
National Park Service
Cultural Landscapes Inventory

2022



Mazama Campground
Crater Lake 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:	Mazama Campground
Resource Classification:	Cultural Landscape
CLI Identification Number:	976231
Parent Landscape:	976231
Inventory Status:	Complete

Park Information

Park Name:	Crater Lake National Park
Alpha Code:	CRLA
Park Organization Code:	9320
Park District:	CRLA
Region:	Pacific West
Restricted:	No

Landscape Description:

Located in Klamath County in southwestern Oregon, Mazama Campground lies approximately 180 miles south of Portland and 50 miles northeast of Medford, Oregon, in the southern portion of Crater Lake National Park. The campground was constructed between 1956 and 1966 and constituted a major element of Mission 66 programming in the park. The project had a significant impact on visitor use patterns, as it drew a considerable number of overnight guests away from Rim Campground and Crater Lake Lodge at Rim Village to the less-developed area near Annie Spring, in the south-central portion of the park.

Upon the conclusion of Mission 66 and its follow-up program, Parkscape USA, Mazama Campground included 190 campsites organized around seven loop roads, seven wood-framed comfort stations, an amphitheater for interpretive programs, a registration kiosk, and a telephone booth, as well as various campsite furniture. As detailed in the following section, the general configuration of the campground, including its circulation network and campsite organization, the amphitheater, and one of the campground's Mission 66-era comfort stations retain a high level of integrity to this period.

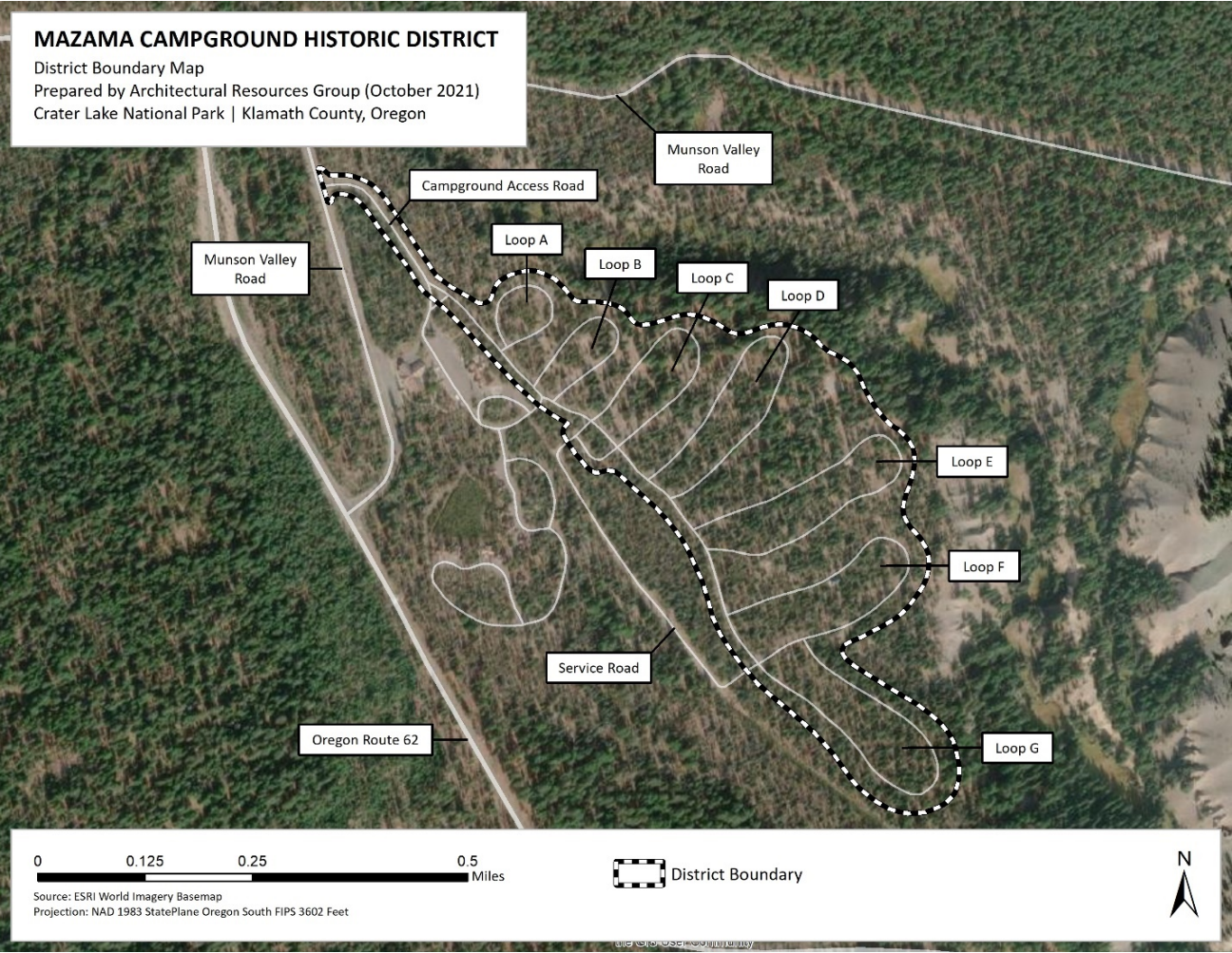
Landscape Hierarchy Description:

There are no component landscapes to this cultural landscape.

Landscape Type:

Other Names:

Site Plan

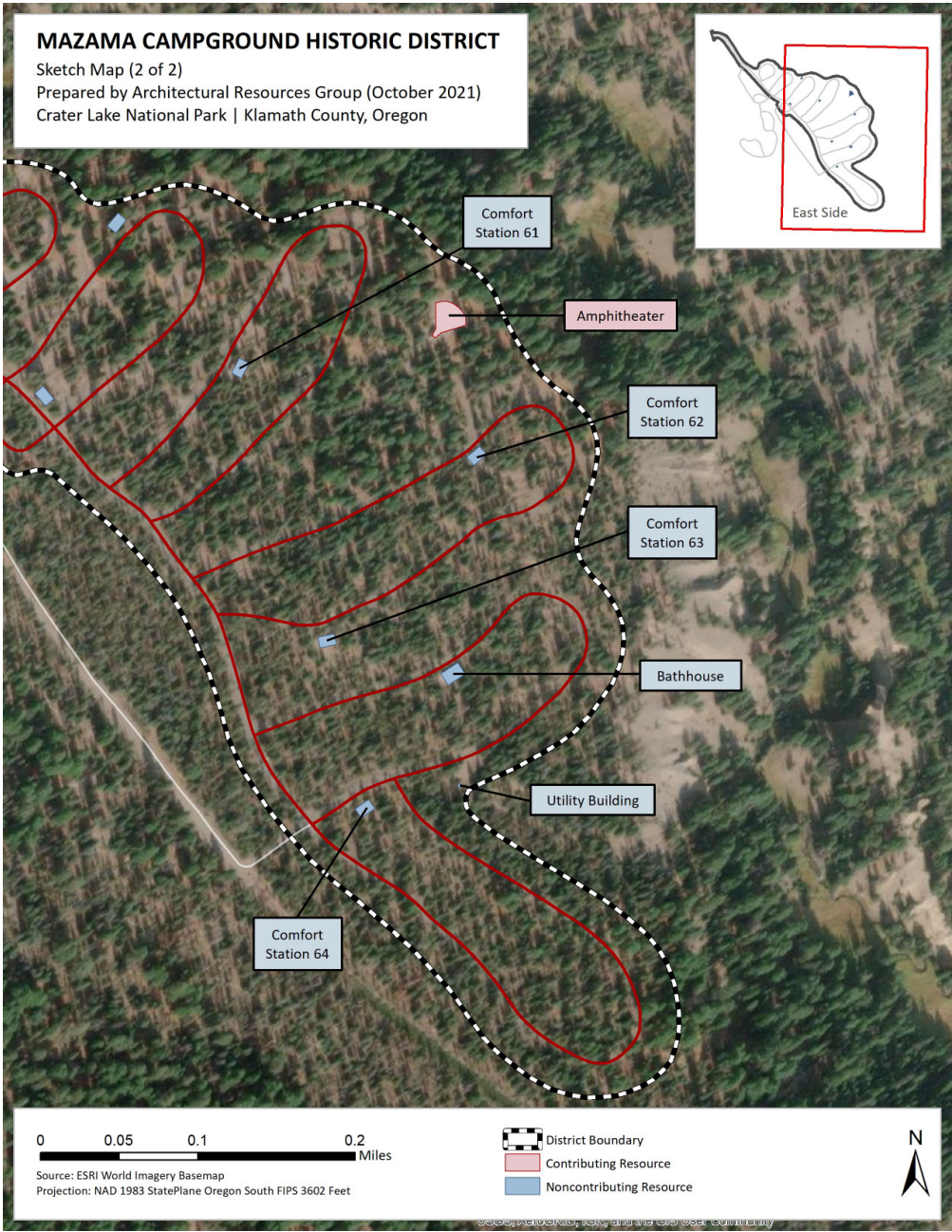


Mazama Campground Historic District Site Plan

Mazama Campground
Crater Lake National Park



Mazama Campground Historic District Site Plan



Mazama Campground Historic District Site Plan

Concurrence Information

Concurrence Status:

Park Superintendent Concurrence:	Yes
Park Superintendent Date of Concurrence:	09/14/2022

Completion Status Explanatory Narrative:

Mazama Campground received both SHPO and Superintendent concurrence on its NR eligibility status and management category (B).

