National Park Service
Cultural Landscapes Inventory

2021



Aspenglen Campground

Rocky Mountain National Park

Table of Contents

Introduction

General Information

Concurrence Information

Geographic Information and Location Map

Management Information

National Register Information

Chronology & Physical History

Analysis & Evaluation of Integrity

Uses

Condition

Treatment

Bibliography & Supplemental Information

Introduction

The Cultural Landscape Inventory (CLI)

The Cultural Landscape Inventory (CLI) is a comprehensive inventory of all cultural landscapes in the National Park System. Landscapes that are listed, or eligible for listing, on the National Register of Historic Places, or are otherwise managed as cultural resources and in which the National Park Service has, or plans to acquire, legal interest are included in the inventory. The CLI identifies and documents each landscape's location, size, physical development, landscape characteristics, character-defining features, and condition. Cultural landscapes have approved CLIs when concurrence with the findings is obtained from the park superintendent and all required data fields are entered into the Cultural Resources Information System (CRIS-CL) database. In addition, for landscapes not currently listed on the National Register and/or without adequate documentation, concurrence is required from the State Historic Preservation Officer, Tribal Historic Preservation Officer, or the Keeper of the National Register.

Scope of the CLI

The information contained within the CLI is compiled from primary and secondary sources and through on-site surveys of the landscape. The level of investigation is dependent upon scoping the need for information. The baseline information collected provides a comprehensive look at the historical development and significance of the landscape. Documentation and analysis of the existing landscape identifies character-defining characteristics and features and allows for an evaluation of the landscape's integrity and an assessment of the landscape's condition. The CLI also includes historic maps, drawings, and images; photographs of existing conditions; and a site plan that indicates major features. The CLI documents the existing condition of park landscape resources and identifies impacts, threats, and measures to stabilize condition. This information can be used to develop strategies for improved stewardship. Unlike a Cultural Landscape Report (CLR), the CLI does not provide management recommendations or treatment guidelines for the cultural landscape, but it may identify stabilization measures.

The Cultural Resources Information System (CRIS)

CRIS is the National Park Service's database of cultural resources on its lands, consisting of archeological sites, historic structures, ethnographic resources, and cultural landscapes. Cultural Resources Inventory System (CRIS) replaces three legacy inventory systems: ASMIS (archeology), CLI (cultural landscapes), and LCS (historic structures); and it reinstates the former ERI (ethnographic resources). This Cultural Landscape Inventory document reflects the information in a corresponding CRIS Cultural Landscape record.

Statutory and Regulatory Foundation

The legislative, regulatory, and policy directives for conducting and maintaining the CLI within CRIS are:

- National Historic Preservation Act (NHPA) of 1966 (16 USC 470h-2(a)(1)) Sec. 110
- Executive Order 13287: Preserve America, 2003. Sec. 3 (a and c)
- Secretary of the Interior's Standards and Guidelines for Federal Agency Historic Preservation Programs
- Pursuant to the National Historic Preservation Act, 1998. Std. 2
- Cultural Resource Management Guideline, 1997, Release No. 5, page 22; issued pursuant to Director's Order #28 (DO-28)

The NHPA requires the identification, evaluation, and nomination of historic properties to the National Register of Historic Places and the maintenance and expansion of an inventory of cultural resources. DO-28 requires a cyclic assessment of the current condition of cultural landscapes based on an assessment interval, with a default of six years.

Use

Beyond fulfilling legal and policy requirements, park staff can use the Cultural Landscape Inventory in the following ways:

- To learn about park cultural landscapes (all staff)
- To inform management decisions (park managers)
- To inform project planning and development (park managers, facility managers, project managers, compliance specialists)
- To monitor the condition of the cultural landscape and take measures to protect its significance and integrity (cultural resource managers, facility managers)
- To recognize the stabilization and treatment needs of landscape features and plan work within cultural landscapes to address the needs (facility managers, cultural resource managers)
- To understand the cultural value of natural systems in a cultural landscape (natural resource managers)
- To create programming and educational materials based on site history (interpretation and education specialists)
- To recognize impacts within cultural landscapes and enforce protection measures (visitor and resources protection staff)

General Information

Property Level and CLI Numbers

Inventory Unit Name: Aspenglen Campground

Resource Classification: Component Landscape

CLI Identification Number: 890022

Parent Landscape: 975217

Inventory Status: Complete

Park Information

Park Name: Rocky Mountain National Park

Alpha Code: ROMO

Park Organization Code: 1520

Park District: ROMO

Region: Intermountain

Restricted: No

Landscape Description:

Aspenglen Campground is a component landscape in Rocky Mountain National Park (ROMO) in Larimer County, Colorado. The campground is east of the Continental Divide and adjacent to the eastern boundary of the park, south of the Fall River Entrance Station and Visitor Center. The inventory unit encompasses 53.28 acres and includes the campsites, loop roads, accompanying buildings, Aspenglen Campground Road, and natural features such as the Fall River. The park developed Aspenglen as a campground as soon as the land was acquired in 1923, and it opened to the public in 1924. Aspenglen Campground is one of five developed campgrounds in ROMO and operates seasonally, generally from late May through late September.

Aspenglen is in a mountain valley in the montane life zone. The Fall River to the north, Deer Mountain to the south, and low hills to the west form natural boundaries for the campground. Large ponderosa pine trees line the campground roads and rise between campsites, and small stands of quaking aspen dot portions of the campground and the Fall River's banks. Young ponderosa pine, aspen, and a variety of shrubs, grasses, and wildflowers proliferate along the loop roads and between campsites.

The campground is reached from Aspenglen Campground Road, which runs south from Trail Ridge Road (US Highway 34; both the original Fall River Road and Trail Ridge Road pass through this corridor, and the park entrance road is hereafter referred to as Trail Ridge Road). Aspenglen Campground Road splits into three loops: Loop A, which has five campsites for tents only and five additional walk-in campsites; Loop B, which has 14 campsites for tents, trailers, and recreational vehicles (RVs), and one walk-in campsite; and Loop C, which has 29 campsites for tents, trailers, and RVs. Of the 54 total campsites, two are reserved for campground hosts, one in Loop B and one in Loop C. Two campsites in Loop C meet federal accessibility standards. The current arrangement of the loop roads and campsites was largely configured in 1984–1986 after the Lawn Lake Flood damaged the campground in 1982. There are 11 buildings and structures in Aspenglen: four comfort stations, an amphitheater, a ranger station, a concessionaire-operated firewood and ice sales building, a bridge, two footbridges, and a water storage tank. All but two of these were built after the Lawn Lake Flood in 1982. One comfort station was built in 1942 and reflects the Civilian Conservation Corps (CCC) era and the Rustic style of architecture. The amphitheater was built in 1960–1962 and reflects the Mission 66 era of development.

Numerous small-scale features are found throughout the campground. Each campsite has a tent pad, picnic table, fire pit, campsite number sign, and a bear-resistant food storage locker. Signs guide campers to amenities in the campground, while fencing and lines of stones restrict access to protect vegetation. The small-scale features post-date the Lawn Lake Flood like many of the campground's other built features.

Aspenglen Campground is not eligible for listing in the NRHP because it has lost a substantial amount of integrity from the period of significance, 1924–1967, as a result of large-scale alterations made after the Lawn Lake Flood in 1982. The period of significance encompasses the campground's establishment through the end of Mission 66-era developments in the campground. The campground has lost integrity of location, design, and workmanship and has diminished integrity of location, setting, and association. Only integrity of feeling is retained from the period of significance. Overall, most of the campground's extant topography, spatial organization, circulation, buildings and structures, and small-scale features date to after 1982, and therefore no longer retain integrity from the period of significance. The campground's integrity of natural systems and features and vegetation is diminished as well. It is recommended that Aspenglen's cultural landscape should be reexamined in 2032, 50 years after the Lawn Lake Flood and subsequent campground changes. The campground's integrity should be reevaluated at that time.

Note on UNESCO World Heritage Site Status: Although ROMO is not a World Heritage Site, it is designated as a United Nations Educational, Scientific and Cultural Organization (UNESCO) Biosphere Reserve. "Biosphere reserves are sites that are recognized for their roles in conserving genetic resources; facilitating long-term research and monitoring; and encouraging education, training, and the demonstration of sustainable resource use" (NPS 2013:6).

Landscape Hierarchy Description:

Aspenglen Campground is classified as a component landscape of the parent Rocky Mountain National Park Landscape. The boundaries of the landscape were established to define all of the significant cultural landscape features in the developed area, and also correlate with natural boundaries that further influenced the location and size of the developed area.

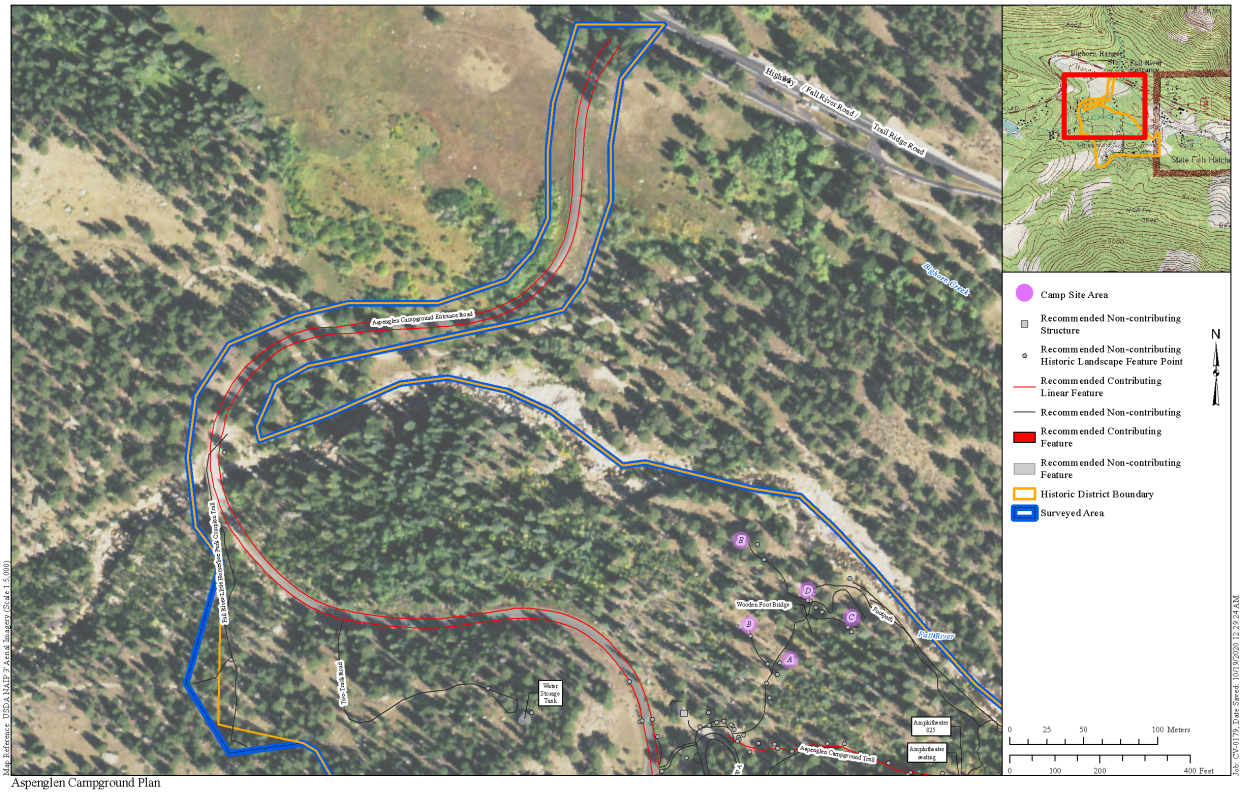
Landscape Type:

Historic Designed Landscape

Other Names:

Other Name:	Aspenglen Campground	**Other Name Type:**	Both Current And Historic
Other Name:	Aspen Glen Campground	**Other Name Type:**	Historic

Site Plan



Aspenglen Campground Plan

Aspenglen site plan (1)



Aspenglen Campground Plan

Aspenglen site plan (2)

Concurrence Information

Concurrence Status:

Park Superintendent Concurrence: Yes

Park Superintendent Date of Concurrence: 04/14/2021

Completion Status Explanatory Narrative:

Commonwealth Heritage Group, Inc. (Commonwealth) was contracted by the NPS in June 2019. Commonwealth staff, John Rasmussen and Katie Remensnyder, conducted field survey from July 29 through August 2, 2019. This CLI was completed with assistance from ROMO staff, including Sheri Fedorchak, Daniel Jackson, Rose Lang, Kelly Dick, Cheri Yost, Emilio Santiago, and Bob Maitland, with review by IMR CLI Coordinator Allison Kennedy. Superintendent Darla Sidles concurred with the CLI findings on April 14, 2021. The Colorado State Historic Preservation Office provided concurrence on May 27, 2021.

Geographic Information

State and County:

State	County
Colorado	Larimer County

Size (Acres): 52.28

Land Tract Number(s)

Boundary Description:

The boundary of Aspenglen Campground starts at the southeast corner of the intersection of Trail Ridge Road and Aspenglen Campground Road. The boundary follows the east side of Aspenglen Campground Road south to the Fall River. From here, the boundary turns to the east and follows the middle of the Fall River, which winds to the east and southeast. The boundary follows the river to the Fall River Footbridge, where the boundary jogs northeast to intersect the eastern boundary of ROMO and encompass the footbridge. The campground boundary then follows the ROMO boundary, which is demarcated with a fence, to the south until it intersects a line of buck and rail fencing. The campground boundary follows the buck and rail fencing to the west, which roughly follows the lower slopes of Deer Mountain. After the buck and rail fencing ends, the boundary continues 150’ to the west before turning to the north, encompassing the westernmost campsite. After continuing north, the boundary intersects the Fall River-Little Horseshoe Park Complex Trail. The boundary continues north and west along the Fall River-Little Horseshoe Park Complex Trail and crosses the Fall River at the Aspenglen Campground Road Bridge. From the bridge, the boundary follows the western side of the road to Trail RidgeRoad and continues in a straight line across Aspenglen Campground Road to the beginning point.

The boundaries were selected to encompass the Aspenglen Campground Road and the natural and built features associated with the campground, including campsites, comfort stations, a ranger station, an amphitheater, ponderosa pines planted in 1930, native vegetation, and the Fall River, which has played a significant role in the campground’s history.

Boundary Coordinates

Source	Type of Point	Latitude	Longitude	Narrative
	Area	40.40466 08035347	-105.59305 438361	
	Area	40.40291 80139395	-105.59384 0440177	
	Area	40.40245 57552469	-105.59613 4355618	
	Area	40.40211 27568128	-105.59626 095931	
	Area	40.40249 88900162	-105.59475 5948937	
	Area	40.40197 4521322	-105.59336 0772406	
	Area	40.40179 25866189	-105.59194 5048333	
	Area	40.39997 61623808	-105.58951 3403522	
	Area	40.40051 08511009	-105.58889 3506813	
	Area	40.39872 73151133	-105.58884 2614533	
	Area	40.39866 73631291	-105.59352 0278314	
	Area	40.39802 47200841	-105.59410 3821478	
	Area	40.39795 69939459	-105.59501 0572528	
	Area	40.39979 33117225	-105.59530 955625	
	Area	40.40038 13869654	-105.59657 5639515	
	Area	40.40138 14728853	-105.59656 0899289	

	Area	40.40238 04032927	-105.59677 0053914	
	Area	40.40287 70730537	-105.59479 4631149	
	Area	40.40327 70902639	-105.59409 1073263	
	Area	40.40465 72353085	-105.59374 9660681	
	Area	40.40466 08035347	-105.59305 438361	
	Area	40.40291 80139395	-105.59384 0440177	
	Area	40.40245 57552469	-105.59613 4355618	
	Area	40.40211 27568128	-105.59626 095931	
	Area	40.40249 88900162	-105.59475 5948937	
	Area	40.40197 4521322	-105.59336 0772406	
	Area	40.40179 25866189	-105.59194 5048333	
	Area	40.39997 61623808	-105.58951 3403522	
	Area	40.40051 08511009	-105.58889 3506813	
	Area	40.39872 73151133	-105.58884 2614533	
	Area	40.39866 73631291	-105.59352 0278314	
	Area	40.39802 47200841	-105.59410 3821478	
	Area	40.39795 69939459	-105.59501 0572528	

	Area	40.39979 33117225	-105.59530 955625	
	Area	40.40038 13869654	-105.59657 5639515	
	Area	40.40138 14728853	-105.59656 0899289	
	Area	40.40238 04032927	-105.59677 0053914	
	Area	40.40287 70730537	-105.59479 4631149	
	Area	40.40327 70902639	-105.59409 1073263	
	Area	40.40465 72353085	-105.59374 9660681	

Regional Landscape Contexts:

Type of Context: Cultural

Description:

Rocky Mountain National Park and the area around Estes Park were inhabited primarily by the Arapaho and Ute prior to settlement by European Americans. The Shoshone, Apache, Kiowa, Pawnee, Sioux, and Cheyenne were occasionally known to traverse the area (Brunswig 2005:87; Buchholtz 1983:8). These tribal groups utilized the park in part of their seasonal hunting, as well as “periodic raiding of other cultural groups” (Brunswig 2005:86). The Spanish may have been the first Europeans in the Estes Park region, as early expeditions had reached the Great Plains in the 1540s. By the early 1700s, the French had reached present-day northeastern Colorado as well. The first European Americans in the Estes Park region were limited to trappers and hunters. Estes Park’s relatively isolated location and the steep slopes of the Rockies may have discouraged European American settlement until 1859, the first year of the Colorado Gold Rush. That year, Joel Estes and his family established a ranch. In the following decades, more people immigrated to the region. Although many who lived in the region were ranchers, tourism also developed early as people were drawn to the scenic beauty of the Rocky Mountains (Buchholtz 1983).

Type of Context: Physiographic

Description:

Aspenglen Campground is located on the eastern border of ROMO, northwest of Estes Park. The most prominent natural feature is the Rocky Mountains. In the park, the ranges include the Continental Divide, Mummy Range, and the Never Summer Mountains. The peaks, which rise dramatically from the plains, range in elevation from 11,000–14,000’ in the park (NPS 2004). Longs Peak, 14,259’, is the tallest peak in the park. ROMO includes several life zones because of the range of altitude: the montane, subalpine, and alpine. The Continental Divide also divides the park into two hydrological systems. Precipitation that falls on the western slope flows to the Colorado River basin, which has its headwaters in the park. Streams and rivers on the eastern slopes are part of the Mississippi River basin (NPS 2014, 2015).

Aspenglen Campground lies within a mountain valley between McGregor Mountain to the north and Deer Mountain to the south. The Fall River flows along the north side of the campground and joins the Big Thompson River approximately four miles east of the campground. Aspenglen is in the montane life zone, and areas along the Fall River are in the riparian life zone. The dominant tree species in the campground is ponderosa pine (Pinus ponderosa). However, in recent years, bark beetle outbreaks have been causing substantial losses of trees in ROMO. There are approximately 19 native species of bark beetles in the park, which can kill lodgepole pine, ponderosa pine, limber pine, Engelmann spruce, subalpine fir, and Colorado blue spruce. The outbreaks are also influenced by multiple factors, including rusts, fungi, molds, and other biological agents; drought stress; predation, such as by woodpeckers; and temperature fluctuations. These outbreaks can cause changes to the park’s forests, including the loss of entire stands to threatening endangered species.

Type of Context: Political

Description:

Aspenglen Campground is owned and administered by the NPS. The campground is on a 41-acre parcel of land that was purchased by the NPS in 1923. The campground is within the political boundaries of Larimer County, Colorado, approximately four miles northwest of Estes Park.

Management Information

General Management Information

Management Category: May Be Preserved Or Maintained

Management Category Date: 04/14/2021

Management Category Explanatory Narrative:

Property was determined ineligible due to loss of integrity but elements will be managed as cultural resources through an NPS planning process.

Management Agreements:

Type of Agreement: Concession Contract/Permit

Management Agreement Expiration Date:

Management Agreement Explanatory Narrative:

Silver Peaks Enterprise has a contract to sell firewood and other convenience items, such as lighter fluid and ice.

Legal Interests:

Located in managed wilderness?: No

Adjacent Lands Information

Do Adjacent Lands Contribute? No

Adjacent Lands Narrative:

Although there are no adjacent lands outside of park boundaries that directly contribute to the significance of the Aspenglen Campground Cultural Landscape, the nearby Smith Sisters' property and the Stanley Power Plant/Fall River Hydroelectric Plant have been documented. This documentation is included in the Supplemental Information section to provide cultural context.

National Register Information

National Register of Historic Places

Documentation Status: Undocumented

Documentation Narrative Description:

Aspenglen Campground (5LR.14863) is not currently listed in the NRHP, nor has a determination of eligibility (DOE) been conducted for the component landscape. Determinations of eligibility have been conducted for two features within the campground: the Aspenglen Campground Rustic Comfort Station (HS-153; CRIS 051349; Site ID 5LR.1276) and Aspenglen Campground Road (Site ID 5LR.14435.1). Park personnel recommended the Aspenglen Campground Rustic Comfort Station eligible for the NRHP and received a consensus DOE from the Colorado State Historic Preservation Office (SHPO) in 1998. It is eligible for listing in the NRHP under Criterion A for its association with recreation, tourism, and “roots and development 1865–1945,” and under Criterion C for its Rustic style architecture. No period of significance was determined in 1998 but based on the findings of this CLI, it should be 1942 to reflect its construction date and status as one of the last projects the CCC undertook with the NPS.

Park personnel recommended Aspenglen Campground Road (5LR.14435.1) eligible for listing in the NRHP in 2019. Park personnel recommended the road eligible under Criterion A for its association with recreation and transportation, and its period of significance was listed as 1926–1968. However, the period of significance should start at 1960, when construction of the road began during the Mission 66 era. The Colorado SHPO determined that it is a non-contributing segment in April 2019.

Existing documentation for Aspenglen is inadequate. Although these two individual resources have been recorded, no previous documentation exists for the landscape as a whole, including its development history and extant conditions. This CLI examined the integrity of Aspenglen’s cultural landscape as it relates to its period of significance, 1924–1967. The period of significance encompasses the year the campground was developed and first opened to the public through the completion of Mission 66 developments in the campground. This period includes the era of the CCC in ROMO, when work crews expanded and rehabilitated campsites and constructed new buildings in Aspenglen, and the Mission 66 era, when the campground was once again expanded and rehabilitated and additional buildings were built to help modernize the campground and meet visitor demands. However, this CLI determined that Aspenglen has lost a substantial amount of integrity from the period of significance due to large-scale reconfigurations made after the Lawn Lake Flood in 1982. The campground also does not rise to the level of historic significance for properties that are under 50 years of age, as required for eligibility under Criteria Consideration G.

Based on the findings of this CLI, it is recommended that Aspenglen’s cultural landscape should be reexamined in 2032, 50 years after the Lawn Lake Flood. The flood directly impacted the campground’s cultural landscape, and Aspenglen was extensively reconfigured and rehabilitated in response. Many of the extant features date to the years that immediately followed the flood, including the spatial organization, circulation, buildings and structures, and small-scale features. The Lawn Lake Flood marked a significant historic event in ROMO’s history and, in addition to the response at Aspenglen, influenced the park’s management policy for dams, including purchasing and removing remaining high-altitude dams and reservoirs. If no substantial changes are made to the campground’s extant features, integrity may be retained to reflect the park’s response and the cultural landscape’s adaptation to the Lawn Lake Flood.

Eligibility: Ineligible -- Managed As Cultural Resource

Concurrence Eligibility Date: 05/27/2021

Concurrence Narrative:

Significance Level: Not Significant

Contributing: Individual

Classification: District

Statement of Significance for National Register of Historic Places:

Aspenglen Campground was evaluated under Criterion A for its associations with recreation and the CCC and Mission 66 eras, and under Criterion C for its associations with landscape architecture. The period of significance, 1924–1967, starts with the year that Aspenglen was opened to the public and continues through 1967, which marks the
completion of Mission 66 era developments in the campground. The period of significance encompasses two major periods of development in the campground. The first is associated with federal relief programs of the Depression era, specifically the CCC. The second development period is associated with nationwide park improvement projects that were part of Mission 66, which started in the 1950s and continued through the late 1960s. However, the campground is not eligible for the NRHP because little integrity remains from Aspenglen's period of significance due to the extensive campground changes that took place after the Lawn Lake Flood of 1982. The campground has lost integrity of location, design, workmanship, and association, and has diminished integrity of location and setting as it relates to the period of significance. Nearly all of Aspenglen's topography, spatial organization, circulation, buildings and structures, small-scale features, and constructed water features that were present during the period of significance are no longer extant. However, the campground's natural systems and features and vegetation have largely been retained. Because most of the campground's features post-date 1982, the campground was evaluated for any significance under Criteria Consideration G, properties under 50 years of age. However, the campground does not rise to the level of exceptional importance.

Aspenglen Campground was significant under Criterion A for its associations with the CCC era and Mission 66 era, when the park undertook large-scale development projects. Aspenglen was also significant under Criterion A for its associations with recreation, as it has functioned as a campground since it was established in 1924. From 1935–1942, the CCC expanded the campground and developed individual campsites, each with a parking spur, picnic table, and fire pit. They also built an amphitheater and two comfort stations. The campground was redeveloped in the 1960s during the Mission 66 era. During this time, the park redesigned the campground's road configuration, which included a new entrance road, combining two loops in the eastern side of the campground into one loop, and constructing a new loop. The park also introduced a new type of campsite to Aspenglen: walk-in campsites. Additional recreational and entertainment-based amenities were added at this time as well, including a new amphitheater with a larger seating capacity and new campsite furnishings such as picnic tables and fire pits. The park also constructed three comfort stations and upgraded the campground's utilities.

Aspenglen was significant under Criterion C for landscape architecture. The designed landscape components that the park implemented at Aspenglen during the period of significance, both during the CCC and Mission 66 eras, followed the campground guidelines that were developed by ecologist E. P. Meinecke and the US Forest Service in the 1930s. Meinecke's guidelines included individual campsites, parking spurs, and the delineation of areas for specific uses by using stones or other natural barriers. The

CCC followed many of these guidelines during Aspenglen's early development. The park further adapted and refined these guidelines during Mission 66 by expanding the size of the campsites and campground to increase privacy, and by providing more campsites that could accommodate RVs and trailers. During Mission 66, the loop road reconfiguration and expansion allowed for larger campsites, and the parallel parking spurs were able to accommodate RVs.

However, Aspenglen Campground has lost nearly all of its integrity from the period of significance. It was substantially reconfigured and redeveloped after the Lawn Lake Flood of 1982 destroyed or damaged portions of the campground. The extant loop roads, campsite locations, buildings and structures, and small-scale features largely post-date 1982. Most of the designed landscape components that were developed during the CCC and Mission 66 periods and were character-defining features of the period of significance are no longer extant, such as the loop roads, comfort stations, and small-scale features. The campground's topography, spatial organization, circulation, and small-scale features no longer retain integrity to the period of significance. The campground's vegetation has diminished integrity due to the Lawn Lake Flood and revegetation efforts in the 1980s as well. Only a few features remain from the period of significance that indicate that Aspenglen has functioned as a campground for nearly 100 years. These include the CCC-constructed Rustic comfort station (HS-153), Aspenglen Campground Road, the Mission 66-era amphitheater (B-825), and ponderosa pines that were planted in 1930. Although these features retain individual integrity, they are not enough to reflect the entire campground's period of significance. Because of this extensive loss of integrity, the campground is not eligible for listing in the NRHP.

Although several archeological sites have been documented within the boundaries of the campground and along the entrance road, all have been recommended not eligible for listing in the NRHP. Therefore, Aspenglen is not significant under Criterion D. Aspenglen's designed landscape should be reexamined in 2032, 50 years after the Lawn Lake Flood. Many of the extant features date to the years that immediately followed the flood, included the spatial organization, circulation, buildings and structures, small-scale features, topography, and vegetation. If the campground continues to retain integrity as it relates to the campground's rehabilitation in the 1980s, it may be eligible under Criterion A for its association with an important event in park and state history, the Lawn Lake Flood, and for its association with the park's revised management policies to prevent a similar incident from occurring again.

National Register Significance Criteria:

National Register Criteria Consideration:

National Register Periods of Significance (with Historic Context Themes):

Time Period: CE 1924 - CE 1967

Historic Context Theme	Subtheme	Facet	Other Facet
Creating Social Institutions and Movements	Recreation	General Recreation	

Time Period: CE 1933 - CE 1942

Historic Context Theme	Subtheme	Facet	Other Facet
Expressing Cultural Values	Landscape Architecture	The 1930's: Era Of Public Works	

Time Period: CE 1956 - CE 1967

Historic Context Theme	Subtheme	Facet	Other Facet
Expressing Cultural Values	Landscape Architecture	NPS Mission 66--Landscape Architecture	

NRIS Information:

State Register Documentation:

Identification Number:	5LR.14863
Name:	Aspenglen Campground
Narrative:	Landscape determined ineligible with CO SHPO concurrence date of 5/27/2021. However, features within the landscape are individually eligible: The Aspenglen Campground Rustic Comfort Station)HS-153; 5LR.1276) - eligible Aspenglen Campground Amphitheatre (B-825) - potentially eligible Aspenglen Campground Road, two segments (LR.14435.1 and 5LR.14435.2) are located within the surveyed landscape potentially eligible.

National Histric Landmarks:

National Historic Landmark? No

Theme:

Contributing:

NHL ID:

NHL URL:

Date: 04/14/2021

Statement of Significance for National Historic Landmark:

World Heritage Site:

Is Resource within a designated National Natural Landscape: No

Chronology and Physical History

Chronology:

Year	Event	Major Event Narrative
CE 1860	Settled	Joel Estes and his family establish a cattle ranch in presentday Estes Park, becoming the first recorded European American settlers in the vicinity of ROMO.
CE 1881	Land Transfer	Lyman A. White is issued a land patent for the NE¼ SE¼, the SE¼ NE¼, and the W½ NE¼ of Section 17 T05N R73W (Bureau of Land Management, General Land Office [BLM GLO])
CE 1904	Land Transfer	Emma Hershman is issued a land patent for the NW¼ SE¼ of Section 17 T05N R73W (BLM GLO).
CE 1905	Established	Medicine Bow Forest Reserve, which included the presentday Rocky Mountain National Park, is established.
CE 1907 - 1909	Built	Freelan Oscar Stanley builds the Fall River Hydroelectric Plant. It is downstream from present-day Aspenglen. A diversion dam is built upstream of Aspenglen at Cascade Lake, and a 30” diameter penstock is built from the dam to the hydroelectric plant, north of the Fall River (5LR14436.1 data form).
CE 1910	Purchased/Sold	Pieter Hondius purchases a 41-acre tract of land from Lyman A. White.
CE 1915	Established	Rocky Mountain National Park is dedicated.
CE 1916	Established	The National Park Service (NPS) is established.
CE 1923	Purchased/Sold	The NPS purchases the 41-acre parcel on which Aspenglen is located from Pieter Hondius for use as a public campground (Superintendent’s Monthly Report [SMR] September 1923).
CE 1924	Built	The park builds a small bridge over the Fall River near the northeastern corner of the campground to connect Aspenglen to Fall River Road. Fall River Road, which was constructed in 1913–1920, was the first east-west road through the park. However, it was replaced by Trail Ridge Road, which was constructed in 1929–1933. Near Aspenglen Campground, Trail Ridge Road was constructed to the north of the Fall River Road. When Fall River Road is used in this document, it refers to the old road alignment, portions of which have become Fish Hatchery Road and an unnamed road south of the Fall River Visitor Center (SMR July 1924; Rocky Mountain National Park 1936 Master Plan).
CE 1924	Established	Aspenglen Campground opens to the public on July 24 (SMR July 1924).
CE 1924	Land Transfer	F. O. Stanley grants a right-of-way deed through the Fall River Hydroelectric Plant property in October, which is to be used for a road to the campground (SMR October 1924).

