



## United States Department of the Interior NATIONAL PARK SERVICE

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### 1.A.2 (Resource Management)

MAY 31 2023

Dear Kennicott Subdivision Neighbors,

I'm reaching out to you today to 1) present the results of our Review of the National Park Service's (NPS) 2013 Kennecott Operations Plan (KOP), which officially brings the required five-year review of the KOP to a close, 2) invite you to an upcoming public meeting, 3) and to introduce the Revision of the KOP, which will begin later this summer and will have multiple opportunities for public input.

The KOP is a guiding document for NPS management of park land in and around the Kennecott Mines National Historic Landmark (NHL). It requires Wrangell-St. Elias National Park & Preserve (WRST) to review the plan every five years. We began the review process in 2018 and it has taken more time to complete than expected due to the pandemic, as well as because there are 64-action items identified!

This Review is both conclusive and provisional. It is conclusive because the information in this letter to you, and its associated supporting information, brings the Review process to a close. It is provisional, as our current understanding may change with new information and as we adapt towards durable and sustainable solutions to protect this special place. In any case, concluding this Review is cause for a celebration – please consider joining the NPS staff at 6pm, Friday, June 9th in Kennecott at the Rec Hall to learn more about the Review and how you can be involved in the Revision process, as well as our 2023 summer operations.

The KOP inspired an ambitious vision and I'm pleased to share that there have been many accomplishments, including:

- Stabilization objectives specified in the KOP have been achieved for many buildings including the hospital (although additional stabilization is under consideration), assay office, railroad depot, recreation hall, dairy barn, east bunkhouse, and National Creek bunkhouse.
- Stabilization work is partially complete or ongoing for several other buildings including the company store, tram terminus, concentration mill, leaching plant, machine shop, power

plant, transformer house, refrigerator plant, west bunkhouse, old schoolhouse, and certain Kennecott cottages.

- ANILCA local hire authority (a program in which only people who have either lived or worked in or near particular public lands may apply) is in place and actively used.
- Multiple buildings within the Kennecott Mines NHL are open to the public.
- Implementation of the 2011 Interpretive Concept Plan has begun, specifically with exhibit installations in 2016.
- Warning signage, a Contaminated Site Management Plan, and a Safety Plan to protect the public and employees from hazardous materials are developed.
- Jumbo Mine/Root Glacier outhouse was installed.
- Most septic tanks and leach fields have been installed.
- Brochures and other educational materials have been produced in collaboration with the community.
- The NPS has installed a hybrid solar and propane power generation system.

These accomplishments highlight the remarkable dedication of many people who embrace sharing the magnificent national resources of the historic Kennecott area with our community and the world! You can see the full and detailed list in the completed Action Items Review findings, attached in a table format for your convenience.

Some significant issues also requiring review have arisen since the release of the 2013 KOP. For example, remnant mining contamination prompted the initiation of a Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) investigation to evaluate additional cleanup of mining contaminants. This investigation is necessary before we can continue the next phases of restoration, and it will also inform the NPS's evaluation of options to provide public drinking water. Additionally, research during the KOP review resulted in NPS concerns regarding legal boundaries for the NHL. After extensive research, it has been determined that the NHL boundary currently depicted in most NPS records, as well as public-facing documents, is not correct. The actual legal boundary is smaller and consistent with the NHL designation in 1986. (See FAQs, attached, for more information). Another issue requiring increased clarity has been the roles and responsibilities of the Architectural Control Committee (ACC). Thorough research and consultation with departmental attorneys provided clarity of the committee's role and function and the NPS's participation in this Kennicott Subdivision Millsite Unit community organization. These are examples of the many significant issues brought to our attention in recent years, highlighting the myriad and complex issues in Kennecott.

Since I arrived at the park in August of 2016, many neighbors, citizens, and staff have helped educate me of the challenges and concerns of implementing the KOP. There are numerous tough issues regarding off-road vehicles and vehicles, noise, dust, human waste, visitor or "guest" experience, parking, transportation, safety, etc. that do not have clear cut fixes. For example, within the NHL boundary the park has the responsibility for some lands that are legally managed as park lands, while there are also individual NPS lots legally established within the Kennicott Subdivision, a State of Alaska platted residential community where the road easements are collectively owned by the Subdivision lot owners. The Kennicott Subdivision is divided into

individual units, in which the Millsite Unit has covenants with different legal expectations than other subdivision units where the NPS owns lots or land. In sum, these diverse set of legal authorities do not easily align and consequently limit the park's ability to find simple or straight-forward park-only solutions. Because of this, I'm convinced that a more holistic, community approach may be the best way to resolve our shared concerns.

This Review process has been both humbling and inspiring as we begin to understand these legal complexities while seeking clarity to grow our mutual understanding and find ways to work together. There is much more work to do, and I hope that this Review documentation will improve our transparency around issues that have been difficult to address.

Finally, thanks to the many people who dedicate their time and resources to protect Kennecott and for your neighborly patience and persistence to find a way forward, together.

Sincerely,



Ben Bobowski

Enclosure



## **Review of Findings** *organized as* **Frequently Asked Questions**

During the Review we realized there is a lot of information to discuss with you, our neighbors, as well as community members and the public. To organize topics into ‘bite-sized chunks’ of information and to aid in shared understanding, we have prepared the Review summary divided in two parts. The first part is the Action Items Review document, attached to this letter, that reviews the status of all actions identified in the 2013 KOP Finding of No Significant Impact (FONSI). This second part is below and has Frequently Asked Questions (FAQs) divided into topics. It is our goal to make as much information available as possible, with a commitment to continue to add key documents and information.

The FAQs are organized into three sections: Foundational Understanding, KOP Action Items Review, and Revision.

### **Frequently Asked Questions: Foundational Understanding**

#### **What’s the difference between Kennecott and Kennicott and why do I see the two different spellings?**

The place name was originally applied to the Kennicott Valley in 1899 when Oscar Rohn, a United States Geological Survey (USGS) geologist, named the Kennicott Glacier in honor of Robert Kennicott, a Smithsonian naturalist and explorer who died in 1866 before ever visiting the valley that would be named after him. As his name was spelled with an ‘i’ so was the glacier and other natural object related to it.

The ‘e’ appeared later when a copper company was formed to extract ore from mines high in the Kennicott Valley. For reasons lost to history, but often interpreted as a ‘clerical mistake,’ that company named itself the Kennecott Copper Corporation (with an ‘e’). Hence the two spellings. The Kennecott Copper Corporation and the Kennecott Mines NHL (which commemorates that mining company’s activities) spell it with an ‘e.’ The *place* names (Kennicott Glacier, Kennicott River, Kennicott Valley) are spelled with an ‘i.’

One ambiguity remains. What do we call the *town* of Kenn(i)(e)cott? Is it named with an ‘i,’ in honor of the glacier it sits beside? Or with an ‘e,’ in recognition of the mining company that built it? Many people choose the latter interpretation, referring to the town of Kennecott. Some note that the historic railroad depot in town spelled it with an ‘e.’ However, this 1925 picture of the railroad depot, with a sign painted and placed by the copper company, spells ‘Kennicott.’

So, ‘Kennicott’ or ‘Kennecott,’ how should we refer to the town? The NPS uses the spelling ‘Kennecott,’ but understands the ambiguity and encourages you to take your pick based on whatever methodology or reasoning you would like.

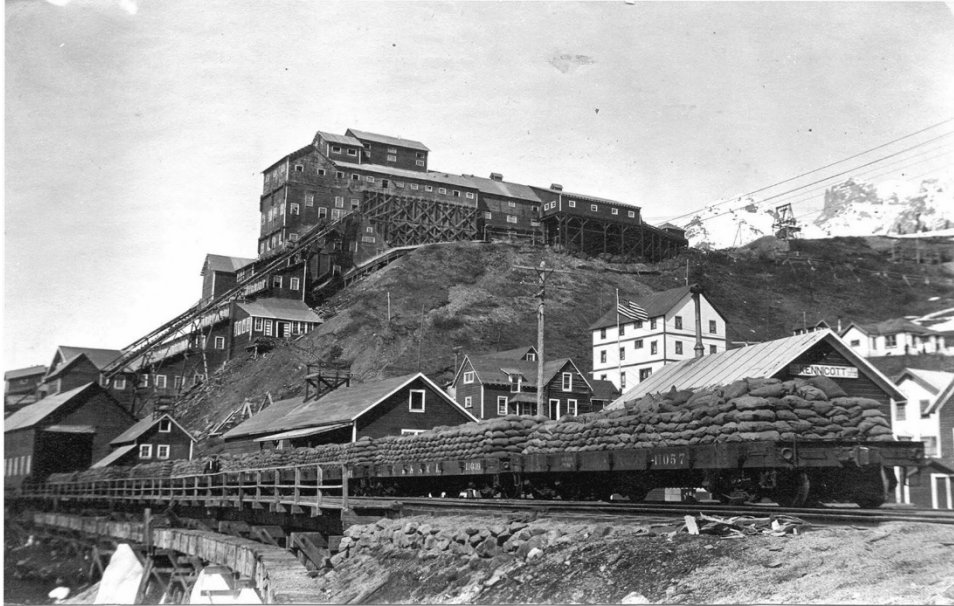


Figure 1 Circa 1925 photo of the railroad depot in Kennicott. See closeup in Figure 2.



Figure 2 Closeup of Figure 1.

(Source: <https://copperiverry.blogspot.com/2015/01/mile-196-kennicott.html>)

### **What is a National Historic Landmark?**

A National Historic Landmark, or NHL, is a designation. NHLs are buildings, sites, districts, structures, and objects that have been determined by the Secretary of the Interior to be nationally significant in American history and culture. Many of the most renowned historic properties in the nation are NHLs. Mount Vernon, Pearl Harbor, the Apollo Mission Control Center, Alcatraz, and Martin Luther King's Birthplace are NHLs that illustrate important contributions to the nation's historical development.

- (source: <https://www.nps.gov/subjects/nationalhistoriclandmarks/faqs.htm>)



### **Are there requirements that I maintain my property to NPS standards or restore it to its original or historic appearance?**

**No.** While the NPS encourages owners to use the Secretary of the Interior's Standards for Historic Preservation Projects, owners are under no requirement to follow this guidance.