Geographic Information

State and County:

State	County
Oregon	Klamath County

Size (Acres): 54.89

Land Tract Number(s)

Boundary Description:

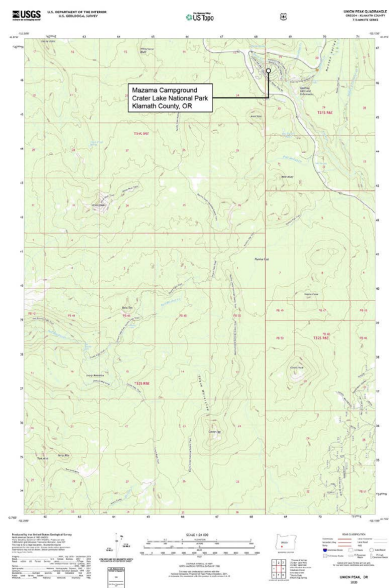
The district boundary is delineated on the accompanying Boundary Map and encompasses the seven-loop campground, the main campground access road, and the outlet to Munson Valley Road.

The boundary encompasses the extent of Mazama Campground as developed between 1956 and 1966, in the course of Mission 66 development within Crater Lake National Park. The access road connecting the campground to Munson Valley Road, though it does not date to this period of development, is included within the district's boundaries due to its integral role in providing access to the campground and associated features. Mazama Village, to the south of the campground, is not included within the boundary as it was not initially developed until the 1980s.

Boundary Coordinates

Source	Type of Point	Latitude	Longitude	Narrative
	Point	42.87003	- 122.16958 7	
	Point	42.86209 2	- 122.15998 3	
	Point	42.87003	- 122.16958 7	
	Point	42.86261 6	- 122.15885 9	

Location Map:



Mazama Campground Historic District Location Map

Regional Landscape Contexts:

Management Information

General Management Information

Management Category: Should be Preserved and Maintained

Management Category Date: 09/14/2022

Management Category Explanatory Narrative:

Mazama Campground is eligible under Criteria A and C at the local level of significance under the NPS Mission 66 MPD and therefore falls under Management Category B.

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 Mazama Campground was completed by the Architectural Resources Group (ARG) in November 2021. The site was found locally eligible for listing on the NRHP under the NPS Mission 66 MPD. The DOE received SHPO concurrence on September 14, 2022.

Eligibility: Eligible -- SHPO Consensus Determination

Concurrence Eligibility Date: 09/14/2022

Concurrence Narrative:

Significance Level: Local

Contributing: Individual

Classification: District

Statement of Significance for National Register of Historic Places:

Mazama Campground is eligible for inclusion in the National Register of Historic Places (National Register) as a historic district. As described in the following sections, the developed area meets the threshold outlined in the NPS Mission 66 Era Resources Multiple Property Documentation (MPD) form for Mission 66 historic districts. Furthermore, the campground's major contributing resources meet the characteristics for associated property types as described in the MPD. Mazama Campground's period of significance is 1956-1969, reflecting the time period during which the contributing resources associated with the area's Mission 66-era development were constructed. The period encompasses the development of the campground (1956-1966), the amphitheater (1961-1962), the seven Mission 66-era comfort stations (1957-1965), and the internal circulation network, including the relocation of the entrance road from Munson Valley Road in 1968-1969. The latter development occurred under Mission 66's follow-up program, Parkscape USA (1967-1972) and is the last confirmed, major alteration to the campground under either the Mission 66 or Parkscape USA programs. Any development after 1969 is therefore not eligible for its association with Mission 66 development, and the period of significance ends in that year.

Criterion A

Mazama Campground is the only campground planned and constructed in Crater Lake National Park under the Mission 66 development program. The selection of the large, level site near Annie Spring Canyon reflects the Park Service's intent to increase lodging capacity and to relieve the functional and environmental impacts of overcrowding at Rim Campground, which was located in the Rim Village near the edge of Crater Lake. An extensive, seven-loop campground and new visitor amenities including comfort stations, water supply stations, and an amphitheater were completed at Mazama Campground between 1956 and 1966. All of the buildings and structures proposed for campground under the park's Mission 66 development plan were completed by the conclusion of the program in 1966.

Presently, Mazama Campground includes a representative range of contributing property types including a seven-loop campground, a wood-framed comfort station, and an amphitheater with a stage/projection building and numerous rows of bench seating. Although the campground has experienced a number of alterations since the conclusion of the period of significance (see Section 7), it retains the basic features and feeling of a Mission-66 era campground through its circulation network, the configuration of individual campsites around the main loops, the variety of visitor amenities, and the physical relationships between buildings, structures, and sites. As it continues to communicate the NPS's Mission 66-era principles of campground planning, Mazama Campground is eligible for the National Register under Criterion A for its association with Mission 66 development in Crater Lake National Park.

Criterion C

Mazama Campground is also significant for its representation of Park Service Modern architecture and NPS planning during the Mission 66 period. The developed area reflects the design concepts that were established by the NPS for Mission 66 campgrounds, such as a multi-loop configuration with varied types of parking spaces and vegetal privacy screening between campsites. Furthermore, as described in the above section regarding associated property types, the contributing comfort station and amphitheater within the campground both reflect standardized designs developed during the Mission 66 period and possess characteristics of the Park Service Modern Style. Namely, Comfort Station 58 retains a horizontal emphasis, grouped aluminum windows, and an overall lack of applied ornamentation or historical references, and the amphitheater stage features a nontraditional geometric form and an emphatic relationship with the landscape; both are wood-framed and clad in wood siding to complement the wooded landscape surrounding the developed area. As such, Mazama Campground is eligible for the National Register under Criterion C for its association with the design principles employed in NPS campground projects during the Mission 66 period.

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 1956 - CE 1969

Area of Significance:

Area of Significance Category: Architecture

Area of Significance Category: Landscape Architecture

Area of Significance Category: Entertainment - Recreation

NRIS Information:

State Register Documentation:

National Historic 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 1956 - 1966	Built	The Mazama Campground comprising Loops A-G was established between 1956 and 1966.
CE 1956 - 1969	Built	The internal circulation and parking of Mazama Campground was established between 1956 and 1969.
CE 1957 - 1965	Built	Comfort Stations 59-64 were built between 1957 and 1965.
CE 1958 - 1959	Built	Comfort Station 58 was built 1958-1959.
CE 1961 - 1962	Built	The Amphitheater was built between 1961 and 1962.
CE 1985	Built	The RV Dump Station was built post-1985
CE 2000 - 2005	Built	The Utility Building was built in the early 2000s.
CE 2005	Built	The Bathhouse was built in 2005.
CE 2000 - 2005	Altered	Comfort Stations 59-64 were altered in the early 2000s: Reconstruction from rusticated concrete masonry units and plywood paneling, replacement of roof with non-compatible medium-pitched gable form, reconfiguration of fenestration pattern, replacement of some aluminum windows with vinyl units, and reconfiguration of interior (resulting the removal of one exterior door) in the early 2000s
CE 2015	Built	The Hiker/Biker Campground and access road were established circa 2015.

Physical History:

Geologic History and Early Exploration of Crater Lake

Crater Lake, the namesake and major feature of Crater Lake National Park, is a volcanic crater lake surrounded by lava cliffs that rise from 500 to 2,000 feet above the surface of the water. The basin containing the lake is a “caldera,” or a large volcanic crater, formed approximately 7,700 years ago when the top of Mount Mazama, an approximately 12,000-foot-high volcano in the Cascade Range, collapsed following a cataclysmic eruption. Over centuries, the bowl-shaped caldera has collected rain and snow and filled to a depth of nearly two thousand feet; evaporation and seepage are presently in near-balance with precipitation, resulting in a fairly consistent water level. The lake covers approximately twenty square miles and is six miles in diameter at its widest point. It is the deepest lake in the United States and one of the deepest in the world.

Native American interaction with Crater Lake and its environs has been traced to before the collapse of Mount Mazama and the formation of the caldera. Although archaeological investigations have not yielded evidence that the mountain was a permanent home to ancient peoples, sandals and other artifacts suggest that it was used as a temporary camping site. Accounts of the cataclysmic eruption that formed the caldera are found in the oral tradition of the Klamath tribes, who are the descendants of the Makalak people, and of other indigenous tribes of southwestern Oregon. Makalak traditions recount a battle between Llao, the spirit of Mount Mazama and the Chief of the Below World, and Skell, the spirit of the sky and the Chief of the Above World, that resulted in the collapse of the mountain and a torrential downpour that filled the crater with water. Makalak peoples and their descendants hold the resultant lake as sacred, and many choose not to view it because of its sacred context.

Records indicate that the indigenous peoples of Oregon did not share the location of the caldera and lake with early Euroamerican colonizers; the first authenticated visit to Crater Lake by a Euroamerican was not made until the spring of 1853, in the midst of southwestern Oregon's first gold rush, and then only by accident. While searching for a rumored abandoned gold mine, a group of eleven men including John Wesley Hillman, Isaac G. Skeeters, Henry Klippel, J.S. Loudon, and Pat McManus unexpectedly spied the lake after scaling the rim of the caldera. The men reported the discovery of what they christened "Deep Blue Lake" to other miners in south-central Oregon, but they were unable to describe its exact location. As there was no local newspaper published in southern Oregon at the time, the story gained little traction and the men's visit was quickly forgotten.

