National Park Service
Cultural Landscapes Inventory

2022



White River Developed Area

Mount Rainier 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: White River Developed Area

Resource Classification: Cultural Landscape

CLI Identification Number: 976214

Parent Landscape: 976214

Inventory Status: Complete

Park Information

Park Name: Mount Rainier National Park

Alpha Code: MORA

Park Organization Code: 9450

Park District: MORA

Region: Pacific West

Restricted: Yes

Landscape Description:

White River Developed Area is located in Pierce County in Washington State, approximately 70 miles southeast of Tacoma, Washington, and 25 miles south of Greenwater, in the northeast portion of Mount Rainier National Park. Centered around the iconic namesake active volcano, Mount Rainier National Park covers over 236,000 acres in the Cascade Mountains, the vast majority of which are designated as preserved wilderness. In addition to the mountain and its alpine glacial environment, Mount Rainier National Park boasts a variety of subalpine ecosystems, including dense old growth forests, subalpine meadows, and glacial valleys associated with several significant watersheds, including the Paradise, Cowlitz, Nisqually, Puyallup, and White rivers. White River Developed Area is located on the northeastern side of Mount Rainier along the north embankment of the White River, which runs through a steep glacial valley and is fed by the Emmons Glacier. It is accessed by White River Road, which extends east 6.4 miles from Mather Memorial Parkway, also referred to as Washington State Route 410.

White River Developed Area is a good, intact example of National Park Service (NPS) Mission 66-era development. While elements in the White River area were initially developed as a backcountry hiking area in the early twentieth century as part of the Wonderland Trail, which circumnavigates the volcano, White River Developed Area was not expanded and developed to its current form until the implementation of the Mission 66 program. Elements associated with this era of development, which were primarily constructed between 1961 and 1963, include the ranger station, picnic area, and much of the campground infrastructure, such as the sites, internal circulation (roadways), comfort stations, and surface parking.

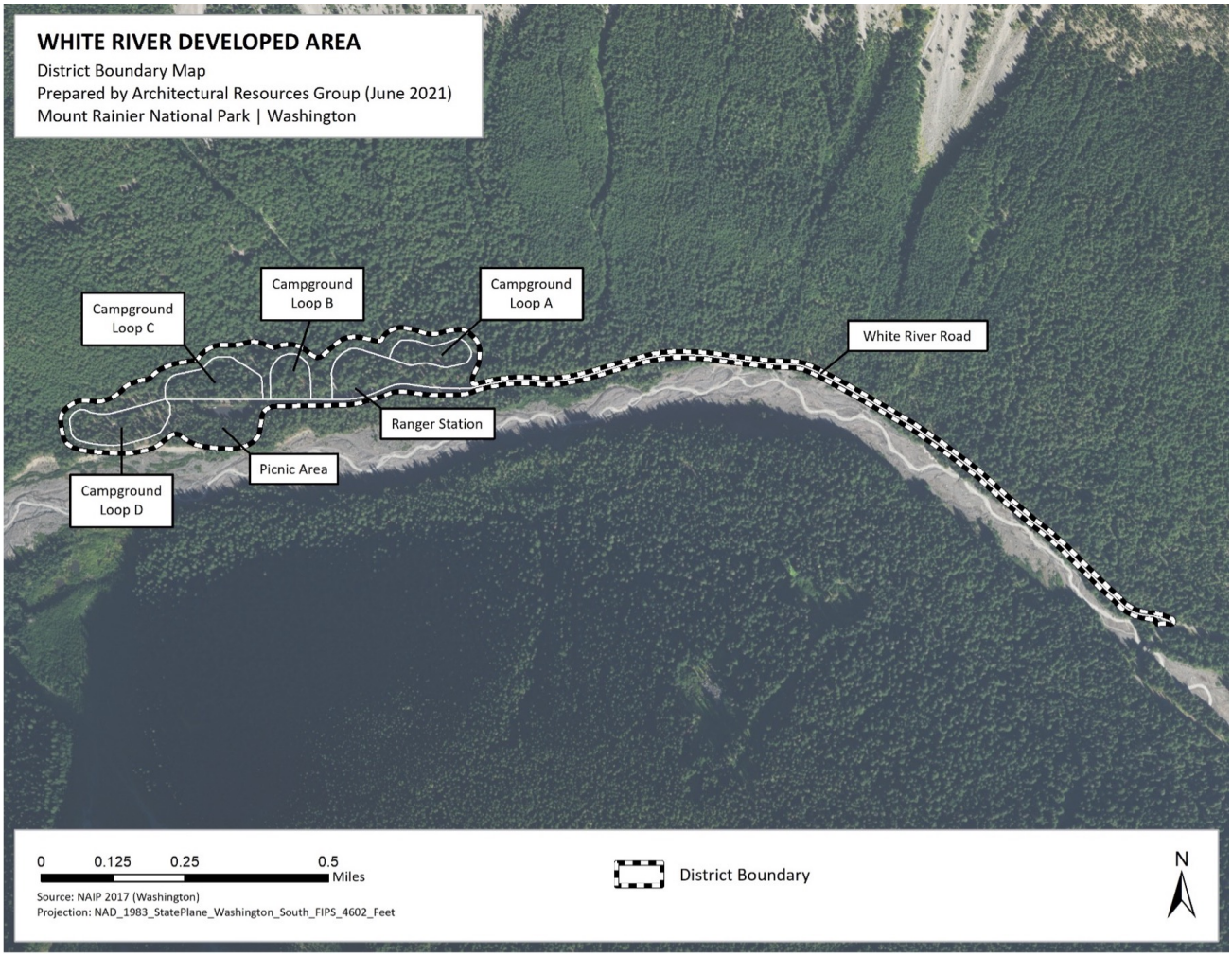
Landscape Hierarchy Description:

The White River Developed Area is a cultural landscape with no component landscapes.

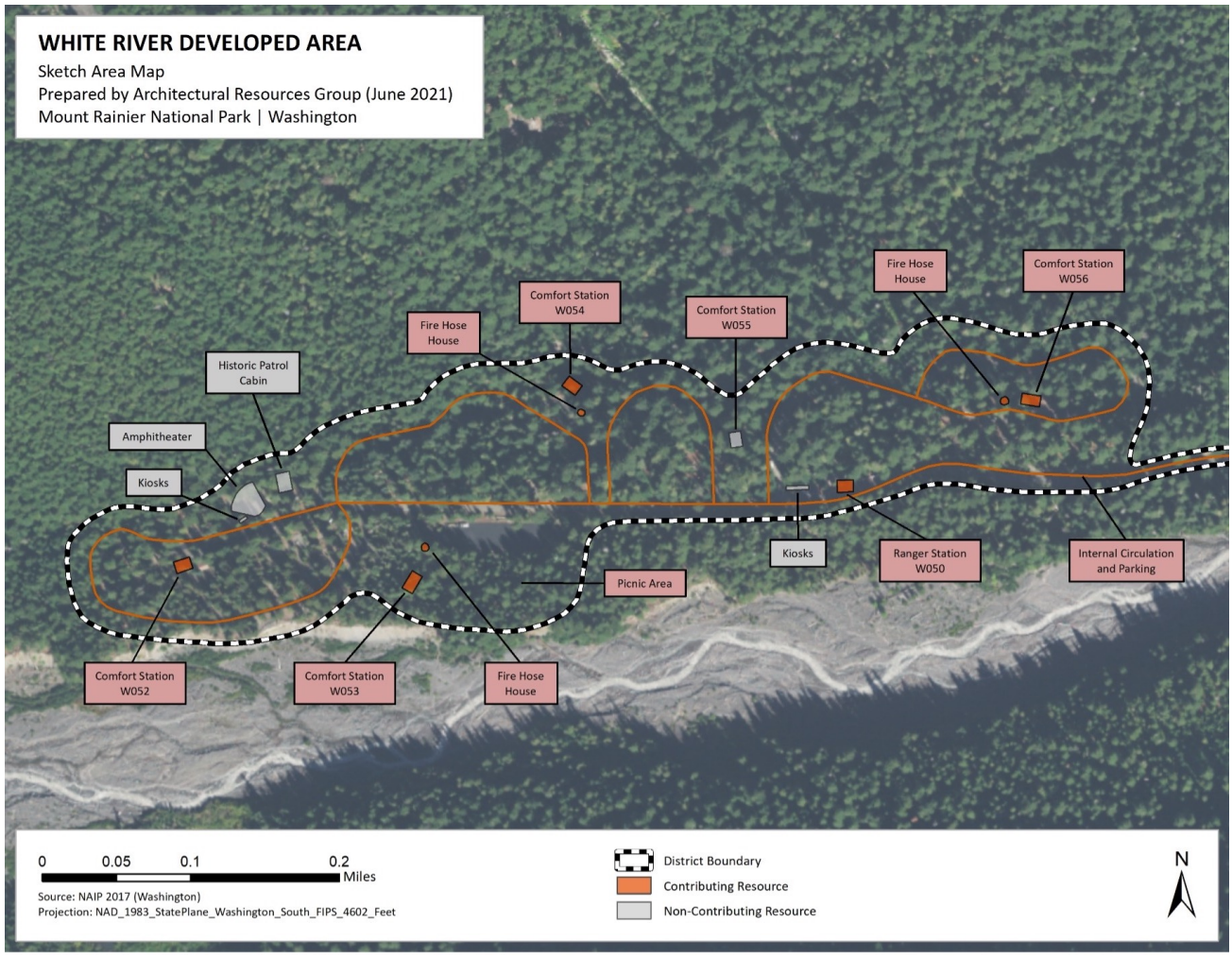
Landscape Type:

Other Names:

Site Plan



White River Developed Area Boundary Map



White River Developed Area Site Plan Features

Concurrence Information

Concurrence Status:

Park Superintendent Concurrence:	Yes
Park Superintendent Date of Concurrence:	01/07/2022

Completion Status Explanatory Narrative:

White River Developed Area has received both SHPO and Superintendent concurrence for its eligibility for listing on the NRHP under the Mission 66 context.

Geographic Information

State and County:

State	County
Washington	Pierce County

Size (Acres): 29.8

Land Tract Number(s)

Boundary Description:

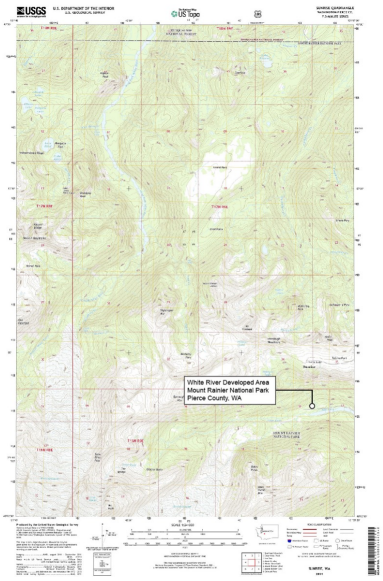
The district boundary is delineated on the accompanying District Boundary Map and encompasses the campground, picnic area, ranger station, and the stretch of White River Road that connects the developed area to Sunrise Park Road and to the main circulation network around the mountain.

