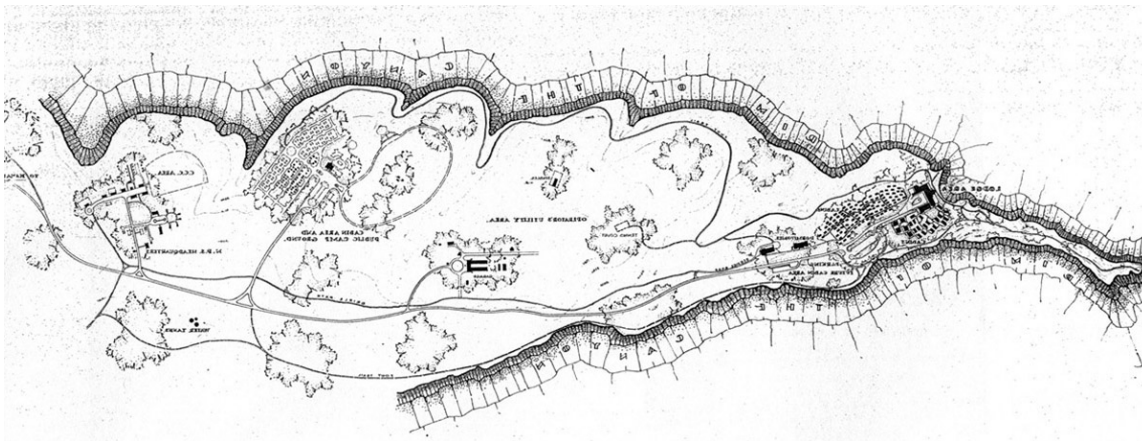

National Park Service
Cultural Landscapes Inventory

2006

Revised: 9/2021



Bright Angel Peninsula Historic District
Grand Canyon National Park

Table of Contents

Inventory Unit Summary & Site Plan

Concurrence Status

Geographic Information and Location Map

Management Information

National Register Information

Chronology & Physical History

Analysis & Evaluation of Integrity

Condition

Treatment

Bibliography & Supplemental Information

Cultural Landscape Summary & Site Plan

Cultural Landscapes in the Cultural Resources Inventory System:

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. The set of CRIS records for cultural landscapes is referred to as CRIS-CL. CRIS-CL records conform to a standardized data structure known as the Cultural

Landscapes Inventory (CLI).

The legislative, regulatory and policy directions for conducting and maintaining the CRIS are: Section 110 of the National Historic Preservation Act, NPS Management Policies (2006), Director's Order 28 (Cultural Resources) and Director's Order 28a (Archeology).

The Cultural Landscapes Inventory (CLI)

The CLI is the data structure within CRIS used to document and evaluate all potentially significant cultural landscapes in which NPS has, or plans to acquire any enforceable legal interest.

Each CRIS-CL record is certified complete when the landscape is determined to meet one of the following:

- Landscape individually meets the National Register of Historic Places criteria for evaluation; or,
- Landscape is a contributing element of a property that is eligible for the National Register; or,
- Landscape does not meet the National Register criteria, but is managed as cultural resources because of law, policy or decisions reached through the park planning process.

Cultural landscapes vary from historic sites, historic designed landscapes, historic vernacular landscapes to historic ethnographic landscapes, but may also fit within more than one type. Those eligible for the National Register have significance in the nation's history on a national, state or local level, as well as integrity or authenticity.

The legislative, regulatory and policy directions for conducting and maintaining the CLI within CRIS are: *National Historic Preservation Act of 1966 (16 USC 470h-2(a)(1)). Each Federal agency shall establish...a preservation program for the identification, evaluation, and nomination to the National Register of Historic Places...of historic properties...*

Executive Order 13287: Preserve America, 2003. Sec. 3(a)...Each agency with real property management responsibilities shall prepare an assessment of the current status of its inventory of historic properties required by section 110(a)(2) of the NHPA...No later than September 30, 2004, each covered agency shall complete a report of the assessment and make it available to the Chairman of the Advisory Council on Historic Preservation and the Secretary of the Interior...

Executive Order 13287: Preserve America, 2003. Sec. 3(c) Each agency with real property management responsibilities shall, by September 30, 2005, and every third year thereafter, prepare a report on its progress in identifying... historic properties in its ownership and make the report available to the Council and the Secretary...

The Secretary of the Interior's Standards and Guidelines for Federal Agency Historic Preservation Programs Pursuant to the National Historic Preservation Act, 1998. Standard 2: An agency provides for the timely identification and evaluation of historic properties under agency jurisdiction or control and/or subject to effect by agency actions (Sec. 110 (a)(2)(A) Management Policies 2006. 5.1.3.1 Inventories: The Park Service will (1) maintain and expand the following inventories...about cultural resources in units of the national park system...Cultural Landscape Inventory of historic designed landscapes, historic vernacular landscapes,... and historic sites...

Cultural Resource Management Guideline, 1997, Release No. 5, page 22 issued pursuant to Director's Order #28. As cultural resources are identified and evaluated, they should also be listed in the appropriate Service-wide inventories of cultural resources.

Inventory Unit Description:

The Bright Angel Peninsula Historic District, which covers approximately 330 acres, is located on the Bright Angel Peninsula, which is a long, tapering finger of land jutting southward from the southern edge of the Kaibab Plateau into the North Rim of the Grand Canyon, situated between the Transept and Roaring Springs Canyons. The site's topography slopes gently from a level ridge along the rim of Roaring Springs Canyon down to the west, forming ravines where drainage flows to the west. The district is bound to the west and east by the edges of the peninsula, to the north by CC Hill and the Kaibab Plateau, and to the south by the edge of the Grand Canyon Lodge Historic District.

To facilitate the discussion of this rather complex area, the district has been divided into seven separate sub-areas: the Bright Angel Peninsula Entrance Road Corridor Sub-Area; NPS Headquarters, Housing, and Maintenance Sub-Area; Campground Sub-Area; Concessionaire Sub-Area; Transept Trail Corridor Sub-Area; Wastewater Treatment Sub-Area; and Water Tank Sub-Area.

Between 1917 and 1942, the Bright Angel Peninsula became the centerpiece of development on the North Rim, offering tourist accommodations and NPS maintenance and staff facilities. By 1919, the year that the Grand Canyon was designated a national park, the NPS, political and business representatives from Utah, and the Union Pacific Railroad were firmly committed to developing the North Rim as a national tourist destination. Over the coming decades, the NPS heightened efforts to bring in tourists by improving accessibility to the North Rim and offering better amenities. During this period the Bright Angel Peninsula became the centerpiece of development on the North Rim, offering tourist accommodations and NPS maintenance and staff facilities. Development of the Peninsula benefited from the emerging American town planning principles of the time, which advocated "zones" of development that were separated according to land uses. Through master planning efforts, NPS landscape architects strived to separate uses on the Bright Angel Peninsula and to create a "community" of residential, service, and maintenance facilities.

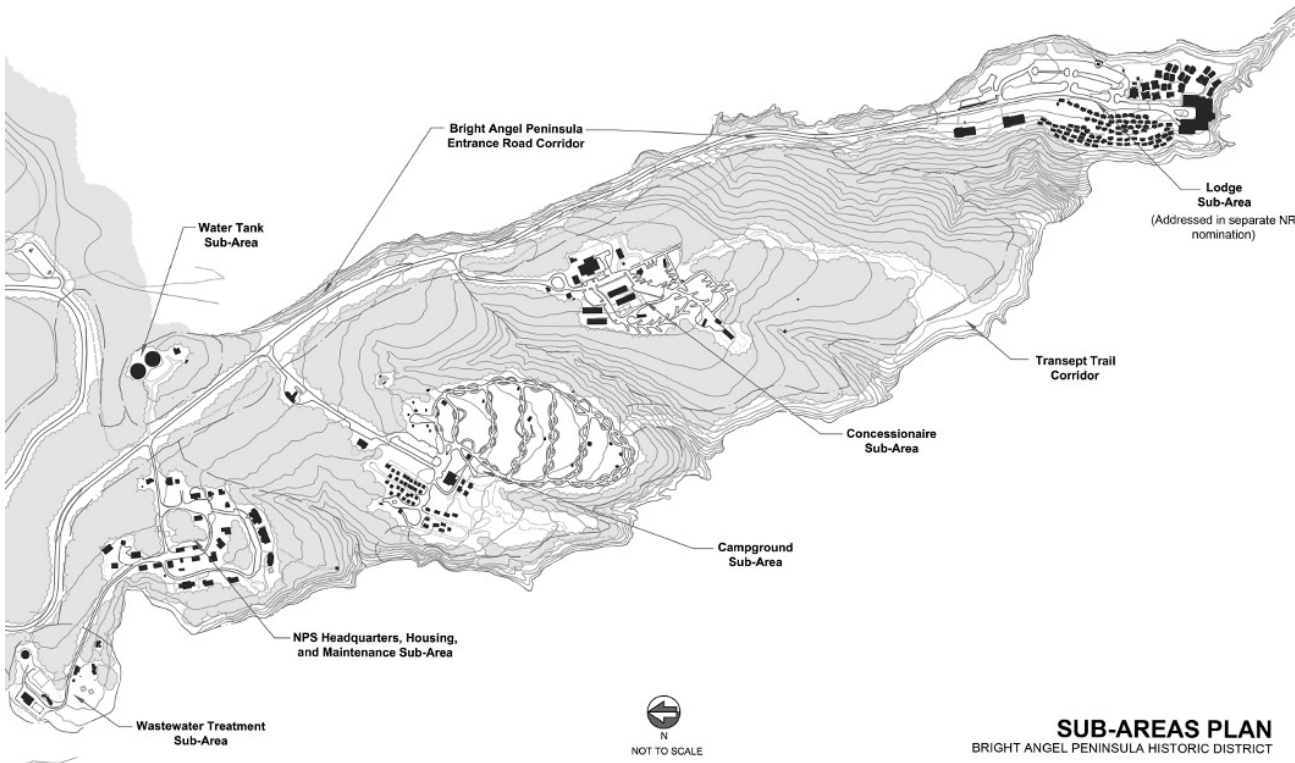
In 1933, development on the North Rim was further stimulated by the arrival of Civilian Conservation Corps (CCC) crews who built roads, native stone walls and stairs, a tennis court, trails, buildings, cleared invasive vegetation, planted wildflowers, laid water and electrical lines, and performed a myriad of other tasks. Through the use of the NPS Rustic style, CCC crews helped establish the character that continues to define the Bright Angel Peninsula today.

During the Mission 66-era, significant plans were made for the North Rim but only minor construction took place, mostly within the campground. Development on the North Rim since the 1970s has focused on sensitively improving infrastructure, upgrading visitor and staff facilities, and enhancing visitor programming and recreational opportunities, rather than large-scale improvements. The surviving landscape features of the Bright Angel Peninsula include a number of buildings, roads, trail systems, overlooks, and site amenities such as shelters, drinking fountains, and other small-scale features that contribute significantly to the understanding of landscape architecture concepts and the NPS Rustic style from 1917 to 1942.

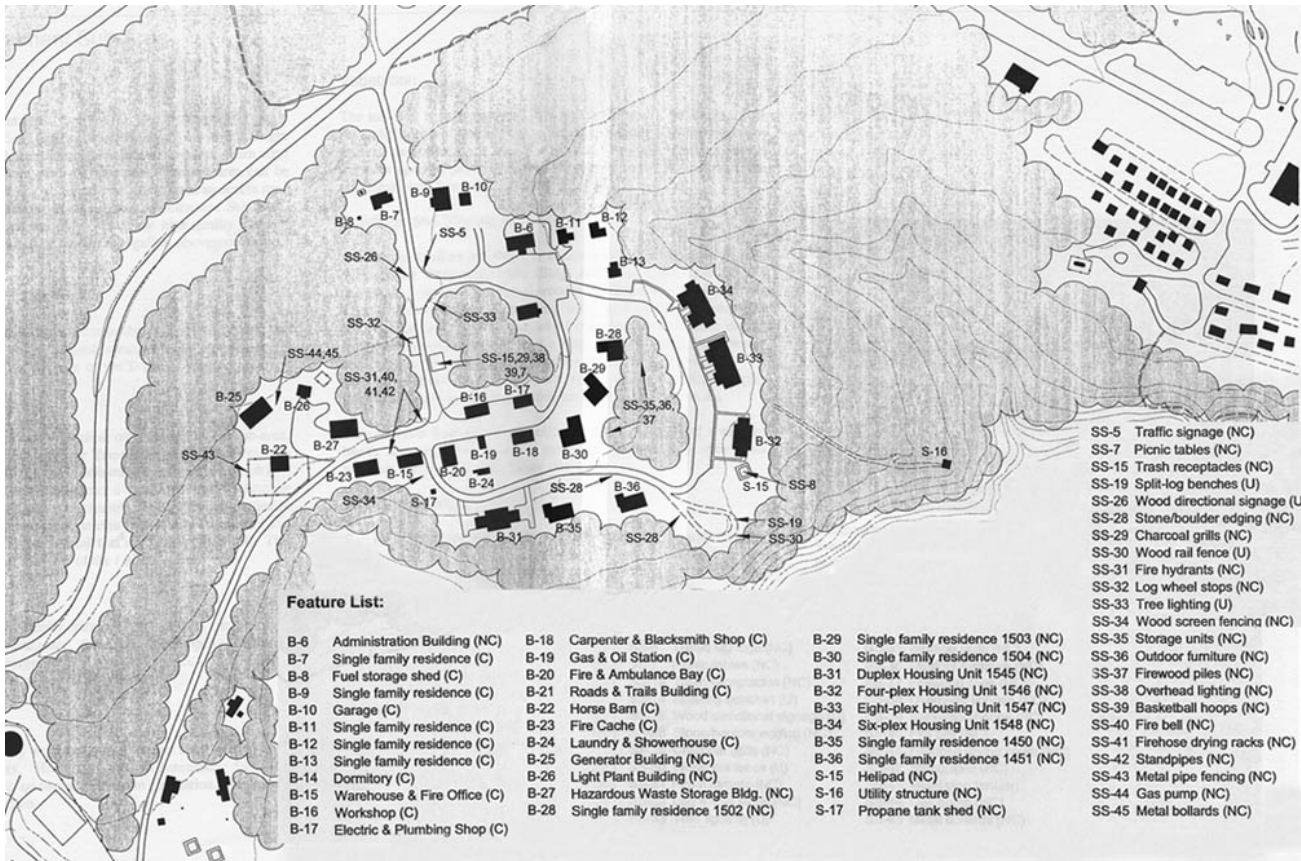
The Bright Angel Peninsula Historic District is significant under Criteria A and C for its association with national park planning movements between 1917 and 1942, and for its association as a masterwork of the Civilian Conservation Corps and National Park Service landscape architects. Constructed by the Civilian Conservation Corps (CCC), the peninsula and its associated features retain significance as tangible products and symbols of the work relief programs of the New Deal era. The beginning of the period of significance, 1917, marks the year that William W. Wylie, a well-known concessionaire in Yellowstone National Park, established a tourist camp above the head of the of Transept Canyon near Bright Angel Point. The end date of the period of significance, 1942, marks the departure of the CCC crews from the North Rim.

Overall, the Bright Angel Peninsula retains historic integrity and possesses a high level of integrity of location, design, setting, materials, workmanship, feeling, and association. The condition of the area is fair.

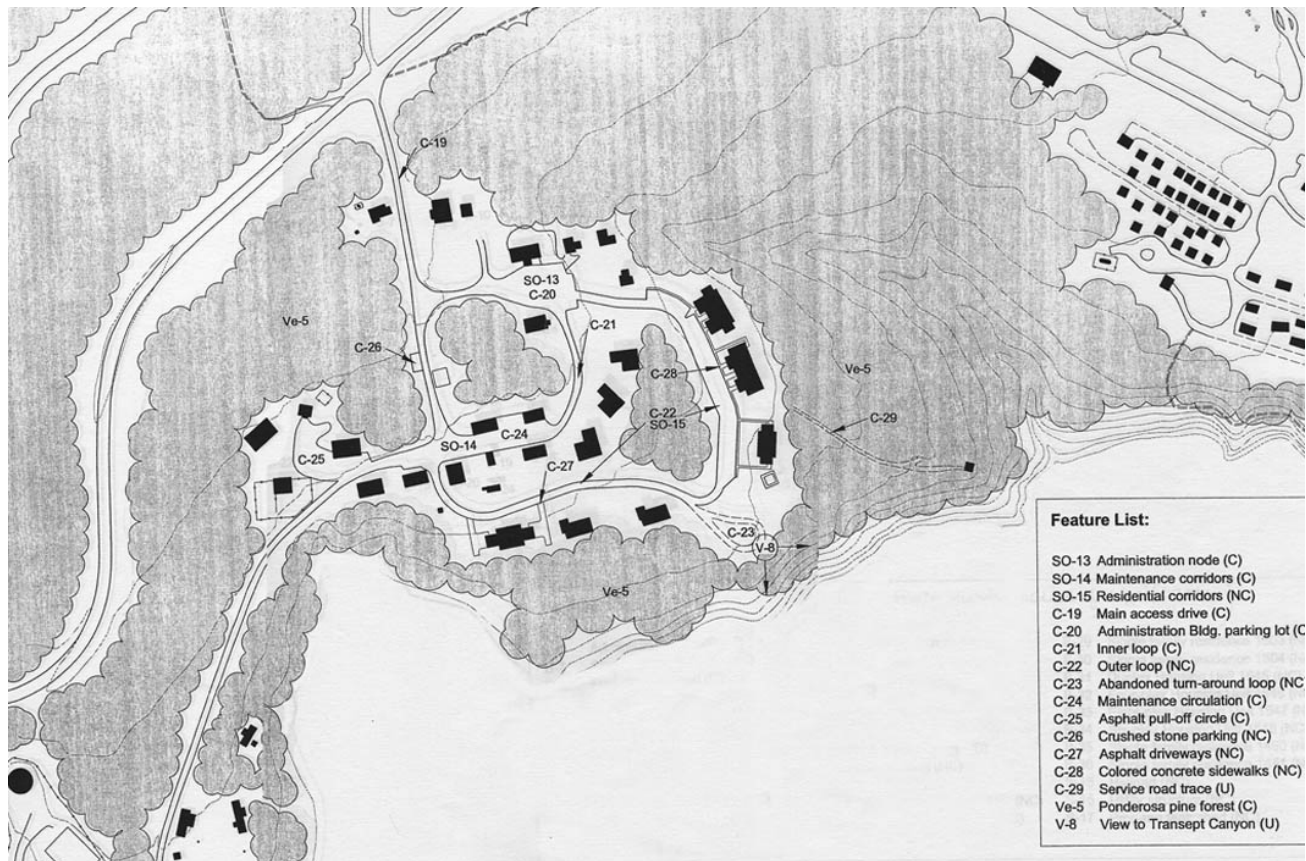
Site Plan



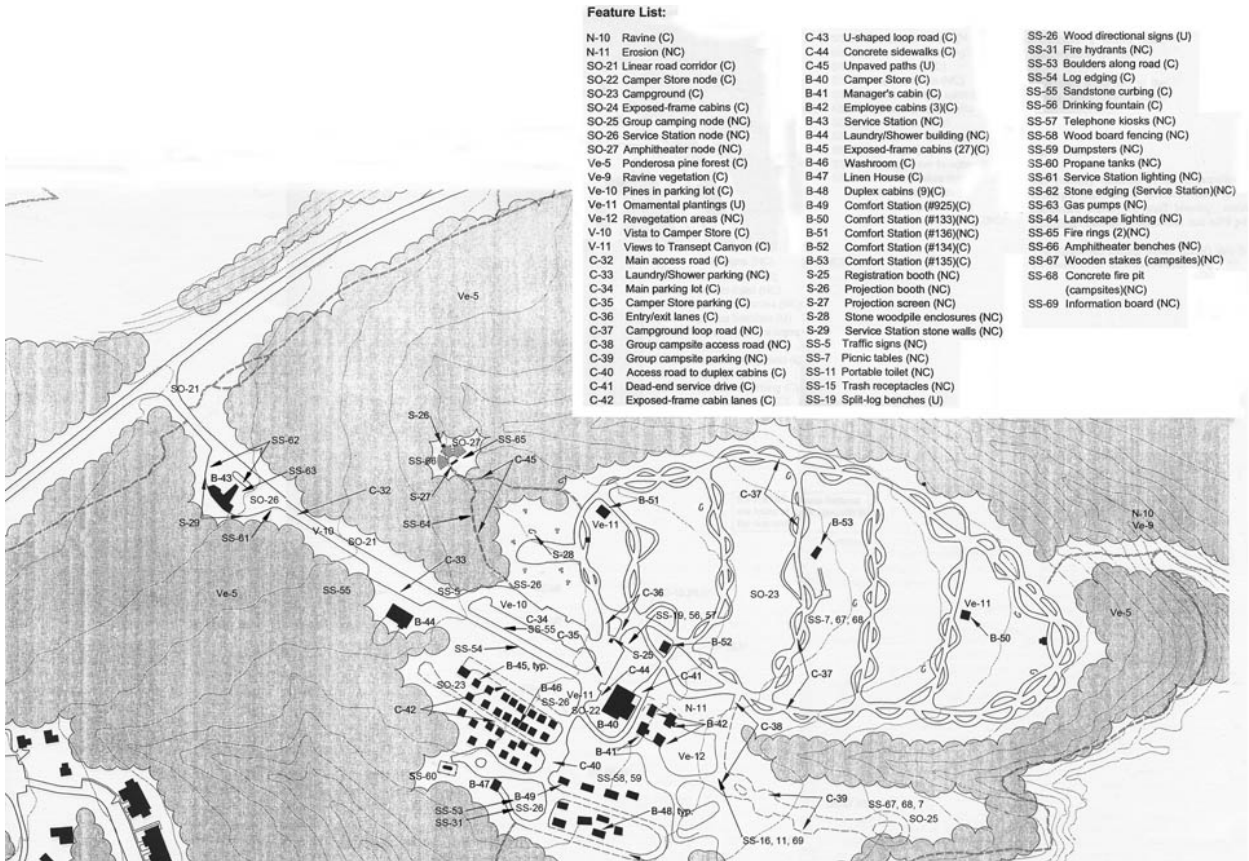
The District includes: the Entrance Road Sub-Area; NPS Headquarters, Housing, and Maintenance Sub-Area; Wastewater Treatment Sub-Area; Water Tank Sub-Area; Campground Sub-Area; Concessionaire Sub-Area; and Transept Trail Sub-Area. Source: 2003 CLI.



