development concept plan

may 1982

Property of Division of Interpretation

National Park Service
Rocky Mountain Region
12795 W. Alameda Parkway
P. O. Box 25287
Denver, Colorado 80225-0287

GLACIER

APGAR / HEADQUARTERS AREA

NATIONAL PARK / MONTANA
RECOMMENDED:

Robert J. Shelley  
Assistant Manager, Midwest/Rocky Mountain Team  
Denver Service Center  
February 1, 1982

Robert Haraden  
Superintendent, Glacier National Park  
March 4, 1982

APPROVED:

L. Lorraine Mintzmyer  
Regional Director, Rocky Mountain Region  
March 24, 1982
DEVELOPMENT CONCEPT PLAN

APGAR/HEADQUARTERS AREA
GLACIER NATIONAL PARK
MONTANA

Denver Service Center
National Park Service
U.S. Department of the Interior
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INTRODUCTION

This report presents the development concept plan for an information center at the west entrance to Glacier National Park, and it proposes modification of the T-intersection at the junction of Going-to-the-Sun Road and Camas Creek Road. This document also describes the characteristics at the proposed development site, states the planning objectives, and proposes a design concept for the information center.

REGIONAL AND PARK SETTING

Glacier National Park is in the northwestern section of Montana, adjacent to the Canadian border (see Regional Setting map). Along with Canada's Waterton National Park, it forms the Waterton-Glacier International Peace Park. The international park constitutes the core of a vast mountain recreation complex that follows the Continental Divide and includes superb natural resources in both Canada and the United States. The vast majority of this complex consists of remote mountainous national forests and wilderness areas. These public lands extend almost continuously from the Canadian border south into Idaho and Wyoming and west into Washington. Flathead and Lewis and Clark national forests flank the park on the west and south, and the Blackfeet Indian Reservation abuts park land to the east.

Glacier National Park is within a day's ride of the metropolitan areas of Billings, Butte, Great Falls, Missoula, Boise, Spokane, Edmonton, and Calgary. The largest town near the park is Kalispell, and it has a major airport. Primary arterials leading to the park are Canada Highway 2 from Edmonton and Calgary, Trans-Canada Highway and U.S. 2 from the east and west, U.S. 89 from Great Falls, and U.S. 93 and Montana 35 from Missoula. Interstates 90 and 15 pass within 100 miles of the park and provide major east/west and north/south access, respectively. Amtrak provides passenger rail service to the park by way of the Burlington Northern Railroad, which connects the park with Chicago and the Pacific Coast. Railway terminals for the park are located in East Glacier and West Glacier.

Glacier National Park attracts visitors from throughout the United States and Canada, and it has a growing reputation as a park of worldwide significance. It is famed for its picturesque mountains, glaciers, and lakes, as well as the abundance and diversity of its vegetation and wildlife. Many visitors are also drawn to the hotels and chalets that were built at the turn of the century.

The Apgar Village/headquarters area is at the park's west entrance, near the south shore of Lake McDonald, the park's largest lake. The area is heavily forested and relatively flat, in contrast with much of the surrounding terrain. The only vehicle route across the park, the well-known Going-to-the-Sun Road, starts at Apgar Village (see Glacier National Park map). West Glacier, a gateway town that provides a variety of tourist facilities, is located south of the park boundary.
STATEMENT OF THE PROBLEMS

The Apgar Village/headquarters area at the west entrance to Glacier National Park has historically been a major focus of visitor activity, and over the last 10 years 39 percent of the park visitors have entered the park here. This area has the largest concentration of National Park Service, concession, and private facilities within the park, and the majority of the development is divided between the headquarters area and the Apgar Village and campground area. Two major problems that have resulted in this locale are the inappropriate location and small size of the present visitor information facility in Apgar Village, and the visitor confusion and traffic congestion that occurs at the T-intersection of Going-to-the-Sun Road and Camas Creek Road.

