
National Park Service
Cultural Landscapes Inventory
2012





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Inventory Summary

The Cultural Landscapes Inventory Overview:

CLI General Information:

Purpose and Goals of the CLI

The Cultural Landscapes Inventory (CLI) is an evaluated inventory of all significant landscapes in units of the national park system in which the National Park Service has, or plans to acquire any enforceable legal interest. Landscapes documented through the CLI are those that individually meet criteria set forth in the National Register of Historic Places such as historic sites, historic designed landscapes, and historic vernacular landscapes or those that are contributing elements of properties that meet the criteria. In addition, landscapes that are managed as cultural resources because of law, policy, or decisions reached through the park planning process even though they do not meet the National Register criteria, are also included in the CLI.

The CLI serves three major purposes. First, it provides the means to describe cultural landscapes on an individual or collective basis at the park, regional, or service-wide level. Secondly, it provides a platform to share information about cultural landscapes across programmatic areas and concerns and to integrate related data about these resources into park management. Thirdly, it provides an analytical tool to judge accomplishment and accountability.

The legislative, regulatory, and policy direction for conducting the CLI include:

National Historic Preservation Act of 1966 (16 USC 470h-2(a)(1)). Each Federal agency shall establish...a preservation program for the identification, evaluation, and nomination to the National Register of Historic Places...of historic properties...

Executive Order 13287: Preserve America, 2003. Sec. 3(a)...Each agency with real property management responsibilities shall prepare an assessment of the current status of its inventory of historic properties required by section 110(a)(2) of the NHPA...No later than September 30, 2004, each covered agency shall complete a report of the assessment and make it available to the Chairman of the Advisory Council on Historic Preservation and the Secretary of the Interior... (c) Each agency with real property management responsibilities shall, by September 30, 2005, and every third year thereafter, prepare a report on its progress in identifying... historic properties in its ownership and make the report available to the Council and the Secretary...

The Secretary of the Interior's Standards and Guidelines for Federal Agency Historic Preservation Programs Pursuant to the National Historic Preservation Act, 1998. Standard 2: An agency provides for the timely identification and evaluation of historic properties under agency jurisdiction or control and/or subject to effect by agency actions (Sec. 110 (a)(2)(A))

Management Policies 2006. 5.1.3.1 Inventories: The Park Service will (1) maintain and expand the following inventories...about cultural resources in units of the national park system... Cultural Landscape Inventory of historic designed landscapes, historic vernacular landscapes,... and historic sites...

Cultural Resource Management Guideline, 1997, Release No. 5, page 22 issued pursuant to Director's Order #28. As cultural resources are identified and evaluated, they should also be listed in the appropriate Service-wide inventories of cultural resources.

Responding to the Call to Action:

The year 2016 marks the 100th anniversary of the National Park Service. A five-year action plan entitled, “*A Call to Action: Preparing for a Second Century of Stewardship and Engagement*” charts a path toward that second century vision by asking Service employees and partners to commit to concrete actions that advance the agency’s mission. The heart of the plan includes four broad themes supported by specific goals and measurable actions. These themes are: Connecting People to Parks, Advancing the NPS Education Mission, Preserving America’s Special Places, and Enhancing Professional and Organizational Excellence. The Cultural Landscape Inventory relates to three of these themes:

Connect People to Parks. Help communities protect what is special to them, highlight their history, and retain or rebuild their economic and environmental sustainability.

Advance the Education Mission. Strengthen the National Park Service’s role as an educational force based on core American values, historical and scientific scholarship, and unbiased translation of the complexities of the American experience.

Preserve America’s Special Places. Be a leader in extending the benefits of conservation across physical, social, political, and international boundaries in partnership with others.

The national CLI effort directly relates to #3, Preserve America’s Special Places, and specifically to Action #28, “Park Pulse.” Each CLI documents the existing condition of park resources and identifies impacts, threats, and measures to improve condition. This information can be used to improve park priority setting and communicate complex park condition information to the public.

Responding to the Cultural Resources Challenge:

The Cultural Resources Challenge (CRC) is a NPS strategic plan that identifies our most critical priorities. The primary objective is to “*Achieve a standard of excellence for the stewardship of the resources that form the historical and cultural foundations of the nation, commit at all levels to a common set of goals, and articulate a common vision for the next century.*” The CLI contributes to the fulfillment of all five goals of the CRC:

- 1) *Provide leadership support, and advocacy for the stewardship, protection, interpretation, and management of the nation’s heritage through scholarly research, science and effective management;*
- 2) *Recommit to the spirit and letter of the landmark legislation underpinning the NPS*

- 3) Connect all Americans to their heritage resources in a manner that resonates with their lives, legacies, and dreams, and tells the stories that make up America's diverse national identity;*
- 4) Integrate the values of heritage stewardship into major initiatives and issues such as renewable energy, climate change, community assistance and revitalization, and sustainability, while cultivating excellence in science and technical preservation as a foundation for resource protection, management, and rehabilitation; and*
- 5) Attract, support, and retain a highly skilled and diverse workforce, and support the development of leadership and expertise within the National Park Service.*

Scope of the CLI

CLI data is gathered from existing secondary sources found in park libraries, archives and at NPS regional offices and centers, as well as through on-site reconnaissance. The baseline information describes the historical development and significance of the landscape, placing it in the context of the landscape's overall significance. Documentation and analysis of the existing landscape identifies character-defining characteristics and features, and allows for an evaluation of the landscape's overall integrity and an assessment of the landscape's overall condition. The CLI also provides an illustrative site plan that indicates major features within the inventory unit and generates spatial data for Geographic Information Systems (GIS). The CLI also identifies stabilization needs to prevent further deterioration of the landscape and provides data for the Facility Management Software System

Inventory Unit Description:

The Hoh Developed Area Historic District is located in the western side of Olympic National Park within a pristine glacial valley. The approximately 420-acre historic district is located within one of the world's most spectacular examples of a temperate rain forest and was recognized under Mission 66 planning as a location for expanded visitor facilities to provide interpretation along with additional day use and overnight accommodations. The relatively flat topography of the alluvial terrace along the southern bank of the Hoh River provided a broad area of level ground to accommodate the facilities while allowing close proximity to the resources being interpreted.

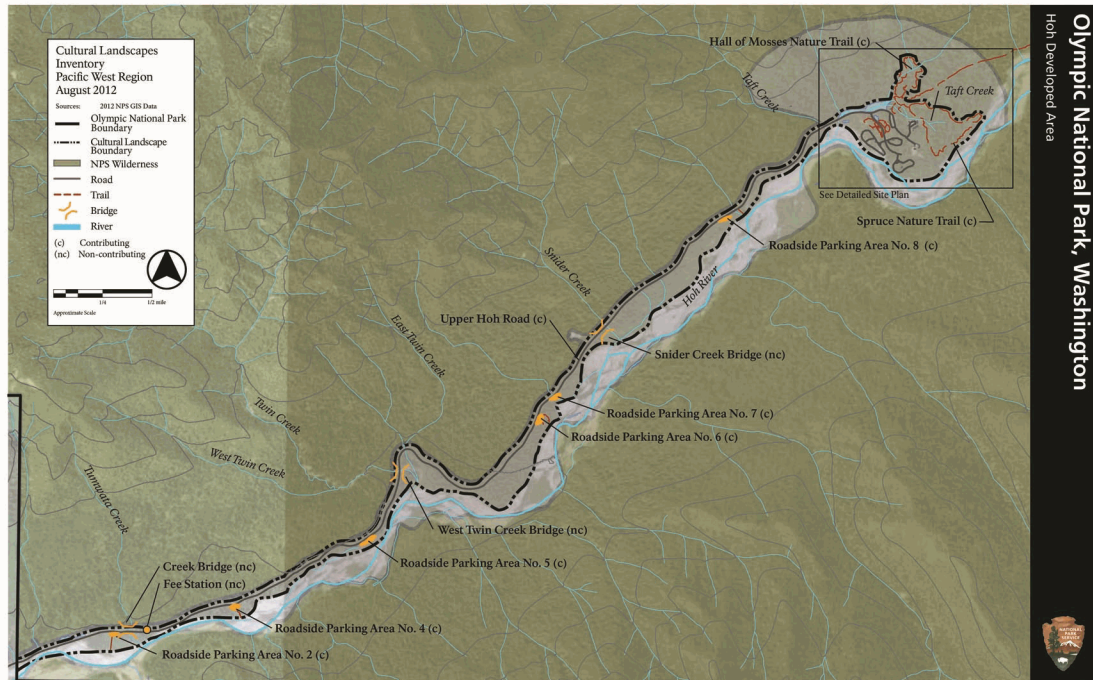
Approximately 18 miles east of U.S. Highway 101, the Hoh Developed Area Historic District is reached by the Upper Hoh Road of which 6 miles are located within the park boundary and within the historic district boundary. There are six historic roadside parking areas along its route that provide visitor access to the Hoh River. The major visitor and employee facilities are located at the terminus of the Upper Hoh Road and include: a visitor center area, picnic area, campground, amphitheater, corral, nature trails, employee housing, and maintenance facilities. As well as being a visitor hub, the historic district is one of several gateways to the park's interior, providing access to the Hoh River Trail and Mount Olympus.

The historic district retains its integrity and conveys its historic significance as a planned development that displays the characteristics of Mission 66 era planning, design, and construction. All of the historic buildings and circulation routes constructed during the period of significance still remain. There are eleven contributing buildings and three contributing structures within the historic district that date to the

period of significance (1955-1964), including the Hoh Rain Forest Visitor Center which was determined individually eligible for the National Register of Historic Places in 2002. Designed by Cecil Doty, the visitor center is characteristic of Mission 66 modernist design with its diminutive profile, open-glazed eastern façade, and its location in proximity to the nature trails. The historic character of the Hoh Developed Area Historic District is reflected in the following landscape characteristics: natural systems and features, spatial organization, circulation, land use, buildings and structures, and small-scale features.

Minor alterations have been made to the visitor center and a number of buildings, structures and small-scale features have been added to accommodate growing visitor and employee needs. The majority of the alterations and added features were designed in a way that is compatible with the Mission 66 design. Other alterations to the historic district have been the result of erosion from Hoh River. Bridges and culverts have been replaced along the Upper Hoh Road and various methods of bank stabilization have been used to retain the majority of the original road alignment. Despite these changes, the key characteristics that historically defined the Hoh Developed Area Historic District remain intact. Together, the landscape characteristics and contributing features help convey the design intent and historic character of the cultural landscape within the historic district.

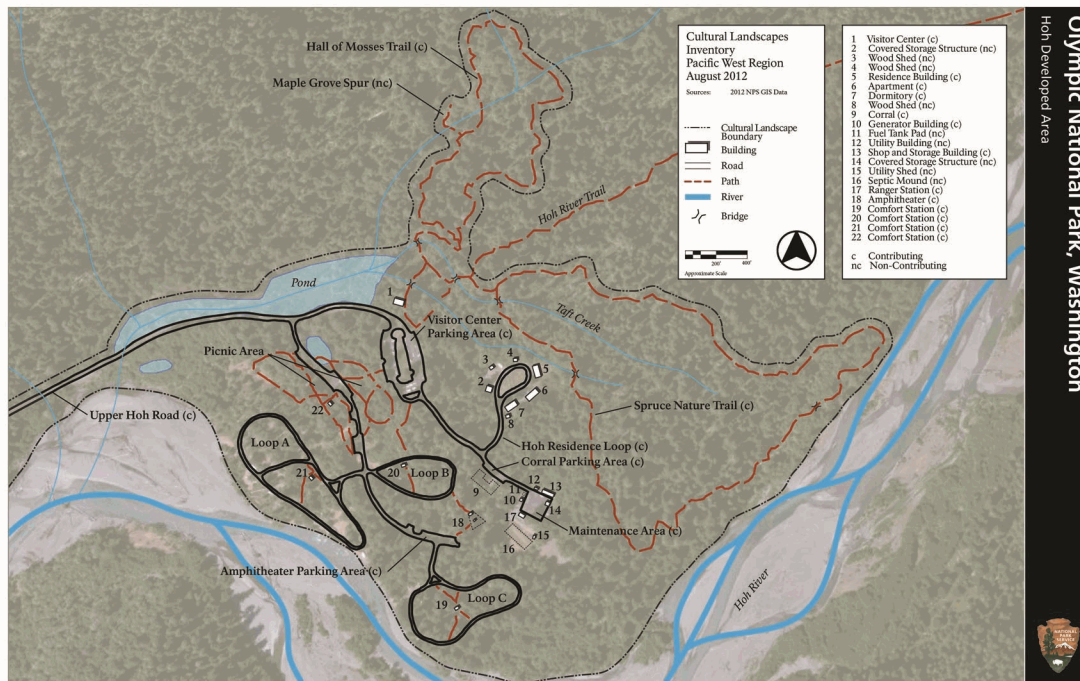
Site Plan



Site Plan and Boundary Map. (See Supplemental Information for an 11x17-size map)

Hoh Developed Area Historic District

Olympic National Park



Detailed Site Plan. (See Supplemental Information for an 11x17-size map)

Property Level and CLI Numbers

Inventory Unit Name:	Hoh Developed Area Historic District
Property Level:	Landscape
CLI Identification Number:	400222
Parent Landscape:	400222

Park Information

Park Name and Alpha Code:	Olympic National Park -OLYM
Park Organization Code:	9500
Park Administrative Unit:	Olympic National Park

CLI Hierarchy Description

The Hoh Developed Area Historic District is a cultural landscape inventory unit with no component landscapes.

Concurrence Status

Inventory Status: Complete

Completion Status Explanatory Narrative:

Field work, archival research, writing and graphic development for the CLI were completed in 2012 by regional office staff, including Greg Oldson (student intern) and Erica Owens (Historical Landscape Architect). The CLI will be considered complete after it has received park and SHPO concurrence and the CLI coordinator has certified the data.

Concurrence Status:

Park Superintendent Concurrence:	Yes
Park Superintendent Date of Concurrence:	08/16/2013
National Register Concurrence:	Eligible -- SHPO Consensus Determination
Date of Concurrence Determination:	11/27/2013

National Register Concurrence Narrative:

The Washington State SHPO concurred with the findings of the CLI on November 27, 2013.

Concurrence Graphic Information:

Superintendent concurrence signature page, 2013.

SHPO concurrence received on November 27, 2013.

Geographic Information & Location Map

Inventory Unit Boundary Description:

The boundary for this property has an irregular shape that includes six miles of the Upper Hoh Road and its adjacent features (bridges, culverts, and parking areas) as well as the developed area at its terminus (buildings, structures, roads, and trails).

The CLI boundary begins northeast of the Spruce Nature Trail along the western bank of the Hoh

River. It follows the undulating line of the riverbank westward (approximately 6.5 miles), until reaching the Olympic National Park boundary. Following the boundary, the boundary heads north and crosses the Upper Hoh Road until reaching a point 50' north of the road's centerline. The boundary then turns east and parallels the Upper Hoh Road at a distance of 50' from the centerline. At a point 50' west of the Taft Creek Pond, the boundary parallels the edge of the pond at a distance of 50'. Upon reaching the northeastern-most point of the pond, the boundary continues directly east towards the Hall of Mosses Trail. At a point 50' west of the Hall of Mosses Trail centerline, the boundary turns north and follows the trail's alignment 50' from the trail's centerline until reaching a point at the southern-most end of the loop trail. The boundary then runs southeast until reaching a point 50' west of the Spruce Nature Trail centerline. It then follows the trail's alignment 50' from the trail's centerline until reaching the point of origin. (See Site Plan)

Boundary Justification

The boundary is drawn to include all historic resources associated with the Mission 66 era at the Hoh Developed Area and the portion of the Upper Hoh Road located within the park.

State and County:

State: WA

County: Clallam County

Size (Acres): 420.00

Boundary Coordinates:

Source:	GPS-Differentially Corrected
Type of Point:	Area
Datum:	NAD 83
UTM Zone:	10
UTM Easting:	430,867
UTM Northing:	5,301,206
Source:	GPS-Differentially Corrected
Type of Point:	Area
Datum:	NAD 83
UTM Zone:	10
UTM Easting:	430,415
UTM Northing:	5,300,682
Source:	GPS-Differentially Corrected
Type of Point:	Area
Datum:	NAD 83
UTM Zone:	10
UTM Easting:	430,131
UTM Northing:	5,300,695
Source:	GPS-Differentially Corrected
Type of Point:	Area
Datum:	NAD 83
UTM Zone:	10
UTM Easting:	429,631
UTM Northing:	5,301,119
Source:	GPS-Differentially Corrected

Type of Point:	Area
Datum:	NAD 83
UTM Zone:	10
UTM Easting:	426,764
UTM Northing:	5,297,867
Source:	GPS-Differentially Corrected
Type of Point:	Area
Datum:	NAD 83
UTM Zone:	10
UTM Easting:	426,071
UTM Northing:	5,298,047
Source:	GPS-Differentially Corrected
Type of Point:	Area
Datum:	NAD 83
UTM Zone:	10
UTM Easting:	425,788
UTM Northing:	5,297,711
Source:	GPS-Differentially Corrected
Type of Point:	Area
Datum:	NAD 83
UTM Zone:	10
UTM Easting:	423,319
UTM Northing:	5,296,801
Source:	GPS-Differentially Corrected
Type of Point:	Area
Datum:	NAD 83
UTM Zone:	10

UTM Easting:	423,309
UTM Northing:	5,296,831
Source:	GPS-Differentially Corrected
Type of Point:	Area
Datum:	NAD 83
UTM Zone:	10
UTM Easting:	425,743
UTM Northing:	5,297,735
Source:	GPS-Differentially Corrected
Type of Point:	Area
UTM Zone:	10
UTM Easting:	425,959
UTM Northing:	5,298,399
Source:	GPS-Differentially Corrected
Type of Point:	Area
UTM Zone:	10
UTM Easting:	426,466
UTM Northing:	5,298,073
Source:	GPS-Differentially Corrected
Type of Point:	Area
UTM Zone:	10
UTM Easting:	429,606
UTM Northing:	5,301,173
Source:	GPS-Differentially Corrected
Type of Point:	Area
UTM Zone:	10
UTM Easting:	530,101

UTM Northing:	5,301,336
Source:	GPS-Differentially Corrected
Type of Point:	Area
UTM Zone:	10
UTM Easting:	430,187
UTM Northing:	5,301,693
Source:	GPS-Differentially Corrected
Type of Point:	Area
UTM Zone:	10
UTM Easting:	430,277
UTM Northing:	5,301,695
Source:	GPS-Differentially Corrected
Type of Point:	Area
UTM Zone:	10
UTM Easting:	430,195
UTM Northing:	5,301,337

Location Map:



The Hoh Developed Area Historic District is located on the western side of Olympic National Park.

Management Information

General Management Information

Management Category: Should be Preserved and Maintained

Management Category Date: 08/16/2013

Management Category Explanatory Narrative:

The Hoh Developed Area Historic District meets the criteria for Management Category B (Should Be Preserved and Maintained) because it 1) meets National Register criteria as a Mission 66 visitor center and development significant at the state level; 2) is compatible with the park's legislated significance, providing recreational and interpretive opportunities to visitors, and 3) has a continuing purpose that is appropriate to its traditional use as it continues to be used in the same way as it was designed and intended to be used during the Mission 66 era.

NPS Legal Interest:

Type of Interest: Fee Simple

Public Access:

Type of Access: Unrestricted

Adjacent Lands Information

Do Adjacent Lands Contribute? No

National Register Information

Existing National Register Status

National Register Landscape Documentation:

Undocumented

National Register Explanatory Narrative:

The SHPO concurred with the findings of a determination of eligibility for the Hoh Rain Forest Visitor Center on December 6, 2002. This DOE focused primarily on the visitor center and did not include an assessment of the landscape features and associated adjacent development.

National Register Eligibility

National Register Concurrence: Eligible -- SHPO Consensus Determination

Contributing/Individual: Individual

National Register Classification: District

Significance Level: State

Significance Criteria: A - Associated with events significant to broad patterns of our history

Significance Criteria: C - Embodies distinctive construction, work of master, or high artistic values

Criteria Considerations: G -- A property less than 50 years of age

Period of Significance:

Time Period: CE 1955 - 1964

Historic Context Theme: Expressing Cultural Values

Subtheme: Landscape Architecture

Facet: NPS Mission 66--Landscape Architecture

Area of Significance:

Area of Significance Category:

Architecture

Area of Significance Category:

Landscape Architecture

Area of Significance Category:

Politics - Government

Statement of Significance:

The following statement of significance builds upon a consensus determination of eligibility (DOE) for the “Mission 66 Hoh Rain Forest Wayside Exhibit at Olympic National Park” authored by Barbra Smith-Steiner and signed by the Washington SHPO in December 2002 that focused primarily on the Hoh Rain Forest Visitor Center. The DOE statement of significance has been updated for the CLI with additional research and fieldwork data collected in 2012 and in response to SHPO review comments of the 2002 DOE. As recommended by the SHPO, this CLI expands the assessment to encompass the entire Hoh Developed Area Historic District as a Mission 66 historic district, which includes the visitor center, campground, comfort stations, residential units, maintenance and utility buildings, roads, picnic area, and an amphitheater.

The Hoh Developed Area Historic District is eligible for the National Register of Historic Places (NRHP) at the state level under Criteria A and C for its association with the National Park Service’s (NPS) Mission 66 Program, and meets Criteria Consideration G as a property that has “exceptional importance” and is less than 50 years old. The period of significance is 1955-1964, which corresponds to the dates of construction and official opening of the developed area. Designed by NPS Architect Cecil Doty, the visitor center is an example of the NPS’s interpretation of modern architecture within Washington state. The layout and design of the roads, walkways, trails, parking lots, campground, residential area, and maintenance area by Olympic National Park Landscape Architect Sidney Malbon, reflects the goals and design standards being implemented to meet Mission 66 goals for handling large numbers of visitors and interpreting the natural resources. The complex as a whole is highly intact, retaining all eleven historic buildings constructed during the period of significance, and remains an excellent example of Mission 66 design and planning within the state of Washington.

The Hoh as an Example of a Mission 66 Visitor Center Developed Area

For a historic context of the Mission 66 Program and Architecture, see the Supplemental Information section at the back of the CLI.

The Hoh Developed Area Historic District is one of five existing Mission 66 visitor center developments within the state of Washington and is the largest and most intact of the five. The other existing visitor center developments are: the Pioneer Memorial visitor center at Olympic National Park;

the Fort Vancouver National Historic Site Visitor Center; the Whitman Mission National Historic Site Visitor Center; and the Ohanapecosh Visitor Center at Mount Rainier National Park. (Note: the Henry M. Jackson Visitor Center at Mount Rainier NP was a Mission 66 visitor center that was demolished in 2009.)