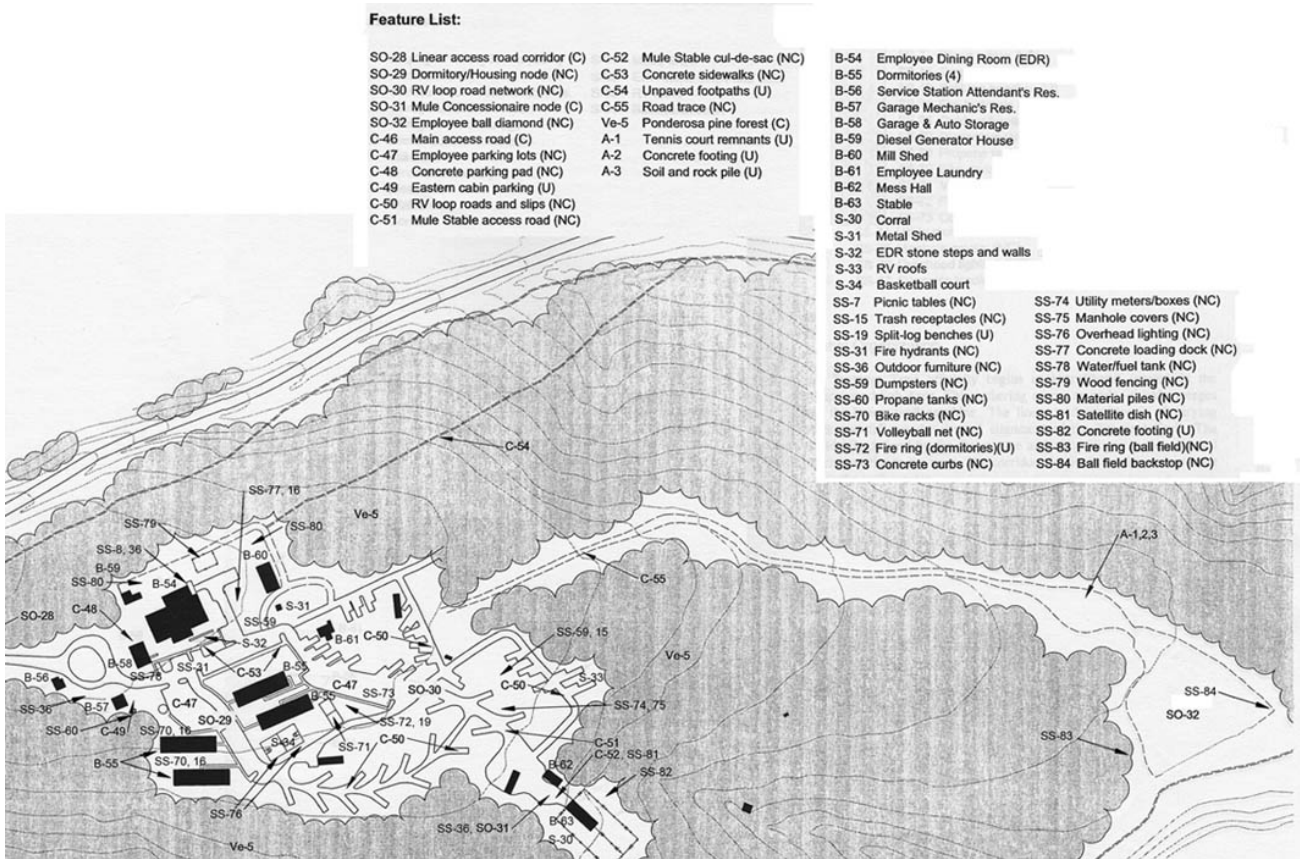
Site plan of NPS Headquarters, Housing, and Maintenance Sub-Area, showing contributing and non-contributing buildings, structures, and small-scale features. Source: 2003 CLR.



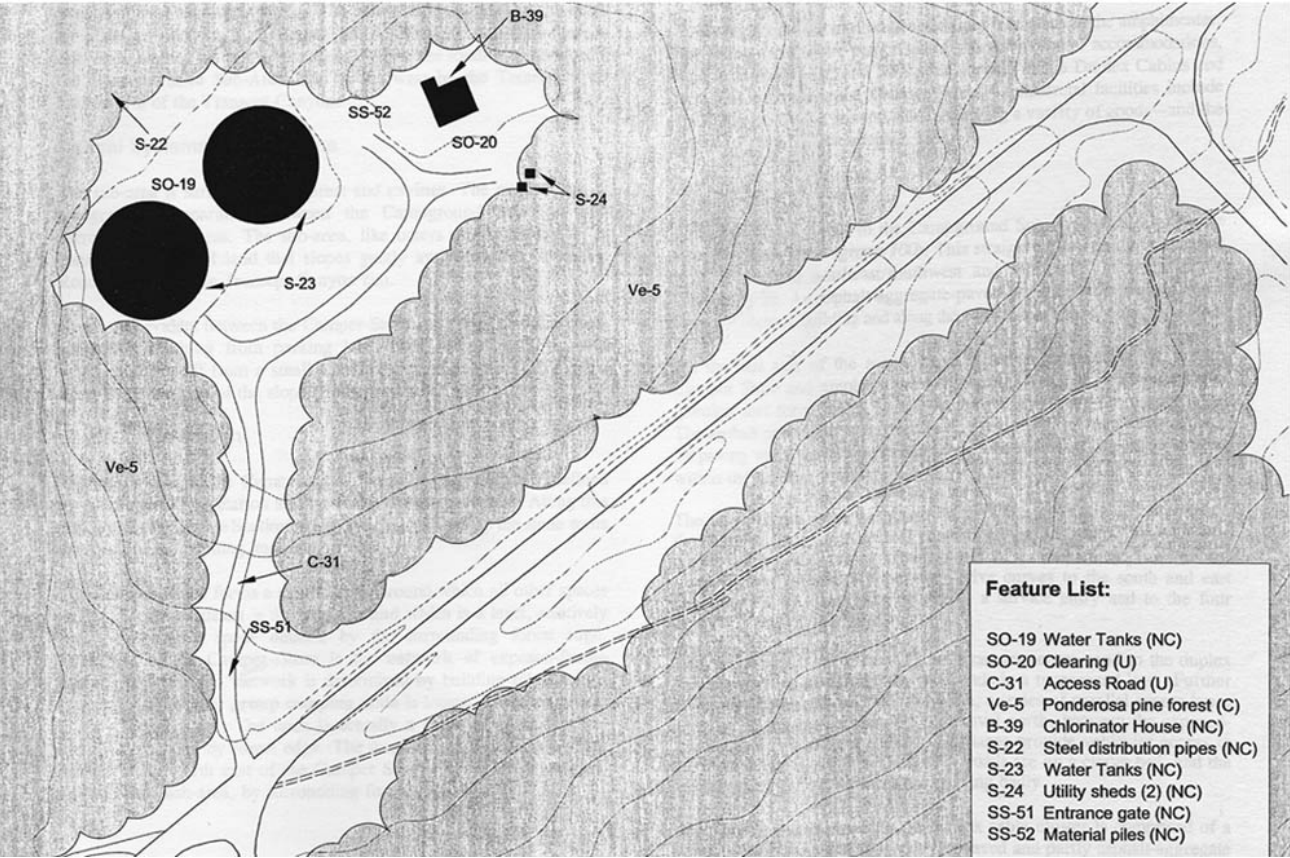
Site plan of NPS Headquarters, Housing, and Maintenance Sub-Area, showing contributing and non-contributing circulation features. Source: 2003 CLR.



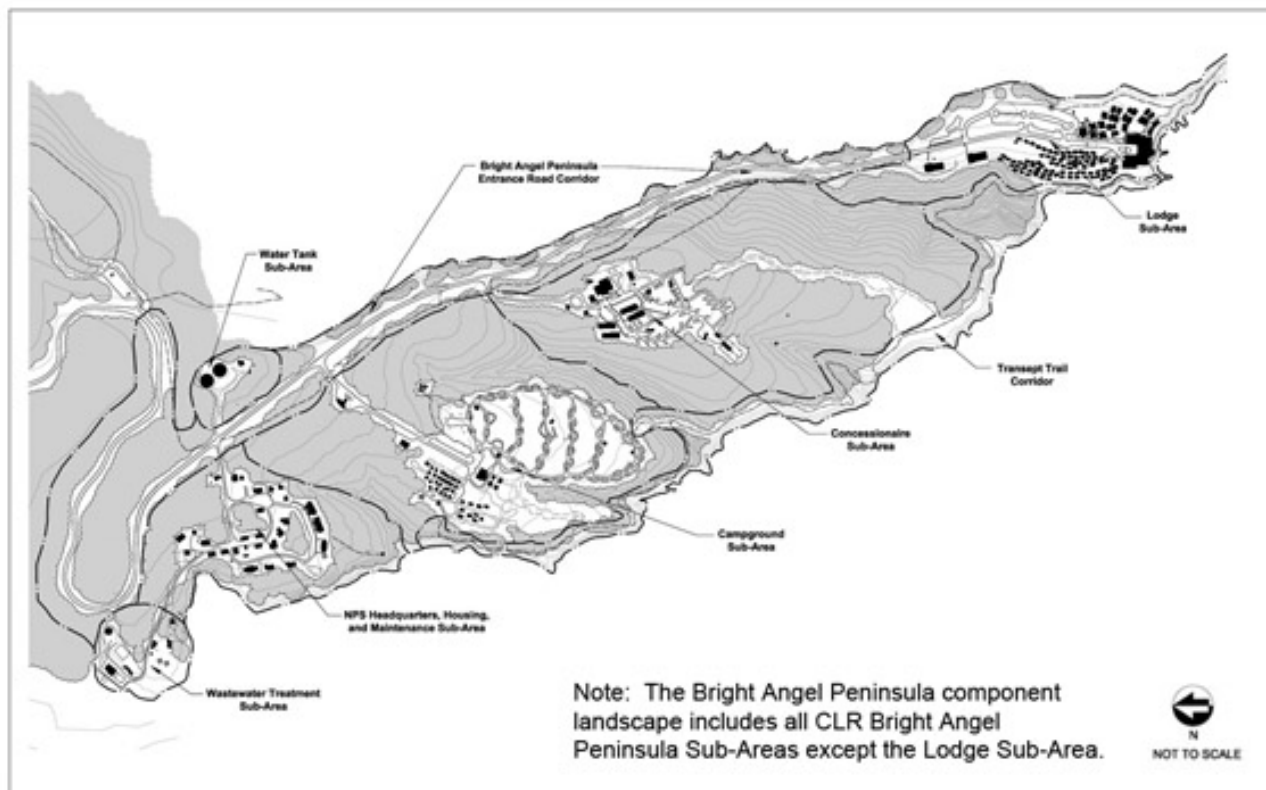
Site plan of Campground Sub-Area, showing contributing and non-contributing features. Source: 2003 CLR.



Site plan of Concessionaire Sub-Area, showing contributing and non-contributing features. Source: 2003 CLR.



Site plan of Water Tank Sub-Area, showing contributing and non-contributing features. Source: 2003 CLR.



This IU, (Bright Angel Peninsula Historic District), includes 5 CLR Sub-Areas: Bright Angel Peninsula Entrance Road Corridor; NPS Headquarters, Housing, and Maintenance; Campground; Concessionaire; and Transept Trail Corridor.

Property Level and CLI Numbers

Inventory Unit Name:	Bright Angel Peninsula Historic District
Property Level:	Landscape
CLI Identification Number:	850125
Parent Landscape:	850122

Park Information

Park Name and Alpha Code:	Grand Canyon National Park - Bright Angel Peninsula Historic District - GRCA
Park Organization Code:	8210
Park Administrative Unit:	Grand Canyon National Park

CLI Hierarchy Description

This inventory unit is one of several component landscape of Grand Canyon National Park.

Concurrence Status

Inventory Status: Complete

Completion Status Explanatory Narrative:

This CLI is adapted from the North Rim Bright Angel Peninsula Developed Area Cultural Landscape Report, written by John Milner Associates in December 2003-January 2004. The CLR recommended considering the Bright Angel Peninsula for a new National Register historic district. The park superintendent concurred with the findings of the CLI on 12/18/2006; however, the document was not sent to the Arizona SHPO for their concurrence.

In 2010, the Intermountain Region hired three CLI interns to complete the CLI and to write a determination of eligibility (DOE) for SHPO concurrence on the CLI. The DOE was written by Katie Miller and edited by Carrie Mardorf, CLI Coordinator in 2010 and 2011.

Concurrence Status:

Park Superintendent Concurrence:	Yes
Park Superintendent Date of Concurrence:	12/18/2006
National Register Concurrence:	Ineligible -- Managed As Cultural Resource
Date of Concurrence Determination:	12/18/2006

National Register Concurrence Narrative:

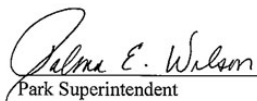
A cultural landscape report (CLR) was prepared for the North Rim Bright Angel Peninsula Developed Area in 2003 and a cultural landscape inventory (CLI) was completed in 2006 for the Bright Angel Peninsula Historic District. In 2011 a National Register nomination was prepared for the historic district. This historic district is being treated as eligible for National Register listing. It is not listed in the National Register or been determined eligible for listing through a consensus determination of eligibility with SHPO. The historic district includes the Bright Angel Peninsula bounded to the north by CC Hill, to the south by the Grand Canyon Lodge National Historic Landmark District, and to the west and east by the Transept and Roaring Springs Canyons, respectively.

Concurrence Graphic Information:

Attachment File Path

			with continued re-vegetation to screen the facility from the entrance road. Removal of six external frame cabins from the Grand Canyon Inn sub-area (approved removal).
North Rim Entrance Road	Good (2006)	Good (2006)	Historical and natural features and values are preserved.
Grand Canyon Village	Good (2007)	Good (2011)	Historical and natural features and values are preserved.
Lodge (Grand Canyon Lodge)	Fair (2006)	Fair (2011)	Landscape vegetation degraded from social trails, footpaths and use of service carts. Loss of a small landscape feature (North Rim Lodge Stone Drinking Fountain) during construction of a greenway trail (unapproved removal).

If the FY 2011 survey meets with your approval, please indicate your concurrence by signing below. Once the document has been signed please forward it back to my attention. Thank you for your time and consideration regarding this matter.


Park Superintendent

9/26/11
Date

Superintendent concurrence on the updated landscape condition, page 2, 9/26/2011.

Bright Angel Peninsula Historic District
Grand Canyon National Park



United States Department of the Interior
NATIONAL PARK SERVICE
INTERMOUNTAIN REGION
Intermountain Regional Office
1100 Old Santa Fe Trail
PO Box 728
Santa Fe, New Mexico 87505-0360



IN REPLY REFER TO:

H30

DATE: September 20, 2011

Memorandum

To: Superintendent, Grand Canyon National Park
From: Regional CLI Coordinator, Intermountain Regional Office (Santa Fe)
Subject: 2011 Cultural Landscape Condition Update for Grand Canyon National Park

This memo requests your concurrence on the updated conditions for four Cultural Landscape Inventory (CLI) areas for Grand Canyon National Park. The update includes condition ratings and supporting statements for resource conditions. Upon your concurrence the approved files will be uploaded on the national database, and the park's FY 2011 Government Performance and Results Act goal Ia7, completed for these resources. If you have any questions regarding the information or approval process, please call Carrie Mardorf, Intermountain Region CLI Coordinator at (505) 988-6730.

For your convenience the definitions for conditions have been included at the end of this memo.

GRCA CLI 2011 Updated Records

Landscape Area	Previous Condition	Current Condition	Comment
Bright Angel Peninsula	Fair (2003)	Fair (2011)	Landscape vegetation degraded from social trails, footpaths and use of service carts. Intrusion of new buildings into the landscape (EMS facility) that are visible from the entrance road. This issue can be resolved



Superintendent concurrence on the updated landscape condition, page 1, 9/26/2011.

Bright Angel Peninsula Historic District
Grand Canyon National Park

Correction sent 1.11.07



United States Department of the Interior

NATIONAL PARK SERVICE
INTERMOUNTAIN REGION
Cultural Landscapes Program
P.O. Box 728, Santa Fe, New Mexico 87505-0728
505-988-6895, 988-6876 (fax)



November 16, 2006

MEMORANDUM

To: Joe Alston, Superintendent
Grand Canyon National Park
Park P.O. Box 129
Grand Canyon, AZ 86023

From: Michele Curran, Landscape Historian
NPS-IMR CLI Coordinator
Box 728
Santa Fe, NM 87504-0728

Re: Bright Angel Peninsula Historic District Cultural Landscape Inventory (CLI)

We are pleased to submit the updated Cultural Landscape Inventory for the Bright Angel Peninsula Historic District in the Grand Canyon National Park. Your cultural resource park staff have reviewed the CLI, and their corrections have been incorporated into the datafields. The CLI report is not a published document; it is a print out of the data fields in the CLI database.

In order for the Bright Angel Peninsula Historic District CLI to be a complete record that will help the park meet GPPRA goal 1a7 and WASO to meet GPPRA goal 1b2B in FY 2007, we need your signed concurrence for our records in the IMR Santa Fe office. Once I have received your signed concurrence, I will proceed with the National Register nomination of the new historic district for the park's submission to the AZ SHPO. When the AZ SHPO concurs in writing with the nomination, the CLI will be a complete, accurate, and reliable record.

We are seeking your concurrence on the following:

The CLI has identified the Bright Angel Peninsula Historic District component landscape as a "Historic Designed Landscape." The CLI recommends that the National Register listing of the Bright Angel Peninsula should be as a Historic District.

1. The CLI rates the condition as "FAIR" (pg. 63) and the Management Category is listed as "Should be Preserved and Maintained" (pg. 9).
2. The period of significance for the Bright Angel Peninsula Historic District is 1917-1942 (pg. 15), and the Statement of Significance is located on pg. 10-14.
4. The contributing features are listed in the "Analysis and Evaluation" section (pg. 35-62).

Since August 2005, the CLI website houses the CLI data that was formerly in the CLAIMS database. It is now possible for park staff to have access to the CLI database, and I will be glad to establish user accounts for anyone at the park, who would like to review the data.

We have attached a concurrence form for your convenience, if you would like to use it. We would like to thank your staff for their time and assistance with the completion of the CLI. Please remember the CLI can be revised and/or updated at any time upon the park's request. If you have any questions on the findings of the CLI, please contact Michele Curran at 505-988-6895.

TAKE PRIDE[®]
IN AMERICA 

Superintendent concurrence on the findings of the CLI, page 1, with corrected information, 12/18/2006.

Bright Angel Peninsula Historic District
Grand Canyon National Park

MEMORANDUM

To: Deputy Associate Regional Director
Cultural Resources
12795 W. Alameda Pkwy.
Lakewood, CO 80228

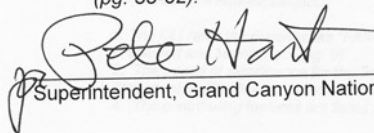
From: Superintendent, Grand Canyon National Park
Park P.O. Box 129
Grand Canyon, AZ 86023

Subject: Bright Angel Peninsula Historic District Cultural Landscape Inventory (CLI)

I hereby concur with the content and the assessment of the cultural landscape for Grand Canyon.