As one of the two major entrances to the park, the west entrance is an important location where information about park attractions, facilities, regulations, and the like should be available to incoming visitors. This information is now provided in a remodeled building in Apgar Village, but because this building is well away from the primary travel route, most visitors fail to receive the necessary information. Visitor use of this facility is further discouraged by a lack of parking space in Apgar Village and inadequate space within the building.

The T-intersection was constructed in the early 1960s as part of a proposal to establish a major loop road around the north side of the park to complement the road system in the central and southern areas of the park. The loop, however, may never be built because of a lack of support by the U.S. and Canadian park services and the expense. Without the loop, the present intersection interrupts the traffic flow into the park and confuses visitors unfamiliar with the area. Although five directional signs have been placed on the road leading to the intersection, many visitors do not know place names and roads in the park and make a wrong turn.

BACKGROUND OF THE PLANNING EFFORT

The planning effort for the Apgar Village/headquarters area initially was to address three major issues: the location of a visitor information center/transportation system terminal, the future use and development of Apgar Village, and the improvement of the T-intersection. Public workshops were held in September 1978 to gather input on these issues, and the comments were used to help formulate alternative strategies.

Alternatives for the future use of Apgar Village were later dropped because the inholding situation was addressed in the Master Plan (May 1977) and again in the Land Acquisition Plan (September 1980). Furthermore, it was decided not to use the information center as a mass transit terminal or bus pickup station because of the size of the required facility, increased congestion, the high cost, and adverse environmental impacts. A parkwide transportation study will be initiated soon to determine the feasibility of instituting a mass transit system in the park.
After considering public comments and limiting the project's scope, the planning team prepared an Environmental Assessment, which was released to the public in February 1981. This document presented several alternatives for locating the information center and resolving the T-intersection problems. After the review period, the planning team selected preferred alternatives for these issues. To document this selection and the fact that no environmental impact statement is necessary, a "Record of Decision and Finding of No Significant Impact" was prepared and distributed to the public in September 1981 (see appendix C).
DEVELOPMENT CONCEPT

T-INTERSECTION

The intersection will retain the T-formation to minimize environmental damage and to reduce costs, but it will be modified to facilitate traffic flow. A separate right-turn lane will be constructed for traffic entering the park from the west and continuing to the east on Going-to-the-Sun Road. A left-turn lane will be built for traffic already on Going-to-the-Sun Road and leaving through the west entrance. These alterations are relatively minor and will be made by the park staff in the near future.

INFORMATION CENTER

The information center will be built on the east side of Going-to-the-Sun Road, approximately ¼-mile north of the headquarters building and near the west entrance checking station. The facility will provide basic information, orientation, and minimal interpretation services for visitors. Restrooms, parking, and lodging reservation telephones will also be available, as will additional administrative office, storage, and staff parking space. The estimated cost of the complex is $1,091,000 (see appendix B). The site analysis, planning objectives, and proposed design concept for the facility are presented below.

Site Analysis

The information center will occupy approximately 1½ acres of land east of the west entrance station. An evaluation of this site has identified the following opportunities and constraints on development (see Site Analysis map):

This relatively level site would probably not be affected by storm runoff problems, a high water table, or undesirable soil characteristics. Preliminary site examination did not reveal a high water table, and the soils consist of gravel and loam to sandy loam, which are suitable for development. However a detailed site-specific soil and water table analysis will be conducted during the design phase to ensure that conditions are appropriate for construction. The knoll south of the entrance station will limit development in this direction and will reduce the visibility of the facility for approaching vehicles.

Lodgepole pine predominates at the site, and spruce and hemlock stands are located to the south and east. Because lodgepole stands are subject to windthrow, site designs will have to take this into consideration. Furthermore, because the spruce and hemlock stands contain many old majestic trees, and because they are valuable as wildlife habitat for grizzly and black bears, as well as for elk, deer, and other fauna, development should be avoided in these stands.
NEEDS

- most arriving visitors need trip planning information and reservation services before entering...
- in-park visitors require information and permits without exiting.
- sub-district administrative facilities required in Apgar vicinity.
- year-round operation of both required... design should consider energy conservation and snow removal problems.
- adequate sight distance required both directions.
- existing checking station.
- vehicle stacking space at check station required.
- facility should be visible from road and be accessible with right hand turns.

