

ALASKA LEGISLATURE COMPLETE FILES 1901-1902

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The White Pass and Yukon Route passes through the east side of the White Pass Trail Unit of the park. Interpretive programs on the train will enhance the visitor's understanding and appreciation of the historic and natural resources through which the train passes. There is a potential for train-hiker conflict where hikers or visitors from the proposed highway may elect to use the railroad grade rather than the designated trail. Not only could such conflicts delay the train, there would be a potential danger to the hikers. The degree of conflict and danger would be to the extent that informational programs, warnings, and rangers are unable to discourage people from using the grades. (See Chapter IV.)

K. Impacts on Lands in the Cooperative Management Zones

The purpose of cooperative management is to protect the scenic resources and historic setting of the park and to minimize the effects of conflicting uses to the degree possible. Specific restrictions to accomplish this objective will probably be formulated on a limited basis by the affected agency at first; and after National Park Service has additional authority under the Klondike Legislation, more detailed agreements will be negotiated. Any regulations placed upon vegetative management, mineral, or other extractive resource activities in a cooperative management effort will be by the Bureau of Land Management, the U.S. Forest Service, and state of Alaska under their respective authorities. One general, overall impact resulting from restrictions will occur since any type of restrictions which protect the scenic resources generally will increase the cost of the endeavor and, depending upon the specific nature of the proposed activities, could make the endeavor economically infeasible. To the degree that conflicts are minimized by restrictions, the scenic resources and historic setting will be protected.

In the cooperative management zones, the extent of mineral resources is not known; there are approximately 165,996 MBF (Int. 1/4 rule), of potentially commercial timber on 11,130 acres. While mining and timber harvest may occur on these lands, if feasible, the effect or extent of possible restrictions as a result of cooperative management cannot be evaluated at this time. The proposal will preclude surface access to the timber lands except for West Creek which is the only area where recent timber activity has taken place.

Pressures for increased snowmobiling opportunities, hunting, and horse use could occur with increased residents in Skagway. The pressure from local use is now low and essentially nonexistent from visitors outside the Skagway area.

The proposal has been designed so as to minimize conflict with the Yukon-Taiya hydroelectric project, should it become feasible. The Alaska Power Administration, through joint planning with the National Park Service, will incorporate measures into its plans to mitigate any adverse effects on the proposed park.

L. Impact on Regional Communities

Ferries serving Skagway stop at eight cities along the southeast Alaska coastline before reaching Skagway. Cruise ships vary the number of stops but also influence other cities along the coast. The additional visitation attracted to the area due to the proposed park will collectively channel through these cities. The nature and impact on these towns and villages would be dependent on the length of stop en route. However, Haines and Juneau will feel considerable impact.

Haines may lose some of its existing tourist economy. It now serves as the terminus for vehicles ferried from Seattle and points in southeast Alaska for connection with the Alaska Highway and travel to Anchorage, Fairbanks, or other points in the northern and interior portions of Alaska, Yukon Territory, and British Columbia. When the Skagway-Carcross Highway is completed in 1975, the park may draw some of this travel public to Skagway where the travelers may spend a couple days then follow the Skagway-Carcross Highway to the Alaska Highway.

Juneau, being the largest city in southeast Alaska, may also feel the impact of increased tourist visitation as a result of park establishment. Cruise ships as well as the ferries stop in Juneau which offers historic attractions and visitor accommodations. Due to increased visitation, the tourist sector of the Juneau economy may be enlarged and expansion of tourist facilities, such as hotels and restaurants, may occur. (See Chapter IV.)

Specifics of comprehensive planning are not known at this time. The recently established Haines-Skagway Land Use Planning Committee, led by the Alaska Division of Lands, is an initial step in comprehensive planning for the area. The specific effects of the proposed park on surrounding lands and nearby communities can be analyzed only in light of recommendations which will grow out of public meetings and subsequent committee recommendations.

The land use changes in the Skagway area (see III. E) are likely to shift pressures for industrial development should the Yukon-Taiya project become feasible. Haines or other areas along the Lynn Canal will likely be selected for industrial development because of proximity to the power project.

IV. MITIGATING MEASURES INCLUDED IN THE PROPOSED ACTION

From the beginning of the proposed Klondike National Historical Park coordination with various levels of government and other agencies has been designed to identify and seek methods of mitigating adverse effects of the proposed park on other projects and the region. (See discussion of coordination in Chapter I.C.) Methods of mitigating adverse effects have been developed through various stages of the proposal to supplement those included in management policies of the National Park Service.

A. Mitigating Measures Included in the Proposal

The boundaries of the proposal were selected not only to maximize historic preservation but also to:

1. Avoid interference with the transportation sector of the Skagway economy to minimize impact on economic diversity. Proposed park unit boundaries were designed to permit construction of the Skagway-Carcross Highway; permit traffic to move from the port facilities without crossing the Skagway Unit and to provide ready access from the port facilities to information and parking for the park unit; permit possible future expansion of the port facility; and continue existing rail and air services.
2. Avoid interfering with hunting to minimize the impact on local sportsmen. The trail unit boundaries were drawn in cooperation with local sportsmen to achieve an optimum for historic preservation with a minimum effect on significant hunting areas.
3. Include only those lands with significant historic resources in the park unit boundaries, with the scenic resources and historic setting to be protected under a system of cooperative management through cooperative agreements, to reduce the amount of land that would be committed to preservation management policies. Cooperative management will maintain the scenic resources and historic setting of the park and will reduce the adverse effect of park establishment on resource uses in the following ways:
 - a. Provide cooperatively planned campsites and trails for recreational use by park visitors since the park units are not of sufficient size to both meet all demand for facilities and preserve and interpret historic resources.
 - b. Permit resource extractive uses, such as logging and mining, to the degree that these uses can be compatible with the scenic resources and historic setting around the park.

c. Permit possible future construction of the Yukon-Taiya hydroelectric project.

d. Assure comprehensive planning by all four management agencies (Bureau of Land Management, Forest Service, National Park Service, and state of Alaska) and other interested or affected entities to minimize the effect of the park on other lands or communities within the region.

The park essentially will include or influence through cooperative management much of the lands in the Taiya Valley. This could limit future large-scale diversification options for the area's economy. However, federal spending to restore portions of Skagway will no doubt enhance the area's economy. In the first five years after establishment, it is estimated that \$2,086,200 of federal funds will be used for restoration or renovation of 16 historic structures, 7 of which will be leased back to private operators; for restoration of the surface of Broadway and relaying of the railroad tracks; for joint maintenance with the city of the street and the boardwalks; for restoration and interpretation of the two trail units; and for support development. In addition, federal planning advice and assistance will be available for local government and private restoration and renovation projects.

Continued means must be sought to regulate development as to type, design, and location so as not to alter the character of the city. The National Park Service, cooperating with the city of Skagway will seek to maintain the historic character of the Skagway historic district.

Additionally, to reduce the influence of federal landownership on taxes in Skagway, the National Park Service will lease housing to the degree that private developers are able to provide necessary housing.

In June 1974 the National Park Service initiated a study in Skagway with the following three objectives: (1) to develop a socioeconomic model of the factors and conditions which influence the community of Skagway; (2) to assess the impact of the proposed park on the community and especially its central business district; and (3) to develop a profile on the various types of visitors coming to Skagway and to develop a similar profile on hikers of the Chilkoot Trail. The economic study is scheduled to be completed by winter 1975 and the sociological study by the summer of 1976. Findings will be utilized in further stages of the planning and design process, in accordance with and in providing assistance to the city of Skagway, and in cooperative management and comprehensive planning.

B. Mitigating Measures Included in Management Policy

The Klondike Gold Rush National Historical Park will be managed in accordance with Administrative Policies for Historic Areas of the National Park System, as amended, and in accordance with the National Park Service Organic Act of August 25, 1916, as amended and supplemented. In these policies, the National Park Service sets forth methods of controlling or permitting various uses within historical areas administered by the National Park Service. Under these policies, the National Park Service will permit continued snowmobile use by Skagway residents at present levels when snow conditions permit. Should conflict of use occur between snowmobilers and crosscountry skiers, it may be necessary to establish areas of use to minimize conflict. Likewise, under these policies the Klondike Park will open to sport fishing under State Fish and Game regulations.

A resident park staff will provide assistance to visitors through interpretive and informational programs and will provide surveillance over historic structures and artifacts. It is believed that, through personal contacts by rangers, public education by interpreters and proper development of designated camping areas, shelters and sanitary facilities, the human use impacts of litter, human wastes, vandalism, and vegetative trampling can be reduced to a minimum. It is also believed that through such programs and in cooperation with the Canadian government the safety of visitors can be assured, to the degree possible, along the arduous trails and most particularly along the grade crossings of the White Pass and Yukon Route.

Protection of artifacts along the trails will be accomplished by the National Park Service implementing the following measures:

1. Inform hikers through informational signs and brochures of the Antiquities Act of the United States and British Columbia laws protecting artifacts.
2. Implement ranger patrols.
3. Inventory and collect small artifacts along the trail. When sufficient protection exists, the artifacts will be replaced in their exact locations, fastening them by means of cement or bolts.
4. Fasten all removable parts of larger artifacts.

During the design and implementation stages of the proposal, the National Park Service will incorporate measures that will minimize, as much as possible, (1) disruption to automobile and pedestrian traffic patterns and the conduct of daily business in Skagway, and (2) disturbance to the physical environments in Skagway and along the trails. Disturbed sites will be landscaped or revegetated to natural conditions.

Carrying capacity research is in initial stages in units of the National Park System. Social and environmental carrying capacities to control overuse, which could diminish the quality of the visitor experience or abuse the natural resources, can be set only on the basis of research findings. If found necessary, carrying capacities for the proposed park will be set by extrapolation from data gathered during existing research and/or by undertaking research within the proposed park.

To minimize the effect of increased visitation to Alaska due to the park, the National Park Service has made every effort to keep public and organizational officials as well as individuals of Seattle, Skagway, and southeast and south-central Alaska informed of the proposal. Approximately 500 copies of a draft master plan were distributed in 1971 to federal, state, borough, and city officials; conservation groups; civic organizations; chambers of commerce; airlines; cruise ship and tour organizations; and interested individuals. An equally widespread distribution of the master plan proposal was made in spring 1974. Both distributions were accompanied by news coverage throughout Alaska and Washington. The public informational process will continue as the planning process continues so that affected governmental agencies, organizations, and industries will be alert to their areas of concern.

The Pioneer Historic District, Skagway Historic District, and White Pass are listed on the "National Register of Historic Places" (Federal Register dated February 19, 1974). The Advisory Council on Historic Preservation and the State Historic Preservation Officers for Alaska and Washington have been consulted in accordance with Section 106 of the National Historic Preservation Act of 1966. It has been determined that the proposed park will have no adverse effect on the historic resources. (See letters from State Historic Preservation Officers in Appendix B.) Subsequent development or restoration projects which will affect historical values will also be submitted to the State Historic Preservation Officers for a determination of adverse effect. Should an adverse effect be identified, the National Park Service will enter into a formal consultation process with the Advisory Council and the State Historic Preservation Officers.

The extent of archeological resources within the proposed park units and the cooperative management zones is not known. Prior to any construction, restoration, or interpretive developments, a survey will be made by a professional archeologist. Any archeological or paleontological resources identified and meeting the criteria will be nominated to the "National Register of Historic Places" in accordance with Executive Order 11593, "Protection and Enhancement of the Cultural Environment." Any such resources will be stabilized and incorporated into the park interpretation program.

Sixteen landowners will be affected by federal purchase of historic structures. Relocation of families and businesses will be accomplished under the provisions of the Uniform Relocation Assistance and Land Acquisition Act of 1970.

The proposed Skagway Unit and Dyea townsite are located in flood hazard areas. Further planning and design will consider the potential flood hazard effects in accordance with Executive Order 11296, "Evaluation of Flood Hazard in Locating Federally Owned or Financed Buildings, Roads, and other Facilities, and in Disposing of Federal Lands and Properties."

Historically, diking constructed along the Skagway river has prevented any flooding in the town of Skagway. During certain flood periods, however, additional reinforcing of the dike has been necessary. The land area on which the town of Skagway is located slopes downward from the Skagway river behind the dike. During a 66 year flood, water projected to flow over the dike could inundate the historic district in one to two feet of water. The velocity of the water entering the district would be at 5-10 feet per second. The Corps of Engineers report entitled, Skagway Navigation and Flood Control Skagway, Alaska, published in 1974 indicates that even with the federal expenditure on a historical park in Skagway, the economics of building a larger dike to protect the town would not be justified on a cost benefit ratio. The Historic Sites Act of 1935 states that "It is declared that it is a national policy to preserve for public use historic sites, buildings and objects of national significance for the inspiration and benefit of the people of the United States, August 21, 1935, C 593 § 1,49 Stat. 666." The Historic Preservation Act of 1966 adds to this national policy for historic preservation. The Flood Hazard Evaluation Guidelines for Federal Guidelines for Federal Executive Agencies developed for the U.S. Water Resource Council to assist in implementing Executive Order 11296 states "nor should federal assistance be denied to registered historic places by reason only of their location in a flood hazard zone." Skagway's historic district is on the "National Register of Historic Places." Due to the nature of building construction in Skagway with its historic board walks, interior floor elevators are a minimum of 12 inches above grade, thus limiting 66 year flood waters in the building interiors from 0 to 12 inches deep. Sand bagging and other flood damage prevention measures could decrease potential flood damage to federal investments substantially. Restoration techniques and future design of federal facilities in Skagway will be cognizant of Executive Order 11296 and subsequent guidelines as they are released.