Year	Event	Major Event Narrative
CE 1924 - 1925	Built	The park constructs a road on the Fall River Hydroelectric Plant right-of-way. This road extends from Fall River Road, near the fish hatchery, to Aspenglen and included an 8-foot masonry arch culvert across Bighorn Creek (SMR October 1924; Musselman 1971).
CE 1925	Built	The park installs 12 picnic tables in the campground (SMR July 1925).
CE 1926	Built	The park clears and grades additional campsites in Aspenglen; installs water pipes that connect to a spring on Deer Mountain; installs two sets of earth pit toilets; grades and drains 3,450’ of 15’-wide roadway; digs a 200’ ditch to drain a wet area; and builds a rubble dam across an irrigation ditch; the age or origin of the ditch is unknown (SMR June 1926, July 1926, August 1926).
CE 1930	Planted	The park plants 1,300 three-year-old ponderosa pine trees atAspenglen in cooperation with the Forest Service, Chamber of Commerce, public schools, American Legion, Rotary Club, Women’s Club, and Fish and Game Association (SMR April 1930).
CE 1930	Built	The park builds the Aspenglen Approach Trail, which connects the campground to the Fall River Trail (SMR August 1930; 1936 Master Plan).
CE 1931	Altered	The park repairs and levels the bridge over the Fall River. Three hundred feet of road are regraded to improve the road. A cattle guard, previously located on the bridge, is moved into the campground to allow horses to travel on the Aspenglen Approach Trail from the Fall River Trail (SMR September 1931).
CE 1933	Established	The CCC opens their first camp in ROMO, known as NP1-C, on May 13, 1933 at Horseshoe Park (Audretsch 2017:1–2).
CE 1933	Expanded	The park enlarges and further develops Aspenglen by constructing new parking areas, camp sites, and fire pits. Fire hydrants were also installed and connected to existing water mains (SMR June 1933). Superintendent Roger’s report notes that “Dr. Meinecke’s Campground Policy is being used to develop this area,” and including protecting vegetation by laying rocks at strategic places in the campground, including along the roads and camping spurs (SMR June 1933; Superintendent’s Annual Report [SAR] 1933; 1936 Master Plan). In September 1933 Superintendent Roger’s report notes that a parking area and road at Aspenglen were to be completed as a Public Works Project from 1933–1935 (SMR September 1933). However, work did not start until 1935.

Year	Event	Major Event Narrative
CE 1935 - 1938	Built	The CCC develops and improves campsites at Aspenglen, including building fire pits and combination tables and benches, constructing a reservoir, and installing and repairing water lines (Musselman 1971; SMR May 1935). By 1936 there were around 75 camp sites (1936 Master Plan). A small lecture circle is also constructed and included a small projector stand and projection screen, and large boulders, presumably for sitting (photo 11-Q-5 1528, on file at the Museum Facility archives).
CE 1936	Maintained	The park makes repairs to the Aspenglen caretaker's residence. The caretaker's residence was likely another name for the building that was variously known as the ranger station, contact station, and temporary ranger's quarters (SMR June 1936).
CE 1936	Planned	The park surveys a location for a new Aspenglen approach road (SMR December 1936).
CE 1937	Planned	The park completes topographic maps for the proposed amphitheater site (SMR September 1937).
CE 1938 - 1939	Built	The Public Works Administration (PWA) excavates new sewer lines and septic tanks and lays out new water lines (SMR December 1938).
CE 1938	Built	The CCC builds new fire pits and camping sites are added. Construction begins on the amphitheater (SAR 1938).
CE 1940	Built	The CCC completes construction of the amphitheater (SMR May 1940).
CE 1941	Planned	The NPS Region Two Branch of Plans and Design completes measured drawings for two comfort stations in the campground (Drawings 2036C and 2037C). These plans correspond to B-184, which is no longer extant, and HS-183, which remains in the same location.
CE 1942	Built	The CCC builds two comfort stations (HS-183 and B-184) in the campground in May and June and installs 750' of new water lines (SMR May 1942, June 1942; SAR 1942).
CE 1942	Planned	The park completes and submits architectural plans for a rangerstation to the Regional Office for review (SAR 1942). However, this was never built, possibly as a result of the closure of the CCC camps in 1942.
CE 1942 - 1943	Removed	The 77th United States Congress votes to stop funding the CCC, effectively ending the program at the end of the fiscal year, June 30, 1942. The CCC camps are liquidated in July 1942, resulting in not only a large loss of manpower for new construction and maintenance, but also requires park personnel to coordinate disposal of all CCC property. Park personnel continues removing the camps, including all buildings and equipment, until June 1, 1943 (SAR 1943).
CE 1950	Built	The park rebuilds the bridge over the Fall River on the entrance road (SMR January 1950).
CE 1953	Built	The park installs new campground tables and fire pits (SMR June 1953).

Year	Event	Major Event Narrative
CE 1953	Planned	The park undertakes field work and preliminary studies for revisions to the Aspenglen Campground Master Plan, which appears to have been developed ca. 1940 (SMR September 1953; Drawing RM 3007-H).
CE 1954	Maintained	The filter and leaching system for the sewer system are replaced. “One of the former Indian cabins was moved across Fall River and located in Aspenglen Campground for use by the camptender” (SMR April 1954). Little additional information is known about the “Indian Cabins,” including their construction date and name origin. The park acquired the cabins as part of an inholding ca. April 1953; however, the specific inholding is unknown. The park used several of the cabins for seasonal housing for rangers (SMR May 1953).
CE 1954	Planned	The park prepares an emergency water supply for the campground (SMR June 1954).
CE 1954	Maintained	The park paints the camptender’s cabin and two comfort stations (SMR June 1954).
CE 1954	Built	A pump is installed for the emergency water supply (SMR July 1954).
CE 1954	Built	The park installs “One Way Road” signs at strategic points in the campground. The flagpole is moved to a location near the camptender’s cabin (SMR July 1954).
CE 1954	Planned	The park completes revisions for the preliminary Aspenglen Campground Master Plan, which started in September (SMR August 1954).
CE 1955	Removed	The park installs a panelized pit privy to replace two older privies and removes the old caretaker’s cabin (SMR June 1955).
CE 1955	Planned	A student landscape architect employed by the park, C. Ronald Hoisington, completes the Aspenglen Master Plan revisions, along with a development outline (SMR July 1955, August 1955).
CE 1956	Planned	Congress approves funding for the Mission 66 program in July.
CE 1956	Planned	The park prepares plans for the expansion of the campground (SMR September 1956).
CE 1957	Land Transfer	The park obtains an option for a 16.7-acre tract owned by Lucinda H. Bryson in January (SMR June 1956, January 1957). The tract is northwest of Aspenglen and south of the Fall River Entrance. The 1954 master plan and 1955 revision planned to build a new entrance road through this parcel.
CE 1957	Built	The park installs two pit toilets in the northwest corner of the campground (SMR August 1957).
CE 1957	Planned	Plans for the entrance road into the campground and the sewer and water systems are completed (SMR September 1957).
CE 1958 - 1959	Built	A new chlorinator (B-553), pump house (B-552), and water and sewer lines are installed as part of Mission 66 improvements (SMR June 1958).

Year	Event	Major Event Narrative
CE 1959	Planned	The park completes an engineering survey for the Aspenglen Campground Road (SMR March 1959).
CE 1959 - 1960	Built	As part of Mission 66 improvements, the park reconfigures the loop roads, clears and defines additional campsites, and installs new picnic tables and fire pits for existing campsites as well (SMR November 1959, January 1960).
CE 1960	Built	Contractor Emerson S. Ellett constructs the new Aspenglen Campground Road as a two-lane road leading from US 34 (SMR January 1960, April 1960).
CE 1960	Removed	The park removes the old entrance road to Aspenglen to better control access to the campground and park. It is converted to a hiking and horse trail.
CE 1960	Built	Contractors build three new comfort stations (B-366, B-367, and B-401). The Park Service Modern style comfort stations are built using standardized plans for the NPS. Contractors also clear additional parking areas in the campground, although it is not specified where these are built (SMR July 1960, September 1960).
CE 1960 - 1962	Built	As part of Mission 66 improvements, the park makes plans for a new Aspenglen amphitheater. The park installs new log benches in 1960 around the campfire circle. Interpretive activities take place here while a new amphitheater is being constructed (SMR June 1960). Construction begins in 1960, and the amphitheater opens for interpretive events in July 1962 (SMR October 1960, July 1962).
CE 1961	Built	The park constructs a new pump house (B-688) because the water supply from the existing pump house (B-552) was inadequate (Bzdek, “Aspenglen Campground Pumphouse”).
CE 1963	Paved	Trails to the comfort stations are paved with asphalt (SMR October 1963).
CE 1964	Planned	The park plans a trail to the amphitheater that starts near the western end of the campground (SMR June 1964).
CE 1966	Moved	Park maintenance crews remove the Thompson River Bridge, which was near the former Thompson entrance and on the former road that led to Moraine Park. Some of the stringers are used to rehabilitate the footbridge across the Fall River at Aspenglen (SMR February 1966).
CE 1966	Built	The park’s maintenance division constructs a new projection booth and control panel for the amphitheater. A new control panel, speakers, and a new screen are also installed (SMR April 1966, May 1966, August 1966).
CE 1966	Abandoned	The Mission 66 program ends.
CE 1967	Built	A new water system is installed, including a 25,000-gallon storage tank. Pump house B-552 is decommissioned (Drawing RM-2784; Drawing RM-2793).

Year	Event	Major Event Narrative
CE 1974	Built	New sewer lines are installed to connect Aspenglen to the Upper Thompson Sanitation District system. The sewer lines enter the campground near its northeastern end and are placed underneath the stringers of the footbridge across the Fall River. The drawings note that new headers are installed on each end of the bridge, the bridge (presumably the stringers and decking) is lifted away from the construction area and stored, and the bridge is replaced on new piers after the pipeline crossing is complete. (Drawing RM-41040; SAR 1974).
CE 1974	Removed	A septic tank in the eastern side of the campground is removed and the site is restored (Drawing RM-41040B).
CE 1974	Land Transfer	The NPS obtains an option on the Smith Sisters' property, which is a parcel directly to the north of the campground, east of Aspenglen Campground Road, and south of the Fall River Entrance (SAR 1974).
CE 1975	Removed	The park removes or demolishes (report is not clear) a private residence (B-482) near Aspenglen Campground Road (SAR 1975).
CE 1975	Built	The park installs new signs for the campground, which are NPS-standardized signs by 3M (SAR 1975).
CE 1975	Land Transfer	The Smith Sisters sell their parcel to the park.
CE 1977	Demolished	The park demolishes the caretaker's residence (B-368; Building 368 folder on file in Museum Facilities archives) and the pump house (B-552; Building 552 folder on file in Museum Facilities archives).
CE 1978	Rehabilitated	The park remodels and paints the comfort stations and paints the amphitheater (SAR 1978).
CE 1979	Rehabilitated	The park repaints the picnic tables and comfort stations (SAR 1979).
CE 1980	Built	A gate at the north end of Aspenglen Campground Road, near Trail Ridge Road, is installed for closure control (SAR 1980).
CE 1981	Removed	The park obliterates the Spur Trail to Fall River Trail (SAR 1981).
CE 1982	Rehabilitated	The park paints the amphitheater, reroofs the pit toilets, and constructs 400' of buck and rail fencing to protect vegetation restoration areas. No additional information could be found about the vegetation restoration, but the park likely planted native vegetation where it had been destroyed due to repeated use (SAR 1982).
CE 1982	Destroyed	On July 15, 1982, the Lawn Lake Flood destroys the northern portion of Aspenglen Campground, including many of the walk-in campsites, portions of the Aspenglen Campground Road, the bridge, and the footbridge. The floodwaters kill two campers. The park closes the campground shortly thereafter (SAR 1982).

Year	Event	Major Event Narrative
CE 1983 - 1984	Reconstructed	Road construction crews rebuild the Aspenglen Campground Road bridge and bridge approach sections of the road. The Fall River-Little Horseshoe Park Complex Trail, which is used for horses, is routed across the new bridge as well (SAR 1984; NPS, Aspenglen Road and Bridge Completion Report). The park reroutes 500' of the main channel of the Fall River, upstream of the campground, to create a new, safe channel (NPS, Aspenglen Channel Relocation Completion Report). The footbridge over the Fall River in the northeastern area of the campground is reconstructed (Drawing 121-60123).
CE 1984 - 1986	Rehabilitated	The park alters and reconfigures the campground loop roads after the Lawn Lake Flood, and the campsites are rehabilitated.
CE 1985	Rehabilitated	The park reconfigures Loops A and B. The loops open for camping on July 5, 1985, with 26 campsites, including five walk-in sites. Two-thirds of a mile of roads and parking areas are graded and paved; tent pads are graded; campsites are landscaped with aspen and native plants; a drip irrigation system is installed; and wash areas are added to comfort stations in Loops A and B. The reconfiguration of the roads and parking for Loop C begins (SAR 1985).
CE 1985	Built	The park installs over 350 sections of buck and rail fencing to protect slopes from vegetation loss and erosion. The streambank slopes, altered by the flood, are reshaped to prevent any safety incidents. The park installs three wayside exhibits to inform visitors about the Lawn Lake Flood (SAR 1985).
CE 1985	Demolished	The park's Roads & Trails division demolishes a CCC-constructed comfort station (B-154). The NPS records the building to the standards of the Historic American Buildings Survey (HABS) before it is demolished; however, it is not submitted to the Library of Congress to be included in the HABS collections (Memorandum of Agreement: Aspenglen Comfort Station).
CE 1986	Rehabilitated	The park continues work on Loop C and completes the roads, parking areas, and campsites (SAR 1986).
CE 1987	Rehabilitated	The park completes Loop C by planting trees and shrubs, installing an irrigation system, installing signs, and improving trails. The amphitheater opens for evening programs for the first time since the 1982 flood, and new lights along the trail are installed (SAR 1987).
CE 1989	Built	Contractors build a ranger station at the entrance to the campground (SAR 1989).
CE 1995	Built	The park begins constructing the Aspenglen Horse Trail. However, a cultural resources survey finds an archeological site and the trail is relocated (SAR 1995).
CE 1995	Removed	The park demolishes one vault toilet (B-769), which had not been in use for over five years. The park removes two additional vault toilets (B-770 and 771), which had also not been used, and relocates them to different areas of the park (NPS Compliance Report 1995 95-14).

Year	Event	Major Event Narrative
CE 2000	Built	The park installs tent pads and fire rings with grills at the campsites. It is not known if the park installed these features at every campsite or only a few (SAR 2000).
CE 2005 - 2016	Built	The park installs bear-resistant food storage lockers near each campsite (SAR 2005).
CE 2008	Built	The water storage tank is replaced with a 33,000-gallon tank (SAR 2008).
CE 2009 - 2011	Removed	The existing Aspenglen pump house (B-688) is removed and replaced with a new pump house, and new water lines for the campground are installed (NPS, Compliance Report 2009 09-20).
CE 2011	Built	The park removes the wooden picnic tables and installs concrete tables at each campsite.
CE 2013	Altered	The Fall River floods in mid-September. The floodwaters extensively scour the riverbanks near the footbridge and heavily erode the southern bank near the northeastern portion of the campground, damaging Campsite 44.
CE 2013 - 2016	Demolished	The park demolishes the three comfort stations that were constructed in 1960 as part of Mission 66 campground improvements (B-366, 367, and 401) and replaces them with new buildings in the same locations. The new comfort stations have a slightly larger footprint to meet federal accessibility standards (NPS, Compliance Report 2013 13-11).
CE 2014	Restored	The park restores the Rustic comfort station (HS-0153) by installing new cedar shingle roof and repairing the windows, siding, and exterior doors with in-kind materials (NPS, Compliance Report 2014 14-17 b).
CE 2014	Altered	The park rehabilitates two campsites, 30 and 31, to meet federal accessibility standards. At each of these campsites, the park installs two pads, one for a tent and the other for a picnic table and fire ring, and a path between the two pads. The park also widens the paved parking areas at each by 8’ (NPS, Compliance Report 2013 13-54).
CE 2019	Planned	The park plans a connection to the Fall River Trail, which originates in Estes Park. The park plans for a spur trail from Aspenglen to the trail. The spur starts at the northeastern end of the campground and travels across the footbridge over the Fall River. Construction for the trail is planned to start in 2020.
CE 2019	Maintained	The sewer system is rehabilitated.
CE 2019	Planned	The park develops plans for a solar shower at the campground.
CE 2019	Planned	The park develops plans for rehabilitating and reconstructing the amphitheater in 2026.

Physical History:

Settlement and Development of the Estes Park Region, Pre-contact - 1915

Pre-Contact
Following is a brief overview of the pre-contact history of ROMO, taken primarily from the in-depth history of the park prepared by the University of Northern Colorado in 2005 (Brunswig) and the People of the Poudre: Native Americans in Larimer County – People of the Mountain and Plains (Burris n.d.). The Rocky Mountains of ROMO lie in between the cultures of the Great Basin and Central Plains and thebarcheology reflects the relationships to both cultures (Rocky Mountain National Park Seasonal Handbook 1998:5).

The Peopling of the Americas
The first people likely reached North America no earlier than 30,000 years ago. Although definitive archaeological evidence dating the arrival of North America's populations is scant, the earliest accepted date for the diagnostic artifacts of the Clovis Culture, generally considered the earliest culture in the New World, is at most 12,000 years before present (BP; Anderson et al. 1996). However, recent research undertaken at numerous North and South American sites strongly suggests the possibility of earlier arrival and occupation dates (Dillehay and Meltzer 1991; Lepper and Bonnichsen 2004). Numerous sites have been put forward as evidence for a pre-Clovis human occupation in eastern North America, including the Meadowcroft rock shelter in Pennsylvania, the Page-Ladson and Little Salt Springs sites in Florida, the Saltville and Cactus Hill sites in Virginia, the Topper site in South Carolina, and the Big Eddy site in Missouri (Anderson et al. 1996; Lopinot et al. 2000). These claims, however, are subject to debate (Dincauze 1984; Haynes 2002).

Paleoindian Period
Research suggests that by 11,950 BP, Paleoindians could have entered Colorado. Clovis hunters are believed to have populated North and South America as a result of following large herds of megafauna, such as mammoth and mastodon, across a formerly exposed land bridge (Beringia) connecting present day Siberia and Alaska. The Paleoindian Era is marked by lithic technologies known as Clovis, Folsom, and Plano (Burris n.d.). According to William Butler, there are several well-documented Clovis finds at ROMO (Brett 2003:28). However, during the Folsom period, there is no indication of aboriginal presence at the park, likely due to a high elevation glacial advance during the time. Husted speculates that the higher altitudes of the park were open for seasonal occupation, and year-round occupation by 6,500 BP (Brett 2003:28). The end of the Paleoindian Era is marked by climatic changes resulting in the extinction of large megafauna. Climatic change led to an economic transition characterized by a shift in hunting toward smaller game and utilization of plant resources.

Archaic Period
The climactic changes at the beginning of the Holocene led to new cultural adaptations known as the Archaic Period (7,500 to 1,800 BP; Burris n.d.). The Archaic period is marked by a shift from following and hunting mega-fauna to the use of local food sources. These resources include smaller game as well as local plants. The Archaic followed resources on seasonal rounds based on the availability of these food sources (Burris n.d.). Tool assemblages include smaller projectile points for use with a spear thrower or atlatl and ground stone for processing foods. During the early part of the Archaic, drought conditions led the peoples to search for resources in "eastern foothills and mountains" of ROMO (Brunswig 2005:80). This was followed by cooler and wetter conditions in the Middle and Late Archaic stages. There are several well documented game-drives in the park that seem to indicate this was a successful strategy for hunting (Benedict and Olson 1978). The Archaic period lasted until the adoption of ceramics and bows and arrows (Stone 1999:56, 63).

Late Prehistoric Stage: Early and Middle Ceramic Periods
The Late Prehistoric Stage includes the Early and Middle Ceramic Periods (Gilmore et al. 1999). This stage lasted from 2,000 BP until permanent European presence in the area of ROMO (Burris n.d.). During the Early and Middle Ceramic Periods, the similar cultural adaptations of the Archaic Period were replaced with "diverse regional responses to cultural developments" (Brunswig 2005:83). Tool assemblages include finely flaked smaller projectile points (for bow and arrow) and ceramics. The Early Ceramic Period is identified by the appearance of "bi-conical shaped, cord-marked pottery" (Brunswig 2005:84). Also noted during this period are elements of corn horticulture in the foothills, although no farming has been identified in the mountainous region of ROMO. The Middle Ceramic

Period is marked by brown and gray cord-marked pottery with globular wide mouth pots and some collared rims (Brunswig 2005:85). Brunswig indicated that no Middle Ceramic pottery has been, as yet, identified in the park (Brunswig 2005: 85). According to Burris, in the later part of the Ceramic period, “regional cultures transformed into the Native American cultures we are more familiar with today” (Burris n.d.). These cultures include mainly the Arapaho and Ute, although the Shoshone, Apache, Kowa, Pawnee, Sioux, and Cheyenne were known to occasionally traverse areas in ROMO (Brunswig 2005:87). These tribal groups utilized the park in part of their seasonal hunting, as well as “periodic raiding of other cultural groups” (Brunswig 2005:86).

Post-contact
By 1680 the Ute were trading with the Spanish, which included acquiring horses. This transformed their lifeway, and the Ute became accomplished bison hunters on the Great Plains. However, the Comanche, who were trading with the French and acquiring guns in the mid-1700s, forced the Ute from the plains and back to the Rocky Mountains. Several roads and trails that remain in use in the park were probably developed by the Ute at this time, including Trail Ridge, Ute Trail, and Forest Canyon Pass. The Arapaho had migrated to the region around the 1780s and ranged and hunted throughout the region, where they were frequently in conflict with the Ute. However, the discovery of gold in 1858 brought thousands of American immigrants to the region, and a series of treaties between the US government and the Arapaho and Ute in the mid-to-late 1800s eventually forced the tribes out of their lands and onto small reservations (Buchholtz 1983:18–27).

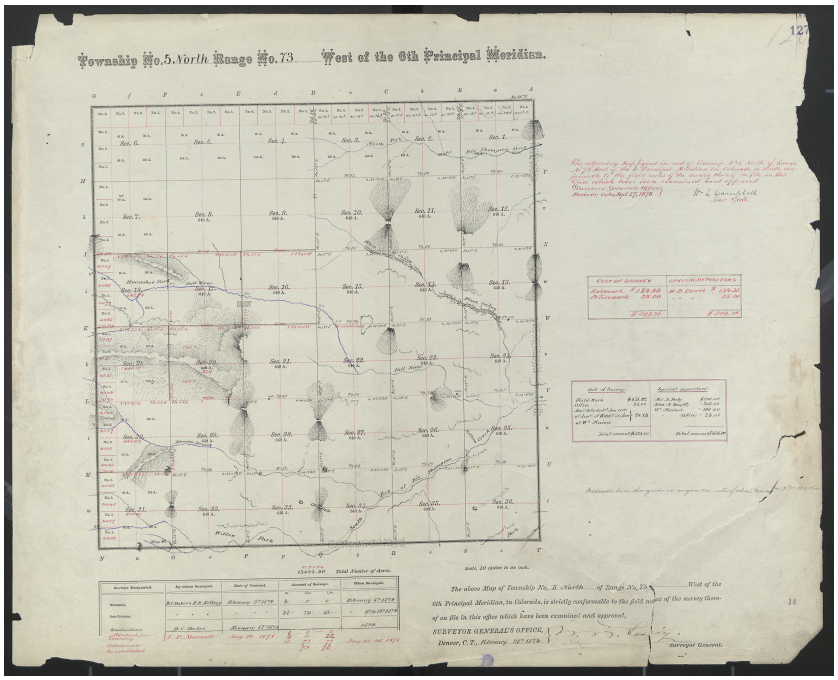
European Settlement in the Estes Park Region
The United States purchased northeastern Colorado, including Larimer County and the Estes Park region, from the French as part of the Louisiana Purchase. Early European American trappers ventured into Colorado as early as 1805, including James Pursley, A. P. Chouteau, Julius De Munn, and Ezekiel Williams, although their exact areas of exploration are unknown (Buchholtz 1983:31–34). The first officially recorded United States reconnaissance in the area of ROMO and Estes Park was that of Major Stephen Harriman Long and his party of 22 men in 1820, who were originally part of the larger Yellowstone Expedition of 1819. Long and his party were accompanied by three French guides, who were already knowledgeable of the Rocky Mountains and assisted the group in reaching the foot of the eastern slopes of the Rockies. Although they spotted the mountain peaks of ROMO, including the peak that would be later benamed for Long, the party did not venture farther west from the plains. After Long’s expedition, the few European Americans who lived in the area were the mountain men who made a scant living by hunting and trapping. Several fur traders opened small trading posts along the South Platte River, east of ROMO, in the 1830s, but the posts were abandoned by 1850 (Buchholtz 1983:39–40).

Rufus B. Sage was likely the first European American to record the valley in which Estes Park is now located. Sage stayed in the area for a month in 1843 to hunt, and he later published his account in his book, Rocky Mountain Life; or, Startling Scenes and Perilous Adventures in the Far West during an Expedition of three Years. It is possible that Kit Carson explored the ROMO area, although these reports have not been substantiated. As more people immigrated west in the mid-1800s, it is also possible that several traveled to the Estes Park area, although no record of any permanent settlement exists. One of the first European Americans to settle in the ROMO region was fur trader Philip Crenshaw, who settled near Grand Lake around 1857. Crenshaw built a cabin but returned to his native Missouri in 1861 (Buchholtz 1983:77–78). In 1859 the Colorado Gold Rush brought thousands of people to the state, including Joel Estes and his family. After happening upon the Estes Park area in 1859 during a hunting trip, Estes and his family returned in 1860 to establish a cattle ranch. The Estes sold their ranch to Michael Hollenbeck and a man identified only as “Buck,” and left the area in 1866 (Buchholtz 1983:52). By 1880 Estes Park was becoming well-known and more prospectors, mountain climbers, settlers, and even tourists came to the area. Many of the settlers established small subsistence ranches (Buchholtz 1983:77–78).

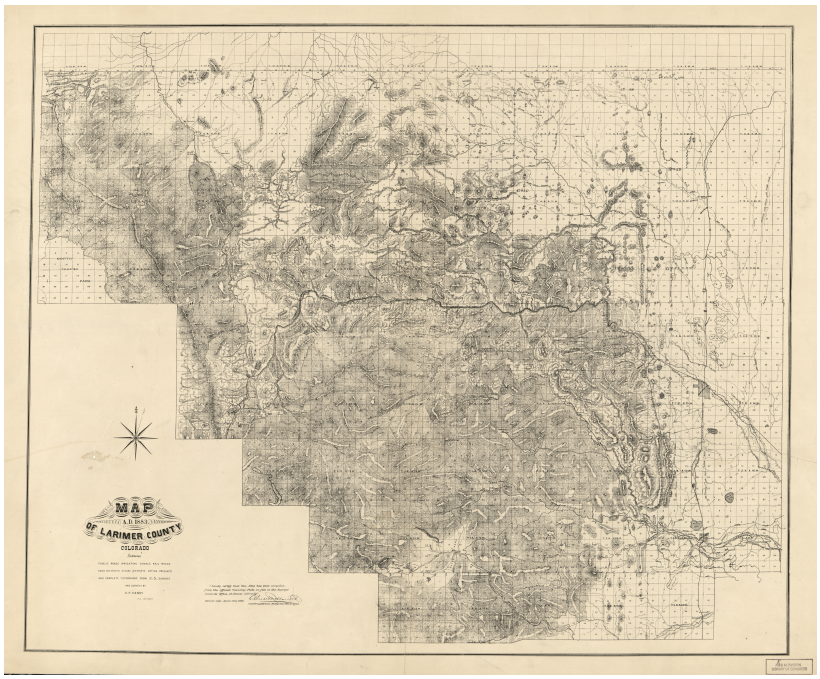
James P. Maxwell and his team conducted the first survey of Aspenglen’s land in August 1878. Maxwell described the land as mountainous with scattered pine, but also “good grazing land” (Maxwell 1878:16). He further noted that land between Sections 16 and 17, a portion of which is in present-day Aspenglen, had been plowed (Maxwell 1878:20). Lyman A. White was issued a US land patent in 1881 for the NE¼ SE¼, the SE¼ NE¼, and the W½ NE¼ of Section 17. White was born in

Massachusetts in 1835 and immigrated to Colorado in 1860 in search of gold. He served in the Third Colorado Cavalry and was residing in Longmont at his death. It is unknown if he resided on the parcel in Estes Park (FindAGrave.com).

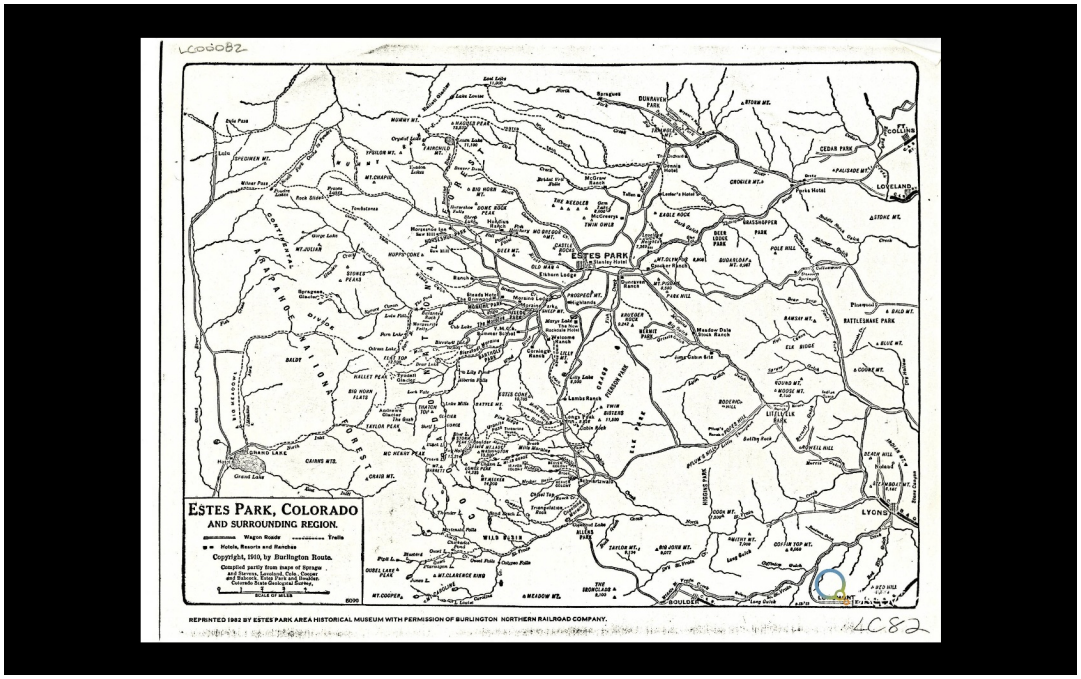
In 1904 Emma Hershman was issued a patent for the NW¼ SE¼ of Section 17 (T05N R73W, Larimer County; BLM GLO Records). Hershman was born ca. 1875 in Big Thompson, Colorado (ancestry.com). Her father, David Hershman, immigrated to the Big Thompson Valley in 1865, where he established a farm. Little additional information is known about Emma Hershman, and it is not known if she resided on her parcel.



Detail from the original survey of Township 5 North Range 73 West in 1874–1878. Aspenglen's presentday location is west of the Sections 16 and 17 boundary and south of the Fall River. The alternating lines and dashes on the section boundary indicates a plowed field (BLM GLO 1874).



Detail from an 1883 topographic map of Larimer County. The general area of Aspenglen is outlined in blue (Handy 1883).



Detail from a 1910 map of the Estes Park area. The blue arrow points to the Aspenglen area (Burlington Route 1910).

The Establishment and Early Development of ROMO, 1915 - 1923

Rocky Mountain National Park's beginnings arguably started with Enos Mills, who moved to the Estes Park region in 1886. Mills was a naturalist, conservationist, and author who was instrumental in establishing the park. By the 1890s, Mills was strongly advocating for the creation of a national park that would span from Longs Peak to Pikes Peak so the public would be able to experience the natural wonders of the Rocky Mountains. Mills built the Longs Peak Inn in 1901 to draw more tourists to the area and authored several books that extolled the area. Although Mills was met with resistance from the US Forest Service, in part because there was no Park Service to administer the park, he found support for establishing a national park from the Colorado Mountain Club, which was founded in 1912 by Denver attorney James Grafton Rogers. The club soon formed a National Park Committee, mapped proposed park boundaries, and drafted park bills to be introduced in Congress. The Denver Chamber of Commerce supported the development of a park, and by 1913 Colorado politicians were also in favor of a park. Support continued to grow, and on June 29, 1914, a bill for the creation of a national park was presented to Congress. The bill passed the Senate, who sent the bill to the House of Representatives in October. The House Public Lands Committee heard testimony for the formation of a national park from Colorado governors, Senators, and Congressmen, and the Secretary of the Interior. On January 18, 1915, the bill passed the House, President Woodrow Wilson signed the bill on January 26, and the 358.5 square-mile Rocky Mountain National Park was established (Musselman 1971:17–27). The park was officially dedicated on September 4, 1915. The Secretary of the Interior, Franklin K. Lane, appointed C. R. Trowbridge as the first "acting supervisor" of ROMO, who was tasked with organizing the administration of the park. R. T. "Dixie" MacCracken was hired as the first park ranger, and two additional rangers, Frank R. Koenig and Reed A. Higby, were hired a short time later. In 1916 L. Claude Way replaced Trowbridge. Way's initial title was head ranger, but soon it was changed to superintendent (Musselman 1971:29–30).