- (source: <https://www.nps.gov/subjects/nationalhistoriclandmarks/faqs.htm>)

\*Note: for those lots within the Kennicott Subdivision Millsite Unit, there are subdivision covenants, unrelated to the NHL designation, that apply.

### **Is my property likely to be affected by federal laws and regulations?**

Federal, state, and local government-owned properties as well as private schools, institutions, and non-profit organizations are often recipients of Federal funding, and, therefore, would be affected by Federal laws. There is also Federal legislation that affords some degree of protection to archeological sites and the artifacts contained in them. Private property owners of commercial or residential buildings are less likely to be directly affected. However, Federally funded construction of highways, utility lines, or buildings may affect adjacent, privately-owned historic properties.

- (source: <https://www.nps.gov/subjects/nationalhistoriclandmarks/faqs.htm>)

### **Are there federal funds available for preserving or protecting NHLs?**

**Yes.** The National Register of Historic Places (NRHP) is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America's historic and archeological resources. NRHP listing is a condition for receiving grants and loans from many state and local governments as well as private sources. Some funding sources give NHLs higher priority for funding than other NRHP properties. There are also Federal income tax incentives available for donating easements and for rehabilitating income-generating historic buildings. Limited Federal grants through the Historic Preservation Fund are available; NHL owners should check with their [State Historic Preservation Officer](#) or [National Historic Landmarks Program regional office](#) to find out about the availability of Federal and state funds. Often state and local governments have grant and loan programs available for historic preservation; these funds tend to be for small amounts.

- (source: <https://www.nps.gov/subjects/nationalhistoriclandmarks/faqs.htm>)

### **What other benefits are there from NHL status?**

This list of benefits is from the national NPS NHL website, and the benefits listed may not be currently utilized at the Kennecott Mines NHL but illustrate the types of benefits generally available from NHL status.

The NPS provides technical preservation advice to owners of NHLs. Questions regarding preservation issues are routinely answered by phone or letters, or during on-site visits by NPS staff. The following are other forms of assistance the NPS provides to owners:

- The NPS publishes and distributes information available to NHL owners and administrators on a variety of preservation subjects. The NPS publications catalog is available on this page about [NPS History Publications](#).
- From time to time, the NPS contacts NHL owners about the condition of their properties and may ask for permission to visit. The information is also used by the NPS to plan its assistance programs and helps in grant-making decisions.
- Each year, as funding permits, a limited number of NHL buildings may be selected to receive in-depth site inspections funded and coordinated by the NPS regional offices. The purpose of these inspections is to analyze the specific condition of the NHL, identify and prioritize recommended work treatments, and estimate the costs for carrying out this work. If funding permits, information derived from the in-depth inspection may be compiled in a building condition

assessment report which may be made available to owners, preservation organizations, and interested public and private groups.

- (source: <https://www.nps.gov/subjects/nationalhistoriclandmarks/faqs.htm>)

### **How does NHL designation affect my ability to make changes on my property?**

Listing of private property as an NHL or in the NRHP does not prohibit under Federal law or regulations any actions which may otherwise be taken by the property owner with respect to the property. The NPS *may recommend* to owners various preservation actions but owners are not obligated to carry out these recommendations. Property owners are free to make whatever changes they wish if Federal funding, licensing, or permits are not involved. Federal laws that involve NHLs are listed in the Federal regulations governing this program, specifically in [36 CFR § 65.2 "Effects of Designation."](#)

Owners should keep in mind that state laws or local ordinances may affect NHLs if these legal mechanisms recognize and protect NHLs, independent of Federal law.

- (source: <https://www.nps.gov/subjects/nationalhistoriclandmarks/faqs.htm>)

\* Note: for those lots within the Kennecott Millsite Unit, there are covenants that apply.

### **Will I have to open my property to the public if it becomes an NHL?**

**No.** There is no such requirement as a result of NHL designation. The overwhelming majority of NHLs are privately-owned properties. Some grant sources, however, may require that recipients of funding make their property available to the public under very restricted circumstances.

- (source: <https://www.nps.gov/subjects/nationalhistoriclandmarks/faqs.htm>)

### **Where can I learn more about NHLs?**

You can learn more by exploring <https://www.nps.gov/subjects/nationalhistoriclandmarks/index.htm>

### **What is the origin of Kennecott Mines NHL?**

The Kennecott mill town, associated structures, and other cultural features dating to the early 20<sup>th</sup>-century mining era have long been appreciated and recognized for their historic significance. In 1978, the Kennecott Mines National Historic District, a site with State or local significance, was listed on the NRHP the official list of the Nation's historic places worthy of preservation. In 1986, the Kennecott site formally was designated as Kennecott Mines NHL due to its national significance for preserving an extensive variety of historic properties associated with early 20<sup>th</sup>-century copper mining. There is a rich history of community engagement that realized the dream of this designation. The official designation along with a thoughtful narrative describing its national significance can be found at the following links.

- [NPGallery Asset Detail \(nps.gov\)](#)
- [Kennecott Site Bulletin Web Version.pmd \(nps.gov\)](#)

### **What is the origin of NPS involvement in managing properties in the NHL?**

In June of 1998, the NPS acquired many of the significant buildings and lots of the Kennecott Mines NHL and began the effort to stabilize and restore the buildings. With the purchase of the lots, the NPS became a partner in management of Kennecott. Prior to the 1998 purchase, the NPS completed several special studies and reports to assist in the cleanup of hazardous materials and to assess the requirements for stabilizing historic structures. Over the years the NPS has provided technical assistance to local organizations and individuals interested in documenting and stabilizing historic structures in the town. The NPS also completed several inventories and resource assessments, providing baseline information to park management.

**With NPS acquisition of property in 1998, does this mean that the NPS manages the NHL?**

**No.** As discussed above, an NHL is a designation. The Kennecott Mines NHL was originally designated to include private and business properties. The NPS acquisition included *a portion* of those properties. As such, the NPS manages a portion of residential lots within the designated NHL boundary; however, it does not manage the NHL itself.

**If the NPS manages only certain lots within the NHL, what does that mean practically for the NHL?**

It means that Kennecott Mines NHL is like many other cultural locations and NHLs throughout the United States where the NPS has a responsibility for the lots/structures owned by the United States and the local community has governance roles and responsibilities for the community. It is important to note that as of 2023, the private lots within the Kennicott Subdivision remain non-organized and unincorporated. In the end, many issues of community concern may only be resolved with more holistic Kennicott Subdivision-wide approaches in which the NPS is a neighbor and partner.

\*Note: an exception to the above is the existence of the ACC for the Millsite Unit of the Kennicott Subdivision. This is distinct and separate from the NHL designation. See below.

**Do you have a map that helps to visualize the legal boundary of the designated NHL?**

Yes. Below is the map with legal boundary.



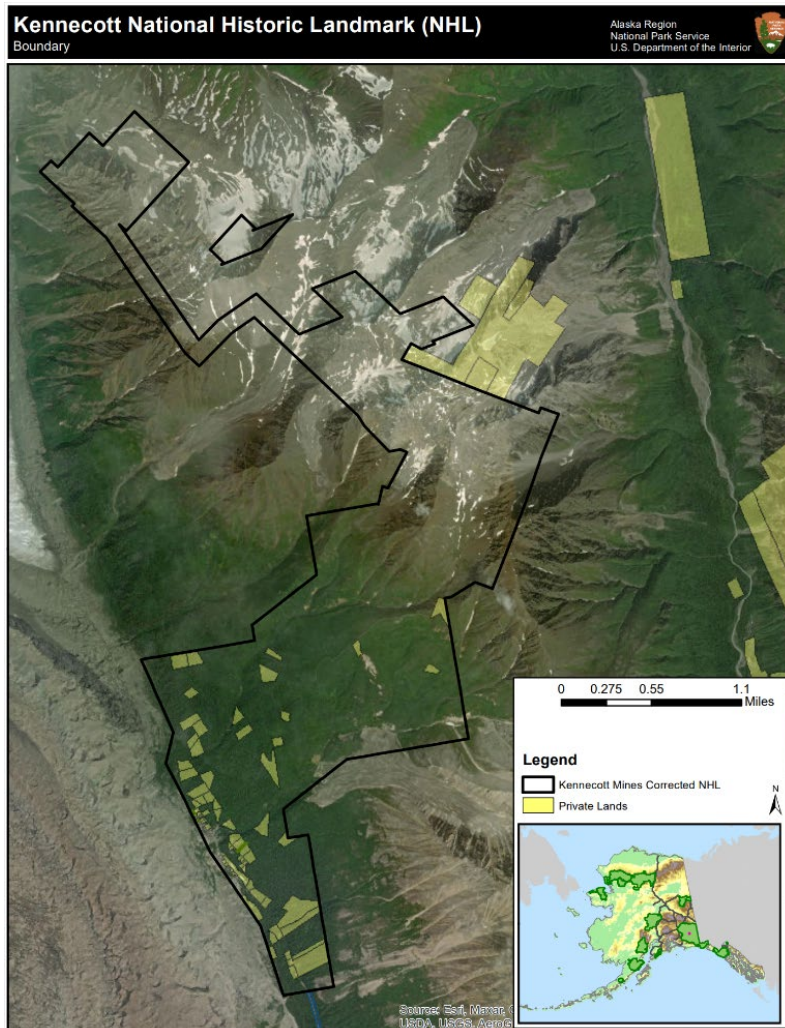


Figure 3 1986 NHL Boundary.