Any sewage treatment facilities installed by the National Park Service will comply with appropriate federal, state, and local regulations to minimize or eliminate environmental degradation. Planning will be discussed with the Environmental Protection Agency and other appropriate

agencies to assure compliance with the Federal Water Pollution Control Act and Executive Order 11752, "Protection, Control, and Abatement of Environmental Pollution at Federal Facilities."

V. ANY ADVERSE EFFECTS WHICH CANNOT BE AVOIDED
SHOULD THE PROPOSAL BE IMPLEMENTED

The major unavoidable adverse effects of the proposed park relate to the change of land use and the limiting of options to diversify the economy of the Skagway area. The 13,271 acres proposed for inclusion in the Chilkoot and White Pass Trail Units of the park will include one-third to one-half of the developable land in the Skagway area and will commit it to historic preservation, interpretation, and recreation; hence, those lands will not be available for resource extraction or developmental activities. The only likely significant diversification would be for high-energy-consuming industries to locate in the Taiya River valley should the Yukon-Taiya hydroelectric project become a reality. Due to adverse geological factors, it is unlikely that substantial industrial development would occur, but establishment of the proposed park would effectively foreclose this potential future option.

Additional, but presently little understood, adverse impacts may occur to residents of the Skagway community. The structure of the community will change with an influx of additional tourists and new residents associated with private developments for visitor services. A study is underway to identify and evaluate the socioeconomic impact of the park proposal on the Skagway community. The study is scheduled to be completed by spring 1976.

Specific adverse effects of lesser magnitude will also occur. An estimated 2 acres of vegetation will be removed for parking lots in Skagway and Dyea, and up to 15 acres will be disturbed for National Park Service housing, historic building relocation, and maintenance facilities in Skagway. A minor amount of vegetation will be disturbed for trail relocation and campsites in the Chilkoot and White Pass Trail Units. An estimated 75,923 MBF of potential commercial timber resources in the Chilkoot and White Pass Trail Units will not be available for economic or utilitarian benefits. Trampling and compaction of vegetation will occur to the degree that visitors do not use designated trails and campsites.

As accompanies any human use, litter, human wastes, soil erosion on trails, noise, and vandalism will occur. This occurrence will be to the degree that informational programs and ranger patrols are unable to control such abuses.

Vehicle emission concentrations will occur at parking lots where approximately 250 vehicles will be accommodated in Skagway and 100 in Dyea. These concentrations will be to the degree that required mechanical devices are unable to control emissions.

In Seattle, 3,400 square feet of ground level, street front space will be committed to park purposes, by lease, and will not be available for other uses. In Skagway, up to 19 acres will be acquired by the National Park Service and will be removed from the tax rolls; 4 acres will contain restored historic structures and up to 15 acres are for National Park Service housing and maintenance facilities. An unestimated but probably significant amount of land in Skagway will be developed by private enterprise to provide visitor accommodations.

Should substantial increase of recreational use of the lands within the Chilkoot and White Pass Trail Units occur, the following adverse effect may occur: pressures may be brought on adjacent lands for snowmobiling, horse use, and hunting. The impact is expected to be minor, if it even occurs, since use is low now by residents and virtually nil by visitors to the area.

A conflict may occur, including potential danger to visitors, between hikers and the trains at grade crossings of the White Pass and Yukon Route. This potential conflict will be to the degree that informational programs and ranger patrols are unable to keep hikers from using the tracks.

Resource extraction activities, such as logging and mining, on approximately 164,000 acres of cooperatively managed lands may be more costly and some may be infeasible in order to protect the scenic resources and historic setting of the park. The degree of this impact cannot be evaluated until such time as the cooperative management agreements are formulated. The proposal includes authorities for the National Park Service to enter into agreements with the Bureau of Land Management, the U.S. Forest Service, and state of Alaska.

Establishment of the park in conjunction with completion of the Skagway-Carcross Highway may cause a reduction in the tourist sector of the economy of nearby Haines, Alaska. Travelers now debarking from the Alaska Marine Highway System at Haines to continue by road to the Alaska Highway may elect to debark at Skagway due to the historic attractions and connect with the Alaska Highway via the Skagway-Carcross Highway. No estimate is available of the potential number of travelers who may choose this route.

Increased travel on ferries of the Alaska Marine Highway System and on cruise ships may overtax the visitor accommodations and services of port cities en route to Skagway. This will adversely affect those cities to the degree that they are unable or unprepared to provide for the increased visitation.

VI. THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES
OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND
ENHANCEMENT OF LONG-TERM PRODUCTIVITY

The proposed Klondike Gold Rush National Historical Park will provide for the long-term maintenance and enhancement of nationally significant historic resources; of the long-term productivity of the socioeconomic environments of Skagway and, to a degree, of Seattle as they relate to those resources; and the natural resources within the units of the proposed park. The proposed park will:

A. Provide for the restoration, preservation, and interpretation of the historic resources of one site in Pioneer Square in Seattle, certain structures in the Skagway Historic District, and on approximately 13,200 acres of unsurveyed lands within two corridors along the historic Chilkoot and White Pass Trails for the benefit and enjoyment of existing and future generations.

B. Provide protection and preservation to maintain the long-term productivity of the natural resources within the approximately 13,200 acres of unsurveyed lands within the proposed Chilkoot and White Pass Trail Units of the park.

C. Provide some measure of protection, through cooperative management agreements, of the scenic natural resources and historic setting on approximately 164,000 acres of lands surrounding the Skagway, Chilkoot Trail, and White Pass Trail Units of the park. Cooperative management of these lands with the Forest Service, Bureau of Land Management, and state of Alaska will not alter the resource management authorities and responsibilities of these agencies but will minimize conflicting uses to the degree possible under existing authorities and regulations of these agencies. Under the proposed Klondike Gold Rush National Historical Park legislation, lands within the Taiya River valley may have constructed on them the Yukon-Taiya project--if feasible. At the same time assured methods of mitigating any effects of this project on the scenic resources and historic setting of the park will be taken.

D. Strengthen the tourist sector of the economies of Seattle and Skagway. The Pioneer Square Historic District in Seattle, through renovation and restoration programs and an influx of shops, restaurants, and interior malls, already is a tourist attraction. Tourism is now one of the two bases of the Skagway economy, the other being the transportation of commodities. Tourism is growing in economic importance in both cities and is expected to continue to be of importance and increase in importance in the long-term economic productivity of the two cities.

Tourism is forecast for 1980 to 10,000,000 in Seattle (not including 1,500,000 metropolitan area residents) and 140,000 in Skagway. The proposal will not only protect the historic resources which draw tourists to Pioneer Square and Skagway, it will catalyze (principally in Skagway) additional federal, state, and local government; private organization; and individual historic renovation and restoration projects which will further strengthen and stimulate the tourist sector of the economies. Conversely, the proposed park may to some degree limit large-scale diversification of the existing economic bases of Skagway (tourism and transportation), if those expanded uses would threaten historic properties within the Skagway Unit of the proposed Klondike Gold Rush Park. The proposal will not interfere with the transportation sector of the Skagway economy which will expand upon completion of the Skagway-Carcross Highway and may in addition increase possible expansion of port facilities. No industrial development and only minor mining and logging operations in modern times are known to have occurred in the Chilkoot and White Pass Trail Units of the park and in the suggested cooperative management zone. Little exists with regard to mineral resource potential in the area, and an estimated 75,923 MBF of timber are on proposed park lands with 165,996 MBF on suggested cooperative management lands. Use of these resources for input into the local, regional, and national economies will be forgone, with the exception of those resources which may be extracted in the cooperative management zone under some form of regulation.

Developable land in the precipitous Skagway area is limited to the lower valley of the Taiya River and vacant land within Skagway (about 1/2 of the town's land area). Land being somewhat limited may discourage large scale industrial development, associated roads, and town growth in the Dyea area, since most of the historic Dyea flats are in the proposed park. The Yukon-Taiya hydroelectric project would be an exception provided for in the proposed park legislation.

In summary, the park proposal will preserve and interpret for future generations the historic resources of the gold rush epic of 1897-98. This will enhance and help maintain the long-term productivity of the natural and historic resources that support the tourist sector of the Skagway economy. The proposal may limit future options to significantly diversify the economy of Skagway and principally curtail the location of any dependent industries in close proximity to a hydroelectric power project if constructed in the Taiya valley.

VII. ANY IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS
OF RESOURCES WHICH WOULD BE INVOLVED IN THE
PROPOSED ACTION SHOULD IT BE IMPLEMENTED

Since the process to establish a national park is legislative, the enacted law can be altered or changed by Congress for the public good at any time. The designation of a national historical park is a land use designated to preserve the resource in its historic setting. If, at a later date, it is deemed necessary by Congress to use it for something other than a park, no irreversible commitment of the resources will have been made in the interim.

Irretrievable resources would relate to the change of land use. The economic and utilitarian benefits which could be derived from possible timber and mineral resources within the two trail units would be irretrievable for those who would have benefited. Tax monies will be lost on not more than 19 acres of land which will be acquired by the National Park Service in Skagway, except for federal property lessees who will pay a business occupancy tax to the city. The opportunity for long range private landownership and development in the Taiya River valley will be precluded.

It is not expected that limiting the options to diversify the economic base of Skagway will cause any significant irretrievable commitments to the community of Skagway. Transportation and tourism have formed a successful economic base for many decades, and there is no reason to expect tourism to Alaska to decline in the foreseeable future. An area administered by the National Park Service is a stable base for the economy of an area.

Should the Yukon-Taiya hydroelectric project be constructed, a significant irretrievable loss will occur to industries which find it essential to locate in close proximity to the supply of energy.

VIII. ALTERNATIVES TO THE PROPOSED ACTION

The alternatives considered consist of different means of accomplishing the preservation, restoration, and interpretation of the structural and artifact remnants of the Klondike gold rush or of doing nothing toward that end.

A. No Action

The impact of no park establishment would relate primarily to historic resources, land use, economic development, the community of Skagway, and visitor use. An assumption is made in discussing the following impacts: Without significant planning assistance and financial stimulation, the historic resources of Skagway, Dyea, and the Chilkoot and White Pass Trails will, at some future point in time, begin to deteriorate and the attraction of visitors will subsequently decline. During the interim, visitation to Skagway is projected to increase to an estimated 140,000 visitors which would be attracted to the area by 1980 with park establishment. Impacts of no action on the Seattle Unit are discussed in Alternative B.

Impacts on Historic Resources: Artifacts of the gold rush epic are rapidly disappearing. Virtually all of the artifacts from Dyea have disappeared into private collections or have been incorporated into the two museums in Skagway. Without an effort to inventory and maintain the remaining artifacts along the trails, pilfering and vandalism will continue. Some historic structures in Skagway are in good condition, some have been remodeled into periods not reminiscent of the gold rush era, and others are in varying states of decay. Private and other public programs for historic preservation and interpretation are financially inadequate to achieve a reasonable level of success in maintaining or restoring the structures in the Skagway Historic District. It is likely that, as costs rise, restoration efforts will be channeled into only a few significant structures like the city hall, Pack Train Inn, and Golden North Hotel, while other structures such as the Admiral Steamship ticket office and Mascot Saloon will continue to deteriorate. Even now, the magnificent old Pullen House is of questionable restorable condition. Those wooden structures now vacant will soon crumble from weathering or possible fires if massive restoration or renovation is not undertaken soon. Historic resources that have been determined to be of national significance will be lost, as will the story they can relate to existing and future generations.

Impacts on Land Use: The city of Skagway passed an ordinance to establish the Skagway Historic District and to adopt local zoning laws that would help to preserve the historic integrity of the privately owned historic

buildings within the district and to assure that the character of existing nonhistoric and newly constructed structures in the historic district would be in harmony with the designated area. This ordinance will assure that nonconforming structures are not placed within the historic district but does not and cannot make any provision for maintenance, renovation, and restoration of the existing structures.

Lands along and surrounding the Chilkoot and White Pass Trails would continue as they are for multiple use management under the policies of the Bureau of Land Management, Forest Service, and state of Alaska or for private ownership and development. Hunting would be permitted on all lands in the Skagway area as designated and controlled by the Alaska Department of Fish and Game. It is not likely that there would be restrictions on existing snowmobile or future horse use. Within the Taiya and Skagway river valleys, mineral exploration and development could take place, if significant resources are present and timber resources could be harvested. Private homes and recreational properties could be developed along the lower Taiya River valley. Industries, such as mineral-reduction or timber processing plants, could be developed in the Taiya River valley and at the Dyea townsite. Industrial development would probably not occur unless the Yukon-Taiya hydroelectric project is constructed to provide the necessary energy supplies. These changes in land use would permit a wider range of developments with less restriction and possibly more intense development of the small amount of developable land in the Skagway area.

Impacts on Economic Development: With little restriction on land use, the Skagway area economy could diversify. However, the range of possible future diversification is small since there are no significant agricultural lands, and developable lands are limited to the lower Taiya River valley and the mouth of the Taiya River near Dyea. It is possible that if the Yukon-Taiya hydroelectric project is constructed high-energy-consuming industries may locate in the valley near the energy source.

The Skagway economy now is based on tourism and transportation of commodities. The transportation of commodities sector of the economy will grow with the construction of the Skagway-Carcross Highway and with possible port expansion. The tourism sector of the economy would probably eventually decline as the historic resources which draw the tourists deteriorate. To the extent that tourist visitation affects the transportation sector of the economy, this sector would decline.

Impacts on the Community of Skagway: Skagway, with a population of 700, is already overwhelmed by an influx of over 45,000 visitors each summer. To the degree that tourism may decline in the future, the

impact of less tourist visitation will alter the existing structure of the community and employment opportunities. Residents whose livelihood is dependent on the visitation, such as hotel and restaurant entrepreneurs and employees, may be forced to leave the community to seek employment opportunities. The White Pass and Yukon Route is the major single year-round employer, employing approximately 200 of the estimated 350-person work force. The remainder of the work force is distributed among service industries and government. Visitor service employment is mostly seasonal. The most severe impact on employment due to future loss of visitation would be seasonal. However, an unestimated percent of the 150 persons in the year-round work force are directly or indirectly affected by tourist visitation. A decline of population, particularly in the work force and younger age category, would probably occur which would reduce the economic viability of the community.

