National Park Service
Cultural Landscapes Inventory

2022



Cougar Rock 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: Cougar Rock Developed Area

Resource Classification: Cultural Landscape

CLI Identification Number: 976215

Parent Landscape: 976215

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:

Cougar Rock Developed Area is located in the southeast corner of Pierce County in Washington State, approximately 14 miles east of Ashford, Washington, and in the southwest 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, the 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. Cougar Rock Developed Area is located in the southwestern portion of the park, on the southern slopes of Mt. Rainier in the Nisqually River Valley, approximately 8.5 miles from the Nisqually Entrance and two miles from the Longmire Historic District. The developed area straddles Nisqually to Paradise Road, with Cougar Rock Campground and an associated ranger station on the west side of the road, and Cougar Rock Picnic Area to the east.
Largely constructed between 1962 and 1964, under the auspices of the Mission 66 development plan for Mount Rainier National Park, Cougar Rock Developed Area is a good, intact example of National Park Service (NPS) Mission 66-era campground and day-use area development within the park. Elements associated with this period of development include the ranger station, the campground and its six loops of individual and group campsites (Loops A-F), the day-use picnic area, nine individual comfort stations, a fire hose house, and much of the infrastructure, including internal circulation and surface parking.

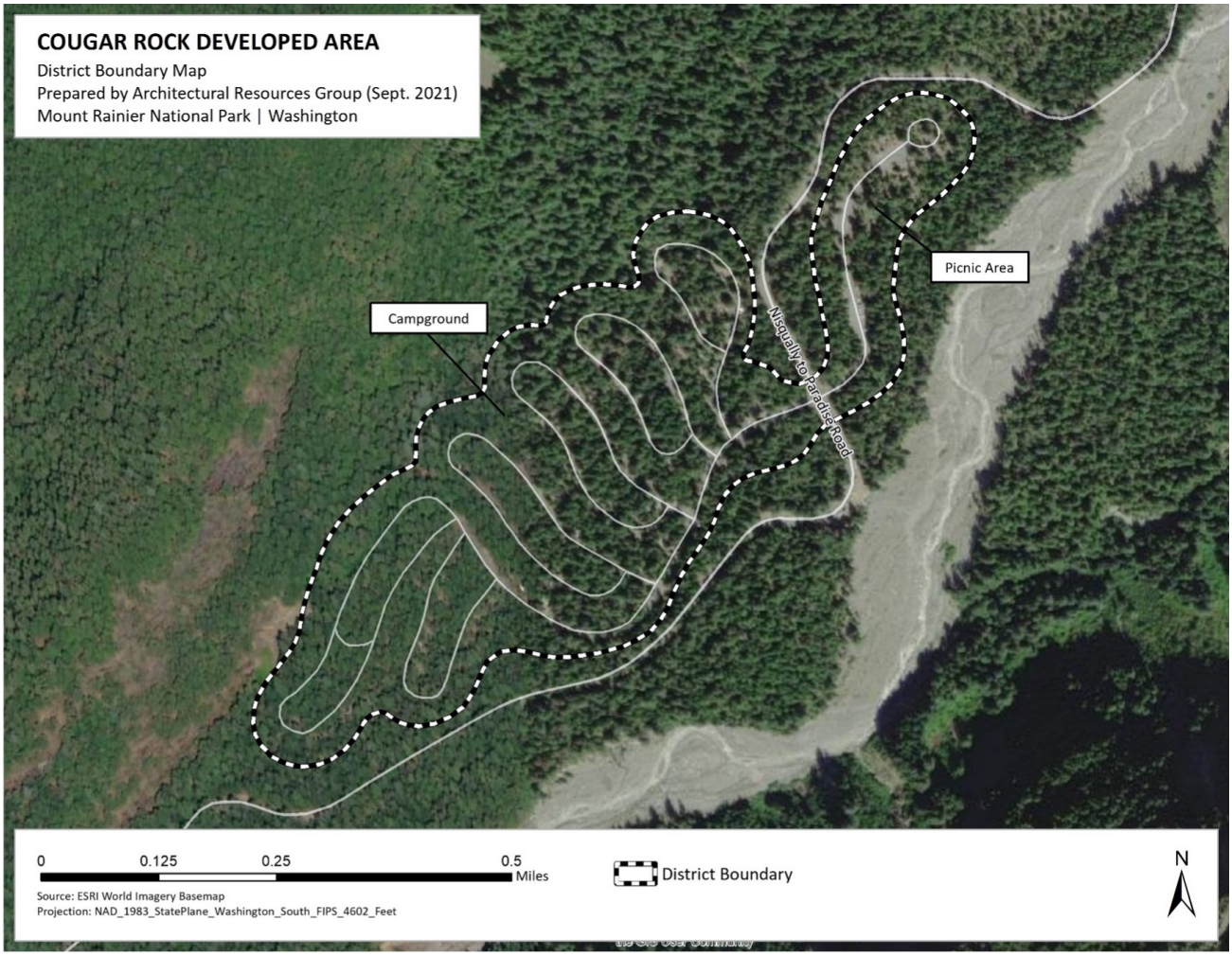
Landscape Hierarchy Description:

Cougar Rock Developed Area is a cultural landscape with no component landscapes.

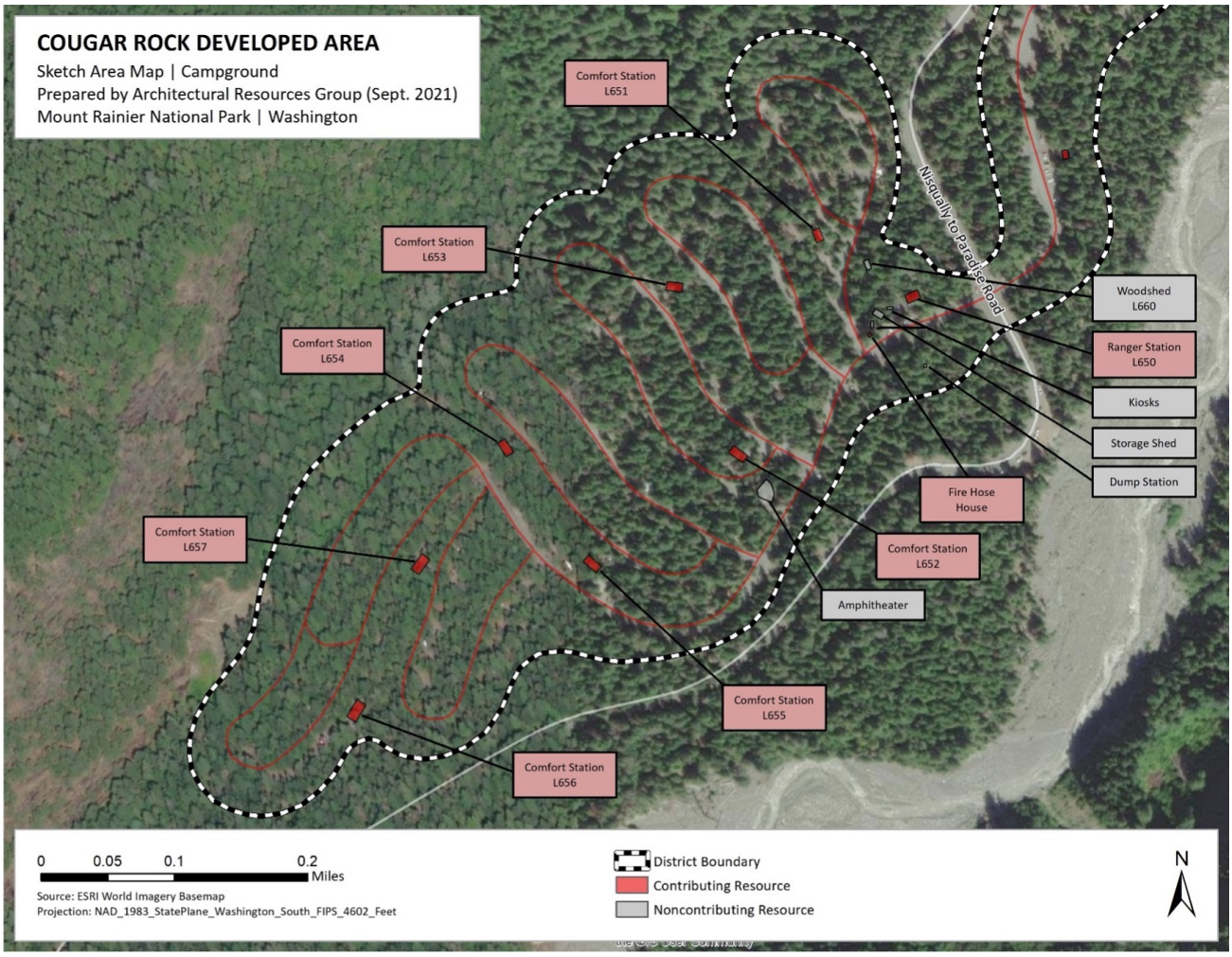
Landscape Type:

Other Names:

Site Plan



Site Plan



Site Plan Features

Concurrence Information

Concurrence Status:

Park Superintendent Concurrence: Yes

Park Superintendent Date of Concurrence: 09/29/2022

Completion Status Explanatory Narrative:

A determination of eligibility for the Cougar Rock Developed Area, completed by Architectural Resources, found the site eligible for listing on the NRHP under the NPS Mission 66 MPD with local significance under Criteria A and C and received both SHPO and Superintendent concurrence.

Geographic Information

State and County:

State	County
Washington	Pierce County

Size (Acres): 59.8

Land Tract Number(s)

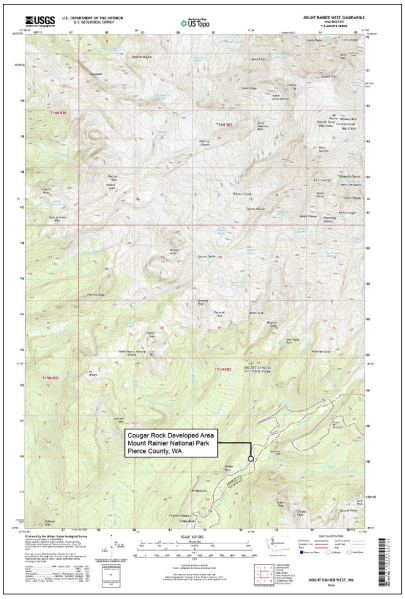
Boundary Description:

The district boundary is delineated on the accompanying District Boundary Map and encompasses the campground, picnic area, ranger station, and the circulation network that connects them. The boundary encompasses the extent of Cougar Rock Developed Area as constructed between 1962 and 1964, as part of Mission 66 programming within Mount Rainier National Park.

Boundary Coordinates

Source	Type of Point	Latitude	Longitude	Narrative
	Point	46.769033	-121.795025	
	Point	46.765146	-121.794798	
	Point	46.764	-121.800018	
	Point	46.770886	-121.789123	

Location Map:



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:

Located within the boundary of the designated Mount Rainier National Park NHL, management category A has been assigned.

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 for the Cougar Rock DA for listing on the NR under the Mission 66 and Parkscape context was prepared by the 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:

Cougar Rock 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 Cougar Rock Developed Area Historic District's period of significance is 1962-1964, reflecting the 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, site clearance and construction of the Campground and Picnic Area, and the construction of Ranger Station L650, the fire hose house, and Comfort Stations L651, L652, L653, L654, L655, L656, L657, L658, L659. There is no evidence that any development occurred at the campground under Mission 66's subsequent program, Parkscape USA (1967-1972), indicating that any development that occurred after 1966 (i.e., the amphitheater, the kiosks, Woodshed L660, the storage shed, and the dump station) was not funded through the Mission 66 or Parkscape USA programs. Any development after the 1964 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 1964.

Cougar Rock 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. The Cougar Rock site, located between the popular Longmire and Paradise areas, was one of several developed areas that were planned and constructed throughout the park under Mission 66 in an effort to expand amenities for visitors. Mission 66 transformed the site from undeveloped wilderness into a multi-functional area including a ranger station, picnic area, and campground with modern amenities including comfort stations, water supply stations, and parking spaces designed to accommodate larger automobiles and trailers. Cougar Rock 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. Cougar Rock Developed Area reflects the planning and design concepts that were established for Mission 66 developed areas, and contributing resources 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 White River Campground, Paradise Picnic Area, and the network of Mission 66 developed areas along Stevens Canyon Highway. Furthermore, potentially eligible Mission 66 developed areas are located in other NPS-managed areas in Washington, including Olympic National Park. For this reason, Cougar Rock Developed Area is eligible at the local level of significance.

Criterion A

Cougar Rock Developed Area is one of several developed areas at Mount Rainier National Park that were planned and constructed during Mission 66, and it is one of just three previously undeveloped sites that were proposed for campground development under the program. The selection of the Cougar Rock site reflects one of the Park Service's primary goals for Mission 66 in Mount Rainier National Park: to shift overnight visitor uses away from heavily trafficked areas including Longmire, Paradise, and Sunrise, to lower elevations that would support longer visitor seasons. The development of an associated picnic area also reflects the Mission 66 program's emphasis on providing new and more extensive amenities for day-use visitors to Mount Rainier National Park. The picnic area, a ranger station, a six-loop campground, and new visitor amenities including comfort stations and water supply stations were completed at Cougar Rock Developed Area between 1962 and 1964. All of the buildings and structures proposed for Cougar Rock Developed Area under the park's Mission 66 development plan were completed by the end of 1964.

The developed area contains a range of contributing property types including a ranger station, picnic area, and a six-loop campground with comfort stations, water supply stations, and fire hose house. Despite the addition of a post-Mission 66 amphitheater and other minor alterations, Cougar Rock Developed Area is a highly intact example of Mission 66 development at Mount Rainier National Park: its overall layout and configuration (circulation patterns, relationship between buildings/sites) and the majority of its buildings and structures constructed during Mission 66 are intact. For these reasons, Cougar Rock Developed Area is eligible for the National Register of Historic Places under Criterion A at the local level of significance for its association with Mission 66 development in Mount Rainier National Park.

Criterion C

Cougar Rock Developed Area is also significant for its representation of Park Service Modern architecture and NPS planning during the Mission 66 period. The developed area reflects the planning and design concepts that were established for Mission 66 developed areas, such as loop-type campgrounds with vegetal privacy screening between campsites and picnic sites. Furthermore, as described in the above section regarding associated property types, contributing buildings and structures within the developed area primarily reflect standardized designs developed during the Mission 66 period and possess characteristics of the Park Service Modern Style, the development of which was influenced by the Modern Movement. The developed area's nine extant Mission 66-era comfort stations retain a horizontal emphasis, medium-pitched gable roofs, grouped aluminum clerestory windows, and an overall lack of applied ornamentation or historical references, and the ranger station features large aluminum windows, overhanging eaves, and thoughtful siting conducive to the building's role as a point of visitor orientation.

These buildings are also responsive to their environment, in that they are all wood-framed, clad in wood siding, and sited to complement the heavily forested landscape surrounding the developed area. For these reasons, Cougar Rock Developed Area is also eligible for the National Register of Historic Places under Criterion C 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 1962 - CE 1964

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: 02/18/1997

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 1962 - 1963	Built	Campground Loops A-F and Picnic Area were built.
CE 1962 - 1964	Built	Internal circulation and parking were established.
CE 1963	Built	The fire hose house was built c.1963
CE 1963 - 1964	Built	The Ranger Station was constructed.
CE 1963 - 1964	Built	Comfort Stations L651-659 were built.
CE 1967 - 2000	Built	The storage shed was built post-1966.
CE 1973 - 2000	Built	The Dump Station and kiosks were constructed post-1972.
CE 1974	Built	The Amphitheater was built.
CE 1995	Built	The woodshed was built c.1995

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. Between 7,300 and 5,500 years ago, massive volcanic mudflows known as the Reflection Lakes Lahar and the Paradise Lahar swept across the Paradise area and down the Nisqually River valley, with the Reflection Lakes Lahar moving as far south as Mazama Ridge and the Reflection Lakes. Approximately 5,600 years ago, 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.