**This boundary map looks different than others I have seen. Can you please explain why?**

Through the KOP Review process, our research indicates that the boundary of the 1986 Kennecott NHL has been depicted incorrectly in both Alaska Regional Office and WRST records since at least 1993, *before* the NPS began acquiring land and structures associated with the Kennecott mining town in 1998. According to records found to date, the 1993 map was submitted to reconcile a perceived discrepancy within the site’s 1986 NHL nomination form between the site’s description and its geographic data. Mistakenly believing the discrepancy was due to an error in the geographic data, a new map was created that encompassed all of the features described in the nomination. While a technical correction can be made by the National Chief Historian without Advisory Board or Secretarial approval, the NPS NRHP Office must provide written notice of the correction to certain landowners and elected officials before the change legally takes effect. Our research indicates that the office of the NRHP did not further review the recommendation or provide the required notices. The 1993 recommended boundary description “correction” for the NHL was erroneously incorporated into NPS Alaska Regional administrative records as the recognized boundary and was then relied upon in the planning and management documents of WRST after the 1998 land acquisition at Kennecott. The administrative record has been clarified to depict the legally correct boundary of the Kennecott Mines NHL to be the legal boundary of the 1976 National Historic District and 1986 NHL Nomination that follow the exterior

boundary of the former landholdings of the Consolidated Wrangell Mining Company and the Great Kennicott Land Company. For comparison of boundaries see the map below.

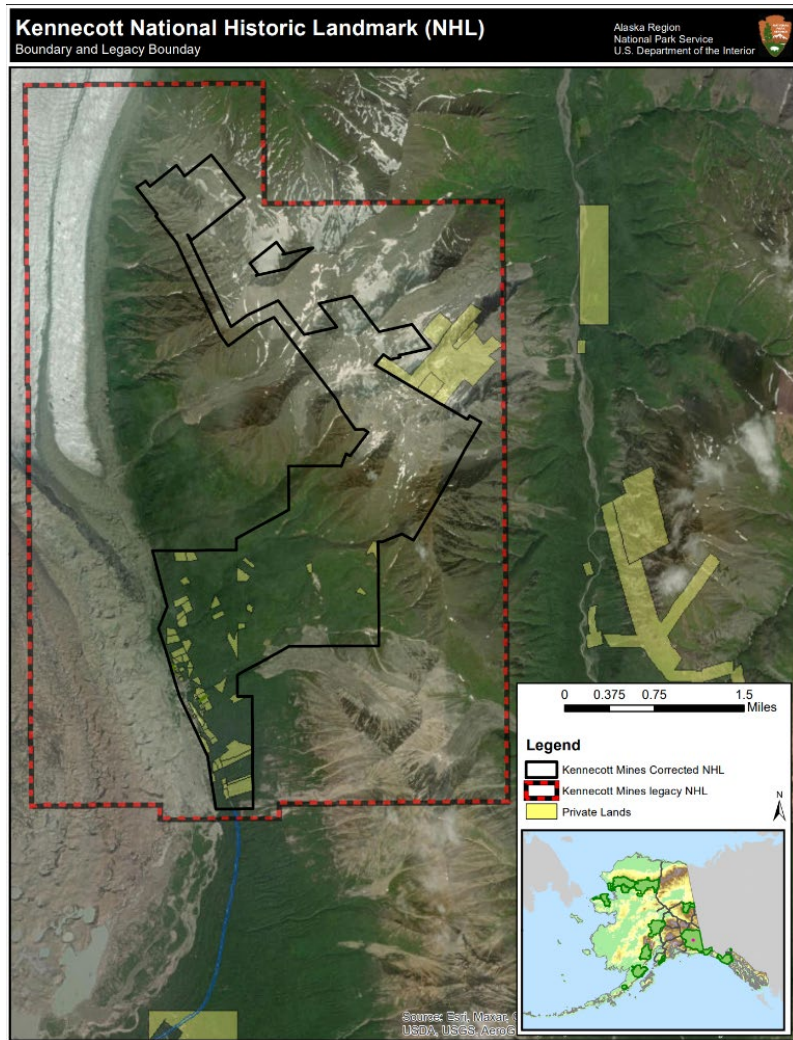


Figure 4 1986 NHL Boundary overlaid with the previously accepted NHL boundary.

**What changes with this new knowledge of the legal boundary?**

On balance, most things stay the same because the majority of land administratively removed from designation is NPS land, with all its laws of protection. Additionally, previous planning efforts remain valid for cultural and natural resource protection purposes, although maps and materials will need to be updated. Recall from above, the NHL is a designation that focuses management attention and provides opportunities for private landowners to receive funding. One private landowner no longer has that opportunity for a portion of their land; however, all other private landowners’ status remains the same. Of course, the opportunity remains for community members and the park to envision a new boundary at any time and nominate it.

**What is the difference between land that is within the WRST boundary and land within the Kennecott Mines NHL boundary?**

NPS owned lots within the Kennecott Mines NHL, like NPS managed lands within WRST, are



managed by the NPS and are subject to all laws, policies, and guidance relevant to the NPS and WRST's enabling legislation. However, the NPS owned lots within the Kennecott Mines NHL are recognized to be of national historic importance and there are higher standards for preservation and potentially different funding sources for historic preservation within the NHL.

**There is a Kennecott Subdivision within the designated NHL. How many Kennecott Subdivision Units are there?**

In September 1976, The Great Kennecott Land Company (GKLC) established the Kennecott Subdivision, which subdivided lands formerly owned by the Kennecott Copper Corporation into residential lots within five units including the Bonanza, Erie, Jumbo, Mother Lode, and Millsite units.

**Do you have a map to help visualize the Kennecott Subdivision Units and highlight NPS lots?**

**Yes.** Please see below.

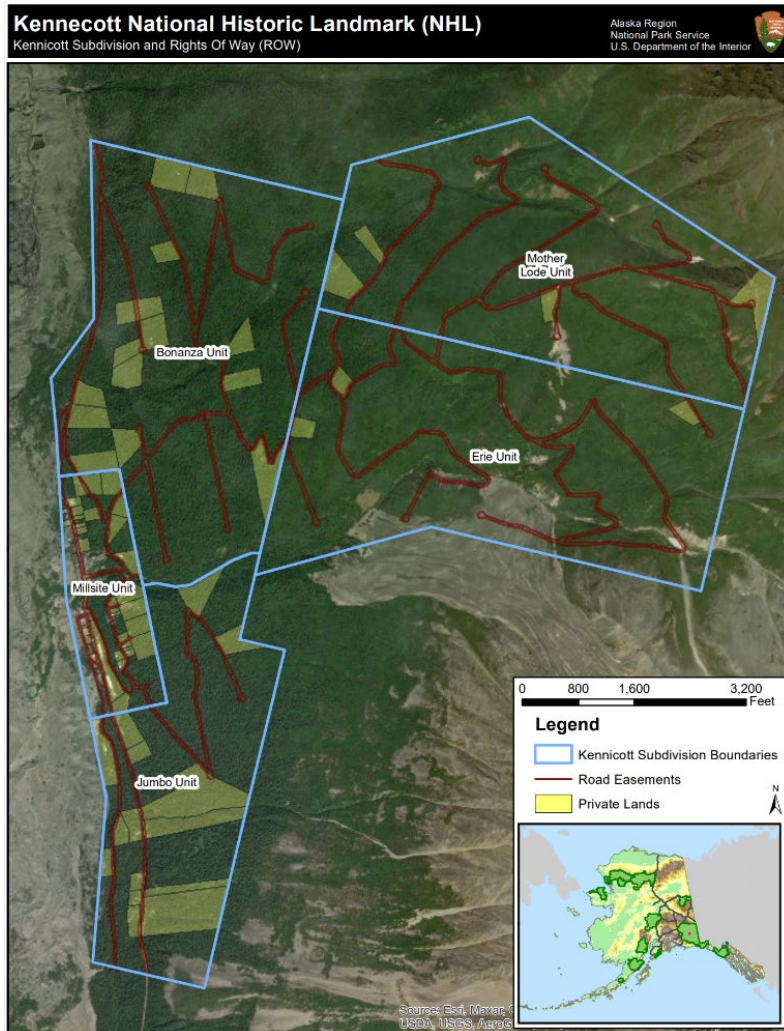


Figure 5 Map of the Kennecott Subdivision, highlighting land ownership type.

**Is the shuttle turnaround on an NPS managed lot within the Kennecott Subdivision? Which Unit?**

**Yes.** The shuttle turnaround is on an NPS owned lot within the Millsite Unit of the Kennecott Subdivision.

**I've heard about an ACC. What does ACC stand for and what is it?**

ACC stands for Architectural Control Committee. The ACC originates from the covenants of the Kennicott Subdivision Millsite Unit. The Millsite Unit, which encompasses historic properties associated with the former Kennecott mill town, was subdivided into 91 lots. These lots are subject to 20 articles of “restrictions, conditions, covenants and agreements” codified in the Declaration of Restrictions (DOR) for the Millsite Unit of the Kennicott Subdivision, which was legally recorded in the Chitina Recording District on September 29, 1976.

In 1998, the NPS acquired 28 lots in the Millsite Unit and GKLC transferred its three membership positions on the Millsite ACC (see DOR article 15) to NPS. Since that time, two membership positions have been added to the ACC for non-NPS lot owners, and NPS ownership of lots in the Millsite Unit is currently 50 of the 91 lots.

**Is the ACC a NPS organization?**

**No.** The ACC is a community organization, originating from covenants of the Kennicott Subdivision Millsite Unit.

## **Frequently Asked Questions: KOP Review**

**Where can I find information about actions identified in the 2013 KOP?**

There are two relevant documents, the 2013 KOP FONSI, and the Action Items Review document. The 2013 KOP FONSI is the decisional document for the KOP and contains a list of all actions identified in the plan, and the Action Items Review document (which is attached to the same email as this letter) details the status of every action item listed in the FONSI.

- [2013 KOP FONSI 11-29-13 \(nps.gov\)](#)

**What is the difference between the Review and the Revision?**

The 2013 KOP directs WRST to review the plan every five years, with a focus on any discrepancies between the plan and its implementation. The Review also provided an opportunity to address other issues that have developed since the plan was released. This document is part of that review. The Revision is the process of updating the plan to reflect current and desired future conditions. The Revision will have multiple opportunities for public input, beginning in summer 2023.

**What has/hasn't been accomplished as identified in the KOP?**

Many actions have been completed from the KOP, some are in process, and some have not yet been addressed. Major accomplishments include: building stabilization is mostly complete; ANILCA local hire authority is in place; National Creek Trestle is restored; multiple NHL buildings are open to the public; implementation of the 2011 Interpretive Concept Plan has begun, specifically with exhibit installations; annual superintendent's letter and regular MAC meeting attendance have improved communication with the community; a multi-building fire suppression and detection system are installed; EMS and SAR response capabilities are improved; warning signage, a Contaminated Site Management Plan, and a Safety Plan protect the public and employees from hazardous materials; and septic tank and leach fields are installed.