Rangers focused their efforts on protecting the park and regulating its use, which meant fighting forest fires, keeping cattle outside of the park, and patrolling for hunters (Buchholtz 1983). After the National Park Service was formally established in 1916, the administrative goals of the park began to reflect the overarching goals mandated by Congress for all national parks: "to conserve the scenery and the natural and historic objects and the wild life therein and to provide for the enjoyment of the same in such manner and by such means as will leave them unimpaired for the enjoyment of future generations" (National Park Service Organic Act, 16 U.S.C §1).

By the time the park was established, Fall River Road construction was progressing, hiking and horse trails were in place, and privately owned resorts within the present-day park were attracting tourists. The park was immediately popular, with an estimated 51,000 visitors in 1916 and 120,000 in 1917. By 1920 over 240,000 people visited ROMO. To accommodate these visitors, Superintendent Way and the park rangers built new trails and expanded existing ones, improved roads, and in 1917 established a campground, Glacier Basin (Buchholtz 1983).

Early Development of Aspenglen, 1923 - 1933

By 1922 visitors to ROMO had been complaining for several years that Glacier Basin Campground, the only public campground in the park, was too far from Estes Park. Additional private campgrounds were located along roads near the park and were quite popular, despite many charging a fee of 50 cents per night. However, many of the private campground owners found that campers were damaging their property, and these campgrounds were even polluting water supplies of downstream

landowners and Estes Park (SAR 1922).

To help alleviate demand for additional campgrounds, the NPS began looking for potential campground locations closer to Estes Park in 1922. However, the NPS found that “there is no suitable Government land within six miles of Estes Park which is available for camp grounds [sic]. The need of such camp grounds is increasing each year, and the only solution seems to be for the Government to purchase advantageous sites” (SAR 1922).

Pieter Hondius had acquired Lyman White’s parcel by 1923. Hondius was an early settler of Estes Park who established a homestead in Horseshoe Park and acquired a number of parcels in the region, including around 2,000 acres in Beaver Meadows. By 1932 Hondius had sold much of his land to the park (Estes Park Trail 23 February 1934:1).

Hondius sold a 41-acre parcel to the park in 1923, and the NPS immediately developed it as a campground, the second in the park, which opened to the public as Aspenglen Campground in 1924 (SMR Sept 1923; SAR 1924). It is not known if the NPS approached Hondius to purchase his land, or if Hondius learned that the NPS was seeking more land and decided it would be advantageous for him to sell. Regardless, Hondius’ sale of the 41-acre parcel to the NPS provided a much-needed public campground area closer to Estes Park, which was only 4.5 miles away. By 1924 the NPS acquired two additional parcels for campgrounds: Endovalley, on a 19-acre parcel near the western end of Horseshoe Park, 8.5 miles from Estes Park; and Pineledge, south of High Drive and 2.5 miles from Estes Park, both of which opened several months after Aspenglen (Musselman 1971:151).

A photo from September 1923 notes that the land in the northeastern section of the campground had been cultivated by Hondius, and the western section appears to have been undeveloped (photo 11-Q-8 1396, on file at the ROMO archives). The western section of the campground was filled with aspen trees, for which the campground was likely named. It is not known if development of the campground started immediately when it was purchased in 1923 or if the park waited until 1924. The construction of an entrance road to the campground was one of the first major development efforts.

By the end of June 1924, the road leading to this campground [sic] from the Fall River road was completed. This road includes two bridges, one over a small stream, and the other over Fall River. Ditches were dug across a marshy place in the campground, and the road was surfaced with gravel where necessary. The road leading through the campground was partially cleared of aspens, and is passable although not completed (SMR July 1924).

The precise alignment of this first entrance road could not be determined, as no early plans or maps of the campground could be found. It is probable that the “small stream” is Bighorn Creek, and this would place the road north of the campground and the Fall River. An aerial photograph from over a decade later, 1938, shows a road leading south from Fall River Road and turning east north of the Fall River, near a bridge in the northeast end of the campground in the present-day location of the Fall River footbridge. It is possible that this was the original entrance road into the campground. Portions of this possible entrance road alignment remains extant and appear to be used as a horse trail, and the section of the road that curved to the east is visible on satellite imagery.

The park established a footpath leading to “one of the high rocky points in the campground,” which may possibly refer to the rocky knoll south of the present-day amphitheater (SMR July 1924). Early campground development also included establishing a drinking water source: Spring water on adjacent private property was made available for the use of campers; and preliminary work was done toward the development of a spring on our own land, which, if it proves satisfactory, will be piped to various points on the campground for the use of campers (SMR July 1924).

A water line from a “spring on Deer Mountain” is depicted on a 1935 map, which may be the spring on “adjacent private property” (Drawing RM-5092). Of note, “a small portion of Fall River was diverted so as to run through the camp ground and give the visitors the advantages of running water” (SMR July 1924). However, it is not known where this “small portion” was. Aspenglen Campground was immediately popular when it opened in early July 1924. Park attendants were stationed at Aspenglen “to supervise sanitary conditions, see that fires were extinguished, and

enforce other Park rules" (Musselman 1971:151). The park attendants recorded visitor numbers as well, and by July 31 an estimated 461 campers had used the campground (SMR July 1924). In August 1924 visitor tallies switched to recording cars in the campground; 705 cars were recorded in the campground in August alone. Campground development continued in August. Additional camping areas were cleared, and "spring development at this site progressed sufficiently that piped water was made available to campers toward the end of the month" (SMR August 1924). Aspenglen Campground was closed for the 1924 season on September 15.

In 1924 Freelan Oscar Stanley granted a right-of-way deed through his hydropower plant property, which was east of the campground on the Fall River, to provide "considerable improvement in the road" to the campground (SMR October 1924). In 1924–1925 "a branch road was constructed from the Fall River Road, at the Estes Park Fish Hatchery, to the Aspenglen campground. Also, an eight-foot masonry arch culvert was built to carry this roadway across Bighorn Creek" (Musselman 1971:86–87). No mention is made of building a bridge over the Fall River, so it is likely that the new road utilized the bridge that had been built in 1924.

Two park rangers established a trail along the south side of Aspenglen Campground in 1925:

A new trail, starting from near the Fall River gateway on the Fall River Road, extending a short distance through private property and then along the north side of Deer Mountain to Deer Ridge on the Highdrive, has been partly staked by Rangers Moomaw and Finn. This trail is intended, not only to add a pleasant trip, but also to obviate the necessity of saddle horse travel along the main automobile road (SMR February 1925).

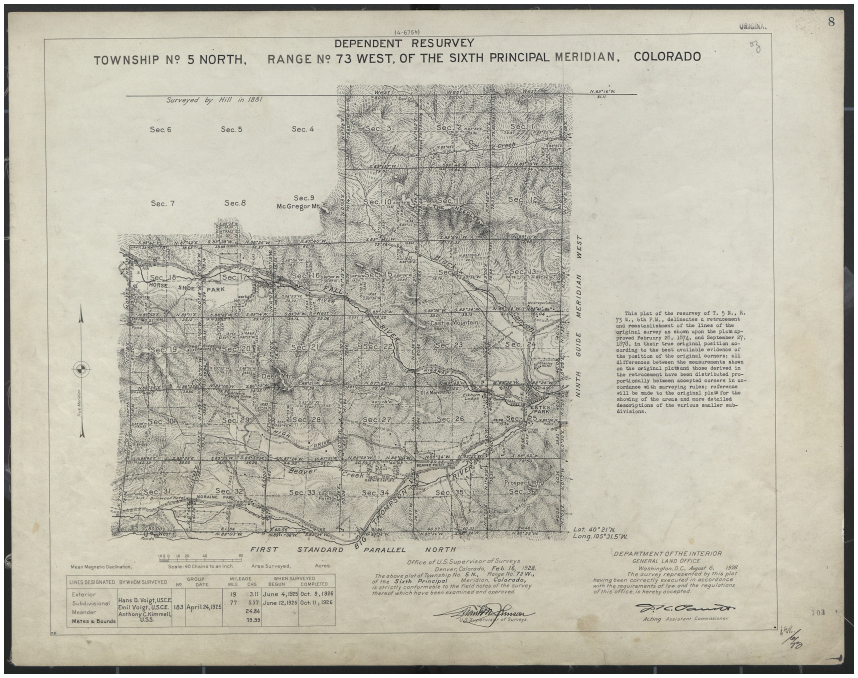
The trail, called the "Spur Trail to Fall River Trail" on a 1935 topographic map, is depicted as starting near the entrance road where it crosses the Fall River. The trail parallels the eastern loop road and then extends south and east, climbing the lower slopes of Deer Mountain, and then curves to the south, where it is no longer depicted (Drawing RM-5092).

The park continued to develop the campground in the following years. Twelve picnic tables were installed in July 1925, and in 1926 additional roads and campsites were cleared. It is not known where the newly cleared campsites and roads were, but it is likely they were in the western portion of the campground, as the park boundary was directly east of the campground at the time. Two sets of pit toilets were built in the campground in 1926, but the locations of these are also unknown (SMR June 1926, July 1926, August 1926). It is also not known if, and where, any pit toilets were in the campground from 1924–1926, as this is not mentioned in any of the Superintendent's reports. The park built a rubble dam across an old irrigation ditch in 1926; however, this is the only information that is provided. It is possible that the ditch started in the southwest quadrant of the campground and extended to the north, as depicted in a topographic map from 1935 (Drawing RM-5092). The origins of the irrigation ditch are also unknown. Less than a month after Aspenglen Campground opened in July 1924, Superintendent Way noted that "this camp ground has proven very popular with all who have used it, and will be of increasing importance as it becomes more developed" (SMR July 1924). He was proved to be correct, as campers continued to flock to Aspenglen in the following decade. In the 1932 camping season, which roughly included the months of May through October, over 15,000 campers were recorded in Aspenglen and Glacier Basin campgrounds combined (Musselman 1971:155). In cooler months, such as November and April, the campgrounds were utilized as picnic areas, especially on weekends. Usage of the campgrounds even increased during the Great Depression. In 1933, "all records were broken in the public campgrounds during the month [of July] and the number of campers were doubled. All of the camps were used increasingly but the gain was most noticeable at Glacier Basin and Aspenglen." (SMR July 1933).

In the 1920s campgrounds lacked specific areas dedicated to parking, tents, tables, and other amenities that campers typically brought along (McClelland 1993:161). When Aspenglen was first developed there were no designated campsite areas. In the early 1930s only a few picnic tables and fireplaces were installed, and these were typically clustered around pit toilets. In this report, "fireplaces" refers to the earliest fire structures in the campground, which had chimneys and were larger than fire pits that were constructed in the 1930s and later. The fireplaces were stone structures with two sidewalls that anchored metal rods, which formed a cooking surface. The rear wall of the

fireplace was a short chimney. Portions of the campground were also large, open meadows, some of which had likely been cultivated before being acquired by the NPS, and it is likely that people were able to set up their campsites wherever they chose (Drawing RM-5092). The lack of designated camping areas, coupled with the heavy use of the campground, resulted in negative impacts to the natural features and vegetation, such as trampling and erosion.

During the 1920s the natural landscape in national parks gained importance and was incorporated into the parks' design ethic. The designs aimed to preserve the scenic landscape and set standards for roads, trails, buildings, and other structures that could be tailored to each location while protecting natural features. The design ethic also called for native vegetation to be planted in construction areas and in areas that had been farmed or logged, and in developed areas to improve the natural aesthetic for visitors (McClelland 1995). As a result, the NPS started several large-scale revegetation programs, one of the earliest of which was in ROMO. In 1930 Thomas Chalmers Vint, the Chief Landscape Architect for the NPS, and Charles Peterson, Junior Landscape Architect, visited ROMO with representatives from the American Society of Landscape Architects, Gilmore Clarke and Charles W. Eliot II. Vint, who guided the incorporation of landscape preservation in park planning and development in the 1920s and 1930s, and his cohorts examined the park boundaries and made recommendations for restoring the natural landscape in areas that had been heavily grazed, logged, or, in the case of Aspenglen, had been heavily damaged by use as a camping and picnic area (McClelland 1993:153). Later that year, 1,300 three-year-old ponderosa pine trees were planted at Aspenglen. The trees were planted by volunteers, who included members of the Chamber of Commerce, American Legion, Rotary Club, Women's Club, and public schools (SMR April 1930).



Detail from a dependent resurvey of Township 5 North Range 73 West in 1925–1926. Aspenglen's roads are depicted but appear to be inaccurate, as the alignments that are shown do not correspond to any roads in later maps and drawings, such as the 1936 master plan (see Master Plan for Rocky Mountain National Park 1936:105). The penstock from the Cascade Lake dam to the Fall River Hydroelectric Plant is also depicted north of the Fall River near Aspenglen (BLM GLO 1928).



The site of Aspenglen Campground on September 21, 1923 (Museum Archives Photo 11-Q-8 1395).



A view from the northeast corner, near the present-day footbridge, of Aspenglen Campground on September 21, 1923. The photo notes that the foreground has been cultivated (Museum Archives Photo 11-Q-8 1396).



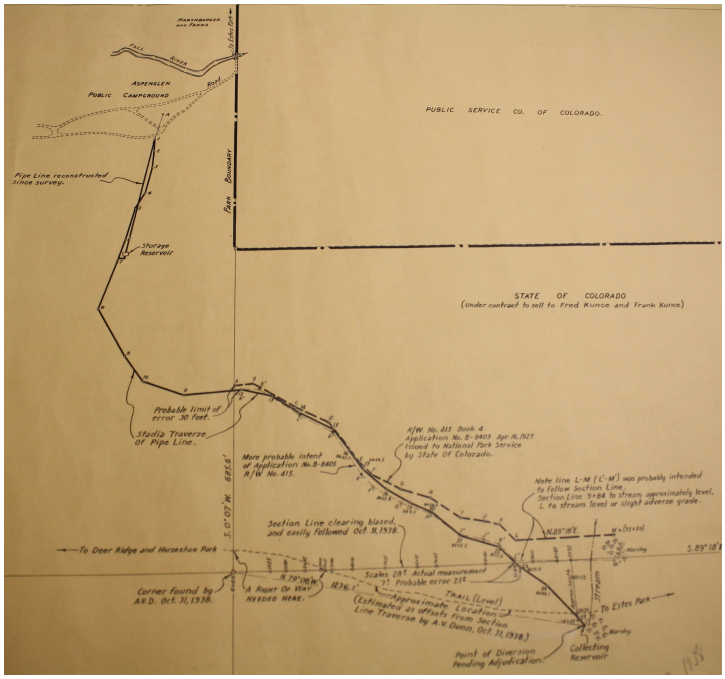
Aspenglen Campground in May 1932 (Photo by Dorr G. Yeager; Museum Archives Photo 11-Q-8 1394).



A fireplace built in the 1920s at Aspenglen Campground (Museum Archives Photo Album #4008, photograph #4162).



In 1930 volunteers planted 1,300 three-year-old ponderosa pine trees at Aspenglen (Museum Archives Photo 11-Q-8 2460).



A map from 1938 details the route of Aspenglen's water supply from the spring on Deer Mountain (Drawing RM-6991).

Early Campground Planning

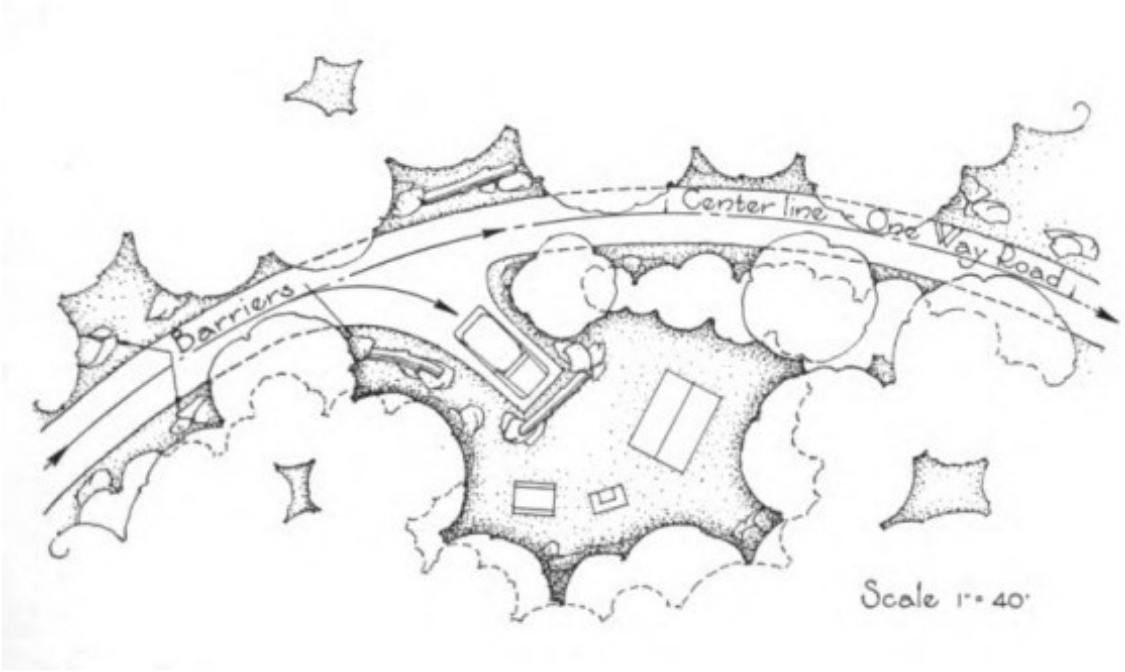
In 1935 Superintendent Edmund Rogers wrote that Aspenglen was “greatly improved two years ago when [it] was protected in accordance with Mr. Meinecke’s recommendation. After two years we are convinced that the Dr. Meinecke plan for the protection of our campground areas is working out 100%” (SAR 1935). Superintendent Rogers was referring to the work of E. P. Meinecke, a plant pathologist. Several years earlier, Meinecke had determined that heavy foot traffic and cars were negatively impacting trees and vegetation by compacting the roots and soil, injuring and sometimes killing the plants. Meinecke studied this issue extensively in Sequoia National Park, where camping and construction had resulted in the loss of sequoias and other native plants. It was here that Meinecke developed a theory and guidelines for camp planning that would avoid these adverse impacts to vegetation (McClelland 1993:161).

In 1932 the Forest Service published Meinecke’s A Camp Ground Policy, in which he described policies and guidelines that would help preserve existing campgrounds and help in the design of new campgrounds. In addition to recommending more resilient settings for campgrounds, such as those with sandy soils or those at higher altitudes, Meinecke recommended that instead of permitting the campers to do their own haphazard planning, the ground must be gone over and divided up into individual campsites or legitimate sizes, each one offering approximately as much privacy, shade, and other advantages as the other, based on the vegetation on the ground and on the preservation of its essential features throughout the life of the camp site (Meinecke, in McClellan 1993:162).

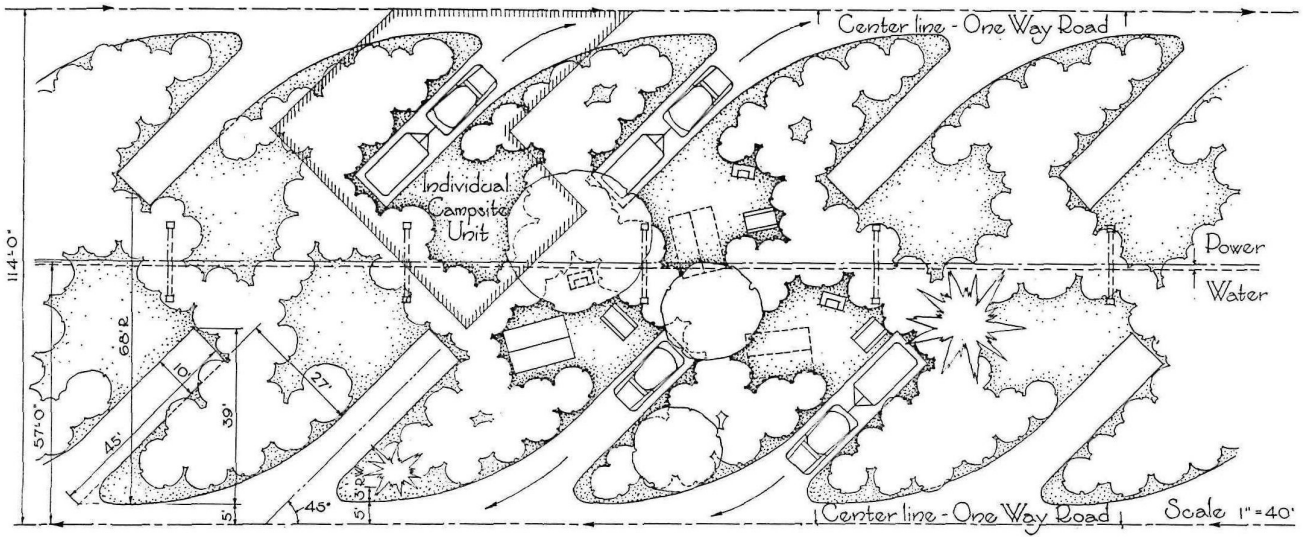
Meinecke’s plan further outlined the need for one-way roads, loop roads, and parking spurs set at angles to minimize the impacts of cars. Campsites were to be delineated and each given a parking space, fire pit, tent site, and a table that was to be fixed in place. Large logs or boulders were to be used to mark campsite boundaries and the edges of roads and parking spaces and were to be placed to protect vegetation (Meinecke, in McClellan 1995:162–163).

Meinecke’s guidelines soon drew the attention of the NPS. Existing and new campgrounds began to incorporate loop roads, parking spaces, and designated campsites that were defined with stones and logs (McClelland 1993:163). Meinecke continued to develop his theory and guidelines for campgrounds and published Camp Planning and Camp Reconstruction in 1934. He expanded upon the ideas of preserving landscape features and vegetation and gave more attention to the arrangement of campsites in the greater landscape and surrounding vegetation (McClelland 1993:164–165).

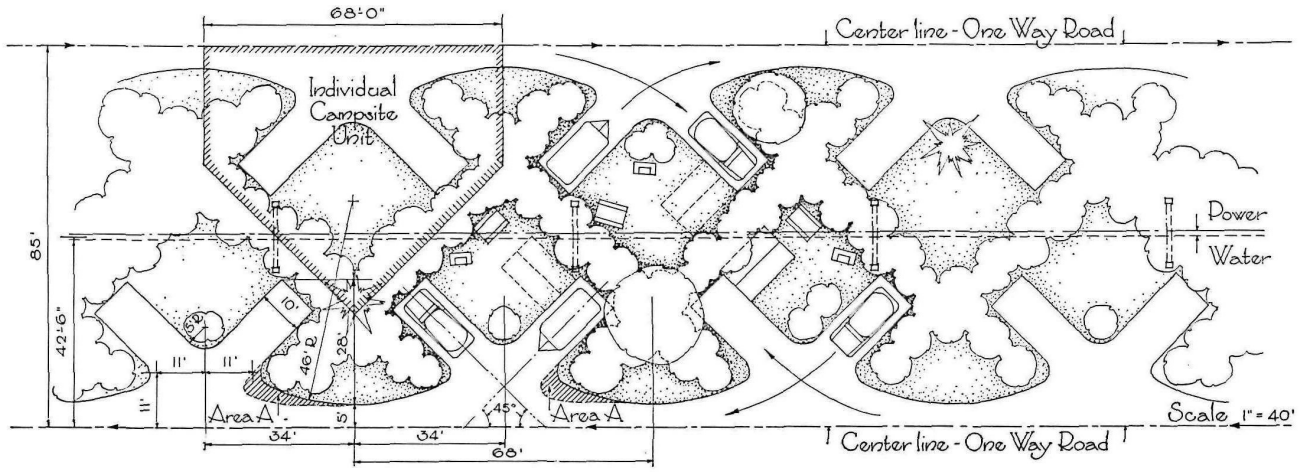
Meinecke’s guidelines were developed at a fortuitous time, as the CCC started working in many National Parks only a year after A Camp Ground Policy was published in 1932. As a result, the NPS and CCC supervisors were able to follow many of Meinecke’s recommendations and guidelines, incorporating them into projects to improve, develop, and expand campgrounds, including Aspenglen (McClelland 1993:163). The NPS also adapted Meinecke’s designs to fit camper needs, such as parking spurs that could accommodate trailers (Good 1938:1–15). In 1938 Albert Good, an Akron, Ohio-based architect, edited a three-volume set of books that was considered “a comprehensive index of national park principles and practices for naturalistic landscape design and rustic architecture,” titled Park and Recreation Structures (McClelland 1993). Volume III included drawings of the NPS adapted parking spurs, and the books were widely distributed.



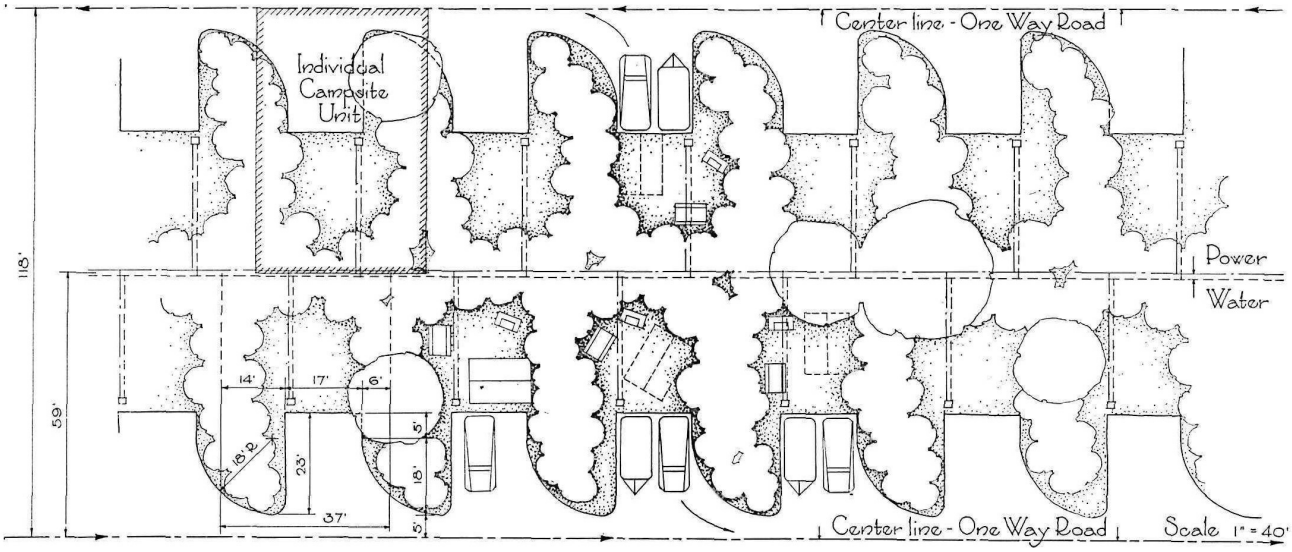
One of Meinecke's guidelines for campsites included parking spurs set at angles to one-way roads (Good 1938:9). A similar design was frequently used in Aspenglen's early design. The CCC constructed many spurs of this type, and the design continued to be used during Aspenglen's Mission 66-era redevelopment and post-Lawn Lake Flood rehabilitation.



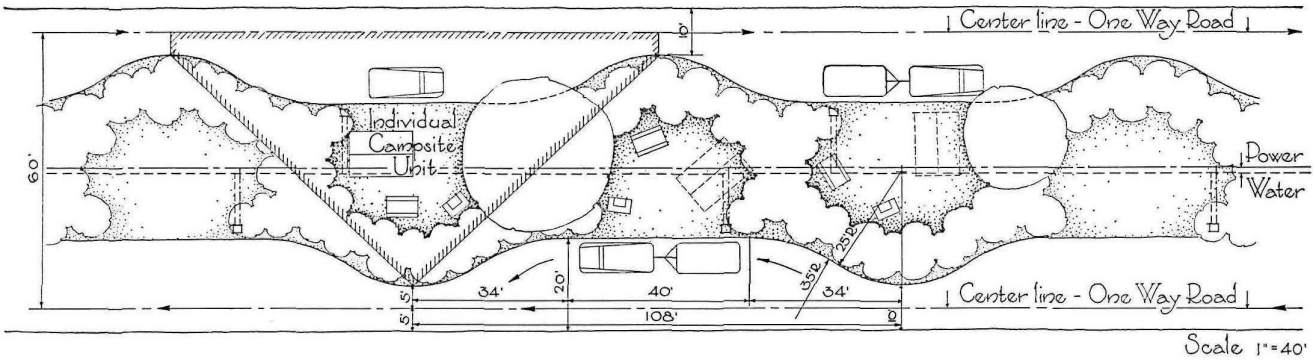
The NPS adapted Meinecke's designs and lengthened spurs to accommodate trailers (Good 1938:11). The lengthened spur does not appear to have been used at Aspenglen at any time.



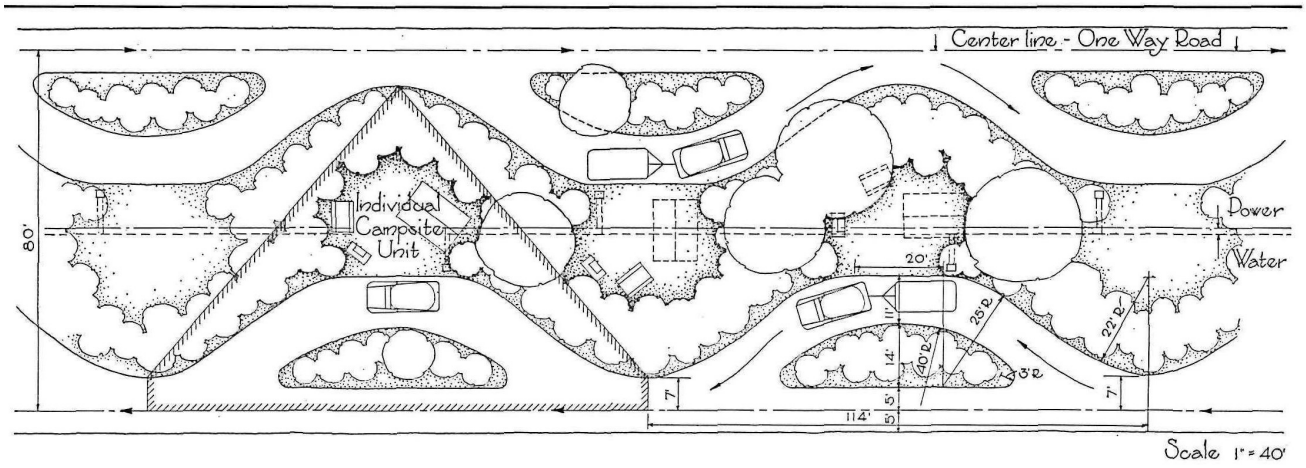
One type of campsite that could accommodate trailers included two parking spurs set at 45-degree angles from the road. One spur was for a vehicle, whereas the other was for a trailer (Good 1938:11). Around 15 of these spurs were constructed in Aspenglen's eastern end during the CCC era. Another



Another type of parking spur for trailers that was adapted by the NPS included two parallel parking spaces (Good 1938:10). Only a few of these spurs were used at Aspenglen, but were built during both the CCC and Mission 66 eras.



The NPS used parallel parking spurs to accommodate both vehicles and trailers (Good 1938:12). Very few of these spurs were constructed at Aspenglen until the Mission 66 era, and the design was frequently used for the campground's post-Lawn Lake Flood rehabilitation. Another



Another type of parking spur that could accommodate trailers was a pull-through with a small island between the campsite and loop road, which also eliminated the need to back trailers into campsites (Good 1938:12). Only one spur of this type was constructed at Aspenglen, which was during the CCC era.

