Building 22 remains. In the 1950s this small building was moved to its current location north of the main park road.

National Park Service Site Planning and Rustic Design (1928-1941)

The National Park Service's 1918 statement of policy called for careful planning before undertaking the design and construction of new park facilities. Until 1941, plans for national park development incorporated native materials and architectural designs with the intention to blend facilities with the terrain and to harmonize with local building conventions. In national parks throughout the United States, this approach led to the adoption of a so-called "rustic style" of park architecture until the nation's 1941 entry into World War II.

Prior to 1928, plans first developed by Superintendent Karstens guided headquarters development, and building construction was forced to rely on the availability of salvaged lumber from headquarters buildings at Riley Creek and various abandoned railroad camp buildings. Early headquarters building materials included log, wood frame, and canvas. While it is true the most attractive buildings in the headquarters prior to 1928 were constructed of logs, and logs served as the approved building material for the headquarters area—no source has been found indicating that Superintendent Karstens limited himself exclusively to logs as building materials, or to any particular design style. Out of practical necessity, Karstens simply used whatever materials were available to him for construction. He probably chose log construction for these five buildings (superintendent's office and four residences) because log buildings would have retained heat better than frame buildings or tents. Four of the five log buildings, including the superintendent's office, were constructed along the park road,

probably as a convenience and possibly also because these buildings were the most attractive headquarters structures that best represented the agency's efforts to park visitors.

For fiscal year 1929, which began on July 1, 1928, the National Park Service appropriated the first funds for building construction in headquarters. These appropriations were based on the estimate submitted by Superintendent Karstens in 1927. Although the total budget for fiscal year 1929 was $6,600 less than Karstens' estimate, funds approved for construction of the three buildings requested by Karstens – the rangers' quarters, warehouse (Building 101), and barn (Building 106), and the first headquarters water and sewer systems, were approved according to Karstens' estimates.[72]

In February 1928, Superintendent Karstens met with NPS Chief Landscape Engineer Thomas Vint at the Superintendent's Conference in San Francisco. The two men discussed headquarters development. Immediately following the conference, Vint prepared drawings of the three new buildings proposed for headquarters, and a "free hand sketch" layout plan for the headquarters based on a photograph of the area and information provided by Karstens. Prior to returning to the park, Karstens met with Vint and approved the plan, which specified locations for the rangers' quarters, warehouse (Building 101), and barn (Building 107).[73]

Recognizing the importance of a master plan for the headquarters area, both Superintendent Karstens and Chief Landscape Engineer Thomas Vint requested additional design services. In his monthly report for March 1928 to Park Service Director Stephen Mather, Karstens stated:

> This park has reached a period in its development where the services of the landscape engineer are very necessary... All future development about headquarters will be influenced by the proper placing of these buildings and the space reserved for future construction. This matter has been taken up with the Service in a letter dated March 29th recommending assistance from the Landscape Division.[74]

Vint echoed Karsten's justification in his own letter to Director Mather:

> While Mt. McKinley is but a small building program this year, it is one of supreme importance from the landscape view-point, as the locations selected for these buildings practically determines the location of all future buildings constructed at park headquarters. I believe these problems are of sufficient importance in the development of Mt McKinley Park to warrant a trip by some member of the Landscape Division.[75]

A month later, Associate NPS Director Arno B. Cammerer approved Vint's "free hand sketch" layout plan; however, he did not approve a trip by a member of the Landscape Division to the park. He explained the division was too busy and there were not enough funds, and further justifying his decision he wrote, "surely the plan of construction at Mt. McKinley Park is not of such major proportions

but that if slight errors are made in location they can be corrected at some future time."[76]

Despite the lack of immediate on-site assistance from a member of the Landscape Division, beginning in 1928 all building plans for the headquarters area were created by the Landscape Division (later known as the Branch of Plans and Designs) in San Francisco, ensuring adherence to the approved 'rustic style' for the headquarters area. Further evidence of a firm commitment to a consistent architectural style is found in a letter written by Acting Director Arno B. Cammerer in 1929, where he directs that the park should not accept a cast-off building offered by the Alaska Railroad for use as a superintendent's residence, explaining that the free building "might not fit in with the type of architecture approved for headquarters at McKinley Park."[77] He further states, "it might be better to go ahead with our plans for the construction of [the superintendent's residence] in harmony with the park location and following our own designs." While not directly stated in documents reviewed, the construction of only log buildings, or buildings with log exterior trim, between 1928 and 1937 indicates log was the headquarters preferred building style except for a few minor structures.

In May 1928, two months before the start of fiscal year 1929, park rangers began construction of the warehouse (Building 101) and rangers' quarters. By September, the log warehouse was nearly complete, except for installation of doors and windows, and considerable interior work was still needed on the one-and-a-half-story log rangers' quarters (Figures 1.19-1.20). Log and lumber were stacked at the site of the new barn (Building 106) but construction would not begin until the spring of 1929.[78] For the first time, the National Park Service hired outside laborers for Mt. McKinley National Park headquarters construction projects. However, as was mentioned above and will be seen later, ranger assistance was also necessary.

The use of park rangers for headquarters construction projects was not always a favored decision. In a letter home to his father written in October 1928, Ranger Bill Myers indicated at least some of the rangers resented remaining in headquarters constructing buildings, preferring to have been on patrol—a task they considered more befitting to a park ranger. In the letter Myers explained how the rangers thought the funds received that spring were not enough to complete construction of the three new buildings and the water and sewer system. They asked Superintendent Karstens to "give it up until he got more money." Karstens began construction anyways, determined to finish the projects. In an attempt to do so within the appropriated funds, it was necessary to assign rangers to construction projects all summer. Most vocal among the discontented rangers was Chief Ranger Nyberg. Altercations with Nyberg over this issue and others were among numerous conflicts that led to the resignation of Superintendent Karstens in October 1928.[79] If Karstens had remained at the

park, whether his higher construction estimates would have been approved in fiscal year 1929 remains unknown. Given its remote location, compared to other National Parks, construction costs for Mt. McKinley were significantly higher than parks in the lower forty-eight states. Karstens typically had to make do with what he had, which often very little.

In August of 1928, just prior to his hasty resignation following an argument with staff, Superintendent Karstens submitted an estimate for fiscal year 1930 appropriations. In his letter to Director Mather, Karstens prioritized proposed building projects, of which all except four were located within the park headquarters area. At the top of the list was a new superintendent's residence. Justifying the expenditure, he described the existing superintendent's cabin as "cramped quarters . . . entirely inadequate for the superintendent and his family." Karstens' wife and teenage son also lived in the cabin. He proposed a log residence, with three bedrooms, a kitchen, a dining room and a living room, to include a front porch and a rear shed. [80]

Other projects on the list included a new dog feed cache and cookhouse (Building 105), a dog corral and kennels, an electric light shop (Building 110), laborers' quarters (Building 6), machine shop (Building 103), and extension of sewer, water, and electric lines.[81] Later reports indicate funds identified for machine shop (Building 103) construction were used to build a garage.

Karstens described the proposed dog feed cache and cookhouse (Building 105) as a place to store sleds and harnesses on the lower floor with bench space for repair work and an upper floor to store several tons of dried salmon for dog feed. The cookhouse would be located in a side addition, so that steam generated would not mold the dog food or warp the sleds. Sleds and harnesses would be on display for tourists. The existing one-room dog feed cache and cookhouse, built in 1926, would be torn down with the salvaged lumber used to construct the new building. Justifying the need for a new dog cache, corral and kennels, Karstens reported:

> The park dogs are one of our most attractive features. All visitors insist on seeing them and the dog equipment. We are continually embarrassed by the unsanitary and makeshift dog corral which causes considerable comment from our visitors.[82]

He proposed construction of a double fence of log posts and wire built around the kennels to prevent dogs from breaking loose, and also to provide runways and exercise pens for the dogs in the summer-time. Karstens also described the proposed laborers' quarters (Building 6) as a 12 by 18 foot log building, containing a kitchen and four bunks. Construction of the quarters would replace existing laborers' quarters consisting of two old tents "both uncomfortable and inadequate, particularly in the spring and late fall."

On November 17, 1928, referencing a letter received two days earlier from Assistant Director (Field) Horace M. Albright, Acting Director Arno B.

Cammerer responded, "Your letter . . . was not received by us until after we had completed our hearings before Congressman Cramton of Lapeer, Michigan."[83] Louis C. Cramton was chairman of the Subcommittee on Appropriations for the Department of the Interior.[84] Apparently Albright had written Acting Director Cammerer to request additional funds to finish fiscal year 1929 construction of the barn, water and sewer system too late to be presented at the hearings. Based on a report submitted by the park, the hearing determined incomplete projects, except perhaps the barn, could be completed by the end of the fiscal year, and with "contributed ranger labor" probably within the appropriated amounts. Cammerer also said Harry Liek, the newly appointed park superintendent, should prepare a report regarding the incomplete projects as soon as he arrived at the park, but should "make every effort to complete authorized projects within available funds."[85]

Acting Director Cammerer also noted in his letter to Assistant Director (Field) Albright that Congressman Cramton had read several letters written by Harry M. Myers, also of Lapeer, Michigan, that mentioned additional park needs, of which former Superintendent Karstens had personally written to Myers. Harry M. Myers was the editor of *The Lapeer County Press*, and father of Ranger Bill Myers, mentioned earlier. Congressman Cramton was also from Lapeer, Michigan. According to Acting Director Cammerer, the committee seemed favorable to adding funds, possibly for two more rangers and for fiscal year 1930 building funds derived from construction estimates submitted by Karstens. Following Karsten's resignation, Harry Liek transferred from Yellowstone National Park and arrived at the park on December 4, 1928. Within two weeks he wrote to then Assistant NPS Director Horace Albright, whom was then serving in the field at Yellowstone National Park. As instructed, he wrote to Albright regarding the status of incomplete fiscal year 1929 construction projects. Liek noted that Karstens had only estimated five hundred dollars for construction of the barn (Building 106), which had not begun, and the barn was nearly the size of the warehouse, which had taken two thousand dollars to complete. He estimated it would take approximately an additional twelve hundred dollars to complete both the barn and the rangers' quarters, including the windows, doors, and interior finishing. Liek had greater concerns regarding the partially completed water and sewer system. He was not confident in Karstens' choice of a reservoir site, so he suggested hiring an engineer the following spring to survey the site to see if the work could be practically done. As of December, approximately one half of the eighty-four hundred dollars allocated for construction of the water and sewer system had been spent, and construction of the reservoir had not yet begun.[86]

On December 5, 1928, Superintendent Liek submitted a "Preliminary Estimate for Improvements for 1931" to Director Mather, in which he requested funds to construct new doghouses and a corral for $750, a machine shop for $1,500, an electric light shop for $750 (Building 110), and install new telephone lines along the park road. Except for the new telephone lines, all of the projects had been

initially proposed by former Superintendent Karstens in August prior to his resignation. Liek did not request funding for several projects proposed by Karstens, including the proposed, superintendent's residence (Building 1), dog feed cache and cookhouse (Building 105), laborers' quarters (Building 6), and the extension of sewer, water, and light lines, probably because these projects had already been approved for fiscal year 1930.[87]

Superintendent Liek's estimate included construction of a kennel facility that would provide space for up to forty log doghouses and a corral, surrounded by two rows of wire fence that would enclose an exercise pen, and a second pen to raise pups. Fourteen pre-existing log doghouses on the site may have been retained. The proposed project included clearing, draining, and graveling the kennel area. To justify the expenditure Liek explained raising pups on-site would be less expensive than purchasing dogs, and result in the park owning better quality animals. He also emphasized, just as Karstens had in his fiscal year 1930 estimate, the importance of the dogs as a visitor attraction. He explained how the current "unsanitary" site and the 'packing boxes" used as doghouses detracted from the dogs' appeal.[88]

Regarding construction of a machine shop, Liek proposed converting the existing garage (combination garage, workshop and blacksmith shop) into a machine shop and building an addition "more suitable for storing cars."[89] Later reports indicate the park used money allocated for construction of the addition to the existing garage (combination garage, workshop, and blacksmith shop), for construction of a new garage (Building 103).

For the electric light shop, Liek proposed construction of a well-insulated, small log structure (Building 110). He explained the building was necessary because there was no suitable place within existing buildings to house a "light plant." He thought the basement of the superintendent's office (Building 22), if enlarged, could serve as a temporary location; however "dust and soot from the furnace will be hard on the plant and the odors and gases from the plant will be hard on the office force."[90]

Superintendent Liek's final fiscal year 1931 recommendation that would affect the headquarters area was installation of a new telephone system along the park road, to replace the "temporary lines" installed on the ground in 1924. He stated the current line would be "useless and wasted after a year or two." Liek recommended installation of a tripod line along the park road from the railroad to Copper Mountain.[91]

In January 1929, Superintendent Liek followed up with Albright expressing his concerns regarding Karstens' planned location for the reservoir. Instead of the reservoir recommended by Karstens, Liek recommended construction of a 25,000-gallon concrete reservoir on the hill just above headquarters, to be fed by a pump from a nearby stream. The original plan conceived by former Superintendent Karstens was an open reservoir that would be fed water from

seepage of swampy ground above the reservoir. Liek received approval for his own plan, provided expenditures did not exceed allotted funds.[92]

During the summer of 1929, headquarters construction projects included completion of the barn (Building 106) (Figure 1.21), partial construction of the dog feed cache and cookhouse (Building 105), partial construction of the new dog kennels and corral, partial construction of the superintendent's residence (Building 1), and construction of a temporary garage (location unknown). The new log barn (Building 106) was built on the site of the original wood frame barn, built in 1925. The exposed log and plank dog feed cache and cookhouse (Building 105) replaced the original dog feed cache and cookhouse built in 1926. The two-story log superintendent's residence (Building 1) was constructed on the north side of the park road, opposite the former superintendent's cabin, which became the clerk's cabin after construction of the new superintendent's residence. Work on the superintendent's residence stopped in September, when the park laid off its outside carpenters.[93]

Utility improvements during the summer of 1929 included excavation of Liek's 25,000-gallon water reservoir, installation of a pump and gasoline engine for the water system, and installation of water and sewer pipes. A tent sheltered the pump and gasoline engine. To prevent freezing, small logs were placed on top of the reservoir and the water and sewer pipes to provide air space, then they were covered with about fifteen inches of dry moss before gravel was added.[94] Also installed was a Kohler light system, placed initially in the basement of the superintendent's office (Building 22), until construction of the electric light shop (Building 110) was completed in 1931. Electrical lines were strung from roof to roof.[95]

That same summer, Harry Myers of Lapeer, Michigan, mentioned earlier, and Thomas Vint, Chief Landscape Architect, formerly known as Chief Engineer, visited the park, both later reporting back to Horace Albright whom had been promoted to Director of the National Park Service. Prior to his visit, Myers had written to Albright stating he was going to be in the park a month during the summer and asked, "If there is anything that I can do for you while I am there or get you any information, I would be only to glad to do so."[96] Included with a response letter to Myers was a second letter in which Albright gave Myers "an official commission to observe conditions in the park as my personal representative."[97] He instructed Myers in the letter, to present the letter to Superintendent Liek and other NPS officers and "they will extend to you such courtesies as are consistent with the performance of your duties, and will be glad to help you in any practicable way."[98] Albright ended the letter stating that information obtained during Myers' visit to the park would be valuable to the National Park Service. Director Albright would not be able to personally visit the park until 1931.[99]

After his park visit, Harry Myers wrote Director Albright explaining that he would not be able to come to Washington, D.C. as planned that fall to discuss his observations during his summer visit. However, he also wrote that he was "particularly anxious" to discuss with the director "some matters of the park" in detail, before Albright recommended appropriation for "next years work" in fiscal year 1931.[100] Director Albright responded on November 4, 1929, "Why couldn't you write me a confidential letter giving me your viewpoint on the matters that need attention at this time?"[101] Three days later, Myers wrote a letter to Congressman Cramton describing his observations at the park, a copy of which was sent to Director Albright.[102]

In the letter Myers wrote, "I am calling your attention to some things which I think are very essential for proper development at McKinley Park."[103] Myers strongly recommended the NPS send a "good all around man" to the park, to "right affairs." He spent a considerable portion of the letter discussing incomplete construction work at headquarters "presumably" because of a lack of money necessary to complete the projects and because he thought Superintendent Liek and Chief Ranger Nyberg were unable to carry out the construction program in an "economical and efficient manner." Unfinished projects mentioned in Myers' letter included the dog feed cache and cookhouse (Building 105), rangers' quarters (construction began in 1928), "smaller outbuildings," and the water and sewer system. Speculating as to Liek's lack of ability to complete headquarters projects, Myers stated Superintendent Liek probably could have done a better job if "things [were not] in a mess when he got [here]."

Chief Ranger Nyberg sent a less supportive letter to Director Albright detailing Superintendent Liek's handling of construction projects. To be fair, Nyberg also took issue with Superintendent Karstens' management of headquarters construction projects. Thus, while some of his language may reflect general anger towards the superintendent for "incompetent estimates resulting in insufficient funds" that required rangers to be constantly called off patrols to "[clean] up the mess at headquarters," his letter provides a ranger's viewpoint of the situation at headquarters during the 1928-1929 construction period.[104] He described the new water system as "one totally unfit to meet the conditions here, and which has proven a failure, so that the work of the rangers went for nothing," and complained that relatives of Superintendent Liek, who were park employees, were living in the rangers' quarters, forcing the rangers to occupy "unfurnished, filthy tents." Regarding himself he wrote, "it would seem to me that the head ranger's duties are other than just pick and shovel, especially during the tourist season." In a letter to Director Albright, Liek answered Nyberg's accusations, explaining that he was forced to employ the rangers in the building projects due to insufficient appropriations to cover the high cost of labor in Alaska.[105]

Chief Landscape Architect Thomas C. Vint finally arrived at the park in August 1929.[106] At the time of Vint's inspection, the headquarters consisted of twelve buildings, tents, a dog corral and doghouses (Table 1.1). It also included a flagpole at the entrance, the main headquarters road, and road spurs, either crude road segments or trails, to buildings not located adjacent to the road. Later that December, he submitted a trip report to Director Albright, detailing recommendations for several areas within the park, including the park headquarters. Vint's recommendations included moving headquarters facilities to a place closer to railroad, just as former Superintendent Karstens had once recommended in the early 1920s. Vint's December 1929 trip report suggested that beginning in 1932 all new park headquarters buildings be constructed at the proposed location.[107]

Responding to Vint's proposals in March 1930, Director Albright related that he had already authorized implementation of several of Vint's prior recommendations and would consider the remaining suggestions including relocation of the headquarters when he visited the park later during the coming summer. Superintendent Albright's trip to Alaska was ultimately postponed until August 1931, yet when finally reviewing the situation on-site, Vint's 1929 proposal failed to persuade the Director to relocate the park headquarters for a second time: [108]

> . . . if this were an all-year-round-park, I would be disposed to favor your views [to move the headquarters back to near the railroad], but as the season here is little more than 60 days, and as the railroad station section is much colder, and subject to high winds, and as the country therebouts has been burned over, I think the present site of headquarters is much the better site, and will continue its use. [109]

TABLE 1.1 HEADQUARTERS BUILDINGS – 1929

BUILDING	BUILT	NOTES
Administrative		
Superintendent's office (Building 22)	1925-1926	
Residential		
Superintendent's cabin	1925	Used as clerk's cabin beginning in 1929; razed October 1933
Clerk's cabin (Building 3)	1925	Use in 1929 is unknown
Rangers' cabin	1925	Burned March 1931
Chief ranger's cabin	1926	
Rangers' quarters	1928-1929	Partially constructed; burned May 1935
Superintendent's residence (Building 1)	1929	Partially constructed
Service		
Garage	1929	Temporary construction
Combination garage, workshop, and blacksmith shop	1927	
Warehouse (Building 101)	1928	
Barn (Building 106)	1928-1929	
Dog feed cache and cookhouse (Building 105)	1929	Partially constructed
22 doghouses and corral	c. 1925-1926	
Tent - pump house	1929	Along Rock Creek
Tents (1-3) – laborers' quarters	unknown	
(Note: Refer to Karsten's "Map 3" 1925)		

With the National Park Service Director making a commitment to the current headquarters site, building projects between 1930 and 1933 included completion of the dog feed cache and cookhouse (Building 105) and the superintendent's residence (Building 1) (Figure 1.22); construction of an electric light house (Building 110), a new garage (Building 103), an oil and gas house, a comfort station (Building 112), a boiler house (Building 107), a laborers' quarters (Building 6), new dog kennels, and a coal shed; and grading and terracing around the new superintendent's residence (Building 1).[110] Construction of the electric light shop (Building 110) began in late July 1930 and was completed in January 1931 (Figure 1.23). The electric light shop housed the Kohler light plant purchased by the park in 1929 that was temporarily installed in the basement of the superintendent's office (Figure 1.24).[111]

By 1931, crews constructed the laborers' quarters (Building 6) (Figure 1.25). The one-story log building stood west of the rangers' quarters.[112] By July 1930, about one-half of the new dog kennels had been completed and in January 1931 they had all been built. The new kennels included forty doghouses enclosed within forty side-by-side wood and wire pens. The pens were arranged in two parallel rows, twenty per row (Figure 1.26).[113]

Buildings constructed in 1931 included the small oil and gas house and the new garage (Building 103). The oil and gas house stood south of the machine shop, which was the location of the original combination garage, workshop and blacksmith shop built in 1927. Original plans for the four-stall garage that specified solid log construction were changed to exposed log and plank, due to insufficient funds (Figure 1.27). After completion, cars previously parked in the combination garage, workshop and blacksmith shop that was built in 1927 were relocated to the new garage (Building 103), and the old garage was converted into a machine shop.[114] Between May and June, crews constructed the exposed log and plank comfort station that included separate lavatories for male and female employees (Figure 1.28). Water lines to the comfort station were not laid until the summer of 1933.[115]

In late 1932, park rangers constructed the boiler house (Building 107). A second-hand boiler was located and installed in the new building to provide steam heat for buildings as well as to warm the ground and prevent permafrost from affecting the operation of underground water and sewer lines. Located at the lowest elevation of all the headquarters buildings in order to provide for positive drainage for the steam piping, the solid log structure was the only building constructed at the headquarters between 1928 and 1934 without plans approved by the Landscape Division, except possibly the small coal sheds and/or oil and gas houses.[116] Although the exact year is unknown, the coal shed is known to have been constructed c. 1930-1933. The small structure was located across from the warehouse (Building 101) along the main headquarters road.[117]

After Director Albright's visit to the park in 1931, he wrote to Vint extending his praise for the condition of the headquarters development:

> Supt. Liek has made a very presentable village here at headquarters. The new buildings are well built, and compare favorably with those in any of the States parks, the grounds are kept in perfect condition, and in other respects the plant here is a distinct credit to the Service, and an important asset, as it is seen by all tourists as they go down to visit and inspect the dog kennels and feeding establishment.[118]

Albright's use of the term "village" for development at park headquarters and his comparison with other national parks in the "Lower-48" was not accidental. Since 1914, well before the creation of the National Park Service when planning was underway for facilities and infrastructure for Yosemite National Park, there had been a concerted effort to minimize widespread impacts to park scenery by concentrating visitor and administrative services into picturesque compositions reminiscent of a village or rudimentary town. This approach was later incorporated into National Park Service master planning for several other major western parks, including Grand Canyon, Yellowstone, Mount Rainier, Sequoia Kings Canyon and Crater Lake.[119]

Yet, aesthetics and long-range visions of appropriate national park development were always balanced against the more practical circumstances of the moment. Albright's 1931 report of his visit to Vint identified three or four older buildings that needed to be replaced, including the superintendent's office (Building 22). However, Albright reasoned that the building replacements would need to "await a more favorable condition of the Treasury."

Several headquarters buildings were lost or removed during in the early 1930s, including two of the original log cabins constructed in 1925 from materials salvaged from the Riley Creek headquarters site or otherwise from abandoned railroad camps. These were likely two of the "older buildings" referred to by Director Albright. In March 1931, the laborers' cabin (original rangers' cabin, built 1925) was destroyed by fire. Superintendent Liek stated in his monthly report that he did not consider it much of a loss, as it was a "shack and a disgrace to the rest of the buildings" that he had planned to tear it down that summer.[120] The following February, a small tent-frame building, location unknown, was destroyed by four feet of heavy snow fall. This was probably one of the tents used as housing for temporary laborers. Superintendent Liek had also planned to remove this structure prior to its demise.[121] In October 1933, crews razed the clerk's cabin, which was the original superintendent's cabin built 1925, to make room for a new employee's quarters. The following month, logs salvaged from the building were used to construct a lean-to addition on the barn (Building 106).[122]

Building maintenance projects between 1930 and 1933 included upgrades and additions. Between 1930 and 1931, "old building paper" covering the roofs was replaced with corrugated steel, aiding snow removal. Heat absorbed by the metal roofs melted snow cover, allowing the snow to slide off without shoveling. Snow that did not melt could easily be shoveled off the galvanized material without damaging the roofs.[123] During the summer of 1931, park crews replaced moss chinking on the log buildings with stucco and cement. After the job was complete, Superintendent Liek reported, "the buildings now present a much better appearance besides providing added warmth."[124]

Utility improvements in the early 1930s included upgraded telephone lines along the park road, utility lines, and underground steam lines to warm the underground water and sewer lines. A contractor installed tripod-mounted telephone lines along the park road in 1930, replacing the lines laid directly on the ground in 1924.[125] The following year, utility poles were erected throughout the headquarters to support electrical and telephone wires, replacing the original roof-to-roof wiring method (Figure 1.29). Superintendent Liek hoped that the new system would reduce fire hazards. Electrical equipment to power the electrical transmission lines was installed in the machine shop, which was the original combination garage, workshop and blacksmith shop built in 1927.[126] In January 1931, eighteen months after construction of the water and sewer system,

Superintendent Liek reported, "the work of protecting the water and sewer system from freezing has occupied much of our time."[127] During the summer of 1932, in an attempt to keep the systems operational year round, crews removed the old water and sewer lines, filled in the trenches, which were previously six to ten feet below the surface, to within three feet of the surface, and reinstalled the water and sewer lines and a new steam line within a wooden conduit. Despite the effort, Superintendent Liek reported problems with the new system by October 1932 and closed the system down until adjustments could be made.[128]

Three new roads built in the 1930s led to the dog kennels. Two of the roads were identified by Superintendent Liek in his monthly reports. In June 1930, he reported a "road and trail [is] completed to the dog kennels." Two roads that appear on mid to late 1930s aerial photographs fit this description. The first one connected to the main headquarters road just south of the barn (Building 106) and the other connected to the road opposite the rangers' quarters (current site of Building 21, original rangers' dorm) both ended at the dog kennels. Liek's reference to the road and trail may refer to separate features, indicating one of the primitive two-track roads visible in 1930s aerial photographs originated as a trail. A year later he reported, "workers graded and graveled the road leading to the dog kennels."[129] This may refer to a separate road to the dog kennels, or it more likely refers to the "road and trail" mentioned in his June 1930 report. Details in Liek's June 1932 report specifically identify the location of the third road—a 600-foot road constructed by the Alaska Road Commission from the park road to the dog kennels, at that time located in the current residential area. Liek stated the road was "a continuation of the present road leading from headquarters to the dog kennels," indicating it connected to one of the two roads mentioned above. The road was constructed to permit automobiles to exit, without returning through the headquarters after visiting the kennels. Construction of the road was completed in July 1932.[130]

Additional road construction in the early 1930s included construction of a road "down over the hill towards Hines Creek" to a unspecified future dump site, construction of a "larger parking strip" by the "administrative buildings," and resurfacing the service road with gravel. The location of the road towards Hines Creek is unknown. The exact location of the improved parking area is unknown, but it would have been near the superintendent's office. It was large enough to hold about seven cars, and was used by tourists who stopped to register at the park. Both were constructed in 1930.[131]

In January 1934, the park received a memorial plaque honoring former Director Stephen T. Mather (1867-1930). The energy and zeal with which Mather had pursued his duties as Director are often said to have affected his health and led to his untimely death. The plaques were designed by sculptor Bryant Baker for an organization called "Stephen T. Mather Appreciation," which distributed the plaques to each of the twenty-three national parks and thirty-three national

monuments. Each plaque measured 30" x 35" and was cast in either bronze or aluminum, bearing an inscription written by Congressman Louis C. Cramton. According to Superintendent Liek's January 1934 superintendent's report, the park planned to hold a dedication ceremony on July 4, 1934, on what would have been Mather's sixty-seventh birthday.[132] The original 1934 location of the plaque in the Mt. McKinley National Park headquarters area is unknown; however, in 1952 the plaque was moved from "its site near the Ranger [Dorm]" (Building 21) to "a more prominent position near the Naturalist office" (Building 22, use of original superintendent's office in 1952[133]), which may indicate its original location. Today the plaque is attached to the front of the administration building (Building 21, original rangers' dorm).

Destruction by fire of the rangers' quarters (built 1928-1929) in May 1935 altered the park's building plan for fiscal year 1935. Original plans included a new five-room employee's quarters (Building 11). After the fire, plans were amended to include a new eight-room replacement building, known as the rangers' dorm (Building 21). With logs cut by park rangers along the Nenana River, construction of the employee's quarters (Building 11) began in June, and by August construction of the rangers' dorm (Building 21) had begun.[134] In September 1934, Superintendent Liek described the two "modern" buildings "far superior to the general run of residences in the interior of Alaska."[135] Construction work on both buildings continued into 1935 (Figures 1.30-1.31).[136]

Smaller mid-1930s construction projects included a stone retaining wall built in back of the superintendent's residence (Building 1) in 1936, and a small pump house that replaced an "old tent" used for the same purpose, built in 1937.[137] Also located in the headquarters by 1936 was a small stone meat house, cooled by ice obtained from nearby winter ice flows. The icehouse stood slightly behind, and between the rangers' dorm (Building 21) and the warehouse (Building 101).[138]

In January 1935, Superintendent Liek submitted a list of proposed improvement projects to be funded by the Public Works Administration (PWA), one of President Roosevelt's New Deal work-relief programs, to NPS Director Arno B. Cammerer, who succeeded Albright in 1933.[139] The list recommended improvement and repair of existing buildings and structures, construction of new buildings, and landscape improvements. Seeking to improve fire protection, Liek requested funds to replace roofs and chimneys, construct a building to house fire prevention equipment, and to extend water lines. He also requested funds to insulate the garage (Building 103) and to repair the dog kennels, which needed new fencing and gates.

Proposed building construction included a new administration building to replace the superintendent's office (Building 22) and a cold storage plant, neither of which were ever constructed. As replacements for the original clerk's cabin (Building 3) and chief ranger's cabin, Liek proposed construction of two

employee's residences (Building 12 and Building 13). The final proposed building was a "double garage and storehouse" (Building 111) to be located near the superintendent's residence (Building 1) for storing the superintendent's car and the chief ranger's truck.

Liek requested landscape improvement funds to install stone walks and a stone retaining wall, to plant lawns, and to transplant shrubbery. The list was not approved for PWA funding. However, the project would be revived under the Civilian Conservation Corp (CCC) program a few years later.[140] Justifying landscape improvements, Liek offered, ". . . all tourists pass through the headquarters area en route from the station to the camp. Thus far there has been no landscaping done in this park. "

In September of 1935, Landscape Architect Ernest A. Davidson of the NPS Branch of Plans and Designs arrived at the park to investigate proposed sites for several lodges and a hotel. While at the park, Davidson also inspected the park headquarters. In a report to NPS Chief Architect and Superintendent Liek, Davidson commented on the newly constructed residential buildings, suggested future building design guidelines, and reexamined the issue of relocating the park headquarters.[141] He described the superintendent's residence (Building 1), employee's quarters (Building 11), and rangers' dorm (Building 21) "as comfortable and modern as any buildings in Alaska." He also commented that stone masonry veneer had not been applied to the concrete foundations of the three buildings, as originally planned, and he thought they needed the veneer treatment for "proper final appearance." Historic photographs of the three buildings indicate the veneer was never applied.

With regard to future building construction, Davidson recommended lowering the roof pitch, as maintaining snow on the roofs would help maintain warmth within the buildings. He also suggested changing construction of the buildings from log to "hewn-type timbers for trim, with rough lumber siding of special t & g [tongue and groove] or shiplap style . . . or with siding of jumbo shake-shingles." Davidson thought these exterior finishes would be more practical and harmonize with future construction. Superintendent Liek had advised his visiting architect that securing suitable logs for construction in or near the park headquarters was "an impossibility."[142]

Regarding the location of the park headquarters, Davidson was not in favor of moving the headquarters to a site near the railroad, as first proposed by Superintendent Karstens in 1921, once again by Karstens in 1924, and in 1929 by Thomas Vint. Davidson reasoned the temperatures at McKinley Park Station were colder; the expense to move existing buildings and structures would probably be greater than constructing new ones; and it would be better to keep hotel operations separate from administrative activities at headquarters. Regarding the benefits of the current location he observed:

> I feel the present location lends a dignity and also a landscape beauty to Headquarters which would not easily be achieved at McKinley Station in competition with a Hotel Development. . . . The present headquarters is not cramped for room and expansion as needed will not be a difficult problem. It is likely that no very large expansion of headquarters will be needed for quite some years.

Throughout the mid to late-1930s, the park staff engaged in preparing a park master plan that included the headquarters area. In support of this planning exercise, the Alaska Road Commission engineer prepared a plat map of the headquarters area in 1933 showing contour lines and buildings. This map, requested by the NPS Branch of Plans and Designs in San Francisco, was the basis for all subsequent headquarters' master plan drawings. Superintendent's monthly reports and master plan drawings indicate plans were sent between the park and the Branch of Plans and Designs for approval several times between 1933 and 1939.[143]

Comparing park master planning for the headquarters area between 1933 and 1938 well illustrates intentions for future headquarters development. Comparing the 1933 and the 1938 master plan drawings, it is abundantly clear that a fundamental reorganization of the park headquarters was soon to be underway. This reorganization included the separation, or zoning, of residential dwellings into a separate precinct east of the headquarters road, and a consolidation of service and administrative functions to the west of the headquarters road. In order to accomplish this shift, it was first necessary to relocate the sled dog kennels from where they stood in 1933 east of the headquarters road to the southwest of the headquarters service court. Additional improvements recommended between 1933 and 1938 include three new (unidentified) buildings in the service area and a new horse corral. New residential buildings are shown proposed at the base of the sloping landscape east of the main headquarters road (current residential area) (Figure 1.32 and 1.33). New roads are also depicted connecting these new and relocated buildings to the headquarters road spur and the main park road.

While master planning drawings during this time sometimes present a potentially confusing mixture of existing conditions and project proposals, a 1935 oblique aerial photograph provides excellent documentation of the physical state of park headquarters prior to the arrival of CCC enrollees at Mt. McKinley National Park (Figure 1.34). This aerial photograph is helpful in filling gaps in documentation because it clearly indicates landscape features that do not appear on the earlier 1933 master plan drawing for park headquarters. Specifically, this photograph shows the origins of the layout of roadways to the east of the central headquarters road, within an area that would later be used to site park housing. The 1935 oblique aerial photograph clearly shows a rudimentary road system leading to the boiler house (Bldg. 107) and bending around to the southwest to intersect with the central headquarters road south of the barn (Bldg. 106). Of

further interest is the location of the so-called corral, shown east of the barn in the 1933 master plan drawing, is seen in this 1935 photograph as being filled with evergreen trees, hardly what one would expect within an enclosure reserved for park horses. The wagon-turn terminus of the central headquarters road is clearly visible in the 1935 photograph, as well as the tell-tale signature of this areas use as a dumping grounds, the evidence of refuse being seen scattered across the slope immediately south of the wagon-turn. A cleared corridor serving as a concentrated location for underground utilities is also in view, leading at a right-angle from the central headquarters road, directly down-slope to the boiler house.

If the 1935 aerial photograph of park headquarters establishes the extent of the development of park infrastructure at that time, A narrative park development outline, as revised in 1937, describes proposed headquarters improvements, some of which are seen depicted in the 1938 park master plan. Park headquarters improvements found in the 1937 narrative outline include the construction of new buildings, reduction of fire hazards, improvement of the dog kennels, and landscaping. Appearing prominently within both narrative and graphic proposals for park headquarters are a new administration building, five new residences, and six new service buildings. The report stated the style of the proposed administration building should be "designed to be in keeping with the dignity and beauty of its use and its surrounding." While the narrative development outline specified that the proposed administrative office building "need not be very large." The proposed building appears on the 1938 master plan drawing as the largest building at headquarters, about twice the size of the rangers' dorm (Building 21). Despite the expressed need for such a building, the short two-year tenure of the Mt. McKinley National Park CCC program, combined with the looming war in Europe contributed to a general reduction of building activity at the park, and the long sought-after administrative building was never constructed.

Two of the five proposed new residences were intended to replace two Karstens era employee's quarters (original clerk's cabin, built 1925 and original chief ranger's cabin, built in 1926). The narrative plan described the original clerk's cabin (Building 3) as in a "bad state of repair," and the original chief ranger's cabin as "[un]fit for use by family." Construction of additional residences was proposed in anticipation of increases to park staffing as well as a greater need for family housing. Four of the five proposed residences are shown depicted on the 1938 master plan drawing. Two of the buildings (employee's residences, Building 12 and Building 13) were constructed in 1938, and others would follow in the 1940s and at the conclusion of World War II. Proposed service buildings included a double garage and storage shed, a cold storage plant, a pump house, a warehouse addition, a garage and machine shop, a mess hall and bunk house, and a greenhouse. Of these many proposals, only three buildings were ultimately constructed. These included the pump house, built in 1937, the double garage

and storage shed (Building 111) and the garage and machine shop (Building 102), both built in 1939.[144]

To reduce fire hazards, the narrative outline proposed replacing fire-prone chimneys and roofing material on some buildings, the extension of water mains and hydrants, and construction of a small building to house fire fighting equipment. It is not certain if these improvements were made.

Dog kennel improvements outlined included sanitation and repair of the dog pens, and replacing the pen's gravel surfacing. The report did not specify relocating the dog kennels, which occurred later in 1938.

Landscape improvements described in the development outline included final grading around buildings, construction of pathways, and planting of trees, shrubs, and grass. Locations where these measures were to be implemented were not further specified. Improvements recommended also included the application of stone masonry veneer to the foundations of the superintendent's residence (Building 1), rangers' dorm (Building 21), and the employee's quarters (Building 11), to complete these buildings as originally planned, and to "give the structures a proper architectural and landscape finish," previously recommended by Landscape Architect Earnest A. Davis.[145]

In 1937, as inventoried on the revised development outline and the 1937 master plan drawing, headquarters consisted of eighteen buildings, two water closets (outhouses), and forty dog kennels (Table 1.2). The park headquarters continued to feature a flag pole marking the entrance to the headquarters area off of the main park road.

Initiated in 1933 soon after Franklin Roosevelt's inauguration, the Civilian Conservation Corps (CCC) fast became one of President Roosevelt's most politically successful economic relief programs. Yet the CCC program was late in coming to Alaska. Four years after the program began in the lower 48 States, between 1938 and 1939 the National Park Service operated Company NP-1 camp within Mt. McKinley National Park. During the active two-year period when the program operated at Mt. McKinley, numerous physical improvements were made park-wide and within the headquarters area. According to Frank Been, who followed Harry Liek as superintendent in March of 1939, the CCC was "an asset of inestimable value as accomplishments are possible which would have taken years through regular appropriations."[146]

TABLE 1.2 HEADQUARTERS BUILDINGS – 1937

See Figure 1.11

BUILDING	BUILT	NOTES
Administration		
superintendent's office (Building 22)	1925-1926	
Residential		
employee's quarters (Building 3)	1925	original clerk's cabin
employee's quarters	1926	original chief ranger's cabin
superintendent's residence (Building 1)	1929	
laborers' quarters (Building 6)	1931	
employee's quarters (Building 11)	1934-1935	original employee's quarters
rangers' dorm (Building 21)	1934-1935	
Service & Visitor Service		
machine shop	1927	original combination garage, workshop, and blacksmith shop
warehouse (Building 101)	1928	
barn (Building 106)	1929	
dog feed cache and cookhouse (Building 105)	1929	*(service & visitor service)*
power house (Building 110)	1930-1931	original electric light shop
40 dog kennels and pens	1930-1931	*(service & visitor service)*
boiler house (Building 107)	1931-1932	
garage (Building 103)	1931	
comfort station (Building 112)	1932	
oil and gas house	1931	back of machine shop, removed 2000.
coal shed	c. 1930-1933	across from warehouse (Building 101)
pump house (Building 109)	1937	along Rock Creek
3 water closets	unknown	

A contingent of two hundred men arrived in April 1938, and by June of that year crews of CCC enrollees were engaged in construction projects within the park headquarters area. During the following two construction seasons, the park CCC program constructed four buildings, one of which was built with additional assistance of park rangers. The CCC program was also responsible for building a retaining wall, moving the dog feed cache and cookhouse (Building 105) as well as the dog kennels themselves. The CCC program enrollees also constructed two roads, installed water and sewer lines, buried overhead electrical and telephone lines, and dug drainage ditches within the park headquarters area.

In 1938, the CCC built the two employee's residences (Building 12 and Building 13), at the base of the slope east of the main headquarters road.[147] The two six-room, two-story, single family residences were built side-by-side facing the southeast. Unlike previous buildings designed by the Branch of Plans and Designs, the residences were of frame construction with a rough lumber finish (Figure 1.35). These residences were also the first major buildings constructed at the headquarters since Landscape Architect Ernest A. Davidson of the NPS Branch of Plans and Designs wrote his report recommending non-log construction for headquarters buildings in August 1935. Also pursued in 1938 during the first year of CCC operations, the power house was converted into a one car garage (Building 110), and park rangers constructed a second one-car garage (Building 50) across from the rangers' dorm (Building 21). The "temporary" 10' x 20' garage was equipped with a small heater to warm cars during severely cold weather.[148]

In 1938 one particularly significant CCC project successfully relocated the existing dog feed cache and cookhouse (Building 105) and the dog kennels from where they had stood since 1926 east of park headquarters to an undeveloped area southwest of the service area.[149] The kennels operation and its dogs, which could be disruptively noisy, was relocated elsewhere, making the area available for the construction of new park housing. In preparation for the move, the CCC constructed two 'minor roads' to the new site, one connecting to the southern terminus of the main headquarters road and the other to the western terminus of the service drive that had also been extended during construction of the 'minor roads' about one hundred and sixty feet past the garage (Building 103). The CCC began moving the dog feed cache and cookhouse and dog kennels in June 1939 and completed the move in August (Figure 1.36-1.37).[150] The basic organization of the earlier kennel operation was retained at the new location.

In 1939, the CCC constructed the superintendent's garage (Building 111) and the machine shop and garage (Building 102). The log and stone veneer superintendent's garage was built about twenty-five feet northwest of the superintendent's residence (Building 1). Earthwork completed prior to construction included cutting a small shelf into the hillside north of the park road and construction of a stone retaining wall (111A) at the base of the cut (Figure 1.39-1.40).[151]

The combined efforts of park rangers and CCC enrollees made possible the construction of another building containing a machine shop and garage (Building 102) replacing the former machine shop (original combination garage, workshop and blacksmith shop, built in 1927) that was destroyed by fire nine months earlier. Built as a joint CCC and park ranger project with emergency reconstruction funds, the fireproof building was constructed of concrete, except for wood siding on the gable ends, a significant yet practical departure from the

all log, or exposed log and plank building styles previously approved by the NPS Branch of Planning and Design (Figure 1.41).[152]

During the two-year period of operation, the enrollees of the park CCC program installed over 800 feet of new water pipes and over 1,000 feet of new sewer drains, supporting the operation of the two new employee's residences (Building 12 and Building 13) and the relocated dog feed cache and cookhouse (Building 105) and dog kennels. They also buried over 700 feet of electrical lines and over 1,000 feet of telephone lines, protecting telephone and electrical services from disruptions caused by wires blown down during storms. Along the main park road, CCC crews replaced the ground tripod telephone lines erected in 1930 with metallic telephone lines.[153]

Other projects completed during the two-year tenure of the Mt. McKinley CCC program included construction of over 1,700 feet of open drainage ditches primarily between the service area and the relocated dog feed cache and cookhouse (Building 105) and dog kennels; work also included resurfacing and graveling of the service road and several other landscape projects. In 1938, Superintendent Liek reported "landscaping reservoir complete." In 1939, CCC crews planted small spruce trees around the new employee's quarters (Building 12 and Building 13) and along the road leading to the residences from the park road (Figure 1.42).[154]

Following the departure of CCC enrollees in the autumn of 1939, Superintendent Been assessed that:

> Park headquarters presents a tidy appearance compared to the disarray existing during height of construction when inadequate storage space necessitated piling materials almost everywhere. When our ramshackle dilapidated buildings are replaced by new ones, our administrative area will be a credit to any national park.[155]

The "ramshackle dilapidated buildings" that the park superintendent referred to were most likely the superintendent's office built 1925-1926, the original clerk's cabin built in 1925 (Building 3), and the original chief clerk's office built 1926. All of these buildings had been constructed of salvaged building materials from the dismantled first headquarters on Riley Creek or otherwise from lumber taken from abandoned railroad camps.

The state of planning for the park headquarters is well documented in a well-crafted drawing included within the 1939 edition of the park master plan. The date of this drawing coincides with the effective end of the CCC program of work at Mt. McKinley National Park. This drawing, entitled, "Administrative Area Utilities Layout" captures both existing conditions and future proposals following the departure of the CCC, and as war loomed in Europe (Figure 1.43-1.44). Existing buildings and roads scheduled to remain in place are depicted in the drawing with a dark continuous line. Buildings and roads identified for removal are drawn as a dashed line using short strokes. Buildings and roads

planned for future construction are drawn as a dashed line using relatively longer strokes. Among the more prominent proposals indicated in this 1939 drawing is a visitor parking lot that closely approximates the existing visitor parking lot. The proposed parking lot, which was not built until fifteen years later, was designed to be within sight of the main park road, serving the proposed central administrative office building. The 1939 plan for park headquarters provides for an eastern expansion of the residential area, clearly departing from the compact village model, favoring a more suburban arrangement of homes for park staff, as well as an apartment building as an efficient means of housing seasonal employees. However, the service-oriented facilities located to the west, the longstanding compact village concept of park development was reinforced. The 1939 drawing clearly identifies two distinct "blocks" within which park infrastructure might be appropriately concentrated.

In the years immediately following the 1939 departure of the CCC, the number of construction projects at headquarters significantly decreased, partially due to the lack of CCC-funded projects and also due to the impending entry of the United States into World War II. Fire destroyed the superintendent's residence on October 23, 1939 (Figure 1.45). A defective flue pipe between the furnace and the chimney was the cause. The fire also severely damaged the east wall of the superintendent's garage (Building 111).[156] By May 1940, it was clear there were not enough funds to replace the destroyed superintendent's residence (Building 1). Instead the funds were used to construct a more modest employee's residence (Building 23). Originally designed by the NPS Branch of Plans and Design as a wood frame structure sheathed with horizontal clapboards (similar to employee's residences, Building 12 and Building 13), the new employee's residence (Building 23) was redesigned with a log veneer exterior. The change in design probably occurred because logs which had been cut and peeled by CCC men under the direction of the Alaska Fire Control Service for construction of the unapproved superintendent's residence stood unused at headquarters.[157]

Construction of the new employee's residence (Building 23) became the major building project at park headquarters for the next several years. Construction began in July 1940 when the Alaska Road Commission excavated the basement (Figure 1.46). Reflecting changing national priorities in response to war in Europe, Superintendent Been reported that month "work is slow, labor hard to find because of all the military construction."[158] In September 1940, work stopped for the year, due to a lack of funds.[159] Labor shortages caused further construction delays in 1941. By June 1941, construction of the exterior was completed (Figure 1.47), and in July a permanent park staff member was assigned to finish the interior of the residence. A significant portion of the construction was undertaken by the park rangers and administrative staff. During the construction period, Superintendent Been's monthly reports refer to the employee's residence by several names, including ranger's residence and the superintendent's residence.[160]

Smaller construction projects during this two-year period included repair of the scorched superintendent's garage (Building 111) damaged in the 1939 fire that destroyed the superintendent's residence (Building 1) and conversion of the clerk's residence (Building 11, original employee's quarters) into the park's administrative building. Repairs completed on the superintendent's garage in June 1940 were funded with emergency construction funds. Renovation of the employee's quarters was also completed and occupied by administrative staff in 1940.[161] Justifying the move, Superintendent Been stated "it [Building 22, original superintendent's office] presents an unfavorable impression to the public, is uncomfortable, and entirely too small."[162] The park planned to use the renovated building (Building 11) as the administrative building until a proposed administrative building could be built, then move the building eastward to a location in the residential area.

A handwritten note on the superintendent's monthly report for November 1940 indicated the park planned to raze the original superintendent's office (Building 22).[163] By 1941, either a new oil and gas house was built (across the main headquarters road from Building 102) or the original oil and gas house (built 1931, located in back Building 102) was moved to the 1941 location.[164] Relocation of the original coal shed may also have occurred at this time. Two coal houses are depicted on the January 1942 master plan, neither in the location of the original coal shed (across from Building 101), constructed c. 1930-1933. One coal shed stood west of the garage (Building 103) and the other coal shed (Building 114) stood south of the boiler house (Building 107). If the original coal shed was moved, it is likely it was the coal shed west of Building 103, as its dimensions do not match that of the coal shed (Building 114) south of the boiler house, and because this coal shed does not appear on later maps reviewed.[165]

In May 1940, fire hose boxes and hose connections were installed outside of each residence. Prior to this, the hoses were kept in the basement of each residence, which proved to be an inaccessible location during the fire that destroyed the superintendent's residence (Building 1) in the previous year (Figure 1.48).[166]

In an August 1941 letter to the National Resources Planning Board (a New Deal planning agency established to coordinated planning efforts at the federal, state, and local levels) NPS Chief of Planning Thomas C. Vint outlined a six-year construction program for the park.[167] Included on the plan were fifteen projects within the headquarters area. Proposed projects included construction of five new buildings (superintendent's residence, employee's residence, administration building, fuel storage building, apartment house, and warehouse), relocation of an employee residence and a restroom, alteration of existing buildings, extension of the dog kennels, completion of four utility projects (sewer, pipelines, steam lines, power and telephone lines), and construction of a trail from the hotel to the park headquarters. As planned by the NPS Branch of Engineering, the proposed trail bordered the south side of the park road (within the current historic

district), crossed over the Rock Creek Bridge, then cut north across the park road. Approximately one half of the proposed trail followed a telephone line installed between the hotel and headquarters (Figure 1.49).

To complete the proposed projects, Vint requested $178,000. He justified the expense stating the park's remote location made it necessary to establish more facilities and accommodations for visitors and park staff than was required at parks in more populated areas. Among the highest priority projects were a new superintendent's residence—despite the fact construction of a replacement was denied several months earlier—and a new administration building, neither of which received funding.

Headquarters Landscape (1941)

The 1941 park headquarters landscape included the relatively level terrain west of the main headquarters road and the sloping terrain east of the road (Figure 1.50). As envisioned by Superintendent Karstens in 1925, the roads in the headquarters area divided the more level terrain into a grid pattern. Prior to Karstens's resignation in 1928, development east of the main headquarters road was limited to buildings constructed on the relatively flat land within twenty feet of the road, except for the dog kennels located at the base of the east-facing slope. Karstens thought construction along the abrupt slope was unnecessary, since there was abundant relatively flat land west of the road. He was also concerned about the appearance and success of construction along the hillside. Despite Karstens reservations, roads and buildings were successfully developed in the sloped area, under the guidance of the Landscape Division, subsequently known as the Branch of Plans and Designs. Implementing National Park Service rustic design principles in the development of park housing in this eastern portion of the headquarters site, the Landscape Division designed roads leading down the slope that curved with the topography and buildings that harmonized with the natural landscape.

A significant shift in headquarters land use began in 1938 with the construction of employee's residences (Building 12 and Building 13), initiating the development of a new residential area to the east of the main headquarters road. While earlier residential buildings remained on the more level terrain west of the main headquarters road, all subsequent residential development would occur on the slope to the east.

At least thirty buildings and structures, excluding dog kennels and tents, had been built in the headquarters area since 1925, of which at least twenty-three were extant in 1941 (Table 1.3). Four of the missing buildings were destroyed by fire and others were replaced by larger, more substantial buildings. Additional features present included forty individual dog kennels and a weather station apparatus—though it is unclear whether the apparatus was still present in 1941.