Nearly a decade passed before a second recorded visit was made to Crater Lake, in which time gold prospectors had moved their focus from southwestern Oregon to the central and eastern portions of the state. In October 1862, a six-man mining party en route to the Rogue River Valley came upon the lake while searching for a campsite. The leader of the group, Chauncey Nye, wrote a short article for the Oregon Sentinel newspaper that described the lake's general location and appearance. In his article, Nye dubbed the lake "Blue Lake," because "the waters were of a deep blue color," and incorrectly hypothesized that it was the source of the Rogue River. Despite the publicity, however, Crater Lake seems to have lapsed back into obscurity within a few years of the Nye party's visit. The third documented visit to the lake was not made until summer 1865, when a pair of hunters accompanying a military expedition came upon it from the southern rim. The expedition, which had been dispatched by nearby Fort Klamath (in Wood River Valley, approximately twenty miles south of the lake), was tasked with building new roads and improving old trails that supplied major supply points in eastern and western Oregon. A short time after the hunters had shared the details of their discovery with officials at Fort Klamath, Captain Franklin B. Sprague led a small party of soldiers and civilians from nearby Jacksonville to view the lake for themselves. Upon the party's return, Sprague wrote an account of his experiences for the Oregon Sentinel. While this was not the first published description of Crater Lake, Sprague's article was the first to posit the lake's volcanic origins, and the first to suggest the area's potential as a recreational destination.

Several other groups visited Crater Lake in the late 1860s, including a party led by James M. Sutton, editor of the Oregon Sentinel. The group constructed a small boat, which they used to access the volcanic cinder cone island (later named "Wizard Island," for its peaked form reminiscent of a wizard's hat) near the western shore of the lake. Some sources indicate that Sutton's party created the name "Crater Lake" because of the crater at the top of the island. Over the next decade, Crater Lake saw an increasing number of visitors and slowly began to attract regional attention. The first known photographs of the lake were taken in 1874 by Peter Britt, a Swiss emigrant who would become southern Oregon's most celebrated pioneer artist and photographer, and the first geological study of the caldera was initiated in 1883 by J.S. Diller and Everett Hayden of the U.S. Geological Survey. The pair's findings were published in various scientific journals, thus providing publicity for Crater Lake among the scientific community in the United States.

Early Federal Protections: The Cascade Range Forest Reserve

The campaign to preserve Crater Lake as a national park was spearheaded by William Gladstone Steel, a conservationist and amateur mountaineer who first visited the lake in 1885. Steel was determined to protect the lake and its environs from settlement and private exploitation, and he soon began a campaign to designate a 12- by 30-mile area including Crater Lake, Diamond Peak, and Mount Thielsen as a national park. He wrote to every newspaper and postmaster in Oregon, urging them to circulate a petition for the proposed park. This was signed by more than a hundred Oregonians, including Oregon representative Binger Hermann and Governor Zenas F. Moody, and forwarded to President Grover Cleveland on December 21, 1885. In response to the petition, Secretary of the Interior Lucius Q.C. Lamar recommended to President Cleveland “the temporary withdrawal from settlement or sale” of the land within the proposed park; Cleveland issued an executive order to that effect in early 1886.

This executive order was intended as an interim measure, to prevent further settlement and development on the land surrounding Crater Lake while Congress deliberated the establishment of a national park. Over the next several years, Oregon congressmen introduced multiple bills proposing the establishment of a federally-protected park or reserve centered on Crater Lake; however, each of these bills failed, as a result of strong lobbying efforts by private speculators and lumber, sheep, and ranching interests as well as Congress’s prevailing belief that Oregon should protect its natural resources without federal funding. Finally, following widespread petition by Oregon conservationists and political leaders, Secretary of the Interior John W. Noble appointed R.G. Savery, Jr., of the General Land Office to report on the value of a forest reserve along the crest of the Cascade Range in Oregon. Following meetings with Oregon officials and his own investigations of the site, Savery reported, “that the future welfare of the State of Oregon demands the withdrawal and protection of said proposed reservation.” Savery also noted that, sheepherding interests aside, most citizens in the state were in favor of the proposed reservation.

On the basis of Savery’s report, the Department of the Interior recommended creation of the proposed forest reserve. President Cleveland subsequently issued a proclamation establishing the Cascade Range Forest Reserve on September 28, 1893. The reserve was 234 miles long, with an average width of 30 miles, and encompassed 7,020 square miles or 4,492,800 acres including both Mount Hood and Crater Lake. The federal government’s first action to administer the area came in April 1894, when it issued a regulation prohibiting the “driving, feeding, grazing, pasturing, or herding of cattle, sheep or other live stock [sic]” within the reserve. Sheepherding interests balked at the restriction and began a petition to reduce the size of the reserve. On their request, Oregon Senator John H. Mitchell recommended to S.W. Lamoreaux, Commissioner of the General Land Office, that the lands in the reserve be subdivided into five separate tracts, including reservations for Mount Hood (322,000 acres), Crater Lake (936,000 acres), and Mount Jefferson (30,000 acres), and two tracts (totaling 3,320,000 acres) to be restored to the public domain.

Steel and other Oregon conservationists, including the members of the Mazamas, a mountaineering club organized by Steel in 1894, immediately took up a campaign against this proposal. At Steel’s suggestion, the Mazamas held a summer outing and mountain-climbing excursion at Crater Lake in August 1896, inviting several scientists with the US Biological Survey, the US Geological Survey, the US Department of Agriculture, and the US Fish Commission. They were joined by hundreds of interested individuals from Ashland, Medford, Klamath Falls, the Klamath Tribes, and the nearby army post at Fort Klamath, and together participated in guided nature walks, campfire lectures, and the christening of “Mount Mazama,” the collapsed volcano containing Crater Lake, in a ceremony on August 21, 1896. Each of the scientists on the Mazamas’ excursion later recommended Crater Lake’s designation as a national park, on the basis of its scientific, economic, and recreational potential, and because it was “too susceptible to forest fires and worthy of greater care than it was receiving as a forest reserve.”

Creation and Early Operations of Crater Lake National Park

At the insistence of American conservationists, naturalists, and outdoor recreation enthusiasts, the legislative battle to establish Crater Lake National Park was renewed in 1898 by Oregon Congressman Thomas H. Tongue. Following two failed bills in the 1890s, on December 10, 1901, Representative Tongue put forth a third bill (HR 4393) proposing the designation of Crater Lake National Park. William Steel immediately began to circulate a petition in support of the bill, and by March 1902 this had collected more than 4,000 signatures. National periodicals also contributed to the campaign effort by printing illustrated articles that celebrated the uniqueness and beauty of Crater Lake. The House Committee on Public Lands unanimously recommended the bill, and President Theodore Roosevelt himself supported the park's creation. Following considerable debate, and the proposal of several amendments including a provision for limited, approved mining activities, the House of Representative passed Tongue's bill on April 21, 1902; it was subsequently passed by the Senate, without debate or amendment, on May 9, 1902. President Roosevelt signed the bill (32 Stat. 202) on May 22, 1902, establishing Crater Lake as the nation's sixth national park.

In accordance with the provisions of the establishing act, the Department of the Interior issued rules and regulations for Crater Lake National Park on August 27, 1902. Initial appropriations provided by Congress were minimal—barely enough to compensate the park's first superintendent, William F. Arant—and so the park was unable to undertake any significant development programs during the first several years of its existence. Arant's early projects included the establishment of the park's first headquarters (a temporary camp at Bridge Creek Springs, approximately six miles from the lake) and the construction of an early road system through the park, which he completed with the aid of hired labor. By 1905, he had established a headquarters at the eponymously named "Camp Arant" near the head of Annie Spring. A wood-framed, two-story dwelling—the first permanent building constructed within the park—was completed at the headquarters in the next year.

Crater Lake National Park's first concessioner, the Crater Lake Company, was incorporated by William Steel, Charles L. Parrish, and Lionel Webster in 1907. The company operated two campgrounds including tents and eating facilities, provided automobile transportation for visitors in the park, and by 1909 had initiated construction of the Crater Lake Lodge on the south side of the lake. One of the company's visitor lodging options was a full-service campground established near the park's then-headquarters at Camp Arant, chosen for its comparatively low elevation (thereby extending the visitor season) and easy access to fresh water. The Crater Lake Company's Camp Arant offered floored tents and accommodated more than 400 campers over the course of the 1909 season, most of whom stayed just one or two nights.

In 1913, William Steel replaced William Arant as superintendent of Crater Lake National Park. One of Steel's first projects was the expansion of the park headquarters, which was officially renamed "Anna Spring Camp" in 1915. He oversaw the construction of a seasonal employee residence in 1916 and a private garage in 1918, and he recommended the addition of a larger office and administrative center to the site; however, this does not appear to have been constructed. Other activities included trail maintenance, wildfire management and prevention, trash disposal, and the expansion of private automobile permits for visitors to the park. Additionally, road construction and maintenance continued to be a major focus under Steel's administration: construction of Rim Road, which encircled the caldera containing Crater Lake, was initiated in 1913, and improvements were made to the roads leading to Crater Lake from the Klamath Region and the Rogue River Valley during the mid-1910s. In 1916, the last year of Steel's tenure as superintendent, the Pinnacles entrance on the eastern boundary of the park was opened to facilitate greater park visitation from central and eastern Oregon. That year, park visitation reached an all-time high of 12,265 annual visitors.

The National Park Service, Parkitecture, and Crater Lake National Park

The pace of development within Crater Lake 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 fourteen national parks and twenty-one national monuments then in existence, as well as 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.