Cougar Rock Developed Area

Cougar Rock Developed Area, which includes both Cougar Rock Campground and Cougar Rock Picnic Area, was generally unimproved prior to development under the Mission 66 program. During the late nineteenth and early twentieth centuries, this area had been used for mining with multiple claims by the Longmire family, the Hendrick family, the Eagle Peak Copper Mining Company, the

Narada Mining and Milling Company, and the Paradise Mining and Milling Company. In the early 1900s, the Eagle Peak Copper Mining Company founded a mining camp and mill site on a relatively flat portion of land along the west bank of the Nisqually River, south of the present Cougar Rock Developed Area, downstream of the confluence of the Nisqually and Paradise rivers. This early mill site was accessed by the original Nisqually to Paradise trail, which was simultaneously being developed by the U.S. Army Corps of Engineers as part of the initial development of the park's road system to connect the Longmire and Paradise districts at the southwestern corner of the park.

While the mining and mill site in the Cougar Rock area was ultimately abandoned, Nisqually Road would be developed along its current alignment of Nisqually to Paradise Road in 1915. It would fully open to visitor traffic as a two-lane highway through the southwestern portion of the park in 1924. Although Nisqually to Paradise Road would undergo multiple reconstructions and developments over the following years, the area around Cougar Rock remained undeveloped until the Mission 66 program commenced.

Park planners' initial scheme for campground development in Mount Rainier National Park called for the expansion of the existing Longmire, Ohanapecosh, White River, Ipsut Creek, and Tahoma Creek campgrounds and new development at Sunshine Point, Mowich Lake, and Klickitat Creek; Cougar Rock was not originally considered. However, the proposed Klickitat Creek site was never developed, possibly due to its location near the extreme eastern edge of the park or its proximity to the White River Campground, which was expanded to include more than a hundred campsites under the Mission 66 program. Park planners chose to develop the Cougar Rock site instead, and plans for a campground and associated day-use picnic area at Cougar Rock were completed by the NPS Branch of Landscape Architecture and approved by NPS officials by late spring 1961. Although preliminary plans depict a seven-loop campground with five comfort stations, the campground as-constructed would have six loops with seven comfort stations. The overall orientation and siting of the campground, with multiple northwest-southeast oriented loops and two northeast-southwest oriented loops on the north side of Nisqually to Paradise Road, and intentions to include ranger station (combination residence and office) remained consistent from the preliminary to the final plans. Designs for the associated picnic area, located on the opposite side of Nisqually to Paradise Road from Cougar Rock Campground and including two comfort stations, also remained fairly consistent through multiple plan iterations.

A contract for site clearance, grading, and paving of Cougar Rock Developed Area was awarded to the Pacific Concrete Company of Portland, Oregon, in June 1962. This was the company's second Mission 66 campground project in Mount Rainier National Park, the first being the White River Campground in the northeast portion of the park. Pacific Concrete Company's construction at Cougar Rock Developed Area spanned two summer seasons and was accepted by the Park Service in mid-October 1963.

The contract for the construction of the ranger station and nine comfort stations (seven at the campground, two at the associated picnic area) at Cougar Rock Developed Area was put to bid in April 1963. The contract was awarded to the low bidder, Rognlin Brothers, Inc., of Aberdeen, Washington, who completed construction in mid-June 1964. The completed buildings, which were designed by the NPS Branch of Architecture, reflect standardized plans implemented elsewhere in the park during the Mission 66 period. Their horizontal emphasis, uncomplicated form, use of non-traditional fenestration (such as aluminum clerestory windows in the comfort stations and large sliding windows in the ranger station), and absence of historical references set them apart from the park's existing buildings and embodied the elements of the new Park Service Modern Style.

No significant development occurred at Cougar Rock Developed Area during the remainder of Mission 66 or during its subsequent program, Parkscape USA, although drawings for a campfire circle (amphitheater) to be located near the ranger station were produced in 1968. An amphitheater was ultimately constructed on the south side of the campground in 1974, but it deviates from the 1968 plans in both design and siting within Cougar Rock Developed Area. The amphitheater, which remains extant, features split-log benches and other Rustic elements, and does not reflect the Park Service Modern Style. Other alterations to the campground since the conclusion of Mission 66 development include the installation of one large sliding window (a "visitor contact window") within the

inset porch on the primary façade of the ranger station; the replacement of the comfort stations' original wood shingle roofing material with standing seem sheet metal cladding; the replacement of two of the nine water supply stations originally associated with the comfort stations in the campground; the installation of minor structures including kiosks, a woodshed, and a dump station; 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:

Cougar Rock Developed Area is located in the southwest portion of Mount Rainier National Park, approximately two miles northeast of the Longmire Developed Area on Nisqually to Paradise Road. Set on the western bank of the Nisqually River at an elevation of approximately 3,180 feet above sea level, the developed area covers a sloping lahar terrace around 1,000 years old. The surrounding river valley is relatively broad and features a combination of steep glacial walls and rounded ridges formed by ancient lava flows; the distinct mountain peaks of the Tatoosh Range are visible to the southeast. The Nisqually River descends along the valley floor, via a

meandering path within a broad floodplain. The surrounding landscape is densely forested with old growth coniferous trees including silver fir (Abies amabilis), Alaskan yellow cedar (Callitropsis nootkatensis), and western hemlock (Tsuga heterophylla).

Cougar Rock Developed Area is accessed by Nisqually to Paradise Road, which extends from Washington State Route 706 through the Nisqually Entrance at the southwest corner of the park. The road bisects the developed area, creating a physical separation between Cougar Rock Campground to the west and Cougar Rock Picnic Area to the east. Dense forestation along the roadway provides further physical and separation between these two functional areas.
Cougar Rock Campground, which is the larger of the two functional areas, is accessed by an asphalt-paved, two-way road that extends southwest from Nisqually to Paradise Road and connects six one-way loop roads designated A through F. Each loop is lined by numerous campsites with integrated parking spaces. Loops A through E feature a total of 173 typical campsites, and Loop F features five large group campsites. The campground also features a series of comfort stations, a ranger station, operations facilities, a recreational vehicle (RV) dump station, and an amphitheater.

Cougar Rock Picnic Area, a day-use facility, is located on the east side of Nisqually to Paradise Road. Its primary feature is the surface parking lot, which provides immediate access to picnic sites and, via Nisqually to Paradise Road, access to the Wonderland Trail and various viewpoints along the banks of the Nisqually River. Two comfort stations and numerous picnic tables are also associated with Cougar Rock Picnic Area.

Integrity

Cougar Rock Developed Area retains historic integrity with regard to location, setting, design, materials, workmanship, feeling, and association, which together convey its significance as an intact Mission 66 developed area.

Location
Cougar Rock Developed Area remains in its original location along the west bank of the Nisqually River, straddling Nisqually to Paradise Road with the Picnic Area to the northeast and the Campground and Ranger Station L650 to the southwest. Therefore, it retains integrity of location.

Setting
Cougar Rock Developed Area remains in its original setting of the Nisqually River Valley, on the southwestern slopes of Mt. Rainier and within the boundaries of Mount Rainier National Park. The surrounding valley continues to be characterized by the mountain peaks of the Tatoosh Range, steep glacial valley walls, rolling ridges formed from old lava flows, and the peak of Mount Rainier to the north. The area retains its dense old growth forests and the alignment of Nisqually to Paradise Road that bisects and extends north-south through the developed area. Therefore, Cougar Rock Developed Area retains its integrity of setting.