The CLI has identified the Bright Angel Peninsula Historic District component landscape as a "Historic Designed Landscape." The CLI recommends that the National Register listing of the Bright Angel Peninsula should be as a Historic District.

1. The CLI rates the condition as "FAIR" (pg. 63) and the Management Category is listed as "Must be Preserved and Maintained" (pg. 9).
2. The period of significance for the Grand Canyon Lodge is 1917-1942 (pg. 15), and the Statement of Significance is located on pg. 10-13.
4. The contributing features are listed in the "Analysis and Evaluation" section (pg. 35-62).


Superintendent, Grand Canyon National Park

12/18/2006
Date

Cc: Michele Curran, IMR, CLI Coordinator
Jill Cowley, IMR, Historical Landscape Architect

Superintendent concurrence on the findings of the CLI, page 2, 12/18/2006. See page 1 for corrected information.

Revisions Impacting Change in Concurrence:		Other
Revision Date:		
Revision Narrative:		
		The draft CLI, completed in 2006, was largely based on the Bright Angel Peninsula Developed Area CLR completed by John Milner Associates. However, the draft mainly focused on the generalities of the Bright Angel Peninsula, not specific details relating to the development of the area. The CLI was revised in 2011 to add information pertaining to the details of the area, as identified in the DOE.
Revisions Impacting Change in Concurrence:		Change in Condition
Revision Date:		2021-09-08
Revision Narrative:		
		Condition changed from Fair to Good per assessment by park CR Program Manager Ellen Brennan, with superintendent concurrence.

Geographic Information

Geographic Information & Location Map

State and County:

State: Arizona

County Coconino County

Size (Acres) 330

Land Tract Number(s)

Inventory Unit Boundary Description:

Bright Angel Peninsula is bounded to the north by the Kaibab Plateau and GRCA lands, including Harvey Meadow. The Peninsula is bounded to the west by Transept Canyon, to the east by Roaring Springs Canyon, and to the south by the Grand Canyon Lodge Historic District. The boundaries of the Bright Angel Peninsula were selected to encompass the entire length of the Bright Angel Peninsula, while excluding non-contributing areas such as CC Hill and other National Register historic districts, such as the Grand Canyon Lodge Historic District, which has its own unique character and historic context. CC Hill is excluded from the Bright Angel Peninsula Historic District as it is found ineligible for the National Register of Historic Places.

As a result, this component landscape includes the following sub-Areas: the Bright Angel Peninsula Entrance Road Corridor Sub-Area; NPS Headquarters, Housing, and Maintenance Sub-Area; Campground Sub-Area; Concessionaire Sub-Area; Transept Trail Corridor Sub-Area; Wastewater Treatment Sub-Area; and Water Tank Sub-Area.

Boundary Coordinates:

Source: GPS-Differentially Corrected

Type of Point: Area

Latitude: 36.3364739491327

Longitude: -112.118364799623

Narrative:

Source: GPS-Differentially Corrected
Type of Point: Area
Latitude: 36.2167934516073
Longitude: -112.057561281313
Narrative:

Source: GPS-Differentially Corrected
Type of Point: Area
Latitude: 36.2168799130312
Longitude: -112.067119191245
Narrative:

Source: GPS-Differentially Corrected
Type of Point: Area
Latitude: 36.2049331145693
Longitude: -112.061228310794
Narrative:

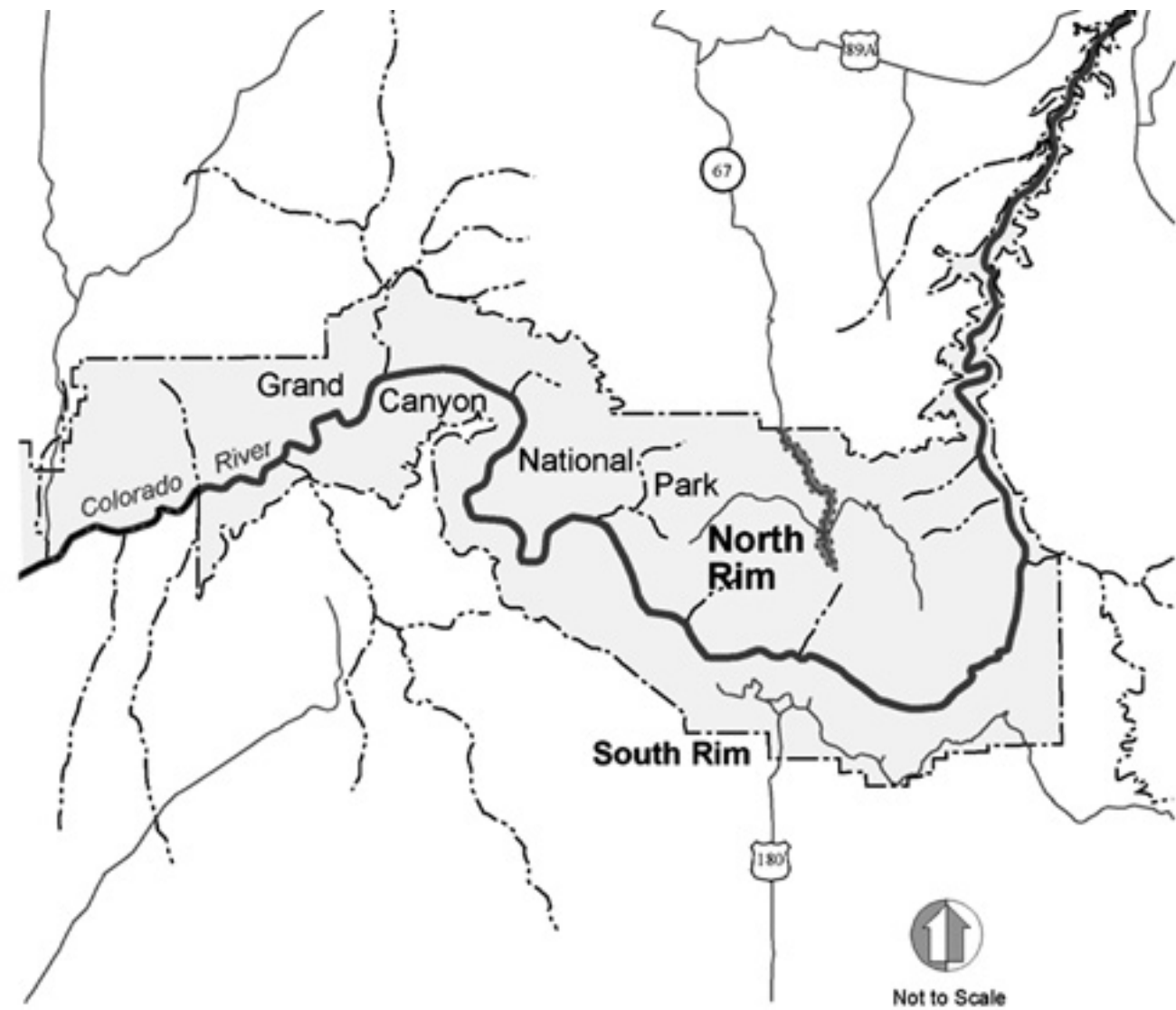
Source: GPS-Differentially Corrected
Type of Point: Area
Latitude: 36.1957487032411
Longitude: -112.05487581491
Narrative:

Source: GPS-Differentially Corrected
Type of Point: Area
Latitude: 36.1956224036521
Longitude: -112.053861979845
Narrative:

Source: GPS-Differentially Corrected
Type of Point: Area
Latitude: 36.2028634657632
Longitude: -112.052624197021
Narrative:

Source: GPS-Differentially Corrected
Type of Point: Area
Latitude: 36.2106577394188
Longitude: -112.055109204686
Narrative:

Location Map:



The Bright Angel Peninsula component landscape includes all CLR Bright Angel Peninsula Sub-Areas except the Lodge Sub-Area.

Regional Context:

Type of Context: Physiographic

Description:

In comparison to the South Rim, the North Rim is minimally developed, partly due to its less-accessible nature. Virtually cut off from the rest of the state of Arizona to the south, the North Rim is distant in both perception and reality from the South Rim. Limits on accessibility include lack of convenient vehicular access from the South Rim, from airports, and major interstate thoroughfares in Arizona. Seasonal snowfall averaging four feet or more closes the North Rim to traffic from late October to May.

Management Information

General Management Information

Management Category: Should be Preserved and Maintained

Management Category Date: 12/31/2003

Management Category Explanatory Narrative:

The Cultural Landscape Report (CLR) found the Bright Angel Peninsula eligible for listing on the National Register of Historic Places. The park superintendent concurred with this finding on 12/18/2006.

Agreements, Legal Interest, and Access

Management Agreement:

Type of Agreement: Other

Type of Context:

Management Agreement Explanatory Narrative:

There are a number of agreements in place between the park and the concessionaire for the maintenance and upkeep of buildings and landscape features within the Concessionaire Sub-Area. Additionally, there are rental agreements between the NPS and employees residing in the Headquarters, Housing, and Maintenance Sub-Area

NPS Legal Interest:

Type of Interest: Fee Simple

Narrative: The NPS owns Bright Angel Peninsula outright in fee simple.

Located in managed wilderness?: Unknown

Public Access:

Type of Interest: Other Restrictions

Explanatory Narrative:

Portions of the Bright Angel Peninsula are unrestricted to the public; however, other areas, such as the NPS Headquarters, Housing, and Maintenance Sub-Area; Concessionaire Sub-Area; Wastewater Treatment Sub-Area; and Water Tank Sub-Area, are not open to the public.

Adjacent Lands Information

Do Adjacent Lands Contribute? No

Adjacent Land Narrative:

CC Hill is located just north of the Bright Angel Peninsula. This high point divides Roaring Springs Canyon to the south and east from Thompson and Fuller Canyons to the north and west. The forested hill contains livestock holding and NPS maintenance facilities within two clearings. This CLI recognizes these sites as "Upper CC Hill." "Lower CC Hill" includes the concessionaire mule staging corral, the parking lot, and trailheads. Very little information is available concerning the historic aspects of CC Hill. It is therefore difficult to surmise what types of buildings and structures existed during the period of significance. Although further research is needed to determine historical facts and significance, CC Hill likely does not retain integrity. Most of the existing features on upper and lower CC Hill date from, at the earliest, the 1960s or 1970s. For this reason, CC Hill was not included within the Bright Angel Peninsula Historic District inventory unit. The Water Tank and Wastewater Treatment Sub-Areas were also not included in the CLI recommended boundary because they contain only recent development and do not qualify as historic areas.

National Register Information

Documentation Status:

Entered Inadequately Documented

National Register Explanatory Narrative:

GRAND CANYON NATIONAL PARK, WORLD HERITAGE SITE, 1979

Nominated in October of 1979 as a World Heritage Site, the Grand Canyon is “recognized as a place of universal value, containing superlative natural and cultural features that should be preserved as part of the heritage of all people.” As stated in the World Heritage List nomination, GRCA is exceptional in meeting both natural and cultural resource criteria for designation as a world heritage site.

According to the 1995 General Management Plan (GMP), several facets of the Grand Canyon help to reinforce this designation. The Grand Canyon has exceptionally diverse biology and multiple life zones, serves as an ecological refuge, and displays rich and diverse geologic and fossil records. American Indian groups have close and sacred ties to the Grand Canyon, which has been occupied by humans for over 4,500 years. The natural scenery, quiet, and solitude offered in the park are remarkable. Unsurpassed and unique recreational opportunities, including trails, wilderness experiences, and whitewater rafting on the Colorado River are also available. These are just a few of the qualities that make the GRCA an international jewel.

As part of the Grand Canyon World Heritage Site, the Bright Angel Peninsula Historic District contributes to these qualities and helps to promote and sustain the traits that both educate and inspire visitors.

GRAND CANYON NORTH RIM HEADQUARTERS HISTORIC DISTRICT, 1982

The Grand Canyon North Rim Headquarters Historic District consists of utilitarian, but environmentally harmonious buildings and other features of Rustic style architectural design. The district consists of two groupings of buildings. The eastern group contains several residences, a garage, and the ranger station. The western group contains maintenance buildings, the resource management office, a barn, and more residences. According to the 1982 National Register nomination, the district is significant on the local level for its association with tourism and park development undertaken by the NPS and CCC. The district includes 12.2 acres with 23 contributing buildings significant in the areas of architecture and politics/government.

GRAND CANYON INN AND CAMPGROUND HISTORIC DISTRICT, 1982

Listed on the National Register in 1982, the 77-acre district contains 53 contributing buildings and structures significant in the areas of architecture and the tourist industry. Also included is one non-contributing structure, the campground amphitheater. In addition to the Inn, 27 exposed frame and 10 duplex cabins offered lower price accommodations to tourists than the larger Grand Canyon Lodge, located at the edge of Bright Angel Peninsula. The campground includes roads, outdoor fireplaces, stone enclosures for firewood, rest rooms, shower facilities, in addition to the amphitheater.

JUSTIFICATION FOR BRIGHT ANGEL PENINSULA HISTORIC DISTRICT

Although the Bright Angel Peninsula contains two existing National Register Historic Districts, one for the North Rim Headquarters area and one for the Grand Canyon Inn and Campground area, the two existing National Register nominations focus only on the buildings of the two areas, largely ignoring the broader historical contextual development of the entire peninsula.

This National Register nomination for the Bright Angel Peninsula Historic District addresses the entire area as a whole—incorporating the two existing National Register districts with additional features. This new 240.8-acre district includes additional contributing features not addressed in the earlier nominations and expands the period of significance to include 1917 to 1942, addressing the whole evolution of design and development within the peninsula.

Concurrence Narrative:

A cultural landscape report (CLR) was prepared for the North Rim Bright Angel Peninsula Developed Area in 2003 and a cultural landscape inventory (CLI) was completed in 2006 for the Bright Angel Peninsula Historic District. In 2011 a National Register nomination was prepared for the historic district. This historic district is being treated as eligible for National Register listing. It is not listed in the National Register or been determined eligible for listing through a consensus determination of eligibility with SHPO. The historic district includes the Bright Angel Peninsula bounded to the north by CC Hill, to the south by the Grand Canyon Lodge National Historic Landmark District, and to the west and east by the Transept and Roaring Springs Canyons, respectively.

NRIS Number:	82001872
Primary Certification Date:	08/31/1982
NRIS Number:	82001722
Primary Certification Date:	08/31/1982

National Register Eligibility

National Register Concurrence:	Ineligible -- Managed As Cultural Resource
Contributing/Individual:	Individual
National Register Classification:	District
Significance Level:	Local
Significance Criteria:	A - Associated with events significant to broad patterns of our history
Significance Criteria:	C - Embodies distinctive construction, work of master, or high artistic values

Period of Significance:

Time Period:	CE 1917 - 1942
Historic Context Theme:	Creating Social Institutions and Movements
Subtheme:	Recreation
Facet:	Tourism
Other Facet:	None

Time Period: CE 1917 - 1942

Historic Context Theme: Expressing Cultural Values

Subtheme: Architecture

Facet: Rustic Architecture

Other Facet: None

Time Period: CE 1917 - 1942

Historic Context Theme: Expressing Cultural Values

Subtheme: Landscape Architecture

Facet: Impacts Of Railroads On The American Landscape

Other Facet: None

Time Period: CE 1917 - 1942

Historic Context Theme: Expressing Cultural Values

Subtheme: Landscape Architecture

Facet: Regional Planning

Other Facet: NPS Master Planning / Community Planning

Time Period: CE 1917 - 1942

Historic Context Theme: Expressing Cultural Values

Subtheme: Landscape Architecture

Facet: The 1930's: Era Of Public Works

Other Facet: None

Time Period: CE 1917 - 1942

Historic Context Theme: Transforming the Environment

Subtheme: Conservation of Natural Resources

Facet: Origin And Development Of The National Park Service

Other Facet: None

Area of Significance:

Area of Significance Category:	Community Planning and Development
Area of Significance Sub Category:	None
Area of Significance Category:	Landscape Architecture
Area of Significance Sub Category:	None
Area of Significance Category:	Architecture
Area of Significance Sub Category:	None
Area of Significance Category:	Conservation
Area of Significance Sub Category:	None
Area of Significance Category:	Entertainment - Recreation
Area of Significance Sub Category:	None
Area of Significance Category:	Politics - Government
Area of Significance Sub Category:	None

Statement of Significance:

The Bright Angel Peninsula Historic District is locally significant under Criterion A for its association with community planning and development, landscape architecture, architecture, conservation, entertainment/recreation, and politics/government from 1917 to 1942. It is also significant under Criterion C as a masterwork of the Civilian Conservation Corps and National Park Service landscape architects.

The existing National Register nominations do not state clear periods of significance—beyond listing significant dates. Based on the physical history documentation and the historic context provided by Linda Flint McClelland entitled “The Historic Landscape Design of the National Park Service, 1916 to 1942,” the recommended period of significance for the Bright Angel Peninsula is between 1917 and 1942.

The period of significance begins with the development of tourist facilities in 1917 at the North Rim, when William W. Wylie, a well-known concessionaire in Yellowstone National Park, established a tourist camp above the head of the of Transept Canyon near Bright Angel Point. This camp marked the first official North Rim concession facility and the beginning of Bright Angel Peninsula as a major tourist destination. The end date of the period of significance marks the departure of the CCC crews from the North Rim in 1942.

Between these 1917 and 1942, much of the peninsular section of the Entrance Road and Bright Angel Peninsula were constructed and enhanced to serve or mitigate the needs of park visitors, NPS staff, and

concessionaire employees. After 1942, few changes were made to these areas, and none that could be currently considered eligible for the National Register of Historic Places.

Criterion A – Community Planning/Development, Landscape Architecture, Architecture, Conservation, Entertainment/Recreation, Politics/Government

Under Criterion A, the Bright Angel Peninsula Historic District is significant for its role in community planning/development, which stems from master-planning efforts by National Park Service landscape architects to separate uses on the peninsula and create a community of residential, service, and maintenance facilities.

This district is also significant for its association with early NPS efforts in landscape architecture, as well as with New Deal-era CCC planning, design, and implementation. Stephen Mather, the first director of the NPS, created a landscape architecture division to plan for development in national parks, such as this historic district. The surviving landscape features of this district, including the positioning and environs of buildings and roads, trail systems, recreation areas and overlooks, and site amenities such as shelters, drinking fountains, and other small-scale features, contribute significantly to our understanding of this period of landscape architecture.

Throughout the history of NPS stewardship of the Grand Canyon, conservation practices were implemented by NPS and CCC crews that have helped to save natural resources and mitigate human impact on the North Rim environment. Conservation practices included fuel reduction to prevent fires, slope rounding and other erosion-prevention practices, preservation of wildlife habitat and native vegetation, and protection of scenic features; many of these practices continue today.

The Bright Angel Peninsula Historic District is also significant within the area of entertainment/recreation because of its primary focus on being a public park whose purpose is to provide visitors with active and passive outdoor recreational opportunities, as well as simple access to a natural wonder. Additionally, the district's significance in politics/government stems from the park's involvement with CCC activities. The CCC not only camped within this district, but also built and maintained many of its features between 1933 and 1942.

Criterion C – Civilian Conservation Corps

Under Criterion C, the district is associated with its high quality of design and construction by the Civilian Conservation Corps. Significance within the area of architecture is due to the high number of NPS rustic-style buildings and structures typical of NPS and CCC construction in the early 20th century. In 1933, development on the North Rim was further stimulated by the arrival of Civilian Conservation Corps (CCC) crews. CCC crews were part of the Great Depression-era relief efforts initiated by the federal government to provide work and financial relief for unemployed men. CCC crews on the North Rim built roads, native stone walls and stairs, a tennis court, trails, and buildings, cleared invasive vegetation, planted wildflowers, laid water and electrical lines, and performed a myriad of other tasks. Through their use of the NPS Rustic style of construction and conservation efforts, these CCC crews helped establish the character that defines the appearance of the Bright Angel Peninsula. The last CCC crew left the North Rim on 1942, as America's entry into World War II created a greater need for soldiers than workers.

Several buildings and structures survive from the New Deal-era and earlier times. Those buildings and structures remaining from the period of significance can be found in the Campground Sub-Area and the Headquarters, Housing, and Maintenance Sub-Area, and maintain character defining features which use designs and materials that attempt to harmonize a building with its environment, rather than dominate it. Some of these buildings include single family residences and maintenance buildings found in the Headquarters, Housing, and Maintenance Sub-Area, as well as the camper store, exposed-frame cabins, and duplex NPS cabins found in the Campground Sub-Area. Roads and trails continue to follow their original alignments, created by Utah Parks, CCC, or NPS crews. Conservation efforts are still in place that help retain a balance between public visitation and environmental quality and preserved undeveloped areas. Most essential is that the visitor experience on the Peninsula remains very similar to what existed during the period of significance; the feeling of being in a forested, natural setting, away from intense civilization and development, with visual and recreational access to the Grand Canyon. The Bright Angel Peninsula Historic District retains integrity of location, design, setting, materials, workmanship, feeling, and association to the 1917 - 1942 period of significance.