The flagpole was shifted slightly from its original location at the intersection of main headquarters road and park road to the west side of the nearby superintendent's office (Building 22) by 1931 and then shifted back again to the east side of the superintendent's office (Building 22) by 1937.[168]

TABLE 1.3 HEADQUARTERS BUILDINGS – 1941

BUILDING	BUILT	NOTES
Administration		
administrative building (Building 11)	1934-1935	original employee's quarters
Residential		
laborers' quarters (Building 6)	1931	
rangers' dorm (Building 21)	1934-1935	
employee's residence (Building 12)	1938	
employee's residence (Building 13)	1938	
employee's residence (Building 23)	1940-41	partially constructed
Service/Visitor Service		
warehouse (Building 101)	1928	
barn (Building 106)	1929	warehouse for CCC supplies (1938-1938)
dog feed cache and cookhouse (Building 105)	1929	
one-car garage (Building 110)	1930-1931	original electric light shop, converted into one-car garage in 1938
40 dog kennels and pens	1939	
boiler house (Building 107)	1931-1932	
garage (Building 103)	1931	
oil and gas house (Building 108)	by c. 1940-41	possibly the oil and gas house built c. 1931 (originally stood back of Building 102) relocated c. 1940-1941.
comfort station (Building 112)	1932	
coal shed (west of Building 103)	by c. 1940-41	possibly the coal shed built c. 1930-1933 (originally stood across from Building 101) relocated c. 1940-1941.
pump house (Building 109)	1937	along Rock Creek
one-car garage (Building 50)	1938	temporary construction
machine shop and garage (Building 102)	1939	
coal shed (Building 114)	c. 1939-1941	
2 water closets	unknown	Appear on 1938 master plan map, assumed present in 1941
Use Unknown		
Building 22 (original superintendent's office)	1925-1926	
Building 3 (original clerk's cabin)	1925	removed 1943
original chief ranger's cabin	1926	removed 1943
Building 111 (superintendent's garage)	1939	damaged in fire – 1939

ENDNOTES: PREHISTORY TO WORLD WAR II

1 Michele Curran. Cultural Landscape Inventory (*hereafter* CLI), Park Headquarters Historic District, Denali National Park and Preserve, 2004, Part 1, p. 9.
[2] Ibid.
[3] Ibid.
[4] Frank Norris, *Crown Jewel of the North: An Administrative History of Denali National Park and Preserve* (U.S. Department of the Interior, National Park Service, Alaska Regional Office, Anchorage: 2006), pp. 21-22. 27.
[5] Ibid., pp. 27-28, 31.
[6] Ibid., p. 29.
[7] Ibid., p. 28.
[8] 64th Congress 1st Session, Report No. 440, p.2 SMR June 1921, 1-2. As quoted by Norris in, *Crown Jewel*… p. 32.
[9] Norris, *Crown Jewel*, p. 32.
[10] Stephen T. Mather, "Ideals and Policy of the National Park Service Particularly in Relation to Yosemite National Park," in *Handbook of Yosemite National Park*, Ansel F. Hall ed. (New York: The Knickerbocker Press, 1921)
[11] James G. Steese (ARC) to Stephen Mather, April, 20, 1922 - DENA Historical Files. As quoted by Norris in, *Crown Jewel*…, p. 35.
[12] Ibid., p. 29.
[13] Superintendent's Monthly Report (hereafter SMR), Mount McKinley National Park, October 1921, as quoted in Norris, *Crown Jewel*, p. 44, footnote 23.
[14] SMR, June 1921, as quoted in Norris, *Crown Jewel*, p. 29.
[15] Norris, *Crown Jewel*, p. 30.
[16] Ibid., p. 30.
[17] Pearson, "History of Mount McKinley," pp. 28, 30; Norris, *Crown Jewel*, p. 30
[18] Norris, *Crown Jewel*, p. 30.
[19] SMR, September 1921, as quoted in the notes of Historian Frank Norris, Alaska Regional Office.
[20] Norris, *Crown Jewel*, p. 31; SMR, November 1921, from the notes of Historian Frank Norris, Alaska Regional Office.
[21] SMR, April 1922, as quoted in Cultural Landscape Inventory, Park Headquarters Historic District, Denali National Park and Preserve, 2004, Part 2a, p. 2.
[22] SMR, December 1921, as quoted in the notes of Historian Frank Norris, Alaska Regional Office.
[23] SMR, March 1922, as quoted in the notes of Historian Frank Norris, Alaska Regional Office.
[24] SMR, April 1922, as quoted in the notes of Historian Frank Norris, Alaska Regional Office.
[25] Estimate for Appropriation for Fiscal Year 1929, sent with cover letter Karstens to NPS Director, May 2, 1927, NARA College Park, RG 79, Box 373 E7, Folder 301 Part 1.
[26] SMR, April 1922, from the notes of Historian Frank Norris, Alaska Regional Office.
[27] SMR, October 1922, as quoted in the notes of Historian Frank Norris, Alaska Regional Office.
[28] SMRs, March, April, September and October 1922, as quoted in the notes of Historian Frank Norris, Alaska Regional Office.
[29] SMR, February 1922, as quoted in the notes of Historian Frank Norris, Alaska Regional Office.
[30] CLI, 2004, Part 2a, p. 2.
[31] SMRs, March, April, September, December 1923, from the notes of Historian Frank Norris, Alaska Regional Office.
[32] SMR, July 1924, as quoted in the notes of Historian Frank Norris, Alaska Regional Office.
[33] SMR, October 1922, from the notes of Historian Frank Norris, Alaska Regional Office.
[34] Harry Karstens to Arno B. Cammerer, Feb 15, 1924, NARA College Park, RG 79, Box 111, Folder "quarters."
[35] Arno B. Cammerer to Karstens, Mar 21 1924, NARA College Park, RG 79, Box 111, Folder "quarters."
[36] Karstens to NPS Director, April 25, 1924, NARA College Park, RG 79, Box 111, Folder "quarters."
[37] Norris, *Crown Jewel*, pp. 47-48.
[38] Curran, CLI, Part 2a, p. 3.
[39] SMR, September 1924, from the notes of Historian Frank Norris, Alaska Regional Office.
[40] "Mount McKinley National Park" included with Harry Karstens, "To the Governor of Alaska, Statement covering activities at Mount McKinley National Park, 1924." NARA College Park, RG 79, Box 111, Folder "reports-superintendent-annual." The article is not signed but appears to have also been written by Karstens.
[41] Harry Liek, "Mount McKinley National Park, Preliminary Estimate for Physical Improvements – 1931," December 14, 1928.
[42] SMR, June 1924, as quoted in the notes of Historian Frank Norris, Alaska Regional Office.
[43] Funds allocated for park operations increased for the first time in fiscal year 1925, from $8,000 to $11,020. With these funds, Karstens hired a third ranger and a full time clerk, and provided minimal funding for the move to the new headquarters. Norris, *Crown Jewel*, Appendix B, p. 283 and Appendix C, p. 285. Prior to fiscal year 1925, an employee had served as both a ranger and a clerk.
[44] SMR, August 1924, as quoted in the notes of Historian Frank Norris, Alaska Regional Office.
[45] SMR, September 1924, as quoted in the notes of Historian Frank Norris, Alaska Regional Office.
[46] SMR, October 1924, as quoted in the notes of Historian Frank Norris, Alaska Regional Office.
[47] SMRs, October and December 1924, from the notes of Historian Frank Norris, Alaska Regional Office.
[48] SMR, September 1925, from the notes of Historian Frank Norris, Alaska Regional Office.

[49] SMR, November 1925, as quoted in the notes of Historian Frank Norris, Alaska Regional Office.
[50] Descriptive report and maps, sent with cover letter, Karstens to NPS Director, December 29, 1925, NARA College Park, RG 79, Box 372/E 7, Folder 2001-006 Part 1; Estimate for Appropriation for Fiscal Year 1929, sent with cover letter, Karstens to NPS Director, May 2, 1927, NARA College Park, RG 79, Box 373 E7, Folder 301 Part 1; CLI, Part 2a, p 3; Superintendent's Monthly Report, December 1925; Draft Adm History, Chpt 4, p. 16.
[51] Karstens to NPS Director, November 5, 1925, NARA College Park, RG 79, Box 372 E7, Folder 2001-0006 Part 1.
[52] Descriptive report and maps, sent with cover letter, Karstens to NPS Director, December 29, 1925, NARA College Park, RG 79, Box 372/E 7, Folder 2001-006 Part 1.
[53] Albert H. Good, ed., "Administrative and Basic Service Facilities," in *Park and Recreation Structures* (Washington, DC: United States Department of the Interior, National Park Service, 1938) v.1, p5.
[54]Descriptive report and maps, sent with cover letter, Karstens to NPS Director, December 29, 1925, NARA College Park, RG 79, Box 372/E 7, Folder 2001-006 Part 1
[55] Ibid.
[56] Ibid.
[57] Ibid.
[58] Descriptive report and maps, sent with cover letter, Karstens to NPS Director, December 29, 1925, NARA College Park, RG 79, Box 372/E 7, Folder 2001-006 Part 1.
[59] Ibid.
[60] Karstens to NPS Director, February 26th, 1926, NARA College Park, RG 79, Box 372 E7, Folder 201-006.
[61] The twenty-two doghouses may have been built the same time as the corral, mentioned previously.
[62] SMRs, May, and June, 1926; May 1927, from the notes of Historian Frank Norris, Alaska Regional Office.
[63] SMRs, May and August, 1926; May 1927, from the notes of Historian Frank Norris, Alaska Regional Office; Norris, *Crown Jewel*, p. 62.
[64] SMR, September 1927, from the notes of Historian Frank Norris, Alaska Regional Office.
[65] The flag pole is not included in a photograph that depicts the superintendent's office (construction complete in June 1926) and the clerk's cabin (before construction of an addition in October 1926), Scan obtained from Jane Bryant, DENA, "Dartmouth McK HDQ"
[66] SMR, July 1927, as quoted in the notes of Historian Frank Norris, Alaska Regional Office.
[67] SMR, July 1927, from the notes of Historian Frank Norris, Alaska Regional Office.
[68] Mt. McKinley headquarters master plans from the mid-1930s depict the circular wagon turn; the wagon turn is further documented in a 1935 oblique aerial photograph of the headquarters site.
[69] SMR, December 1927, as quoted in the notes of Historian Frank Norris, Alaska Regional Office.
[70] Justification for Estimate, Mt. McKinley National Park, [fiscal year] 1929, sent with cover letter Karstens to NPS Director, May 2, 1927, NARA College Park, RG 79, Box 373 E7, Folder 301 Part 1.
[71] Ibid.
[72] SMRs, March and August 1928, from the notes of Historian Frank Norris, Alaska Regional Office; Norris, *Crown Jewel*, Appendix B, p. 283; Harry J. Liek to Horace M. Albright, Yosemite, Dec 13, 1928 NARA College Park, RG 79, Box 373, E7 Folder.
[73] Karstens to NPS Director, March 29, 1928, NARA College Park, RG 79, Box 1412 E7, Folder 620; Thos. C. Vint to NPS Director, March 10, 1928,NARA College Park, RG 79, Box 1412 E7, Folder 620.
[74] SMR, March 1928, as quoted in the notes of Historian Frank Norris, Alaska Regional Office.
[75] Thomas C. Vint to NPS Director, March 10, 1928, NARA College Park, RG 79, Box 1412 E7, Folder 620.
[76] Assistant NPS Director Arno B. Cammerer to Thomas C. Vint, Chief Landscape Engineer, April 14, 1928 NARA College Park, RG 79, Box 1412 E7, Folder 620.
[77] Acting NPS Director Arno B. Cammerer to Harry J. I, December 20, 1928, NARA College Park, RG 79, Box 6 E17.
[78] SMRs, May, August, September 1928, from the notes of Historian Frank Norris, Alaska Regional Office; HSR, p. 23.
[79] Norris, *Crown Jewel*, pp. 62-63; *Denali Historic Resource Study*, Chapter 7: The Pioneer Park, http://www.cr.nps.gov/history/online_books/dena/hrs7b.htm.
[80] Harry Karstens to The Director [NPS], August 9, 1928, NARA College Park, RG 79, Box 372 E7, Folder 303 Part 1. Included with the letter are a series of pages, one for each project with a statement of justification for each proposed project.
[81] Ibid.
[82] Ibid.
[83] Arno B. Cammerer (Acting Director) to Horace M. Albright, Assistant Director (Field), Nov 17, 1928 NARA College park, RG 79, Box 373 E7, Folder 302 Part 1.
[84] Wirth, Conrad Louis, *Parks, Politics, and the People*, 1980, Chapter 11: Congressional Relations: Official and Personal, http://www.cr.nps.gov/history/online_books/wirth2/contents.htm.
[85] Arno B. Cammerer (Acting Director) to Horace M. Albright, Assistant Director (Field), Nov 17, 1928 NARA College park, RG 79, Box 373 E7, Folder 302 Part 1.
[86] Harry J. Liek to Horace M. Albright, December 13, 1928, NARA College Park, RG 79, Box 373 E7, Folder 302 Part 1.
[87] Preliminary Estimates for Physical Improvements – 1931, sent with cover letter Harry J. Liek to the NPS director, December 14, 1928, NARA College Park, RG 79, Box 372 E7, Folder 302 Part 1. Plans prepared by the NPS Landscape Division are approved for the administrative area (unspecified work), power house (Building 110), laborers cabin (Building 5), dog feed cache and cookhouse (Building 105), and dog kennels with corral fence. (Acting NPS Director to Acting Superintendent Moore, c. November 1928; Assistant to the NPS Director A.E. Demaray to Superintendent Harry J. Liek, NARA College Park, RG 79, Box 1412 E7, Folder 620.)
[88] Preliminary Estimates for Physical Improvements – 1931, sent with cover letter Harry J. Liek to the NPS director, December 14, 1928, NARA College Park, RG 79, Box 372 E7, Folder 302 Part 1. Up to thirty log doghouses (kennels) were on the site before construction began (see May 1927), some of the doghouses may have been the "packing boxes" mentioned by Liek in the letter.

Fourteen pre-existing doghouses are depicted on the plan prepared by the Division of Landscape Architecture. According to the superintendent's monthly report for October 1931 some of the "old dog kennels" were hauled from the headquarters to the Savage River Camp. This probably indicates some of the existing doghouses on the plan were reused.
[89] Preliminary Estimates for Physical Improvements – 1931, sent with cover letter Harry J. Liek to the NPS director, December 14, 1928, NARA College Park, RG 79, Box 372 E7, Folder 302 Part 1.
[90] Ibid.
[91] Ibid.
[92] Harry J. Liek to NPS Director Horace M. Albright, January 22, 1929, NARA College Park, RG79, Box 1413, Folder 660-05; NPS Director Horace M. Albright to Harry J. Liek, c. January 1929, NARA College Park, RG79, Box 1413, Folder 660-05.
[93] SMRs, June-September, November 1929, May 1940 (reference to park rangers constructing the residence); Report on Mt. McKinley National Park, Thos. C. Vint, Chief Landscape Architect, Dec 26, 1929, NARA College Park, RG 79, Box 373 E7; SMR 5/40.
[94] SMRs, April to September 1929, from the notes of Historian Frank Norris, Alaska Regional Office.
[95] SMRs, October 1929, July 1931, September 1937, from the notes of Historian Frank Norris, Alaska Regional Office.
[96] Harry M. Myers to NPS Director Horace M. Albright, NARA College Park, RG 79, Box 377 Entry 7, File 857.
[97] Horace M. Albright, Director to H. M. Myers, Editor, Lapeer County Press, March 29, 1929, NARA College Park, RG 79, Box 377 E7, Folder 857 (second letter from Albright to Myers enclosed in same envelope with letter above).
[98] Horace M. Albright, Director to H. M. Myers, Editor, Lapeer County Press, March 29, 1929, NARA College Park, RG 79, Box 377 E7, Folder 857 (second letter from Albright to Myers enclosed in same envelope with letter above).
[99] Norris, *Crown Jewel*, p. 67.
[100] H.M. Myers to Horace M. Albright, Director, October 28, 1929, NARA College Park, RG 70 Box 6 E17.
[101] Horace M. Albright to H.M. Myers, Nov 4, 1929, NARA College Park, RG 79 Box 377 E7, Folder 857
[102] H.M. Myers to Congressman L.C. Cramton (copy to Albright), November 7, 1929, NARA College Park, RG 79, Box 1404, Folder 204.
[103] Ibid.
[104] Fritz A. Nyberg, Chief Ranger to Horace Albright, Director, National Park Service, March 12, 1930, NARA College Park, RG 79, Box 373, E7, File 202-006 Part 2.
[105] Harry Liek to Horace M. Albright, Director, Feb 3, 1931, NARA College Park, RG 79, Box 373 E7 F202-006 Part 2.
[106] Superintendent's Monthly Report, August 1929.
[107] Report on Mt. McKinley National Park, Thos. C. Vint, Chief Landscape Architect, Dec 26, 1926, NARA College Park, RG 79, Box 373 E7.
[108] NPS Director Horace M. Albright to Thomas C. Vint, March 17, 1930, NARA College Park, RG 79, Box 372 E7, Folder 204-020 Vint Part 1; S Director Horace M. Albright to Thomas C. Vint, August 18, 1931, NARA College Park, RG 79, Box 373 E7, Folder 204-020 Albright Part 1.
[109] Ibid.
[110] CLI, part 2a, p. 8.
[111] SMRs, October 1929, July 1930, July 1931, January 1931, from the notes of Historian Frank Norris, Alaska Regional Office.
[112] 1931 Park Development Outline, as quoted in CLI, Part 2a, p. 8.
[113] SMRs, July to November 1930, January 1931, from the notes of Historian Frank Norris, Alaska Regional Office.
[114] SMRs, January, April to July 1931, from the notes of Historian Frank Norris, Alaska Regional Office.
[115] SMRs, May-June 1932, from the notes of Historian Frank Norris, Alaska Regional Office; HSR, p. 68.
[116] SMR, September 1932, from the notes of Historian Frank Norris, Alaska Regional Office; HSR, p. 37; E.E. Tillet to The Director, July 29, 1934 NARA College Park, RG 79, Folder 1405, Box 204-20,
[117] The coal shed is not listed on the headquarters building inventory included in Thomas Vint's 1929 report. It appears on the 1933 master plan drawing.
[118] Horace M. Albright, NPS Director to T.C. Vint, Chief Landscape Architect NPS, Aug 18, 1931
College Park, RG 79, Box 373 E7, Folder 204-020 Albright Part 1.
[119] Ethan Carr, *Wilderness by Design: Landscape Architecture and the National Park Service*, (Lincoln, NE: University of Nebraska Press, 1998) 135.
[120] SMR, March 1931, as quoted in the notes of Historian Frank Norris, Alaska Regional Office.
[121] SMRs, February 1932, from the notes of Historian Frank Norris, Alaska Regional Office.
[122] In 1933-4 celotex insulation from the clerk's cabin was installed into the boiler house (Building 107) ceiling. SMRs, October-November 1933, from the notes of Historian Frank Norris, Alaska Regional Office; HSR, p. 37.
[123] SMRs, April 30, October 1929, and October 1930, from the notes of Historian Frank Norris, Alaska Regional Office.
[124] SMR, July 1931, as quoted in the notes of Historian Frank Norris, Alaska Regional Office.
[125] Memorandum, Frank T. Been to Regional Director, July 2, 1941, College Park RG 79, Box 1413, Folder 660-044.
[126] SMRs, July and October 1931, from the notes of Historian Frank Norris, Alaska Regional Office.
[127] SMR, January 1931, as quoted in the notes of Historian Frank Norris, Alaska Regional Office.
[128] SMRs, July and October 1931, from the notes of Historian Frank Norris, Alaska Regional Office.
[129] SMR, June 1931, as quoted in the notes of Historian Frank Norris, Alaska Regional Office.
[130] SMRs, June and July 1932, from the notes of Historian Frank Norris, Alaska Regional Office.
[131] SMR, June 1930, as quoted in the notes of Historian Frank Norris, Alaska Regional Office.
[132] Superintendent's Monthly Report, January 1934; David Nathanson "The Mather Memorial Plaques" (National Park Service History Collection, Harpers Ferry Center: 12/4/97, edited and updated 1/7/2002).
[133] SMR, July 1952, as quoted in the notes of Historian Frank Norris, Alaska Regional Office.
[134] SMRs March, June to August 1934, from the notes of Historian Frank Norris, Alaska Regional Office.
[135] SMR, September 1934, as quoted in the notes of Historian Frank Norris, Alaska Regional Office.

[136] SMRs, December 1934, January and May 1935, from the notes of Historian Frank Norris, Alaska Regional Office.
[137] SMRs, July 1936, August and September 1937, from the notes of Historian Frank Norris, Alaska Regional Office. Meat house is also depicted on park master plans.
[138] Paul H. Gallagher, CCC Field Auditor to The Director [NPS], August 10, 1938, NARA College Park, RG 79, Box 1404, Folder 204.
[139] List of Physical Improvement Projects and justifications with cover letter , Liek to NPS Director, Jan 17, 1935, NARA College Park, RG 79, Box 1412, Folder 616-1 (file: Public Works Administration).
[140] Norris, *Crown Jewel*, p. 101, 114.
[141] Report to the Chief Architect and to the Superintendent of Mt. McKinley National Park, Ernest A. Davidson, Landscape Architect on Special Assignment, Sept 1935 (AKRO processing for DENA, National Register Files).
[142] Ibid.
[143] SMRs, October 1933, February 1934, March and November 1936, November 1939, from the notes of Historian Frank Norris, Alaska Regional Office.
[144] The Master Plan for Mount McKinley National Park, NARA College Park, Cartographic and Architectural Records, RG 79, 330/14/19/5-4.
[145] Ibid.
[146] SMR, June 1939, AKSO-processing files for DENA (Nat'l Register Files).
[147] SMRs, June to October 1938, from the notes of Historian Frank Norris, Alaska Regional Office.
[148] SMR, November 1938, from the notes of Historian Frank Norris, Alaska Regional Office.
[149] SMRs, June to August 1939, from the notes of Historian Frank Norris, Alaska Regional Office.
[150] Ibid.
[151] Superintendent's Monthly Reports, May – September 1939, AKSO-processing files for DENA (Nat'l Register Files).
[152] Superintendent's Monthly Reports, January 1938, June-August 1939; Supervisor of Recreation and Land Planning to Harry J. Liek, February 15, 1939, NARA College Park, RG 79, Box 1404, Folder 201-06; FY 40 Annual Report, NARA College Park, RG 79, Box 1405-207-01.4.
[153] SMRs, September 1938, May to September 1939, from the notes of Historian Frank Norris, Alaska Regional Office; Linear feet of electrical, telephone, water, and sewer lines measured from "Administrative Area, Utilities Layout, Master Plan Mt. McKinley National Park,
[154] SMRs, October 1938, May to September 1939, from the notes of Historian Frank Norris, Alaska Regional Office; CLI, part 2b, p. 1. Linear feet of ditches measured from "Administrative Area, Utilities Layout, Master Plan Mt. McKinley National Park, 1939," NARA College Park, Cartographic and Architectural Records.
[155] SMR, September 1939, as quoted in the notes of Historian Frank Norris, Alaska Regional Office.
[156] SMR, October 1939; HSR, p. 55.
[157] HSR, p. 88; Fiscal Year 1940 Annual Report, NARA College Park, RG 79, Box 1405-207-01.4.
[158] SMR, July 1940, as quoted in the notes of Historian Frank Norris, Alaska Regional Office.
[159] SMR, September 1940, from the notes of Historian Frank Norris, Alaska Regional Office.
[160] SMRs, April, June, and July 1941, from the notes of Historian Frank Norris, Alaska Regional Office; [Field Auditor] to Director, Sept. 11, 1941, NARA College Park, RG 79, Box 1405, Folder 204-20.
[161] SMRs, June and September 1940, from the notes of Historian Frank Norris, Alaska Regional Office.
[162] SMR, May 1940, as quoted in the notes of Historian Frank Norris, Alaska Regional Office.
[163] SMRs, October and November 1940, from the notes of Historian Frank Norris, Alaska Regional Office.
[164] The 1939 master plan drawing depicts the original oil and gas house in its 1931 location. The January 1942 master plan drawing depicts an oil and gas house across from Building 102, and not one in the 1931 location.
[165] Dimensions of 1930-33 coal shed found in Master Plan Development Outline, as revised in 1937. Dimensions of coal shed (Building 114) found in Mount McKinley National Park Building Check List, October 1, 1951, AKSO-Processing for DENA, Nat'l Register Files (copy). Original located at NARA SF RG 79 Box 80 Classified Records, Mt McKinley NP 1938-5/19/53, File No. 620.
[166] FY 40 Annual Report, NARA College Park, RG 79, Box 1405-207-01.4
[167] Thomas C. Vint to H.A. Bauer, Consultant, National Resources Planning Board, August 26, 1940. AKRO processing for DENA, original NARA SF RG 79, Box 80, Classified Records, Mt McKinley N.P., 1938-5/19/53, File No 620.
[168] Flag pole references and photographs are included in the Analysis chapter.



Figure 1.1. View to south of the Karstens "home cabin" at Riley Creek c. 1921-1925. Notes on the original photo indicate, "Blanchard, Dame [Mrs.] and Superintendent Karstens starting from headquarters with four-horse team on a 17 day trip in park for purpose of taking photographs." Note Riley Creek to the left, the tree stumps in the foreground, stacks of boulders, and the clothes line in the background (National Archives and Records Administration, College Park, MD., RG 79-g, Box 11, Folder 67).



Figure 1.2. View to the southwest of the Riley Creek headquarters area, July 31, 1922. Buildings from left to right: tent (use unknown), superintendent's office, superintendent's "home cabin," small building (possibly "the necessary outbuilding") and a large tent, which was probably the storehouse and workshop. Also depicted is Riley Creek (foreground), a log bridge over the creek with crib piers and log decking, what appears to be a tri-pod phone line at far left, and a small area bounded by a post and rail fence (Dartmouth College Library).



Figure 1.3. Text accompanying the original photo identifies the image as: "First Park Headquarters on Riley Creek near the McKinley Railroad Station, 1922-1925." This former roadhouse, on the east side of Riley Creek (and within the abandoned claim acquired by the government in 1921) and used as ranger housing, is possibly the cabin purchased by Superintendent Karstens and repaired by the park ranger for his family cabin. Note Riley Creek in the foreground, the rise in elevation behind the building, the tree stumps surrounding the building, the clothes line to the right, and the group of horses. In addition to the former roadhouse, a barn was located on the east side of the creek, once part of the large Alaska Engineering Commission camp (National Archives and Records Administration, College Park, MD).



Figure 1.4. View southwest of the headquarters, along west side of Riley Creek. Buildings left to right include a small structure obscured by trees (use unknown), superintendent's office, superintendents "home cabin," small frame structure (possibly frame meat and storehouse), very small frame structure (possibly "necessary building") and a large tent, which was probably a storehouse and workshop (DENA 4678, Denali National Park and Preserve Museum Collection).



Figure 1.5. View of the superintendent's office at Riley Creek and the automobile purchased by Karstens to power a wood saw, c. August 1924. Also shown is an unidentified structure behind the office (left, use unknown). This photograph was possibly made by Walter C. Henderson, Assistant Chief of the U.S. Bureau of Biological Survey. Henderson visited the park in April 1924 (National Archives and Records Administration College Park, MD).



Figure 1.6. View of the superintendent's office at Riley Creek, the superintendent's "home cabin," and Karstens automobile, c. August 1924. Also note the clothes line, supplies, tools, caribou antlers south of the office and flower boxes attached to the front of the office, as well as the weather station (far right). Photograph by Walter C. Henderson, Assistant Chief of the U.S. Bureau of Biological Survey (National Archives and Records Administration, College Park, MD).



Figure 1.7. At the new headquarters area, view northeast of the rangers' cabin, 1927. The main headquarters road is in the foreground (Estimate for Appropriation for Fiscal Year 1929, sent with cover letter from Karstens to NPS Director, May 2, 1927 (National Archives and Records Administration, College Park, MD. RG79, B373 E7/ F301 Pt. 1).



Figure 1.8. Horse barn with a shed roof along the east side of the main headquarters road, 1927 (Estimate for Appropriation for Fiscal Year 1929, sent with cover letter from Karstens to NPS Director, May 2, 1927 (National Archives and Records Administration, College Park, MD. RG79, B373 E7/F301 Pt, 1).



Figure 1.9. Tent warehouse moved to the new headquarters area from Riley Creek, 1927. Also note the dog sled (left) and possible dog house to the right of the warehouse (Estimate for Appropriation for Fiscal Year 1929, sent with cover letter from Karstens to NPS Director, May 2, 1927, National Archives and Records Administration, College Park, MD. RG79, B373 E7/ F301 Pt. 1).



Figure 1.10. View of new headquarters area from park road, c. 1929. Depicted clockwise from foreground at left are the clerk's residence, ranger's cabin, temporary barn, and the chief ranger's cabin (foreground right). Note the openness between the buildings, which reflects the tree clearing proposed by Karstens' 1925 headquarters plan (Herbert Heller Collection, #79-44-1315, University of Alaska Fairbanks Archives).

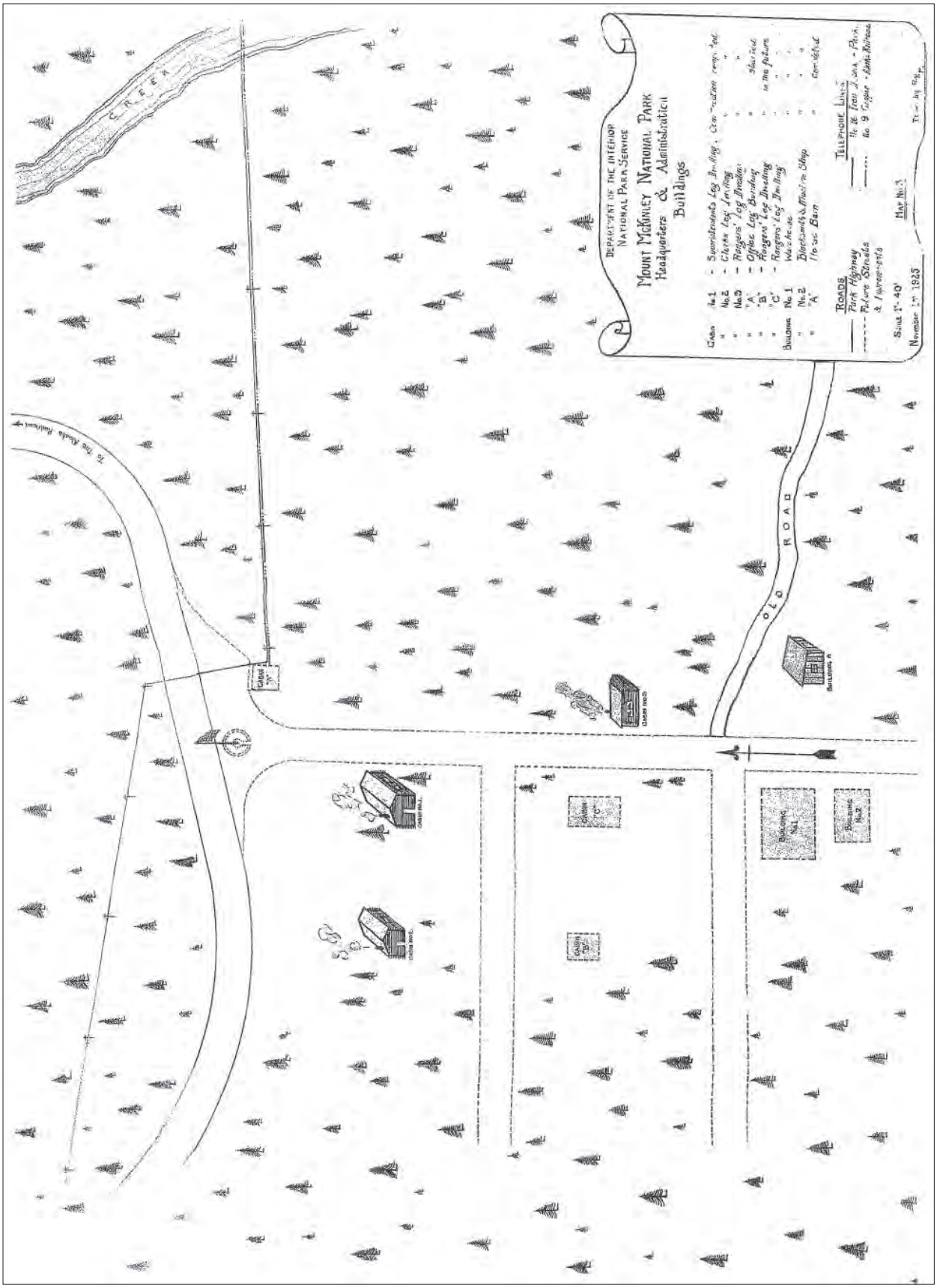


Figure 1.11. Map 3, which accompanied the descriptive report submitted by Superintendent Karstens to the NPS Director on December 29, 1925. The map depicts existing buildings as well as proposed construction, with shaded rectangles marking the park headquarters (Denali National Park and Preserve Museum Collection).



Figure 1.12. View south of the superintendent's office or park office (Building 22) in its original location along the south side of the park road, July 1, 1927. Note the sign above the porch entrance. This appears to be the same sign hung on the wood frame superintendent's office at the first headquarters at Riley Creek (see Figure 1.5) (DENA 14976, Denali National Park and Preserve Museum Collection).



Figure 1.13. View southwest of park headquarters buildings along the south side of the park road, c.1926. Buildings and structures from left to right: superintendent's cabin, original office (tent), clerk's cabin, weather station structure, and chief ranger's cabin. By the time this photograph was made, construction of the new park office (Building 22) had been completed (beyond left border of photo). Note the openness of the landscape in front of the buildings, with only a few trees that "look attractive" adjacent to the buildings, as specified by Karstens' 1925 headquarters plan (Haskell Collection, Denali National Park and Preserve Museum Collection).



Figure 1.14. View southwest of park headquarters buildings along the south side of the park road, 1926. Buildings and structures from left to right: park office (Building 22), superintendent's cabin, clerk's cabin, weather station structure, and chief ranger's cabin. No longer needed, the original office (tent) had been removed when this photograph was taken (Dartmouth College Library).



Figure 1.15. Combination cook-house and cache (constructed in 1927) and miniature log cabin dog houses located to the east of the headquarters area (near the present location of Building 27), c. 1928-1930 (Nyberg Photo Album, DENA 1501, Denali National Park and Preserve Museum Collection).



Figure 1.16. Combination garage, workshop, and blacksmith shop located to the west of the wood frame barn (near the present Building 102), c. 1927-1930. Also note the tent structure on the right, the use of which is unknown. (Nyberg Photo Album, DENA 1501, Denali National Park and Preserve Museum Collection).

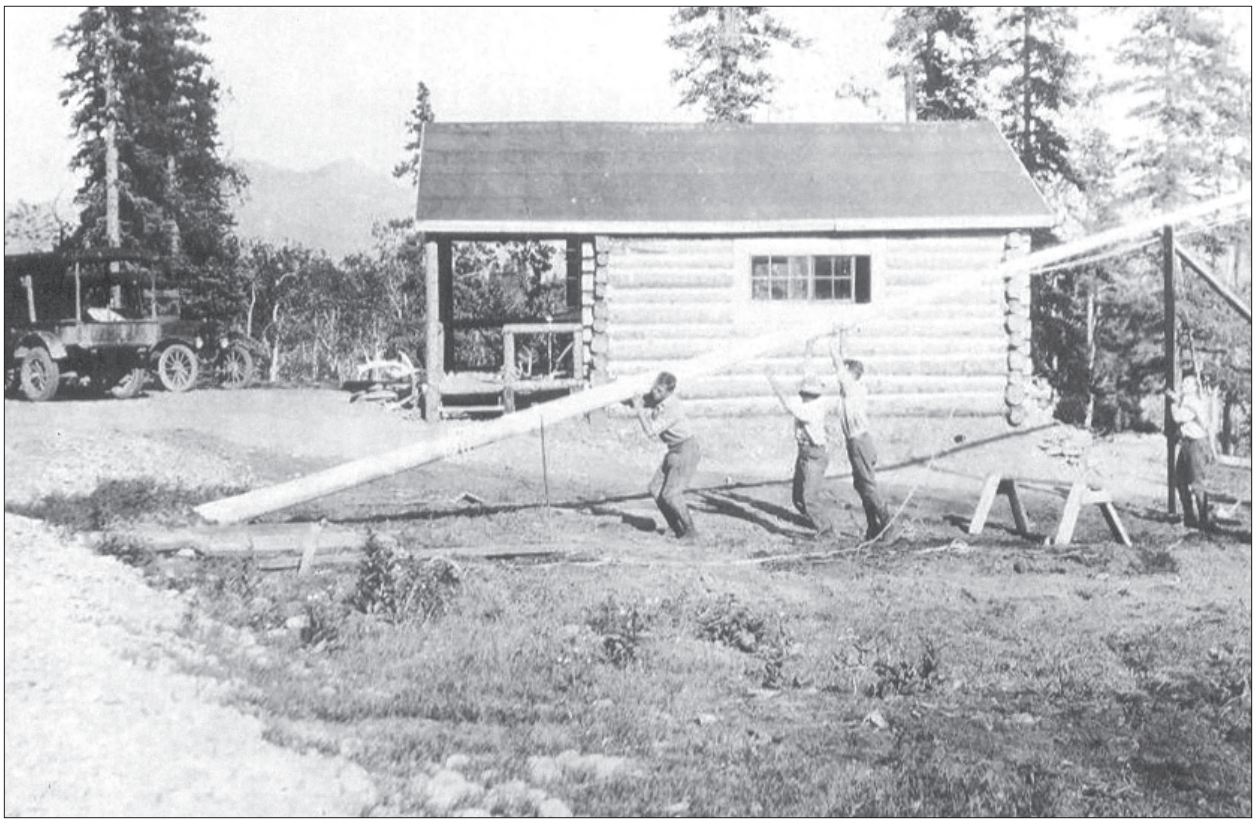


Figure 1.17. View east of park rangers erecting the flag pole at the intersection of the park road and the site of the main headquarters road, c. June 1926 to July 1927. Note the gravel park road on the left and the superintendent's office (Building 22) in the center (Karstens Library, Denali National Park and Preserve Museum Collection).



Figure 1.18. Panoramic view of the park headquarters, showing flag pole installed at the intersection of the park road (foreground) and the main headquarters road (center, back of flag pole). Also note the park buildings, from left to right: superintendent's office (Building 22), rangers' cabin (center, distance), superintendent's cabin, clerk's cabin, and chief ranger's cabin at far right (DENA 3555, Denali National Park and Preserve Museum Collection).



Figure 1.19. View northwest of the warehouse (Building 101) built in 1928 and the ranger quarters (right) built in 1928-29, photo dates to c. 1929-1930 (DENA 1501, Denali National Park and Preserve Museum Collection).



Figure 1.20. View southwest of the ranger's quarters soon after construction, c1928-1929. Note the temporary structures in the background left, likely housing temporary laborers (DENA 4319, Denali National Park and Preserve Museum Collection).



Figure 1.21. View southeast of the barn (Building 106), prior to 1931. Note also a building or tent barely visible in the background to the left of the barn, whose use is unknown (DENA 3974, Denali National Park and Preserve Museum Collection).



Figure 1.22. View northeast of the superintendent's residence (Building 1). Photographed by Joseph S. Dixon, Field Naturalist for the NPS, June 2, 1932 (DENA-70-4-34, Harpers Ferry Center).



Figure 1.23. View south down the main headquarters road, c. 1930. Note from right to left: superintendent's cabin in the foreground, rangers' quarters, warehouse (Building 101), and the combination garage, workshop and blacksmith shop. Also note what appears to be the roofline of the electric light shop (Building 110) under construction (far left). The logs piled between the superintendent's cabin and the rangers' quarters, as well as on the opposite side of the road, were probably for construction of the building (Candace Waugaman Collection, Denali National Park and Preserve Museum Collections).



Figure 1.24. View of original roof-to-roof electrical wiring between the original clerk's cabin (left) and the superintendent's cabin (converted into clerk's cabin in 1930), prior to 1931 (Nyberg Photo Album, DENA 1501, Denali National Park and Preserve Museum Collection).

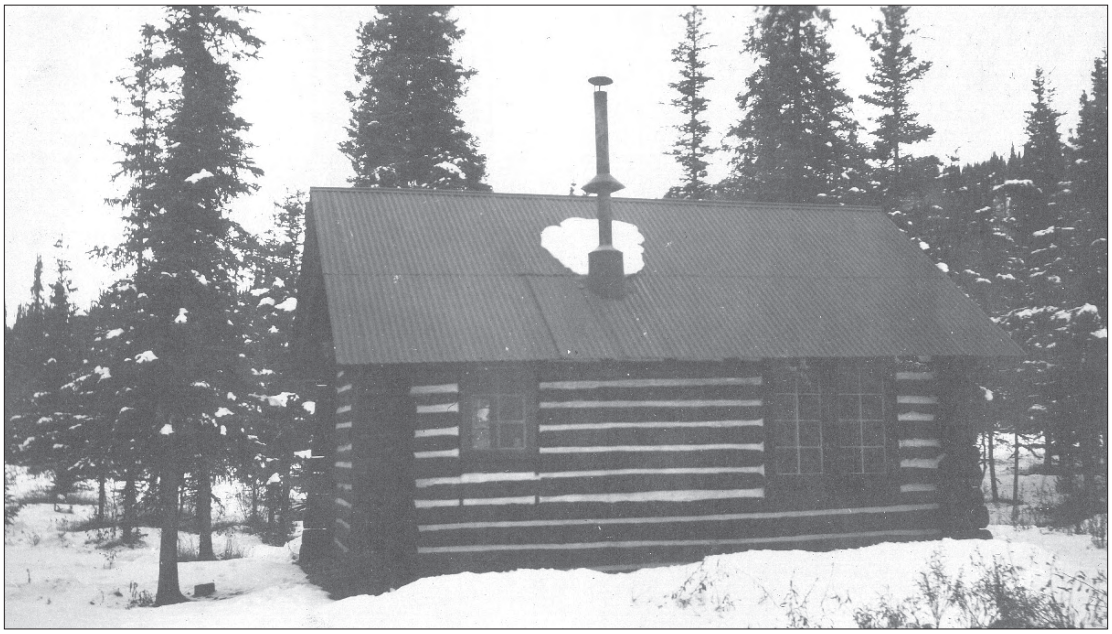


Figure 1.25. Laborers' cabin, undated, pre-1941 (Denali National Park and Preserve Museum Collection).



Figure 1.26. View southwest of the kennels and the dog feed cache and cookhouse (Building 105). Photographed by Joseph S. Dixon, Field Naturalist for the NPS, June 2, 1932 (DENA-69-3-43, Harpers Ferry Center).



Figure 1.27. View northwest of the garage (Building 103), c. 1937 (DENA 3-33, Denali National Park and Preserve Museum Collection).



Figure 1.28. View northwest of the comfort station (Building 112) during construction. Photographed by Joseph S. Dixon, Field Naturalist for the NPS, May 29, 1932 (DENA-69-3-43, Harpers Ferry Center).



Figure 1.29. View of new utility poles carrying electric and telephone wires, 1932. Buildings depicted in the photograph include, from left to right: electric light house (Building 110), combination machine, workshop, blacksmith shop (original garage, workshop, and blacksmith shop, built in 1927), warehouse (Building 101), and rangers' quarters (built in 1928). The main headquarters road (covered in snow) runs between the buildings (photo center) (DENA 3-34, Denali National Park and Preserve Museum Collection).



Figure 1.30. View southwest of the employee's quarters, c. 1935. The main headquarters road is in the foreground and the original clerk's cabin is to the right. Note the laborers' quarters (right, original clerk's quarters built in 1925) utility lines and the stones bordering the road. The two buildings to the left may be the garage (far left, Building 103) and the laborers' quarters (Building 6) (National Archives and Records Administration, College Park, MD).



Figure 1.31. View northwest of the rangers' dorm (Building 21), c. 1935-1940. The main headquarters road is in the foreground (DENA 10485, Denali National Park and Preserve Museum Collection).

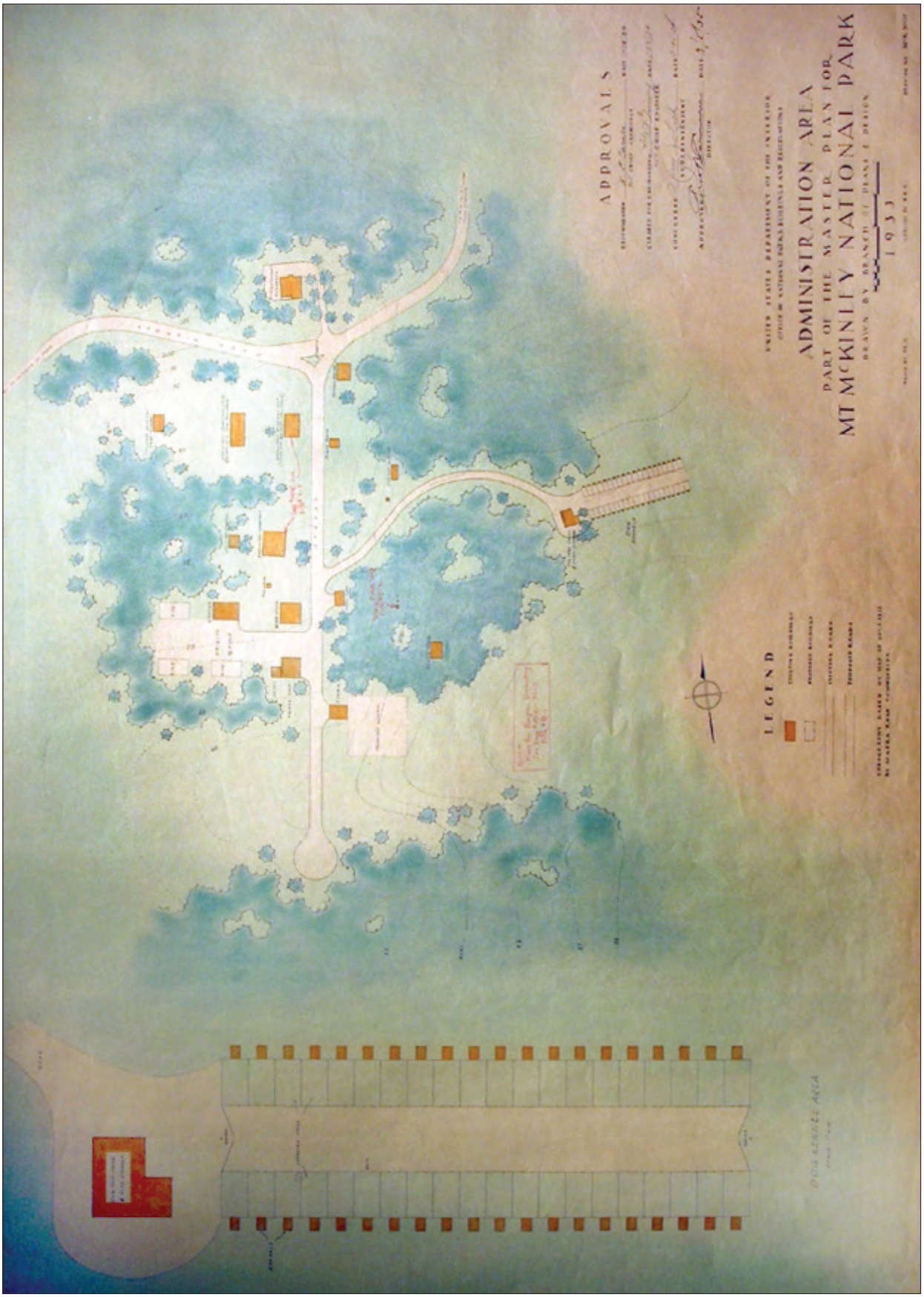


Figure 1.32. Headquarters Master Plan, 1933 (National Archives and Records Administration, College Park, MD., Cartographic and Architectural Records).

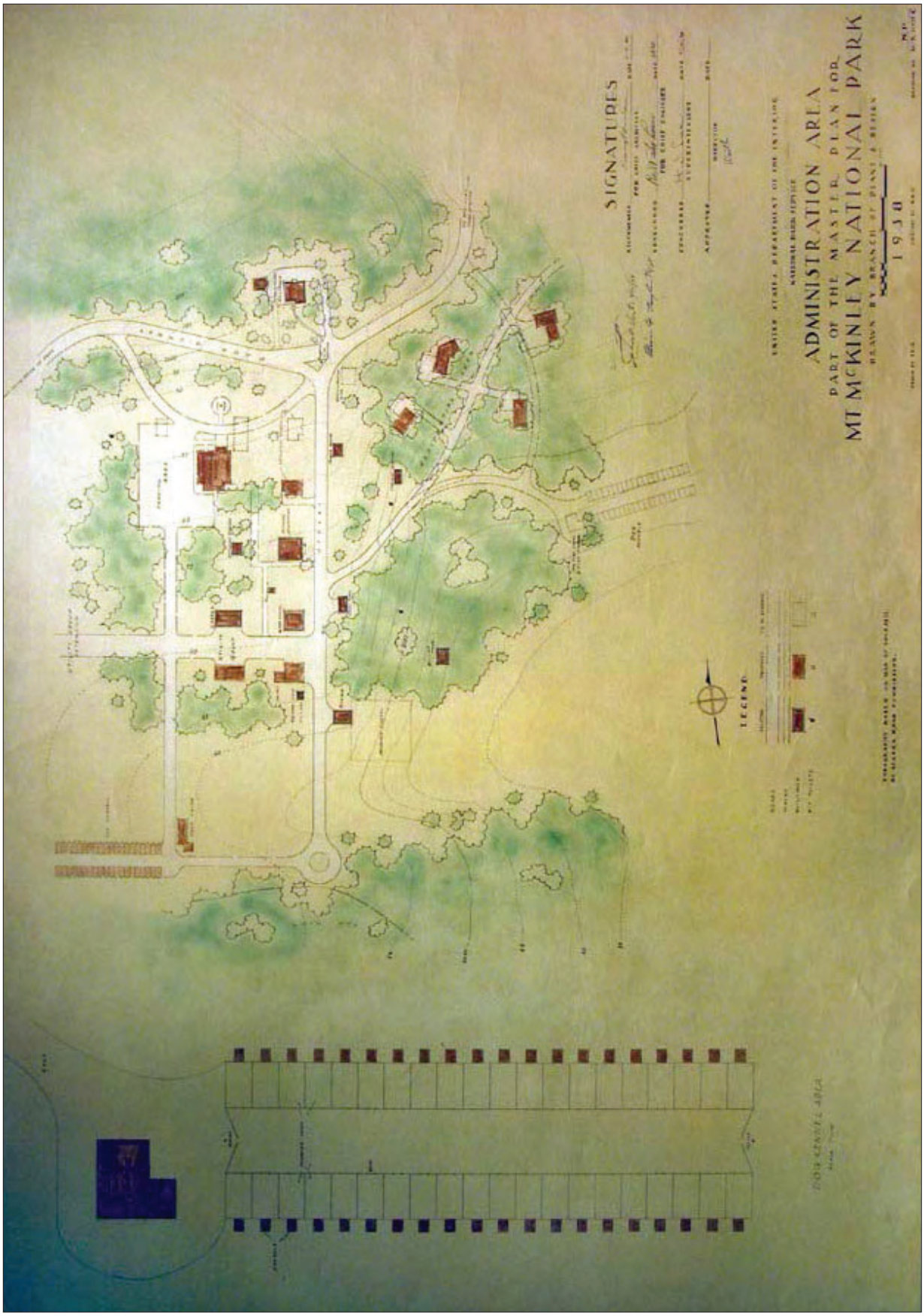


Figure 1.33. Headquarters Master Plan, 1938 (National Archives and Records Administration, College Park, MD., Cartographic and Architectural Records).



Figure 1.34. Oblique 1935 aerial photograph of park headquarters area. Note the unimproved quality of roads in the eastern half of the headquarters area. Also note the wagon-turn at the terminus of the north-south headquarters road (DENA 3906, Lincoln Washburn photograph, Denali National Park and Preserve Museum Collection).



Figure 1.35. View northwest of CCC crew standing in front of employee residence (Building 12), c. 1938 (NPS, Alaska Regional Office files).



Figure 1.36. View southwest of CCC crew reconstructing the dog feed cache and cookhouse (Building 105), August 1938 (Ickes Collection, B75-175-295, Anchorage Museum of History & Art).



Figure 1.37. View south of the dog feed cache and cookhouse (Building 105), 1939. Note the dog kennels on the right, and what appears to be a water spigot at left (NPS, Alaska Regional Office, LCS files).



Figure 1.38. View west of the completed dog kennels, August 1938 (Ickes Collection, B75-175-303, Anchorage Museum of History & Art).

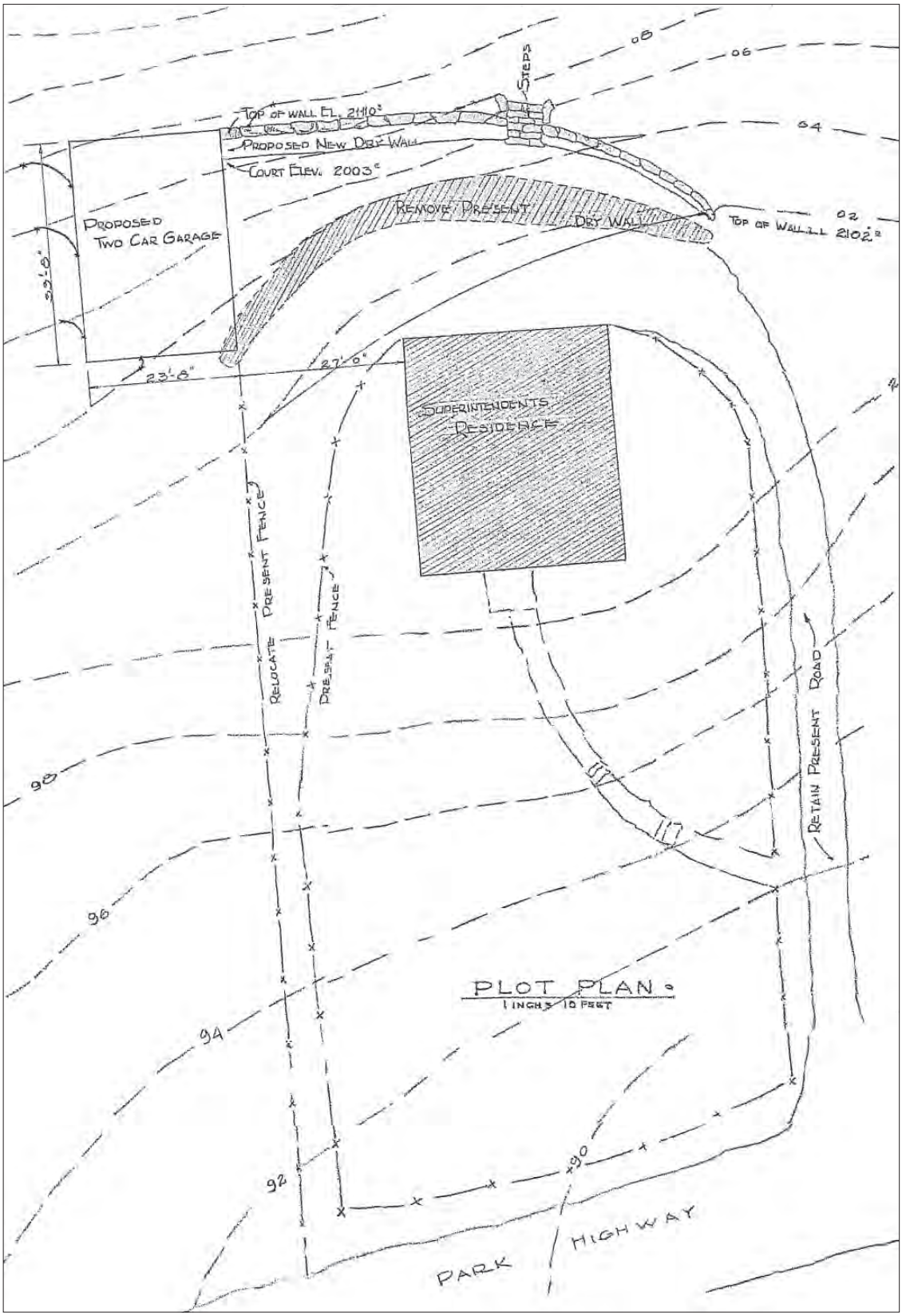


Figure 1.39. "Plan of Two Car Garage and Storage Shed," Branch of Plans and Design, July 12, 1938. Map depicts the location of the superintendent's garage and the stone retaining wall with steps. Also note the existing features associated with the superintendent's residence (Building 1, built 1929) including an existing stone wall (to be removed), a driveway and terraced walk to the front door, and a fence (to be moved) (DENA 4600, Denali National Park and Preserve Museum Collection).