Appropriations for Crater Lake National Park increased under the auspices of the NPS, enabling the park to embark on its first comprehensive, large-scale development program. As detailed in a 1918 policy statement coauthored by NPS Director Stephen T. Mather and Assistant Director Horace M. Albright, development during this period emphasized environmentally-sensitive design and thoughtful long-range planning. As applied to architecture within Crater Lake National Park—and, indeed, other units of the National Park System—this policy is reflected in the “NPS Rustic” style, also known as “Parkitecture.” Heavily influenced by the principles of the Arts and Crafts Movement of the late nineteenth and early twentieth centuries, the NPS Rustic style is characterized by the use of native materials including unfinished logs and rusticated stone, handcraftsmanship (or the appearance thereof), and asymmetry. Park landscaping during this era, including road and trail development, was also carefully designed to complement, rather than overwhelm, existing natural features and topography.

During the 1910s and 1920s, the Park Service's efforts within Crater Lake National Park were largely concentrated on improvements to road, trail, and utility systems, as well as the construction of facilities to improve visitor services and park operations. Rim Road, initiated under William Steel in 1913, was provisionally completed and opened to the public in summer 1918, and with the aid of Oregon's Bureau of Public Roads (BPR), the approach roads to the park from Medford, Klamath Falls, and Bend were improved in the early 1920s. The road between Annie Spring (in the southern portion of the park) and the rim of the caldera was surfaced, and two new bridges were constructed along its length: Annie Spring Bridge, completed in 1927, and Goodbye Creek Bridge, completed in 1929, both of which were constructed with a rustic superstructure featuring peeled Douglas fir and mountain hemlock logs. Trails for visitors were constructed from Rim Road to Sun Notch and Crater Peak, from White Horse Bridge to the Nutcracker, from Government Camp in Munson Valley to the Lady of the Woods, and from the rim down to the lakeshore.

In 1923, park management determined that administrative headquarters should gradually be moved from Annie Spring (formerly “Camp Arant”) to Government Camp (later, simply “Park Headquarters”) at the upper end of Munson Valley, because of the latter's relative proximity to visitor facilities at “Rim Village” on the southern rim of the caldera. As visitors tended to prefer accommodations with a view of the lake, the Crater Lake Company had recently improved its Rim Campground through the addition of toilets, a comfort station, fresh water tanks, and a community house (for dancing, lectures, and other visitor entertainment). The company also substantially upgraded Crater Lake Lodge (completed in 1915) between 1922 and 1924, and a rustic stone cafeteria and general store, associated with twelve rental cabins, were added between 1928 and 1929.

As the Crater Lake Company focused on providing expanded visitor amenities at Rim Village, it began to deemphasize services at its campground near Annie Spring. Although two toilets and a large barn (for winter storage) were constructed at the campground during the early 1920s, the tent-houses that had been provided to visitors in the 1910s were relocated to Rim Campground by 1923. The campground was thus converted from a full-service camp to a free automobile campground. As visitor numbers increased through the end of the decade, the Park Service added additional campgrounds (representing various stages of development) at Wheeler Creek, Lost Creek, Cold Spring, Cold Creek, and Whitehorse Creek, and below Government Camp.

As administrative activities were slowly relocated to Government Camp in the 1920s, additional facilities were added at the site. These included a wing addition to the existing superintendent's office (including additional space for a general office, enlarged registration and record-keeping facilities, and an information desk area) in 1924, a new combination bunkhouse/mess hall in 1929, and a new employee cottage in 1930. A new road between Government Camp and the rim was completed by fall 1926, and new telephone lines connecting the area to the park's east and west entrances were installed in the same year. During the same period, secondary administrative buildings including a fire lookout station on Mount Scott (1926), a new checking kiosk at Annie Spring (1929), and a north entrance station (1930) were completed elsewhere in the park.

Crater Lake National Park during the Great Depression and World War II

NPS-led construction and development projects at Crater Lake National Park accelerated in the early 1930s, as increased funds were made available to national parks in an effort to alleviate the unemployment crisis caused by the Great Depression. At Crater Lake, emergency funding was largely directed toward utility upgrades, various minor roads and trails projects, improvements to the Rim Village area, and an extensive building program at Government Camp between 1930 and 1932. By 1933, however, the ongoing impacts of the Depression led Congress to significantly curtail park appropriations. Through the remainder of the 1930s, the bulk of development in Crater Lake National Park was funded not through NPS budget appropriations, but through the public works agencies and programs created by the Roosevelt administration's "New Deal." The Public Works Administration (PWA) and Civilian Conservation Corps (CCC) program, both of which were newly established by the New Deal, provided parks with an infusion of labor and funding that enabled management to complete a broad range of construction and maintenance projects between 1933 and 1942.

In Crater Lake National Park, seasonal CCC camps at Government Camp (1933), Lost Creek (1933-1935, 1937-1938), and Annie Spring (1934-1941) completed utility upgrades; surveyed and laid dozens of miles of roads, hiking trails, and truck trails and built parking areas at locations throughout the park; provided labor for landscaping activities, roadside clean-up and revegetation efforts, and wildfire prevention programs; installed directional signage; and constructed a range of residential, administrative, and recreational structures. At Rim Village, the most popular visitor destination within the park, work was particularly focused on controlling visitor traffic and access in order to protect the fragile environment. With the aid of Dr. Emilio P. Meinecke, a pathologist for the Bureau of Plant Industry in the U.S. Department of Agriculture, and other professionals, crews redeveloped the Rim Campground with defined campsites including fireplaces and narrow "garage spur" parking spaces organized around loop roads. Landscape elements including rocks, logs, and vegetation were used to define roads, parking, and pathways in order to encourage visitors to limit their movement to prescribed pathways, thereby reducing impacts on the site. Campgrounds at Annie Spring and Cold Spring were also improved and used for overflow, further alleviating pressure at the rim.

PWA funds, including a nearly half-million-dollar allotment in 1934, were directed toward additional roadwork and the construction of several buildings at the park's headquarters, including a new rustic administration building. In 1941, the final PWA-funded programs in Crater Lake National Park were completed; the last CCC camp in the park was relocated to the Oregon Caves National Monument and subsequently disbanded in November 1941. The United States entered World War II a month later, resulting in renewed budget cuts, labor shortages, and reduced visitation for parks across the country; in Crater Lake alone, annual visitation plummeted from more than 274,000 people in 1941 to fewer than 90,000 in 1942 and just over 28,000 in 1943. Construction and development were largely eliminated from the park's operating program for the duration of the war, as a skeleton crew of staff focused their efforts on regular maintenance. Even these efforts were hindered by lack of funds, however, causing some park facilities to deteriorate beyond repair during the early 1940s; for example, when two bridges on the road between Annie Spring and Government Camp collapsed during the winter of 1941-1942, they were not replaced for more than a decade due to wartime spending restrictions.

The National Park Service and Mission 66

This section is adapted from the Lake Mead National Recreation Area Mission 66 Resources draft MPD, prepared by Elaine Jackson-Retondo and Christy Avery in 2013.

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. By 1947, Crater Lake National Park welcomed more than 375,000 annual visitors. Here and in parks across the country, increased visitor numbers strained existing infrastructure, overwhelmed staff, and threatened park ecosystems with overcrowding and pollution. At the same time, park budgets generally remained at or below pre-World War II levels through the early 1950s, due to the Korean War and the emphasis on Cold War defense spending. Conrad Wirth, who had been appointed the director of NPS in 1951, summed up the 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 conditions and rapidly growing visitation. His plan, which became known as 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 Yosemite, Crater Lake, and Grand Canyon, Mission 66 meant redevelopment, with upgrades to existing infrastructure and some new buildings, such as visitor centers. For older parks like Mount Rainier, Yosemite, and Crater Lake, Mission 66 meant redevelopment of existing infrastructure, as well as the construction of some new buildings, such as visitor centers. 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. Concurrent federal programs provided additional funding outside of Mission 66 for related improvement projects, particularly road improvements. For example, funds provided by the 1956 Federal-Aid Highway Act constructed modern highways both around and within national parks and monuments during the late 1950s.

Over the course of its ten-year span, Mission 66 would prove to be the most effective means of increasing NPS appropriations since Roosevelt’s New Deal. However, the program did not conclude in 1966 as the NPS and legislators had originally 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, Wirth’s successor George B. Hartzog initiated a subsequent development program, “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 and Parkscape USA programs, 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 represents a departure from earlier styles in the national parks. During the previous major era of NPS development in the 1920s and 1930s, architects designed rustic structures modeled after older hotels in the parks or inspired by the Arts and Crafts movement. By the 1950s, however, Modern architecture had emerged as the dominant aesthetic. 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. They used contemporary buildings such as ranch houses as stylistic points of reference, 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 preceding 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.

In order 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 resources as a whole. Each development usually contained multiple 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 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 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 Crater Lake National Park

The Mission 66 program for Crater Lake National Park was designed to improve park facilities, services, and staffing, in order for the park to serve an estimated 600,000 annual visitors by the year 1966. The park's prospectus document, prepared in 1956, proposed a slate of improvements to benefit the "safety, comfort and education of the park visitor," and to protect the park from environmental damage due to overuse. Specific objectives included road and trails improvements, to increase safety and better disperse visitors throughout the park; utility upgrades, including expanded water and sanitation systems and new telephone lines; expansion of administrative facilities, including storage and maintenance buildings, employee housing, and a combination grade school/recreation building; installation of new wayside exhibits, signs, and markers; construction of a dedicated visitor center; and the development of a new campground at low elevation.