The boundary encompasses the extent of the White River Developed Area as redeveloped between 1961 and 1963, as part of Mission 66 programming within Mount Rainier National Park. The stretch of White River Road connecting the developed area to Sunrise Park Road is included within these boundaries due to its Mission 66-era improvement and its essential role in providing access to the developed area.

Boundary Coordinates

Source	Type of Point	Latitude	Longitude	Narrative
	Point	46.903559	-121.637762	
	Point	46.901464	-121.642158	
	Point	46.901888	-121.646307	
	Point	46.898461	-121.618288	

Location Map:



White River Developed Area Location Map

Regional Landscape Contexts:

Management Information

General Management Information

Management Category: Must be Preserved and Maintained

Management Category Date: 01/07/2022

Management Category Explanatory Narrative:

Set under Management Category A as the district is within an NHL

Management Agreements:

Legal Interests:

Type of Interest: Fee Simple

Narrative:

Located in managed wilderness?: No

Adjacent Lands Information

Do Adjacent Lands Contribute? No

Adjacent Lands Narrative:

National Register Information

National Register of Historic Places

Documentation Status: SHPO Documented

Documentation Narrative Description:

A Determination of Eligibility was completed for the White River Developed Area for listing on the NR under the Mission 66 and Parkscape historic context, by Architectural Resources Group.

Eligibility: Eligible -- SHPO Consensus Determination

Concurrence Eligibility Date: 01/07/2022

Concurrence Narrative:

Significance Level: Local

Contributing: Individual

Classification: District

Statement of Significance for National Register of Historic Places:

White River Developed Area is eligible for inclusion in the National Register of Historic Places as a historic district. As described below, the developed area meets the thresholds outlined in the NPS Mission 66 Era Resources Multiple Property Documentation (MPD) form for Mission 66 historic districts. Furthermore, the developed area's major contributing resources meet the characteristics for associated property types as described in the MPD. The White River Developed Area Historic District's period of significance is 1961-1963, reflecting the time period during which the contributing resources associated with the area's Mission 66 development were constructed. The period encompasses the development of the internal circulation network (including White River Road), the redevelopment and expansion of the Campground, and the construction of Ranger Station W050, Picnic Area, fire hose houses, and Comfort Stations W052, W053, W054, and W056. There is no evidence that any development occurred at the campground under Mission 66's follow-up program, Parkscape USA (1967-1972), indicating that any development that occurred after 1966 (i.e., the kiosks, the amphitheater, and Comfort Station W055) was not funded through the Mission 66 or Parkscape USA programs. Any development after the 1963 completion of the developed area is therefore not eligible for its association with Mission 66 development, and the historic district's period of significance ends in 1963.

White River Developed Area is eligible for the National Register under Criterion A for its association with Mission 66 development in America's national parks. Established in 1899, Mount Rainier was America's fifth national park and the first to have a comprehensive master plan; due to its proximity to a major metropolitan area and its location within a fast-growing region of the country, it was a bellwether of changing visitor use patterns within the park system, and so it was selected also to be the first national park with a development plan under the Mission 66 program. White River Developed Area is one of five lower-elevation campgrounds that were proposed for redevelopment and expansion under the Mission 66 development plan for Mount Rainier National Park. Mission 66 projects updated the campground, which had previously included only a few dozen campsites, through the development of the four loop campground and picnic area, the construction of limited administrative facilities (i.e., the ranger station), and the construction of modern amenities including comfort stations, water supply stations, and parking spaces designed to accommodate larger automobiles and trailers. White River Developed Area retains a relatively high level of integrity to this period of its development.

The developed area is also eligible under Criterion C for its representation of Park Service Modern architecture and NPS planning during the Mission 66 period. Mission 66 redefined what types of facilities national parks would need to serve the public, and these new ideas were reflected in new types of campground design and amenities. White River Developed Area's campground design reflects concepts that were established for Mission 66 campgrounds, and the developed area's various contributing buildings and structures embody the Modern design aesthetic employed throughout the national park system during Mission 66.

The developed area is eligible under Criteria A and C at the local level of significance. Multiple developed areas located within Mount Rainier National Park have been recommended for National Register inclusion for their association with the Mission 66 development of the park, including Cougar Rock Campground, Paradise Picnic Area, and the network of Mission 66-era development along Stevens Canyon Road. Furthermore, potentially eligible Mission 66 developed areas are located in other NPS-managed areas in Washington, including Olympic National Park. For this reason, White River Developed Area is eligible at the local level of significance.

National Register Significance Criteria:

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

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

National Register Criteria Consideration:

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

Time Period: CE 1961 - CE 1963

Area of Significance:

Area of Significance Category: Architecture

Area of Significance Category: Entertainment - Recreation

NRIS Information:

State Register Documentation:

National Histric Landmarks:

National Historic Landmark? Yes

Theme:

Contributing:

NHL ID:

NHL URL:

Date: 02/17/1997

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 1927	Built	The patrol cabin was built.
CE 1961 - 1963	Built	The internal circulation and parking areas were built.
CE 1961 - 1963	Built	Campground Loops A-D were constructed.
CE 1962 - 1963	Built	The Ranger Station was built
CE 1962 - 1963	Built	Comfort Stations W052, W053, W054, and W056 were constructed
CE 1962 - 1963	Built	The three fire hose houses were built.
CE 1963	Built	The Picnic Area was established.
CE 1967 - 2000	Built	The kiosks were installed sometime after 1966, likely circa 2000.
CE 1978	Built	Comfort Station W055 was built.
CE 1980	Built	The Amphitheater was built c.1980.

Physical History:

Geologic History and Indigenous Habitation of Mount Rainier

Mount Rainier National Park encompasses 236,381 acres in Pierce and Lewis counties in Washington State and is centered on Mount Rainier, a 14,411-foot active stratovolcano. Alongside the rest of the Cascade Range, Mount Rainier was formed by the subduction of the Juan de Fuca tectonic plate under the western side of the North America tectonic plate. Formation began approximately 500,000 years ago, and the mountain grew to an estimated height of 16,000 feet. Approximately 5,600 years ago, a massive volcanic mudflow known as the Osceola Lahar lowered the summit by more than a thousand feet. Subsequent smaller mudflows have been identified by geologists, but no significant eruptions have occurred in the past 500 years.

Archaeological evidence suggests that humans began to inhabit the valleys and plains surrounding Mount Rainier at least 15,000 to 10,000 years ago. Between about 9,000 and 8,500 years ago, as temperatures warmed and the glaciers that formed during the most recent ice age began to recede, humans commenced seasonal use of the mountain's mid- to upper-elevation landscapes. Indigenous peoples established seasonal camps in the transitional area between the mountain's mid-elevation forests and the subalpine areas, where they resided during the summer and early fall. From these base camps, they made excursions to the mountain's upper forest, subalpine, and alpine tundra environments, where they gathered plants and hunted game including deer, elk, mountain goats, birds, marmots, and mountain beaver. At the end of the season, some groups set fires to prevent encroachment from the surrounding forests and to encourage revegetation, before returning to lower elevations for the late fall, winter, and early spring.

The descendants of the region's earliest human inhabitants include the Cowlitz, Muckleshoot, Nisqually, Puyallup, Squaxin Island, and Yakama peoples, whose traditional practices are intrinsic with the mountain's landscape and continue to this day. These groups refer to the mountain by a variety of names, including Tacoma, Tahoma, Takhoma, Tacobet, and təqʷuʔbəʔ (phonetically similar to "tah-qw-oh-buh"). According to Nisqually historian Cecelia Carpenter, "Ta-co-bet" translates to "nourishing breasts," as the Nisqually glacier was regarded as "the place where the waters began." Traveler and writer Theodore Winthrop, who visited the region in 1853, reported that

the name Tacoma was “a generic term also applied to all snow peaks,” while indigenous mountaineer and farmer So-To-Lick told one early American settler that Tahoma meant “highest” or “highest hill.” The name “Rainier” was conferred by Captain George Vancouver of the British Royal Navy, who sighted the mountain while mapping Puget Sound in 1792 and named it for Rear Admiral Peter Rainier.

The British would be the dominant colonial presence in the region surrounding Mount Rainier in the first half of nineteenth century, until the United States government under President Millard Fillmore created Washington Territory in 1853. Isaac I. Stevens, the territory’s governor and Superintendent of Indian Affairs, subsequently coerced the indigenous groups living in Washington Territory to cede much of their land to the federal government in exchange for small reservations, sometimes located far from the groups’ ancestral lands. Stevens negotiated ten treaties to this effect between 1854 and 1856, involving groups and lands from across the present-day state of Washington. All of these treaties consolidated numerous culturally distinct tribes into a few large tribal entities, imposing political, geographical, and territorial divisions that did not exist historically, and resulted in the removal of thousands of indigenous people from their ancestral lands.

Three of Stevens’ treaties involved land within the present-day boundaries of Mount Rainier National Park: the Treaty of Medicine Creek, the Treaty of Point Elliot, and the Treaty with the Yakama. The Treaty of Medicine Creek, concluded in December 1854 with representatives of the Nisqually, Puyallup, Steilacoom, Squawskin (Squaxin Island), S'Homamish, Stehchass, T'Peeksin, Squi-aitl, and Sa-heh-wamish, nullified indigenous claims to more than two million acres around the south end of Puget Sound and eastward to the crest of the Cascade Range. The Treaty of Point Elliott, concluded in January 1855 with representatives of the Duwamish, Suquamish, Snoqualmie, Snohomish, Lummi, Skagit, Swinomish, and other tribes, encompassed all of the western slope of the Cascade Range in Washington Territory north of the area ceded by the Treaty of Medicine Creek. The Treaty with the Yakama, concluded in June 1855 with representatives of the Kah-milt-pah, Klickitat, Klinquit, Kow-was-say-ee, Li-ay-was, Oche-chotes, Palouse, Pisquose, Se-ap-cat, Shyiks, Skinpah, Wenatshapam, Wishram, and Yakama, described a land cession boundary “commencing at Mount Ranier” (sic) and circling around the Columbia Plateau to “the main ridge of the Cascade Mountains; and thence along said ridge to the place of beginning.”

In exchange for these cessations, the federal government pledged a haphazard and unequal array of monetary payments and small reservations, as well as permanent rights of access to traditional hunting and fishing grounds. Disagreements over the treaties’ conditions and over the quality and extent of the reservation lands led to Puget Sound War of 1855-1856 and the Yakima War of 1855-1858, both of which resulted in a disproportionate loss of indigenous lives. The nature of the hunting and fishing rights detailed in these treaties was also in dispute until the Boldt Decision of 1974, which reaffirmed the rights of numerous tribes to fish in their accustomed places. Today, indigenous peoples whose ancestral lands lie within or near Mount Rainier National Park continue to utilize the landscape in connection with their traditional cultural practices.