Design
Cougar Rock Developed Area retains its original layout, including the distinct separation of the Picnic Area and Campground resulting from their respective placement on the east and west sides of Nisqually to Paradise Road. The developed area also retains the character-defining circulation patterns associated with the internal loop roads and campsite configurations stemming from the west extension of the main campground road, as well as the central spine alignment and eyelet loop turnaround terminus of the picnic area road. Many of the original buildings and structures associated with the Mission 66-era plan, including Ranger Station L650 and Comfort Stations L651 through L659, also remain extant and largely intact to the period of their construction. Although the developed area has experienced some alterations (such as the addition of the amphitheater, kiosks, woodshed, storage shed, and dump station), these alterations were generally designed to fit within the existing character of the developed area and do not visually detract from the established forms, architectural vocabulary, and sense of place. Additionally, these alterations are minimal in the context of the developed area, which retains the majority of original sites, buildings, and structures associated with the Mission 66-era development. As such, Cougar Rock Developed Area retains integrity of design.

Materials
While some original materials have been altered or replaced since the original construction of Cougar Rock Developed Area between 1962 and 1964, many of these alterations were minor and related to the general

maintenance of the site. This includes repaving of the asphalt roadways, circulation paths, and surface parking; with the exception of the poured concrete paths and landings at Comfort Stations L651, L655, and L656, these alterations were performed in-kind. Other alterations, such as the replacement of the comfort stations' original wood shingle roofs with standing metal seam roofs, and the replacement of the Mission 66-era water supply stations at Comfort Stations L651 and L655, were more substantial; however, these were still limited in scope and left the majority of the buildings' original materials in place. The vast majority of the contributing elements throughout the developed area continue to retain materials that date to the 1962-1964 period of significance, or were replaced with in-kind or compatible materials. Therefore, Cougar Rock Developed Area retains integrity of materials.

Workmanship
As outlined above, the majority of the buildings, structures, and spatial organization of Cougar Rock Developed Area are retained in their original condition with limited alterations related to minor features, or general maintenance. 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, Cougar Rock Developed Area retains integrity of workmanship.

Feeling
Overall, Cougar Rock 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 to the various buildings, sites, and structures in the property do not detract from the larger sense of place throughout the expansive campground or picnic area. This is exhibited through the retention of multiple contributing elements and throughout the entirety of the site, including its overall spatial organization. As such, 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 1962-1964 construction of Cougar Rock Developed Area, coupled with the overall setting and location on the south side of Mount Rainier National Park, the property maintains its association with the expansion of recreational facilities during the Mission 66 period. As such, Cougar Rock Developed Area retains integrity of association.

Landscape Characteristic: **Spatial Organization**

Campground (Loops A, B, C, D, E and F) (Contributing Site)

The Cougar Rock Campground is both the largest site feature and main programming element within Cougar Rock Developed Area. Constructed between 1962 and 1963, the campground is located entirely on the western side of Nisqually to Paradise Road. It is accessed via the main campground road, which extends southwest from an intersection with Nisqually to Paradise Road, and consists of a series of six “loop” roads lettered A through F. Loops A, B, C, D, which are located in the northeastern portion of the campground, are oriented northwest-southeast. Loops E and F, which are located in the southwestern portion of the campground, are oriented northeast-southwest. Each loop is defined by an asphalt paved one-way road with campsite parking spaces extending out from either side.

Loop A is located at the northeastern end of the campground and has a lasso shape configuration that extends north from the main campground road near Ranger Station L650. It is characterized by its relatively flat topography and the mixed density of the surrounding forest, which provides some open and airy campsites, and some campsites that are enclosed by foliage and have a more private setting. Loops B, C, and D each comprise an elongated, oval-shaped loop that extends northwest from the main campground road. Loops B, C, and D generally feature denser forest settings than Loop A, although some campsites are located in more open clearings.
Toward the southern end of the campground, the main campground road makes a wide, gentle curve to the northwest. Loop E, which has a U-shape configuration, extends southwest from the main campground road and connects to the road at both termini (i.e., both ends of the “U”). North of Loop E, the main campground road terminates in Loop F, which is a long U-shaped loop dedicated to group camping sites. Loops E and F both feature similar mixed-density forest settings and relatively level topography as the other loops. At select locations along the main campground road, there are also campsites extending from the main roadway. Along the main axis of the roadway, these sites are located towards the southeast, whereas the curved section at the southwest features camping sites located on both sides of the roadway.
Initial plans for Cougar Rock Campground called for approximately 200 camp sites, although the exact number originally completed is unclear based on available records. Currently, the campground includes 173 individual campsites throughout Loops A through E, plus five group camp sites located in Loop F. Campsites and parking spaces in Loops A through F feature three basic configurations: spur campsites, which extend approximately 20 feet out from the main access road at roughly 45-degree angle; parallel campsites, which feature simple turnout 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 pine trees and other vegetation. The majority of the spaces in all loops are spur campsites.

Regardless of configuration, a typical campsite in Loops A through E features an asphalt or gravel parking space and furniture including a simple picnic table, bear-proof storage bin, and a firepit. Picnic tables are primarily modern, prefabricated constructions with rolled metal bases, and fire pits are generally circular metal elements, occasionally with built-in grills. The roadways and campground sites are typically bounded by vegetation of pine trees and shrubs, creating a rugged and private setting, although some sites throughout the campground loops, particularly in Loop A, have less dense surroundings. Many of the campsites are delineated with large stones or boulders, as well as log curbs and bollards, and varied vegetation. Individualized site features, such as wood log terraces for tent pads, parking, and the picnic table areas, are common throughout the individual site loops.

The five group campsites in Loop F are similar to the individual sites with regard to amenities and configuration, but they are substantially larger in area. Set within wide clearings in the forest foliage, the group sites are defined by gravel or dirt open areas with multiple picnic tables arranged around circular metal fire pits. The group sites are typically located on relatively flat terrain and are delineated either by forest along the periphery, or by wood timber curbing. Several individual trees are left standing throughout each site to provide some shade and integrate each site into the surrounding forest. Each of the five group camp sites features a small, asphalt-paved surface

parking area set on the site of the main loop road.

All campground loops have access to Mission 66-era comfort stations, which are predominantly placed in the interstitial spaces between loops to provide shared access. The main exception to this pattern is in Loop C, where two comfort station buildings are placed in the center of the loop road at both the north and south ends. The comfort stations are described in detail in the following section. Cougar Rock Campground exhibits few alterations from its initial development between 1962 and 1963, most of which are related to general maintenance and upkeep. These include repaving circulation roads and parking, replacement of campsite amenities such as picnic tables and fire pits, and the construction of new elements, such as the amphitheater located near Loop C (see below). It appears that the loops are in their original configuration along the main campground road. While it is possible that some sites have been added or removed since the campground's initial development, the configuration of these sites appears to be consistent with original plans for the property. Overall, the Cougar Rock Campground retains sufficient overall integrity to convey its significance as a Mission 66-era campground, and the site therefore contributes to the historic district.

Picnic Area (Contributing Site)

Cougar Rock Picnic Area is located east of the Campground, across Nisqually to Paradise Road. It is accessed via a two-lane, two-way, asphalt-paved road that extends northeast from Nisqually to Paradise Road and meanders along the upper northwest bank of the Nisqually River, reflecting the general course of the adjacent floodplain. The picnic area road ends in a small one-way eyelet loop at the northwestern end of the Picnic Area, which doubles back into the main alignment through the property.

As part of the original design for Cougar Rock Developed Area, the picnic area was constructed between 1962 and 1963 and serves as the main day-use program within the developed area. The road through the picnic area is flanked by multiple areas of asphalt surface parking, which are defined by timber curbing. The picnic area also features two Mission 66-era comfort stations (Comfort Stations L658 and L659), pedestrian access to the Nisqually River, and a variety of designated picnic areas.