Figure 1.40. View west of CCC enrollees at work during construction of the superintendent's garage (Building 111), 1939. Note the retaining wall (111A) on the right (DENA 3-5, Denali National Park and Preserve Museum Collection).



Figure 1.41. View southwest of the machine shop and garage (Building 102), June 28, 1939 (DENA 3-1, Denali National Park and Preserve Museum Collection).



Figure 1.42. View to west of the two employee residences (Building 12 and Building 13), 1939. Note the small spruce trees planted by the CCC, the drive leading to Building 12, and the road in the foreground. This road, constructed in 1932, originally led to the dog kennels before the kennels were moved in 1939 (NPS, Alaska Regional Office, Regional Cultural Resources (RCR) program files).

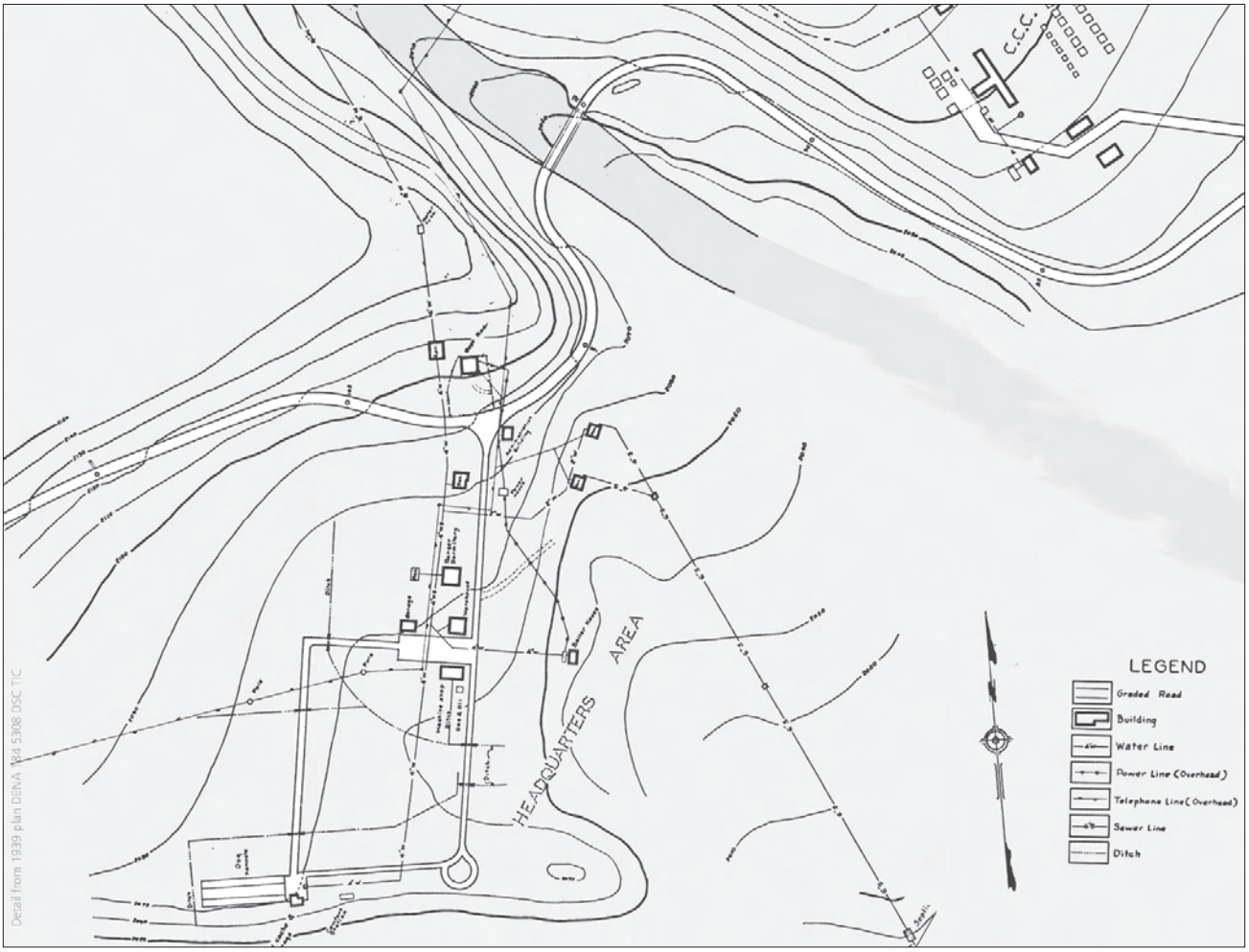


Figure 1.43. Detail of 1939 plan of park headquarters area and adjacent CCC camp. Late in arriving to Alaska, the Civilian Conservation Corps program was active for only two years within the park. NPS-TIC 184-5308.

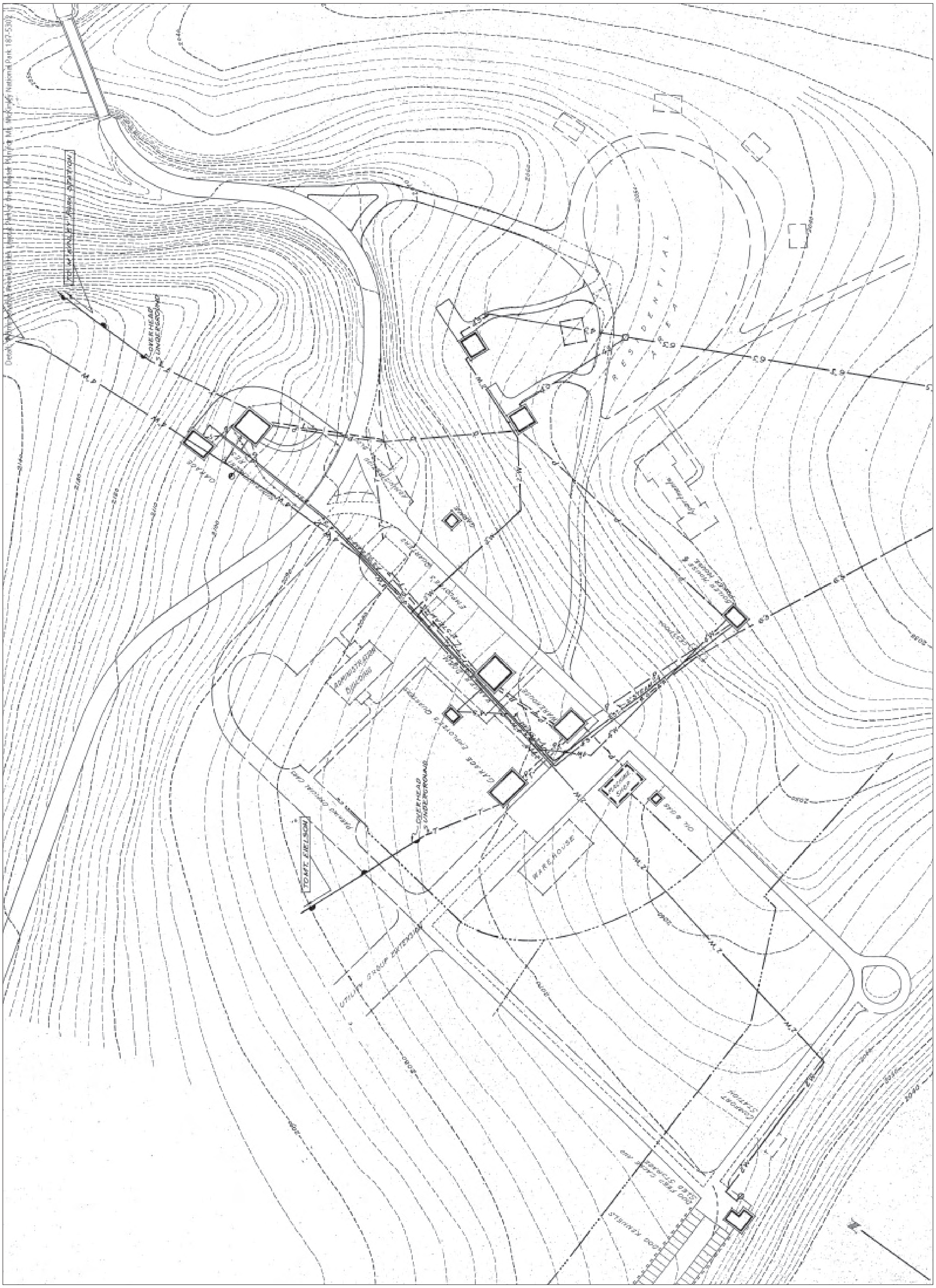


Figure 1.44. Detail from the 1939, "Administrative Area Utilities Layout, Part of the Master Plan for Mt. McKinley National Park." This well-crafted drawing depicts both existing and proposed features of the park headquarters area. Curiously, neither this or the previous drawing (Fig. 1.43) indicate the location of the barn (Bldg. 106), which may have been slated for demolition with the arrival of the automobile age (National Archives and Records Administration, Cartographic Branch, College Park, Maryland).



Figure 1.45. View to southwest of the superintendent's residence on fire, October 23, 1939 (National Archives and Records Administration, College Park, MD).

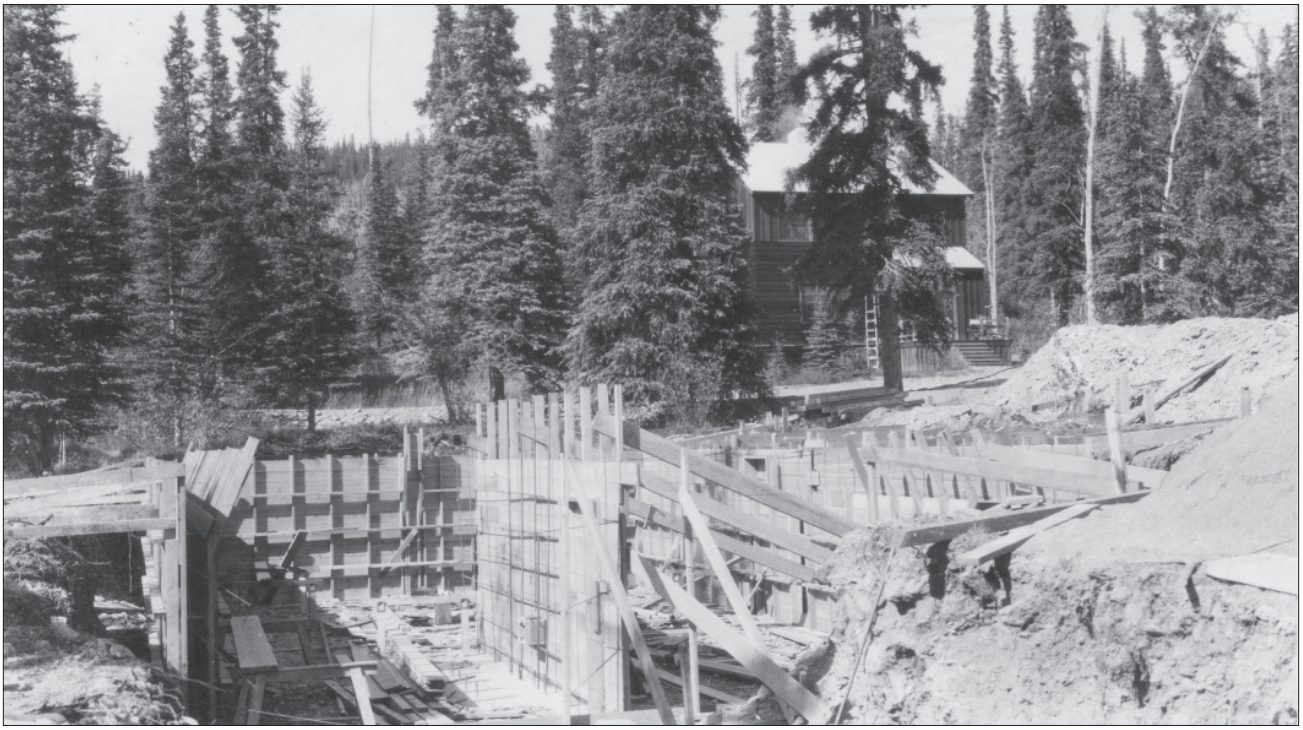


Figure 1.46. View northwest of concrete forms in place for construction of the new employee's residence basement (Building 23), August 1940. Depicted in the background is one of the two employee residences built in 1939 (Building 13) (National Archives and Records Administration, College Park, MD).



Figure 1.47. View to the south, of the employee's residence (Building 23) during construction, September 1941 (Denali National Park and Preserve Museum Collection).

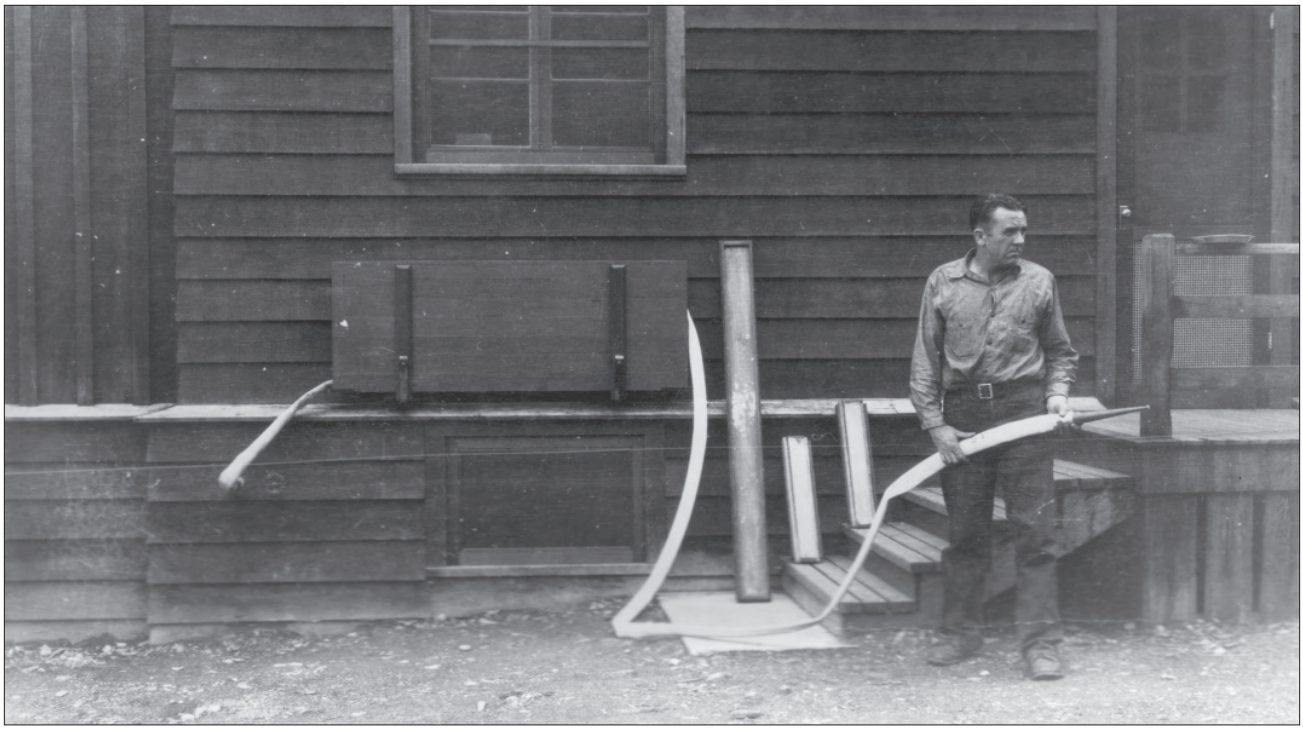


Figure 1.48. Weather proof fire hose box and hose connections, c. May 1940. A note attached to the original photo from a superintendent's monthly report, dated the same month, remarked "weather proof fire hose box and hose connections installed at buildings supplied with water." Depicted is one of the two employee's residences (Building 12 or 13) built by the CCC in 1938 (National Archives and Records Administration, College Park, MD).

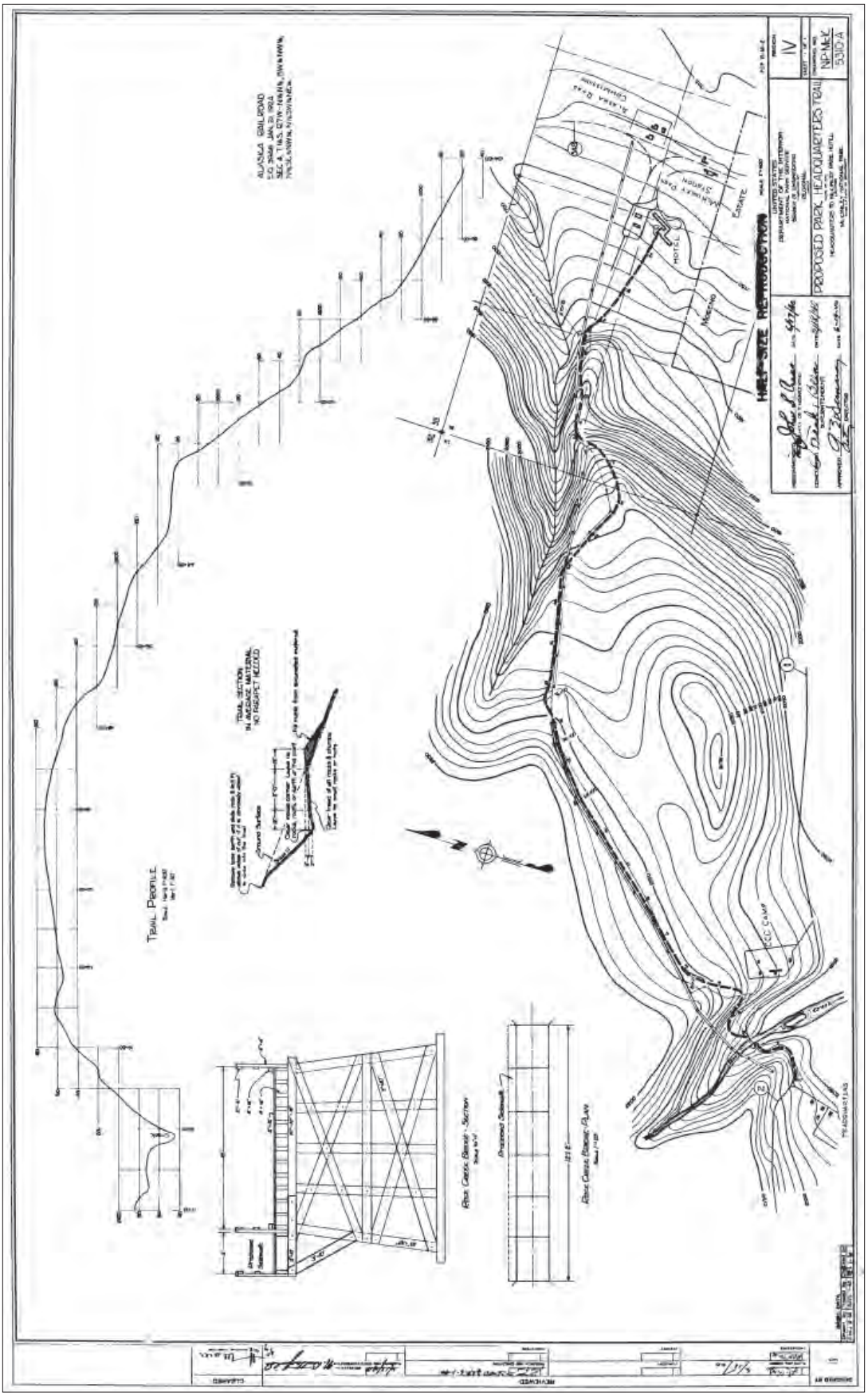
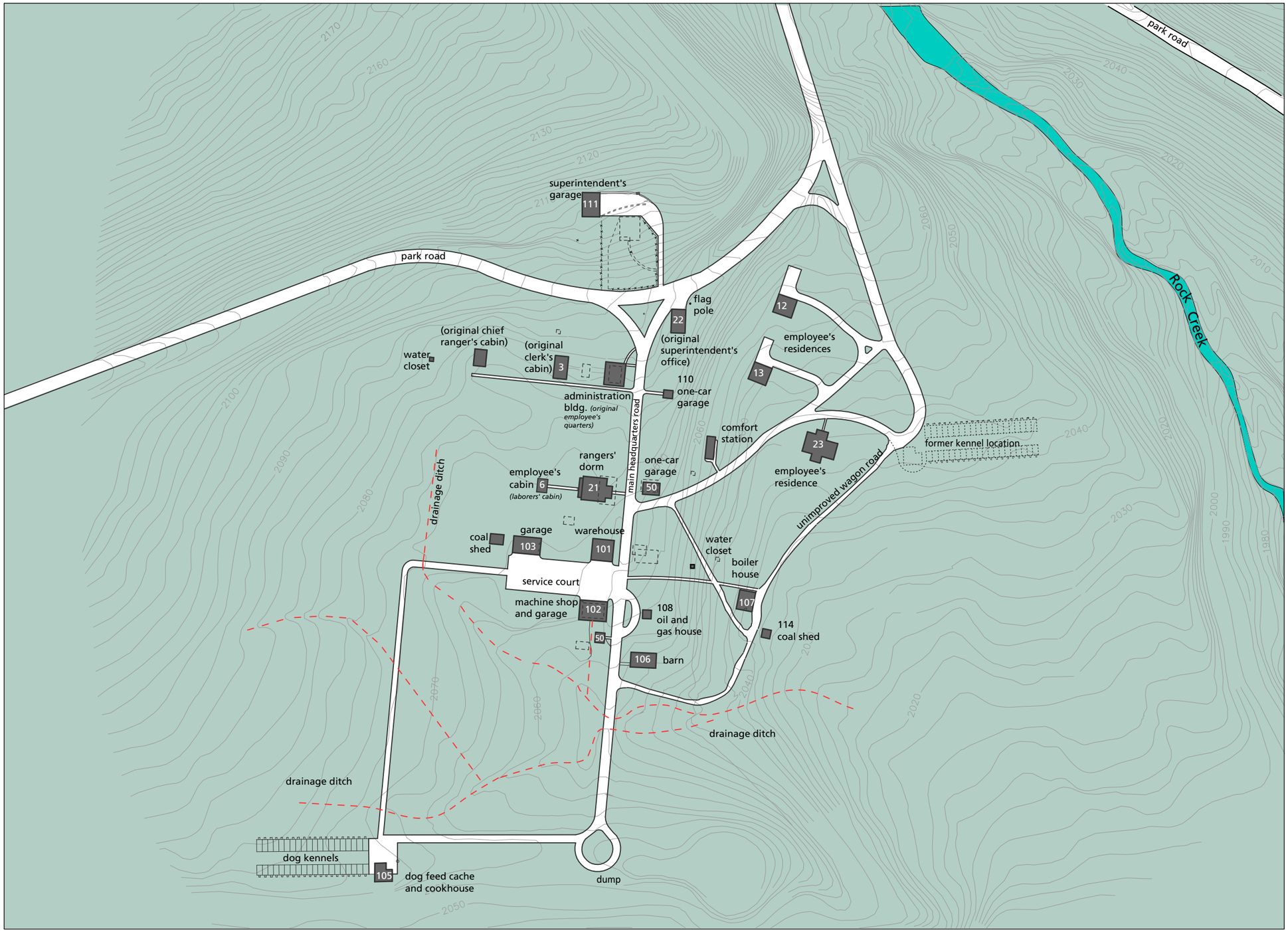


Figure 1.49. "Proposed Park Headquarters Trail," 1940 (NP-McK 5310-A, Denver Service Center, Technical Information Center 5310).



Cultural Landscape Report

Denali National Park and Preserve Park Headquarters

Denali Borough of Alaska

1941 Period Plan

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

SOURCES

1. Headquarters and Administration Build 1925
2. Two Car Garage & Storage Shed, July 1938
3. Administration Area Utilities Layout, 1-1-1937
4. Administration Area Utilities Layout, 1-1-1938
5. Administration Area Utilities Layout, 1-1-1939
6. Headquarters Area Fluid Systems, Jan. 1942
7. Aerial photographs (1935, 1937, 1938, 1947, 2004)
8. Historic photographs (1925 to 1941)

DRAWN BY

Joel Smith, AutoCAD 2002 and Illustrator 10, 2006/11/27
Revised: H. Eliot Foulds 2008/06/30

LEGEND

123 Existing Building

Existing Circulation

Drainage Ditch

0′ 37.5′ 75′ 150′ 300′
Approximate Scale

Figure 1.50

SITE HISTORY - WORLD WAR II TO PRESENT

MODERN DEVELOPMENT OF PARK HEADQUARTERS, 1942-2006

World War II and Post War Development (1942-1955)

The United States entered into World War II following the attack on Pearl Harbor in December 1941. As a result, federal funds formerly designated for national park operations became severely restricted. Agency appropriations went from a pre-war high of $33,577,000 in 1940, to $4,740,000 in 1945.[1] Mt. McKinley National Park's budget cuts were possibly less severe than those imposed elsewhere because the park served several valuable wartime functions. Also, practically speaking, there would have been less funding to cut in the Mt. McKinley budget as the park never had been staffed or funded as well as other more highly visited national parks in the lower forty-eight states. Nevertheless, the loss of staff inducted into the armed forces had its effect on park operations. Among those leaving for service in the armed forces was Superintendent Been who left the park in 1943. Filling his position as Acting Superintendent was Grant Pearson, a former ranger who had served in the park for over ten years during the 1920s and 1930s. Adding to these significant changes was the dramatic decrease in non-military recreational users. Because of Alaska's strategic location and its defense vulnerabilities, the War Department closed Alaska to tourist travel in December 1941.[2]

In 1941, the park began its war-time role as a site to test winter military equipment, and in 1943 it opened the Mt. McKinley U.S. Army Recreation Camp, housed in the McKinley Park Hotel. Between the spring of 1943 and the spring of 1945, over 11,000 members of the armed services and civilian defense workers took furlough at the park.[3]

A small drawing of the park headquarters area appearing as an inset on a larger master plan drawing dated January 1942 well captures both the state of facilities development and identifies proposals for the future (Figure 1.51). In this 1942 sketch, proposed measures appear as dashed lines. Many of the proposals depicted remain consistent with the master planning of the late 1930s, including a group of single-family residences arranged around a teardrop shaped circuit road, as well as a large apartment building. The 1942 drawing omits placing the large visitor parking lot at the intersection of the park road and the headquarters road, and for the first time indicates the creation of a materials storage area east of the wagon-turn terminus of the north-south headquarters road. This drawing also appears to call for upgrading the unimproved pathways routed past the boiler building and the barn into actual roadways.

In 1943, Company F of the 176th Engineers completed a number of projects throughout the park, including at the headquarters. That summer, the engineers improved utilities, razed old log structures, moved a garage, and remodeled buildings to serve new uses. Utility improvements included extending the telephone line from park headquarters to the McKinley Park Hotel, installing a return steam line, and extending the sewer line. The "old cabins" removed were the original clerk's cabin (Building 3) and the chief ranger's cabin, both built of salvaged building materials from the Riley Creek headquarters site or otherwise from abandoned railroad camps between 1925 and 1926.[4] According to Acting Superintendent Pearson, these cabins were "unsightly objects without sanitary facilities and, being located near the park road, were eyesores to every passing visitor. They [are] of no historical value."[5]

During WWII, military engineers also moved the temporary one-car garage, built in war-time during 1943, (Building 50) standing east of the rangers' dorm on the other side of the headquarters road (Building 21) to the rear of the machine shop and garage (Building 102). According to Acting Superintendent Pearson, the garage was moved so that it would be "out of sight and no longer a fire hazard."[6] Several buildings were also remodeled during this period—at least one with assistance from the engineers. The warehouse (Building 101) was remodeled. The administration building (Building 11) was converted back to its original use as an employee's residence by park staff (Figure 1.52 - 1.54). The superintendent's garage (Building 111) was converted into the new administrative building by engineers (Figure 1.55). The original superintendent's office, located at the intersection of the main park road and headquarters road spur (Building 22), was converted for use as a park museum.[7] In May 1944, Acting Superintendent Pearson reported, "some landscaping [done] around our log museum."[8]

A significant change during this war-time period was the use of mechanized vehicles rather than dog sleds for winter patrols. Superintendent Been considered eliminating the use of dog sled teams, as early as 1940 and by 1943 a reduction in the number of dogs within the park was underway. For the duration of the war, the park terminated the use of sled dogs, for a time effectively ending the popular sled dog demonstrations at park headquarters.[9]

As the end of World War II neared, National Park Service Director Newton B. Drury directed Region Four Landscape Architect Alfred C. Kuehl to conduct surveys and planning studies in five National Park Service areas in Alaska, including Mt. McKinley National Park, from which to base postwar development plans.[10] In response, during February of 1946, Kuehl submitted a prioritized list of thirty projects for Mt. McKinley National Park to the territory's Governor Gruening, including thirteen projects within the headquarters area. Foremost on this list of proposed projects was headquarters utility systems work, including providing a new power and boiler house, upgrading the water system, and

improving the sewage system. The cold winters had continually disrupted utility services since the 1930s, despite numerous efforts to make improvements. Additional headquarters projects found on Kuehl's list included an extension to the telephone line, repair of the dog kennels, construction of two superintendent's residences, a gas and oil storage house, coal sheds, an incinerator, and a storage building.[11]

In March 1945, crews moved an infirmary building (Building 123) from the nearby CCC camp to headquarters and converted it into a carpentry and paint shop. In the years immediately following the end of the war, park staff repaired and renovated deteriorated existing buildings as scarce Federal funding made new construction impossible.

As horses were no longer used at headquarters, crews converted the barn (Building 106) into a carpentry shop (Figure 1.56). The former carpentry and paint shop, originally the CCC infirmary (Building 123), was remade as temporary quarters for the park biologist (Figure 1.57). Between 1948 and 1949, crews further improved Building 123 to serve as a year-round residence. The residence, referenced as "Quarters 24" in the superintendent's March 1949 monthly report, was placed at the perimeter of the service court, west of the garage (Building 103).[12] Additional buildings repaired and renovated during this early post-war period included the employee's quarters (Building 11), the laborers' quarters (Building 6) (Figure 1.58), and employee's residence (Building 23). Upon completion of renovations, Acting Superintendent and Mrs. Pearson moved into Building 23 and the handsome log structure became known as the superintendent's residence).[13]

Utilities improved and repaired during this period included the telephone system and the water and sewer systems. In August of 1946, Acting Superintendent Pearson reported the headquarters telephone line had been buried because of recent outages caused by severe wind storms. Presumably this was the telephone line installed by the military in 1943, since all other lines had been buried earlier by the CCC in 1939.[14] Regarding the condition of the water and sewer systems, Superintendent Frank Been returned to the park following his war-time service and reporting what he found upon his return in February of 1947:

> The sins of little or no maintenance during war years were wreaked upon us. As soon as the temperature rose to make safe pumping to the reservoir, we found leaks in water lines and steam lines and frozen sewer and water lines. All hands struggled … and were working at the month's end to do makeshift repairs…"[15]

With limited funds, park personnel fought to keep the systems operating, routinely repairing sections of the "decayed and earth-choked…plank utilidor."[16] In 1948, with specially allotted funds, rehabilitation of the sewer and water systems began. By that June, most of the sawdust-filled underground timber utility corridor had been uncovered. In August Superintendent Been

reported “excellent progress” had been made rehabilitating the systems and the trenches were nearly ready for backfill.[17]

During the 1950 fiscal year, prior to the outbreak of the Korean War, the park received increased appropriations to fund its first new construction projects since the beginning of World War II. Over the next five years, headquarters projects included construction of four new employee’s residences, an equipment storage shed, utility improvements, new roads, and a trail.

Contractors built four one-story frame single-family employee’s residences in the long-planned residential area at the base of the slope east of the main headquarters road between 1949 and 1952. Beginning in October 1949, the Alaska Road Commission, the park's longstanding partner, excavated basements for two of the new employee’s residences (Building 26 and Building 27) and in May 1950 contractors resumed construction work on these residences with the arrival of spring weather. Both dwellings were completed by November 1950 (Figure 1.59). Construction of the third employee’s residence (Building 28) was underway by September 1950 and construction of the fourth employee’s residence (Building 34) by September 1951. Both were completed between 1951 and 1952. [18]

The four new residences, designed by National Park Service architect Cecil Doty (1907-1990), who had been successful designing in the Park Service Rustic style, represented a fundamental departure from pre-war designs, and portended even greater stylistic changes for the future. Doty perceived his involvement in this agency-wide stylistic shift as part of the changing social and political climate in the post-war United States. Citing the technological and engineering achievements of the 20th century as the influences leading to the adoption of new design values, Doty would wonder, "How could you help but to go away from that board-and-batten stuff."[19]

Other than Director Wirth, Thomas Vint, Herb Maier and others within the bureau leadership who promoted the shift toward Modernism, field personnel were not often ready to embrace the result. Mt. McKinley's own Superintendent Grant Pearson was less than pleased with Doty's designs for the park's new residences, offering a harsh critique soon after the completion of Buildings 26 and 27.

> The new quarters are very comfortable, roomy and light. Unfortunately from the outside they look very much like tool sheds on a construction job. They are squat, ugly and look as foreign to the scenery of Mt McKinley National Park as would [be] the Empire State Building.[20]

Additional housing units were created between 1953 and 1954 at park headquarters when Building 12 and Building 13 were converted into two-unit apartments. Even more space was made available when six house trailers were delivered and sited for seasonal employee use. The Alaska Road Commission

delivered four of the trailers in July 1953 and placed them in a row along the east side of the main headquarters road, across from the garage and repair shop (Building 102) and the warehouse (Building 101). The two remaining house trailers were delivered to the park the following year, yet their location or placement remains unknown.[21]

Additional park housing was necessary in order to serve a growing work force following the war. Yet as the first of these new housing units were becoming available for occupancy in November of 1950, a fire caused by faulty wiring destroyed Building 11 which had long met housing needs within the headquarters area (Figure 1.60).[22]

The only other building known to have been lost during this period was the original dog feed cache and cookhouse (built 1926, replaced in 1929 by Building 105), razed during the summer of 1950. According to Superintendent Pearson, the structure was removed because it was a "hazard."[23] The structure's location in 1950 is unknown. If it stood on its original location it may also have been removed to make way for construction of the four new employee's residences (Buildings 26, 27, 28, and 34), built on the site of the earlier dog kennels, which were moved to their existing site in 1939.

An equipment storage building (Building 118) was built at the end of this period. Private contractors built the six-stall concrete block building in 1955, adjacent to the west wall of the machine shop and garage (Building 102).[24]

Utility improvements included repair and extension of the water and sewer lines, the construction of a new water reservoir, and installation of overhead power lines. With assistance from the Alaska Railroad, excavation for the new 50,000 gallon reservoir began in July 1950 and by August the footings had been poured (Figure 1.61). Construction of the reservoir was completed in 1951, and in August 1953 a new water pumping system and pump house (Building 127) was installed (Figure 1.62). In 1955, installation of six hundred feet of steel pipe replaced old wooden lines. Overhead power lines connecting all residences were installed by May 1953.[25]

New headquarters roads and a trail built between 1950 and 1955 included a road to access the new reservoir (north of the main park road), a teardrop shaped loop road joining the new employee's residences (Buildings 26, 27, 28, and 34), and a trail leading from headquarters to the McKinley Park Hotel. The Alaska Road Commission built the bituminous loop road and driveways during the 1953 fiscal year.[26] Construction of the two and one-half mile trail from the headquarters to the hotel, also built by the Alaska Road Commission, was based on a plan completed in 1952 by the NPS Branch of Plans and Designs. The 1952 plan followed large portions of the 1940 plan for the trail prepared before WWII by the NPS Branch of Engineering.[27] It differed at its eastern end, where it met the hotel, and at its western end, where it entered the headquarters. Unlike the 1940s plan that followed the southern edge of the park road within the current historic

district, the proposed 1952 plan crossed the park road just east of its intersection with the main headquarters road, also within the current historic district. The trail is currently known as the Rock Creek Trail.

In addition to the conversion of employee's residences (Building 12 and Building 13) into two-unit apartments, a number of buildings were also renovated and adapted for new uses between 1950 and 1954. The most notable building affected was the original superintendent's office (Building 22), in use since 1943 as the park museum and the last of the pre-1928 Karstens era headquarters buildings still extant. In 1950, due to defects in the foundation which rendered the building unsafe for public use, the museum was closed and the building was moved to the service court (west of Building 102) for use as a construction office and then as the naturalist's workshop and office (Figure 1.63). The building would remain at this location for two years, until it was moved again, this time north of the park road, east of the administrative building (Building 111, original superintendent's garage) (Figure 1.64). At the new location, Building 22 served as the park naturalist's workshop and office, and as a museum display area.

The following year, crews converted the one-car garage, which was originally the electric light plant (Building 110), into a food cache. Renovations included a new concrete floor, door repair and rewiring.[28] In 1954, the naturalist's office relocated to the administrative building (Building 111) and the interior of the Karsten's era Building 22 was renovated for use once again as museum exhibit space.[29] The same year, park administrative offices were relocated from the garage-turned-administrative building (Building 111) to the recently renovated rangers' dorm (Building 21). The former administrative building became the park visitor contact office.[30]

One of the most welcome changes from the viewpoint of park visitors was the return of the park's sled dogs. In March 1949, Superintendent Pearson reported the most commonly asked questions by visitors was "Why don't you keep sled dogs?"[31] In September 1950, the park acquired a team of seven dogs for short patrol use in sections of the park inaccessible to motorized vehicles. These were the first working dogs in the park since the early 1940s. The following month "everyone in the park" watched as park rangers hooked up the dogs and began to break in the team.[32] By December 1950, sled dog demonstrations had resumed at headquarters. In 1952 crews rehabilitated the old dog kennels. Three years later, major kennel renovation was pursued.[33] The north row of kennels and a portion of the south row were removed and only the eastern section of the remaining row was extant in 1963 and were probably rebuilt (Figures 1.65-1.66). Rows of doghouses without pens occupied the vacated kennel areas.

Auto Tourism and the Park Mission-66 Program (1956-1966)

The completion of the Denali Highway in 1957, running from Paxton to Cantwell and to the park's entrance, opened Mt. McKinley National Park to automobile tourism. With the completion of the George Parks Highway (Alaska Highway 3) from Anchorage to Fairbanks in 1972, the portion of the Denali Highway to the park's entrance became part of the George Parks Highway. As a result of the two highways (1957 and 1972) automobile tourism to the park became the primary mode of transportation marking the end of the "old-style" railroad park.[34]

The post-war National Park Service Mission 66 program resulted in additional development of the Mt. McKinley National Park headquarters area. Conceived of by National Park Service Director Conrad Wirth during the early 1950s and approved by President Eisenhower in 1956, the Mission 66 program funded a long-range development effort for national parks throughout the country. The ten-year program was established in anticipation of 1966, the year the National Park Service would celebrate its 50th anniversary and when most of the projects were scheduled for completion.[35] One of the fundamental goals of the program as stated in the report "Mission 66 for Mount McKinley National Park" was to "correct present day deficiencies and to prepare for the increase in visitation and its attendant problems due to the opening of the park to automobile traffic."[36] Prior to the opening of the Denali Highway, which the park Mission 66 prospectus indicated would occur in July 1957, few visitors traveled to the park in personal automobiles. Before that time, most arrived by railroad or by tour bus.

Even prior to President Eisenhower's oblique reference to the Mission 66 program in his 1956 *State of the Union Address*, the National Park Service had already prepared ambitious plans toward remaking the Mt. McKinley National Park headquarters area (Figure 1.67). As early as March of 1955, a new master plan was proposed for park headquarters and approved by Director Wirth and Thomas Vint. The new master plan continued to recommend many elements proposed years earlier, but the 1955 drawing is most interesting for the way in which its aims to eliminate visitor traffic from park administrative and residential areas. This plan proposes closing the north-south headquarters spur road at its intersection off of the main park road, and confining park visitor automobile traffic to a large new parking lot constructed immediately adjacent to the main park road. The location of the proposed visitor parking lot, paired with a proposed large new administration building located nearby, had been a prominent feature of the park's plans for its headquarters since the 1930s. However, as growing numbers of visitors were projected to soon begin arriving in personal automobiles, park planners are likely to have considered the impacts of increased auto traffic as they developed their plan. With the straight central headquarters road marked for closure, and the nearby bridge over Rock Creek proposed for reconstruction following a more generous radius curve to accommodate higher speeds, the 1955 master plan proposed that all access to the

headquarters area be via the eastern residential quarter of the existing headquarters development. In an effort to reduce return traffic through the residential area, the plan provided a second means of egress by way of a new access road for service vehicles as a western extension of the existing service court.

Ultimately, the north-south headquarters spur road remained opened. Perhaps park employees who would be impacted by greater traffic routed past their homes successfully argued against the measure. While neither the closure of the central headquarters road, nor the large administration building were completed, many elements of the plan were implemented, including the new western service road, extending from the service court, as well as the new visitor parking lot near the main park road.

In 1956, one year after the new master plan for the park headquarters area was approved, the proposed new visitor parking lot became the subject of further design studies (Figure 1.68). The NPS Region Four - Western Office of Design and Construction, Branch of Landscape Architecture completed a plan, cross-section and site details for the proposed visitor parking lot in May of 1956. The plan of the proposed parking lot, except for its provision to close the headquarters spur road, is conceptually consistent with the lot that was ultimately constructed. However, it is in review of the accompanying cross-section diagram that explains the more widespread landscape changes resulting from both the proposed parking lot and the proposed new Rock Creek Bridge. The proposed construction of the new bridge over Rock Creek downstream from the current bridge placed the new bridge approximately fifteen feet lower than the existing bridge. In order to make up this difference in elevation, and to seamlessly tie back into existing grades further west, the surface of the main park road and its intersection with the headquarters spur road needed to be lowered by approximately seven feet.

The Mission 66 prospectus for Mt. McKinley National Park also listed infrastructural improvements necessary to directly, or indirectly enhance visitor services, including construction and renovation of employee housing, offices, shops, garages, warehouses, and utility systems. According to the park Mission 66 prospectus, all development "... shall complement rather than supplement the scene" and "must be in harmony architecturally with the surrounding area." This appears to have been more of a sentiment than a reality, at least within the headquarters area, as Mission 66 buildings reflected more the design aesthetic of Cecil Doty's four modern one-story frame employee's residences (Buildings 26, 27, 28, and 34) constructed in the early 1950s, than the late 1920s to early 1940s rustic style buildings. In support of the ambitious program of Mission 66 funded infrastructural improvements, the National Park Service arranged to have the headquarters site surveyed in 1957 by the Army Corps of Engineers. The

resulting drawing gives good account of the state of development at park headquarters just prior to undertaking the planned improvements (Figure 1.69).

Headquarters construction during the Mission 66 period finally implemented many of the projects that had been proposed during the 1930s. These included a new visitor parking area near the main park road, an apartment building, two residential garages, a new boiler house, and two buildings of unknown original use. The new visitor parking area was constructed adjacent to the park road, in the approximate location of the original superintendent's cabin (built 1925, razed 1933) and the original clerk's cabin (Building 3, built 1925, razed 1943). The plan for the parking area is depicted in Figure 1.68, which indicates the intended surface was asphalt, but that the first surface would have been gravel. Construction of the parking area was completed by October 1959.[37]

By June 1958, contractor J.M. Warrack Co. of Anchorage had begun construction of the clapboard-sided six-unit apartment building (Building 51) and the clapboard-sided six-stall garage (Building 53). Both were constructed in the residential area along the loop road. By the end of the year, both were nearing completion (Figure 1.70).[38] A second garage with three stalls (Building 217) was built in the residential area by 1966, next to the employees residence (Building 12).[39] The new boiler house (Building 54) was constructed in an area south of the residential area between 1960 and 1961.[40] The original use of the remaining two buildings constructed during this period is unknown. The current exercise room known as "The Downunder" (Building 59) was built in 1962 in the residential area along the loop road.[41]

The current dispatch and library (Building 141) was built in 1958 immediately west of the park administrative building (Building 21) which was the original rangers' dorm. Further investigation may reveal Building 141 incorporates elements of the original log laborers quarters (Building 6). Building 141 continued to be labeled "Building 6" on maps and park inventories well into the 1970s, including the "General Development, Part of the Master Plan, Mount McKinley National Park, NP-MCK 2013-A," and the 1979 "Base Map, Headquarters Area, Mount McKinley National Park." On the base map, Building 6 appears in the same configuration as the current Building 141.

Also constructed during the Mission 66 period was the first sled dog demonstration trail. Prior to construction of the trail, dog teams were simply run through the service area. Describing the pre-trail conditions, Superintendent Duane D. Jacobs stated "Summer dog sledding . . . is not a safe and sane activity, but visitors like it—just as they like bull fights in Mexico."[42] The new trail, "built primarily to provide a safe trail for the naturalists-mushers" was constructed in 1958. It looped northeast from the dog feed cache and cookhouse (Building 105) to the main headquarters road—entering the road south of the carpentry shop (Building 107, original barn) (Figure 1.71).

Buildings renovated between 1956 and 1966 for new uses including the park contact office (Building 111, original superintendent's garage), the museum (Building 22, original superintendent's office), the food cache (Building 110, original electric light plant), and the garage (Building 103). In 1960, the park contact office (Building 111) and the museum (Building 22) were both converted into seasonal employees residences.[43] Three years prior, the park contact office (Building 111) was closed, the park naturalist and chief ranger moved their offices into the administration building (Building 21). In 1959, the park naturalist moved his office again, this time to the food cache (Building 110, original electric light shop), renovated for office use.[44] In 1963, the garage (Building 103) was converted into a heavy duty equipment repair shop, upgrading the "cold, dark, floorless" condition of the previously unaltered 1931 building.[45]

Additional changes within the headquarters included installation of a new weather station, two house trailers for use as seasonal employee's residences, and new fire hydrants and hoses, and relocation of two buildings. During 1959, in keeping with a long-standing tradition of making-do with what is readily available, a portion of an old building formerly used by the Alaska Road Commission was moved to park headquarters and placed near the visitor parking lot. This was to be used as a temporary exhibit room and information center. The temporary entrance station remained at headquarters until at least 1962.[46]

The following year, the employee's residence (Building 123, original infirmary at CCC camp) was relocated from the service area to across from the administration building (Building 21, original rangers' dorm) along the main headquarters road.[47]

During 1965 and 1966, the park undertook a major clean-up project within the headquarters and around the McKinley Park Hotel. The project included removal of "old horse-drawn wagon parts and earthmoving equipment . . . which must surely have been discarded during the first construction in this area sometime in the 20s and 30s." In July 1965, Superintendent Oscar T. Dick commented, "No embarrassment need be felt now when showing the area to visitors. Now neat and orderly."[48]

In 1966, the park prepared a building inventory, as part of a new master planning effort.[49] At least twenty-eight buildings and structures (list did not include dog kennels and house trailers) on the list were located within the headquarters.[50] Of these, at least nineteen were located within the current Mt. McKinley Headquarters Historic District, and twelve (possibly fourteen) were marked "to be obliterated" (Table 1.4). Of the buildings and structures recommended for demolition, nine (possibly ten—if Building 6 was incorporated within Building 141) remain today—eight of which contribute to the significance of the historic district.

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TABLE 1.4 HEADQUARTERS BUILDINGS – 1966

BUILDING	BUILT	NOTES
Administration		
administration building (Building 21)*	1934-1935	original rangers' dorm
Residential		
seasonal employees' residence (Building 22)	1925-1926	original superintendent's office (relocated)
employees' residence – 2 apartments (Building 12)	1938	original employee's residence
employees' residence – 2 apartments (Building 13)	1938	original employee's residence
seasonal employees' residence (Building 111)	1939	original superintendent's garage
employee's residence (Building 123)	c. 1938-39	original CCC infirmary, moved to headquarters in 1945
employees' residence – 2 apartments (Building 23)	1940-43	original employee's residence
employee's residence (Building 26)	1949-1950	
employee's residence (Building 27)	1949-1950	
employee's residence (Building 28)	1951-1952	
employee's residence (Building 34)	1951-1952	
apartment building (Building 51)	1958-1959	
house trailers (up to 8)	1953-1964	
Service/Visitor Service		
warehouse (Building 101)*	1928	
carpentry shop (Building 106)*	1929	original barn
dog feed cache and cookhouse (Building 105)	1929	relocated in 1938
storage building (Building 110)*	1930-1931	original electric light shop
sign shop (Building 6 and/or 141)*	1958	
dog kennels and pens	1955	
boiler house (Building 107)*	1931-1932	
heavy duty equipment repair shop (Building 103)*	1931	original garage
storage shed (Building 50)*	1938	original one-car garage - temporary construction (relocated)
oil and gas house (Building 108)*	by c. 1940-41	possibly the oil and gas house built c. 1931 (originally stood back of Building 102) relocated c. 1940-1941.
comfort station (Building 112)*	1932	
machine shop and garage (Building 102)	1939	
pump house (Building 127)	1953	along Rock Creek
equipment storage building (Building 118)	1955	
fuel storage (Building 117) +	by 1958	
garage – six stall (Building 52)	1958-1959	
boiler house (Building 54)	1960-1961	
garage – 3 stall (Building 217)	by 1966	
storage building (Building 120)* +	by 1966	location unknown
storage building (Building 121)* +	by 1966	location unknown

* Marked "to be obliterated" on the 1966 building inventory.
+Inconsistencies (existing or proposed) between 1966 building inventory and period maps.

Contemporary Development (1967-2006)

Between 1967 and 1979, seven headquarters buildings were renovated for new uses, including three service buildings converted into offices. This type of conversion became a trend that continued into the 2000s, as the use of the older service buildings became obsolete. The three new office buildings included the storage building (Building 110, original electric light shop) converted into the East District Ranger Station (1975), the heavy duty equipment repair shop (Building 103, original garage) converted into the West District Ranger Station (1978), and the warehouse (Building 101) converted into the naturalist's office (1978). Of the four remaining buildings, one was converted into a seasonal employees' residence in 1967 (Building 112, comfort station) and three retained their original use as service buildings: boiler house (Building 107) converted into the plumbing shop (1970), carpentry shop (Building 106, original barn) converted into the paint shop (1978, after interior destroyed by fire), and the garage and repair shop (Building 102) converted into the carpentry shop (c. 1978).[51]

In the 1980s, two significant events took place that shaped future park development. In 1980, the park boundary was increased to more than six million acres after passage of the Alaska National Interest Land Conservation Act (ANILCA) and the park was renamed Denali National Park and Preserve. Seven years later, the National Register of Historic Places accepted the nomination of the Mt. McKinley National Park Headquarters District. The district encompasses the historic core of the park headquarters, developed between 1924 and 1941.

Prior to National Register designation, three new residences were built within the residential area along the loop road (outside the historic district): two "Panabode" type houses in 1983 (Building 169 and Building 170) and a modular home in 1985 (Building 171).[52] Additional changes included renovation of two seasonal employee's residences—one into a year round employee's residence (Building 111, original superintendent's garage) in 1980 (Figure 1.72) and the other into the concessions office (Building 112, original comfort station) in 1986. Between 1980 and 1981, two additions were built on to the equipment storage building (Building 118), a workshop adjacent to the south wall and an ambulance bay and office space adjacent to the west wall.[53] These two additions were demolished in 2005 owing to substandard foundations, and the ambulance parking was moved to the park's "C-Camp." A new structure was added onto the west wall of Bldg. 118, including downstairs and upstairs offices and equipment storage for the Fire Management staff.

Following National Register designation, eleven historically significant buildings were rehabilitated. Of the eleven buildings, three were converted from service buildings into office space. These included, the paint shop in 2000 (Building 106, original barn), the plumbing shop in 2002 (Building 107, original boiler house),

and the carpenter shop also in 2002 (Building 102, original garage and repair shop). The remaining seven buildings renovated between 1985 and 2007 included the concessions office (Building 112, original comfort station) and the West District Ranger Station (Building 103, original garage) in 1989; the naturalist's office (Building 101, warehouse) in 1982, 1994 and once again in 2006; the employee's residence (Building 22, original superintendent's office) in 1995; the dog feed cache and cookhouse (Building 105) in 1998, the employees' residence (Building 23) in 1999; two employees' residences (Building 12 and Building 13) in 2005; and the West District Ranger Station (Building 103, original garage) in 2007 (Figure 1.74).[54] Additional structural changes between 1987 and 2007 included renovation of the dog kennels and the sled dog demonstration area, construction of two new employee's residences. One of these, Bldg. 251, constructed during 1994-1995 inside the National Register of Historic Places district, was built using rustic design elements, helping this new building to blend in with its setting (Figure 1.74).