Should the Yukon-Taiya hydroelectric project be constructed and should industry subsequently locate in the Taiya River valley, year-round industrial employment opportunities would be available and would help offset out-migration. Industrial employment opportunities would also attract an in-migration of both skilled and nonskilled workers. Growth in resident population would stimulate growth in the service industry. The service industry would be altered from visitor services (hotel, restaurants, and curio shops) to resident services (food, clothing, and automotive stores, etc.)

Impacts on Visitor Use: The quality of the visitor experience will decline as historic resources deteriorate. Presently, interpretation of the gold rush story relates mostly to the role of Skagway, with lesser emphasis on Dyea or the Chilkoot and White Pass Trails. It can be assumed that the Skagway historic resources will in the future, as they have in the past, receive the greatest degree of protection and will be the last to deteriorate and disappear from lack of preservation. To this extent, the interpretive aspects of visitor use will be oriented to Skagway to a greater degree. This will lead to less diversification of visitor experiences and ultimately to less visitation.

B. A Park Without a Seattle Unit

Impacts of no park unit in Seattle would primarily affect historic preservation, visitor use, and, to a lesser degree, the economies of Pioneer Square Historic District and Seattle in general.

Impacts on Historic Preservation: The Pioneer Square Historic District in Seattle, through efforts of city officials and private individuals, has undergone considerable change toward historic preservation. Professional planning has led to building restorations; an influx of stores,

shops, and interior malls; and extensive landscaping. Many of the historic structures still remain untouched by preservation efforts, but restoration programs and growth in the district are expected to continue to the extent that monies are available from private and governmental sources. Competition for monies by other historic restoration programs and attraction of private endeavors to other programs could decrease the rate of restoration, renovation, and growth in Pioneer Square. Money and increased progress in preservation programs are essential to preserving some of the structures. This was exemplified by the recent collapse of the old Olympic Hotel, the remains of which were demolished after many attempts and failures to get preservation monies to save it. Other structures will suffer the same fate unless increasing effort and money can be channeled into preservation of the structures in the square.

Impacts on Visitor Use: Interpretation of the historic resources in Pioneer Square is presently limited mostly to static displays as part of the decor in restaurants and shops or the one tour which takes visitors on an underground tour through a buried section of early Seattle. There are no known plans by local officials or private efforts to provide an interpretive service which succinctly relates the relationship of Seattle to the gold rush and the epic trek from Skagway to the Klondike. Seattle received 5 million visitors in 1971 and is forecast to receive 10 million in 1980. In addition, 1.5 million potential visitors reside in the metropolitan area. While statistics are not available on visitation to the square, the square is rapidly becoming one of the leading visitor attractions. Also, schools in the Seattle metropolitan area use the historic resources of the square for on-site lessons in local history. None of the tourists, area residents, or area school children who are visiting or will visit the square are receiving an experience that relates the total picture or importance of the Klondike gold rush to local and Alaska history. To the extent that the gold rush story is meaningful to visitors, and most especially school children, the visitor experience is and will continue to be diminished.

Impacts on Pioneer Square and Seattle Economies: Visitor expenditures are critical to the economy of Pioneer Square Historic District and important to the general economy of Seattle. While nonservice businesses are locating in restored structures, which introduces rental monies into the square's economy, visitation provides the expenditures upon which the shops and restaurants are dependent and upon which the evening and weekend economic activity depends. A unit of the park in Seattle's Pioneer Square would engender economic activity, but probably not to a noticeable degree.

It is expected that economic activity as a result of both nonservice businesses and visitor expenditures will continue and will increase.

The increase will be dependent on a combination of the trend toward increasing visitation in the general population and the diversity of experiences offered in Pioneer Square. Providing a diversity of experiences which directly relates to visitor expenditures, particularly to the number of repeat visits by residents of the Seattle metropolitan area and in the length of stay in the square by all visitors, is critical to the interrelated economic growth and historic preservation of the area. There is only one known plan to diversify experiences relating to the historic resources of the square, a historic ship display at the Seattle waterfront park. However, local government is building a domed stadium near the square which, because of close proximity to the square, will influence economic activity in the square and Seattle in general.

C. A Park which Includes an Entire Building in Pioneer Square Historic District

This alternative includes the acquisition and restoration by the National Park Service of an entire building in Pioneer Square Historic District. Impacts of the alternative would primarily affect historic preservation, land use, private enterprise, the economies of Pioneer Square Historic District, Seattle, and the federal budget. The Pioneer Building was considered as a base for analyzing this proposal. Acquisition and restoration was estimated to cost \$3 million in 1972.

Impacts on Historic Preservation: The impacts on historic preservation are analyzed in conjunction with the information provided above under Alternative B, "A Park Without a Seattle Unit." Federal acquisition and restoration of an entire building would assure preservation of that building and would probably provide sufficient impetus to private and other public restoration efforts in the district to assure their success.

Impacts on Visitor Use: The restored structure would provide space for a variety of visitor activities to enhance the visitor experience, such as movies or plays relevant to the gold rush story. Short-term disturbance and disruption of pedestrian traffic patterns would occur during the restoration process.

Impacts on Land Use: Depending on which building would be selected, tenancies could be affected and may have to be relocated. Based on the Pioneer Building, three business tenancies would be relocated. Most of the tenancies in the unrestored buildings of Pioneer Square are businesses or service organizations associated with the indigent resident population in the area (estimated at 1,000 persons). Any building selected in the square would probably necessitate relocation of services to those people and, ultimately, a relocation of at least a small portion of the indigent population.

Impacts on Economies of Pioneer Square and Seattle and Federal Expenditures: The impacts on the economies of Pioneer Square and Seattle are analyzed in conjunction with information provided above under Alternative B, "A Park Without a Seattle Unit."

Acquisition and restoration of a building would inject approximately \$3 million into the property values of Pioneer Square and Seattle. The sum would be significant to historic preservation. Economic benefits to the overall economies would be additional with new private businesses which would lease space in the restored building. As discussed under Alternative B, the economies of the square and Seattle are stimulated by many interrelated influences. Acquisition would also have a slight negative effect since the city would lose tax monies with the building and lot under federal ownership.

The estimated \$3 million for acquisition and restoration is also a substantial federal expenditure when considered in context of the proposed budget for the park. Under the present situation of deficit spending in the current budget and need to hold down federal expenditures to assist in balancing the next fiscal budget, this amount of federal expenditure for a Seattle unit is not favored.

D. A Park that Includes the Entire Drainages of the Skagway and Taiya Rivers

This alternative would include all lands between the western topographic crest of the Taiya River and the eastern topographic crest of the Skagway River. It would total approximately 176,457 acres. The alternative would essentially include all the lands within the possible complex boundary shown on the Topography/Boundary map in Appendix D. Impacts of this alternative would primarily affect vegetation, wildlife, land use, economic development, historical and archeological resources, and transportation.

Impacts on Vegetation: The lands are approximately 50 percent forested, with the remaining being high elevation snowfields, rock, and alpine vegetation. The vegetative resources on the estimated 176,435 acres would be managed under preservation policies which would preclude timber harvesting. The timber resources would not be available for economic or utilitarian benefits.

Impacts on Wildlife: Hunting is not permitted under preservation management policies. Although wildlife populations are thought to be light, a buildup in certain species populations could occur to the detriment of both species populations and vegetation. Likewise, under this alternative, lands now used by local sportsmen would be closed to hunting.

While hunting pressure is light, the lands considered in the alternative are the only hunting lands accessible to local sportsmen without costly and time-consuming air or boat travel.

Impacts on Land Use: Approximately 176,457 acres of land would be committed to preservation management. Multiple-use options would not be available. Of particular concern, in addition to timber harvest and hunting, would be mining activities. Little is known of the mineral resources in the lands, but the opportunity to develop any potential mineral resources would be foregone. This would preclude any possible economic or utilitarian benefits which could be gained.

Impacts on Historical and Archeological Resources: The extent of historical structures and artifacts is not known outside the Chilkoot and White Pass trail corridors. Archeological resources may be present, since the Chilkoot and Chilkat Indians both used the lands. Under this alternative, any historical or archeological resources and the historical setting of the Klondike Gold Rush would receive national park preservation, restoration, interpretation, and notoriety.

Transportation: The alternative could affect existing plans for the Skagway-Carcross Highway. Should the alternative result in park authorization prior to highway authorization, then the possibility would exist for further action by the Alaska Department of Highways under Section 4(f) of the Department of Transportation Act of 1966, as amended. Under provisions of the act, a federal-aid highway may not be constructed through a park of national significance unless two conditions are met: (1) that there is no feasible and prudent alternative to the use of such land, and (2) that such plans include all possible planning to minimize harm to the park. The decision for possible further Section 4(f) actions would have to be based on an evaluation of the existing Section 4(f) actions already incorporated into the Alaska Department of Highways plans.

It should be noted that the existing Section 4(f) actions are based on a proposed highway route that would affect historical resources but would not cross park lands. Additional Section 4(f) actions, if determined necessary, could delay construction of the proposed highway and could result in additional planning and construction costs.

The alternative could affect the possible expansion of port facilities. Since documented expansion plans have not been prepared, the impacts cannot be analyzed. However, preclusion or reduction in expansion could adversely affect park visitation. Ferries and cruise ships are primary means of access to Skagway; and visitors seeking marine access could be denied the park experience or could be required to use air or surface access.

IX. CONSULTATION AND COORDINATION WITH OTHERS

A. Consultation and Coordination in the Development of the Proposal and in the Preparation of the Draft Environmental Statement

The master plan proposal for the Klondike Gold Rush National Historical Park is substantively the same as this final environmental impact statement. It has received extensive distribution among all agencies and state and local governments involved as well as to interested members of the public in Skagway and Seattle. The master plan proposal was also discussed in a number of public meetings in Skagway on the proposal. Accordingly, this statement includes consideration of comments or consultations with the Forest Service; Bureau of Land Management; Alaska Power Administration; the Alaska Departments of Economic Development, Highways, and Natural Resources; and the cities of Seattle and Skagway. On August 11, 1972, a cooperative agreement for the protection of the Chilkoot Trail historic resources was signed between the Pacific Northwest Region of the National Park Service, the Alaska State Office of the Bureau of Land Management, and the Department of Natural Resources, state of Alaska. Considerable consultation has also taken place with Canadian officials concerning the international aspects of the proposed park.

B. Coordination in the Review of the Draft Environmental Statement

Copies of the draft environmental impact statement and a request for comments were sent to the following governmental agencies and organizations:

United States Government

Advisory Council on Historic Preservation

Department of Agriculture

 Farmers Home Administration

 *Forest Service

Department of the Army

 *Corps of Engineers

Department of Commerce

 Economic Development Administration

Department of the Interior

 *Alaska Power Administration

 *Bureau of Indian Affairs

 *Bureau of Land Management

 *Bureau of Mines

 *Bureau of Outdoor Recreation

 *Fish and Wildlife Service

 *Geological Survey

*Department of Housing and Urban Development

Department of State

- *Department of Transportation
 - Federal Highway Administration
 - Federal Railroad Administration
 - Federal Aviation Administration
 - Coast Guard
- *Environmental Protection Agency
- *Federal Power Commission

Canadian Governments:

- *Parks Canada
 - National and Historic Parks Branch
- Province of British Columbia
 - Parks Branch
- Yukon Territory
 - National Historic Sites

State of Alaska

- Historic Preservation Officer
- *Planning and Research Division, Office of the Governor (state clearinghouse)

State of Washington

- Historic Preservation Officer
- *Planning and Community Assistance Division, Office of Program Planning and Fiscal Management (state clearinghouse)

Others

- City of Seattle
- City of Skagway
- Pioneer Square Association
- Pioneer Square Historical District
- Puget Sound Governmental Conference (metropolitan clearinghouse)
- White Pass and Yukon Route

In addition, the statement was sent to 100 conservation organizations, historical societies, and interested citizens. The draft statement was open to public review from May 2 to July 1, 1974.

The letters of comment received on this statement were analyzed and are incorporated in the following pages of this final environmental statement. Responses are given only to those comments which raised questions concerning adequacy of the statement. All comments received are included, however.

*comments received

JOEL PRITCHARD
1ST DISTRICT, WASHINGTON

COMMITTED TO:
GOVERNMENT OPERATIONS
MERCHANT MARINE AND
FISHERIES

808 CANNON BUILDING
WASHINGTON, D.C. 20515
(202) 225-6311

DISTRICT OFFICE
U.S. COURTHOUSE, ROOM 209
1010 FIFTH AVENUE
SEATTLE, WASHINGTON 98104
(206) 442-4220

Congress of the United States
House of Representatives
Washington, D.C. 20515

July 3, 1974

Mr. John A. Rutter
Regional Director
Pacific Northwest Region
National Park Service
Fourth and Pike Building
Seattle, Washington 98101

Dear Mr. Rutter:


Thank you for your recent letter which forwarded a copy of the draft environmental statement for the proposed Klondike Gold Rush National Historic Park.

After reviewing the statement I am certain that the park will be a welcome addition to Seattle and to Washington's First Congressional District. The location of the park in Seattle's Pioneer Square is highly appropriate and will serve to enhance the awareness of Washingtonians of this important part of their history.

If my office can be of assistance in this matter, do not hesitate to let me know.