Chronology & Physical History

Cultural Landscape Type and Use

Cultural Landscape Type: Historic Designed Landscape

Current and Historic Use/Function:

Primary Historic Function:	Government Office
Primary Current Use:	Government Office
Other Use/Function	Other Type of Use or Function
Automobile	Current, Historic
Campground/Picnic Area	Current, Historic
Equipment/Vehicle Storage	Current, Historic
Hiking Trail	Current, Historic
Outdoor Recreation	Current, Historic
Small Residential Landscape	Current, Historic
Waste Water Treatment Facility	Current, Historic

Current and Historic Names:

Name	Type Of Name
Bright Angel Peninsula Historic District	Current
Bright Angel Peninsula	Both Current And Historic
NPS Hous., HQ, & Maint. Sub-Ar	Current
Concessionaire Sub-Area	Current
Transept Trail Cor. Sub-Area	Current
Entrance Road Corridor	Current
Campground Sub-Area	Current

Chronology:

Year	Event	Annotation
CE 1848 - 1863	Explored	During this period, settlement on the Kaibab Plateau was extremely sparse with very few, if any permanent homesteads. American Indian hunters, Anglo-American trappers, and pioneering Mormons utilized the lands on a seasonal or intermittent basis. When early Anglo-American explorers and settlers came to the Kaibab Plateau, they found a landscape dominated by stands of Ponderosa pine and aspen trees.
CE 1848 - 1899	Explored	Early explorers and settlers to the Arizona Strip traveled over American Indian trails. During the late nineteenth century, as ranching, logging, and mining grew in the area, rough wagon roads began to appear on the landscape. These trails connected the established Mormon towns in southern Utah with the best grazing areas in the Arizona Strip.
CE 1863 - 1902	Settled	The scarcity of domestic water sources, lack of adequate roads, and harsh winters made permanent settlement difficult on the Kaibab Plateau. The little settlement and land use that did occur was scattered across the landscape. Ranchers would frequently commute long distances to tend to their herds. They centered their operations around sources of water.
CE 1869 - 1872	Explored	John Wesley Powell led the first successful, organized boat expedition down the Colorado River through the canyon. Before beginning another river expedition in 1871-1872, Powell spent time scouting supply points along the North and South Rims of the canyon. During his 1871-1872 trip, several weeks were spent mapping areas of the Arizona Strip on the North Rim.
CE 1870 - 1879	Exploited	Large-scale logging in the Arizona Strip began in the Mt. Trumbull region when the Ponderosa pine forests were harvested to provide building materials for the Mormon Temple in St. George, Utah. After 1880, a commercial sawmill was established near Mt. Trumbull. It continued to operate until 1940.
CE 1870 - 1879	Mined	Limited mining activities began in the Arizona Strip in the 1870s. Mining focused on copper deposits in the Shivwits Plateau region and silver mines in the Mt. Trumbull area, both west of the Kaibab Plateau.

Year	Event	Annotation
CE 1870 - 1890	Settled	In 1870, Mormons established a colony at Kanab, Utah, just north of the border with the Territory of Arizona Northern Arizona (recognized by Congress in 1863). From this southern outpost, Mormons sent missions to the American Indian communities that occupied the Arizona Strip of northwestern Arizona. Individuals and Mormon families also began to colonize the area. They established ranches near the scarce water sources on the Kaibab Plateau in an attempt to claim the choicest land and resources before non-Mormons claimed them. Most of these ranchers raised cattle or sheep, although other industries including saw-milling and dairying were pursued as well.
CE 1870 - 1900	Established	The earliest recorded roads on the Kaibab Plateau provided the first European Americans access to the area for grazing, timbering, and hunting. These roads extended from the Mormon communities of Kanab, Utah and Fredonia, Arizona south to preferred sites for these activities. One included a trail to Indian Hollow near the head of today's Thunder River Trail. It provided access for grazing on the esplanade below the rim of the canyon at that point. Prior to 1872, another road was established that led to Big Springs where timbering became important. By the 1880s, a road provided access to V.T. Park, also known as DeMotte Park—a favored cattle grazing site. By the turn of the twentieth century, other roads had reached the Walhalla Plateau and the edge of Marble Canyon.
CE 1880	Explored	In 1880, geologist, Clarence E. Dutton traveled widely at the North Rim.
CE 1880 - 1930	Ranched/Grazed	In the 1880s, ranchers began settling east of Kaibab Plateau in House Rock Valley. Cattle ranged as far south as the North Rim. Early cattlemen included Anthony W. Ivans and E.D. Woolley. Prior to the erection of sufficient fences around the park boundary in the 1930s, livestock grazing impacted the type and density of vegetation in the park. Overgrazing damaged native vegetation.
CE 1881 - 1899	Expanded	In the late 19th century, recreation on the Kaibab Plateau expanded. John W. Young promoted the plateau as a potential private recreation area but was unsuccessful in his attempts to secure funding (Croft, 1964, 1). Sport hunting on the Kaibab Plateau grew in popularity throughout the 1890s.
CE 1902 - 1903	Explored	Cartographer Francois Emile Matthes spent two summer seasons on the North Rim preparing accurate surveys that would result in the 1906 publication of the Bright Angel and Vishnu topographic maps.

Year	Event	Annotation
CE 1903	Developed	Merchant and cattleman, Edwin Dilworth "Uncle Dee" Woolley, established the Grand Canyon Transportation Company to improve roads and trails in and around the North Rim of the Grand Canyon, and to develop a tourist business. From 1905 to 1909, Woolley's efforts focused on constructing a trail from the head of the Bright Angel Canyon on the North Rim to the Colorado River. Ultimately, Woolley's trail would link to the Bright Angel Trail that led from the South Rim's Grand Canyon Village to the river. Woolley erected a cable crossing to accomplish the link, and developed a successful tourist camp near the mouth of Bright Angel Creek along his trail. Woolley guided tourists into and across the canyon from the North and South Rims.
CE 1906	Established	Portions of forest preserve were set aside as the Grand Canyon Game Preserve by Presidential Proclamation 694, November 28, 1906. This act followed Congress's authorization of protection of Kaibab Plateau deer herds.
CE 1907	Established	In 1907, James T. "Uncle Jim" Owens was named the first game warden for the Grand Canyon Game Preserve. During his long tenure at the North Rim (1906-circa 1928), Owens also guided private parties on sport-hunting expeditions through the Grand Canyon Game Preserve on the North Rim. By the 1920s, Owens had established his own profitable tourist enterprise based at Bright Angel Spring at the head of Bright Angel Peninsula.
CE 1908	Established	The Grand Canyon Forest and Game Preserves were incorporated into Grand Canyon National Monument established under the Forest Service by Presidential Proclamation 794, January 11, 1908.
CE 1908 - 1909	Developed	Dee Woolley and his Grand Canyon Transportation Company worked at expanding their tourist enterprise once their trail and cable crossing of the Colorado River were complete. Improvements included the opening of a livery and outfitting business in Kanab, the construction of the Woolley Cabin near the trailhead on Bright Angel Peninsula, and the inauguration of complete package trips from Kanab to the Woolley Camp on Bright Angel Peninsula.
CE 1909	Developed	The first automobile arrived at the North Rim at Bright Angel Peninsula in 1909. Organized by tourism promoter, Uncle Dee Woolley, the party began its trip in Salt Lake City, Utah.
CE 1910 - 1915	Developed	In the mid-1910s, the U.S. Forest Service began publishing tourist brochures that promoted the roads, trails, and scenic attractions in Kaibab National Forest.

Year	Event	Annotation
CE 1913	Built	The U.S. Forest Service constructed what they dubbed "Grand Canyon Highway" on the North Rim in 1913. Although advertised as an "excellent auto road" the fifty-six-mile road merely upgraded an old cattle and lumbermen's trail from the northern National Forest boundary at LeFevre Canyon to the Bright Angel Ranger Station located at Harvey Meadow (Anderson 1998, 151)
CE 1916	Established	NPS created.
CE 1917	Established	In 1917, the U.S. Forest Service granted the first official North Rim concession to Thomas and Elizabeth Wylie McKee. Elizabeth's father, W.W. Wylie, initiated the Wylie Way enterprise at Yellowstone National Park around the turn of the twentieth century. Wylie Way Tent Camps featured wood frame cabin structures, with tent roofing, used to accommodate tourists. In 1917, Wylie established camps at Zion National Park and at the North Rim of the Grand Canyon at the request of the NPS and the Union Pacific Railroad. At this time, the NPS and railroad company were collaborating to develop a "circle tourism route" that encompassed Zion and Bryce Canyon National Parks, as well as the North Rim of the Grand Canyon.
CE 1917	Established	W.W. Wylie's daughter, Elizabeth McKee, operated the North Rim Wylie Camp. The camp was located very near the location of the later Grand Canyon Lodge. It accommodated up to twenty-five guests in ten tent-cabins and a central kitchen-dining room. In 1925, McKee expanded the facility to include accommodations for over 100 guests and a wood frame lodge building. In May 1927, after the NPS announced that it would take bids for the Wylie concession, the Utah Parks Company, a subsidiary of the Union Pacific Railroad, purchased the McKee's Wylie Camp for \$25,000
CE 1919	Abandoned	The Woolley Camp on the Bright Angel Peninsula closed after the arrival of the NPS.
CE 1919	Established	The National Monument was abolished and the Grand Canyon National Park was established by an Act dated February 26, 1919 (40 Statute 1175), with the NPS assuming administrative control from the U.S. Forest Service on August 15, 1919.
CE 1919 - 1932	Developed	The Bright Angel Peninsula was selected for development because of its generally level topography, ease of access from the north, and scenic vistas.

Year	Event	Annotation
CE 1919 - 1932	Developed	The NPS and the Utah Parks Company designed their utility, housing, and visitor areas as tight building clusters that allowed for the maximum retention of natural features, including trees. Other conservation-minded planning strategies that were implemented included the siting of buildings to minimize the need for tree removal.
CE 1919 - 1932	Planned	The North Rim was planned and developed to incorporate separate utility and visitor zones.
CE 1922	Established	In 1922, Gronway and Chauncey Parry of Cedar City, Utah expanded their transportation business to include scenic auto tours to the North Rim. They were the first to provide regular automotive stage service to Bright Angel Peninsula.
CE 1924 - 1926	Developed	NPS crews began making modest improvements to the former wagon roads that led to Point Sublime and Cape Royal. These improvements were meant to facilitate access to forest fires, not to encourage tourism (Anderson 1998, 155). Between 1924 and 1926, BPR engineers began initial surveys for scenic automotive highways to Cape Royal and Point Sublime (Anderson 1998, 155)
CE 1925	Built	Now located in the Headquarters, Housing, and Maintenance Sub-Area, the warehouse building (Bldg. #118) was originally erected at another location in 1925. In 1935, the CCC moved it to its present location. It was remodeled for its present use as a warehouse and office (Chapell, 1982).
CE 1925 - 1926	Expanded	Two thousand automobiles and approximately 7,000 tourists visited Bright Angel Peninsula in 1925. In 1926, the number increased to 3,000 automobiles and nearly 11,000 tourists.
CE 1925 - 1928	Built	An area of early occupation that no longer contains any standing resources is the location of the Utah Parks Company's former hoist house complex. The complex once occupied a small area directly on the rim of the canyon, just east of the head of the North Kaibab Trail. It predated 1927 and contained a hoist house and a head house that together operated a cable tramway that descended into the canyon. The complex also contained an operator's cabin. The tramway was used by the Utah Parks Company to haul material down to workers who built the water pipeline in 1928 that still supplies water to the North Rim.
CE 1926	Built	A single family residence and fuel shed (Bldgs. #101 and 101A) were erected in the current Headquarters, Housing, and Maintenance Sub-area. ⁶³ At an unknown date, the fuel shed was altered and enlarged to serve as a residence (NRHP 1982).

Year	Event	Annotation
CE 1926	Built	A six-stall horse barn (Bldg. #129) was erected in the Headquarters, Housing, and Maintenance Sub-Area in 1926 (NRHP 1982)
CE 1926	Planned	On January 18, 1926, the NPS and the USDA signed an inter-bureau agreement that made the latter's BPR responsible for all construction and improvements of roads and trails within the National Parks. After the agreement was signed, the NPS Engineering Division was reorganized and its landscape engineers collaborated with the BPR at the beginning of each road project (McClelland 1998, 187)
CE 1926 - 1931	Planned	In 1926, the NPS initiated a five-year park development planning program in which each park was required to produce a five-year development plan. The program was not entirely successful. In 1931, NPS director Horace Albright issued Office Order No. 228 to help standardize the planning process for all parks. The order outlined a standard format for the park plans, required accompanying maps, drawings, and sketches, and directed each park to update its plan annually. These documents came to be known as the park "Master Plans."
CE 1927	Developed	The Utah Parks Company, a subsidiary to the Union Pacific Railroad, consolidated North Rim concessions.
CE 1927	Expanded	Congress extended the boundaries of GRCA to include fifty-one square miles of Kaibab National Forest on the North Rim. This action brought all of the Bright Angel Peninsula under NPS control.
CE 1927 - 1929	Built	The NPS contracted to construct the twenty-one-mile Cape Royal Road and the Point Imperial spur (Anderson 1998, 156-7).
CE 1928	Built	Pump House #1 (Bldg. #225) was erected at Bright Angel Peninsula in 1928.
CE 1928	Built	The Utah Parks Company erected an ice house (Bldg. #968) and a carpenter shop (Bldg. #969) in the current Concessionaire Sub-Area in 1928. The ice house was later moved and is now used as the concessionaire's employee laundry facility.
CE 1928	Established	On May 21, 1928, the new cross-canyon link, known as the North Kaibab Trail, was opened. The trail led into the canyon from Bright Angel Peninsula, and bypassed the alignment of the old cross-canyon trail that originated at Woolley Cabin (Anderson 1998, 156-7).

Year	Event	Annotation
CE 1928	Established	The Rustic-style Grand Canyon Lodge at Bright Angel Point (now Bldg. #1092) was opened to the public in 1928. Designed by architect, Gilbert Stanley Underwood, the Lodge property incorporated a main lodge that contained a central lobby, dining hall, a recreation room, curio shop, soda fountain, and lounge; and ninety, two-room log cabins for guest accommodations. The Lodge was a stopping point along the Union Pacific Railroad's five-day bus tour of southern Utah and northern Arizona. The tour started in Cedar City, Utah and visited Zion and Grand Canyon National Parks, the Kaibab National Forest, Bryce Canyon National Park, and Cedar Breaks. After the Lodge was opened, the company moved the former Wylie tent cabins near the exposed-frame cabins. Several remained there until they were demolished in 1946 (Anderson 1998, 156)
CE 1929	Built	A 22-foot by 47-foot frame equipment shed (Bldg. #123) was erected in the current Headquarters, Housing, and Maintenance Sub-Area in 1929. The building incorporated four vehicle stalls. Circa 1976, the building was converted for use as a plumbing and electrical shop (NRHP, Grand Canyon Inn 1981).
CE 1929	Built	A new comfort station (Bldg. #925) was built in the current Campground Sub-Area in 1929.
CE 1929	Built	The Utah Parks Company erected the Grand Canyon Inn near the public campgrounds. The inn complex was built to offer alternative, lower-priced tourist accommodations to the Grand Canyon Lodge. The inn included the main building that once served as a cafeteria (Bldg. #917). Also part of the complex were twenty-seven exposed-frame cabins, and ten duplex log cabins that shared a separate bathroom facility. A linen storage building was also erected in the complex. The main building now serves as the Camper Store, while the cabins have been variously used for NPS employee housing and summer housing for concessionaire employees (Chapell 1981)
CE 1929 - 1930	Built	Two comfort stations (Bldgs. 134-135) were erected at the public campground.
CE 1929 - 1931	Built	The 1913 Grand Canyon Highway was replaced by today's North Entrance Road alignment in 1930. ⁵⁹ Under the direction of the resident BPR engineer, Rudolph Thirion, the new, 9.8-mile-long entrance road was constructed between 1929 and 1932 by Hodgman & McVicar of Pasadena, California and by O.A. Lindberg of Stockton, California.
CE 1929 - 1929	Built	The Utah Parks Company erected a stable (Bldg. #1098) in the current Concessionaire Sub-Area.

Year	Event	Annotation
CE 1930 - 1935	Built	Sometime prior to 1935, the Utah Parks Company built an incinerator facility northwest of the current Headquarters, Housing, and Maintenance Sub-Area. The facility was accessed by a road that extended from the entrance road loop at the head of the peninsula.
CE 1930 - 1939	Built	Bldg. #127 was originally erected near the CCC Camp. It was moved in 1951 to its present location in the Headquarters, Housing, and Maintenance Sub-Area and is now used as a warehouse for roads and trails maintenance (NRHP, National Park Service North Rim Headquarters, 1982).
CE 1931	Built	A dormitory building (Bldg. #111) was erected within the current Headquarters, Housing, and Maintenance Sub-Area(NRHP, National Park Service North Rim Headquarters, 1982).
CE 1931	Built	A single family residence (Bldg. #107) and garage (Bldg #102A) were erected for the District Ranger in the Headquarters, Housing, and Maintenance Sub-Area in 1931. The residence cost \$4,000 to construct and is the most elaborate of the North Rim residences(NRHP, National Park Service North Rim Headquarters, 1982).
CE 1931	Built	The Ranger Station for the North Rim Headquarters (Bldg. #120) was erected in 1931. An electrical fire destroyed this building on March 5, 1982(NRHP, National Park Service North Rim Headquarters, 1982). The following year, a new NPS Administration building (Bldg. #1431) was erected on the same site.
CE 1932	Built	A combination machine and blacksmith shop (Bldg. #124) was erected across from the equipment shed at the Headquarters, Housing, and Maintenance Sub-Area in 1932. Built at a cost of \$1,701, the frame structure featured a limestone foundation, an uneven gable roof, and wrought iron hinges on the doors (NRHP, National Park Service North Rim Headquarters, 1982).
CE 1932	Destroyed	On September 1, 1932, a fire almost completely destroyed the main lodge building (now Bldg. # 1092) of the Grand Canyon Lodge complex, run by the Utah Parks Company. The fire also severely damaged two deluxe cabins that stood adjacent to the lodge building. Surviving elements of the structure included the stone foundation, terraces, the stone stairway, outdoor fireplace, and portions of the stone walls. Due to the financial crisis of the Great Depression, the Utah Parks Company was not able to rebuild the lodge until 1936 (Johnson, Crosby, & Chapell, 1981).
CE 1933	Built	CCC crews constructed a service road leading to the Utah Parks Company's dormitory and dining hall (Mott, 1983).

Year	Event	Annotation
CE 1933	Built	The NPS erected a gas and oil station (Bldg. #125) in the current Headquarters, Housing, and Maintenance Sub-Area in 1933. The gas station was remodeled for use by larger vehicles in 1978 (NRHP, National Park Service North Rim Headquarters, 1982).
CE 1933	Built	Two, rustic-style frame residences (Bldgs. #151 and 152) were erected in the current Headquarters, Housing, and Maintenance Sub-Area in 1933 (NRHP, National Park Service North Rim Headquarters, 1982).
CE 1933	Developed	CCC teams completed improvements to public campgrounds, including construction of fireplaces, water, and electrical lines (Mott 1983).
CE 1933	Established	In July 1933, the first CCC camp was established at the North Rim. Camp 818 occupied two sites on the North Rim: one at Neal Springs, at the head of Bright Angel Canyon, and the other located between the current Headquarters, Housing, and Maintenance Sub-Area and the edge of Transept Canyon, on the northwest edge of Bright Angel Peninsula (Purvis 1989, 33).
CE 1933 - 1936	Built	Several CCC laborers' quarters (Bldgs. # 150, 175-178) were erected at the North Rim between 1933 and 1936. After the disbanding of the CCC, five of these buildings were moved into the current Headquarters, Housing, and Maintenance Sub-Area and remodeled as residences for NPS staff. ¹²⁰ All but Bldg. #178 appears to have been demolished sometime after 1982.
CE 1933 - 1942	Abandoned	Abandoned areas within the North Rim Developed Area include the former CCC camp designated NP-1-A and occupied by CCC Company 818 and later, during the summer months, by Company 2833. The camp was located southwest of the current Headquarters, Housing, and Maintenance Sub-Area and was occupied between July 1933 and 1942. The camp, described by a former member of Company 818, consisted of a tent camp that occupied "an area approximately two hundred yards square. There were many aspen trees throughout the area. Ponderosa pine and fir grew sparsely through the area. The tent sites were arranged to prevent damaging any of the trees. The company street down the center was about 100 yards wide" (Purvis, <i>Ace in the Hole</i> , 32-33). Organized around a central "company street," the camp included officers' tents, an orderly tent, an infirmary, a canteen, a hospital ward, a mess hall, a boxing ring, foreman's quarters, enrollees' tent quarters and latrines (Purvis, <i>Ace in the Hole</i> , 30-33).