American Settlement and Tourism on the Slopes of Mount Rainier

Although the region was officially incorporated into the United States in 1853, American colonizers made only brief forays to Mount Rainier until the 1880s, when James Longmire became the mountain's first permanent American settler. Longmire had assisted the first known expedition to summit Mount Rainier in 1870, and in 1883 had succeeded in climbing the mountain himself. In the same year, he came upon the mineral springs along the Nisqually River southwest of Mount Rainier's summit. Recognizing the area's potential for tourism, Longmire filed a twenty-acre mineral claim in 1887 and developed a modest resort including two bathhouses, guest cabins, and the Longmire Springs Hotel. The resort, which Longmire advertised in regional newspapers, became a popular tourist attraction as well as a stopping point for climbers.

The Northern Pacific Railway, which completed a line to Tacoma in 1883, joined Longmire in promoting tourism at Mount Rainier during the late nineteenth century. Through the late 1880s and early 1890s, as additional rail lines were completed and local roads were improved, the number of visitors to the mountain increased dramatically. Thousands of tourists visited the western side of the mountain annually, stressing its fragile subalpine meadows and forests as they hiked, camped, and hunted in areas that lacked trails or sanitation facilities. The industrial logging industry, which had acquired hundreds of thousands of acres of timberland from the public domain in the 1880s, posed an even greater threat to the mountain's virgin forests. Concerns about long-term damage to Mount Rainier's ecosystem soon led local residents, mountaineering clubs, and conservationists such as John Muir, to appeal to Washington state representatives for regulation and protection of the mountain and its surrounding forests.

The Pacific Forest Reserve and the Campaign to Create Mount Rainier National Park

The federal government's first, tentative step to protect Mount Rainier and its environs came in 1893, when President Benjamin Harrison authorized the creation of the Pacific Forest Reserve in west-central Washington. Established under the auspices of the Forest Reserve Act of 1891, the Pacific Forest Reserve centered on the crest of the Cascade Range and included much of Mount Rainier and its eastern flank. While local interests and conservation advocates alike were encouraged by federal interest in protecting Mount Rainier, many were skeptical that forest reserve designation would afford the mountain adequate protection from logging activities or draw government funding for necessary road development. Furthermore, the boundaries of the reserve did not include Mount Rainier's western glaciers, leaving a significant portion of the mountain's ecosystem without formal protection.

Recognizing the inadequacies of the Pacific Forest Reserve, a group of scientists, climbers, conservationists, and business interests led a campaign to establish a national park at Mount Rainier. Much of the support for national park designation came from western and central Washington State, channeled through local newspapers, mountaineering clubs and conservation groups, business associations, and even University of Washington faculty. This sustained regional interest played a critical role in the eventual creation of Mount Rainier National Park, as it required more than five years of effort on the part of Washington state senators and congresspeople. The first bill to create a "Washington National Park" was proposed by Washington Senator Watson C. Squire in December 1893, just ten months after Harrison had authorized the Pacific Forest Reserve, but disagreements over proposed boundaries, concerns that a park would drain the federal budget, and difficulties surrounding land acquisitions delayed progress for years. Following a series of amendments, the bill finally passed both houses of Congress on March 1, 1899. President William McKinley signed it into law the following day, making Mount Rainier the country's fifth national park.

Early Development and the Automobile in Mount Rainier National Park

In the first four to five years after the park's creation, Mount Rainier welcomed more than 500 visitors each summer season. Most arrived via the “Mountain Road,” which had been constructed by James Longmire in 1893 and led from present-day Ashford only as far as the Longmire Resort. The Mountain Road was the only road leading into the park that could accommodate stagecoaches and horse teams at this time; other routes, such as the Bailey Willis Trail that began in Wilkeson, were passable only on foot or horseback. Most early visitors to Mount Rainier National Park hired a packer and saddle horses, either in Ashford or at Longmire Springs, and rented camping equipment from small concessioners before venturing on to Paradise. Other visitors joined expeditions organized by mountaineering clubs, including the San Francisco-based Sierra Club and the Portland-based Mazamas.

Circumstances dictated that early visitors stay overnight in the park, with most remaining for two days or longer. However, following the completion of the Tacoma and Eastern Railroad to Ashford and the inauguration of a connecting stage service to Longmire Springs in 1904, the park began to welcome day-use visitors for the first time. A significant increase in day-use visitors occurred in 1907, when the first automobiles were able to access the park via a newly constructed road to Longmire Springs. Park administrators were initially wary of the increasing number of day-use visitors, and of automobile travel to and through the park. In 1906, Acting Superintendent Grenville F. Allen argued that automobiles should be prohibited within the park, as “the presence of these contrivances would be a source of great annoyance and some danger to the public generally.” However, under pressure of local automobile clubs, Secretary of the Interior James R. Garfield authorized Allen to open the park to cars in 1907.

Mount Rainier National Park was the first national park to sanction the use of automobiles and did so only under carefully considered restrictions. Automobiles were required to carry a special permit issued by the superintendent and were allowed to operate during very limited hours. Drivers were held to a speed limit of six miles per hour, except on straight sections where no horse teams were visible, where the speed limit was set at fifteen miles per hour. Despite these usage restrictions, however, by 1910 nearly twice as many visitors came to the park by car as by train and stage. The early advent of automobile travel in Mount Rainier National Park, as well as the significant increase in visitors that followed, had a pervasive impact on the park’s approach to infrastructure development and the visitor experience. Transportation developments became even more important to park administrators, as did the distinction between the “front country,” developed for day-use visitors who arrived via automobiles, and the less accessible “backcountry,” reserved for visitors who desired a primitive camping experience away from most tourists.

As visitor numbers increased and as overnight stays became a matter of choice rather than necessity, park administrators also worked to increase and improve formal lodging options within Mount Rainier National Park. The Longmire Springs Hotel, constructed by James Longmire in 1890, was the only hotel within the boundaries of the park at the time of its establishment; operated by the Longmire family until 1916 and by concessioners thereafter, this hotel offered a “rustic” option to guests. A second and more upscale hotel, the National Park Inn, was constructed in Longmire by the Tacoma Eastern Railroad Company and opened for business in summer 1906. For those who desired a more rugged alternative, concessioner-operated campgrounds operated at Indian Henry’s Hunting Ground, near Longmire, and on the east shoulder of Alta Vista and at Theosophy Ridge, both near Paradise on the southern slope of the mountain.

By 1908, visitor numbers had increased sufficiently to justify the hiring of two permanent rangers; prior to this point, Superintendent Allen been authorized to hire only seasonal help. Among other duties, rangers constructed trails to serve as patrol routes and improve access to the backcountry; they completed the park’s flagship trail, the Wonderland Trail, in 1915. At the same time, the United States Department of War managed the construction of a road connecting the Nisqually entrance to Paradise. Completed in stages between 1905 and 1915, this “pleasure road” was designed to conform to the mountain’s topography and showcase its dramatic vistas. It was one of the earliest scenic mountain roads in the entire national park system and established a precedent for later road development in Mount Rainier National Park.

The National Park Service and Mount Rainier National Park's First Master Plan

The pace and direction of development within Mount Rainier National Park was significantly impacted by the creation of the National Park Service (NPS), a new agency within the Department of the Interior, in 1916. Authorized by the "Organic Act" under President Woodrow Wilson, the NPS was made responsible for protecting the thirty-five national parks and monuments then in existence and any that would be established in the future. An Executive Order signed in 1933 would later transfer fifty-six national monuments and military sites from the Forest Service and the War Department to the NPS, establishing the latter as the primary federal manager of sites of natural, historical, recreational, and scientific importance.

The first director of the NPS was Stephen T. Mather, a California mountain climber, conservationist, and the millionaire part-owner of the Thorkildsen-Mather Borax Company. As a businessman himself, Mather was a strong advocate of encouraging private development within national parks as a means to satisfy visitor demand and attract new demographics to the parks. Following a visit to Mount Rainier National Park and a high-level assessment of its facilities, Mather offered a group of Tacoma and Seattle business leaders an exclusive concession for recreational development in the park. The group accepted Mather's offer and formed the Rainier National Park Company (RNPC) in 1916. The RNPC played a prominent role in shaping the park over the next few decades, beginning with construction of the Paradise Inn in 1916. The company also established the first commercial guide service for the climbers attempting the summit.

Efforts to develop park facilities and infrastructure gained momentum in the 1920s, as park visitors continued to increase in number and demanded more elaborate and extensive amenities and services. Just as Mount Rainier National Park had been at the forefront of automobile access and road development in the 1900s, the park also took the lead in developing a style of rustic architecture that was eventually adopted in national parks across the country. Known as "NPS Rustic" or "Parkitecture," this style was influenced by the principles of the Arts and Crafts movement and is characterized by intensive use of hand labor, native materials including wood and stone, asymmetrical floor plans in buildings and structures, and an effort to blend landscape features with the natural surroundings. Dozens of new structures and landscape features in this style were constructed throughout the park in the 1920s, most notably the Longmire Administration Building and other buildings in the Longmire area.

As visitor numbers at Mount Rainier National Park continued to increase year over year, the NPS recognized the need for an organized planning effort to direct the development of roads, concessioner services, and administrative facilities through the late 1920s. The five-year plan subsequently produced for Mount Rainier National Park was the first master plan of its kind in the national park system. The development that followed included partial construction of the Westside Road, improvement and expansion of the Paradise area, and new development at Sunrise on the northeast side of the mountain.

Mount Rainier National Park during the Great Depression and World War II

Annual visitation to Mount Rainier National Park reached a quarter of a million people by the end of the decade but fell substantially with the onset of the Great Depression. However, campground use increased during the same period, as those visitors who did make their way to the park sought to reduce the cost of their trip through affordable lodging options. Less well-developed areas, such as Carbon River and Ohanapecosh, saw increased visitation relative to the more developed Sunrise, Paradise, and Longmire areas as visitors rejected park hotels in terms of tent- or car-camping. Demand for activities that were self-guiding or free-of-charge, such as ranger-led nature walks, evening lectures, self-guiding nature trails, and picnicking, also increased during this period.

Although construction within the park stalled during the first years of the Great Depression, President Franklin D. Roosevelt's New Deal catalyzed a fresh period of intensive development in the mid- and late 1930s. In contract to the developments of the 1920s, the main focus of construction in the 1930s shifted away from major road and hotel construction and toward smaller projects that could be accomplished by the Civilian Conservation Corps (CCC) crews created by the New Deal. Between 1933 and 1940, the CCC operated camps at Tahoma Creek, Narada Falls, Ipsut Creek, St. Andrews Creek, White River, Ohanapecosh, and Sunshine Point, with as many as two hundred men in each camp. These men completed campground improvements, road and trail improvements, backcountry shelters and fire lookouts, landscape rehabilitation, plant beds, scenic turnouts, picnic areas, and various other projects during their time at the park.