By 1997, crews rehabilitated the dog kennels and sled dog demonstration area. Part of this work included the relocation of six dog houses from a line east of the Kennel Cache (Bldg. 105), where the friendliest and most approachable of the dogs were kept, to a new third row of dog houses west of the Kennel Cache. Further improvements at this time included a 144' long three-tiered visitor viewing stand, and a new dog sled demonstration trail. The new demonstration trail was constructed in the general location of the former 1958 trail, but was reconfigured for safer use. The three-tiered visitor viewing stand was constructed on a portion of the road to the kennels constructed by the CCC in 1938, east of the dog feed cache and cookhouse (Building 105).

A staff residence (Building 251) was built in 1994, being the only post-1950 residence not constructed along the loop road to the east, and within the historic district. The following year a duplex residence (Building 252 a & b) was built along the boiler plant driveway. The storage shed (Building 50, original temporary one-car garage built in 1938) was removed in 2000.[55] National Register documentation identified Building 50 as a non-contributing building.

Circulation projects completed after 1987 included improving a path from the visitor parking lot to the sled dog demonstration area; widening the service road running west from the park service area to the park road; and construction of a small vegetative island at the southern end of the loop road.[56]

In 2004 the park implemented a fuel load reduction plan in the headquarters area. Documented in a 2001 report entitled, "Cultural Landscape Rehabilitation Plan, Vegetative Evaluation for Coordination with the Park Fire Management Strategy," the objectives were to eliminate vegetation to more closely reflect the historic character of the district while also applying "firewise" management principles. The firewise strategy, removing all flammable vegetation within thirty feet of all structures, was balanced with the desire to retain some of the mature

trees within the district, resulting in the removal of approximately two-thirds of the over story vegetation. As a result, distant views, admired by Karstens in the 1920s, were partially restored.

In the early 2000s, the park initiated a repaving program in the headquarters area. The overall paved area was increased to respond to drainage and erosion issues, snow plowing requirements, and the need for more parking spaces. As noted in the 2004 Cultural Landscape Inventory, the increased paving resulted in an adverse effect on the historic district.[57] This change in character prompted the development of this cultural landscape report and treatment recommendations. The next chapter presents an overview of the existing conditions of the headquarters area.

TABLE 1.5 HEADQUARTERS BUILDINGS – 2007

BUILDING	BUILT	NOTES
Administration		
administration building (Building 21)	1934-1935	original rangers' dorm
office (Building 101)	1928	original warehouse
office (Building 106)	1929	original barn
office (Building 110)	1930-1931	original electric light shop
dispatch and Library (141)	1958	included original laborers' quarters (Building 6, built 1931), later converted to dispatch and library
office (Building 107)	1931-1932	original boiler house
office (Building 103)*	1931	original garage
office (Building 112)	1932	original comfort station
office (Building 123)	c. 1938-39	original CCC infirmary, moved to headquarters in 1945
office (Building 102)	1939	machine shop and garage
office (Building 118)	1955	original equipment storage building, later converted to offices
Residential		
Employee's residence (Building 22)	1925-1926	original superintendent's office
apartments – 2 unit (Building 12)	1938	original employee's residence
apartments – 2 unit (Building 13)	1938	original employee's residence
seasonal employees' residence (Building 111)	1939	original superintendent's garage
apartments – 2 unit (Building 23)	1940-43	original employee's residence
employee's residence (Building 26)	1949-1950	
employee's residence (Building 27)	1949-1950	
employee's residence (Building 28)	1951-1952	
employee's residence (Building 34)	1951-1952	
apartment building (Building 51)	1958-1959	
employee's residence (Building 251	1994-1995	
Service/Visitor Service		
dog feed cache and cookhouse (Building 105)	1929	visitor service
dog kennels and pens	1997	visitor service
pump house (Building 127)	1953	
garage – six stall (Building 52)	1958-1959	
boiler house (Building 54)	1960-1961	
garage – 3 stall (Building 217)	by 1966	
visitor comfort station	2004	visitor service

ENDNOTES: World War II to Present

[1] Conrad L. Wirth, *Parks, Politics, and the People*, (Norman OK: University of Oklahoma Press, 1980_ 227.
[2] Frank Norris, *Crown Jewel of the North: An Administrative History of Denali National Park and Preserve, Volume 1 l*, (Anchorage, AK: National Park Service, Alaska Regional Office, 2006)105, Appendix C, pp. 284-285.
[3] Ibid., pp. 106-109.
[4] Ibid, p. 110; CLI, part 2b, p. 2.
[5] Superintendent's Annual Report, Fiscal Year 1944, NARA College Park, RG 79, Box 1405, Folder 207-01.4.
[6] Ibid.
[7] SMRs, April, June, and July 1943, November 1944, from the notes of Historian Frank Norris, Alaska Regional Office; Superintendent's Annual Report, Fiscal Year 1944, NARA College Park, RG 79, Box 1405, Folder 207-01.4.
[8] SMR, May 1944, as quoted in the notes of Historian Frank Norris, Alaska Regional Office.
[9] Norris, *Crown Jewel*, p. 103.
[10] CLI part 2b p. 2.
[11] CLI part 2b p. 2.
[12] SMRs, March 1945, March and April 1947, March to July 1948, March 1949, from the notes of Historian Frank Norris, Alaska Regional Office.
[13] SMRs, May, August, and December 1946, from the notes of Historian Frank Norris, Alaska Regional Office.
[14] SMR March 1945, from the notes of Historian Frank Norris, Alaska Regional Office.
[15] SMR February 1947, as quoted in the notes of Historian Frank Norris, Alaska Regional Office.
[16] SMR, May 1947, as quoted in the notes of Historian Frank Norris, Alaska Regional Office.
[17] SRMs, May, June, and August 1948, from the notes of Historian Frank Norris, Alaska Regional Office.
[18] SMRs October 1949, May, September, and November 1950, October 1952, from the notes of Historian Frank Norris, Alaska Regional Office.
[19] Interview with Cecil Doty by Laura Harrison, 1985. As quoted by Sarah Allaback, *Mission 66 Visitor Centers: The History of a Building Type,* (Washington, DC: National Park Service, 2000) 221.
[20] SRM, November 1950, as quoted in the notes of Historian Frank Norris, Alaska Regional Office.
[21] Superintendent's Monthly Report, July 1953, June and August 1954; "Administration and Utility Area, Part of the Master Plan, McKinley National Park (TIC 2109, 3/21/54).
[22] SMR, November 1950, from the notes of Historian Frank Norris, Alaska Regional Office.
[23] Memo from Superintendent to Regional Director, October 1, 1951, AKSO-Processing for DENA, Nat'l Register Files (copy). Original located at NARA San Francisco RG 79 Box 80 Classified Records, Mt McKinley NP 1938-5/19/53, File No. 620.
[24] "Equipment and Storage Bldg. – 118, Headquarters Administration Area, Mt. McKinley National Park." (TIC 2106, 8/1/54); CLI, part 2b, p. 8; HSR, p. 14.
[25] SMRs, July and August 1950, July 1951, May and August 1953, September 1955, from the notes of Historian Frank Norris, Alaska Regional Office.
[26] Lawrence C. Merriam, Regional Director to Alaska Road Commission, December 22, 1952. AKRO processing for DENA, NR Files, original NARA SF, RG 79, Box 80, File 630; SMR September 1953, from the notes of Historian Frank Norris, Alaska Regional Office.
[27] Superintendent's Monthly Report, August 1952.
[28] HSR, p. 48.
[29] SMRs, July and September 1950, June 1952, July and September 1954, from the notes of Historian Frank Norris, Alaska Regional Office.
[30] SMRs, August 1952, June and July 1954, from the notes of Historian Frank Norris, Alaska Regional Office.
[31] SMR, March 1949, from the notes of Historian Frank Norris, Alaska Regional Office.
[32] SMRs, September and October 1950, from the notes of Historian Frank Norris, Alaska Regional Office.
[33] SMR, December 1950, April and June 1952, September 1955 from the notes of Historian Frank Norris, Alaska Regional Office.
[34] CLI, 2004, part 2a, p. 1.
[35] Norris, *Crown Jewel*, p. 159.
[36] "Mission 66 for Mount McKinley National Park," National Park Service, United States Department of the Interior (Mission 66, 3/26/65, D304, TIC)
[37] SMR, October 1959, from the notes of Historian Frank Norris, Alaska Regional Office.
[38] SMRs, March, June to December 1958, from the notes of Historian Frank Norris, Alaska Regional Office.
[39] "General Development, Part of the Master Plan, Mount McKinley National Park, NP-MCK 2013-A." DENA Archives, flat file: 'blue print' drawer.
[40] SRMs, July 1960, July 1961, from the notes of Historian Frank Norris, Alaska Regional Office.
[41] E-mail, Jane Bryant, 12/13/06.
[42] SMR, June 1958, as quoted in the notes of Historian Frank Norris, Alaska Regional Office.
[43] SMR, February and May 1960, from the notes of Historian Frank Norris, Alaska Regional Office.
[44] SMR, October 1957, from the notes of Historian Frank Norris, Alaska Regional Office; CLI, part 1, p. 18.
[45] SMR, September 1963, from the notes of Historian Frank Norris, Alaska Regional Office.
[46] SMRs, August and October 1958, September 1961, March 1962, and April 1964, from the notes of Historian Frank Norris, Alaska Regional Office.
[47] Building depicted during move in photograph DENA 7 63, July 1963, DENA Archives.
[48] Superintendent's Monthly Reports, June – August 1965.
[49] "General Development, Part of the Master Plan, Mount McKinley National Park, NP-MCK 2013-A." DENA Archives, flat file: 'blue print' drawer. Notations on several buildings do not clearly indicate they were in or out of the headquarters area (3 possibly

in C-Camp), or if they were existing or proposed. Possibly as many as four additional buildings were located in the headquarters area in 1966.
[50] There may have been thirty-one buildings and structures at headquarters in 1966. There is conflicting information regarding three of the buildings between the list and period maps. See Table 1.4.
[51] CLI, part 1 p. 19, part 2b p. 12.
[52] E-mail, Jane Bryant, 12/13/06.
[53] CLI, part 1, p. 19; part 2b, p. 12.
[54] CLI, part 1, p. 20; part 2b, p. 13 and 17.
[55] CLI, part 1, p. 19; E-mail, Jane Bryant, 12/13/06.
[56] CLI, part 1, p. 19; part 2b p. 13.
[57] CLI, Part 2b, p. 17.

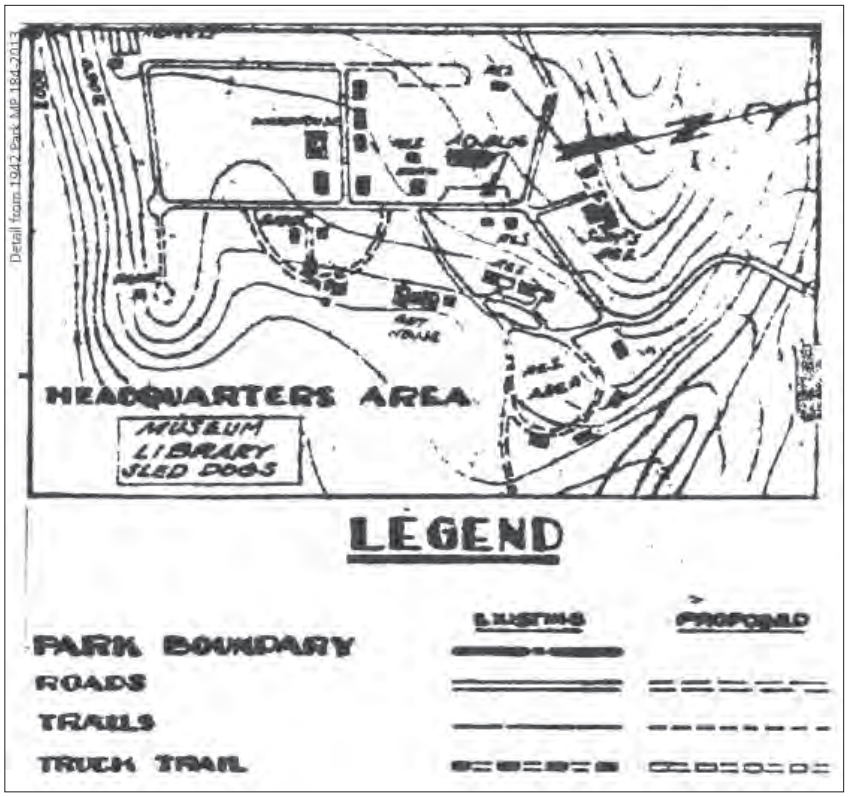


Figure 1.51. Detail from 1942 Mt. McKinley National Park Master Plan. This small drawing indicates the informal quality of road segments leading from the north-south headquarters road to the eastern residential quarter by way of the barn and boiler house. This drawing also appears to recommend creation of a storage east of the wagon-turn terminus of the headquarters road (NPS-TIC, DENA 184-2013).



Figure 1.52. View south down the main headquarters road, c. 1940-1941. Buildings from left to right: original park office (Building 22, use in 1941 unknown), one-car garage that was the original electric light shop (Building 110), temporary one-car garage built in 1938, machine shop and garage (Building 102), warehouse (Building 101), rangers' dorm (Building 21), and administrative building that was the original employee's quarters (Building 11). Note the utility pole without lines north of Building 110. Note the herbaceous quality of understory vegetation growing near the roadway (DENA 3-7.7, Denali National Park and Preserve Museum Collection).



Figure 1.53. View southwest of the administration building (Building 11, original employee's quarters) from the main headquarters road. Also depicted is the rangers' dorm (Building 21, left), and employee's quarters (original clerk's cabin, Building 3, right), November 1940 (NPS, Alaska Regional Office files).



Figure 1.54. View northwest of headquarters buildings, c. 1941-1942. Buildings from left to right: warehouse (Building 101), rangers' dorm (Building 21), administrative building (original employee's quarter, Building 11), and the oil and gas house (Building 108). Also depicted is the snow covered u-drive in front of the oil and gas house (tire tracks visible), and the snow covered main headquarters road left of group of three trees (DENA 3-7.4, Denali National Park and Preserve Museum Collection).



Figure 1.55. View northwest of the administrative building (Building 111, original superintendent's garage), c. 1946-1950. Note the gravel driveway in front of the building and the stone retaining wall (111A) (DENA 3-8, Denali National Park and Preserve Museum Collection).



Figure 1.56. Carpentry shop (Building 106, original barn), March 1950 (DENA 3-14, Denali National Park and Preserve Museum Collection).



Figure 1.57. Quarters 24 (Building 123, original infirmary at the CCC camp), c. 1950. According to a label on the photograph, this residence was also known as "Mosquito Manor." (DENA 7-10, Denali National Park and Preserve Museum Collection).

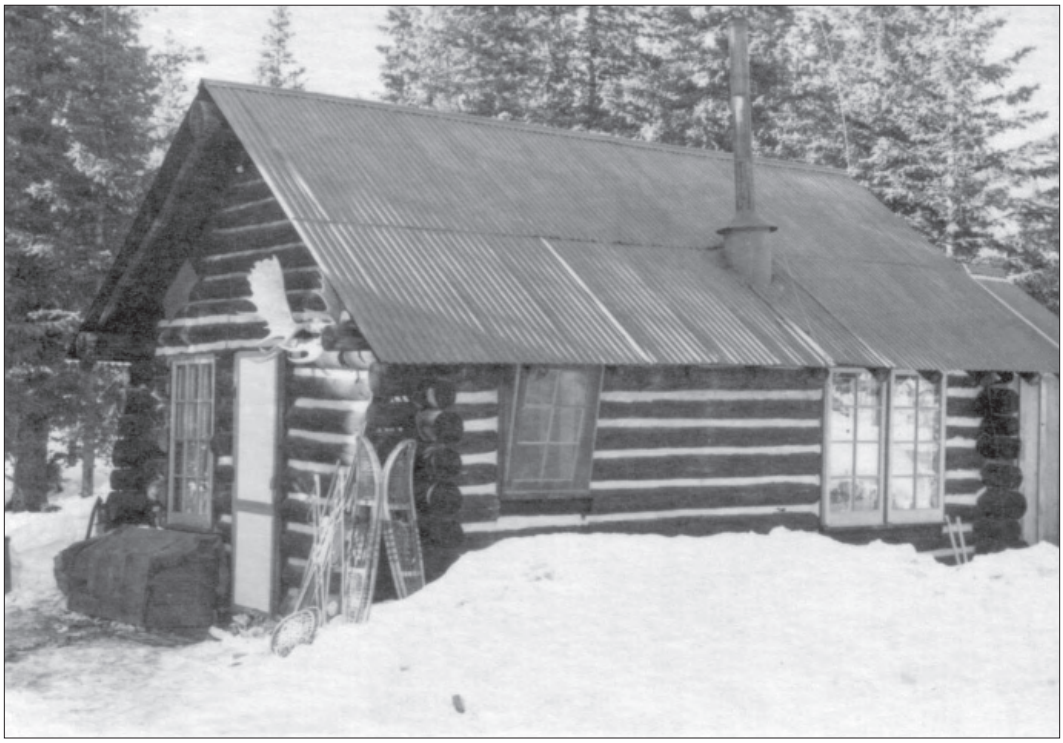


Figure 1.58. Laborers' quarters (Building 6), March 1950 (DENA 7-7, Denali National Park and Preserve Museum Collection).



Figure 1.59. Employee's residence (Building 26), designed by regional architect Cecil Doty, under construction, July 21, 1950 (NPS, Alaska Regional Office, CLI program files).



Figure 1.60. View of the employee's residence (Building 11) on fire, November 3, 1950 (DENA 8-9, Denali National Park and Preserve Museum Collection).



Figure 1.61. View during construction of the 50,000 gallon reservoir, September 26, 1950 (NPS, Alaska Regional Office, CLI program files).



Figure 1.62. View of the old pump house and suspended water line (left, Building 109) and the new pump house and wooden water line scaffold, August 1953 (DENA 41-15.4, Denali National Park and Preserve Museum Collection).



Figure 1.63. View of the former log park museum (Building 22, original superintendent's office), September 12, 1950, several months after it was relocated to the service area for use as a construction office. This building subsequently became the park naturalist's office and workshop. Also depicted is the machine shop and garage (Building 102, left) and the unpaved service road (DENA 3-18, Denali National Park and Preserve Museum Collection).



Figure 1.64. View northwest during relocation of the log naturalist's office and workshop (Building 22, original superintendent's office), June 1952. Note the animal hide attached to the side of the building, the administration building (left, Building 111, original superintendent's office) and the stone retaining wall (right, Building 111A) (National Archives and Records Administration, College Park, MD).



Figure 1.65. View west of the dog kennels during renovation, October 1955 (DENA 11-40, Denali National Park and Preserve Museum Collection).



Figure 1.66. View west of the dog kennels during a sled dog demonstration, July 1963. Note the shortened row of kennel pens, and the single row of dog houses (DENA 11-66, Denali National Park and Preserve Museum Collection).

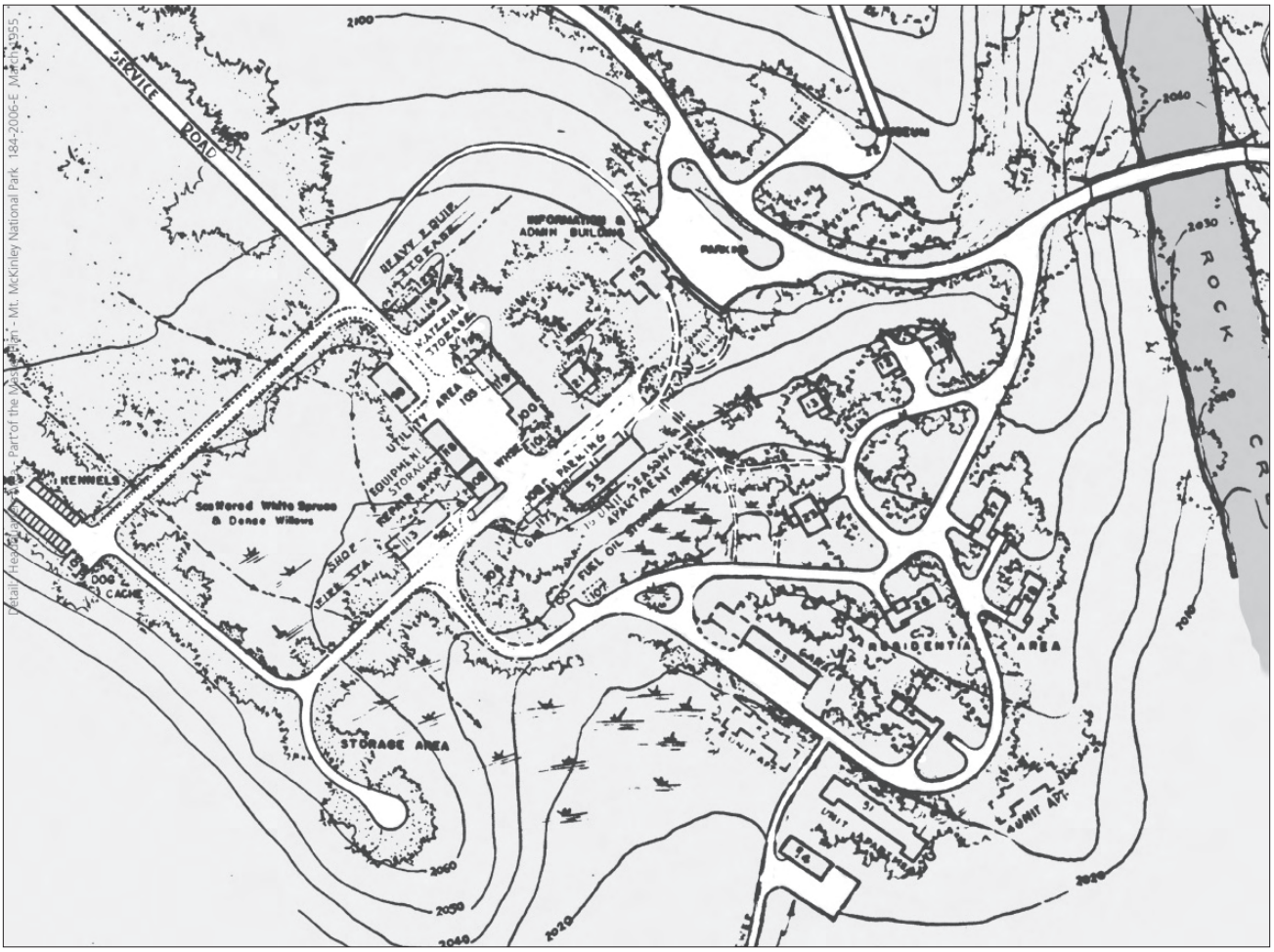


Figure 1.67. Detail from March 1955 "Mission-66" era park master plan. This plan proposed fundamentally reorganizing vehicular circulation throughout park headquarters in anticipation of the arrival of greater numbers of visitors travelling in their own automobiles. In tandem with the visitor parking lot proposed adjacent to the main park road, this master plan drawing recommends closing the central north-south headquarters road, and routing all NPS employee and service vehicles through the residential area and a proposed new east-west service road. Also shown is a new bridge over Rock Creek (NPS-TIC 184-2006E).

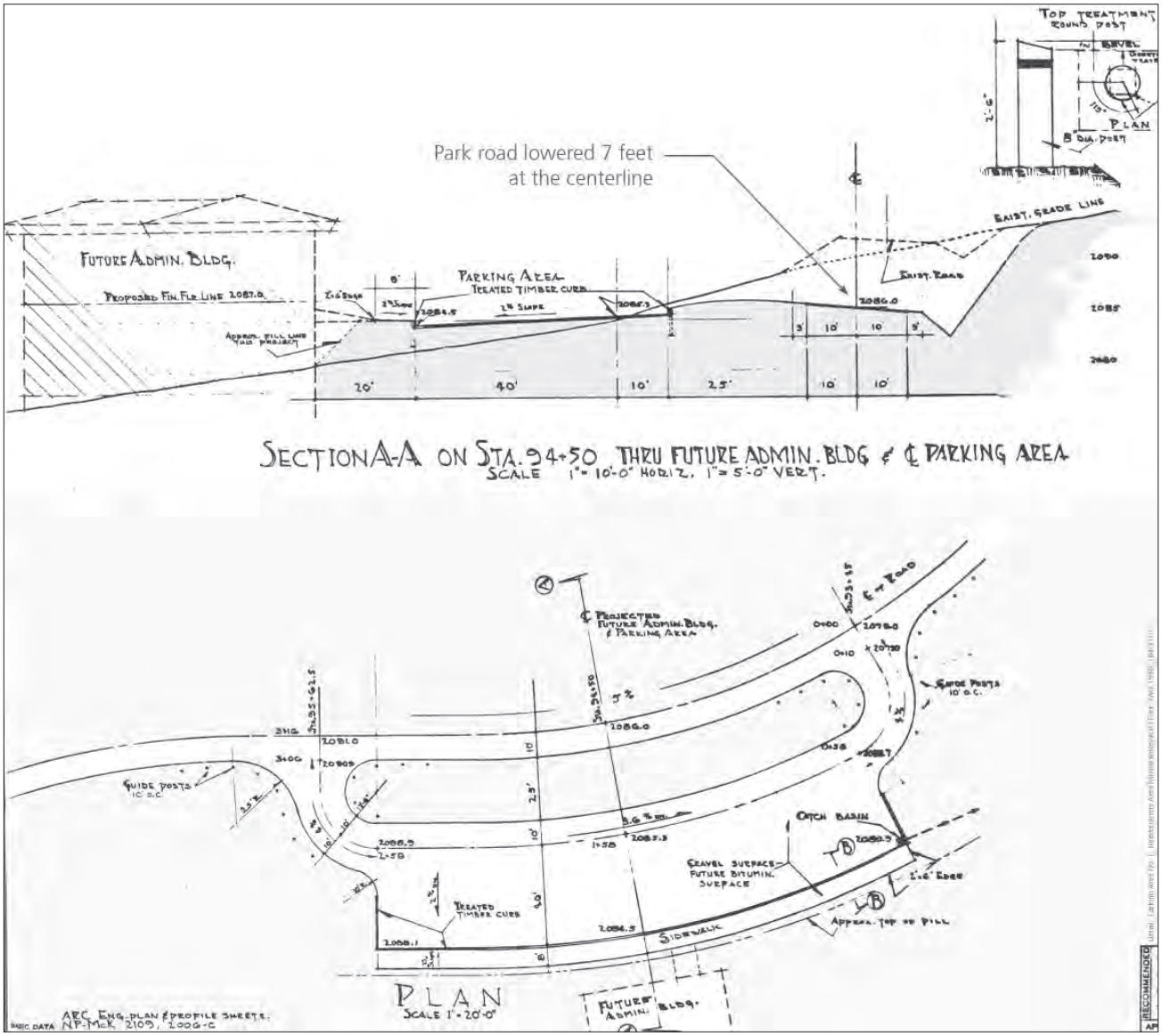


Figure 1.68. Detail from 1956 plans for the new visitor "Parking Lot No. 1" at park headquarters. This new parking lot was intended to serve a large new park administration building, which had been a part of park plans since the 1930s. The proposed new parking lot required regrading of the main park road, lowering the surface of the road by approximately seven feet (NPS-TIC DENA 184-3107).



Figure 1.69. Composite of a 1957 multi-sheet Army Corps of Engineers survey of the park headquarters area. This drawing documents the facilities and infrastructure of park headquarters prior to the onset of Mission-66 funded improvements (NPS-TIC DENA184-9007).



Figure 1.70. View of the six-unit apartment building, May 7, 1959. The sign in front of the building reads: "Mission 66 Project." The loop road is in the foreground (DENA 7-28, Denali National Park and Preserve Museum Collection).



Figure 1.71. View southeast of a sled dog demonstration, July 11, 1959. The start of the sled dog demonstration trail is to the left, just outside the photograph. The dog feed cache and cookhouse (Building 105) is in the background (DENA 11-60, Denali National Park and Preserve Museum Collection).



Figure 1.72. View northwest of employee's residence (Building 111) after conversion into a year-round residence, June 1984. (NPS-DSC photo 30).



Figure 1.73. Oblique aerial photograph of Denali National Park & Preserve headquarters area on 8/24/1982 showing ground disturbance of the utility corridor leading to the water reservoir. NPS, Denali Resource Management slide file.

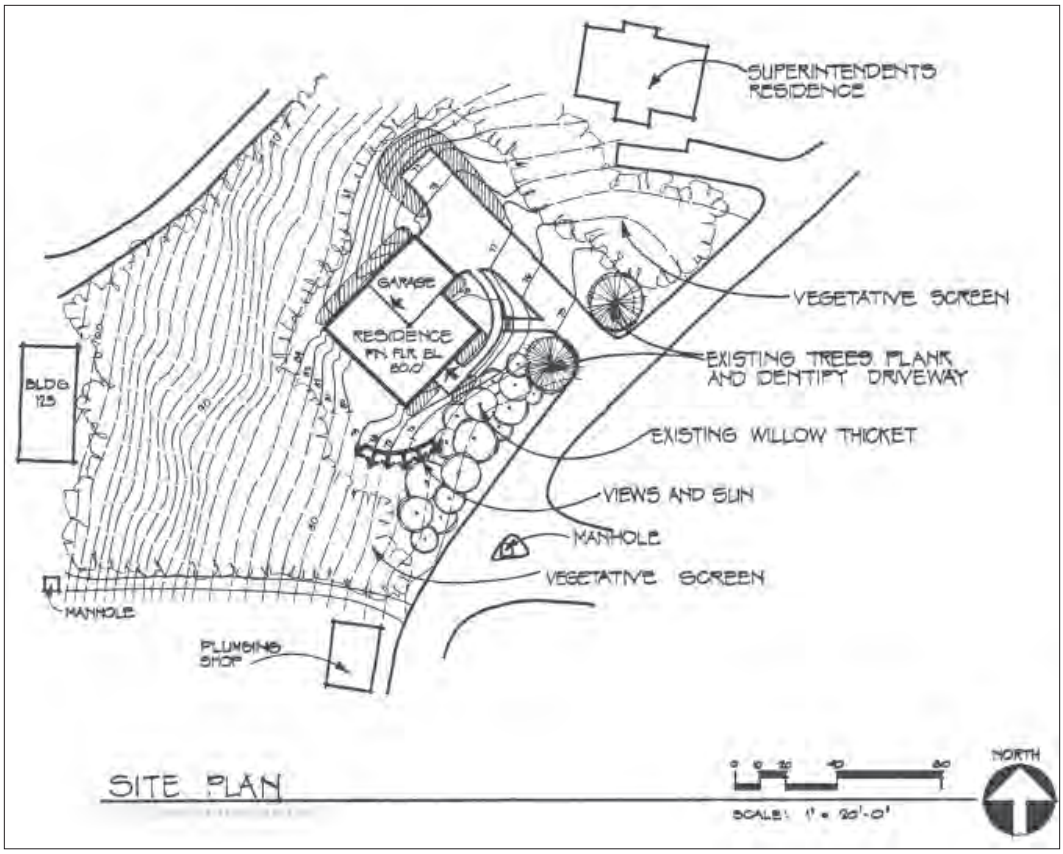


Figure 1.74. Site plan for new employee residence, Bldg. 251, constructed 1994-1995. The original plans for this residence specified a buffer of native vegetation along the adjacent roadway (NPS-TIC DENA 184-41095).



Figure 1.75. View west of original garage (Building 103) during rehabilitation (NPS, Olmsted Center for Landscape Preservation, 2006).



View looking southeast of the crescent-shaped parking area and Building 106 (NPS - Olmsted Center for Landscape Preservation, August 2005).

EXISTING CONDITIONS

EXISTING CONDITIONS

The existing field conditions of the Denali National Park and Preserve Headquarters District reflect the construction and active use of the area over its service during the past eighty years. This chapter of the cultural landscape report presents an overview of the existing conditions of the cultural landscape of the headquarters areas documented through photographs and text during the summer of 2005. An existing conditions plan illustrates the layout of the district and surrounding developed area (Figure 2.1).

The headquarters site is described according to the landscape characteristics as defined in *A Guide to Cultural Landscape Reports*, and includes natural systems and topography, spatial organization, land use, buildings and structures, circulation, hydrology, constructed water features, drainage and utilities, vegetation and views, small scale features, and archeology. The description in this part describes the overall character of the headquarters area. In the next part of the CLR, Analysis, the existing condition of each characteristic and feature will be described in greater detail.

Located on the eastern side of the park, high above the floodplain of Rock Creek and Hines Creek, the headquarters area occupies some thirty acres on a natural bench, which slopes gently to the south and east (Figure 2.2). The land is at elevation ranging from approximately 2,000 to 2,100 feet with the administrative and park operations buildings placed on a higher elevation than the residential and utility areas. Most of the 11.91 area within the designated National Historic District is at the higher elevation. After the 1940s the residential and utility areas expanded to the east and at a lower elevation. Of the approximately thirty-five buildings within the headquarters area, fourteen historical buildings and three structures with the Historic District are listed on the List of Classified Structures. Five buildings within the Historic District post-date 1940 and are considered non-contributing.

The circulation pattern within the core of the Historic District follows a grid pattern, while expansion of the district to the east at a lower elevation responds to the natural topography and includes a series of curvilinear roads (Figures 2.3, 2.4). The slope of the land allows most water to flow across the landscape and drain to the east into Rock Creek and south into Hines Creek. Roads within the headquarters area that extend across the landscape from east to west create a series of terraces within the natural bench and retain water, creating areas of boggy landscape with dense shrub vegetation dominated by willows. Examples include the area to the north of the kennels bus drop off, north of the Superintendents office, and north of the dog kennels and dog sled loop. Several road culverts facilitate the flow of water, though the park has found that surface drainage swales are more effective during the winter and spring (Figure 2.5).

Vegetation is a key component in the character of the headquarters area and is representative of the boreal forest or taiga. The area receives an average of fifteen inches of precipitation, most of which falls during the summer months. Temperatures at park headquarters range from -54 degrees in the winter to 90 degrees in the summer - a harsh climate which supports a limited number of plant species. The landscape is predominately conifers, but also includes modest-sized deciduous trees, understory woody shrubs, and groundstory plants. The tall narrow silhouette of the spruce trees contrasts with the low horizontal profiles of the park structures (Figure 2.6). Deciduous trees, including cottonwood, birch and willow, dot the landscape in small stands, particularly in the open areas around the buildings where sun is most abundant (Figure 2.7). A dense understory covers most of the undeveloped landscape, particularly wet areas, and includes alder, willow and various berry-producing shrubs. Along road edges and around buildings, a groundstory layer of vegetation includes grasses, sedges, roses, yarrow, fireweed, low shrubs, and in some areas, manicured lawn (Figure 2.8). An analysis of the vegetation in the Historic District completed in April 2001, identified one-half of the vegetation as understory and groundstory vegetation and almost one-third of the area as structures and paving.1 After implementation of the fuel reduction program in 2004 and recent expansion of the paved area, it is likely that the percentage of groundstory vegetation has increased.

The 2004 fuel reduction program greatly improved the views of the structures within the headquarters area as well as partial views to the distant hills. Most notable views include the view to the south along the headquarters entry road, and the view to the east along the bus access road (Figures 2.9 and 2.10).

The dog kennel area is a popular destination within the park. Park visitors arrive by bus via the access road at the west end of the headquarters area or visitors park at the lot near the headquarters entry road and walk along a pedestrian path to the kennels. To the west of the Dog Feed Cache and Sled Storage (Building 105) a path extends along the dog kennels (Figure 2.11). To the east, a demonstration area contains a series of viewing benches for visitors and a dog sled demonstration loop. The loop is partially obscured by a dense growth of shrubs, predominately willow (Figure 2.12). South of the demonstration area, the landscape drops off of the edge of the bench, providing a dramatic backdrop for the area with distant views to the south. Wildlife occasionally seen in the Headquarters District includes wolves, moose, grizzly bears, and golden eagles.

Many small-scale features are evident throughout the headquarters area. Most notable is the flagpole and sign at the entrance from the Denali Park Road (Figure 2.13). Both the nearby parking area and the kennel area contain kiosks, display panels with small roof structures (Figure 2.14). Signs are located throughout the headquarters area. Other small scale features include trash receptacles, safety bollards, lights, and picnic tables (Figures 2.15 and 2.16).

While archeology is not fully addressed in this report, an area at the southern edge of the headquarter district appears to have served as a dumping area for many years. This area is discussed in greater detail in the Treatment part of the report. The next part of the report, Analysis, reviews the historical and existing conditions in greater detail and evaluates the significance of landscape characteristics and features.

ENDNOTES: EXISTING CONDITIONS

[1] Cultural Landscape Rehabilitation Plan: Vegetation Evaluation for Coordination with the Park Fire Management Strategy. Denali National Park and Preserve Headquarters Historic District. April 2001.

Cultural Landscape Report

Denali National Park and Preserve Park Headquarters

Denali Borough of Alaska

Existing Conditions: 2007

National Park Service

Olmsted Center for Landscape Preservation

www.nps.gov/oclp

SOURCES

1. CAD File name HQtopo-master plan
2. Field Survey completed by Olmsted Center, April 2005

DRAWN BY

Joel Smith, AutoCAD 2002 and Illustrator 10, 2006/11/27

Revised: H. Eliot Foulds 2008/06/30

LEGEND

Existing Building

Existing Circulation

Managed Lawn

National Register Boundary

0′ 37.5′ 75′ 150′ 300′

Approximate Scale

Figure 2.1



Figure 2.2. Aerial photograph of the Headquarters Historic District and surrounding landscape, 2004 (Denali National Park and Preserve park files).



Figure 2.3. Park headquarters entry drive, one of two major roads that form a cross-axis within the headquarters entry area (August 2005, OCLP).



Figure 2.4. Residential road in the headquarters area, a curvilinear road winding through the wooded landscape with short driveways and structures set into the slope (August 2005, OCLP).



Figure 2.5. The roads, paths and structures create a series of terraces within the headquarters area which retain water and are drained by culverts and swales. Inflow of culvert south of Building 107, Plumbing Shop (August 2005, OCLP).



Figure 2.6. Spruce trees surrounding park structures, north of Building 106, Old Sign Shop (August 2005, OCLP).



Figure 2.7. Birch tree growing in lawn area at east entrance to Building 21, Administration Building (August 2005, OCLP).



Figure 2.8. Groundstory vegetation including fireweed and grasses surrounding Building 110, the Engineer Office (August 2005, OCLP).



Figure 2.9. View from headquarters entry road looking north, with Building 101 on the left and Building 123 on the right (August 2005, OCLP). (For view looking south, see Figure 2.3)



Figure 2.10. View from bus access road looking east, with frames of Buildings 103 and 101 visible on the left (August 2005, OCLP).



Figure 2.11. Building 105, Dog Feed Cache and Sled Storage, and the dog kennels are a popular destination for park visitors (August 2005, OCLP).



Figure 2.12. Dog sled demonstration loop and viewing stands. Lower branches of spruce and tall willows are pruned to improve visiblitiy of the dogs as they run the loop (August 2005, OCLP).



Figure 2.13. Flagpole and sign at headquarters entrance from the Denali Park Road (August 2005, OCLP).



Figure 2.14. Visitor kiosk at parking lot near entrance to park headquarters with display panels capped by a small roof (August 2005, OCLP).



Figure 2.15. Safety bollards mark the location of a fuel storage tank (August 2005, OCLP).



Figure 2.16. Light fixture in headquarters area, south of of Building 112 (August 2005, OCLP).



View southeast of headquarters from the main park road, c. 1926 (DENA 3475, Denali National Park and Preserve Museum Collection).

ANALYSIS

STATEMENT OF SIGNIFICANCE

EVALUATION OF LANDSCAPE INTEGRITY

EVALUATION OF LANDSCAPE CHARACTERISTICS AND FEATURES

SUMMARY OF ANALYSIS AND EVALUATION

LANDSCAPE ANALYSIS

This part of the report provides an analysis of the historical significance of the headquarters area and an evaluation of the integrity of the physical character of the landscape.[1] The analysis is based on criteria developed by the National Register of Historic Places, which lists properties significant to our country's history and prehistory. The analysis reviews the current National Register status, identifies inconsistencies and potential new areas of significance, and evaluates them in accordance with National Register criteria and related historical contexts.[2] The evaluation portion of the chapter examines the physical integrity of the extant landscape characteristics and features, such as spatial organization, vegetation, views, and circulation, with respect to the site's historical appearance and identifies which contribute or do not contribute to the site's historical significance. When feasible, historic and contemporary photos are paired to show the extent of historical integrity. An awareness of contributing and non-contributing characteristics and features facilitates the development of the next part of the CLR, the treatment plan.

The park headquarters area was nominated to the National Register of Historic Places in 1987, with SHPO concurrence in 2004 for a historic district that comprises 11.91 acres. The nomination identifies the areas of significance as conservation, recreation and architecture as representative of the presence and early growth of the National Park Service in the State of Alaska, with a period of significance as 1926 to 1941. The district is listed under Criterion A because of its strong association with both the National Park Service and the Civilian Conservation Corps, who contributed to the conservation and recreation movement through out the nation and locally at Mount McKinley. The district is listed under Criterion C, for the design, construction materials, and siting of buildings in the Headquarters District, which represent an early example of the NPS philosophy of rustic style architecture during its zenith and last period of expression. The character of the Headquarters District, as well as its physical appearance, shows minimal alteration from the period of significance, 1926 to 1941. The year 1926 marks the completion of the oldest extant structure, the superintendents office (Building 22), which was subsequently moved, and the definition of the overall spatial organization of the headquarters as envisioned by Karstens in his 1924 to 1925 plan for the new headquarters area. The year 1941 marks the end of a period of construction of NPS rustic architecture, which slowed with the departure of the Civilian Conservation Corps from Denali in 1939, and eventually halted with American involvement in World War II. In December of 1941, the War Department closed Alaska to tourist travel. The overall spatial organization remains intact and fourteen of the eighteen buildings in the district contribute to its sense of time and place, thus, the historic district

retains sufficient integrity to convey its significance for the 16-year period of park service construction.[3]

STATEMENT OF SIGNIFICANCE

As presented in the CLI (2004), the Headquarters Historic District features a cultural landscape reflecting the evolution of the typically practical frontier mode of site development and architectural design toward a more integrated and formal community master planning. This transition to a carefully planned layout and design for the park headquarters in reflected in the first site plan drawn by Harry Karstens in 1924 and 1925, and implementation started in 1924. By 1926, the overall spatial organization was evident and rough roads had been laid out according to Karsten's plan. The superintendent's office (Building 22) was complete by 1926 and the flagpole at the entrance to the headquarters road was in place by late in 1926 or early in 1927. In 1928, the park received its first major appropriation for building construction in the headquarters area, the preparation of a plan for the headquarters in consultation with NPS Chief Landscape Architect Thomas Vint, and the completion of two extant buildings, the barn (Building 106) and the warehouse (Building 101), both of which are in their original locations. Plans were further developed with NPS Landscape Division input, first in 1928 and then continuing throughout the mid and late 1930s.

Karsten's initial plan and layout of the headquarters area in 1924 and 1925 is similar to other park master plans developed by the NPS between 1916 and the early 1940s. The development of the headquarters area from 1924 to 1941 is characterized by a rustic architectural design. The cultural landscape of the Headquarters Historic District is one in which the earliest Mt. McKinley park administration attempted to merge a regional settlement pattern of vernacular buildings typical of Alaska frontier settlements made with local materials with a community master planning style with an orthogonal "grid" spatial character. This grid and the frontier architecture are still present and clearly retain the influence of its earliest superintendent, Harry Karstens, along with the landscape vision of Thomas Vint, NPS Chief Landscape Architect in charge of planning and design. The initial construction of the Headquarters Historic District between the years of 1924 and 1938 was largely achieved by park labor, while the later construction was completed through the efforts of the Civilian Conservation Corps (CCC) in the years of 1938 and 1939.[4]

EVALUATION OF LANDSCAPE INTEGRITY

Integrity is the ability of a property to convey its historic identity or the extent to which the physical features of a property evoke its appearance during the period of significance. The National Register identifies seven aspects of integrity.[5] Retention of these qualities is essential for a property to convey its significance, though all seven qualities of integrity need not be present to convey a sense of past time and place. Using these seven aspects of integrity, the property is evaluated as summarized below and in Table 3.1.

As evaluated in the CLI (2004), the Headquarters Historic District possesses integrity of location, design, setting, materials, workmanship, feeling, and association. Contributing features constructed on the site between 1926 and 1941 include fourteen historical buildings; various footpaths, a traffic circulation system, and the sled dog kennels, the dry-laid stone retaining wall (111A) on the north side of the park road between Buildings No. 111 and 22, and the flagpole within the visitor parking area. Non-contributing features include four buildings (Nos. 118, 123, 217, 251) that lack historical integrity or were built after the historic period, and a dog kennel access footpath, which passes through the historic district from the headquarters visitor parking lot to the kennels. Four roads are non-contributing and lie outside the district boundary join the historic road system: (1) the loop road, (2) the road to Building 54, (3) a graveled spur road to the east leading to an outdoor disposal storage area, and (4) the service road extension from the kennel road to the park road.[6]

From 1942 to the present, the Headquarters District has evolved with the addition of some new buildings as well as landscape modifications. These alterations have accommodated an increased number of park staff and visitors. Associated with greater contemporary use of the area is an increase in the amount of asphalt paving in the historic core. Once an open landscape in the 1920s the site is now characterized by mature spruce, poplar and birch. A woodland thinning project in 2004 as part of a fuel load reduction plan has partially restored some of the views to the surrounding mountains. These changes and other issues related to historical integrity will be addressed in greater detail in the next part of the CLR, the treatment plan.

TABLE 3.1: SUMMARY OF LANDSCAPE INTEGRITY FOR DENALI PARK HEADQUARTERS HISTORIC DISTRICT

Aspects of Integrity	1. Criterion A: NPS and CCC conservation and recreation movement, 1926 - 1941	2. Criterion C: NPS Rustic Style Architecture, 1926 - 1941
Location	Yes	Yes
Design	Yes	Yes, but buildings added
Setting	Yes	Yes, but increased development to the east during Mission 66 period
Materials	Yes	Yes, but some examples of more contemporary materials
Workmanship	Yes	Yes, but some examples of more contemporary workmanship
Feeling	Yes, but less open landscape	Yes, except for minor changes in building clusters
Association	Yes	Yes

EVALUATION OF LANDSCAPE CHARACTERISTICS AND FEATURES

This section provides an analysis and evaluation of the physical characteristics of the landscape. An array of landscape characteristics are examined, including topography, spatial organization, land use, cluster arrangements, buildings and structures, circulation, vegetation, views and small-scale features. The evaluation includes a brief description of the historic and existing condition of each landscape characteristic, as well as a determination regarding the contribution of each characteristic or feature to the significance of the landscape as a whole. For each characteristic, Table 3.2 summarizes all of the specific characteristics and features, whether the feature was extant in circa 1941, currently extant, whether it contributes to the historical significance of the landscape, and in some cases a brief description.

Contributing characteristics and features are those that were present in the historic landscape that survive or are those which are replacements in-kind of historic features. Because the site retains integrity to the period of significance defined above, many of the extant landscape characteristics and features contribute to historical significance. Many are also considered "contributing resources" as defined by the National Register.[7] Through the NPS List of Classified Structures inventory, many features, particularly structures, have been identified as contributing resources as indicated in the tables in this section. Also noted in Table 3.2 are features that have been reconfigured, are missing, or added since the period of significance. Some of these changes diminish the historical significance and integrity of the landscape. The next part of the CLR, the treatment plan, will address measures to be taken to remove or replace features to more appropriately reflect or compliment the historic setting.

Topography

Topography describes the configuration of landforms and features, such as slope, elevation, and solar aspect. Spatial organization refers to the three-dimensional organization of physical forms and visual associations in the landscape.

Historic Condition: The topography upon which the headquarters area was developed included a relatively flat upland gently sloping to the south that extends from the park road south, bordered on the east by the main headquarters road. East of the main headquarters road, the land slopes steeply down to a lower terrace which serves as a residential area, then drops steeply again down to Rock Creek. North of the park road, the gentle grade continued to rise to the site of the reservoir. Karstens selected this site because of the relatively flat terrace with a southern aspect.

Existing Condition: The topography remains basically unchanged since the historic period.

Evaluation: The siting of the headquarters area and its topography contributes to the significance of the historic landscape.

Spatial Organization

Historic Condition: The original spatial organization of the headquarters area was an L-configuration, defined by the park road (east/west) and the main headquarters road (north/south). All early buildings were constructed along these two roads. Early planning indicated the landscape was to be divided up into a grid pattern, through the addition of two more roads intersecting perpendicularly to the main headquarters road, the furthest south of which was the service road, constructed in the 1930s. While there is evidence of east-west access south of the original log cabins, it was not substantially developed. The grid was extended further south in the late 1930s, when the CCC constructed two roads to the new kennel site: one ran east/west from the southern terminus of the main headquarters road to the kennels, and the other ran north/south from end of the service drive (extended slightly during construction of the two roads) to the kennels. Prior to the early 1930s, headquarters development did not extend down the slope east of the main headquarters road, with the exception of the horse corral, the early dog kennels, and possibly a crude road or path to the site. Beginning in the late 1920s and 1930s, buildings and roads to service the buildings were developed in this area, as well as in a small area north of the park road. Compared to the flat upland, buildings along the slope and at the base of the slope are organized along curving roads, some responding to the natural topography. Post WWII, this area, which primarily includes employee residences, was the most heavily developed. A significant portion of the residential area is outside the historic district. During the historic period, the headquarters area was covered with sparse vegetation, giving it an open feeling. This will be discussed in greater detail under vegetation.

As noted in the CLI (2004), the first site plans for the headquarters district, drawn by Harry Karstens, identified administrative, residential, visitor service and utility areas separated by roads. The subsequent NPs master plans also reflected this site organization. Administrative and public facilities lay closes to the park road, while residential buildings were clustered away from public access with paths up the hill to administrative buildings. The dog kennels were relocated several times to accommodate visitor accessibility. The organization of the headquarters area into different areas contributes to the historic character of the district.

Existing Condition: The existing spatial organization of the historic district includes elements of the original grid pattern on the flat upland, the curving patterns created by the roads constructed down the slope east of the main

headquarters road, the small area developed north of the park road, and the open feeling, with less vegetation than the surrounding landscape. Though some of the uses of individual buildings has changed, the district continues to provide separate areas for administration, residences, utilities, and visitor services.

Evaluation: The headquarters spatial organization contributes to the significance of the historic district.

Land Use

Land use describes the major human forces that shape and organize any historic landscape. Sometimes it is the most difficult characteristic to preserve and is often the subject of interpretation only. Land use in the headquarters area has included administrative, residential, service, and visitor facility uses.

Administrative Use

Historic Condition: Between 1925 and 1941, the headquarters included only one administration building. The original superintendent's office (Building 22) served as the administrative building from 1926 to 1940 and an employee's residence (Building 11) served as the administration building from 1941 to 1943).

Existing Condition: Today, administration offices occupy eleven former residential and service buildings in the headquarters area.

Evaluation: The continued use of a centrally located building (s) for park administration, now Building 21, contributes to the significance of the historic landscape. The increased number of buildings, however, used for administrative offices do not contribute to the significance of the historic landscape.

Residential Land-Use

Historic Condition: In 1941 there were five known residential buildings: two located on the flat upland (Building 6, laborers' quarters and Building 21, rangers' dorm) and three within a newly developing residential area at the base of the slope east of the main headquarters area (Buildings 12, 13, and 23 – all employee's residences). There were three c. 1920s buildings which may also have been used as a residences in 1941: the original superintendent's residence (Building 22); original clerk's cabin (Building 3); and original chief ranger's cabin.

Existing Condition: Today there are five residential buildings within the historic district (12, 13, 22, 23, and 111) and an additional five residential buildings outside the historic district. Buildings within the historic district include the three buildings located in the residential area in 1941 and two buildings located north of the park road, in buildings converted for residential use (Building 22, original superintendent's cabin and Building 111, original superintendent's garage).

Evaluation: The number of residential buildings within the historic district contributes to the significance of the historic landscape.

Maintenance Land-Use

Historic Condition: Thirteen maintenance service buildings (excluding water closets and dog kennels) were located in the headquarters in 1941 at the end of the period of significance. With the exception of the more recently constructed Mission-66 residential area, service buildings were located throughout the headquarters area. Within the current boundaries of the National Register historic district, maintenance or service oriented buildings included the warehouse (Building 101), barn (Building 106), three garages (including Building 110, Building 103 and Building 50) boiler house (Building 107), comfort station (Building 112), pump house (Building 109, machine shop and garage (Building 102), dog feed cache and cookhouse (Building 105), and several small fuel storage structures.

Existing Condition: Today, only three service buildings are located within the historic district: the garage in the residential area (Building 217) the dog feed cache and cookhouse (Building 105) and the visitor comfort station (no #) built in the 1990s. A modern boiler house (Building 54) is located outside the historic district. All of the remaining buildings that were originally constructed as service buildings have been converted into park administrative offices or residences.

Evaluation: The significant decrease in the number of buildings used for service purposes does not contribute to the significance of the historic landscape.

Visitor Services Land-Use

Historic Condition: In 1941, the dog feed cache and cookhouse (Building 105) and the dog kennels served dual functions as headquarters service and visitor service buildings and structures.

Existing Condition: The dog feed cache and cookhouse (Building 105) and dog kennels (replaced since 1941) have continued to serve their historic use as both facilities contain service and visitor service operations. Recent visitor service buildings and structures constructed include the visitor comfort station built in 2004 along the trail to the dog kennels and the wooden viewing stand for visitor use during sled dog demonstrations.

Evaluation: The visitor service operations associated with the dog feed cache and cookhouse (Building 105) and the dog kennels contribute to the significance of the landscape.

Cluster Arrangement

Cluster arrangement refers to the location and pattern of buildings in a landscape and associated outdoor spaces. Building clusters prior to 1941 are listed and evaluated below.

Cluster of buildings along the main headquarters road

Historic Condition: As one enters the headquarters district along the main headquarters road, one passes through a cluster of buildings. Although a number of these buildings and structures are associated with other clusters, it is helpful to review them within this context, since the road is the oldest and most significant organizing feature within the landscape. During the historic period, ten buildings and structures were found within this cluster. They included the original superintendent's office (Building 22), original employee's residence (Building 11), original electric light shop (Building 110), rangers' dorm (Building 21); laborers' cabin – behind rangers' dorm (Building 6), one-car garage (Building 50), warehouse (Building 101), machine shop and garage (Building 102), oil and gas house (Building 108), and barn (Building 106).