Cougar Rock Picnic Area features a series of clearings cut into the surrounding forest that host a number of picnic sites. These sites are primarily located along the east side of the road through the picnic area, although one site is located within the center of the eyelet loop. Most of these sites have typical features throughout, including standardized charcoal barbecue grills set on a single metal post; relatively level areas with dirt, gravel, and decomposed granite surfaces; and one or more prefabricated picnic tables, some of which feature elongated ends for accessibility. These sites vary in size to accommodate a variety of groups, including larger sites that feature multiple picnic tables and barbecues. Each site is typically accessed by gravel access paths, which connect to asphalt-paved pedestrian paths that extend from the surface parking and around the comfort stations. The picnic sites are primarily surrounded by the dense forest, boulders, and fallen logs, although some exhibit clearings with newer growth, occasionally opening up to views over the Nisqually River. Wood-fenced trash enclosures, which appear to have been constructed in recent decades, are located periodically through the site.

Alterations to Cougar Rock Picnic Area appear to be minimal. The site appears to maintain its original configuration and spatial relationship with the picnic area road, with associated surface parking providing immediate access to comfort stations, picnic sites, overlooks of the Nisqually River, and the nearby hiking trails. Alterations are generally limited to routine maintenance, such as in-kind repaving of asphalt surfaces and vegetation management, as well as the replacement of small site features (e.g., picnic tables throughout the area) and the addition of the trash enclosures. As such, the Picnic Area site retains sufficient integrity to contribute to the historic district.

Dump Station (Non-contributing Object)

Cougar Rock Developed Area features a dump station for RV users. Located near the entrance to the developed area south of Ranger Station L650, the dump station is defined by a concrete-paved

turnout accessed from the south side of the main campground road. The dump station features two water pumping stations, each composed of elongated hoses with an accordion fitting on top of metal posts set on square concrete podiums with continuous concrete curbs. The first pumping station, set on the left upon entering the turnout road, is for flushing and features a narrow concrete pad with a metal station cap set in the concrete; this is flanked by concrete curbs. Mechanical equipment is set behind the pumping station and blocked from view by a wood screening fence. The second water station is located further east towards the exit of the turning road and is used for potable water.

The dump station was constructed well outside of the original 1962-1964 design and construction of the developed area; the current station, which remains in use as of this writing, was likely installed within the past four decades. As it is not associated with the Mission 66-era program, the dump station does not 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
Campground Loop A	194252	Contributing					No
Campground Loop B	194253	Contributing					No
Campground Loop C	194254	Contributing					No
Campground Loop D	194255	Contributing					No
Campground Loop E	194256	Contributing					No
Campground Loop F	194257	Contributing					No
Picnic Area	194258	Contributing					No
Dump Station	194259	Contributing					No

Landscape Characteristic Graphics:



Cougar Rock Developed Area, view northeast of campsite 8 in Campground Loop A.



Cougar Rock Developed Area, view southwest of campsite 17 in Campground Loop B.



Cougar Rock Developed Area, view southeast of campsite 6 in Campground Loop C.



Cougar Rock Developed Area, view north of campsite 1 in Campground Loop D.



Cougar Rock Developed Area, view north-northeast of picnic sites in Picnic Area.



Cougar Rock Developed Area, view northwest of dump station.



Cougar Rock Developed Area, view west of group campsite at Campground Loop F.

Landscape Characteristic: **Circulation**

Internal Circulation and Parking (Contributing Structure)

As one of the largest developed recreation/campground areas in Mount Rainier National Park, Cougar Rock Developed Area features an extensive circulation network of internal automobile and pedestrian paths of travel. The internal circulation network and parking areas of Cougar Rock Developed Area were primarily constructed between 1962 and 1964. The developed area is divided both physically and functionally by Nisqually to Paradise Road, which serves as the main highway through the southern portion of the park. Cougar Rock Developed Area is located both on the east and west sides of Nisqually to Paradise Road, and is accessed by turn-offs leading in either direction that form a four-way intersection with the main highway. The eastern turnoff connects to a two-way, asphalt-paved road that provides access to parking and the day-use picnic sites along the west bank of the Nisqually River. The western turnoff connects to a two-way, asphalt-paved road that provides access through the campground and connects to the six campground loop roads.

Prior to the 1960s, the area around Cougar Rock Developed Area was generally undeveloped. The site was initially cleared in 1962 by the Pacific Concrete Company of Portland, Oregon, who was also responsible for the grading of the property and paving the surface parking lots, access roads, and loop roads in the campground and day-use area of the property. While preliminary plans initially called for a total of seven campground loops, only six were ultimately constructed. The developed area is centered on the four-way intersection with Nisqually to Paradise Road with the east exit leading to the day-use Cougar Rock Picnic Area and the west exit extending into the Cougar Rock Campground.
The main road through Cougar Rock Campground is a two-lane, asphalt-paved roadway that extends southwest through the campground area. Upon entering the campground from Nisqually to

Paradise Road, Ranger Station L650 and its associated surface parking lot are located on the north side of the road. The main campground road continues southwest from the ranger station, with entrances to the various campground loops extending northwest. Loop A, with its lasso-shaped configuration, is immediately west of the ranger station; a short, two-lane access road extends north and feeds into an oblong, one-lane loop road. Loops B, C, and D, which are arranged alphabetically along the main roadway from northeast to southwest, feature the same lasso-like configuration.

Beyond Loops A through D, the main campground road curves to the northwest, where it provides access to Loops E and F. Loop E has a one-way roadway arranged in a U-shape that extends southwest from the main campground road, then doubles back to the north to ultimately reconnect with the main roadway. The main roadway transitions into the one-way road comprising Loop F, which is oriented to the southwest and features a pass-through road at the center of the loop. This allows for drivers to circle back to either exit Loop F or access group campsites located closer to the exit without having to navigate the full extent of the loop road. Loop F terminates at a T-intersection with the main campground road. Visitors exiting the campground area generally follow the established alignment of the main road (i.e., exiting the way they entered), except near the campground entrance, where a short spur road extends to the south and provides RV access to the Dump Station (see below) prior to leaving the campground.

On the east side of the developed area, a separate two-lane, asphalt-paved road provides vehicular access to the picnic area. This road has multiple blocks of asphalt-paved surface parking flanking the roadway along the alignment. It terminates in a small one-way eyelet loop, located at the northeast end of the functional area.

Throughout Cougar Rock Developed Area, several gravel, asphalt, and dirt paths extend throughout the campground and day-use areas. Many of the paths within the campground lead to visitor amenities, such as the comfort stations and amphitheater, although some link between the campground loops. Within the picnic area, trails extend from the surface parking lots to the comfort stations, picnic sites, and various trail along the banks of the Nisqually River. While many of these more informal internal pathways do not appear on 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. The asphalt-paved paths organized around comfort stations at each location were part of the initial plans and appear to reflect the original circulation patterns for the property.

Although the main campground road, the camping spur and loop roads, the picnic area access road, the surface parking lots near Ranger Station L650 and in the day-use area, and various paths have been repaved or resurfaced with new gravel since their original development during the Mission 66 era, these alterations appear to have largely been in-kind. Other alterations, including the delineation of accessible parking spaces at Cougar Rock Picnic Area and the installation of modern metal signage, are also relatively minor. Overall, the configuration of the circulation system, the spatial relationships between features, and curbing features continue to reflect the original 1962 -1964 design for Cougar Rock Developed Area. Therefore, the internal circulation and parking network maintains sufficient integrity to 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
Cougar Rock Developed Area Internal Circulation and Parking	194271	Contributing	1169827				No



Cougar Rock Developed Area, view west-southwest of entrance to campground.



Cougar Rock Developed Area, view north-northwest of entrance to Campground Loop A.



Cougar Rock Developed Area, view southwest of primary road through campground, near entrance to Campground Loop C.



Cougar Rock Developed Area, view northwest of primary road through campground leading to Campground Loops E and F.



Cougar Rock Developed Area, view northeast of road through Picnic Area.



Cougar Rock Developed Area, view south of parking area in Picnic Area.

Landscape Characteristic: **Buildings and Structures**

Ranger Station L650 (Contributing Building)

Ranger Station L650 is located near the entrance to campground portion of Cougar Rock Developed Area, on the north side of the main campground road and due west of its intersection with Nisqually to Paradise Road. The simple, single-story building was designed by the NPS Branch of Architecture in 1963 and constructed between 1963 and 1964 by Rognlin Brothers, Inc. of Aberdeen, Washington.