With best regards,

Sincerely,


Joel Pritchard
Member of Congress

JP:lb

cc: The Honorable Wes Uhlman
The Honorable Bruce K. Chapman



UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
Washington, D. C. 20250



8420

JUL 8 1974

Mr. John A. Rutter, Regional Director
National Park Service
Pacific Northwest Region
U. S. DEPARTMENT OF THE INTERIOR
4th & Pike Building
Seattle, Washington 98101

Dear Mr. Rutter:

The Office of the Secretary has asked us to review the Draft Environmental Statement and Master Plan for the proposed Klondike Gold Rush National Historical Park, Alaska-Washington. We have the following comments to offer:

General comments:

1. The proposal is favorable in protecting historical values.
2. Quantitative statements regarding abundance of particular resources are lacking. 1
3. Economic and social impacts do not seem to have been analyzed and prepared in depth. 2
4. We are concerned that the impacts on other lands, not adjacent to the proposed park units, have not been recognized. Increased traffic to Skagway via the Alaska Marine Highway could also mean increased traffic at other stops along the marine highway system. The impacts of increased traffic, and the impact on existing tourism facilities, have not been looked at in Ketchikan, Petersburg, Sitka, Juneau, and Haines. Also, the newer additions to the marine highway system, Hoonah, Kake, Angoon, etc., are not prepared to handle an influx of tourists. 3

Specific comments:

1. Page 6, item b. We suggest that the long-range cooperative arrangements, mentioned in the parent text, should also include the general management objectives of the lands adjacent to the proposed park units, as well as the trails, camping areas, and shelters. Although "cooperative management zones" are shown on 4

the map on page 20, there is no discussion as to the type or extent of management proposed. While we may be willing to alter our normal management activities, this should be spelled out to avoid problems at a later date.

2. Page 6, item d. We suggest adding the Forest Service here because we manage the wildlife habitat on the contiguous lands.

5

3. Page 37. The White Pass Unit will have impacts beyond those mentioned here. This unit will affect the entire scope of management on National Forest lands adjacent to the area proposed for inclusion into the National Park System. This, in turn, will have impacts that limit management opportunities which, in turn, will decrease utilitarian values in favor of non-tangible values. This is recognized, in part, by the statement on page 42, item 4, but only for lands included within the park system.

6

Also, non-management of game species could result in problems associated with over population of game similar to those experienced in other National parks. These impacts are found both within the park and on adjacent lands.

7

Some considerations here are also reflected in No. 1 above.

4. Page 40, item 7, second paragraph. We would prefer the last sentence to read similar to the following: "...will generate, these agencies will coordinate management of adjacent lands to minimize conflicting uses to the degree possible."

8

5. Page 40, item 7, 4th paragraph. We question whether horse use as could be expected now has any relationship to the horse use and abuse that actually occurred on the trail. At this point, recreation use of horses should not be precluded.

9

6. Page 42, item 1. The source of air and water pollution indicated is unknown. If the source is from construction, and is short-term, this is acceptable. But if the pollution is to be a continuing thing because of poor design or treatment it is unacceptable, especially in this day and age when all Federal facilities must be non-polluters.

10

7. Page 43, Chilkoot and White Pass Units. Statements here are probably true, but they don't even evaluate the impact of long-term productivity.

11

We appreciate the opportunity to review and comment on this environmental statement.

Sincerely,



R. MAX PETERSON
Deputy Chief

Responses to Comments by
Department of Agriculture, Forest Service

1. Quantitative information on resources has been added throughout Chapters II, III, and VII to the extent that we were able to obtain such information.
2. In June 1974, the National Park Service initiated a pilot socioeconomic impact study in Skagway. (See discussion in Chapter III.F, p. 48.) The economic study is expected to be completed by winter 1975. The sociological study will be completed by the summer of 1976. In the interim, the discussion of economic and social impacts, based on existing information, has been revised in Chapter III.E, F, G, and H, pp. 45-51.
3. A discussion of impacts on the regional communities has been added in Chapter III.L, p. 55.
4. A revised discussion of the proposed cooperative management zones has been added in Chapter I.A.2, pp. 11-15.
5. The Forest Service has been added to the discussion of cooperative agreements for wildlife management in Chapter I.A.2, p. 11.
6. The discussion of impacts on adjacent lands has been revised. See Chapter III.F, K, and L, pp. 46-49 and 54-55.
7. A revised discussion of the impacts on wildlife is included in Chapter III.B, pp. 43-44.
8. The suggested terminology has been added to discussions of cooperative management throughout the statement.
9. References to horse use have been clarified in Chapter III.H, p. 51.
10. The discussion of potential air and water pollution has been revised. See Chapter III.C and D, p. 14.
11. The discussion of long-term productivity has been revised. See Chapter VI, pp. 64-65.



DEPARTMENT OF THE ARMY
NORTH PACIFIC DIVISION, CORPS OF ENGINEERS
210 CUSTOM HOUSE
PORTLAND, OREGON 97209

NPDPL-FW

26 June 1974

Mr. John A. Rutter
Regional Director
National Park Service
Pacific Northwest Region
Fourth and Pike Building
Seattle, Washington 98101

Dear Mr. Rutter:

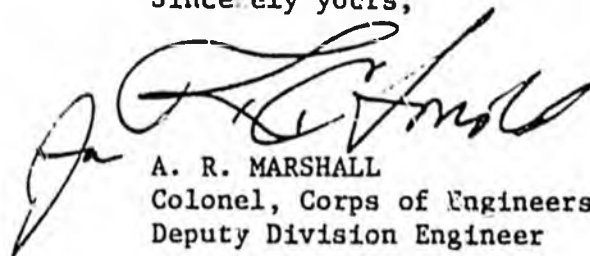
We have reviewed the draft Environmental Impact Statement and the Master Plan for the Proposed Klondike Gold Rush National Historical Park, Alaska and Washington.

We would like to remind you that the proposed Skagway Unit located in Skagway, Alaska, should be evaluated in accordance with Executive Order 11296, "Evaluation of Flood Hazard in Locating Federally Owned or Financed Buildings, Roads, and Other Facilities, and in Disposing of Federal Lands and Properties," so that potential adverse flood hazard effects are considered.

12

Thank you for the opportunity to review the statement and master plan.

Sincerely yours,



A. R. MARSHALL
Colonel, Corps of Engineers
Deputy Division Engineer

AIR MAIL

Responses to Comments by
Department of the Army, Corps of Engineers

12. Information on Executive Order 11296 has been included in Chapter IV,
p. 60.



DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
ARCADE PLAZA BUILDING, 1321 SECOND AVENUE
SEATTLE, WASHINGTON 98101

June 25, 1974 .

REGION X

Office of Community Planning
and Management

IN REPLY REFER TO:
MS 307

Mr. John A. Rutter
Regional Director
National Park Service
Fourth and Pike Building
Seattle, WA 98101

Dear Mr. Rutter:

Subject: Draft Environmental Statement, Klondike Gold Rush National
Park, DES 74-47, Alaska and Washington

We have reviewed the draft statement submitted with your May 17, 1974
letter to Mr. Broun requesting comments by July 1.

The proposed action is the development of a national historical park of
four separate units to commemorate the Klondike Gold Rush epic as a part
of our country's history worthy of preserving.

We were very much interested in your master plan and impact statement,
since our department along with other federal agencies is committed to
encourage the development of plans to use historic properties in a manner
compatible with preservation objectives and which will not result in an
unreasonable burden to the public or private interests. We concur with
the State of Washington that Alternate 3, the outright acquisition and
restoration of an entire building in Pioneer Square would probably be
beneficial to the success of the district. However, preservation
activities in Pioneer Square are subject to approval by the City.

13

In the Skagway master plan, we want to point out that presently the entire
City of Skagway is in the special flood hazard area; thus, an evaluation
of the hazard should be included in the impact statement. We also suggest
that the master plan take into consideration the anticipated housing needs
so that local governments can plan accordingly.

14

15

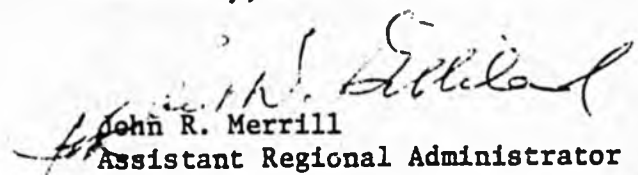
In the Chilkoot Trail Unit with reference to Dyea, it is noted that this
is a remnant of a ghost town and should remain so. Isn't it possible that
some time in the future that Dyea could again become a town with a very high
quality living environment. We feel it should be up to state and local

16

governments to determine the type and direction they want for future growth.]

Thanks for the opportunity to comment.

Sincerely,



John R. Merrill
Assistant Regional Administrator
for Community Planning and Management

cc: CEQ (5)
Duffy
Miller
Faull
Riddell

Responses to Comments by
Department of Housing and Urban Development

13. A revised discussion of this alternative is included in Chapter VIII, p. 71-72. The city of Seattle passed Resolution 24596 supporting the recommendation of the Klondike Gold Rush National Historical Park. A copy of the resolution and a letter from the Mayor of Seattle are included in Appendix C.
14. Skagway's location in a flood hazard area is discussed in Chapter IV, p. 60.
15. A discussion of anticipated housing needs in Skagway has been added to Chapter I.A.1, p. 7.
16. A new town could again grow at Dyea. However, since it is located on the Taiya River flood plain near the mouth of the river, the site is susceptible to floods. (See Chapter IV, p. 60) The Klondike park proposal which includes the historic townsite of Dyea has the concurrence of state and local governments (see Appendix C), and state and local officials were involved throughout the planning process.



United States Department of the Interior

ALASKA POWER ADMINISTRATION

P O BOX 50

JUNEAU ALASKA 99801

IN REPLY REFER TO

June 28, 1974

700

AIRMAIL

Regional Director
Pacific Northwest Region
National Park Service
Fourth and Pike Building
Seattle, Washington 98101

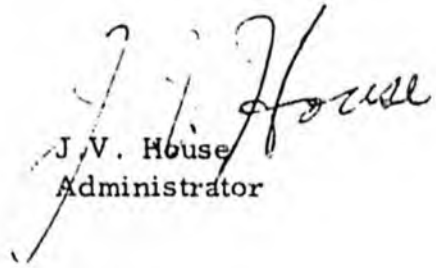
Dear Sir:

Thank you for the opportunity to review and comment on your draft environmental impact statement for the proposed Klondike Gold Rush National Historical Park.

I believe the draft statement adequately covers the coordination and cooperative planning needed to insure compatibility of our potential Yukon-Taiya Hydroelectric project with the environmental and historic values covered in the park proposal.

We have no other comment at this time.

Sincerely yours,


J. V. House
Administrator



United States Department of the Interior

BUREAU OF INDIAN AFFAIRS
WASHINGTON, D. C. 20245

IN REPLY REFER TO
Trust Facilitation
EQ (DES 74-47)

JUN 28 1974

Memorandum

To: Regional Director, Pacific Northwest Region
National Park Service, Seattle, Washington

From: *[Signature]* Martin E. Seneca, Jr.
Director, Office of Trust Responsibilities

Subject: Review of Master Plan and Draft Environmental Statement
for Proposed Klondike Gold Rush National Historical Park,
Alaska and Washington (DES 74-47)

We have reviewed the subject statement as requested in your letter of May 17, 1974.

There appears to be no irretrievable or adverse impact on Indian lands or people.

We consider the plan and statement to be well written and to contain a wealth of information concerning the area. Following are our comments:

1. While we have no specific knowledge of such sites, it is possible that Native historical or burial sites are located within the proposed park. We recommend inclusion of provisions for their preservation upon discovery. A Thlingit Indian Village of over 200 people was located near Dyea at the time gold was discovered. 17
2. The role of the Indians and their relationship to the Klondike Gold Rush could be enlarged upon. For example, many worked as packers. 18
3. Similarly, a number of Indian families still live in the vicinity of Skagway and, therefore, we recommend your including consultation with them in your planning. 19

[Signature]





United States Department of the Interior

BUREAU OF LAND MANAGEMENT

State Office

555 Cordova Street
Anchorage, Alaska 99501

July 2, 1974

Memorandum

To: Regional Director, National Park Service, Pacific Northwest Region
Seattle, Washington

From: State Director, Bureau of Land Management

Subject: Review comments DES 74/47, Klondike Gold Rush National Historic
Park, Alaska-Washington.

Our review of the draft Environmental Impact Statement and attached master plan found them to be interesting and adequate in covering most areas of environmental concern. We have the following specific comments:

1. P. 19, item h. The Anchorage District, Bureau of Land Management, has not been contacted with regard to the proposal. The Anchorage District has field responsibility for management of adjacent lands and needs to be kept fully informed of all actions which may affect BLM management. The address for the District is:

20

Mr. Richard Tindall
District Manager
4700 East 72nd Avenue
Anchorage, Alaska 99502

2. P. 35. Mention is made of the current use level (1300 per year) on the Chilkoot Trail. However, no mention is made of what the social and/or environmental carrying capacity may be. What level of use and quality of experience is the NPS master plan and proposal designed for? How is it proposed to control use levels?

21

3. P. 43. Mention is made of economic development in Skagway and its possible effects. No mention is made on how much is desirable and

22

how the NPS may attempt control. The long-range benefits or impacts upon the historical aspects of the proposed park could be examined in greater detail in the final statement.