The advent of World War II halted development in Mount Rainier National Park and in parks across the country, as Congress slashed park appropriations and terminated the CCC in 1942. The NPS was obligated to pause construction programs, defer maintenance to existing facilities, and slash the number of seasonal hires in all of its parks, even as a number of permanent employees were drafted into the U.S. military. Visitor numbers at Mount Rainier National Park, which had risen in the late 1930s as the country recovered from Great Depression, declined nearly 75 percent between 1941 and 1943. Along with other national parks, Mount Rainier was called upon to redirect some of its resources for military training and testing during the war. The U.S. Army's first "Military Ski Patrols," including the 10th and 87th Mountain Infantry Divisions, were trained on the slopes of the mountain and quartered in government housing at Longmire. The 938th Aviation Engineers also undertook snow camouflage tests on the mountain, and busloads of soldiers stationed at Fort Lewis, Washington, received free trips to the park in the interest of boosting morale. These activities peaked in 1942 and concluded in late fall of 1943, about two years prior to the end of the war.

The National Park Service and Mission 66

Although visitation to America's national parks had declined sharply during World War II, these numbers rebounded swiftly as soon as wartime gasoline rationing and travel restrictions ended in late 1945. Mount Rainier National Park alone welcomed nearly half a million visitors in 1946, an increase of more than 50 percent from 1945 and nearly 350 percent from 1944. Visitor numbers broke half a million in 1947 and continued to climb through the end of the decade, straining the park's existing infrastructure, overwhelming staff and threatening the mountain's ecosystem with overcrowding and pollution.

National parks throughout the country faced a similar predicament, as park budgets remained stuck at pre-World War II levels despite a nationwide surge in visitor numbers. Conrad Wirth, who had become NPS Director in 1951, summarized problem in a 1956 speech, explaining, "In a large part visitors to the national parks today are not finding the satisfaction that they have a right to expect." Wirth pointed out that in 1955, America's national parks hosted more than 50 million visitors in a park system designed to accommodate only half that number, and with fewer staff than had been employed at the onset of the war.
Wirth had inherited the difficult task of managing a national park system with severely deteriorated or underdeveloped facilities and rapidly growing visitation. His plan, branded the "Mission 66" program, would accommodate the estimated 80 million people who were anticipated to visit national parks by the 50th anniversary of the NPS in 1966. For older parks like Mount Rainier, Yosemite, and Crater Lake, Mission 66 meant redevelopment, with upgrades to existing infrastructure and some new buildings, such as visitor centers, while for newer parks, the Mission 66 program would provide the first large influx of funding and the opportunity to create and implement park-wide planned development.

President Dwight D. Eisenhower, a consistent supporter of public works projects, personally endorsed the Mission 66 program. In the spring of 1956, Congress indicated a willingness to go along with the $700 million budget for the ten-year program by increasing the agency's budget for fiscal year 1957 to $68 million (up from $32 million in 1955). Further increases led to annual budgets of over $100 million by 1962. Mission 66 proved to be the most effective means of increasing NPS appropriations since New Deal "emergency spending" legislation.

Mission 66 did not conclude in 1966 as the NPS intended. Although Congress had spent about $1 billion nationwide on land acquisition, new staff and training, and construction projects in national parks by the 1966 deadline, there were still many projects that remained incomplete. As a result, the NPS initiated the program's final phase, "Parkscape USA" (1967-1972). In addition to completing program projects that were underway or planned in 1966, new parks, with an emphasis on national scenic riverways and trails, were introduced and incorporated into the national park system under Parkscape USA. The end of Parkscape USA coincided with the 100th anniversary celebration of Yellowstone National Park in Wyoming, Montana, and Idaho.

Under the Mission 66 program, the National Park System grew by 70 park units, and the agency added entirely new categories of parks, including national recreation areas and national seashores. The NPS constructed or improved thousands of miles of roads and hundreds of miles of trails, as well as thousands of structures for visitor services or NPS support. Many parks received adequate water, sewer, and electric service for the first time. As historian Ethan Carr notes, "By the end of Mission 66, even the most remote parks enjoyed basic utilities, a visitor center, a maintenance yard, and standard housing for employees." The Mission 66 program had reinvented the national park system as well as the NPS itself in order to meet the demands of postwar American society.

Basic Elements of Mission 66 Park Development

Mission 66 architecture represented a departure from the “NPS Rustic” or “Parkitecture” style that had characterized development in the national parks during the 1920s and 1930s (for example, the development at Longmire in Mount Rainier National Park). By the 1950s, NPS architects designed buildings that adapted various strains of postwar American modernism while also being mindful of the programmatic and aesthetic requirements of individual national parks. The new “Park Service Modern” style, as described by Sarah Allaback in Mission 66 Visitor Centers: The History of a Building Type, employed contemporary building types such as ranch houses and made full use of steel, concrete, prefabricated elements, non-traditional fenestration, and climate control. Mission 66 buildings were utilitarian, functional, and without the historical references found in the NPS Rustic style. Architects designed major buildings such as visitor centers and ranger stations individually, while employee residences, comfort stations, utility buildings, and other smaller/secondary buildings were typically based on standardized designs in an effort to limit costs.

To provide centralized visitor services as well as expanded employee housing and support services, the NPS created entirely new developed areas within most national parks. By concentrating visitor services in a developed area, planners sought to mitigate the impact on parks’ fragile resources. These concentrated developments usually contained some combination of functional areas, including visitor services, visitor accommodations (such as picnicking and camping), employee housing, and park support services. These functional areas were typically divided into two distinct zones: visitor services and park support. Park support areas such as housing, administrative buildings, and maintenance yards were typically separate and screened from public view. Modern roads allowed vehicular access between these sites.

Implementing these plans meant revamping park road systems, and automobile travel emerged as a driving force behind park planning and design. Mission 66 planners were charged with upgrading outmoded roads that had been designed for less traffic and had become badly congested (and in some cases, severely deteriorated), while simultaneously minimizing the impact of roads in sensitive areas. Park roads were widened, resurfaced, regraded, and realigned to accommodate the larger, faster, and more numerous vehicles of the postwar era. Planners also reconfigured parking lot design, layout, and flow. Increased vehicular traffic also influenced building placement and the design of some buildings, such as employee residences with attached garages or carports.

The NPS also prioritized other projects that would either modernize existing park facilities or provide new accommodations and recreational facilities. Accommodations, or the lack thereof, had been a particular problem in the past; rangers frequently found visitors sleeping on the ground in informal, unauthorized campsites or in their cars prior to Mission 66. The NPS thus developed policies to encourage new concession lodging, and the agency sought to provide free or low-cost options such as car and trailer campgrounds with modern comfort stations and new or upgraded utility systems. Nearly 18,000 campsites were added in new or expanded campgrounds nationwide under Mission 66, significantly broadening public access for those of more modest means. Concessionaires were also encouraged to build or expand trailer villages and cabin complexes, in order to provide an array of options for overnight visitors.

The NPS also sought to remedy deficiencies in maintenance and utility areas and employee housing through Mission 66. Maintenance areas were critical for supporting the new, modern buildings and roads, and the agency built 218 new maintenance or utility buildings under Mission 66. These were typically located out of public view, and they were often adjacent to but separate from employee residential areas. Maintenance areas typically included a shop, usually a rectangular building of standard design, as well as a paved yard enclosed by a wall or fence. Employee housing had long been insufficient both in quantity and quality of housing stock—most park housing had been built in the 1920s and 1930s, and sometimes lacked electricity and running water. The Mission 66 program intended to bring employee living standards up to par with what was available in a modern suburb (including streets and, in some cases, sidewalks). Architects designed standardized house plans, which were then used to build single-family residences and small-scale multi-family units during Mission 66. By 1966, the agency had constructed 743 single-family and 496 multi-family residences at parks across the country.

Mission 66 at Mount Rainier National Park

Mount Rainier National Park was the first national park to have a development plan under the Mission 66 program. The park's proximity to a major metropolitan area (Seattle/Tacoma), its early acceptance of automobiles, and its location in a fast-growing region of the country made it an early indicator of changing use patterns within the national park system. The trends that defined visitor use in the first fifty years of the NPS—including greater reliance on private automobiles, shorter stays, and an increase in overall numbers—emerged early in Mount Rainier, as did the demand for more free public camping options, reduced concessions revenues associated with increased preferences for day use, and problems with overcrowding. Because of the urgency of these issues, and because Mount Rainier appeared to act as a bellwether for visitor use trends across the national park system, it was selected for early implementation of the Mission 66 program.

The Mission 66 development plan for Mount Rainier National Park was released on March 15, 1956. The plan proposed more than $10 million in development over the next decade, including approximately $4.3 million for road development, $2.7 million for the relocation of the park headquarters, and $3.8 million for visitor use facilities including visitor centers, campgrounds, and picnic areas. The central objectives of the plan included circulation improvements, to alleviate overcrowding; the expansion of day-use facilities, to serve the increasingly large number of day-use visitors; and the relocation of overnight guest and administrative facilities to lower elevations within or near the park.

The plan's first objective, circulation improvements, represented approximately 42 percent of the estimated total investment of Mission 66 programming in Mount Rainer and was central to the park's strategy to reduce overcrowding by dispersing visitors more broadly around the park. The roads were also intended to be a park attraction in and of themselves: one 1956 memo, released early in the Mission 66 planning process, promised, "This entire road system will be treated in such a way that the visitor will enjoy numerous scenic, recreational, and interpretive experiences as he drives through the park." The main road-building projects proposed in the Mission 66 development plan for Mount Rainier National Park included the completion of Stevens Canyon Highway, construction of a new winter access road to Paradise (now called the Paradise Loop Road), and improvement of the Westside, Carbon River, and Mowich Lake roads.

Completion of Stevens Canyon Highway was the most highly anticipated element of the Mission 66 program for Mount Rainier National Park, as it would enable motorists to make a complete loop around the mountain, leaving from Seattle or Tacoma in the morning and returning in the same day. It would also connect the park's two most popular visitor sites, Paradise and Sunrise, and improve administrative efficiency. Construction on the road had been initiated in 1931, with most of the right-of-way nearing completion before World War II forced a hiatus of nearly a decade. Bridges at the Muddy Fork and Nickel Creek, viaducts below Stevens Creek, a tunnel near the Muddy Fork, and masonry retaining walls and parapets were completed between 1950 and 1952, and by the summer of 1952, Stevens Canyon Highway was passable to trucks and used for limited administrative purposes. Mission 66 provided much-needed funding to bring the road to completion, and it opened to the public in summer 1957.

Construction of the Paradise Loop Road, a new road from Narada Falls to Paradise, was the second and largest component of Mount Rainier's Mission 66 road construction program. The new road completed a loop with the existing road through Paradise Valley, easing summer traffic congestion and providing a safer winter route for visitors and Park Service staff. The third major component of the park's road construction program, the improvement of the Westside, Carbon River, and Mowich Lake roads, improved access to the west and north sides of the park while preserving much of the surrounding area as wilderness.