Ranger Station L650 is situated between a small vehicle turnout to the east and small surface parking lot to the west, 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, 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 of the building features a recessed patio at the southwest corner, 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 a sliding aluminum window with a small projecting wood counter supported by brackets, which serves as visitor information window. Directly above the window is a sign (apparently a modern addition) that features the NPS crest and reads “COUGAR ROCK RANGER STATION.” The primary entrance, which is in the east elevation of the porch recession, is a wood Dutch door that features a single glazed panel on the top portion and a bracketed wood counter below. 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. 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.

Ranger Station L650 appears to exhibit only minor alterations, primarily the removal of an original chimney and conversion of the original bedroom space into office space, which included partial enclosure of the original recessed porch and installation of the sliding visitor information window in the 1980s. 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, form, fenestration pattern, and features such as doors, windows, chimney, and board-and-batten siding. Therefore, the building retains sufficient integrity to contribute to the Mission 66 historic district.

Comfort Stations L651, L652, L653, L654, L655, L656, L657, L658, and L659 (Contributing Buildings)

Comfort Stations L651 through L659 are nine nearly identical restroom facilities that were constructed between 1963 and 1964 by Ronglin Brothers, Inc. as part of the Mission 66-era development of Cougar Rock Developed Area. The majority of the comfort stations are located in Cougar Rock Campground, with seven buildings located within or between the various campground loops. The remaining two comfort stations are located within Cougar Rock Picnic Area, on the opposite side of Nisqually to Paradise Road.

Based upon a standardized plan used in Mission 66 development throughout Mount Rainier National Park, the comfort stations at Cougar Rock Developed Area are nearly identical in design. All nine buildings are one story in height with wood-framed construction, rectangular layouts, and concrete slab foundations. They feature medium-pitched, side-gabled roofs with overhanging eaves, simple fascia boards and exposed beams at the gable ends, and standing seam metal panel cladding (as-constructed plans indicate that the buildings’ roofs were originally clad in wood shingles, however). The building exteriors are defined by board-and-batten siding punctuated by flush wood single-leaf doors and aluminum single-lite clerestory windows (both fixed and inward-opening hopper types) interspersed with plywood paneling. Each building’s interior is divided into men’s and women’s restrooms, which are accessed by exterior doors on the gable ends of the buildings, and a centrally-located service room and utilities closet. All comfort stations located within Cougar Rock Campground (Comfort Stations L651 through L657) feature partially glazed doors at the center service room and flush single panel doors at the utilities closet and restrooms (a total of

four doors per building, one in each façade). The two comfort stations in Cougar Rock Picnic Area (Comfort Station L658 and L659) feature a combined service room and utilities closet accessed by a flush single panel door, as well as flush doors at the restroom entrances (a total of three doors per building).

Comfort Station L651 is located on the western side of Loop A, which is also immediately east of and adjacent to Loop B. It is set slightly downhill from the Loop A road and is surrounded by a curvilinear pad of poured-in-place concrete (a modern addition) with a dirt or rough stone border. From Loop A, Comfort Station L651 is accessed by a short set of poured concrete steps and a meandering concrete path; from Loop B, the comfort station is accessed via a dirt path. Comfort Stations L652 and L653 are located within the center of Loop C at the southeast and northwest ends of the loop, respectively. Both are accessed by simple asphalt-paved paths, the configuration of which appears to date to the Mission 66-era construction of the developed area. Comfort Stations L654 and L655 are both located between Loops D and E. Comfort Station L654 is located to the northwest, near the north entrance to Loop E, whereas L655 is located to the southeast, adjacent to the curve of the main campground road as it approaches the intersection with Loop E. Comfort Station L654 is accessed by an asphalt-paved pathway that appears to date to the Mission 66-era construction of the site, but Comfort Station L655 features a modern poured-in-place concrete pad that is accessed by a meandering path and rusticated masonry stairs.

Comfort Station L657 is located directly between Loop F to the west and Loop E to the east, and Comfort Station L656 is located at the southeast end of Loop F. Comfort Station L656 features a modern poured-in-place concrete pad surrounding the building, accessed by a set of rusticated masonry steps and a meandering poured-in-place concrete path. The poured-in-place concrete pad and path feature a rough stone border throughout; this also appears to be a modern alteration. In contrast, Comfort Station L657 features typical Mission 66-era asphalt-paved pathways leading to the building.

Comfort Stations L658 and L659 are located in Cougar Rock Picnic Area, on the southeast side of the picnic area road and near the southwest and northeast ends of the day-use area, respectively. Both buildings are accessed by asphalt-paved pathways that extend from nearby surface parking areas and encircle the perimeter of the buildings. The configuration of these pathways appears consistent with other Mission 66-era comfort station pathways in the developed area, and so the general layout of both pathways is presumed to date to the 1960s.

Each comfort station in Cougar Rock Developed Area also features an associated water supply station, although these vary in design. The majority of the water supply stations—those associated with Comfort Stations L652, L653, L654, L656, L657, L658, L659—feature standardized, stacked-bond brick masonry podiums that date to the Mission 66-era, and are set near the associated building in the surrounding asphalt paving. Comfort Station L651 has a contemporary, branched metal-post water supply station with a water bottle refill station set within the poured-in-place concrete pad surrounding the building. Comfort Station L655 has a water station composed of wood logs arranged in an L-shape that cantilevers outward, with the drinking basin and fixture at the end of the extension. It features metal straps and heavy anchoring, as well as a wood support post at the cantilevered end.

The nine comfort stations at Cougar Rock Developed Area exhibit only limited alterations, including the replacement of the original cedar roof shingles with new standing seam cladding, and the replacement of original door hardware. Most alterations are limited to the surrounding sites, particularly at Comfort Stations L651, L655, and L656, where modern poured-in-place concrete pathways and landscaping have been installed for unobstructed accessible paths of travel. While the pathways associated with Comfort Stations L652, L653, L654, L657, L658, and L659 have been repaved, these appear to generally retain their Mission 66-era design, materiality (asphalt paving), configuration. Additionally, seven of the nine water supply stations originally associated with the comfort stations remain extant. Overall, all nine Mission 66-era comfort stations at Cougar Rock Developed Area retain sufficient integrity to contribute to the historic district.

Amphitheater (Non-contributing Structure)

The amphitheater is located in Cougar Rock Campground, immediately west of the intersection between the main campground road and the entrance to Loop C. Accessed by a long wooden ramp that descends from Loop C through the surrounding forest, the Amphitheater is defined by a large fan-shaped clearing with three concentric rows of large, halved-log benches organized around a central timber frame and wood plank backdrop. An associated projector is housed in a wood frame shelter structure with shed roof located at the rear of the clearing, adjacent to the ramp entrance. A simple stone-lined fire pit is located adjacent to the backdrop structure. The amphitheater features relatively dense forest around its perimeter, adding to the secluded atmosphere of the space.

An amphitheater was planned for Cougar Rock Campground as early as 1968. However, plans dating to this period depict a much more elaborate structure, with rows of metal post benches on a carefully graded slope, located near the campground entrance. This plan was altered and ultimately constructed near Loop C in 1974, well after the initial 1962-1964 period of construction of Cougar Rock Developed Area. As the amphitheater was not constructed as part of the Mission 66 development plan for Cougar Rock Developed Area, it does not contribute to the historic district.

Kiosks (Non-contributing Structures)

Cougar Rock Developed Area features three kiosks, all of which are in the campground. Two identical heavy timber structures are located at the southwest corner of the surface parking area at Ranger Station L650, and one simpler kiosk structure is located outside Comfort Station L656 along Campground Loop F. While the precise date of installation of these structures is undetermined, they are clearly modern additions to the campground and were not part of the original Mission 66-era planning and development of the developed area between 1962 and 1964.

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 two kiosks near Ranger Station L650 have 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 kiosk outside Comfort Station L656 is similar in design but features smaller wood posts, no bracing at the side-gable canopy, and exposed rafter tails and beams.