Existing Condition: Currently the cluster includes seven buildings and structures, of which five were present in 1941. Missing buildings include the original superintendent's office (Building 22), moved out of area post-1941, employee's residence (Building 11), one-car garage (Building 50), and oil and gas house (Building 108). The original infirmary at CCC camp (Building 123) was moved to this area post-1941.

Evaluation: The cluster of buildings along the main headquarters road contributes to the character of the landscape.

Cluster of buildings along the park road

Historic Condition: During the period of significance, the four buildings in this cluster included the superintendent's office (Building 22), original employee's residence (Building 11), original clerk's cabin (Building 3), and the original chief ranger's cabin. The employee's residence (Building 11) replaced the original superintendent's cabin.

Existing Condition: After 1941, all buildings located within this cluster were either moved (original superintendent's office, Building 22 in 1950), destroyed (employee's residence, Building 11 in 1950), or razed (original clerk's cabin (Building 3) and the original chief ranger's cabin (no #) both razed in 1943).

Evaluation: Since there are no remaining buildings, the cluster does not contribute to the significance of the landscape.

Cluster of buildings in the service area

Historic Condition: The eight buildings in this cluster were located at the southern end of the headquarters, along both sides of the main headquarters road and along the slope east of the road. They included the warehouse (Building 101), garage (Building 103), machine shop and garage (Building 102), barn (Building 106), oil and gas house (Building 108), and a coal shed.

Existing Condition: Today the cluster includes six buildings, of which five were present in 1941. Missing buildings include the oil and gas house (Building 108), coal shed (Building 114), and a second coal shed. The original equipment storage building (Building 118) was built post-1941.

Evaluation: The service area cluster contributes to the significance of the historic landscape.

Cluster of buildings north of the park road

Historic Condition: Two buildings originally stood in this area in 1941, the superintendent's residence (Building 1) and superintendent's garage (Building 111); however by 1939 only Building 111 remained after the superintendent's residence was destroyed in a fire.

Existing Condition: Today there are two buildings in the cluster, superintendent's residence (Building 111) and original superintendent's office (Building 22), which was moved to this location post-1941.

Evaluation: The cluster of buildings north of the park road contributes to the significance of the landscape.

Cluster of building and structures in the dog kennel area

Historic Condition: The cluster included the dog feed cache and cookhouse (Building 105) and forty dog pens and dog houses.

Existing Condition: Today the cluster includes Building 105, and approximately the same number of dog pens and houses. The cluster also includes a recently constructed wooden viewing stand for visitor use during sled dog demonstrations.

Evaluation: The cluster of buildings and structures in dog kennel area contributes to the significance of the historic landscape.

Cluster of buildings in the residential area

Historic Condition: The four buildings in this cluster were located along and at the base of the slope east of the main headquarters. They included Building 12 and Building 13 (employee's residences), and Building 23 (employee residence), and Building 112 (comfort station).

Existing Condition: All four of the pre-1941 buildings in this cluster are extant.

Evaluation: The cluster of buildings in the residential area contributes to the significance of the landscape.

Circulation

Circulation is a system of movement composed of features providing pedestrian and vehicular access through a landscape. Within the historic district these include roads, paths, trails, and parking areas. As noted in the CLI (2004), the circulation pattern within the headquarters district, first envisioned by Karstens and later developed during the master plans of the 1930s, followed a grid pattern across the relatively flat upland terrace. Curvilinear roads were added to access the original kennels, residential, and maintenance areas.

Park road

Historic Condition: By the fall of 1924, the section of the park road, with one lane in each direction, passing through the headquarters had been completed.

Existing Condition: The road is asphalt surfaced and one lane in each direction (Figures 3.1 to 3.6).

Evaluation: The park road contributes to the significance of the historic landscape.

Main Headquarters road

Historic Condition: The main headquarters road, oriented north-south, was surveyed in 1924. In 1927, the Alaska Road Commission constructed the eight hundred-foot earthen road. The road terminated in a circle drive at the southern end of the headquarters (see Figures 3.7 to 3.10). The road was later paved.

Existing Condition: The asphalt surfaced road includes one lane of travel in each direction and is not striped.

Evaluation: The main headquarters road road contributes to the significance of the historic landscape.

Road from park road to early dog kennels, now residential area

Historic Condition: In 1932 the Alaska Road Commission constructed the six hundred-foot earthen road from the park road to the dog kennels (current residential area). The road permitted vehicles to access the dog kennel area without driving through the headquarters.

Existing Condition: The asphalt surfaced road includes one lane of travel in each direction and is not striped.

Evaluation: The road from the park road to the early dog kennels (current residential area) contributes to the significance of the historic landscape.

Road from barn (Building 106) to early dog kennels, now residential area

Historic Condition: This earthen road may be the "road and trail completed to the dog kennels" mentioned in Superintendent Liek's June 1930 monthly report. Although this road/trail does not appear on the 1933 edition of the park Master Plan, the road was likely constructed by 1932, as it passes the boiler house also built in 1932. Vehicular access would have been necessary during construction. The road appears on the 1935 aerial photograph, the earliest known aerial photograph of the headquarters. However at that time the route was more in keeping with the character of a trail than that of a road. In early 1942, park master plans called for the improvement of the trail into a roadway. Further improvements to this route were also proposed as part of the park's Mission-66 master planning.

Existing Condition: The road is currently paved, widened to accommodate two-way traffic, but not at all in the character of the route present at the end of the period of significance (Figure 3.11).

Evaluation: The road from barn (Building 106) to early dog kennels does not retain integrity to the period of significance and does not contribute to the significance of the historic landscape.

Road past comfort station (Building 112) to early dog kennels, now residential area

Historic Condition: This earthen road is likely the "road and trail completed to the dog kennels" mentioned in Superintendent Liek's June 1930 monthly report. The road appears on the 1935 aerial photograph, the earliest known aerial photograph of the headquarters.

Existing Condition: The road is currently used as a foot path and for limited vehicular traffic (Figure 3.12).

Evaluation: Road past the comfort station (Building 112) to early dog kennels (current residential area) contributes to the significance of the historic landscape.

Trail from the boiler house (Building 107) to the main headquarters road

Historic Condition: The trail appears on the 1935 aerial photograph, the earliest known aerial photograph of the headquarters. It probably came into use c. 1932, following installation of the underground steam line from the boiler house to the main headquarters. The area would have been cleared of vegetation prior to installation and the resulting opening space would have encouraged foot travel.

Existing Condition: The earthen path is still present (Figure 3.13).

Evaluation: The trail from the boiler house (Building 107) to the main headquarters road contributes to the significance of the historic landscape.

Service Court

Historic Condition: The earthen service court extended west to access the garage (Building 103) by 1931, the year the garage was constructed. In 1939, the earthen road was extended approximately one hundred and sixty feet to the west (about doubling its size) during construction of the 'minor' roads to the dog kennels (current site).

Existing Condition: The service court survives, and is surfaced with asphaltic pavement.

Evaluation: The service court contributes to the significance of the historic landscape.

Service Road

Historic Condition: Built during the late 1950s early 1960s, as part of Mission-66 development plans for the park headquarters area, the service road was constructed to extend westward from the service court at the core of the headquarters area, past buildings 103 and 118, and up the steep slope to intersect with the park road.

Existing Condition: The asphalt service road is currently used by park tour buses to bring visitors to the sled dog demonstration area.

Evaluation: The service road was built after the historic period and does not contribute to the significance of the historic landscape.

Road to current dog kennels

Historic Condition: This road connects the main headquarters road with the current kennel area and may have built as early as 1938 by the CCC.

Existing Condition: The road is extant and is not paved. Maintenance storage areas at the end of the road make it uninviting and unsightly.

Evaluation: The service road contributes to the significance of the historic landscape.

Loop Road

Historic Condition: The loop road was built in 1953.

Existing Condition: The road is extant.

Evaluation: The loop road does not contribute to the significance of the historic landscape.

Sled Dog Demonstration Trail

Historic Condition: Prior to construction of the first sled dog demonstration trail, sled dog teams were run through the service area. The original dog sled demonstration trail was built in 1958, northeast of the dog feed cache and cookhouse (Building 105). The current demonstration trail was built in the same general location as the 1958 trail in c. 1997.

Existing Condition: The earthen trail is extant.

Evaluation: The sled dog demonstration trail does not contribute to the significance of the historic landscape.

Rock Creek Trail

Historic Condition: The trail currently known as the Rock Creek Trail did not exist during the historic period. The trail was built in 1998.

Existing Condition: The trail is present.

Evaluation: The Rock Creek Trail does not contribute to the significance of the historic landscape.

Visitor Parking Area

Historic Condition: Construction of the visitor parking area (built in the approximate location of the original superintendent's cabin and the original clerk's cabin) was complete in 1959. The construction plan for the parking area indicated the original surface was gravel, with an asphalt surface planned for the future.

Existing Condition: The asphalt parking area retains its basic 1959 configuration.

Evaluation: The visitor parking area does not contribute to the significance of the historic landscape.

Crescent drive at Oil and Gas House (former Building 108)

Historic Condition: The crescent drive is depicted on a c. 1941-1942 historic photograph (Figure 3.14) and the January 1942 plan "Headquarters Area Fluid Systems." The drive provided access to the former oil and gas house (Building 108) and then to a more recent fuel storage building (Building 117).

Existing Condition: The crescent drive surface area has been significantly widened since the historic period, most likely after the removal of Building 117, to accommodate several parking spaces (Figure 3.15).

Evaluation: The original configuration of the u-drive contributes to the significance of the historic landscape.

Employee parking areas

Historic Condition: Since the historic period, several new parking areas were added within the historic district. In addition to the parking area along the u-drive, employee parking areas developed by 1982 include a strip along the service drive, west of the original garage (Building 103), a couple of spaces west of original equipment storage building (Building 118), a strip along the main headquarters road, south of the original machine shop and garage (Building 102), and a rectangular area between the original warehouse (Building 101), original garage (Building 103), original rangers' dorm (Building 21), and library and dispatch (Building 141) (Figures 3.16 to 3.19).

Existing Condition: All of the parking areas have asphalt surfaces, except the area south of Building 102 (original machine shop and garage).

Evaluation: The employee parking areas do not contribute to the significance of the historic landscape.

Vegetation

As noted in the CLI, Karsten selected the headquarters site for its scenic views and vistas of the surrounding landscape, "with a commanding view, drainage, water and sufficient room for expansion." He culled the trees to enhance the appearance of the site, " It is not my intention to absolutely clear the camp of every tree, but I want all the scrub trees removed and only those which will look attractive to the landscape to be left standing." In 1926, the dog kennels were relocated to a site that provided a scenic background for visitors who came to see the dogs. In 1928, Karstens wrote of the need for a site engineer to properly place the buildings in the landscape and reserve spaces for future construction. NPS Chief Landscape Architect Thomas Vint visited the park in 1929 and subsequently developed a master plan with overall guidance for future development in accordance with the NPS rustic design principles.

As also noted in the CLI, numerous monthly superintendent reports cite work projects for cleaning up fallen dead trees and cutting of trees to maintain the appearance of the headquarters area. However this work diminished in the late 1900s. In comparing the aerial photographs of 1938 and 1994, the site had become heavily forested and the buildings heavily concealed by dense forest growth. In 2004 a fuel load reduction program resulted in extensive clearing

through out the headquarters area, and partially restored the appearance of the early 1940s landscape.

Within the headquarters area, vegetation can be grouped into three categories: natural, functional, and ornamental. Natural vegetation occurs primarily around the perimeter of the headquarters area, where native vegetation grows in its natural state, unaltered. Functional vegetation is native vegetation that has been altered (thinned, groomed, etc.) or planted within the headquarters area to obscure utilities or views between buildings. Ornamental vegetation includes both native and non-native shrubs, perennials, and groomed lawn areas around buildings.

Natural Vegetation

Historic Condition: The natural landscape prior to headquarters development in the mid-1920s included a cover of spruce, cottonwood, blueberry bushes, willows, and moss.

Existing Condition: In 2004, many trees were removed from the headquarters as part of a fuel load reduction program, which also resulted in a partial restoration of the historic landscape. The area is still more heavily vegetated that it was during the historic period, restricting historic views. In general, the headquarters landscape is more wooded than it was in 1941. Where buildings were lost or removed either trees have been replanted or volunteer trees have grown. This is especially evident along the southern edge of the park road and along the main headquarters road.

Evaluation: The areas with dispersed tree cover and distant views contribute to the character of the historic landscape.

Functional Vegetation

Historic Condition: Many native trees, shrubs, and grasses were retained to provide visual accents amidst the park structures, to screen utilities, and to create privacy screens between residences.

Existing Condition: Mature spruce and willow are present throughout. Some have been purposefully planted or retained, such as in the traffic island near Building 106.

Evaluation: "Attractive" native specimen trees, as described by Karstens, throughout the headquarters area and vegetation screens of utilities and between residential structures contribute to the character of the historic landscape. Dense screens of trees and shrubs that obscure historic views of the distant hillsides and mountains do not contribute to the character of the historic landscape.

Ornamental Vegetation

Historic Condition: Early headquarters landscaping consisted of selectively retaining attractive trees during the land clearing process prior to building construction. In the 1930s, Superintendent Liek submitted funding requests to plant lawns, shrubs, and trees. The amount and location of such actions is unknown, except for spruce trees planted by the CCC in 1939 around the two new employee's residences (Building 12 and Building 13) (Figures 3.20-3.21) Pre-1942 photographs depict open landscapes in front of and around most headquarters buildings. In some images, the ground cover appears groomed, and in others taller (knee high) vegetation is depicted (Figures 3.22-3.23).

Existing Condition: Within the historic district, groomed lawns are maintained around the administration building (Building 21, original rangers' dorm), and employee's residences (Building 23 and Building 251).

Evaluation: Some small lawn areas, such as near the administration building (Building 21) and near employees residences contribute to the character of the historic landscape. Excessively manicured lawns, such as the sod-laid lawn around Building 23 are not in character with the historic landscape.

Views

View can be natural or designed. They are created by features that allow a range of vision that can be controlled. The absence and addition of buildings and vegetation since 1941 has changed views within the historic district.

Views of the headquarters from the park road

Historic Condition: Vegetation clearing and the construction of four log buildings along the park road allowed visitors to have a clear view of the park headquarters from their approach along the park road. The buildings originally included the superintendent's office, and the cabin residences of the three most senior park staff: the superintendent, the clerk, and the chief ranger. By 1941, three of the original buildings remained (superintendent's cabin replaced by Building 111, employee residence) although they may not have been in use. Also prominent in the view was the headquarters flagpole.

Existing Condition: The loss of the four buildings and growth of vegetation has significantly changed views of headquarters from the park road. The open landscape south of the park road is occupied today by the bituminous visitor parking lot and mature trees (see Figures 3.1 to 3.6). The only feature that remains and is highly visible is the flagpole.

Evaluation: The limited view of the headquarters from the park road does not contribute to the significance of the historic landscape. The view of the flagpole from the park road contributes to the significance of the historic landscape.

View down the main headquarters road

Historic Condition: In 1941, the landscape within the park headquarters area was open with a few individual trees and clusters. Buildings constructed along the main headquarters road dominated views north and south from the road. Ten buildings were located on both sides of the road, all with short set-backs. The distant hills could be seen as a backdrop to the south and west.

Existing Condition: The loss of the buildings and growth of trees has changed views down the main headquarters road (see Figures 3.7 to 3.10). The road is now enclosed by stands of trees and overhanging branches. Recent cutting as part of the 2004 fuel load reduction program has enhanced the historic character of the area.

Evaluation: The enclosed views down the main from the park road diminishes the views of the historic landscape and do not contribute to its character.

Buildings and Structures

Buildings and structures are three-dimensional constructs such as houses, outbuildings, retaining walls and bridges. Within the historic district they include administration buildings, employee residences, visitor facilities, and varying types of service buildings.

Flagpole

Historic Condition: A flagpole at the headquarters entrance was erected between June 1926 and June 1927, within the intersection of the park road and the main headquarters road (Figure 3.24). Historic photographs indicate that by 1931, the flagpole was relocated to the west of the superintendent's office (Building 22) and in 1937 it stood to the east of the superintendent's office (Figures 3.25 -3.26). Between 1931 and 1937, it appears the flagpole may have been relocated back to its 1920s location. A flagpole within the intersection of the park road and the main headquarters road is depicted on the 1936 and the 1937 master plan drawing for the headquarters area, and a note on the 1938 plan indicates it was to be removed. The absence of the flagpole within the intersection of the park road and the main headquarters road in a 1937 photograph (Figure 3.27) is in conflict with its identified location on the 1938 map. Perhaps the photograph is incorrectly dated or the change had occurred yet was not recorded on the 1938 map. The flagpole is known to have stood east of Building 22 until at least 1946 (Figure 3.28). By 1963, the flagpole was relocated back to its approximate original location, within a vegetative island at the intersection of the park road

and the main headquarters road (Figure 3.29). The pre-1963 relocation may have coincided with completion of the visitor parking area in 1959.

Existing Condition: The flagpole remains in its 1963 location. The age of the flagpole is unknown (Figure 3.30).

Evaluation: The flagpole contributes to the significance of the historic landscape.

Stone retaining wall and steps (Structure #111A)

Historic Condition: The CCC constructed the stone retaining wall and steps in back of the superintendent's residence (Building 1) in 1939.

Existing Condition: The stone retaining wall is covered with moss and is in fair condition. (Figure 3.31)

Evaluation: The stone retaining wall and steps contribute to the significance of the historic landscape.

Stone retaining wall and steps (behind Building 23)

Historic Condition: The low stone retaining wall and steps behind Building 23 (original employee's residence) were built recently.

Existing Condition: The stone work is still present and in good condition (Figure 3.32).

Evaluation: The stone retaining wall and steps do not contribute to the significance of the historic landscape.

Building 12 and Building 13 – Employee's residences

Historic Condition: The CCC constructed the employee's rough lumber sided residences in 1938. The two residences are the only buildings design by the NPS Branch of Plans and Designs during the period of significance with rough wood siding. Between 1953 and 1954, both of the two-story single family residences were converted into two-unit apartment building.

Existing Condition: Buildings 12 and 13 retain their original rough lumber exterior appearance.

Evaluation: Buildings 12 and 13 contribute to the significance of the historic landscape.

Building 21 – Rangers' dorm

Historic Condition: Between 1934 and 1935, crews construct the two-story log rangers' dorm in the approximate on the site of the rangers' quarters destroyed by fire the same year. In c. 1952-1954, the rangers' dorm became the park's administrative office.

Existing Condition: Building 21 retains its original log exterior appearance (Figures 3.10-3.11).

Evaluation: Building 21 contributes to the significance of the historic landscape.

Building 22 – formerly the superintendent's office

Historic Condition: Park rangers constructed the log superintendent's office between 1925 and 1926, using recycled logs and other building materials gathered from the first headquarters site and/or abandoned railroad camps. In 1940, the park moved the office out of Building 22 and into the employee's quarters (Building 11). In 1943, the Building 22 became the park museum. In 1950, the museum closed after Building 22 was determined to be structurally unsafe. The same year, Building 22 was moved to the service area (west of the garage and repair shop, Building 102) were it was used as a construction office and then as the naturalist's workshop and office. In 1950, the park moved Building 22 again, this time north of the park road, east of the administrative building (Building 111, original superintendent's garage), were it remains today. After relocation in 1952, the building continued to serve as the naturalist's office and workshop, with some displays. In 1954 the park naturalist's office moved into the administration building (Building 111, original superintendent's office – converted in 1954 into the park contact office) and Building 22 was renovated for use as an exhibit room. In 1960, Building 22 was converted into a seasonal employees' residence.

Existing Condition: Building 22 retains its original log exterior appearance (Figures 3.33-3.34).

Evaluation: Building 22 contributes to the significance of the historic landscape, though it is not in the same location that it was during the historic period.

Building 23 – Employee's residence

Historic Condition: Laborers began construction the log employee's residence in 1940. By the summer of 1943 the first floor was complete and occupied by the park superintendent. Building 23 was converted into a two-unit apartment building c. 1950-1952 (by 1966).

Existing Condition: Building 23 retains its original log exterior appearance. Both the first and second floor apartments are used as guest housing. The basement of this building is used for park storage.

Evaluation: Building 23 contributes to the significance of the historic landscape.

Building 101 – Warehouse

Historic Condition: Contract laborers and park rangers constructed the log warehouse in 1928. In 1978 the warehouse was converted into the park naturalist's office and extensive modifications were made at that time.

Existing Condition: Building 101 retains its original log exterior appearance. In 1982 park crews constructed a concrete foundation under Building 101 as a stabilization and preservation measure. In 2006, the building was completely rehabilitated, and a loading dock, simulating the appearance of the former loading dock was installed onto the building at its former location (Figure 3.35-3.36).

Evaluation: Building 101 contributes to the significance of the historic landscape.

Building 102 – Machine shop and garage

Historic Condition: CCC and park crews constructed the three-bay fire-proof machine shop and garage in 1939 to replace the former combination garage, workshop and blacksmith shop, which was built in 1927 and destroyed by fire in 1938. Building 102 was the only building constructed of concrete during the period of significance (1926 to 1941). In 2000, Building 102 was converted into office space.

Existing Condition: The original unpainted concrete exterior is painted dark brown. The overhead bay doors have been removed, and replaced with exterior window panels that accurately represent the configuration of the original doors (Figures 3.37-3.38). The building contains offices for the resource management division.

Evaluation: Building 102 contributes to the significance of the historic landscape.

Building 103 – Garage

Historic Condition: Park rangers and two laborers constructed the exposed log over vertical plank garage in 1931. Between the mid-1950s and the mid-1960s the four overhead doors were removed and were replaced with board and batten infill panels and two small windows. In 1963, Building 103 was converted to a heavy-duty equipment repair shop, and in 1978 it was converted into the West District Ranger Station. In 2005, extensive renovation of the building included reconfiguration of the exterior to reflect the original configuration of the three bay doors.

Existing Condition: Building 103 retains its original exposed log and plank exterior appearance.

Evaluation: Building 103 contributes to the significance of the historic landscape.

Building 105 – Dog feed cache and cookhouse

Historic Condition: Constructed in 1929 of exposed logs over vertical planks, the dog feed cache and cookhouse replaced a smaller dog feed cache and cookhouse built in 1926. In 1938, the CCC relocated the dog feed cache and cookhouse from the area now occupied by residential buildings to its current location southwest of the service area. The NPS renovated the building in 1974 and in 1998. In 1976 a shed roof addition was constructed along the west wall.

Existing Condition: Building 105 retains its original exposed log and plank exterior appearance. It is the only service building constructed during the historic period (1924-1941) that retains its original use.

Evaluation: Building 105 contributes to the significance of the historic landscape.

Building(s) 105b – Dog kennels

Historic Condition: Between late 1925 and early 1926, park rangers constructed twenty-two kennels (dog houses) in a corral. By May 1926, the kennels were relocated about 200 to 250 feet south of the first location, on newly cleared ground east of the headquarters access road. In 1927, park rangers constructed 30 new kennels, each a miniature log cabin dog house, and in 1930 additional kennels were built. In 1938, the CCC relocated the kennels from the area now occupied by residential buildings to the current location west of the headquarters access road and southwest of the service area. For most of the 1940s, the kennels stood unoccupied, as the park no longer used sled dogs for winter patrols. The kennels were rehabilitated in 1950, when the use of sled dogs resumed. Additional rehabilitation work was accomplished in 1955.

Existing Condition: In 1997 the row of pens east of the kennel cache building were moved to become a third row of kennels on the west side of Bldg. 105. At this time the grounds and the kennel pens were renovated. The pens are constructed of wood and wire fencing, and the dog houses are built of log (Figures 3.39-3.40).

Evaluation: The kennels, though extensively modified, survive from the period of significance and contribute to the significance of the historic landscape.

Building 106 – Barn

Historic Condition: The log barn was built by rangers and outside laborers in 1928 on the site of the original wood frame barn, which was built in 1925. In 1933, crews constructed a shed roof lean-to addition on the barn using wood salvaged during demolition of the clerk's quarters, which was originally the superintendent's cabin, built in 1925. In 1945, the barn was converted into a carpentry shop. In 1978, the interior of Building 106 was destroyed by fire, after which the building was converted into a paint shop. In 2000 the original log barn was renovated for use as a park office.

Existing Condition: Building 106 retains its original log exterior appearance.

Evaluation: Building 106 contributes to the significance of the historic landscape.

Building 107 – Boiler house

Historic Condition: In 1932 park rangers constructed the log boiler house, using plans not approved by the Landscape Division. The building was located lower topographically than the buildings that it served in order so that the steam condensate would return by gravity to its point of origin. In 1970, Building 107 the park converted its use to a plumbing shop and in 2000, to the park's concessions office.

Existing Condition: Building 107 retains its original log exterior appearance.

Evaluation: Building 107 contributes to the significance of the historic landscape.

Building 110 – Electric light shop

Historic Condition: The electric light shop was built between 1930 and 1932. In 1938, the CCC converted the electric light shop into a one-car garage. In 1953 Building 110 was converted into a food cache, and in 1959 the building served as the naturalist's office. By 1966, it was used as a storage building. In 1975 Building 110 was converted into the East District Ranger's office.

Existing Condition: Building 110 retains its original log exterior appearance and currently serves as the cultural resource division office.

Evaluation: Building 110 contributes to the significance of the historic landscape.

Building 111 – Superintendent's garage

Historic Condition: The CCC constructed the superintendent's garage in 1939. The same year, a fire damaged the garage and destroyed the superintendent's residence (Building 1). In 1943, the park constructed a compatible addition on the west wall and renovated the garage to serve as the park administration building. In 1954, administration offices were relocated to the original ranger's dorm (Building 21) and Building 111 became the park contact office.

Existing Condition: In 1960, Building 111 was converted into seasonal employees' residence, and in 1980 it was converted into a year-round employee's residence. Building 111 retains its log and stone veneer exterior appearance and is currently used as an employees residence.

Evaluation: Building 111 contributes to the significance of the historic landscape.

Building 112 – Comfort station

Historic Condition: The exposed log and plank comfort station was built in 1932. In 1967 the comfort station was converted into a seasonal employees' residence, and in 1980 it was converted into the concessions office.

Existing Condition: Building 112 retains its historic exposed log and plank exterior appearance and is currently used as the chief ranger's office.

Evaluation: Building 112 contributes to the significance of the historic landscape.

Building 118 – Equipment storage building

Historic Condition: Building 118 did not exist on site in 1941 at the end of the historic period. Private contractors constructed the building for equipment storage 1955, adjacent to the west wall of the machine shop and garage (Building 102).

Existing Condition: The building currently houses the resource management division offices. Two minor additions were built onto Building 118 in the 1980s, a paint and electric shop adjacent to south wall and an ambulance bay and office space adjacent to the west wall. These later additions were demolished in 2005 due to substandard foundations. Adjacent ambulance parking was moved elsewhere to C-Camp. A new structure was added onto the west wall of Bldg. 118, including two floors of offices and equipment storage for the Fire Management staff.

Evaluation: Building 118 does not contribute to the significance of the historic landscape.

Building 123 – Carpentry and paint shop/administration building

Historic Condition: Building 123 was originally an infirmary at the CCC camp c. 1938-1939. In 1945, the building was moved to the headquarters and converted into a carpenter and paint shop. It stood along the service drive, west of the garage (Building 103). Two years later, Building 123 was renovated for use as temporary quarters for the park biologist, and then between 1948 and 1949 it was converted into a year-round residence. In 1963, park staff relocated Building 123 from the service area to across the road from the administration building (Building 21, original rangers' dorm) along the main headquarters road. At a later date the building was converted to administrative offices.

Existing Condition: Building 123 currently contains some of the administrative division offices.

Evaluation: Although built between 1938 and 1939, Building 123 does not contribute to the significance of the historic landscape because it was moved into

the headquarters area from the CCC camp in 1945, after the period of significance.

Building 141 – Library/dispatch building

Historic Condition: Building 141 was built in 1958 and its original use is unknown. In 1966 it was used as sign shop. Further investigation may reveal Building 141 was constructed around the original laborers' quarters (Building 6).

Existing Condition: Building 141 currently contains the park library, dispatch, and transient offices.

Evaluation: Building 141 does not contribute to the significance of the historic landscape.

Building 217 – Garage

Historic Condition: The three-stall residential garage was built by 1966, in the residential area, next to employees' residence (Building 12).

Existing Condition: Building 217 currently serves as a garage.

Evaluation: Building 217 does not contribute to the significance of the historic landscape.

Building 251 – Employee's residence

Historic Condition: The employee's residence was built in 1995.

Existing Condition: The building still serves as an employee residence.

Evaluation: Building 251 does not contribute to the significance of the historic landscape.

Visitor comfort station near sled dog demonstration area

Historic Condition: The visitor comfort station was built in the 1990s.

Existing Condition: The comfort station is used by visitors who come to see the sled dog demonstration.

Evaluation: This comfort station does not contribute to the significance of the historic landscape.

Small-Scale Features and Utilities

Small-scale features are functional and aesthetic elements that add detail and diversity to a landscape. Within the historic district they include signs, benches, picnic tables, and trash receptacles. Utilities are equipment that provides public services such as light, power, water, sewer, and phone service. Within the

historic district above ground utilities include light poles, satellite dishes, fire hose and hydrant boxes, propane tanks, and drainage ditches.

Light Poles

Historic Condition: Several light poles are present in the historic district. Their origin is unknown.

Existing Condition: Several light poles are still present.

Evaluation: To be determined.

Drainage Ditches

Historic Condition: In 1938 the CCC dug over seventeen hundred feet of open drainage ditches, primarily between the service area and the dog kennels.

Existing Condition: The present condition of the drainage ditches is unknown.

Evaluation: The drainage ditches contribute to the significance of the historic landscape.

Benches, signs, kennel fencing

Historic Condition: None of these features were extant during the period of significance, 1926 to 1941.

Existing Condition: Contemporary features of log, wood, and rope construction.

Evaluation: The rustic small scale features do not contribute to the significance of the historic landscape. The features contribute to the character of the historic landscape.

Metal signs

Historic Condition: None of the metal signs were extant during the period of significance, 1926 to 1941.

Existing Condition: The signs are present.

Evaluation: The metal signs do not contribute to the significance of the historic landscape.

Utility features

Numerous features including utility boxes mounted on buildings and large free standing utility features are found throughout the historic district. Other practical site fixtures include, concrete parking stops, metal gates, propane safety bollards, above ground pipes, satellite dishes, garbage cans, recycling bins, building-mounted lighting, fire hose and hydrant boxes.

Historic Condition: None of these features were extant during the 1926-1941 period of significance.

Existing Condition: These features are practical fixtures made of metal, or metal and wood, and in some instances fiberglass construction.

Evaluation: The miscellaneous utility features do not contribute to the significance of the historic landscape.

Visitor Service Features

Miscellaneous visitor service features are present in the district including a telephone booth, picnic tables, cigarette disposal containers, a faux stone speaker at the dog demonstration area, and a ranger stand.

Historic Condition: None of these features were extant during the period of significance, 1926 to 1941.

Existing Condition: Contemporary features of miscellaneous construction.

Evaluation: The miscellaneous visitor service features do not contribute to the significance of the historic landscape.

SUMMARY OF ANALYSIS AND EVALUATION

At Denali National Park and Preserve Headquarters there are many landscape characteristics that reflect the significance of the site, ranging from broad characteristics of the spatial organization, circulation, buildings and structures, vegetation, to small-scale features. Table 3.2 summarizes the characteristics and features found within in the headquarters area that contribute to the significance of the historic district, do not contribute, or are missing. The next part of the cultural landscape report, the treatment plan, addresses actions necessary to preserve, and to improve the character of these important landscape characteristics.

ENDNOTES: LANDSCAPE ANALYSIS

[1] Note: Sections of this chapter are derived from the Cultural Landscape Inventory (CLI) prepared by M. Curran in June 2004. Tables were developed using information from the CLI and the existing conditions documentation accomplished by the project team in August 2005.

[2] The National Register of Historic Places Program determines a historic property's significance in American history through a process of identification and evaluation. Historic significance may be present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling or association and which meet at least one of the following National Register criteria: (A) That are associated with events that have made a significant contribution to the broad patterns of history; or (B) That are associated with the lives of persons significant in our past; or (C) That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity who's components may lack individual distinction; or (D) That has yielded or may be likely to yield information in prehistory or history. In addition, the National Register identifies several criteria considerations. Ordinarily properties that have achieved significance within the past fifty years are not considered eligible for the National Register. However, a consideration is made for properties "of exceptional importance." National Register Bulletin, *How to Apply the National Register Criteria for Evaluation,* 1997 edition.

[3] National Register Nomination Form (1987) and CLI (2004).

[4] CLI (2004).

[5] Location is the place where the historic property was constructed or the historic event occurred. Design is the combination of elements that create the form, plan, space, structure and style of a property. Setting is the physical environment of a historic property. Materials are the physical elements of a particular period, which include plant materials, paving and other landscape features. Workmanship includes the physical evidence of the crafts of a particular period. Feeling is a property's expression of the aesthetic or historic sense of a particular period. Association is the direct link between an important historic event or person and a historic property.

[6] The CLI (2004) indicates that there are two roads that are non-contributing, the graveled spur road and the service road.

[7] Contributing resources are considered, in National Register terms, as "independent cultural resources [that] contribute to the significance of the landscape…or are independently eligible for National Register listing." National Register criteria recognize a building, site, structure, or object as a contributing resource. If it "adds to the historic associations, historical architectural qualities, or archaeological values for which a property is significant."
NPS, "Landscape Lines: Landscape Characteristics," 1998.

3.2 TABLE OF EXISTING LANDSCAPE CHARACTERISTICS AND FEATURES, FOLLOWED BY TABLE OF MISSING HISTORIC FEATURES

EXISTING FEATURES

Original Name (Bldg No.)	Other Historic Names/Uses	Current Name (Use)	LCS Name (#)	Historic District (✔)	1941 (✔)	2006 (✔)	Contributing? (✔)	Notes
TOPOGRAPHY								
Headquarters sited on flat upland terrace with south aspect				✔	✔	✔	✔	
SPATIAL ORGANIZATION								
Grid pattern on terrace and curving roads on slopes				✔	✔	✔	✔	
Administration, residential, and utility areas divided by streets and topography				✔	✔	✔	✔	
LAND USE								
Park administration, maintenance, residences, visitor services				✔	✔	✔	✔	
CLUSTER ARRANGEMENT								
Cluster of buildings along main headquarters road				✔	✔	✔	✔	
Cluster of buildings along park road				✔	✔	✔	✔	
Cluster of buildings in service area				✔	✔	✔	✔	
Cluster of buildings north of park road				✔	✔	✔	✔	
Cluster of buildings in dog kennel area				✔	✔	✔	✔	
Cluster of buildings in residential area				✔	✔	✔	✔	
CIRCULATION								
Park road				✔	✔	✔	✔	built 1924 (within historic district)
Main headquarters road				✔	✔	✔	✔	surveyed 1925 built 1927
Road from barn (Building 106) to early dog kennels	Portion of current road			✔	-	✔	✔	built 1930 - 1935 as a trail or wagon road. Not present in current form in 1941
Road past comfort station (Building 112) to early dog kennels	Portion of current road			✔	✔	✔	✔	built 1930 to 1935
Service Court				✔	✔	✔	✔	built by 1931 (to garage, Building 103) extended 1939
Trail from boiler house (Building 107) to main headquarters road				✔	✔	✔	✔	cleared for steam pipe installation 1932, trail by 1935

Original Name (Bldg No.)	Other Historic Names/Uses	Current Name (Use)	LCS Name (#)	Historic District (✔)	1941 (✔)	2006 (✔)	Contributing? (✔)	Notes
Service road extension to park road				outside district	no	✔	no	built late 1950s - early 1960s as part of Mission-66 effort.
Road(s) to current dog kennels	Portion of trail from visitor center parking lot to dog kennels			✔	✔	✔	✔	built 1938 (Probably includes both roads, one connects to main headquarters, the other to service road.
Loop road				outside district	no	✔	no	built c. 1953
sled dog demonstration trail				✔	no	✔	no	built 1997
Rock Creek Trail				outside district	no	✔	no	built 1952
Visitor parking area				partially in district	no	✔	no	built c. 1956-1959
Trail from visitor center parking area to service drive	Portion of trail from visitor center parking lot to dog kennels			outside district	no	✔	no	built c. 1987-1989
Parking area between garage (Building 103) and warehouse (Building 101)				✔	no	✔	no	built by 1975
u-drive at oil and gas house (Building 108)				✔	✔	✔	✔	built c. 1934 (by 1947)
VEGETATION								
Natural vegetation - dense forest				✔	No	Partial	No	
Functional vegetation - Selected specimen trees				✔	✔	✔	✔	
Ornamental vegetation				✔	Undetermined	Some	Undetermined	
VIEWS								
View of flagpole from Park road				✔	✔	✔	✔	
View of headquarters buildings along park road from park road				✔	✔	no	gone	
View down main headquarters road				✔	✔	Partial	✔	
View of distant hills from kennel area				✔	✔	Partial	✔	
BUILDINGS AND STRUCTURES								
flag pole				✔	✔	✔	✔	c. 1926-1927 (original location) moved c. 1928 to 1939.
stone retaining wall and stairs (Structure 111A)			036505	✔	✔	✔	✔	built 1939
stone retaining wall and stairs – behind Building 23				✔		✔		
Employee's residence (Bldg 12)	apartments – 2 unit (1953)	Employee Residence – duplex (employee residence)	Employee Residence - Apartments, HQ (035001)	✔	✔	✔	✔	built 1938

Original Name (Bldg No.)	Other Historic Names/Uses	Current Name (Use)	LCS Name (#)	Historic District (✔)	1941 (✔)	2006 (✔)	Contributing? (✔)	Notes
Employee's residence (Bldg 13)	apartments – 2 unit (1954)	Employee Residence – duplex (employee residence)	Employee Residence - Apartments, HQ (035002)	✔	✔	✔	✔	built 1938
Rangers' dorm (Bldg 21)	1934-1954: rangers' quarter rangers' club administrative building (1954)	Administration Building (park HQ, administration)	Administration Building, HQ (005235)	✔	✔	✔	✔	built 1934-1935
Superintendent's office (Bldg 22)	administrative building (by 1934) museum (1943) construction office (1950) naturalist's office & workshop/museum (by 1952) museum (1954) seasonal employees' quarters (1960)	Employee Residence (employee residence)	Residence/ Residence/ Old Museum, HQ Residence (005236)	✔	✔	✔	✔	built 1925-1926 moved 1950 (utility area) moved 1952 (current location)
Employee's residence (Bldg 23)	superintendents residence employee's residence (again) quarters 23 apartments (by 1966)	Superintendent's House (transient housing)	Residence Superintendent's Residence, HQ (005237)	✔	✔	✔	✔	built 1940-1943 converted into 2 apartments c. 1950-1952 (by 1966)
Employee's residence (Bldg 26)	B-16 residence	(employee residence)		outside district	no	✔	no	built 1949-1950
Employee's residence (Bldg 27)	B-15 residence	(employee residence)		outside district	no	✔	no	built 1949-1950
Employee's residence (Bldg 28)	B-47 residence	(employee residence)		outside district	no	✔	no	built c. 1950
Employee's residence (Bldg 34)	residence	(employee residence)		outside district	no	✔	no	built 1951-1952
Apartment building (Bldg 51)				outside district	no	✔	no	built 1958-1959
six-bay garage (Bldg 53)		Information Technology empire (IT offices, storage, some garages)		outside district	no	✔	no	built 1958-1959
boiler house (Bldg 54)		(boiler, water quality testing)		outside district	no	✔	no	built 1960-1961
original use unknown (Bldg 99)	resource management office (by c. 1977) exercise room	The Downunder (employee workout room)		outside district	no	✔	no	built 1962
Warehouse (Bldg 101)	naturalist's office (1978) (museum/archives) interpretative office (by 1994)	The Overthere (Interpretation Division offices)	Interp/Museum, HQ (005238)	✔	✔	✔	✔	built 1928

Original Name (Bldg No.)	Other Historic Names/Uses	Current Name (Use)	LCS Name (#)	Historic District (✔)	1941 (✔)	2006 (✔)	Contributing? (✔)	Notes
Machine shop & garage (Bldg 102)	1939 – present: machine shop machine shop and winter garage garage and machine shop fireproof machine shop garage and repair shop carpentry shop office	Resource Management Offices (Resource Management Div. offices)	Carpenter Shop, HQ (035000)	✔	✔	✔	✔	built 1939
Garage (Bldg 103)	equipment storage shed heavy duty equipment repair shop road shop West Dist. Ranger Station rangers' cache	Ranger Cache (Ranger Division offices)	Ranger Office/Headquarters, HQ (005239)	✔	✔	✔	✔	built 1931
Dog feed cache and cookhouse(Bldg 105)	dog feed, cache & sled storage dog feed cache	Same	Dog Feed Cache & Sled Storage, HQ (001075)	✔	✔	✔	✔	built 1929 moved 1938 (current location)
Dog kennels (Bldg 105b)	corral dog houses		(036504)	✔	✔	✔	✔	built c. 1925-1926 (north of current residential area) moved 1926 (current residential area) 30 new kennels built 1927 additional kennels built 1930 relocated to current site in 1938 rehabilitated in 1950 rehabilitated/rebuilt in 1955 rehabilitated c. 1997
Barn (Bldg 106)	stable warehouse - CCC clothing etc. (1938-1939) carpentry shop (1947) paint shop (1978) sign shop/storage (1979) office (2000)	Dilbert-ville (staff offices)	Old Sign Shop, HQ (005240)	✔	✔	✔	✔	built 1929 log lean-to addition – 1933 gable roof addition– by 1950

Original Name (Bldg No.)	Other Historic Names/Uses	Current Name (Use)	LCS Name (#)	Historic District (✔)	1941 (✔)	2006 (✔)	Contributing? (✔)	Notes
boiler house (Bldg 107)	power -boiler house power & boiler house plumbing shop (1970) concession office (2000)	Concession Office (Concession Division offices)	Plumbing Shop, HQ (005241)	✔	✔	✔	✔	built 1931-1932
electric light shop (Bldg 110)	power house one-car garage (1938) food cache (1953) electrical shop (by 1957 ref-include in site history) naturalist's office (1959) storage building (by 1966) radio shop (c. 1970s) East District Ranger Station (1975)	Upfront (Cultural Resources Division office)	Engineer Office, HQ (005242)	✔	✔	✔	✔	built 1930-1931
superintendent's garage (Bldg 111)	park office (1943) administrative building (by 1951) park contact office (1954) seasonal employees' residence (1960) employee's residence (1980)	Rock House (employee's residence)	Residence/ Old Superintendent's Office (005243)	✔	✔	✔	✔	built 1939 damaged by fire in 1939 addition built in 1943
comfort station (Bldg 112)	Seasonal residence (1967) concessions office (1980)	John House (Chief Ranger office)	(005244)	✔	✔	✔	✔	built 1932
equipment storage building (Bldg 118)		Resource Management Office (Resource Management Division offices)		✔	no	✔	no	built c. 1955 1st addition built in 1980 2nd addition built in 1981
carpentry & paint shop (Bldg 123)	employee's residence (1947) quarters 24 "mosquito manor" offices	The Overworked (Administration Division offices)		✔	At CCC camp	✔	no	c. 1938-1939 at C-Camp (infirmary building) moved to HQ in 1945 moved to current location in 1963
original use unknown (Bldg 141)	chief naturalists office (1980s) library & dispatch	Library & Dispatch (Dispatch office/ transient offices)		✔	no	✔	no	built 1958 (Footprint may include laborer's cabin, Building 6)
pump house (Bldg 127)		Likely gone		outside district	no	✔	no	built 1953

Original Name (Bldg No.)	Other Historic Names/Uses	Current Name (Use)	LCS Name (#)	Historic District (✔)	1941 (✔)	2006 (✔)	Contributing? (✔)	Notes
panadobe house (Bldg 169)		Panadobe House (transient resource management offices)		outside district	no	✔	no	on site 1983
panadobe house (Bldg 170)		Panadobe House (transient employee housing)		outside district	no	✔	no	on site 1983
modular house (Bldg 171)		Modular House (employee housing)		outside district	no	✔	no	on site 1985
three-stall garage (Bldg 217)		Employee garages		outside district	no	✔	no	by 1966
employee's residence (Bldg 251)		Employee residence		✔	no	✔	no	built 1994
Duplex (Bldg 252 a & b)		Duplex (employee residences)		outside district	no	✔	no	built 1995
comfort station by dog demo (no #)				✔	no	✔	no	
Butler building (no #)				outside district (c camp)	no	✔	no	built c. 1996-1999
pipe storage rack (no #)				✔	no	✔	no	scheduled for removal 2007
SMALL-SCALE FEATURES AND UTILITIES								
drainage ditches				✔	✔	✔	✔	excavated by CCC in 1938-39
Stephen Mather memorial plaque				✔	✔	✔	✔	park receives plaque in 1934 near Building 21, pre 1951 moved near Building 22 in 1951 at Toklat Bridge, pre 1985-1986 attached to front of Building 21, by 2007
Weather Station equipment				✔	no	✔	no	
Log Kiosks				✔	no	✔	no	contemporary
Concrete parking stops				inside & outside district	no	✔	no	contemporary
Log benches (Dog demonstration area, visitor parking lot)				✔	no	✔	no	contemporary
Log and rope fencing (Dog demonstration area – dog houses)				✔	no	✔	no	contemporary
Metal Signs (no parking, speed limit, Stop, telephone/handicap, high voltage, danger propane)				inside & outside district	no	✔	no	contemporary
Wooden Signs (HQ entrance, bldg 101, bus schedule/stop, HQ directional, trail)				inside & outside district	no	✔	no	contemporary
Barbeque grill (Building 123)				✔	no	✔	no	contemporary

Original Name (Bldg No.)	Other Historic Names/Uses	Current Name (Use)	LCS Name (#)	Historic District (✔)	1941 (✔)	2006 (✔)	Contributing? (✔)	Notes
Fire hose and hydrant boxes				inside & outside district	no	✔	no	contemporary
Utility boxes (large)				inside & outside district	no	✔	no	contemporary
Utility boxes (small mounted)				inside & outside district	no	✔	no	contemporary
Ranger stand – dog demonstration area				✔	no	✔	no	contemporary
Metal Gates				inside & outside district	no	✔	no	contemporary
Speaker (faux stone) – dog demonstration area				✔	no	✔	no	contemporary
Propane Safety Poles				inside & outside district	no	✔	no	contemporary
Lights – attached to buildings				inside & outside district	no	✔	no	contemporary
Pipes				inside & outside district	no	✔	no	contemporary
Satellite Dishes				outside district	no	✔	no	contemporary
Cigarette disposal containers				✔	no	✔	no	contemporary
Stone landscape borders (Bldg 111)				✔	no	✔	no	
Picnic Tables (wooden/wood & metal)				✔	no	✔	no	contemporary
Garbage cans				inside & outside district	no	✔	no	contemporary
Recycling bins				inside & outside district	no	✔	no	contemporary
Dumpsters				inside & outside district	no	✔	no	contemporary
Telephone booth				✔	no	✔	no	contemporary

MISSING BUILDINGS AND STRUCTURES

Original Name (Bldg No.)	Building Material	Other Historic Names/Uses	Location (Referenced to extant buildings)	Extant in 1941 (✔)	Notes
superintendent's residence (Bldg 1)	log		historic district – north side of main headquarters road	no	built 1929 burned 1939
laborers' quarters (Bldg 6)	log	also known as: laborers' cabin employee's quarters employee's residence sign shop (by 1966)	historic district – back of Building 21	✔	built by 1931 possibly razed (May be included in footprint of extant library and dispatch, Building 141)
employee's quarters (Bldg 11)	log	employee's residence (by 1937) clerk's residence administration building (1940) employee's residence (again, c. 1943-1944) Q-100	historic district – north of Building 21	✔	built 1934-1935 burned 1950
temporary one-car garage (Bldg 50)	unknown	power house (housed Buda generating plant, 1946) storage shed (1950)	historic district - across from Building 21	✔	built 1938 moved 1943 (back of Building 102) removed 1998
oil and gas house (no #)	unknown		historic district – back of Building 102	unknown (see Building 108)	built 1931 (described as 10 x 12' in master plan text) may have been moved across the road by 1941 (see Building 108)
oil and gas house (Bldg 108)	metal	oil house (1951) fuel storage shed	historic district - across from Building 102	✔	may have been 1931 oil and gas house (see oil and gas house, above) if original 1931 oil and gas house – moved by 1941 -if new oil and gas house– built by 1941 razed c. 1970s
pump house (Bldg 109)			outside historic district – along Rock Creek	✔	built 1937 replaced 1953
coal shed (no #)	Frame (as described in master plan text)		historic district -across from Building 101	unknown (see coal shed below)	built c. 1930-1933 (16' x 22' master plan text) removed or moved c. 1939 (see coal shed below)
coal shed (no #)	unknown		historic district -west of Building 103	✔	may have been coal shed built in 1933 (see above) removed or moved from original location by 1939. located adjacent to Building 103 by 1941 does not appear on later maps.
coal shed (Bldg 114)			historic district - south of Building 107	✔	built c. 1939-1941 (maps) (12' x 16' building records) removed c. 1958-1959 (maps)
fuel storage building (Bldg 117)	unknown		historic district - replaced Building 108	no	built c. 1970s; removed c. 1980s

pump house (Bldg 127)			outside historic district -along Rock Creek	no	built 1953 possibly extant
superintendent's cabin (no #)		clerk's cabin (1929)	historic district -along park road	no	built 1925 razed 1933
clerk's cabin (Bldg 3)	log	1929-1943: laborers' quarters employee's quarters (by 1937)	historic district -along park road	✔	built 1925 addition built 1927 razed 1943
superintendent's office, original (no #)	tent		historic district -along park road	no	erected 1925 removed c. 1926
rangers' cabin (no #)	log	laborers' cabin	historic district -south of Building 101	no	built 1925 burned 1931
horse barn (no #)	wood frame		historic district -replaced by Building 106	no	built 1925 razed c. 1929 (gone by 1941)
Warehouse, first (no #)	tent		historic district –location unknown	no	erected (1st headquarters) 1922 erected (2nd headquarters) 1925 removed c. 1928
Warehouse, second (no #)	tent		historic district -location unknown	no	
temporary garage (no #)	tent		historic district -location unknown	no	erected 1925 removed c. 1927
workshop and harness room (no #)	tent		historic district -location unknown	no	built by 1926 removed c. 1927
chief ranger's cabin (no #)	log	employee's quarters (by 1937)	historic district -along park road	✔	built 1926 razed 1943
dog feed cookhouse and cache, original (no #)	log		outside historic district -area near Building 26	✔	built 1926 replaced 1929 razed 1950
combination garage, workshop and blacksmith shop (no #)	wood frame	machine shop (1931)	historic district -current location of Building 102	no	built 1927 garage converted into machine shop 1931 burned 1938
rangers' quarters (no #)	log		historic district -current location of Building 21	no	built 1928 burned 1934
laborers' quarters (no #)	tents (2-3)		historic district -current location of Building 141	no	erected c. 1928 removed unknown date
pump house, original (no #)	tent		0utside historic district -along Rock Creek	no	erected 1929 replaced in 1937

meat house (no #)			historic district -back of Building 21	Unknown	built by 1938
fire cache (no #)			historic district -adjacent to Building 107	no	built 1952
employee housing (no #)	house trailers		historic district -site of Building 123 (date) -adjacent to Buildings 26, 27, and 28	no	delivered 1953 (4) delivered 1954 (2)
Temporary information center and exhibit room (no #)	Portion of old ARC building		historic district -adjacent to center parking lot	no	delivered 1959
A-Frame (no #)			location unknown	no	built 1972 removed 1977



Figure 3.1. View southwest from park road, mid-1920s, prior to construction of the flagpole. Pictured from left to right is the superintendent's office (Building 22), original superintendent's cabin, and original clerk's cabin (DENA 4-2, Denali National Park and Preserve Museum Collection).



Figure 3.2. Headquarters entrance with flagpole, entrance sign and boulder in front of visitor parking lot, August 2005. All buildings have been moved or removed from the immediate vicinity of the headquarters entrance (NPS, Olmsted Center for Landscape Preservation, hereafter, OCLP).



Figure 3.3. View looking southeast from the park road, c. 1926. The superintendent's office (Building 22) and flagpole are visible along the road. The superintendent's cabin and clerk's cabin are obscured by trees (DENA 3475, Denali National Park and Preserve Museum Collection).



Figure 3.4. View looking southeast east from park road, August 2005. Building 22 has been moved to the north side of the road. The flagpole is barely visible through the trees (OCLP).



Figure 3.5. View looking southeast from park road, 1937. Building 11 is in the center of the photograph. The superintendent's office (Building 22) is partially visible on the left and the clerk's quarters is obscured by trees on the right (Wm. McCullough photo, DENA 3060, Denali National Park and Preserve Museum Collection).



Figure 3.6. View looking southeast east down park road showing the visitor parking area (OCLP, August 2005).



Figure 3.7. View north main headquarters road, 1937. Building 11 is visible to the left. The walkway to the current administration building (Building 21) is visible in the left foreground. (Wm McCullough photo, DENA 3141, Denali National Park and Preserve Museum Collection).



Figure 3.8. View north up main headquarters road, August 2005. The walkway to the current administration building (Building 21) is visible in the left foreground (OCLP).



Figure 3.9. View south down main headquarters road, c. 1940-41. Visible on the east side of the road, left to right is Building 22, Building 110, and a small building now gone. Visible on the west side of the road, left to right, is Building 102, Building 101, Building 21, and Building 11 (DENA 3-7.7, Denali National Park and Preserve Museum Collection).



Figure 3.10. View south down main headquarters road, August 2005. Only Building 106 is visible, all other buildings are concealed by the tree canopy (OCLP).