The Hoh Developed Area Historic District is significant in comparison to the other remaining Mission 66 visitor center developments in Washington State in its size and integrity. The Pioneer Memorial Visitor Center at OLYM (not yet assessed for eligibility) and Fort Vancouver National Historic Site Mission 66 development at FOVA (listed in 2007) are much smaller in scale, having only one or four contributing buildings respectively. The Whitman Mission National Historic Site Visitor Center (WHMI) was determined ineligible for listing as an individual building (in 2000) due to significant modifications and the associated development is not as substantial or as intact as the Hoh Developed Area Historic District.

The Mission 66 visitor center developed area within the state of Washington that is most comparable to the Hoh is the Ohanapecosh Developed Area at MORA (not yet assessed for eligibility). The Hoh and Ohanapecosh visitor center developments are both comparable in size, complexity, numbers of contributing resources, types of contributing resources, and overall integrity. They both have visitor centers, campgrounds, amphitheaters, maintenance areas, and residential areas. As a result, the Hoh Developed Area is one of only two examples of large, intact Mission 66 developments within Washington State.

Criterion A

Significant under Criterion A, the Hoh Developed Area Historic District is associated with events that have made significant contributions to the broad national patterns of American history, specifically, with the NPS's Mission 66 Program. Mission 66 played a critical role in the expansion and upgrade of facilities to accommodate increasing numbers of park visitors and to improve and expand interpretive programs throughout the NPS, including Olympic National Park. (See the Supplemental Information section for a discussion of the history of Mission 66 for the NPS as a whole.)

Olympic National Park and Mission 66

During this era of NPS development, the Olympic National Park received funding for new visitor centers, park housing, and maintenance facilities; the addition of new campgrounds, roads, and trails; the redevelopment of existing campgrounds, roads, and trails; and the upgrade of utilities. The majority of the park's current developed areas and campgrounds were either established during the years associated with the Mission 66 Program (1953-1966), or were updated and expanded during that time.

Typical of most national parks at this time, by the early 1950s facilities at Olympic National Park were in poor condition and had become inadequate to meet increasing visitation demands. Between 1946 and 1956, visitation increased from approximately 122,000 to 865,000 visitors annually (Prospectus 1956, 9). During his tenure from 1951 to 1958, Superintendent Fred Overly oversaw the design and construction of major new facilities within the park to address these concerns. He initiated the park's 1952 Master

Hoh Developed Area Historic District

Olympic National Park

Plan, as well as the development of the park's Mission 66 Prospectus in 1955. The 1952 Master Plan called for the construction of the Hurricane Ridge Lodge (completed in 1954), the Hurricane Ridge Road (completed in 1957), and the Olympic National Park Visitor Center/Pioneer Memorial Museum (completed in 1957) located in Port Angeles. The latter two projects were incorporated into the Mission 66 Prospectus in 1955. Subsequent superintendents from 1958 through 1964 helped to implement the remainder of the Mission 66 master plans.

The main objectives of the park's Mission 66 Prospectus were to provide visitor access to major natural features within the park and promote appreciation of the park's resources in a way that preserved the interior of the park. Priority was given to improvements to roads along the periphery of the park that provided access to campgrounds, lodging, visitor centers, and interpretive trails. (Prospectus 1956, 4-6)

The Mission 66 Prospectus proposed a substantial amount of new construction and upgrades included: upgrading the existing 149.2 miles of roads and adding an additional 39 miles of new roads; improving the condition of 157 miles of existing trails and constructing 185 miles of new trails; constructing nature trails, roadside interpretive signs, and exhibits; improving utilities; constructing modern comfort stations; improving the interpretation program; constructing small museums at the Upper Hoh Road terminus, Lake Crescent, Lake Ozette-La Push area, and Hurricane Ridge; rehabilitating Lake Crescent Lodge; improving and enlarging existing campgrounds; adding new campgrounds; and improving facilities at Park Headquarters.

Mission 66 efforts resulted in a significant amount of development and infrastructure still found at Olympic National Park today. New campgrounds were constructed at Heart O' the Hills, Lake Crescent, Mora, and the Hoh. Facilities were upgraded and expanded at Soleduck, Elwha, and Kalaloch.

With very few exceptions, the majority of existing development at the Hoh Developed Area Historic District was planned and implemented during the Mission 66 period with Mission 66 funds. The 1966 Master Plan noted that the Hoh development "was completely rebuilt as a package project during the Mission 66 program. Facilities are well laid out and designed to harmonize with their surroundings." As noted in a 1964 Superintendent's Narrative Report, "This area, redeveloped as a single package project, offers a pleasant contrast to many other developments where inherited outworn facilities are being replaced piecemeal."

The development helped to address the parks' Mission 66 master plan goals by increasing interpretive experiences for visitors through the new visitor center, nature trails, and amphitheater and accommodating increasing numbers of visitors with a new campground, picnic area, and parking areas. To further the goal of interpretation of the park's natural resources, eight small parking areas were constructed along the road's 6-mile route to "illustrate rain forest features not found at the end of the road" (Sharpe 1959, 50).

Criterion C

Significant under Criterion C, the Hoh Developed Area Historic District embodies the distinguishing characteristics of the mid-century modernist architecture and landscape design in the park service and Mission 66 visitor center property type as expressed in the state of Washington. The Hoh Developed Area Historic District remains as one of the best and most intact examples of a Mission 66 historic district within the state of Washington. (See the Supplemental Information section for a general history of Mission 66 architecture and landscape design in the National Park System).

Contributing buildings and structures include: the visitor center, designed by the famed NPS architect Cecil Doty; the utility building, utility generator building and renovated ranger station in the maintenance area; the dormitory, four-unit apartment, and residence building in the residence loop; the amphitheater stage and projection box; the visitor corral; the picnic area comfort station; and three campground comfort stations.

Hoh Developed Area

Buildings within the Hoh Developed Area Historic District were designed and constructed during the Mission 66 era and, as a result, they all have similar characteristics and are constructed of similar materials that create a cohesive designed landscape. The buildings reflect the NPS's interpretation of modern architecture widely prevalent across the United States at the time. Buildings have reverse board and batten siding, concrete slab foundations, and gable roofs. All the buildings are painted colors that are similar to the original stains: gray-green with gold trim. Originally, all the buildings had cedar shake roofs, but these are being replaced with brown, standing seam metal roofs that are easier to maintain in the damp, rain forest environment. The visitor center, designed by NPS architect Cecil Doty, is an especially good example of Mission 66 design in the state of Washington, as described in more detail below.

The landscape features also reflect consistent use of design, materials, and layout that helped to create a cohesive character throughout the historic district. Roads typically followed curvilinear alignments, were paved with asphalt and had no shoulders or curbs, except in parking areas where curbs and sidewalks are constructed of concrete. Great consideration went into the layout of the circulation system and buildings to retain existing trees; As a result many large trees are found in close proximity to buildings and within the parking areas. All planted vegetation within the historic district was native in an effort to blend the built resources into the landscape.

Hoh Rain Forest Visitor Center

The Hoh Rain Forest Visitor Center was determined to be individually eligible for the National Register and received concurrence from the Washington SHPO in 2002 because it meets all four Mission 66 visitor center characteristics as listed by Allaback (2000). The visitor center was designed to centralize both visitor services and administrative functions. It serves as the main point of contact for the visitor, with a lobby, public restrooms, and interpretive exhibits. The visitor center also provides space for NPS

offices.

Designed by NPS architect Cecil Doty, the visitor center reflects the NPS's interpretation of modern architecture and landscape design widely prevalent across the United States at the time. The building incorporated architectural characteristics typical of the style, such as low, horizontal profiles, a clear emphasis on visitor flow through the site, separation of public and administrative spaces, and integration of interior and exterior spaces.

NPS Architect Cecil Doty

Cecil Doty was one of the most prolific and accomplished architects of the NPS Western Office of Design and Construction (WODC) during the Mission 66 period and was a key contributor to developing the visitor center building type, being involved in the designs of more approximately fifty visitor centers throughout the system. Doty's architectural training began at Oklahoma A&M (now Oklahoma State) and he graduated in 1928 with a degree in architectural engineering. He started work as a draftsman for the Park Service in the early 1930s, and contributed to the design of state park buildings in Oklahoma and Kansas. In 1936, Doty moved to Region Three headquarters in Santa Fe where he developed a preliminary design for the new facility and in 1937 prepared final sections and elevations for a one-story traditional adobe building. By 1940, Doty had been transferred to the Region 4 office in San Francisco and, following service in the navy during the war, returned to San Francisco's regional office. In 1948 was appointed regional architect. During the Mission 66 period, Doty worked as a designer in San Francisco, under the supervision of Sanford Hill, Chief, WODC. (from Carr, Jackson-Retondo, Werner, 2004)

In 1962, he was responsible for the original master plan drawings of the Mission 66 projects at Olympic National Park including the visitor centers at the Hoh Rain Forest and the Pioneer Memorial Museum. He was also the principle designer involved in National Park projects at: Big Bend NP, Cabrillo NM, Canyon de Chelly NM, Capulin Volcano NM, Chiricahua NM, Colorado NM, Craters of the Moon NM, Jewell Cave NM, Rushmore NM, Sitka NHP, Sunset Crater Volcano NM, Timpanogos Cave NM, Tonto NM, Wupatki NM, Yosemite NP, and Zion NP.

Criterion Consideration G

The end date of the period of significance for the Hoh Developed Area Historic District is less than 50 years old, but it meets the criteria for "exceptional significance" because it meets Criteria A and C as defined above, has exceptional integrity (all historic buildings, roads, trails, and land uses still remain with minimal alterations or additions), and meets additional requirements as listed by Allaback (2000), as an essential part of an overall Mission 66 park development plan that had extraordinary importance in the history and development of an individual park within the state of Washington as described under Criteria A and C.

Conclusion

The Hoh Developed Area Historic District is still highly intact and retains its historic visitor center, campground, comfort stations, residential units, maintenance and utility buildings, roads, picnic area, and amphitheater, that as a whole, clearly reflects its association with the Mission 66 Master Plan for the park. It remains as one of the largest and most intact Mission 66 Visitor Center development. The development helped the park meet key goals stated in the Mission 66 Prospectus to provide increased access and interpretive opportunities for park visitors to the Hoh Rain Forest. The Hoh Rain Forest Visitor Center is exemplary of the buildings designed by Cecil Doty during the Mission 66 Program. The design intent of the developed area retains its integrity and is therefore eligible for listing in the National Register.

Chronology & Physical History

Cultural Landscape Type and Use

Cultural Landscape Type: Designed

Current and Historic Use/Function:

Primary Historic Function:	Visitor Contact (Visitor Center)
Primary Current Use:	Visitor Contact (Visitor Center)
Other Use/Function	Other Type of Use or Function
Campground/Picnic Area	Both Current And Historic
Interpretive Trail	
Maintenance Facility	
Multifamily (4+ Units)	
Single Family House	

Current and Historic Names:

Name	Type of Name
Hoh Developed Area	Both Current And Historic
Hoh Developed Area Historic District	Current

Ethnographic Study Conducted: Yes-Unrestricted Information

Associated Group:

Name of Group:	Hoh Indian Tribe
Type of Association:	Both Current And Historic

Ethnographic Significance Description:

The "Olympic National Park Ethnographic Overview and Assessment" by Jacilee Wray (1997) considers the relationships of eight tribal groups to Olympic National Park and its resources.

Chronology:

Year	Event	Annotation
CE 1898	Established	Olympic Forest Reserve, which included the upper Hoh River, was established and was under jurisdiction of the U.S. Forest Service.
CE 1918 - 1923	Built	The Jackson Ranger Station was built under the U.S. Forest Service. It was accessed via a trail.
CE 1931	Built	U.S. Highway 101 was completed around the Olympic Peninsula, improving access to the Hoh area.
CE 1935	Built	The Upper Hoh Road was completed Civilian Conservation Corps (CCC), providing access from Highway 101 to the Jackson Ranger Station.
CE 1936	Built	Circa 1936, the U.S. Forest Service established a primitive campground at the Jackson Ranger Station.
CE 1938	Established	Olympic National Park was established and the Jackson Ranger Station area was transferred to the National Park Service.
CE 1949	Built	A campground was constructed by the NPS in the current location of the picnic area, replacing an earlier Forest Service campground.
CE 1955	Established	NPS Director Wirth proposed a ten-year park development program known as Mission 66. The program was intended to modernize, enlarge, and even reinvent the park system by 1966, the fiftieth anniversary of the NPS.
	Built	In June, an interpretive trail (Hall of Mosses) was laid out.

Hoh Developed Area Historic District
Olympic National Park

CE 1956	Established	The first Mission 66 Master Plan was created for Olympic National Park.
CE 1957	Altered	The Hall of Mosses Trail was surfaced with compacted gravel.
CE 1959	Built	The picnic area comfort station (Bldg. no. 132) was built.
CE 1960	Built	Construction of the Mission 66 campground began.
CE 1961	Built	In September, the Bureau of Public Roads completed reconstruction of the Upper Hoh Road, which included 8 formalized parking areas along its route.
	Built	The Generator Building (Bldg. no. 946) was completed in the maintenance area.
CE 1962	Built	Three campground comfort stations (Bldgs. no. 909, 910, 920) were built
	Built	The amphitheater, including a stage, projection box, seating and campfire circle, was completed.
	Built	The Hoh Nature Trail (now called the Spruce Nature Trail) was completed.
CE 1963	Built	Several buildings were completed including: the Hoh Visitor Center (Bldg. no. 112), a 4-unit apartment (no. 916), a dormitory (no. 917), a ranger residence (no. 918), a shop and storage building (no. 913), and a horse barn (no. 249, now called the ranger station).
CE 1964	Built	The corral was constructed in its current location.
	Built	Walkways were graded and surfaced with asphalt in the vicinity of the Hoh Visitor Center. A concrete walkway was built to serve the ranger residence.
	Removed	Remaining buildings from the U.S. Forest Service's Jackson Ranger Station were sold and removed.

	Established	The Mission 66 development at the Hoh was completed.
CE 1974	Altered	130 tables in the campground areas were replaced.
CE 1980 - 1983	Altered	In the early 1980s, campground loops A and C were truncated slightly after being damaged by the Hoh River.
CE 1980 - 1985	Designed	Wayside interpretive signs were designed for Olympic National Park, including the Hoh Developed Area, in 1980. These signs were implemented at the Hoh Road parking areas, as well at the visitor center and along the nature trails.
CE 1987	Built	A fee collection station was built on the Hoh Road, approximately one mile within the park boundary.
CE 1985 - 1989	Altered	In the late 1980s, the parking lot was altered to provide parking spaces for RVs.
CE 1993 - 1994	Built	Repairs were made to the Upper Hoh Road following a storm event, including the replacement of a bridge at the Snider Creek crossing.
CE 1990	Built	Circa 1990, a weather station was installed within the residential area.
CE 1996	Altered	The Hoh Rain Forest Visitor Center was updated with new light fixtures, exhibits, and information desk. To provide ADA access and accommodate increased numbers of visitors, the restrooms were expanded.
	Altered	A 1000' section of the Upper Hoh Road, including approximately 300' within the park, was undercut by the river in November 1995. This section of the road was realigned and reinforced with riprap.
CE 2001	Built	Following the loss of large maples along the Hall of Mosses Trail, a 200' spur called the Maple Grove Trail was added to access a different area of dense Big-leaf maple trees.

Hoh Developed Area Historic District
Olympic National Park

	Altered	Two short segments of the Upper Hoh Road were realigned to move them away from the river's eroding bank.
CE 2003	Altered	A segment of the Spruce Nature Trail was realigned along Taft Creek due to flood damage.
	Built	New exhibit style bulletin boards were placed at the Hoh.
CE 2006	Altered	Eighty campsites were renovated with new picnic tables and stove grates.
CE 2007	Altered	Following a severe storm in 2006, several sections of the road were repaired at West Twin Creek, Snider Creek, and Taft Creek crossings. New bridges and culverts were installed.
CE 2009 - 2012	Altered	Three footbridges along the nature trails were replaced.

Physical History:

Pre-Mission 66 (1898 – 1955)

The Hoh Developed Area was constructed by the National Park Service (NPS) during the Mission 66 era in the same location as a prior U.S. Forest Service ranger station. Following its incorporation into the Olympic Forest Reserve (later called the Olympic National Forest) in 1898, the Hoh River Valley came under the management of the U.S. Forest Service. By 1915, trails had already been developed within the valley extending to the area that would become the Jackson Ranger Station. The station was developed between 1918 and 1923, but was not accessible by vehicles until the construction of Highway 101 around the Olympic Peninsula was completed in 1931 and the Civilian Conservation Corps (CCC) completed an access road in 1935 (Walters 2012). Photos from 1937 show a residence, a bunkhouse, a woodshed/garage, and a barn had been constructed by that year.

In 1938, the Jackson Ranger Station area was transferred to the NPS, with the establishment of Olympic National Park, but very few updates were made in the area for a decade. During his tenure from 1938 to 1950, Park Superintendent Preston Macy resisted the Washington State's Bureau of Public Roads' (Washington BPR) desire to widen and increase the speed limit for CCC-built access road to the Jackson Ranger Station. Macy stated in an oral-history interview that the bureau "wanted to make a 50-mile-an-hour road out of it, and I insisted no, we wouldn't widen it, we would just use the present roadbed and do no cutting on the bank side; there might be a place or two where on a sharp curve we would fill just a little on the lower side, but just use the present road and even if we had to pave the ditch in places so a car could go to the side if necessary." The Washington BPR was unsuccessful at appealing his decision and the road remained in its original width until 1961. (NPS Administrative History 1992, 93)

The Forest Service established a campground at the Jackson Ranger Station circa 1936, but little is known about this early campground. No historic documents have been found that indicate its exact location. A 1942 NPS planning document for the Jackson Campground Area stated, "An area in close proximity to the ranger station, and precariously close to the meandering river, has been used up until the present time as a temporary campground with only improvised facilities." After the land transfer in 1938, the NPS continued to maintain the primitive campground. In 1944, they installed new picnic tables and in 1948 installed new stoves and pit toilets. However, in the late 1940s, the park began to experience increased visitation to the Hoh and a new campground was constructed in 1949 (in the location of the current picnic area). (Walters 2012)



U.S. Forest Service Jackson Ranger Station, 1937. Buildings from left to right are the bunkhouse, the garage/woodshed, and the residence. (OLYM Archives)

Mission 66 (1955-1966)

Between 1946 and 1956, visitation to Olympic National Park increased from approximately 122,000 to 865,000 visitors annually (Prospectus 1956, 9). However, combined with decreased funding during the 1940s, facilities at Olympic National Park were in generally poor condition by the 1950s and had become inadequate to meet increasing visitation demands. To address this issue during his tenure from 1951 to 1959, Superintendent Fred Overly made plans to construct major new facilities throughout the park, based on the funding and direction provided by the NPS's newly established Mission 66 program.

Overly initiated the park's Mission 66 Prospectus in 1955 with its main objective to provide visitor access to major natural features within the park and promote appreciation of the park's resources in a way that preserved the interior of the park. Priority was given to improvements to roads along the periphery of the park that provided access to campgrounds, lodging, visitor centers, and interpretive trails. The Prospectus proposed a substantial amount of new construction and upgrades including: upgrading the existing 149.2 miles of roads and adding an additional 39 miles of new roads; improving the condition of 157 miles of existing trails and constructing 185 miles of new trails; constructing nature trails, roadside interpretive signs, and exhibits; improving utilities; constructing modern comfort stations; improving the interpretation program; constructing small museums at the Hoh River road terminus, Lake Crescent, Lake Ozette-La Push area, and Hurricane Ridge; rehabilitating Lake Crescent Lodge; improving and enlarging existing campgrounds and adding new campgrounds; and improving facilities to the park headquarters area. (Prospectus 1956, 4-6)

Mission 66 development at the Hoh involved a complete redevelopment of the area that altered or removed all pre-existing features associated with the Forest Service ranger station. The park's 1966 Master Plan noted that the Hoh development (completed by 1964) "was completely rebuilt as a package project during the Mission 66 program. Facilities are well laid out and designed to harmonize with their surroundings." As noted in a 1964 Superintendent's Narrative Report, "This area, redeveloped as a single package project, offers a pleasant contrast to many other developments where inherited outworn facilities are being replaced piecemeal."

Although previous development of the Jackson Ranger Station had an imprint on the land, park planners developed a completely new vision for the area that helped meet goals established by the Mission 66 Prospectus. According to Sid Malbon, the park landscape architect tasked with developing the site plan for the Hoh, buildings and parking areas were carefully sited to avoid removing trees by using existing clearings that had been created by elk and by the Forest Service development (interview 2004). All Forest Service buildings and structures were eventually removed and the circulation system realigned within the development.

In 1955, prior to completion of the Mission 66 Prospectus, the first interpretive trail was established at the Hoh that provided visitor access to some of the most iconic grove of trees in the area. With trees draped in moss, the trail was called the Hall of Mosses trail. It was surfaced with compacted gravel the following year. Although the trail was constructed prior to the completion of the Mission 66 site plans, it was in-line with goals being concurrently

developed in the park's 1955 Mission 66 Prospectus and it was subsequently incorporated and formalized in the Hoh Developed Area site plans.

In 1958, the park engineer and landscape architect completed a topographical survey of the Hoh area to serve as base maps for the design of the Mission 66 development. A 1959 park report outlined plans for the Hoh area, including the conversion of the existing campground into a picnic area, the establishment of a larger campground, a visitor center, and trails. Based on these plans, the majority of the Hoh Developed Area was constructed between 1959 and 1964. During this period, the campground, the visitor center and parking lot, the maintenance and residential areas, and the Upper Hoh Road were all constructed. The first comfort station was completed in 1959 by G. W. Barr Construction of Tacoma in the campground (that now serves as a picnic area) and the Generator Building (Bldg. no. 946) was constructed in the maintenance area in 1961, which provided electricity to the Hoh Developed Area.

At the heart of the development was the Hoh Visitor Center (Bldg. no. 112) that transformed the visitor experience with a central location for visitor amenities and interpretation. Completed in 1963 by Winterburn Construction Co., this building served multiple functions – housing a museum, public restrooms, an information desk, as well as park employee offices. The building was designed by Cecil Doty, a prominent NPS architect at the time. Following typical Mission 66 architectural design, the visitor center had a low profile and muted colors that blended into its forested setting. The visitor's experience was carefully choreographed through the location of entrances and exits and the orientation of windows. Visitors approached the buildings from the parking lot and entered into the main museum area that had a large wall of windows looking out into the surrounding rainforest. Visitors passed by the information desk as they headed out a set of doors on the far side of the museum to exit the building and access the nature trails. A path gently curved eastward from the exit to pass between two large spruce trees, creating an impressive transition from the building to the forest. Eventually, the northernmost tree was removed and the trail was realigned to the south of the remaining tree so the trail could continue to pass between it and another large tree (see the cover image of the CLI and the photo in the Vegetation section).