While these structures appear to exhibit few alterations, the kiosks do not appear in the Mission 66-era plans for Cougar Rock Developed Area and appear to have been constructed within the past several decades. Therefore, they do not contribute to the historic district.

Woodshed L660 (Non-contributing Structure)

Constructed circa 1995, Woodshed L660 is a simple one-story, wood post-and-beam framed, open-air structure located northeast of the intersection between Loop A and the main campground road. It is defined by its rectangular footprint, simple concrete pier footings, and regularly spaced, horizontal wood board slatted siding. The structure is capped with a side gable roof with open overhanging eaves, exposed rafter tails, and corrugate sheet metal cladding. It features two paired wood slatted doors at center of the west façade, as well as a small message board to directly south adjacent. The interior walls are clad in wire mesh, which is visible through the gaps in the wood slat siding.

Maintenance records suggest that Woodshed L660 was constructed ca. 1995, although the exact date remains unclear. The woodshed features no observable alterations, although the corrugated metal roof appears to be in good condition and may have been a replacement for original or pre-existing materials. Regardless, the structure appears to have been constructed outside of the Mission 66-era development of Cougar Rock Developed Area and, therefore, does not contribute to the historic district.

Storage Shed (Non-contributing Building)

The storage shed is a simple single-story, wood frame building located at the southwest corner of the surface parking lot at Ranger Station L650. Set between two kiosks, the storage shed has a

rectangular plan and is capped with a side gable roof with open eaves and wood shingle cladding. It is set on a timber frame and appears to have a partially raised floor with a wood pedestrian door set to the south end of the east façade. The door is accessed via a small porch and set of wood stairs. Full-height, louvered wood doors with a padlock are located directly north-adjacent to the pedestrian entrance. The remaining façades feature full-height wood louver panels similar to the shed access doors.

The storage shed's date of construction is undetermined. While it is possible that the building was constructed during the 1962-1964 development for Cougar Rock Developed Area, the building does not appear in available Mission 66-era plans, nor does it exhibit any distinguishing features that would suggest it was developed as part of the Mission 66 program. Therefore, the Storage Shed is not considered to be contributing 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
Cougar Rock Developed Area Ranger Station L650	194260	Contributing	1169816				No
Cougar Rock Developed Area Comfort Station L651	194262	Contributing	1169818				No
Cougar Rock Developed Area Comfort Station L652	194263	Contributing	1169819				No
Cougar Rock Developed Area Comfort Station L653	194264	Contributing	1169820				No
Cougar Rock Developed Area Comfort Station L654	194265	Contributing	1169821				No
Cougar Rock Developed Area Comfort Station L655	194266	Contributing	1169822				No
Cougar Rock Developed Area Comfort Station L656	194267	Contributing	1169823				No
Cougar Rock Developed Area Comfort Station L657	194268	Contributing	1169824				No
Cougar Rock Developed Area Comfort Station L658	194269	Contributing	1169825				No
Cougar Rock Developed Area Comfort Station L659	194270	Contributing	1169826				No
Cougar Rock Developed Area Amphitheater	194272	Non contributing	1169828				No
Cougar Rock Developed Area Kiosks	194273	Non contributing	1169829				No
Cougar Rock Developed Area Woodshed L660	194274	Non contributing	1169830				No
Cougar Rock Developed Area Storage Shed	194275	Non contributing	1169831				No

Landscape Characteristic Graphics:



Cougar Rock Developed Area, view northwest of Ranger Station L650.



Cougar Rock Developed Area, view southwest of Comfort Station L651 in Campground Loop A.



Cougar Rock Developed Area, view southwest of Comfort Station L652 in Campground Loop C.



Cougar Rock Developed Area, east of Comfort Station L653 in Campground Loop C.



Cougar Rock Developed Area, view south of Comfort Station L654 in Campground Loop D.



Cougar Rock Developed Area, view north of Comfort Station L655 in Campground Loop D.



Cougar Rock Developed Area, view east of Comfort Station L656 in Campground Loop F.



Cougar Rock Developed Area, view southeast of Comfort Station L657 in Campground Loop F.



Cougar Rock Developed Area, view southeast of Comfort Station L658 in Picnic Area.



Cougar Rock Developed Area, view south-southwest of Comfort Station L659 in Picnic Area.



Cougar Rock Developed Area, view southwest of amphitheater in campground.



Cougar Rock Developed Area, view northeast of Woodshed L660 in Campground Loop A.



Cougar Rock Developed Area, view northwest of Kiosks, Storage Shed, and parking by Ranger Station L650.

Landscape Characteristic: **Small Scale Features**

Fire Hose House (Contributing)

A fire hose house is located at the intersection of the main road through the campground and the access road leading to Loop A. This is a small, simple structure that was installed to shelter fire hoses and suppression equipment to ensure operability in the event of an emergency. The fire hose house was likely installed during the Mission 66-era development of the campground facilities at Cougar Rock Developed Area between 1962 and 1964.

The fire hose house is a simple half-height structure that is defined by its low height, simple wood construction, square footprint, high-pitched gable roof clad in wood shakes, and halved log siding. The structure is set on a slight incline and is partially supported by concrete masonry units on the downhill portion. At the primary façade are paired access doors clad in matching half log siding, with padlock lugs. A simple prefabricated sign reading “FIRE HOSE” is attached in the gable peak, centered above the access doors.

Alterations since the structure’s original installment appear limited to general maintenance and repairs. Although available records are unclear, additional fire hose houses were likely located through the expansive campground area at one time (such is the case at White River Campground, a Mission-66 campground in the northeast portion of the park, for example). This structure retains its relationship to Cougar Rock Developed Area as an integral component of operations infrastructure, as well as the physical characteristics associated with its Mission 66-era construction. Therefore, the fire hose house 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
Cougar Rock Developed Area Fire Hose House	194788	Contributing					No

Landscape Characteristic Graphics:



Cougar Rock Developed Area, view west of the fire hose house near Ranger Station L650.

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:

General landscape condition based on field photos in DOE

Bibliography and Supplemental Information

Bibliography:

Citation Author	Citation Title	Year of Publication	Citation Publisher	Citation Type	Citation Location	Citation Number
	Washington Standard (Olympia, WA). August 15, 1890	1890				
	Tacoma Daily Ledger (Tacoma, WA). September 3, 1893	1893				
Allaback, Sarah	Mission 66 Visitor Centers: The History of a Building Type	2000	Washington, DC: Government Printing Office			
Antonelis-Lapp, Jeff	Tahoma and Its People: A Natural History of Mount Rainier National Park.	2020	Pullman, WA: Board of Regents of Washington State University			
	“Associated Tribes of Mount Rainier.” Mount Rainier National Park, Washington					
Burtchard, Greg C.	“Holocene Subsistence and Settlement Patterns: Mount Rainier and the Montane Pacific Northwest.” Archaeology in Washington 13 (2007): 3-44	2007				
Burtchard, Greg C., Jacqueline Y. Cheung, and Robert McIntyre, Jr.	Mining Glacier Basin: History of the Glacier Basin Mining District, Mount Rainier National Park.	2017	Ashford, WA: National Park Service, Mount Rainier National Park			

Burtchard, Greg C., with contributions by Stephen C. Hamilton and Richard H. McClure., Jr.	Environment, Prehistory & Archaeology of Mount Rainier National Park, Washington	1998	Seattle, WA: U.S. Department of the Interior, National Park Service, Columbia Cascades System Support Office			
Carpenter, Cecelia S.	Where the Waters Begin: The Traditional Nisqually Indian History of Mount Rainier	1994	Seattle: Discover Your Northwest			
Carr, Ethan	Mission 66: Modernism and the National Park Dilemma	2007	Amherst: University of Massachusetts Press			
Carr, Ethan, Elaine Jackson□ Retondo, and Len Werner	National Register of Historic Places Multiple Property Documentation Form, “National Park Service Mission 66 Era Resources, 1945□1972.” Final August 2015.	2015				
Catton, Theodore	“The Campaign to Establish Mount Rainier National Park, 1893-1899.” Pacific Northwest Quarterly 88, no. 2 (Spring 1997): 70-81	1997				
Catton, Theodore	Wonderland: An Administrative History of Mount Rainier National Park	1996	Seattle, WA: National Park Service Cultural Resources Program			
	“Chronology of tribal fishing and fishing rights on the Columbia River.”		Columbia River Inter-Tribal Fish Commission			