Figure 3.11. View northeast down road from barn (Building 106) to early dog kennels, August 2005. Also depicted in the photograph is Building 107 (original boiler house) with cars in front, Building 251 (employee's residence) obscured by trees, and the loop road (center right, not in historic district). A historic photograph of the road has not been located (OCLP).



Figure 3.12. View northeast down gravel road past comfort station (Building 112) to early dog kennels, now used as a walking path. An historic photograph of the road has not been located (OCLP, August 2005).



Figure 3.13. View west up steep trail from back side of boiler house on left (Building 107) to main headquarters road, August 2005. Also depicted is Buildings 102/118 in the distance (OCLP).



Figure 3.14. View northeast of the u-drive leading to the oil and gas house (Building 108), c. 1950. Note the narrow width of the drive (DENA 10483, Denali National Park and Preserve Museum Collection).



Figure 3.15. View southeast of the u-drive, August 2005. The parking area occupies the location of the oil and gas house (Building 108) and oil cans adjacent to the building depicted in the figure above. The island of mature evergreens is the same group depicted (left) in the figure above. Building 106 (original barn) is seen to the right (OCLP)..



Figure 3.16. View, looking to the northeast, of the parking area west of Building 103 (original garage), August 2005. The parking lot was recently repaved to add a drainage swale that crosses the road (OCLP).



Figure 3.17. View northwest of parking area behind Building 102 (original machine shop and garage), August 2005. The dark pavement is a recently added drainage swale (OCLP).



Figure 3.18. View north of rectangular area between the warehouse (Building 101, not depicted), garage (Building 103, not depicted), rangers' dorm (Building 21, depicted), and the laborer's quarters (Building 6, just visible behind trees, left). Although it is difficult to determine the use of the area closest to the service road (foreground), it is evident by the location of the log clothes line that parking would not have occurred between Building 6 and Building 21. Unnumbered photograph, Denali National Park and Preserve Museum Collection)



Figure 3.19. View north of rectangular parking area between rectangular area between Building 101 (original warehouse, right foreground), Building 103 (original garage, left foreground), Building 21 (original rangers' dorm, right background) and Building 141 (Library and Dispatch, location of original laborers' cabin – Building 6, just visible behind trees left background), August 2005.



Figure 3.20. View west of vegetation surrounding Building 12 (right) and Building 13 (left), August 16, 1939. Note the mature spruce and poplars, the young spruce planted by the CCC in 1939. Also note the earthen driveway leading to Building 12 (Alaska Regional Office, Regional Cultural Resources Files).



Figure 3.21. View west of vegetation surrounding Building 12 (right) and Building 13 (left), August 2006. Note the mature spruce trees (some probably young spruce planted by the CCC) and the earthen circle drive leading between the two residences (post-1941 circulation change). Also note the absence of the poplar trees.



Figure 3.22. View southwest of the rangers' dorm, now administration building (Building 21), c. 1940. Also note the warehouse (Building 101, left), earthen main headquarters road, clump of evergreens, the open landscape around the buildings, and the taller vegetation east of the road in the foreground (National Archives, Photographic Branch, College Park, MD).



Figure 3.23. View southwest of the administration building (Building 21, original rangers' dorm), August 2005. Note building changes including the replacement windows and roofing material. Also note Building 101 (original warehouse, far left behind the grove of evergreen trees), the lawn around the building, and the asphalt main headquarters road at the left of the image (OCLP).



Figure 3.24. View southwest of the flag pole at the intersection of the park road and the main headquarters road, 1928 (Candace Waugaman Collection, Denali National Park and Preserve Museum Collection).



Figure 3.25. View east of the flag pole standing to the west of the superintendent's office (Building 22), post-1930 (DENA-32, National Park Service, Harpers Ferry Center).



Figure 3.26. View east of the flag pole standing east of the superintendent's office (Building 22), 1937 (Wm McCullough photo, DENA 3135, Denali National Park and Preserve Museum Collection).



Figure 3.27. View north of the intersection of the park road (distance) and the main Headquarters road (center), 1937. Note the absence of the flag pole in this view (Wm McCullough photo, DENA 3161, Denali National Park and Preserve Museum Collection).



Figure 3.28. View southwest of the flag pole east of Building 22 (original superintendent's office), June 1946 (DENA 5-2, Denali National Park and Preserve Museum Collection).



Figure 3.29. View southwest of the flag pole in the vegetative island with sign and boulder at the intersection of the park road and the main headquarters road, June 1963 , soon after the construction of the visitor parking lot (DENA 52, Denali National Park and Preserve Museum Collection).



Figure 3.30. View southwest of the flag pole in the vegetative island with sign and boulder at the intersection of the park road and the main headquarters road (August 2005, OCLP).



Figure 3.31. View northeast of stone retaining wall and steps (111A) built by the CCC in 1939 (August 2005, OCLP).



Figure 3.32. View west Bldg. 23 (original employee's residence) of a recently constructed stone retaining wall and steps (August 2005, OCLP).



Figure 3.33. View southwest of the superintendent's office (Building 22) at its original location along the park road, c. 1928-1930. Also note the earthen parking area in front of the building and the log retaining wall at left (Candace Waugaman Collection, Denali National Park and Preserve Museum Collection).



Figure 3.34. View of southwest facade of Building 22 (original superintendent's office) in its current location north of the park road. This small building now serves as an employee residence. Note building changes including the front porch and stairs, and the painted peeled log exterior (OCLP, 2005).



Figure 3.35. View looking northwest of the warehouse (Building 101), c. 1931. Also note the garage (Building 103, left) and the earthen service road foreground and main headquarters road (right) (DENA 3-37, Denali National Park and Preserve Museum Collection).



Figure 3.36. View looking northwest of Building 101 (original warehouse), August 2005. Note building changes including the in filled double doors, roof surface, concrete foundation, and absence of the loading dock. Also note the garage (Building 103) at left and the asphalt service road foreground and main headquarters road at right (OCLP).

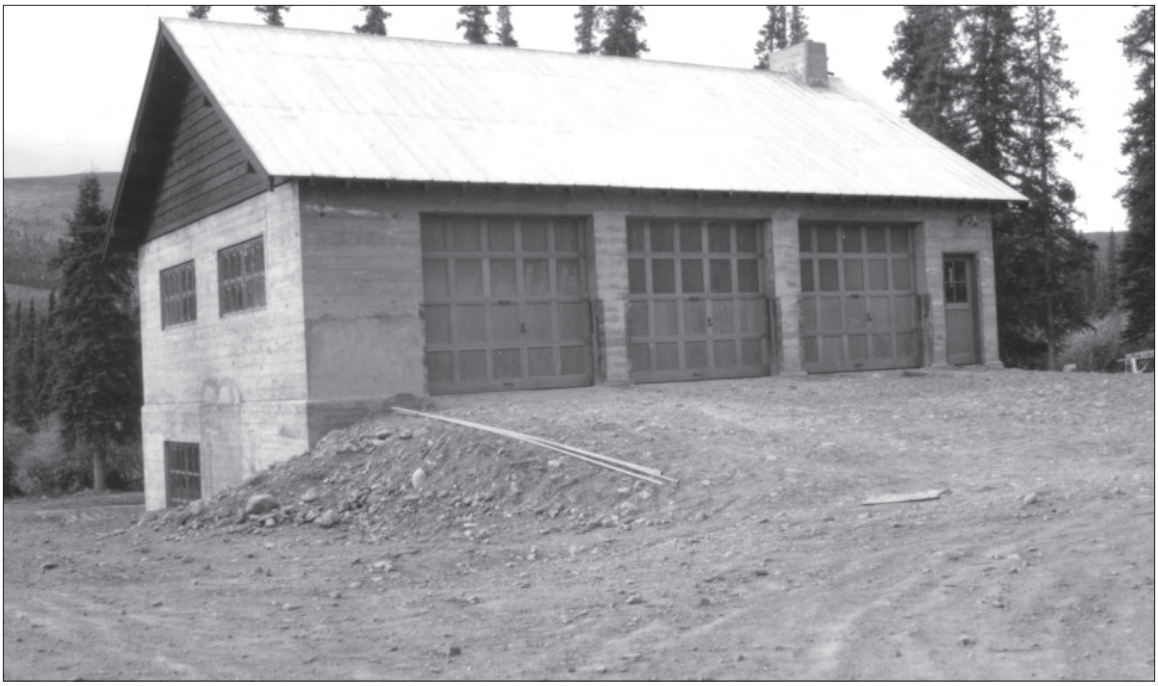


Figure 3.37. View looking southwest toward the garage and repair shop (Building 102), August 14, 1939. Also note the earthen ramp leading up to the garage doors, service drive (right foreground) and main headquarters road (left) (DENA 3 2, Denali National Park and Preserve Museum Collection).



Figure 3.38. View looking southwest toward Building 102 (original garage and repair shop), August 2006. Note building changes including the painted concrete exterior and the roof surface. Also note the asphalt pavement leading to faux garage doors (parking spaces), service court at right, and the north-south headquarters road at left in the foreground (OCLP).



Figure 3.39. View west of the sled dog kennels at park headquarters in 1939 (DENA 11-13.5, Denali National Park and Preserve Museum Collection).



Figure 3.40. View looking west to the sled dog kennels, August 2005. Note configuration changes including the double row of dog houses surrounded by wood post and rope fencing at right (OCLP).



Flagpole at park headquarters on the south side of the park road (OCLP, August 2006).

TREATMENT

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LANDSCAPE TREATMENT SUMMARY

Choosing among the four possible historic preservation treatments outlined in the *Secretary of the Interior's Standards for the Treatment of Historic Properties*, this report recommends Rehabilitation as the primary treatment for the historic park headquarters district based on rehabilitation's philosophical consistency with park planning documents. The following recommendations which define the nature of the proposed rehabilitation are not intended to serve as construction documents and specifications, but rather to establish the goals and overall direction so that future management choices are informed by historic preservation values. The following approach and the accompanying subordinate treatment tasks have been developed collaboratively following two on-site meeting between Olmsted Center and Denali National Park & Preserve staff members. Proposed treatment measures have been further refined through communication with Alaska Region staff preparing the Denali Park Headquarters Master Plan Environmental Assessment.

The following chapter defines site-specific rehabilitation tasks, and articulates a strategy for perpetuating the historic character of the headquarters district where the National Register period of significance encompasses the years between 1926 and 1941. Among the treatment measures that follow, the elimination of parking and through-traffic from the center of the historic district is the most fundamental element within the larger program of proposed rehabilitation measures. Eliminating parking and through-traffic from the center of the district will facilitate the removal of excessive post World War II bituminous pavements, and also make possible the creation of a central pedestrian zone, facilitating expanded front-country interpretive opportunities as recommended in park plans (Figure 4.1). Another important recommendation is the identification of an appropriate building site for a new administration building, so that the historic headquarters district may continue to function as a valuable element of the park's infrastructure. This report will also recommend a palette of appropriate non-historic site furnishings and fixtures for use within the headquarters district. The proposed site furnishings are adapted from the timber-themed non-historic furnishings developed for use at the park's new visitor center, that have been modified to match the smaller scale of the ensemble of buildings found within the historic headquarters district.

According to National Park Service (NPS) policy, a cultural landscape report serves as the primary supporting document guiding the treatment of a cultural landscape, and is required before any major intervention. For the Denali Headquarters Historic District, a consistent approach toward preservation

treatment is needed to effectively address preservation issues relating to locating new buildings providing additional office space and continued administrative use, vehicular and pedestrian circulation, universal accessibility, vehicular parking, and designs for appropriate small-scale features. The following chapter begins with an overview of related planning documents, discusses the complete range of treatment alternatives and implications, and outlines general treatment principles. The second half of the section identifies specific issues and provides alternatives and recommendations for treatment. The overall goal of the treatment recommendations is to reinforce the National Park Service's tradition and philosophical basis for the sound stewardship of cultural landscapes as outlined in the National Park Service *Cultural Resource Management Guideline* (1997) and the *Secretary of the Interior's Standards for the Treatment of Historic Properties* (1996).

RELATIONSHIP TO EXISTING DENALI PLANNING DOCUMENTS

Established in 1917, the park was "set apart as a public park for the benefit and enjoyment of the people…for recreation purposes by the public and for the preservation of animals, birds, and fish and for the preservation of natural curiosities and scenic beauties thereof…said park shall be, and hereby established as a game refuge."[1] In 1980 Congress passed the Alaska National Interest Lands Conservation Act (ANILCA), enlarging the park and broadening its management objectives to include protection of historic and archeological sites. The Headquarters District is one of some 180 known cultural sites and complexes within the Denali National Park and Preserve, ranging from Athabascan Indian archeological sites to mining sites such as the Kantishna Historic District.

A series of master plans and planning documents have guided the management of the park since its early establishment. As detailed in the first part of the CLR, Site History, Superintendent Harry Karstens prepared an initial plan for the relocation of the headquarters from Riley Creek in 1925. NPS Chief Landscape Architect Thomas Vint prepared a master plan in 1929, which was updated in 1937. These plans guided the construction of the park headquarters area and set forth design guidelines. Continued expansion of the park, highway access, increased population of the region, and growing visitation has necessitated an evolving vision for the park. Subsequent master plans were prepared in 1965 and 1973, and the park's *General Management Plan* was completed in 1986. Since this time a number of Development Concept Plans have guided park development. Most recently, the *Final Entrance Area and Road Corridor Development Concept Plan* completed in December 1996 describes the proposed plan for providing visitor use and resource protection and related facility development in the entrance area and road corridor or "front country" of the park and preserve. The Headquarters Historic District is one of several sites highlighted in the

Development Concept Plan (DCP). The following general vision is articulated in the DCP and the proposed Alternative D: Emphasize Traditional NPS Programs, is identified as the preferred alternative with several modifications.

The general vision for the front country of Denali National Park and Preserve is for an area that, 15-20 years from now, still offers the nation's premier opportunities to observe large wildlife species and the highest peak in North America in a primitive, natural setting. The front country area services and facilities would allow as many visitors as possible to view and experience these resources without degrading the resources or the premier visitor experience. The park's main entrance area would offer greater opportunities for more diverse visitor activities than at present. Visitors of all ages would have access to Denali and feel at the end of their stay that they truly experienced one of the finest national parks in the world. Transportation in the park would be provided on safe, comfortable vehicles that provide efficient movement through the area, and outstanding interpretive experience, and convenient connections to nearby service facilities. Existing temporary and substandard facilities would be eliminated and, in their place, well-designed, permanent facilities would enhance the visitor experience and help protect park resources. Visitors would depart after their visit with a greater understanding of the cultural resource values of Denali.[2]

Because the Denali Headquarters Historic District includes both visitor and administrative facilities, many of the broad management objectives listed in the DCP are directly relevant to the district:

- Provide a range of opportunities for park visitors consistent with park purposes.
- Determine whether visitor use in the entrance area and along the park road can be increased while improving resource protection and the quality of the visitor experience.
- Provide visitor and administrative facilities that are necessary and appropriate for user enjoyment and effective park management.
- Provide public environmental education opportunities with facilities that are aesthetically pleasing and environmentally sustainable.
- Provide a comprehensive transportation system management program considering the necessary modes of transportation within the park and coordinating with external transportation systems.
- Provide a variety in length and type of bus tour opportunities.
- Undertake maintenance and safety improvements that maintain the park road and its future reliability.
- Provide adequate maintenance support facilities, administrative offices, and housing.[3]

Specific objectives identified in the DCP relating to the Headquarters Historic District will be detailed in a subsequent discussion of specific treatment issues and recommendations.

REVIEW OF TREATMENT APPROACHES

As a federally owned property listed on the National Register of Historic Places, decisions regarding the treatment of the Headquarters Historic District must be consistent with the 1996 *Secretary of the Interior's Standards for the Treatment of Historic Properties*. These standards specify four distinct, but interrelated, approaches to the treatment of historic properties. Application of these treatments to historic landscapes is further defined in the Secretary's 1996 *Guidelines for the Treatment of Cultural Landscapes*. The treatment option discussed in the 1996 DCP is "Rehabilitation," effectively accommodating the park's evolving need for administrative and operational infrastructure. The earlier 1986 *General Management Plan* does not discuss a treatment option, because at that time the headquarters district had been evaluated but not yet listed on the National Register. A more in-depth review of the four alternative treatments are described below and in Table 4.1. Considerations include feasibility, maintenance requirements, interpretation, public access and safety, environmental sustainability, cost, and park operations.

Preservation

Preservation focuses on the maintenance and repair of existing historic materials and retention of a property's form as it has evolved over time. This approach prescribes the maintenance and repair of the site as it currently exists, and allows existing features to be replaced in-kind, yet does not permit the addition of new features. Because of the evolving use and needs, Preservation has never been considered a viable option for the headquarters area. In the 1950s, numerous buildings were altered to accommodate the need for additional office and housing space. The park removed several structures in the 1940s and 50s and added Building 118 in 1955 to meet the need for expanded park operations, and subsequently added Buildings 123, and 217 within the district. Most recently, in 1994, the park added Building 251 to the historic district in order to provide additional employee housing. Preservation focuses on the maintenance and repair of existing historic materials, and involves the least intervention and perpetuates current management practices.

Rehabilitation

Rehabilitation acknowledges the need to meet continuing or changing uses through alterations or new additions while retaining the historic character of the

property. It allows for repairs and alterations of the cultural landscape, and for improving the utility and function of landscape features. It is used to make an efficient, compatible use while preserving those portions or features of the property that contribute to its historical significance. For the Headquarters District, changes have been necessary to accommodate visitor use, such as the addition of parking and visitor facilities and the modification of circulation surfaces to withstand high use and meet national accessibility standards.

A rehabilitation strategy allows for the replacement of missing features, as they existed historically based on documentary evidence, or replacement with compatible features. At Denali, accommodation of park operations and visitor services has resulted in some rehabilitation. Most recently the National Park Service has increased the amount of paved surfaces within the headquarters district. Under the rehabilitation approach, however, one must constantly assess the impacts of minor changes to the property's overall historic integrity. The cumulative effect of many modifications to facilitate park operations can compromise the historical setting, design, materials, workmanship, and feeling of the site.

Restoration

Restoration is undertaken to depict a property at a particular time in its history, while removing evidence of other periods for fundamentally educational purposes. A Restoration approach would require the accurate depiction of the site at a certain date or period of time. The period of significance of 1921 to 1941 implies restoration of the site to its circa 1941 appearance. A restoration approach would require reversing the many modifications to the property over the past 65 years, with one major exception. Under the Secretary of the Interior's Standards for restoration, provisions are made to allow accessible parking, circulation, and facilities to meet the Americans with Disabilities Act (ADA) guidelines. Existing accessibility features such as parking spaces, ramps, facilities, and hard surfaced walkways would be retained. Restoration would be the most costly alternative and require the highest level of intervention. A restoration strategy would suggest the removal of five buildings, Nos. 118, 123, 217, and 251. Clearly, restoration is not a desirable option for a site that continues to serve the day-to-day needs of park managers.

Reconstruction

Reconstruction recreates vanished or non-surviving portions of a property for historic purposes. This approach would only be appropriate if historic characteristics of the site were destroyed. This treatment option is rarely selected and is not considered an appropriate or necessary option for the headquarters area.

TABLE 4.1: IMPLICATIONS FOR TREATMENT ALTERNATIVES

Treatment	Preservation	Rehabilitation	Restoration
Spatial organization & natural features	• Preserve existing headquarters roads and building clusters. • Preserve natural features including undeveloped hillsides and wetland areas.	• Preserve existing headquarters roads while accommodating new circulation features for bus traffic and increased vehicular use and parking. • Preserve natural features including undeveloped hillsides and wetland areas while allowing for modifications to improve circulation and parking.	• Restore accurate 1941 road layout and building cluster configuration. • Restore appearance of surrounding hillsides and wetland areas.
Land use and cultural traditions	• Preserve existing visitor services, administrative and residential uses. • Preserve dog sled demonstrations.	• Preserve existing visitor services, administrative and residential uses but allow changes in use as needed to meet current management needs. • Preserve dog sled demonstrations, but reconfigure track layout to improve visitor circulation.	• Restore buildings accurately to their original 1941 configuration. • Restore accurate 1941 configuration of dog kennels.
Vegetation and Views	• Preserve landscape composed of open areas dotted with young spruce. • Replace in-kind features that decay or decline. • Prevent further growth by selective cutting and thinning. • Preserve existing views by removing or thinning vegetation.	• Thin vegetation around structures to mitigate fire risk and improve views. • Remove mature spruces that are obscuring views to distant hills and mountains. • Prevent further growth by selective cutting and thinning.	• Restore vegetation to its accurate 1941 appearance. • Restore historic views by removing most vegetation
Circulation	• Preserve existing circulation system of roads and paths	• Preserve existing circulation system of roads and paths and maintain hardened ADA accessible network of parking areas, ramps and paths.	• Restore historic surface treatments and maintain hardened ADA accessible network of parking areas, ramps and paths.
Buildings, Structures, and cluster arrangements	• Preserve existing buildings and uses	• Reuse buildings to accommodate visitor services, administration, and residential uses. • Retain as much historic fabric and use as possible.	• Restore buildings to historic uses, remove buildings that postdate 1941.
Small-scale Features	• Preserve existing small-scale features	• Restore some small-scale features that are missing and add new features compatible with the historic fabric.	• Restore small-scale features that are missing from the 1941 period.
Archeology	• Protect archeological sites	• Protect archeological sites	• Protect archeological sites

PREFERRED TREATMENT ALTERNATIVE

Based on the changes in the buildings in the core of the historic district and the direction set forth in the 1986 DCP, the recommended treatment is **Rehabilitation.** This approach will permit the park to focus on the continued maintenance and repair of landscape features remaining from the period of significance, which ends in 1941. When feasible, historic features will be replaced in kind. However, as has been the case since the National Park Service relocated administrative operations to the current site, rehabilitation will take place to facilitate the continued use of the headquarters district as an important element of park infrastructure.

REHABILITATION PRINCIPLES

Below is bulleted summary of rehabilitation principles that apply to the Denali headquarters district. Other sections of this report contain descriptions of the defining historic landscape characteristics and associated recommendations.

- Development proposals that relate to cultural resources will reflect a sensitivity to the preservation of the cultural scene through compatible and complementary design, as stated in the 1986 GMP.[4]
- Preservation Treatment of the historic headquarters district is to be balanced with current management needs through the "Rehabilitation" approach to treatment, making possible an opportunity to make possible an efficient contemporary use through alterations and additions," as stated in the rehabilitation guidelines.[5]
- Changes made to facilitate the contemporary use of the historic headquarters district will embody the pre-WWII design values of the National Park Service. In 1938 Albert Good describes national park entrance structures and administration buildings as "the seat of order and authority, signs as an instrument of control, equipment and maintenance buildings functioning to give continuity to desirable physical conditions attained, and structures for housing those persons charged with administering and maintaining the park preserve." Good also encouraged park managers to build only structures that are undeniably essential so as not to "mar Nature's better canvases."[6]
- Perpetuate the intent of headquarters with respect to management of the park. Preserving the physical character of the place as a National Register district should not hamper administrative abilities to the point of requiring relocation, as stated at the CLR Charrette, September 2005.[7]
- Rehabilitation of the Denali headquarters district will support the planning goals of the park as found in its most current planning documents.
- Rehabilitation of the Denali headquarters district will perpetuate and enhance the pre-World War II National Park Service Rustic design character of the historic district as a pioneer village.

- Rehabilitation of the headquarters district will minimize vehicular traffic and parking by relocating parking areas at the perimeter of the historic district, using multiple small parking lots, discouraging through traffic of buses and by defining limits to paving.
- Rehabilitation of the headquarters district will support the park's visitor service program, and will identify and provide schematic designs for accessible routes to points of interest, support walking tour opportunities and make possible links with hiking trails and biking routes.
- Treatment recommendations for the headquarters district will develop a strategy for managing vegetation that supports the preservation of historic landscape character, enhancing the pre-WWII pioneer landscape setting surrounding the buildings.
- Treatment recommendations for the headquarters district will define the scale and massing parameters for infill buildings and a palette of appropriate small-scale features and fixtures compatible with the principles of pre-WWII National Park Service design. Recommendations will not require new buildings to imitate the historic buildings, but will recommend that the historic massing, volumes and design geometries serve as the source of inspiration for new facility design making use of contemporary energy-efficient and sustainable building materials and methods.

LANDSCAPE CHARACTER GUIDELINES FOR PARK HEADQUARTERS

Envisioned by Superintendent Harry Karstens and NPS Chief Landscape Architect Thomas Vint, the headquarters area was laid out in the format of a frontier village, serving as the “seat of order and authority” for the new park amidst a vast wilderness.[8] The buildings are located along a central road that served much like the Main Street for a small rural village. As shown on the 1941 Period Plan, visitor contact buildings were initially located closest to the Denali Park Road with service-oriented buildings placed further down the road and separated from dwelling places, following the rudimentary logic of town planning concepts popular during the late nineteenth and early twentieth centuries (See Figure 1.47). At Denali, as has been the case in towns and villages everywhere, the explosive post-World War II growth in the number of automobiles lay at the heart of many issues facing public infrastructure and facilities. Accommodating the automobile has prompted the widening and paving of roads and has required conversion of the rustic and natural landscape setting surrounding many buildings into parking lots. Taken individually, each decision appears insignificant, yet considered cumulatively, over a period of decades, each minor action accretes into a fundamental difference in character between the landscape of the early 1940s and that of the present.

Key issues to address related to spatial organization include the overall organization of the headquarters area, defining elements, areas within the district, the main entry road and views, and the areas adjacent to the Historic District. Many aspects related to spatial organization are addressed under the heading of

treatment issues and recommendation. Below are guidelines for areas within the headquarters district.

Preserving Headquarters Entrance Area Character

The entry area includes the Headquarters sign, flagpole, visitor parking area, Buildings 110 and east side of Building 21, and the view down the entry road. A significant element of the headquarters entrance area is the historic Denali Park Road itself, which bisects the headquarters historic district into a northern quadrant and a southern quadrant. The flagpole, sign, boulder, and surrounding vegetation found at the entrance to the headquarters district provide an visually appealing rustic landmark along the Denali Park Road, and serve as an effective and appropriate threshold into the Headquarters district (Figure 4.2). From the vantage point of the headquarters district entrance, the headquarters buildings are less visible that they once were during the historic period due to the subsequent relocation of Building 22 and the loss of Building 11 to fire in the 1950s. Tucked in the edge of a grove of spruce, Building 110 is the first visible structure as one enters the historic district from the park road. The vegetation around this and other structures was recently thinned as part of the 2004 Hazard Vegetative Fuels project; allowing Building 110 and other park structures to be more visible from the road as well as more exposed to sunlight. Light thinning of vegetation on the north side of Buildings 110 and 21 would make these buildings more visible, though its is not necessary that they be completely cleared around—just a greater presence upon entering the historic district.

Preserving Headquarters Core Area Character

The Headquarters core area includes the cluster of buildings around the Administration Building, including Buildings 21, 101, 103, 141, 123, and 102/118. Most of the park's administrative staff is housed in these six buildings. Located at the perimeter of the historic core are Building 112, the "John House," Building 106, formerly a barn, and 107, formerly the plumbers shop/boiler house, which also currently provides office space for administrative staff. The core area of the park headquarters is characterized by an orthogonal arrangement of buildings arranged along the headquarters roads. Historically connected by paths, most of the area has been paved for parking. By removing some of the pavement, the central core of the headquarters district may be rehabilitated to reflect the light imprint of human settlement more consistent with its wilderness surroundings (Figure 4.3). Paved vehicular parking, which has proliferated following the end of World War II, and has especially burgeoned during the past twenty years, should be reoriented out of the center and into the perimeter of the district. The reclaimed center of the historic district, with pavement reclaimed by native plantings, would well reflect pre-WWII landscape conditions and provide comfortable places for employees to sit outside during fair weather, take their

lunch break and walk between buildings. Walking surfaces within this central pedestrian zone are recommended to be of bituminous concrete, topped with a final chip-seal to better facilitate snow removal and accessibility during bad weather. Bollards, gates, or otherwise movable barriers to vehicular through-traffic are to be easily opened or quickly removed to provide access by emergency vehicles.

Preserving Service Areas Character

Historically, the headquarters area had several buildings and garages devoted to operations and maintenance. Some were located in the historic core described above, while others were slightly removed and set further down the hill. Most of these operations were subsequently moved to the nearby CCC Camp and the buildings have been converted to office space. Some of the utilitarian aspects of these buildings have been preserved—the garage doors, loading dock, and relatively simple/utilitarian appearance of the landscape (Figure 4.4). These features should be retained and any landscape improvements should be simple, relying on native ground-story vegetation, clusters of naturalized plantings, and simple rustic edges.

Preserving Residential Area Character

Historically, many residences were located in close proximity to the entrance area. Most of these have been removed or moved outside of the core of the district. Extant historic residences include Buildings 12, 13, and 23, which are located on the eastern slope below the historic core. Each structure is set within the slope and features its own driveway, so as to be individually tucked into a woodland setting. Driveway features should be retained with gravel or chip-sealed surfaces, with trees cleared around dwellings but retaining trees screening between individual dwellings. Edges that meet roads should be natural herbaceous plants rather than manicured lawn (Figure 4.5). Buildings 217 and 251 have been added to this residential area and are non-contributing structures. No further residences should be added inside the National Register boundary, as doing so would crowd the existing structures, diminishing the character of the dwellings placed in a woodland setting.

Rehabilitating Landscape Character East of the Historic District

Eleven residential structures, many built after WWII and after the end of the historic period are located to the east and further downhill from the Park Headquarters Historic District. Most were built on a natural bench with a gentle south-facing slope. The landscape vegetation is a mix of birch and poplars with broader open areas of lawn surroundings the structures. To better harmonize with the woodland and frontier setting, an eight-foot wide buffer strip of natural

vegetation should be encouraged along the edges of the roads and driveways. This buffer strip may be mowed once-per growing season to prevent its gradual transition into forest species. Where new structures are planned here, outside of the historic district, these should be located with a similar spacing between existing structures, set parallel to the natural slope of the land, set back from the main road with driveways, and surrounded by a screen of vegetation to enhance the feeling of the structure surrounded by woodland. If garages are to be constructed, these should be oriented so that the overhead garage doors are at right angles to the adjacent roadway, and that the overhead door is not on the façade opening onto the roadway. Ideally the structures would not extend beyond two stories or otherwise be over 50 feet in length when viewed from the road.

Enhancing Historic Character of District North of Park Road

Located in the northern part of the Historic District, opposite the Denali Park Road which bisects the historic district, buildings 111 and 22 are two of the oldest buildings in the headquarters area. These two buildings are currently used for employee housing. This isolated quadrant of the historic district requires the same level of preservation care as the rest of the historic district (Figure 4.6). Building 22, being a survivor of the early Harry Karstens period of park management, is perhaps the most historic building within the district, despite its having been moved several times. This early building, once the Superintendent's Office, has also served as the park's first visitor contact station, and the park's first museum. Building 22 survives as an artifact of Denali National Park and Preserve's origins and interesting early history, and warrants careful preservation.

Rehabilitating Sled Dog Demonstration Area

A popular sled dog demonstration within the historic park headquarters district has long been a highlight of the visitor experience of Denali National Park. Visitors to the sled dog demonstration typically arrive via busses, which disembark passengers onto the steep and uneven shoulder of the east-west service road that bisects the historic district (Figure 4.7). Improving universal access for those with mobility issues, as well as providing a means for busses to return to the Denali Park Road without traversing the center of the historic district requires constructing a driveway loop just beyond the western boundary of the historic district. The proposed driveway loop will allow passengers to disembark on more predictable footing, at a location somewhat closer to the attraction. The proposed loop will also eliminate through traffic and make possible more generous pedestrian use of the central core of the headquarters district for walking tours, expanding frontcountry interpretive opportunities as specified in the park's planning documents.

Enhancing Historic Character of Headquarters Road Terminus

Historically, the headquarters entry road terminated at its southern end with a tree-filled wagon-turn providing access to the headquarters area dump. This area is within the Historic District. Extending east, outside of the district is a small unpaved road leading to a large level area about 70 by 80 feet in size that is currently used for materials storage of bulk materials. The park may choose to develop the materials storage site in the future to meet new requirements. Perched on the southeastern corner of the headquarters area, this natural bench or terrace would be an excellent site for a structure, parking area, or campsite. The area is currently used for storage of wood and composting. Just to the west of this area is the boundary for the Historic District. The abandoned wagon-turn overlooking the former headquarters area dump is an important design terminus of the headquarters entry drive or "Main Street." Although the area has long been used for materials storage, this area should be considered as an important node in a walking tour of the Headquarters Historic District, and although the area was historically used as a dumping ground, some housekeeping and clean-up appears to be well-justified. Any development of the site at the Southeast corner of the headquarters area should be visually compatible with this terminus of the Headquarters Road (Figure 4.8).

TREATMENT TASKS

The goals and actions/tasks listed below support the general concept approved as part of the 1986 DCP calling for rehabilitation of buildings and landscape within the historic Denali Headquarters District. The scope of the proposed rehabilitation may be organized under five primary objectives, requiring several subordinate actions or tasks. For a graphic overview of the treatment tasks described below the following headings and subheadings, see Drawing 4.1.

Circulation and Parking

1. Eliminate Parking and Through-Traffic from Center of Historic District (Drawing 4.2)

Reestablish pre-WWII landscape character of the historic Headquarters District and expand front country interpretive opportunities by eliminating paved parking spaces and through-traffic from the center of the district.

The cultural landscape report project has been tasked in part to inform the 2007 Park Headquarters Master Plan effort. The layout, buildings, vegetation, and views in the headquarters area offer opportunities to expand the visitor experience and interpretation. Featuring among the oldest buildings within the park, the Denali park headquarters district is an excellent place to relate the story

of the establishment and early development of the park and the cultural history of the region. The dog kennel and sled dog demonstration provide further insights into the challenges of living in this rugged subarctic landscape. The mix of plant species allows for interpretation of the plants found in the post-glacial boreal forest. The relatively small developed area allows for unobstructed views to the surrounding undeveloped hills and mountains. The Roadside Trail, connecting to the Rock Creek trail, allows for further exploration of the surrounding natural landscape, providing the route for a pleasant short hike between the modern park Visitor Center and the historic Park Headquarters. For a graphic overview of the treatment tasks relating to circulation and parking, please see Drawing 4.2.

Circulation and Parking Actions/Tasks:

A. **Remove** bituminous pavement proliferating at the center of the district after WWII, and replace formerly paved surfaces with native vegetation (Figures 4.9 and 4.10).

B. **Install** bituminous chip-seal over the paved surface inside the limits of the historic central Service Court, as well as on newly defined bituminous paved pathways between historic headquarters buildings. Doing so will more clearly differentiate the walking surfaces of the pedestrian zone, as well as to enhance the pre-WWII character of the landscape. Newly constructed pathways will comply with applicable codes and guidelines relating to universal accessibility.

C. **Install** traffic control measures, optionally consisting of removable bollards, or rustic boulder/chain gates, or rustic timber cross-buck stanchion, in order to eliminate all but emergency vehicles from the center of the historic headquarters district. Installing these barriers as recommended will render the center of the historic district as a pedestrian zone, making it practical for visitors to visit and tour this cluster of historic rustic buildings on foot, and minimize requirements for snowplowing and sanding which have contributed to the degradation to roadside vegetation (Figures 4.11 through 4.16).

D. **Construct** a new bus parking loop and service road improvements permitting busses to return to Denali Park Road without traveling through the center of the Headquarters historic district. This task also requires the relocation and redesign of the intersection of the east-west Headquarters Service Road with the main Denali Park Road. This recommendation offers several enhancements to universal accessibility for those visitors coping with mobility issues. Bus passengers, a disproportionate number of whom are elderly, currently disembark the buses on the steep grade and uneven footing of the Service Road shoulder. The bus parking loop is proposed to extend south of the Service Road, offering space to grade the topography for a more even and predictable footing, while at the same time disembarking passengers somewhat closer to their destination.

E. **Construct** three new parking lots at the perimeter of the historic district accommodating parking displaced from the center of the historic district. These new lots are proposed to be located 1.) immediately south of Bldg. 118; 2.) west of the current visitor's lot, and; 3.) east of the current terminus of the north-south Headquarters Road, as shown on Drawing 4.2.

2. Enhance and Protect Roadside Vegetation and Character Throughout Historic District (Drawing 4.3)

Enhance pre-WWII historic character of the roadsides throughout the Denali headquarters district. For a graphic overview of the treatment tasks relating to roadside vegetation and character, please see Drawing 4.3.

Roadside Character and Vegetation Actions/Tasks:

A. **Remove** windrows of sand found at road shoulders throughout the Denali headquarters area that have accumulated due to winter snow-plowing operations (Figure 4.17 and 4.18). Removing accumulated sand will improve drainage of storm and melt-water away from the road surface, and encourage the growth of low-growing native annual and perennial herbaceous plants along the road shoulder, consistent with the historic character of the landscape (Refer to Drawing 4.3 for approximate scope of proposed sand recovery work). This low growing vegetation may be cut back once at the end of each growing season with nylon string line trimmers to discourage the growth of forest trees on the immediate road shoulder.

B. **Protect** roadside trees and vegetation by installing limited numbers of non-historic boulder barriers. These barriers will serve to protect vulnerable roadside vegetation from damage associated with informal parking along the road shoulder which has in many instances has caused soil compaction and mechanical damage to trees and other roadside vegetation (Figure 4.19 and 4.20). Installation of non-historic boulder barriers should be judiciously undertaken, using the minimum number of stones to accomplish the intended purpose (Figure 4.21).

C. **Redefine** edge of road surface, removing excess pavement where it has incrementally expanded in the area adjacent to buildings B102 and B106 (Refer to Drawing 4.3 for graphic showing scope of pavement removal and revegetation work).

D. **Resurface** the drainage swale at the west façade of Bldg. 106 (The Barn) to replacing bituminous pavement in the swale with stone rubble pavement (Figures 4.22 and 4.23).

E. **Remove** and relocate materials storage sheds and racks away from the visually prominent southern terminus of the north-south main headquarters road (Refer

to Drawing 4.2; See also Figure 4.8). These storage facilities may be shifted modestly to the west, eliminating them from view down the central axis of the north-south Headquarters Road. Once the materials storage sheds and racks have been removed from their current placement, the terminus of the central Headquarters Road should be revegetated and equipped with roadside boulder barriers to discourage future informal materials storage in this prominent area.

F. **Establish** an eight-foot wide buffer of native annual and herbaceous plants between the edges of headquarters roads and areas of managed turfgrass, or lawn. These less manicured buffer strips will enhance the pre-WWII rustic landscape character of the Denali headquarters, and may be economically established by limiting mowing or string-trimming to once per growing season (Figure 4.24 and 4.25).

3. Improve Sight-Distances at Intersection of Park Road and Headquarters Road. (Drawing 4.4)

Denali National Park's primary visitor facility is the main Denali Park Road, which bisects the historic district. The park is seeking to improve sight-distance at the entrance to historic headquarters district at the intersection with the Denali Park Road out of concern for visitor and employee safety. The existing flagstaff placed at the northern terminus of the north-south Headquarters Road is of historical importance and great meaning and must be preserved in situ, despite proposed changes to the adjacent Denali Park Road. For an graphic overview of the treatment tasks relating to sight-distances on the main Denali Park Road, please see Drawing 4.4.

Park Road Sight-Distance Actions/Tasks:

A. **Preserve** the effective existing axial arrangement of the existing flagstaff, park sign and boulder at the current entrance to the headquarters district as appropriate examples of pre-WWII symbols of the "seat of order and authority… and as instruments of control," required and expected of remote administrative facilities of the national government (Figure 4.26).

B. **Clear** brush, understory and trees from the inside of the adjacent curve west of the district entrance (beyond National Register district boundaries), in order to promote improved vehicular sight-distances at the intersection at the entrance to the historic district (Figures 4.27 and 4.28)

C. **Minimize** changes to the Denali Park Road within the National Register District. When the bridge carrying the Denali Park Road over Rock Creek is eventually rebuilt in order to address engineering performance in a seismic environment, care must be taken to limit realignments and widening of the park road within the Denali Park Headquarters National Register District. Of special concern is the steep roadside embankment immediately north of the park road.

This embankment was oversteepend in the late 1950s when the current Rock Creek Bridge and the current visitor parking lot were constructed. Further widening of the road at this important intersection with the Headquarters Road will further cut into this embankment and compromise the historic character of the Headquarters landscape. Directing any required park road realignments to the area north-east of the National Register District, will accommodate seismic improvements to the bridge, and displace changes away from the important entrance to the headquarters area.

Buildings and Structures

1. Specify Appropriate Locations and Characteristics for Adjacent New Buildings (Drawing 4.5).

Facilitate continued productive use of historic park infrastructure by defining where and how additional office space may be sensitively developed within, or adjacent to, the headquarters district without adverse effects to the characteristics making the property eligible for the National Register of Historic Places. For a graphic overview of the treatment tasks relating to buildings and structures, please see Drawing 4.5.

Buildings and Structures Actions/Tasks:

A. **Specify** a location for new office facilities that is consistent and practical with the context of the surviving historic buildings (Figure 4.29). The most appropriate location identified for the new office building is immediately west of Building 21, oriented to enclose a rough quadrangle of outdoor space. Locating the building in close proximity to existing buildings make more economical and efficient use of park utility systems, and avoids spreading environmental impacts across a wider area of landscape.

B. **Design** and construct a new front-country composting toilet (SST). This proposed small building is consistent with goals found in park planning documents, and is outside of the defined boundary of the historic district. Nevertheless, the new comfort station building should not detract from the character of the historic entrance to the district, especially at the district's vulnerable threshold on the Denali Park Road. With the construction of this new building in the south-west corner of the existing visitor parking lot, there are opportunities to reduce existing clutter at the entrance by relocating the informational kiosk, and the public telephone, onto one of the exterior walls of the small building (Figure 4.29).

C. **Specify** the mass and volume of the proposed new office facilities sympathetic to the design geometry of the existing buildings, while encouraging the use of

contemporary green building technologies and avoiding mimicking the details of the historic buildings (Figure 4.30). Building 141 is in extremely poor condition, is identified as a non-contributing building within the central core of log buildings, and yet is outside of the current National Register boundary. The park plans to remove Building 141 and construct a larger structure that will serve as a community center and library.

While the proposed new building need not mimic the materials and finishes of the adjacent historic buildings, the new building replacing Building 141 should be similar in scale and massing to the surviving ensemble of buildings, reflecting and complementing the façade geometries of adjacent buildings.

Regarding pioneer log construction for new structures, Albert Good, editor of the Depression-Era National Park Service design manual wrote in 1938, "Where wood is the material indicated for use, some of the more important structures may well reproduce faithfully pioneer log construction to create, and so preserve for study, the fast disappearing construction methods of the frontier." On the other hand, minor and oft-repeated units, such as cabins, do well to utilize more economical, even less picturesque and durable, materials and methods."[9]

While set free of mimicking the historic construction techniques of adjacent buildings, the proposed new administration buildings should respect its context, and be oriented so that its gable ridge is oriented east and west in deference to existing buildings. Similarly, the height of the new roofline should not exceed approximately 32 feet and the width of the building should not extend beyond 48 feet, with the exception of porches. The closest historic building is the Administration Building (Building 21). This nearby 2-story structure has a footprint of 34 by 34 feet. The log frame building has a reinforced concrete basement, a wood frame second story, and gable roof with dormers. The east and west sides have shed roofed porches supported by 12-foot columns.

D. **Design** a new system of pathways serving the buildings at the center of the historic district. This new system of pedestrian pathways within the area that is currently paved and used as parking, will help provide universal accessibility to historic buildings as well as to facilities planned for the future. These accessible pathways should be surfaced with a chip-seal over a bituminous surface, consistent with the treatment of the adjacent service court, in order to provide year-round accessibility (Figure 4.31).

E. **Build** limited numbers of small garages to serve headquarters residences as indicated by park planning documents. However to minimize the intrusion of these new non-historic buildings both within the historic district boundaries and beyond the district boundaries, these new garages should be sited so that the overhead garage doors to not open onto the adjacent road or street. Doing so will help to mitigate the visual clutter of outdoor equipment typically associated with garages (Figure 4.32).

Small-Scale Features

1. Develop and Install a Palette of Appropriate Non-Historic Park Fixtures in the Historic Character of the Headquarters District (Drawing 4.6).

Identify a palette of compatible non-historic park fixtures, such as signs, safety and vehicular barriers, free-standing lighting, interpretive displays, and benches where needed for continued park use. For a graphic overview of the treatment tasks described below, relating to small-scale features, see Drawing 4.6. However, note that the placement of every possible sign, bench, wayside, or bollard is not indicated on Drawing 4.6. This report cannot anticipate the need for every sign, bench, or wayside exhibit that will be deemed necessary in the coming years. The schematic details offered below as accompanying figures are intended to guide park managers in choosing fixtures and site furnishings that are consistent with the historic character of the Denali Park Headquarters Historic District.

Small-Scale Features Actions/Tasks:

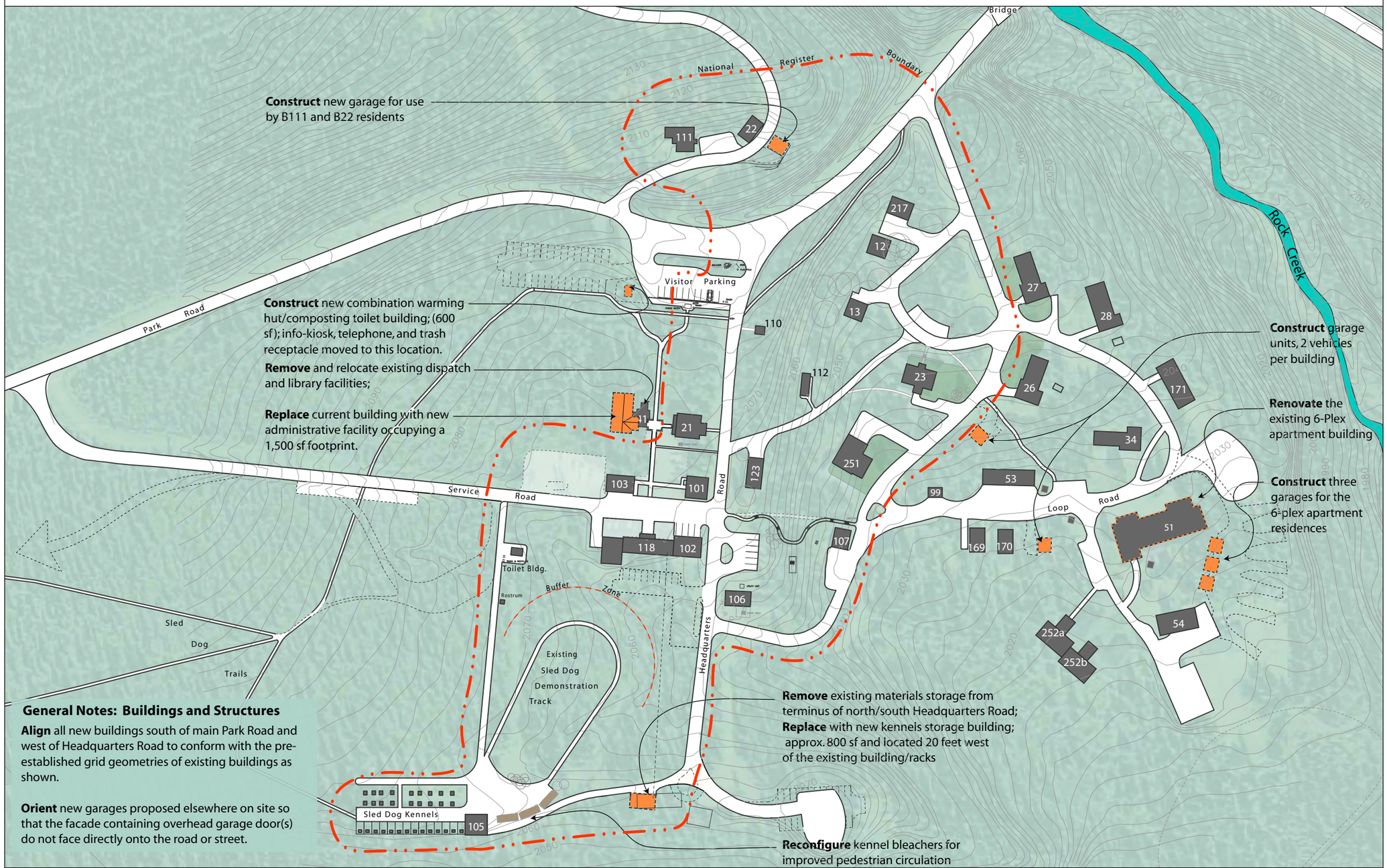
A. **Adapt** the palette of site details developed as part of the 2003 Denali Front country Visitor Facilities project (DSC/TIC: 184/80,202) for use at the historic headquarters district by reducing the massive scale of timber elements to match the smaller scale of the historic buildings present within the historic headquarters district (Figures 4.33 through 4.41).

B. **Replace** non-historic steel bollards and other visually prominent safety barriers used to protect above ground elements of utility systems with alternative non-historic boulder barriers that are more sympathetic with the rustic wilderness values of the historic headquarters landscape. Rustic boulder barriers, while not in widespread use historically within the park headquarters district, nevertheless represent an improvement to historic character over the safety barriers currently in use. Factory finishes present on utility cabinets, fuel tanks, satellite dishes that are highly reflective or otherwise bright in color, should be painted a medium to dark flat brown in order to recede from view (Figures 4.42 through 4.45).

C. **Limit** outdoor lighting to building-mounted light fixtures; design and install free-standing light fixtures in areas of pedestrian traffic where building mounted lighting is not practical. New lighting should comply with NPS requirements intending to limit light pollution and promote a dark night sky incorporating motion detectors, timers, and other technologies wherever appropriate (Figure 4.46). The assortment of building mounted light fixtures should be replaced for consistency, choosing a fixture featuring a green enamel hood which has recently been specified by the park architect.

ENDNOTES - TREATMENT

[1] 39 Stat. 938.
[2] DCP, December 1996, 14.
[3] DCP, December 1996, 14-15.
[4] GMP, November 1986, 64.
[5] *Secretary of Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes*, p. 50.
[6] Albert Good, *Park and Recreation Structures*, Part 1: Administration and Basic Service Facilities, 1938, p. 4-5.
[7] Power Point Presentation and Trip Report, DENA/OCLP Workshop, August 2005.
[8] Albert Good, *Park and Recreation Structures*, 1938, 5.
[9] Good, 1938, 4.



General Notes: Buildings and Structures

Align all new buildings south of main Park Road and west of Headquarters Road to conform with the pre-established grid geometries of existing buildings as shown.

Orient new garages proposed elsewhere on site so that the facade containing overhead garage door(s) do not face directly onto the road or street.

Cultural Landscape Report

Denali National Park and Preserve Park Headquarters

Denali Borough of Alaska

Treatment Plan: Buildings and Structures

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

SOURCES

1. CAD File name HQtopo-master plan
2. Field Survey completed by Olmsted Center, April 2005

DRAWN BY

Joel Smith, AutoCAD 2002 and Illustrator 10, 2006/11/27
Revised: H. Eliot Foulds 2008/06/30

LEGEND



Existing Building

Proposed Building

National Register Boundary

0′ 37.5′ 75′ 150′ 300′
Approximate Scale

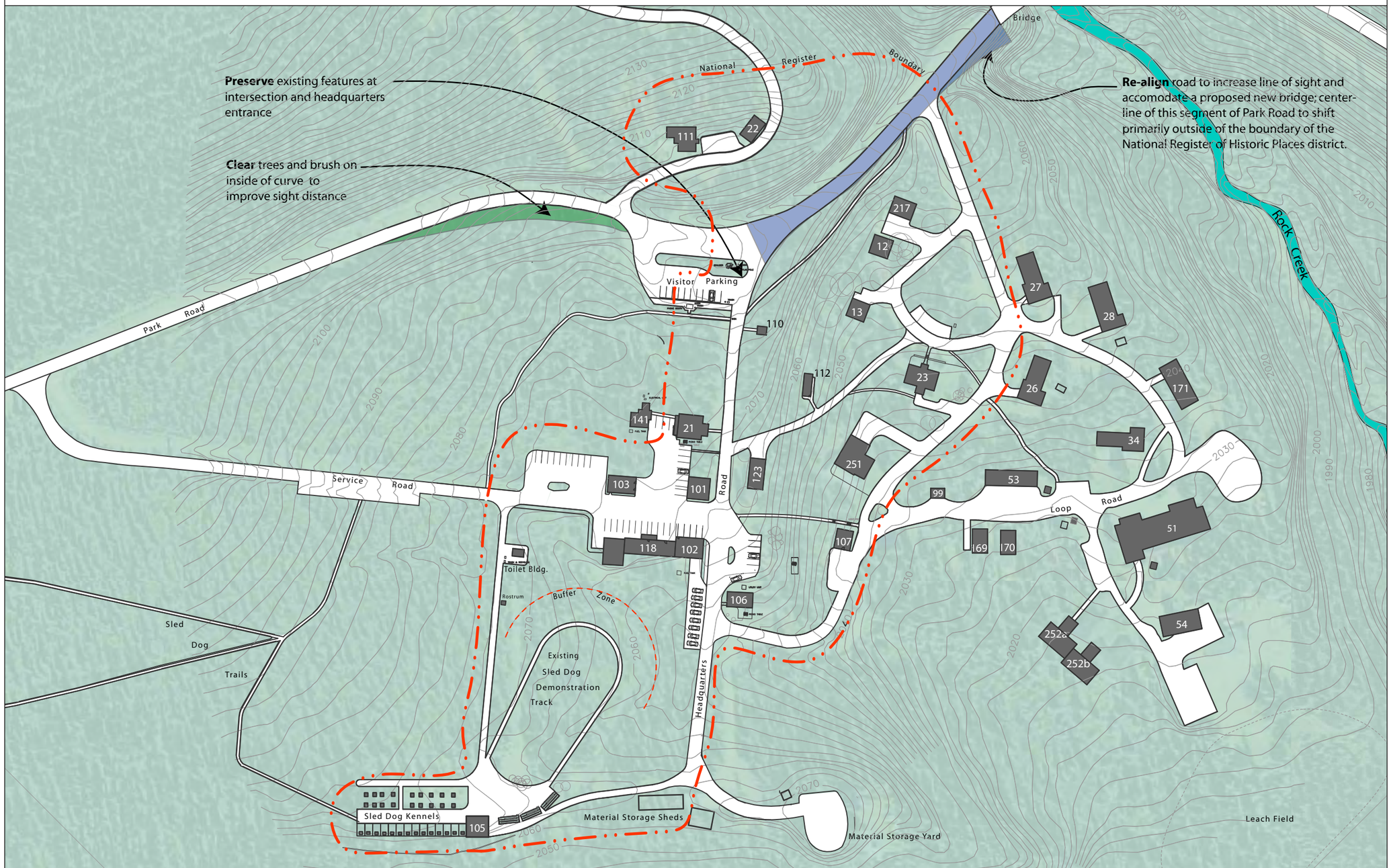
Drawing 4.5

Cultural Landscape Report

Denali National Park and Preserve Park Headquarters

Denali Borough of Alaska

Treatment Plan: Park Road Sight-Distance



National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

SOURCES

1. CAD File name HQtopo-master plan
2. Field Survey completed by Olmsted Center, April 2005

DRAWN BY

Joel Smith, AutoCAD 2002 and Illustrator 10, 2006/11/27
Revised: H. Eliot Foulds 2008/06/30

LEGEND

Limits: Park Road Realignment

Limits: Vegetation Clearance

National Register Boundary

0′ 37.5′ 75′ 150′ 300′
Approximate Scale

Drawing 4.4

Cultural Landscape Report

Denali National Park and Preserve Park Headquarters

Denali Borough of Alaska

Treatment Plan: Roadside Vegetation and Character

National Park Service

Olmsted Center for Landscape Preservation

www.nps.gov/oclp

SOURCES

1. CAD File name HQtopo-master plan
2. Field Survey completed by Olmsted Center, April 2005

DRAWN BY

Joel Smith, AutoCAD 2002 and Illustrator 10, 2006/11/27
Revised: H. Eliot Foulds 2008/06/30

LEGEND

Proposed Native Revegetation

Proposed Sand Recovery Site

Proposed Native Vegetation Buffer

0′ 37.5′ 75′ 150′ 300′
Approximate Scale

Drawing 4.3

General Notes: Parking and Circulation

Reestablish the rustic pre-WWII character of the Denali Headquarters Historic District by removing parking and through-traffic from its center. **Expand** frontcountry interpretive opportunities through encouraging walking tours within defined Headquarters pedestrian zone

Relocate parking to outside of historic core

Construct new accessible walkways

Revegetate non-historic parking areas within historic core

Regrade non-historic Service Road to improve storm drainage

Construct new tour bus return loop to eliminate through traffic from historic core

Relocate existing intersection for improved safety

Apply chip-seal to existing pavement - **Exclude** vehicular thru-traffic with rustic boulder and chain gate.