Other important interpretative pieces of the Hoh site plan were the amphitheater and the nature trails that further expanded interpretive opportunities. Located near the campground, the amphitheater was completed in 1962. This included a stage, projection box, seating and campfire circle. Rangers provided evening presentations for the campers during the summer. Also in this same year, the Hoh Nature Trail (now called the Spruce Nature Trail) was completed, located to the east of the Hall of Mosses trail, closer to the Hoh River. Rangers provided daily guided walks along the two nature trails. A small booklet entitled "Rain Forest Nature Trail" provided interpretation, introducing visitors to the areas varied flora and fauna.

The campground was the largest component of the design for the site that provided low cost accommodations for visitors in a remote area with few other options. It included 95 campsites divided among three loops (Loops A, B, and C). Each loop had a central comfort station (Bldgs. no. 909, 910, 920), which were built by Winterburn Construction Co. in 1962. Each campsite had a paved spur or pull-through for vehicles to park, a picnic table, and fireplace. This

campground replaced the 1949 campground that was subsequently converted into a picnic area.

The employee housing and maintenance areas were constructed to allow staff to live close by and thus to provide better services and a safer environment for visitors. In 1963, the Winterburn Construction Co. constructed the four-unit apartment (Bldg. no. 916), the dormitory (Bldg. no. 917), and the ranger residence (Bldg. no. 918) located in the residential area. They also built the shop and storage building (Bldg. no. 913) and horse barn (Bldg. no. 249; today's ranger station) in the maintenance area.

The redevelopment of the Hoh area required realignment of existing roads and the construction of new ones to provide access to the new buildings. In September 1961, the Bureau of Public Roads (BPR) completed construction of the Upper Hoh Road, which closely followed the original alignment while smoothing out curves, widening the entire roadway to a maximum of 20', re-grading the vertical alignment, and surfacing with bituminous paving. "As Constructed" drawings for the road were not found, but the "Proposed" drawings appear to accurately reflect what was originally constructed. They show the road deviated from the original alignment of the CCC road only in the last short stretch where it approached the campground turnoff and entered the terminal development. This section of the road was shifted to the north. (Bureau of Public Roads, Hoh River Road Plans, 1959)

To further the goal of interpretation of the park's natural resources, eight small parking areas were constructed along the road's 6-mile route to "illustrate rain forest features not found at the end of the road" (Sharpe 1959, 50). These parking areas accommodated 7-10 vehicles, were surfaced with bituminous paving, and had concrete curbs and sidewalks. The parking area was separated from the main road by what was called out as a "log barrier" on the plans (Bureau of Public Roads, Hoh River Road Plans, 1959). The logs were placed parallel to the road's edge that currently serve as nurse logs supporting sword ferns and spruce trees. It is unknown if ferns and trees were planted or self-seeded.

According to Malbon (interview 2004), the culvert located at the Taft Creek crossing was installed improperly, approximately 1' to 1.5' higher than the original elevation of the creek. This resulted in the pond that exists near the visitor center today. Many trees died within proximity of the new pond, possibly as a result of the higher water table. By the time the mistake was discovered, funding was no longer available to correct it.

Upon final construction of the Mission 66 development in 1964, the two remaining Forest Service Jackson Ranger Station buildings were sold and removed. With the removal of these buildings, the Hoh Developed Area was complete, with eleven new buildings, new campground, circulation system, utilities, maintenance area, residential area, and nature trails. As the largest Mission 66 development in the park, it helped to address the parks' Mission 66 master plan goals by increasing access to the park's natural resources, providing amenities for both day use and overnight use, and expanding interpretive opportunities.



*Historic photo of the Rain Forest Visitor Center framed by two large Sitka spruce trees.
(OLYM Archives)*





*Historic photo of main entrance to the Rain Forest Visitor Center from the parking lot.
(OLYM Archives)*



Historic photo of the Upper Hoh Road. (OLYM Archives)



Historic photo of a foot bridge along the Spruce Nature Trail. (OLYM Archives)

Post-Mission 66 (1967-present)

Since the completion of the Mission 66 development, the Hoh area has undergone some alterations for greater efficiency and longevity of the buildings and site as a whole. Overall, these changes have not compromised the integrity of the Hoh Developed Area which still reflects its historic design and purpose as an interpretive center and recreational destination. The greatest changes to the Hoh Developed Area have been to the built features along the Hoh River and its tributaries, which have flooded several times since 1964. Areas that have been most impacted include the Upper Hoh Road, the campground, and nature trails.

Due to its alignment along the north bank of the Hoh River, the Upper Hoh Road has been damaged several times during flood events. Damage from storm events and subsequent repairs have been noted in park documents as early as 1976. Typically, the road was repaired in its historic location; however, occasionally the damage was extensive enough to warrant realignments and/or replacement of bridges and culverts at stream crossings. In November 1995, a 1000' section of the Upper Hoh Road near the park boundary was undercut resulting in the realignment of approximately 300' of the road within the park boundary. This section of the road was reinforced with riprap. In 2001, two short segments of the Upper Hoh Road (at MP 1.5 and 1.7) were realigned to the north, to move them away from the river's eroding bank. Since 1964, the bridges located at the West Twin Creek, Snider Creek, and Taft Creek crossings have been damaged and replaced following large storm events. To help protect the road, the river bank has been armored with riprap along 0.9 miles of the road within the park.

Two of the eight historic parking areas along the Upper Hoh Road have been lost to river damage. One parking area near the park boundary was completely lost due to undercutting, while the parking area closest to the visitor center was damaged and subsequently abandoned. Traces of this parking area still remain. Another change to the road was the widening of a short segment in 1987 to accommodate a new fee collection station located approximately one mile within the park boundary. Although some sections of the road have been realigned and bridges replaced, the majority of the 6 miles of road within the park boundary still follows its original alignment and retains its historic width. (Bureau of Reclamation 2004, 29)

Overall, the general layout of the campground loops have been retained since 1964 except where campground loops A and C were truncated slightly after being damaged by the Hoh River in the early 1980s. The camp sites have been renovated twice - with new picnic tables in 1974 and new picnic tables and fire grates in 2006. However, the overall character and layout of the campgrounds still remain as they did historically.

Along the nature trails, outside the visitor center, and at the parking areas along the Upper Hoh Road, wayside interpretive signs have been installed. Most of them likely date to the early 1980s when all interpretive panels for the park were designed and installed.

The exterior of the visitor center was altered in 1996 with expansion of the public restrooms to meet ADA/ABA accessibility standards and provide for increased numbers of visitors. To accommodate the expansion, the designed fern garden located near the building's entrance was removed. Currently, the park is in the planning phase of a rehabilitation project for the visitor center. Construction is anticipated to begin in 2014. Park objectives include: improving operational efficiency and sustainability; meeting ADA/ABA requirements; providing a design that is compatible with the original Mission 66 design and an inviting visual quality arrival to the visitor center; providing a safe, quality space for visitors, education/interpretive activities, cooperating association sales, and NPS employee offices. The proposal includes constructing a shelter adjacent to the restroom for bear canister cleaning and return, ADA drinking fountains, and seating. This will relieve the current congestion on the front porch and at the entry. (FFA Architecture and Interiors 2012, 56)

In front of the visitor center, a wooden phone booth was constructed by a park employee in the 1970s or 1980s. Over time, it became draped in moss like the old-growth trees around it. Due to its remote location and odd appearance, it attracts much attention from park visitors and is heavily photographed. In 2011, service to the phone was disconnected and the telephone itself was removed leaving the booth empty.

Analysis & Evaluation of Integrity

Analysis and Evaluation of Integrity Narrative Summary:

The Hoh Developed Area Historic District, constructed between 1955 and 1964, continues to convey its significance as an exemplary Mission 66 design. As the Hoh area in the 1950s was being recognized as a “unique” resource to the park for its “rainforest of extraordinary beauty,” access, interpretation and visitor accommodations became essential to the planning of the Hoh Developed Area Historic District (NPS Mission 66 Prospectus, n.d.). As stated in the Mission 66 Prospectus for Olympic National Park, “it is imperative that Olympic visitors see sufficient examples of the major features to enable them to understand and appreciate the national significance of the area” (NPS Mission 66 Prospectus, n.d.). Six landscape characteristics help to convey the historic integrity of the historic district including natural systems and features, spatial organization, circulation, land use, buildings and structures, and small scale features. The analysis and evaluation of key landscape characteristics is based on historical research and documentation of existing conditions.

Natural systems, including climate, native vegetation, topography and hydrology create the unique environment within which the Hoh Developed Area Historic District is located and influenced its design and development. The natural beauty and botanical diversity of the Hoh Rain Forest and surrounding river valley make up the dominant features that brought visitors to the area. Several large trees were retained, especially in the parking lot, by carefully designing around them. The existing alluvial terrace, adjacent to the Hoh River, provided a naturally level site to construct an interpretive center along with campgrounds and other needed visitor based facilities.

The Hoh Developed Area Historic District was designed to allow visitors to intimately experience the natural resources of the area through access and interpretation. The site utilized the area previously disturbed by Forest Service development, allowing for an ideal location to incorporate natural resources without heavily disturbing the site. It also provided facilities for day use, overnight camping, or as an entry point for backcountry excursions. The use of the Hoh Developed Area continues to focus on visitor interpretation and recreation and has only needed to adapt slightly with increased visitation over time.

Both spatial organization and circulation were directly influenced by the existing patterns of vegetation and designed with proximity to the natural resources being interpreted. The buildings were arranged to closely relate to the circulation within the site and organized in distinct use areas including: a visitor center area, maintenance area, residence area, amphitheater, picnic area and a campground.

There are eleven contributing buildings and three contributing structures in the historic district including the Hoh Visitor Center, designed by Cecil Doty. Individual buildings and use areas were designed to have visual and auditory separation from each other, using the dense native vegetation, while also having intimate associations with the surrounding natural resources. The visitor center acts as a gateway to the interpretive trail system through the rain forest, while campground Loops A and C are situated to have access to the Hoh River and provide views of the expansive glacial valley. Historic small-scale features include the wood bollards placed throughout the developed area, but most notably

in the campground, to define and limit vehicular access.

Integrity

Of the seven aspects of integrity defined in the National Register guidelines, the Hoh Developed Area Historic District retains all seven aspects of historic integrity, including setting, location, design, workmanship, materials, feeling, and association.

The location of the Hoh Developed Area Historic District and its ongoing use for visitor interpretation and recreation in a natural setting has remained intact since its completion in 1964. It retains its association with the Mission 66 park master plan, which is apparent through its intact design that still reflects the original design of Ceil Doty and park landscape architect Sidney Malbon. Significant elements such as the framework created by vehicle and pedestrian circulation, along with the arrangement of buildings to effectively correspond with the existing vegetation continue to convey integrity of design. The lush rain forest and alluvial glacial valley provide the very same setting that existed when the Mission 66 development at the Hoh was implemented. It retains its historic feeling as a Mission 66 recreation area and interpretive facility and continues to function with its original intentions.

In general, the buildings and circulation routes retain historical materials and workmanship. Buildings were constructed of modern design, with reverse board on batten siding, painted gray-green and gold trim. Roads are simple, curvilinear routes, paved with asphalt without shoulders. Sidewalks, paths, and curbs are constructed of concrete. All of the alterations made in the Hoh Developed Area Historic District have been implemented for greater efficiency and longevity of the buildings and site as a whole. Some building materials, including many of the original cedar shake roofs have been replaced with standing seam metal roofs to withstand the damp, rain forest environment. Overall, these changes have been carefully designed to integrate into the historic designed landscape and have not compromised the integrity of the Hoh Developed Area Historic District which still reflects its historic design and purpose as an interpretive center and recreational destination.

Landscape Characteristic:

Natural Systems and Features

Natural Systems and Features are defined as the natural aspects that have influenced the development and physical form of the landscape. The design and use of the Hoh Developed Area Historic District was historically influenced by the area's climate, native vegetation, topography and hydrology. The temperate climate and dense vegetation are significant to the patterns of use within this unique glacial valley. The relatively flat topography of the glacial river terrace provided a broad area of level ground to accommodate an interpretive center along with needed visitor and maintenance facilities. The natural systems and features that historically influenced the Mission 66 design continue to contribute to the character of the historic district as a whole.

Climate

The temperate climate and heavy precipitation that is common in the western valleys of Olympic National Park has resulted in an overall moist environment that supports dense rain forest vegetation, including the iconic large trees dripping with moss that attract visitors to the Hoh. The average rainfall in the Hoh Developed Area Historic District is between 140 and 170 inches per year. In addition to heavy precipitation, the low elevation (approx. 600 ft.) lends to relatively mild temperatures that seldom drop below freezing in the winter or exceed 80°F during the summertime. Due to the mild seasonal temperatures, the Hoh Developed Area Historic District is open to visitors throughout the year.

Topography and Geomorphology

The Hoh River meanders through an extensive flood plain composed of mainly alluvial materials including gravel, cobbles and small boulders. A large river terrace north of the river provides a relatively flat area where the developed area could be constructed with minimal grading, although some areas required fill to avoid high water tables. This flat terrace first served as the site of a Forest Service Ranger Station that was later replaced by the NPS development. Although the topography is relatively flat, it is densely forested limiting views of the surrounding valley slopes and nearby river. The southern edge of the terrace along the river is less densely forested and has open views of the valley. The alignment of the Upper Hoh Road was limited to the narrow strip of relatively level land between the Hoh River and the base of the valley slopes.

Hydrology

The Hoh Developed Area is located within the flood plain of the Hoh River. The Hoh River, which flows around the eastern and southern edges of the historic district, descends from Mount Olympus in a generally westward direction to the Pacific Ocean. Characteristic of the lower reaches of a glacial valley, the river channel is wide, averaging 150 feet wide and is 5 feet deep. The Hoh River meanders with seasonal fluctuations through the broad alluvial flood plain. The river has proven to be both an asset and a detriment as it instills great scenic beauty with its braided blue-gray waters, while also consistently eroding the alluvial terraces through which it flows. Camping Loops A and C, located along the bank of the Hoh River were designed to take advantage of the scenic qualities that the river provides, but have also been affected by the river's erosion on their southeastern slopes. Since the construction of the camping areas, various campsites have been impacted and portions of both loops have been truncated to distance the campground sites and road from the river's bank. The Upper Hoh Road parallels the north bank of the river for 18 miles from Highway 101 to the developed area at its terminus. It too has suffered damage over the years from flooding of the river and almost one mile of the road is now armored with riprap.

Also significant to the development of the site is the ponding of Taft Creek. The creek flows through an old meander of the Hoh River along the north side of the residential area and visitor center. The 1960s construction of the Upper Hoh Road resulted in the ponding of Taft Creek

due west of the visitor center. A past park landscape architect, Sidney Malbon, noted in a 2004 interview that a culvert was improperly placed during the road's construction. Because it was placed too high, the creek backed up and created the pond. The water from Taft Creek and the pond currently flows westward under the road through two culverts, eventually reaching the Hoh River. Studies of the pond's impact on nearby Sitka spruce and as salmon habitat have been underway and have become a point of debate within the park. The pond remains a visually significant, though unintended design element, of the Hoh Developed Area.

Native Vegetation

The alluvial terrace on which the Hoh Developed Area Historic District is characterized by a narrow riparian ecosystem along the river's edge merging with the temperate rainforest on the valley slopes that is the dominant ecosystem of the Hoh River Valley. The rainforest is composed of a varied canopy of coniferous and deciduous trees and a lush understory of ferns and other moisture adapted species. The dominant conifers in the Hoh Developed Area Historic District consist mainly of Sitka spruce (*Picea sitchensis*), Western hemlock (*Tsuga heterophylla*), Douglas fir (*Pseudotsuga menziesii*), and occasional Western red cedar (*Thuja plicata*). Being the most prominent and often largest tree species, the Sitka spruce contributes palpable awe as a vertical icon to the landscape, occasionally reaching 300 feet in height. Deciduous trees, including Bigleaf maple (*Acer macrophyllum*), Red alder (*Alnus rubra*), and the smaller Vine maple (*Acer circinatum*) develop a secondary canopy within this dense forest. The Bigleaf maple, with its wide canopy and considerable foliage commonly occurs in groves, and is often densely draped with mosses that completely overtake the bark of the tree. Tree dwelling epiphytes include approximately 150 species of mosses, liverworts and lichens that colonize the trunks and limbs of the trees, adding to the visual depth of the rain forest. Oregon wood-sorrel (*Oxalis oreganum*) along with a vast number of forbs, rushes and sedges blanket the ground with innumerable shades of green. Sword ferns (*Polystichum munitum*) are the most common of five representative fern species that dominate the forest floor and the Red huckleberry (*Vaccinium parvifolium*) and Blue huckleberry (*Vaccinium ovalifolium*) are among fifteen species of understory shrubs.

Tending closer to the river's edge, Red alder becomes the dominant tree species with a scattering of Black cottonwood (*Populus trichocarpa*) towering above. The riparian forest is characteristically more open and interspersed with meadows of grasses, forbs and sedges that have been seasonally browsed and maintained over time by large numbers of Roosevelt elk that come to winter in the low elevation valleys of the park.

Under Mission 66 principles, the design of the Hoh Developed Area Historic District responded to the native vegetation by promoting visitor interpretation of, while acting to conserve, the natural resources of the rain forest. In locating the visitor center and other interpretive features such as the trails and amphitheater, it was important to have close proximity to the natural resources being interpreted, mainly the large, old spruce trees. The visitor center was sited within a dense stand of trees, but was given a diminutive position among some of the largest

Sitka spruce in the area. Its eastern wall was designed with framed wall of windows to visually integrate the visitor center experience with the forest understory, allowing visitors to simultaneously view the natural resources being interpreted by the exhibits. As a grand entrance into the forest from the northeast corner of the visitor center, the trailhead to the nature trails passes between two towering spruce trees and then wind their way through the forest, allowing visitors to intimately experience the ethereal and diverse vegetated landscape. The amphitheater design at the Hoh Developed Area Historic District utilized the thick vegetation as a surrounding screen to provide visual separation, while featuring pillar-like spruce trees along the perimeter, adding ambiance to the setting of interpretive talks.

The intention behind Mission 66 design not only focused on interpretation of natural features, such as the rain forest, but also “intended to assure the fullest possible degree of protection, both to visitors and resources” (National Park Service n.d.). In order to limit the impact on existing forest many of the open meadows were utilized for the placement of roads, parking areas, and other building complexes. It is evident from the existing landscape that several old trees were protected by incorporating them into the design of roads and parking lots through the use of islands and sidewalk bump-outs. Not only was the existing vegetation utilized for the design framework, but native plants were also used to re-vegetate and enhance disturbed areas. A 1963 “Grounds Development” plan recommends the transplanting of native plants around the newly constructed buildings.

Existing stands of trees and dense vegetation also help to separate different areas from one another, serving as a screen to provide privacy to the residential area and to effectively hide the maintenance area from general view. Areas where the vegetation was less dense, such as the riparian zone along the river’s edge was ideal for locating the campground as it provided already cleared areas for individual campsites. Along the river, the general lack of dense vegetation, along with the tall canopy of the alder and the predominantly grass understory allowed for open views of the valley from campground loops A and C.

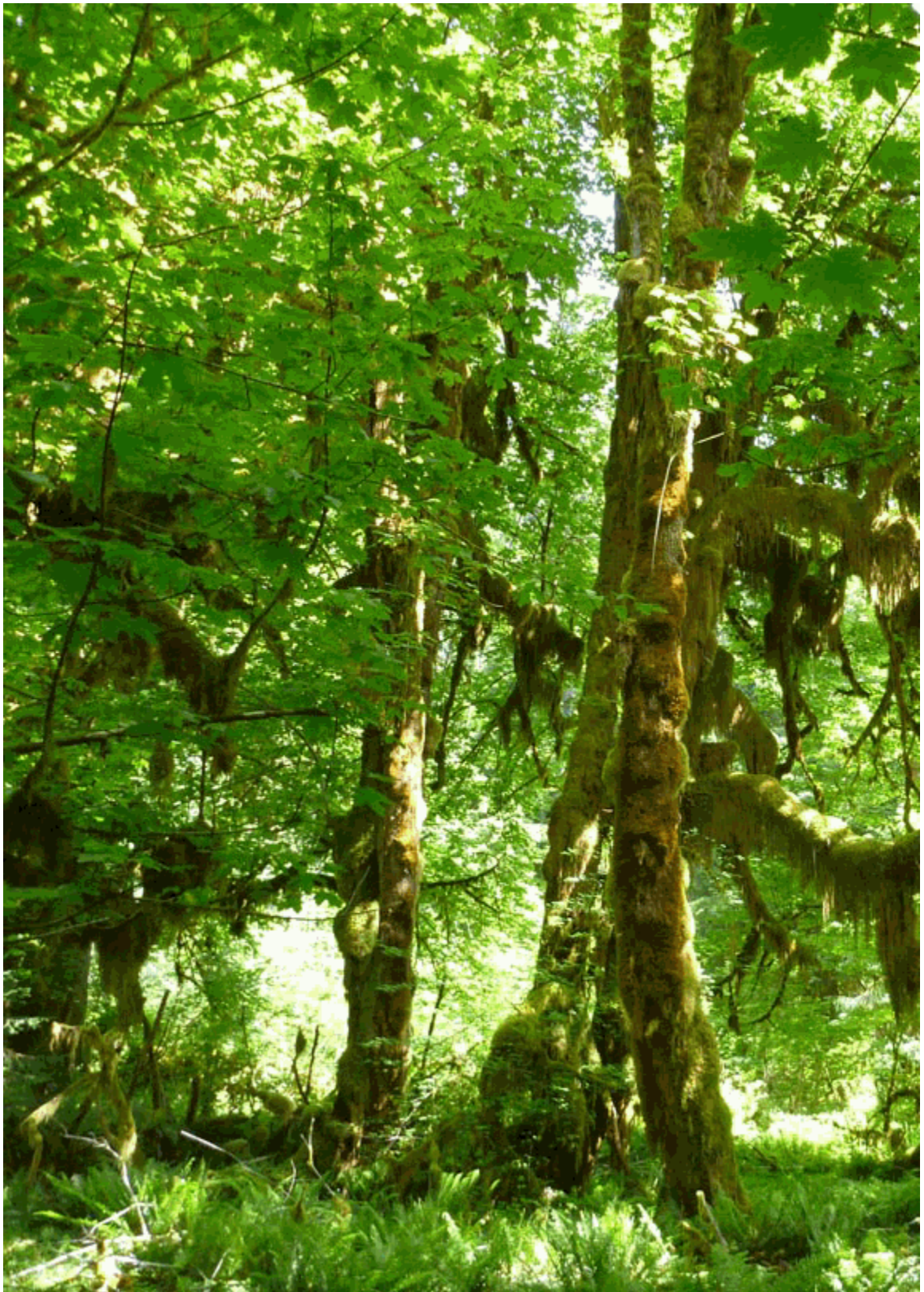
Summary

The climate, topography, geomorphology, hydrology, and native vegetation create a stunning, natural setting for the Hoh Developed Area Historic District and these systems influenced several aspects of the design and implementation of the development, specifically the location and spatial arrangement of the built features. Natural Systems and Features exist relatively unchanged from the period of significance and help convey the historic character of the Hoh Developed Area Historic District.