Year	Event	Annotation
CE 1933 - 1942	Abandoned	After the dissolution of the CCC in July 1942, the camp was abandoned. A 1943 map of the current Headquarters, Housing, and Maintenance Sub-Area indicates that the NPS planned to move five "cabins" from the former CCC camp to the sub-area (Utah Parks Company Drawing No. 52400). The cabins appear on later maps behind the sub-area, but have since been demolished. Between 1988 and 1991, they were replaced by larger housing units for NPS staff (Bldgs. #1450, 1451 and 1502-1504).
CE 1934	Built	A frame equipment shed with four stalls and a small office was erected within the current Headquarters, Housing, and Maintenance Sub-Area in 1934 (possibly by the CCC). This building was extensively remodeled and converted for use as an administrative office for the resource management division. At this time, the full-width front porch was added. A fire equipment shed was also erected nearby in the same year (NRHP, National Park Service North Rim Headquarters, 1982).
CE 1934	Built	CCC crews assisted in the construction of several laborers' cabins, water reservoirs for livestock, performed grading of roads, and built footpaths in the residential area (Mott 1983).
CE 1934	Built	The Utah Parks Company built four guest cabins behind the Grand Canyon Inn. These now serve as NPS employee residences (Bldgs. #918 through #921). These buildings were remodeled on the interior in 1961 (NRHP, Grand Canyon Inn, North Rim Inn, 1982).
CE 1934	Established	Congress passed the Taylor Grazing Act to regulate public domain grazing lands through the use of permits.
CE 1935	Built	A laundry and shower house building (Bldg. #186) was built in the NPS Headquarters area in 1935 (Mott 1983).
CE 1935	Built	CCC crews helped to install sewer lines at the North Rim (Mott 1983).
CE 1935 - 1936	Built	CCC crews constructed a public tennis court north of the Grand Canyon Lodge cabin area (Mott 1983).

Year	Event	Annotation
CE 1935 - 1936	Planned	Under the direction of the Branch of Forestry and funded with Emergency Conservation Work funds, the NPS completed a "Master Plan—Vegetation Type Map" of the entire park between 1935 and 1936. The map shows that the North Rim, and specifically Bright Angel Peninsula, was almost entirely forested with patches of grassland mainly north of the point. The dominant species were Douglas-fir, Ponderosa pine, spruce, and aspen trees. Other species present in 1935-1936 included the pointleaf manzanita, and alpine fir (United States Department of the Interior, National Park Service, Branch of Forestry-Western Division, Grand Canyon National Park, Master Plan-Vegetation Type Map, 1936).
CE 1936	Built	A 22-foot by 47-foot frame equipment shed (Bldg. #171) was erected in 1936.
CE 1936	Built	CCC crews built a fence around the industrial area warehouse (Mott, Memorandum, 1983).
CE 1936	Built	CCC crews completed the remodeling of the former mess hall into the administrative building (Bldg. #120) for the NPS. In addition, they moved and remodeled a warehouse building (Bldg. #118), and built a fence around the industrial area warehouse (Bldg. # unknown)(Mott 1983).
CE 1936	Built	During the 1936 season, CCC crews installed a telephone line that connected to the North Rim Fire Tower (potentially Bldg. #132) and dug trenches for disposal tanks (Mott 1983).
CE 1936	Destroyed	On September 8, 1936, the Utah Parks Company's men's dormitory and a temporary Grand Canyon Lodge dining room building were destroyed by fire. The estimated loss equaled \$88,000(GRCA Annual Report, 1937).
CE 1936	Developed	During the 1936 work season, CCC crews performed highway and trail maintenance, surveyed and graded roads, and graded the road from Point Imperial to Cape Royal on the North Rim of the canyon(Mott 1983).
CE 1936 - 1937	Built	During the 1930s and early 1940s, CCC teams treated trees on the North Rim for insect infestations. The principle insect threat on the North Rim was the Black Hills beetle (<i>Dendroctonus ponderosa</i>). During this period, the NPS relied heavily on the trees that had been destroyed by insects for logs to construct small elements such as barriers and seating (Mott 1983)
CE 1936 - 1937	Paved	The service roads at the current Headquarters, Housing, and Maintenance Sub-Area were resurfaced with crushed rock (GRCA Annual Report, 1937).

Year	Event	Annotation
CE 1936 - 1937	Reconstructed	Between 1936 and 1937, the Utah Parks Company undertook the reconstruction of the main lodge building at the Grand Canyon Lodge complex. The building was redesigned to incorporate less log construction and more stonework. Also, the roof was redesigned in order to better accommodate the heavy snow loads that come with the winter months on the North Rim. The completed lodge cost \$250,000, and closely approximated the original 1928 building in plan and architectural details. The rebuilt lodge opened on June 1, 1937(NHRP, Grand Canyon Lodge, 1981).
CE 1936 - 1942	Conserved	Crews worked on a variety of maintenance and construction projects during the 1937 season. Some of these included routine road maintenance including oiling and filling potholes, and improvements to the Cape Royal footpath (Mott, HAER, "North Entrance Road," 13-14).
CE 1937	Built	CCC crews constructed a drinking fountain, walkways and walls at the head of the North Kaibab Trail on Bright Angel Peninsula (National Register of Historic Places, Grand Canyon Lodge, 1982).
CE 1937	Built	CCC crews worked on a variety of maintenance and construction projects during the 1937 season. In addition, they constructed a sand-protected powder house (Bldg. #140) to store explosives for the NPS (Mott 1983).
CE 1937	Built	In 1937, CCC crews erected a log shelter at the head of the trail leading to Bright Angel Point near the parking lot (Bldg. #215) (Mott 1983).
CE 1937	Built	The Utah Parks Company constructed two dormitories, one for men and one for women. Of identical design, they each housed fifteen employees and provided a laundry room, lounge, and a bathroom (GRCA, Annual Report, 1938). The dorms were remodeled in the 1970s and are now used as motels to accommodate tourists.
CE 1937	Built	Two single frame residences (Bldgs. #153 and 155)were erected for NPS staff in 1937. One of these residences, Bldg. #153, was destroyed by fire in 1979 (NRHP, National Park Service North Rim Headquarters, 1982).
CE 1937	Expanded	The Utah Parks Company enlarged and remodeled their cafeteria building (Bldg #917) in 1937 (GRCA Annual Report, 1938).
CE 1937	Maintained	Crews worked on a variety of maintenance and construction projects during the 1937 season. Some of these included routine road maintenance including oiling and filling potholes, and improvements to the Cape Royal footpath (Mott, HAER, "North Entrance Road," 13-14).
CE 1937	Planted	CCC crews planted sixty trees near Bright Angel Peninsula (Mott 1983).

Year	Event	Annotation
CE 1937 - 1938	Reconstructed	The Kaibab Trail from Phantom Ranch in the inner canyon to Roaring Springs on the North Rim was reconstructed in 1937-1938. Flooding in August 1936 damaged approximately 30 percent of the trail between the Colorado River and Roaring Springs (GRCA Annual Report, 1938)
CE 1938	Maintained	As in past years, CCC crews installed boundary fencing, maintained signs, repaired campground tables and fireplaces, and built log seats at Cape Royal (National Register of Historic Places, Grand Canyon Lodge, 1982).
CE 1938	Maintained	As in past years, CCC crews took part in routine building maintenance (Mott, Memorandum, 1983).
CE 1938 - 1939	Developed	Fifty-six hewn log seats were made and installed at stopping points along the North Rim auto caravan route. Visitors used the seats while caravan conductors presented lectures (GRCA Annual Report, 1939).
CE 1938 - 1940	Built	In June 1940, using \$18,900 in Public Works Administration (PWA) funds and CCC labor, the NPS completed construction on a new sewage disposal system for the North Rim. Work included the excavation of 6,875 linear feet of trench, the laying of six-inch transit pipe and eight-inch to ten-inch vitrified clay pipe. In addition, the existing Pump House #1 (Bldg. #225) was rearranged and rewired, and a new Pump House #2 (Bldg. #226) was erected near the public campground. A 58-foot by 12-foot by 12-foot reinforced-concrete septic tank was constructed at the outfall (141 GRCA Annual Report, 1940).
CE 1938 - 1940	Planted	Wildflower seeds were sown along roadsides throughout the park. These were referred to by the superintendent as "demonstration wildflower gardens" in his 1940 annual report (GRCA Annual Report, 1939; 1940)
CE 1939	Built	CCC crews erected a fire lookout/weather station at the North Rim (Bldg. #144). In addition, they took part in routine maintenance, excavated for and installed extensions to the sewage system, and continued construction of the north boundary fence (Mott, Memorandum, 1983).
CE 1939	Built	The Utah Parks Company erected two dormitory cabins to house cafeteria workers on the North Rim (GRCA Annual Report, 1939).
CE 1939 - 1940	Moved	CCC crews dug up and replanted over 5,000 trees and shrubs around various structures and residences, in open areas, and along roads and trails throughout the park (GRCA Annual Report, 1940)
CE 1940	Built	CCC crews completed maintenance tasks on the Cape Royal Road, built service roads into the cabin area near the Grand Canyon Inn, and constructed guard rails and stone curbing at the cafeteria parking lot (Mott 1983)

Year	Event	Annotation
CE 1940	Built	During 1940, CCC crews constructed guard rails and stone curbing at the cafeteria (now the Camper Store, Bldg. #917) parking lot (Mott, Memorandum, 1983).
CE 1940	Built	Maps indicate that between 1935 and 1943, the NPS constructed a wastewater treatment facility next to the Utah Parks' incinerator facility at the north end of the Bright Angel Peninsula.
CE 1940	Moved	The Utah Parks Company moved ten Standard cabins (Bldgs #925-933) from the around Grand Canyon Lodge to the campground in order to more adequately accommodate park visitors who wished to rent sleeping cabins near the cafeteria (GRCA Annual Report, 1940).
CE 1941	Built	CCC workers installed a telephone line from the North Rim Entrance Station to the Kanabownitz Fire Tower (Bldg. #144). In addition, they installed bracing on a CCC camp. (Bldg. #s unknown) (Mott, Memorandum, 1983).
CE 1941 - 1942	Built	The Utah Parks Company completed the installation of shower and toilet facilities for twenty Standard cabins in the near the Grand Canyon Lodge (GRCA Annual Report, 1942).
CE 1941 - 1944	Damaged	In September 1941, the Division of Forestry's Chief of Pathology visited the North Rim to study the effects and progress of "canker disease" that was affecting quaking aspens. The disease continued to affect North Rim vegetation through the mid-1940s.
CE 1942	Maintained	Prior to the ending of the CCC program in July 1942, CCC crews undertook routine maintenance on North Rim roads and structures, initiated pest control projects, and assisted with plumbing, electrical, and mechanical tasks (Mott 1983)
CE 1942 - 1945	Abandoned	Portions of the Utah Parks Company's facilities at North Rim, including the Grand Canyon Lodge, were temporarily closed during World War II. Other services were severely scaled back as cost saving measures (NRHP, Grand Canyon Lodge, 1982).
CE 1943	Reconstructed	The Utah Parks Company rebuilt its power line from the Roaring Springs powerhouse to Bright Angel Point (GRCA Annual Report, 1944).
CE 1946	Demolished	The last of the surviving Wylie tent cabins in the campground were demolished (Anderson, Living At the Edge, 156).
CE 1946 - 1947	Moved	Five small CCC camp buildings (Bldgs. #150, 175-178) were moved to the current Headquarters, Housing, and Maintenance Sub-Area and remodeled as residences (GRCA Annual Report, 1947.)
CE 1947	Built	The Utah Parks Company erected an automobile service station (Bldg. #916) near the campground.

Year	Event	Annotation
CE 1947 - 1953	Expanded	During the summer of 1947, for the first time in the park's history, the North Rim visitor accommodations were overbooked on several occasions. Those visitors who could not secure rooms upon arriving were forced to drive back to Jacob Lake, Arizona to spend the night. This event marked the beginning of a huge boom in visitation that overtaxed all of the park's facilities and would, in 1953, lead the park's Assistant Superintendent, Charles E. Shevlin, to lament "it is to be regretted that Grand Canyon, for years to come, will be referred to by some as an area where services are so lacking as to mar completely a visitors [sic] vacation."(GRCA Annual Report, 1948 and 1953)
CE 1948	Removed	A log stringer-and-plank decked foot bridge near Bright Angel Point was replaced with a concrete slab deck with pipe handrails (GRCA Annual Report 1948)
CE 1948 - 1949	Built	In 1948 and 1949, the Utah Parks Company erected a diesel generator house and a garage in the current Concessionaire Sub-Area.
CE 1951	Moved	Originally constructed in the 1930s as an equipment shed and automotive shop, Bldg. #127 was moved to its present location in the current Headquarters, Housing, and Maintenance Sub-Area in 1951. It now serves as a warehouse for roads and trails maintenance (National Register of Historic Places, National Park Service North Rim Headquarters, 1982).
CE 1951 - 1957	Built	Between 1951 and 1957, a lecture circle was erected near the public campground at the North Rim (NP-GC #2109-F).
CE 1952	Built	The Utah Parks Company completed a new 500,000 gallon water storage tank on the North Rim (GRCA Annual Report, 1952).
CE 1952	Built	The Utah Parks Company constructed a 500,000 gallon water storage tank on the North Rim (GRCA Annual Report, 1952)
CE 1955	Designed	Maps indicate that between 1951 and 1959, the loop road that extended around the campground area was redesigned with several intermediate access roads with pull-offs for automobiles. This design, known as the "Meineke plan" allowed drivers to pull off next to their campsite.
CE 1956	Built	Bldgs. #133 and #136, two comfort stations located in the North Rim campground, were erected in 1956.
CE 1957	Built	A projection booth at the North Rim campground was erected in 1957. The campfire circles may have been built at the same time or slightly earlier than the installation of the projection booth.

Year	Event	Annotation
CE 1958 - 1959	Planned	Beginning in the post World War II period, in response to booming visitation, inadequate facilities, and the initiation of the NPS's Mission 66 program, the NPS began plans to significantly expand visitor accommodations and other facilities on the North Rim. These plans culminated in the Master Plan of 1958 which proposed major alterations in all three of the main zones (GRCA Annual Report, 1966).
CE 1960	Built	Maps indicate that water tanks and a chlorinator house (Bldg. #437) were erected on the east side of the entrance road on Bright Angel Peninsula across from the entrance to the current Headquarters, Housing, and Maintenance Sub-Area between 1959 and 1963
CE 1966 - 1967	Damaged	On December 4, 1966, heavy rains dumped an unprecedented fourteen inches of rain on the North Rim. The ensuing flooding in Bright Angel Canyon and along other North Rim canyons caused severe damage to the Utah Parks Company's water line and pumping station. Approximately 4,000 feet of four-inch water pipe was destroyed, mud covered the pumps and gauges at the Roaring Springs pump house, and the intake dam near the pump house was washed out. The Utah Parks Company paid the Morrison-Knudson Construction Company approximately \$88,000 to make emergency repairs to the pumps and the water line so that the North Rim facilities could open for the 1967 season (GRCA Annual Report, 1966 and 1967).
CE 1972	Land Transfer	Following the takeover of the Union Pacific Railroad system by the National Railroad Passenger Corporation (Amtrak), its subsidiary, the Utah Parks Company, donated all of its tourist facilities in southern Utah and northern Arizona national parks to the NPS (National Register of Historic Places, Grand Canyon Lodge, 1982).
CE 1973	Planned	In 1973, the NPS signed a ten-year contract with TWA Industries to manage all of the former Utah Parks Company concessions (National Register of Historic Places, Grand Canyon Lodge, 1982).
CE 1976	Built	Circa 1976, a new wastewater treatment plant (Bldg. #488) was constructed northwest of the current Headquarters, Housing, and Maintenance Sub-Area. A NPS treatment facility and Utah Parks Company incinerator facility had occupied this site since circa 1943.
CE 1978	Altered	The gas station was remodeled for use by larger vehicles in 1978 (National Register of Historic Places, National Park Service North Rim Headquarters, 1982).

Year	Event	Annotation
CE 1978	Rehabilitated	TWA Industries, North Rim concessionaire at the time, remodeled the former Utah Parks Company's men and women's dormitory buildings (built in 1937) as motels with twenty-seven and twenty-four rooms respectively.
CE 1979	Destroyed	A NPS staff residence, Bldg. #153, was destroyed by fire in 1979 (National Register of Historic Places, National Park Service North Rim Headquarters, 1982).
CE 1980 - 2000	Built	Between 1996 and 2001, the NPS constructed a grouping of visitor facilities at the area known as CC Hill on the North Entrance Road at the North Kaibab Trail trailhead. Intended to alleviate crowding on the Bright Angel Peninsula, the new facilities incorporated an expanded parking lot, an information kiosk (Bldg. #1435), interpretive panels, portable toilets, trash receptacles, a drinking fountain, and picnic tables. In addition, planned as early as 1965, a mule concession area consisting of a mule barn, corrals, and other utility buildings was built on upper CC Hill.
CE 1980 - 2000	Developed	Between the 1980s and 2000, CC Hill became a new destination between the North Entrance Road and Bright Angel Peninsula. CC Hill not only offered supplemental recreational activities, but demarcated the unofficial entrance onto the Peninsula.
CE 1982	Destroyed	The Ranger Station for the North Rim Headquarters, erected in 1931, was destroyed by an electrical fire on March 5, 1982 (National Register of Historic Places, National Park Service North Rim Headquarters, 1982).
CE 1983	Developed	In 1983, a temporary, trailer-type structure (Bldg. #1431) was placed in the current Headquarters, Housing, and Maintenance Sub-Area. The structure serves as a NPS ranger station.
CE 1988 - 1991	Built	Five, single family residences (Bldgs. #1450, 1451, #1502-#1504) were built in the Headquarters, Housing, and Maintenance Sub-Area (National Register of Historic Places, National Park Service North Rim Headquarters, 1982).
CE 1990	Built	Four prefabricated dormitories (Bldgs. #1526-#1529) for concession workers were built in the current Concessionaire Sub-Area (National Register of Historic Places, National Park Service North Rim Headquarters, 1982).
CE 1990	Built	In 1990, a new generator building was erected in the Headquarters, Housing, and Maintenance Sub-Area
CE 1990 - 1999	Developed	During the 1990s, several residential trailers were placed near the wastewater treatment facility.
CE 1993	Developed	A prefabricated, portable hazardous waste storage building (Bldg. #1523) was placed in the Headquarters, Housing, and Maintenance Sub-Area in 1993.

Year	Event	Annotation
CE 1994	Built	A new employee dining room facility (Bldg. #1525) was erected in the Concessionaire Sub-Area (National Register of Historic Places, National Park Service North Rim Headquarters, 1982).
CE 1999	Built	One six-plex residential building was erected in the Headquarters, Housing, and Maintenance Sub- Area (National Register of Historic Places, National Park Service North Rim Headquarters, 1982).
CE 1999	Built	Three multi-unit residences were erected in the Headquarters, Housing, and Maintenance Sub-Area.
CE 1999 - 2000	Built	The NPS erected a visitor center building at the south end of the Grand Canyon Lodge parking lot. Along with the visitor center, the NPS installed a telephone/vending kiosk.

Physical History:

HISTORIC CONTEXT OF THE BRIGHT ANGEL PENINSULA

The historic context for evaluating the Bright Angel Peninsula is outlined in “The Historic Landscape Design of the National Park Service, 1916 to 1942,” by Linda Flint McClelland, which has been developed as part of the multiple property documentation “Historic Park Landscapes in National and State Parks,” that was entered into the National Register on October 4, 1995. The multiple property documentation was developed according to the Secretary of Interior’s Standards and Guidelines for Archeology and Historic Preservation and the guidelines were developed by the National Register of Historic Places for documenting and registering multiple property groups. The multiple property documentation was intended to streamline the documentation of contexts for National Register nominations, historic resource studies, and cultural landscape reports for the NPS in keeping with the NPS’s Cultural Resource Management Guideline (Director’s Order 28).