Altogether, this prospectus proposed a \$5.72 million budget for Mission 66 improvements within Crater Lake National Park. Nearly two-thirds of this funding was to be directed toward road and trail improvement, while \$1,488,400 was allocated for building construction and \$434,700 for construction of the new lower-elevation campground, wayside exhibits, utilities, and a handful of picnic areas. Additionally, the park estimated that concessioners would contribute more than \$600,000 of their own private funding to improving Crater Lake Lodge and other concessioner-operated facilities. Although some of the development plans outlined in the prospectus were abandoned due to budgetary constraints (e.g., the visitor center), substantial upgrades to circulation systems, visitor facilities, interpretive programming, administrative facilities, and utility systems were completed in Crater Lake National Park during the Mission 66 era.

First and foremost, the Park Service sought to improve roads and trails throughout Crater Lake National Park using the funding allocated under the Mission 66 program. Although the park's road circulation system was already considered adequate, NPS engineers working in conjunction with the federal Bureau of Public Roads (BPR) determined that increased road widths and reduced curvature would improve visitor safety and more efficiently move automobiles throughout the park. In the early 1960s, several miles of Munson Valley Road were reconstructed and treated with bituminous surfacing, and in 1963 more than ten miles of the south entrance road were similarly improved. Some road projects continued into the late 1960s and early 1970s under Parkscape USA, including the realignment of Oregon Route 62, in the southern portion of the park, and the reconstruction of the park's west entrance road. Trails were also redeveloped or replaced entirely during this period: the Garfield Peak and Discovery Point trails were reconstructed between 1957 and 1959, and the Cleetwood Cove Trail (between Rim Drive and the lakeshore) was newly developed in 1960. A large parking area with space for approximately a hundred vehicles was constructed at the head of the latter trail in 1963.

Secondly, Mission 66 programming at Crater Lake National Park sought to expand and modernize its facilities and utility systems to comfortably accommodate the park's ever-increasing visitor load. The largest, most comprehensive Mission 66 development project designed to increase the park's visitor capacity was Mazama Campground, located in the Annie Spring area. The campground was constructed in phases between 1956 and 1966, the entire ten-year duration of the Mission 66 program, and contained 190 campsites across seven differently-size loops. Elsewhere in the park, picnic sites with tables and pit toilets were constructed along Rim Drive and Munson Valley Road, and existing campsites at the Rim Campground were slightly expanded and improved with new tables, fireplaces, and sanitary facilities.

Interpretation was a third, slightly less intensive focus of Mission 66 programming and development at Crater Lake National Park. Although the park's Mission 66 prospectus called for the construction of a low-profile, all-season visitor center, this plan was never realized. Instead, park interpretation programs were generally concentrated at the existing Exhibit Building (formerly the Scenic America Company studio, constructed in 1921) and the Sinnott Memorial Observation Station (constructed in 1930-1931), both in Rim Village. However, a high-capacity amphitheater or "campfire circle" was opened at the new Mazama Campground in summer 1962, and a series of twenty-six interpretive markers or "wayside exhibits" were constructed and installed at eighteen roadside locations throughout the park. The interpretive exhibits were intended to serve "drive-through" visitors who were short on time or those who simply did not wish to attend more formal interpretive programs,

while the Mazama Campground amphitheater provided an opportunity for park rangers to interact personally with large groups through evening programs, sometimes known as “campfire talks.” Administrative facilities, including employee housing and related utility upgrades, were yet another aspect of Mission 66 development at Crater Lake National Park. At Steel Circle in Park Headquarters, one four-unit employee residence and one duplex were completed in the late 1950s and three duplex residences were completed in late 1963. A shop/equipment building and a school/recreation building were constructed in the headquarters area around the same time. Utility improvements included a new section of powerline between Annie Spring and park headquarters, completed by the California-Oregon Power Company, in 1958, and a new sewer system constructed between 1965 and 1966.

The Mission 66 program at Crater Lake National Park concluded in the summer of 1966, upon the completion of the park’s new sewer system and the final phase of Mazama Campground construction. Although Crater Lake National Park subsequently planned and completed a number of construction and maintenance projects over the next several decades, none of these efforts were as comprehensive as the Mission 66 program. In the span of a decade, the program had succeeded in improving the park’s circulation systems, visitor facilities, interpretive programming, administrative facilities, and utility systems to modern standards.

Mazama Campground

As described above, Mazama Campground was the largest and most comprehensive Mission 66 development project in Crater Lake National Park. Located in the south-central portion of the park near Annie Spring, the expansive, seven-loop campground was intended to increase the park’s overnight visitor capacity and to alleviate the effects of overcrowding at the popular Rim Campground. Furthermore, the comparatively low elevation of the new Mazama Campground would allow it to open earlier in the summer, when other sites were closed due to snow, and to remain open later into the fall. Although one small campground—Annie Springs Campground—was already in use in the Annie Spring area at the outset of Mission 66 programming, it was limited in size and did not possess the modern conveniences and amenities that the Park Service sought to provide in the postwar period. Over time, park planners intended for Mazama Campground to replace Annie Springs Campground entirely.

Mazama Campground was constructed in three phases between 1956 and 1966, the entire decade-long duration of the Mission 66 program. During the first and most intensive phase of construction, four asphalt-paved campground loops (lettered A through D) including approximately 60 associated campsites were constructed at the northwestern end of the site. While this area had been used by CCC enrollees as a temporary campsite between 1934 and 1941, it was devoid of any permanent improvements before Mission 66. The site was graded by W.H. Conrad Co., Inc., of Medford, Oregon, in summer 1956 and surfaced by Dorman Construction Company in early fall 1957. Two wood-framed comfort stations, which featured low-pitched gable roofs and a ribbon of aluminum windows, were constructed in Loops C and D by Ausland Construction Company of Grants Pass, Oregon, in 1957. Picnic tables with redwood plank tabletops and cast concrete, T-shaped bases manufactured by M.C. Lininger & Sons of Medford, Oregon, and metal fireplaces fabricated by Medford Steel Company were installed at each individual campsite in the same year. Two additional comfort stations were constructed in Loops A and C in 1958-1959 by Freeland Electric Company of Columbia City, Oregon, using the same standard plan that had been employed a year earlier. A wood registration kiosk was added near Loop C in 1960, completing the first phase of campground construction.

Between 1961 and 1963, in the second phase of construction, a fifth campground loop (Loop E) including 57 campsites was constructed by Thomas J. Parker and Associates of Ashland, Oregon, at the southwestern end of the campground. The same contractors also completed a comfort station in the eastern portion of Loop E in 1961 and an amphitheater with seating for 500 guests between Loops D and E in 1962. In the final phase of construction, which spanned 1965 to 1966, Thomas J. Parker and Associates were hired to construct two more loops (Loops F and G) at the southwestern end of the campground. Herman H. Neumann Construction of El Cajon, California, completed two additional comfort stations, including one in Loop E and one between Loops F and G, in 1965. Although these last two comfort stations were slightly larger than the five buildings constructed between 1957 and 1961 (24-ft-8-in long by 16-ft wide, versus 24-ft long by 15-ft-3-in wide), they were otherwise consistent in form, design, and materiality.

At the time of its completion in 1966, vehicular access to Mazama Campground was from the park’s southern and western entrance roads and via Oregon Route 62 (also “Crater Lake Highway”). The

highway paralleled the southwestern edge of the primary campground access road, from which each of the seven loop roads extend. Campground guests turned northeast from the highway and immediately entered a small, asphalt-paved registration area opposite Loop C before proceeding to the campground access road. Between 1968 and 1969, Oregon Route 62 was realigned and the portion of the road paralleling the Mazama Campground access road was shifted to the southwest, away from the campground registration area. The campground access road was extended northeast to intersect with Munson Valley Road, a north-south road connecting the realigned Oregon Route 62 with Rim Drive. Where the obsolete stretch of Oregon Route 62's former alignment paralleled the campground, it was retained as a gravel service road; elsewhere, pavement was removed and vegetation was encouraged to grow in the former roadway to obscure the alignment.

The realignment of Oregon Route 62 opened up a significant area immediately south of Mazama Campground, which park planners initially recommended the development of four new campground loops comprising more than 110 campsites. By the early 1970s, they proposed instead to construct a "trailer village" with approximately 100 sites. However, public opposition stalled development and the trailer village was never constructed. Instead, following the removal of housekeeping cabins at Rim Village in 1985, ten wood-framed quadriplex cabins were constructed by the park concessioner to the south of Mazama Campground. The NPS constructed associated access roads, which extended south from the primary campground access roads, and a large surface parking lot intended to support a future camper store. Called the "Mazama Village Store" due to its proximity to Mazama Campground, this store was designed by Zaik/Miller Associates of Portland, Oregon, in 1989, and the first phase of the project was constructed by the concessioner in 1990. A small, two-pump gas station and an RV dump station were added in the area between the campground and parking lot around the same time.

In the early 2000s, a large building named the "Annie Creek Restaurant and Gift Shop" was added to the south side of the parking lot. By this time, the entire area to the south of Mazama Campground was referred to as "Mazama Village." Also in the early 2000s, the campground's seven Mission 66-era comfort stations were extensively renovated by the NPS as part of the Recreation Fee Demonstration Program. All seven buildings' low-pitched gabled roofs were replaced with moderately-pitched gables with cedar shakes (or synthetic cedar shakes) and their interiors were slightly reconfigured. Additionally, six out of seven were largely reconstructed on their original footprints using rusticated concrete masonry units, a departure from the original wood-framed, wood lap siding-clad design. A new handicap-accessible shower comfort station and shower facility, also constructed from rusticated concrete masonry units, was added to Loop F in 2005.