Some actions identified in the 2013 KOP have not been completed: an agreement with NHL lot owners and businesses to address NHL road maintenance; marking of the wagon road as primarily a pedestrian trail; walk-in campground; pedestrian trail from NHL to the footbridge over the east fork of the Kennicott River; Millsite water system; or solid waste management system.

Additional detail on the status of all actions identified in the KOP is in the Action Items Review document, which is attached in the same email as this letter.

## **Frequently Asked Questions: Revisions**

### **What is the next step in the Revision process?**

The next step in the Revision process is a public meeting to engage the community and interested parties in actions to be included in the revised KOP.

### **How can I participate in the Revision process?**

You can participate in the Revision process in several ways. There will be multiple public meetings, beginning in summer 2023 and lasting into 2024. There will also be an opportunity to comment on the plan on the NPS's public comment portal, the Planning, Environmental & Public Comment (PEPC) site.

### **How will the Revised KOP be different from the 2013 KOP?**

The Revised KOP will have a smaller geographic scope, largely tied to NPS managed lots in the Kennicott Subdivision. Additionally, Part 1 will be modeled to be more static, identifying broad management goals and concepts that do not need to be reviewed and/or updated regularly. Part 2 will document potential new actions not included in the 2013 KOP that the NPS desires to pursue to a high-level of detail appropriate for public input. It will be organized in a manner that may be easily updated, and additional data gathering, planning, site-design, and compliance will be addressed through separate, tiered documents.

### **I'm concerned about ORV's, e-bikes, horses and other transportation issues. When will these concerns be addressed?**

The NPS will address these concerns through a Revision process beginning summer 2023. Because matters of transportation affect the entire Kennicott Subdivision within the NHL, holistic solutions are needed (see response to public comment in the KOP FONSI).

### **Will there be a next scheduled review once the revision is complete?**

Consistent with NPS policy and practice, no set timeline for a review is required. As significant issues develop, the KOP can always be revisited and revised.

### **What happens to the actions in the KOP that are outside the scope of the revised KOP? How will those issues be addressed now?**

The park understands a need for additional planning efforts in and around Kennecott to address the breadth of issues in the area. Some topics may require specific planning efforts and will be addressed in later planning documents. Some actions need to be reconsidered due to new information, such as the CERCLA remedial investigations. During the KOP Revision public engagement workshops, there will be space for you to share what actions you believe need to be addressed by the NPS. Please share those actions, because even if they aren't within the scope of the revised KOP, they could help set the base for a different planning effort.

**2013 Kennecott Operations Plan FONSI:  
Specific Action Items Review and Summary**  
Completed April 2023

Greetings,

This document describes the status of action items identified in the 2013 Kennecott Operations Plan (KOP) Finding of No Significant Impact (FONSI). The FONSI is a document presenting the reasons why the National Park Service (NPS) concluded there are no significant environmental impacts projected to occur upon implementation of the KOP. The 2013 KOP FONSI is linked here for your reference: [ParkPlanning - FONSI 11-29-13 \(nps.gov\)](#). The KOP calls for a review of all action items identified in the FONSI every five years; this document is part of that review.

Kennecott is an inherently complicated area with a rich history and mosaic of land ownership. The 2013 KOP attempted to address many issues in and around Kennecott, which led to many different types of actions identified in the document. Because of this, the following list of actions is broad and ranges from discrete and targeted rehabilitation actions to general actions. In providing an update on each action, it is difficult to capture the depth, breadth, and complexity in a concise document. The intention with these updates is full transparency, while aiming for brevity and clarity.

For each action we've indicated if it is complete, if it wasn't completed because we are moving in a new management direction, if the action is partially complete and still in progress, or if it has not been completed for another reason. Certain issues, such as parking, reach across specific actions and will likely require a larger, more focused planning effort in the future. In addition to actions not yet completed, we recognize the tremendous amount of effort that went into completing many of these actions or making substantial progress towards completion. This document was finalized after multiple rounds of input and editing from a multidisciplinary team of NPS staff.

There are several items that were either not addressed in the 2013 KOP or have arisen since the KOP was written that add complexity to management of NPS lands in Kennecott. Off-road vehicles (ORVS) and all-terrain vehicles (ATVs) are one topic not addressed in detail in the KOP that the NPS intends to consider, in conjunction with the community and other interested parties, in the future. Additionally, the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), also known as Superfund, investigations and remediations were not an issue in the 2013 KOP. CERCLA enables agencies to remediate hazardous substances, pollutants, and contaminants in locations with serious hazardous waste problems. The NPS has been thoroughly investigating and addressing CERCLA issues in Kennecott, with the utmost care and consideration for health and safety. This has put several projects and actions on hold while the NPS collects and assesses data.

With many projects identified in the 2013 KOP being completed and new issues arising, it is time to revise the KOP to reflect current management realities and to plan for the future. Because so many actions have been completed, are in the process of completion, or are being re-evaluated, the revised KOP will have a narrower focus appropriate for directed, deliberate actions tied to comprehensive management goals and concepts.

A glossary and acronym list of terms is appended to the end document.



Number	Specific Action Item	Status	Review Conclusion	Future Actions Proposed
<b>Communications</b>				
1	<p>The Superintendent and/or park planner will be responsible for setting annual spring and fall community/public meetings. These will occur prior to Memorial Day and Labor Day and will be held at the Tony Zak Community building. The spring meeting will announce all proposed actions for the upcoming season. The fall meeting will be a review of the season's actions and expectations for the following year. The fall meeting will emphasize what project planning/compliance might occur during the course of the winter and how or when public involvement might occur. Spring and fall meetings will be intended to be brief and primarily informative, encouraging maximum participation.</p>	<p>NPS began to conduct these meetings around 2013, but over time they dissipated. Wrangell-St. Elias National Park and Preserve (WRST, the Park) currently participates in the McCarthy Area Council (MAC) meetings, but no longer holds annual spring/fall meetings. Announcement of proposed actions for the upcoming season is typically included in the annual community newsletter as well.</p>	<p>NPS can update the community on an ongoing and recurring basis, as well as include announcements in the annual park newsletter.</p>	<p>NPS will not proceed with bi-yearly meetings but will continue to update the community on an ongoing and recurring basis, in the annual park newsletter, and as needed.</p>
2	<p>The spring/fall meetings will be supplemented with a series of additional in-depth meetings held in Kennecott/McCarthy during summer months to discuss particular issues of concern. These meetings will be held as needed and advertised at least two weeks in advance. As time and budget allow, these meetings will be structured as working groups in order to share information and open up a productive, conversational dialogue to define issues and brainstorm potential solutions.</p>	<p>Several project specific meetings have been held on an as needed basis.</p>	<p>Supplemental meetings are important to update the community and garner input.</p>	<p>Meetings will be held as needed when issues of concern arise.</p>

Number	Specific Action Item	Status	Review Conclusion	Future Actions Proposed
3	Once every five years, the park will initiate a review of the Kennecott Operations Plan, seeking full community/public input in advance of adopting any revisions to the current plan. These reviews will focus on any discrepancies between the plan and its implementation.	In process.	A five-year review is too static, the plan needs to be more responsive to changing conditions.	This plan will be updated as needed, consistent with NPS policy and practice, and if any significant issues arise, the plan can be revisited. The revision will focus on a more adaptive and nimble process.
4	A park leadership team member will attend each MAC meeting. The park leadership team generally consists of the park superintendent and the division chiefs.	Ongoing.	Park leadership attendance at MAC meetings is an important component in maintaining communications between the NPS and community.	Park leadership will continue to attend MAC meetings.
5	Provide a web-based educational component regarding projects at Kennecott. This will include a generalized overview of how projects are entered into the budget system, and where and when project design, contracting, and NEPA and NHPA compliance occurs. Identify points in the process where there are opportunities for public involvement. These materials will be posted on the park's website and on the Friends of Kennicott website.	Ongoing. The park has web pages focused on Kennecott in general, CERCLA, and a link to Planning, Environment, and Public Comment (PEPC), an NPS webpage. Currently the Friends of Kennicott (FoK) webpage is broken. (FoK Board Chair, has been made aware of the website issue.)	Posting information on the website continues to provide updates and communication to a broad array of people interested in NPS Kennecott operations.	NPS's web-based efforts will continue.
6	Continuation of the annual Superintendent's letter	Ongoing. This has been completed and continues.	The annual community newsletter is another way to maintain communications with the community.	The annual community newsletter will continue annually or biennially.
<b>Transportation/Access</b>				

Number	Specific Action Item	Status	Review Conclusion	Future Actions Proposed
7	Shuttle van pick up and drop off will continue at the current location (between the Blackburn school and St. Elias Alpine Guides office) with occasional overflow pick-up and drop-off at the shuttle turnaround.	The shuttle system continues under a variety of vendors. In 2022 the park requested Commercial Use Authorizations (CUAs) for shuttles wishing to turn around on NPS owned lot(s).	This will require additional NPS consideration and planning.	NPS will consider this in a future, transportation-specific plan.
8	To provide the best visitor orientation, the shuttle turnaround will be linked via a raised boardwalk to the Blackburn school. The existing deck behind the Blackburn school will be expanded and roofed to provide a covered seating area. A bulletin board will be installed in this area. The existing outhouse will be expanded to provide men's and women's vault toilets. Additionally, there will be some identifying feature visible to those getting off shuttle vans that identify the Blackburn building as an NPS facility.	Partially complete. The boardwalk was completed in 2016. The deck was expanded and roofed. A bulletin board was installed. Benches have been installed. The outhouse project is no longer being considered.	The shuttle drop off should be easily identifiable to visitors, with NPS infrastructure clearly defined.	NPS will maintain existing infrastructure. Expanding the outhouse will not be considered due to topography concerns. As an alternative, a septic pumper truck will be considered.
9	NPS will avoid parking in the space north of the Blackburn building	Ongoing. The parking and shuttle situations have changed since the FONSI; however, NPS continues to follow this action as best as possible. There is a parking section with additional actions below.	This action likely needs to be more specific, with mechanisms in place to discourage parking in the area (ex. signs).	NPS will continue to avoid parking in this space.

