National Park Service
Cultural Landscapes Inventory

2022



Mission 66 Entrances

Joshua Tree National Park

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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: Mission 66 Entrances

Resource Classification: Cultural Landscape

CLI Identification Number: 976234

Parent Landscape: 976234

Inventory Status: Complete

Park Information

Park Name: Joshua Tree National Park

Alpha Code: JOTR

Park Organization Code: 8330

Park District: JOTR

Region: Pacific West

Restricted: Yes

Landscape Description:

Joshua Tree National Park began as a largely undeveloped desert wilderness monument. Visitors were desert pioneers traveling on dirt rut roads to primitive camp sites with little to no contact with park staff. The Mission 66 era of development within the National Park Service brought the first planned development to the then Joshua Tree National Monument with a focus on improving the visitor experience and providing appropriate visitor services while conserving the park's natural and cultural resources.

In 1962, funding was allocated to improving roads. Along with improvements to road surfaces, safer road conditions, shoulders, and restoration of the landscape, monument signs were designed for the three entrances to the park. Located on the main park road from Twentynine Palms (North Entrance) and Joshua Tree (West Entrance), and on Cottonwood Springs Rd. from the highway south of the park (South Entrance), the modern style monument signs were intended to denote the official park boundaries, provide a physical landmark for visitors, and become part of the visitor's experience with pullouts for photo opportunities with the signs.

The monument signs were constructed of locally manufactured concrete block in a simple modern design that embraces the visitor with outstretched arcing wing walls and appears to rise from the natural materials of the surrounding desert. The wood signage was consistent with Mission 66 entrance sign standards.

Today, the three park entrances retain a high degree of integrity including location, design, setting, materials, workmanship, felling, and association. Repairs made to the monument signs over the years have, for the most part, maintained the original design and replaced materials in kind. Pullouts associated with the signs remain intact, though they have been paved. The entrance roads within one mile of the monument signs retain their most important key features - the centerline of the road and the width. The addition of contemporary entrance/fee stations, a comfort station, parking, and curbs and sidewalks has not significantly impacted the integrity of the entrances. Though the Spanish style of these structures is not compatible with the modern style of the monument signs, they are building types typically found at park entrances and their scale and siting is logical and does not detract from the entrance experience. Future renovations could improve these buildings by better supporting the Mission 66 design aesthetic.

The monument signs are in fair condition. Some common deficiencies include mortar failure, loss of the mortar cap, and past repairs made with mortar that does not match the original mortar or has stained the surrounding concrete masonry units. A restoration effort should be undertaken soon and include specifications for mortar testing to match the historic color, improve performance, and not stain the blocks.

Per requirements and guidance provided by the Mission 66 Era Resources Multiple Property Documentation Form, the North, West, and East Entrances appear to be eligible for the National Register of Historic Places. Contributing features include the monument signs and associated pullouts and road from the entrance to the one-mile mark. Noncontributing features include contemporary buildings, parking areas, curbs and planter islands, and wayside pullouts with interpretive kiosks within the first mile of road from each entrance.

Landscape Hierarchy Description:

No component landscape

Landscape Type:

Historic Designed Landscape

Other Names:

Site Plan

Concurrence Information

Concurrence Status:

Park Superintendent Concurrence: Yes

Park Superintendent Date of Concurrence: 09/29/2022

Completion Status Explanatory Narrative:

Hennebery Eddy Architects completed a DOE for the Mission 66 Entrances at Joshua Tree National Park as a historic district in 2017. The document found the district eligible for listing on the NRHP with local significance under criteria A and C within the NPS Mission 66 historic context. The NR determination received both SHPO and Superintendent concurrence.

Geographic Information

State and County:

State	County
California	San Bernardino County

Size (Acres): 1

Land Tract Number(s)

Boundary Description:

Park boundary and Park Blvd. (North and West) and Park boundary and Cottonwood Springs Rd. (South).

Regional Landscape Contexts:

Management Information

General Management Information

Management Category: Should be Preserved and Maintained

Management Category Date: 09/29/2022

Management Category Explanatory Narrative:

The Mission 66 Entrances district falls under Management Category C (Should be Preserved and Maintained) as it meets NR criteria and is compatible with the park's legislated signifincance.

Management Agreements:

Legal Interests:

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:

The park entrances and associated one-mile of road are eligible for the National Register of Historic Places at the local level under the umbrella of the National Park Service Mission 66 Era Resources Multiple Property Documentation (MPD) and represent the characteristics identified in that MPD for entrance monument signs and park-wide circulation.

Eligibility: Eligible -- SHPO Consensus Determination

Concurrence Eligibility Date: 08/31/2018

Concurrence Narrative:

Significance Level: Local

Contributing: Individual

Classification: District

Statement of Significance for National Register of Historic Places:

Joshua Tree National Park was developed primarily during the Mission 66 era of development propagated by the National Park Service. Joshua Tree National Park received significant funding to modernize throughout the park and would not see another period of substantial improvement for thirty years. While development was concentrated on visitor facilities in the northern portion of the park between the towns of Joshua Tree and Twentynine Palms, funding for the design of the three entrance monuments and road and trail improvements throughout the park was granted in 1962. The entrance monuments were completed by 1964. Most of the Mission 66 resources in the park have been altered beyond recognition and no longer reflect their association with the program or the Modern Movement style- including the Oasis of Mara Visitor Center. The three park entrances are among the few remaining representative of Joshua Tree National Park's primary period of development that retain substantial integrity and represent the goals and defining aspects of the Mission 66 Program.

The park entrances and associated one-mile of road are eligible for the National Register of Historic Places at the local level under the umbrella of the National Park Service Mission 66 Era Resources Multiple Property Documentation (MPD) and represent the characteristics identified in that MPD for entrance monument signs and park-wide circulation. Under the MPD, resources are eligible under Criterion A as examples of the changing visions for national park planning and development and Criterion C for their association with design precepts and construction techniques of the Modern Movement style.

Development of the park entrances provided physical landmarks for visitor wayfinding and became an integral part of the visitor experience.

The monument signs employed modern materials, construction techniques, and design tenets. Road improvements benefited rapidly increasing visitation. Although contemporary buildings have been added to the North and West Entrances, the building types - entrance/fee stations and a comfort station - are typical of park entrances and
have minimal impact on the entrance sequence and monument signs. The entrances retain substantial integrity of location, design, setting, materials, workmanship, feeling, and
association. The period of significance is 1964, when the monument signs were constructed and associated road improvements completed. This falls within the overall Mission 66 era period of significance of 1945-1972.