At the time of this writing, Mazama Campground contains more than 200 campsites and is the primary campground within Crater Lake National Park. Nearby Annie Spring Campground was officially closed in 1968 (though it was used as an overflow campground for some time afterward), and Rim Campground was closed in 1975 and converted into a picnic area. The only other developed campground currently in operation is Lost Creek Campground, which is located in the southeast portion of the park and contains just 16 tent camping sites.

Uses

Functions and Uses:

Major Category	Category	Use/Function	Historic	Current	Primary
Government			Yes	Yes	No
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:

Mazama Campground is located in southwestern Oregon, approximately 50 miles northeast of the town of Medford and within the boundaries of Crater Lake National Park. Centered around a volcanic caldera containing the park's namesake lake, Crater Lake National Park encompasses more than 183,000 acres and includes a wide range of geological features as well as 50,000 acres of old-growth forest. In addition to the caldera containing Crater Lake, which was formed approximately 7,700 years ago by the eruption and subsequent collapse of Mount Mazama, the park includes multiple shield volcanos (so named for their low, curved profile),

parasitic cones (formed when vents opened on the side of Mount Mazama), pointed rock formations or “fossil fumaroles,” and a broad, flat desert covered by a thick layer of pumice and ash.

Mazama Campground is situated at the southern end of Munson Valley, one of three prominent glacial valleys on the south side of the caldera. The surrounding topography is generally level, and the landscape is characterized by moderately dense forests of mountain hemlock, lodgepole pine, white fir, and Shasta red fir. Annie Creek Canyon, containing Annie Creek, borders the campground to the northeast, and a visitor services area including a restaurant, store, gas station, and cabins developed in the 1980s and later, is located to the southwest. Vehicular access is from the west, via an access road that extends southeast from Munson Valley Road; in turn, Munson Valley Road links the campground to Oregon Route 62, to the south, and to Rim Drive, to the north.

While a portion of the present Mazama Campground was used as a temporary camp by Civilian Conservation Corps (CCC) enrollees in the 1930s, Mazama Campground was not formally developed for visitor use until the early postwar period. Seven distinct loop roads and nearly two hundred campsites were constructed at Mazama Campground between 1956 and 1966, making it a major component of the Mission 66 development program for Crater Lake National Park. At present, the campground includes an amphitheater, seven comfort stations, one bathhouse, a utility building, a recreational vehicle (RV) dump station, a group camping area, and 212 distinct campsites arranged around the original seven loop roads.

Evaluation of Integrity

Mazama Campground retains historic integrity in terms of location, setting, design, materials, workmanship, feeling, and association, which together convey its significance as an intact Mission 66 developed area.

Location

The campground remains in its original location at the southern edge of Munson Valley, southwest of Annie Creek Canyon in the south-central portion of Crater Lake National Park and in Klamath County, Oregon. It therefore retains integrity of location.

Setting

The campground remains in its original setting within the old-growth forests of Munson Valley, a glacial valley on the southern flank of the caldera, and within the boundaries of Crater Lake National Park. It continues to be surrounded by a dense forest of old-growth trees including mountain hemlock, lodgepole pine, white fir, and Shasta red fir, and it maintains its spatial relationship with Annie Creek and Annie Creek Canyon. Thus, Mazama Campground retains integrity of setting.

Design

The spatial organization and relationship between the comfort stations, amphitheater, and campground loops, as well as the overall configuration and profile of the internal roads/circulation system, remain intact. The vast majority of the campground's campsites also retain their original pull-in, turnout, and “mini-loop” parking designs. Although the original entry sequence has been altered by the development of Mazama Village in the late twentieth century, vehicular access to the campground remains tied to Munson Valley Road. Furthermore, the Mission 66-era amphitheater and Comfort Station 58 contribute to the developed area through their original design elements (see Character-Defining Features, above), which typify the Park Service Modern Style. Thus, Mazama Campground retains integrity of design.

Materials

Although many original materials have been removed or replaced—including the siding and roofing materials of the Mission 66-era comfort stations; the water taps throughout the campground; the majority of the campsite furniture, including picnic tables; and the original asphalt paving of the circulation system—a representative range of the developed area's materials remain intact or have been replaced in-kind with compatible materials. The Mission 66-era amphitheater, in particular, retains its original flush wood plank siding, large cedar shake roofing, and rusticated stone finishes, and Comfort Station 58 retains its original aluminum fenestration. The amphitheater's associated seating and Comfort Station 58's siding have been replaced in-kind, and the asphalt-paved elements of the campground's circulation system have been resurfaced in a compatible material. The campground thus retains integrity of materials.

Workmanship

As described above, the campground and its features retain a representative range of their original materials and therefore continue to possess physical evidence of the fabrication, craftsmanship, and labor associated with their construction during the Mission 66 period. In particular, the highly intact amphitheater and the campground configuration exhibit the workmanship involved in their development between 1956 and 1966. Thus, Mazama Campground retains integrity of workmanship.

Feeling

Mazama Campground retains the feeling of a Mission 66-era development through its setting, design, materials, and workmanship, and through its continued use as a campground in Crater Lake National Park. While the original Mission 66-era comfort stations have been heavily altered, they retain their original form and scale and remain in their original locations at the edges of the campground loops; as such, the spatial relationship between the campsites and these visitor amenities remains basically intact. The non-original additions to the developed area (i.e., the bathhouse, utility building, and RV dump station) are small in scale and do not overwhelm the area's extant Mission 66-era features or alter circulation through the campground loops. Overall, Mazama Campground remains recognizable as a Mission 66-era development through the organization of the site, the range of available visitor amenities, and the high physical integrity of the amphitheater. In these ways, the campground retains integrity of feeling.

Association

Because Mazama Campground retains its historic character through its original location, design, materials, workmanship, and feeling, it maintains its association with the development of new and expanded recreation areas at Crater National Park during the Mission 66 period. Mazama Campground thus retains integrity of association.

Landscape Characteristic: Spatial Organization

Spatial organization elements evaluated under the Mazama Campground DOE include Campground Loops A-G and the Hiker/Biker Campground.

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

Mazama Campground is located immediately east of Mazama Village and is accessed via a long, asphalt-paved road extending southeasterly from Munson Valley Road. Although part of the northern section of the present campground was used as a temporary camp by CCC enrollees in the 1930s, it was not formally developed for visitor use until the late 1950s and 1960s as part of Mission 66 programming in Crater Lake National Park. Mazama Campground was one of the largest and most comprehensive projects undertaken by the park during this period, as it included nearly two hundred individual campsites; amenities such as comfort stations, grills, water taps, and picnic tables; and a large amphitheater for interpretive programs. The campground was intended to relieve overcrowding at the Rim Campground, which was located in Rim Village, and to replace the small Annie Spring Campground, which was located nearby. In just a few short years, Mazama Campground substantially changed patterns of overnight use in the park by drawing a large number of overnight visitors away from the lake and to the southern end of Munson Valley.

Mazama Campground is a large, loop-type campground with 212 (originally 190) automobile campsites organized around seven asphalt-paved loop roads, all of which extend northeast from the main access road. It was constructed in three phases between 1956 and 1966, beginning with Loops A, B, C, D at the northwestern end of the campground in 1956-1957. Loop A, the northernmost campground loop, is by far the smallest loop in Mazama Campground. It has a single entry/exit point from the access road and features a rounded, lasso-like shape. In contrast, Loops B, C, and D have separate entry and exit points from the access road, resulting in long and narrow U-shaped configurations. The loops increase in size from the northwest to southeast, reflecting the curve of Annie Creek Canyon to the northeast, and feature a combination of automobile campsites with paved or graveled pull-in parking, parking turnouts, and "mini-loops" (in which the parking area is separated from the circulation road by a crescent-shaped, vegetated island). All four loops have a relatively low density of campsites and feature little screening vegetation, allowing for long sight lines. A majority of the parking spaces at individual campsites are lined by small, widely-spaced boulders, which may have been sourced from ditches along Rim Drive.

Loops E, F, and G, which are located at the southeastern end of the campground, feature a comparatively dense organization of campsites. Loop E, constructed in 1961-1963, and Loop F, constructed in 1965-1966, both feature U-shaped configurations that extend from the access road, similar to Loops B, C, and D. Both loops feature a combination of campsites with graveled pull-in and mini-loop parking spaces, with a moderate degree of native vegetation providing screening between individual campsites. Loop G, which was constructed concurrently with Loop F, extends perpendicularly from Loop F and also features a U-shaped configuration. The entrance to Loop G is via the southeastern terminus of the access road, and the exit is at Loop G's intersection with the southern perimeter of Loop F. Loop G features campsites with angled pull-in parking and campsites with mini-loop parking along the western side of the loop road, but only small unpaved turnouts along the eastern side of the loop road. The parking spaces at campsites in Loop E are lined by small boulders, and those in Loops F and G are not.

The furniture at individual campsites is relatively consistent throughout Mazama Campground. All campsites include a picnic table, a metal grill or "fire ring," and a bear-resistant food storage locker, while communal bear-resistant trash containers and water stations are located at regular intervals throughout the campground. Some of the picnic tables, which feature cast concrete, T-shaped bases and wood plank tabletops and benches, appear to be original to the site; others are more recent additions with A-frame wood bases, W-shaped concrete bases, or metal pipe bases. None of the metal grills, food storage lockers, trash containers, or water stations are original to the site, although the present water stations largely replaced original water stations in the same locations.