CONSTRAINTS

- entire site is densely wooded with second growth lodgepole pine and some spruce (area burned in 1980). The pine is subject to windthrow. The mature spruce is worth saving.
- views of divide obscured by tree cover.
- surfaced bicycle path used by employees.
- existing water main.
- land and sand/bemml soils underlain by gravel are available for construction.
- mature hemlock stand worth saving.
- valuable wildlife habitat coincides with spruce/hemlock zones.
- ground water limits development and visibility.

SITE ANALYSIS
APGAR INFORMATION CENTER
glacier national park
Although the park is known for its spectacular views of the lakes and mountains, the information center will be in a dense conifer forest. Scenic views of the park attractions will not be available, and thus views from the building, as well as its orientation, will not be major design considerations.

The utility system serving the headquarters, maintenance area, and park staff residential area is close to the site and is adequate for supplying the necessary services.

Planning Objectives

Several planning objectives to guide the design of the information center were established by the park staff and planning team. Additional objectives were based on site conditions, public concerns, and functional considerations. The objectives are as follows:

The structure should contain both visitor contact and administrative functions, but they should be separate. Visitor service areas should be readily identifiable and accessible.

Interpretation should be minimal and should focus on the park's natural resources.

The facility should be near the west entrance station, clearly visible from the road, and easily accessible.

The size and location of the facility should minimize environmental impacts, and the design should be aesthetically pleasing and in harmony with the setting.

The design should incorporate energy-saving features.

The design should promote an efficient circulation pattern; walking distances from the parking areas to the building should be minimized; and the building should be accessible to handicapped visitors.

The design of both the complex and the parking areas should allow for future expansion.

Features and materials that reduce maintenance and enhance the life span of the facility should be incorporated into the design. The design should also allow operational maintenance and repairs to be conducted easily and efficiently.

Design Concept

The design scheme proposed for the information center is based on recommendations made in the "Interpretive Prospectus" and by the planning team and park staff. The site analysis and planning objectives were also taken into account. The following design concepts are meant to be used as guidelines for the preliminary design and construction phases.
Site Design. The center should be located in the lodgepole forest north of the spruce/hemlock stand and wildlife habitat (see Development Concept map). The building should be tucked into the conifer forest, and native vegetation and ground cover should be used for site landscaping. As many trees as possible should be left standing around the building, although some thinning may be necessary to ensure that the structure is visible from the road (see Site Cross Section drawing). Single trees or small groups of trees should not be left because lodgepole pine is subject to windthrow, a potential safety hazard.

Appropriate road signs should direct incoming visitors to the information center. Traffic entering the park should make a right-hand turn into the parking area. Circulation and parking lot design should provide a smooth flow-through pattern for vehicles without cross-traffic. A drop-off area should be located adjacent to the building, and parking places for handicapped visitors should be designated near the building entrance.

Two separate parking areas would be required. Visitors who have not yet gone through the entrance station would be able to park in the first lot, go into the information center to find out about the park, and then decide whether to enter the park and pay the fee. The second parking area would be for visitors who are already in the park. The capacity of the first lot should be 80 cars (or 40 recreation vehicles); the capacity of the second, 15 cars. (The Environmental Assessment proposed a 150-car parking capacity; the reduction was predicated on preliminary projections of numbers of visitors and a desire to minimize costs and environmental impacts.) The parking areas should be located so as to reduce the visual impacts. The lots should accommodate either standard or oversized vehicles. They should also allow for easy snow plowing and removal. Both parking areas should be located so as to permit expansion, if necessary, over the long term.