Landscape Characteristic Graphics:



Sitka Spruce is the dominant coniferous tree species in the Hoh Rain Forest. (PWRO 2012)



Bigleaf maple trees enshrouded with mosses and lichens is characteristic of the rain forest vegetation. (PWRO 2012)



Photo looking north up the Hoh River Valley. The Hoh River is an attractive natural feature as it flows along the edge of campground Loops A and C. (PWRO 2012)

Spatial Organization

Spatial Organization is defined as the three dimensional organization of physical forms and visual association in the landscape.

The Hoh Developed Area Historic District is situated at the terminus of the Upper Hoh Road, 18 miles east of U.S. Highway 101 in the Hoh River valley. Located six miles within the western boundary of Olympic National Park, the developed area was constructed on a level river terrace and the majority of the site was spread out between the extensive Hoh River drainage to the south and east and Taft Creek to the north. The spatial organization of the Hoh Developed Area Historic District utilized the resources of the dense forest, open meadows and scenic river valley, along with clearings from earlier development in order to arrange the varied use areas.

As designed under Mission 66 principles, the spatial organization of the Hoh Developed Area Historic District is characterized by distinct use areas arranged with attention to visual and auditory separation between each area, while also lending to an overall cohesion of interpretive features and a circulation throughout the site. The Hoh Developed Area Historic District is composed of visitor facilities (a visitor center, an amphitheater and a trail system), visitor accommodations (an expansive picnic area and campground), and two consolidated areas for employee housing and park maintenance. In accordance with the NPS Mission 66 Prospectus, these public facilities and trails were “so designed and located as to reduce the impact of public use on valuable and destructible features” including native vegetation and wildlife habitat (National Park Service n.d.).

Visitor Center Area

It is noted by historian Ethan Carr that Mission 66 visitor centers were located “for the efficient interception of ‘visitor flow’ and the avoidance of ‘sensitive’ areas” (Carr 2007). Following these ideas, the designing landscape architect Sidney Malbon noted both: how the visitor center was situated as a gateway to the trail system, but also that consideration was taken in locating the parking area in an already cleared location (Malbon 2004).

The Upper Hoh Road terminates at the visitor center parking lot. The parking area was sited within an expansive space that was previously cleared for early Forest Service use. It is a large circular loop with a long, narrow grass island as the central spine, which effectively retains the original open character of the pre-existing clearing. At the northern end, near the entrance the parking lot, sits the visitor center. As the primary interpretive facility for the developed area, the visitor center is the first building to be reached by visitor traffic, and is also the entry point for the area’s system of interpretive and backcountry trails. The visitor center and associated parking lot create a central nucleus from which the rest of the site expands.

Nature Trails

Two nature trails, the Hall of Mosses Trail and Spruce Nature Trail are accessed from the visitor center's north entrance and from the parking lot. The nature trails are looped trails that wind through the forest and interpret important natural features along their routes. The Hall of Mosses Trail was constructed to provide access to some of the largest, moss-covered trees in the area. The Spruce Nature Trail passes through several ecological communities including forest and riparian communities.

Picnic Area and Campground

West of the visitor center, a secondary asphalt road extends south from the Upper Hoh Road toward a picnic area, the campground, and a parking lot for the amphitheater. The picnic area is adjacent to the visitor center parking lot, though obscured by the forest vegetation. The picnic area is in the approximate location of an earlier NPS campground, utilizing the already impacted area. On either side of the road, picnic tables and grills are scattered among expanses of tall trees and open grass. The original tables have been replaced over time and it is unlikely that they are all in their historic locations, but based on historic drawings, the existing paths appear to follow historic road alignments.

Further south is the campground, consisting of three campground loops (A, B, and C). Loops A and C are situated along the Hoh River, and Loop B is set back from the river within a dense forested area. The campground is typical of Mission 66 campground design with one-way loops with parking spurs on both sides of the road. The sites are separated by thick vegetation to provide a general feeling of seclusion for each campsite. Each campsite includes a table and fire pit. A comfort station is located central to each campground loop and is accessed by small asphalt and gravel paths. Also evident of Mission 66 design principles, the campgrounds were designed to contribute to "a fuller understanding of the natural and historical features of [a] particular area" while being located to not "intrude on any of the features for which the area was set aside" (Walters 2012). Loop B, the smallest area with 21 campsites, is situated within thick vegetation visually separating it from the surrounding development while providing an intimate experience with the landscape. Loops A and C are spread out among the more open areas of alder, cottonwood and fir forests along the Hoh River drainage, giving many campsites open views of the Hoh River Valley. One change that has occurred in the campground is a slight modification to the sections of Loops A and C near the river bank where the campground has suffered erosion from floods. Short sections of the roads in these two loops were shifted away from the river's bank. Despite this modification, the campground loops are in their historic locations, retain their historic materials, setting, and general character.

The amphitheater is situated between campground loops B and C among grand spruce trees and a naturally vegetated backdrop. The amphitheater is in close proximity to the campground, though effectively screened with native vegetation. A nearby parking lot accommodates 21

vehicles and is connected to the amphitheater via a small asphalt trail. An second trail links the amphitheater with Loop B.

Residential Loop and Maintenance Yard

From the visitor center parking lot, a secondary road continues southeast leading to a residential housing loop and a maintenance yard. Although it is unknown exactly why this area was selected for the employee-use areas, a factor that may have influenced the decision was a desire to effectively screen them from the rest of the visitor-use areas by thick vegetation, lending to a clear separation of use spaces.

The residential area is bordered by Taft Creek to the north and consists of three contributing buildings and various non-contributing outbuildings and structures, all situated around the outer perimeter of a teardrop-shaped loop road. The three contributing buildings, including a dormitory, a four-unit apartment, and a residence house were all constructed in 1963 and are located on the east side of the loop road. Open space on the west side of the loop is currently used for parking, firewood storage, and an RV site. There are two small parking lots alongside the road for the dormitory and apartment buildings. The area central to the loop road is planted in grass and is currently the location of a modern weather station.

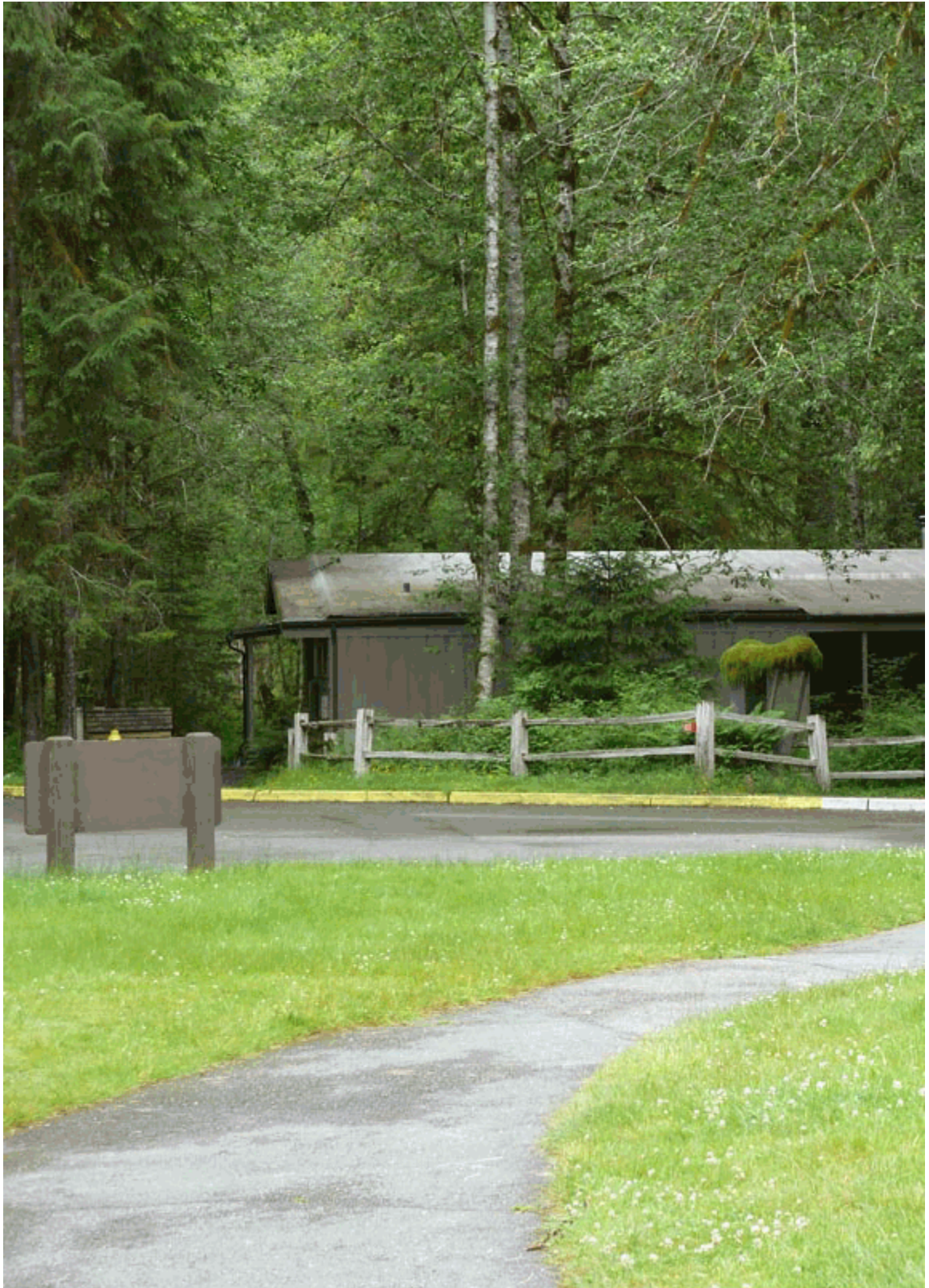
Southeast from the residence loop, the maintenance yard is composed of an approximately 130' square asphalt lot with buildings arranged around the four sides. Three contributing buildings, including the storage/maintenance garage, the generator building, and the ranger station are located respectively on the north, west and south sides. The ranger station was originally constructed as a horse barn but was renovated at an unknown date. The maintenance area is bordered on the north and east by a swamp and dense forest vegetation.

Just before the entrance to the maintenance area is a public corral. It is unknown why a public amenity was located in a predominantly park employee area, but it has been in the same location since the period of significance.

Summary

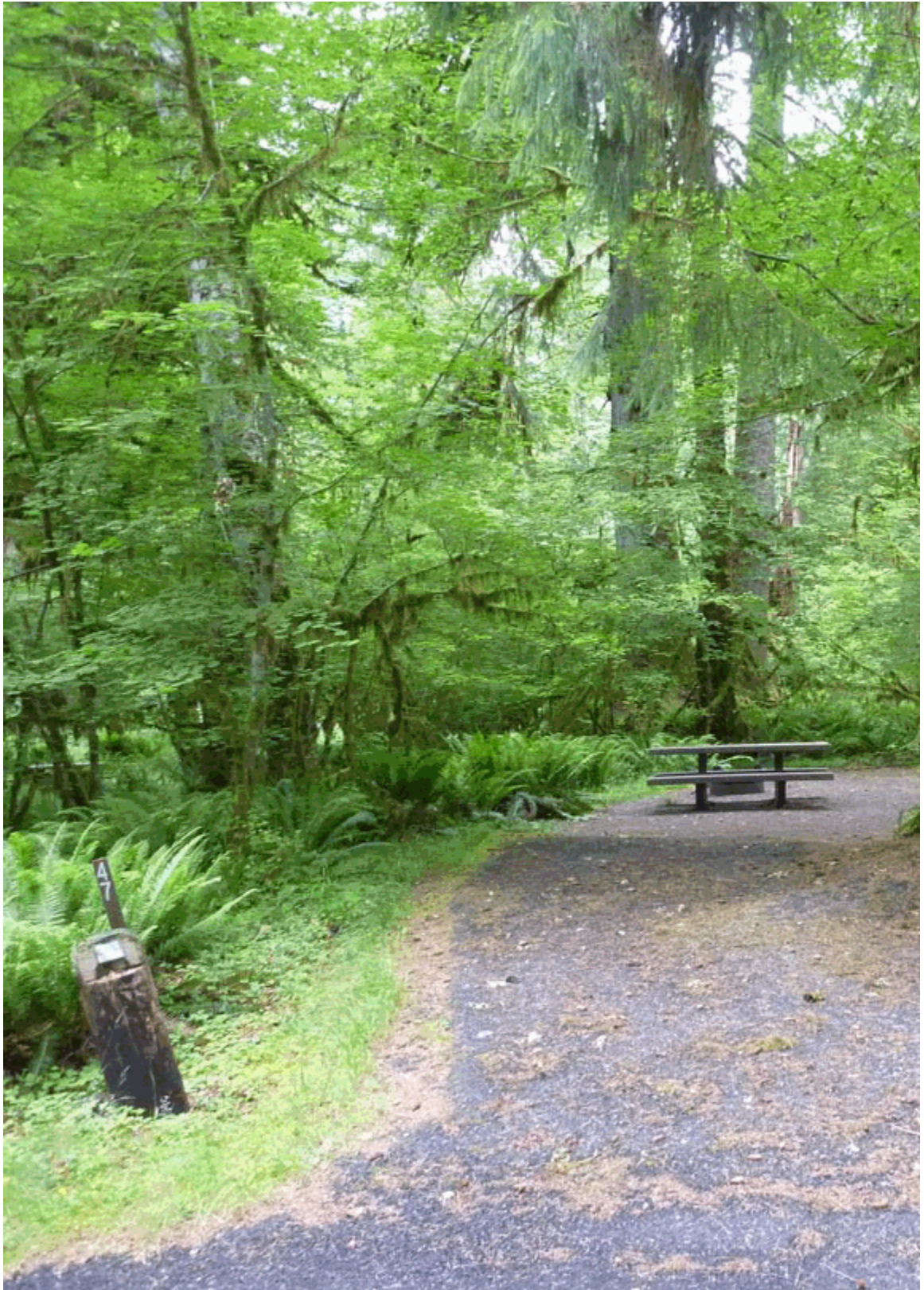
The overall spatial organization of the Hoh Developed Area Historic District is unchanged from its historic design. Only minor buildings and structures have been added to the landscape and these continue to conform to the original developmental patterns. The continued use of the site for visitor interpretation and accommodation reinforces the historic patterns of development and contributes to the spatial integrity from the period of significance. As a result, Spatial Organization is a landscape characteristic that continues to convey the historic character of the Hoh Developed Area Historic District as it was developed during Mission 66.

Landscape Characteristic Graphics:





The Hoh Visitor Center is located within the rainforest looking north from the center island of the parking area. (PWRO 2012)



Campsites in Loop B were located within the dense vegetation for both aesthetics and as visual and auditory screening. (PWRO 2012)



The amphitheater was located in a naturally sloping area screened with native vegetation, including towering spruce trees. (PWRO 2012)



The maintenance yard is developed in a clearing enclosed by the thick rain forest. (PWRO 2012)

Circulation

Circulation is defined as the spaces, features, and applied material finishes which constitute systems of movement in a landscape. Contributing circulation features at Hoh Developed Area Historic District include a roads, parking areas, paths, and nature trails.

As the Hoh area in the 1950s was being recognized as a “unique” resource to the park for its “rainforest of extraordinary beauty,” access, interpretation and visitor accommodations became essential to the planning of the Hoh Developed Area Historic District (NPS Mission 66 Prospectus, n.d.). As stated in the Mission 66 Prospectus for Olympic National Park, “it is imperative that Olympic visitors see sufficient examples of the major features to enable them to understand and appreciate the national significance of the area” (NPS Mission 66 Prospectus, n.d.). For safe and easy visitor access, the circulation system was an integral part of the Mission 66 design as it intended to carefully move visitors through the site to experience the beauty of the Hoh Rainforest while minimizing impacts to the natural resources being accessed.

The original layout of circulation, including the roads, paths and nature trails, provided an overall structure for the Hoh Developed Area Historic District that remains highly intact from the period of significance. Very few changes have been made, but known changes are noted in the description of each feature below.

Upper Hoh Road and Parking Areas (contributing)

The Upper Hoh Road provides the main access to the historic district. It follows the Hoh River for 18 miles from U.S. Highway 101 to its terminus at the visitor center. The last six miles are within the park boundary and are included in the CLI boundary, referred to as the “Upper Hoh Road.” As it was designed historically, the two-lane road is typically 20’ wide and paved with asphalt with unpaved shoulders that vary from 0.5 to 2 feet on a fill prism of varying heights. The majority of the road follows its historic alignment as constructed in 1961, although some short sections have been realigned following flood damage from the Hoh River.

Changes to the road over the years have affected short segments within the park boundary, primarily at stream crossings and at the fee collection station. Due to the road’s close proximity to the river, there have been several riverbank and roadbed repair and stabilization projects following flood events over the years. Typically, the road has been repaired and retained in its historic alignment; however, some segments of the road have been realigned and/or regraded. Sections that have been realigned include the first 300’ of the road within the park boundary, and sections at mileposts 1.5 and 1.7. At milepost 4.4, an 18’ diameter culvert was added to accommodate Snider Creek and the elevation of the road was raised approximately 2’. The bridges located at the West Twin Creek, Snider Creek, and Taft Creek crossings have all been damaged and replaced since 1961. Also, in 1987, a short segment of the road was widened to accommodate the construction of a fee collection station, about one mile within the park

boundary. Although the road has undergone these alterations, the majority of the road still follows its historic alignment, retains its historic width, materials, and character.

According to 1959 design drawings there were eight planned small, roadside parking areas along the south side of Upper Hoh Road that were planned to facilitate interpretation of natural resources within the Hoh valley, including the Hoh River and the largest Sitka spruce trees in the area. "As-constructed" drawings for the road have not been found; however, of the eight planned parking areas, there are currently six remaining that are constructed as designed. They are labeled as Parking Area No. 1, 2, 4, 5, 6, 7, and 9, while skipping No. 3. The easternmost historic roadside parking area (No. 9) was removed in the late 1990s following a flood event that eroded the nearby river bank. Another historic parking area was located near the park boundary (No. 1) and was likely lost during a storm event that damaged that portion of the road.

The parking areas are surfaced with asphalt, have 7-10 defined, head-in parking spaces and two entrances for pull-through traffic. The southern edges of each parking area still have their historic 6" concrete curbs and asphalt paved sidewalks running in an east-west direction. The sidewalks are falling into disrepair; most notably in Parking Area No. 5 (see Site Plan for locations) where the southeast portion of the lot is being undercut by the river. The 1959 plan depicts additional asphalt walks for river access, although currently only small, unpaved trails exist and are marked by fishing regulation signs. Access to the river is limited by thick vegetation. Parking Area No. 2 includes a non-historic comfort station accessible by a concrete path. The parking areas are separated from the road by narrow islands created by logs placed parallel to the road's edge. The logs are indicated in the design drawings for the parking areas and are historic. They currently serve as nurse logs with Sword ferns and Spruce trees growing on them, but it is unknown if the ferns and trees were planted or self-seeded because these are not noted in the design drawings. (See Supplemental Information for the 1959 design drawings for the parking areas.)

Visitor Center Parking Lot (contributing)

The Upper Hoh Road terminates at the visitor center and an elongated loop parking lot, approximately 200' wide and 400' long that directs visitors counter-clockwise around a large island reconnecting with itself at the north end to exit the visitor center area. The visitor center parking lot can accommodate approximately 72 vehicles with 10 additional spaces for RV and bus parking. The RV and bus parking is a modification made in the 1970s or 80s from the original design which entailed the removal of a portion of the central island leaving a smaller island at the southern end of the parking loop.

The use of bump-outs was common throughout the historic district which both interrupts the monotony of large parking areas while allowing the preservation of existing trees. Bump-outs

are found in the central island and the outer walkways to accommodate large Spruce trees. The parking area is surfaced, as it was historically, with asphalt and has historic 6" concrete curbs that edge the majority of the lot, except in the southern end where they were removed to accommodate RV parking. A historically asphalt-surfaced walkway skirts the eastern edge of the parking lot providing visitor access to the Hoh River Trailhead (a backcountry trail). A similar historic walkway traverses the western edge of the island, cutting diagonal across the north end before reaching a visitor center accessible crosswalk.

Visitor Center Paths and Walkways

The pedestrian circulation in the vicinity of the Hoh Rainforest Visitor Center is mostly intact though there have been certain modifications to accommodate visitor use and natural changes in the landscape. As designed by park landscape architect Sidney Malbon, the visitor center was sited to straddle the nature trails and the parking lot to serve as the gateway to the forest. Two paths lead from the north end of the parking lot to the visitor center entrance. They are approximately 8' wide and surfaced with compacted gravel. Historic photos show the main path to the visitor center entrance paved with asphalt. The east path provides ADA access to the visitor center and allows access to visitor restrooms, direct access to the interpretive features within the building, or continuing circulation around the building to a partially covered gathering area. In addition to the main entrance, there are two other public doorways that access the building, one on the east side and one on the north side. Both of these doorways are situated so that visitor circulation continues from the visitor center entrance through the building to immediately connect to the trail system.

In regard to the intended circulation, the 1964 completion report for the visitor center states, "all users of the nature trail, the focal feature of the Hoh Area, will pass through the plaza or terrace of the building." Just outside the northern exit of the building were two towering Sitka spruce trees that created a natural gateway from the visitor center onto the interpretive trail system; the path was aligned between the massive trunks of the two trees. Since the period of significance, the northernmost tree of the pair died. As a result, the trail was shifted to the south side of the remaining tree because another existing tree allowed the re-establishment of a similar gateway experience by passing between two massive tree trunks.

An additional compacted gravel path, approximately 4' wide begins at the north end of the visitor center parking area and provides employee access to the administrative offices on the west side of the building as well as visitor access to the restrooms.

Employee Area Access Road and Corral Parking (contributing)

From the southeastern end of the visitor center parking lot, a secondary road provides access to the employee residence area, the maintenance area and parking for the public corral. This

approximately 20' wide asphalt road gently meanders through dense rain forest until terminating at the northern most point of the maintenance area. Approximately halfway from the visitor center lot to the maintenance area a road branches north to access the employee residential area. Just beyond the road to the residences is a parking area for the public corral. This asphalt surfaced parking area can accommodate 15 vehicles and has 6" concrete curbs.