The North Entrance monument sign is intact, retains a high degree of physical integrity, and is in relatively good condition. Mortar joints are sound, but a small number of masonry units are cracked on both the east and west portions of the sign, likely due to settlement over time. The mortar cap is spalling or missing on most of the west portion of the sign and wall. Previous repairs to the cap and repointing efforts have used grey mortar that does not match the original tan mortar color. Paint on the wood signs is beginning to fail and the planks are starting to split. The current method of attaching the wood signs to the masonry sign walls results in shiny bolts and washers protruding from the opposite side of the wall and the face of the NPS emblem sign. The metal access door at the base of the main pier is not secure and is beginning to corrode. This component should be permanently secured if not in use and painted.

The West Entrance monument sign is intact, retains a high degree of physical integrity, and is in fair condition. Most mortar joints are sound, though a joint between the north sign and stepped wall has widened to several inches and the top course of the south wall is displaced with mortar adhesion failure. These two deficiencies should be addressed soon and the buildup of soil against the arcing walls should be removed and controlled. The mortar cap is cracked, spalling, or missing on most of the sign walls, piers, and low walls. Previous repairs to the cap have used grey mortar that does not match the original tan mortar color. The concrete foundation is exposed and is eroding in some locations due to sand drift and drainage patterns. The current method of attaching the wood signs to the masonry sign walls results in shiny bolts and washers protruding from the opposite side of the wall and the face of the NPS emblem sign. The metal access door at the base of the main pier is not secure and is beginning to corrode. This component should be permanently secured if not in use and painted. Vegetation should also be controlled adjacent to the monuments.

The South Entrance monument sign is intact, retains a high degree of physical integrity, and is in fair condition. Mortar joints are sound, but a small number of masonry units are cracked on both the east and west portions of the sign. The concrete masonry units have been replaced and/or rebuilt at the east sign wall and low wall due to vehicular impact. The replacement units are a close match, but the installation does not match the original unit layout, mortar color, or joint size, particularly at the low wall repair. The mortar cap is spalling or missing on most of the sign and walls. Previous repairs to the cap and repointing efforts have used grey mortar that does not match the original tan mortar color. Paint on the wood signs is beginning to fail and the planks are starting to split. The current method of attaching the wood signs to the masonry sign walls results in shiny bolts and washers protruding from the opposite side of the wall and the face of the NPS emblem sign. The "leaving" sign is missing. The metal access door at the base of the main pier is not secure and is beginning to corrode. This component should be permanently secured if not in use and painted. Paving within the arc of the low walls abuts the concrete masonry units, splashing up on the face of the units in some locations.

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 1945 - CE 1972

Area of Significance:

Area of Significance Category: Architecture

Area of Significance Category: Landscape Architecture

NRIS Information:

State Register Documentation:

National Histric Landmarks:

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	Built	Monument signs at the North Entrance, West Entrance, and South Entrance were funded and constructed
CE 1979	Built	First entrance/fee station constructed at north entrance
CE 1994	Maintained	Wood signs replaced in kind at north entrance
CE 1994	Maintained	Wood signs were replaced in kind at the west entrance
CE 1994	Maintained	Wood signs replaced in kind at the south entrance
CE 1997	Reconstructed	Entrance/fee station replaced with current station at north entrance
CE 1999	Reconstructed	Entrance/fee station replaced with current station at north entrance
CE 2003	Built	Concrete drainage ditches constructed at the west entrance
CE 2014	Maintained	Repairs to entrance sign masonry joints, mortar camps, etc. at north entrance
CE 2014	Maintained	Repairs to entrance sign masonry joints, mortar camps, etc. at the west entrance
CE 2014	Maintained	Repairs to entrance sign masonry joints, mortar caps, etc. at the south entrance
CE 2014 - 2017	Maintained	Surfaces paved on the south side of the South Entrance walls

Physical History:

The Modern Movement

The period of design referred to as Modernism began in the 1920s and stretched through the 1970s in America, overlapping lingering styles of the past and Post-Modern ideologies of the future. The early wave of Modernism was focused mainly around the International Style and began to decline toward the 1950s. The Late-Modern period covers roughly the 1950s through the 1970s and includes many sub-styles such as Formalism, Brutalism, and Expressionism. The modern movement afforded the opportunity to "create a new style with few or no references to the past, but also as a tool for creating more, improved, and healthier living and working environments accessible to and affordable for everyone. "1
Modernism expressed advancements in technology, materials, and building methods. Modern manufactured materials such structural steel, plate glass, aluminum or steel windows and doors, concrete and unit masonry where employed in simple designs and truth in materials.

Modernism+ the Federal Government

The federal government began to embrace and promote modernism and its tenets by the late 1950s. Chiefly it was the economy of construction and functionality, directly allied with the desire to provide services and amenities to the greatest number of people that helped modern design gain influence in government-sponsored building programs.2 Further fueled by the forward-thinking Kennedy Administration's publishing of the "Guiding Principles for Federal Architecture" in 1962, federal agencies sought to construct buildings that served as models rather than imitation, embraced contemporary innovations, and took advantage of the modern collaboration between art and architecture. The General Services Administration (GSA) alone carried out over 700 modern building projects between 1960 and 1976. The National Park Service embraced the modern movement as well with the development and implementation of the Mission 66 program.

Modernism in Palm Springs

Southern California and, in particular, Palm Springs was a mecca for mid-century modern architecture. Coined "Desert Modernism," a style both in line with the broader Modern Movement and influenced by the dictates of desert living and intense climate, architects and designers employed inventive materials, modern construction techniques, and new technologies with an abundant and enthusiastic wealthy clientele.3 Modernism was embraced by every building type including residential, commercial, civic, religious, hospitality, schools, and cultural buildings.

The NPS Mission 66 Program

A full history of the conception and implementation of the Mission 66 program is provided in the NPS Mission 66 Era Resources MPD and supported by publications by subject matter experts including Mission 66: Modernism and the National Park Dilemma by Ethan Carr and Mission 66 Visitor Centers: The History of a Building Type by Sarah Allaback. The first two publications provide context for the park entrances and entrance signs.

The core concept at the heart of the Mission 66 program was its intent as a conservation program and not as a development program, and that it would ultimately preserve and not destroy park lands, which was termed "enjoyment-without-impairment."4 The program also embraced the idea that "parks were for the people" and "preservation outside the context of public enjoyment was simply not what the National Park Service intended to achieve during the Mission 66 program. "5 "The entire era represents the National Park Service's presentation of a new way for the American public to experience national parks."6 It "was intended to modernize, enlarge, and even reinvent the National park system by its 50th anniversary in 1966."7 The National Park Service, under the direction of program champion Conrad Wirth, developed its own "guiding principles" for architectural design within the national park system in 1957.