Because of site limitations (vegetation and habitat) and circulation requirements, the park's west entrance station should be located 500 feet north of the present site, which would also allow the Going-to-the-Sun Road to be widened for 500 feet for entrance lanes. Moving the entrance station to this site would require either relocating the existing station (which is on the NPS List of Classified Structures) or constructing a new station and removing the present one. Either option would allow for easy circulation and sufficient stacking space for vehicles entering the park; a decision is to be made during the preliminary design stage. (Relocation or removal of the existing entrance station would be undertaken in accordance with NPS cultural resource policies. Although it is on the NPS List of Classified Structures, the station is not eligible for listing on the National Register of Historic Places; see appendix D. Widening the Going-to-the-Sun Road would not affect portions of the road that may be eligible for nomination to the National Register.)

Structural Design. Natural materials (rock and timber) and earth tone colors should be used in the structure wherever feasible so that it will blend with the setting. The selected materials and design should also be compatible with climatic conditions. For example, the roof should either be a "cold roof" (one built to withstand snow buildup) or one that would allow snow to slide off, and protective waterproof finishes and wood
stains should be used instead of paint. Building materials should require little maintenance and should be easy to repair, replace, or clean.

Passive solar design should be incorporated into the structure to conserve energy. Natural lighting from clerestory windows or skylights and adequate ventilation through operating sash or louvers should be used as energy-saving features. Other passive solar design features and active solar design for the information center will be considered during the design phase.

Functional Plan. The total space proposed for the information center and associated interpretive area is approximately 11,000 square feet. The visitor service area has been designed at 5,150 square feet; the minimum area required is 3,800 square feet (see appendix A). The administrative area has been designed at 900 square feet on the ground floor, and 3,000 square feet in the basement.

The visitor service area should be designed to provide a smooth circulation pattern because the average time visitors stay at the information center should not exceed 20 minutes. The lobby (1,600 sq. ft.) should be the first room entered by visitors, and all necessary services should be located here (see Functional Plan of Development map). Information, orientation, association sales (350 sq. ft.), and a telephone area for making lodging reservations (150 sq. ft.) should be readily visible from the front door (they are shown at the back of the lobby). The backcountry permit area (250 sq. ft.) should be out of the main circulation flow (it is shown to the right of the main entrance). Interpretive exhibits, public telephones, and access to the restrooms (750 sq. ft.) should be located outside the building.

The administrative area on the ground floor should include subdistrict ranger and park naturalist offices (750 sq. ft. total) and a first-aid room (150 sq. ft.). The basement should contain the following areas: 1,600 square feet for museum and exhibit storage space, 350 square feet for association sales storage, 250 square feet for a mechanical equipment room, 250 square feet for a fee-collection office (with a built-in safe), 350 square feet for a road patrol office (with secure weapons storage), and 200 square feet for staff restrooms.

Interpretation at the center should be minimal; most park interpretation is to be handled away from the center at various sites throughout the park. Approximately 2,400 square feet outside the complex has been set aside for interpretive exhibits. Although some exhibits of key park features and schedules of events could be displayed in the lobby, most of the natural resource interpretive displays should be outside. Sheltered outdoor exhibits should be located adjacent to the building and near the parking lot for visitor convenience and to facilitate circulation. Seasonal or topical information panels could supplement the center's main interpretive displays.

The information center should be open on a year-round basis; during winter, however, services would be provided on a reduced scale. Consequently, the building should be designed so that essential visitor services (orientation and trip-planning information, permits, important
regulations) and administrative operations can be concentrated in the same area during the off-season. This would allow a major portion of the building to be closed off during winter. Restrooms and telephones should be accessible to visitors at all times.

The information center must be accessible to handicapped visitors and employees. Entrances, information and orientation services, interpretive displays, offices, and restrooms are all to be designed accordingly.
NOTE
- museum, exhibit, and associated sales storage, offices, restrooms, and mechanical equipment in basement.
- shaded portion of building open year-round.
- area of building = 5,840 sq. ft. not including basement area of 3,000 sq. ft.
- outdoor interpretive exhibits area = 2,400 sq. ft.

FUNCTIONAL PLAN OF DEVELOPMENT
apgar information center
glacier national park

U.S. Department of the Interior / National Park Service
APPENDIX A: VISITATION PROJECTIONS

From 1956 through November 1981, visitation to Glacier National Park increased 142 percent to 1,740,938 (see following graph).