Residential Loop (contributing)

The residential loop road curves north and east from the employee area access road. The 20' wide, asphalt paved road encircles an approximately 75' wide by 200' long grass island. Along the east side of the loop, parking areas provide five spaces for the dormitory and six spaces for the apartment building. At the north end of the loop a concrete driveway accesses the residence house. In addition, a large gravel area on the east side of the loop (an area that was intended to be the site of another residence that was never built) is currently used to accommodate extra parking for employees. The residential loop and parking areas retain the same dimensions, alignments, and materials as they did during the period of significance.

Residential Paths (contributing)

Concrete walkways were historically placed to access individual buildings and connect buildings to each other. A 4' wide concrete walkway leads to the south entrance of the dormitory building from the parking lot. An additional concrete walkway at the front edge of the dormitory parking area is beginning to disintegrate and grow in with grass and weeds. At the north end of the dormitory a 4' wide concrete walkway extends from the building and splits accessing the apartment building and apartment parking area. A 3' wide concrete walk traverses the entire perimeter of the apartment building. Accessing the residence house, a concrete walk connects the driveway to the front entry and from the driveway around the west side of the house to access the backyard. Aside from some minor deterioration, the historic concrete walkways still remain and convey a high level of historic integrity.

Maintenance Area (contributing)

Vehicle circulation and parking throughout the maintenance area is accommodated by an approximately 130' square asphalt pad. This area was surfaced with asphalt during the historic period and continues to reflect its historic character. Park employees park their vehicles along the perimeter of the pad to access each building.

Campground Access Road (contributing)

The campground access road leaves the Upper Hoh Road before reaching the visitor center and extends south in a gentle S-curve, bisecting the picnic area and ultimately reaching the amphitheater parking area. Three campground loops branch off from this road. Along both sides of the road, adjacent to the picnic area, perpendicular parking is available for approximately 50 vehicles. This long expanse of parking is broken into smaller sections by way of bump-outs that accommodated extant trees and vegetation. The amphitheater parking at the terminus of this road accommodates 21 vehicles and is similar in design to the picnic area with a single vegetated bump-out and an asphalt sidewalk running along the parking area. The road and parking areas are surfaced with asphalt and are edged with 6" concrete curbs. There are also asphalt sidewalks that run along the edge of the parking areas and are incorporated into the paths that extend throughout the picnic area.

Picnic Area Pathways (contributing)

Also contributing to the original design of the Hoh Developed area is a series of paths that meander and loop through the picnic area. Paved with asphalt, as they were historically, and approximately 3' wide, these pathways all originate from the parking area and create loop trails to access a multitude of picnic tables set within both wooded and open grass areas. The system of pathways still exists throughout the picnic area although only within areas of heavy use are they maintained with asphalt paving. The remaining paths that surround less used areas are either surfaced with compacted gravel or left to be overgrown by encroaching vegetation. All of these paths are historic.

Campground Loop Roads (contributing)

There are three contributing campground loops that branch off of the campground access road. Loops A and C extend to the west and south, skirting the Hoh River, while loop B extends eastward into a densely forested area. Their common contributing historic characteristics include: one-way asphalt surfaced roads that are approximately 11' wide, connecting asphalt spurs at some campsites to accommodate single vehicle parking, and through-parking loops at other campsites suitable for a single vehicle or vehicle and trailer use. Also common to each campground is the historic and current use of wooden bollards placed along roads, paths and parking spurs to restrict vehicular access.

Loop A Road: Loop A is accessed by an approximately 200' section of two-way road which branches west off of the campground access road and subtly meanders in an elongated loop with the western most campsites skirting the edge of the Hoh River. At the junction of the two-way road and the campground loop road, a triangular, vegetated island directs traffic counter-clockwise around the loop. The larger loop is divided by a central road that provides access to three additional campsites in the middle. Loop A has a total of 38 campsites. Vehicle and RV parking is accommodated by individual diagonal spurs and pull-off loops for each

campsite. Numerous campsites along the western edge are in danger of erosion from the river and at least one campsite has been lost in the past year. An original plan from 1961 suggests that there were 42 campsites in Loop A. It appears from a 1980 Emergency Relief Project document that the southern-most tip of the campground loop was slightly truncated due to erosion from the Hoh River. Other than this alteration, the historic alignment of the road has been retained.

Loop B Road: Loop B, extending east from the campground access road and opposite Loop A, directs visitors counter-clockwise through a dense forest of giant Spruce and moss covered maples and alders. Overall the campground loop road appears to retain its historic alignment. There are 21 individual campsites in this loop, each with a diagonal spur or through-loop for vehicle parking. The pull-offs are separated from the road by planted islands that provide a vegetated screen and are a common element to campground design during this era. The historic number of campsites still exists, although at least one campsite has been removed since a Hoh Campground drawing from 2000 (Galloway).

Loop C Road: Loop C is accessed by another approximately 200' section of two-way road. At the junction of the two-way road and the campground loop road a triangular, vegetated island divides traffic to proceed counter-clockwise around the loop. The meandering oblong loop was designed to follow the serpentine curve of the river and about half of the 28 campsites are situated on the south and west edges providing river access. Each individual campsite has a diagonal spur or through-loop to accommodate vehicle and RV parking. Two campsites and a number of vegetated islands have been removed since 2000, based on comparison with a Hoh Campground drawing (Galloway) produced in that year. It appears from a 1982 Emergency Relief Project document that the western portion of the loop was truncated by erosion from the Hoh River, removing a small number of sites. An original plan from 1961 suggests that there were 32 campsites in Loop C.

Campground Loop Paths (contributing)

Each campground loop historically provided, and continues to provide, one centrally located comfort station with wash stations accessed by asphalt surfaced paths. Loops A and C have sustained some erosional damage due to the meandering nature of the Hoh River that has required minor realignments of two short segments of road, but overall the campground circulation still reflects the original looped design and maintains integrity from the period of significance. The access paths to the comfort stations still remain although only in Loop C do they remain paved.

Loop A Paths: Loop A has a comfort station, wash station and a bulletin board style kiosk on the east side of the loop near the entrance. The area around the comfort station and kiosk is surfaced with asphalt with one short walkway leading north back to the loop road and a second leading south to campsite 1, marked as ADA accessible. A primitive trail extends from

between campsites 22 and 24 on the west side of the loop to the comfort station.

Loop B Paths: There is an approximately 3' wide compacted gravel path that extends from campsite 42 at the south side of the loop to an asphalt-paved area where a comfort station, wash station, and registration kiosk are located. A similar, marked path beginning opposite the road from the comfort station provides access to the picnic area and visitor center parking lot. On the east side of the campground a narrow path extends from a diagonal, asphalt paved spur directing visitors to the lower portion of the amphitheater. Some damage to the asphalt has occurred due to tree root growth.

Loop C Paths: The comfort station and wash station are located at the center of the campground loop and accessed by three asphalt walkways. One walkway extends near the entrance to the campground and location of a registration kiosk, the second extends south connecting to the road between sites 72 and 74.

Trails

Contributing trails to the Hoh Developed area include the Hall of Mosses Trail and the Spruce Nature Trail. The trailhead for the Hoh River Trail is also located within the CLI boundary, but the much longer 18-mile trail is outside the boundary and may be documented in a separate CLI in the future. Although historic maps of the trails have not been found, based on field observation and discussions with park staff, the nature trails very likely continue to follow their historic alignments and they are still surfaced with gravel as they were historically. Historic widths of the trails are unknown, but today they vary from three feet wide to 6 feet wide. Features added to the trails since the period of significance include: dimensional wood edging, split rail fences through sensitive areas, and interpretive signage for self-guided walks.

Hall of Mosses Trail (contributing)

The Hall of Mosses Trail (historically known as the Rain Forest Nature Trail) was constructed prior to the major development of the Hoh Developed Area Historic District. It was established in 1955, prior to completion of the Mission 66 Prospectus and was the first interpretive trail established at the Hoh that provided visitor access to some of the most iconic grove of trees in the area. With trees draped in moss, the trail was called the Hall of Mosses trail. It was surfaced with compacted gravel in 1957. Although the trail was constructed prior to the completion of the Mission 66 site plans, it was in-line with goals being concurrently developed in the park's 1955 Mission 66 Prospectus and it was subsequently incorporated and formalized in the Hoh Developed Area site plans.

It is an approximately 4,000-foot loop that weaves through a diverse understory beneath tall spruce trees and through the namesake "hall of mosses"; a large grove of high canopied maple trees draped with green fibrous moss and lichens. In 2001, an additional 200' spur trail with

split rail fences along its perimeter was completed enabling visitors to access an observation area in close proximity to the Maple Grove

Spruce Nature Trail (contributing)

The Spruce Nature Trail was completed in August of 1962. Historically, this 6,450-foot trail included four rustic footbridges and traversed the rain forest edge while also skirting the Hoh River through open forests of alder trees. Due to flooding in 2003, minor alterations occurred on an eastern portion of the trail along Taft Creek. All four footbridges along the Spruce Nature Trail have been replaced with more modern style bridges since 2009.

Hoh River Trail (outside CLI boundary)

For backcountry exploration, the Hoh River Trail begins from the Visitor Center parking lot. Although the trailhead is within the historic Hoh Developed Area Historic District, trail itself is outside the CLI boundary. The Hoh River Trail continues 18 miles up the river valley until reaching Blue Glacier and a northern ascent to Mount Olympus. The trailhead includes a series of three non-historic bulletin boards that provide visitor information about the Hoh area's natural resources. This trail may be assessed as its own cultural landscape in a separate CLI.

Character-defining Features:

Feature: Upper Hoh Road and Parking Areas

Feature Identification Number: 165731

Type of Feature Contribution: Contributing

Latitude	Longitude
0.0000000000	0.0000000000

Feature: Visitor Center Parking Lot

Feature Identification Number: 165733

Type of Feature Contribution: Contributing

Latitude	Longitude
0.0000000000	0.0000000000

Feature: Visitor Center Paths and Walkways

Feature Identification Number: 165735

Type of Feature Contribution: Contributing

Latitude	Longitude
0.0000000000	0.0000000000

Feature: Employee Area Access Road and Corral Parking

Feature Identification Number: 165737

Type of Feature Contribution: Contributing

Hoh Developed Area Historic District
Olympic National Park

Latitude	Longitude
0.0000000000	0.0000000000

Feature: Residential Loop

Feature Identification Number: 165739

Type of Feature Contribution: Contributing

Latitude	Longitude
0.0000000000	0.0000000000

Feature: Residential Paths

Feature Identification Number: 165741

Type of Feature Contribution: Contributing

Latitude	Longitude
0.0000000000	0.0000000000

Feature: Maintenance Area Yard

Feature Identification Number: 165743

Type of Feature Contribution: Contributing

Latitude	Longitude
0.0000000000	0.0000000000

Feature: Campground Access Road

Feature Identification Number: 165745

Type of Feature Contribution: Contributing

Latitude	Longitude
0.0000000000	0.0000000000

Feature: Picnic Area Pathways

Feature Identification Number: 165747

Type of Feature Contribution: Contributing

Latitude	Longitude
0.0000000000	0.0000000000

Feature: Campground Loop Roads

Feature Identification Number: 165749

Type of Feature Contribution: Contributing

Latitude	Longitude
0.0000000000	0.0000000000

Feature: Campground Loop Paths

Feature Identification Number: 165751

Hoh Developed Area Historic District
Olympic National Park

Type of Feature Contribution:	Contributing
Latitude	Longitude
0.0000000000	0.0000000000

Feature: Hall of Mosses Trail

Feature Identification Number: 165753

Type of Feature Contribution:	Contributing
Latitude	Longitude
0.0000000000	0.0000000000

Feature: Spruce Nature Trail

Feature Identification Number: 165755

Type of Feature Contribution:	Contributing
Latitude	Longitude
0.0000000000	0.0000000000

Landscape Characteristic Graphics:





This portion of the Spruce Nature Trail utilizes two historic fallen trees to provoke interest and provide rain forest interpretation to visitors. (PWRO 2012)



Photograph of the nature trail system from the east side of the visitor center. The original siting of the Hoh Visitor Center created a progressing circulation pattern that included the visitor center and existing spruce trees as a gateway. (PWRO 2012)



The visitor center parking lot was constructed in a clearing where the U.S. Forest Service's Jackson Ranger Station existed. The parking lot leads visitors counter-clockwise around the central island providing access to the visitor center, picnic area an



Roadside parking areas were designed as stopping points along the Upper Hoh Road for access to the Hoh River and for interpretive purposes. (PWRO 2012)



Roadside parking areas are separated from the Upper Hoh Road by narrow islands historically created by a log that have since become nurse logs to trees and ferns. (PWRO 2012)

Land Use

Land use is defined as the principle activities in the landscape that have formed, shaped, or organized the landscape as a result of human interaction.

The Hoh River valley and the location of the Hoh Developed Area Historic District has been a recreation destination for the public since the early 1900s under the U.S. Forest Service. The Mission 66 development at the terminus of the Upper Hoh Road was a response to rapidly growing visitation to this portion of Olympic National Park. According to the Mission 66 Prospectus for Olympic National Park, use increased dramatically from 40,650 visitors in 1939 to 864,599 in 1956. Visitors were drawn to this area for its intact temperate rainforest ecosystem and its access to backcountry trails to Mount Olympus and the interior of the park.

Since the completion of the major contributing buildings and circulation systems in 1964, the primary land use of the Hoh Developed Area Historic District has been for camping, hiking, and natural resource interpretation. A campground, picnic area, visitor center, amphitheater, and numerous trails were put in place to accommodate the growing popularity and diversified needs of the public. The visitor center provided an information hub and gateway to the developed system of trails, while the picnic area and campground accommodated visitors for short-term or multiple day visits. Even before the completion of the amphitheater in 1963, a temporary space was created to provide visitors with evening ranger talks, reflecting the growing importance of interpretation to the visiting public.

The historic use of the area for recreational purposes and natural resource interpretation continues today and is equally relevant today as visitor numbers continue to increase. Therefore, and use continues to convey the historic character of the Hoh Developed Area Historic District.

Landscape Characteristic Graphics:



Visitors listen to a ranger talk before walking along a nature trail. Visitor access and interpretation was a primary goal of Mission 66 era design. (PWRO 2012)



Photograph of a non-historic bridge on the Spruce Nature Trail. Design of the nature trail system in the Hoh Developed Area Historic District was integral to providing visitor access to the unique rain forest resource that brings tens of thousands of vis



Photograph of Campground Loop A. Providing both day-use and overnight camping facilities, as a part of Mission 66 principles allowed visitors a more measured experience of the surrounding natural resources. (PWRO 2012)

Buildings and Structures

Buildings are defined as the elements primarily built for sheltering any form of human activities. Structures are defined as the functional elements constructed for other purposes than sheltering human activity.

Most of the prominent buildings and structures located within the boundaries of the Hoh Developed Area Historic District were constructed between 1958 and 1964, within the period of significance. Throughout the historic district there are fourteen contributing buildings and structures including: the visitor center, designed by Cecil Doty; the shop and storage building, utility generator building and renovated ranger station in the maintenance area; the dormitory, four-unit apartment, and residence building in the residence loop; the amphitheater stage and projection box; the corral; the picnic area comfort station; and three campground comfort stations. There are twenty non-contributing buildings and structures which include: a utility building, utility shed, covered structure, fuel pad, and leach field in the maintenance area; a covered structure, three wood sheds, and a weather station in the residence loop; a wood shed in loop B campground; an entrance fee station; a roadside restroom; and bridges along the Upper Hoh Road and interpretive trails.

Buildings within the Hoh Developed Area Historic District were designed and constructed during the Mission 66 era and, as a result, they all have similar characteristics and are constructed of similar materials that create a cohesive designed landscape. The buildings reflect the NPS's interpretation of modern architecture widely prevalent across the United States at the time. Buildings have reverse board and batten siding, concrete slab foundations, and gable roofs. All the buildings are painted colors that are similar to the original stains: gray-green with gold trim. Originally, all the buildings had cedar shake roofs, but these are being replaced with brown, standing seam metal roofs that are easier to maintain in the damp, rain forest environment. The visitor center, designed by NPS architect Cecil Doty, is unique from the other buildings and is an especially good example of Mission 66 design, described in more detail below.

Visitor Center Area

Visitor Center (contributing)
FMSS Location No. 20376/ Structure No. 112

The Hoh Rain Forest Visitor Center, completed in 1963, is a rectangular nearly all wooden building with a slightly sloped asphalt roof. It measures 56' x 32' with an attached public restroom flush with the west side of the building that is 28' wide and extends 20' from the south façade. Also extending from the south façade flush with the east side is a small entry with two sets of double doors acting as the main entrance into the visitor center lobby. The building is

painted with neutral shades of Beechwood gray with Green-gold trim. The relatively discreet building was sited at the edge of the rain forest among a towering grove of Sitka spruce. The south side of the building faces the parking area and becomes a utilitarian entrance, while the east side is the prominent face visually open to the rain forest understory.

Exterior

The south façade is clad with reverse board and batten siding and has no windows other than the plate glass of the entry doors. The concrete slab foundation extends from this side of the building forming a small rectangular gathering area between the main entrance and the restrooms, and continues as a walkway around the west side. The roof structure is constructed with exposed rafters and covers the gathering area supported by a colonnade of 4x4 posts on 4' center. Originally the columns were set back approximately 3' beneath the roof and lined an 8' walkway leading from the entrance to the restrooms. In 1996 to provide ADA access and accommodate increased numbers of visitors, the size of the restrooms more than doubled. This alteration also resulted in the removal of a designed fern garden that was located between the walkway and the building.

Continuing to the east, the concrete slab forms an arced terrace along the length of the east side. The east façade was designed as the prominent face of the building. It is almost entirely clad with large, wood framed plate glass windows and the roof forms a 12' deep triangular overhang that extends into the tree canopy. The east elevation has a single door with plate glass to match the overall structure of this visually open façade.

The glass façade of the east side of the building continues around to the north where a third public entrance is located. Outside the door is a covered area with a 20' wide angled roof structure that extends 12' from the building and connects to the triangular roof of the east elevation. This covered area acts as a pause between the visitor center and the interpretive trails that extend from this point. The remainder of the north side is finished with cedar shingles and has a line of aluminum framed windows with wood trim. The roofline overhangs 3' and extends from the covered area to the west side of the building. The north and west sides of the visitor center are nestled in close proximity to the forest vegetation.

The visitor center's west façade is clad in cedar shingles and has a concrete stoop set under an 18' wide overhang. There are two employee access doors protected by the overhang. The north door accesses the administrative office in the northwest corner of the building, and has 4' 4" tall aluminum framed windows with wood trim on either side of the door, providing light in and views from the office. The south door accesses a small mechanical room and a line of 2' tall aluminum framed windows with wood trim extend south along the façade. The roofline extends 3' over the west side of the building. Utility boxes are also located on the west façade of the building.

Interior

The main entrance of the visitor center accesses a 32' x 24' lobby providing retail displays and an information counter. The lobby is visually integrated into the surrounding forest by the large windows on the east and north elevations, and the two additional public doors create circulation through the building from the entrance to the interpretive trails. A 20' x 20' exhibit area is connected to the lobby and still has the original exhibits designed by Ruth Kirk. The remaining square footage of the building is laid out with an administrative office, a storage room, and a mechanical room. Alterations to the interior include updating of the lighting fixtures and the furnace system and reconfiguration of the information counter. The exhibits are scheduled to be replaced in 2014.

Future Alterations

A plan from June 7, 2012 proposes alterations to the visitor center to increase visitor capacity and expand the interpretive information. The plan suggests only minor changes to the building's exterior structure. These changes include: enclosing the area outside the door of the north façade to accommodate an exhibit area, and rearrange the bench structure in the entry area. Interior changes would include: changing location of the information counter in order to switch the current lobby and exhibit use areas.

Maintenance Area

Ranger Station (contributing)

FMSS Location No. 20392/ Structure No: 249

The existing ranger station is a single-story, wood-framed building with exterior dimensions of 28'4" x 40'10". The building has a concrete foundation with a crawl space and a gable roof sloped to the north and south. The roof is clad with brown, standing seam metal that replaced the historic wood shakes in 2006. There is a consistent overhang of 2' 6" around the entire building. Typically the buildings in the Hoh Developed Area Historic District were constructed with cedar shake shingle roofs, although many have been replaced with more durable metal roofs. Originally built as a barn in 1963, the building was renovated at an unknown date, using the original structure and design including the materials and window and door locations. Although the building's use has changed, historical aspects including materials, workmanship, and design convey high integrity to the original barn. The exterior of the building is entirely clad with reverse board and batten siding and painted Beechwood gray with Green-gold trim.

The north façade has a single, central door with four windows with wooden trim equally spaced to the east. A wooden ramp and steps have been constructed for ADA access to the building. The east façade has a single door accessed by wooden steps and a platform. The location of a pre-existing barn door is still evident at the northeast corner where the wall has been re-faced with reverse board and batten siding. The south façade is entirely finished with reverse board

and batten siding. A portion of the roof extends as a protective overhang and supported by three 4x4 wood posts. The west façade has two windows, one elongated, utilizing an original window location, the other much smaller and located in the general location of a historic barn door.

Shop and Storage Building (contributing)
FMSS Location No. 20387/ Structure No: 913

The Shop and Storage Building, completed in 1963, is located along the north edge of the maintenance area. The front of the building faces south towards the open asphalt pad and the north and east facades are set against the dense forest and a heavily saturated area of swamp. The building is rectangular in shape and measures 60' x 24'6". A later 11' x 6'8" addition was built onto the west side of the building flush with the south façade. The shop has a concrete foundation with an apron that extends off of the south façade. The gable roof structure has an overhang that extends over the entire perimeter of the building and is covered with cedar shake with a medium slope to the north and south. The entire building has reverse board and batten siding and is painted Beachwood gray with Green-gold doors and trim.

The south façade is the dominant side of the building and includes: one wood-framed double-door accessing the shop; one single door accessing the storage room; and one single door accessing the garage. The garage space on the eastern portion of the building has two sectional, lifting doors; one 10' and one 18' wide which provide vehicle access. The addition has one wood framed window and a single door along the south façade. The east and west facades each have two narrow, double windows with wood frames that are set side by side on each elevation. The north façade has six double hung wood framed windows. A 1963 "as constructed" drawing of the shop and storage building depicts seven single pane windows on the north façade.

Utility Generator Building (contributing)
FMSS Location No. 20381/ Structure No: 946

The generator building, completed in 1961, is located on the western edge of the maintenance area. It is a nearly square building measuring 21'5" x 24'6". The gable roof has a brown, standing seam metal roof that replaced the historic cedar shakes in 2009 and overhangs the entire perimeter of the building. Set on a concrete foundation, the walls of the building are constructed of CMU blocks and painted Beachwood gray with Green-gold fascia on the eaves. Access to the building is provided by double-doors central to the east façade of the building. Directly above the double-doors are two, side by side aluminum framed double-windows and directly above the windows there is a small section of vertical grooved, wood paneling. The south façade is entirely concrete block with the majority of utilities entering from this side. The

west side of the building has two vertically elongated windows with concrete blocks sills. The north façade has an aluminum framed, twelve pane window with a concrete block sill.