Richard H. Thompson
Acting



United States Department of the Interior

BUREAU OF MINES
WASHINGTON, D.C. 20240

July 12, 1974

DES 74-47

Memorandum

To: Regional Director, Pacific Northwest Region, National Park Service, Seattle, Washington

Through: ^{Deputy} Assistant Secretary--Energy and Minerals *J. Wells*
JUL 17 1974

From: Director, Bureau of Mines

Subject: Master plan and draft environmental statement, National Park Service, proposed Klondike Gold Rush National Historical Park, Alaska and Washington

Our Alaska Field Operation Center, Juneau, and Western Field Operation Center, Spokane, have reviewed the master plan and draft environmental statement for the proposed Klondike Gold Rush Historical Park, Alaska-Washington. Maps and land descriptions in the documents are grossly inadequate to plot the boundaries on the Skagway quadrangle map sheets to show known mineral prospects in relation to the proposed White Pass and Chilkoot Trail Units. The maps do not indicate the topographic and physical features or the characteristics of the proposed park units of about 13,000 acres or of the scenic control area of nearly 200,000 acres.

23

The proposal calls for scenic control of the Taiya and Skagway River valleys from "topographic crest to topographic crest." In effect, the National Park Service intends to have "scenic control," through cooperative agreements, of a block of land up to 25 miles long by 15 miles wide, as indicated on page 21 of the Cooperative Management Zones map. This would give Park Service virtual control of mineral and forest resources, and industrial and roadbuilding activities from almost 4 miles below the head of Taiya Inlet to the Canadian border, covering all of the federally-owned watershed of the Skagway and Taiya River systems.

24

The proposal for the Seattle unit calls for leasing of approximately 3,400 square feet of building space in the historic Pioneer Square District. The space would be utilized for programs and displays related to the Klondike Gold Rush in general and Seattle's role as the gateway to the Yukon goldfields in particular. Since the Seattle unit will be located in an established urban area, there should be no change in present or future mineral resource commitment.

Memo. to: Regional Director, Pacific Northwest Region, National Park Service, Seattle, Washington, Subj: Proposed Klondike Gold Rush National Historical Park, Alaska and Washington

The environmental statement's section on Minerals, pages 32-33, states "The Alaskan side of the area is not highly mineralized" and "a few minor claims have been staked and worked." There has been no evaluation or even mention of the Inspiration mine or of two other prospects shown on the Skagway quadrangle maps. These prospects and a radioactive minerals prospect are probably within the proposed park units. According to the Skagway recorder's office and Alaska's Division of Geological Survey records, about 15 other prospects have been located within the proposed scenic control area. These locations were variously for gold, silver, lead, zinc, copper, molybdenum, and radioactive minerals. We believe that a mineral resource study made of the proposed park and its scenic control area would provide information that would be basic to a decision on the proposal.

25

On pages 45 and 46 it states "The drainages of the Skagway and Taiya Rivers are the only lands available at the head of Taiya Inlet. Room is needed for future growth, transportation facilities, nonpark recreation (such as hunting), and community facilities." The valley of the Skagway River and a tributary contain the White Pass and Yukon Railroad and a State highway under construction to connect with the Canadian system. This is the main transportation corridor for supplies and equipment into northwestern British Columbia and a large part of the Yukon Territory. It is also the export route for large and increasing tonnages of Canadian ores and concentrates of copper, lead, zinc, silver, gold, tungsten, and asbestos through the port of Skagway to the United States, Canada, and world markets. The limited amount of usable land in the Skagway River valley probably will suffice only for necessary expansion of community and transportation support facilities.

26

The only land suitable for mineral processing and metallurgical or power-intensive metal reduction and refining plantsites is on the floor of the Taiya valley from tidewater to about 6 1/2 miles above the mouth of the river. This area all lies within the proposed Chilkoot Trail Unit. Under the proposal, no private ownership of land or industrial development will be permitted. We believe that allowances should be made for future mineral-related plantsites.

27

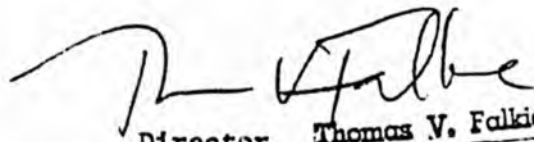
On page 6, it states "A legislative proviso also is incorporated into the park legislation that would permit construction of the Yukon-Taiya Project by the Alaska Power Administration if it becomes feasible, while the administration will incorporate into its plans methods to minimize adverse effects of the project on the historic resources of the Yukon-Taiya valley

28

Memo. to: Regional Director, Pacific Northwest Region, National Park Service, Seattle, Washington, Subj: Proposed Klondike Gold Rush National Historical Park, Alaska and Washington

that could later hinder both Canadian and American industries, the long-range international aspects of the proposal should be cleared by the Department of State.

Our specific comments are included as an attachment to this memorandum.


Director Thomas V. Falkie

Enclosure

COMMENTS ON PROPOSED KLONDIKE GOLD RUSH HISTORICAL PARK

Note: Unless stated as being from the master plan, the following comments refer to pages of the environmental statement

Page 6, paragraph 1, and pages 19 (1) and 21: The Chilkoot Trail Unit will cover about all of the bottom land from the mouth of the Taiya River to above its junction with the Nourse River. This will result in restrictions on visibility and other aspects that will increase the costs of the proposed Taiya power project. There will not be any sites available for mineral processing, metallurgical works, or related facilities for power-intensive industries.

Page 17, paragraph 3: This valley floor contains the only flatland with saltwater access in this area that would be suitable for industrial development. There has been some logging and sawmill operation and a truck or tractor road in the lower 6-8 miles of this valley. The "slide" cemetery, town cemetery, and any other worthwhile historic sites could be preserved near the Dyea townsite without removing all of the lower valley from future productive uses. There is very little that is unique to the Chilkoot Trail along this valley south of the Canyon City area. Even definitely identifiable vestiges of the trail are scarce.

Page 19, paragraph 1: "...tons of snow slid into Chilkoot Pass...." This avalanche did not occur at Chilkoot Pass. It was in the canyon a considerable distance south of Chilkoot Pass.] 3

Page 32, Master Plan; Minerals: What is reported here is generally true. However, one statement, "One molybdenum claim is currently being prospected near Falls Creek, outside the proposed historical park," should be corrected. This is a 4-claim group according to the latest Kardex entry. Also, the plan does not mention the Inspiration mine that is probably within the proposed park. Further, the name on the Skagway (C-1) map sheet is Pitchfork Falls Creek. USGS Professional Paper 567, Alaska Place Names, does not mention a "Falls Creek" in the Skagway area but lists Pitchfork Falls.

Pages 32, and 33: "The Alaskan side of the area is not highly mineralized and there are no significant reports of mineral deposits on the Canadian side within the proposed park area. The area has been heavily prospected for gold and related metals. Since discovery of gold at Juneau and the '98 gold rush, a few minor claims have been staked and worked. One molybdenum claim, lying outside of the proposed historical park, is currently being prospected near Falls Creek." Again, this statement does not mention the Inspiration lead-zinc-silver mine on the east side of the divide about 0.4 miles west of the railroad and Inspiration station and about 2.8 miles south of the Canadian border. There was an aerial tramway from the station to the site. Access from White Pass was by trail

southerly along the ridge of the old White Pass trail. Shown on the Skagway quadrangle and the Skagway (C-1) map sheets, the property is probably within the White Pass Unit.

The Inspiration group of 12 lode claims was located in 1926. Following surface and underground exploration, about 15 tons of ore was cobbled, sacked, and shipped. The property was relocated as the Lucky Thursday mine in 1953 and as the Hope in 1962, according to the Alaska Division of Geological and Geophysical Survey's Kardex mineral property file.

The Eagle group of two lode claims was located for radioactive minerals in 1956. The location was described as the "south slope of AB Mountain at the mouth of Dyea Valley." This prospect may also be within the Chilkoot Trail Unit.

Two other prospects shown on the Skagway (C-1) map sheet lie within the Chilkoot Trail Unit. The 8-Mile Canyon prospect is about 0.1 mile east of Taiya River and 7.7 miles south-southeast of Chilkoot Pass, opposite the mouth of the Nourse River. An unnamed prospect is plotted as being on the west bank of the Nourse River, about 1 mile north-northwest of the 8-Mile Canyon prospect and about 1 mile west of the Canyon City shelter cabin.

Page 37: The adverse environmental impacts that would come with higher installation costs for the proposed Taiya power project, and the adverse economic impacts to the community and State that would come by withdrawing the only feasible sites for power-intensive mineral-processing and other industries should be discussed.

Page 38, Sections 8 and 9: It can be argued that leaving the lower Taiya valley land open for future power and industrial use would probably do more for the economic base and taxable property values of the community and the State than the benefits cited in Sections 8 and 9.

Page 40, Section 7, paragraph 3: "...the National Park Service does not permit...mining within established parks." Presumably, mining would also be discouraged in adjacent watershed lands under the proposed cooperative management agreements.

In 1956, a representative of the U.S. Geological Survey examined the Skagway Discovery prospect. It is in Skagway, north of the Standard Oil Company warehouse, about 250 feet above the railroad tracks. It was located for radioactive minerals. He reported that geologic conditions in the region are considered generally favorable for the occurrence of uranium and further prospecting is warranted. Several other prospects were subsequently located for radioactive minerals. Brief descriptions of three are available in Geological Survey literature.

Page 42, Item 2: "Approximately 5 acres of private lands will be removed permanently from the tax rolls." In reality, 825 acres of private land and several thousand acres of State and Federal land will be permanently removed from the possibility of providing an economic base for this part of Alaska.

Page 42, Item 4 and page 44, VII, paragraph 1: On these pages it states that "Lands included in the park proposal will not be available for multiple use, such as mining and logging, or for future development" and "...the enacted law can be altered or changed by Congress for the public good at any time." Although it says that mining resources are of low value, no adequate geologic or engineering studies have been made to evaluate the mineral resources either of the proposed park areas or of the larger proposed scenic protection area. It therefore cannot be said that the mineral resource potential is low. It should say that a mineral study would provide the necessary input for a decision of withdrawal. In all candor, the second quote is of doubtful logic as demonstrated in Glacier Bay National Monument.

Pages 45 and 46, Alternative 4: This alternative would include the entire drainages of the Skagway and Taiya Rivers in a "grand" park, but acknowledges the heavy impact on other uses of the drainage as "...the drainages are the only lands available at the head of Lynn Canal. Room is needed for future growth, transportation facilities, nonpark recreation (such as hunting), and community facilities." The lower 7 or 8 miles of the Taiya valley contain almost all of the relatively flat, open and accessible land of potential value to this community. The Chilkoot Pass Unit, as proposed, would remove all of this land from present and future nonpark use and would control access to the entire Taiya watershed and drainage system.

Page 48, paragraph 2, Master Plan: The statement is made that "the boundary of the White Pass Trail Unit is located so that the road will pass through the park." This is not clear on page 45 of the map. It appears the highway is outside of the west boundary of the park. A possible access road to the west edge of the park is indicated just south of the Canadian boundary, but across the ridge west of White Pass and the White Pass Trail. On page 6, paragraph 1, of the draft environmental statement it reads, "Additionally, the southwestern boundary of the White Pass Unit is proposed to be the east boundary of the Skagway-Carcross Highway road alignment so as to avoid conflict between the park proposal and the highway route."

33. The avalanche was in a ravine and snow covered ten acres, including a portion of the Chilkoot Trail. (Bearss, 1970) The discussion in Chapter I has been clarified, p. 21.
34. The reference in the environmental statement is correct. The master plan will be clarified prior to any future reprinting.

With the exception of comments 33 and 34, the other specific comments enclosed with the letter were addressed in responses 23 through 32.



UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF OUTDOOR RECREATION

NORTHWEST REGION
1000 SECOND AVENUE
SEATTLE, WASHINGTON 98104

IN REPLY REFER TO:
E3035
DES-74/47

Memorandum

To: Regional Director, Pacific Northwest Region, National Park Service
From: Regional Director, Northwest Region, Bureau of Outdoor Recreation
Subject: Review of DES for proposed Klondike Gold Rush Historical Park,
Alaska-Washington (DES-74/47)

We have reviewed the subject environmental impact statement from the standpoint of our jurisdiction and special expertise. The draft statement adequately describes the project's impacts as they relate to outdoor recreation; therefore, we have no suggestions to offer for your consideration in finalizing the statement.

Maurice H. Lundy
Maurice H. Lundy
Regional Director



UNITED STATES
DEPARTMENT OF THE INTERIOR
FISH AND WILDLIFE SERVICE
BUREAU OF SPORT FISHERIES AND WILDLIFE

Alaska Area Office
813 D Street
Anchorage, Alaska 99501

June 26, 1974

John A. Rutter
Regional Director
National Park Service
Pacific Northwest Region
Fourth and Pike Building
Seattle, WA 98101

RE: L7617
(PNR)CAE

Dear Mr. Rutter:

The Alaska Area Office of the Fish and Wildlife Service has reviewed the draft ES and master plan for the proposed Klondike Gold Rush National Historical Park, Alaska-Washington (ER 74/47).

We find that the documents adequately treat the fish and wildlife resources involved and have no objections or comments.

Sincerely yours,

Gordon W. Watson
Alaska Area Director



United States Department of the Interior

GEOLOGICAL SURVEY
RESTON, VIRGINIA 22092

OFFICE OF THE DIRECTOR

DES 74-47

AUG 1 1974

Memorandum

To: Regional Director, National Park Service
Seattle, Washington

Through: *Handwritten initials* Assistant Secretary--Energy and Minerals *Baby* AUG 5 - 1974

From: Director, Geological Survey

Subject: Review of draft environmental statement and master plan
for Klondike Gold Rush National Historical Park, Alaska-
Washington

We have reviewed the subject documents as you requested in a memorandum of May 17.

No significant adverse impact related to geologic conditions is anticipated. Because the area of the proposed park is relatively small, past mineral production is insignificant, and there is no basis for predicting the potential for production, we believe that mineral potential for the proposed park is not significant.

Impact of the proposed park on the water resources and related environmental aspects are covered in the statement only in scattered generalities. We suggest the statement include an organized presentation of the potential impacts and proposed methods to mitigate these impacts with respect to water resources of the area.