"The decision to employ modernism in the parks was not revolutionary for the time; it was revolutionary for the place."8 The Offices of Design and Construction were charged with the following directives: "Whatever we do in the line of development in the parks, it must fit the terrain and be inconspicuous; durability is an important attribute; sound planning is basic to economic results; nothing should be built unless the need is already realized; don't try to lead your profession in fancy design."9 "These new (Mission 66) planning strategies, together with modernist architectural design, created an overall ideal of national park development that was different from the prewar model... [and] the result can be described as the modernist national park." 10 Though this was a new era of development in the NPS in many ways, landscape architects were encouraged and continued to use principles established in the 1930s, namely that "new construction was to lay lightly on the land," using native plants and the concept of "landscape naturalization" to heal disturbed sites, and to minimize the removal of trees.11

Under the Mission 66 program the number of campsites and picnic areas in National Parks more than doubled and 584 comfort stations were constructed. 257 administrative and service buildings were built including a considerable number of visitor contact buildings and small modular buildings providing office space. 218 new utility buildings including storage buildings, workshops and structures with garage bays for maintenance vehicles and mechanical equipment were erected. 1,000 units of new housing were planned and thousands of miles of roads and infrastructure were improved.12 Standard drawings were developed for a number of building types including comfort stations and residences and regional offices began taking more responsibility for approving site plans and working drawings. 13

Entrances + Entrance Signs
During the Mission 66 era, entrances combined existing design parameters with new ones associated with park roads, entrance signs and entrance stations. The NPS continued to recognize the importance of marking park entrances at their boundary line to orient "visitors to an environment where nature predominated and amenities were rendered inconspicuous."14 However, how that threshold was marked and treated changed during the Mission 66 era, namely that in addition to marking a park's boundary with entrance signs and providing visitors with a visible cue that they were entering a special place, the NPS realized they could
"more efficiently collect park entry fees" through the development of entrance stations. Some entrances added lanes to prevent backups and enhance the flow of traffic into the park, given the steep increase in visitation that was happening after World War 11.15
During the Mission 66 era thirty-nine entrance stations were designed and built. 16 These entrances, which could include an entrance sign and entrance station, were often designed in concert with park roads, which possessed their own design standards. Road design shaped the development of public parks long before the NPS was founded. In America it originated "in nineteenth-century municipal park designs, conceived around overlapping carriage drives and pedestrian paths"17 and continued with "prewar national park master planning, which to a considerable extent was the result of efforts to determine and limit the character and extent of roads in national parks."18 Road design standards remained rooted in the early NPS development era, but changes were made to adhere to the modern planning and design principles associated with the Mission 66 era. "The Mission 66 program required the modernization of hundreds of miles of roads ... to accommodate higher traffic volumes at higher speeds, winding routes were to be straightened and widened .... Transportation enhancements were seen as integral to the overall concept of reducing the impact of the large numbers of people by making movement through parks easy, efficient and quick."19

One primary road design principle was that "a carefully planned road through a park could strike the necessary compromise between automotive access and landscape preservation."20 "This was the essence of national park design. Road corridors and developed areas served as mediating landscapes, making it possible to appreciate the surrounding wilderness visually as scenery, or serving for those so inclined as the starting point for backcountry trips."21 Integrating the roads into the landscape was achieved through park road design standards. "Two-way park roads should be built with a roadway of 22 feet with three-foot paved shoulders (maximum). Minor two-way park roads featured 20-foot widths .... A maximum 7% grade was appropriate for all types of park roads, although grades as high as 10% were viable options for short sections. Ditches and slopes and immediate roadside settings called for special protection to prevent erosion and minimize the scars

from construction .... The use of vegetation to blend ditches and shoulders to the adjacent landscape was a standard practice. Cut-and-fill slopes were rounded, warped at the end for a natural transition, and seeded, fertilized, and mulched to repair roadside construction scars."22

Joshua Tree National Monument

Though not officially a National Park until 1993, the initial establishment of Joshua Tree National Monument in 1936 is largely attributed to Mrs. Minerva Hamilton Hoyt, a wealthy resident of South Pasadena who saw beauty in the desert landscape and championed the monument as a means of preserving its rich plants and wildlife. As the population of southern California's urban areas grew, people began finding their way east out of the cities into the sprawling desert. This increase in visitation, coupled with settlement, mining, ranching and other human activities, was beginning to take its toll on the unique and surprisingly fragile ecosystems. Mrs. Hoyt, together with like-minded scientists and conservationists, began lobbying for the protection of large parts of desert land - roughly 1,136,000 acres - that supported two distinctly different types of Colorado and Mojave desert plant life not found anywhere else. 23 After a long and tumultuous effort involving negotiations with federal and state agencies, the Southern Pacific Railroad, and private landowners with mining claims and ranches, boundaries for the park - reduced to only 82 5, 340 acres - were finally agreed to and the monument was officially created.

Initially under the supervision of Yosemite National Park and with continuing disputes over whether mining should be allowed within the monument boundaries, early development of the park was slow. An office was opened in Twentynine Palms in 1940 with a small staff in place by 1941. The United States entry into World War II brought any further development of the monument as a National Park Service unit to a halt. The small staff enlisted in the military and park lands were called upon for use as training areas, grazing for increased food production, and expanded iron mining. With the conclusion of the war came the renewal of mining disputes and a call for the further reduction of the monuments boundaries. While the effort to open the park to new mining claims ultimately failed, the reduction in size - a loss of 289,500 acres at the eastern edge - was made official in 1950.24 Though the loss was unfortunate, it brought an end to years of dispute and allowed the NPS to focus on developing much needed facilities for visitors, as well as programs for managing the monument's resources.

The design and construction of the monument headquarters at the historic Oasis of Mara in Twentynine Palms - a site donated to the NPS in 1950 by the Twentynine Palms Corporation - marked the first official development associated with the Joshua Tree National Monument and put Joshua Tree at the forefront of the movement to modernize National Parks. Construction of the Oasis of Mara administrative office, exhibits, and site features occurred from 1950 to 1954, during the pre-Mission 66 era. Since the monument featured no other competing architecture, the new development fully embraced the modern architectural design and materials of the 1950s. Also at this time, 118 miles of roads were graded forming the core of the park's road system; campgrounds were established at Jumbo Rocks, Hidden Valley, Indian Cove, Cottonwood Spring, and White Tank; and interpretive trails were created at the Oasis of Mara, the Cholla Cactus Garden, Arch Rock, Cap Rock, and Indian Cove.25 As visitation continued to increase, Joshua Tree National Monument both lived up to expectations and was ripe for further development under the new National Park Service Mission 66 Program.