Realign existing route and define edges for efficiency of kennel and tour operations

Revegetate shoulders of existing gravel road

Realign existing path for winter safety

Configure new driveways for proposed garages so that overhead doors to not front onto road or street.

Redefine edge of road and parking by removing excessive paving in the historic core

Relocate parking to outside of historic core

Reestablish wagon-turn at terminus of Headquarters Road - relocate materials storage elsewhere

Park Road

Service Road

Headquarters Road

Loop Road

Rock Creek

National Register Boundary

Visitor Parking

Toilet Bldg.

Rostrum

Buffer Zone

Existing Sled Dog Demonstration Track

Sled Dog Kennels

111 22 217 12 13 27 28 110 112 23 26 51 141 21 34 251 103 101 123 53 99 107 169 170 52 118 102 106 54 252a 252b 105

Cultural Landscape Report

Denali National Park and Preserve Park Headquarters

Denali Borough of Alaska

Treatment Plan: Parking and Circulation

National Park Service

Olmsted Center for Landscape Preservation

www.nps.gov/oclp

SOURCES

1. CAD File name HQtopo-master plan
2. Field Survey completed by Olmsted Center, April 2005

DRAWN BY

Joel Smith, AutoCAD 2002 and Illustrator 10, 2006/11/27

Revised: H. Eliot Foulds 2008/06/30

LEGEND

Existing Surface

Proposed Surface

Proposed Chip Seal

Proposed Native Revegetation

0′ 37.5′ 75′ 150′ 300′

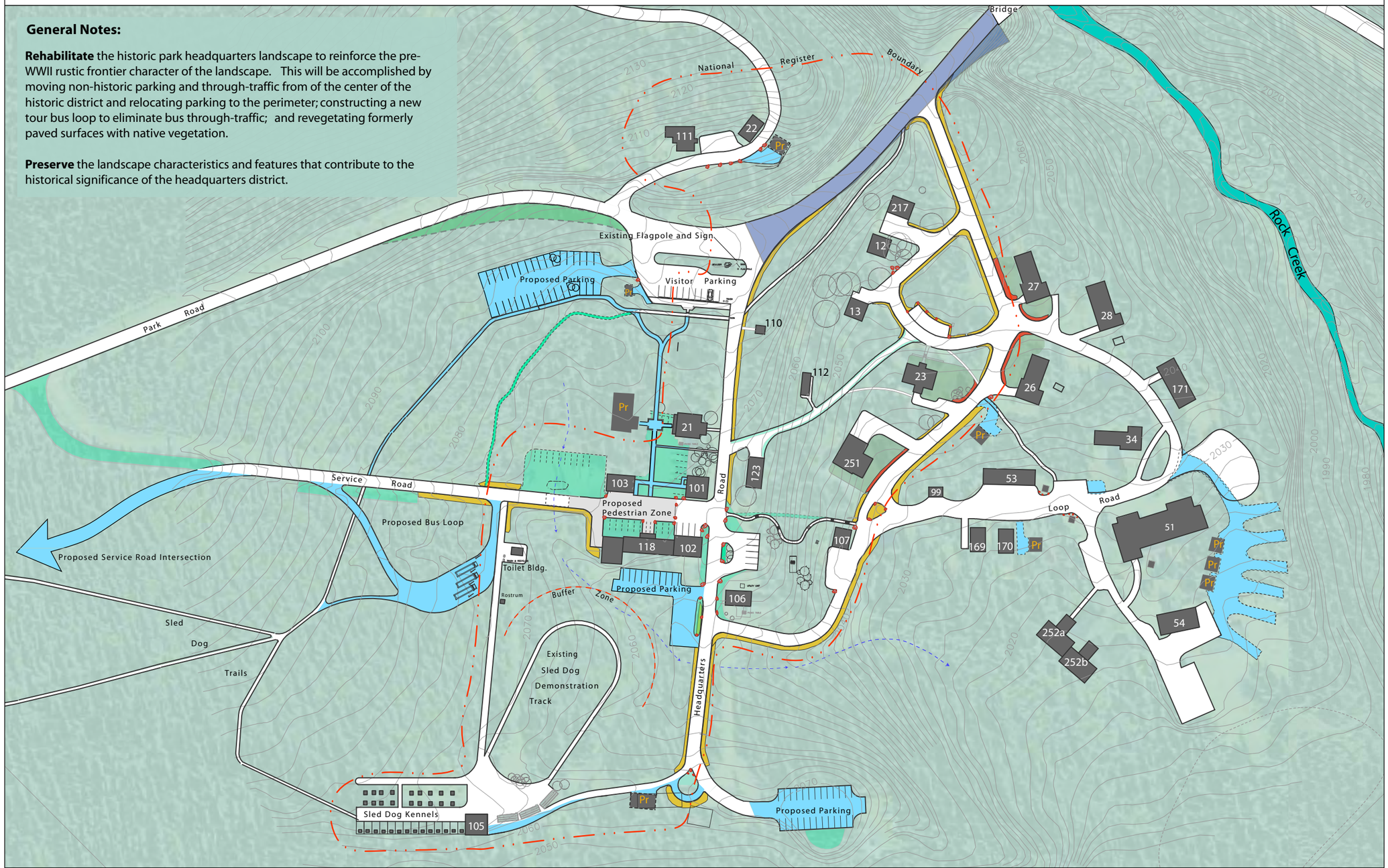
Approximate Scale

Drawing 4.2

General Notes:

Rehabilitate the historic park headquarters landscape to reinforce the pre-WWII rustic frontier character of the landscape. This will be accomplished by moving non-historic parking and through-traffic from of the center of the historic district and relocating parking to the perimeter; constructing a new tour bus loop to eliminate bus through-traffic; and revegetating formerly paved surfaces with native vegetation.

Preserve the landscape characteristics and features that contribute to the historical significance of the headquarters district.



Cultural Landscape Report

Denali National Park and Preserve Park Headquarters

Denali Borough of Alaska

Treatment Plan: Composite Drawing

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

SOURCES

1. CAD File name HQtopo-master plan
2. Field Survey completed by Olmsted Center, April 2005

DRAWN BY

Joel Smith, AutoCAD 2002 and Illustrator 10, 2006/11/27
Revised: H. Eliot Foulds 2008/06/30

LEGEND

- Existing Building
- Proposed Building
- Proposed Surface
- Native Revegetated Surface
- Limits: Park Road Realignment
- Limits: Vegetation Clearance
- Proposed Sand Recovery Site
- Proposed Native Vegetation Buffer
- Proposed Boulder Barrier(s)

0′ 37.5′ 75′ 150′ 300′
Approximate Scale

Drawing 4.1

Cultural Landscape Report

Denali National Park and Preserve Park Headquarters

Denali Borough of Alaska

Treatment Plan: Small-Scale Features

National Park Service

Olmsted Center for Landscape Preservation

www.nps.gov/oclp

SOURCES

1. CAD File name HQtopo-master plan
2. Field Survey completed by Olmsted Center, April 2005

DRAWN BY

Joel Smith, AutoCAD 2002 and Illustrator 10, 2006/11/27

Revised: H. Eliot Foulds 2008/06/30

LEGEND

- Existing building-mounted light
- Existing free-standing light
- Proposed free-standing light
- Proposed boulder-barriers
- National Register Boundary

0′ 37.5′ 75′ 150′ 300′

Approximate Scale

Drawing 4.6

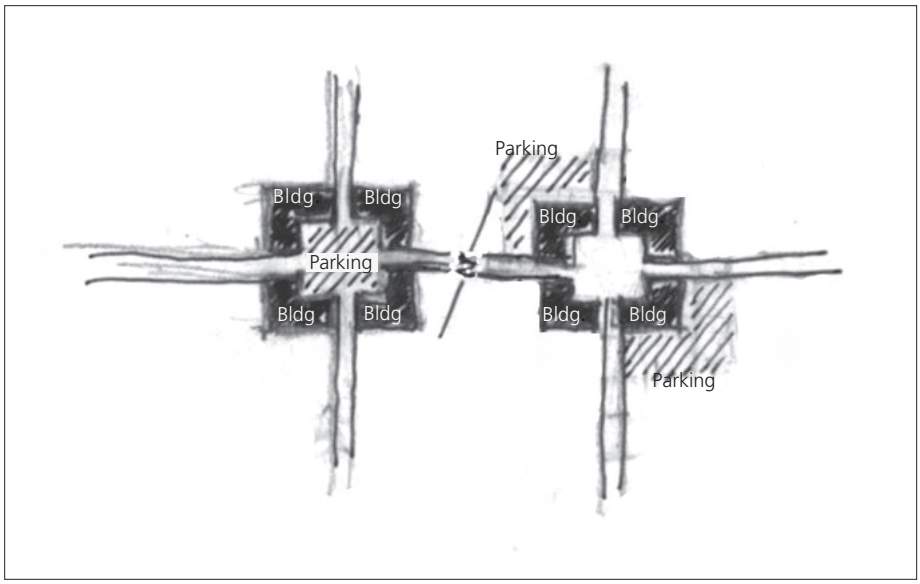


Figure 4.1. This diagram illustrates the reorientation of parking from the center of the Denali Headquarters historic district to the perimeter. The removal of parking and through-traffic from the center of the historic district is fundamental to rehabilitating the historic character of the district (OCLP, 2006).



Figure 4.2. Preserving Headquarters Entrance Area Character - The preservation of this historic entrance to park headquarters is critical to the successful rehabilitation of the landscape. Designed in the 1920s to mark the park headquarters as the symbolic "seat of order and authority... and as an "instrument of control" in a remote wilderness, the entrance is the site of component features including a vegetated traffic island, flagpole, park sign, and boulder that are consistent with the scale and rustic character of the Denali Park Headquarters National Historic District (OCLP, 2006).



Figure 4.3. Preserving Headquarters Core Area Character - Relocating parking out of the center, toward the perimeter of the historic district is fundemental to the overall rehabilitation of the historic landscape. Following the end of World War II, the landscape at the center of the cluster of rustic buildings in the park headquarters was paved with bituminous concrete in order to provide additional parking (OCLP, 2006).



Figure 4.4. Preserving Service Area Character - Vehicular access to the historic service court will be limited by the installation of removable barriers, in order to eliminate through-traffic from the center of the historic district. This paved area will also be given a chip-seal surface treatment to better simulate the rustic gravel surface present during the pre-WWII period of significance (OCLP, 2006).



Figure 4.5. Preserving Residential Area Character - A narrow buffer strip of native vegetation is recommended where the lawns of residences in the headquarters district meet the adjacent roadway. This strip of native vegetation may be encouraged by mowing or cutting the vegetation within the strip only at the end of each growing season (OCLP, 2006).



Figure 4.6. Preserving Residential Area Character North of Park Road - Although isolated from the larger portion of the Headquarters district by the Denali Park Road, the portion of the district north of the park road should be treated consistently with the larger area south of the park road. Building 22, pictured above, is perhaps the most historic building within the headquarters district, built by the park's first superintendent, the building once served as the park's first visitor contact station and the park's first museum (OCLP, 2006).



Figure 4.7. Rehabilitating Sled Dog Demonstration Area - A new bus loop improving service to those with mobility issues, is proposed for the sled dog demonstration area. This measure will also facilitate the elimination of shuttle bus through traffic from the center of the historic district. Bus passengers, a disproportinate number of whom are elderly, currently disembark for the popular sled dog demonstration on the steep and uneven footing of the gravel road shoulder (OCLP, 2006).



Figure 4.8. Enhancing Historic Character of Headquarters Road Terminus - Although the terminus of the central Headquarters Road has long been used for materials storage. Clean-up and improvement of storage facilities in this area appears well justified (OCLP, 2006).



Figure 4.9. Circulation and Parking - Elimnate central parking and through-traffic - Treatment Tasks 1.A and 1.C - Remove bituminous pavement proliferating at the center of the district after WWII. Existing conditions shown above detract greatly from the historic character of the property (OCLP, 2006).



Figure 4.10. Circulation and Parking - Eliminate centeral parking and through-traffic - Treatment Tasks 1.A and 1.C - This photo simulation illustrates the effect of removing the excess bituminous pavement and reestablishing native ground cover species. A boulder-barrier rustic chain gate is also depicted in this simulation, but other alternatives such as bollards, or timber cross-buck stanchions would also be appropriate choices for eliminating all but emergency through-traffic (OCLP, 2007).

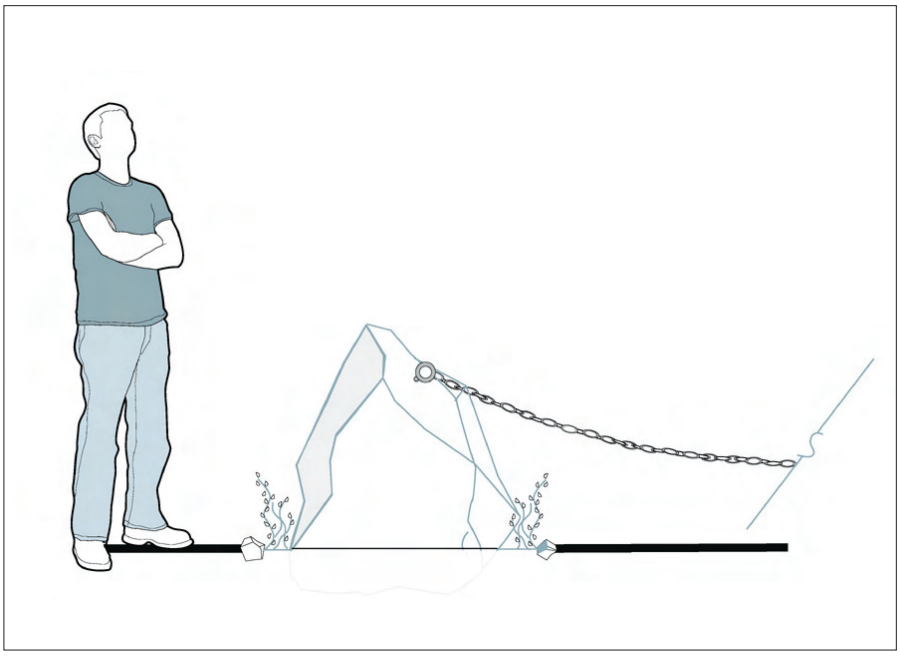


Figure 4.11. Circulation and Parking - Eliminate central parking and through-traffic. Treatment Task 1.C - Install traffic control measures to elimiate through traffic from center of district. This detail of a boulder-barrier chain gate is one of the appropriate options that may be used to control vehicular access into the core of the Denali Park Headquarters historic district. Drawing not to scale (OCLP, 2007).



Figure 4.12. Similar boulder gates are used elsewhere in the national park system to control vehicular access, while avoiding introducing contemporary designed elements (ACAD, 1997).

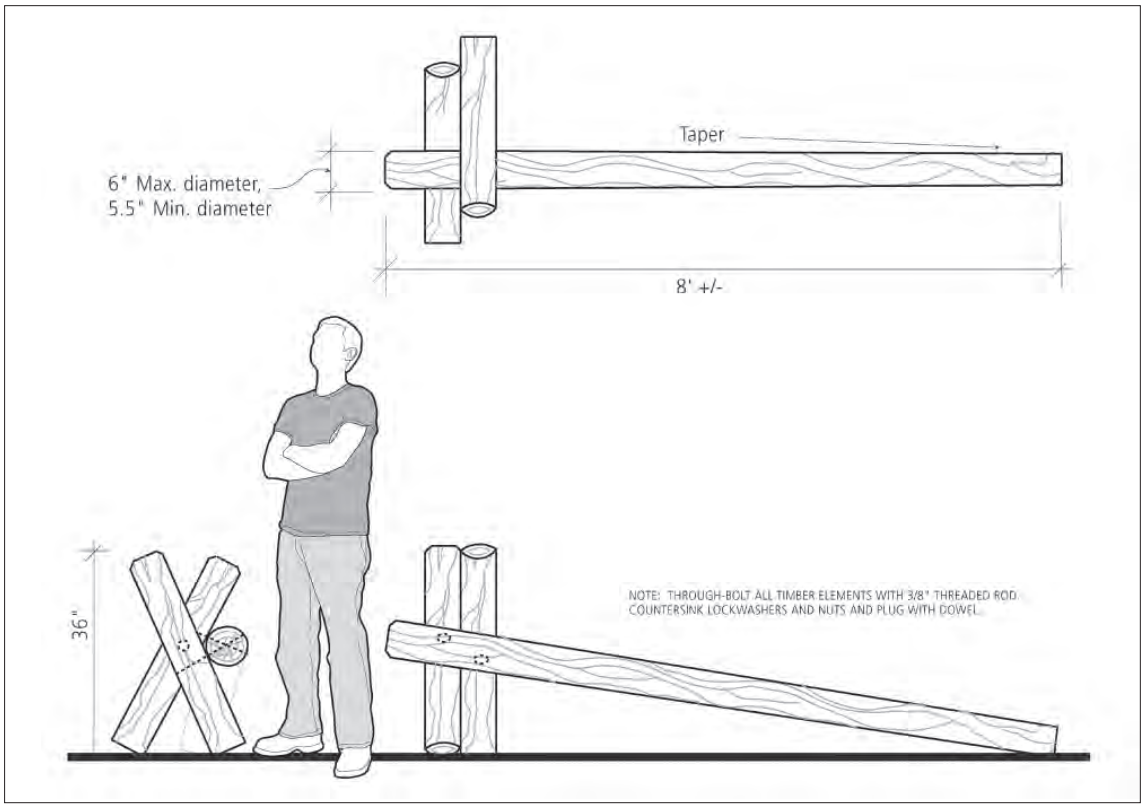


Figure 4.13. Circulation and Parking - Eliminate central parking and through-traffic - Treatment Task 1.C - Install traffic control measures to elimiate through traffic from center of district. As a less permanent alternative to a boulder and chain gate, the cross-buck timber barriers shown above may be arranged to control vehicular access into the pedestrian zone planned for the core of the Denali Park Headquarters historic district. Drawing not to scale (OCLP, 2007).



Figure 4.14. Similar barriers are found in use elsewhere in the national park system to control access and to organize otherwise informal parking on gravel lots that require winter-time snow removal. The barriers may be turned 90 degrees to the direction of travel for use as a moveable bollard (OCLP, 2006).



Figure 4.15. Circulation and Parking - Eliminate central parking and through-traffic. Treatment Tasks 1.A and 1.C - Eliminate parking and through-traffic from the center of the historic district; install traffic control measures. Existing conditions shown above include an abundance of bituminous concrete installed after 1945 to facilitate staff parking. These conditions detract greatly from the historic character of the property (OCLP, 2006).



Figure 4.16. Circulation and Parking - Eliminate central parking and through-traffic. Treatment Tasks 1.A and 1.C - Traffic control measures such as removable bollards, or otherwise bouder-chain gates, or alternately, an arrangement of Timber Cross-buck stanchions would establish a pedestrian zone at the center of the Denali Park Headquarters District. A conventional gate is discouraged at this location, because the long span required would involve a large heavy gate, introducing a visually prominent non-historic feature that would detract from the historic character of the property (OCLP, 2007).



Figure 4.17. Circulation and Parking - Enhance Roadside Character and Vegetation - Treatment Task 2.A - Remove windrows of sand found developing at road shoulders. Accumulations of sand develop into windrows at the shoulder of Denali Park Headquarters roadways impeding the flow of surface drainage from the roadway, and destroys roadside vegetation (OCLP, 2006).



Figure 4.18. Circulation and Parking - Enhance Roadside Character and Vegetation - Treatment Task 2.A - Remove windrows of sand found developing at road shoulders. Over time, accumulation of roadside sand, has the visual effect of widening the roadway, promoting roadside parking that further damages vegetation (OCLP, 2007).



Figure 4.19. Circulation and Parking - Enhance Roadside Character and Vegetation - Treatment Task 2B - Protect roadside trees and vegetation by installing limited numbers of non-historic boulder barriers. Unrestricted roadside parking within the Denali Park Headquarters District is the cause of soil compaction and mechanical damage to roadside vegetation (OCLP, 2006).



Figure 4.20. Circulation and Parking - Roadside Character and Vegetation - Enhance Roadside Character and Vegetation - Treatment Task 2.B - The careful and limited use of roadside boulder barriers, while not employed historically, would serve as an appropriate response to the pressures and impacts of unrestricted roadside parking. Stone boulders from the region, would remain consistent with rustic frontier character of the cultural landscape (OCLP, 2007).

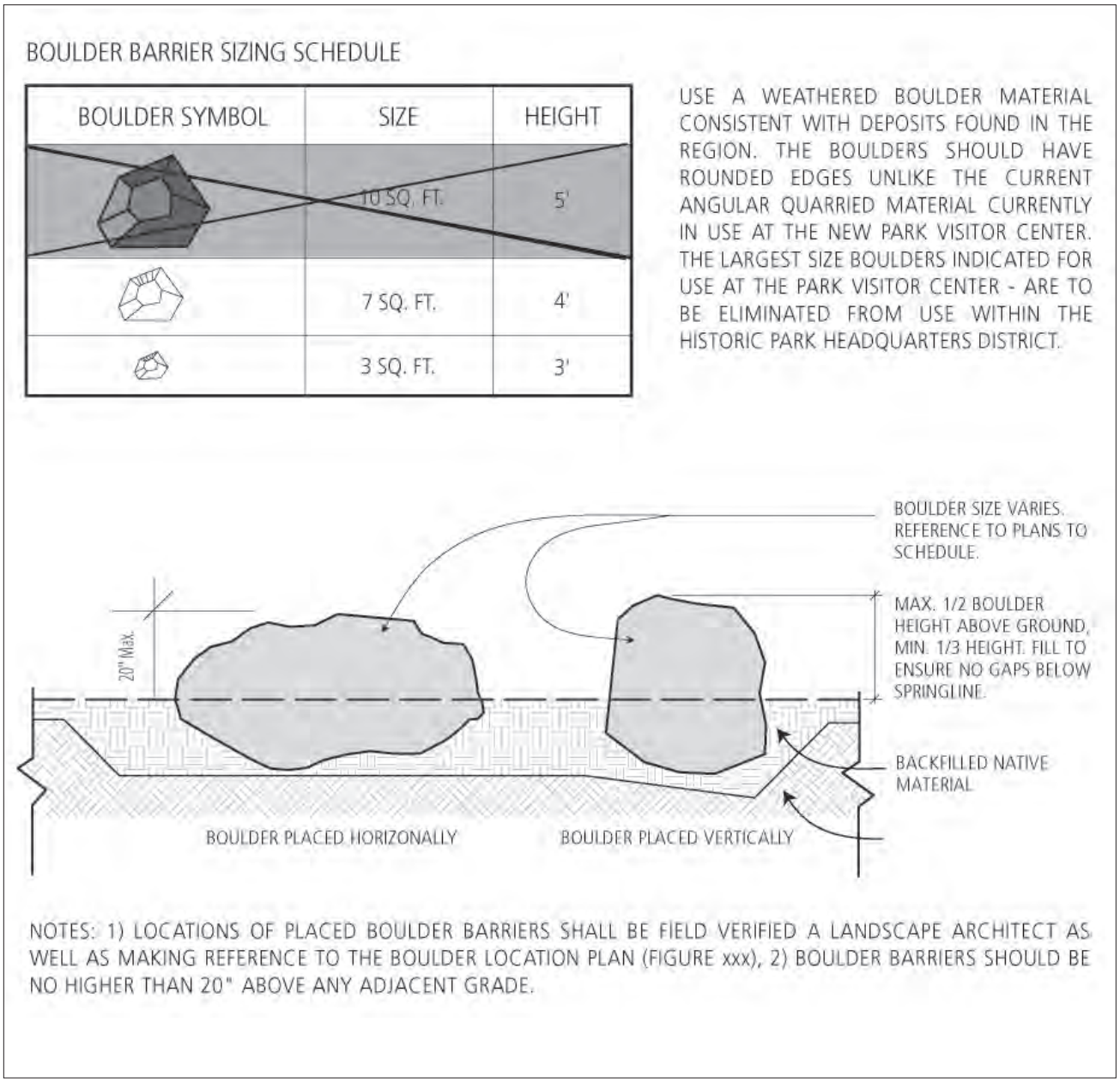


Figure 4.21. Circulation and Parking - Enhance Roadside Character and Vegetation - Treatment Task 2.B - Boulder-Barrier detail, adapted from Denali Visitor Center construction documents, (DENA-184-80202 [id285966]. While not used historically within the Denali Park Headquarters district, limited use of roadside boulder-barriers represents an appropriate choice of material and technique, consistent with the historic character of the property, for controlling and direction vehicles, and protecting sensitive roadside vegetation. While the smaller of the three ranges of boulders are recommended for use in the Headquarters district, two larger boulders may be used for creating a Boulder Chain Gate to limit access into the core area of the district (OCLP, 2007).



Figure 4.22. Circulation and Parking - Enhance Roadside Character and Vegetation - Treatment Tasks 2.B, 2.C and 2.D - The piecemeal widening of roadways and paved surfaces as illustrated by this photograph, have encroached on the setting of historic log buildings and compromises the historic character of the Denali Park Headquarters District (OCLP, 2006).



Figure 4.23. Circulation and Parking - Enhance Roadside Character and Vegetation - Treatment Tasks 2.B, 2.C and 2.D - This photo simulation depicts the effects of removing excess post WWII pavement (2.B), the protection of road shoulders with carefully placed boulder barriers (2.C), and resurfacing the bituminous drainage swale at the front door to Building 106 with stone rubble (OCLP, 2007).



Figure 4.24. Circulation and Parking - Enhance Roadside Character and Vegetation - Treatment Task 2.F - Establish an eight-foot-wide buffer of native vegetation between the edges of headquarters roads and areas of managed turf. Maintained turf, such as this lawn surrounding the historic Superintendent's residence, is widely enjoyed by Headquarters residents for social events and for play during the brief summer season (OCLP, 2006).



Figure 4.25. Circulation and Parking - Enhance Roadside Character and Vegetation - Treatment Task 2.F - Establish an eight-foot-wide buffer of native vegetation between the edges of headquarters roads and areas of managed turf. By establishing an eight foot wide buffer of native annual and herbaceous plants where areas of lawn meet the Headquarters roadways, popular areas of turf grass may be retained while enhancing the historic character of the property. These narrow buffers may be economically established over time by simply limiting mowing to once per year, timed to coincide with the end of each growing season (OCLP, 2007).



Figure 4.26. Circulation and Parking - Improve Sight-Distances at Park Road - Preserve Existing Entrance Features - Treatment Task 3.A - Preserve the effective existing axial arrangement of the flagstaff, park sign and boulder and traffic island at the current entrance to the headquarters district (OCLP, 2006).



Figure 4.27. Circulation and Parking - Improve Sight-Distances at Park Road - Treatment Task 3.B - As seen in this photograph of existing condiions, the clearance of brush, understory and trees from the inside of the adjacent curve on the Denali Park Road would greatly improve sight-distances at the Headquarters entrance without impacting the historic landscape (OCLP, 2006).



Figure 4.28. Circulation and Parking - Improve Sight-Distances at Park Road - Clear trees and brush from adjacent curve - Treatment Task 3.B - As seen in this photo-simulation, immediate improvements to sight-distances on the park road may be economically obtained (OCLP, 2007).

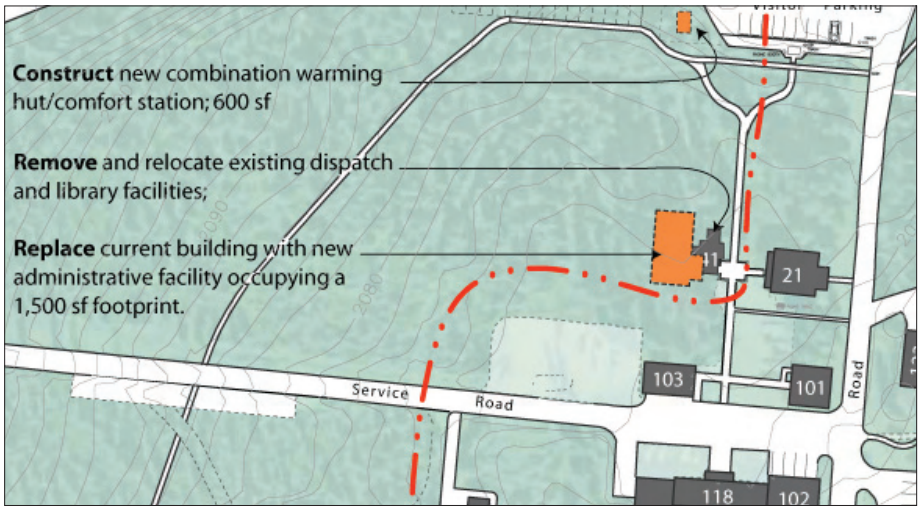


Figure 4.29. Buildings and Structures - Specify appropriate location for new office building in consistent and practial with the context of surviving historic buildings. Treatment Task 1.A - The new administration building replacing the failing Building 141 should be oriented so that it enhances the quadrangle of outdoor space defined by the historic headquarters buildings. The size of the building footprint should be consistent with the scale of neighboring buildings (OCLP, 2007).

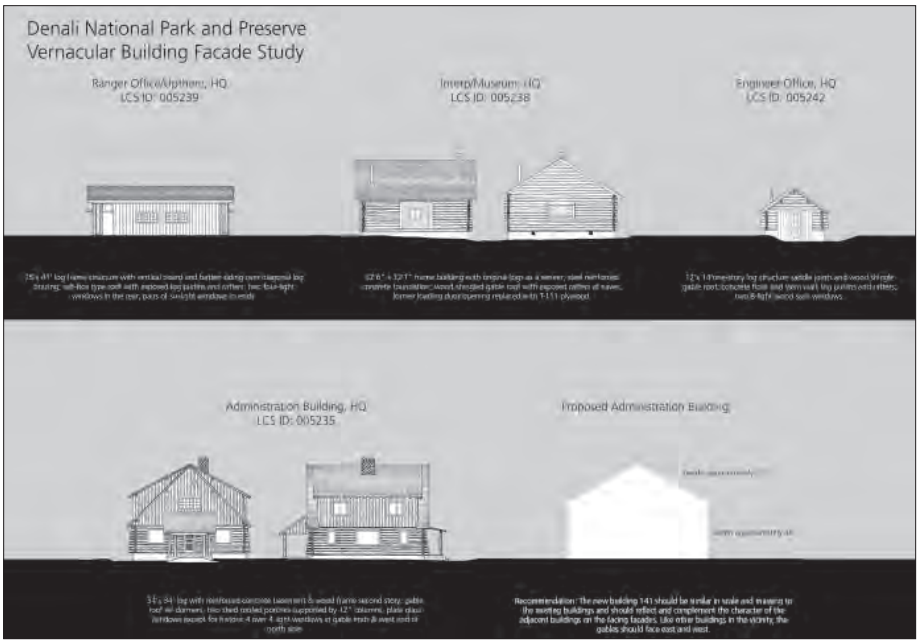


Figure 4.30. Buildings and Structures - Specify the mass and volume of the proposed new office facilities sympathetic to the design geometry of the existing historic buildings. Treatment Task 1.C - The proposed new building may avoid mimicking the materials of the historic buildings, and may employ energy-saving green technologies as care taken with building siting and mass and volume relationships will help the new building to fit appropriately into the context of the historic headquarters district (OCLP, 2006).

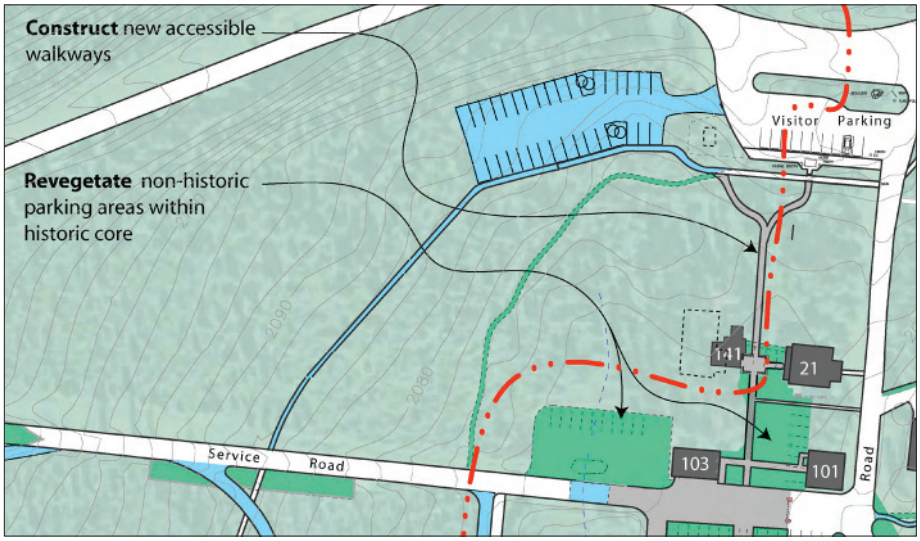


Figure 4.31. Buildings and Structures - Design and install a new system of pathways serving the historic buildings at the center of the Denali Park Headquarters Historic District - Treatment Task 1.D - The arrangement shown above, is similar to simplicity of the historic layout and enhances universal accessibility (OCLP, 2007).



Figure 4.32. Buildings and Structures - Orient new non-historic garages so that overhead garage doors to not open directly onto the adjacent road or street - Treatment Task 1.E - This recommendation, proposed for non-historic garages both with the historic district and beyond the historic district will help to reduce visual clutter due to the accessory vehicles and equipment that are often parked nearby a garage. The arrangement shown above with the new building highlighted in orange is across the road from the historic park superintendent's residence (Building 23), siting the new building outside of the historic district boundary, and providing an opportunity for a vegetative buffer to minimally screen domestic clutter (OCLP, 2007).

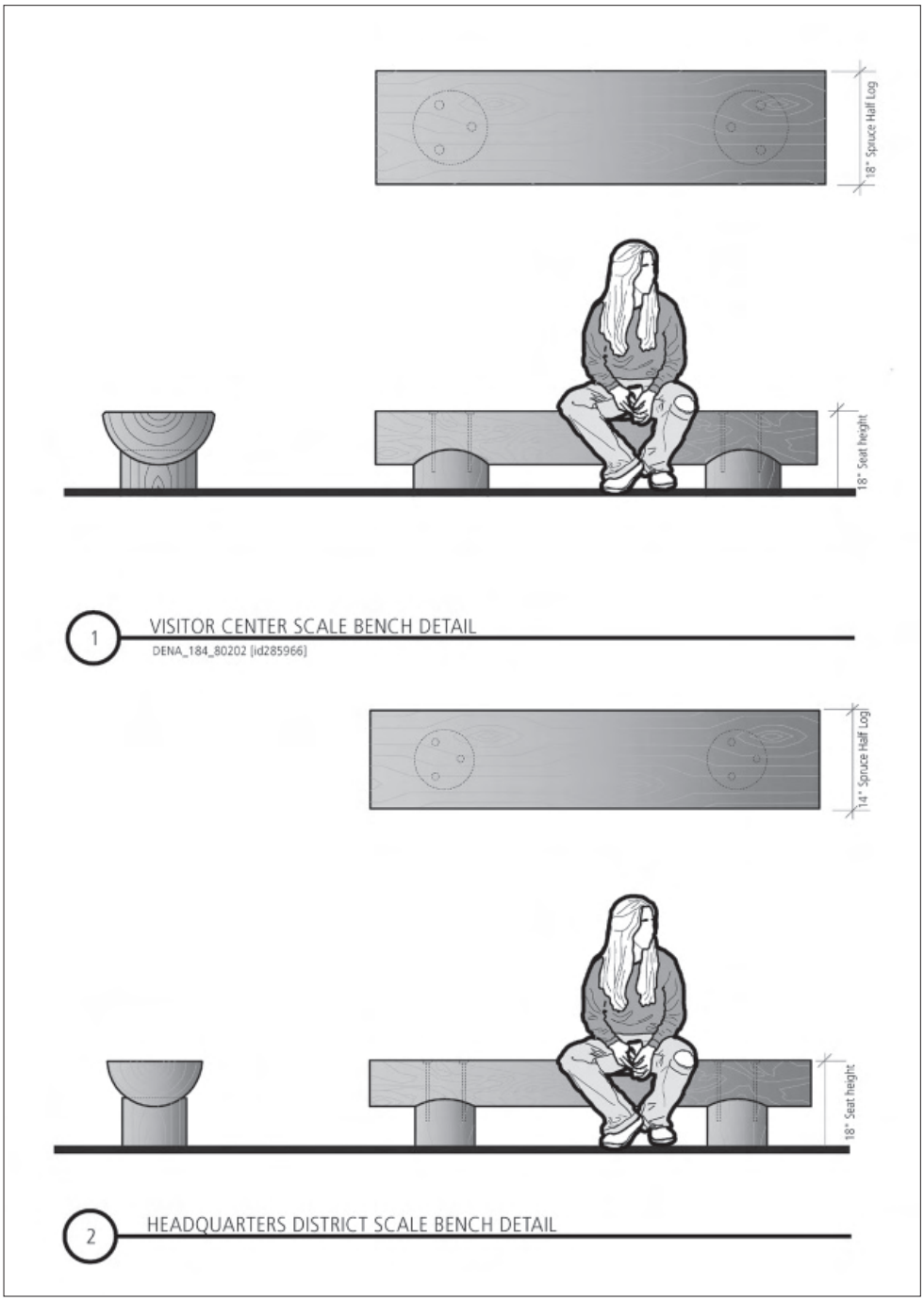


Figure 4.33. Small-Scale Features - Install Appropriate Non-Historic Park Fixtures - Treatment Task 1.A - Develop and install a palette of non-historic park fixtures that are appropriate to the historic character of the Denali Park Headquarters Historic District. The palette of site furnishings recently developed as part of the Denali Visitor Center project may be adapted for use at the historic park headquarters if they are reduced to a more modest scale. With timber construction, slight reductions in the diameter of timber elements appear subtle on paper, yet are more tangible when constructed and installed on site (OCLP, 2007).

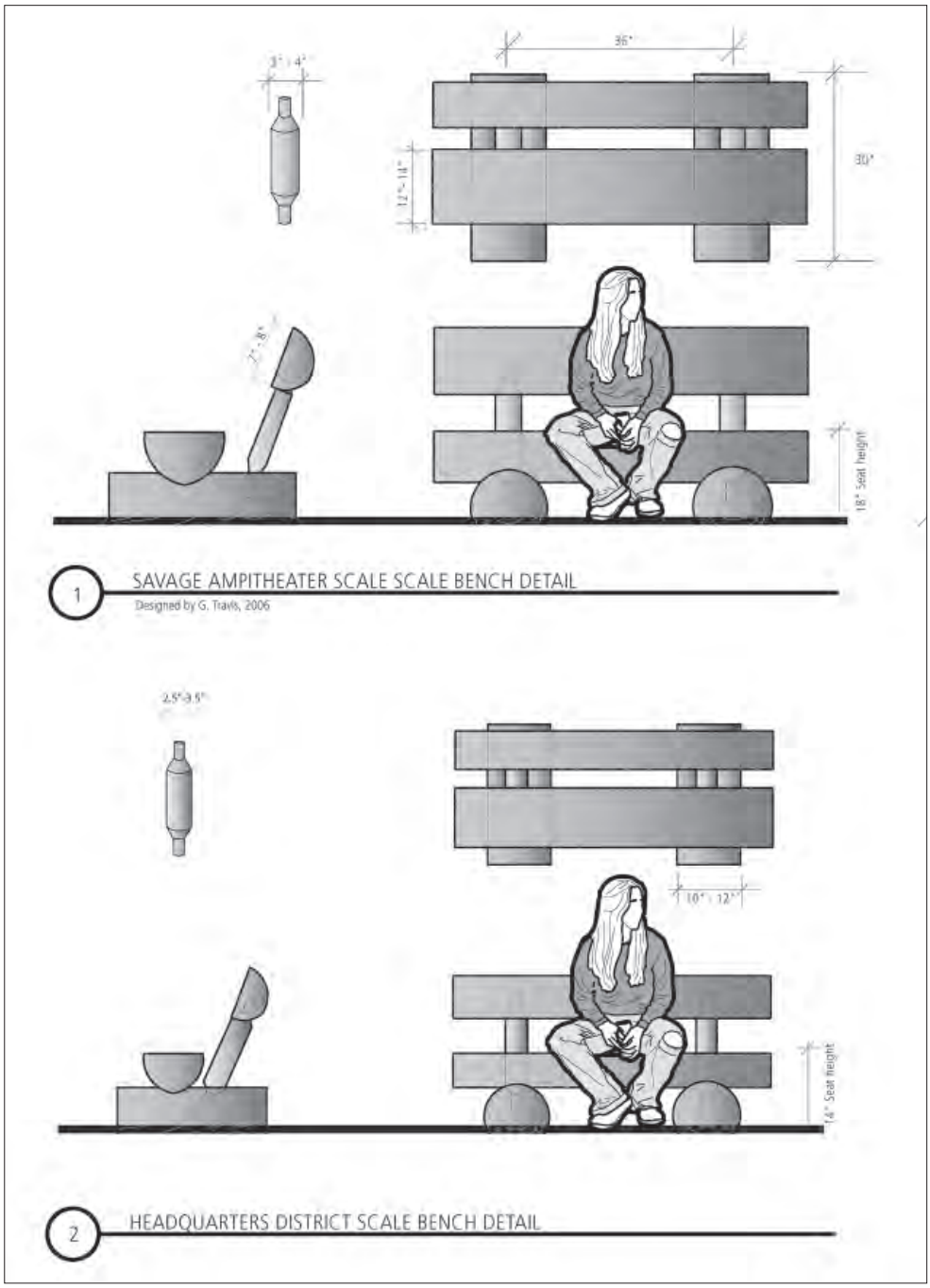


Figure 4.34. Small-Scale Features - Install Appropriate Non-Historic Park FixturesTreatment Task 1.A - Develop and install a palette of non-historic park fixtures that are appropriate to the historic character of the Denali Park Headquarters Historic District. The palette of site furnishings recently developed as part of the Denali Visitor Center project may be adapted for use at the historic park headquarters if they are reduced to a more modest scale. With timber construction, slight reductions in the diameter of timber elements appear subtle on paper, yet are more tangible when constructed and installed on site (OCLP, 2007).

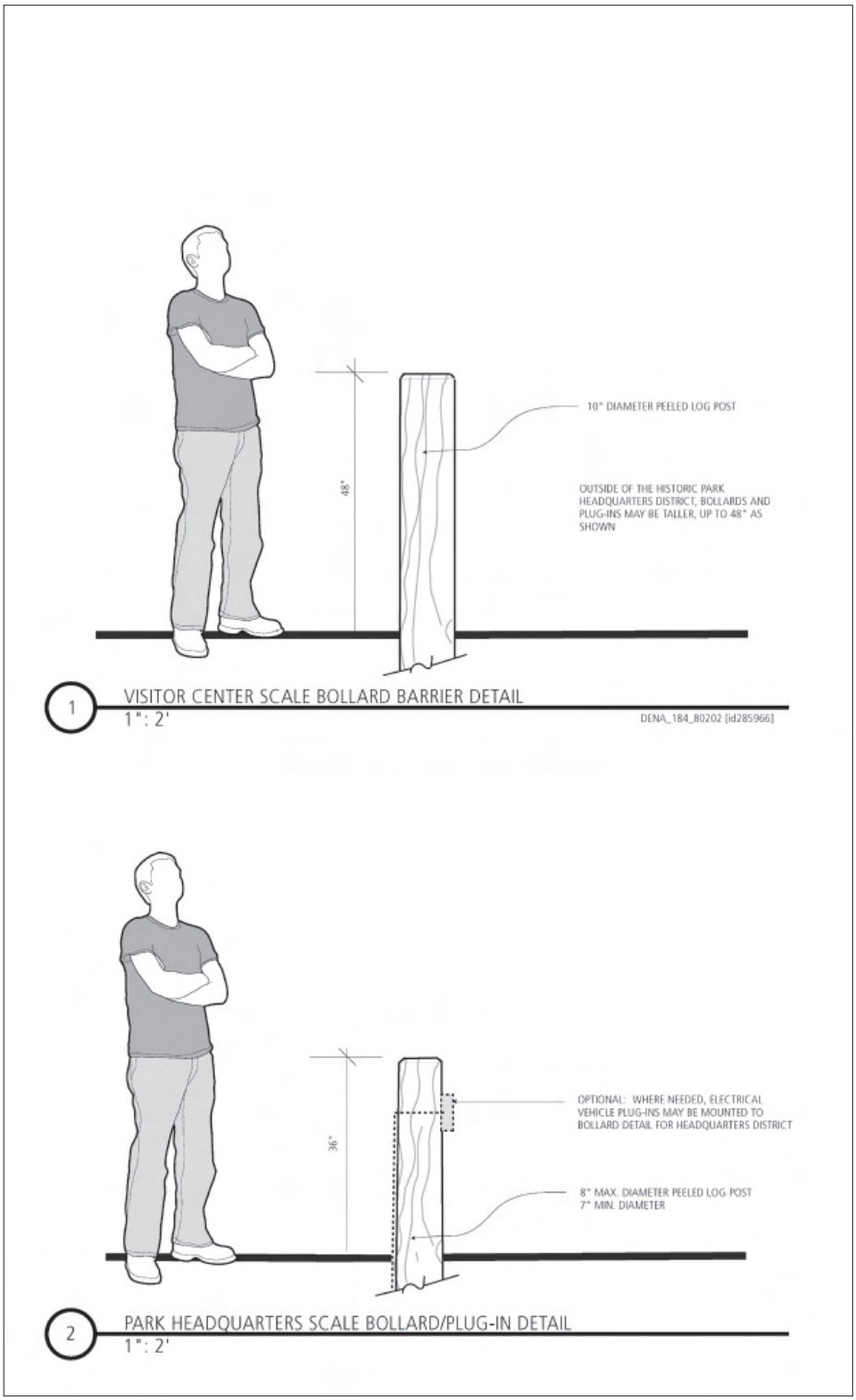


Figure 4.35. Small-Scale Features - Install Appropriate Non-Historic Park Fixtures - Treatment Task 1.A - Develop and install a palette of non-historic park fixtures that are appropriate to the historic character of the Denali Park Headquarters Historic District. The palette of site furnishings recently developed as part of the Denali Visitor Center project may be adapted for use at the historic park headquarters if they are reduced to a more modest scale. With timber construction, slight reductions in the diameter of timber elements appear subtle on paper, yet are more tangible when constructed and installed on site (OCLP, 2007).

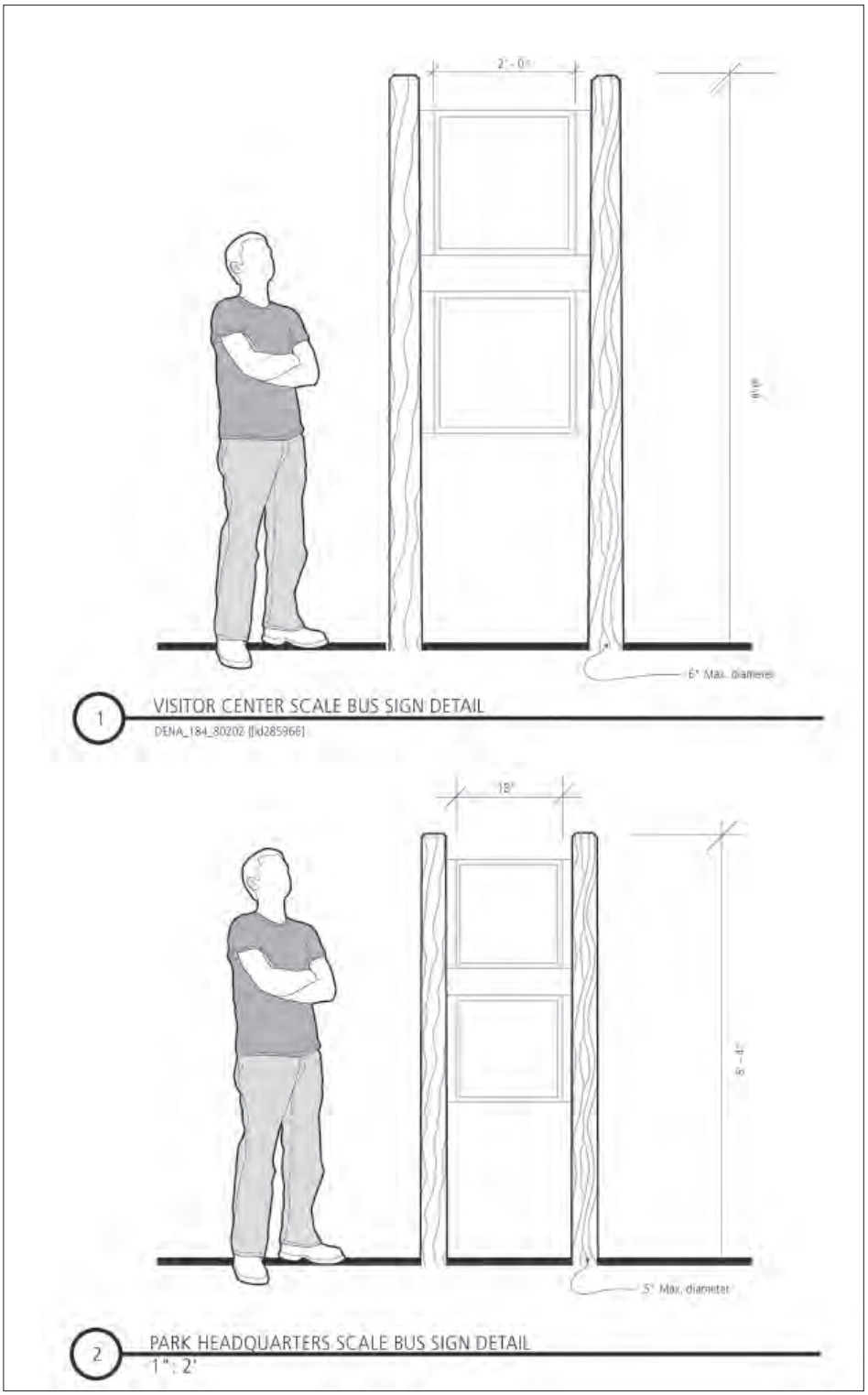


Figure 4.36. Small-Scale Features - Install Appropriate Non-Historic Park Fixtures - Treatment Task 1.A - Develop and install a palette of non-historic park fixtures that are appropriate to the historic character of the Denali Park Headquarters Historic District. The palette of site furnishings recently developed as part of the Denali Visitor Center project may be adapted for use at the historic park headquarters if they are reduced to a more modest scale. With timber construction, slight reductions in the diameter of timber elements appear subtle on paper, yet are more tangible when constructed and installed on site (OCLP, 2007).