Acting *Handwritten signature*
Director

55



Responses to Comments by
Department of the Interior, Geological Survey

35. Impacts on water quality are now discussed in Chapter III.C, p. 44. Additional discussion of the effects of the proposed park on the possible Yukon-Taiya hydroelectric project are included in Chapter III.F, K and L, pp. 46-49 and 54-55.



DEPARTMENT OF TRANSPORTATION
REGIONAL REPRESENTATIVE OF THE SECRETARY

5079 ARCADE PLAZA BUILDING
1321 SECOND AVENUE
SEATTLE, WASHINGTON 98101

July 3, 1974

Mr. John Rutter
Regional Director
Pacific Northwest Region
U. S. Department of the Interior
National Park Service
931 Fourth and Pike Building
Seattle, Washington 98101

Dear Mr. Rutter:

We have reviewed the draft of the proposed Klondike Gold Rush National Historical Park. We consider the proposal an excellent way of illustrating the famous Klondike gold rush of America's past history. The cooperative effort of the Alaska Highway Department and the National Park Service in preparing adjacent, joining rights-of-way from Skagway to Carcross is commendable.

Because of park access from both the city of Skagway and the existing White Pass Yukon Railroad, the completion of the Skagway-Carcross Highway, and the relative ease of the trail and availability of overnight camping and shelters, the proposal in the Skagway area will be a very popular attraction for families and those people who have only a few days to spend in the area.

We would like to point out an error in the master plan. On page five, the Wickersham is named as the fourth ferry to ply the waters of southeastern Alaska and the route south to Seattle. We would like to point out that the Wickersham, of foreign construction, is presently being sold and the Columbia will very soon replace the slot filled by the Wickersham. Also, the Wickersham is not being used anymore. There are presently six (counting the forthcoming Columbia) ferries plying southeastern waters--four large and two small. The document indicates only four. The two smaller ones radiate through the smaller Native villages, such as Hoonah, Kake, and Metlakatla, while the four larger ones service Skagway, Haines, Sitka, Juneau, Petersburg, Wrangell, Ketchikan, Prince Rupert in Canada, and Seattle.

On page 23, item 1, reference is made to the Bureau of Public Roads which is now Federal Highway Administration.

The Federal Railroad Administration is concerned about future problems which may be encountered by increased population on grade crossings and vandalism. A mention is made of rehabilitation of steam locomotives]

36

37

-more-

Mr. John Rutter

2.

and old railroad equipment. Federal Railroad Administration would have to be consulted if any attempt is made to actually use such equipment for the transportation of people or freight.

Sincerely,

for R. Skowes

DON SAMUELSON

Regional Representative of the
Secretary of Transportation

Responses to Comments by
Department of Transportation

36. The effects of increased numbers of people at grade crossings are discussed in Chapter III.J, p. 54.
37. The only railroad restoration proposed is the relaying of a portion of the track down Broadway in Skagway and the placement of class 50 and 70 engines on the track. This is intended to be a static display with the engines towed to and from the tracks at the beginning and end of the tourist season.

U.S. ENVIRONMENTAL PROTECTION AGENCY

REGION X

1200 SIXTH AVENUE
SEATTLE, WASHINGTON 98101



REPLY TO
ATTN OF: 10EI - M/S 325

June 25, 1974

Mr. John A. Rutter
Regional Director
U.S. Department of the Interior
National Park Service
Pacific Northwest Region
Fourth and Pike Building
Seattle, Washington 98101

Dear Mr. Rutter:

We have reviewed the Master Plan and the draft environmental impact statement for the proposed Klondike Gold Rush National Historical Park, Alaska and Washington.

We find that the Master Plan is not only informative but educational in its presentation of historical information concerning the '98 gold rush era. It is through this type of colorful description that one realizes the importance of preserving such an important entity of our national heritage.

Because this project encompasses many small and separate land parcels, comprehensive planning will be mandatory if any level of success is to be achieved. We find that the Master Plan fully realizes the importance that planning will play in creating such a park. It is stated on page 33 of the plan that "The prime historical sites can be preserved and interpreted if the sites alone are included in the National Park System, and if they and the surrounding lands are managed compatibly." We suggest that the final environmental impact statement be expanded on this issue to assure the public that "compatibility" will be the result at the completion of this project. Conclusions and decisions reached during this planning would be helpful in reviewing the final statement.

38

An updating of information concerning the sewer system of Skagway should also be included in the final statement. The Environmental Protection Agency has given approval for grant monies to be given to the City of Skagway for construction of a new sewage treatment plant. This new system is scheduled for construction in fiscal year 1975. The water system in Skagway is also under study. Presently a three

39

month bacti study is under way in hopes of certifying the City's water system. If the results from the study prove to be negative, certification will be given. This certification will allow the Alaska Ferry System, an interstate carrier, to take on water in the City of Skagway.

The environmental impacts associated with this project are primarily of a secondary nature. Because of this, additional information is needed in the statement concerning the Skagway to Carcross to Whitehorse road. Between the ferry system and the new road, increased visitations will undoubtedly result. The statement should predict the number of increased visitors to the area and discuss the impact this will have on the area's environment. The statement admittedly predicts increased "pollution of water, air, and the national scene by man" (page 39). Therefore, we believe the mitigating measures, also discussed on page 39, should be discussed in more detail so that more definitive predictions can be given concerning their effectiveness.

In conclusion, we believe the proposed Klondike Gold Rush Park, fulfills a very important responsibility we have under the National Environmental Policy Act. That is, to "preserve important historic, cultural, and national aspects of our national heritage, and maintain, wherever possible, an environment which supports diversity and variety of individual choice."

Our comments on this draft statement have been classified LO-1, LO (Lack of Objections) 1 (Adequate Information). The classification and the date of EPA's comments will be published in the Federal Register in accordance with our responsibility to inform the public of our review on proposed Federal actions under Section 309 of the Clean Air Act.

Thank you for the opportunity to review this draft statement.

Sincerely,

Hurlon C. Ray

Hurlon C. Ray
Assistant Regional Administrator
for Management

Responses to Comments by
Environmental Protection Agency

38. Revised discussions of the proposal for comprehensive planning are included in Chapters I.A.2, III.L, and IV, pp. 11-15 and 55-57.
39. Updated information on these topics is included in Chapter II, pp. 30-31.
40. Discussions of impacts in Chapter III and mitigative measures in Chapter IV have been revised to address these topics, pp. 44, 53-54, and 56-57.

FEDERAL POWER COMMISSION
WASHINGTON, D.C. 20426

IN REPLY REFER TO:

Mr. John A. Rutter
Regional Director
National Park Service
Department of the Interior
Fourth and Pike Building
Seattle, Washington 98101

AUG - 8 1974

Reference: L7617
(PNR) JAE

Dear Mr. Rutter:

This is in response to your letter of May 17, 1974, addressed to the Commission's Advisor on Environmental Quality, furnishing a master plan and draft environmental statement for the proposed Klondike Gold Rush National Historical Park in the States of Washington and Alaska.

The proposed National Historical Park would consist of four separate units: the Seattle unit in Seattle, Washington; and the Skagway, Chilkoot Trail, and White Pass Trail units in Alaska. The total park area would be limited to 13,300 acres, primarily in the State of Alaska.

The staff of the Commission's Bureau of Power has reviewed the material furnished to determine the effects of the proposal on matters affecting the Commission's responsibilities. Such responsibilities relate to the development of hydroelectric power and assurance of the reliability and adequacy of electric service under the Federal Power Act, and the construction and operation of natural gas pipelines under the Natural Gas Act.

The Commission staff review indicates that there are no existing hydroelectric or steam-electric power plants in the proposed park area. Other than the possibility of the existence of distribution power lines in the urban areas of

the proposed park, there are no bulk electric power transmission lines in the areas proposed for park designation.

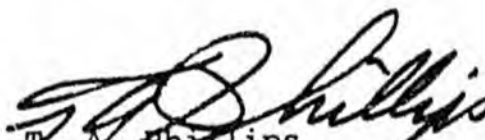
The staff notes that a portion of the potential 3,200-megawatt Yukon-Taiya hydroelectric project would be located on lands along the Taiya River within the Chilkoot Trail unit of the proposed park. Power Site Classification No. 396, dated April 23, 1948, covers these lands and was created by the U.S. Geological Survey at the request of the Federal Power Commission. The hydroelectric project, which would involve the transmountain diversion of water from the Yukon River Basin in Canada to the Taiya River Basin in Alaska, is not being actively considered for development at this time.

The staff notes also that the master plan and draft environmental statement indicate that development of the Yukon-Taiya hydroelectric project would be compatible with the purposes of the proposed park. The reports state further that a legislative proviso would be incorporated into the legislation establishing the park that would permit future construction of the project should it become feasible.

There are no jurisdictional natural gas pipelines located in the proposed park. No natural gas reserves are known to exist within the area under consideration.

In summary, the staff review shows that establishment of the proposed Klondike Gold Rush National Historical Park would not have any adverse effect on matters of concern to the Commission if legislation establishing the national park recognizes the possible future development of the potential Yukon-Taiya hydroelectric project.

Very truly yours,


T. A. Phillips
Chief, Bureau of Power

Federal-State
Land Use Planning Commission
For Alaska

733 W. FOURTH AVENUE, SUITE 400
ANCHORAGE, ALASKA 99501

July 1, 1974

Regional Director
Pacific Northwest Region
National Park Service
Fourth and Pike Building
Seattle, WA 98101

Dear Mr. Rutter:

Thank you for the opportunity to review and comment on the draft environmental statement and master plan for the proposed Klondike Gold Rush National Historical Park, Alaska-Washington. The Joint Federal-State Land Use Planning Commission is well aware of the excellent outdoor recreation resources in Southeast Alaska. As of this time, the Commission has not yet completed its analysis of the Southeast Region of Alaska, and therefore it is unable to provide specific comments as to how this proposal is viewed in terms of regional land use planning.

We offer the following items for your consideration during the preparation of the final environmental impact statement in hopes it will be of help to you:

Section III - The Environmental Impact of the Proposed Action

It is suggested that additional adverse impacts be mentioned in this section that relate to benefits that may be gained or foregone for the Alaska portion.

1. Any proposed road or other facility development will be precluded or otherwise affected as to route or location because of the preservation aspects within the proposed park and scenery management of the adjoining lands.
2. Private ownership of land in the valleys of the Taiya and Skagway Rivers will be precluded or discouraged.
3. Commercial timber harvest may be precluded or otherwise affected primarily in the Taiya River valley.
4. Prospecting and mining would not be allowed in the proposed park.

41

5. Increased land values in Skagway due to park designation could bring about an increase in taxes which may result in adverse or beneficial implications.
6. Hunting will not be allowed within the park area which may have adverse effects on local residents and beneficial effects on park users.
7. Relationship of possible federal expenditures in capital improvements to the local economy and employment opportunity is not discussed. No estimate is made regarding total cost of full developments but the discussion on pages 52 and 53 of the master plan indicates a low level is expected. There must be some estimate of total cost available.

It is also suggested that a discussion be presented as to how the proposal is in accord with the Alaska Outdoor Recreation Plan with respect to providing enhanced and new recreation trails and preservation of the historical setting and objects and how the proposal can assist in meeting future recreation and tourism demands for Alaska. Mention should also be made as to how this proposal differs from existing park areas in Alaska and from other proposals in respect to new recreation opportunities and unique features of the area. It may also be well to point out the relationship of this proposal to the National Trails System Act in conserving one of the key Alaska Gold Rush trails identified for study under Section 5(c)(12) of the Act.

42

Item 10 on page 41 should be changed by substituting the word "administered" for the word "owned". Federal agencies do not own the public lands.

43

It is hoped the foregoing items will be of assistance to you in preparation of the final environmental impact statement and master plan.

Sincerely,



T. G. Bingham
Executive Director

Responses to Comments by
Federal-State Land Use Planning Commission for Alaska

41. Chapter III has been revised to include discussions of those impacts, pp. 45-48.
42. Relationship with the Alaska Outdoor Recreation Plan and Nationwide Trails System Act is now discussed in Chapter I.A.2, p. 15.
43. The correction in terminology has been made throughout the statement.

STATE OF ALASKA

WILLIAM A. EGAN, GOVERNOR

OFFICE OF THE GOVERNOR

STATE PLANNING AND RESEARCH

Phone 465-3512

POUCH AD-JUNEAU 99801

July 2, 1974

Mr. John A. Rutter
Regional Director
U.S. Department of the Interior
National Park Service
Pacific Northwest Region
Fourth & Pike Region
Seattle, Washington 98101

Subject: Klondike Gold Rush Historical Park
State I.D. No. 74052405

Dear Mr. Rutter:

The Alaska State Clearinghouse has completed review on the subject project.

The following agencies were invited to review and comment:

State of Alaska

Department of Community and Regional Affairs
Department of Environmental Conservation
Department of Public Works
Department of Natural Resources
Division of Parks
Department of Fish & Game
Department of Highways
Department of Economic Development
Department of Law

Four of the above agencies responded.

The Department of Community and Regional Affairs stated:

This project has the full support of the Department of Community and Regional Affairs.

The Department of Public Works stated:

We have no involvement in this project; however, it would seem feasible that architectural and engineering services could be made available on a reimbursable basis, if desired by the program director.

44

The Department of Economic Development stated:

The Draft Environmental Impact Statement, on page 40, discusses use of the Chilkoot corridor by snowmobilers: "The number (of snowmobilers) who travel this route are few and, the area being covered by snow, have no adverse impact on the environment. There is no other winter use of the area at present and no conflict in use."