The CCC Era, 1933 - 1942

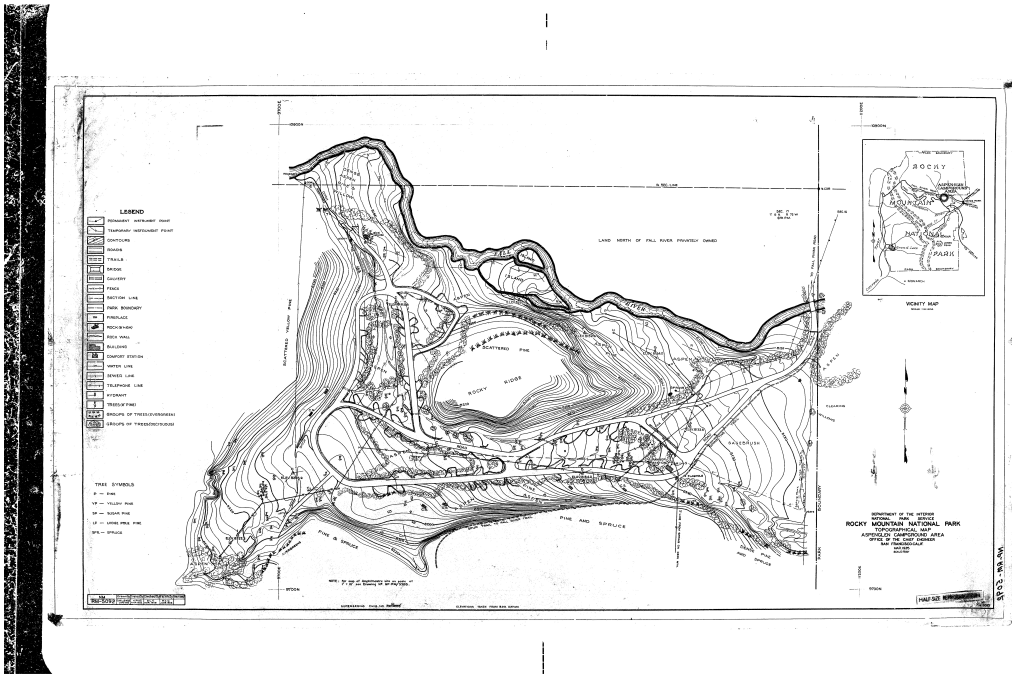
President Franklin D. Roosevelt established the CCC on March 31, 1933, under the Emergency Conservation Work Act. As one component of the New Deal, the CCC was formed to alleviate the high unemployment rates among young men, due to the Great Depression, by providing them with environmental conservation jobs. On April 3, Roosevelt assigned the NPS with operating the CCC work camps and supervising work assignments. However, after the NPS and Forest Service realized that they did not have enough manpower to operate the work camps, active and reserve US Army officers were tasked with operating and supervising the CCC camps while the NPS and Forest Service oversaw the work projects. Each camp was to consist of 200 men, and funding was to be spent primarily on labor. By mid-May, the NPS was ready to employ 12,600 men in 63 camps in parks across the country (Paige 1985:7–15). The CCC opened their first camp in ROMO on May 13, 1933 at Horseshoe Park. Known as camp NP1-C, it was the first CCC camp west of the Mississippi River. By May 22 around 150 men were based out of the camp. Their work projects included cutting beetle-killed trees, constructing buildings, and demolishing the Moraine Lodge to reuse the materials for the camp's mess hall and recreation hall. In the following months, the crew cleared trails and roads, removed the Moraine Park Road, and installed landscaping around the administrative area, among other small projects. A second camp, NP-3, was established on the west side of the park, near Phantom Valley Ranch, in June. A small camp, the Wild Basin Side Camp, split off from camp NP1-C in July (Audretsch 2017:1–2, 6). Work continued in 1934, with more men from Company 865 arriving in the park in April. In May, the CCC established camp NP-4 at Hollowell Park. In October, the CCC closed camp NP-3 and the men moved to camp NP-4. In 1934, CCC work included cutting beetle-killed trees, installing a new water system at the Fall River Station, obliterating the old High Drive, and building a new Fall River entrance station. Crews also obliterated portions of Fall River Road after Trail Ridge Road was completed. Portions of Fall River Road had been visible from Trail Ridge Road, and park officials believed that this detracted from the scenic beauty and views. The CCC removed fill from Fall River Road, restored the natural contours of the land, and planted native grasses and shrubs to revegetate the former road. This was one of the biggest CCC projects in the park, and this continued until 1935 (Audretsch 2017:3; Brock 2005:45). After 1934, additional CCC camps arrived in the park while others disbanded or moved to other states. The CCC established camp NP-7 near Beaver Creek and camp NP-3 in 1935; camp NP-11 at Hollowell Park in 1939, which was next to camp NP-4; and camp NP-12 at Grand Lake in 1940. The CCC demolished old buildings, constructed new buildings, revegetated and landscaped many areas throughout the park, cut beetle-killed trees, cleared trails and roads, built new roads, improved and constructed new campgrounds, and even helped with fighting wildfires and structural fires (Audretsch 2017:1–20). The CCC improved visitors' experience by constructing comfort stations, amphitheaters and campfire circles, walkways and trails, picnic tables, and fire pits (McClelland 1993:223). The CCC construction projects adhered to the Rustic style of architecture, which had been adopted by the NPS since 1918. Advocated by NPS Director Stephen Mather and his assistant Horace Albright, the tenets of the Rustic style dominated park architecture for several decades. Buildings were to blend in with their surrounding natural environment by using natural, locally available materials, and construction was to be done with hand tools, with an attention to handcrafted details. At ROMO, regional landscape architect Howard W. Baker designed or supervised most buildings through the 1930s and 1940s. In campgrounds in ROMO and throughout the country, the CCC projects followed Meinecke's guidelines to preserve natural features. The CCC constructed loop roads with parking spurs, constructed log and stone barriers to designate campsites and roads, and revegetated areas. The NPS also adapted some of Meinecke's guidelines for campgrounds to better accommodate visitors. Due to the increasing popularity of travel trailers, campsites were developed with pull-throughs to easily accommodate parking.

Despite the impacts of the Great Depression on most aspects of American life, it did not seem to affect visitation to ROMO. Incredibly, visitation to ROMO doubled between 1933 and 1938 (Bzdek and Ore 2010:7). Through the efforts of the CCC, the park was able to accommodate the

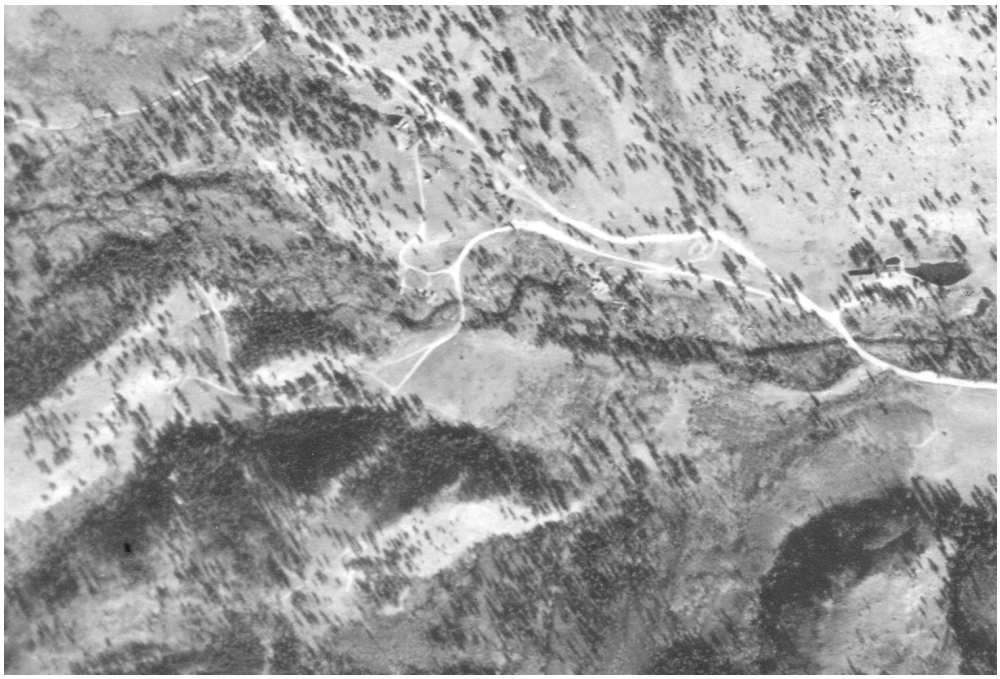
significant increase in visitation while preserving the natural landscape.

In 1937 Congress voted to extend the CCC program, rather than making it permanent. Due to criticism over national spending, Roosevelt decided to close some camps and decrease the number of enrollees. After Congress again voted to not make the CCC permanent in 1939, Roosevelt consolidated the CCC with other federal relief programs under the Federal Security Agency. With the onset of World War II, men began to leave the CCC for work in the defense industry, and many others left after conscription began in 1940. Many CCC camps began to undertake military-related work, such as radio operating and aircraft maintenance. As a result of multiple factors, which included declining CCC enrollment, the low unemployment rate, and the need for more war funding, the 77th United States Congress voted to stop funding the CCC, effectively ending the program at the end of the fiscal year, which was then June 30, 1942 (Paige 1985:29–33).

The CCC closed camps NP-1 and NP-7 in 1939, and NP-4 in 1941. The remaining CCC camps at ROMO, NP-11 and NP-12, were closed in July 1942 and were the last remaining camps in Colorado (Audretsch 2017:1–20). On July 13 Associate Forester Charles Shevlin from the regional office arrived at ROMO to help liquidate the CCC camps. The loss of the CCC workers resulted in not only a large loss of manpower for new construction and maintenance in ROMO, but also required park personnel to coordinate disposal of all CCC property. This included sending equipment to other agencies, including the War Department, along with removing all of the buildings, including the concrete footings and floors. The liquidation of the camps continued into 1943 (SMR January 1943).



Detail from a 1935 topographic map of Aspenglen depicting the campground roads, building locations, utility locations, and natural features (Drawing RM-5092).



Detail from a 1938 aerial photograph, annotated with historic features (United States Forest Service, BOW 22–27, October 29, 1938).



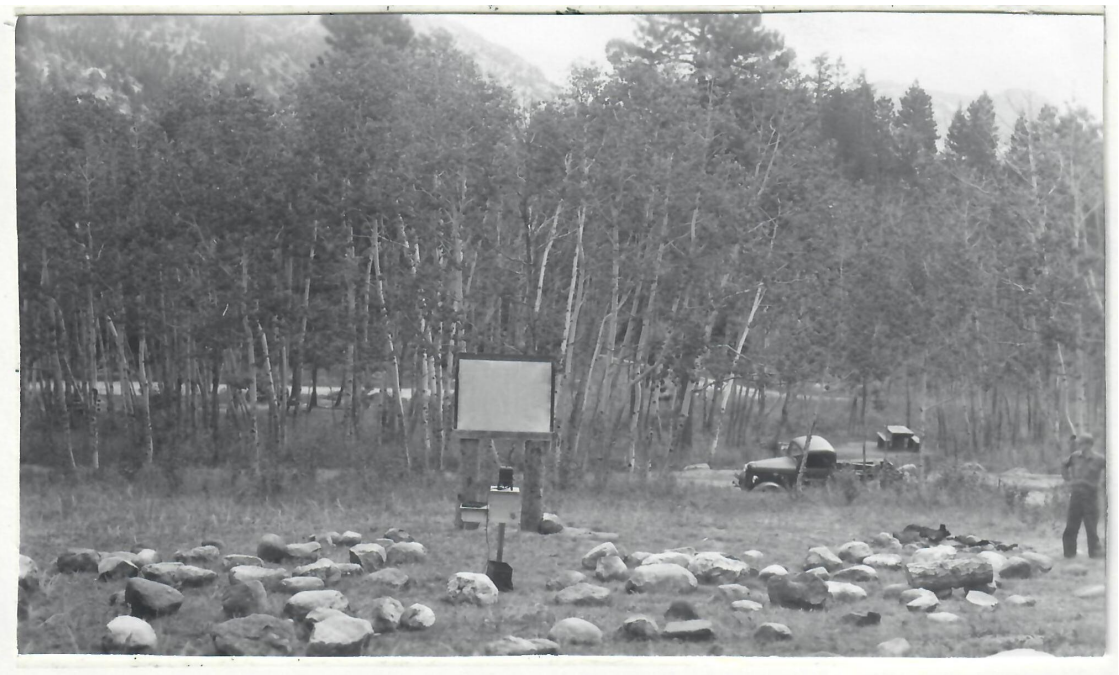
A typical CCC-constructed campsite at Aspenglen Campground in the 1930s. Campsites included a picnic table (upper right), a fire pit (center), and an area for a tent (upper left; Museum Archives Photo Album #4008, photograph #4127).



A campsite under construction by the CCC at Aspenglen Campground in the 1930s. The CCC also placed the stones lining the road in the background. Also note the prevalence of quaking aspens (Museum Archives Photo Album #4008, photograph #4166).



A CCC-built fire pit in Aspenglen Campground (Museum Archives Photo Album #4008, photograph #4152).



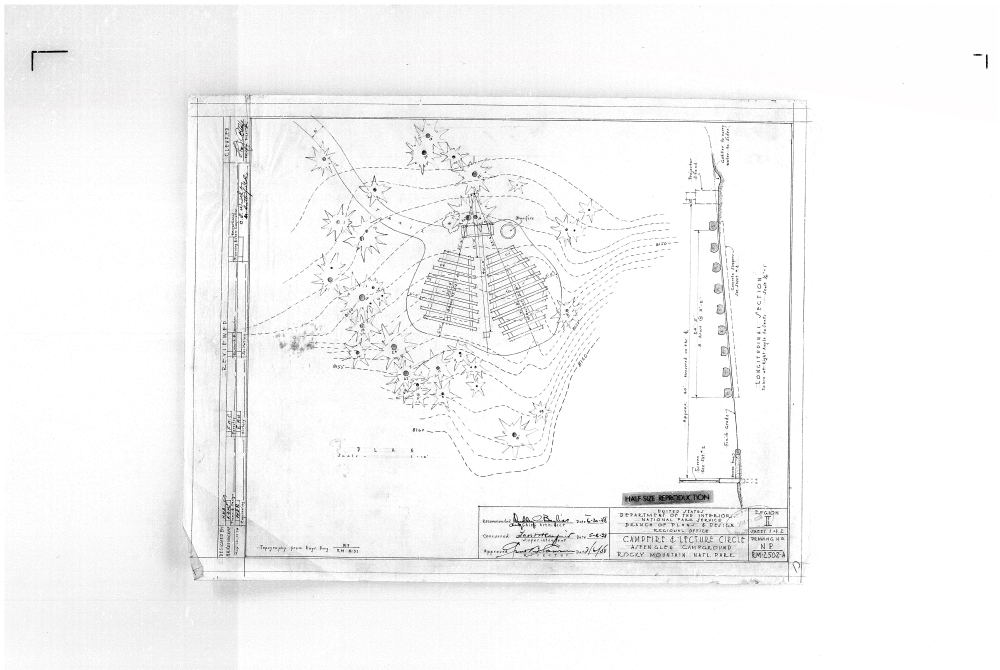
The first lecture circle at Aspenglen, photographed in 1937. It was south of present-day Campsite 21 (Photo by Ellison; Museum Archives Photo 11-Q-5 1528).



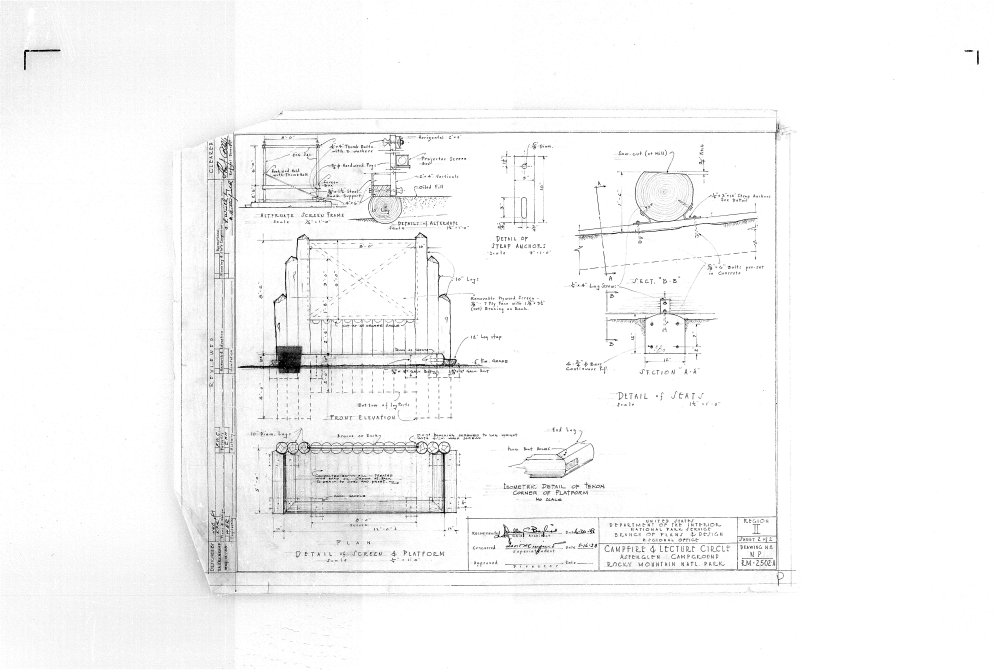
The ranger station and campground roads at Aspenglen, photographed in 1935 from the northeastern corner of the campground (Photo by Baker; Museum Archives Photo 11-Q-8 3447).



The ranger station and a small adjacent kiosk. The kiosk has a carved wood lintel that reads "Aspen Glen Campground." The ranger station stood near the present-day site of comfort station 401 (Museum Archives File, Building 18 Employee's Residence, date of photo unknown).



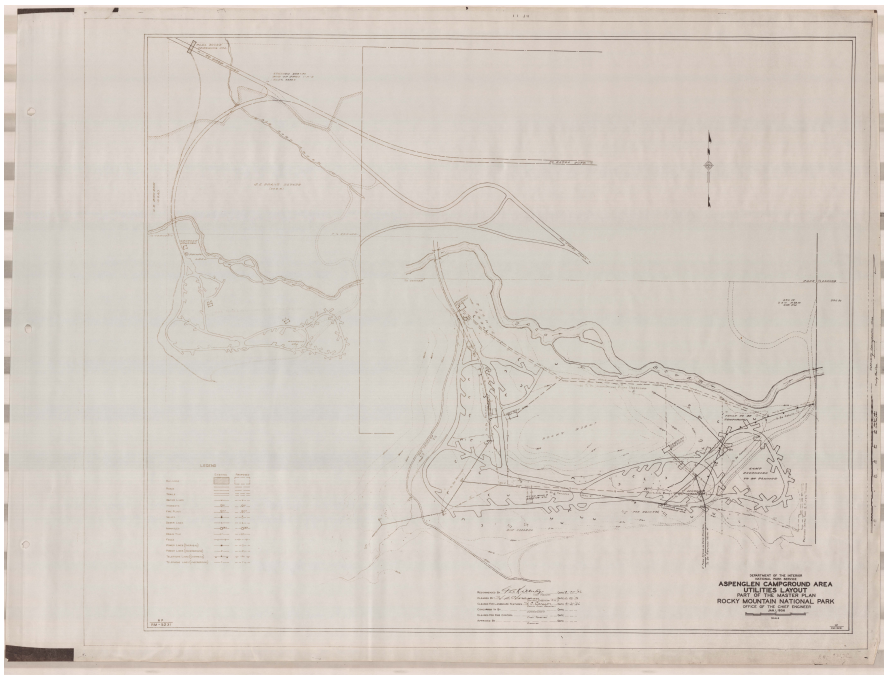
Detail from a 1938 building plan for the new amphitheater. The amphitheater replaced the lecture circle and included a stage with a projection screen, benches, a fire circle, and a projector stand (Drawing RM- 2502A).



Detail from a 1938 building plan for the new amphitheater platform and screen (Drawing RM-2502A).



The CCC also constructed a concrete water reservoir for Aspenglen, which was south of the campground (SMR August 1936).



Detail from a 1936 master plan for ROMO. At Aspenglen, park planners proposed relocating the entrance road; building two comfort stations; reconfiguring the eastern loop road; and demolishing the old ranger station and building a new one in the northwest corner of the campground. Two comfort stations were built in different locations in 1942, but no other changes were made until 1959 (Master Plan for Rocky Mountain National Park 1936:105)

The CCC Era in Aspenglen

Campground Improvements

The CCC undertook their first project at Aspenglen in 1933. In his annual report, Superintendent Rogers noted that campground improvements were following the recommendations of Meinecke. Natural features and vegetation were protected “by the laying of rock at strategic places” (SAR 1933). Rogers’ report does not specify if the CCC undertook any additional projects to protect the landscape, but he does note that part of the CCC’s activities for 1933 included “camp ground clean-up and betterment” (SAR 1933). This work continued into the following year, when the CCC further protected the landscape by “marking the campsites by logs and rocks placed in strategic areas” (SAR 1934). Rogers again made sure to specify that “these protective measures are in accord with Dr. Mienecke’s [sic] notable recommendations.”

The next major CCC project in Aspenglen started in 1935. From 1935–1938, “at Aspenglen and Glacier Basin 158 fireplaces and 125 rustic table and bench combinations were built” (Musselman 1971:104). Reports did not specify how many of each were built in each campground, but in a press release from June 14, 1938, Aspenglen is described as open for the season, having been equipped with “tables, benches, stoves, fireplaces, wood and water” (included in SMR June 1938). The “fireplaces" had brick bottoms and three sides were surrounded by stone blocks. A grill panel with metal slats could be laid over the stone walls to provide a cooking surface. It is likely that the CCC also constructed more pit toilets as the campground expanded, as the 1936 master plan notes that

there were six pit toilets that were “inadequate and unsanitary” (1936 Master Plan, 68). Throughout the CCC era, the Superintendent’s Reports include mentions of “campground improvements,” repair and maintenance of roads, and the construction and installation of new signs, which were wood with burnt lettering and rustic in style. The exact locations of these improvements are not noted, but it is probable that some of these occurred in Aspenglen Campground.

Ranger Station

The 1936 Superintendent’s Report notes that repairs were made to the caretaker’s cabin. This is the first mention of this building, and it is not known if this was moved or built by the park, or if it was already on the property when it was acquired by the park in 1923. A caretaker’s cabin does not appear on the 1935 topographic map, nor on the 1936 master plan (Drawing RM-5092; 1936 Master Plan, 68). However, it is likely that the “caretaker’s cabin” was referring to the ranger’s station (B-18). The 1935 topographic map depicts a ranger station and a flagpole in the southeastern portion of the campground, near present-day Campsite 36 in Loop C. The 1936 master plan, which labels this building the “contact station” on the campground map and calls this the “temporary rangers’ quarters” in the development outline, describes the building as:

living quarters for the temporary ranger who has charge of this area. It is a small frame shack 12 ft. x 14 ft. in size, and is undesirable in this area from the landscape viewpoint because of its unharmonious structure and dilapidated condition (1936 Master Plan, 68).

The 1936 master plan then proposes a new “caretaker’s quarters”:

In carrying out the revised plan of the approach to the campground, it will be necessary to move the caretaker’s quarters from its present site. The present building is highly objectionable due to its shabby appearance and inadequacy. It is proposed to erect a two-room log cabin to serve as living quarters for the temporary ranger in charge of the campground (1936 Master Plan, 68).

Because the temporary ranger was also called a caretaker, it is therefore likely that the caretaker’s cabin referenced in the 1936 Superintendent’s Report was the ranger station.

Amphitheater

A small lecture circle in Aspenglen had been constructed by 1937. The lecture circle included a small projector stand, projection screen, and boulders, presumably for sitting. This lecture circle was in the southern portion of the campground, approximately where Campsite 21 is presently. It is not known if the park or the CCC constructed this lecture circle, or when.

The largest project that the CCC undertook at Aspenglen was constructing a new amphitheater, and drawings indicate that it was built in the same place as the lecture circle (Drawing RM-5308). The amphitheater was built to accommodate the growing use of the campground and attendance at interpretive activities. Construction began in 1938 and was concurrent with the construction of the amphitheater for Glacier Basin Campground. A press release from ROMO Superintendent David H. Canfield, dated June 27, 1938, announced the projects:

CCC labor from Mill Creck [sic] and Horseshoe Park camps is to begin the construction in a short time of outdoor amphitheatres [sic] at Aspenglen and Glacier Basin campgrounds. These evening campfire lecture circles are more
informal than the one now in popular use at Moraine Park, and will seat approximately 200 people. Log seats are arranged in semi-circular fashion facing a small platform and rustic wall, the latter used for hanging screens when outdoor moving pictures or illustrated lectures are planned. A circular fire pit is provided for bonfire when the summer air is cool.

Based on a measured drawing (Drawing RM-2502A), the amphitheater platform measured approximately 12’ wide and 5’ deep, with a 12” wide step on the east and west sides. A screen, which measured 6’ tall and 8’ wide, was supported on 2.5’ posts. The seats were constructed of round logs

with flattened tops to form benches, and these were attached to the ground by bolts and anchors set in concrete. A small projector stand was placed approximately 30’ from the screen. Eleven rows of benches were placed to the west of the projector stand and 10 to the east. A large fire pit was placed to the east of the stage. The project was completed and opened to the public for lectures and presentations in May 1940. Many of these lectures were presented by “ranger-naturalists,” who were employed seasonally by the NPS (Musselman 1971:156–157). Comfort Stations and Utilities. In 1936 the CCC installed new water lines in the campground, although records do not indicate where they were located. The CCC also constructed a concrete water reservoir (SMR August 1936). The Public Works Administration (PWA) also undertook projects at Aspenglen. In 1938–1939 the PWA excavated and installed new sewer lines and septic tanks, which were located on the eastern boundary of the campground (1936 Master Plan). These projects allowed new comfort stations to be built at the campground.

The 1936 master plan proposed the construction of two comfort stations to replace pit toilets, and in 1942 the CCC built two comfort stations in the eastern half of the campground (B-154, HS-0153). Both comfort stations were 220 ft2, Rustic style, wood frame buildings. A gable roof sheathed in wood shingles covered each one-story building, and wavy wood siding clad the exterior walls. Each comfort station featured six-light windows within a band of vertical board and batten siding. One of these, the Aspenglen Campground Rustic Comfort Station (HS-0153), remains extant today. These comfort stations were amongst the last CCC projects at the campground and ROMO, as the CCC camps were closed shortly thereafter in July. With the transition of CCC camps to the defense industries and military bases, the comfort stations also mark one of the last joint projects between the CCC and the NPS.

World War II and the Post War Boom, 1942 - 1955

In addition to the closure of the CCC camps, the number of visitors to ROMO and Aspenglen greatly decreased in 1942. Compared to 1941, visitor numbers in the park were down 45 percent in 1942. This was primarily due to World War II and the ensuing gasoline rationing and heavy use of trains by military personnel (Musselman 1971:157).

After World War II ended, visitation was growing rapidly but the park system was suffering from inadequate funding and insufficient facilities to meet visitor demands. In 1945 visitation to ROMO was just under 340,000 but had reached over one million by 1948 (Bzdek and Ore 2010:3). Despite the significant increase in visitation, park budgets were higher in the 1930s during the Great Depression than in the 1940s and 1950s, after adjusting for inflation (Carr 2007:4). The CCC and other New Deal programs were not continued after the war, "crippling the ability of the Park Service (and most state park departments) to build and maintain roads, trails, bathrooms, or any other visitor facilities" (Carr 2007:4).

ROMO Superintendent David H. Canfield described park conditions in 1949:

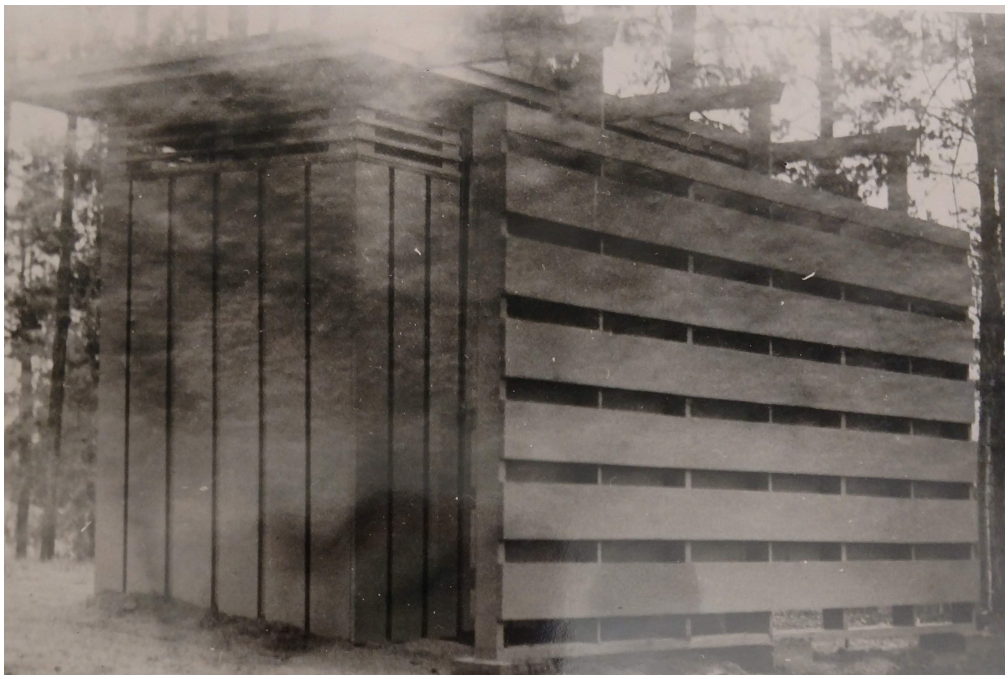
Practically every log barrier in landscaped parking areas has rotted and must be replaced; every building is in need of repair and paint. Roads, trails, and bridges are deteriorating to the point of danger to the visitor. Housing is entirely inadequate, and a number of permanent personnel are forced to live in shacks…Office and museum space is inadequate for ever increasing duties and numbers of visitors. Each year the park suffers more and more because of lack of permanent and temporary personnel (SAR 1949).

Canfield also noted in 1949 that campground usage has vastly outgrown what the campsites and surrounding land could support:

The heavy use of the park in general and the campgrounds in particular is resulting in a serious impairment of natural features and physical facilities and accommodations. Vegetation in the vicinity of the campgrounds and picnic areas is suffering from overuse. Fireplaces, picnic tables, log parking barriers, comfort stations, etc., have deteriorated to such an extent that they can no longer even be repaired. The problem of supplying six public campgrounds with fire wood has not been solved, and each year more and more complaints are received by visiting campers who are irritated and concerned over the lack of even minimum fuel requirements (SAR 1949).

By the late 1950s ROMO's campgrounds were serving "double their planned capacity and lacked adequate roads, water systems, and electricity" (Bzdek and Ore 2010:11–12). Little work was done at Aspenglen during the post-war period. Most of the work was general maintenance or small-scale projects, such as installing new tables at the campsites, painting buildings, and replacing the filter system for the sewer system. Larger projects included rebuilding the bridge over the Fall River on the entrance road in 1950 and building a panelized
pit toilet in 1955 to replace two older privies (SMR June 1955).

By 1954 a new cabin for the "camptender" was in place (B-368). It was referred to as "one of the former Indian cabins" and was moved south across the Fall River to the northeast corner of the campground, near present-day Loop C. Little additional information is known about the "Indian Cabins," including their construction date and name origin. The park acquired the cabins as part of an inholding ca. April 1953; however, the specific inholding is unknown. The park used several of the cabins for seasonal housing for rangers (SMR May 1953). The Aspenglen camptender building is likely the same as the building described in the 1936 master plan as the proposed "contact station" and "caretaker's quarters" (SMR April 1954; 1936 Master Plan: 68, 105). In 1955 the old caretaker's cabin/ranger station was demolished.



A panelized pit toilet built at Aspenglen in 1955 (Museum Archives File, Building 156 Panelized Pit Toilet, date of photo unknown).