Number	Specific Action Item	Status	Review Conclusion	Future Actions Proposed
10	Access to the millsite subdivision is predominantly through shuttle services and non-motorized means. Vehicle access and parking will be managed to minimize impacts to visitors and residents, minimize congestion and maximize safety.	Ongoing. Local shuttles are utilized but not currently operating under commercial use authorizations (CUAs). In 2022 the park requested CUAs for shuttles wishing to turn around on NPS owned lot(s).	Parking, driving, and shuttle issues exist together and need to be addressed together and not separately.	This will be addressed in a future transportation-specific plan. NPS will continue to manage vehicle access and parking as appropriate and will continue to support the intent of this action item (maintaining access through shuttles and pedestrian use).
11	Educational materials will be developed in consultation with community members. Signage should be minimized and aimed at effective conveyance of information. Land status maps that clearly show intermixed land pattern will be used. Signs can include “bullet statement” messages. Kiosks with signs meeting these standards have been installed at the footbridge and the airport. Signs placed on NPS lands will conform with the Sign Guidance identified in the Cultural Landscape Report.	Ongoing. NPS has been working to develop an appropriate and efficient process that integrates public input and that meets all regulatory requirements. This is an ongoing and evolving process.	There may be more current guidance than the Sign Guidance identified in the CLR. The 2015 "Visual Communications Guidelines" for the Kennebec National Historic Landmark (NHL) is distinct from the 2001 CLR.	Signs placed on NPS lands will conform with the most recent guidance. NPS will continue to develop public information materials with community members.
12	Brochures: to be developed in partnership with community. Should include information on the following: Why this place is different. This is a community; respect that there are people walking on the roads, it is a shared trail. Describe physical characteristics that lead to safety concerns. Encourage the use of shuttle services and alternatives.	Ongoing. NPS has collaborated with community members to help develop public information materials. A new brochure is in development.	The brochures are an opportunity to work with the community to explain safety information, the wonder of Kennebec, and to provide information regarding alternative transport to visitors and potential visitors.	NPS will continue to develop public information materials with community members.

Number	Specific Action Item	Status	Review Conclusion	Future Actions Proposed
13	Brochures to be distributed at Sportsman shows, to motorized groups and other outreach opportunities, including Fairbanks (to reach dipnetters). Also distributed around Westside/McCarthy/Kennecott and by businesses.	Ongoing. NPS typically attends the annual sportsman show and distributes educational material to visitors there, as well as locally in the Kennecott/McCarthy community.	The park has engaged with various user groups and disseminated park information via educational brochures.	The park will continue to share updated information regarding Kennecott to various user groups using educational brochures.
14	Websites: Can display information similar to brochures. Visitors use websites for trip planning.	Ongoing. Shuttle information is provided on the park's website, in the park newspaper, by phone, and during in-person contacts. The park also posted a news release on the website regarding parking and shuttles in 2021 and 2022.	Information on the website has the potential to reach a wide variety of users, visitors, and potential visitors.	NPS's web-based and other efforts will continue.
<b>Parking</b>				

Number	Specific Action Item	Status	Review Conclusion	Future Actions Proposed
15	<p>Provide limited (10-space) designated parking in the dairy barn area. Users to include handicapped; local use for non-shuttle times; special events; visitors; and lot owners with no property access. Additionally, NPS has established and will continue to maintain a parking area for employees and contractors near the Dairy Barn. NPS will run a shuttle for employees that live on the West Side or McCarthy but work in Kennecott, so as to minimize park vehicle traffic.</p>	<p>The Dairy Barn parking area is functional but not operational as designated for public parking. The terrace needs to be leveled by adding significant fill.  In keeping with the July 2022 News Release, on NPS lands in the NHL, parking is allowed only at the shuttle turnaround located next to the Kennecott Visitor Center. Parking on NPS lands elsewhere in the NHL is prohibited except for Federally qualified rural Alaska residents engaged in permitted subsistence activities. Interpretive staff use a shuttle. This is hoped to be expanded to more staff in 2023.</p>	<p>More shuttle opportunities should be provided to NPS staff who commute to Kennecott. NPS should continue to follow the statements from the July 2022 News Release.</p>	<p>Parking will be addressed in a future transportation-specific plan, along with other short-term efforts to encourage shuttle usage for NPS employees commuting to Kennecott.</p>
16	<p>Consider options for a pedestrian trail from the designated public parking in the Dairy Barn area to the shuttle bus turnaround or Blackburn school area.</p>	<p>Not complete. There is an existing social trail that is predominantly used by Kennecott Glacier Lodge employees.</p>	<p>Parking in Kennecott is still a planning issue; once the issue is resolved, a trail from that location could be considered.</p>	<p>A more formal trail will be considered in future site/transportation planning.</p>
17	<p>When access to private property is restricted due to winter conditions, Kennecott landowners will be free to park on the main rights-of-way within Kennecott.</p>	<p>Private landowners typically park wherever they can when access is restricted due to winter conditions.</p>	<p>This can be removed from the KOP and addressed in future transportation planning efforts.</p>	<p>This will be addressed in a future transportation-specific plan.</p>



Number	Specific Action Item	Status	Review Conclusion	Future Actions Proposed
18	The park will work with the local community to support an efficient public shuttle system and adequate hours of operation, to reduce the need for parking within the NHL.	Partially complete and ongoing. Local shuttles are utilized. In 2022, the park requested CUA applicants to provide shuttle services.	A public shuttle system, appropriately authorized, could reduce the need for parking personal vehicles in the NHL.	This will be addressed in a future transportation-specific plan.
19	The park will develop a public education campaign through the park's website, signs, and brochures at information kiosks in Kennecott/McCarthy and along the McCarthy Road, informing the public of the local shuttle system and the lack of public parking in the NHL.	Partially complete and ongoing. Shuttle information is provided on the park's website, in the park newspaper, by phone, and during in-person contacts. The park also posted a news release on the website regarding parking and shuttles in 2021 and 2022. Some of these topics are still unresolved, which has made communication difficult. For instance, messages conveyed in the 2021 and 2022 news releases contrasted with one another due to changing conditions.	Changing conditions have made it difficult to provide consistent information in the past.	NPS's web-based efforts will continue and the park will continue to encourage alternative transportation to Kennecott.

Number	Specific Action Item	Status	Review Conclusion	Future Actions Proposed
20	No parking at the shuttle turnaround (after a parking spot is designated).	<p>Although this space is designated as a shuttle turnaround, it is also utilized as a parking lot. Until an alternative parking lot is designated, as per the July 2022 NPS Press Release, on NPS lands in the NHL, parking is allowed only at the shuttle turnaround located next to the Kennecott Visitor Center.</p> <p>Parking at the Dairy Barn has been for NPS vehicles only and specific Kennicott Subdivision property owners who cannot access their property with their vehicle. In 2021, the NPS solicited feedback on parking needs from lot owners.</p>	This action can be removed from the KOP and addressed in future transportation planning efforts. Private parking on public lands requires authorization	NPS will address this action in future transportation planning.
21	No parking on NPS owned portions of easements in the millsite subdivision.	Parking is prohibited beyond the shuttle turn around per signage installed at the turn around. Parking is prohibited per authority under 36 CFR 4.12, Traffic Control Devices.	This action can be removed from the KOP and addressed in future transportation planning.	NPS will address this action in future transportation planning. NPS will continue to follow 36 CFR 4.12.
22	Utilize restored features (boardwalks, railroad rails) to discourage parking.	Not complete. No actions have been taken to utilize restored features to discourage parking.	This action can be removed from the KOP and addressed in future transportation planning efforts.	NPS will address this action in future transportation planning.

Number	Specific Action Item	Status	Review Conclusion	Future Actions Proposed
23	A 10-mph speed limit will be posted through the Kennecott subdivision, posted at the NHL boundary.	Complete. A 10-mph speed limit sign has been posted and a regulation in the Superintendent's Compendium was added to establish a 10-mph speed limit.	This action can be removed from the KOP.	Following rules, regulations, and authorities the NPS will continue to enforce the 10-mph speed limit through NPS owned portions of the Kennicott Subdivision.
<b>Roads/Trails</b>				
24	Subdivision easements within the NHL: A cooperative agreement will be sought with NHL lot owners and businesses to address NHL road maintenance.	Not complete. No cooperative agreement has been established to address NHL road maintenance.	Communication between lot owners and businesses remains a top priority for NPS. This action can be removed from the KOP and addressed in future transportation planning efforts.	NPS will re-evaluate in future transportation planning.
25	Wagon Road: Segments of the Wagon Road that occur on NPS lands will be managed primarily as a pedestrian trail, with allowance for motorized use for those accessing private property along the trail and for federally qualified subsistence users engaged in subsistence activities.	Not complete. The Wagon Road is currently being utilized in this manner, but could be maintained or more formalized to better meet the spirit of this action item.	Formalization of the Wagon Road could provide additional recreation and subsistence opportunities.	NPS will re-evaluate in future transportation planning.
26	Toe of the Kennecott Glacier Road: This road traverses private land, university sub-division lands, and finally NPS lands. The NPS portion of this road will be designated a park road, open to motorized use. Motorized travel on NPS lands off the designated road will only be allowed for federally qualified subsistence users engaged in subsistence activities.	The NPS owned portion of the road has not been designated as a park road. However, no designation is needed as it meets the definition of a park road and is currently being managed as a park road.	This action can be removed from the KOP and addressed in future transportation planning efforts if needed.	NPS will continue to manage this as a park road.