Mission 66 Era Development

During WWII, annual visitation to the relatively new Joshua Tree National Monument hovered at 30,000 or less, but by 1947 the number of visitors had almost doubled. By the end of the decade nearly 80,000 visitors were headed to Joshua Tree National Monument yearly. 26 The pre-Mission 66 period saw numbers continue to skyrocket, and by the time the Mission 66 program officially launched Joshua Tree was hosting 280,000 visitors a year - including record numbers of campers - with a near doubling of that number by the end of the 10-year program to roughly 400,000 park

visitors. 27

The Mission 66 Program brought a significant amount of development to Joshua Tree National Monument. Since the establishment of visitor services and programs had only just begun in the 1950s, the monument was in dire need of expansion and stylistically a blank slate for park architecture. Part of the intent of the Mission 66 program was to have all parks "present more professional, new or expanded programs in interpretation, more visible rangers, more maintenance staff, and more office staff. The need for increased administrative space was met within one or more of three locations: the new visitor center, the maintenance complex, or a separate dedicated building."28 Improvements were planned for the Oasis of Mara headquarters in Twentynine Palms, Cottonwood Spring, Lost Horse, Indian Cove, Jumbo Rocks, and the three park entrances. With the plans came the first significant federal funds earmarked for Joshua Tree since its inception. Upgrades to Jumbo Rocks Campground - including expansion to 100 sites, new steel and wood picnic tables, steel fire rings with grill tops, and new restroom facilities - were carried out first, during the summer of 1962.29

The Department of the Interior allocated an additional $230,950 - $190,850 for building and $40,100 for roads and trails - to Joshua Tree in 1962.30 Building funds were directed toward a visitor center addition to the existing administration building at Oasis of Mara and a contact station, a utility building, and three park attendant residences at Cottonwood Spring near the southern park entrance. Road work focused on eliminating safety hazards through alignment of roads near the Pinto Wye and Cap Rock intersections. All in all, development of Joshua Tree National Park in its entirety occurred as a precursor or direct result of the Mission 66 program. Few additions have been made to the overall park plan since then and growth has mostly focused on upgrades and supplements to existing facilities and areas.

Entrances + Entrance Signs
At Joshua Tree National Park the North, West, and South Entrances were planned, designed, and constructed over many years beginning in the late 1930s and ultimately completed during the Mission 66 era. By the end of that period the entrances consisted of Mission 66 era designed entrance signs along with the park roads. The contact/fee stations at the North and West Entrances were added later.

The entrance signs at Joshua Tree National Park (then National Monument) were designed in November 1962 to address "the present entrance pylons [which] are small and many times not noticed."31 As the superintendent stated in his November 1962 report, the "plans enlarge and increase the scale of the present designs ... [and] they also include the NPS Shield."32 By January 1963, surveys were completed to locate the park boundary, and in February the entrance signs were staked at the North, south and West Entrances and work was started on their foundations. 33 However, "this was stopped and [was] being held up when it was found that the plans had never been submitted for review."34 The review and approval process was completed by spring and work commenced in April when the foundations were completed and blocks were being laid up for the walls and piers at the Cottonwood [south] and Twentynine Palms [North] entrances." 35 Work continued again in the fall when the boundary walls were considered 15 percent complete and 90 percent of the foundations were poured, but some delays were caused when "our last heavy rains came between the excavation for and the pouring of the foundations."36 By November, the boundary wall was 40 percent complete but there was another "slight delay due to the subcontractor shooting himself in the leg during a quick-draw practice session on the weekend. He is expected to be back on the job shortly." 37 By early the following year all three entrance signs were completed.

Entrance signs were built to serve the same purpose as they had been used in the early development era, but during the Mission 66 era using native materials was no longer required. That transition is evident in the series of entries designed for Joshua Tree National Monument between 1940 and 1962, which show variations on both strategies. Some employ the use of wood, which harks back to the early NPS development era, some use native stones and others use concrete. The 1962 designs, which exist today, use a combination of concrete blocks and poured concrete and possess the low horizontal form that is typical of the Mission 66 modern period . The arcing wing walls are a unique aspect of the design resembling outstretching arms welcoming visitors into the park.

The entrance signs have been rehabilitated on two different occasions. In 1994 a work order to reconstruct the wood signs associated with the North, South, and West Entrances was developed since they were "splintering after twenty years of weathering" and "are ugly in appearance" which the NPS staff felt was reflecting negatively on the park.38 It's not known if the wood entry signs were rehabilitated at this time, but it's clear repairs have been completed over the years. In 2014 both the south and North Entrance walls were rehabilitated which included repointing some of the concrete block walls and restoring deteriorated portions of the concrete masonry caps and wall surfaces. Rehabilitation on the South Entrance wall may have been precipitated by damage to the "leaving" sign portion of the wall caused by a moving vehicle that crashed into it. Between 2014 and 2017 the surfaces were paved on the south side of the South Entrance walls.

The first entry stations associated with the North and West Entrances weren't designed and built until the mid to late 1970s. According to available documentation their need was first identified in 1976, when a work order was prepared for three entrance stations: Twentynine Palms (North Entrance), Cottonwood (South Entrance), and Indian Cove. The entrance stations were to be approximately 8' x 12' and equipped with sanitary facilities, electricity, telephones, and regulatory signs. The work order stated that they were needed to collect entry fees, control traffic, and assist with issues within the campgrounds.39 Though needed, it appears they were not constructed until later in the decade as they were listed as a priority project on the park's General Development Program in 1979.40 In fact, evidence points to only one having been completed at this time for the North Entrance.

Between 1996-1997 major work occurred on the West Entrance station when the current station and planting area was built. Though not clearly stated, it is implied that this was the first entrance station in this location. Two years later the current North Entrance station and planting island was built using a design that had been approved for Big Bend National Park, but it's noted that the station will resemble the character of the West Entrance station. No portions of the earlier entry station were kept. In 2003, concrete drainage ditches were constructed at the West Entrance to help direct surface runoff from the road and parking lot.

The third component of the park entrances involves the park road. In 1937, there were numerous roads in the national monument following "desire" routes created by visitors, but all were in poor condition. As Frank Kitteridge, NPS Regional Office engineer, and Ernest Davidson, NPS Regional Office landscape architect, described, the roads were "little more than two ruts crossing the sand through the rocks."41 They went on to say, that "there are so many auto trails crisscrossing th rough the area ... it would be almost impossible for a stranger ... to follow through... without losing himself and having to retrace his way."42 They and others recommended that the roads remain primitive until a master plan could be completed. The process of developing a plan for the road network was sidetracked and delayed many times between the late 1930s and early 1950s due to issues associated with private land ownership within the park, concerns about how road alignments might affect the park's resources, pressure by neighboring communities concerned about access, and where roads were best suited in terms of safety and drainage. A map of roads proposed in 1941 shows that era's current plan, though it's unclear how many were "improved" at that time. Around 1947 it was proposed that the NPS would oil the "main road" so visitors could make a loop through the monument from Twentynine Palms to Cottonwood Spring.43 In 1951, the administrative history states that the only "improved road" is one that led from Twentynine Palms to Lost Horse Valley in San Bernadino County.44 By the beginning of the Mission 66 era the park still did not have a set plan for the park road.