The camptender's cabin, moved to the campground in 1954. The chlorinator (built in 1955—1959) is visible to the right of the cabin (Museum Archives File, Building 368 Aspenglen Temporary Quarters, date of photo unknown).

The Mission 66 Era, 1947 - 1973

This section includes a brief overview of the nationwide Mission 66 program, followed by a discussion of the program at ROMO. Last, a detailed analysis of the Mission 66 developments at Aspenglen is presented.

The Mission 66 Program

The growing number of visitors, limited budgets, and inadequate park staffing in the 1940s and 1950s was resulting in not only damage to natural features and park facilities, but also "the public's experience of the parks. The degradation of the experience eroded the national park idea itself" (Carr 2007:6). In 1955 NPS director Conrad L. Wirth proposed a 10-year program to "modernize, enlarge, and even reinvent the park system," which he dubbed Mission 66 (Carr 2007:3). In 1956 Congress funded the Mission 66 program. The program aimed to "develop and staff these priceless possessions of the American people as to permit their wisest possible use" over the next decade (NPS 1963:8). The completion of Mission 66 projects in 1966 would coincide with the 50th anniversary of the establishment of the NPS. The goal of the Mission 66 program was to "re-conceptualize how the parks functioned as public places" and sought to make visitation more efficient, especially for day use (Bzdek and Ore 2010:3). By focusing on day use of the parks, improvement efforts were largely confined to the outside boundaries of the park where amenities would be easily accessible and encourage day use of the park's interiors. Mission 66 sought to develop amenities to prepare for vast increases in visitation, which at ROMO was predicted to exceed two million by 1966, along with providing improved working conditions for park personnel as well. The program focused on replacing "outmoded and inadequate facilities" to meet visitor and personnel demands while reducing "the impact of public use on valuable and destructible features" (NPS 1963:8). Plans included improving roads, trails, utilities, campgrounds, and buildings. National Park Service landscape architects developed new designs for campground layouts and campsite configurations. The designs could accommodate larger vehicles and trailers and continued to adhere to Meinecke's campground standards.

Mission 66 coincided with the Modern Movement, which incorporated prefabricated materials, concrete and steel, little ornamentation, and large expanses of windows. Park architects adopted the Modern style while adapting it to reflect the natural landscape, which resulted in the "Park Service Modern" style of architecture. New park buildings incorporated prefabricated materials and standardized layouts for newly constructed buildings, in contrast to the Rustic style that focused on buildings constructed by hand from locally available materials that had characterized the parks until World War II (Bzdek and Ore 2010:3–8). The standardization of buildings also helped visitors to the park immediately identify a building type, such as a comfort station.

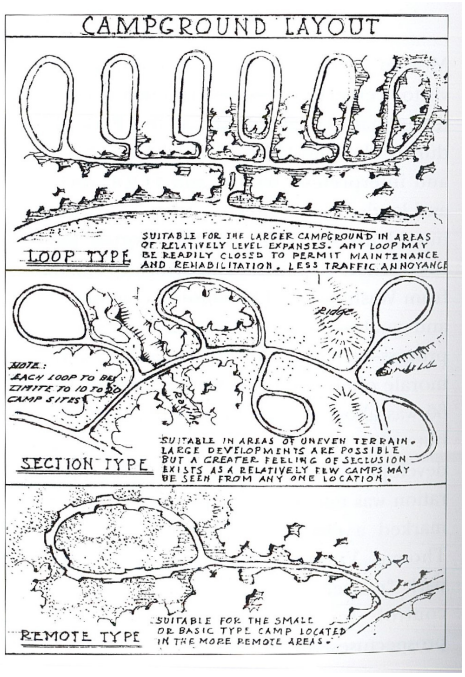
Mission 66 at ROMO

Before the onset of Mission 66, ROMO was "suffering from a lag in funds and manpower for general maintenance and modernization of physical facilities" (NPS 1963:10). The list of problems in the park was extensive: roads and trails were in poor condition, more parking areas were needed, interpretive facilities and exhibits were outdated, amphitheaters and campfire circles were too small and had fallen into disrepair, campgrounds were serving double their intended capacity, picnic areas were lacking in number, and there was a critical shortage of office and living space for park personnel. There was also a staffing shortage, which left staff "unable to protect the Park's resources property and to give visitors the kind and amount of service needed to help them get the most out of their visit" (NPS 1963:12).

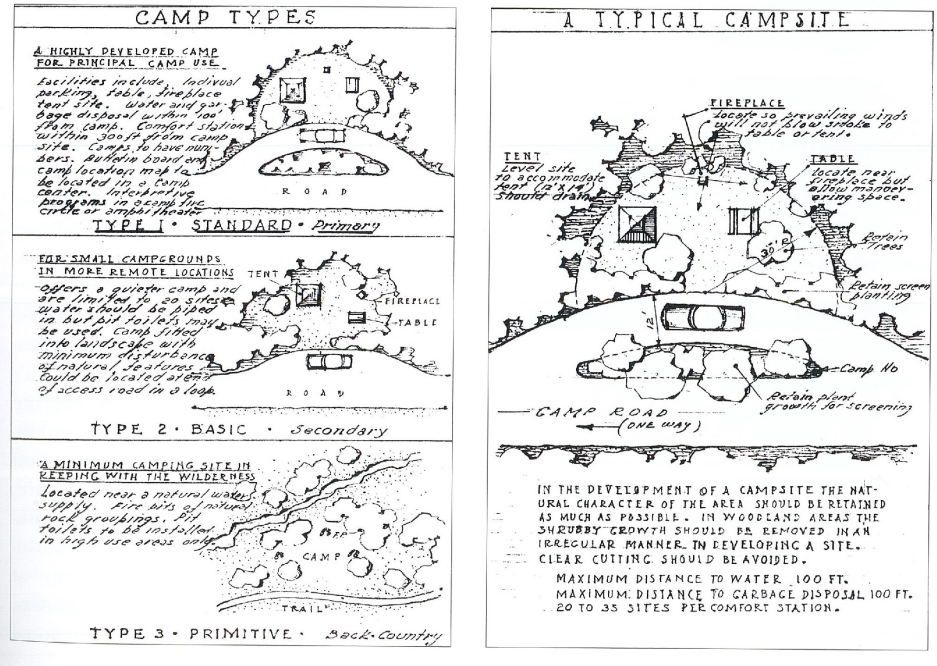
By the late 1940s, and increasing through the early 1950s, park superintendents and personnel were determining what needed to be done to clear maintenance backlogs while upgrading facilities to provide a better experience for visitors. At ROMO, Regional Director Howard Baker and Regional Chief of Interpretation H. Raymond Gregg met with park personnel to discuss the Mission 66 program

on May 23, 1955 (SMR May 1955). In the following months, Superintendent James V. Lloyd, park personnel, and regional NPS personnel drafted mplans for new visitor centers and housing for seasonal and permanent employees, improving roads and trails, establishing new picnic areas, upgrading campgrounds, and acquiring many privately held inholdings (Bzdek and Ore 2010:4). Mission 66 also sought to eliminate overnight stays in
lodges in the park, which were mostly privately owned or operated by concessionaires. Overnight stays in the park would be limited to camping, placing additional emphasis on the need to upgrade and enlarge existing campgrounds, such as Aspenglen. The prospectus was finalized in April 1956 (SMR April 1956). Over nine million dollars were allocated to ROMO for Mission 66 improvements by Congress, and more than half of this was to be used for road improvements. Over 237 thousand dollars were allocated to Aspenglen and the Fall River Entrance (NPS 1956:5). In addition to reconstructing roads to accommodate more visitors and efficiently move them through the park, while also meeting increasing federal highway standards, the road improvements included establishing new parking and picnic areas and installing new roadside interpretive signs (Bzdek and Ore 2010:8–9).

In 1947 ROMO increased its staff numbers to help accommodate the rapidly growing numbers of tourists. However, there was no housing available, and the park constructed the Emergency Housing Units on Ptarmigan Lane. Although ROMO did not receive funding for park projects until 1956, Bzdek and Ore consider 1947 to be the start of Mission 66 at the park. The Ptarmigan Lane housing units "mark the beginning of park actions that led to the Mission 66 buildings program" (Bzdek and Ore 2010:32). The Mission 66 era ended at ROMO in 1973, when the park converted Endovalley Campground to a picnic area and developed a master plan that proposed closing the Hidden Valley Winter Use Area, both of which were consistent with the Mission 66 goal of emphasizing day use at national parks.



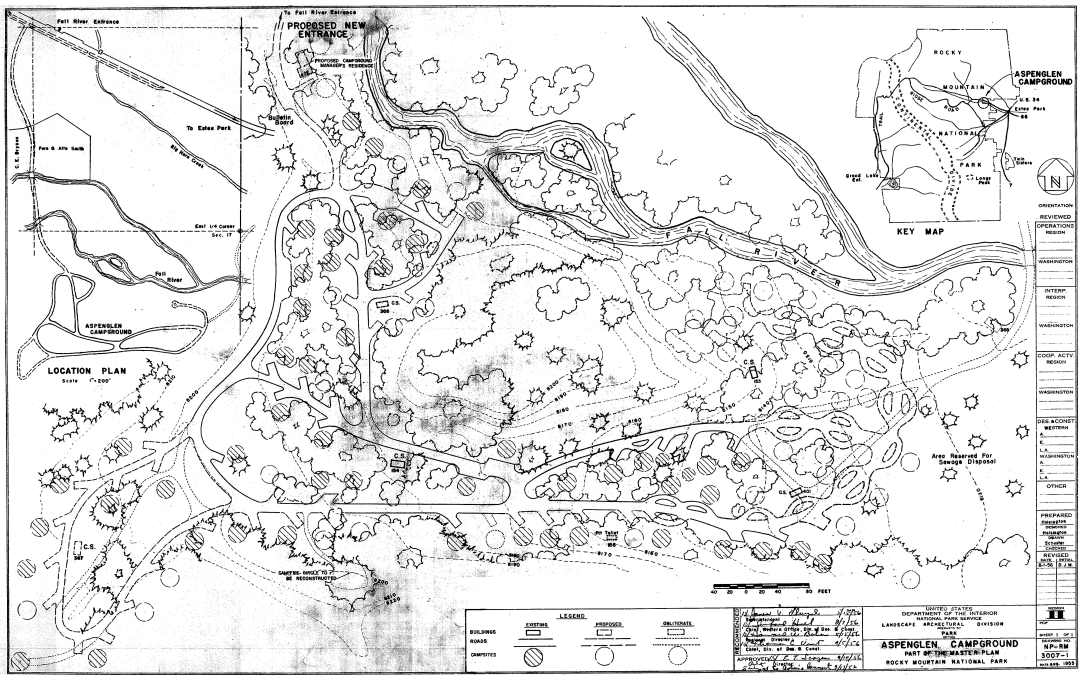
NPS landscape architects developed new campground layouts for Mission 66, which continued to follow Meinecke's guidelines for campgrounds with small modifications to accommodate larger vehicles and trailers (image from Carr 2007:200). Although Aspenglen was redeveloped during Mission 66, NPS largely retained its existing loop roads configuration.



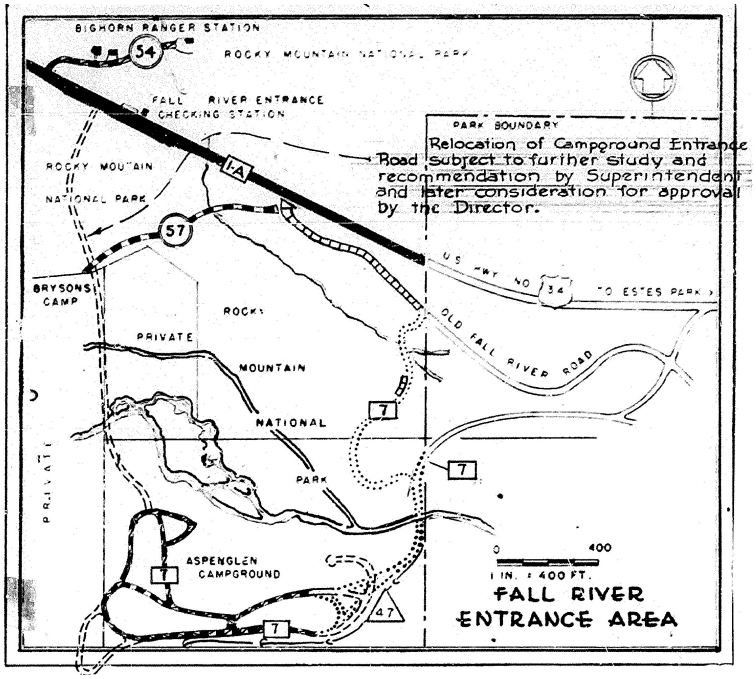
NPS landscape architects developed new standards for campsites for Mission 66 (image from Carr 2007:201). NPS incorporated the "Type 1 Standard" campsite design into Aspenglen's Mission 66-era redevelopment. In addition to the individual features such as the picnic tables, the design called for each campsite to be numbered, be within 100' of a drinking water supply, and be within 300' of a comfort station.



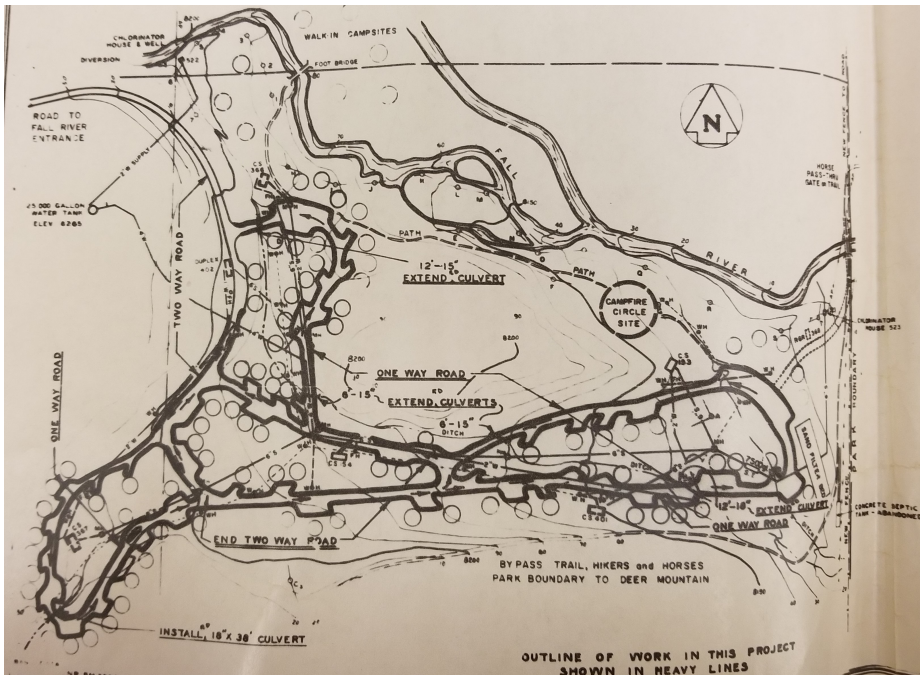
Detail from a 1953 aerial photograph, annotated with historic features (United States Forest Service, September 27, 1953).



The 1956 Master Plan (Drawing RM-3007I).



Detail from "Roads & Trails, Part of the Master Plan" showing the proposed Aspenglen Campground Road entering the campground's northwest corner (dashed line) and the existing entrance roads on the northeastern side of the campground (dotted and solid lines; Drawing RM-3011K).



Detail from the 1960 Master Plan (Drawing RM-3521A).



Detail from a 1975 aerial photograph, annotated with historic features, including the new Aspenglen Campground Entrance Road (United States Forest Service, September 21, 1975).



The loop roads were reconfigured, paved, and lined with stones as part of Mission 66 improvements (Completion Report, Improve and Surface Roads and Parking Aspenglen Campground 1960).



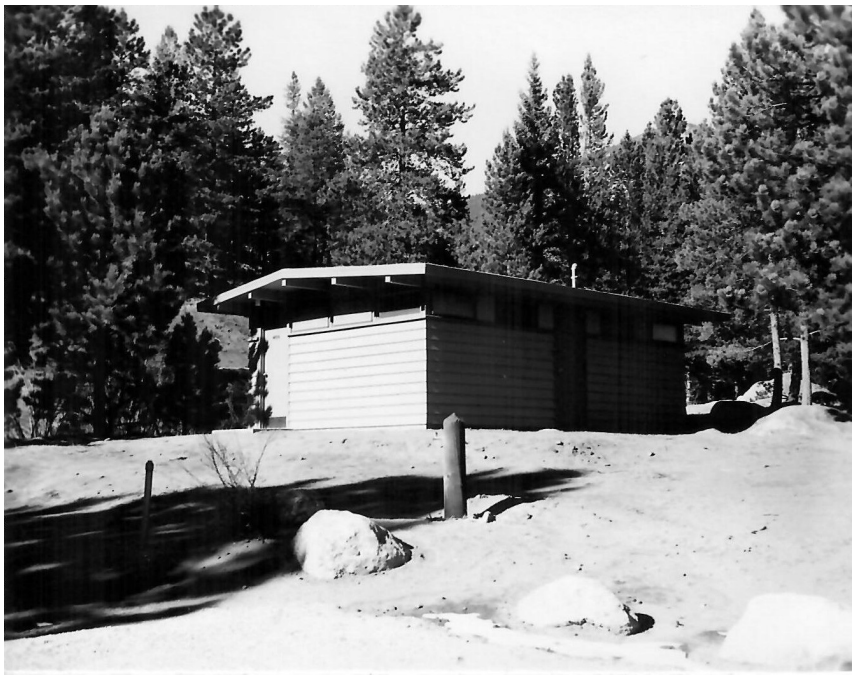
Another view of the Mission 66 loop roads and parking areas (Completion Report, Improve and Surface Roads and Parking Aspenglen Campground 1960).



The park cleared new walk-in campsites on an island in the Fall River and built this footbridge to access them (Completion Report, Picnic Tables, Fireplaces, Trash Receptacles, Clearing and Defining Campsites, Aspenglen Campgroud 1961).



The park also installed new picnic tables and fire pits at Aspenglen's campsites as part of Mission 66 improvements (Completion Report, Picnic Tables, Fireplaces, Trash Receptacles, Clearing and Defining Campsites, Aspenglen Campground 1961)



A Mission 66 comfort station at Aspenglen photographed shortly after construction finished in 1960 (Photo by Boyer; Museum Archives Photo 11-Q-8 5625).



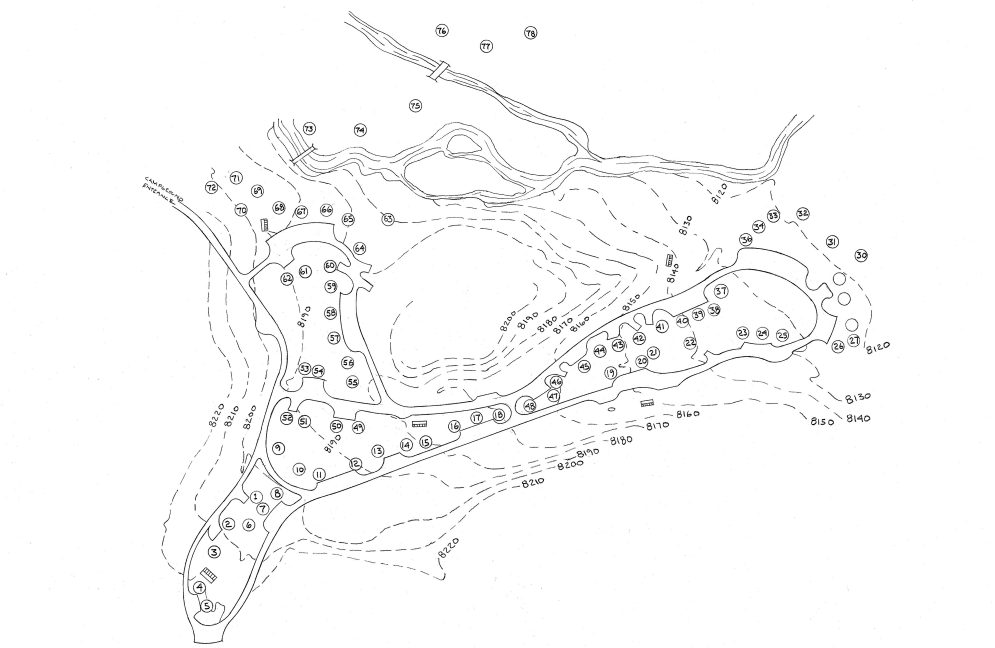
The sewage disposal system constructed in 1958 in the eastern section of Aspenglen. The chlorinator (B-553) and the camptender's cabin are visible to the rear (Photo by Hellbusch; Museum Archives Photo 11-Q-8 5616).

Post-Mission 66 Changes at Aspenglen, 1968-1982

Few changes took place in the campground in the decade following the Mission 66 era. Changes were confined primarily to utilities and small-scale features that needed upgrading, although several buildings were demolished as well. It is not known when the chlorinator (B-553) was demolished, but it was likely around the same time as the adjacent camptender's cabin (B-368), which was demolished in 1977 (SAR 1977). The pump house (B-552) was also demolished in 1977 (Building 552 folder).

The chlorinator became obsolete when the campground's sewer system was connected to the Upper Thompson Sanitation District in 1974 to improve sanitation in the east side of the park. The septic tanks, which were in the center of the eastern loop road, were removed and the park revegetated the site. To connect to the Sanitation District, the sewer line was connected to the underside of the pedestrian footbridge in the northeastern corner of the campground (Drawing RM-41040).

In addition to removing several buildings, the park moved the firewood and ice sales building into the campground. It was a former comfort station/vault toilet that had been built for the Beaver Ponds Pullout. At that time, it was assigned number B-884. However, there is currently no number sign placed on it because it is owned and operated by a concessionaire, Silver Peaks. The building was moved to Aspenglen sometime prior to 1982, when it was recorded for a Classified Structure Field Inventory Report (Building 884 folder, on file at the Museum Facilities archive).



Campsites in Aspenglen in 1977 (Drawing 121-80009).

The Lawn Lake Flood and Campground Rehabilitation, 1982 - 1989

Around 6:00 a.m. on July 15, 1982 the Lawn Lake Dam failed catastrophically, sending over 300 million gallons of water down the Roaring River. In the early 1900s an irrigation company built a 26' high and 560' wide earthen dam across the outlet of Lawn Lake. A 3'-diameter steel outlet pipe and valve were installed in a trench below the dam. Although the pipe and valve were to be surrounded with concrete, this was never done. The dam tripled the capacity of the lake, which was at an elevation of 11,000' in the Mummy Range and could store 817 acre-feet of water. Although the surrounding land became part of ROMO in 1915, the irrigation company retained ownership of the dam and lake. The dam was infrequently inspected because of its remote location and was last inspected in 1978, when inspectors noted a number of issues and made recommendations to increase the dam's safety. The 1978 report noted a seepage issue, and an undocumented re-inspection of this issue occurred in 1979. Inspectors deemed the seepage area to be in satisfactory condition, and the dam was rated as a moderate hazard (this category is now called significant hazard). By the morning of July 15, 1982, the connection between the outlet pipe and the gate valve had failed, leading to internal dam erosion and deterioration of the downstream slope, which eventually led to the collapse of a 95'-long section of the dam and sent the water rushing into the Roaring River (Baker and McCormick 2012; ROMO 2009).

The floodwaters created a wall of water nearly 30' high in the Roaring River drainage. After reaching Horseshoe Park and creating a 42-acre alluvial fan, the floodwaters continued down the Fall River until Cascade Dam, which was just upstream of the campground. The floodwaters initially overtopped the Cascade Dam by 4', but soon the 17' high concrete dam failed as well, sending the floodwaters down the river directly toward Aspenglen. The floodwaters destroyed multiple campsites, washed out the bridge and box culvert on Aspenglen Campground Road, and destroyed the footbridge across the Fall River. Although park rangers had evacuated the campground, two campers were drowned by the floodwaters when they returned for their belongings. Continuing downstream, the flood also destroyed the fish hatchery and damaged hundreds of houses and commercial buildings in Estes Park. As a result of this flood, the park acquired titles for all of the dams and reservoirs that remained in the park. Between 1988–1990, the park removed three dams: the rock and dirt dams at Sandbeach and Pear lakes, and the concrete dam at Bluebird Lake. The park returned the lakes to their former natural sizes and, with the exception of planting some willow trees at Sandbeach Lake, and is allowing the shores to naturally revegetate. Currently, two dams remain in the park: those at Lily Lake and Sprague Lake. In 2000–2001 the park obliterated the last remaining portions of the Lawn Lake Dam, restored the original topographic contours, and revegetated the area with native plants (Baker and McCormick 2012; ROMO 2009).

Due to the extent of the damage, the park immediately closed Aspenglen Campground. Because a large portion of the campground needed rehabilitation even before the flood, "it seemed an opportune time to reconstruct the entire campground" (letter to John C. Webermaier, Jr. from James W. Godbolt, Acting Superintendent, Jan. 20, 1984). Aspenglen Campground was closed from 1982–1985 to repair the damage caused by the Lawn Lake Flood. The first step of campground reconstruction was stabilizing the Fall River's riverbed, including rerouting a portion upriver of the campground. After the flood, park personnel found that the original channel of the river was choked with debris and lacked a well-defined path. However, the secondary channel, which flowed through the box culvert, now provided a more direct path for the river. The park decided to reconstruct the path of the Fall River so that the secondary channel became the main channel. In 1983, upstream of Aspenglen Campground Road, the park built a temporary dike at the head of the secondary channel to allow work in the dry streambed. Park personnel used a tracked excavator to clear rocks and debris from 500 meters of the secondary channel. On June 30, 1983, the dike was removed, and water was diverted to the new channel.

The Lawn Lake Flood destroyed the Aspenglen Campground Road bridge, box culvert, and the adjacent sections of the road. Reconstructing the road and completing the bridge took place in 1983–1984 (letter to John C. Webermaier, Jr. from James W. Godbolt, Acting Superintendent, Jan. 20, 1984). The newAspenglen Campground Road bridge, which measured 35' wide and 46' long, was built in the location of the former box culvert and spanned the new main channel of the Fall River. Construction crews began working on the bridge in April 1983, while the new riverbed was still dry,

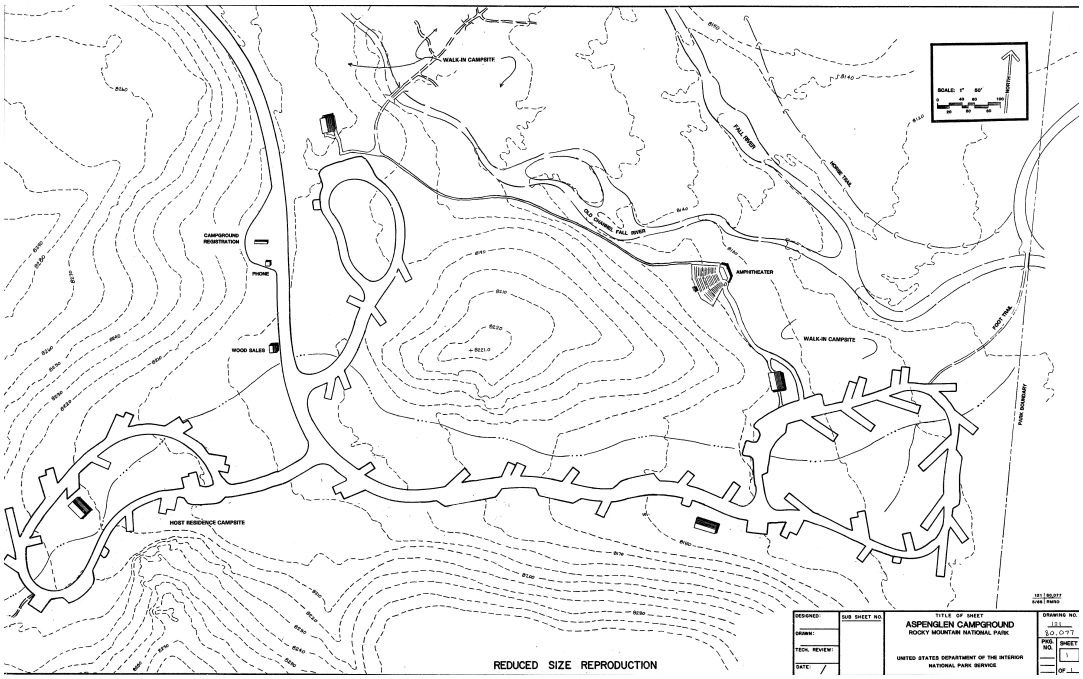
and excavated and installed footers and installed riprap along the riverbanks. In June crews installed prestressed concrete bridge beams manufactured by Stanley Structures in Denver, and in July a cast-in-place concrete deck was poured. Along with carrying two lanes for vehicular traffic, the new bridge included a narrower section for the Fall River-Little Horseshoe Park Complex Trail. Steel guardrails were installed along the sides of the bridge and between the vehicle lanes and trail in June 1984 (Completion Report, Aspenglen Work crews also reconstructed 2,600' of Aspenglen Campground Road. The original alignment was followed, although it was lowered near the Fall River as a result of the changes to the topography from the floodwaters. In early 1983 crews removed the old bridge, and by October the road was in place, although only roughly graded. Crews completed the final grading in July 1984 and paved the road in September 1984 (Completion Report, Aspenglen Campground Road and Bridge).

The Lawn Lake Flood destroyed the footbridge in the northeastern section of the campground as well, and NPS crews replaced it in 1983–1984. The new footbridge was designed by park engineer Joe Arnold and had angled, concrete wingwalls and prestressed concrete beams. It had concrete decking with log guardrails, and it carried the sewer line beneath the decking.

During the time that Aspenglen was closed, the park reconfigured the loop roads and campsites into the arrangement present today. In 1984 the park started to reconfigure Loops A and B. Work included obliterating old sections of the Mission 66 loop roads; grading and paving two-thirds of a mile of new roads and parking areas; relocating campsites and grading tent pads; landscaping the campsites and old road alignments with aspen and native plants; installing a drip irrigation system to help with revegetation; and adding wash areas to the Mission 66 comfort stations in Loops A and B. The loops were completed and opened for camping on July 5, 1985, with 26 campsites, including five walk-in sites.

Soon after Loops A and B were complete, the park started reconfiguring the roads and parking for Loop C. Work on Loop C replicated that undertaken in the other loops, and the park completed the new road alignments, parking areas, and campsites in 1986. The park completed Loop C in 1987 by revegetating old road alignments and campsites and installing a drip irrigation system. The Superintendent's Annual Report states that trails were also improved. Although the trails are not specified, it is likely that this refers to the trails to the comfort stations and amphitheater that had to be reconfigured or adjusted to intersect the new loop road alignments. The park also installed new lights along the trail to the amphitheater, which opened for programming in 1987 for the first time since the Lawn Lake Flood.

In addition to the roads and campsites, the park made changes to buildings as well. In 1985 the park's Roads & Trails division demolished one of the CCC-constructed comfort stations (B-154). Park planners determined that the comfort station was superfluous as a result of the reduced number of campsites, and the park recorded the building to the standards of the HistoricAmerican Buildings Survey before it was demolished (Memorandum of Agreement, Aspenglen Comfort Station). In 1989 the Aspenglen Campground Ranger Station (B-992) was built on the west side of Aspenglen Campground Road, west of Loop A. The ranger station replaced a small registration kiosk and marked the first time that a ranger station stood in the campground since 1977, when the former camptender's cabin (B-368) was demolished. When the campground reconfigurations were complete, the number of campsites had been reduced from 78 to 54. Three of the walk-in sites, which had been north of the Fall River, were obliterated; four loop roads were reduced to three; and the southernmost channel of the Fall River no longer ran through the campground.



Aspenglen's configuration after the Lawn Lake Flood (Drawing 121-80077, ca. 1985).

Recent Changes in Aspenglen, 1990 - Present

Since 1990 the park has continued to make changes at Aspenglen to improve the visitor experience. Changes have been made to the campsites, buildings, and utilities. The Fall River flooded in 2013, and although the damages were not as extensive as the Lawn Lake Flood, it damaged one campsite and the footbridge. Because many of these changes are extant today, additional details can be found in the Analysis and Evaluation of Integrity section.