The second objective driving the Mission 66 development plan for Mount Rainier National Park was

the expansion of day-use facilities, including picnic areas, visitor centers, and wayside exhibits that would facilitate self-guided automobile tours of the park. Day-use and overnight use areas were to be completely separated, with the latter at lower elevations and the former dispersed widely throughout the park. The Mission 66 development plan proposed adding seven new picnic areas throughout Mount Rainier National Park, at Stevens Creek, Box Canyon, Cayuse Pass, Tipsoo Lake, Sunrise, Paradise, and Sunshine Point. Visitor centers were proposed for Paradise, Sunrise, Longmire, and Ohanapecosh, ultimately resulting in the construction of new buildings at Ohanapecosh (1964) and Paradise (1966) and the reuse and functional reorientation of existing buildings at Sunrise and Longmire.

Wayside exhibits, originally viewed as a stopgap measure to compensate for inadequate museum facilities, were a major component of Mission 66 interpretive plans for Mount Rainier National Park. The park's first two wayside exhibits, at Tipsoo Lake and in the Kautz Creek flood area, had been installed in the late 1940s and were immensely popular with day-use visitors. Park naturalist Howard Stagner proposed new wayside exhibits at Nisqually, Puyallup Canyon, the Longmire homestead cabin, Canyon Rim, Reflection Lakes, Box Canyon, and Carbon River, as well as "viewfinders" at Ricksecker Point and Sunrise Point, and simpler "text signs" at Christine Falls, Narada Falls, Glacier Bridge, Ohanapecosh Hot Springs, White River Bridge, and beside the andesite columns on the road to Sunrise. Other interpretive programs expanded or implemented under Mission 66 included campfire programs, which were led by park naturalists at the outdoor amphitheaters or "campfire circles" at larger campgrounds, and self-guided nature tours.

The third and final objective of the Mission 66 development plan for Mount Rainier National Park, to relocate overnight guest and administrative facilities away from the center of the park, drove proposals for the development (and redevelopment) of lower-elevation campgrounds, the relocation of park headquarters away from Longmire, and the removal of hotels to lower elevations or to areas outside of the park. Park planners reasoned that this redistribution of facilities would benefit both staff and visitors, as well as the natural environment. Construction at lower elevations tended to be more affordable, given the proximity to major population centers and access to utility systems. Gentler climatic conditions created fewer maintenance concerns and allowed for longer visitor seasons, as well as provided more pleasant living conditions for year-round staff. Finally, visitors to the park could be more effectively distributed, in the interest of preventing overcrowding and protecting the natural landscape.

Campground development was a major aspect of Mission 66 development within Mount Rainier National Park. Prior to Mission 66 programming, the park had a total of eight campgrounds, including three at high elevations (one at Paradise and two at Yakima Park) and five at low elevations (Longmire, Ohanapecosh, White River, Ipsut Creek, and "overflow" campground at Tahoma Creek). The development plan released in 1956 proposed to expand the five low-elevation campgrounds and to add new campgrounds at Sunshine Point, Mowich Lake, and Klickitat Creek; the campgrounds at Yakima Park and Paradise would remain small and eventually be eliminated. These plans were slightly modified over the course of the decade-long program, most notably by the development of Cougar Rock Campground (two miles northeast of Longmire) in lieu of the proposed Klickitat Creek site, but were ultimately some of the most successful, popular, and enduring elements of the Mission 66 program within Mount Rainier National Park.

In contrast, the park's proposal to relocate hotel accommodations—then located at Paradise and Sunrise—to lower elevations was met with consternation from local business and political interests, who felt that keeping and expanding overnight lodging options near the center of the park was necessary for developing the state's budding postwar tourism industry. Rather than refurbishing and expanding facilities at these two sites, the Mission 66 development plan for Mount Rainier National Park proposed the development of visitor lodging on the lower portion of Crystal Creek, on the east side of the park, and on Skate Creek, just outside the boundary of the park and on the south side of the Nisqually River. Washington business interests and politicians immediately decried these plans, arguing that the Crystal Creek and Skate Creek sites were located too far from the park's primary attractions and would ultimately discourage tourism.

In 1957, at the insistence of Washington senators Warren Magnuson and Henry Jackson, the NPS

contracted Jackson Hole Preserve, Inc., to conduct a feasibility study with regard to new overnight accommodations within the park. In 1959, the consultants presented a final report stating that "overnight facilities in Mount Rainier National Park [count not] be operated on a profitable basis if interest and depreciation [were] taken into consideration"; however the report also found it "practical to construct in [the Paradise] area," and argued "that such facilities so located might more satisfactorily serve the public than in any other location." These ambiguous findings spurred nearly three years of additional discussion and argument between the NPS and Washington politicians. In 1962, the Department of the Interior and the Washington State Department of Commerce and Economic Development agreed to jointly fund a study considering four sites within the park for the development of overnight lodging: Paradise, Longmire, Crystal Creek, and Klickitat Creek.

The contract for the evaluation of these four sites was awarded to Harris, Kerr, Forster & Company in 1963, following a year of negotiations between Department of the Interior and Washington governor Albert D. Rosellini. The consultants considered each site from the perspective of winter and summer use potential, nearby natural and scenic features, climate, and historical development. Unlike the Jackson Hole Preservation study four years earlier, their findings were unequivocal: "We do not recommend the construction of any hotel type accommodations within Mount Rainier National Park," concluded the final report. The Harris, Kerr, Forster & Company report also recommended that available funding be directed toward campsite development rather than hotel construction, "because such camping facilities can be provided in available areas unsuited to hotel sites and because of the appreciably lower cost of facilities and operation per person accommodated." Ultimately, no new hotels were constructed within Mount Rainier National Park as part of Mission 66 programming.

The NPS's proposal to relocate administrative facilities to lower elevations was equally fraught, though it elicited far less public debate. Prior to Mission 66, Mount Rainier National Park's administrative headquarters were located at Longmire and were susceptible to flooding from the nearby Nisqually River. The Longmire location was also disliked by year-round staff due its distance from community services, such as schools; its long and dreary winter season; and the level of visitor congestion during peak visitation. As early as the 1940s, the park service began developing plans to move the headquarters to lower elevations within or just outside the park boundaries. However, when presented with a $2.5 million relocation scheme as part of the Mission 66 development plan for Mount Rainier National Park, Congress questioned whether such a large sum would be better spent on visitor facilities, rather than on administrative buildings and park housing that most of the public would never see.

The Park Service's efforts to relocate Mount Rainier's administrative headquarters were not fully realized for more than three decades, well after the Mission 66 program had officially concluded. A potential site near the town of Ashford, about six miles outside of the park's western boundary, had been identified in 1943, and the costs of new development were carefully weighed against the cost of comparable redevelopment at Longmire. New development at the Ashford site, dubbed "Tahoma Woods," was projected to be a more affordable and resilient option than the flood-prone Longmire site. Additionally, Mission 66 planning urged the deemphasis of administrative facilities, and a headquarters located outside of park boundaries fit this ideal far better than one situated in the popular Longmire area. Following several years of debate, in which the threat of flooding at Longmire featured prominently, Congress approved the purchase of the Tahoma Woods site in June 1960. Securing funding for development took several more years, and the headquarters buildings were not fully completed and occupied until 1976. A full decade after the official conclusion of the Mission 66 program in Mount Rainier National Park, its objective to relocate the park's administrative headquarters was finally achieved.

White River Developed Area

White River Developed Area was initially developed in 1923 by the NPS as a backcountry campground for hikers on the Wonderland Trail. The campground was expanded in 1925 due to increasing use, and a patrol cabin was added in 1927. Visitor utilization continued to increase through the 1930s, as Depression-era visitors preferred free public camping options to costly hotels, and between 1933 and 1937 the campground was refurbished by a CCC crew to feature individual campsites with fixed fireplaces, tables, and spurs for vehicle parking spaces. In 1949, the interior of the patrol cabin was remodeled.

Due to its popularity among visitors and its location along the Wonderland Trail in a relatively low-elevation area of the park, the small White River Campground was one of five existing Mount Rainier campgrounds recommended for redevelopment and expansion under Mission 66. Related infrastructure development began in the 1950s with the construction of White River Road (now Sunrise Park Road), which incorporated parts of an earlier gravel road alignment. Planning for the campground redevelopment was underway by the late 1950s, and a contract for the construction of the roads and parking areas was awarded to Pacific Concrete Company of Portland, Oregon, in late June 1961. Work began in mid-July and was largely completed by November 1962, with some general cleanup continuing into the following year.

Construction of the ranger station and five comfort stations (four in the redeveloped campground and one in the new picnic area) progressed concurrently. This contract was awarded in June 1962 to the Furber Construction Company, also of Portland, which offered the low bid of $67,749 for all six buildings. Construction was complete by October 1962, with the exception of the water supply stations and walkways at the comfort stations and interior finishes in the ranger station. These final elements were completed and approved by the Park Service by July 1963. A campfire circle or amphitheater that had been proposed for the south side of the campground, on the bank of the White River, was never constructed.

No significant development occurred at White River Developed Area during the remainder of Mission 66 or during its follow-up program, Parkscape USA. One of the campground's comfort stations (Comfort Station W055) was replaced in 1978 with a prefabricated unit produced by Romtec, Inc., of Roseburg, Oregon, and an amphitheater was constructed near the western end of the campground circa 1980. This amphitheater, which remains extant, features split-log benches and other Rustic elements; it does not match the plans for the White River campfire circle that was proposed under Mission 66, and its design does not reflect the Park Service Modern Style. Other alterations to the campground since the conclusion of Mission 66 development include the installation of three informational kiosks; an interior remodel of the ranger station; the replacement of several of the comfort stations' original water supply stations, and routine upgrades or repairs including the replacement of picnic tables and road resurfacing activities.

Uses

Functions and Uses:

Major Category	Category	Use/Function	Historic	Current	Primary
Government			Yes	Yes	Yes
Recreation/Culture	Outdoor Recreation		Yes	Yes	Yes

Public Access:

Public Access: Unrestricted

Public Access Narrative:

Associated Ethnographic Group

Ethnographic Study Status:

Ethnographic Narrative:

Analysis & Evaluation of Integrity

Analysis and Evaluation of Integrity Narrative Summary:

White River Developed Area is located in the northeast portion of Mount Rainier National Park, northeast of the mountain peak and due east of the Emmons Glacier. Set at an elevation of 4,200 feet above sea level, the developed area is characterized by the surrounding glacial-formed valley with steep slopes to the north and south and the flatter valley floor with the White River and associated flood plain extending west-east. The surrounding area is defined by the mid- and high-elevation forest zones, which features old growth forests of Western White Pine, Alaska Yellow Cedar, Douglas Fir, and Lodgepole Pine, and various shrubs.

White River Developed Area is accessed by White River Road, which extends along the north bank of the namesake river approximately one mile west of the intersection with Sunrise Park Road, and 6.4 miles west of the exit from Mather Memorial Parkway. Sited on the north bank of the river, White River Developed Area is laid out east-west along the river valley. The developed area features three basic functional areas, including the campground, day-use area, and administration. The three functional areas are separated by location, with the campground at the north and west of the developed area, the picnic area at the south, and administrative functions toward the east and at strategic support locations throughout the site. The campground and day-use areas are also physically and visually separated by White River Road and by dense vegetation, including western red cedar (Thuja plicata), red alder (Alnus rubra), Douglas fir (Pseudotsuga menziesii), Alaskan yellow cedar (Callitropsis nootkatensis), western white pine (Pinus monticola), lodgepole pine (Pinus contorta), and a variety of shrubs and wildflowers.