Corral (undetermined)

The corral, completed in 1964, is located immediately west of the maintenance area. The corral is constructed of split rail fencing that was rebuilt circa 2008 and is divided into two symmetrical areas. The overall structure is approximately 128' x 73' with a 5'6" gap in the middle dividing the two halves. The north side of the corral faces a parking area and the two corral sections are accessed by split rail gates. There are also two wood horse ties and an information sign that has a gable roof cover with wood shingles. The information sign was installed at the same time the fencing was rebuilt. It is unknown how the corral was configured during the period of significance or whether the 2008 repairs followed the Secretary of Interior's Treatment Standards, therefore, its contributing status is undetermined.

Utility Building (non-contributing)

Structure No: 1469

This non-contributing outbuilding is used as hazardous storage and is located west of the shop and storage building on the north edge of the maintenance area. The CMU block building is constructed on a 10' x 16' poured concrete slab and painted Beechwood gray. It has a brown, standing seam roof with a slight overhang and Green-gold painted eaves. The utility building has a single door with wood trim on the south façade painted Green-gold and no windows. The L-shaped building has an inset pad at the southwest corner that is covered by the buildings rectangular roof. This building was constructed after the period of significance.

Covered Storage Structure (non-contributing)

Structure No: 1470

The 24' x 36' open-air storage structure is composed of a wood framed roof surfaced with cedar shakes and is supported by eight 6x6 pressure treated posts that are set in concrete on the east side of the maintenance area. This non-contributing structure is utilized for storing a tractor along with additional maintenance equipment. This building was constructed after the period of significance.

Utility Shed (non-contributing)

The utility shed, constructed in 2010, is located southeast of the ranger station and houses the main wastewater controller. This small, rectangular out-building measures 10' x 14' and is wood-framed with wood siding. It has a single door on the south façade and a single aluminum framed window on the east façade. The shed sits on a poured concrete pad and the roof is surfaced with asphalt shingles.

Outhouse (non-contributing)

A dilapidated outhouse is located in the swamp area north of the shop and storage building. The wood-framed building has wood panel siding, a single door and a gable roof with wood shingles. This building was constructed after the period of significance.

Septic Mound (non-contributing)

A mounded septic system is located immediately south of the ranger station. The area is mounded approximately 4' high and has a system of 6" pipes extending from the top of the mound for ventilation. This building was constructed after the period of significance.

Fuel Tank Pad (non-contributing)

The fuel tank pad is located north of the utility generator building and consists of a concrete pad, two fuel tanks with wooden steps and platform, and an upright fuel pump. This building was constructed after the period of significance.

Residence Loop

Dormitory (contributing)

FMSS Location No. 20397/ Structure No: 917

The dormitory, completed in 1963, is the first building accessed upon entering the residence loop. The rectangular building is 52' x 24'4" and is built on a concrete foundation. The dormitory has a gable roof peaked over the front and back doors and slopes to either side of the building. The original cedar shake roof was replaced with standing seam metal in 2006. The eaves provide a small overhang around the entire perimeter of the building. Framed with wood, the building is clad with reverse board and batten siding on all four exterior walls and painted Beachwood gray with brown trim.

The southwest façade provides the main entrance to the dormitory. A single door is centered beneath the peak of the roof and is set back on a small, rectangular concrete landing with two steps down to the walkway. To the west of the door and also set back is a large three-paned, vinyl window that looks out from the living area. All of the original wood-framed windows have been replaced with vinyl windows. To the east of the front door is a horizontal sliding window looking out from the kitchen. The northwest facade of the dormitory faces the loop road and has one large three-paned window towards the front of the building looking out from the living area and two smaller, horizontal sliding bedroom windows towards the back.

The interior of the dormitory is divided axially by a hallway that connects the front door to a

back door on the northeast side of the building. The northeast facade is symmetrical, with the central door set back slightly and a single vinyl bedroom window to each side. The southeast facade has one large three-paned window towards the south end of the building that looks out from the dining area, two bedroom windows, similar to the southwest facade, and a smaller bathroom window. The interior of the dormitory includes: four bedrooms, hall, bathroom, utility room, dining room and kitchen. Interior upgrades were made in 2012. The flooring and drywall was removed to abate asbestos. The wall between the dining room and the laundry was moved two feet towards the laundry room to increase the size of the dining area. New wiring, plumbing, heating, insulation, flooring, drywall, and fire suppression system were installed.

Four-Unit Apartment (contributing)
FMSS Location No. 20393/ Structure No: 916

The four-unit apartment, completed in 1963, is located northeast of the dormitory between the residence loop road and the wooded area to the east. The rectangular building is 24'7" x 94' and is built on a concrete foundation. The apartment has a brown, standing seam metal, gable roof that slopes southeast and northwest towards the long sides of the building. The eaves provide a small overhang around the entire perimeter of the building. Framed with wood, the building is clad with reverse board and batten siding on all four exterior walls and painted Beachwood gray with brown doors and white trim around the windows.

The northwest facade faces the loop road and has five doors accessing the four individual units and a storage area. A small concrete stoop is located before each door. There are entry light fixtures above and to the side of each doorway. The facade has four three-paned windows and two double hung windows. The northeast and southwest facades have no windows or doors. Each of these facades has a single water spigot and a fixed louver below the peak of the roof. The southeast facade faces the wooded area and has five doors accessing the four individual units and a laundry room. Each apartment on this side has a screened door and a concrete stoop before each door. There are light fixtures above and to the side of .interior of the apartment includes four individual units, one storage room, and one laundry room. Each unit has a living room, bathroom, and kitchen, with a flexible number of bedrooms as was typical of Mission park housing.

Residence Building (contributing)
FMSS Location No. 20398/ Structure No: 918

The residence building, completed in 1963, is located north of the four-unit apartment building. The generally rectangular building is 25' x 68'6" with a 14'6" section that extends 2'8" off of the east side of the building, flush with the north end. The residence is constructed on a concrete foundation and has a brown, standing seam metal, gable roof that slopes east and west towards the long sides of the building. The original cedar shake roof was replaced in 2006. The eaves provide a small overhang around the entire perimeter of the building. Framed with wood, the building is clad with reverse board and batten siding on all four exterior walls. The

building is painted Cape Cod gray and Wedgewood blue.

The west façade of the residence building faces the loop road and has a set-back entryway, with a concrete stoop and a single door. Toward the north end of the façade there is an 8' wide single panel, lifting garage door. Between the garage door and the front door is a three-paned window and there are two, side by side sets of double-hung windows that look out from two of the residence bedrooms. There is a light fixture above and to the side of the front door and a water spigot towards the south end. The north facade has a single door towards the each side which accesses the garage. Central to the east facade is a single door with a screened door. There are four similar double-hung windows and one three-paned window. The south facade has two double-hung windows. Electric and cable boxes are attached to this exterior wall. The interior of the residence building includes: a living room, three bedrooms, two bathrooms, hall, utility room, kitchen, dining area, and garage.

Covered Storage Structure (non-contributing)

The storage structure is located on the west side of the residence loop. The 24' x 24' structure is composed of a gable wood framed roof with reverse board and batten on the east and west sides and surfaced with cedar shake shingles. It is supported by six, 6x6 pressure treated posts that are set in concrete. This non-contributing structure is utilized as a carport. This building was constructed after the period of significance.

Wood Sheds (3) (non-contributing)

There are three wood sheds in the residence area, built after the period of significance. Their descriptions are each listed as follows:

#1 East of Dormitory – rectangular 7'1" x 12'; wood shingled roof, supported by four, 6x6 pressure treated posts; wood slats on sides.

#2 West of Residence – rectangular 8' x 12'; metal roof, supported by four, 6x6 pressure treated posts; wood slats on sides.

#3 Gravel area, east side of loop – rectangular 8' x 12'; metal roof, supported by four, 6x6 pressure treated posts; wood paneling on sides.

Weather Station (non-contributing)

The weather station, located in the central island of the residence area, consists of an approximately 24' x 24' green chain-linked fence surrounding a series of meteorological instruments. The Fence along with a rain gauge and collector were installed in 1990. Additional instruments were installed in 2007 and 2011.

Amphitheater

Stage and Projection Stand (contributing)
FMSS Location No. 20388/ Structure No: 911

The amphitheater, completed in 1963, is comprised of two buildings (stage and projection stand), a series of seating rows and a campfire circle located in a natural bowl-shaped area between the loop B and loop C campgrounds.

The stage building is situated at the lowest elevation and is an isosceles trapezoid shaped building with its widest façade facing south toward the slope. The wood framed building is constructed on an elevated concrete slab that extends to the south forming a stage for ranger talks. The building has a trapezoidal gravel roof that has a mild slope to the north and a 4'6" overhang providing cover above the stage. The building is clad with reverse board and batten siding on all four exterior walls and painted Beechwood gray with brown doors and trim.

The south façade of the building is 20'4" wide including two 3'4" x 2'5" rectangular columns that attach to the main structure and house audio speakers. The space between the speaker columns is 13'4" wide and a projection screen is set-back 5'6" and has large protective doors covered with reverse board and batten that can enclose the screen when not in use. The concrete stage extends 4'6" from the front of the speaker columns and is 24' wide. The east and west facades measure 9'2". The west façade has a single door to access a storage area and it appears to have had a roof structure over the door that has fallen off or been removed. The north façade is entirely reverse board and batten siding.

The projection stand is a trapezoidal shaped building that is in a central location of the amphitheater space between seating rows. The building measures 6'4" on the north façade, 3'2" on the south façade and the east and west facades each measure 5'6" and is constructed on an elevated concrete slab. The gravel roof slopes to the narrow south façade and is covered in thick, draping mosses. The exterior walls on the lower half of the building are clad with reverse board and batten siding and painted Beechwood gray. The upper half of the building is enclosed with plywood and is painted brown. There is a brown door on the west façade and two framed openings on the north façade to accommodate film projection.

The seating area, which surrounds the projection stand is surfaced with asphalt. There are 13 rows of seats that array and widen out from the front of the stage and have a seating capacity of 260. The seating is constructed of 3" x 6" boards fastened to posts fabricated out of steel pipe. Rectangular aisle lights are mounted under some of the seats.

Campground

Comfort stations (contributing)

FMSS Location No. 20380, 20379, 20386/ Structure No: 920 (loop A); 909 (loop B); 910 (loop C)

The comfort stations, centrally located in the three campground loops were completed in 1963. The three comfort stations are all of similar construction except where noted. Rectangular, these buildings measure 24'5" x 15'6" and are constructed on a concrete foundation. The buildings have gable roofs with two skylights and are surfaced with cedar shake shingles (The roof on Loop C has been replaced with standing seam metal, painted brown and the skylights removed). The roofs slope to the long sides of the buildings and extended eaves provide a small overhang. Three exposed support beams extend over the short sides and covered by the roof provide extra overhead cover. Framed with wood, the buildings are clad with reverse board and batten siding on all four exterior walls and painted Beechwood gray with Green-gold doors and trim. The long facades each have one door and four frosted, single-paned, aluminum windows. The short facades each have one door accessing the "men's" and "women's" rooms and three frosted, single-paned, aluminum windows. There is a single fiberglass light fixture at each façade. In plan view, the interior is divided symmetrically, with a service room and utility room along the short axis and a restroom on each side.

Wood Shed (loop B) (non-contributing)

The wood shed is located southwest of the comfort station in loop B. It is a rectangular structure constructed of wood with a gable, cedar shake roof. The structure is utilized to store wood for sale to campground visitors. This building was constructed after the period of significance.

Picnic Area

Comfort Station (contributing)

FMSS Location No. 20378/ Structure No. 132

The comfort station is located west of the picnic area parking lot. The building, completed in 1958, was built prior to the master plan for the Hoh Developed Area Historic District but was integrated as a needed facility for the picnic area. The rectangular building is 27' x 9'7" and is built on a concrete foundation. The building has a standing seam metal, gable roof that slopes northeast and southwest towards the long sides of the building and has exposed rafters. The roof has three exposed support beams that run lengthwise and extend equal distance over the north and south facades of the building. On these two facades, the extended beams are supported by 4x4 posts creating through circulation under the extended portion of the roof. Framed with wood, the main body of the building is clad with reverse board and batten siding on all four exterior walls and painted Beachwood gray with Green-gold doors and trim around the

windows. The north and south facades each have a single door. The east façade faces the parking area and has four frosted aluminum windows. The west façade has a central door to access a utility room and has four frosted aluminum windows.

Additional Buildings and Structures

Roadside Parking Area Restroom (non-contributing) FMSS Location No. 95790

This non-contributing restroom is located 8/10 of a mile within the park at one of the historic roadside parking areas (Parking Area No. 2). The rectangular “CXT” prefabricated vault toilet was installed in 2006 and relocated to its current position in 2009. It is constructed on a concrete slab and has a gable roof. The concrete exterior is formed to create the appearance of reverse board and batten siding. It has a one-room unisex toilet accessed by a single door and covered by the roof structure, and one frosted window on the west façade.

Fee Station (non-contributing) FMSS Location No. 20385/ Structure No: 1480

The Fee Station, completed in 1987, is located on a central island one mile within the park boundary on the Upper Hoh Road. The elongated rectangular building is constructed on a concrete slab and has a gable roof that slopes steeply toward the long facades of the building. The fee station is wood framed, and clad with shake shingles on all four exterior walls. There is an access door on the east façade, a wood double-hung window on the west façade and large horizontally sliding windows on the north and south facades for rangers to be in direct communication with entering and exiting visitors. The island has a fee sign on the west side to inform entering visitors and a flag pole to the west of the building.

Upper Hoh Road Bridges

Creek Bridge (non-contributing) Structure No: 9500-047P

The Creek bridge, constructed in 1990, is located immediately within the National Park boundary. It is constructed of steel and concrete and spans 9’ over a small tributary of the Hoh River.

West Twin Creek Bridge (non-contributing) FMSS Location No. 108813/ Structure No: 9500-053P

The West Twin Creek bridge is located 14.6 miles east of U.S. highway 101 on Upper Hoh

Road. Constructed in 2007, this bridge is built of concrete and is 31.4' wide and 113' long.

Snider Creek Bridge (non-contributing)

FMSS Location No. 49187/ Structure No 9500-043P

The Snider Creek bridge, constructed in 1993, is located approximately four miles within the National Park boundary. The bridge structure is constructed of steel and concrete, is 28' wide and 29' long.

Trail Bridges

Mini-Trail Bridge (non-contributing)

The Mini-Trail bridge is located northeast of the visitor center and crosses a small tributary of Taft Creek. The bridge is constructed with steel support beams and wood decking. There is an approximately 6" high wood rail that lines both edges of the bridge. Constructed after the period of significance.

Hall of Mosses Trail Bridge (non-contributing)

A single bridge is located along the Hall of Mosses trail and goes over Taft Creek. The bridge, built in 2011, replaced an older bridge and is constructed with steel support beams and wood decking. There is an approximately 6" high wood rail that lines both edges of the bridge.

Spruce Nature Trail Bridges (non-contributing)

There are three bridges that were constructed on or connecting to the Spruce Nature Trail. Two of the larger bridges cross Taft Creek and replaced older, collapsing bridges. The bridge connecting the Mini-loop trail to the Spruce Nature Trail was built in 2009, while the second bridge on the Spruce Nature Trail loop was built in 2011. These bridges are constructed of wood and concrete with steel hardware. Both of these bridges have protective wood hand rails. There is a single rustic style bridge located east of the other bridges that is constructed of two hewn log support beams with dimensional wood decking. Approximately 6" high split rails are fastened to the decking. The construction date of this bridge is unknown.

Character-defining Features:

Feature: Visitor Center

Feature Identification Number: 165673

Type of Feature Contribution: Contributing

Latitude 0.0000000000 Longitude 0.0000000000

IDLCS Number: 473939

Feature: Ranger Station

Feature Identification Number: 165675

Type of Feature Contribution: Contributing

Latitude Longitude
0.0000000000 0.0000000000

Feature: Shop and Storage Building

Feature Identification Number: 165677

Type of Feature Contribution: Contributing

Latitude Longitude
0.0000000000 0.0000000000

Feature: Utility Generator Building

Feature Identification Number: 165679

Type of Feature Contribution: Contributing

Latitude Longitude
0.0000000000 0.0000000000

Feature: Corral

Feature Identification Number: 165681

Type of Feature Contribution: Undetermined

Latitude Longitude
0.0000000000 0.0000000000

Feature: Utility Building

Feature Identification Number: 165683

Type of Feature Contribution: Non contributing – compatible

Latitude Longitude
0.0000000000 0.0000000000

Feature: Covered Storage Structure (maintenance area)

Feature Identification Number: 165685

Type of Feature Contribution: Non contributing – compatible

Latitude Longitude
0.0000000000 0.0000000000

Feature: Utility Shed

Feature Identification Number: 165687

Type of Feature Contribution: Non contributing – compatible

Latitude Longitude

Hoh Developed Area Historic District
Olympic National Park

0.0000000000	0.0000000000
Feature:	Outhouse (maintenance area)
Feature Identification Number:	165689
Type of Feature Contribution:	Non contributing – compatible
Latitude	Longitude
0.0000000000	0.0000000000
Feature:	Septic Mound
Feature Identification Number:	165691
Type of Feature Contribution:	Non contributing – compatible
Latitude	Longitude
0.0000000000	0.0000000000
Feature:	Fuel Tank Pad
Feature Identification Number:	165693
Type of Feature Contribution:	Non contributing – compatible
Latitude	Longitude
0.0000000000	0.0000000000
Feature:	Dormitory
Feature Identification Number:	165695
Type of Feature Contribution:	Contributing
Latitude	Longitude
0.0000000000	0.0000000000
Feature:	Four-Unit Apartment
Feature Identification Number:	165697
Type of Feature Contribution:	Contributing
Latitude	Longitude
0.0000000000	0.0000000000
Feature:	Residence Building
Feature Identification Number:	165699
Type of Feature Contribution:	Contributing
Latitude	Longitude
0.0000000000	0.0000000000
Feature:	Covered Storage Structure (residential area)
Feature Identification Number:	165701
Type of Feature Contribution:	Non contributing – compatible

Hoh Developed Area Historic District
Olympic National Park

Latitude	Longitude
0.0000000000	0.0000000000
Feature: Residential Area Wood Sheds (3)	
Feature Identification Number:	165703
Type of Feature Contribution:	Non contributing – compatible
Latitude	Longitude
0.0000000000	0.0000000000
Feature: Weather Station	
Feature Identification Number:	165705
Type of Feature Contribution:	Non contributing – compatible
Latitude	Longitude
0.0000000000	0.0000000000
Feature: Amphitheater Stage and Projection Stand	
Feature Identification Number:	165707
Type of Feature Contribution:	Contributing
Latitude	Longitude
0.0000000000	0.0000000000
Feature: Campground Comfort Stations (3)	
Feature Identification Number:	165709
Type of Feature Contribution:	Contributing
Latitude	Longitude
0.0000000000	0.0000000000
Feature: Campground Wood Shed (loop B)	
Feature Identification Number:	165711
Type of Feature Contribution:	Non contributing – compatible
Latitude	Longitude
0.0000000000	0.0000000000
Feature: Picnic Area Comfort Station	
Feature Identification Number:	165713
Type of Feature Contribution:	Contributing
Latitude	Longitude
0.0000000000	0.0000000000
Feature: Roadside Parking Area Restroom	
Feature Identification Number:	165715

Type of Feature Contribution:	Non contributing – compatible
Latitude	Longitude
0.0000000000	0.0000000000

Feature: Fee Station

Feature Identification Number: 165717

Type of Feature Contribution:	Non contributing – compatible
Latitude	Longitude
0.0000000000	0.0000000000

Feature: Creek Bridge

Feature Identification Number: 165719

Type of Feature Contribution:	Non contributing – compatible
Latitude	Longitude
0.0000000000	0.0000000000

Feature: West Twin Creek Bridge

Feature Identification Number: 165721

Type of Feature Contribution:	Non contributing – compatible
Latitude	Longitude
0.0000000000	0.0000000000

Feature: Snider Creek Bridge

Feature Identification Number: 165723

Type of Feature Contribution:	Non contributing – compatible
Latitude	Longitude
0.0000000000	0.0000000000

Feature: Mini-Trail Bridge

Feature Identification Number: 165725

Type of Feature Contribution:	Non contributing – compatible
Latitude	Longitude
0.0000000000	0.0000000000

Feature: Hall of Mosses Trail Bridge

Feature Identification Number: 165727

Type of Feature Contribution:	Non contributing – compatible
Latitude	Longitude
0.0000000000	0.0000000000

Feature: Spruce Nature Trail Bridges

Feature Identification Number: 165729

Type of Feature Contribution:

Non contributing – compatible

Latitude

Longitude

0.0000000000

0.0000000000

Landscape Characteristic Graphics:



The Hoh Visitor Center, designed by Cecil Doty, is a contributing resource to the Developed area. (PWRO 2012)



Photograph of the amphitheater stage. The Mission 66 amphitheater was a place to provide visitors with natural and cultural interpretation through evening ranger talks. (PWRO 2012)



*Photograph of the south and east facades of the residence area dormitory building.
(PWRO 2012)*



Photograph of the Utility Generator Building in the maintenance area. (PWRO 2012)

Small Scale Features

Small-scale Features are defined as the elements which provide detail and diversity for both functional needs and aesthetic concerns in the landscape.

Because of the year-round, moist environment at the Hoh Developed Area Historic District, most of the small scale features are apt to deterioration and have therefore been replaced since the period of significance. Typically these features have been located to either improve the visitor experience or for utilitarian needs. The majority of non-historic small-scale features have been designed and constructed with materials that are compatible with the Mission 66 design. Contributing small-scale features include wooden bollards.

Wooden Bollards (contributing)

Throughout the Hoh Developed Area Historic District hewn logs, approximately 1' in diameter, were set vertically in the ground to delineate certain use areas and limit vehicle access. These small-scale features are depicted in a 1959 working drawing and are called "log barrier posts." The existing bollards reflect the historic design drawings. (See the 1959 design drawing in Supplemental Information.) They are most prominently used in the campground.

Visitor Center Flagpole (non-contributing)

A fiberglass flagpole is located on the north end of the visitor center parking lot. Historic photos show a wooden flagpole, which has since been replaced. It is uncertain if this flagpole is in the original location of the historic flagpole.