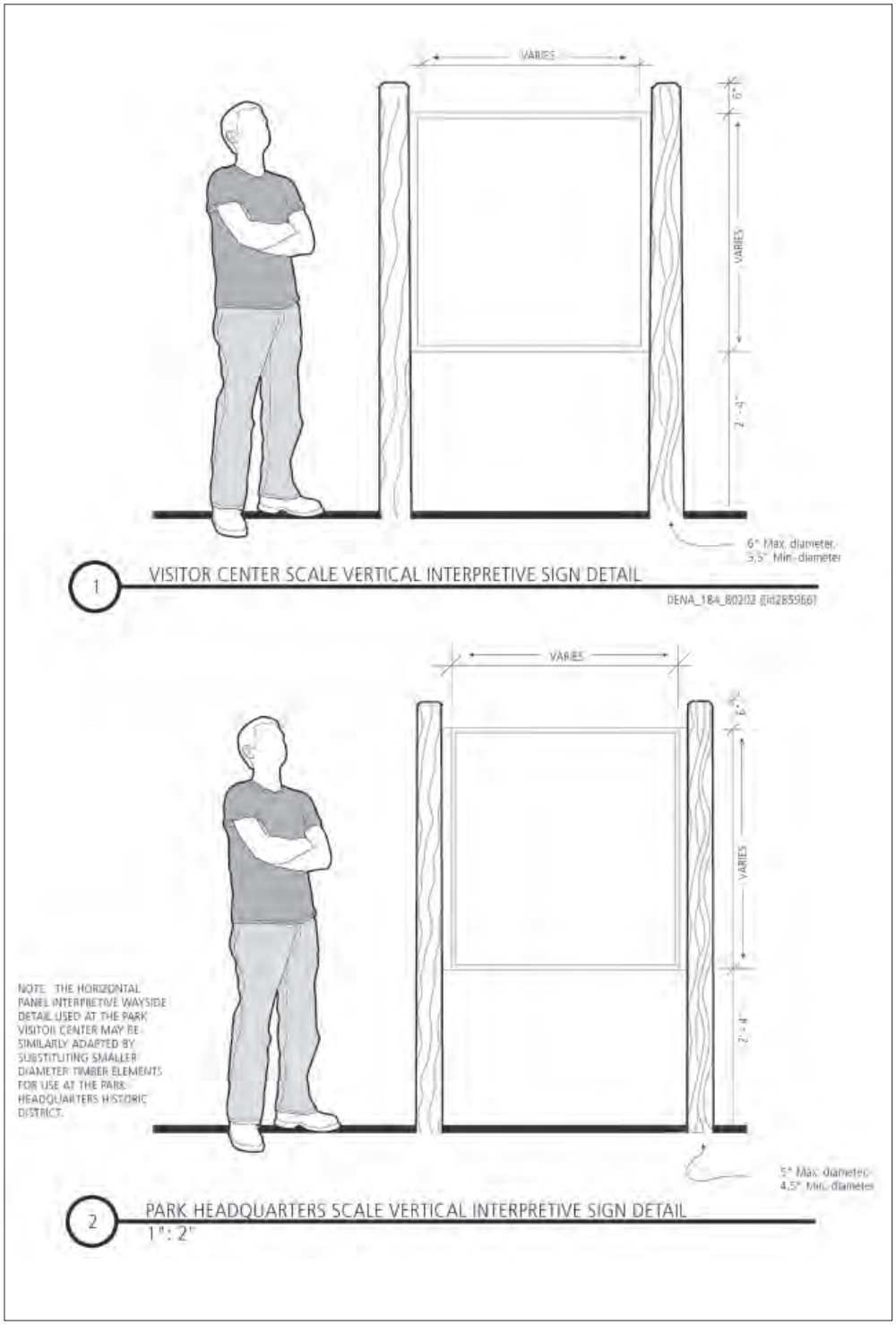


Figure 4.37. Small-Scale Features - Install Appropriate Non-Historic Park Fixtures - Treatment Task 1.A - Develop and install a palette of non-historic park fixtures that are appropriate to the historic character of the Denali Park Headquarters Historic District. The palette of site furnishings recently developed as part of the Denali Visitor Center project may be adapted for use at the historic park headquarters if they are reduced to a more modest scale. With timber construction, slight reductions in the diameter of timber elements appear subtle on paper, yet are more tangible when constructed and installed on site (OCLP, 2007).

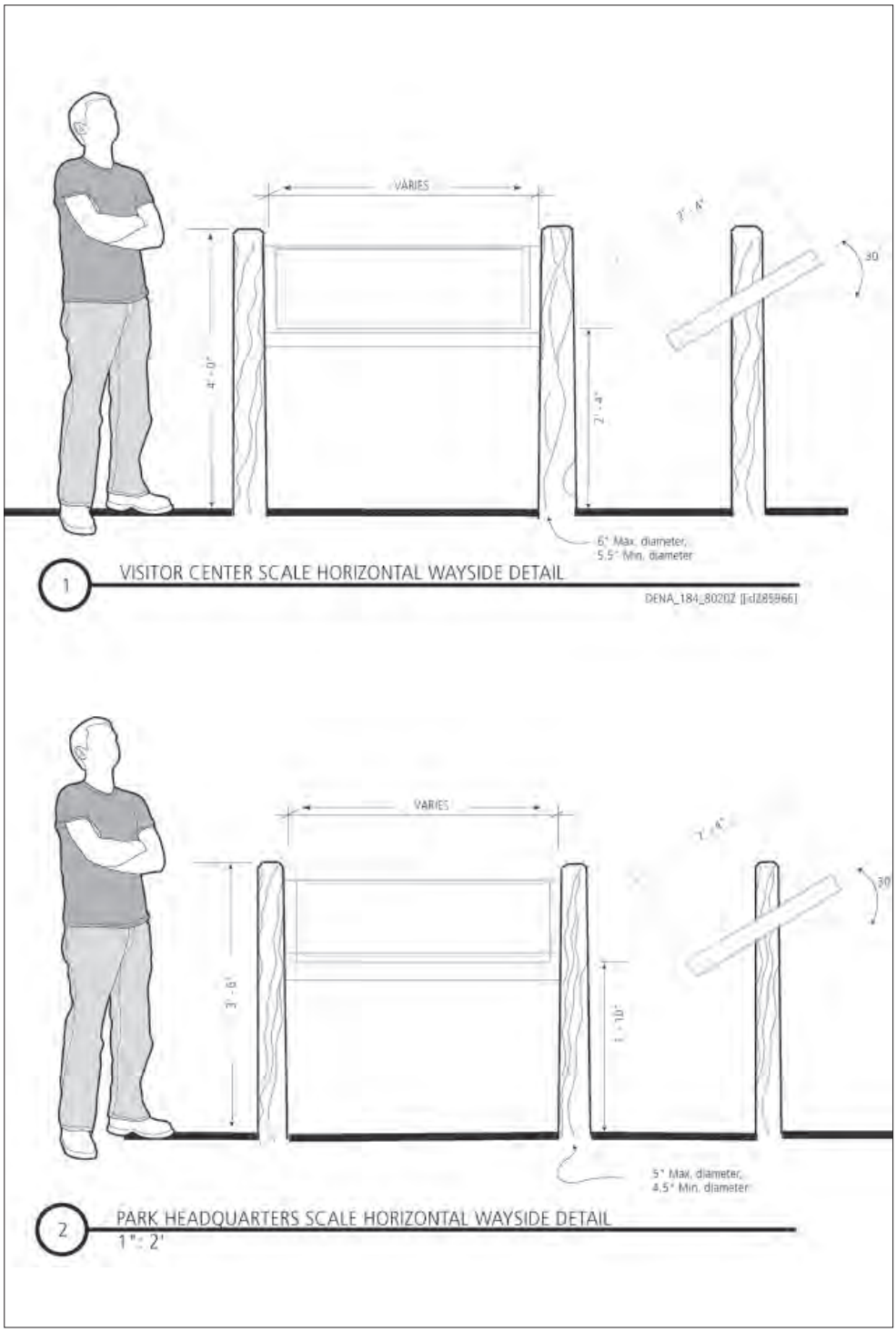


Figure 4.38. Small-Scale Features - Install Appropriate Non-Historic Park Fixtures - Treatment Task 1.A - Develop and install a palette of non-historic park fixtures that are appropriate to the historic character of the Denali Park Headquarters Historic District. The palette of site furnishings recently developed as part of the Denali Visitor Center project may be adapted for use at the historic park headquarters if they are reduced to a more modest scale. With timber construction, slight reductions in the diameter of timber elements appear subtle on paper, yet are more tangible when constructed and installed on site (OCLP, 2007).

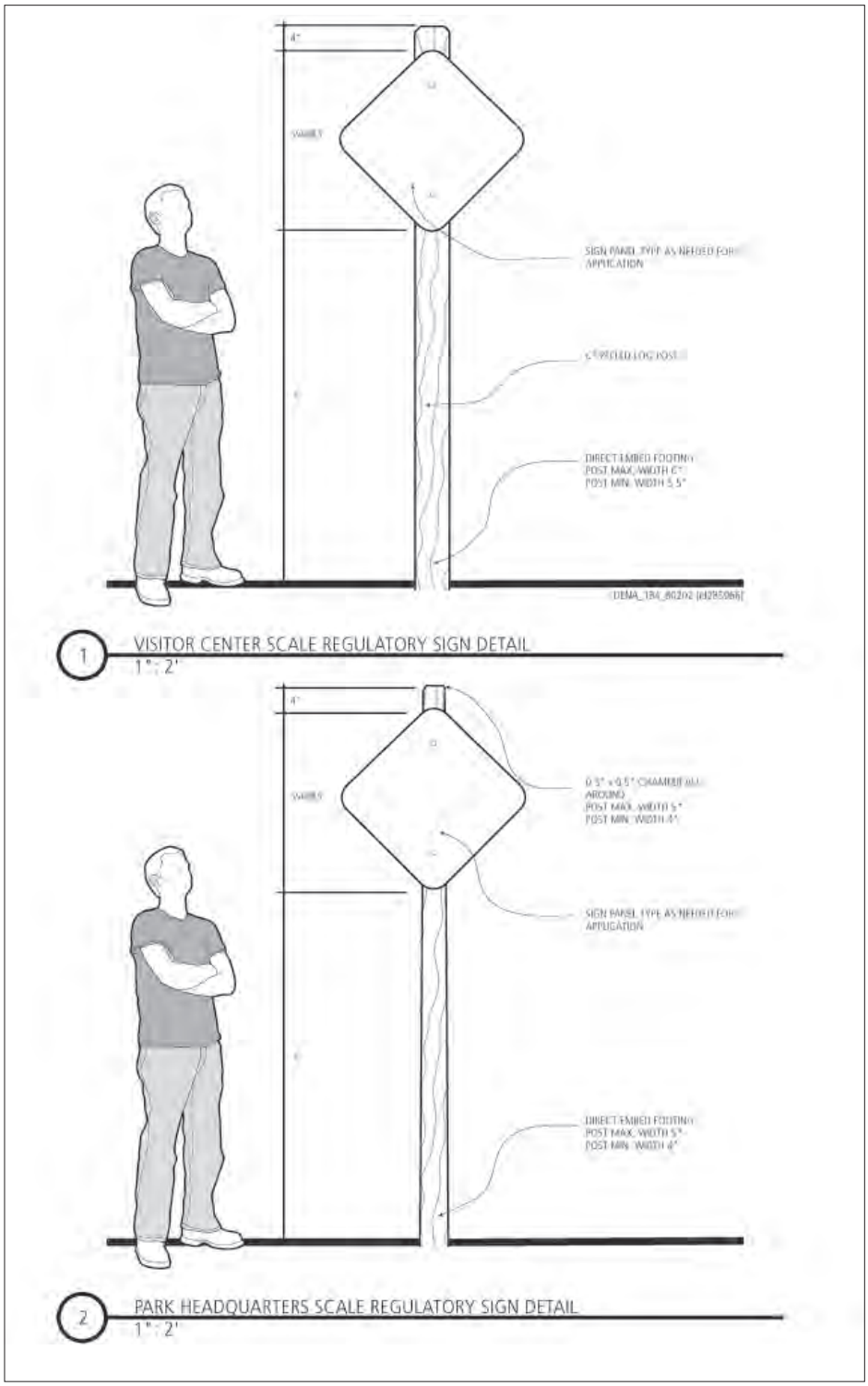


Figure 4.39. Small-Scale Features - Install Appropriate Non-Historic Park Fixtures - Treatment Task 1.A - Develop and install a palette of non-historic park fixtures that are appropriate to the historic character of the Denali Park Headquarters Historic District. The palette of site furnishings recently developed as part of the Denali Visitor Center project may be adapted for use at the historic park headquarters if they are reduced to a more modest scale. With timber construction, slight reductions in the diameter of timber elements appear subtle on paper, yet are more tangible when constructed and installed on site (OCLP, 2007).

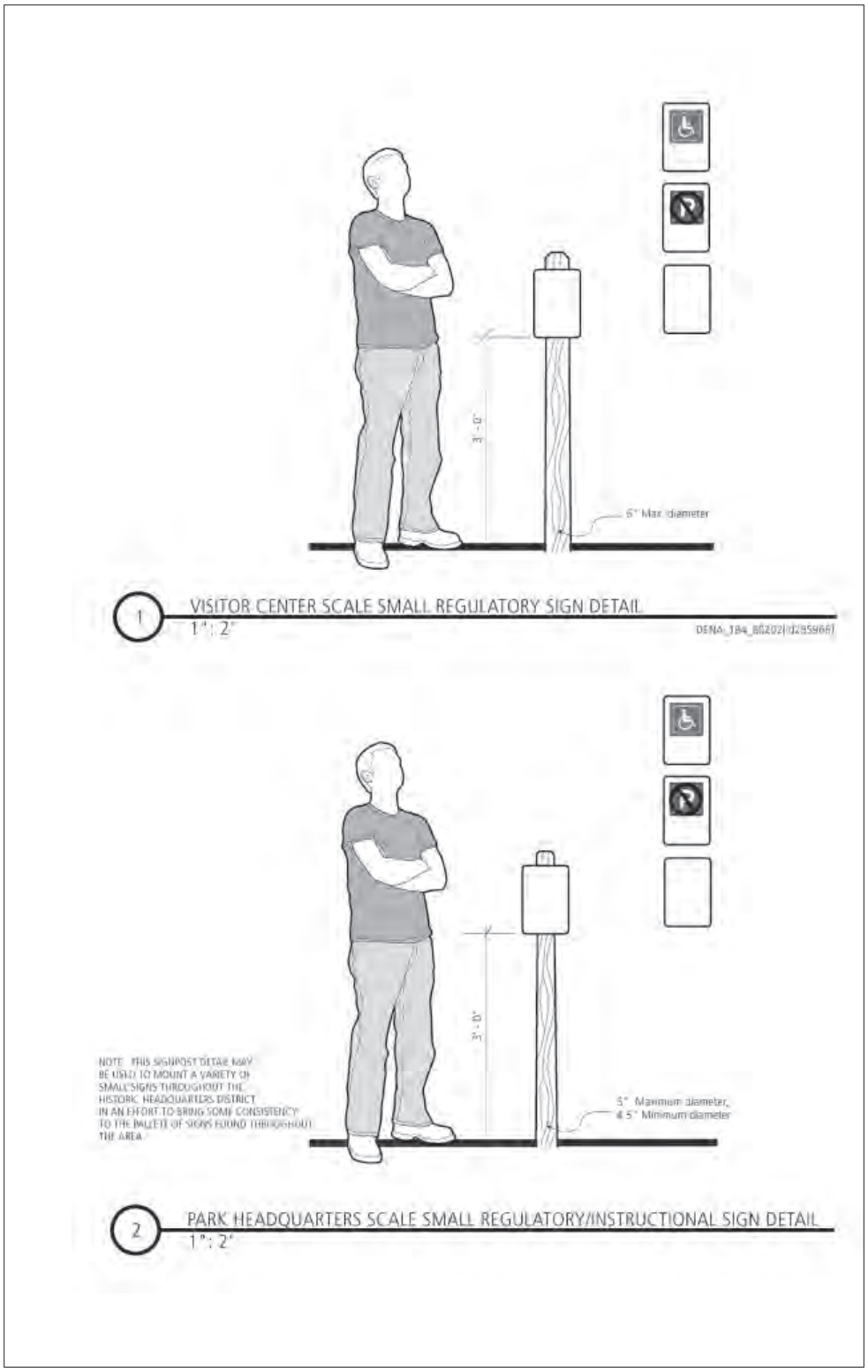


Figure 4.40. Small-Scale Features - Install Appropriate Non-Historic Park Fixtures - Treatment Task 1.A - Develop and install a palette of non-historic park fixtures that are appropriate to the historic character of the Denali Park Headquarters Historic District. The palette of site furnishings recently developed as part of the Denali Visitor Center project may be adapted for use at the historic park headquarters if they are reduced to a more modest scale. With timber construction, slight reductions in the diameter of timber elements appear subtle on paper, yet are more tangible when constructed and installed on site (OCLP, 2007).

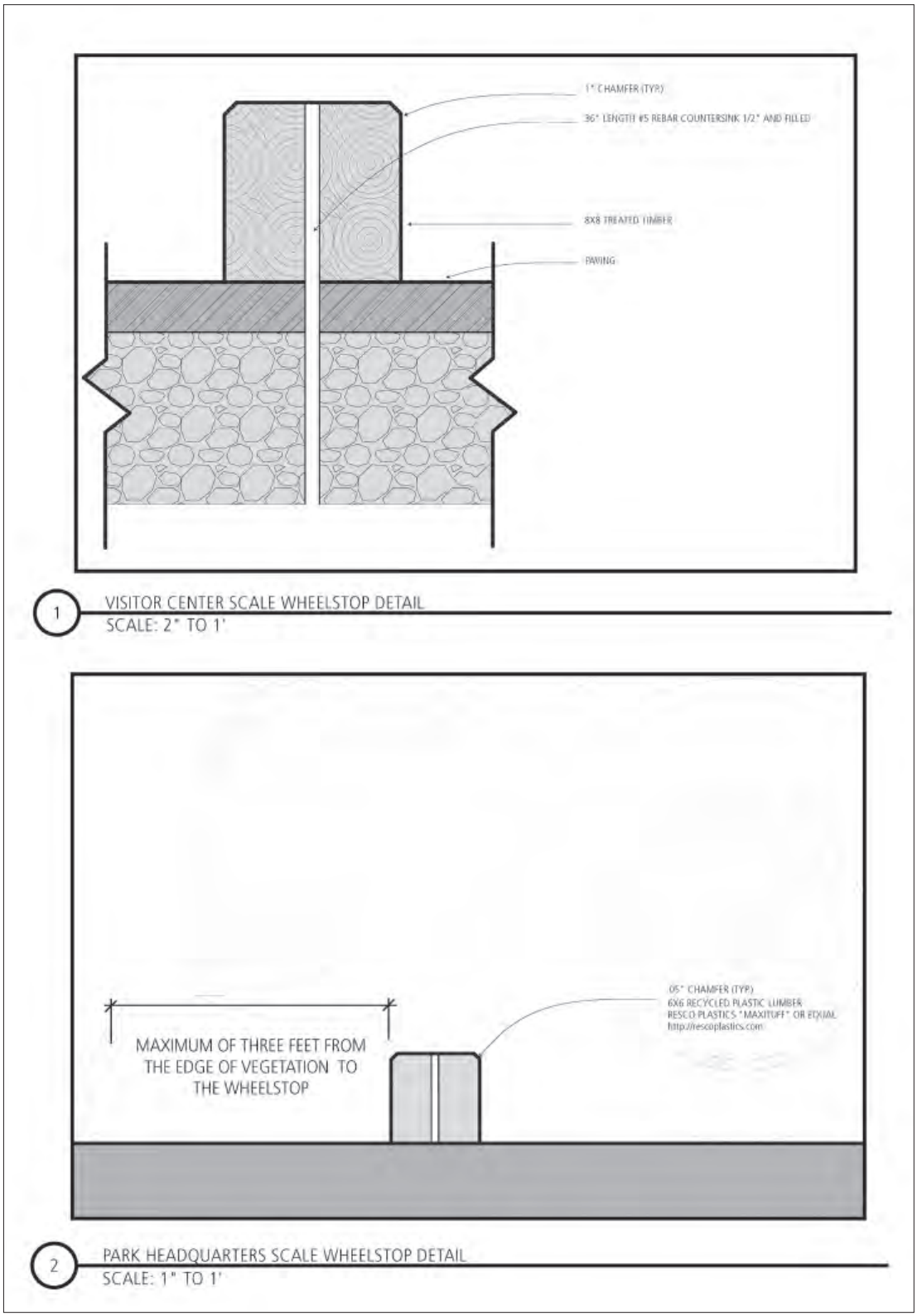


Figure 4.41. Small-Scale Features - Install Appropriate Non-Historic Park Fixtures - Treatment Task 1.A - Develop and install a palette of non-historic park fixtures that are appropriate to the historic character of the Denali Park Headquarters Historic District. In the case of parking lot wheelstops, the park has chosen a smaller wheelstop made of recycled plastic over the wheelstops specified for the Denali Visitor Center project. These smaller scale wheelstops will not detract from the historic character of the landscape (OCLP, 2007).



Figure 4.42. Small-Scale Features - Replace prominent safety bollards with appropriate rustic measures - Treatment Task 1.B - Replace non-historic steel bollards and otherwise visually prominent safety barriers with non-historic alternatives that are consistent with the historic character of the landscape. In this view of existing conditions, the visual prominence of both the barriers and the utility features detract from the rustic character of the landscape (OCLP, 2006).



Figure 4.43. Small-Scale Features - Replace prominent safety bollards with appropriate rustic measures - Treatment Task 1.B - Replace non-historic steel bollards and otherwise visually prominent safety barriers with non-historic alternatives that are consistent with the historic character of the landscape. In this photo simulation, the visual prominence of both the barriers and the utility features is shown subordinated to the rustic character of the landscape. Refer to Figure 4.20 for specifications relating to size and installation (OCLP, 2006).



Figure 4.44. Small-Scale Features - Replace prominent safety bollards with appropriate rustic measures - Treatment Task 1.B - Replace non-historic steel bollards and otherwise visually prominent safety barriers with non-historic alternatives that are consistent with the historic character of the landscape. In this view of existing conditions, the visual prominence of both the barriers and the utility features detract from the rustic character of the landscape (OCLP, 2006).



Figure 4.45. Small-Scale Features - Replace prominent safety bollards with appropriate rustic measures - Treatment Task 1.B - Replace non-historic steel bollards and otherwise visually prominent safety barriers with non-historic alternatives that are consistent with the historic character of the landscape. In this photo simulation, the visual prominence of both the barriers and the utility features are shown subordinated to the rustic character of the landscape. Refer to Figure 4.20 for specifications relating to size and installation (OCLP, 2007).

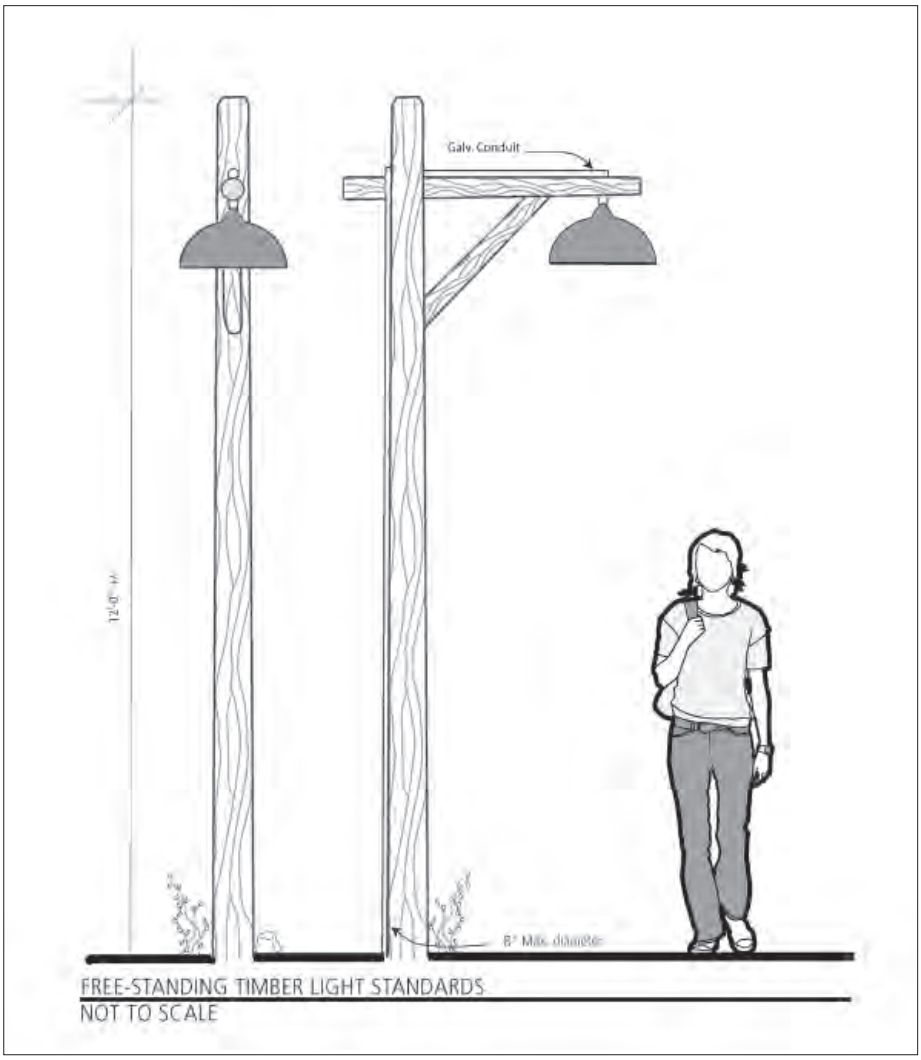


Figure 4.46. Small-Scale Features - Install limited numbers of free-standing light fixtures where building-mounted lighting is impractical - Treatment Task 1.C - Limit outdoor lighting to building-mounted light fixtures and to areas of high pedestrian traffic where building mounted lighting is not practical. This schematic design for a free-standing timber light standard is consistent with the timber materials proposed for other site furnishings throughout the historic district. While outdoor lighting was not widely used during the historic period, the limited use of fixtures of an approximate design will not detract from the rustic character of the landscape. The full cut-off performance characteristics of the metal hood shown above, in combination with motion sensors, timers and other technologies, will promote NPS night sky requirements (OCLP, 2007).

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CORRESPONDENCE

National Archives II, College Park, Maryland:

Karstens to Director (NPS), February 15, 1924 (NARA II, RG 79, Box 111, Folder – quarters)

Karstens to Director, November 5, 1925 (NARA II, RG 79, Box 372, Folder 2001-006 Part 1)

Karstens to Director (NPS), February 26, 1926 (NARA II, RG 79, Box 372, Folder 2001-006 Part 1)

Karstens to Director (NPS), June 3, 1927 (NARA II, RG 79, Box 372, Folder 2001-006 Part 1).

Karstens to unknown party (excerpt), June 2, 1927 (NARA II, RG 79, Box 372, Folder 2001-006 Part 1)

Karstens to Director (NPS), March 29, 1928 (NARA II, RG 79, Box 1412 E7, Folder 620)

Karstens to Director (NPS), August 9, 1928 (NARA II, RG 79, Box 372, Folder 303 Part 1

Bill Meyers to Harry M. Meyers, October 15, 1928 (NARA II, RG 79, Box 372, Folder 2001-006 Part I)

Superintendent to Regional Director, January 15, 1940 (NARA II, RG 79, Box 1412, Folder 620-01)

Frank T. Been to Regional Director, July 2, 1941 (NARA II, RG 79, Box 1413, Folder 660-04)

Ike P. Taylor, Chief Engineer (Alaska Road Commission) to Director (NPS), December 13, 1940 (NARA II, RG 79, Box 1413, Folder 640)

Supervisor of Recreation and Land Planning (NPS) to Harry J. Liek, February 15, 1939 (NARA II, College Park, NARA II, RG 79, Box 1404, Folder 201-06)

Paul H. Gallager, Field Auditor (NPS) to Director (NPS), August 10, 1938 (NARA II, RG 79, Box 1404, Folder 204)

Harry J. Liek to Horace Albright, December 13, 1928 (NARA II, RG 79, Box 373 E7, Folder 302 Part 1)

Arno B. Cammerer, Acting Director to Karstens, March 21, 1924 (NARA II, RG 79, Box 111, Folder – quarters)

Arno B. Cammerer, Assistant Director to Chief Landscape Engineer (Thomas C.

Vint), April 14, 1928 (NARA II, RG 79, Box 1412 E7, Folder 620)

Arno B. Cammerer, Acting Director (NPS) to Harry J. Liek, December 20, 1928 (NARA II, RG 79, Box 6 E17)

Vint to Director, March 10, 1928 (NARA II, RG 79, Box 1412 E7, Folder 620)

Director to Vint, August 18, 1931 (NARA II, RG 79, Box 373 E7, Folder 204-020 Albright Part 1)

National Archives, San Francisco

Thomas C. Vint to H.A. Bauer, August 26, 1940 (NARA San Francisco, RG 79, Box 80, File 620)

REPOSITORIES CONSULTED

Alaska Regional Office, Anchorage, AK
Harpers Ferry, National Park Service Photographic Collection, WV
Harpers Ferry Library, Harpers Ferry National Historical Park, WV
Denali National Park and Preserve Museum Collection, AK
National Archives and Records Administration II, College Park, MD
National Archives and Records Administration, San Bruno, CA *(documents copied as part of previous research at San Bruno NARA facility*)
National Park Service, Technical Information Center, Denver, CO

APPENDICES TO CULTURAL LANDSCAPE REPORT

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: _____ 12/20/07
Superintendent, Denali National Park and Preserve — Date

Approved: _____ 1/11/08
Regional Director, Alaska — 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.

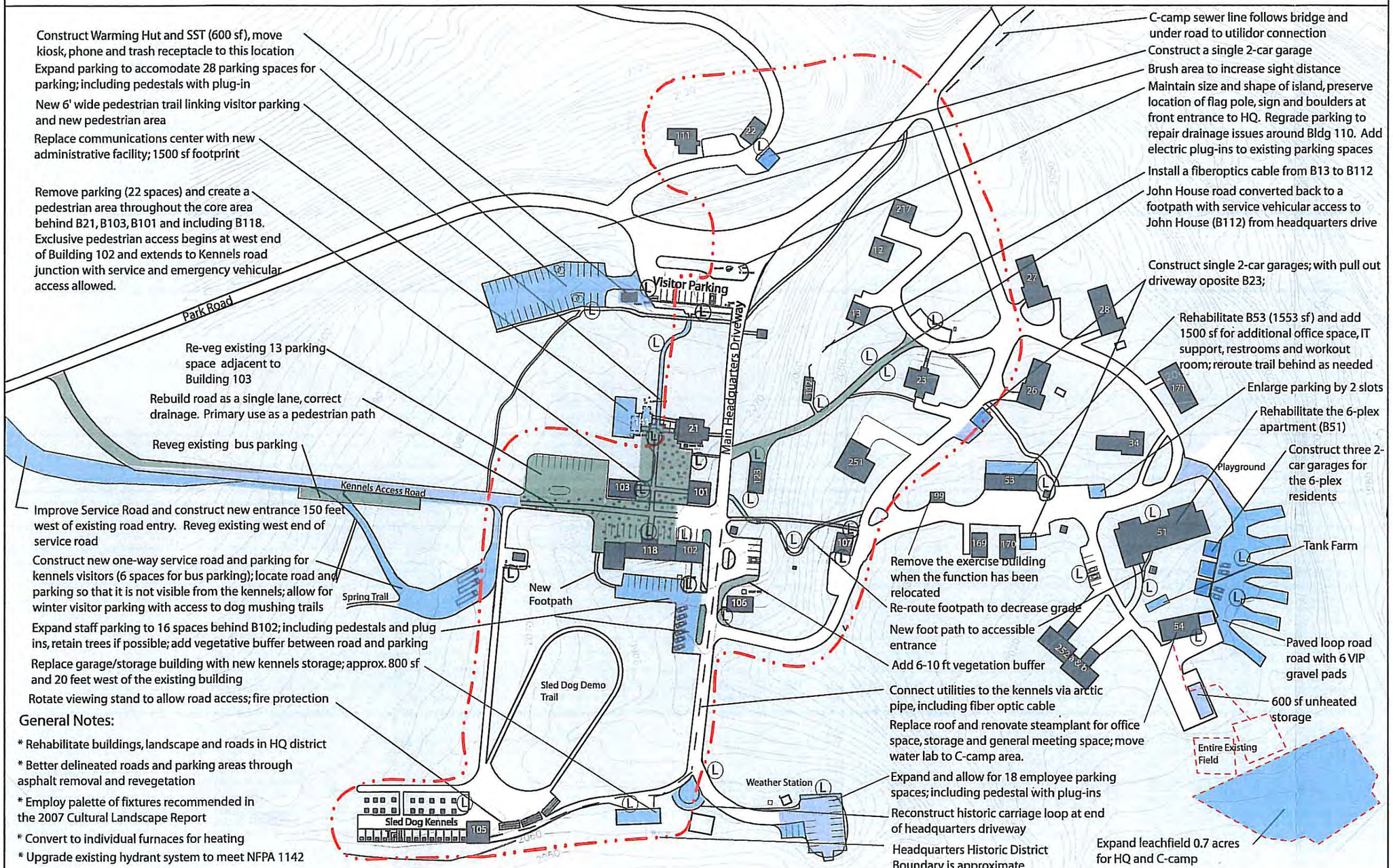


Figure 3-3: Alternative 3 - Final Approved Alternative

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:
- Light locations
- HQ District Boundary
- Revegetation Areas
- New Construction
- Landscaped Areas

DRAWN BY
National Park Service / Joel Smith
NPS/ Mary Tidlow

Using AutoCAD 2002 and Abobe Illustrator 10

DRAWN: JS 2006/11/27
CHANGES: MT 12/07

Olmsted Center for Landscape Preservation

N

SCALE: 1" = 150'

Wetlands Statement of Findings

STATEMENT OF FINDINGS FOR EXECUTIVE ORDER 11990
PROTECTION OF WETLANDS

Headquarters Area Plan

Denali National Park and Preserve, Alaska

December 2007

Recommended: _____ 12/20/07
Acting Superintendent, Denali National Park and Preserve — Date

Certified for Technical Accuracy and Servicewide Consistency:

Joel Wagner 1/8/08
Acting for Chief, Water Resources Division, Washington Office — Date

Approved: Marcia Blaszak 1/11/08
Regional Director, Alaska Region — Date

WETLANDS WITHIN THE PROJECT AREA

Wetland boundaries were identified and mapped with GPS in the field by NPS personnel (Carwile and Paynter) in May 2007. Of the 2.5 acres that would be newly disturbed by the proposed action, 0.8 acres (Figure A-1) were classified as wetlands under the "Classification of Wetlands and Deepwater Habitats of the United States," the Cowardin Classification System (Cowardin et al. 1979), and are therefore subject to NPS wetlands compliance procedures. Of the 2.5 acres that would be newly disturbed, 1.7 acres are upland, as evidenced by the white spruce associations, the lack of hydrologic indicators, and the presence of well-draining soils.

The wetlands under the proposed bus loop road and parking are characterized by poor drainage, stunted white spruce, a thick feather moss cover with significant patches of sphagnum moss, and scattered diamond-leaf willow. A thick colluvium has built up on the slope leading down to the glacially-cut bench edge just behind the dog kennels and this soil generally has a high-enough clay content to retard oxygen circulation and, when combined with the thick moss cover, keeps the root layer cold late into the growing season.

The wetlands located within the proposed project area are classified as palustrine forested, needle-leaved evergreen, saturated wetlands – PF04B. These wetlands provide habitat for small mammals, such as red squirrels, snowshoe hares, and porcupine; bird species, including gray jays, robins, thrushes, sparrows, and warblers. Moose frequent the area for forage, and it is considered potential moose calving area.

The wetlands under the proposed employee parking lot west of the flagpole are right at the edge of the uplands along the edge of the Rock Creek bench and have fairly thin soils, but are covered with a variety of wetland willow species as well as having a few small seeps, with remanent tussocks creating pockets of hummocky terrain from which grow stunted spruce. Vegetation in the rest of the forested wetlands is typically dominated by white spruce stunted by the nutrient conditions related to the cold soils (Viereck et al. 1992). The understory shrub layer consists of both low and tall shrubs of willow (Salix spp.) diamond leaf willow (*Salix planifolia*), Labrador tea (*Ledum* spp.) and bog blueberry (*Vaccinium uliginosum*). Common ground cover includes feather and sphagnum mosses (*Sphagnum* spp.), leaf lichens, lowbush cranberry (*Vaccinium vitis-idaea*), crowberry (*Empetrum nigrum*) and a variety of forbs (Viereck et al. 1992; NPS 2005c).

These wetlands function to attenuate snow melt surface flow during break-up and discharge during heavy rain events, which helps reduce sediment input and to keep high values for surface water quality. No water supply points or wells are located downhill between the project site and the park entrance area water supply wells and stream galleries, approximately 8,000 feet away. The park headquarters water supply is located on Rock Creek, upstream of the project area. No floods are known from the site, as forests and open wetlands cover most of the adjacent land and gravelly layers which absorb the rainfall are below the surface soils.

These wetlands also provide habitat for small mammals, such as red squirrels, snowshoe hares, and porcupine; bird species, including gray jays, robins, thrushes, sparrows, and warblers. Moose frequent the area for forage, and it is considered potential moose calving area. No

PURPOSE AND NEED FOR ACTION

The National Park Service (NPS) has prepared and made available for public review an environmental assessment (EA) to evaluate the impacts of various improvements proposed in a plan for the headquarters area of Denali National Park and Preserve.

The approved 1997 *Entrance Area and Road Corridor Development Concept Plan* for Denali National Park and Preserve (DCP/EIS) identified the need to rehabilitate the buildings and landscape of the Headquarters Historic District to protect the historic resources and provide new interpretive opportunities including walk-through tours. A draft 2007 *Cultural Landscape Report* proposes recommendations regarding the rehabilitation of the cultural landscape, which include scaling back the amount of asphalt and replacing it with native vegetation as well as creating a pedestrian area in the core of the historic district.

To implement these recommendations, the National Park Service proposes to take the following actions that would impact wetlands:

1) Construct a new turnaround loop and parking area for sled dog demonstration buses so that they no longer need to exit through the historic district. This action also requires a slight re-route of the service road and its junction with the park road to provide appropriate grade for buses and a level resting area for buses to wait before turning onto the road.
2) Remove the parking lot behind the Cache (B103) and revegetate to restore the landscape immediately adjacent to the historic district and eliminate the need for employees to drive through the core historic district to access parking.
3) Construct a new parking area behind the Resources building (B102 and B118) to replace administrative parking in the core headquarters area.
4) Construct a new parking area west of the visitor "flagpole" parking lot to replace administrative parking in the core headquarters area.

Executive Order 11990, *Protection of Wetlands*, requires the NPS, and other federal agencies, to evaluate the likely impacts of actions in wetlands. The executive order requires that short and long-term adverse impacts associated with occupancy, modification or destruction of wetlands be avoided whenever possible. Indirect support of development and new construction in such areas should also be avoided wherever there is a practicable alternative.

To comply with these orders, the NPS has developed a set of agency policies and procedures which can be found in Director's Order 77-1, *Wetland Protection*, and Procedural Manual 77-1, *Wetland Protection*. The policies and procedures related to wetlands emphasize: exploring all practical alternatives to building on, or otherwise affecting, wetlands; reducing impacts to wetlands whenever possible; and providing direct compensation for any unavoidable wetland impact by restoring degraded or destroyed wetlands on other NPS properties.

The purpose of this Statement of Findings (SOF) is to present the NPS rationale for its proposed plan to construct portions of the 2007 Headquarters Area Plan project in the wetland area. This SOF also documents the anticipated effects on these resources.

threatened or endangered animal or plant species are found in the area and no research or reference sites have been developed in the project area.

The wetland type described above is common throughout the eastern areas of Denali National Park and Preserve. The park has determined that the potential wetlands located at the project site are a relatively minor part of the fringe of large acreages of wetlands, are locally common, and that removing the wetlands would have a minor impact on surface water quality, including sediment control and water purification, and animal habitat.

THE PROPOSAL IN RELATION TO WETLANDS

The proposal and alternatives are described in detail in the project EA.

The components of the proposal that would affect wetland areas include the construction of

1) a new 28-space administrative parking area west of the visitor "flagpole" parking lot
2) a new parking area behind the Resources building (B102 and B118),
3) a re-routed service road and its junction with the park road, and
4) a new turnaround loop and parking area for sled dog demonstration buses.

The construction of new parking areas and roads would impact a maximum of 0.8 acres of wetlands.

The expansion into wetlands would be to remove some of the functions that conflict with the integrity of the Headquarters Historic District, such as administrative parking and sled dog demonstration bus traffic, in an effort to restore the cultural landscape to its period of significance.

The wetland soils include up to three feet of colluvium over gravelly glacial till. The construction of the new access road and parking areas would be accomplished by removing the colluvium and replacing it with clean fill on top of the glacial till to the depth necessary to support a paved road for vehicular traffic.

Discharge of dredged or fill material into jurisdictional wetlands is regulated by the U.S. Army Corps of Engineers under Section 404 of the Clean Water Act. According to a recent determination by Corps personnel, the project would not affect wetlands under the jurisdiction of the Corps (Don Rice, pers. comm.).

MITIGATION PROPOSED

Federal and NPS policy is to avoid siting projects in wetlands whenever possible. If circumstances make it impracticable to avoid wetlands, then mitigation of unavoidable impacts must be planned. An NPS wetlands no-net-loss policy requires that wetland losses be compensated for by restoration of wetlands, preferably of comparable wetland type and function and in the same watershed if possible.

Of the 2.5 acres affected by the proposed action, 0.8 acres are classified as wetlands. This SOF

commits to 2:1 compensation for the 0.8 acres of disturbed wetlands.

On-Site Rehabilitation

As much as possible, disturbance of wetlands in and around the project area would be avoided. Silt fences would be set up to define construction impact limits. Any areas disturbed by construction activities would be restored to as near natural conditions as possible. Prior to the start of construction activities, the NPS would salvage as much topsoil, organic matter and vegetation as necessary for later use in site revegetation or for use in revegetating other local sites. Salvaged material would be stockpiled separately and would be placed in the disturbed areas following construction.

Some wetlands would likely be replaced on-site. The removal of portions of the existing service road and the parking lot behind the Cache (B103) would allow for the restoration of 0.15 acres of wetlands similar to the ones being lost, but the timeline for this rehabilitation would not be as secure as for the compensation project planned on Glen Creek in the Kantishna Hills and the 0.15 acres is not included in the compensation total.

Off-Site Compensation (Wetland Restoration)

Compensation, by restoration of previously disturbed degraded wetlands, is required under the NPS no-net-loss policy for projects involving disturbance or loss of wetlands. Compensation will occur for the loss of 0.8 acres of palustrine forested wetland. Two-for-one compensation will be completed within the park, rather than one-for-one, because the wetland type being lost is different from the type being restored with the exception of a small amount of acreage on site. By restoring a riverine and palustrine wetland in the Kantishna Hills region at a two-for-one compensation rate, it is anticipated that the wetland functions of wildlife habitat and surface water flow attenuation and purification at the project site will be balanced by the functions of flood control and aquatic habitat restoration regained at a restored former placer mine site. The project site and the compensation site are separated by about 65 miles but are both within Denali National Park. They have different wetland values and functions. The wetlands impacted by the project are described above as a PF04B type. The wetlands to be restored at the compensation site are described below as a PSS1D/R3US5 type.

An ONPS-funded project to restore former placer mined areas in Kantishna is scheduled for 2008-2010. A 1.6 acre portion within the park's upper Glen Creek floodplain has been selected for restoration (Figure A-2) within the scope of this mitigation, for compensation for this Headquarters area project. This disturbed site is going to be restored to wetlands classified as riverine upper perennial vegetated unconsolidated shore – R3US5, and palustrine scrub shrub broad-leaved deciduous that is seasonally flooded/well-drained – PSS1D. Restoration plans at the upper Glen Creek site include removing and disposing of debris; stabilizing the channel and floodplain and re-introducing sinuosity where it is missing; stabilizing the access road; and revegetating the stripped areas. Preliminary work will include water and soil sampling and an engineering survey of the existing stream channel, floodplain and upland topography. Discharge measurements will be collected to aid in stream channel design. Soil sampling will assess the geo-chemistry of the upper watershed, and determine the soil's potential for revegetation efforts.

Surveys, both cross-sectional and topographical, will be conducted to supplement site data on the NPS topographic maps. This information will be used to locate and estimate material amounts for use in re-contouring the site and reconstructing the stream channel and floodplain.

Cost estimate for this compensation project is approximately $25,000 per acre, based on the $17,000 per acre figure calculated in an unpublished report, "Cost Estimation for Reclamation, National Park Service, Alaska Regional Office, January 1994." This report reviewed three separate mining reclamation projects that were conducted on abandoned claims in Denali National Park and Preserve.

Stream channel and floodplain restoration will be based on the techniques of the 1988 lower Glen Creek restoration project at Denali. Project design requirements will include a channel capacity for a 1.5-year (bank full) discharge and a floodplain capacity for up to a 100-year discharge. The project design will include the use of bio-revetment, located on meanders, to encourage channel stabilization using natural methods. Brush bars, located in areas of little or no fines, will be employed to dissipate floodwater energy and encourage sediment deposition. Riparian areas will be revegetated with willow cuttings and other appropriate vegetation. Depending on the results from the soils nutrient analysis, fertilizer will be used to ensure a quick start for new vegetation.

Monitoring of the stream channel and riparian areas will occur to determine the success of the reclamation efforts. Vegetation plots and permanently mounted cross-sections will be surveyed and measured again after the first year. Additional seeding and revegetation will occur on areas not vegetated during the first year. It is anticipated that the site will be a functional wetland within 3-5 years after treatment, and will be fully-functioning within 15 years.

ALTERNATIVES CONSIDERED

Alternative 1 describes the existing conditions, No Action, in the headquarters area. No additional facilities would be constructed in the headquarters area but normal activities and operations would continue.

Alternative 2 describes one possible configuration of parking lots and roadways that would accomplish the project purpose of rehabilitating the cultural landscape and creating a pedestrian zone in the core area of the Headquarters Historic District. This alternative creates a new bus turnaround, realigns the service road to enable buses to exit without driving through the administrative area of park headquarters, enlarges the existing administrative parking lot behind the Cache (B103), and adds a new administrative parking area behind the Resources building (B102 and B118). This alternative would impact 0.6 acres of wetlands.

Alternative 3 describes the NPS preferred alternative. This alternative includes the same bus turnaround and service road realignment as in Alternative 2. However, in this alternative the pedestrian zone in the core administrative area is larger and the administrative parking lot behind the Cache (B103) is removed to diminish its intrusion on the character of the historic district. A new administrative parking lot would be constructed west of the visitor parking lot by the headquarters entry sign and flagpole. The new parking lot behind the Resources

building (B102 and B118) is configured to minimize visibility from the sled dog demonstration viewing stands.

The NPS preferred alternative is Alternative 3, which impacts 2 tenths of an acre more wetlands than the other action alternative. This alternative better accomplishes the purposes of the project with minimal additional wetland disturbance. The most important purpose is the protection/rehabilitation of the historic character of the central part of the Headquarters Historic District and this is best served by removing bus traffic and vehicle parking from the core of the District and by placing it in expanded satellite lots. None of the impacted wetlands are high value, with either standing water or aquatic resources.

Several other alternatives were discussed during the project scoping process but were then eliminated from further evaluations. These are briefly explained in the EA.

SUMMARY OF ENVIRONMENTAL CONSEQUENCES ASSOCIATED WITH THE PROPOSED ACTION

The potential environmental consequences of the proposed action and alternatives are fully described in the EA.

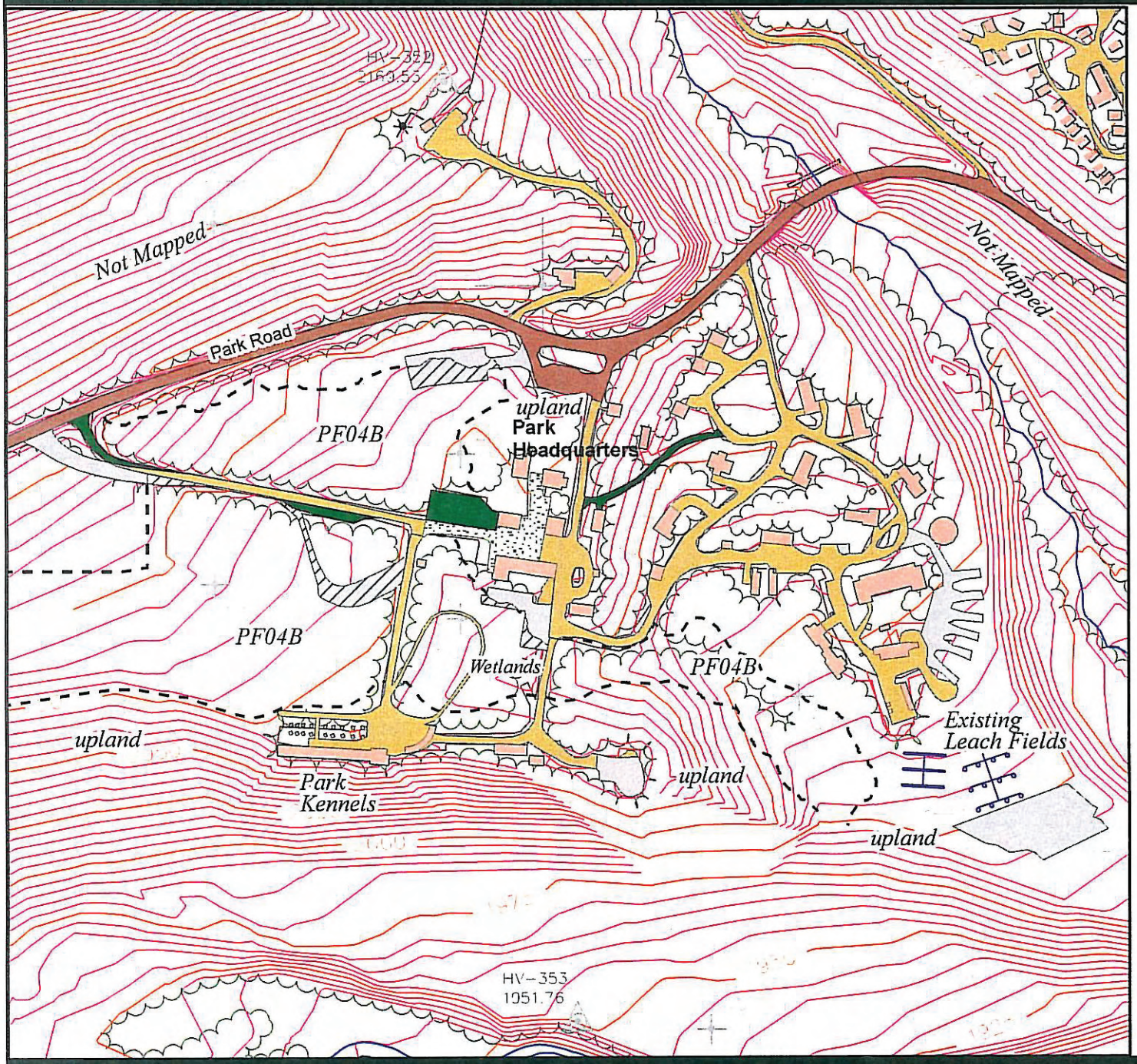
CONCLUSION

The NPS concludes that there are no practicable alternatives to disturbing 0.8 acres of wetlands for the purposes of constructing new parking areas and roadways that will enable rehabilitation of the cultural landscape of the Headquarters Historic District. Wetlands would be avoided to the maximum extent practicable. The wetland impacts that could not be avoided would be minimized. The NPS acknowledges that some natural localized wetlands processes would be lost during implementation of the Headquarters Area Plan. Impacts on the 0.8 acres of wetlands would be compensated for, on a minimum 2-for-1 acreage basis, by restoring riverine and palustrine wetland habitat and associated riparian habitat in a former placer-mined stream valley in the Kantishna Hills region of the park. The NPS finds that this project is consistent with the Procedural Manual #77-1, *Wetland Protection*, and with NPS Director's Order #77-1, *Wetland Protection*. The NPS finds that this project is in compliance with Executive Order 11990, *Protection of Wetlands*.

Figure A-1 -- Wetlands Delineation

Headquarters Area

Alaska Region
National Park Service
U. S. Department of the Interior



Legend

- Impacted Wetlands

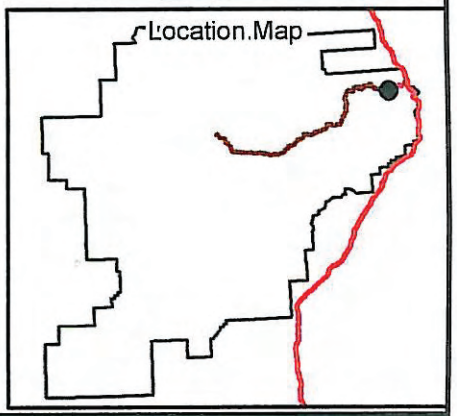
Alternative 3

- New Construction
- Re-vegetate
- Landscaped
- Wetlands Boundary

National Park Service
Denali National Park and Preserve

N
W E
S

0 70 140 280 420 560 Feet



STATE OF ALASKA

SARAH PALIN, GOVERNOR

DEPARTMENT OF NATURAL RESOURCES

DIVISION OF PARKS AND OUTDOOR RECREATION

OFFICE OF HISTORY AND ARCHAEOLOGY

550 W. 7TH AVENUE, SUITE 1310
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November 6, 2007

File No.: 3130-1 NPS

Charlie Loeb
National Park Service
Denali National Park and Preserve
PO Box 9
Denali Park, AK 99676

Subject: Headquarters Area Plan Environmental Assessment

Dear Mr. Loeb:

This office received the Headquarters Area Plan Environmental Assessment on September 27, 2007. We reviewed this document for potential impacts to Mt. McKinley National Park Headquarters Historic District, a historic property listed in the National Register of Historic Places. Overall, the plan appears to adequately rehabilitate and restore this resource by taking into consideration the August 2007 Cultural Landscape Report. As specific design elements for areas are developed, this office will be interested to review their effects on the historic district under Section 106 of the National Historic Preservation Act.

Please contact Doug Gasek at 269-8726 if you have any questions or need further assistance.

Sincerely,

Judith E. Bittner

Judith E. Bittner
State Historic Preservation Officer

JEB:dfg

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