The campground function is the largest use at the developed area and is characterized by four large loops that extend north and west from White River Road. Each loop is lined by multiple campsites with integrated parking, totaling over 100 sites. The day-use area is located to the south of White River Road and is centered around a large surface parking lot, which provides access to the Picnic Area and many regional hiking trails, as well as serving as a primary staging point for people climbing Mount Rainier. The administrative function is limited to a ranger station on the eastern side of the entrance to the developed area, along with intermittent facilities throughout the day-use and camping areas, including kiosks, fire hose houses, and the Historic Patrol Cabin.

Integrity

White River Developed Area retains integrity to its 1961-1963 period of significance in terms of location, setting, design, materials, workmanship, feeling, and association, which together convey its significance as an intact Mission 66 developed area.

Location
White River Developed Area remains in its original location along the north bank of the White River, northeast of Mount Rainier and approximately one-mile east of the intersection with Sunrise Park Road within Mount Rainier National Park. Therefore, it retains integrity of location.

Setting
White River Developed Area remains in its original setting of the surrounding glacial valley, which is defined by its steep slopes to the north and south with the White River and related flood plain descending west-east. The surrounding slopes feature mixed vegetation, with glaciers and the peak of Mount Rainier to the west. The developed area continues to be set within the boundaries of Mount Rainier National Park. For these reasons, it retains integrity of setting.

Design
White River Developed Area retains its original layout, including spatial relationships and organization between the campground, day-use, and administrative functions, as well as the character-defining circulation patterns extending into loop and spur roads from the central east-west corridor of White River Road. Additionally, the retention of many of the original buildings, structures, and sites associated with the Mission 66-era master plan for the developed area cohesively contribute to White River Developed Area District by exhibiting elements from the 1961-1963 period of significance. Therefore, the developed area retains integrity of design.

Materials
While some original materials have been altered or replaced since the original construction of White River Developed Area between 1961 and 1963, many of these alterations were minor and part of the general maintenance of the site. This includes repaving of the roadways, circulation paths, and surface parking lots, which were largely replaced in-kind. Other alterations, including the replacement of the original wood shingle roofs at Comfort Stations W052, W053, W054, and W056 with standing metal seam roofs, were more notable, but were still limited in scope, leaving the majority of original materials in place. The most notable loss of original materials was the replacement of the original Comfort Station W055 with the existing prefabricated structure. While the loss of the materials at this one location was total, the vast majority of the contributing elements throughout the developed area continue to retain materials that date to the 1961-1963 period of significance, or were replaced with comparable materials, if not in-kind, which continues to evoke the Mission 66-era

development of the property. Therefore, White River Developed Area retains integrity of materials.

Workmanship

As outlined above, the majority of the buildings, structures, site features, and spatial organization of White River Developed Area are retained in their original condition with limited alterations related to minor features, or general maintenance that involved largely in-kind replacements. As such, the retention of original materials allows much of the property to exhibit the original Mission 66-era construction and fabrication that went into developing the property. Therefore, White River Developed Area retains integrity of workmanship.

Feeling

Overall, White River Developed Area retains the feeling of a Mission 66-era recreational property through its location, setting, design, materials, and workmanship, as well as its continued use as a popular campground and day-use area in Mount Rainier National Park. The non-original alterations, which include accessibility upgrades, replacement of the comfort stations' roofs, and the total replacement of Comfort Station W055 are notable, but do not detract from the larger sense of place throughout the expansive site, which is exhibited through the retention of multiple contributing elements. The property continues to evoke the sense of a Mission 66-era project in Mount Rainier National Park and, therefore, retains integrity of feeling.

Association

Due to the overall retention of the vast majority of buildings, features, materials, spatial organization, and circulation patterns dating to the 1961-1963 construction of the developed area, coupled with the overall setting and location on the northeast side of Mount Rainier National Park, White River Developed Area maintains its association with the expansion of recreational facilities during the Mission 66 period. As such, the developed area retains integrity of association.

Landscape Characteristic: Spatial Organization

Picnic Area (Contributing Site)
The Picnic Area is located towards the center of White River Developed Area on the south side of White River Road, opposite Campground Loop C and east adjacent to Loop D. Constructed in 1963, the Picnic Area is part of the day-use program at the property. It is immediately accessed by a rectilinear surface parking lot immediately to the north, which provides hikers and climbers access to trails and routes in the White River area. A Mission 66-era comfort station (Comfort Station W053) is located southwest of the parking lot and west of the Picnic Area, as well as east of White River Campground's Loop D.

The Picnic Area is minimally developed with a series of four small clearings cut into the surrounding forest immediately south of the day-use parking lot. Each clearing constitutes a single picnic site that retains typical features including a prefabricated rolled metal picnic table, some of which have elongated ends for accessibility, and a simple metal charcoal barbecue set on a singular post. Most of the picnic sites are graded with simple dirt and gravel flooring, although at least one location includes a circular concrete pad (apparently a modern addition to the site). Each site is accessed by dirt and gravel access paths leading from the adjacent parking lot, and is largely surrounded by the pine tree forest, fallen logs, and some exposed boulders. A set of bear-proof metal garbage and recycling bins are set towards the southwest end of the day-use parking lot, immediately beside the westernmost picnic site. These feature heavy concrete pads with metal posts, which hold a vented lid on top of a typical ribbed metal garbage bin. A heavy wood timber bench is also located at this picnic site.

Alterations to the Picnic Area are relatively minimal. The site is largely in the same configuration as it was constructed and retains its spatial relationship with the day-use parking lot, as well as the nearby trail heads. Alterations are limited to the replacement of small site features, namely the prefabricated picnic tables, many of which appear to be contemporary in construction with accessibility features. Therefore, the site retains sufficient integrity to contribute to the historic district.

Campground (Loops A, B, C, and D) (Contributing Site)
Developed between 1961 and 1963, White River Campground was part of the Mission 66-era program that focused on expanding existing, smaller campgrounds located at the lower elevations throughout Mount Rainier National Park. White River Campground is the primary component of White River Developed Area, both spatially and in terms of use, which has resulted in the area being commonly referred to as "White River Campground." The Campground portion spans from the eastern entrance of the property near Ranger Station W050 to the westernmost point, and extends in a series of four loops lettered A through D that are organized loosely east-west and extend from White River Road. These campground loops are located along the northern and southwestern portions of the property, leaving the south-central area of White River Developed Area for day-use purposes.

Loop A is located at the eastern end of the property and has a lasso-shaped configuration that extends northeast from White River Road, up the valley slope and behind Ranger Station W050. It is characterized by its sloped topography and dense forest setting. Loop B is a simple U-shaped configuration that loops north from White River Road. Loop C is similar to Loop B, although much more elongated along the east-west axis to allow for more camping sites. Loop D is ultimately an extension of White River Road, which loops to the southwest before returning eastwards along the north bank of the White River before reconnecting to White River Road west of the day-use parking lot and Picnic Area. Each loop features a central asphalt paved road with campsites and associated parking spaces extending out from either side. Initial plans called for an approximate number of 150 camp sites at White River Campground, although the exact number originally completed is unclear. Currently, these four loops include 112 campsites.

The campsites at White River Campground exhibit three basic configurations, differentiated by the type of associated parking: spur campsites, which extend an approximate 20 feet out from the main access road at 45-degree angle; parallel campsites, which feature simple pull-off parking spaces

that bump out from the main access road; and mini-loop campsites, which fully extend and return to the access road to allow for larger recreational vehicles and trailers while also creating small islands of trees and other screening vegetation. The majority of the spaces throughout all loops are the spur campsites type. Many campsites are delineated with large stones or boulders, as well as log curbs and bollards, varied vegetation, and occasionally wood post bollards. Individual site features, such as wood log terraces and footbridges over small creeks, can be found in areas where there is more varied topography, primarily in Loops A, B, and C; it is unclear whether these features date to the Mission 66 era.

Each campsite typically features an asphalt or gravel parking space, simple picnic table, bear box storage bin, and a firepit. There are some variations in these elements, particularly in the picnic tables, which can be heavy timber picnic tables or prefabricated rolled metal, as well as with the fire pits, which are either circular concrete and metal with built-in grills, or squared concrete pits with metal wind screens. The roadways and campground sites are typically bounded by vegetation including western red cedar (Thuja plicata), red alder (Alnus rubra), Douglas fir (Pseudotsuga menziesii), Alaskan yellow cedar (Callitropsis nootkatensis), western white pine (Pinus monticola) and lodgepole pine (Pinus contorta) trees, as well as small shrubs and flowers such as salmonberry (Rubus spectabilis), vanilla leaf (Achlys triphylla), and twinflower (Linnaea borealis). The overall effect is a rugged and private setting at most campsites; however, the sites along the southern portion of Loop D tend to be less dense with open areas towards the White River.
Campground Loops A, C, and D each feature a single Mission 66-era comfort station (Comfort Stations W056, W054, and W052, respectively), which are centrally located within each loop. Campground Loop D is also located near Comfort Station W053, which is located to the east and primarily accessible from the Picnic Area and day-use parking lot. Loop B features a non-historic prefabricated vault toilet comfort station (Comfort Station W055). Collections of trash and recycling bins, which feature concrete pads, metal posts, and vented lids over ribbed metal garbage bins are found in Loops A and D.

White River Campground exhibits few alterations since its construction, most of which are related to general maintenance and upkeep, including repaving circulation roads and parking, replacement of campsite amenities such as picnic tables and fire pits, and the construction of new crowd control barriers, such as the split log fence along the southern boundary of Loop D. It appears that the loops are in their original configuration with many of the original campsite locations extant, although a few new sites appear to have been added since construction at select locations. Therefore, White River Campground retains sufficient overall integrity to convey its significance as a Mission 66-era campground and contributes to the White River Developed Area Historic District.

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
White River Developed Area Picnic Area	194233	Contributing					No
White River Developed Area Campground Loop A	194234	Contributing					No
White River Developed Area Campground Loop B	194235	Contributing					No
White River Developed Area Campground Loop C	194236	Contributing					No
White River Developed Area Campground Loop D	194237	Contributing					No

Landscape Characteristic Graphics:



White River Developed Area, view southwest of campsite 9 in Loop A.



White River Developed Area, view north of entrance to campground Loop C.



White River Developed Area, view southeast of picnic site at Picnic Area.



White River Developed Area, view north of entrance to campground Loop B.



White River Developed Area, view west of campsite 12 in Loop D.

Landscape Characteristic: Circulation

Internal Circulation and Parking (Contributing Structure)
The internal circulation network and parking areas associated with White River Developed Area were primarily developed between 1961 and 1963. White River Road, which serves as the main point of access to the developed area, is a two-lane asphalt-paved road that extends approximately one mile along the north bank of the Inter Fork of the White River from an intersection with Sunrise Park Road through White River Developed Area.