Hose Houses (3) (undetermined)

There are three hose houses in the Hoh Developed Area Historic District: one is located southwest of the visitor center, one in the residence area, and one in the maintenance area. Each rectangular wood-framed hose house is 2'8" x 3'4" and has a concrete foundation. The exterior walls have wood siding and are painted Beechwood gray. The features have gable roofs with wood shingles. A 1972 Superintendent's Annual Report notes that many hose houses were installed throughout the park during this year, though it is uncertain if these are the mentioned hose houses. Hose houses, similar in form, were built at Hurricane Ridge and Lake Crescent during the period of significance. These features are compatible with the historic character of the landscape.

Phone Booth (non-contributing)

The covered phone booth is located at the north edge of the visitor center parking lot along the entrance path to the visitor center and attracts a lot of attention from visitors because of its unique appearance. It is constructed of wood, painted brown and has a cedar shake gable roof

overhung with thick, fibrous mosses. The booth structure is fixed upon a metal post standing approximately 7' tall. The telephone was removed in 2011, although the booth remains. Although the phone booth post-dates the Mission 66 era, it has become an iconic piece of the Hoh Developed Area.

Bulletin Boards (6) (non-contributing)

There are three bulletin boards located on the northeast edge of the visitor center parking lot at the Hoh River Trailhead. There is a single bulletin board located near the entrance of each campground loop used for camping registration and information. The bulletin boards are either double-sided or constructed with two side by side panels. All of them are built using 6x6 pressure treated posts, and wood framed gables roofs with cedar shingles. The trailhead bulletin boards were constructed in March of 2003 and the campground bulletin boards were likely constructed around the same time. They are painted Beachwood gray with Green-gold and are compatible with the historic character of the landscape.

Post Lighting (non-contributing)

The post lights provide pedestrian lighting along the eastern sidewalk of the visitor center parking lot and the entrance walkway, and along the entrance to the amphitheater. In 2003, they were constructed to replace the existing walkway lighting. They are constructed of rectangular, hollow metal posts that bend at about 5' from the ground. Overall, each light stands approximately 6' tall and has a square, plastic light cover that arches over the ground. They are all painted brown.

Fences (non-contributing)

Split rail fences are located along the visitor center entrance path and along the Hall of Mosses Trail. These non-contributing features have been placed to limit pedestrian access to sensitive areas and provide a safety measure along portions of the interpretive trail.

Miscellaneous Features (non-contributing)

There are other various non-contributing, small-scale features throughout the Hoh Developed Area Historic District that have been added since the period of significance. These include: a clothesline and basketball hoop in the residence area; a radio tower in the maintenance area; concrete block wash stations (built 2005) at each comfort station that replaced the historic wash stations in the campground; and benches, picnic tables, grills, interpretive and road signs, animal proof garbage cans (added circa 2001), dumpsters, and utility boxes throughout the historic district as needed. The metal benches outside the visitor center were installed in 2001.

Character-defining Features:

Feature: Wooden Bollards

Hoh Developed Area Historic District
Olympic National Park

Feature Identification Number:	165657
Type of Feature Contribution:	Contributing
Latitude	Longitude
0.0000000000	0.0000000000
Feature: Visitor Center Flagpole	
Feature Identification Number:	165659
Type of Feature Contribution:	Non contributing – compatible
Latitude	Longitude
0.0000000000	0.0000000000
Feature: Hose Houses (3)	
Feature Identification Number:	165661
Type of Feature Contribution:	Undetermined
Latitude	Longitude
0.0000000000	0.0000000000
Feature: Phone Booth	
Feature Identification Number:	165663
Type of Feature Contribution:	Non contributing – compatible
Latitude	Longitude
0.0000000000	0.0000000000
Feature: Bulletin Boards (6)	
Feature Identification Number:	165665
Type of Feature Contribution:	Non contributing – compatible
Latitude	Longitude
0.0000000000	0.0000000000
Feature: Post Lighting	
Feature Identification Number:	165667
Type of Feature Contribution:	Non contributing – compatible
Latitude	Longitude
0.0000000000	0.0000000000
Feature: Fences	
Feature Identification Number:	165669
Type of Feature Contribution:	Non contributing – compatible
Latitude	Longitude
0.0000000000	0.0000000000
Feature: Miscellaneous Features	

Feature Identification Number:	165671
Type of Feature Contribution:	Non contributing – compatible
Latitude	Longitude
0.0000000000	0.0000000000

Landscape Characteristic Graphics:



Photograph of the wooden bollards along a campground spur. These are a contributing feature of the original Mission 66 design. (PWRO 2012)





Photograph of one of the three hose houses that are in the Hoh Developed area. (PWRO 2012)

Condition

Condition Assessment and Impacts

Condition Assessment:	Fair
Assessment Date:	09/30/1998
Condition Assessment:	Fair
Assessment Date:	08/16/2013

Condition Assessment Explanatory Narrative:

Through the analysis and evaluation of landscape characteristics and features, it has been determined that the Hoh Developed Area Historic District is in “Fair” condition. The landscape shows clear evidence of minor disturbances by natural and/or human forces, and some degree of corrective action is needed within 3-5 years to prevent further harm to its cultural and/or natural values.

There are a number of specific impacts that will be in need of corrective action. The most significant impact in the Hoh Developed Area Historic District is the result of the meandering nature of the Hoh River. Since the construction of the developed area, campground Loops A and C have lost a small number of campsites and the Upper Hoh Road has been consistently impacted by the river’s erosive forces. Other impacts affecting the historic circulation system include: deterioration of asphalt paths, areas of poor drainage in parking areas, and root damage to paths and campground spurs. Minor building maintenance has also been assessed.

Stabilization Measures:

The following stabilization measures have been identified for the Hoh Developed Area Historic District:

Circulation

- Continue to stabilize river banks along the edges of campground Loops A and C, and along threatened portions of the Upper Hoh Road to prevent further damage to historic resources utilizing methods that meet the Secretary of the Interior’s Standards.
- Sustain cyclical maintenance on roads, camping spurs, and pathways to mitigate damage from use and natural wear.
- Mow grass along picnic area pathways. Repair and maintain sidewalks in the parking areas along the Upper Hoh Road.

Buildings

- Replace the deteriorated roofs with in-kind wood shingles on the shop and storage building and the comfort stations in Loops A and B.
- Paint the residence building

Impacts

Type of Impact:	Erosion
External or Internal:	Internal
Impact Description:	The Hoh River has a dynamic meandering nature as it flows in close proximity to the historic district. Since the construction of the developed area in the late 1950s, there have been a number of instances where the river has undercut the alluvial banks on which the Upper Hoh Road and campground are located. Subsequently, portions of the Hoh Road and campground loops have had to be altered and measures have been taken to stabilize the bank. A 2004 Hoh River assessment report suggests that three sections of the Hoh Road (totaling 0.4 miles) will likely sustain ongoing damage as the river continues to fluctuate.
Type of Impact:	Vegetation/Invasive Plants
External or Internal:	Internal
Impact Description:	Trails, camping spurs and other contributing circulation features that are surfaced with asphalt are being uplifted and deteriorated by the root growth of surrounding trees.
Type of Impact:	Improper Drainage
External or Internal:	Internal
Impact Description:	Some pooling is occurring in the visitor center and maintenance parking lots due to grading and drainage issues.
Type of Impact:	Deferred Maintenance
External or Internal:	Internal
Impact Description:	Some buildings have suffered from deferred maintenance, wood rot and roof damage. Some painting is needed on multiple buildings to help mitigate any future damage to exterior walls and trim. Many of the existing wood shingle roofs are becoming worn and overgrown with mosses.
Type of Impact:	Deferred Maintenance
External or Internal:	Internal

Impact Description: Picnic area paths have suffered from deferred maintenance. At least two sections of pathway in the historic picnic area have received little to no maintenance and are becoming overgrown with encroaching vegetation.

Treatment

Treatment

Approved Treatment: Preservation
Approved Treatment Document: General Management Plan
Document Date: 08/08/2008

Approved Treatment Document Explanatory Narrative:

According to the Olympic National Park General Management Plan and Environmental Impact Statement (2007), Volume 1, page 431:

“Designed park landscapes including (but not limited to) Hurricane Ridge Road, as well as Whiskey Bend, Obstruction Point, Deer Park, and North Fork Quinault roads, and the park trail systems and associated features would be stabilized and preserved.

“Resource management policies that consider the natural resource values of cultural landscapes as well as their character-defining patterns and features would continue to be implemented. Cultural landscapes at Rosemary Inn, Lake Crescent Lodge, park headquarters, Humes Ranch cabin, Roose’s Homestead, and the Kestner-Higley Homestead would be preserved and maintained. Natural processes would generally be managed to the extent possible to protect eligible cultural landscapes.

“There would be no adverse effect on historic structures and cultural landscapes.”

According to the Record of Decision (ROD), signed August 8, 2008, pages 13-14:

“Identified and evaluated cultural landscapes are monitored, inspected, and managed to enable the long-term preservation of a resource’s historic features, qualities and materials.”

Approved Treatment Costs

Cost Date: 08/08/2008

Bibliography and Supplemental Information

Bibliography

Citation Title: See the Supplemental Information section for a complete bibliography.

Supplemental Information

Title: Additional Photos, Hoh Developed Area Historic District

Description: PDF file with additional photos of all contributing and non-contributing features, taken by PWRO staff in 2012.

Title: Bibliography

Description: Allaback, Sarah. Mission 66 Visitor Centers: The History of a Building Type. Washington, D.C.: U.S. Department of the Interior, National Park Service, 2000.

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 - "Hoh: Part of the Master Plan Olympic National Park." Drawing No. NP-OLY/2022-H. 1957
 - "Horse Barn, Hoh, Olympic National Park." Drawing No. NP-OLYM/2349. January 1964
 - "Shop and Storage, Hoh, Olympic National Park." Drawing No. NP-OLYM/3229 B. January 1964

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Title: Detail Site Plan, Hoh Developed Area Historic District

Description: An 11x17 version of the site plan is available as a pdf from the regional CLI coordinator or the park's cultural resource manager.

Title: Historic Context for the Mission 66 Program and Architecture

Description: Mission 66: The Significance of the Program (1)

The developed areas of the American national park system are mainly the result of two busy periods of modernization overseen by the National Park Service. While older parks, such as Yellowstone, Glacier, and Grand Canyon, boast hotels and other remnants from the earlier railroad era, the construction of the modern national park system really got underway in the mid-1920s, when Congress began making generous appropriations for the development of public facilities in national parks, particularly for park roads. This was the "rustic" era of park architecture and landscape design, when Park Service designers and engineers developed a unique approach to "harmonious" site development and "landscape engineering." During the 1930s, the agency oversaw the expansion and development not only of the national park system,

but of almost every state park system, as well. Then World War II, followed by low postwar budgets, caused an extended hiatus in federal park sponsorship.

When Congress was again ready to increase park spending in the mid-1950s, a second major wave of national park development occurred. This postwar era of park development was structured around a ten-year program proposed in 1955 by Park Service director Conrad L. Wirth. Characterized by Wirth as “MISSION 66,” the program was intended to modernize, enlarge, and even reinvent the park system by 1966, the fiftieth anniversary of the National Park Service. Wirth and his team of planners proposed a new strategy for park planning throughout the entire system and a budget that convinced Congress to immediately increase national park appropriations and to continue further increases for the next decade. The program responded to a generally perceived crisis that resulted from an extended period of low park funding combined with heavy public use of the park system.

By the late 1940s, a ruinous combination of low budgets and unprecedented numbers of visitors had depreciated the experience of national parks for millions. In the developed zones of parks, or “front country,” people found traffic jams, long lines outside bathrooms, overflowing parking lots, and no available accommodations or campgrounds. With too few rangers, superintendents could not adequately protect their parks, much less staff their museums and interpretive programs. Many park concessioners had suffered economically during the Depression and had shut down during World War II. Now they struggled unsuccessfully to reopen aging and inadequate hotels and restaurants for the sudden tide of visitors. Both the Park Service and park concessioners were forced to manage far larger numbers of people with far fewer staff. Limited public facilities in poor repair, little or no office space or support, and a shortage of decent housing for employees made their tasks more onerous. Almost immediately following “VJ Day” in August of 1945, in other words, national park managers were exposed to the overcrowding, limited budgets, understaffing, and other difficulties.

The inauguration of Dwight D. Eisenhower and the end of the Korean War in 1953 began the changes that would lead to Mission 66. As armed forces demobilized and recession threatened, Eisenhower looked more favorably on public works spending that would stimulate the economy. The extensive bad press the national parks were receiving was also being noticed. After more than three years as director of the Park Service, Conrad L. Wirth decided the hour had come, and he suddenly proposed a ten-year capital program to modernize and expand the national park system. He assembled key staff into special “working” and “steering” committees and instructed his park superintendents to begin preparing “prospectuses” of the work they needed done in their parks. Within eight months they had outlined the scope of the Mission 66 program with preliminary budget estimates. The name of the program (Wirth’s inspiration) captured the desired sense of a crisis, but by evoking the wartime urgency of a “mission,” not a return to New Deal social programs. In any case, the name and the image proved effective. Eisenhower personally endorsed Mission 66 after Wirth

presented the program during a cabinet meeting in January of 1956. That spring, Congress indicated a willingness to go along with the over \$700 million budget for the ten-year program by increasing the agency's budget for fiscal year 1957 to \$68 million (up from \$32 million in 1955). Further increases led to annual budgets greater than \$100 million by 1962. The planning and policy initiative of Mission 66 proved to be the most effective means of increasing Park Service appropriations since the New Deal emergency spending legislation of the 1930s (2).

By 1966, Congress had spent about \$1 billion on land acquisition, new staff and training, general operations, and all types of construction activity in national parks. Seventy new "units" of the park system were authorized between 1956 and 1966. The Park Service constructed or reconstructed thousands of miles of roads and hundreds of miles of trails. Many parks received adequate water, sewer, and electric service for the first time. Hundreds of park residences, administration buildings, comfort stations, and other buildings for public use and park administration were built. Mission 66 expanded and professionalized Park Service staff and established new "training centers." Above all, Mission 66 funded more than 100 "visitor centers," a new building type invented by the agency's planners and architects, which was at the heart of revised park "master planning" goals. A new identity for the agency was forged, represented by a new idiom of park architecture and by the "arrowhead" agency logo, introduced in 1951 and featured prominently on buildings, publications, and redesigned uniforms (3). Although the development (or as was often the case, the redevelopment) of national parks at this scale was almost always beset by controversy, in the end Mission 66 accomplished much of what Wirth intended: the reinvention of the national park system, the National Park Service—and to some extent the national park idea—to meet the exigencies of postwar American society.

Mission 66 was greeted with enthusiasm by Congress, government officials, and by many preservationists. From the beginning, however, the program was also criticized for emphasizing capital construction as a one-dimensional solution to the complex social and environmental problems park managers were facing. Critics also complained that Mission 66 construction abandoned the architectural theory and building technology of the rustic era. Postwar park architecture made full use of steel, concrete, prefabricated elements, unusual fenestration, climate control, and other aspects of contemporary architecture. Distinctive new buildings adapted various strains of postwar American modernism to the programmatic and aesthetic requirements of the national parks (4). The new park architecture also expressed contemporary planning ideas. The visitor center, for example, had similarities to shopping centers and urban cultural centers, since it also sought to make centralized services accessible to large numbers of people in cars. The Interstate Highway system also influenced Mission 66 road design, and sometimes determined the locations of park developed areas. For preservationists who decried these trends and changes in the American landscape in general, seeing their expression in the frontcountry of national parks was deeply disturbing. If Mission 66 began in an atmosphere of intense optimism, the program soon led the Park Service into bitter

controversy, as the postwar environmental movement began to take shape and exert its strength. Mission 66 hastened the advent of environmentalism by creating genuine concern that the Park Service was “overdeveloping” parks while failing to take other steps to preserve “wilderness.”

But for Conrad Wirth, his chief landscape architect, Thomas C. Vint, and the other planners and designers of Mission 66, these critics evaded the fundamental challenge at the heart of managing national parks. From Vint’s point of view, merely designating parks as wilderness would not “solve the national park problem” because “our national park law includes the words ‘for the benefit and enjoyment of the people (5).’” Whether in the case of scenic or historic places, Vint believed preserving a place as a park required providing for public access. In the 1950s, either this compromise would be renegotiated to serve a larger public, or public access would have to be significantly restricted in some way. Wirth, Vint, and many of their colleagues recoiled at the idea that parks would no longer be truly public landscapes, preserved for the benefit of the public at large. They felt they could expand and adapt the national park system, increase its capacity, provide meaningful experiences of the nation’s natural and historical heritage, and still preserve that heritage for future generations. They realized, however, that procedural and even cultural changes would be required of their agency to meet new challenges. Wirth exhorted his colleagues to reconsider all aspects of their professional activities. “Nothing was to be sacred,” he recalled, “except the ultimate purpose to be served. Man, methods, and time-honored practices were to be accorded no vested deference. Old traditions seemed to have determined standards far beyond their time (6).”

If it implemented new planning procedures and design concepts, however, Mission 66 also remained profoundly committed to facilitating public enjoyment of the parks. Wirth again and again insisted that Mission 66 should be seen as a “conservation” not a “development” program, that ultimately would preserve and not destroy “wilderness.” But he also made it clear that he believed the “parks were for the people,” and that preservation outside the context of public enjoyment was simply not what the parks, nor the Park Service, were intended to achieve.

A change of Administration and changes in the Department of Interior and the National Park Service created a framework for the redefinition that was soon to commence on the ground throughout the National Park System. By the end of 1951, Conrad Wirth became director of the National Park Service. In 1953, the arrival of the Eisenhower administration began the changes that would, two years later, result in Mission 66. In addition, the creation of the Western Office of Design and Construction (WODC) and the Eastern Office of Design and Construction (EODC) in 1954 was essential to the subsequent proposal for Mission 66. The two offices answered directly to Washington and created a centralized administrative structure. The architects, landscape architects, engineers, and other professionals in the new offices had hardly settled in before Wirth proposed his ten-year modernization and expansion of the park system, now unofficially estimated to cost at least \$700 million.

Wirth conceived of the Mission 66 proposal while contemplating the reluctance of Congress to increase park appropriations since 1945 while other agencies, such as Bureau of Public Roads, the Bureau of Reclamation, and the Army Corps of Engineers, were granted with multi-year authorizations for hundreds of millions of dollars that allowed these agencies to efficiently complete massive public works. Capital expenditures for national parks, meanwhile, were inadequate and fluctuated from year to year, making it difficult to plan large projects over extended periods. Wirth struggled with how to present the redevelopment of the national park system to Congress as a national priority requiring a long term, major commitment of funds (7). He finally came to the realization that the modernization of the national park system could indeed be presented as a ten-year program, requiring extensive coordination and planning nationwide, similar to other agencies' proposals. Wirth would present Congress with a total figure and a schedule for the entire job. He was able to argue that long term, coordinated planning was necessary—just as it was to build highways and dams—in order to let larger contracts, benefit from economies of scale, and minimize the overall disturbance to parks and visitors by completing the work quickly.

From the moment he was taken with his idea, Wirth moved quickly. Wirth laid out the arguments for immediate action. Most of these must have been familiar to members of the working group. The parks were being “loved to death” and the public and popular media had been calling for action for years. Budgets had stagnated at a level that had served 21 million visits annually, while in 1954 there had been 46 million visits recorded. The Park Service faced nothing less than “the destruction...of what it is charged with saving.” The task was to “secure a reasonable protection of the parks and yet provide for increased public use in such a way as to not wear them out.” Wirth charged the group to elaborate a “reasoned objective” for Mission 66, and to delineate a program to accomplish that objective. The solution “would not be in the books and in regulations” and might not be possible within the terms of existing legislation; but he wanted answers, regardless of what the group determined would be necessary to implement them (8).

Wirth's program may have been forward looking; however, it was couched in the foundation of the National Park Service. By the end of the first week of planning Mission 66, the working committee prepared a memorandum signed by Wirth to be distributed throughout the Park Service. The “goal to which this Mission is directed,” Wirth informed the field, was “nothing new; it was plainly stated in the Act of 1916 establishing the National Park Service.” Those concepts were “as sound today as they were in 1916.” Wirth decided that the essence of the problem was to “meet fully the responsibilities implicit in those concepts” and “to produce a comprehensive and integrated program of use and protection that is in harmony with the obligations of the National Park Service under the Act of 1916 (9).” Wirth's belief in the continued validity of the concepts in the 1916 legislation would remain the ideological bedrock of Mission 66 until Wirth's retirement in 1964. From the outset, the organizers of the Mission 66 program found their most fundamental justifications in existing, prewar

legislation and policy (10). Wirth would repeatedly refer back to the 1916 act that established the Park Service, in particular, as the fundamental mandate of Mission 66.

Within a month, Wirth and his working group offered a set of policies to help guide park planning efforts under the Mission 66 program. Balancing protection and public access, Wirth and his planners advocated removal of development, for both administrative and public service, from within park boundaries or at least outside sensitive areas such as the Yosemite Valley to lesser areas or outside park boundaries. This idea was not completely new. Thomas Vint and members of his staff had advocated removing development to “gateway communities” outside parks, for more than ten years, ever since the postwar situation of the parks had begun to receive serious consideration.

Better roads and faster cars made it desirable, where practicable, to relocate and concentrate overnight and administrative facilities to new “town sites” outside parks. These new “communities” would include residential districts for park employees, who would therefore have to commute to work in the parks (although their families would have easier access to schools and other services). Finally, new plans for national parks would have to consider “completely revamping park transportation systems,” particularly to increase the efficient use of buses (11).

A tremendous amount of new development would be required to achieve the kinds of goals that the Mission 66 planners instructed regional staff and superintendents to consider. New strategies—and a huge amount of money—were needed to reduce the impacts of higher numbers of visitors. If the idea of allowing essentially unrestricted numbers of people to come and enjoy the parks were to survive, a new set of priorities would need to guide revised master plans for every unit in the system. Mission 66 described an initiative for developing completely revised park master plans that would respond to the social, technological, and geographical trends of postwar American society.

The whole tenor of Mission 66—a sudden mobilization to address a national crisis—must have recalled the spring of 1933, when many of the same people had rapidly implemented emergency spending programs. This is certainly how many of the employees and officials at the Park Service saw it at the time, and they described a similar sense of purpose and excitement. But in other ways, the spring of 1955 could not have differed more from that of 1933. A popular Republican president now watched over a rapidly expanding economy. For many Americans, twenty years of hard work and sacrifice were giving way to unprecedented material comfort and security, new houses, new cars, and growing families. In these ways the period suggested the 1920s, more than the 1930s, and Mission 66 reflected this difference.

This new approach to planning and development in National Park Service units needed to be tested before full implementation across the system. Mission 66 planners decided to begin a new model master plan for a park selected to be

representative of many issues and management considerations. Wirth decided to make Mount Rainier National Park in Washington State the “pilot study” for Mission 66 planning. There were many reasons why Mount Rainier was the perfect vehicle to showcase their ideas for how each park should develop a new program of accelerated redevelopment or, as it was soon described, a “Mission 66 prospectus.” Larger parks had too many specific issues and interest groups to be instructive case studies. Mount Rainier was smaller and featured what the Mission 66 working committee described as “reasonably difficult problems, many of which would be typical of park problems in general (12).” It was also where Vint had first developed national park master planning in the late 1920s. As it had for Vint in the 1920s, Mount Rainier could again serve as a model park, in which a revised form of national park master planning—the Mission 66 prospectus—could be demonstrated.