GLACIER VISITOR USE LEVELS

The average annual rise in visitation over this time span was 5.7 percent; however, the rate of growth has steadily increased over the years. If this trend continues, park visitation will reach 4 million by the year 2000 (based on log-linear regression analysis as shown in the following graph).

PROJECTED GROWTH
This growth rate prediction may not be accurate because it is based on the assumption that no major changes will occur in the energy or economic situation. A long-term fuel shortage or economic recession could significantly reduce the growth rate of park visitation. Beyond the year 2000, visitor use projections become increasingly unreliable. The exponential growth rate experienced in recent years will probably not continue indefinitely.

The information center will be designed to be functional until the year 2000 (i.e., no major structural changes will be required), based on the projections of visitor use. If in 20 years the complex is overcrowded, it either could be expanded or the number of available services could be reduced.

Over the past 10 years, 39 percent of the incoming visitors have arrived through the west entrance. July and August are the peak visitation months. In July 1981, an average of 5,195 visitors per day passed through the west entrance. Although hourly counts were not recorded, visitation appears to be fairly constant during the day, and 799 visitors (15 percent of the daily visitation in July) were estimated to come through the station during any peak hour. Assuming the information center attracts 40 percent of the incoming visitors, 312 individuals will use the complex during peak hours (the St. Mary visitor contact station attracts less than 20 percent of the incoming visitors). If the average length of stay is 20 minutes, there will be as many as 104 visitors in the center at one time. If this is projected to the year 2000, the facility will have to accommodate 239 individuals at any one time (130 percent increase in visitation x 104 = 239). Individuals perceive a room as being crowded when their space is reduced to 16-20 square feet per person (Zube et al. 1976). Thus, the combined sizes of the visitor service and interpretive areas should be at least 3,824 square feet (239 x 16).

In the past 10 years, the average number of visitors per vehicle entering the park through the west entrance station has been 3.4. The number of parking spaces required to accommodate the projected number of people at the information center is 70 (239 ÷ 3.4). However, approximately 15 percent will be recreation vehicles, which require double parking spaces. Thus, the parking lot should be designed for an 80-car capacity.
APPENDIX B: PRELIMINARY CONSTRUCTION COSTS  
(CLASS C)--1981 COSTS

<table>
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<th>Item</th>
<th>Cost</th>
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<tr>
<td>Information center - 5,840 sq. ft. with 3,000 sq. ft. half basement</td>
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<tr>
<td>Exhibit shelters - 3 ($15,000 ea.)</td>
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<tr>
<td>Exposed concrete - 900 sq. yd.</td>
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<td>Planters - 200 lin. ft.</td>
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<tr>
<td>Benches</td>
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<tr>
<td>Flagpole</td>
<td>3,000</td>
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<tr>
<td>Landscaping (site preparation and planting)</td>
<td>10,000</td>
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<tr>
<td>Staff parking area</td>
<td>10,000</td>
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<tr>
<td>Parking areas - 80 spaces and 15 spaces</td>
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<tr>
<td>Road construction - 6,000 sq. yd.</td>
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<td>Miscellaneous materials and service areas</td>
<td>90,000</td>
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<td><strong>Total</strong></td>
<td>$1,091,000</td>
</tr>
</tbody>
</table>

*If flagstone was used for the outdoor areas, this cost would increase by $14,000.
APPENDIX C

RECORD OF DECISION

and

FINDING OF NO SIGNIFICANT IMPACT

for the

ENVIRONMENTAL ASSESSMENT

for the

APGAR AND HEADQUARTERS AREA DEVELOPMENT CONCEPT PLAN

Glacier National Park
Montana

Prepared by the
National Park Service

June 1981
I. INTRODUCTION

This document records the decision to select a plan for the construction of a visitor contact and administrative facility at the west entrance and to modify the existing "T" intersection to facilitate traffic flow at Glacier National Park. This selection is based upon alternatives considered in the Environmental Assessment for the Apgar and Headquarters Development Concept Plan prepared by the National Park Service in February 1981. It is intended to be the basis for the subsequent preparation of the Apgar and Headquarters Development Concept Plan, which will further elaborate on the design and construction of these projects.