Campsite changes
Starting in 2000, the park installed fire rings with grills and tent pads in each campsite. Several years later, in 2005, the park started installing bear-resistant food storage lockers at each campsite, and the last food storage lockers were installed in 2016 at the walk-in campsites. Each food storage locker is anchored to a small concrete pad. The park replaced the wood picnic tables with concrete tables at each campsite in 2011.

In 2013 the park rehabilitated two campsites, 30 and 31, to meet federal accessibility standards. At each accessible campsite the park installed two pads, one for a tent and the other for a picnic table and fire ring, and constructed a level path between the two pads and the parking spur. The parking spurs were also widened by 8'.

Buildings and structures
Although they had likely not been used for some time, several pit toilets were still extant in 1995. The park demolished one pit toilet that year, whereas two others were removed and relocated to other areas in the park: vault toilet #770 was moved to Loop E in Moraine Park and #771 was moved to

Longs Peak Campground (NPS, Compliance Report 1995 95-14).

The pump house (B-688) was demolished in 2010 and replaced with a new one that serves the Smith Sisters area and Aspenglen Campground (Drawing RM-60545A). The 2010 pump house carries the same building identification number, B-688. Although the campground utilizes the pump house, it is also more closely associated with the Smith Sisters buildings.

The park made changes to all of the comfort stations as well. In 2013–2016 the park demolished the three Mission 66 comfort stations (B-366, 367, and 401), which were built in 1960. They were replaced with three new comfort stations that utilized the same concrete slab foundations, although the foundations were expanded slightly. The new comfort stations are one-story buildings with a gable roof that were constructed from a standardized plan. Stone veneer and wide wood siding clads the exterior walls, with rustic log framing in the gable peaks. The park restored the Rustic comfort station (HS-0153) in 2014 by installing a new cedar shingle roof and repairing the windows, siding, and exterior doors with in-kind materials.

Utility improvements
In 2008 contractors replaced the water storage tank with a new 33,000-gallon tank, and in 2011 contractors replaced all of the water lines from the tank and throughout the campground. In 2019 contractors rehabilitated the sewer system.

2013 Fall River Flood
On September 11–13, 2013, the eastern side of ROMO received between 2” and 18” of rain, resulting in catastrophic flooding within the park and Estes Park. Three major highways into the Estes Park area, US 34, US 36, and State Highway 7, were severely damaged, and Trail Ridge Road was the only passable route to Estes Park. Rocky Mountain National Park experienced widespread damage to sections of roads as well. Trails in ROMO were affected, including 16 trail bridges that were damaged or destroyed. The park closed for several days and reopened incrementally for public use: 90% of the park had opened by September 25, and 99% was opened by September 28, 2013.

At Aspenglen, the flooded Fall River extensively scoured its banks. The southern bank, north of one-way Loop C, severely eroded and damaged a portion of Campsite 44. The park subsequently removed this campsite, although its parking spur remains extant. The areas around the footbridge were scoured as well. A large, native stone retaining wall was built to stabilize the northern bank and bridge footer. The flood scoured the area beneath the southern footer, which was stabilized with mud jacking. The scouring and erosion along the banks of the Fall River remains apparent near the campground.

Continuing improvement projects
In 2019 park planners worked with the Town of Estes Park to develop a connector trail from ROMO to the Fall River Trail, a multi-modal trail that originates in Estes Park. The Fall River Trail extends from an existing trail in Estes Park, following the Fall River as its name suggests, but currently ends 2.5 miles east of ROMO’s boundary. Current plans for the connector trail call for a 10’-wide concrete path with two pedestrian bridges over the Fall River. The trail will follow Fish Hatchery Road for 1.2 miles to connect to ROMO. The trail will also connect to Aspenglen via the 1983–1984 footbridge over the Fall River. The work within ROMO’s boundary and Aspenglen will consist of replacing the existing footbridge railing and adding a concrete thickened edge; clearing and grubbing; excavating and grading the site; installing new fencing; constructing a concrete trail; and protecting and reestablishing vegetation. The park also plans to relocate Campsite 43. The extant parking pad will be eliminated due to the trail’s alignment, but a new parking pad will be established along the Loop C road using 3” hot asphalt mix, 6” aggregate base course, 6” prepared subgrade, timber retainers around the perimeter, and a wheel stop. A picnic table and fire ring will be relocated to an existing tent pad, and a new tent pad will be constructed using timber retainers and 6” of crusher fines. A few landscape boulders will be imported from the Glacier Basin Pit and placed at locations along the trail. Construction is expected to begin in fall 2020 (Drawing 32813; Town of Estes Park Colorado 2020).

Currently, park personnel are developing plans for a solar shower at the campground and are also making plans for rehabilitating the amphitheater in 2026.

Uses

Functions and Uses:

Major Category	Category	Use/Function	Historic	Current	Primary
Recreation/Culture	Outdoor Recreation	Campground/Picnic Area	Yes	Yes	Yes
Recreation/Culture	Theater (Cinema)	Amphitheater	Yes	Yes	No

Public Access:

Public Access: With Permission

Public Access Narrative:

Aspenglen Campground is accessible to visitors who reserve campsites in advance and pay camping fees. Visitors must pass through the entrance station checkpoint before entering the campground. The seasonal campground is typically open from late May through late September. NPS personnel are typically on site during the day and evening hours, and a campground host is available at a designated campsite during the camping season.

Associated Ethnographic Group

Ethnographic Study Status: No Survey Conducted

Ethnographic Narrative:

Analysis & Evaluation of Integrity

Analysis and Evaluation of Integrity Narrative Summary:

Aspenglen Campground’s landscape was analyzed and evaluated under the following characteristics: natural systems and features, vegetation, topography, spatial organization, circulation, buildings and structures, small

scale features, constructed water features, views and vistas, and archeology. The physical integrity of the campground was evaluated by comparing present-day characteristics and features with those present during the period of significance, 1924–1967.

Landscape Characteristics Summary
Aspenglen Campground lies within a mountain valley on the eastern side of ROMO. The campground remains in its original location and retains its relationship to the surrounding natural features, including mountains, a rocky knoll in the middle of the campground, and the Fall River. Although the Fall River's course near the campground has changed due to the 1982 Lawn Lake Flood and the 2013 flood, the river remains the northern boundary of the campsite. Topographic changes at the campground have been minimal and the campground's roads and campsites largely conform to the existing topography. However, the topography largely reflects the campground reconfigurations that were made in the 1980s after the Lawn Lake Flood and after the period of significance. The only topographic feature that remains from the period of significance is the grading for the amphitheater seating. When Aspenglen was first established, the eastern end of the campground was an open, previously cultivated field and large stands of quaking aspen were present throughout the campground. Many ponderosa pines that were planted in 1930 remain, lining the roads and surrounding campsites. However, few quaking aspens remain in the campground and much of the vegetation along the loop roads and in the campsites was planted in 1985–1987 during revegetation efforts. Aspenglen's spatial organization has changed extensively since the period of significance ended. After the Lawn Lake Flood in 1982, the park reconfigured the roads by eliminating and adding new sections of the loop roads. The park reduced the number of campsites from 78 to 54, and the campsites were rearranged along the new loop roads. The park also constructed new parking areas and buildings, such as the ranger station. Circulation has also significantly changed since the period of significance. In addition to the new arrangement of loop roads, it is likely that many of the footpaths, such as those that lead to the comfort stations, and the visitor-created social trails developed after the campground was reconfigured in the 1980s. Only three features date to the period of significance: Aspenglen Campground Road and the footpaths to the amphitheater and the walk-in campsites. Ten buildings and structures are within Aspenglen. However, eight of these were constructed after the period of significance. Only two buildings and structures remain from the period of significance: the Aspenglen Campground Rustic Comfort Station (B-153) and the Aspenglen Campground Amphitheater (B-825). Three comfort stations, the ranger station, and three bridges were built between 1983 and 2014. The park also moved one building, the firewood and ice sales building, to the campground after the period of significance, although the exact date is unknown.

Small-scale features in the campground include fire pits, picnic tables, and other campsites components; signs; fencing; utility-related features; and a flag pole. All of the extant small-scale features were installed after the period of significance and replaced those from the CCC and Mission 66 eras. The stones that line the roads and the parking spurs were placed during the road realignments in the mid-1980s, although they continue to follow the design guidelines developed by E. P. Meinecke and modified by the NPS that were first used in the campground in the 1930s. Views and vistas in the campground vary between the loops. Campers in Loop B and the eastern end of Loop C have views of the surrounding mountains, whereas campers in Loop A and the western section of Loop C have more restricted views due to the natural topography and surrounding trees. Similar views were likely extant during the period of significance, although the 1982 and 2013 flood events increased the views of the Fall River at Campsites 43 and 45.

Integrity Assessment
Aspenglen Campground was evaluated for any integrity that remained from its period of significance, which encompasses its time of establishment, 1924, to the end of the Mission 66- era developments in the campground, 1967. Aspenglen's landscape has lost much of its historic integrity as a result of the Lawn Lake Flood in 1982 and the subsequent campground changes. Due to the reconfiguration of the loop roads and the campsites, the new comfort stations and new ranger station, and additional small-scale alterations, the campground has lost integrity of design, materials, and workmanship from the period of significance. Aspenglen's integrity of location and setting have been diminished as a result of the reconfigurations as well, although not as extensively as the other aspects of integrity. Some integrity of association is retained as well because its primary land use, camping, remains the same as during the period of significance. However, few extant features remain to associate the campground with its development during the period of significance. Aspenglen retains integrity of feeling because the extant features continue to convey the feeling that it is a developed campground.

Aspects of Integrity

Location
The campground retains some integrity of location as its original location in ROMO is unchanged. It retains its spatial relationships to Deer Mountain, McGregor Mountain, and other natural systems, and remains on ROMO's eastern boundary. The Lawn Lake Flood and 2013 flood altered the course of the Fall River, including the loss of a small channel that flowed through the walk-in campsites. However, the Fall River remains as the northern boundary of the campground. The park reconfigured the loop roads after the period of significance. Campsites were relocated to align with the loop roads and others were eliminated, including many of the walk-in campsites. The roads and campsites no longer remain in their same locations as during the period of significance, and thereby have lost integrity of location.

Setting
Aspenglen retains some integrity of setting. It remains in a mountain valley with a small river and large stands of trees punctuated by open, grassy meadows. Views of these features from the campground have remained very similar to those during the period of significance, although the Fall River's altered course has increased views of the river in the northeastern campsites. The spatial relationships between the campground's built features, such as campsites grouped around the loop roads, and the natural features, such as the surrounding topography and native vegetation, remain largely unchanged and maintain integrity, despite the reconfiguration of the campground in the 1980s. The loop roads and campsites continue to conform to the natural topography, and the proximity of the Fall River remains a contributing natural feature. Many of the large ponderosa pine trees in the campground are likely those that were planted in 1930. However, some integrity of setting has been lost due to the loss of large stands of quaking aspens, a character-defining feature, that grew throughout Aspenglen during the period of significance and gave the campground its name. Currently, quaking aspens are found in small stands in the Loops B and C and along the Fall River.

Design
The campground has lost much of its integrity of design. The design of the loop roads and the relationships between the roads, campsites, and comfort stations that were present during the period of significance are no longer extant. After the Lawn Lake Flood in 1982, the park extensively reconfigured the loop roads, which involved removing portions of existing roads while building new loops. Aspenglen Campground Road remained in the same location, but the ranger station was constructed in 1989. Because of the new loop roads arrangement, the park changed the locations of the campsites and eliminated several walk-in sites. Although the extant campground design continues to reflect landscape guidelines developed in the 1930s by E. P. Meinecke and the NPS, such as one-way roads and a parking spur for each campsite, the park implemented the campground's current design after the period of significance. However, the Rustic comfort station and amphitheater retain their integrity of design. The comfort station retains characteristics of the Rustic style, including a form that blends into its surrounding environment and utilizes locally available construction materials. The amphitheater reflects the design aesthetic of NPS architects during the Mission 66 era, and was based on a standardized park plan that included a rectilinear screen structure, permanently installed rows of benches set on a gently sloped surface, and a projection booth behind the benches (Carr et al. 2015:25).

Most of the campground's features, including the loop roads, parking areas, ranger station, footbridge over the Fall River, and three comfort stations, were constructed after the period of significance. Other features that have been replaced with contemporary materials include signs found throughout the campground and campsite components, such as the picnic tables, tent pads, and fire rings. Only two built features maintain integrity of materials: the amphitheater and the Rustic comfort station (HS-153). The stage, screen structure, and projection booth in the amphitheater (B-884) retain their original construction materials and repairs have used in-kind materials. The Rustic comfort station was restored in 2014 and used compatible materials for deteriorated areas that needed to be replaced.

Natural features that retain integrity of materials include the ponderosa pines and the native vegetation, which were extant during the period of significance. Revegetation projects after the period of significance also utilized species native to Aspenglen's life zone. However, the quaking aspens that filled the campground during its period of significance are no longer extant. Remaining aspens are confined to small stands in Loops B and C and along the Fall River. Although some built and natural features in Aspenglen retain their historic integrity, the majority of the campground features were built after the period of significance. Therefore, Aspenglen does not retain integrity of materials.

Workmanship
Two individual built features at Aspenglen retain integrity of workmanship from the period of significance: the Rustic comfort station (HS-153) and the amphitheater (B-884). The Rustic style emphasized natural, locally available materials for construction, such as wood and stone, with the intent that the building would blend into its environment. The comfort station expresses this workmanship through its wavy wood siding and cedar shingle roof and continues to blend into the surrounding riparian environment. The amphitheater continues to retain the physical evidence of Modern construction techniques, including the use of prefabricated materials. However, additional buildings and structures that expressed workmanship during the period of significance, such as a second Rustic comfort station (B-154) and the three Mission 66-era Park Service Modern comfort stations, have been demolished. As a result, the character and craftsmanship from the CCC era and the Mission 66 era have largely been lost. Overall, the campground does not retain integrity of workmanship.

Feeling
The campground maintains integrity of feeling. The combination of the built features, such as the loop roads, campsites, ranger station, amphitheater, and comfort stations, set in the landscape of the Rocky Mountains, which retains much of its natural vegetation, topography, and surrounding views, conveys the feeling that this is a developed campground. The Rustic comfort station (HS-153) and the Mission 66 era amphitheater (B-884) also convey the feeling that this campground has been a long-established part of the park, and that camping has been a popular activity here for decades.

Aspenglen retains some integrity of association, as its primary land use during the period of significance, camping, remains the same. However, the campground has lost much of its association with its period of significance due to the alterations in the 1980s. Only a few extant features reflect the campground's association with its initial establishment, the development and expansion during the CCC era, and the Mission 66-era rehabilitations and improvements. These features include Aspenglen Campground Road, the Rustic comfort station, and the amphitheater.

Landscape Characteristic: Buildings and Structures

Extant buildings and structures in the campground include four comfort stations; an amphitheater with a stage, seating, and projection booth; a ranger station; a firewood and ice sales building; a bridge; two footbridges; and a water storage tank. A pump house (B-688) that supplies water to the campground is north of the Fall River and is more closely associated with the Smith Sisters' buildings; it is not included in this CLI. Except for the amphitheater and comfort station #153, all of the buildings and structures date to after the period of significance.

Aspenglen Campground Rustic Comfort Station (HS-0153; CRIS 051349; 5LR.1276) The comfort station on the north side of Loop C is a Park Service Rustic-style building. It is a one-story wood-frame building with a rectilinear footprint that measures 22' x 13'. It rests on a concrete slab foundation and has a front-gable roof that is sheathed in cedar shingles. Wavy wood siding clads the gables and the lower portions of the exterior walls; the upper portion of the walls, where the windows are placed, are clad in vertically oriented wood boards with wide battens. Fenestration in the gabled end walls includes a door, made with vertically oriented wood boards, and paired six-light wood hopper windows. Two pairs of six-light wood hopper windows are placed in both the east and west elevations.

The CCC constructed the Rustic comfort station in 1942. In 1974 contractors connected the comfort station to the Upper Thompson Sanitation District. The park has made few other changes to the building's exterior, although it was carefully restored in 2014. The park installed a new cedar shingle roof and repaired the wood windows, siding, and doors with in kind materials that adhered to its original design. The Rustic comfort station remains in good condition.

Aspenglen Campground Comfort Stations (B-366, B-367, and B-401)
The park constructed two comfort stations (B-366 and B-401) in 2013 and one in 2016 (B-367). These comfort stations replaced the Mission 66 era comfort stations, which were in the same locations and carried the same building numbers. All three new comfort stations share the same design, and comfort station #401 meets federal accessibility standards. All of the comfort stations share a very similar design that was developed by park engineer Joe Arnold. The designs focus on "reviving basic architectural materials and forms from [the Rustic] period while incorporating modern materials that are sustainable," and utilize colors that help the buildings blend into their surroundings (Arnold 2000).

The comfort stations are one story in height with a rectilinear footprint that measures 28' x 20'. The comfort stations have a concrete slab foundation and a concrete sidewalk leads to the entrance doors and dish washing station. The gabled roof is covered in standing seam metal and has exposed rafter tails and wood-clad soffits. Stone veneer clads the bottom of the exterior walls, which is topped by a stone belt course. The remaining portions of the exterior walls are clad in wide, horizontal, wood siding. Fenestration in the gabled end walls includes a solid, metal door; two single-light hopper windows; and large clerestory windows in the gables. The long dimension of the building has four single-light hopper windows arranged symmetrically around a dish washing station, which includes a sink and faucet within a recessed area. This fenestration pattern is repeated on the opposite side of the comfort station, but a metal door is in place of the dish washing station. No changes appear to have been made to the comfort stations since they were constructed, and all three are in good condition. Some erosion is present near the northeast corner near the parking area of comfort station #367.

Aspenglen Campground Amphitheater (B-825)
The amphitheater was built in 1960–1962 as part of Mission 66 campground improvements. It includes a stage, a fire pit, seating, and a projection booth. The stage is at the northern end of the amphitheater, just south of the old Fall River channel. The concrete stage has a trapezoidal footprint that measures 9' x 24' and rises approximately 3' above grade. The exterior walls of the stage are clad in uncoursed stone veneer. Sets of four concrete steps with stone-veneered cheek walls rise to the stage on the south and southeast corners. The stage has a wood-framed screen structure that rises approximately 15' above the stage. The structure has a flat roof and angled side walls, and wood louvers stretch across its top. The roof and exterior walls are clad in cedar

shingles, whereas the interior walls are clad in vertical T1-11 wood siding that is painted dark brown. A large projection screen, which is covered with a metal roll-up door, fills most of the structure. The stage and screen are in fair condition. Paint is peeling from the exterior of the structure, leaving the underlying wood exposed.

A circular stone fire pit is southeast of the stage and was also built in 1960–1962. It is approximately 7’ wide. The walls are 1’ wide and are composed of two courses of mortared, roughly squared stones. A 6” gap in the northeastern side of the fire pit provides drainage. The fire pit has a concrete foundation, which rises 6” above grade on the interior. The fire pit is in poor condition. The mortar and concrete are deteriorated in many areas and vegetation grows in the fire pit.

There are 11 rows of benches south of the stage, which were installed in 1960–1962 when the stage was constructed. The first four rows of benches are continuous, whereas the rear seven rows are interrupted by two aisles. The benches are composed of two wood boards that rest on iron brackets, which are anchored to circular concrete posts. The benches rest on paved, graded topography that slopes downward towards the stage. The pavement is in fair condition. It is cracked and deteriorating near the edges, and moss and vegetation grow near many of the benches.

The projection booth is in the southeasternmost portion of the amphitheater, behind the benches. The park built the extant projection booth in 1966. The projection booth’s concrete foundation is 6’ x 10’ and is clad in uncoursed stone veneer that matches the stage’s foundation. It is set in a sloped area and the northeastern foundation elevation rises about 3’ above grade, whereas the rear elevation is only several inches above the ground surface. Four concrete steps are in the southeastern side of the foundation. The booth is a rectilinear structure that measures 4’ x 6’ x 6’ tall and has a flat roof. The walls are clad in vertical T1-11 wood siding that are painted dark brown. Paired wood doors for operating the projection equipment are in the southwest elevation. A rectangular door with hinges at the top is on the northeast elevation; it is attached to a small pulley so the door can be opened for the projection equipment. The projection booth is in good condition.

Known changes to the amphitheater have been minimal since it was constructed. The park painted the amphitheater in 1978 and 1982, but no other changes are noted in the Superintendent’s annual reports. The bench configurations remain original, although the wooden bench tops appear to have been replaced. Currently, the park is developing plans for rehabilitating and reconstructing the amphitheater, which is slated to occur in 2026.

Aspenglen Campground Ranger Station (B-992)
In 1989 contractors built a ranger station to replace a small registration kiosk that was near the firewood and ice sales building. The one-story ranger station echoes the Rustic style, which is also found in other campground buildings, such as the comfort station (HS-153) and the firewood and ice sales building. The ranger station has a rectilinear footprint that measures 11.6’ x 16.5’ and rests on a concrete slab foundation. The side-gabled catslide roof is sheathed in asphalt shingles and extends over the façade to form an open porch that is 8’ deep. The extended lower eaves are supported by logs resting on stone veneered bases. The bottom one-third of the ranger station’s exterior walls are also clad in stone veneer, whereas the upper portions of the walls are clad in wide, wood siding and have log corners. Fenestration on the façade includes a sliding window with six-light grilles in each sash near the southern end of the building. A wood door is centered on the south elevation and is flanked by a six-light window on each side. The west elevation has paired six-light windows near its southern end. A large bulletin board with campground and park information is on the façade, north of the sliding window. The park has made two changes to the ranger station since 1989: the replacement of the cedar shingle roof with asphalt singles and the removal of a payphone on the north end of the façade (Building File for Aspenglen Kiosk #992). Electrical boxes and the flagpole have also been installed nearby. The ranger station is in good condition.

Aspenglen Campground Firewood and Ice Sales Building (no building number) The firewood and ice sales building is south of the ranger station and was a former vault toilet that had been built for the Beaver Ponds Pullout. The one-story, log frame, Rustic style building measures 9’ x 11’. It lacks a foundation and rests on the ground and several large stones. The side-gabled roof has exposed

rafter tails and is covered in cedar shingles. The exterior walls are clad in board and batten siding between the large timbers, except for the north elevation, which is built of horizontally stacked logs. Fenestration on the east elevation includes a wood door and two window openings. The south elevation has a ribbon of three window openings and a single window opening in the gable. The west elevation has three window openings, two of which are covered with metal screens. The other window openings are infilled with wood panels. A freezer clad in brown-painted plywood is placed next to the building's north elevation. The firewood and ice sales building is in poor condition. Paint is peeling from many areas, the cedar shingle roof is deteriorating, the ends of the roof beams and rafter tails are rotting, and vegetation is growing from under its base. As a concessionaire-owned building, there are no park records regarding the building and any changes are unknown.

Aspenglen Campground Road Bridge
The Aspenglen Campground Road bridge spans the Fall River north of the campground. It was built in conjunction with the Federal Highway Administration in 1983–1984 after the Lawn Lake Flood destroyed the former bridge. The bridge was built at the site of a former box culvert, which became the main channel of the Fall River after surveys indicated the river channel should be moved. The prestressed concrete bridge is 46' long and 35' wide. Concrete beams rest on eight concrete columns, four on the north bank of the river and four on the south, and support concrete decking. Steel guardrails line the sides of the bridge and divide a horse trail from the two traffic lanes. The bridge is in good condition, and no changes appear to have been made to the bridge since it was constructed.

Fall River Footbridge
A footbridge at the northeastern end of the campground crosses the Fall River and provides access to trails that lead to the historic Fall River Hydropower Plant, the Fall River Visitor Center, and privately owned parcels outside of the park. Built in 1983, the Fall River footbridge is 26' long and 7' wide. It rests on concrete abutments with wingwalls. The bridge has concrete stringers and decking. Large logs are placed on the concrete stringers' outer sides and support log guardrails. The sewer line for the campground is attached to the underside of the decking and is hidden by the log sidewalls. The footbridge is in good condition, although an upper guardrail has small areas of rotted wood.

After the 2013 Fall River Flood, the park built a large, native stone retaining wall to stabilize the northern bank and bridge footer. No other changes to the bridge since its construction are apparent. Construction is planned for the footbridge in the fall of 2020 to accommodate the Fall River Trail. The park is planning to replace the existing railing and add a concrete thickened edge.

Old Fall River Channel Footbridge
It is not known when the footbridge on the trail to walk-in campsites A–E was constructed, but it can be presumed that it was after the 1982 Lawn Lake Flood. The footbridge spans the old channel of the Fall River. It is approximately 15' long and 4' wide. The dimensional lumber decking rests on log stringers, which in turn rest on mortared stone abutments with stone wingwalls. A guardrail with three log posts and a log handrail extends along the east side of the footbridge, and a log curb extends along the west side. The footbridge is in good condition. Any changes to the bridge after its construction are unknown.

Retaining Walls
An uncoursed stone retaining wall is on the interior of the southern portion of Loop B to prevent erosion. Low, concrete block retaining walls anchor the slopes behind two comfort stations, B-401 and HS-153. The retaining walls are generally in good condition, although there is some plant growth at the base of both walls. Any changes to the retaining walls after their construction are unknown.

DEVELOPMENT HISTORY/NON-EXTANT BUILDINGS AND STRUCTURES
Non-extant buildings in the campground include pit toilets, comfort stations, an amphitheater, a campfire circle, ranger stations, chlorinators, and pump houses. For a more extensive history of these buildings and structures, refer to the physical history narrative.

Pit Toilets
Two sets of pit toilets (B-155 and B-156) were built in the campground in 1926, but the exact locations are not known. These were small, wood-frame buildings with rubble foundations. Board and batten siding clad the exterior walls, and the roof was covered in wood shingles. It is not known when these were demolished or removed from Aspenglen. A panelized pit toilet was built in 1955 to replace two older privies (SR June 1955) and two more pit toilets were built in 1957 (SR August 1957). The one-story pit toilets had two rooms, one for men and one for women, and were 40 ft2. Wood battens clad the exteriors of the Masonite panel walls. A wood panel with widely spaced boards screened and separated the entrances to the pit toilets.

Although they had likely not been used for some time, several pit toilets were still extant in 1995. The park demolished one of these (B-769, west of comfort station B-401) and relocated two more pit toilets (B-770 and B-771, east of Loop A) to Loop E in Moraine Park Campground and Longs Peak Campground (NPS, Compliance Report 1995 95-14).

Comfort Stations
The first comfort stations were built in 1942 by the CCC. One of these is still extant (see above, Rustic comfort station HS-153). The other comfort station (B-154) was similar in design. The one-story wood-frame building measured 10’ x 22’ and rested on a concrete foundation. Wood shingles covered the gable roof. Wavy wood siding clads the bottom of the exterior walls and the gables, and board and batten siding clad the upper parts of the walls. Fenestration included a wood door in a gable end and a wood door in a side elevation. A total of 10 six-light hopper windows pierced the walls. The park demolished this building in 1985 after it was determined superfluous to the campground’s needs.

In 1960 three comfort stations (B-366, B-367, B-401) were built during Mission 66 campground improvements. Contracted construction crews built the comfort stations with standardized plans developed by the NPS for Mission 66. The three Park Service Modern style comfort stations were identical. Each had three rooms: a small, central utility room for maintenance, a women’s restroom, and a men’s restroom. The 345 ft2 wood-frame buildings rested on a concrete foundation. The wood-shingle-covered gable roof was low pitched and roof beams extended from the gable ends. Wood clapboards clad the exterior walls. Fenestration included a door in each gable end and one on a side elevation to access the utility room. Ribbons of three windows stretched across the upper walls of the gable ends, and four windows pierced each of the side elevations. The park replaced these three comfort stations with new buildings that met federal accessibility standards. Comfort stations B-366 and B-401 were replaced in 2013, and B-367 was replaced in 2014.

Campfire Circle and Amphitheater
The park or the CCC constructed a small lecture circle sometime before 1937. It was south of the campground, approximately where Campsite 21 is presently. The lecture circle included a small projector stand, projection screen, and boulders, presumably for sitting. The projector stand included a wood box on a post and had a small platform mounted to its side. The screen was supported by two log posts.

The CCC constructed an amphitheater in the same location as the lecture circle in 1938–1940. The amphitheater included a platform with a screen, a fire pit, benches, and projector stand. The amphitheater platform measured approximately 12’ wide and 5’ deep, with a single step on the east and west sides. It had a log frame that was filled with oiled and compacted dirt. The removeable plywood screen was 6’ tall and 8’ wide and was supported on 2.5’ posts. Vertically oriented logs flanked the screen. A large fire pit was placed to the east of the platform. The small projector stand was placed approximately 30’ from the screen. Eleven rows of benches were placed to the west of the projector stand and 10 to the east. The benches were round logs with flattened tops, and these were anchored to bolts set in concrete. It is not known when this amphitheater was demolished, but it likely occurred after the new amphitheater was completed in 1962.

Ranger Station/Caretaker’s Cabin/Camptender’s Cabin
By 1932 a small ranger’s station (B-18) was in the campground; however, the origins of this building are not known. Park documents also refer to this building as a contact station and a camptender’s

quarters. It was near the southeastern end of the present-day Loop C, near Campsite 36. It was a small, 110 ft2, one-story building that rested on stone piers. The frontgable roof was covered by roll roofing paper, and the roof extended over the façade to shelter a small open porch. Wide, wood clapboards clad the exterior walls. A door was centered on the façade, and a window pierced each of the two side elevations. In an early undated photo, a bulletin board with a log frame was next to the ranger station. The ranger station was demolished in 1955.

By 1954 a new cabin for the "camptender" (B-368) was in place. It was referred to as "one of the former Indian cabins" and was moved south across the Fall River to the north side of present-day Loop C. The one-story, 425 ft2 building had an L-shaped footprint and a gabled roof. Wood drop siding clad the exterior walls. A wood door with a window was on the side of the gable-front ell. Paired two-over-two wood windows with wood shutters were centered on the gable ends. The park remodeled the cabin in 1959 and demolished it in 1977. The construction dates and name origin of the "Indian Cabins" is unknown. The park acquired the cabins as part of an inholding ca. April 1953, but the specific inholding is unknown (SMR May 1953).

Chlorinators
One of the first Mission 66 improvements in the campground included the installation of new water and sewer lines and a chlorinator in 1958–1959 (SR June 1958). Contractors built the chlorinator (B-553) just north of the former camptender's cabin (B-368). The 98 ft2 chlorinator was a low, wood-framed building. A shed roof covered the chlorinator and wood clapboards clad the exterior walls. Fenestration included a wood door and a small, four-light window. The park demolished the chlorinator ca. 1977, likely at the same time as the camptender's cabin.

Pump Houses
In 1959 contractors constructed a pump house (B-552) to accompany new water lines that were part of Mission 66 improvements. It was a small, 44 ft2 building with wood clapboard siding and a shed roof. A wood door provided entry to the pump house. The park demolished the building in 1977.

Contractors built a second pump house (B-688) in 1961 on the north side of the Fall River, east of the entrance road, after the first pump was unable to provide enough water for campground demands. The wood frame building was 95 ft2 in size and rested on a concrete foundation. Wood clapboards clad the exterior walls and wood shingles covered the roof. Fenestration was limited to one door. In 2010 the park demolished and replaced this building with a new pump house, which also carries the number B-688 and serves the Smith Sisters' area and the campground (Drawing RM-60545A). The 2010 constructed pump house is north of the Smith Sisters' area, outside of the Aspenglen CLI boundary.

INTEGRITY
Overall, the campground has lost a high degree of integrity as it relates to buildings and structures that were extant during the period of significance. Most of the extant buildings and structures at Aspenglen Campground were constructed from 1982–2014, after the campground's period of significance. Many of the buildings and structures that were constructed during the campground's period of significance have been demolished, including a Rustic comfort station and three Mission 66-era comfort stations. The loss of these buildings, which were contributing features to the period of significance, has extensively reduced the campground's historic integrity. Only two buildings and structures remain from the period of significance: the Rustic comfort station (B-153) and the amphitheater (B-825). The park carefully rehabilitated the Rustic comfort station in 2014 using in-kind materials for repairs and adhering to its original design. The amphitheater's stage, fire pit, benches, and projection booth were all built during the period of significance as well. Changes to the amphitheater are unknown, although they appear to be minimal, and any repairs have used in-kind materials.