Number	Specific Action Item	Status	Review Conclusion	Future Actions Proposed
27	<p>NPS will construct a 3.5-mile pedestrian trail to the NHL from the footbridge over the east (dry) fork of Kennicott River. The route will generally follow the east side of the Kennicott Glacier, staying well away from private property, from the viewshed of the railroad corridor, and from popular swimming areas at the toe of the glacier. At the north end, the foot trail will connect with the old Wagon Road in the vicinity of the West Bunkhouse or Company Store. The trail will be constructed and maintained exclusively for non-motorized use.</p>	<p>Not complete. Trail construction has not occurred. A community member submitted this project to Rivers, Trails, and Conservation Assistance (RTCA) and NPS has conducted reconnaissance and preliminary assessments for where the trail would be on-the-ground and alternative construction methodologies have been prepared.</p>	<p>This trail is currently being re-evaluated as proposed.</p>	<p>NPS will continue to seek planning and design funding and include this project in work plans, as workforce capacity allows.</p>
<p><b>NPS Utilities and Infrastructure</b></p>				
28	<p>Mill Site Water System The design for the water system is still underway and the Kennecott Operations Plan/EA will not serve as the NEPA compliance document for the water system.</p>	<p>Partially complete, on hold. There is an intake system in the Bonanza Unit, and a partial water system is in place in the millsite unit. Plans to expand the water system were placed on hold due to ongoing CERCLA remedial investigations.</p>	<p>This action was not considered in detail and needs to be considered in a separate compliance document.</p>	<p>With ongoing CERCLA remedial investigations, this may not be an appropriate action for NPS to pursue. NPS will reconsider when CERCLA remedial investigations are complete.</p>

Number	Specific Action Item	Status	Review Conclusion	Future Actions Proposed
29	<p>Sanitary Sewer System Collection, treatment and disposal of sewage (wastewater) generated by visitors and staff in NHL buildings and on the west side of Kennicott River will be achieved primarily by septic systems (septic tanks and leach fields). The NHL buildings that could potentially be equipped with sewer service are the Dairy Barn, Old School, New School, West Bunkhouse, and Company Store. The existing Alaska Department of Environmental Conservation (ADEC)-approved septic system and leach field has been expanded to service the Dairy Barn property acquired by the park in 2005. The Company Store, West Bunkhouse, New School, Old School and Dairy Barn will be serviced by this system leach field. Excavations will be made along the west side of the site behind the Company Store and under the historic wagon road. About 1,050 lineal feet of buried sewer line from the Company Store to the Dairy Barn will be installed. Sewage lift station(s) may be required. The lift station will be installed in a buried manhole in the line between the Company Store and Dairy Barn. A total of 6-8 manholes will be constructed.</p>	<p>Not complete, on hold. The sewer system has not been completed and NPS has placed this project on hold during CERCLA remedial investigations.</p>	<p>This is a large undertaking, and with ongoing CERCLA remedial investigations, may not be an appropriate action for NPS to pursue.</p>	<p>NPS will reconsider when CERCLA remedial investigations are complete.</p>
30	<p>Vegetation clearing will be done around all historic structures on NPS lands, for fire and windfall protection, and for safe access and egress to and from the buildings.</p> <ul style="list-style-type: none"> <li>• Clear all spruce within 30' of all structures.</li> <li>• Limb spruce trees up to 10' above the nearest surface fuel within 100' of all structures.</li> <li>• Clear all woody vegetation within 5' of all structures.</li> <li>• Selectively clear or plant other vegetation to maintain quality viewsheds.</li> </ul>	<p>Ongoing. Facilities has taken the lead on this due to greater on-site staff capacity.</p>	<p>Staff capacity remains an issue in completing this action.</p>	<p>This action may be reconsidered in a future fire management plan. Facilities will continue to complete this action to the best of their abilities considering staffing constraints in the meantime.</p>

Number	Specific Action Item	Status	Review Conclusion	Future Actions Proposed
31	<p>Invasive Plant Management</p> <ul style="list-style-type: none"> <li>Continue physical control methods where effective.</li> <li>Allow limited use of herbicides to control infestations not responding to physical control methods.</li> </ul> <p>Implement mitigating measures with best management practices and monitoring of overall program effectiveness and environmental effects.</p>	<p>Partially complete, ongoing. WRST currently lacks staff capacity for proactive invasive plant work. Vegetation work is limited to trail maintenance and limited removal of hazardous fuels near flammable structure, both led by Facilities due to greater on-site staff capacity.</p>	<p>Staff capacity remains an issue in completing this action.</p>	<p>NPS will continue to manage removal of hazardous fuels near flammable structures at the least, with the potential for proactive invasive plant management work if additional capacity is created.</p>
32	<p>Where needed, native vegetation may be planted to screen modern NPS facilities using native seeds/cuttings from local populations. In some selective cases historically accurate non-invasive non-native plants may be planted to enhance the cultural landscape.</p>	<p>Not complete. Currently WRST has no staff capacity for this, nor are there any prospects for future capacity.</p>	<p>Staff capacity remains an issue in completing this action.</p>	<p>This action will likely not be completed until greater staff capacity is reached.</p>
<p><b>Administrative Core Zone</b></p>				
33	<p>Circulation/Access</p> <p>Improvement and maintenance of a pedestrian trail from the General Manager's Office (GMO), up the creek to the footbridge, connecting to the top of the mill building. This trail will connect with the old Wagon Road and Silk Stocking Loop described in the Residential A Zone.</p>	<p>Complete, ongoing. The trail is in decent shape and brushing operations are on a cyclic schedule.</p>	<p>This action has been completed and continues to be maintained. It is an important connection between the old Wagon Road and the Silk Stocking Loop.</p>	<p>NPS will continue to manage the trail on a cyclic schedule.</p>



Number	Specific Action Item	Status	Review Conclusion	Future Actions Proposed
34	<p>General Manager's Office</p> <ul style="list-style-type: none"> <li>Stabilization: Cyclic maintenance. For most preserved or rehabilitated historic structures, cyclic maintenance means repairs to roofing, windows (re-caulking), and re-painting on a 5 – 10 year cycle.</li> </ul> <p>Small scale features: Reconstruction of boardwalk and stairs from GMO to Hancock addition.</p>	<p>Partially complete, ongoing. Cyclic maintenance is ongoing. Projects need to be developed and funded for the possible reconstruction of boardwalk and stairs from GMP to Hancock addition.</p>	<p>Many structures have been identified for stabilization and cyclic maintenance while others have been identified and managed as ruins. Structures identified for stabilization and cyclic maintenance require no further action unless noted.</p>	<p>NPS will continue to manage stabilization according to the Secretary of the Interior's Standards for the Treatment of Historic Properties. NPS will continue to pursue funding for incomplete components of this action.</p>
35	<p>Hospital</p> <p>Stabilization: Implement interior false-work to keep walls, floors and roof from collapsing. Maintain a roof. No interior access proposed. No painting proposed.</p>	<p>Partially complete, on hold. This work has been completed on the west portion of the hospital, and several portions were removed in 2010 due to public safety concerns. The east portion is slowly collapsing and there are ongoing conversations to determine if the east side is eligible for removal under a Time Critical Removal Action (TCRA), a CERCLA program.</p>	<p>NPS should place any actions regarding the east portion on hold pending determination of eligibility under TCRA.</p>	<p>NPS will continue to manage stabilization on the western portion of the hospital according to the Secretary of the Interior's Standards for the Treatment of Historic Properties.</p>
36	<p>Assay Office</p> <p>Stabilization: Move salvageable remains of the building back to its original location.</p>	<p>Complete.</p>	<p>This action can be removed from the KOP.</p>	<p>NPS will continue to manage stabilization according to the Secretary of the Interior's Standards for the Treatment of Historic Properties.</p>

Number	Specific Action Item	Status	Review Conclusion	Future Actions Proposed
37	Railroad Depot Stabilization: Cyclic maintenance. Restore electrical systems.	Partially complete. The stabilization is complete, but the electrical systems have not yet been restored.	This action can be removed from the KOP.	NPS will continue to manage stabilization according to the Secretary of the Interior's Standards for the Treatment of Historic Properties. NPS will continue to work towards the uncompleted actions.
38	Company Store <ul style="list-style-type: none"> <li>• Stabilization: Work to include: Level 1—construct public restrooms, complete field lab area, interior finishes, lights, elevator/lift to Level 2 and 3, install utilities and additional furnaces. Level 3—construct staff office area, interior finishes, lights and communications. Maintain as visitor contact point and administrative office space.</li> <li>• Interpretation: Maintain as primary exhibit space with visitor access. To minimize interpretive intrusions in the town, the Company Store will provide a central interpretive focus and a place to fully develop the landmark's primary stories. Given the need for durability and low maintenance, the full range of exhibit techniques can be used including hands-on and interactive media. Replicate original Post Office and General Store sign and open the post office for general public access.</li> </ul> Small scale features: Maintain Hoist House #52. Clear random building material from interior, strong interpretive value. Re-establish crib wall/utilidor from Company Store to the end of the Carpenter's Shop.	Partially complete, on hold.  Portions of the stabilization work are in progress. The scope of work has changed significantly and needs additional reconsideration due to ongoing CERCLA remediation investigations.  Interpretive exhibits were completed in 2018.  The crib wall is complete.  The basement was retrofitted into office space, SAR cache, and other administrative additions. This was completed under adaptive re-use, meaning the building can revert to its original use.	Portions of the stabilization, including the restroom, lab, elevator, and furnaces, should be placed on hold pending completion of CERCLA remedial investigations.	NPS will continue to manage stabilization according to the Secretary of the Interior's Standards for the Treatment of Historic Properties where appropriate. NPS will reconsider when CERCLA remedial investigations are complete.