As mentioned earlier, many road design principles from the early NPS development era were carried over into the Mission 66 era, however some modifications were made to provide access to the growing number of visitors. The road network and entrances at Joshua Tree National Park exhibit the Mission 66 philosophy in that the road network and entrances provide easy access from three points which allows for easy flow of visitors in and out of the park using its road network. This network preserves "the basic relationship between the automotive public and their parks .... " 45 The main park road is 22 feet wide, which matches the Mission 66 design guidelines outlined earlier, but has a narrower paved shoulder than was typically called for ranging from one to two feet in the park which differs slightly from the standard maximum three feet.

With the onset of the Mission 66 era, road work at Joshua Tree National Monument was given a higher priority. A superintendents' report from June 1960 states that "seven miles of the park road have been coursed."46 Road design and construction followed the Mission 66 model to minimize road construction impacts by following contours when possible, minimizing the road width and paved surfaces, and using native plants to replant areas that were disturbed by construction. That last practice is noted in the Superintendent reports as being accomplished with construction projects completed in 1961 and 1962.47

In April 1964, an NPS planning and design team arrived to work on a new master plan for the park. The team included Wallace McCav, Richard Needer and Victor Caballero from the Western Regional Office, and David Clark (see biography in appendix) and Jim Bainbridge (see biography in appendix) from WODC. At this same time, landscape architect Stanley Tauscher (see biography in appendix) arrived to fill that vacant position in the park.48 Though the entrance signs were completed just prior to this effort, the park road as it exists today likely took its present form following the development of the master plan. The planning process moved quickly and by July of that year the final draft of the master plan had been received.49 As-built drawings of the road leading to the Cottonwood Contact Station completed in 1970 show how the pre-Mission 66 era road was realigned in some places and that its total width matches the 22-foot-wide two-way road with one foot paved shoulders that are currently present in most areas.50

Road rehabilitation work was planned again in the early 1980s and 1990s, but it's not clear how much, if any, work was completed. The rehabilitation projects often stated they would maintain the existing alignments except for a few minor sections that had hazardous curves and that the roads would continue to be about 24 feet wide. 51

Other Context Information

Materials
The entrance sign walls, as well as most of the mid-century buildings throughout the park, are constructed of integrally-colored concrete block units produced locally by the Desert Builder's Supply Company. The owners at the time, Walter and Barbara Gerther, moved to Twentynine Palms from Los Angeles to find relief for Walter's severe asthma. They purchased the Hollostone Tile Company and changed the name to Desert Builder's Supply Company. The company supplied concrete block units for most of the Mission 66 era structures in Joshua Tree National Park, as well as many structures in Twentynine Palms and the surrounding area.52 Only one type of field unit block was manufactured for the Joshua Tree entrance signs. The field units have finished ends with a notch at one end for keying to reinforcing or mortar.

Uses

Functions and Uses:

Major Category	Category	Use/Function	Historic	Current	Primary
Landscape	Parkway (Landscape)		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:

There have historically been three points of entry to Joshua Tree National Park. One from the town of Twentynine Palms - the North Entrance, one from the town of Joshua Tree - the West Entrance, and one from the highway south of the park - the South Entrance. For the park's first thirty years, dirt ruts and later basic roads brought visitors into the then National Monument with no significant markers, visitor information, or facilities. The first development of the entrances at the park boundaries was limited to the concrete block monument signs. The signs served to demarcate the park boundaries to visitors, welcoming them in and notifying them when they were leaving. Over time, further development has occurred to accommodate increased visitation and collection of entrance fees, and provide visitor contact and services not offered within the park.

The entrance monuments and signs were designed in 1962 and construction was completed in 1964, during the Mission 66 period. Existing roads were also improved under the Mission 66 program. Later development, focused on the North and West Entrances, includes the addition of entrance/fee stations, a comfort station (West Entrance), parking lots, planter islands, and pullouts with interpretive kiosks. Alterations to the monument signs have been minor and primarily in keeping with the original design and materials. Additional buildings and associated site improvements have been implemented outside of the Mission 66 period of significance, but are of the type typically found at park entrances and are of minor consequence to the integrity of the entrances. The following descriptions provide details about the character-defining features, additions, and alterations specific to each entrance.

Landscape Characteristic: **Spatial Organization-Spatial Organization**

NORTH ENTRANCE
The North Entrance begins at the park boundary where it intersects with Utah Trail Road. The boundary is marked with an entrance monument that flanks both sides of the road. Within the first fifty feet a single entrance station is positioned in the middle of the two-lane road and visitors who are entering the park are directed to stop and pay the entrance fee when the station is occupied. Visitors who are leaving the park are directed to stop to show proof of payment of the entrance fee. The entrance monument, entrance station and interpretive kiosk associated with a pullout and trailhead near the one-half mile mark are described in more detail in the Buildings and Structures section below. A small four-car parking area is located west of the entrance station and is primarily used by those staffing the entrance station. However, visitors are also allowed to park here if needed. Located west of the parking area is a fence that encircles a collection of utilities, including solar panels. The sequence of the North Entrance Road between the entrance station and the end of the project area, which occurs at the one-mile mark, includes a series of road signs that are located on the west or south side of the park road. Near the quarter-mile point, the road curves gently towards the southeast. Near the half-mile mark, a small pullout and interpretive kiosk are located on the south side of the road and this feature marks the beginning of a trail that leads to the southwest. The pullout is bordered by large boulders that loosely define the oval-shaped parking area. Just after the one mile mark the road begins curving to the south.

WEST ENTRANCE
The West Entrance begins at the park boundary where it intersects with Park Boulevard. The boundary is marked with an entrance monument that flanks both sides of the road. Within the first fifty feet, a single entrance station is positioned in the middle of the two-lane road and visitors who are entering the park are directed to stop and pay the entrance fee when the station is occupied. Visitors who are leaving the park are directed to stop to show proof of payment of the entrance fee. The entrance monument, entrance station, and comfort station are described in more detail in the Buildings and Structures section below. A small five-car parking area is located west of the entrance station and is primarily used by those staffing the entrance station. The comfort station and a fenced utility area are also located west of the entrance station. Located to the southeast of the entrance station is a modest sized parking area for visitors that accommodates 9 cars. The sequence of the West Entrance Road between the entrance station and the end of the project area, which occurs at the one-mile mark, includes a series of road signs that are located primarily on the south or west side of the park road. Just before the half-mile point, the road curves gently towards the southeast. Near the half-mile mark roadside pullouts are available on both sides of the road. Just after the one-mile mark the road begins curving to the east.