Crowley, Walt	“Native American tribal leaders and Territorial Gov. Stevens sign treaty at Medicine Creek on December 26, 1854.”	2003	HistoryLink.org			
Crowley, Walt and David Wilma	“Federal Judge George Boldt issues historic ruling affirming Native American treaty fishing rights on February 12, 1974.”	2003	HistoryLink.org			
	“Frequently Asked Questions.”		NPS.gov			
Harrison, Laura Soullière	Architecture in the Parks: Excerpts from a National Historic Landmark Theme Study	1986	Washington, D.C.: U.S. Department of the Interior, National Park Service			
	“A History of Treaty Making and Reservations on the Olympic Peninsula.”		Center for the Study of the Pacific Northwest			
	“Mount Rainier: Holocene, or Post-Glacial, Eruptions of Mount Rainier.”		USGS.gov			
	“Mount Rainier: Significant Lahars at Mount Rainier.”		USGS.gov			
National Park Service, Pacific Northwest Region, Cultural Resources Division	“PNRO Inventory – Cougar Rock Ranger Station.” Prepared by Jared Infanger	2017	WISAARD Resource ID No. 708936			

National Park Service	Our Heritage: A Plan for Its Protection and Use, Mission 66	1956	Washington, DC: U.S. Department of the Interior, National Park Service			
Nemecek, Samantha Joan	“Resource Sovereignty: The Indigenous Value of Mount Rainier Within Activities of Traditional Resource Harvesting.” M.A. thesis.	2014	University of Denver			
Norberg, David	“Mount Rainier National Park.”	2020	HistoryLink.org			
	“The NPS: A Brief History.”	2021	The Cultural Landscape Foundation			
Pringle, Patrick T	Roadside Geology of Mount Rainier National Park and Vicinity	2008	Olympia, WA: Washington State Department of National Resources, Washington Division of Geology and Earth Resources			
	“Quick History of the National Park Service.”	2018	NPS.gov			
Rettie, Dwight F.	Our National Park System: Caring for America’s Greatest Natural and Historic Treasures	1995	Urbana, IL: University of Illinois Press			
Smith, Allan H	Takhoma: Ethnography of Mount Rainier National Park	2006	Pullman, WA: Board of Regents of Washington State University			
Soullière, Laura E.	Historic Roads in the National Park System: Special History Study	1995	Denver, CO: U.S. Department of the Interior, National Park Service, Denver Service Center			

	Superintendent's Annual Report in House. 59th Cong., 2d sess., House Doc. No. 5, "Annual Report of the Secretary of the Interior."	1906				
	Superintendent's Annual Report in House. 61st Cong., 2d sess., House Doc. No. 107, "Annual Report of the Secretary of the Interior."	1909				
Toothman, Stephanie, Susan Begley, and Ethan Carr	National Historic Landmark District Nomination, “Mount Rainier National Park.” (#97000344)	1996				
U.S. Department of the Interior and Washington State Department of Commerce and Economic Development	Report on Study of the Public Need with Respect to Visitor Facilities in Mount Rainier National Park (Prepared by Harris, Kerr, Forster & Company)	1963				
Vancouver, George	A Voyage of Discovery to the North Pacific Ocean and Round the World, 1791-1795, Vol. 2.	1801	London: J. Stockdale			
Winthrop, Theodore	The Canoe and Saddle, Adventures among the North-Western Rivers and Forests and Isthmiana	1913	Tacoma, WA: J.H. Williams			

Wirth, Conrad	“An Address by Conrad Wirth, Director, National Park Service.” 35th Annual Meeting, National Conference on State Parks	1955				
Wirth, Conrad	Parks, Politics, and the People	1980	Norman, OK: University of Oklahoma Press			
	Macy, Preston P. to Park Staff. August 31, 1965. Mount Rainier National Park Archives, Collection Nbr. 4001.001, Series Nbr. 003.004.003, Box 1, Folder 005.				National Park Service, Mount Rainier National Park Headquarters, Ashford, Pierce County, WA	
National Park Service	“Mount Rainier National Park ICAP Inspection Form: L660 Cougar Rock Woodshed.” No date. Mount Rainier National Park Archives, Central Files, Accession Nbr. 00328, Catalog Nbr. 18682, Series 003.004.003, D Files, Box 50, Folder 615				National Park Service, Mount Rainier National Park Headquarters, Ashford, Pierce County, WA	
	Superintendent’s Monthly Narrative Report, April 1963. In “59 Superintendent's Monthly Reports 1963-1964.”				Mount Rainier National Park Archives, NARA Fiche of the Mount Rainier National Park Collection held by the National Archives and Records Administration, Seattle	

	Superintendent’s Monthly Narrative Report, June 1961. In “57 Superintendent's Monthly Reports 1961-1962.”				Mount Rainier National Park Archives, NARA Fiche of the Mount Rainier National Park Collection held by the National Archives and Records Administration, Seattle	
	Superintendent’s Monthly Narrative Report, June 1962. In “57 Superintendent's Monthly Reports 1961-1962.”				Mount Rainier National Park Archives, NARA Fiche of the Mount Rainier National Park Collection held by the National Archives and Records Administration, Seattle	
	Superintendent’s Monthly Narrative Report, June 1964. In “59 Superintendent's Monthly Reports 1963-1964.”				Mount Rainier National Park Archives, NARA Fiche of the Mount Rainier National Park Collection held by the National Archives and Records Administration, Seattle	
	Superintendent’s Monthly Narrative Report, October 1963. In “57 Superintendent's Monthly Reports 1961-1962.”				Mount Rainier National Park Archives, NARA Fiche of the Mount Rainier National Park Collection held by the National Archives and Records Administration, Seattle	

Wirth, Conrad to Washington Office and All Field Offices	“Memorandum No. 3: Mission 66, Progress and Procedures,” June 27, 1955. Mount Rainier National Park Archives, Microfiche Cards of Rainier Documents Located at NARA, Box 1, Card 107.				National Park Service, Mount Rainier National Park Headquarters, Ashford, Pierce County, WA	
National Park Service, Branch of Architecture, Western Office of Design and Construction	“Campground Ranger Station, Cougar Rock Campground, Mt. Rainier National Park,” Drawing No. 3433-A (eTIC MORA_105_3433A). Mount Rainier National Park, WA, March 1963.					
National Park Service, Branch of Architecture, Western Office of Design and Construction	“Comfort Stations, Cougar Rock Campground, Mt. Rainier National Park,” Drawing No. 3434-A (eTIC MORA_105_3434A). Mount Rainier National Park, WA, March 1963.					
National Park Service, Branch of Architecture, Western Office of Design and Construction	“Comfort Stations, White River Campground, Mt. Rainier National Park,” Drawing No. 3418-A (As Constructed) (eTIC MORA_105_3418A). Mount Rainier National Park, WA, April 1962					

National Park Service, Branch of Landscape Architecture, Western Office Division of Design and Construction.	“Cougar Rock Campground & Picnic Area, Part of the Master Plan, Mount Rainier National Park,” Drawing No. 3403 (eTIC MORA_105_3403). Mount Rainier National Park, WA, January 1961.					
National Park Service, San Francisco Planning and Service Center, Western Office of Design and Construction.	“Cougar Rock Campfire Circle, Cougar Rock Campground, Mount Rainier National Park,” Drawing No. 105-41002 (eTIC MORA_105_41002). Mount Rainier National Park, WA, March 68.					
	“Informational Memorandum No. 2, Mission 66—Policies and Procedures.” March 17, 1955. Box A8213.				National Park Service, Harpers Ferry Center, Harpers Ferry, WV	