In this initial planning effort, a basic premise of the entire Mission 66 program immediately emerged: the impact of larger number of visitors in cars could be absorbed without “impairment” of the parks if the patterns and types of public use were rearranged. It was felt that any form of transportation should be allowed within the parks for visitor convenience. With passenger rail services all but ending nationally, the decisions to increase the capacity of park roads and end monopolistic protections for concessioner transportation services assured that the private automobile would strengthen its dominance as the only practical means of experiencing most parks. In order for larger numbers of cars and tourists to get in and out of parks efficiently, Mission 66 would also require the modernization of hundreds of miles of park roads. To accommodate higher traffic volumes at higher speeds, winding routes would need to be straightened and widened, and bridges would need to be replaced. Mission 66 planners also recommended an end to park transportation concessions, both at Mount Rainier and in general.

Out of the experience of creating the Mount Rainier prospectus, the Mission 66 team developed a generalized procedure for how other Mission 66 prospectuses would update and transform national park master plans. The first task was to “determine and state the important park resources.” Following this inventory, planners were told to “fix a road and trail system” that would allow visitors to “see, experience, and enjoy the values to be derived from” the “important park resources” described at the beginning of the document. In the great majority of cases, such road and trail corridors already existed, but might require realignment, extension, or abbreviation. Then they should “determine what visitor facilities, other than roads and trails,” would be required in order to “provide a reasonable opportunity to enjoy the Park resources.”

The pilot study for Mount Rainier made it clear that a new set of priorities were to be considered. It was an approach that retained much of the traditional ideology of the Park Service—access for public enjoyment—by radically altering the premises of how plans for that access and enjoyment should be made. These new priorities were captured in the “Guiding Precepts of Mission 66” which reiterated the basic themes of

Park Service policy that informed the entire Mission 66 project: “Visitor enjoyment” of parks was the “best means of protecting them against exploitation or encroachment”; visitors must be “channeled to avoid overuse” and deterioration in certain areas; “channeling use” in this way required “proper development.” Mission 66 would therefore be a “use and development program” that would achieve the “preservation objectives of the Service (13).” The “interpretive presentation” of a park or historic site should “take full advantage of the actual scene, object, or structure as the interpretive exhibit.” This implied the location of roads, trails, and visitor centers near the historic landscapes and natural features that were to be interpreted by the Park Service and enjoyed by the public.

Wirth and probably almost all of the Mission 66 planners strongly believed that expanded use of the parks could occur without impairing them. Success would require reconceptualizing how parks should function as public places, and redeveloping them accordingly. Making parks into day use destinations, for example, could be achieved with wider roads, larger parking lots, and expanded “visitor use centers” to provide ample interpretive displays, bathrooms, and administrative areas for larger numbers of people. The new iteration of the national park idea was intended to save the parks as truly public parks, even under the greatly increased pressures of the postwar era (14).

Mission 66 was the last major period of intense activity and profoundly new ideas to find expression in a system wide program of national park development. Regardless of how one judges the legacy of Mission 66, a close examination of the era is warranted. We would not recognize the developed areas of the national parks today without the visitor centers, roads, housing, and other facilities acquired and built during these years. Mission 66 greatly enlarged the park system, and expanded entire categories of parks, including national recreation areas and national seashores. For better or worse, the national park system and the National Park Service today are still in many ways artifacts of Mission 66.

Mission 66: The Architecture (15)

By January 1956, Wirth and his agency had elaborated their postwar model for achieving continued “enjoyment without impairment.” The new model for park planning represented both continuity and change; but it was the change that many people noticed first. A dramatic new approach to park architecture, for example, was already taking shape by the early 1950s at Grand Teton National Park. The Grand Teton Lodge and Transportation Company, a subsidiary of the Rockefeller family’s Jackson Hole Preserve, Inc., planned a \$6-million lodge complex as part of what Rockefeller hoped would be a “pilot project” for postwar park development. Gilbert Stanley Underwood, the architect of the Ahwahnee and other prewar national park lodges, designed the new hotel and cabin complex, which Rockefeller personally sited on the shore of Jackson Lake, on a small plateau with sweeping views of the Teton

Range. The elegant lodge, redolent of an earlier era of national park tourism, in some ways recalled the architect's prewar masterpieces. But the novelty of the outward appearance of the Jackson Lake Lodge startled most observers. Built of rough, exposed concrete, the building's massing was conceived as an interlocking series of large rectangular boxes topped by shed roofs. The massing directly expressed the functions and spaces of the interior volumes. Large horizontal bands of windows and the massive window wall of the main lounge further emphasized and confirmed the influence of contemporary American modernist architectural design (16). Underwood had come out of retirement for this last major commission of his career. While he showed his mastery of a building type he had done so much to develop—the national park lodge—he also made a striking statement about how postwar park architecture could adopt contemporary structural design and construction technology.

Not everyone agreed that the new lodge indicated a positive direction for national park architecture. The Jackson Lake Lodge made passionate architectural critics out of many not previously known for their opinions on such matters. In August, The New York Times reported on the “debate over national parks design” that the lodge had incited. “Those who bitterly deride the appearance of the...lodge,” noted the reporter, “level their aesthetic barbs at the mammoth central structure chiefly because it does not look ‘rustic.’” Unmoved by the building's efficient handling of larger numbers of tourists, or by its minimal visual presence (it was mostly hidden from viewpoints elsewhere in the park), critics were outraged because the lodge did not look more like the Old Faithful Inn in nearby Yellowstone, or like other classic examples of rustic park architecture that they insisted were more effective in “blending with the scenery.” Part of their concern stemmed from indications that the lodge would serve as a design precedent for the still mysterious “10-year program” Wirth obliquely mentioned in his remarks at the dedication ceremony. Such a program apparently would mean more contemporary architecture that redefined what it meant to “harmonize” with the unique settings of the national parks (17).

The trend to modernist planning and architecture could no more be ignored in national parks than it could anywhere else in the United States. In the summer of 1956, as a large number of very noticeable park construction projects preceded, the Mission 66 program burst on the scene with considerable fanfare. From the beginning, Mission 66 also expressed a fully developed commitment to progressive, sometimes striking modernist architectural design. Mission 66 architecture embodied the revised recreational planning policies that had been developed as the heart of the entire program. Wirth and Vint, in particular, had been the officials responsible for promoting and achieving rustic era design. They now embraced the new architecture because it expressed and enabled the new response they had devised to finally mitigate the conditions that had plagued them for the previous decade. For them, the resurrection of rustic design would have negated what they were trying to accomplish. It would embody prewar planning policies that had proven to be inadequate to new challenges.

At the same time, the commitment to modernist architecture was hardly a radical or daring direction for the Park Service. In fact, it put the agency squarely in the mainstream of American design of the period. By the mid-1950s, modernism had become the ubiquitous stylistic choice of corporations, government agencies, cultural institutions, housing developers, and retailers who together were remaking the American landscape. Corporate clients all over the world—from roadside restaurant chains to multinational businesses—embraced various strains of modernist architectural style. Quite apart from stylistic associations and iconographic meanings, modernist architecture was simply a more efficient way of producing buildings, especially large ones. America, and much of the world, had “gone modern” for many of the same reasons the Park Service had: more labor intensive, craft oriented construction was no longer economically competitive, and therefore for most clients—including government agencies—it was no longer an option. The armed forces in particular had preceded the Park Service in the adoption of modernism, for many related reasons.

Another major reason the Park Service adopted modernist architectural design was the general adoption of the idiom by professional consultants and in-house Park Service designers. As Mission 66 moved from planning to construction, architects were rapidly set to work drawing up detailed designs. The work they produced simply reflected the current state and tendencies of their profession. The years immediately before Mission 66 were the apogee of the influence of modernism on American architectural practice. As architectural historian Sarah Allaback observes in her history of Mission 66 visitor centers, the influence of contemporary American architectural practice inevitably extended to national park architecture: “The forces at work—capitalism and a society obsessed with progress—were prevalent throughout the country; it was only a matter of time before they would enter the national parks (18).”

Because the Mission 66 program also generated a sudden increase in the amount of work expected from the in-house design force, the agency expanded its use of private consulting design and engineering firms. The increased use of consultants influenced Mission 66 design; but Park Service architects and administrators had already set the policies and outlines that, in almost all cases, consultants were expected to follow. Allaback describes how even longtime Park Service architects (some of whom had produced important rustic buildings in the 1930s) by the early 1950s had developed new approaches in response to postwar conditions. “We couldn’t help but change,” explained Park Service architect Cecil J. Doty, “I can’t understand how anyone could think otherwise, how it could keep from changing.” Allaback observes that this statement is “a key to understanding” the purpose of Mission 66 architecture, “which was not to design buildings for atmosphere, whimsy, or aesthetic pleasure, but for change: to meet the demands of an estimated eighty million visitors,” and to do so in a reasonably efficient way, considering the availability of new building technologies and the higher costs of labor and materials (19).

No extensive, official policy statement regarding the adoption of modernist design at the Park Service was ever made. When asked to issue an official policy on architectural design, Wirth responded only with a brief statement: “Structures should be designed to reflect the character of the area while at the same time following up-to-date design standards. Park structures are to conform, to some extent, with the trend toward contemporary design and the use of materials and equipment accepted as standard by the building industry. However, restraint must be exercised in the design so that the structures will not be out of character with the area and so that the structures will be subordinated to their surroundings (20).” In January 1957, Wirth participated by phone in a WODC conference and verbally gave the following “guiding principles” for architectural design: “Whatever we do in the line of development in the Parks, it must fit the terrain and be inconspicuous; Durability is an important attribute; Sound planning is basic to economic results; Nothing should be built unless the need is already realized...; Don’t try to lead your profession in fancy design (21).” Architectural design, in fact, was not a primary concern for Wirth. He felt that park development succeeded by “channeling” public use and therefore mitigating its impacts. In well planned examples, he wrote in 1958, the result would be the same “regardless of decorative colors used, or the style of architecture selected.” These were “details,” important “in their way.” But “park resources [were] neither destroyed nor preserved merely by application of a paintbrush or by a choice of...architectural décor (22).”

The Visitor Center

Modernist park architecture, like the new planning goals of the Mission 66 prospectus, was vital to the implementation and success of Mission 66. But it was not the International Style, or any other style, that primarily interested Wirth, Vint, and their planners; it was the increased functionality and efficiency that could be achieved through modernist design, materials, and building technologies. They did not adopt modernism as a style as much as they invented a distinctly modernist building type—the visitor center—and then used it extensively to implement their revised park planning ideas. The organization of the WODC and the EODC in 1954 brought Park Service designers, engineers, and historians together in their own offices in San Francisco and Philadelphia, independent of the regional administrative offices. By 1960, Mission 66 had swelled the professional ranks in these two design offices to several hundred in-house landscape architects, architects, and administrative employees. Almost without exception, these managers were longtime Park Service employees who, regardless of where they received academic training, received their most formative professional experience working in state and national parks during the New Deal (23).

It was in the offices of the WODC and the EODC between 1954 and 1957 that idea of the visitor center was elaborated as the successor to park museum and administration buildings. The visitor center adapted modernist ideas of architectural composition to the programmatic and functional purposes of national parks. The integration of indoor and outdoor space in a (usually) one-level, public building evoked

the pavilions of Mies van der Rohe; the flow diagrams developed by Cabot and Doty recalled Le Corbusier's use of architectural procession (a dramatic sequence of spaces and views) to organize the experience created by a building. As developed by the Park Service in the mid-1950s, the visitor center became a viewing platform, in which views from interior spaces, roof terraces, and adjacent outdoor terraces or amphitheaters were calculated as a flowing, sequential experience. They were buildings to see from, not to be seen. In this sense they reversed the premise of prewar park museum design. But the outward stylistic or aesthetic appearance of the Mission 66 visitor center—as long as it was minimal and did not visually contrast with its surroundings or call too much attention to itself—was almost inconsequential. The removal of most ornamentation and historical allusion was another aspect of modernism that fit the purpose of the new buildings perfectly. They were not meant to have a powerful presence themselves, but to recede visually, even as they facilitated the appreciation of park landscapes and resources by larger numbers of people. The architecture, ideally, should be nearly transparent: a composition of functional, overlapping spaces and outward views, not of structural mass and decorative façades. The best Mission 66 visitor centers achieved this appropriate adaptation of contemporary modernist ideas to the goals espoused by Park Service landscape architects and interpreters for the redevelopment of national parks. Many successful examples were less expensive, smaller buildings.

Cecil Doty did much of the preliminary visitor center design early in the Mission 66 program, and contributed greatly to the development of this building type. As the principal architectural designer of the WODC, Doty provided many preliminary design schemes, and in some cases developed those designs much further (24). Allaback documents a total of 110 national park visitor center projects and sixteen “additions” to existing buildings with construction contracts let between 1956 and 1966. She also lists 54 preliminary visitor center design projects done by Doty while at the WODC during those years. Not all of Doty's preliminary design projects were built, and many others were significantly altered by other architects as they moved to final design and construction drawings. But Doty's contribution to Mission 66 visitor design in the mid-1950s, particularly at the initial, conceptual stage of design, was extremely significant (25).

Other projects, such as comfort stations (bathrooms), or other small, utilitarian structures were given standardized plans rather than new designs. Housing had its own imposed cost limitations per unit, necessitating a level of standardization as well, although with flexibility for local conditions and materials. Visitor centers and park administration buildings, however, always required unique designs. Landscape architects and interpretive planners, both in the WODC and EODC and in individual parks, took the schematic idea for the project and worked it into the overall development context of the park's Mission 66 prospectus. The new visitor center was sited, integrated with the park road and trail systems, and planned as part of the overall interpretive strategy for the park. Often “secondary” visitor centers, smaller roadside structures or signs, and short “nature walks” near areas of particular interest

composed complementary features of the overall interpretive plan. The landscape architects usually established the footprints of a proposed visitor centers, and even designed parking lots, paths and outdoor amphitheaters that exploited the views of scenery, historic scenes, or other “park resources” in the surrounding landscape. At that point, the architects and engineers (who sometimes never saw the visitor center site) would finish the set of “preliminaries” by developing schematic designs for the building itself including rough cost estimates.

This suite of basic facilities—above all the visitor center—became the sine qua non of a functional unit of the national park system. Without a visitor center, it seemed, no park could be expected to adequately preserve and interpret its resources, and a series of the buildings were considered necessary at larger parks. New visitor centers represented not only consistent standard for the convenience of visitors and staff, but also a standard of administration in every park. The construction of visitor centers was linked to the expansion and training of staff to work in them, as well as the use of slide and movie projectors and other technological means of more efficiently interpreting a park to its public.

As a category of development, visitor centers were the most important single category of Mission 66 architectural construction. The new building type was at the heart of revised planning goals and policies for the park system, and the proliferation of the carefully designed new buildings symbolized the entire program.

“Administration buildings” also continued to be built, although they rarely had the same importance that prewar administration buildings originally had. A few Mission 66 administration buildings, such as the Ash Mountain Administration Building (Cecil Doty, WODC, and Walter Wagner & Partners, 1962) in Sequoia and Kings Canyon National Parks, had similar importance. More often, however, new visitor centers combined administrative functions with the park museum idea, replacing the need for either of the older building types.

ENDNOTES

(1) The following section is excerpted from the “Draft National Register of Historic Places Multiple Property Documentation Form: National Park Service Mission 66 Resources” by Ethan Carr, Elaine Jackson-Retondo, PhD. and Len Werner (2004), pp. 1-17.

(2) Dwight F. Rettie, *Our National Park System: Caring for America’s Greatest Natural and Historic Treasures* (Urbana: University of Illinois Press, c1995). It is difficult to compare total expenditures on the national park system during the New Deal to the cost of Mission 66, but there is no question that New Deal programs represented a greater overall commitment. The Department of Labor’s and the U.S. Army’s adjusted costs of recruiting, housing, and feeding the Civilian Conservation Corps, for example, alone may have exceeded the Mission 66 total. Mission 66 also did not include the massive state park expansions overseen by the Park Service in the

1930s, nor was it complemented by other federal programs (such as the Public Works Administration, the Resettlement Administration, among others) that greatly augmented Park Service activity during the New Deal.

(3) Conrad L. Wirth, *Parks, Politics, and the People* (Norman, Okla.: University of Oklahoma Press, c1980) 262-274; R. Bryce Workman, *National Park Service Uniforms: The Developing Years, 1932-1970*, (Harpers Ferry, West Virginia: National Park Service, Harpers Ferry Center, 1998), 31, 33-38; "Mission 66 Progress Report," March 1966 (National Park Service, Harpers Ferry Center Archive).

(4) See Sarah Allaback, *Mission 66 Visitor Centers: The History of a Building Type* (Washington, DC: Government Printing Office, 2000).

(5) Thomas C. Vint, "Development of National Parks for Conservation," *American Planning and Civic Annual* (Washington, DC: American Planning and Civic Association, 1938), 69-71. The words are inscribed on the Roosevelt Arch (1903) at the Gardiner entrance to Yellowstone, and are a quotation from the 1872 legislation that created that park.

(6) Wirth, *Parks, Politics, and the People*, 237-239; Roy Edgar Appleman, *A History of the Mission 66 Program* (Washington: National Park Service, 1958) 242.

(7) *Ibid*, 1958) 4-5.

(8) Appleman, *A History of the Mission 66 Program*, 8-10.

(9) "Informational Memorandum No. 1, Mission 66," February 18, 1955 (Box A8213, National Park Service, Harpers Ferry Center Archive). The seven Mission 66 informational memoranda released by Wirth between February 1955 and November 1956 amount to a manual for planning procedures. The documents are available at the National Park Service Harpers Ferry Archive, as well as the Yellowstone National Park Archives, and the Conrad L. Wirth Collection, American Heritage Center, University of Wyoming.

(10) All of these documents are collected and described in Larry M. Dilsaver, ed., *America's National Park System: The Critical Documents* (Lanham, Maryland: Rowman & Littlefield Publishers, Inc., 1994), 28-52, 135-136.

(11) "Informational Memorandum No. 2, Mission 66—Policies and Procedures," March 17, 1955, (Box A8213, National Park Service, Harpers Ferry Center Archive).

(12) Appleman, *A History of the Mission 66 Program*, 18-19.

(13) "Steering Committee Precepts for Staff Guidance," unsigned draft [Garrison], March 1955, (Box A8213, National Park Service, Harpers Ferry Center Archive).

(14) Lemuel A. Garrison, "Guiding Precepts Mission 66," draft memorandum, August 29, 1955, (Box A8213, National Park Service, Harpers Ferry Center Archive).

(15) The following section is excerpted from the "Draft National Register of Historic Places Multiple Property Documentation Form: National Park Service Mission 66 Resources" by Ethan Carr, Elaine Jackson-Retondo, PhD. and Len Werner (2004), pp. 21-34.

(16) Paula S. Reed and Edith B. Wallace, "Jackson Lake Lodge, National Historic Landmark Nomination." This National Historic Landmark nomination form is available through the National Register of Historic Places, National Park Service, Washington, DC (<http://www.cr.nps.gov/nhl/designations/samples>). The Jackson Lake Lodge was designated a National Historic Landmark in 2003, in part for its significance as an influential precedent of Modernist architectural design in the parks.

(17) Jack Goodman, "Controversy Over Lodge in the West," The New York Times, Sunday, August 7, 1955.

(18) Sarah Allaback, Mission 66 Visitor Centers: The History of a Building Type (Washington, DC: Government Printing Office, 2000), 10.

(19) Ibid, 12-14.

(20) Conrad L. Wirth, "Design of Structures," memorandum, February 13, 1956 (Box 6, Conrad L. Wirth Collection, University of Wyoming, American Heritage Center).

(21) These statements were transcribed and distributed to WODC design staff. Conrad L. Wirth, "Excerpt From Telephone Conference Between the Director and Chief, WODC...January 9, 1957" (Box 7, Design & Construction File, RG 79, National Archives). The comments were subsequently read to the Advisory Board on National Parks, Historic Sites, Buildings and Monuments at their March meeting in Washington, DC. The Advisory Board was discussing the issue of architectural design quality as a result of criticism, and praise, appearing in different journals. "Summary Minutes, 36th Meeting, Advisory Board on National Parks, Historic Sites, Buildings and Monuments, March 5, 6, 7, 1957, Washington, DC," (Yosemite National Park Archives).

(22) Conrad L. Wirth, "Mission 66 in the Headlines," National Parks Magazine 32, no. 132 (January 1958): 8-9, 36-37.

(23) Vernon L. Hammons, "A Brief Organizational History of the Office of Design and Construction" (Washington, D.C. : Office of Design and Construction, National Park Service, 1963), 3; "Interview with A. Clark Stratton," March 1, 1962, conducted by S. Herbert Evison, transcript, p. 2, (National Park Service, Harpers Ferry Center

Archive).

(24) "Interview with Cecil J. Doty," conducted by S. Herbert Evison, October 26, 1962, transcript, p. 4, (National Park Service, Harpers Ferry Center Archive); "Interview with Cecil J. Doty," conducted by Jacilee Wray, February 26, 1990, transcript, p. 4, (catalog number GRCA 52220, Grand Canyon National Park Archive); U.S. Department of the Interior, National Park Service, Visitor Center Planning (Washington, DC: Department of the Interior, National Park Service, n.d. [1958]), 45.

(25) Conrad Wirth gives a total of 114 new visitor centers during Mission 66. Wirth, Parks, Politics, and the People, 270. The exact definition of what constitutes a new visitor center (as opposed to an addition or a remodeling) makes it difficult to specify an exact number. Allaback's totals reflect what she could confirm through project records at the Technical Information Center, National Park Service, Denver Service Center. See Allaback, Mission 66 Visitor Centers, 255-265.

Title: Historic Maps and Drawings from OLYM Archives

Description: Historic maps and drawings of the Hoh Developed Area Historic District, including: 1961 Hoh Revised Master Plan; 1961 Amphitheater; 1962 Residential Loop; 1988 Taft Creek Pond; 1964 Visitor Center; 1964 Dormitory; 1964 Employee's Residence; 1964 Shop; 1964 Horse Barn; and 1961 Comfort Stations, 1959 Upper Hoh Road and Parking Areas. Scans of these maps are available as 8.5x11 pdfs from the regional CLI coordinator or the park's cultural resource manager.

Title: Site Plan and Boundary Map, Hoh Developed Area Historic District

Description: An 11x17 version of the site plan is available as a pdf from the regional CLI coordinator or the park's cultural resource manager.