Hiker/Biker Campground

A small hiker/biker campground (generally utilized by hikers traveling the Pacific Crest Trail) was established on the west side of the access road, opposite Loop F, circa 2015. Circulation through this area consists of packed-earth trails, and furniture includes grills, food storage lockers, and A-

frame wood picnic tables. Native vegetation, including trees and sedges, separate this area both physically and visually from the main campground.

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	196446	Contributing					No
Campground Loop B	196447	Contributing					No
Campground Loop C	196448	Contributing					No
Campground Loop D	196449	Contributing					No
Campground Loop E	196450	Contributing					No
Campground Loop F	196452	Contributing					No
Campground Loop G	196453	Contributing					No
Hiker/Biker Campground	196454	Non contributing					No

Landscape Characteristic Graphics:



Typical mini-loop campsite in Mazama Campground Loop A, view north.



Typical angled pull-in campsite in Mazama Campground Loop A, view north.



Typical mini-loop campsite in Mazama Campground Loop D, view northeast.



Typical pull-in campsite in Mazama Campground Loop E, view northeast.



Typical pull-in campsite in Mazama Campground Loop G, view southeast.

Landscape Characteristic: Circulation

Circulation features evaluated within the Mazama Campground DOE include the historic internal circulation and parking, and the Hiker/Biker Campground circulation.

Internal Circulation and Parking (Contributing Structure)

Mazama Campground's internal circulation structure was largely developed between 1956 and 1966, concurrently with the Mission 66 development of the campground. The present entrance from Munson Valley Road was completed between 1968 and 1969, in conjunction with the realignment of Oregon Route 62 and during the implementation of the Parkscape USA program. Minor intersections were added along the main access road in the late 1980s and early 1990s, to connect the campground to the Mazama Village developed area, including Mazama Village Store, a gas station, the Mazama Village Cabins, and associated parking areas.

Presently, vehicular access to the campground is via a circa 1968-1969 asphalt-paved, two-lane access road that curves southeast from Munson Valley Road, approximately 0.3-mile north of the latter's intersection with Oregon Route 62. This leads to a Y-intersection with a triangular, vegetated island; from here, a two-lane road extends southeast to the campground, and a one-lane road extends due south to Mazama Village. The Y-intersection was constructed between 1985 and 1990, in connection with the development of Mazama Village Store, the Mazama Village Cabins, and their associated parking areas and access roads.

From the Y-intersection, the road leading to the campground immediately crosses a T-intersection with a two-lane road extending southwest to Mazama Village, then continues southeast. This section of the access road is original to the campground's Mission 66-era construction. Asphalt-paved, unstriped, Mission 66-era loop roads associated with Mazama Campground Loops A, B, C, D, E, and F extend northeast from the campground access road, which ultimately terminates in Loop G at the southeastern end of the campground. Annie Creek Canyon Trail, a 2.1-mile loop trail along Annie Creek, may be accessed via packed-earth footpaths that extend north from the

northeastern side of Loops B, C, D, E, and F; a marked trailhead, including modern signage, is located near the northeastern end of Loop C.

In each of the seven campground loops, a combination of short asphalt-paved and graveled footpaths connect the loop roads directly to comfort stations. The general configuration of these paths may date to the Mission 66 development of the site, though the asphalt paving and gravel surfacing have been replaced since the end of the Mission 66 period. Between Loops D and E, longer, meandering graveled footpaths lead to an amphitheater that sits on a large, fan-shaped asphalt-paved pad. Although the general dimensions of the pad are consistent with the Mission 66-era design for the amphitheater, the present configuration of the footpaths deviates from the configuration depicted on Mission 66-era as-constructed drawings.

In addition to the campground loop roads that extend northeast from the campground access road, multiple asphalt-paved spur roads extend southwest toward Mazama Village and various utility/service functions. One two-lane road opposite the entrance to Loop B leads to the Mazama Village gas station and cabins; this was likely constructed in the late 1980s in combination with the early development of Mazama Village. One short, unstriped asphalt-paved loop opposite Loop C leads to a broad asphalt-paved pad, initially developed under the Mission 66 program to serve as a registration area for the campground. The registration kiosk and a telephone booth that originally occupied the site were removed in the late 1980s or early 1990s and replaced by an RV dump station (see "RV Dump Station (Non-contributing Structure)," below). Finally, one graveled road opposite the entrance to Loop F leads to a gravel service road that roughly parallels the campground access road. The gravel service road comprises an approximately 0.25-mile-long segment of the original alignment of Oregon Route 62, which was shifted south to its present location in 1968-1969, following the conclusion of Mission 66. Although much of the historic roadway has been obliterated, this segment—which runs between the entrance to Loop F and the RV dump station—is maintained as a service road, and a short stretch from the dump station to a nearby spur road in Mazama Village is maintained as a packed-earth pathway.

Several of the roads and pathways within Mazama Campground have been reconfigured or extended since the completion of Mission 66 improvements in 1966; mostly notably, the entry sequence has been altered by the 1968-1969 relocation of Oregon Route 62, the development of Mazama Village in the 1980s and 1990s, and the conversion of the original campground registration area into an RV dump station area around the same period. However, the overall pattern of circulation through the site, which is defined by the main campground access road and the seven campground loop roads, remains intact. The location of the amphitheater and comfort stations and the general location of their associated footpaths are also consistent with the Mission 66-era arrangement of the campground, though the precise configuration of the footpaths has been altered. Additionally, repaving or re-graveling of the Mission 66-era road and paths appears to have been performed in-kind. As they were constructed under Mission 66 and retain integrity, they contribute to the historic district.

Hiker/Biker Campground Circulation (Non-Contributing)

Circulation through this area, west side of the access road, opposite Loop F, consists of packed-earth trails established circa 2015.

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
Internal Circulation and Parking	196461	Contributing	1170197				No
Hiker/Biker Campground Circulation	196463	Non contributing	1170198				No

Landscape Characteristic Graphics:



Entrance to Mazama Campground from Mazama Village, view northeast.



Entrance to Mazama Campground Loop B, view northeast.



Overview of Mazama Campground Loop E, view east.



Entrance to hiker/biker campground opposite Mazama Campground Loop F, view southwest.



Access to service road along former alignment of Oregon Route 62, view southwest.



Trail to amphitheater from Mazama Campground Loop D, view southwest.

Landscape Characteristic: Buildings and Structures

Buildings and structures evaluated within the Mazama Campground DOE include the Amphitheater, Comfort Stations 58-64, the Bathhouse, Utility Building, and the RV Dumpstation.

Amphitheater (Contributing Structure)

The amphitheater (formerly called a campfire circle) located between campground Loops D and E was part of the original Mission 66 development plan for Mazama Campground. Constructed between 1961 and 1962 by Thomas J. Parker and Associates of Ashland, Oregon, the amphitheater is defined by a large, asphalt-paved, fan-shaped pad with rows of bench seating organized around a one-story, wood-framed building with a projection screen and stage. It appears to have been constructed from a standardized plan prepared by Park Service architects, as visually similar amphitheaters were also constructed at Bridge Bay Campground at Yellowstone National Park and Kettle Falls Campground at Lake Roosevelt National Recreation Area.

The project screen and stage building, which is located at the southern end of the amphitheater, is trapezoidal in plan with slanted walls and a shed roof that extends over the north (primary) façade, sheltering a shallow stage. The roof and the east and west façades of the building are clad in cedar shakes, while the north and south (rear) façades are clad in flush wood plank siding. The primary façade is punctuated by a large rectangular opening containing a projector screen, flanked on either side by large, modern speakers. The screen is covered by a roll-up metal door, and the space between door and the roofline contains a wood-framed ledge covered in louvered metal panels. The stage, which extends from the primary façade, is constructed from concrete and features a low, rusticated stone wall to separate it from the seating area. Poured concrete steps provide access from the east and west. The rear façade of the building is punctuated by two single-leaf metal doors, which provide access to an interior projection room and a storage area.

The seating area, which fans off the northern side of the building, slopes downward slightly from north to south. It consists of a massive, asphalt-paved pad containing eighteen rows of wood bench seating with steel supports and path lighting for evening use. Two aisles divide the rows into three roughly equal, triangular sections. A rock-lined firepit surrounding by log benches is located near eastern edge of the seating area, and a network of packed-earth, gravel-surfaced pathways connect the amphitheater to Loop D (to the west), Loop E (to the east), and Annie Creek Canyon Trail (to the north).

The amphitheater at Mazama Campground has experienced only minor alterations since its completion in 1962. The wood bench tops in the seating area have been replaced in-kind as part of regular maintenance, and modern audiovisual equipment has been installed at the projection screen and stage building. Additionally, the pathways connecting the amphitheater to Annie Creek Canyon Trail and to the greater campground have been simplified, and a drinking fountain originally located at the northeast corner of the seating area has apparently been removed. With the exception of these relatively minor changes, the amphitheater remains generally unaltered from the era of its construction; it retains the vast majority of its original materials and maintains its original form and orientation. As such, the structure possesses sufficient integrity to communicate its association with the Mission 66 development of Mazama Campground, and it therefore contributes to the historic district.

Comfort Station 58 (Contributing Building) and Comfort Stations 59, 60, 61, 62, 63, and 64 (Non-contributing Buildings)

Like the campground itself, Comfort Stations 58, 59, 60, 61, 62, 63, and 64 were constructed in phases during the late 1950s and early 1960s. Comfort Station 58, located between campground Loops A and B, and Comfort Station 59, at the northern edge of Loop C, were both constructed in 1958-1959 by Freeland Electric Company of Columbia City, Oregon. Comfort Station 60, which fronts the access road at the western edge of Loop C, and Comfort Station 61, in Loop D, were built in 1957 by Ausland Construction Company of Grants Pass, Oregon. Comfort Station 62, in the eastern portion of Loop E, was constructed in 1961 by Thomas J. Parker and Associates of Ashland, Oregon. Finally, Comfort Station 63, in the western portion of Loop E, and Comfort Station 64, at the convergence of Loops F and G, were completed in 1965 by Herman H. Neumann Construction of El Cajon, California.