The second sentence is not accurate in that seven Juneau residents, including Robert Howe, Superintendent of Glacier Bay National Monument, and Craig Lindh, of this division, crossed the Chilkoot Pass on crosscountry skis during the winter of 1968-1969. The following winter, four other crosscountry skiers made a similar journey. Additional skier use is expected.

Land management agencies with any experience in managing snow machine and crosscountry skier use in the same area realize that conflict is almost inevitable.

The National Park Service should recognize the fact that "other use of the area" does exist, and therefore the potential for conflict also exists. Management measures to reduce or eliminate this conflict should be planned.

45

The Department of Law stated:

We have concluded that the project would not have a significant impact upon the operations of this office.

As far as can be foreseen, its effect upon present concepts of environment and development should be negligible so we have no concern in this regard.

The Clearinghouse finds this project to be consistent with State long-range planning goals and objectives. Therefore, this letter will satisfy the review requirements of the Office of Budget and Management Circular A-95.

Sincerely,


Raymond W. Estess
State-Federal Coordinator

Responses to Comments by State Agencies
and Transmitted by State Planning and Research Division,
State of Alaska (state clearinghouse)

Department of Public Works

44. Your offer of services will be considered by the National Park Service under a possible future cooperative agreement as well as referred to participating state and local agencies and private organizations during plan implementation.

Department of Economic Development

45. The discussion of winter use has been revised to include cross-country skiing. See Chapter III.H and management measures to control visitor use and to reduce or eliminate conflicts of use which are discussed in Chapter IV, pp. 51 and 58.



STATE OF WASHINGTON
OFFICE OF THE GOVERNOR
OLYMPIA

DANIEL J. EVANS
GOVERNOR

July 3, 1974

Mr. John A. Rutter, Regional Director
United States Department of the Interior
National Park Service - Pacific Northwest Region
Fourth and Pike Building
Seattle, Washington 98101

Dear Mr. Rutter:

I have recently been advised by my Special Assistant, Mr. Ralph Munro, of the progress currently being made toward the establishment of the Klondike Gold Rush National Historic Park. This is truly an area of great historical significance and value and therefore most appropriate for designation as a National Historic Park.

The proposed master plan prepared by the Advisory Board on National Parks, Historic Sites, Buildings and Monuments, has been reviewed by the Washington State Parks and Recreation Commission and the Commission finds it to be an excellent comprehensive report.

Based on the enthusiastic response to the report, and because the State of Washington was an integral part of the Gold Rush era, I would like to officially extend the full support of the State of Washington to the Park Proposal.

Incidentally, I have noticed that Washington is not represented on the Klondike Gold Rush International Historic Park Advisory Committee. In light of the fact that Seattle's Pioneer Square has been designated as a proposed part of the Park, I feel that representation from our State of Washington should be considered.

Mr. Munro represented the State of Washington at the 75th Anniversary of the Klondike Gold Rush and has had the opportunity to view the entirety of the Seattle-Skagway-Dawson route. He has indicated to me that there are two places of unique historical significance which are not yet a part of the proposal - the old Ezra Meeker store in Dawson and an old roadhouse on the Whitehorse Dawson Trail near Thistle Creek. It seems that both structures would contribute significantly to the Park concept, and further evaluation by the Committee would appear to be worthwhile.

46

If there is any way my office or the State of Washington can be of assistance to you, please feel free to contact us.

Sincerely,

Daniel J. Evans
Governor

Response to Comments by
Governor of Washington

46. Since the Ezra Meeker store in Dawson and the old roadhouse on the Whitehorse-Dawson Trail near Thistle Creek are located in Yukon Territory, they could be included in the proposal being prepared by Parks Canada. (See Chapter I, p. 24.) We note that Parks Canada is aware of your interest in these sites and they may be discussed at an upcoming International Advisory Committee meeting.

GOVERNOR
DANIEL J. EVANS

COMMISSIONERS:
JEFF D. DOMASKIN
THOMAS C. GARRETT
MRS. KAY GREEN
RALPH E. MACKEY
JAMES G. McCURDY
JAMES W. WHITTAKER
WILFRED R. WOODS

DIRECTOR
CHARLES H. ODEGAARD



WASHINGTON STATE
PARKS & RECREATION COMMISSION

LOCATION: THURSTON AIRINDUSTRIAL CENTER

PHONE 753-5755

P. O. BOX 1128

OLYMPIA, WASHINGTON 98504

May 28, 1974

Mr. John A. Rutter
Regional Director
United States Department
of the Interior
National Park Service
Fourth and Pike Bldg.
Seattle, Washington 98101

Proposed Klondike Gold Rush National Historical Park,
Alaska-Washington - Draft Environmental Impact Statement

Dear Mr. Rutter:

The Washington State Parks and Recreation Commission has reviewed the above-noted Draft Environmental Impact Statement and does not wish to make any comment at this time.

Thank you for the opportunity to review and comment.

Sincerely,

David W. Heiser
Assistant Chief
Research, Planning
and Acquisition

dlb



STATE OF WASHINGTON
OFFICE OF THE GOVERNOR
OFFICE OF PROGRAM PLANNING AND FISCAL MANAGEMENT

DANIEL J. EVANS
GOVERNOR

HOUSE OFFICE BUILDING
OLYMPIA, WASHINGTON 98504

August 7, 1974

WALLACE G. MILLER
DIRECTOR
206-753-5450

Mr. John A. Rutter, Regional Director
U.S. Department of the Interior
National Park Service
Pacific Northwest Region
Fourth and Pike Building
Seattle, Washington 98101

Dear Mr. Rutter:

Review of the draft environmental impact statement for the proposed Klondike Gold Rust National Historical Park, Alaska-Washington, has been completed by agencies of the State of Washington. The review process was coordinated by the Office of Program Planning and Fiscal Management, acting in its role as the state clearinghouse.

Comments received from the Department of Commerce and Economic Development, Department of Ecology, Department of Game, Department of Highways and the Department of Social and Health Services are attached for your consideration in preparing the final statement.

Thank you for the opportunity to review the statement. I hope you will find these comments useful in preparing the final statement.

Sincerely,

STATE PLANNING DIVISION

Michael E. Miller
for
Nicholas D. Lewis
Assistant Director

NDL:dc



June 13, 1974

State of
Washington
Department
of Ecology



Mr. Mike Mills
Office of Program Planning
and Fiscal Management
House Office Building
Olympia, Washington 98504

Subject: Draft EIS - Klondike Gold Rush
National Historical Park

Dear Mr. Mills:

The subject draft EIS has been received and reviewed. It appears to be an adequate statement on an apparently desirable project. This department has no specific comments at this time.

Questions and comments should be addressed to Mr. T. L. Elwell of our Environmental Review and Evaluation Section.

Sincerely,

A handwritten signature in cursive script that reads "Fred D. Hahn".

Fred D. Hahn, Assistant Director
Planning and Program Development

FDH:sm



Game Commission

Director / Carl N. Crouse

*Assistant Directors / Ralph W. Larson
Ronald N. Andrews*

*Arthur S. Coffin, Yakima, Chairman
James R. Agen, LaConner
Elmer G. Gerken, Quincy
Claude Bekins, Seattle
Glenn Galbraith, Wellpinit
Frank L. Cassidy, Jr., Vancouver*

DEPARTMENT OF GAME

600 North Capitol Way / Olympia, Washington 98504

June 21, 1974

Mike Mills
State Planning Division
Office of Program Planning & Fiscal
Management
Olympia, Washington

Attention: Pacific Northwest Region - National Park Service

Dear Sir:

Your draft environmental impact statement and Master Plan describing the Proposed Klondike Gold Rush National Historical Park Alaska and Washington was reviewed as requested. Our comments follow.

The historical background and objectives underlying the proposed Klondike Gold Rush Historical Park are very graphically described within your assessments.

Our primary concern is project impact on Seattle fish and wildlife resources. Since actual project construction activities would be limited to renovation of a building interior in the City's Pioneer Square district, we anticipate no direct fish or wildlife impact.

We applaud your concern for Pioneer Square's future. The historical and recreational potential of the area certainly warrants this type of program.

Sincerely,

THE DEPARTMENT OF GAME

Eugene S. Dziedzic, Asst. Chief
Environmental Management Division

ESD:jb
cc: Chitwood

WASHINGTON STATE
HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

Highway Administration Building
Olympia, Washington 98504 (206) 753-6005



Daniel J. Evans - Governor
G. H. Andrews - Director

June 17, 1974:

Mills

Mr. Wallace G. Miller, Director
Office of Program Planning and
Fiscal Management
106 House Office Building
Olympia, Washington 98504

Attn: Mr. Mike Mills

Department of Interior
Klondike Gold Rush Park
Draft Environmental Statement

Gentlemen:

We have reviewed the draft environmental statement for the proposed Klondike Gold Rush National Historical Park and consider the proposal an exciting and worthwhile project.

Although state highways are not directly involved in the project, we do, nevertheless, wish to voice our support. Please advise the applicant that, should transportation problems arise, we will be available for consultation.

Sincerely,

G. H. ANDREWS
Director of Highways

By: H. R. GOFF
Assistant Director for
Planning, Research and State Aid

GHA:eh
HRG

June 17, 1974

State of
Washington
Department
of Social & Health
Services



Mike Mills
State Planning Division
Office of Program Planning
and Fiscal Management
House Office Building
Olympia, Washington 98504

Dear Mr. Mills:

Re: Draft Environmental Impact Statement
Klondike Gold Rush National Historical Park

We have reviewed the referenced statement and deduce that the environmental health issues of concern to this agency have been satisfied.

Very truly yours,

OFFICE OF ENVIRONMENTAL HEALTH PROGRAMS

A handwritten signature in cursive script, reading "John H. Laubach".

JOHN H. LAUBACH, R.S.
Administrative Consultant

JHL:jj

WASHINGTON



DEPARTMENT OF COMMERCE
AND ECONOMIC DEVELOPMENT
GENERAL ADMINISTRATION BLDG.
OLYMPIA, WASHINGTON 98504

DEVELOPING THE ECONOMY THRU • TOURISM • INDUSTRY • RESEARCH • FOREIGN TRADE • NUCLEAR PROGRA



John L. Ferguson DIRECTOR
Daniel J. Evans GOVERNOR

June 20, 1974

TO: Mike Mills, State Planning Division
Office of Program Planning & Fiscal Management

FROM: John E. Harter, Special Programs Coordinator *J*
Industrial Development Division

SUBJECT: Draft Environmental Impact Statement for Klondike
Gold Rush National Historical Park

I have reviewed and do not care to comment on the above
referenced subject.

IE:S4/2

127



EX-2075
Wilds
Spokane
May-Oct...



Mr. John A. Rutter,
Regional Director,
U.S. Department of the Interior,
National Park Service,
Pacific Northwest Region,
Fourth and Pike Building,
Seattle,
Washington 98101.

Ottawa, Ontario K1A 0H4
June 4, 1974

Your file Votre référence

Our file Notre référence

Dear Mr. Rutter,

I thank you for sending me a copy of your master plan and draft environmental statement dealing with the Klondike Gold Rush. We have now had an opportunity to study these two documents and I would like to congratulate you on the very high standard that these represent.

There are very few comments that we can make, but if you have to reprint these documents for any other reason, I should point out that the various references in the two documents to the "National and Historic Parks Branch" should refer to the National Historic Parks and Sites Branch of Parks Canada. This change in nomenclature has occurred relatively recently.

47

There are references in both documents to the proposed restoration of Fort Selkirk and while this may happen, the Historic Sites and Monuments Board of Canada has not recommended that Fort Selkirk be designated as a national historic site and therefore the proposed restoration is not definite.

48

In paragraph 2 on page 51, reference is made to Canadian centres for interpretation at Bennett and Dawson. We also plan an interpretation centre at the Klondike Gold Fields on Upper Bonanza Creek. This might well be included with the interpretation centre at Dawson and I would not recommend any change unless there is a re-writing of the master plan.

On page 64 under the heading "National and Historic Parks Branch (Canada), the word Ottawa has been mis-spelled.

. . . 2

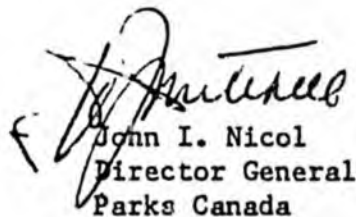
In the penultimate paragraph on page 28, a reference is made to "70" years having passed since the Klondike Gold Rush whereas on page 2 of the master plan, it states that "75" years have passed since the stampede. If re-writing occurs, this disparity might be changed.

49

As you will appreciate the above amendments are relatively minor in importance. I have sent copies to our regional headquarters both for their information and as an example of a very well thought-out and written master plan.

Let me thank you once again for sending us copies of the master plan and the environmental statement. They will be of great assistance to us.

Yours sincerely,


John I. Nicol
Director General
Parks Canada

Responses to Comments by
Parks Canada, Indian and Northern Affairs

47. The changes in nomenclature have been made throughout the statement.
48. Clarification of the status of the restoration proposal for Fork Selkirk has been added in Chapter II, p. 24.
49. The disparity has been corrected. See Chapter II, p. 31.



Indian and Northern Affairs Affaires indiennes et du Nord

Parks Canada Parcs Canada

Prairie Region

114 Garry Street
Winnipeg, Manitoba
R3C 1G1

July 17, 1974

Your file Votre référence

Our file Notre référence

Mr. John A. Rutter
Regional Director
Pacific Northwest Region
National Park Service
United States Department of the Interior
Fourth & Pike Building
SEATTLE, Washington 98101

Dear Mr. Rutter:

This is in response to your May 17th letter requesting comments on the draft Environmental Statement and Master Plan for the proposed Klondike Gold Rush National Historic Park, Alaska-Washington which was sent to us from Mr. Robinson's office, Western Region, Parks Canada.