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
RMNP Aspenglen Campground Rustic Comfort Station (HS-153)	188915	Contributing	51349				No
RMNP Aspenglen Campground Amphitheater (B-825)	188916	Contributing	1169577				No
RMNP Aspenglen Campground Comfort Station #366 (B-366)	188917	Non contributing	1169582				No
RMNP Aspenglen Campground Comfort Station #367 (B-367)	188918	Non contributing	1169650				No
RMNP Aspenglen Campground Comfort Station #401 (B-401)	188919	Non contributing	1169651				No
RMNP Aspenglen Campground Ranger Station (B-992)	188920	Non contributing	1169652				No
RMNP Aspenglen Campground Firewood and Ice Sales Building	188921	Non contributing	1169653				No
RMNP Aspenglen Campground Road Bridge	188922	Non contributing	1169654				No
RMNP Aspenglen Campground Fall River Footbridge	188923	Non contributing	1169655				No
RMNP Aspenglen Campground Old Fall River Channel Footbridge	188924	Non contributing	1169656				No
RMNP Aspenglen Campground Retaining Walls	188925	Non contributing	1169657				No

Landscape Characteristic Graphics:



View to the northwest of the Aspenglen Campground Rustic Comfort Station (HS-153) near Loop C, built in 1942 by the CCC. It continues to blend into its riparian surroundings (Commonwealth 2019).



View to the southeast of Comfort Station 401, one of three comfort stations built in Aspenglen in 2013– 2014 from the same plan (Commonwealth 2019).



View to the northwest of the Aspenglen Campground Ranger Station near the entrance, built in 1989 (Commonwealth 2019).



The Mission 66-era amphitheater stage, screen structure, and benches, view to the northeast. The fire pit is also visible to the right of the stage (Commonwealth 2019).



Detail of the fire pit at the amphitheater (Commonwealth 2019).



The projection booth at the amphitheater, view to the west (Commonwealth 2019).



The concessionaire-operated Aspenglen Campground Firewood and Ice Sales Building, view to the northwest (Commonwealth 2019).



Aspenglen Campground Road Bridge, view to the southeast (Commonwealth 2019).



The Fall River Footbridge, view to the southwest with Loop C in the background (Commonwealth 2019).



View to the south of the Old Fall River Channel Footbridge on the footpath to walk-in campsites A–E (Commonwealth 2019).



The concrete block retaining wall behind Comfort Station 401, view to the southwest (Commonwealth 2019).

Landscape Characteristic: Circulation

Circulation features at Aspenglen include roads, small parking areas, footpaths, and footbridges. However, nearly all of the circulation features date to the 1980s, after the period of significance.

Campground roads and parking
Vehicular circulation in Aspenglen Campground consists of asphalt-paved one-way and two-way roads. Aspenglen Campground Road, a two-way paved road that is 24’ wide, leads south from Trail Ridge Road/US 34. Steel gates are installed just to the south of Trail Ridge Road to control access

to the campground. Aspenglen Campground Road curves to the west and then south, crossing the Fall River. The bridge over the Fall River has two travel lanes for vehicles and a horse trail on its west side, which is separated from the road by a steel guardrail. After crossing the bridge, the road turns east and south, passing the ranger station. The road widens slightly in front of the ranger station to provide visitors with short-term parking to facilitate checking in and out of the campground.

Past the ranger station, a short, asphalt-paved two-way road branches to the east, where it divides to form one-way Loop A. Each of the five campsites has an asphalt-paved single-vehicle parking spur set at 45- to 90-degree angles to the road. Five additional asphalt-paved single-vehicle parking spaces are at the northern end of Loop A and are designated for the walk-in campsites. Past Loop A, the entrance road continues to the south, where a second asphalt-paved two-way road branches to the west. This branch road divides to form one-way Loop B. There are a variety of parking spurs along this loop, all of which are paved with asphalt. Parking configurations include two adjacent spaces, one of which is longer than the other, that can accommodate a car, an RV, or a car with a trailer; very long spurs that are one vehicle wide; single-car spurs; and spaces that are parallel to the road and can accommodate a car, an RV, or a car with a trailer. After the Loop B branch, the asphalt-paved two-way road continues as Loop C. Loop C extends to the east, where it divides and forms a one-way loop before it reaches the eastern boundary of ROMO. Loop C features a similar variety of parking spurs as Loop B. An asphalt-paved parking area with eight adjacent spaces is on the northwest side of the one-way loop and provides additional parking for the comfort station and amphitheater.

The one-way roads are 12’ wide, and traffic travels in a counterclockwise direction. Many portions of the roads and parking spurs are lined with boulders to prevent vehicles from traveling off designated travel lanes. The roadways are in fair condition. Edges of the roadways are starting to deteriorate in many areas of the loop roads. Cracked pavement, edge deterioration, and small amounts of vegetation growth are also present in many of the parking spurs.

Trails and footpaths
The Fall River-Little Horseshoe Park Complex Trail crosses Aspenglen Campground Road north of the bridge. The unpaved trail parallels the road as it travels across the bridge and continues south as the road turns to the east. The trail is used for hiking and horses and originates at the eastern boundary of the park, near privately owned stables. It connects to ROMO’s large trail network to the west and south of Aspenglen, including Deer Mountain Trail and Little Horseshoe Park Trail.

An unpaved footpath leads from the northeastern side of Loop C across a concrete footbridge that spans the Fall River. This footpath connects with other paths that lead to Fish Hatchery Road, the historic Fall River Hydropower Plant, the Fall River Visitor Center, and privately owned parcels outside of the park. It is also slated to connect to the Fall River Trail, a concrete multi-modal trail that originates in Estes Park and is currently being extended to ROMO. Construction is expected to be complete in 2020. The footpath is in fair condition, and there is some erosion where the trail abuts the southern side of the concrete slab.

There are several formal footpaths in the campground. The amphitheater footpath is paved with asphalt, 6’ wide, lined with stones and wood timbers, and extends from the north end of Loop A to the amphitheater, where it continues to the north side of Loop C. It is in fair condition, and areas of the pavement edges are cracked and deteriorating. The walk-in campsites’ footpath is unpaved and extends north from Loop A to provides access to campsites A–E. A small, wood footbridge crosses the Old Fall River Channel along this path, which also has a set of steps where the topography is steeper, near the parking area. The steps are wood timbers with dirt and gravel between the steps and are flanked by stones. This footpath is also in fair condition and there is some erosion near the parking area and sloped area near the steps. An unpaved footpath extends from the southwest side of Loop B to its single walk-in campsite (Campsite 14). On the east side of Aspenglen Campground Road, opposite the ranger station, an unpaved footpath leads to the west side of Loop A. A set of steps is near the road and is composed of wood timbers with dirt and gravel between the steps. Stones flank each side of the timbers. Near Loop A, small stones line the path and larger rocks adjacent to the loop road help direct and restrict access. The Campsite 14 and Loop A footpaths are

in good condition, with little to no erosion.

Both paved and unpaved footpaths and visitor-created social trails lead to the comfort stations from the campground roads. The footpaths that lead to the comfort station in Loop A (B-366) and Loop B (B-367) are all unpaved. The comfort station south of Loop C (B-401) has one paved footpath and several that are unpaved. The comfort station north of Loop C (HS-153) has paved footpaths, one of which connects to the paved trail to the amphitheater. Paved footpaths to the comfort stations are in generally fair condition, with small amounts of cracking and edge deterioration. The unpaved footpaths are also in fair condition, with small areas of erosion along the edges.

Visitor-created social trails between campsites, and between campsites and comfort stations, are found throughout the campground. A longer social trail stretches along the south bank of the Fall River. It extends from the north side of the walk-in campsites to Loop C and a spur leads to the rear of the amphitheater. A social trail also extends from the northeastern end of the campground to the east, outside of the park boundary.

DEVELOPMENT HISTORY
Aspenglen was initially accessed by a road leading into the northeast portion of the campground. A new entrance was built less than a year later to its east, although the new entrance utilized the same bridge over the Fall River, which was in the location of the current Fall River Footbridge. During the 1920s and throughout the CCC era, the campground roads carried two-way traffic and were arranged in a loose series of five loops. In 1960, during the Mission 66 era redevelopments, the park removed the original entrance road and constructed Aspenglen Campground Road, which entered the campground from the northwest. From 1959– 1960 the park also reconfigured the campgrounds roads and converted the loops to counterclockwise one-way roads. Two loops in the eastern end were combined into one large loop and another loop was built in the southwest corner of the campground. However, from 1982–1985, after the Lawn Lake Flood and after the period of significance, the park altered the campground roads' alignments into three loop roads, one- and two-way configurations, campsite parking spurs, and parking areas near the ranger station and amphitheater, which remain extant. Although the park regraded much of Aspenglen Campground Road, its alignment remained the same as during the period of significance.

As part of Mission 66 campground improvements, the park converted the former entrance road in the northeast corner of the campground to a footpath in 1960. The park also developed the footpath to walk-in campsites A–E in 1960–1961. The walk-in footpath was greatly damaged by the Lawn Lake Flood and subsequently reduced in length during the 1980s. Mission 66 improvements also included constructing the amphitheater footpath, which was built in two segments in 1960 and 1964. Contractors built the segment from Loop C to the amphitheater first, and it originally served as their access route to the site. In 1964 the park planned a second amphitheater footpath, which was constructed between the amphitheater and present-day Loop A. The Spur Trail to Fall River Trail, which the park established in 1925, was obliterated in 1981, and the Fall River-Little Horseshoe Park Complex Trail was rerouted near Aspenglen in 1977 (Memorandum from Assistant Superintendent James W. Godbolt to park staff, November 7, 1977).

INTEGRITY
Circulation features that characterized the campground during the period of significance, including the loop roads, campsite parking spurs, and the footpath to the walk-in campsites, are no longer extant. Much of the extant circulation in the campground results from alterations that took place after the period of significance; therefore, the campground's circulation has lost a high degree of its historic integrity. The loop roads and campsites were reconfigured in 1982–1985, and it is likely that many of the footpaths to the comfort stations and the visitor-created social trails developed after the period of significance as well. The alignment of the Fall River footpath has also been slightly altered after a new footbridge was built in 1983–1984 and the 2013 flood eroded the adjacent riverbanks. Only two circulation features retain integrity from the period of significance: Aspenglen Campground Road and the paved amphitheater footpath, which remain in the same locations.

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Aspenglen Campground Road (paved, asphalt)	188900	Contributing	1169658				No
Loop Road A (paved, asphalt)	188901	Non contributing	1169659				No
Loop Road B (paved, asphalt)	188902	Non contributing	1169660				No
Loop Road C (paved, asphalt)	188903	Non contributing	1169661				No
Fall River-Little Horseshoe Park Complex Trail (unpaved)	188904	Non contributing	1169662				No
Footpath over the Fall River/future Fall River Trail (paved, concrete)	188905	Non contributing	1169663				No
Aspenglen Amphitheater footpath (paved, asphalt)	188906	Contributing	1169664				No
Walk-in campsites A-E footpath (unpaved)	188907	Non contributing	1169665				No
Footpath between Aspenglen Campground Road and Loop A (unpaved)	188908	Non contributing	1169667				No
Footpath to walk-in Campsite 14 (unpaved)	188909	Non contributing	1169666				No
Timber steps on footpaths (unpaved)	188910	Non contributing	1169868				No
Comfort station footpaths (unpaved)	188911	Non contributing	1169668				No
Footpaths between accessible sites and comfort station B-401 (paved, asphalt)	188912	Non contributing	1169669				No
Visitor-created social trails (unpaved)	188913	Non contributing					No
Footpaths between accessible sites and comfort station HS-153 (paved, asphalt)	188914	Non contributing	1169670				No

Landscape Characteristic Graphics:



Aspenglen Campground Road, view to the west from north of the ranger station (Commonwealth 2019).



The one-way Loop A road, view to the north (Commonwealth 2019).



The Fall River-Little Horseshoe Park Complex Trail crosses Aspenglen Campground Road and continues to the south and west (Commonwealth 2019).



View to the south of the footpath over the Fall River, which is slated to become a segment of the future Fall River Trail in 2020. Aspenglen's Loop C is in the background (Commonwealth 2019).



View to the northwest of the paved footpath to the amphitheater from Loop C, which is lined with wood timbers (Commonwealth 2019).



The footpath for walk-in campsites A–E with McGregor Mountain in the background, view to the northeast (Commonwealth 2019).



The timber and fill steps on the footpath to walk-in campsites A–E, view to the southwest (Commonwealth 2019).



The footpath to walk-in Campsite 14, view to the southwest (Commonwealth 2019).



The footpath and steps between Aspenglen Campground Road and Loop A, view to the northeast (Commonwealth 2019).



View to the north of the paved footpath to the Rustic comfort station (HS-153; Commonwealth 2019).



Visitor-created social trails east of Loop B (Commonwealth 2019).

Landscape Characteristic: Small Scale Features

Small-scale features at Aspenglen include campsite components, such as picnic tables and fire rings; signs; fencing; road and parking area delineation markers; and utilities. Many of these small-scale features help draw campers to Aspenglen, where they can access amenities such as flush toilets, picnic tables, drinking water, and food storage lockers while surrounded by a natural, undeveloped setting. The park installed components such as the picnic tables, fire rings, and drinking water early in Aspenglen's development, which made the campground an attractive destination for both campers and picnickers.

Campsite Features
Many small-scale features at Aspenglen are associated with the campsites. Each campsite has a tent pad, fire ring, picnic table, bear-resistant food storage locker, sign with the campsite number, and a curb stop at the end of each parking spur. The tent pads consist of fill that is surrounded by wood timbers set in a rectilinear shape. There are two sizes of tent pads at Aspenglen: one tent pad size accommodates tents up to 9' x 12' in size, whereas the other accommodates larger tents. The circular steel fire rings are approximately a foot tall. A hinged metal grate with handles is mounted to the interior of the fire ring, and the grate can be lowered over the fire. The picnic tables have a top that consists of three taupe-colored boards. Two benches, one on each side of the table, are attached to the table via a light brown concrete frame. Each bench consists of one taupe board. Each end of the frame features an inset NPS arrowhead. The bear-resistant food storage lockers are steel boxes set on four steel posts, which are anchored to rectilinear concrete pads. The brown-painted food storage boxes have a set of doors on one side with a latch to deter bears and other animals from accessing campers' stored food. The brown-painted, concrete curb stops are at the end of each parking spur; spurs that can accommodate more than one vehicle have two or more curb stops. The fire rings, picnic tables, and bear-resistant food storage lockers are in good condition with minimal deterioration. The tent pads and curb stops are in fair condition, with some deterioration from general wear and tear.

Each campsite has a sign near the loop road that displays the campsite number. The number is displayed with white text on a brown, rectilinear plaque with rounded corners. This is bolted to the

top of a brown-painted square post with an angled top. A metal clip is attached to the post below the identification sign to attach campsite permits. Additional signs on the campsite posts denote tent-only sites, campground host campsites, and campsites that meet federal accessibility standards. Tent-only signs are square with rounded corners and have white text and a tent graphic on a dark brown background. Campsite host signs are rectilinear with rounded corners, are brown with white text, and read “CAMP HOST.” Campsites that meet federal accessibility standards have a square, blue sign with a white accessibility graphic. The campsite signs are in good condition, with little to no deterioration.

Signs
In addition to the campsite signs, other sign types at Aspenglen include directional, traffic, and parking signs; notices of rules and regulations; building numbers; and wayside exhibits. These signs are compliant with NPS UniGuide Standards. Like the campsite furnishings, the signs were installed after the period of significance. Many of the signs are clustered in several areas: the ranger station, the comfort stations, and the loop roads. Most signs are mounted on brown painted wood posts and have white text on a brown background. Signs throughout the campground are in good condition.

Each loop road is marked with a sign that lists the loop name and the campsite numbers. A sign near Loop A also notes that the campsites are for tent use only. Near the loop roads, signs direct campers to the amphitheater and walk-in campsites as well. Standard traffic signs are also found along the campground’s roads, including a stop sign near the ranger station, one-way signs, and speed limit signs.

Rules and regulations signs stand near the ranger station. Heading into the campground, the signs provide information about registering at the ranger station, campground quiet hours, and that gathering wood and generator use is prohibited. Signs mounted to the buck and rail fencing near the Fall River and near the campsites indicated that these areas are closed and off limits to campers.

Additional signs include those that provide information about amphitheater programming days and times. Small signs with building numbers are mounted to each building, and comfort station signs also include those that indicate men’s and women’s restrooms and accessibility. Small blue and white signs attached to the drinking water hydrants inform campers that the water is potable.

Three wayside exhibits with information about the Lawn Lake Flood and area geology are in the campground. Two are on the trail to the walk-in campsites. One is south of campsite A and the other is north of campsite C, on the southern bank of the Fall River. The third sign is on the trail to the amphitheater from Loop A. The wayside exhibits are rectangular metal panels that are mounted at an approximate 45-degree angle to square, metal posts. The text and illustrations are gold on a brown background. A fourth wayside exhibit stands near the Aspenglen Campground Road bridge and also describes the Lawn Lake Flood. It is a colored, plastic resin sign with a metal frame and metal posts.

Fencing
Fencing in Aspenglen is used to demarcate campground boundaries and areas that are closed to campers. A wire fence with wood posts extends along the eastern boundary of the campground, which is also the eastern boundary of ROMO, and demarcates the campground from private lands. One line of buck and rail fencing extends west from the wire fence and follows the lower slopes of Deer Mountain, forming the southern boundary of campsites along Loops A and C. Near Loop A, this fence turns to the southwest and ends near Campsite 14. North of Campsite 14, another line of buck and rail fencing extends north and then northeast, ending to the west of the firewood and ice sales building. This fence line forms the western boundary of campsites on Loop A. Some areas of the buck and rail fencing are deteriorating, and wood rails have rotted or fallen.

Wood buck and rail fencing is also used to mark areas that are closed to campers. One line extends from the footbridge over the Fall River to the west, following the southern bank of the Fall River. The fence prevents access to the steep, highly eroded banks of the river. Another line of buck and rail fencing encircles the rocky knoll on its south, west, and northwestern sides, preventing campers

from entering an area that is closed for revegetation efforts. This fence also serves as the northern boundary for campsites in Loop C and the eastern boundary for campsites in Loop A. Sections of buck and rail fencing that encircle the rocky knoll have rotted and fallen as well.

A metal gate near the northern end of Aspenglen Campground Road is used to control access to the campground. It has two sections, each of which is attached to a steel post on each side of the road. Each gate section consists of a horizontal steel arm and an angled arm. Each section rests on a secondary post when it is open. A small brown sign with white text on the gate indicates that pets are allowed if leashed and bicycles are permitted on roads only. The gate is in good condition.

Road delineation features
A single course of squared, stone blocks lines the road in front of the ranger stations and forms a curb. Stones also line roads and parking areas and delineate areas that are restricted from vehicles. The stones vary in size from less than a foot to nearly 3' in diameter. Smaller stones are adjacent to each other, whereas the larger stones range from 2–10' apart. The stones are not found consistently throughout the campground. In Loop A, stones line the interior and exterior sides of the road. Lines of stones are found between the campsites as well, which may indicate the former loop road alignment. Stones line the northern side of Loop B, the southern side between Campsites 14 and 16, and the road and parking spurs near and in Campsites 18 and 20. In Loop C, stones line both sides of the two-way road and the parallel parking areas. This arrangement continues in the one-way loop, and stones also line the angled parking spurs in Campsites 35, 39, and 41. The stones are in generally good condition, although tall vegetation obscures many of them.

Wood posts line portions of the loop roads as well. These are logs that are anchored in the ground and extend approximately 2' above grade. A band of reflective tape is attached to the upper section of the posts. The posts are typically placed near curves in the loop roads. However, one post is also placed on each side of Aspenglen Campground Road near the ranger station. Three posts are on each side of the entrance to Loop A; posts on each side are approximately 10' apart. Two posts are on each side of the entrance to Loop B, and two single posts are on the interior side of the loop. Loop C has two posts on each side of its entrance and one post in the northern section of the one-way road. The posts are in good condition.

Utilities
Utility systems in the campground include electrical, water, and sewage lines. The electrical system is underground and is supplied by the Estes Park Power and Communications. The electrical system provides power to the ranger station, projection booth, four comfort stations, and the firewood and ice sales building. Electrical boxes with a transformer and meter stand near Campsite 26. A small meter is attached to the west elevation of the firewood and ice sales building. None of the campsites have electrical connections.

There is little lighting in the campground, which helps to preserve the natural setting of the campground. Lighting includes metal posts with enclosed bulbs that line the trails to the amphitheater and are spaced every 25'. Small sconces are affixed near the entrances to the comfort stations. The entrance ranger station has several small sconces above the entrance and above the bulletin board and check-in window.

A pump house north of the Smith Sisters' area provides water to the campground. It supplies water through a galvanized steel line to a 33,000-gallon water storage tank that is northwest of the ranger station on a slight rise. The water then flows to the ranger station, the four comfort stations, and six water hydrants that supply campers with drinking water. Two water hydrants are near Loop A, three are near Loop B, and one is near Loop C. A red fire hydrant is south of the ranger station.

The ranger station and four comfort stations are connected to the Upper Thompson Sanitation District. Sewer lines run from these five buildings to a central east-west line that extends towards the northeast corner of the campground. This line is attached to the underside of the footbridge. Two manholes provide access to the line: one is north of Campsite 22 and the other is north of Campsite 33.

Miscellaneous small-scale features
A flagpole stands north of the ranger station. It is a brown metal pole anchored to a concrete base and was likely installed after the ranger station was constructed in 1989. It is in good condition.

A large, steel, green-painted dumpster is just south of the firewood and ice sales building. Small, steel, green-painted receptacles for recycling are adjacent to the dumpster.

DEVELOPMENT HISTORY
Many of the small-scale features have been replaced multiple times during the campground's existence, especially those that are heavily used, such as the picnic tables and fire pits.

Superintendents' reports state that new picnic tables and fire pits were installed in the mid-1930s by the CCC; in the early 1950s; in the late 1950s as part of Mission 66 improvements; after the Lawn Lake Flood rehabilitation in the mid-1980s; and in 2000. The extant picnic tables appear newer and were likely installed within the past decade. The park installed the tent pads in 2000 and began installing the bear-resistant food storage lockers in 2005.

Other small-scale features, including the signs, fencing, road delineation features, flag pole, and trash and recycling receptacles also post-date the Lawn Lake Flood. The park installed most of these features after the roads and campsites were reconfigured. The signs that are extant most likely were installed during additional campground renovations in 2000–2010.

It is unknown when telephone lines were first installed at the campground. However, telephones were installed throughout the park in the first few years after it was established and continued through the time of the CCC in the park. A telephone line is depicted in the 1935 topographic map (Drawing RM-5092) entering the campground from the northeast, across the entrance road, and extending to the ranger station.

The first water line installed in the campground was in 1926. A water line from a spring on Deer Mountain entered the eastern side of the campground from the south. The line branched and extended to supply hydrants scattered throughout the campground. The park connected five fire hydrants to the line in 1933, and the CCC installed additional water lines in 1935–1939. A 6,600-gallon concrete reservoir was extant by 1941. Mission 66 improvements included new water lines and a water reservoir that were installed in 1957–1959. Two pump houses, one near the eastern end of the campground and one north of Aspenglen Campground Road supplied water to the comfort stations and water hydrants. Then, in 1967, the park installed a 25,000-gallon water storage tank. The extant water storage tank was installed in 2008, and the park installed new water lines in 2009–2011.

The PWA also installed sewer lines and septic tanks from 1938–1939 in preparation for the comfort stations that the CCC built in 1942 (B-154, HS-153). New sewer lines were installed in 1958–1959 as part of the Mission 66 improvements. These connected the comfort stations to large septic tanks near the eastern boundary of the campground. The sewer system connected to the Upper Thompson Sanitation District in 1974, and the park subsequently eliminated the septic tanks.

It is not known when electrical lines were first installed at Aspenglen. However, a photo of the lecture circle from 1937 depicts a projector with an electrical cord, indicating electricity was present at the campground at this time. An underground electrical line also appears in the 1941 utilities master plan (Drawing RM-5231D). It enters the campground's eastern side and ends at the ranger station; however, no line is shown extending to the amphitheater. Although not depicted in the map, it is likely that the line originated from the nearby hydropower plant. New electrical lines were likely installed during Mission 66 to connect to the new projection booth and comfort stations.

INTEGRITY
The small-scale features that were constructed during the period of significance are not extant. These features included picnic tables and fire pits in the campsites, fencing, road delineation markers, signs, and utilities. The extant small-scale features were installed in the 1980s through the present, after the period of significance; therefore, the small-scale features do not retain integrity.

Some of the stones near the roads and parking spurs may have been installed during the Mission 66 campground reconfiguration. However, the precise locations of the stones in the Mission 66-era loops could not be determined. Because the campground roads were extensively realigned in the 1980s, it is likely that most of the stones were moved and are no longer in their historic locations.

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
RMNP Aspenglen Campground Campsite furnishings	188926	Non contributing	1169679				No
RMNP Aspenglen Campground Signage	188927	Non contributing	1169680				No
RMNP Aspenglen Campground Fencing	188928	Non contributing	1169671				No
RMNP Aspenglen Campground Road gate	188929	Non contributing	1169672				No
RMNP Aspenglen Campground Wood posts lining roads	188930	Non contributing	1169673				No
RMNP Aspenglen Campground Stones lining roads and trails	188931	Non contributing	1169674				No
RMNP Aspenglen Campground Electrical boxes and meters	188932	Non contributing	1169869				No
RMNP Aspenglen Campground Lighting	188933	Non contributing	1169675				No
RMNP Aspenglen Campground Water storage tank	188934	Non contributing	1169676				No
RMNP Aspenglen Campground Drinking water hydrants	188935	Non contributing	1169681				No
RMNP Aspenglen Campground Trash and recycling containers	188937	Non contributing	1169682				No
RMNP Aspenglen Campground Flagpole	188936	Non contributing	1169678				No

Landscape Characteristic Graphics:



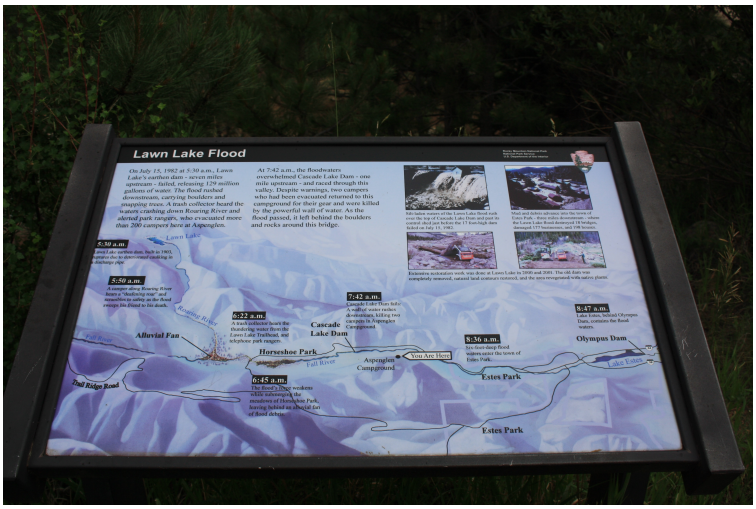
Each campsite at Aspenglen, except for walk-in campsites, has a parking spur with a concrete curb, a campsite number sign, a tent pad, a picnic table, a fire pit, and a bear-resistant food storage locker. View to the northwest of Campsite 5 (Commonwealth 2019).



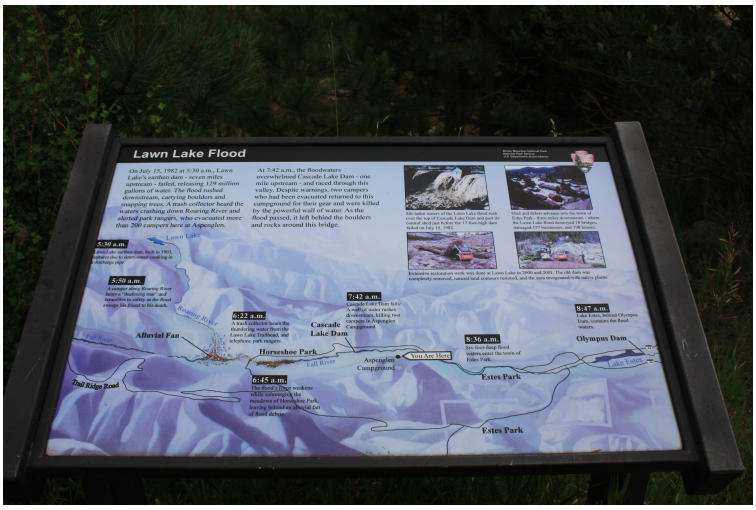
Walk-in campsites have a campsite number sign, tent pad, picnic table, fire ring, and bear-resistant food storage unit. View to the northwest of Campsite D (Commonwealth 2019).



Signs in Aspenglen include directions to campsites and loop roads and notices of rules and regulations (Commonwealth 2019)



Wayside exhibits stand next to the footpaths to the amphitheater and walk-in campsites A–E (Commonwealth 2019).



A resin wayside exhibit stands near the bridge on Aspenglen Campground Road (Commonwealth 2019).



Buck and rail fencing lines the southern and western boundaries of the campground, areas near the Fall River, and the rocky knoll. Some sections have rotted or fallen. View to the south from Loop B (Commonwealth 2019).



Stones are used to delineate roads and parking areas, such as this parking spur for Campsite 29, view to the north (Commonwealth 2019). Lighting



Lighting in Aspenglen is minimal but includes these lights along the amphitheater footpath (Commonwealth 2019).



View to the southeast of the water storage tank, which is northwest of the ranger station and hidden by trees from the campground (Commonwealth 2019).



Impermanent waste receptacles are south of the firewood and ice sales building (Commonwealth 2019).

Landscape Characteristic: **Natural Systems and Features**

Aspenglen Campground lies within a mountain valley. Deer Mountain rises to the south of the campground, and its lower slopes define the campground's southern boundary. In Loop B, the lower slopes form several rocky outcrops. McGregor Mountain rises to the north of Aspenglen, across the valley. Horseshoe Park, a broad, flat valley, extends to the west and narrows near Aspenglen. A small meadow and low, forested hills are directly to the west of the campground.

A rocky knoll rises from the middle of the campground, forming a natural barrier between the camping loops and the amphitheater. The knoll is roughly 500' east-west and 275' north-south. Its steep slopes, which have rocky outcroppings in many areas, rise 50' above the campsites. Loop A flanks the knoll to the west, Loop B to the south, Loop C to the east, and the amphitheater and its associated trails to the north. Because of its size, the rocky knoll helps create a quiet, secluded, backcountry-like surrounding for the amphitheater. The knoll has also created a natural boundary for the surrounding campsites and influenced the layout of the campground's roads, both of which encircle the knoll on three sides.

The Fall River forms the northern boundary of the campground within an incised channel. The riverbanks are extensively eroded in many areas as a result of flooding in 2013, and the river channel is filled with large boulders. An old channel of the Fall River extends from west to east in the northern portion of the campground, south of the walk-in sites and north of the amphitheater.

DEVELOPMENT HISTORY

The campground was originally built in the same location, with Deer Mountain's lower slopes forming the southern boundary of the campground and the Fall River marking the northern boundary. Although the campground has expanded since it was established in 1924, the mountains, Fall River, and park boundary have largely confined development to its current size.

In 1935 a topographic map shows that the Fall River had a main channel and two smaller channels, which formed two islands, just north of the campground. However, the course of the Fall River has changed significantly since 1924. Most of these changes are a result of the Lawn Lake Flood in 1982. Due to the flood, the old channel of the Fall River, which currently extends north of the trail from Loop A to the amphitheater and was the southernmost small channel, is dry. The northern small channel is also not extant, and the river is confined to a single channel within the campground boundary. A large flood in 2013 also heavily eroded the riverbanks near the northeastern portion of the campground, damaging Campsite 44.

INTEGRITY

Aspenglen Campground remains in its original location and retains its relationship to the surrounding mountains and the Fall River that form its boundaries. The Fall River's course near the campground has changed due to the Lawn Lake Flood in 1982 and the 2013 flood, which eliminated two of the river's smaller channels and brought the river very close to the campsites in the northeastern portion of the campground. However, the river remains the northern boundary of the campsite and is a significant component of the campground's landscape. Overall, the existing conditions of the natural systems and features reflect the period of significance, although the integrity has been slightly diminished by the Fall River's change in location.

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Rocky knoll at center of campground	191556	Contributing					No
Fall River	191557	Contributing					No
Old channel of Fall River	191558	Contributing					No

Landscape Characteristic Graphics:



The rocky knoll, view to the east from Campsite 4 (Commonwealth 2019).