While White River Developed Area in its current form was largely developed between 1961 and 1963, the area had been operating as a small backcountry and limited camping location since the 1920s with the Wonderland Trail extending through the present-day location, which led to the construction of the extant Historic Patrol Cabin located near the intersection of Loops C and D. Additionally, a small “White River Camp” campground was located in the vicinity; this was determined to be too small for the park’s needs in the post-war years. As part of plans to expand the camping facilities and capacity at the lower elevations throughout Mount Rainier National Park, White River Developed Area was proposed to expand camping capacity on the northeast side of the park. In order to facilitate this expansion and other improvements in the Sunrise area, the White River Road project was initiated in 1956. The proposed road, which is now referred to as Sunrise Park Road, extended from State Route 410 along the banks of the White River, before shifting north up the valley to the Sunrise area.

Eventually, by the early 1960s, the current White River Road was constructed and paved, extending from the newly constructed Sunrise Park Road along parts of the original gravel White River Road alignment. Therefore, the stretch of White River Road that contributes to the district includes the portion that extends from the east turnoff from now-named Sunrise Park Road, extending one mile to Ranger Station W050, where it then runs through the developed area and transitions into Campground Loop D at the western end of the property, before circling back to the south and reconnecting with the main alignment. This road is characterized by its two-lane configuration and its general curvilinear layout that extends east-west along the north bank of the White River. The White River Road and all loop and spur roads in White River Developed Area are asphalt-paved and feature sporadic edging and curbs formed by wood timbers and boulders.
White River Road enters the developed area from the east at Ranger Station W050 and extends westwards through property as the central spine road for the campground and day-use areas. White River Road ultimately transitions directly into Campground Loop D, where it shifts to the south and east, eventually tying back into a White River Road. Upon entering the developed area, there is a vehicle turnout and small surface parking lot on the north side of White River Road, which flank Ranger Station W050. The footprint and limited size of these features appears to be consistent with their original 1963 construction.

As White River Road continues to extend west, spur and loop access roads that form the campground loops extend to the north, whereas roads to the south typically lead to the day-use area. Loop A and its lasso shape is accessed immediately west of Ranger Station W050 and parking facilities. The two-lane road extends north before shifting east, where it ultimately forms a one-lane loop road that circles to the north and west before joining rejoining the access road towards an egress at White River Road. Loop B and C are more straight forward with single-lane loops that extend north from White River Road, eventually to circle back and connect to the central roadway further to the west. The interstitial spaces between the loop access roads feature some

campground site locations, many of which were part of the original 1963 development of the Campground. As described above, White River Road continues westward to transition into the one-way road of Loop D, which extends west and south before returning to a four-way intersection with White River Road at the egress loop road of Loop C.

South of the Loop B and Loop C entrances is the day-use area, which is formed by the rectangular surface parking lot adjacent to the Picnic Area. Also constructed during the Mission 66-era development of the property, the surface parking area is entered by a spur road, which extends south from White River Road at the western end. The main path of travel extends west-east through the parking lot, where it again curves to the north further to the east to reconnect with White River Road. The surface parking lot features spaces for approximately 70 parking spaces, which appears consistent with the original 1963 layout.

White River Developed Area features a series of paved, gravel, and dirt pathways that extend throughout the campgrounds and day-use areas. Many of these trails lead to the trail heads of the surrounding hiking trails, including the Wonderland Trail, with the southern portion accessed from poured-in-place concrete pathway from the day-use parking area as well as a gravel location along the southern portion of Loop D, and the northern portion extending north along the Historic Patrol Cabin up the valley slope northwards; River Trail, which also extends from the day-use parking area; as well as the Glacier Basin Trail, which is a typical hiking path located at the western end of Loop D. Additionally, there are multiple internal paths throughout the campground loops, which navigate to different ends of the loops, as well as to relevant amenities, primarily the respective comfort stations. While many of these internal pathways do not appear on as-constructed drawings site plans from the Mission 66-era, they are in keeping with the character of the property and have likely been a rational development in the landscape through evolution of use. However, the pathways organized around comfort stations at each location were part of the initial plans and appear to reflect the original 1963 configurations.
Although White River Road, the camping spur and loop roads, and various pathways have been repaved and refinished with new gravel since their original construction during the Mission 66-era, these alterations appear to have largely been in-kind. Overall, the configuration of the circulation system, the spatial relationships between features, and curbing features, continue to reflect the original 1963 layout for White River Developed Area. Therefore, the Internal Circulation and Parking network contributes to the historic district.

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
White River Developed Area Internal Circulation and Parking	194247	Contributing	1169812				No

Landscape Characteristic Graphics:



White River Developed Area, view east of primary circulation road, with exit from Loop C on left and exit from Loop D on right.



White River Developed Area, view northwest of circulation through Picnic Area.



White River Developed Area, view east of parking lot at Picnic Area.

Landscape Characteristic: **Buildings and Structures-Buildings and Structures**

Contributing Features

Ranger Station W050 (Contributing Building)

Ranger Station W050 is located at the entrance to White River Developed Area at the eastern edge of the property, approximately one mile west from the intersection. The simple, single-story office and residential building was designed by the NPS Branch of Architecture and constructed in 1962-1963 by Furber Construction Company of Beaverton, Oregon. Construction started in summer of 1962, but was delayed by six “stop work” and “partial stop work” orders due to inclement weather and a complete shutdown during the winter months. Construction of the ranger station was completed in May 1963.

Located on the north side of White River Road, Ranger Station W050 is set immediately between a small vehicle turnout to the east and small surface parking lot to the west, and is situated on a slight incline that descends to the northeast. The wood-framed building is rectangular in plan and features a partially raised concrete slab foundation with wood board-and-batten cladding across each façade. The building has a side-gabled roof of medium pitch with open overhanging eaves capped with fascia boards, wood shingle roofing materials, a narrow metal chimney set towards the center of the building south of the gable peak, and extended beam ends at the east and west rooflines. It is accessed by a series of asphalt paths that extend from the turnout and parking lots, both of which feature wood timber curbs anchored with steel spikes.

The primary (south) façade features a slight recessed patio at the southwest of the façade, which is covered by the extended eave of the side gabled roof supported by a single post set at the southwest corner of the foundation slab. The south elevation of the recess features signage and an information board, while the primary entrance is set on the east elevation of the porch recession with a wood dutch door. The remainder of the south façade features two sets of paired aluminum casement windows, both with simple wood casing. The east elevation includes the secondary entrance, which is set north of center on the façade. It is accessed by a small set of concrete steps

and features a simple door with a top screened panel, and a solid wood door set behind. It is flanked by paired aluminum casement windows to the south and a single aluminum casement window to the north; both windows have wood surrounds with rotating wood toggle locks. The west façade is entirely defined by board-and-batten siding, although a section at the northwest corner appears to have been cut and converted into doors for an interior storage space. The rear (north) façade features three windows with two single squared aluminum casements at the east and center of the façade, and one paired aluminum casement window at the west; all windows have simple wood casing with rotating wood toggle locks.

Ranger Station W050 appears to exhibit only minor alterations, primarily the conversion of the original bedroom space into outside accessible storage, which resulted in the addition of a door at the northwest corner of the exterior envelope. Other alterations may have occurred at the interior spaces to the original office and living space layout, but the existing interior conditions were not confirmed as part of this survey. However, the building continues to retain its original location, footprint, form, fenestration pattern, and features, such as doors, windows, chimney, and board-and-batten siding. Therefore, the building retains integrity to contribute to the historic district.

Comfort Stations W052, W053, W054, and W056 (Contributing Buildings)

Comfort Stations W052, W053, W054, and W056 are four nearly identical restroom facilities that were constructed between 1962 and 1963 by Furber Construction Company of Beaverton, Oregon as part of the Mission 66-era redevelopment of the White River Camp. Comfort Station W052 is located towards the northwest end of Loop D on the southside of the north circulation road and the interior portion of the loop. Comfort Station W053 is located southwest of the day-use surface parking lot, and immediately west of the Picnic Area, and east of the southeastern end of Loop D. Comfort Station W054 is located on the perimeter portion of Campground Loop C, northeast of the Loop C circulation road and on an incline. Comfort Station W056 is located on the interior portion of Loop A, at the south-center portion of the main loop. It is directly accessible from the southern stretch of the Loop A circulation road.

Based upon a standardized plan, the four buildings are nearly identical in design. All four comfort station buildings are approximately 360 square feet with wood framed construction, one-story heights, rectangular layouts, and set on concrete slab foundations. They feature medium-pitched gabled roofs with overhanging eaves, simple fascia boards and exposed beams at the gable ends, and standing seam metal panel cladding. The building exteriors are defined by board-and-batten siding throughout with flush single panel doors and continuous bands of aluminum clerestory single-light windows, with both fixed and hopper sashes, across each façade. The building is divided into a men's and women's restroom, which are accessed by doors at the corresponding corner at each gable-end façade, and a centrally located utility closet and service room accessed via doors centered in both of the eaves-side façades.

Comfort Stations W052 and W056, located at Loops D and A, respectively, are primarily accessed by simple asphalt paths that date to the Mission 66-era, whereas Comfort Stations W053 and W054 are accessed by newer poured-in-place concrete pathways with rough stone borders that lead from the day-use parking area and the circulation road of Loop C, respectively. Comfort Station W054, which is sited at a higher elevation, also features a poured-in-place concrete landing at one end, with a timber guardrail; both elements are modern alterations. Each Comfort Station also features an associated water supply station, although these vary in design. Those located within the camping loops—Comfort Stations W052, W054, and W056—feature standardized, 3-foot-tall stacked-bond brick podiums that date to the Mission 66-era (NPS Western Office of Design and Construction Standardized Design #1190), whereas the day-use area Comfort Station W053 has a contemporary, branched metal-post water supply station with a water bottle refill station.

Comfort Stations W052, W053, W054, and W056 exhibit only minor alterations, including the replacement of original wood roof shingles with standing seam metal cladding and the replacement of original door hardware. Most alterations are limited to the surrounding sites, particularly at Comfort Stations W053 and W056 where new poured-in-place concrete pathways and landscaping

(including the timber railings at Comfort Station W054) were installed for unobstructed, accessible paths of travel. All original masonry water supply stations remain extant, except for the station originally associated with Comfort Station W053. Overall, all four Mission 66-era comfort stations at White River Developed Area retain sufficient integrity to contribute to the historic district.

Non-Contributing Resources

Amphitheater (Non-contributing Structure)

The Amphitheater at White River Developed Area, historically called the “Campfire Circle,” is located towards the western end of the property at Campground Loop D, directly north of White River Road and west of the Historic Patrol Cabin. It is accessed from a gravel path that extends from White River Road, which leads to a clearing in the surrounding woods where the Amphitheater is situated.