The following principles and practices of park landscape design were developed and used by the NPS in national parks between 1916 and 1942, and in state and national parks through ECW, CCC, PWA, or WPA projects between 1933 and 1942:

- protection and preservation of natural scenery and features;
- prohibition of exotic plants and wildlife;
- presentation of scenic vistas through the location of park facilities and development of overlooks;
- avoidance of right angles and straight lines in the design of roads, trails, and structures;
- use of native materials for construction and planting;
- use of naturalistic techniques in planting, rockwork, and log work to harmonize constructed development with natural surroundings;
- adaptation of indigenous or frontier methods of construction; and
- transplanting and planting of native trees, shrubs, and ground covers to erase the scars of construction and earlier uses of the land.

The Bright Angel Peninsula Historic District reflects all of the above principles. One of the main attractions of the area is the natural features and scenery. During the early development of the park, planners chose to build only on level topography, leaving the more inaccessible ravines and slopes in forest. This practice not only facilitated construction but also left much of the Bright Angel Peninsula in forest, which remains today. In essence, early planners created pockets of development that were tucked into the forest or on hilltops, preserving the natural and scenic quality of the entire Peninsula.

Between 1939 and 1940, the CCC at the North Rim took part in the NPS’s ongoing seed collection,

exotic plant eradication, and erosion control programs. In addition, CCC and NPS crews transplanted forest topsoil and native trees, shrubs, grass, and wildflowers along the Bright Angel Peninsula Entrance Road between 1937 and 1939. CCC crews “completed projects with perennial effects such as slope rounding and re-vegetation to help prevent slides...along dangerous segments of roadway.”

Throughout the Bright Angel Peninsula, landscape architects and planners created both formal and informal overlooks and viewpoints. The Transept Trail and the Entrance Road, both constructed during the CCC era, offer scenic views and overlooks to the surrounding canyons and beyond.

Typical of NPS and other roads of the era, the 1930-31 Entrance Road, running from the Entrance Station to the Grand Canyon Lodge, follows an undulating and curvilinear alignment. Smooth curves and grades wind through meadows and around slopes, eventually hugging the edge of Roaring Springs Canyon on the Peninsula. Trails follow this curvilinear pattern, although on a much smaller scale. Right angles were avoided, even at smaller scales such as within parking lots whose islands, aisles, and entrance/exit lanes were curvilinear in form.

Many buildings, structures, and small-scale features constructed in the area between 1917 and 1942 were built in the Rustic-style, utilizing wood logs or siding and native stone to harmonize with the natural surroundings. The purpose of this architectural style was to blend with, not dominate the intense natural beauty of the region. CCC-era native limestone and sandstone retaining walls, steps, and stairs, log curbing, and peeled-log architectural elements abound on the North Rim. Native plants were used for ornament, such as the pine seedlings planted around the Entrance Station by CCC or NPS crews, and for re-vegetation. Period plantings are difficult to identify today because they were meant to appear native and natural, not designed. The main concept for plantings and construction was to have new features appear as though they were part of the native landscape; as though they had grown out of the ground over time. This concept was successfully accomplished at the Bright Angel Peninsula Historic District.

PHYSICAL HISTORY OF THE BRIGHT ANGEL PENINSULA

1848-1863: Mormon Settlement and the Western Territorial Expansion of the United States

In 1844, Joseph Smith, the founder and first president of the Mormon religion, was murdered in Carthage, Illinois. In 1846, Smith's successor Brigham Young, along with thousands of his followers, left Illinois to escape religious persecution. Their destination was an expanse of desert and high mountains between the Colorado Rockies and the Sierra Nevada. In 1847, they arrived in the Great Salt Lake Valley. Often in conflict with local, state, and federal government entities due to the hostility that they faced because of their religious beliefs, the Mormons were in part attracted to the rugged area because it was then under nominal control by the Mexican government. Here, they hoped to establish their own empire.

With the signing of the Treaty of Guadalupe Hidalgo in early 1848, the United States government gained all Mexican territory north of the Rio Grande River and increased its territorial holdings by 20 percent. The new territory included almost all of what is now the American Southwest, including the land encompassed by the North Rim Developed Area in Grand Canyon National Park (GRCA). Recognizing the reality of American interest in the territory, the Mormons petitioned Congress to create a territorial government. In 1849, Young directed Mormon pioneers to begin their efforts to map and colonize Deseret, which Young had originally planned as the Mormon nation-state. Young planned for Deseret to extend from San Diego on the Pacific Ocean to the crest of the Rocky Mountains and from the Wind River Mountains in Wyoming to the Gila River in Arizona. Meanwhile, the Mormons located their capital, which was soon to become known as Salt Lake City, near the Great Salt Lake. From Salt Lake City, Young sent colonizing parties in all directions, including settlements in southwestern Utah and the northern Arizona territory.

The massive acquisition of Western territory that the United States gained as a result of its 1848

victory in the war with Mexico fueled new tensions that centered on the questions of territorial expansion and the institution of slavery in the newly acquired territories. Senators Henry Clay and Daniel Webster, who had engineered the Missouri Compromise of 1821, along with Stephen Douglas of Illinois, convinced Congress to pass several bills that together became known as the Compromise of 1850. Several political problems were temporarily solved in the compromise, including the entry of California into the Union as a free state and the creation of Utah and New Mexico as U.S. territories that encompassed all of the newly acquired land except for California and Texas (Figure 1). Brigham Young would serve as the Utah Territory's governor until 1858.

By 1861, conflict between slave and non-slave holding regions in the United States culminated in the American Civil War (1861-1865). In 1861, slaveholding states in the South declared themselves independent of the United States government. They established a new government, the Confederate States of America. The act of doing so, and the firing by South Carolina forces on the U. S. Army's Fort Sumter in Charleston, South Carolina, precipitated a bloody, four-year civil war. A pawn within the Civil War was the status of the western territories.

In 1862, the Confederate States of America declared thinly-populated Arizona to be a territory of the Confederacy. In early 1863, in response to the Confederate proclamation, Congress recognized Arizona as an official territory of the United States. The new territory included the Grand Canyon as well as the area of northern Arizona now known as the "Arizona Strip." Though officially under the auspices of the Arizona territory, the Arizona Strip would remain an unofficial province of Mormon settlers and their descendents well into the first two decades of the twentieth century.

1863-1902: Scientists and Mapmakers Explore the North Rim, Nominal Mormon Control, and Early Recreational Activities on the Kaibab Plateau.

With the outbreak of the Civil War, the nascent American exploration of the Grand Canyon region basically halted. In 1869, American-led exploration returned in full force when John Wesley Powell, a one-armed veteran of the Civil War and future founder of the United States Geological Survey (USGS), led a small boat expedition that completed the first organized and successful run of the Colorado River through the Grand Canyon (Figure 2). In 1869, another event significant to the future Grand Canyon National Park occurred when the western work forces of the Central Pacific Railroad met those of the eastern Union Pacific at Promontory Point, Utah to drive the final railroad spike joining the lines that formed the first transcontinental railroad in the United States.

Before he began another exploration in the Grand Canyon region, John Wesley Powell decided to scout supply points along the river to facilitate the journey. He spent much of 1870 traveling the canyon with Mormon explorer Jacob Hamblin and an American Indian guide of the Kaibabits tribe named Chuarrunpeak. Chuarrunpeak led Powell to the North Rim of the canyon to scout for easy descents to the river. Along the way, the party camped at Big Springs, hiked through Nail Canyon, and continued across the Kaibab Plateau to Point Sublime. They also traversed the Walhalla Plateau, ending their journey at Point Imperial from which they could view the course of the Colorado River upriver nearly one hundred miles. This journey was the first recorded European-American tour of the North Rim.

During Powell's Colorado River trip of 1871-1872, his team spent a significant period mapping areas of the Arizona Strip. While camped near the Mormon town of Pipe Springs, Utah, Powell's brother-in-law, Almon H. Thompson and his team mapped the topography of the Arizona Strip and southern Utah. In 1873, invited by Powell, noted American landscape painter Thomas Moran visited the North Rim of the Grand Canyon and painted the soon-to-be-famous Chasm of the Colorado (Figure 3). This image was published and distributed widely, which helped broaden the fame of the Grand Canyon. In 1874, Congress bought the painting to hang next to Moran's Grand Canyon of the Yellowstone in the United States Capitol. In 1875, John Wesley Powell would publish his recordings of his Colorado River investigations in *Exploration of the Colorado River of the West*, followed in 1878 by his seminal work on the need for land reform in the West entitled *Report on the Lands of the Arid Regions of the United States*.

In 1880, geologist Clarence E. Dutton traveled widely on the North Rim of the Grand Canyon. His

1882 publication of the Tertiary History of the Grand Canon District was a collection of romantic narrative accounts of his travels, linked to a series of twenty-six plates illustrating the geology, topography, and vistas of the region. Illustrated by Thomas Moran, it became the fundamental nineteenth-century study of the region (Figure 4). Meanwhile, in 1882 and 1883, Charles Walcott, who would later succeed John Wesley Powell as chief of the USGS, was busily working to map trails from the North Rim into the canyon.

Accurate mapping of the North Rim was not completed until the early twentieth century when the USGS published Francois Emile Matthes' Bright Angel and Vishnu topographic maps. Published in 1906, Matthes' maps were produced after two summer seasons (1902 and 1903) spent mapping the North Rim region of the canyon. These official topographical charts provided highly accurate maps for future settlers and promoters of tourism.

During the 1860s through the 1890s, Mormon groups colonized southern Utah and parts of northern Arizona. The scarcity of perennial water sources on the Kaibab Plateau made permanent, year-round settlement difficult. Prior to the twentieth century, cattle and sheep ranching, along with logging and recreational hunting, proved to be the only sustainable activities on the plateau. In 1870, Mormons established a colony at Kanab, Utah, just north of the border with the Territory of Arizona. From this southern outpost, the Mormons sent missionaries to American Indian tribes in northern Arizona. Because water was difficult to come by, many early ranchers in the vicinity lived in established settlements like Kanab and only traveled to the Kaibab Plateau intermittently to check on or relocate their herds. Similarly, early sport hunters traveled to the area for only a few weeks at a time. The first permanent hunting camps did not appear on the Kaibab Plateau until the 1920s.

1903-1932: Interstate Conflict, Federal Administration, and the Development of the North Rim for Tourists

The Arizona Strip and the North Rim were settled by people from Utah who shared the dominant Mormon religion of Utah. From 1896, when it became a state, Utah tried to bring the "Strip" under its jurisdiction. These efforts ceased once Arizona gained statehood in 1912. Arizona's statehood did not prevent Arizona's and Utah's representatives from disagreement over the direction of development on the North Rim of the Grand Canyon. Their conflicts would not end until 1924.

Meanwhile, several important actions on the part of the federal government occurred as the twentieth century began. In 1893, President Benjamin Harrison established the Grand Canyon Forest Reserve, bringing all territory in and immediately adjacent to the Grand Canyon under the purview of the federal government. In 1905, all U.S. Forest Reserves were transferred from the United States Department of the Interior to the Department of Agriculture's (USDA) Division of Forestry, the precursor to the U.S. Forest Service. The new division was led by Gifford Pinchot, a noted conservationist and close political ally of President Theodore Roosevelt. In 1906, Roosevelt issued a presidential proclamation making the entire Grand Canyon a federal game preserve. In 1908, Roosevelt, again by presidential proclamation, created the Grand Canyon National Monument (Figure 5). In 1919, the Grand Canyon's designation as a national monument was abolished with the creation of the GRCA. The park was to be administered by the National Park Service (NPS), a newly-created agency (1916) within the Department of the Interior (Figure 6).

In 1907, James T. "Uncle Jim" Owens was named the first game warden for the Grand Canyon Game Preserve. In this capacity, he actively protected the deer population on the Kaibab Plateau by hunting their predators: wolves, mountain lions, bobcats, and coyotes. Owens had come from Texas to northern Arizona in 1906 as a partner in an experimental Buffalo-breeding company based in House Rock Valley, east of the Kaibab Plateau. Although the experiment did not succeed commercially, Owens maintained a herd of Buffalo there for many years. During the first decade of the twentieth century, Owens began to guide private parties on sport-hunting expeditions through the Grand Canyon Game Preserve. In 1913, he led ex-president Theodore Roosevelt on a cougar hunt. Such high-profile expeditions brought recognition to the North Rim and helped to develop the tourist industry there. By the 1920s, Owens had established his own profitable tourist enterprise based at Bright Angel Spring at the head of Bright Angel Peninsula.

The Grand Canyon's position in Arizona isolates the northwestern corner of the state, and, before the late 1920s, made it all but inaccessible to vehicular traffic from the south. Despite this, ranching activities and private tourism efforts started by small entrepreneurs on the Kaibab Plateau had begun in the 1890s as sport hunting grew in international popularity. The efforts of Edwin Dilworth "Uncle Dee" Woolley, a prominent Mormon from Kanab, Utah were most important to the nascent tourism industry on the North Rim; in 1905, Woolley created the Grand Canyon Transportation Company to promote tourism at the North Rim.

Between 1905 and 1909, the new company constructed a trail from the head of the Bright Angel Canyon down into the Grand Canyon to the Colorado River, a cable crossing to link to the Bright Angel Trail that led to the South Rim of the canyon, and a tourist camp near the mouth of Bright Angel Creek. In 1909, Woolley led a party from Salt Lake City on the first automobile expedition to the North Rim at Bright Angel Peninsula.

Once their trail and cable crossing of the Colorado River were complete, Woolley and his Grand Canyon Transportation Company worked at building it as a tourist destination. Improvements included the opening of a livery and outfitting business in Kanab, the construction of Woolley Cabin near the trailhead at the head of Bright Angel Canyon, and the inauguration of complete package trips from Kanab to the Woolley Camp. After 1910, however, the development of tourism on the North Rim would quickly move beyond the efforts of small-scale entrepreneurs like Woolley.

By 1912, Woolley's efforts to develop tourism on the North Rim were embraced and expanded upon by several Utah politicians and citizen groups who wanted to promote Utah's southwestern parks as national tourist destinations. To do so, they lobbied the federal government for funds to build highways that would link the national parks in southwestern Utah and northern Arizona. In 1913, the Forest Service started construction of a road from Jacob Lake, Arizona to the North Rim. That year, former President Theodore Roosevelt visited the area to hunt on the Kaibab Plateau. In 1916, nearly replicating Woolley's 1909 car trip to the Rim, the Salt Lake Tribune sent an "auto path finding tour" from the city to the North Rim.

In 1917, the U.S. Forest Service granted the first official North Rim concession to Thomas and Elizabeth Wylie McKee. Elizabeth McKee's father, W.W. Wylie, had initiated the Wylie Way enterprise at Yellowstone National Park around the turn of the twentieth century. Wylie Way Tent Camps were characterized by their wood frame cabin structures, with tent roofing, used to accommodate tourists. In 1917, at the request of the NPS and the Union Pacific Railroad, Wylie established camps at Zion National Park and at the North Rim of the Grand Canyon.

By 1919, the year that the Grand Canyon was designated a national park, the National Park Service, political and business representatives from Utah, and the Union Pacific Railroad were firmly committed to developing the North Rim as a national tourist destination. In 1923, they realized a key element to further this goal; the San Pedro, Los Angeles & Salt Lake Railway (a subsidiary of the Union Pacific Railroad) succeeding in building a branch line from Lund to Cedar City, Utah, the closest depot to the North Rim.

Standing in the way of road building efforts to enable tourists to reach the North Rim by automobile, however, was Ralph Cameron. Cameron held significant mining claims on the South Rim and had developed tourist facilities there. In 1920, Cameron was elected to represent Arizona as a U.S. Senator. Before his election to the Senate, Cameron represented Coconino County, the home of the Grand Canyon, in the U.S. House of Representatives. Due to Cameron's legislative efforts, the NPS was barred from disbursing funds to improve roads or make any other improvements at the North Rim. Not until 1924, when Cameron's opponents in the Senate, led by Utah Senator Reed Smoot, were able to facilitate the flow of federal funds did the NPS began long-delayed land and road improvements.

Between 1924 and 1926, Bureau of Public Roads (BPR) engineers began initial surveys for scenic automotive highways to Cape Royal and Point Sublime. Between 1927 and 1929, the NPS contracted to construct the twenty-one-mile Cape Royal Road and the Point Imperial spur. In 1928, a new cross-canyon link, known as the North Kaibab Trail, and originating at the head of Roaring

Springs Canyon near Bright Angel Peninsula, became the chosen site for NPS and private tourist development. The trail led into the canyon from Bright Angel Peninsula and bypassed the alignment of the old cross-canyon trail that originated at Woolley Cabin at the head of Bright Angel Canyon.

In 1927, Congress extended the GRCA's boundaries north of the Colorado River to include fifty-one square miles of the Kaibab National Forest. The new roads and trails helped to increase the number of visitors coming to the North Rim during the summers of 1925 and 1926 to nearly 11,000, more than triple the number earlier in the decade.

Also in 1925, the Utah Parks Company, a subsidiary of the Union Pacific Railroad formed in 1923 to develop tourism in Utah and at the Grand Canyon, successfully bid for the right to develop and manage all existing tourist services at the North Rim. Doing so meant that it assumed control of the smaller, family-run businesses (such as that run by the McKees) and consolidated all facilities under its management. In coordination with the NPS, Utah Parks immediately began capital-intensive efforts to develop and to promote the North Rim (Figures 7 and 8).

The Bright Angel Peninsula was selected for development because of its generally level topography, ease of access from the north, and its scenic vistas. The Utah Parks Company development of the North Rim, under close supervision of the NPS, aimed to take the greatest advantage of the Bright Angel Peninsula's topography, views, and vistas. Bright Angel Peninsula is formed by two deep canyons that extend off the main canyon formed by Bright Angel Creek, a transverse canyon that extends northeast from the main Colorado River canyon (Figure 9). Bright Angel Peninsula extends into the series of gorges that make up the Grand Canyon, and affords excellent views.

The NPS and Utah Parks selected a site near the south end of the Peninsula where the views and vistas were best for the most costly and elaborately designed visitor accommodations, while less expensive accommodations, along with the NPS-built, public campground were located in a wooded area farther north of the canyon rim.

The Utah Parks Company and NPS architects and designers have historically emphasized the North Rim's expansive vistas by carefully orienting and designing buildings, trails, and other visitor facilities to take best advantage of these natural assets. Trails carefully follow the natural topography and wind around to afford a variety of viewpoints of the canyon, the rim, and the plateau forests. Buildings were carefully designed to harmonize with the natural elements of the landscape and to frame scenic views. Natural materials, textures, and forms were integrated into the design to unobtrusively enhance the visitor experience.

The NPS's planning precepts for the North Rim, as well as those for the Grand Canyon Village on the South Rim, paralleled the American city planning movement initiated in the 1920s. Beginning with the NPS's administration in 1919, the North Rim was planned to incorporate separate private and public zones. The NPS's private utility and residential facilities were separated from the public visitor areas, as were the Utah Parks Company's utility and employee housing areas. The NPS and the Utah Park Company located their utility and residential areas even farther from the canyon rim, and screened them from the visitor's view by placing them well off the main approach road in the forest. Subsequent development plans for the North Rim adhered to this same basic zoning and siting techniques.

In general, the NPS and the Utah Parks Company designed their utility and housing areas as tight building clusters that faced onto central, gravel-paved plazas or wide roadways. These clusters were reached by narrow, unobtrusive roads. Other conservation-minded planning strategies that were implemented included the positioning of buildings to minimize the need for tree removal.

Both lodging areas that the Utah Parks Company developed on the North Rim, the Grand Canyon Lodge and the Grand Canyon Inn—also known as the North Rim Inn, and currently as the Camper Store—made use of the design principals advocated by the NPS: the design of a main lodge building with individual, freestanding cabin units grouped around it. This approach had been suggested to architect Gilbert Stanley Underwood by the NPS following rejection of his initial design for a single, monumental hotel at Zion National Park in Utah. Underwood applied the same, decentralized design

principle at the North Rim for the larger and more ambitious Grand Canyon Lodge.

In 1928, the Utah Parks Company opened the new Grand Canyon Lodge, along with twenty deluxe cabins, and one hundred “Standard” cabins. By 1929, in order to supply the vital need for water and electricity for buildings at the North Rim, the Union Pacific Railroad built a powerhouse and pumping plant on Bright Angel Creek near Roaring Springs. With the construction of the Underwood lodge facilities and a dependable water supply secured, the North Rim began its integration into the Union Pacific’s five-day motor-bus tour of the southern Utah and northern Arizona parks.

By 1930, visitation to the North Rim rose to just over 20,000 visitors. This was a remarkable feat considering that it was open only from June until September. By 1932, however, both the Utah Parks Company and the NPS would feel the effects of the October 1929 stock market crash and the beginning of what would become known as the Great Depression of the 1930s. In 1931, visitation to the North Rim dropped by 11 percent from the previous year. In 1932, it would drop even more precipitously to just under 15,000 visitors.