As constructed, the seven comfort stations were nearly identical in appearance and exhibited various characteristics of the Park Service Modern style. Each was a rectangular-in-plan, one-story, wood-framed building with a concrete slab foundation and a low-pitched, gable roof with moderate eaves and gravel-surfaced asphalt roof cladding. At either gable end, each building's roof extended to a shallow prow supported by five narrow, exposed purlins. The exterior walls were clad in wood lap siding, with plywood paneling in the gable peaks. A horizontal band of closely-spaced, aluminum fixed and inward-opening hopper windows, interspersed with additional plywood paneling, punctuated the walls directly beneath the roofline. The interior of each building was divided into gender-specific restrooms, accessed by single-leaf metal doors in the gable-end façades, as well as a utility room and a small room with a camper service sink, accessed by single-leaf metal doors centered in the eaves-side façades. Apart from small, square concrete pads at each entrance, no landscaping appears to have been designed or completed around any of the buildings. The buildings' design typified the "Park Service Modern Style," which emphasized contemporary building forms and materials, horizontality, and simple, often utilitarian façades devoid of historical references.

Mazama Campground's comfort stations seem to have remained relatively unaltered until the early 2000s, when they were extensively renovated by the NPS as part of the Recreation Fee Demonstration Program. Each building's low-pitched roof was replaced by a new, moderately-pitched gable roof with wide eaves, exposed purlins, and cedar shakes, and the camper service sink rooms (along with their associated single-leaf exterior doors) were eliminated. Comfort Station 58's wood lap siding was replaced in-kind, and its original fenestration pattern was retained. However, Comfort Stations 59, 60, 61, 62, 63, and 64 have been essentially reconstructed from noncompatible materials. While retaining the original building footprints, the lower two-thirds of each building was reconstructed using rusticated concrete masonry units, and the upper third of each

building was reconstructed of plywood paneling punctuated by a horizontal band of widely-spaced windows. The windows in Comfort Stations 59, 60, 61, and 64 are the original (reused) aluminum fixed and hopper windows, though in a slightly different configuration, and the windows in Comfort Stations 62 and 63 are vinyl sliders. In all six of these buildings, the windows and the remaining single-leaf metal doors are trimmed in a wide, flat casing with butt joints.

All seven of the Mission 66-era comfort stations in Mazama Campground remain in their original locations and retain their basic form. However, the extent of the alterations to Comfort Stations 59, 60, 61, 62, 63, and 64 has severely compromised the buildings' integrity of design, workmanship, materials, feeling, or association to the period of their construction. The materials used to reconstruct these comfort stations, including rusticated concrete masonry units, cedar shakes, and vinyl windows, strongly contrast the buildings' original Mission 66-era wood lap siding, gravel-surfaced asphalt roofing, and aluminum windows. Furthermore, the replacement of the original low-pitched roofs with medium-pitched roofs, the alteration of the original fenestration pattern, and the addition of broad decorative door and window trim has reduced the horizontality and utilitarian simplicity of the original design, such that the buildings are no longer good examples of the Park Service Modern Style. Because of these changes, Comfort Stations 59, 60, 61, 62, 63, and 64 are no longer visually recognizable as Mission 66-era comfort stations and do not contribute to the historic district.

Comfort Station 58, which has also experienced the replacement of its original low-pitched, asphalt-clad roof with a medium-pitched, cedar shake-clad roof, possesses a higher degree of integrity than Comfort Stations 59, 60, 61, 62, 63, and 64. The building retains its original fenestration pattern, windows, and trim, and its wood-lap exterior siding was replaced in-kind during the early 2000s renovation. The original fenestration pattern and the horizontal configuration of the siding continues to emphasize the building's horizontal element despite the replacement of the low-pitched roof, and no incompatible trim or other decorative elements have been applied to the exterior. Overall, Comfort Station 58 retains the horizontally and utilitarian appearance typical of the Park Service Modern Style. As the building continues to visually communicate its association with the Mission 66 program in Crater Lake National Park, it contributes to the historic district.

Bathhouse (Non-contributing Building)

Located along the northern side of Mazama Campground Loop F, the bathhouse is a handicap-accessible comfort station and shower facility constructed in 2005. It did not replace an earlier building or structure at this location. The building is rectangular in plan with a concrete slab foundation and a steeply-pitched gable roof clad in standing seam sheet metal. The walls are constructed of rusticated concrete masonry units, with wood board-and-batten siding in the gable ends. In the east and west gable-end façades, a portion of the wall is inset in order to create a covered entry porch. Fenestration includes three single-leaf steel doors with fixed, single-light transoms in each entry porch; large louvered vents and triangular fixed windows in each gable peak; and four narrow steel-framed windows set high into the building face on the north and south eaves-side façades. A poured concrete walkway runs the east, west, and north perimeter of the building, and a packed-earth pathway connects this to the Loop F circulation road; all of these are likely contemporary with the building. Due to its recent construction, the bathhouse has no associations with Mission 66-era development in Mazama Campground and does not contribute to the historic district.

Utility Building (Non-contributing Building)

A one-story utility building with a small, rectangular footprint and a concrete slab foundation is located between Mazama Campground Loops F and G, adjacent to utility access points (Figures 5 and 38). The building is constructed from rusticated concrete masonry units and features a steeply-pitched, front-gabled roof with exposed raftertails, wood shake cladding, and copper flashing. The building's only fenestration is a set of metal double-doors centered in the primary gable-end façade. The faux-Rustic style and excellent condition of the masonry suggest that the utility building was constructed well after the Mission 66-era development of the campground, and likely during or after the early 2000s reconstruction of the comfort stations. As such, the utility building does not contribute to the historic district.

RV Dump Station (Non-contributing Structure)

A dump station for RVs and camping trailers is located at the center of an asphalt paved parking area on the west side of the campground access road, opposite Mazama Campground Loop C. The general configuration of the space was completed in 1956-1957, concurrently with Loops A, B, C, and D, and it originally included one trailer parking space (for a campground caretaker), a wood-framed registration kiosk, and a telephone in a small wood enclosure. These features were removed by at least the late 1980s or early 1990s, when construction of Mazama Village Store and the Mazama Village Cabins resulted in the reorientation of the campground entrance. The RV dump station, which consists of a concrete slab foundation with a dumping station (for black and gray water) and a potable water spigot (for filling domestic tanks), was likely installed around this time. As it is a recent addition to the campground and is not associated with the Mission 66 development of the site, the RV 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
Amphitheater	196474	Contributing	1170199				No
Comfort Station 58	196475	Contributing	1170200				No
Comfort Station 59	196476	Non contributing	1170201				No
Comfort Station 60	196477	Non contributing	1170202				No
Comfort Station 61	196478	Non contributing	1170203				No
Comfort Station 62	196479	Non contributing	1170204				No
Comfort Station 63	196481	Non contributing	1170205				No
Comfort Station 64	196482	Non contributing	1170206				No
Bathhouse	196483	Non contributing	1170207				No
Utility Building	196484	Non contributing	1170208				No
RV Dump Station	196485	Non contributing	1170209				No

Landscape Characteristic Graphics:



Amphitheater stage/projection building, view south.



Comfort Station 58, view south.



Comfort Station 59, view west.



Comfort Station 60, view east.



Comfort Station 61, view east.



Comfort Station 62, view northeast.



Comfort Station 63, view south.



Comfort Station 64, view east.



Bathhouse, view south.



Utility Building, view north. 11



RV dump station in former campground registration area, view southeast.

Landscape Characteristic: Small Scale Features

Small scale features documented in the Mazama Campground DOE include the modern campsite furnishings and the historic, Mission 66-era picnic tables.

The furniture at individual campsites is relatively consistent throughout Mazama Campground. All campsites include a picnic table, a metal grill or “fire ring,” and a bear-resistant food storage locker, while communal bear-resistant trash containers and water stations are located at regular intervals throughout the campground. Some of the picnic tables, which feature cast concrete, T-shaped bases and wood plank tabletops and benches, appear to be original to the site; others are more recent additions with A-frame wood bases, W-shaped concrete bases, or metal pipe bases. None of the metal grills, food storage lockers, trash containers, or water stations are original to the site, although the present water stations largely replaced original water stations in the same locations.

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Mission 66-era Picnic Tables	196471	Contributing					No
Modern Campsite Furniture	196472	Non contributing					No

Landscape Characteristic Graphics:



Typical Mission 66-era picnic table in Mazama Campground (this example located in Loop A), view north.



Typical water station in Mazama Campground (this example located in Loop B), view east.



Typical angled pull-in campsite in Mazama Campground Loop A, view north.

Condition

Assessment Interval (Years): 6

Next Assessment Due Date: 11/01/2027

Condition Assessment and Impacts

Condition Assessment: Good

Assessment Date: 11/01/2021

Condition Assessment Explanatory Narrative:

The condition of the Mazama Campground was assessed via field photos included in the DOE. While the circulation features appear to be in fair condition, the buildings and structures, small scale features, and the spatial organization of the overall campsites appear to be in good condition.

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Landscape Documents:



File Name: CLRA_Mazama Campground_95% DOE_11-01-2021_Clean.pdf

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