Number	Specific Action Item	Status	Review Conclusion	Future Actions Proposed
39	Railroad Trestle Stabilization: Minor finish work such as closing up utilidor. Cyclic maintenance.	Complete, ongoing. The utilidor covers have been installed.	The utilidor covers will be managed under cyclic maintenance. This action can be removed from the KOP.	NPS will continue to manage stabilization according to the Secretary of the Interior's Standards for the Treatment of Historic Properties.
<b>Industrial Core Zone</b>				
40	Circulation/Access <ul style="list-style-type: none"> <li>• Construct accessible trails and boardwalks behind the power plant, machine shop, and leaching plant.</li> </ul> In cooperation and consultation with private lot owners, consider restoration of boardwalks and/or railroad within this zone as a tool to control parking.	On hold. Further trail and boardwalk construction is on hold due to ongoing CERCLA remediation investigation and any restoration of boardwalks or railroad needs to be discussed further with property owners and the ACC.	This action will be reconsidered pending ongoing CERCLA remediation investigations.	Trail and boardwalk construction will be addressed once CERCLA remediation is complete. A treatment plan for the CLR is close to finalization, which will guide work to be completed and will focus on increased community involvement.
41	Tram Terminus Stabilization: Work to include structural repairs to the upper mill including the tram deck, structural reinforcement to ore bin, floor repairs, and reconstruction of upper tram deck and roof. Dependent on funding, construction of a protective roof structure over the upper tram deck and roof may be considered rather than reconstruction.	Complete as modified. Scope of Phase III contract was modified and the tram deck and roof were not rehabilitated. The ore bin is complete. A 12-foot section or roof was extended over the ore bin.	This action was modified and is complete as modified. It can be removed from the KOP.	NPS will continue to manage stabilization according to the Secretary of the Interior's Standards for the Treatment of Historic Properties.

Number	Specific Action Item	Status	Review Conclusion	Future Actions Proposed
42	<p>Concentration Mill</p> <ul style="list-style-type: none"> <li>Stabilization: Work to include structural repairs including foundation repairs and column and truss repairs Level 1 through 7. Repairs to the mill to repair the foundations and reestablish deteriorated timber crib retaining walls will require site disturbance during the period of construction. Once completed, the landscape will be restored. Additional work dependent on funding will include structural repairs to the mill structure at Levels 8 and above. This work will include foundation and column and truss repairs, new roof construction, and stabilization of the ore bins. The intent of the proposed work is to stabilize the structure for a guided visitor opportunity. Long term plans will include siding repairs and replacement and painting. Window repairs and replacement may be required to protect the interior of the building and to provide draft control as part of future fire suppression within the mill.</li> </ul> <p>Small scale features: Replace ore chute. Track inclines on north and south sides of the mill building will be brushed or otherwise cleared and managed as ruins; reconstruction of roof enclosure will occur on the utilidor along the south edge of the mill building. Internal stabilization of scale house and lab sheds.</p>	<p>Partially complete, on hold. A small amount of siding was repaired on the North wall at Level 7. The only landscaping was between the Hancock Addition and the lower ore bin on the south side.</p> <p>The ore chute is complete. Significant brushing has been done but there is much more to do. Utilidor has not been enclosed.</p> <p>The Scale house foundation is complete and roof work has been funded and will be complete in FY22/23.</p>	<p>Portions of this action are complete and the existing actions will be reexamined pending ongoing CERCLA remediation investigations.</p>	<p>NPS will continue to manage stabilization according to the Secretary of the Interior's Standards for the Treatment of Historic Properties. NPS will continue to work towards the uncompleted actions and compete for funding, pending ongoing CERCLA remediation investigations.</p>

Number	Specific Action Item	Status	Review Conclusion	Future Actions Proposed
43	<p>Leaching Plant</p> <ul style="list-style-type: none"> <li>Stabilization: Ongoing work to include repairs to halt collapse onto the railroad corridor, site stabilization, foundation replacement, repairs to floor and wall structure, lead paint mitigation (including painting), rehabilitation of doors and windows to control access. Scheduled work includes structural repairs to the walls of the leaching plant including column realignment and footings, shear wall repairs, truss repairs, and asbestos abatement. Allow south addition to collapse and manage as a ruin. Implement interior false-work/rigging to keep ruin structure from collapsing onto the railroad corridor or into the north addition. No interior access proposed in the south addition.</li> </ul> <p>Small scale features: Stabilization/reconstruction of bracing and the original track incline for the leaching plant deck, north of leaching plant. Reestablish the deck at the north elevation with an integrated accessibility ramp into the sacking shed.</p>	<p>Partially complete, on hold.</p> <p>The South addition is being managed as a ruin.</p> <p>Most structural work along road corridor is complete and the wall between the South and North Sacking Sheds will be rehabilitated in FY22/23. The ruin portion needs to be cut loose from the rehabilitated section where they meet.</p> <p>The Northwest corner and West wall need rehabilitation before this work can commence.</p>	<p>Further work is on hold pending ongoing CERCLA remediation investigations.</p>	<p>NPS will continue to manage stabilization according to the Secretary of the Interior's Standards for the Treatment of Historic Properties. Other rehabilitation work will be addressed once CERCLA remediation investigations are complete.</p>
44	<p>Machine Shop</p> <p>Stabilization: Scheduled work to include reestablishment of collapsing service decks on north and south sides, door and window repairs, siding repair, and reconstruction of a porch roof over the east entrance.</p>	<p>Mostly complete, in progress. The South deck is complete, the North deck is mostly complete. The pipe shed that was moved to rehabilitate the north deck and crib wall is planned to be reassembled in FY22. Window repairs the East wall are complete. The North wall needs window repairs and paint.</p>	<p>NPS has made substantial progress toward this action and will continue to work toward full completion.</p>	<p>NPS will continue to manage stabilization according to the Secretary of the Interior's Standards for the Treatment of Historic Properties. NPS will continue to work towards the uncompleted actions.</p>

Number	Specific Action Item	Status	Review Conclusion	Future Actions Proposed
45	<p>Power Plant</p> <ul style="list-style-type: none"> <li>Stabilization: Remediate oil and asbestos in the area. Boiler and stack preservation treatment. Window repair/lead abatement including painting.</li> </ul> <p>Small scale features: Stabilization of structure members (those affected by fire on the south deck of the power plant); reconstruct small section of boardwalk with stairs west of power plant.</p>	<p>Partially complete, on hold.</p> <p>Oil and asbestos remediation has been performed but is not complete due to failing /incomplete containment. Stack preservation has been applied. Exterior surfaces have been repaired and painted.</p> <p>All small-scale feature work is on hold due to ongoing CERCLA remediation investigations.</p>	<p>NPS has made progress on this action, but further steps have been placed on hold pending CERCLA remedial investigations.</p>	<p>NPS will continue to manage stabilization according to the Secretary of the Interior's Standards for the Treatment of Historic Properties. Other rehabilitation work will be addressed once CERCLA remedial investigations are complete.</p>
46	<p>Transformer House</p> <p>Stabilization: Repair or replace missing windows and doors and paint. Landscape to improve drainage away from building.</p>	<p>Partially complete, on hold.</p> <p>Exterior surfaces were painted in 2021. Windows and doors are currently being completed. A drainage plan needs to be discussed further.</p>	<p>This action is partially complete, with further steps placed on hold pending CERCLA remedial investigations.</p>	<p>NPS will continue to manage stabilization according to the Secretary of the Interior's Standards for the Treatment of Historic Properties. Other rehabilitation work will be addressed once CERCLA remedial investigations are complete</p>
<p><b>Commercial Zone</b></p>				

Number	Specific Action Item	Status	Review Conclusion	Future Actions Proposed
47	<p>Refrigerator Plant</p> <ul style="list-style-type: none"> <li>Stabilization: Cyclic maintenance. Re-construct cribbing walls.</li> </ul> <p>Small scale features: Restore historic ramp to the railroad corridor. Restore boardwalk.</p>	<p>Partially complete, in progress. The crib wall is complete.</p> <p>The ramp from rail grade needs to be rehabilitated. A project has been written but has yet to be funded.</p>	<p>A portion of this project is complete, and NPS plans to complete this action once funding is solidified.</p>	<p>NPS will continue to manage stabilization according to the Secretary of the Interior's Standards for the Treatment of Historic Properties. NPS will continue to seek funding to complete this action and include this project in work plans, as workforce capacity allows.</p>
48	<p>West Bunkhouse</p> <p>Stabilization: 2013 work included exterior rehabilitation consisting of floor and wall repairs, construction of exterior shear diaphragm, siding repair and painting, repairs to doors and windows. Retain interior options for potential partnerships and/or interpretation. Depending on the nature of future partnerships and the adaptive re-use of this building, it may be necessary to make significant changes to the building to protect occupants from fire, to meet operational needs of users, and to install electrical, heating and plumbing services.</p>	<p>Partially complete, in process. The space has been utilized as storage. A project was submitted and is competing for funding to remediate hazardous materials issues. There is no current plan for heating, plumbing, converting to partnership use.</p>	<p>Depending on the outcomes of the hazardous materials remediation, NPS would consider opening the second floor to the public.</p>	<p>NPS will continue to seek funding to complete this action and include this project in work plans, as workforce capacity allows.</p>
49	<p>New Schoolhouse</p> <ul style="list-style-type: none"> <li>Restore classrooms after maintenance activity is removed from the building. Install chalk boards, refinish floors.</li> </ul> <p>Small scale features: Re-establish cribwall/utilidor between New School and West Bunkhouse.</p>	<p>Partially complete, in progress. Classrooms have not been restored.</p> <p>The cribwall/utilidor has been re-established.</p>	<p>NPS has completed portions of this action and plans to complete the rest once funding is secured.</p>	<p>NPS will continue to manage stabilization according to the Secretary of the Interior's Standards for the Treatment of Historic Properties. NPS will continue to seek funding to complete this action and include this project in work plans, as workforce capacity allows.</p>