In the early morning of September 1, 1932, a fast moving fire destroyed the Grand Canyon Lodge and two, nearby deluxe cabins. GRCA Superintendent Minor R. Tillotson reported to the NPS director in Washington, DC that a devastating fire “swept the beautiful Grand Canyon Lodge of the Utah Parks Company” but that he hoped that the company would “replace the ruined structure with a building of equal charm, comfort and attractiveness.” Though construction did not begin for four years, the company eventually rebuilt the Grand Canyon Lodge during the winter of 1936-1937. To help facilitate the work to rebuild the Lodge, the NPS, the BPR, and the state of Arizona attempted to keep the North Entrance Road open for a distance of forty-four miles to the junction with U.S. 89. However, heavy snowfalls in January 1937 forced the road to be closed. Despite this, the new Grand Canyon Lodge reopened in June 1937. The new design, which closely approximated the original 1928 building, was reworked to incorporate less log construction and more stonework. In addition, its roof was redesigned to better accommodate the heavy snow loads of North Rim winters.

1933-1955: The Great Depression, Public Works, and the Post War Period at the North Rim

In 1933, showing a perceptive understanding of the path that the NPS would follow throughout the 1930s, GRCA Superintendent Minor R. Tillotson noted that, “from a purely mercenary point of view, the park is in a fair way to gain more in the form of physical improvements by the National Recovery Act than would have transpired for a number of years—in some instances perhaps not at all—under a normal trend of park affairs.” Though he cited the June 1933 National Recovery Act in discussing the impact of federal emergency relief funds on the Grand Canyon, the funds that NPS administrators would use to realize the back-log of demand for infrastructure at the national parks were actually administered by several federal relief programs during the 1930s; the two programs under which the vast majority of funds in and around the GRCA were spent were those from the Public Works Administration (PWA) and the Civilian Conservation Corps (CCC).

The availability of PWA funds enabled the construction or improvement of the vast majority of roads in and to the North Rim in the mid-1930s to the early 1940s. PWA funds were granted to private contractors to hire workers to build state and federal infrastructure projects. Because the dire economic conditions of the Great Depression caused fierce competition between road builders, the NPS and the BPR, the federal agency responsible for road construction in the national parks, obtained lower prices for their construction projects.

As soon as the first CCC group of approximately 200 men arrived at GRCA in July 1933, they established a camp at the North Rim (Figure 10). Company 818 occupied two sites on the North Rim: one at Neal Springs, east of Bright Angel Peninsula, and the other located between the current Headquarters, Housing, and Maintenance Sub-Area and the edge of Transept Canyon, on the northwest side of the Bright Angel Peninsula. The crews immediately began work (Figure 11). That summer, they constructed a service road that led to the Utah Parks Company’s dormitory and dining hall, built a ranger’s residence, and removed the fire tower near the North Rim Entrance Station. They also completed improvements to the public campground, constructing fire places and water and electrical lines.

In 1934, CCC teams helped to construct footpaths, laborers' cabins, and water reservoirs for livestock. They also helped to grade roads in the region. That year, CCC crews also helped to install new sewer lines, and began building tennis courts for the public. Just three years after the CCC was funded by Congress, senior executives at NPS declared that, "the CCC had advanced forestry and park development by 10 to 20 years." Tillotson's vision of the future had come to pass.

In December 1941, the United States was attacked by Japan and began its participation in World War II. In 1942, the Utah Parks Company closed the Grand Canyon Lodge for the duration of the war, though cabins and campgrounds remained open. Still, visitation dropped precipitously and most NPS and Utah Parks Company employees left the Grand Canyon to join the war effort. The last CCC team left the North Rim in July 1942. What historian Michael Anderson has termed the "ironical golden years" in the park's history had come to an end, as can be witnessed in the decided lack of development portrayed on the 1941 Master Plan (Figure 12).

In 1946, with the return of the peace-time economy, the North Rim reopened and overall visitation to the Grand Canyon National Park increased exponentially. Despite the great increase in visitation that occurred after World War II, for many years the park remained grossly underfunded and thus unprepared to handle its deluge of visitors. Master plans prepared during this era depict large areas of development, likely to ensure that infrastructure and public facilities kept up with visitation rates (Figure 13).

1956-2010: The Mission 66 Era to the Present Day

Mission 66 was a ten-year, intensive planning and construction program undertaken by the NPS to address the extraordinary demands then being made on the nation's parks. The program, begun in 1956, aimed to upgrade and extend national parks' infrastructure, visitor services, and building stock in order to accommodate the projected boom in visitation predicted to occur by the NPS's fiftieth anniversary in 1966. The program came on the heels of a long period of congressional under-funding of the parks, and during a period in which the number of national park visitors increased exponentially. Design and planning philosophies that informed the Mission 66 program included the use of modern design principals and materials to create functional and economical buildings, the decentralization of services and destinations in order to diminish overcrowding, and the egalitarian accommodation of large numbers of visitors. At the North Rim, although significant plans were made for the expansion of facilities during Mission 66, only minor construction took place over this ten year period.

During the 1950s, the park began planning for enlarged tourist accommodations on the North Rim. By 1958, the Master Plan for the North Rim area included major alterations in all three of the main zones (Figure 14). Near the Grand Canyon Lodge, the plan was to remove all of the "antiquated" 1928 exposed-frame cabins and replace them with two or three-story, multiple-unit, motel-style accommodations that would house up to 700 people and provide parking for 250 cars. At the NPS campground, the NPS proposed demolishing the Grand Canyon Inn facilities and replacing them with multiple-unit, motel structures that could accommodate up to 424 people. The campground was to be converted for use as a trailer village to be run by the concessionaire, and a new, greatly enlarged, public campground was to be built where the current Concessionaire Sub-Area is located. The concessionaire's buildings would be relocated to the current Headquarters, Housing, and Maintenance Sub-Area. Despite these extreme plans, very little of the envisioned expansion took place. Most symbolically, the planned Visitor Center, typically the centerpiece of Mission 66-era expansion projects, that was to be constructed on the west side of the North Entrance Road and just south of the turn-off for the Headquarters, Housing, and Maintenance Sub-Area, was never built (Figure 15).

In actuality, the NPS accomplished only minor improvements to the existing facilities at the North Rim between 1956 and 1966. Among these was the construction of two comfort stations inside the campground loop road, the construction of a projection booth and screen at the amphitheater, and, circa 1960, the erection of water tanks and a chlorinator house on the east side of the North Entrance Road.

Several factors led to the failure of Mission 66 expansion plans at the North Rim. These included significant NPS focus and expenditures on the developed areas near Grand Canyon Village on the South Rim, as well as the reluctance of the North Rim's concessionaire to invest in large-scale development. At the time, the fact that the North Rim was open for only part of the year did not recommend it for a significant commitment of funds. Due to protracted negotiations over the terms of the concessionaires' contracts with the NPS and the reluctance of the Utah Parks Company to invest in major expansion, the 1958 plans were never realized. The North Rim lost out to the South Rim's Grand Canyon Village, where ultimately, the vast majority of Mission 66 efforts would be focused.

In 1971, the National Rail Passenger Service Act required the transfer of most of the Union Pacific Railroad's passenger service to Amtrak (America, Travel, and Track). Following the transfer of Union Pacific's property in 1972, its subsidiary, the Utah Parks Company, donated all of its tourist facilities in southern Utah and northern Arizona national parks to the NPS. The following year, the NPS signed a ten-year concession contract with TWA Industries, a conglomerate associated with Trans World Airlines, to manage all of the former Utah Parks Company's concessions.

By the 1970s, the NPS had turned away from its huge expansion plans of the 1950s. Instead, it outlined a development plan that aimed to preserve and accentuate the North Rim's seclusion and natural features. The 1976 Master Plan explained that at the North Rim, "facility developments will not only be subservient to the natural surroundings—they will constantly involve the visitor with his environment." Furthermore, the plan maintained that "development will only be to improve the efficiency of existing facilities," and that "any expansion of the number of lodging units will be done through a more efficient utilization of land already affected by developments, with no significant loss of natural or traditional values." The plan limited the expansion of the campground to fewer than 100 additional camp sites. Visitor orientation facilities were proposed to be off-site at the Jacob Lake visitor center, not on the Bright Angel Peninsula. The only proposed visitor developments on the Peninsula would include improved signage and minor orientation facilities at canyon viewpoints.

In keeping with the 1976 Master Plan, the NPS and the North Rim concessionaire undertook only small-scale improvements that were generally unobtrusive in the landscape. Circa 1976, the NPS constructed a new wastewater treatment facility, but located it at the site of the existing facility. TWA remodeled two former Utah Parks dormitories into motels for visitors. Other changes included the remodeling of the service station located on the campground road. The most significant changes occurred between 1982 and 1984 when thirteen miles of the North Entrance Road were repaired, widened, and repaved.

By the late 1980s, increasing visitation, enhanced programming, and additional staff needs created a demand for upgraded and expanded residential and visitor facilities. To meet these needs the NPS and TWA constructed, between 1988 and 1994, five single-family residences and a new generator building in the current Headquarters, Housing, and Maintenance Sub-Area and four prefabricated dormitories and a new dining facility for concession workers in the current Concessionaire Sub-Area. TWA's expansion of this site transformed a small-scale service facility into a residential and utility area with larger buildings that served a substantial staff.

In August 1995, the NPS completed a park-wide General Management Plan (GMP). The GMP identified several issues that affected visitor use at the North Rim. Specific problems included how to accommodate increasing numbers of visitors and improve poor traffic flow and inadequate parking on the Bright Angel Peninsula. In addition, the North Rim did not have adequate orientation and visitor services. The proposed solutions to these issues focused not on large expansions, but on altering visitor "use patterns."



From Rio Colorado of the West, explored by 1st. Lieut. J. Ives, Topl. Engrs. for Office of Explorations and Surveys, drawn by Frhr. Egloffstein, topographer, 1858 (Lib. of Congress Digital ID #g4302c np 000062 <http://hdl.loc.gov/loc/gmd/g4302c.np000062>).



Figure 28.—Running a rapid.

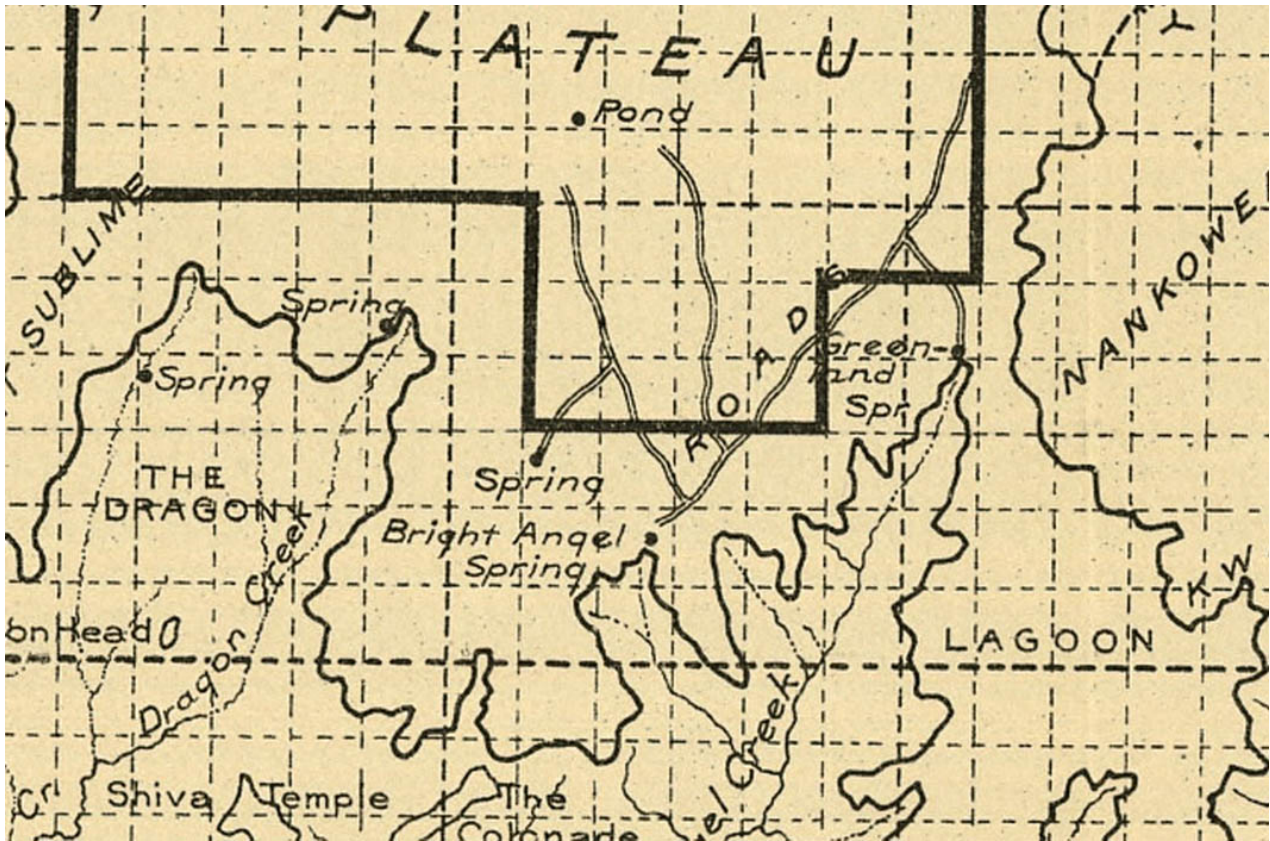
"Running a Rapid," engraving by R.A. Muller illustrating John Wesley Powell's second Colorado River expedition, 1875 (John Wesley Powell Photographs, Grand Canyon National Park Museum Collection Catalog #17262).



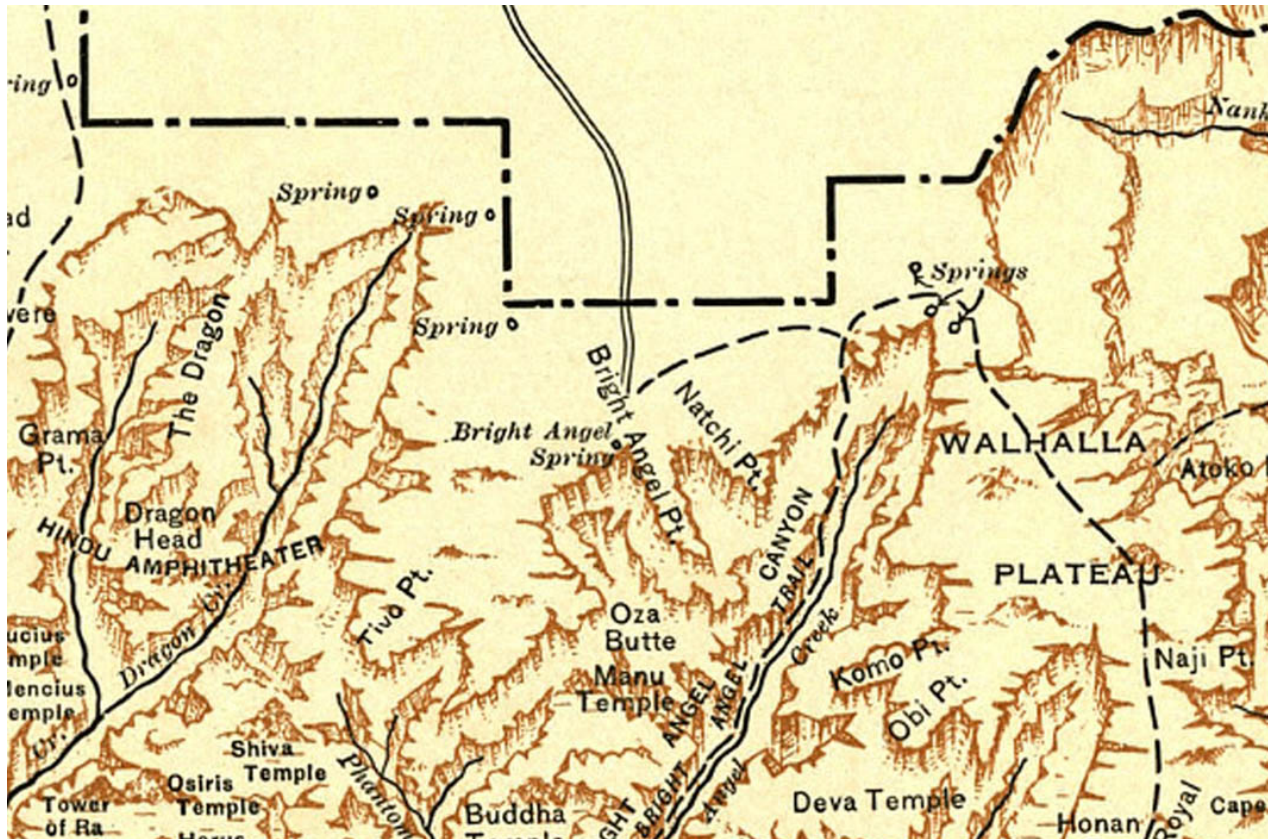
*Thomas Moran, "Chasm of the Colorado," 1873-74
(Collection of the Department of the Interior Museum, Washington, DC).*



Plate XVIII - "The Transept (North Rim), Kaibab Division, Grand Canyon"
from Clarence Dutton's *Tertiary History of the Grand Canyon District*, 1882
(Library of Congress Digital ID# g4332gm gnp00002 <http://hdl.loc.gov/loc/gmd/g4332gm.gnp00002>).

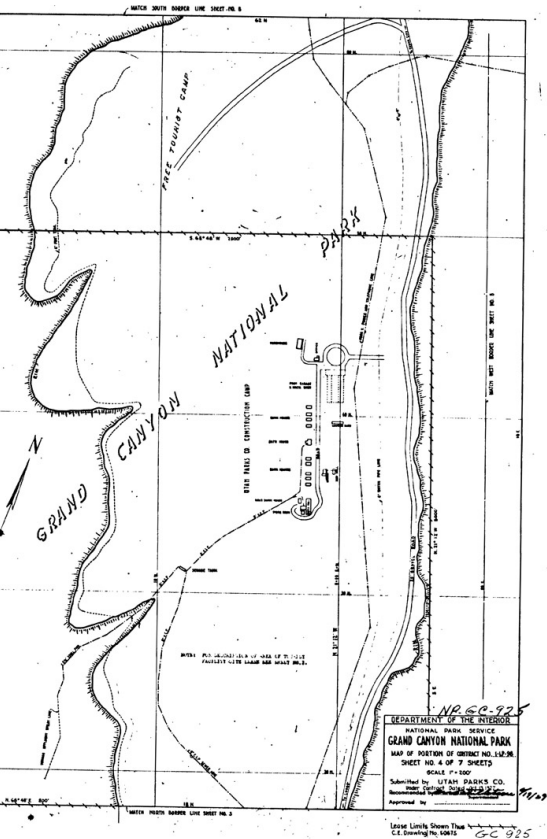


Detail of map of the "Grand Canyon National Monument within Grand Canyon National Forest Arizona," published by the United States Forest Service, 1908. This detail shows Bright Angel Point and the trails and wagon roads leading to Bright



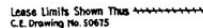
Detail of Rand McNally and Company's 1919 map of Grand Canyon National Park
(Library of Congress Digital ID# g4332g np 000099 <http://hdl.loc.gov/loc.gmd/g4332g.np000096>).

Bright Angel Peninsula Historic District
Grand Canyon National Park



Utah Parks Company Map of Concessionaire Maintenance Area Development,
Sheet 4, 1927 (Denver Service Center TIC Drawing #113-70075).

Grand Canyon National Park



Utah Parks Company Map of Water Tanks and Early CC Hill Development, Sheet 6, 1927 (Denver Service Center TIC Drawing #113-70075).