The Amphitheater itself is a simple structure that is largely defined by an open space with dirt and gravel flooring with a concentric arc profile that extends outwards to the northwest from the front of the Amphitheater, which is set towards the southeast corner adjacent to the gravel access path leading from Loop D. Heavy log benches are arranged in four sections with three to four rows each. The benches themselves feature half split log seats, which are supported by two timber footings that are set perpendicular to the main bench span. A campfire circle ring is located towards the front of the amphitheater, slightly off center towards the eastern edge. It is surrounding by a ring of large stones half embedded in the gravel and dirt flooring; a smaller wood timber bench is located directly southeast of the camp fire circle. A podium-like configuration of boulders is set near the campfire ring towards the front-center of the Amphitheater. The surrounding perimeter, particularly along the outward northern edge of the Amphitheater is formed by a boundary of wood logs, boulders and stones, and vegetation. A sign reading “Campfire Circle” is located near the gravel access path from Loop D.

Original 1968 plans for the Amphitheater included a more permanent installation located to the southwest of the Picnic Area, west of the southern loop of Loop D and north of the White River. Plans for this version of the Campfire Circle called for the installation of multiple rows of metal post benches for a capacity of 100 people on a carefully graded slope, complete with asphalt treated perimeter access walks, all of which had carefully cleared vistas towards the mountains and river. However, this plan was never realized, eventually leading to the configuration of the existing Amphitheater north of Loop D. The exact cause for this change in plans is not known, although it is likely related to cost; the exact date of construction is also unknown, but it is likely within the past three to four decades, outside of the Mission 66 era and its follow-up program, Parkscape USA. Because the existing Amphitheater was constructed after the Mission 66 era and does not embody any of its distinctive design principals, is does not contribute to the historic district.

Kiosks (Non-contributing Structures)

White River Developed Area features three nearly identical kiosks, which are simple heavy timber structures. Two kiosks border the parking lot near Ranger Station W050, and the third is near the Amphitheater where White River Road transitions into the Loop D roadway. While the precise date of installation of these structures is not clear at this time, they were not part of the original Mission 66-era planning and development of the property between 1961 and 1963. Their modern rustic style and excellent condition suggest that they were constructed ca. 2000 or later.

All three kiosks are simple bulletin board-type structures that feature boards supported by two flanking timber posts, all capped by a small side-gable canopy. The timber posts have heavy squared timbers with mitered base timbers sistered to each of the main posts; each post is set in a concrete footing. The canopies have regularly repeating rafters connected by a single header beam by metal brackets. All three kiosks have closed gable ends, while the overhanging eaves of the canopy are open with exposed rafter tails. The kiosks at the ranger station parking lot differ from the Amphitheater location in that they feature diagonal bracing connecting the roof structure from the main posts. One of these kiosks also features an emergency telephone that is mounted to one post

with a plastic casing, and features conduit that extends down the post to a connection point in the ground that is sheltered by a traffic control pylon. A metal post with support tray is located between the two kiosks, which may have supported a pay phone at some point.

While these structures appear to exhibit few alterations beyond the installation of signage and the aforementioned emergency phone, the kiosks were not constructed as part of White River Development Area during the early 1960s and do not appear in the Mission 66-era plans for the development. Therefore, they do not contribute to the historic district.

Comfort Station W055 (Non-contributing Building)

Located on the easternmost side of Loop B, Comfort Station W055 is a simple vault toilet building composed of prefabricated composite panels designed to look like wood board-and-batten and clapboard siding, and set on a large concrete pad. Comfort Station W055 was installed in 1978 and replaced the original Mission 66-era building that was built as part of Loop B in 1963.
The building, fabricated by Romtec, Inc. from Roseburg, Oregon, has a rectangular layout and is defined by a post and beam frame and gable roof, which extends over the building with two toilet rooms, as well as a partially enclosed entranceways with privacy screening. The roof features open rafters and beams with diagonal bracing at the partially enclosed entranceways, whereas the toilet room side features prefabricated board-and-batten patterning in the gable peak, which is flanked by two tall metal venting stacks that extend up from the concrete pad and elongate beyond the roofline. The entrance side features a three-quarters height privacy wall with board-and-batten style prefabricated siding. At opposing ends of the privacy wall, there are openings to the toilet room entryways; the entranceways are also separated by a privacy wall. The entrances to the toilet rooms are standard metal doors with single frosted glazing panels. The toilet room building, which makes up half of the footprint underneath the gable roofline, has a mirror image composition with trapezoidal layouts at the two side façades, reminiscent of a bay window. These side façades feature two narrow frosted lights at the two angled portions of the bay window configuration. The upper portion of these façades feature board-and-batten type siding, whereas horizontal clapboard with a large air vent makes up the bottom portion. The rear façade is defined by the large venting stacks, as well as a narrow service shed, which is also prefabricated and features a small gable roof, and wood-inspired finishes, including x-braced doors and board-and-batten gable peak.

The area surrounding Comfort Station W055 is primarily open dirt with a narrow asphalt pathway leading towards the concrete pad. Two service hatches are located towards the rear of the toilet roof building, next to the venting stacks. Although the building is of recent construction, an original standardized stacked bond brick masonry water supply station, the same as those found at the Mission 66-era comfort stations, is located in the vicinity of Comfort Station W055.

Due to the recent construction of the building and its replacement of an original Mission 66-era comfort station, Comfort Station W055 has no associations with the 1961-1963 construction of White River Developed Area. Therefore, it does not contribute to the historic district.

Historic Patrol Cabin (Non-contributing Building)

The Historic Patrol Cabin, also known as the White River Patrol Cabin, is a simple Rustic style building that is located towards the western end of White River Development Area, at the northwest corner of the intersection between White River Road, Loop C, and Loop D. Constructed in 1927, the cabin was intended to provide back country patrol services to users of the Wonderland Trail, which circumnavigates Mount Rainier and passes directly to the east of the cabin, as well as serve as an early ranger station for the small White River Camp.

The Historic Patrol Cabin itself is a single-story Rustic style log cabin. It has a rectangular plan and features log post-and-beam construction set on a partially raised log pier foundation with stone stem walls. The building features split log cladding throughout and is capped by a medium pitched gable roof that extends over a broad log post-and-beam porch that extends the width of the primary (east) façade. The roof features overhanging eaves with exposed log rafter tails that are tapered to a point, a stone masonry chimney is set towards the center of the roofline, and exposed timber

framing at the gable peak above the porch. The porch is accessed by a set of log stairs, which leads to the main entrance set center on the façade with a wood log door. It is flanked by two narrow two-over-three divided light windows with wood casing and wood log surrounds.

The south façade features two two-over-three divided-light windows on the east and west ends with a secondary entranceway and porch, which is set at the center of the façade and recessed underneath overhanging eaves of the roofline. The porch features a wood plank door to the west. with a typical two-over-three divided light window to the east. The north side is largely defined by the split log cladding, although there is a slight protruding portion of the building towards the south end. Fenestration at this façade include a typical two-over-three divided light window towards the rear (west) of the building, and two three-over-three horizontally oriented awning style windows at the center and south protruding portion of the façade. The rear (west) façade is defined by two typical two-over-three lights set towards the center and exposed roof beam and rafters set in the gable peak. A small rear addition is set at the northwest corner and features its own gable roof with broad overhanging eaves and exposed tapered log rafter tails; the addition's roof is integrated into the broader roof profile of the cabin.

The 1927 White River Patrol Cabin has undergone a number of alterations since its construction, including an interior remodel as early as 1949, as well as several repair and rehabilitation campaigns. The Historic Patrol Cabin predates the Mission 66-era development of White River Developed Area and, therefore, is not considered a contributor to the White River Developed Area Historic District. However, the building is individually listed on the National Register and is a recognized contributing property to the Mount Rainier National Park National Historic Landmark District, which is significant for the early development and master planning of the park during the 1920s.

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
White River Developed Area Ranger Station W050	194238	Contributing	1169804				No
White River Developed Area Comfort Station W052	194239	Contributing	1169805				No
White River Developed Area Comfort Station W053	194240	Contributing	1169806				No
White River Developed Area Comfort Station W054	194241	Contributing	1169807				No
White River Developed Area Comfort Station W056	194242	Contributing	1169808				No
White River Developed Area Amphitheater	194248	Non contributing	1169813				No
White River Developed Area Kiosks (3)	194249	Non contributing	1169814				No
White River Developed Area Comfort Station W055	194250	Non contributing	1169815				No
White River Patrol Cabin	194251	Non contributing	030056				No

Landscape Characteristic Graphics:



White River Developed Area, view northwest of Ranger Station W050.



White River Developed Area, view south of Comfort Station W052.



White River Developed Area, view east of Comfort Station W053.



White River Developed Area, view east-northeast of Comfort Station W054.



White River Developed Area, view north-northwest of Comfort Station W056.



White River Developed Area, view southeast of Amphitheater.



White River Developed Area, view northeast of kiosk at Amphitheater.



White River Developed Area, view southeast of Comfort Station W055.



White River Developed Area, view northeast of Historic Patrol Cabin.

Landscape Characteristic: **Small Scale Features-Small Scale Features**

Contributing small scale features within the White River Developed Area include the fire hose houses at Campground Loops A and C, and at the Picnic Area

Fire Hose Houses (Contributing Structures)

White River Developed Area features three identical fire hose houses, which are simple structures constructed throughout to shelter fire hoses and suppression equipment to ensure operability in the event of an emergency. One is located on the interior side of the south road of Campground Loop A, west of Comfort Station W056; one is located on the perimeter of Campground Loop C, just south of Comfort Station W054; and one is located near the Picnic Area at southwest corner of the north adjacent surface parking lot and northeast of Comfort Station W053. These structures were installed during the Mission 66-era development of the campground facilities between 1962 and 1963.

The fire hose houses are simple half-height structures that are defined by their low height, simple wood construction, square footprint, gable roof with wood shingles, and board-and-batten siding. At the primary façade of each structure is a simple wood panel awning style access door with metal hinges along the top frame and padlock lugs at the bottom rail. The fire hose houses at Loop A and Loop C feature rotating wood blocks on the frame sides, whereas the Picnic Area structures does not. All three fire hose houses are located adjacent to water pipes protruding from the ground, which are painted bright red and capped with a valve.

Observed alterations at these structures are limited to general repairs, which include the replacement of hinges and other hardware, as well as shingles. All three structures retain their relationship to White River Developed Area as important operations infrastructure, as well as their physical features that reflect their Mission 66-era construction. Therefore, the three fire hose houses contribute to the historic district.

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
White River Developed Area Fire Hose House (Loop A)	194785	Contributing					No
White River Developed Area Fire Hose House (Picnic Area)	194786	Contributing					No
White River Developed Area Fire Hose House (Loop C)	194787	Contributing					No

Landscape Characteristic Graphics:



White River Developed Area, view northwest of the fire hose house in Loop A.



White River Developed Area, view south of the fire hose house at Picnic Area.



White River Developed Area, view north of the fire hose house in Loop C.

Condition

Assessment Interval (Years): 6

Next Assessment Due Date: 09/20/2027

Condition Assessment and Impacts

Condition Assessment: Fair

Assessment Date: 09/20/2021

Condition Assessment Explanatory Narrative:

Condition assessment made based on field photos included in DOE.

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