This document further serves as documentation of the National Park Service's finding of no significant impact.

II. SUMMARY OF ALTERNATIVES

A. Visitor Information Center

No action and five alternatives for construction of a new visitor information center were considered. The action alternatives considered constructing the facility at several locations near the existing "T" intersection, near the west entrance station, and outside the park in the town of West Glacier.

B. "T" Intersection

Actions considered for improvement of vehicular circulation at the "T" intersection included an alternative for signing only, an alternative for addition of turning lanes, and two alternatives for reorientation of the intersection to allow for uninterrupted through traffic on the Going-to-the-Sun Road.

III. THE SELECTED ALTERNATIVE

The environmental assessment considered concepts for a visitor contact and administrative facility and for improving the traffic flow through the "T" intersection. A decision was reached on two alternatives and was based on the analysis of public needs, resource protection and impact, operational requirements, and cost. This decision is outlined as follows:

A. Information Center

1. The Issue

As one of the two major entrances to Glacier National Park, the Apgar and Headquarters area is an important location where information about park attractions, facilities, regulations, and the like should be
available to visitors entering the park. At present, this information service is provided in a remodeled building in Apgar Village. Since this building is located well off of the primary travel route into the park, a large number of visitors fail to receive needed information. Visitor use of this facility is further discouraged by a lack of parking space in Apgar Village and inadequate space within the building.

2. **The Selection**

   The selected alternative locates the information center to the north of the park headquarters and east of the existing entrance station. Access will be from both sides of the entrance station, providing visitors with the option of entering the information center before or after paying entrance fees. The information center in this location includes basic visitor services and administrative facilities.

3. **The Rationale**

   The selected alternative provides additional visitor and administrative facilities and has visibility from the west entrance station. The location is easily accessible within the park setting and provides a good sequence, as visitors can enter the information center prior to entering the park. It will allow for consolidation of administrative facilities due to its close proximity to the park headquarters building. It utilizes a single utility system on National Park Service land and can accommodate increased usage. The alternative of locating the facility in the town of West Glacier was not selected due to the uncertainties regarding the cost and availability of land, utility complications, desire to locate the facility in a park atmosphere not surrounded by commercial development, and accessibility to those already inside the park.

4. **The Mitigating Measures**

   Careful site planning and project supervision could reduce the loss of natural vegetation and wildlife habitat. Legislative compliance procedures and close observance will be maintained regarding cultural resources. Parking area sizes will be kept to a minimum, as the site will not be utilized for a mass transit terminal. Additional directional signs will be provided for the Apgar information center for visitors entering the west side of the park on the Camas Creek Road. The scope of the facility will be reduced by eliminating the district offices and pet kennel.

B. **"T" Intersection**

1. **The Issue**

   This intersection was constructed in the early 1960s as part of a proposal to establish a major loop road around the north side of the park to complement the Going-to-the-Sun Road and U.S. Highway 2 in the central and southern areas of the park. The loop road is no longer desired by either the National Park Service or Waterton Lakes National Park in Canada. The "T" interrupts the predominant traffic flow into the park and tends to confuse visitors unfamiliar with the area. Signing
(five directional signs lead to the intersection) has not been successful, probably because many visitors are unfamiliar with place names and roads in the park area.

2. **The Selection**

   The selected alternative retains the existing "T" and provides modifications to facilitate improved traffic flow. Improvements will include construction of a separate right-turn lane for traffic entering the park at the west entrance and continuing on the Going-to-the-Sun Road and construction of a separate left-turn lane for traffic turning from the Going-to-the-Sun Road to the west entrance.

3. **The Rationale**

   This action will reduce confusion and improve traffic flow. It has a low cost and will cause only minor disturbance to the natural environment due to its location in noncritical vegetative and wildlife areas.

4. **The Mitigating Measures**

   Careful site planning and project supervision could reduce the loss of vegetation and wildlife habitat. Legislative compliance procedures and close observance will be maintained regarding cultural resources. Additional signs will be provided along the Going-to-the-Sun Road to direct visitors to the west entrance.