Our expanding parks program has resulted in a change of responsibility for the administration of the Canadian portion of the Klondike Gold Rush International Historic Park from the Western Region to the recently formed Prairie Region, with headquarters at Winnipeg, Manitoba. Therefore, in the future we will be liaising with you on this park.

The draft Environmental Statement recognizes most areas of concern that are also of interest to us. Perhaps, as a follow-up to this paper, monitoring of visitor impact on the trail environment, protection of artifacts and the identification of desirable use capacities would warrant further attention as resource inventories and other desirable studies become available.

50

We certainly concur with the master plan that consultations between the National Park Service and Parks Canada continue, especially on the above matters, planning and phasing of future developments, interpretation and protection.

Yours sincerely,

R. P. Malis
Director

cc. A. T. Davidson, Assistant Deputy Minister, Parks Canada
cc. L. H. Robinson, Director, Western Region, Parks Canada

Responses to Comments by
Parks Canada. Indian and Northern Affairs, Prairie Region

50. Discussions of monitoring visitor impact, protection of artifacts and identification of use capacities are now included in Chapter IV, pp. 56-61.

Pacific Northwest region
National Park Service
Room 931, 4th and Pike Building
Seattle, Washington 98101

June 30, 1974

Gentlemen:

In general, there is an over-emphasis of road based tourism and commercialism in the draft impact statement for the proposed Klondike Gold Rush National Historical Park. The enclosures written for the draft environmental impact statement of the Alaska Department of Highways Skagway-Carcross highway project. The promotion of tourism is properly the subject of private enterprise and should be a major benefit to Skagway and developed if only the National Park Service had done an adequate job in protecting the natural geographic, biological, historic and cultural characteristics of the region. The position of the NPS in providing maximum protection to these characteristics may be faulted in its desire to over-stress the importance of tourism and its agreement with the Alaska Department of Highways for the need of a highway through White Pass.

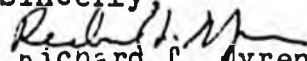
It has been alleged that the NPS was forced into supporting the construction of the Skagway to the Canadian border Highway in order to gain the support of Skagway residents of the NPS particular plans for land withdrawals and zoning of segments of the proposed historic park.

In my opinion this is another example of the interference of the Alaska Department of Highways into the normal local, regional and national development and planning process associated with important projects of local and national interest and supported with Federal funds. The NPS should have been aware of this problem because it has occurred before and is identical with the Skagway problem. The former example I am familiar with occurred in the construction of the Juneau Expressway now nearing completion. The ADH contacted a selected segment of the Juneau business community and promoted the Juneau Expressway in such a way as to create a constituency that favored a new highway along a pre-selected route irrespective of possible broader community interests and needs. This constituency was highly vocal and made the presentation of different view points within the community difficult and initial changes in the plan virtually impossible. Some changes were made with extreme effort from the other side of the issue.

In Skagway the same problem has occurred. The ADH has approached the community of Skagway, rather than just the business interests nowever, and created a powerful constituency favoring the construction of the highway, without entering fairly into regional and national contacts which may have resulted in the creation of a different constituency which should have had an opportunity to be heard at early planning stages of the highway project.

The record must reflect that such correspondence between the NPS and the ADH favoring the creation of the highway does not reflect national policy of the NPS alone but is due to a considerable degree to these matters I have referred.

Sincerely,


Richard F. Ayren, Chairman
Juneau Group of the Sierra
Club

Responses to Comments by
Sierra Club, Juneau Group

51. The purpose of the National Park Service proposal is to ensure the maximum preservation, the most comprehensive and imaginative interpretation, and the most advantageous use of the resources of the ribbon of areas relating to the Klondike Gold Rush epic. To this end, the National Park Service has maintained close cooperation and coordination with all preceding, ongoing, and proposed plans which relate to the areas involved. The Alaska Department of Highways' proposal for the Skagway-Carcross Highway has been in the planning stages since the 1950s, and the initial 6-mile section from Skagway was constructed in 1962. The planning for that highway was well under way, and initial construction had begun, before the National Park Service planning process began in 1970. The National Park Service has always favored that a road not be built over the Chilkoot or White Pass, and that any road built should impact on these areas as little as possible. In view of the alternatives considered the National Park Service believes the present routing to be the best among the alternatives. Further the Service has proposed a park boundary, which is mutually agreeable to the Service and Alaska Highway Department. The road will provide a link between Skagway and the Alaska Highway and will provide for the preservation, interpretation, and recreational use of the White Pass Unit. The Alaska Department of Highways did consider and reject three alternatives which would have been detrimental to the proposed park resources. These alternatives are discussed in the Alaska Department of Highways' documents entitled Skagway to Canadian Border, Route Feasibility Study Project N-06955 dated February 1970 and Skagway to Canadian Border, Final Environmental Statement, Projects S-0999(8) and S-0999(9) which was filed with the Council on Environmental Quality on August 23, 1972.

May 23, 1974

John A. Rutter, Regional Director
Pacific Northwest Region
National Park Building
Seattle, Washington 98101

Dear Mr. Rutter:

Ms. Jean Widman, Staff Associate here in the Western Regional Office of the Wilderness Society, has referred your excellent environmental statement to me for comment.

We would be pleased to support your plan for a Klondike Gold Rush National Historic Park, Alaska-Washington. We feel, as you do, that such an important and exciting frontier epic of great interest should be preserved, interpreted and properly enjoyed.

We agree that to retain its full significance this international, historic park should begin in "Old" Seattle. To the north your plan would highlight Skagway and Dyea, the local of major early day gold camps. It would then emphasize the importance of the historic trails up to and across the fabled Chilkoot and White Passes on the Alaskan border. Gaining a truly international flavor, the identified river and lake dominated zone would extend on down into the Canadian Yukon to Dawson and the Klondike. This continuity of terrain, as well as events depicted would be especially unique and pleasing.

I have visited Alaska frequently in recent years and am stuck with a feeling of urgency in the preservation of its tremendous beauty and history. If such a plan as you recommend is not adopted, much of the charm and interest that is presently associated with the Gold Rush era of the late 1800's will become eroded away by the uncontrolled pressure of people. They will be there whether there is a park or not. An orderly well-planned and coordinated approach such as you describe would seem to us to be the best safeguard to this unique historic treasure and to the protection of the environment as well.

We will be pleased to help in any way we can.

Very sincerely,



Robert F. Cooney, Director
A WAY TO THE WILDERNESS, Trip Program

REFERENCES

- Alaska, State of, Department of Natural Resources. 1968. The Chilkoot Trail, A Guide to the Gold Rush Trail of '98. Juneau, Alaska.
- Alaska, State of, Department of Natural Resources, Division of Lands. 1966. Plan for the Development of the Skagway-Dyea Natural, Historical, Recreational Complex. Juneau, Alaska.
- Berton, Pierre. 1965. The Klondike Fever. New York; Alfred A. Knopf.
- National Park Service, U.S. Department of the Interior. 1961. National Survey of Historic Sites and Buildings: Alaska History. Washington, D.C.
- National Park Service, U.S. Department of the Interior. 1970. Proposed Klondike Gold Rush National Park, Historic Resources Study. Washington, D.C.
- National Park Service, U.S. Department of the Interior. 1973. Master Plan, Proposed Klondike Gold Rush National Historical Park, Alaska-Washington. Seattle, Washington
- Skagway Planning Commission and the Alaska State Housing Authority. 1964. Comprehensive Plan of Skagway. Anchorage, Alaska.

APPENDIX A
COOPERATIVE AGREEMENT

C O P Y

COOPERATIVE AGREEMENT

Between the

Pacific Northwest Region, National Park Service
Department of the Interior

Alaska State Office, Bureau of Land Management
Department of the Interior

and the

Department of Natural Resources, State of Alaska

THIS COOPERATIVE AGREEMENT is made and entered into this 11th day of August, 1972, pursuant to the authority contained in 16 U.S.C. §17j-2(b), 16 U.S.C. §17k and l, 16 U.S.C. §461 through 463e, 43 U.S.C. §§869-1 through 869-4, 43 U.S.C. §1363, by and between the Pacific Northwest Region, National Park Service, Department of the Interior, hereinafter referred to as "Service," the Alaska State Office, Bureau of Land Management, Department of the Interior, hereinafter referred to as "Bureau," and the Department of Natural Resources, State of Alaska, hereinafter referred to as "Department," for the following reasons:

1. The Service, in cooperation with the National and Historic Parks Branch of Canada, has developed a proposal for a Klondike Gold Rush National Historical Park in the United States and Canada.
2. The Chilkoot Trail is an integral part of the proposal. The trail is located on lands under State selection made under the Alaska Statehood Act.
3. Increasing use of the Chilkoot Trail by hikers is resulting in a loss of artifacts and a consequent loss in historical values. Increasing use also raises the risk of serious accident or injury to trail users.
4. The Department provides early season maintenance of the trail but is unable to provide season-long protection for hikers or historical resources.
5. The Bureau, while still retaining administrative jurisdiction within the area pending final disposition to the State of Alaska, has no manpower in the area to provide protection for hikers or historical resources.
6. The Service, the Bureau, and the Department desire to see that the

C O P Y

C O P Y

historical resources of the trail are adequately protected until such time as Congress may act to provide more permanent protection by specific legislation. The Service, the Bureau, and the Department also desire to see that hikers using the trail are protected from undue risk of serious injury.

Accordingly, the parties hereto agree that the area designated as the Chilkoot Trail on the attached map should be devoted to historical protection and associated recreation and that within said area the Service shall undertake to provide management and protection and do what may be necessary to administer, protect, improve and maintain the lands and associated resources; provided however, that this cooperative agreement shall in no way be deemed to be a transfer of title to any lands and associated resources, nor constitute in any way a disavowal or relinquishment of any right, title, or interest by any of the parties; and provided in addition that nothing herein shall be deemed to impair or otherwise interfere with the proposed Yukon-Taiya hydro-electric project.

This Cooperative Agreement shall terminate at such time as legislation is enacted to establish the proposed Klondike Gold Rush National Historical Park or at such time as the parties hereto may hereafter agree.

/s/ Bennett T. Gale
Acting Director, Pacific Northwest
Region, National Park Service

/s/ Curtis V. McVee
State Director
Bureau of Land Management

/s/ Charles F. Herbert
Commissioner
Department of Natural Resources
State of Alaska

C O P Y

APPENDIX B

COORDINATION UNDER SECTION 106,
NATIONAL HISTORIC PRESERVATION ACT

STATE OF ALASKA

DEPARTMENT OF NATURAL RESOURCES

DIVISION OF PARKS

323 E. 4TH AVENUE
ANCHORAGE 99501

May 1, 1973

Re: 3330-10
(Skagway Historic District)

Rodger W. Pegues
Assistant Director,
Cooperative Activities
National Park Service
Pacific Northwest Region
931 Fourth and Pike Building
Seattle, Washington 98101

Dear Rod:

As you are aware, the Tuesday, November 14, 1972 edition of the Federal Register (Volume 37, Number 220, Part II) established procedures for compliance with Section 106 of the National Historic Preservation Act.

Under these procedures, if the Agency Official, State Liaison Officer, and Executive Director of the Advisory Council, determine effect of a project on National Register property not to be adverse, they are to execute a joint memorandum acknowledging no adversity and forward the document to the Chairman of the Advisory Council.

We certainly agree the proposal for the Klondike Gold Rush National Historic Park will not have an adverse effect on the historic resources of the Skagway Historic District. If you wish to initiate a joint memorandum as called for by established procedures, we will sign it and forward it on to the Executive Director of the Advisory Council.

Sincerely,



THEODORE G. SMITH
Director

cc: Executive Director
Advisory Council on Historic Preservation

Dr. William J. Murtagh
Keeper of the National Register of Historic Places

GOVERNOR
DANIEL J. EVANS

COMMISSIONERS:
MRS. KAY GREEN
EFF D. DOMASKIN
THOMAS C. GARRETT
RALPH E. MACKEY
JAMES G. McCURDY
JAMES W. WHITTAKER
WILFRED R. WOODS

DIRECTOR
CHARLES H. ODEGAARD



WASHINGTON STATE
PARKS & RECREATION COMMISSION

LOCATION: THURSTON AIRINDUSTRIAL CENTER

PHONE 753-5755

P. O. BOX 1128

OLYMPIA, WASHINGTON 98504

July 25, 1973

Mr. Robert B. Moore, Acting Director
National Park Service
Pacific Northwest Region
931 Fourth and Pike Building
Seattle, Washington 98101

Dear Mr. Moore:

Section 106 - Proposed Klondike Gold Rush National Historical Park

Your letter to Mr. Charles H. Odegaard, Washington State Historic Preservation Officer, regarding the above subject has been referred to me for reply.

We are pleased to learn that the National Park Service is recommending the establishment of a unit of the proposed Klondike Gold Rush National Historical Park in Seattle's Pioneer Square - Skid Road Historic District. This district was entered in the National Register on June 22, 1970, and is currently undergoing a decided and quite successful change toward preservation and renovation.

The National Park Service proposal calls for the leasing of approximately 3,400 square feet within a suitable building in the district for the purpose of exhibits and for the preservation of movies, slide shows, and live programs related to the Klondike gold rush. I am of the opinion that the establishment of such a park unit here will have no adverse effect, but will, in fact, enhance and further encourage the preservation and recognition of the district. Furthermore, the actual interior renovation required in the chosen building should have no observable adverse effect on the exterior visual environment of the district.

Alternative 3, the outright acquisition and restoration by the National Park Service of an entire building in Pioneer Square, would perhaps be even more beneficial to the success of the district.

It appears most likely that space will be leased in the Pioneer Building, a grand and noteworthy structure which occupies a key location within the district. It would be fitting if the National Park Service used this historic building.