SOUTH ENTRANCE
The South Entrance begins at the park boundary where it intersects with Box Canyon Road. The boundary is marked with an entrance monument that flanks both sides of the road. It is the only visible development on the road between the highway and the mountains and is an integral part of the arrival sequence and approach to the historic Cottonwood Ranger Station/Visitor Center. Informal and unstriped paved parking areas are located south of the entrance monument on both sides of the road. The sequence of the South Entrance Road between the entrance monument and the end of the project area, which occurs at the one-mile mark, includes a series of road signs that are located primarily on the east side of the park road. This section of road which runs north-south is straight with no major curves. Just before the half-mile point a small parking area and trail head are located on the east side of the road, and near the one-mile mark is a pullout located on the east side of the road. The parking area that serves the trailhead has 10 spaces for cars, 3 spaces for trucks/RVs, and one space for accessible parking. A curbed planting island separates the parking area from the park road. The entrance monument and the interpretive kiosk associated with a pullout and trail head are described in more detail in the Buildings and Structures section below.

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
North Entrance	200131	Contributing					No
West Entrance	200132	Contributing					No
South Entrance	200133	Contributing					No

Landscape Characteristic: **Circulation-Circulation**

NORTH ENTRANCE
The park road is the primary circulation feature associated with the North Entrance. This assessment addressed the first mile of the park road, but it continues south and connects to other roads that lead west to the park's Mojave Desert and southwest to the park's Colorado Desert (part of the Sonoran Desert). The road was designed as a two-way road with 11-foot drive lanes and one to two foot shoulders. It is paved with asphalt and is curb-less except for the parking area and planting areas located near the entrance station. There is a double yellow line running down the center of the road and single white lines on either side indicating the border between the drive lanes and shoulders. Adjacent to each side of the entrance station is a single white line running across the drive lane and the word "STOP" painted on the asphalt. Sets of rumble strips are located in the road between the entrance monument and the entrance station on the west side of the road and between a curve in the road and the entrance station on the east side of the road.

WEST ENTRANCE
The park road is the primary circulation feature associated with the West Entrance. This assessment addressed the first mile of the park road, but it continues southeast and connects to other roads that lead through the park's Mojave Desert and east to the park's Colorado Desert (part of the Sonoran Desert). The road was designed as a two-way road with 11-foot drive lanes and one to two foot shoulders. It is paved with asphalt and is curb-less except for the parking area and planting areas located near the entrance station. There is a double yellow line running down the center of the road and single white lines on either side indicating the border between the drive lanes and shoulders. Adjacent to each side of the entrance station is a single white line running across the drive lane and the word "STOP" painted on the asphalt. A set of rumble strips is in the road between the quarter-mile mark and the entrance station on the north side of the road.

SOUTH ENTRANCE
The park road is the primary circulation feature associated with the South Entrance. This assessment addressed the first mile of the park road, but it continues north past the Cottonwood Ranger Station and Visitor Center and connects to other roads that lead through the park's Colorado Desert (part of the Sonoran Desert) and west to the park's Mojave Desert. The road was designed as a two-way road with 11-foot drive lanes and one to two foot shoulders. It is paved with asphalt and is curb-less except for the parking area and planting areas associated with the trailhead parking lot and another pullout located near the one-mile mark. There is a double yellow line running down the center of the road and single white lines on either side indicating the border between the drive lanes and shoulders.

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
North Entrance Road	200134	Contributing	1170221				No
West Entrance Road	200176	Contributing	1170223				No
South Entrance Road	200177	Contributing	1170222				No

Landscape Characteristic Graphics:



North Entrance, looking south.



North Entrance, looking north



North Entrance monument sign, west pullout



North Entrance monument sign, west pullout showing paving and edge conditions



North Entrance, entrance/fee station, looking south



South Entrance, looking north



South Entrance monument sign, east section pullout showing paving and edge conditions.



South Entrance road into park, looking north

Landscape Characteristic: **Topography-Topography**

NORTH ENTRANCE
The North Entrance Road is located in a valley between Queen Mountain on the west and the Pinto Mountains on the east. As the road heads south and then southeast it rises from roughly 2820 feet to 2900 feet in elevation at the one-mile mark. Most of the established drainages cross the park road between the one-third mile mark and the one-mile mark, crossing over or under the road (where possible) at a roughly perpendicular angle to the road. The sources of these drainages are in the mountain range, associated with Queen Mountain, located southwest of the North Entrance. Flooding and drainage issues have created a build-up of sediment around the North Entrance which has covered up major portions of the entrance wall. This is partially mitigated by the construction of curbs and a concrete drainage swale leading from the entrance station parking area south along the west side of the road near the screened utilities. Located near the three-quarter mile mark, drainage issues are evident in a washout that has caused road damage.

WEST ENTRANCE
The West Entrance Road is in a relatively flat area between two unnamed high points - one on the north and one on the south. As the road heads south and then southeast it rises from roughly 3500 feet to 3750 feet in elevation at the one-mile mark. The primary drainage parallels the park road near the entrance between the zero-mile mark and the quarter-mile mark. It continues to parallel the road as it continues west past the park boundary line. The source of this drainage occurs in the hills south of the West Entrance. Some flooding and drainage issues have created a build-up of sediment around the West Entrance Monument which has covered up major portions of the entrance wall. This is partially mitigated by the construction of curbs and a concrete drainage swale leading from the small entrance station parking area located south of the entrance station.

SOUTH ENTRANCE
The South Entrance Road is in a relatively flat area that leads north into Box Canyon which is located between the Cottonwood Mountains on the west and the Eagle Mountains on the east. As the road heads north it rises from 2000 feet to roughly 2290 feet in elevation from the boundary line to the one-mile mark. The primary drainage flows north to south over wide swaths of land parallel to both sides of the road. The source of the drainage occurs in the hills north of the South Entrance - the Cottonwood Mountains on the west side of the road and the Eagle Mountains on the east side of the road. Minor flooding and drainage issues have created a build-up of sediment around the north side of the South Entrance Monument which has covered up some portions of the entrance wall. This is mitigated by natural swales that direct water around and away from the entrance monument and road.

Landscape Characteristic: **Vegetation-Vegetation**

NORTH ENTRANCE
The North Entrance and Park Road are surrounded by Yucca schidigera (Mojave yucca), Cylindropuntia bigelovii (teddy bear cholla), Larrea tridentate (Creosotebush), and other herbaceous plants indicative of this plant community. In the planting islands located on the north and south sides of the entrance station is Fouquieria splendens (Ocotillo), which is normally found in other areas of the park.