IV. **PUBLIC INVOLVEMENT**

   A series of public involvement workshops were conducted in Glacier National Park in September 1978. Respondents consisted of commercial and residential inholders, park concessioners, and representatives of other governmental agencies. A follow-up newsletter was released to the public in October 1978. Copies of the environmental assessment were distributed for public review in March 1981. This review period officially terminated on April 13, 1981. Moderate interest was expressed during the public review process, and it is felt the selected alternatives respond to the major concerns and comments.

V. **FINDING OF NO SIGNIFICANT IMPACT**

   Based on consideration of the National Environmental Policy Act and the Council on Environmental Quality regulations, the Environmental Assessment for the Apgar and Headquarters Area Development Concept Plan, and public review, it is our determination that the proposed action
is not major and will not cause significant environmental impacts or controversy. An environmental impact statement is not required.

Recommended: /s/ Charles B. Sigler
Acting Superintendent, Glacier National Park

Date

Approved: /s/ L. E. Surles
Acting Regional Director, Rocky Mountain Region

Date
APPENDIX D: COMPLIANCE ACTIONS
FOR CULTURAL RESOURCES

The west entrance station is listed on the NPS List of Classified Structures, but the Montana Historic Preservation Office, with concurrence by the NPS Rocky Mountain Regional Office, has determined that it is not eligible for nomination to the National Register of Historic Places (see letter below). Consequently, relocation or removal of the structure will not require clearance under section 106 of the National Historic Preservation Act. However, such an action will be done in accordance with NPS cultural resource policies. A board of survey will also be conducted if the facility is removed.
February 23, 1982

Ms. Mary Shivers Culpin
Architectural Historian
National Park Service
Rocky Mountain Regional Office
655 Parfet Street
P.O. Box 25287
Denver, CO 80225

Dear Marcy:

Re: National Register Eligibility of West Glacier Entrance Station

Thank you for the opportunity to review the significance of the West Glacier Entrance Station. Based primarily on the late construction date of the property, we do not think it would qualify for Register listing now. We are not in a position to make a case for its exceptional value; nor do we have a particularly good comparative base of similar Park Service properties against which to measure the associative value of the station. As we have talked with you on the phone, it may have an interesting history and Dave Walter will likely continue to do some research for you on it. But officially we would not recommend that you treat the property as eligible.

Thank you again for checking with us.

Sincerely,

Marcella Sherfy
Deputy SHPO
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1980 "Interpretive Prospectus, Glacier National Park."


ZUBE, E.H., ET AL.

PLANNING TEAM AND CONSULTANTS

PLANNING TEAM

Denver Service Center
Howie Thompson, Team Captain
Merrick Smith, Landscape Architect
Gayle Smith, Planning Technician

Glacier National Park
Robert Haraden, Superintendent
Joseph Shellenberger, Assistant Superintendent

Rocky Mountain Regional Office
Robert Dunkley, Landscape Architect

CONSULTANTS

Denver Service Center
John Austin, Economist
Dale Tomrdle, Ecologist/Planner
Ramon Borras, Chief, Branch of Estimating
John Ronscavage, Landscape Architect
James Ellis, Geotechnical Engineer
James Straughan, Transportation Engineer
Steve Stone, Outdoor Recreation Planner

Glacier National Park
Keith Fellbaum, Chief of Maintenance
Clyde Lockwood, Chief of Interpretation

Rocky Mountain Regional Office
Carl Skyrman, Chief, Division of Compliance and Assistance
Rodd Wheaton, Regional Historian
As the nation's principal conservation agency, the Department of the Interior has basic responsibilities to protect and conserve our land and water, energy and minerals, fish and wildlife, parks and recreation areas, and to ensure the wise use of all these resources. The department also has major responsibility for American Indian reservation communities and for people who live in island territories under U.S. administration.

Publication services were provided by the editorial and graphics staffs of the Denver Service Center. NPS 1354A