The Fall River, view to the west from the visitor-created social trail along the river (Commonwealth 2019).



The old channel of the Fall River, which has become revegetated since 1982. View to the north from the amphitheater (Commonwealth 2019).

Landscape Characteristic: Topography

Aspenglen's roads, campsites, and amenities have been placed in the naturally level and gently sloped areas south of the Fall River. Aspenglen Campground Road and the loop roads have been graded to provide a level driving surface, and the areas for the comfort stations, ranger station, and amphitheater seating have also been graded. These areas of grading are generally in good condition, with little to no erosion or deterioration.

Small amounts of fill material have been added in the campsites to form the parking areas and tent pads. Wood timbers that surround the tent pads and line some of the parking spurs and trails help mitigate erosion in the campsites. However, areas of fill within some of the tent pads are eroding, such as in Campsite 16.

DEVELOPMENT HISTORY
Grading has been the primary topographic modification in the campground. The park graded the original entrance road and 3,450' of campground roads, which were 15' wide, in the 1920s. The CCC graded additional campground roads starting in 1933. From 1959–1960, work crews graded the new two-lane entrance, Aspenglen Campground Road; the reconfigured loop roads; and areas around structures and buildings, including the sloped seating area for the amphitheater and the sites for the comfort stations. Extensive alterations to the campground's topography were made in the 1980s when the loop roads were largely reconfigured. The two-way road between Loops B and C remains in the same location as the 1960 configuration, whereas Loops A, B, and C were reconfigured and graded. At this time, the park obliterated and revegetated the roads from 1960 and earlier. The ranger station, constructed in 1989, also required grading.

INTEGRITY
The extant campground topography largely reflects the campground reconfigurations that were made in the 1980s after the Lawn Lake flood and after the period of significance. The only extant topographic feature that was constructed during the period of significance is the sloped seating area at the amphitheater. Overall, as a result of the extensive changes made in the 1980s, the campground's topography has lost most of its integrity as it relates to the period of significance.

Landscape Characteristic: Vegetation

Aspenglen is in the montane life zone. Areas near the Fall River are also within the riparian life zone. Many of the trees in the campground are large ponderosa pine (Pinus ponderosa), which line the two-way road, surround Loop A, and cover the rocky knoll. Ponderosa pines also dot the meadow west of the campground and can be found between campsites in portion of Loop B, along the two-way road between Loops B and C, and east of Loop C. The lower slopes of Deer Mountain are covered by dense growth of ponderosa pine and Douglas-fir (Pseudotsuga menziesii) with sparse understory vegetation. Small stands of quaking aspen (Populus tremuloides) grow in the eastern portion of the campground and along the Fall River. Young ponderosa pine, aspen, and a variety of shrubs, grasses, and wildflowers proliferate in the loops and between campsites. Shrubs include kinnikinnick (Arctostaphylos uva-ursi), wax current (Ribes cereum), golden current (Ribes aureum), serviceberry (Amelanchier alnifolia), and chokecherry (Prunus virginiana melanocarpa). In the campsites, vegetation is mainly confined to grasses, such as mountain muhly (Muhlenbergia montana) and needle and thread grass (Hesperostipa comate). Wildflowers such as blue columbine (Aquilegia coerulea), daisy (Erigeron speciosus), pasqueflower (Pulsatilla patens), sulphurflower (Eriogonum umbellatum), and western wallflower (Erysimum capitatum) are found in the meadow areas in the eastern portion of the campground and to its west. Vegetation within the campground is in generally good condition, except for areas in campsites that are bare soil due to high amounts of foot traffic. Small amounts of exotic cheatgrass (Bromus tectorum) are present in some of the campsites as well.

DEVELOPMENT HISTORY

When Aspenglen was first established, the eastern end of the campground was an open, previously cultivated field. By 1935 this area was filled with sagebrush. Large stands of aspen were also present throughout the campground. The aspens were a character-defining feature and contributed to the name of the campground. Pines were scattered across the rocky knoll and interspersed with the aspen. Aspen, pine, and willow lined the southern bank of the Fall River, and pine and spruce dominated on the lower slopes of Deer Mountain. The park undertook a major tree-planting campaign in 1930, when 1,300 three-year-old ponderosa pine trees were planted at Aspenglen. (SMR April 1930). Revegetation efforts also took place in the mid-to-late 1980s after the campground roads were reconfigured and campsites were relocated and improved. The park planted Douglas-fir, quaking aspen, and ponderosa pine between the two-way road and Loop A, between the two-way road and Loop B, north of and in the interior of Loop B, and the interior of Loop C. Woods rose (Rosa woodsii), Rocky Mountain Maple (Acer glabrum), golden current, serviceberry, and chokecherry were also planted in these areas and south of Loops A and B. During this time, buck and rail fencing was installed in sections of the campground’s perimeter and around the rocky knoll to prevent damage to vegetation.

INTEGRITY

Due to ungulate browsing, few quaking aspens remain in the campground, which were a character-defining feature during the period of significance. Vegetation that remains from the period of significance include the large ponderosa pine, many of which were planted during the large-scale revegetation project in 1930. The species of native shrubs, grasses, and wildflowers were likely present during the period of significance as well. However, much of the vegetation along the loop roads and in the campsites was planted after the period of significance in 1985–1987 during revegetation efforts. Although the campground retains the large ponderosa pines and the native vegetation continues to reflect the broader montane and riparian life zones, the loss of the character-defining quaking aspen has diminished the vegetation’s historic integrity from the period of significance. Exotic plants such as cheatgrass, which choke out native species, have also diminished Aspenglen’s integrity and have the potential to alter the campground’s setting.

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Ponderosa pine trees planted in 1930	191559	Contributing					No
Quaking aspen trees	191560	Contributing					No
Native montane shrubs, grasses, and wildflowers	191561	Non contributing					No
Cheatgrass and other exotic plants	191562	Non contributing					No

Landscape Characteristic Graphics:



Ponderosa pines that were likely planted in 1930 are found throughout Aspenglen. View to the east of the two-way road in Loop C (Commonwealth 2019).



Only small numbers of quaking aspens currently grow in Aspenglen, such as these near Campsite 46. View to the northwest from Loop C (Commonwealth 2019).



Trees, shrubs, and grasses were planted around the reconfigured loop roads in 1985–1987, including the small ponderosa pine in Loop B. View to the northeast (Commonwealth 2019).

Landscape Characteristic: **Spatial Organization**

The campground's spatial organization includes three loop roads, around which campsites are arranged. Comfort stations and a ranger station stand in and near the loops. The park developed the extant spatial organization in 1983–1989 after the Lawn Lake Flood and after the period of significance. Few features remain from the period of significance.

Aspenglen is accessed by a two-lane entrance road, Aspenglen Campground Road. In the campground, spatial organization is characterized by three loop roads, Loops A, B, and C. Loops A and B are accessed via short, two-way roads that branch from the main road, which continues as Loop C. Fifty-two campsites for tents and RVs are grouped around these roads, and each campsite has a designated parking area.

Loop A has five tent-only campsites. Five additional campsites, A–E, are walk-in sites and are located along a trail that leads north from Loop A. Loop B has 14 campsites, one of which is reserved for a campground host. Five of the campsites are tent-only sites, including one walk-in site on the western end of the loop. The other nine campsites can accommodate a tent or RV. Loop C has a total of 29 campsites. Seven sites are tent-only sites and the remaining 22 sites can accommodate a tent or RV. One campsite is reserved for a campground host, and two of the campsites meet federal accessibility standards.

Spatial organization within each campsite consists of a parking area, tent pad, fire pit, and picnic table; however, the walk-in campsites lack an adjacent parking area. Bear-resistant food storage lockers are placed next to each campsite, although a few of the campsites in Loop C share a storage locker.

Four comfort stations are arranged around the loops and are readily accessible from the campsites. Small, short-term parking areas that can accommodate up to two cars are adjacent to the comfort stations in Loop B and the south side of Loop C. A ranger station, used to control access to the campground and provide visitor information, is on the west side of Aspenglen Campground Road, west of Loop A. A small building used for firewood and ice sales is south of the ranger station, and a small graveled area between the ranger station and firewood and ice sales building is used as a small, short-term parking area. An amphitheater is north of and separated from the campsites by a rocky knoll. It is reached by a paved footpath, which extends from Loop C at the eastern end of the campground to the amphitheater and continues to Loop A at the western end.

DEVELOPMENT HISTORY

Aspenglen Campground's spatial organization developed during three time periods: the establishment and expansion of the campground from 1924–1942; Mission 66 redevelopments in 1956–1966; and the rehabilitation after the Lawn Lake Flood in 1982. When Aspenglen was established, the entrance road was at the northeastern end of the campground and there were no designated campsites. Over the next decade, the park and the CCC constructed new roads and cleared new campsites. By 1935 the campground contained a series of five interconnected loop roads with campsites arranged on both sides of the roads. Comfort stations and pit toilets were scattered throughout the campground, primarily in the southern and western areas. A ranger station was in the southeastern portion of the campground on a loop road, rather than at the entrance.

The Mission 66 redevelopment resulted in significant changes to the campground's spatial organization. The park relocated the entrance road to the northwestern corner of the campground and the loop roads were reconfigured. The two eastern loops were combined into one large loop, and a new loop was added in the southwest portion of the campground. As a result, the park changed the campsite arrangement: new sites were added and others were combined or eliminated. This increased the size of campsites and provided more space between campsites for privacy. The park also cleared new walk-in campsites on the banks and island in the Fall River. Campers could quickly access three new comfort stations that were built in and adjacent to the loops.

However, the spatial organization of the campground was significantly changed after the 1982 Lawn Lake Flood destroyed the northern portion of the campground. From 1982–1985, the park altered the campground roads configuration by obliterating the northern road in the central portion of the campground; reconfiguring the northwestern loop into Loop A; eliminating a portion of the southwestern loop road and expanding it to form Loop B; and constructing a new portion of road in the eastern end of the campground to form Loop C. The road reconfiguration also resulted in new campsite locations. The park reduced the number of campsites from 78 to 54 and obliterated the walk-in sites on the northern bank of the Fall River, although five walk-in campsites remain on the former island. In the 2010s the park replaced the Mission 66-era comfort stations with new buildings; however, the new comfort stations remain in the same locations as those constructed in 1960. The 2013 flood damaged one campsite on the north side of Loop C, and it was subsequently eliminated.

INTEGRITY

Aspenglen's extant spatial organization dates mostly after the period of significance. The loop roads and campsites were all reconfigured substantially after the Lawn Lake Flood in 1982. Features that remain from the period of significance include the entrance road, Aspenglen Campground Road, which accesses the northwestern end of the campground; the four comfort stations' locations in and near the loop road; and the amphitheater's location north of the rocky knoll and south of the Fall River. Although the spatial organization within each campsite includes the same components as the period of significance, such as a parking spur, picnic table, and fire pit, the park installed all of the extant components after the period of significance as well. Because the arrangement of loop roads and campsites that characterized the campground during the period of significance was reconfigured in the 1980s, Aspenglen's spatial organization has lost most of its integrity.

Landscape Characteristic: Constructed Water Features

The campground does not have any extant constructed water features.

DEVELOPMENT HISTORY
When the campground was established in 1924, the park constructed a small diversion channel of the Fall River so that campers would have access to running water. However, the size and location of this channel could not be determined, and it does not appear on any topographic plans or master plans. In 1926 the park dug a 200' ditch to drain a wet area in the campground, and a rubble dam was built across an old irrigation ditch. A drip irrigation system was installed in the camping loops in 1984–1987. This appears to no longer be extant and may have been installed temporarily to aid revegetation projects.

INTEGRITY
The diversion channel, park-dug ditch, and old irrigation ditch appear to no longer be extant. It is possible that these were damaged or obliterated by the Lawn Lake Flood in 1982 and subsequent campground reconstruction projects.

Landscape Characteristic: Views and Vistas

As campers travel along the northern portion of Aspenglen Campground Road, they have a 360-degree view of Hondius Park and the mountain ranges to the west, north, and south. The open meadows soon transition to small stands of aspen, ponderosa pine, and fir, which become denser near the Fall River. Winding south and east, campers have glimpses of McGregor and Deer mountains rising above the large ponderosa pine and fir trees that line the road. As the road turns south, north of the ranger station, campers are presented with 90-degree views of Deer Mountain and its lower, densely forested slopes. Although several campsites in Loop A are visible at this point, the remainder of the campsites are hidden by the large ponderosa pine and large shrubs in the campground.

Although Aspenglen Campground Road is visible from the western side of Loop A, tall grasses, shrubs, and trees help obscure views of passing vehicles. Campers in the northern portion of Loop A have views of McGregor Mountain and the Fall River drainage, framed by large ponderosa pines. Campers in the southern portion have views of Deer Mountain and its densely forested slopes. Campers in this loop also view the rocky knoll rising to the east, which also blocks views of the eastern portion of the campground. The footpath and walk-in campsites north of Loop A are surrounded by tall ponderosa pines and firs. Views from Campsites A and B are limited to the immediate surroundings and the upper slopes of McGregor and Deer Mountain, which poke above the trees. From Campsites C–E, campers also have view of the boulder-filled Fall River and its eroded banks. The walk-in campsites have no views of built features, except the tent pad, fire pit, and picnic table, which provides a feeling of isolation, despite being only a quarter mile away from the Fall River Visitor Center and the Fall River Entrance Station. Shrubs and young trees also separate the walk-in sites for each other, creating a sense of privacy.

In Loop B, the southern portion of which nestles against the lower slopes of Deer Mountain, campers have views of McGregor Mountain rising to the northeast, whereas Deer Mountain is obscured from view by the trees on its lower slopes. From their campsites, campers have views to

the low hills that flank the loop. These hills, along with vegetation, limit views to much of the surrounding valley and other areas of the campsite, creating a feeling of seclusion and enclosure within a valley.

In the western portion of Loop C, views are restricted by the lower slopes of Deer Mountain to the south and the rocky knoll to the north. Large ponderosa pines line the road and grow between the campsites, further restricting views to other areas of the campground and between campsites. However, campers in the eastern portion of Loop C, in the one-way loop, have entirely different views. The road encircles a meadow dotted with small trees, shrubs, and grasses. From their campsites, campers have views of this open area, which also provides nearly 180-degree views of McGregor Mountain and the surrounding mountain ranges to the north. To the east, campers see another meadow and a dense stand of aspens. Looking south, campers view the lower, densely forested slope of Deer Mountain and its rocky peak emerging above the trees. Campers in the northern side of this loop also have views of the Fall River flowing past highly eroded, incised banks. As they cross the footbridge north of Loop C, campers have additional views of the eroded banks, the Fall River drainage to the east, and the surrounding mountain ranges. Unlike other areas of the campground, campers in Loop C have distant views of the Fall River Visitor Center and a privately owned stable. These views create the feeling that the campground is much closer to outside developments, in contrast to the other loops that feel more isolated.

The amphitheater seating faces McGregor Mountain, which, framed with aspens and firs, creates a dramatic background behind the stage and screen. The visitors' views are restricted to the stage and its natural background, and the rocky knoll to the south and west of the amphitheater, the surrounding trees, and the distance from the camping loops create an isolated area that is screened from other activities in the campground.

DEVELOPMENT HISTORY
Historic developments that contributed to the views and viewsheds in the campground are the initial layout of the campground loops and roads in a wooded area; the Aspenglen Campground Road alignment; and the siting of the amphitheater on the north side of the rocky knoll. Since 1935, the large stands of aspen in the campground have been replaced by large ponderosa pines, many of which were planted in 1930. During the period of significance, the aspens and the pines growing between the campsites likely limited views between the campsites and created a sense of privacy.

INTEGRITY
Many of the views that were extant during the period of significance are likely present today, even though the loop roads and campsites have been reconfigured, because many of the natural features are extant. Large stands of aspen were historically present in the northern and central areas of the campground. Like the extant ponderosa pine, the aspens likely obscured views of the surrounding mountains and other areas of the campground. These aspens likely created a sense of privacy between the campsites as well. Currently, the large ponderosa pines and shrubs growing in these areas help recreate this sense of privacy, although it is somewhat diminished due to the mature trees with no lower branches. The southwestern area of the campground was mostly open meadow, and campers would have similar views as campers in Loop B today. The eastern portion of the campground, present-day Loop C, was likewise open. Campers visiting Aspenglen during the period of significance would have views to outside development too; however, instead of the Visitor Center, they would have possibly had views of the Fall River Hydroelectric Plant. Some changes to the views of the Fall River resulted when its course changed after the Lawn Lake Flood: several walk-in campsites lost their views of the river, whereas several campsites in present-day Loop C gained new views. Overall, the campground retains integrity of views and vistas.

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
180-degree view of McGregor Mountain from Loop C	191563	Contributing					No
180-degree view of Deer Mountain from Aspenglen Campground Road, north of the ranger station	191564	Contributing					No
Views of the Fall River and Fall River Drainage from the north side of loop C	191565	Contributing					No

Landscape Characteristic Graphics:



Deer Mountain towers above the trees as campers enter Aspenglen. View to the southeast from Aspenglen Campground Road, north of the ranger station (Commonwealth 2019).



Campers in Loop B have views of the surrounding foothills and forested slopes, which frame McGregor Mountain to the north. View to the northeast from the northeast side of Loop B (Commonwealth 2019).



Campers in Loop C have nearly 180-degree views of McGregor Mountain and the surrounding peaks. View to the northeast from the southeast side of Loop C (Commonwealth 2019).



Campers in the northern side of Loop C also have views of the Fall River and its drainage. The Fall River Visitor Center and private developments can also be seen between the trees. View to the northeast from the north side of Loop C (Commonwealth 2019).

Landscape Characteristic: Archeological Sites

A file search was conducted through the Colorado Office of Archaeology and Historic Preservation on September 16, 2019, by Stephanie Boktor, Cultural Resource Information, GIS Specialist. Rocky Mountain National Park site records and GIS data were also obtained. The park provided a list of all surveys completed and the survey reports. These literature reviews indicated that the entire Aspenglen Campground area was completely inventoried between 1978 and 2006 during eight separate inventories (Table 1). However, these previous investigations are outdated. Archeological survey was outside of the scope for the current CLI project.

Five archeological sites have been documented within the boundaries of the campground and along the entrance road. The archeological sites include isolated finds, pre-contact sites, post contact sites, and sites that have both pre- and post-contact components.

Resource Discussion
Pre-contact sites and isolated finds located within the Aspenglen Campground include a culturally peeled tree (which could be proto-historic), a partial side-notched projectile point, and a chert tertiary flake. Post-contact sites and isolates consist of a sparse historic trash scatter, a rock-lined hearth measuring 2’ in diameter with a sanitary can, and a SPAM meat can.

Three burials were also noted at the site; one post-contact and two of an unknown time period. The burials were originally identified in the Aspenglen Campground in May 1986 by Dr. D. Ferrel Atkins, a Park Ranger-Naturalist, who worked at the Park from 1952 to 1984. In the early 2000’s, Dr. Atkins provided information to Duane and Susan Kneibes about the grave locations (Kneibes 2001: 1). Dr. Atkins reported that in the 1980s, a tombstone was found in the Park with the inscription “F.A.J. July 1883 - May 1886.” He also indicated that there were two additional burials marked with “piles of stones” (Kneibes 2001: 1–2). Atkins devoted considerable effort to determining the identity of “F.A.J.” using genealogical and census information. These efforts were impeded by the existence of several families with a “J” last name living in the area at the time, none of whom owned property

close enough to the grave to be able to provide a definitive connection (Kneibes 2001:4). During their 2001 visit to the campground, the Kneibes were unable to relocate the headstone, and suggest that it may have been dislodged and lost during recent flooding (Kneibes 2001: 2). The Kneibes were able to relocate the two graves marked by piles of stone, but were unable to determine if the graves were European American or Native American.

Although the current CLI project did not involve archeological inventory, due to the sensitive nature of the burials, attempts were made to relocate both the headstone, and the two rockmounded graves. The area indicated by GPS data, maps, and written descriptions of the burial locations (provided by Kniebes) show that the burials were located on a hill above the campground near the Aspenglen amphitheater trail. This hill was thoroughly searched, as were surrounding areas, and no surficial evidence of the graves or headstone were noted.

Archeological Site Potential
In addition to these identified resources, there is the potential for additional, as-of-yet unidentified cultural sites which may exist in the Aspenglen Campground area. The lands encompassed by Rocky Mountain National Park are the ancestral homelands of the Ute, Arapaho, Cheyenne, Comanche, and Sioux. From pre-contact times into the present, the land has been occupied by a number of different peoples. Due to the dense blanket of pine needles and other ground cover, there is potential for additional cultural resources to be identified in the area. The campground's location in a high mountain setting has a direct impact on the types of sites expected during an archeological inventory. Based on the rugged and isolated terrain, in the precontact period smaller lithic scatters and processing sites would be expected, rather than well-established long-term habitations. As such, anticipated pre-contact sites associated with hunting and gathering activities would be expected. These sites and isolates would likely include projectile points, scrapers, lithic debris, ground stone, and other processing tools. Additionally, there is the potential for discovery of culturally modified or peeled trees.

Possible anticipated archeological discoveries from the post-contact period could include smaller campsites, refuse or trash scatters, small-scale rock features (such as tent pads and hearths), and arborglyphs. A historic refuse could range from a single can or isolated bottle resulting from a single episode dumping event, to a large campsite trash scatter. The small-scale rock features could include fire rings, tent pads, and cairns. The presence of aspen trees in conjunction with the foot traffic brought in by the campgrounds significantly increases the likelihood of Post contact arborglyphs in the area. These features are markings carved into the aspen, which can be used both as a means of marking routes and as an outlet for artistic self-expression. Although the large-scale features constructed during the CCC and Mission 66 efforts have been documented, it is possible that there are additional resources related to the workers daily lives, from an impromptu collection of hurriedly stacked rocks, to a mortared and deliberately constructed feature. These features and artifacts could be important to furthering our understanding of these organizations and how they functioned, as well as providing information important to understanding the workers day-to-day lives.

INTEGRITY
Aspenglen Campground lacks integrity and is not considered significant, although this could change in time. Therefore, no archeological sites or isolates would be considered contributing elements.

Condition

Assessment Interval (Years): 9

Next Assessment Due Date: 04/14/2028

Condition Assessment and Impacts

Condition Assessment: Fair

Assessment Date: 04/14/2019

Condition Assessment Explanatory Narrative:

Aspenglen Campground exhibits some deterioration due to a variety of impacts. These include human factors, such as deferred maintenance and foot traffic, and natural forces, such as flooding and normal wear and tear due to the climate.

Impacts

Type of Impact: Deferred Maintenance

Other Impact:

External or Internal: Internal

Impact Narrative: The condition of the amphitheater is deteriorating due to a lack of maintenance. At the amphitheater, the fire pit has small amounts of vegetation growing in the center and paint is peeling from the stage surround, leaving the underlying wood exposed. Some areas of the buck and rail fencing are deteriorating, and wood rails have rotted or fallen.

Date Identified: 09/01/2019

Type of Impact: Erosion

Other Impact:

External or Internal: Both Internal and External

Impact Narrative: Portions of the campsites, especially near parking areas and the tent pads, exhibit some erosion due to foot traffic. Erosion is also apparent in sloped areas of campsites. Erosion in the sloped areas appears to be caused by foot traffic and rainfall. In some campsites, such as 15 and 16, soil has been washed out from under the tent pad corners, the bear-resistant food storage locker, the picnic table, and the unvegetated slopes.

Date Identified: 09/01/2019

Type of Impact: Exposure to Elements

Other Impact:

External or Internal: External

Impact Narrative: The campground is subject to cold temperatures and heavy snowfall in the winter. During warmer months, the campground is exposed to heavy rainfall and thunderstorms. These factors have caused normal wear and tear on built features in the campground, along with erosion in sloped areas.

Date Identified: 09/01/2019

Type of Impact: Inundation (Flooding)

Other Impact:

External or Internal: External

Impact Narrative: Flooding of the Fall River has damaged the campground twice, in 1982 and 2013. Both events led to a loss of campsites, and flooding may damage the campground in the future. After the 2013 flood, the course of the river is very close to the northern end of Loop C and the bank is highly eroded, which may leave this area of the campground vulnerable to future flood events.

Date Identified: 09/01/2019

Type of Impact: Pests and Diseases

Other Impact:

External or Internal: External

Impact Narrative: Bark beetles, in combination with other factors, such as other biological elements, temperature changes, and drought stress, may damage or kill the ponderosa pines and firs in the campground.

Date Identified: 09/01/2019

Type of Impact: Vegetation/Invasive Plants

Other Impact:

External or Internal: External

Impact Narrative: Cheatgrass is present in small amounts in some of the campsites. Left unchecked, it is likely to spread and choke out native plants. Other exotic plant species in Aspenglen include houndstongue (Cynoglossum officianale), common burdock (Arctium minus), musk thistle (Carduus nutans), Canada thistle (Cirsium arvense), yellow toadflax (Linaria vulgaris), and common mullein (Verbascum thapsus). These plants affect the character of the campground's vegetation.

Date Identified: 09/01/2019

Type of Impact: Deferred Maintenance

Other Impact:

External or Internal: Internal

Impact Narrative: Edges of the roadways are deteriorating in many areas of the loop roads. Weeds and grasses are growing through the pavement edges in some areas. Cracked pavement, edge deterioration, and vegetation growth are also present in many of the parking spurs. The paved, sloped seating area at the amphitheater has cracked and degraded, and moss and vegetation grow near many of the benches.

Date Identified: 09/01/2019

Treatment

Stabilization Measures

Approved Treatment

Treatment Type: Undetermined

Completed: No

Narrative:

Currently, there is no approved Treatment Plan for Aspenglen Campground.

Approved Treatment Costs

Cost Narrative:

Currently, there is no approved Treatment Plan for Aspenglen Campground.

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Supplemental Information:

Supplemental Information Title: Adjacent Lands Information - Smith Sisters Property

Supplemental Information Narrative:

The former Smith sister's property is north of Aspenglen Campground, north of the Fall bRiver and east of Aspenglen Campground Road. The property, which includes a small house and sleeping cabin, is accessed via an unpaved road that extends south and east from Aspenglen Campground Road. Starting around the late 1950s, the park began making efforts to purchase the three-acre parcel. This effort was part of the park's Mission 66 prospectus, which called for acquiring as many privately owned parcels, or inholdings, in ROMO as possible to help restore the natural environment. Park planners also needed to increase employee housing options and keep developments largely confined to the edges of ROMO. The Smith sisters' property, with a house and sleeping cabin near the eastern boundary of the park, provided an ideal opportunity to meet some of the park's Mission 66-era goals. However, the park's acquisition plan was met with much resistance from the Smith sisters.

Fern J. and Alta Lee Smith were born two years apart in Lyons, Rice County, Kansas, to Frank Judson and Ora Lee Aumiller Smith. Fern was born on August 30, 1903, and Alta was born February 7, 1905 (SS Coamo 1929). The Smith sisters eventually settled in Houston, Texas, where they taught in the Houston Independent School District (US Census 1940; Smith and Smith 1965). Sometime between 1935 and 1940, the sisters purchased their parcel in present-day ROMO for use as a summer home. The sisters wrote that they:

Property is recommended ineligible but elements will be managed as cultural resources through an NPS planning process.

. . . built a little summer home there (It is of peeled log and we've kept it varnished and new looking.) At great expense and on a close budget plan; we managed to drill a well and put in a plumbing system. We also sacrificed all luxuries to build a western fence across the front side. The place represents a lifetime struggle to realize a very special dream (Smith and Smith 1965).

The park first internally discussed acquiring the Smith sisters' parcel in 1957, although the sisters note that they were approached to sell the land as early as 1953. The park attempted to contact the sisters in August, but the sisters had already returned to Texas. In July 1958, the park held an in-person meeting with the sisters, who told the park that they were not interested in selling the land. Later that year, after the NPS appraiser visited the property, the sisters called the Federal Bureau of Investigation (Kelly Cahill, email message to authors, May 13, 2020).

The park seems to have delayed efforts to acquire the parcel until 1965, when the sisters began writing letters to President Lyndon B. Johnson. The sisters noted that they had been approached by the park again, despite that in the 1950s they "were promised that we could live in peace without further harassment" (Smith and Smith 1965). The sisters feared that the park would take their property by eminent domain, and they also expressed the desire for the park to completely cease contacting them. The sisters wanted to keep the property until one of them passed on (Smith and Smith 1965). However, the sisters also expressed that they would like their land to go to the park when they "are through with it," and they would contact the park when they were ready to sell (Smith and Smith 1965). In a letter sent several years later, the park assured the sisters that they would not have to sell until they were ready (Novak 1968).

In 1974 the park obtained an option on the Smith sisters' parcel (Superintendent's Annual Report [SAR] 1974). The Smith sisters formally sold their property to the park in 1975 and on March 31, the deed was filed with the Larimer County Clerk and Recorder (ROMO 2020). It is not known why the sisters decided to sell their parcel. That same year, the park installed a new water line and power line to the house, and then remodeled the house in 1976. In 1978 the Superintendent's annual report notes that "Tract 01 128, redescribed as 01-159, formerly owned by Mrs. Smith, had a life tenancy on the cabin. She relinquished the 'use and occupancy' this fall" (SAR 1978). It is assumed that the park began using the Smith sisters' house and cabin for employee housing shortly thereafter. In 2010 the park built a new pump house north of the Smith sisters' house to provide water to Aspenglen Campground. The property continues to serve as park employee housing.

Alta Lee, the younger of the Smith sisters, died on September 19, 1991, at age 86 in Houston, Harris County, Texas. Fern Smith died on November 24, 1997 (aged 94), also in Houston (Find-A-Grave 2020).

Supplemental Information:

Supplemental Information Title: Adjacent Land Information - Stanley Power Plant/Fall River Hydroelectric Plant

Supplemental Information Narrative:

The Stanley Power Plant/Fall River Hydroelectric Plant is on the north side of the Fall River, about 600' downstream of Aspenglen Campground and just outside of ROMO's eastern boundary. Before Aspenglen Campground Road was built in 1960, the entrance road to the campground passed through the hydroelectric plant's property. A penstock, which begins upstream of Aspenglen at the former Cascade Lake Dam, travels through a portion of the inventory unit boundary.

The hydroelectric plant was built for Freelan Oscar Stanley in 1907–1909. Stanley, best known as a co-founder of the Stanley Motor Carriage Company, used the hydroelectric plant to provide electricity to his Stanley Hotel in Estes Park. The hydroelectric plant powered a 200-kilowatt generator and provided power to commercial and residential customers in Estes Park. Stanley and several other investors founded the Estes Park Electric, Light and Power Company in 1908, and shortly thereafter it became known as the Stanley Power Company.

Stanley obtained water rights on the Fall River from Pieter Hondius and F. L. Clerc to power the hydroelectric plant. A log crib diversion dam was built at Cascade Lake, upstream of Aspenglen Campground. In 1908 a steel penstock that was 30" in diameter was constructed from the diversion dam to the hydropower plant. It traveled north of the Fall River, north of present-day Aspenglen Campground. In 1924 Stanley deeded a right-of-way to the park to construct a road to access Aspenglen Campground. The park constructed a road on the right-of-way in 1925, which extended from Fall River Road to Aspenglen and crossed Bighorn Creek and the Fall River.

The Public Service Company of Colorado purchased the hydroelectric plant, Cascade Lake diversion dam, and penstock from the Stanley Power Company in 1928. The Public Service Company of Colorado continued to operate the hydroelectric plant and related facilities until 1945, when it sold the water rights and hydroelectric components to the town of Estes Park. The Lawn Lake Flood destroyed the log crib dam and diversion structure in 1982, but these were rebuilt in 1988. The original penstock remains extant, and portions are visible near Aspenglen Campground where it passes beneath Aspenglen Campground Road, north of the Fall River.

The Fall River Hydroelectric Plant was listed in the NRHP on April 14, 1998 as a boundary increase for the Stanley Hotel District (NRIS 98000321, originally listed in 1977 and expanded in 1985 and 1997). ERO Resources Corporation conducted an archeological survey of the steel pipeline in 2018. The penstock was recommended eligible for the NRHP under Criterion A for its significance in the history of Colorado engineering and Estes Park tourism, and under Criterion B for its association with Stanley. It is also clearly associated with the NRHP-listed Hydroelectric Plant and Stanley Hotel (5LR14436.1 data form).