WEST ENTRANCE
The West Entrance and Park Road are surrounded by Yucca brevifolia Uoshua tree), Cylindropuntia bigelovii (teddy bear cholla), Larrea tridentate (Creosotebush), and other herbaceous plants indicative of this plant community.

SOUTH ENTRANCE
The South Entrance and Park Road are surrounded by Fouquieria splendens (Ocotillo), Larrea tridentate (Creosotebush), and other herbaceous plants indicative of this plant community.

Landscape Characteristic Graphics:



South Entrance monument sign, east section low wall and vegetation

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

NORTH ENTRANCE
There are numerous small-scale features around the North Entrance and along the first mile of the entrance road. The most prominent features are the road signs that are spaced at somewhat regular intervals between the park boundary and the end of the project area at the one-mile mark. These signs fall into two primary categories: road safety and directional signs and park information signs. Road safety and directional signs include curve ahead, drive safely, stop, and point to parking areas. Park information signs provide basic information about what is and is not permitted in the park, a sign that indicates the current air quality and fire danger, and one located on the north side of the entrance station that outlines the park entry fees. In limited locations near the park boundary and around the entrance station are posts or decals that have reflectors which help visitors avoid hitting the monument sign and entrance station at night. Embedded in a rock and affixed with concrete is the U.S.G.S. marker. Located immediately south of the entrance station is a flagpole that is positioned at the midpoint of the planting area and on center with the entrance building.

WEST ENTRANCE
There are numerous small-scale features around the West Entrance and along the first mile of the entrance road. The most prominent features are the road signs that are spaced at somewhat regular intervals between the park boundary and the end of the project area at the one-mile mark. These signs fall into two primary categories: road safety and directional signs and park information signs. Road safety and directional signs include curve ahead, drive safely, stop ahead, and point to parking areas. Park information signs provide basic information about what is and is not permitted in the park, a sign that indicates the current air quality and fire danger, and one located on the west side of the entrance station that outlines the park entry fees. In limited locations near the park boundary and around the entrance station are posts or decals that have reflectors which help visitors avoid hitting the West Entrance monument and entrance station at night. Embedded in the entrance monument located on the south side of the road and affixed with concrete is the U.S.G.S. marker. Located immediately east of the entrance station is a flagpole that is positioned at the midpoint of the planting area and on center with the entrance building.

SOUTH ENTRANCE
There are several small-scale features located between the South Entrance Monument and onemile mark of the entrance road. The most prominent features are the road signs that are spaced at somewhat regular intervals between the park boundary and the end of the project area at the one-mile mark. These signs fall into two primary categories: road safety and directional signs and park information signs. Road safety and directional signs include curve ahead, drive safely, stop ahead, and point to parking areas. Park information signs provide basic information about what is and is not permitted in the park, and a sign that indicates the current air quality and fire danger. Embedded in the entrance monument located on the east side of the road and affixed with concrete is the U.S.G.S. marker.

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
USGS Markers	200136	Non contributing					No
Road Signs	200135	Non contributing					No
Flagpoles	200137	Non contributing					No

Landscape Characteristic Graphics:



West Entrance monument sign, U.S.G.S. marker in mortar cap of low wall

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

NORTH ENTRANCE
Large-scale features associated with the North Entrance and within the first mile of the entrance road include an entrance monument sign, entrance/fee station, and interpretive kiosk.

The entrance monument sign is located on Park Blvd. at the boundary of the park. It consists of two sections symmetrically flanking the road. Each side includes a monument signage pier with a low wall arcing away from the road and terminating at the park boundary with a low pier. The components are constructed of 16" x 4" x 8" (half the height of a standard size block) integrally-colored concrete block units laid in a running bond pattern with mortar matching the block color. Block walls and piers are on a cast-in-place concrete foundation and capped with mortar. The monument entrance pier on the west side of the road is roughly 15'-8" x 3'-8" and 8'-4" high and is composed of a massive pier, featuring a wood NPS emblem, and a sign wall extending east on a 2' high base. An 8' x 3'-8" wood sign made up of four planks is bolted to the sign wall and states "Entering Joshua Tree National Park, United States Department of the Interior, National Park Service." The base of the massive pier features a hinged metal door to an empty cavity and the end of a metal conduit protrudes from the sign wall base near the road. These are likely remnants of the traffic counter system noted in the original drawings. A 2' high block wall extends west from the massive sign pier and arcs north at a 25' radius. 2'x2' low end piers terminate the low wall. The monument exit pier on the east side of the road is approximately 12' x 3'-8" and 5' high. It is similar in composition to the entrance-side sign with a massive pier, sign wall with 2' base extending west, and a three-plank wood sign stating "Leaving Joshua Tree National Park." The low arcing wall and end pier mirror the matching components on the west side of the road, forming welcoming arms.

The current entrance/fee station replaced the station first added in the late 1970s. Constructed in 1999, it is approximately 8' x 26' and includes a fee collection station, bathroom, and utility storage.

It is wood-framed and stucco-clad with a clay tile gable roof. It features sliding and fixed metal windows, metal doors, and contemporary interiors.

An interpretive kiosk is located on the west side of a small pullout and parking area that is located on the west side of the park road near the half-mile mark. The interpretive kiosk is attached to a concrete pad and covered by a wood shelter that has two posts and a simple flat rectilinear roof. It is open on all sides, and two interpretive panels are located on the east side of the kiosk which provide information about the park's flora and fauna and a map of the area including the trail that begins nearby.

WEST ENTRANCE
Large-scale features associated with the West Entrance and within the first mile of the entrance road include an entrance monument sign, entrance/fee station, and comfort station.

The entrance monument sign is located on Park Blvd. at the boundary of the park. It consists of two sections symmetrically flanking the road. Each side includes a monument signage pier with a low wall arcing away from the road and terminating at the park boundary with a low pier. The components are constructed of 16" x 4" x 8" (half the height of a standard size block) integrally-colored concrete block units laid in a running bond pattern with mortar matching the block color. Block walls and piers are on a cast-in-place concrete foundation and capped with mortar. The monument entrance pier on the south side of the road is roughly 15'-8" x 3'-8" and 8'-4" high and is composed of a massive pier, featuring a wood NPS emblem, and a sign wall extending south on a 2' high base. An 8' x 3'-8" wood sign made up of four planks is bolted to the sign wall and states "Entering Joshua Tree National Park, United States Department of the Interior, National Park Service." The base of the massive pier features a hinged metal door to an empty cavity and the end of a metal conduit protrudes from the sign wall base near the road. These are likely remnants of the traffic counter system noted in the original drawings. A 2' high block wall extends north from the massive sign pier and arcs west at a 25' radius, stepping down periodically with the slope of the site. 2'x2' low end piers terminate the low wall. The monument exit pier on the north side of the road is approximately 12' x 3'-8" and 5' high. It is similar in composition to the entrance-side sign with a massive pier, sign wall with 2' base extending north, and a three-plank wood sign stating "Leaving Joshua Tree National Park." The low arcing wall and end pier mirror the matching components on the south side of the road, forming two arms welcoming visitors.