Number	Specific Action Item	Status	Review Conclusion	Future Actions Proposed
50	<p>Recreation Hall</p> <ul style="list-style-type: none"> <li>Stabilization: Cyclic maintenance. Install sprinkler system. ADA compliant hardening of walkways to outhouses.</li> <li>Partnerships: Completed lease agreement with Wrangell Mountain Center to manage the building for community events, interpretive programs, and classroom purposes.</li> </ul> <p>Small scale features: Hose house was rehabilitated and will be utilized to provide storage for fire suppression supplies.</p>	<p>Complete.</p> <p>Stabilization work is complete.</p> <p>The lease agreement with Wrangell Mountain Center is still in place.</p> <p>The hose house rehabilitation is complete but is currently not being used to store fire suppression supplies.</p>	<p>NPS has completed this action. It can be removed from the KOP.</p>	<p>NPS will continue to manage stabilization according to the Secretary of the Interior's Standards for the Treatment of Historic Properties. NPS will continue to make the facility available for leasing into the future.</p>
51	<p>Old Schoolhouse</p> <ul style="list-style-type: none"> <li>Stabilization: Cyclic maintenance. Utilize boardwalk behind the building to connect this building with the shuttle turnaround, thus providing a continuous visitor orientation space. Porch behind building will be extended and roofed. Benches installed to provide covered visitor space. Existing outhouse expanded to provide men's and women's vault toilets.</li> </ul> <p>Interpretation: Convert the old schoolhouse into a staffed contact station offering backcountry information, orientation, and safety messages. Possible space dedicated to concessioner who offers guided tours through Kennecott NHL. Install interpretive panels that introduce each of the landmark's themes and that interpret the old schoolhouse building history.</p>	<p>Complete.</p> <p>The boardwalk is complete including a covered area for visitor use. Benches have not been installed. The outhouse project is currently competing for funding and will be rewritten for next funding cycle.</p> <p>The school is being used by staff as a visitor contact station. Interpretive panels have been installed.</p>	<p>This action has been completed apart from bench installation and can be removed from the KOP.</p>	<p>NPS will continue to manage stabilization according to the Secretary of the Interior's Standards for the Treatment of Historic Properties. NPS will continue to seek funding to complete this action and include this project in work plans, as workforce capacity allows.</p>



Number	Specific Action Item	Status	Review Conclusion	Future Actions Proposed
52	Dairy Barn Stabilization: Cyclic maintenance. Future use as a shop/break room and this area will be utilized for employee parking. Enclosure for generator, construct material shed and security shed.	Complete. Work is complete and the building is functioning as planned.	This action has been completed and can be removed from the KOP.	NPS will continue to manage stabilization according to the Secretary of the Interior's Standards for the Treatment of Historic Properties.
<b>Residential A Zone</b>				
53	Circulation/Access The old wagon road from the Company Store through the landslide at the south slope of National Creek will be cleared and maintained for pedestrian use. The landslide will be by-passed or a trail constructed through it.	On hold. Due to additional landslide potential and viability, additional planning is needed.	This action is on hold pending additional research.	This action will be reconsidered due to landslide potential.
54	East Bunkhouse Stabilization: Painting and re-siding with salvaged materials and new "shadow" reconstruction of lower-level windows and doors (openings are framed but do not contain actual doors or windows. Replace roof and stabilize. Re-grading around building. This building is critical to maintain in place for National Creek stability.	This stabilization work is complete.	This action is complete and can be removed from the KOP.	NPS will continue to manage stabilization according to the Secretary of the Interior's Standards for the Treatment of Historic Properties.
55	National Creek Bunkhouse Stabilization: Work to include interior reinforcement to help stabilize the structure, re-roofing to extend the life of the ruin structure. Manage as a ruin as part of the Kennecott streetscape.	This stabilization work is complete.	This action is complete and can be removed from the KOP.	NPS will continue to manage stabilization according to the Secretary of the Interior's Standards for the Treatment of Historic Properties.
56	Silk Stocking Cottages Cyclic maintenance. Remove sauna above north cottage. Currently in use as park housing.	Partially complete, ongoing. The sauna was removed in 2022.	This work is partially complete, NPS will continue working to complete the action. It can be removed from the KOP.	NPS will continue to manage stabilization according to the Secretary of the Interior's Standards for the Treatment of Historic Properties.

Number	Specific Action Item	Status	Review Conclusion	Future Actions Proposed
<b>Residential B Zone</b>				
57	Kennecott Cottage 39C, Lot 88 Stabilization: Work to include lead paint mitigation, re-establish trim and cabinetry details, repairs to interior paneling, floors and ceiling, new electrical wiring and lights, interior and exterior painting, doors and window repairs. Reconstruct outhouse and boardwalk in the back.	Partly complete, in process. The floor has been partially restored and there are plans and funding to finish. The rest of interior finishes have been renewed. There is currently no power as the building needs to be tied into the Power Plant transformer. No work has been done on the boardwalk and outhouse.	This action is partially complete, with plans to complete several portions of the action.	NPS will continue to manage stabilization according to the Secretary of the Interior's Standards for the Treatment of Historic Properties. NPS will continue to seek funding and include this project in work plans, as workforce capacity allows.
58	Kennecott Cottage 13C, Lot 80 Stabilization: None, manage as a ruin. Selective thinning that allows views of boardwalk, cottage, and railroad bed without allowing for entry to this area.	Complete. This is currently being managed as a ruin. Selective thinning of vegetation is needed.	This action is complete and can be removed from the KOP.	This property will continue to be managed as ruins and with selective vegetation thinning as needed.
59	Kennecott Cottage 39B, Lot 87 Stabilization: None, this building collapsed under the snow load in 2012. Consolidate collapsed material and manage as a ruin.	Complete. Collapsed material was consolidated and is currently being managed as a ruin.	This action is complete and can be removed from the KOP.	NPS will continue to manage stabilization according to the Secretary of the Interior's Standards for the Treatment of Historic Properties. The other materials will continue to be managed as a ruin.
<b>Other</b>				
60	Jumbo Transfer Station Stabilization: Work to include reroofing, wall and floor repairs, structural repairs.	Not complete.	This action has not been completed and NPS will continue to seek funding and include this project in work plans, as workforce capacity allows.	NPS will continue to seek funding to complete this action and include this project in work plans, as workforce capacity allows.

Number	Specific Action Item	Status	Review Conclusion	Future Actions Proposed
61	<p>Jumbo Mine Aerial Tramway Stabilization: Stabilization of the NPS-owned lower portion of the tramway system. Stabilization to include replacement of the deteriorated structural members on the tram towers, capping of column members with metal to prevent further deterioration, and bracing and reaffixing missing connections.</p>	Not complete.	This action has not been completed and NPS will continue to seek funding and include this project in work plans, as workforce capacity allows.	NPS will continue to seek funding to complete this action and include this project in work plans, as workforce capacity allows.
62	<p>Mudhole Smith Cabin Stabilization: Replace sill logs, remove non-historic interior flooring, cap the chimney hole to prevent rain and snow from getting in, and maintain the roof and door window openings.</p>	Not complete.	This action has not been completed and NPS will continue to seek funding and include this project in work plans, as workforce capacity allows.	NPS will continue to seek funding to complete this action and include this project in work plans, as workforce capacity allows.
63	<p>Jumbo Mine/Root Glacier Outhouse</p> <ul style="list-style-type: none"> <li>• A vault toilet will be installed near the junction of the Root Glacier Trail and the Jumbo Mine Trail. The intent is to take pressure off the more remote (and unserviceable) Jumbo Creek Outhouse.</li> </ul> <p>The existing Jumbo Creek Outhouse will be re-built and re-located. The interior of the new outhouse will be constructed of materials that are easier to clean.</p>	<p>Partially complete, in process.</p> <p>The vault toilet at junction is installed.</p> <p>The existing outhouse is planned to be rebuilt and relocated in 2022-2024. The project is currently partially funded.</p>	This action is partially complete and NPS will continue to seek funding and include this project in work plans, as workforce capacity allows.	NPS will continue to seek funding to complete this action and include this project in work plans, as workforce capacity allows.
64	<p>Cemetery</p> <ul style="list-style-type: none"> <li>• Develop a map of the cemetery that will be part of a self-guided tour.</li> <li>• Fence maintenance/reconstruction.</li> <li>• Brushing of native vegetation in order to define cemetery plots.</li> </ul> <p>Maintenance of grave markers.</p>	<p>Partially complete, in process.</p> <p>Wayside exhibits including a map were completed and installed in 2021.</p> <p>Fence has not been repaired.</p> <p>Brushing has not occurred.</p> <p>Maintenance of grave markers has not been completed.</p>	This action is partially complete, and the Kennecott Cemetery Treatment Plan will address this item and more in a comprehensive manner. This action can be removed from the KOP.	The Kennecott Cemetery Treatment Plan will outline steps needed to take to work on, maintain, and manage the site within the bounds of cultural resource management.

## Glossary

1. ACC- Architectural Control Committee-
  - a. The ACC was created in 1976, prior to NPS purchases in Kennecott, by the Great Kennecott Land Company for the purpose of enhancing and protecting the value, desirability, and attractiveness of the real property.
2. ADEC- Alaska Department of Environmental Conservation
3. ANILCA- Alaska National Interest Lands Conservation Act (1980)
4. ATV- All-Terrain Vehicle
5. CERCLA- Comprehensive Environmental Response, Compensation, and Liability Act (1980)
6. CLR- Cultural Landscape Report
7. CUA- Commercial Use Authorization
8. EA- Environmental Assessment
9. FoK- Friends of Kennicott
10. FONSI- Finding of No Significant Impact
11. Kennecott-
  - a. (With an e) pertains exclusively to features of human society including the Kennecott Copper Corporation and other features that are named after the corporation or associated copper mines including Kennecott Mines National Historic Landmark, and the Kennecott Mill Town Cultural Landscape, among others.
12. Kennicott-
  - a. (With an i) pertains mostly to natural features including the glacier, the river, and the valley, but also to some specific features of human society that are named after the Kennicott Glacier, including the Kennicott Subdivision (and therefore also the Millsite Unit of the Kennicott Subdivision) and various commercial enterprises.
13. KOP- Kennecott Operations Plan (2013)-
  - a. The KOP was completed in 2013 after a 3-year process with significant public input. The KOP describes management goals, concepts, and specific actions in the Kennecott Mines NHL with a focus on building stabilization.
14. MAC- McCarthy Area Council
15. Millsite Unit- A unit within the Kennicott Subdivision that falls within ACC jurisdiction.
16. NEPA- National Environmental Policy Act (1970)
17. NHL- National Historic Landmark
18. NPS- National Park Service
19. ORD- Off-road vehicle
20. PEPC- Planning, Environment, and Public Comment
21. Secretary of the Interior's Standards for the Treatment of Historic Properties- Linked here: [The Secretary of the Interior's Standards for the Treatment of Historic Properties \(nps.gov\)](#)
22. TCRA- Time Critical Removal Action
23. WRST- Wrangell – St. Elias National Park and Preserve