The entrance/fee station was constructed in 1997 and is approximately 8' x 12'. It is woodframed and stucco-clad with a clay tile gable roof. It features sliding and fixed metal windows, metal doors, and contemporary interiors. Stucco-clad piers are in the surrounding planter island at all four corners of the building as protective bollards and mounts for building lighting.

The comfort station was also added to the West Entrance in 1997. Like the entrance station, it is a wood-framed and stucco-clad building with a clay tile gable roof. It includes both men's and women's restroom facilities and features metal windows and doors. Stucco-clad concrete site walls form an accessible ramp to the restroom entries with a metal railing, as well as a raised planter and utility enclosure west of the building. A contemporary block retaining wall forms another planter south of the building.

SOUTH ENTRANCE
Large-scale features associated with the South Entrance and within the first mile of the entrance road include an entrance monument sign and interpretive kiosk.

The entrance monument sign is located on Cottonwood Springs Rd. at the boundary of the park. It consists of two sections symmetrically flanking the road. Each side includes a monument signage pier with a low wall arcing away from the road and terminating at the park boundary with a low pier. The components are constructed of 16" x 4" x 8" (half the height of a standard size block) integrally-colored concrete block units laid in a running bond pattern with mortar matching the block color. Block walls and piers are on a cast-in-place concrete foundation and capped with mortar. The monument entrance pier on the east side of the road is roughly 15'-8" x 3'-8" and 8'-4" high and is composed of a massive pier, featuring a wood NPS emblem, and a sign wall extending west on a 2'

high base. An 8' x 3'-8" wood sign made up of four planks is bolted to the sign wall and states "Entering Joshua Tree National Park, United States Department of the Interior, National Park Service." The base of the massive pier features a hinged metal door to an empty cavity and the end of a metal conduit protrudes from the sign wall base near the road. These are likely remnants of the traffic counter system noted in the original drawings. A 2' high block wall extends east from the massive sign pier and arcs south at a 25' radius. 2'x2' low end piers terminate the low wall. The monument exit pier on the west side of the road is approximately 12' x 3'-8" and 5' high. It is similar in composition to the entrance-side sign with a massive pier, sign wall with 2' base extending east, and a three-plank wood sign stating "Leaving Joshua Tree National Park." The low arcing wall and end pier mirror the matching components on the east side of the road, forming welcoming arms.

An interpretive kiosk is located on the east side of a parking area that is located on the east side of the park road just before the half-mile mark. The interpretive kiosk is attached to a concrete patio and sidewalk that borders the east side of the 10-car parking area which serves the trailhead located to the east of the parking lot. The kiosk is covered by a wood shelter that has two posts and a simple flat rectilinear roof. It is open on all sides, and two interpretive panels are located on the west side of the kiosk which provide information about the park's flora and fauna and a map of the area including the trail that begins nearby.

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
North Entrance Monument Sign	200138	Contributing	1170218				No
West Entrance Monument Sign	200178	Contributing	1170219				No
South Entrance Monument Sign	200179	Contributing	1170220				No
North Entrance Fee Station	200139	Non contributing – incompatible	1171292				No
West Entrance Fee Station	200180	Non contributing – incompatible	1171293				No
North Interpretive Kiosk	200140	Non contributing	1171296				No
South Interpretive Kiosk	200182	Non contributing	1171297				No
West Entrance Comfort Station	200141	Non contributing – incompatible	1171294				No

Landscape Characteristic Graphics:



North Entrance monument sign, looking southwest



North Entrance monument sign, west "entering" section, looking south



North Entrance monument sign, east "leaving" section, looking southeast



North Entrance monument sign, main pier, sign wall, and wood signs



North Entrance monument sign, back side of "entering" sign wall showing various attachment bolt conditions



North Entrance monument sign, NPS emblem sign showing bolts protruding from the face of the sign.



North Entrance monument sign, east section low wall showing loss of mortar cap.



North Entrance monument sign, typical concrete block field unit



North Entrance monument sign, east section main pier and "leaving" sign, looking north.



North Entrance monument sign, west section, looking north



North Entrance, entrance/fee station, looking northeast



North Entrance, interpretive kiosk and pullout located within the first mile of road



North Entrance, interpretive kiosk, looking west.



North Entrance, interpretive kiosk, looking south. 48 NPS



West Entrance, looking southeast.



West Entrance monument sign, south section, looking south



West Entrance monument sign, north section looking northeast



West Entrance monument sign, south section main pier, sign wall and wood signs



West Entrance monument sign, back of main pier and sign wall showing through wall attachments



West Entrance monument sign, metal door into cavity of main pier



West Entrance monument sign, north section pier and "leaving" sign



West Entrance monument sign, back side of "leaving" sign and pier.



West Entrance monument sign, enlarged vertical joint at low wall junction



West Entrance monument sign, displacement of top course at north section low wall.



West Entrance monument sign, soil buildup at north section low wall nearing top of the wall



West Entrance, additional visitor service structures, looking east



West Entrance, entrance/fee station and parking beyond, looking southeast



West Entrance, entrance/fee station, looking northwest



West Entrance, comfort station and utility enclosure, looking southeast



West Entrance, comfort station and utility enclosure, looking northeast.



South Entrance monument sign, east section, looking northeast.



South Entrance monument sign, west section, looking northwest



South Entrance monument sign, main pier, sign wall, and wood signs.



South Entrance monument sign, back side of main pier and sign wall showing sign attachment bolts.



South Entrance monument sign, west section "leaving" sign missing



South Entrance monument sign, west section, end pier and rebuilt low wall.



South Entrance monument sign, west section showing repointing and rebuilt section of low wall left of end pier



South Entrance, interpretive kiosk and pullout located within the first mile of road



South Entrance, interpretive kiosk with trailhead in the distance

Condition

Assessment Interval (Years): 6

Next Assessment Due Date: 06/01/2023

Condition Assessment and Impacts

Condition Assessment: Good

Assessment Date: 06/01/2017

Condition Assessment Explanatory Narrative:

Landscape Documents:

File Name:	M66 Entrances DOE_sm2.pdf
Caption:	DOE
Alt Text:	
Date:	06/01/2017
Attachment Type:	
Source:	
Version:	