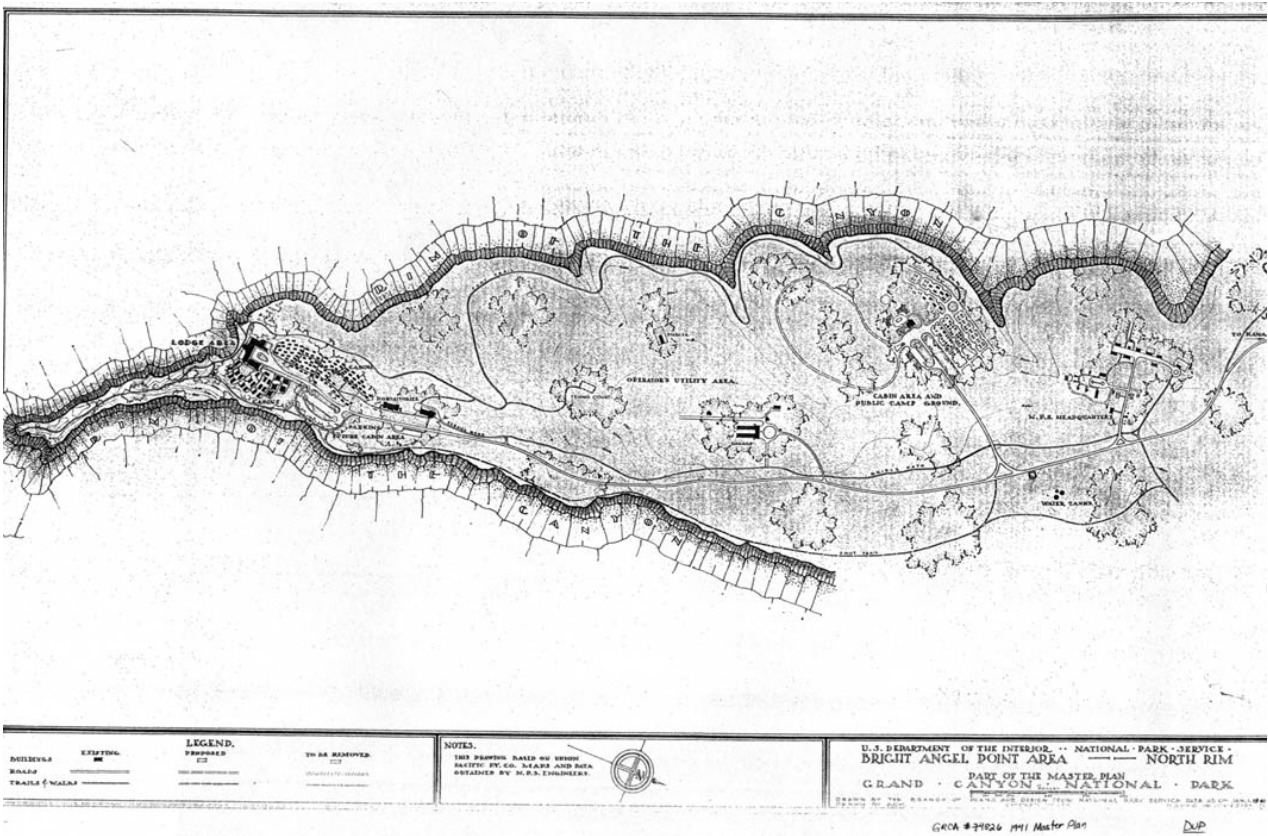
*Aerial photograph of Bright Angel Point looking north, 1932
(Grand Canyon National Park Museum Collection Catalog #26872).*



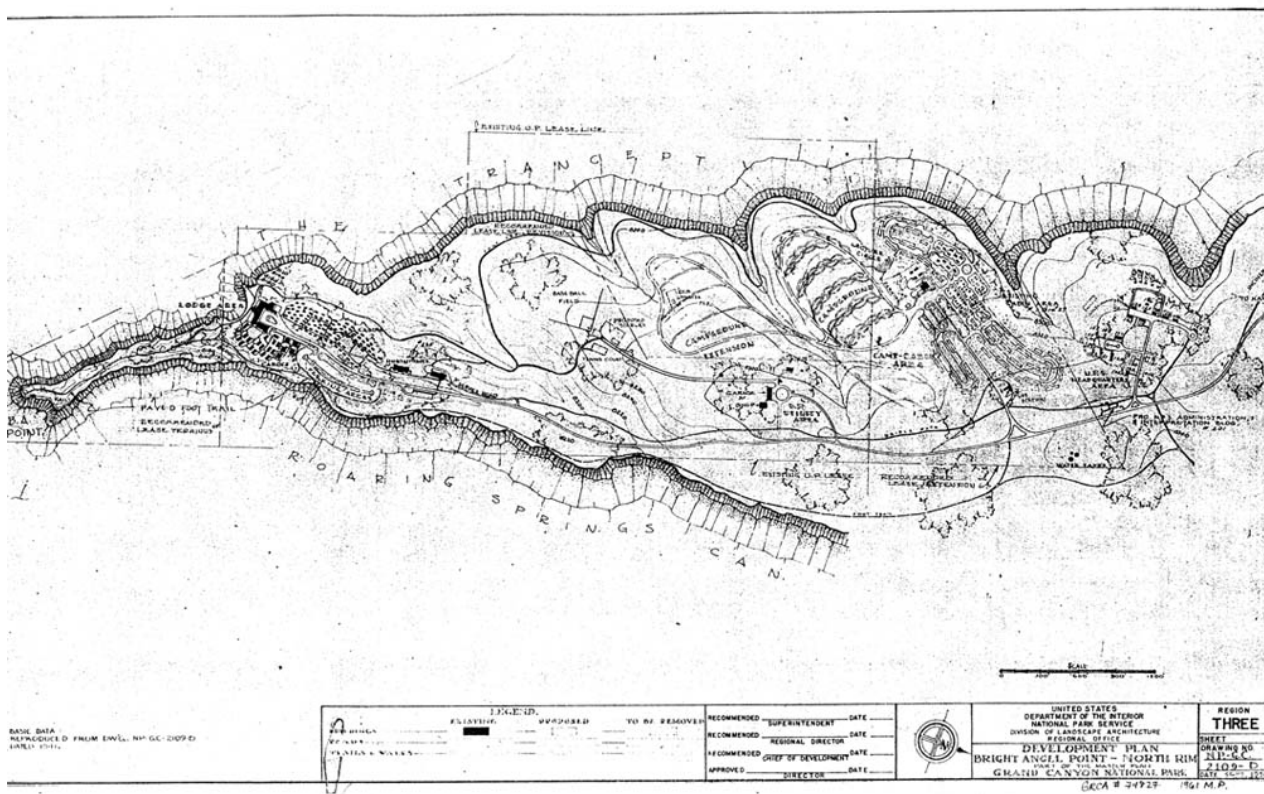
*Photograph of CCC crew in line for food service at the North Rim camp, June 1933
(Grand Canyon National Park Museum Collection Catalog #7890).*



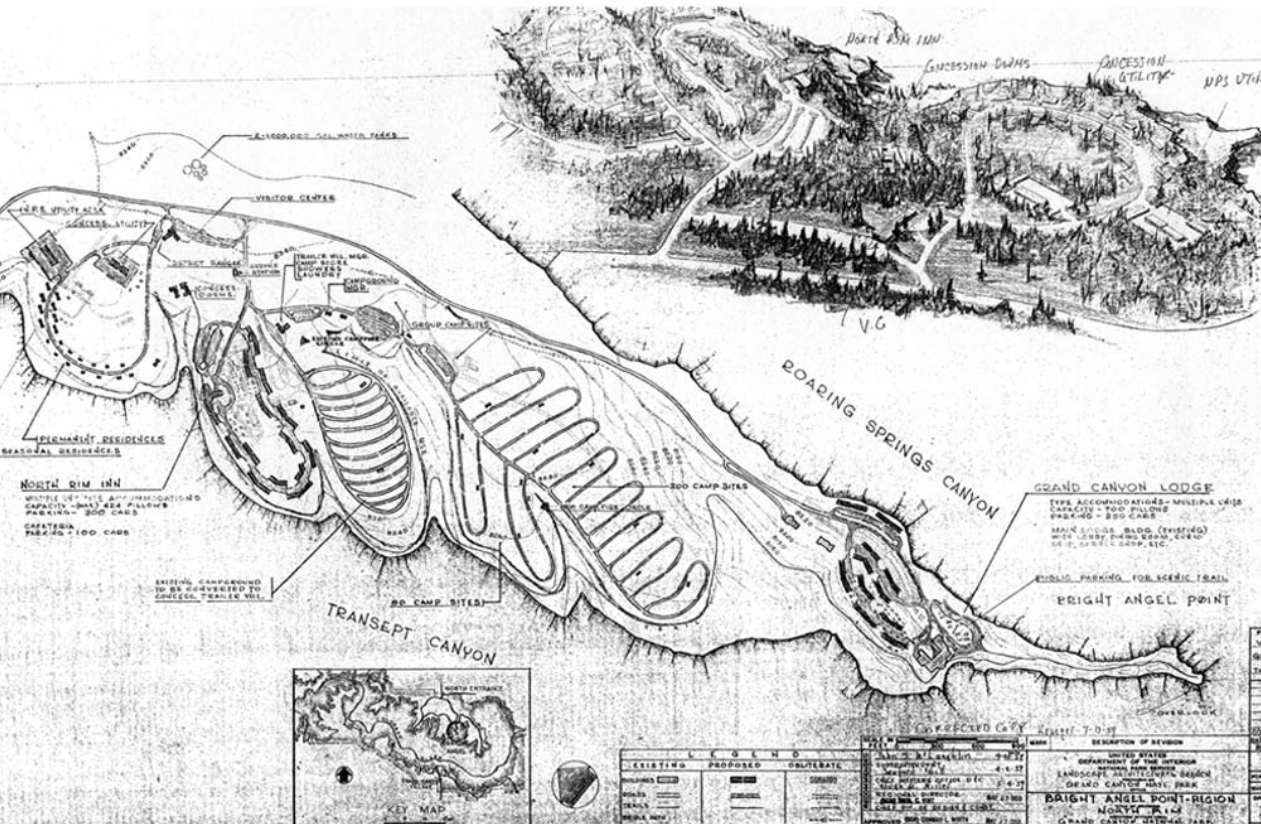
Photograph of CCC workers clearing brush beside a North Rim road for fire prevention purposes (Grand Canyon National Park Museum Collection Catalog #7986).



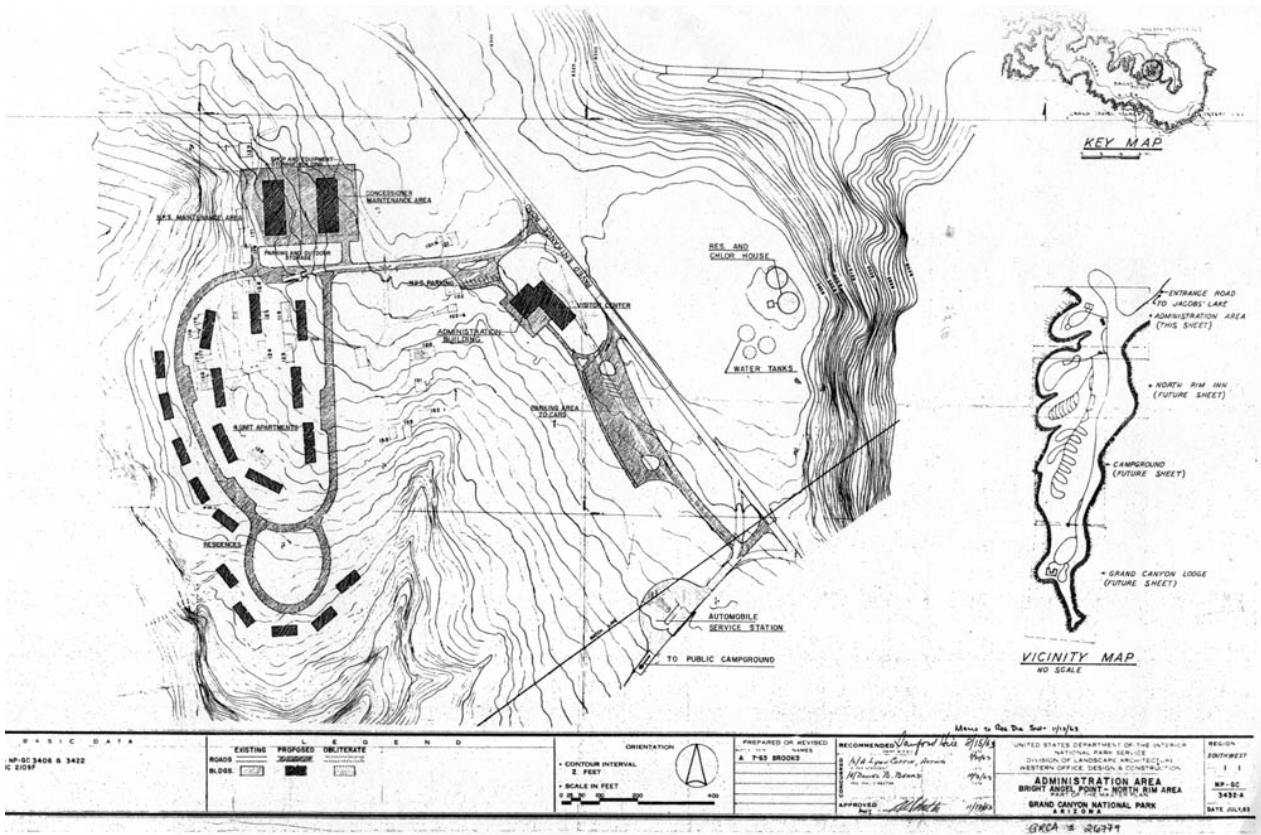
*1941 Master Plan for the development of Bright Angel Peninsula
(Grand Canyon National Park Museum, Collection Catalog #74826).*



*1951 Master Plan for the development of Bright Angel Peninsula
(Grand Canyon National Park Museum Collection Catalog #26769).*



1958 Master Plan for Development of Bright Angel Peninsula
(Grand Canyon National Park Museum Collection Catalog #26679, Drawing #2109-F).



Plan for development of a visitor center and staff apartments at the NPS Administrative Area, Bright Angel Peninsula, North Rim Area, July 1963, never completed (Grand Canyon National Park Museum Collection Catalog #26779).

Analysis & Evaluation of Integrity

Analysis and Evaluation of Integrity Narrative Summary:

The Bright Angel Peninsula Historic District retains historic integrity of location, setting, design, materials, workmanship, feeling, and association in five of its seven sub-areas. The Headquarters, Housing and Maintenance Sub-area, the Campground Sub-area, the Concessionaire Sub-area, the Transept Trail Corridor Sub-area, and the Entrance Road Corridor Sub-area retain integrity through the presence of buildings, views, topography, vegetation, and circulation patterns. At an overall scale, the district reflects much of its physical appearance during the period of significance. Most alterations on the Peninsula involved adding onto existing historic areas, rather than demolition and relocation. These changes, including Mission 66-era campground enlargements, late 20th century buildings, additional access roads and drives, and new recreational areas, though considered non-contributing, do not diminish overall historic integrity. In short, the overall historic plan for the Bright Angel Peninsula Historic District is substantially intact.

LOCATION AND DESIGN

Location is the physical place where the historic property was constructed or the place where the historic event occurred. The location of a property is an important factor in determining why the property was created. If a property is separated from its location, the recapture of a sense of historic meaning and character is fragmented. Design is the combination of elements that create the form, plan, space, structure, and style of a property. It results from conscious decisions made during the original conception and planning of a property or its significant alteration. The design of a historic property reflects the functions, technologies, and aesthetics of

its period of significance, and can include elements such as massing, spatial arrangement, site layout, texture and color of materials, style of ornamental detailing, and type of vegetation.

The property retains integrity of location given that many of the landscape features and systems from the period of significance are still extant today and few have been have been relocated. Given that much of the overall site plan and organization developed between 1917 and 1942 survives in 2010, the site also retains integrity of design. The mid-1940s, Mission 66-era, and later additions are not highly intrusive, with the exception of the Concessionaire Sub-Area, and do not compromise the integrity of the overall 1940s site plan. Furthermore, the overall character of the Peninsula, including architecture, landscape, and infrastructure continues to exhibit the design qualities established between 1917 and 1942.

Entrance Road Corridor Sub-Area

Constructed before the North Entrance Road as part of the late-1920s Cape Royal Road project, the Bright Angel Peninsula Entrance Road Corridor possesses its original linear organization. One of the main attractions of the road was its close proximity to the canyon edge—an alignment that continues today. According to a 1943 map, the Bridle Trail retains the same alignment today as it did during the period of significance. A new picnic area is currently located along the road but does not interfere with the historic character of the corridor. The terminus of the road was, and remains, the Grand Canyon Lodge. According to historic maps, the Bridle Trail currently remains in its original location along the west edge of the Entrance Road. During the period of significance, it was used as an equestrian path for mule and horseback riding. Today, it serves primarily as a pedestrian route, with some equestrian use, servicing the eastern edge of the Peninsula. Integrity of location and design is retained.

Headquarters, Housing, and Maintenance Sub-Area

Between 1925 and 1940, the NPS Headquarters, Housing, and Maintenance Sub-Area consisted of a small grouping of NPS staff housing/ administration and maintenance facilities accessed by a single road. Currently, this historic core is extant, although residential development was added in the 1990s. The original "T"-shaped road continues to provide access to the historic core and new development. Overall, the Headquarters, Housing, and Maintenance Sub-Area retains integrity in location. The area also retains integrity of design, although diminished with the new residential development.

Campground Sub-Area

Spatial organization within the Campground Sub-Area has not been greatly altered. During the period of significance, the Camper Store was the central focal point of a group of concessionaire and visitor cabins and an early campground. The majority of development was located, in close proximity, to the north, west, and south, with parking to the east. Currently, development is more evenly spread throughout the area. Additional campground sites are located to the south and southeast, built between 1950 and 1960, and establishment of the Service Station and Laundry/Shower buildings extended development northeast toward the Entrance Road. Otherwise, the spatial patterns and relationships of the original historic core remain intact. Integrity of location and design has been retained.

Concessionaire Sub-Area

Of all the character areas on the Peninsula, the Concessionaire Sub-Area has undergone the most change. During the period of significance, the area consisted of several maintenance buildings and structures arranged around a circular drive and short service road. The Mule Stable and Corral were not associated with the maintenance cluster, as they were located far to the southwest, with no apparent road access. Currently, the sub-area has expanded into a network of road loops and maintenance and housing facilities reaching to, and including, the mule stable. There are now four clusters of development within the area: the Employee Dining Room (EDR)/Maintenance area; dormitories; RV and trailer slips; and Mule Stable and Corral. The historic arrangement of maintenance buildings and structures no longer exists, as newer development has been interspersed with the original and certain historic features have been removed. As a result, historic integrity of location and design has not been retained.

Transept Trail Corridor Sub-Area

Originally designed as a pedestrian route from the Campground to the Lodge along the rim of the canyon, the trail continues to serve in this capacity today. The trail continues in its original alignment; bridges along the Transept Trail Corridor are placed in historic locations, according to 1943 base maps. It is unknown if the actual structures survive from the period of significance. Although it is unknown if the various small-scale features,

such as wood directional signage and metal culverts, date from the period of significance, overall, the sub-area retains integrity of location and design.

SETTING

Setting is the physical environment of a historic property. Whereas location refers to the physical place where a property was built or an event occurred, setting refers to the character of the site. Setting includes the physical elements of a site, such as spatial organization, land use, vegetation, topography, circulation, and small-scale features. Setting also includes the character of the contextual lands that surround a historic property. The site retains integrity of setting from the period of significance. The general character of the surrounding Ponderosa pine forest and canyons remain little changed from the period of significance.

Entrance Road Corridor Sub-Area

Overall vehicular circulation patterns within the corridor have altered very little from the period of significance. The Bright Angel Peninsula Entrance Road continues to act as the main transportation spine through the Peninsula. Access roads, extant from the period of significance, lead into pockets of development to the west. Views along the corridor were most likely similar to current views because the road and corridor alignment have not been greatly altered. During the period of significance, drivers enjoyed partially-screened views of Roaring Springs Canyon as the pavement hugged the rim edge; these views continue to exist at present, with exception of the view of mobile homes and trailers in the Wastewater Treatment Area. These residential features did not exist during the period of significance and currently present a non-contributing and distracting view. The Entrance Road retains integrity in setting.

Headquarters, Housing, and Maintenance Sub-Area

Although current spatial organization is much altered from its original pattern due to the addition of the contemporary residential corridors and several buildings and structures that post-date the period of significance, and circulation has undergone much change due to increased numbers of staff and employees living and working within the sub-area, the period of significance circulation patterns are still visible within the historic core. Unfortunately, these have been subsumed into more extensive contemporary patterns. During the period of significance, circulation within the area consisted of the "T" road ending in a circular turnaround at the north end of the "T". A short, paved spur led south into the residential and administrative space. No formal pedestrian circulation existed. Currently, two loop roads, including the original spur, connect to the historic road while the circular turnaround still exists. The road now continues past the turnaround into the Wastewater Treatment Sub-Area. Before this road was built, the septic tank area was accessed from the Entrance Road, north of the Headquarters, Housing, and Maintenance Sub-Area. Formal pedestrian sidewalks, not extant during the period of significance, exist only around the contemporary apartment units.

Many buildings and structures remain from the period of significance, although almost as many were built within the last two decades. Newer buildings and structures were designed using loose interpretations of the NPS Rustic style, yet they are clearly of contemporary construction. They are interspersed within the historic district and often detract from the historic feel and character of the area. For example, the bright colors and multiple levels of the apartment complexes are not compatible with the historic character of the sub-area.

Missing buildings and structures include those features associated with the CCC encampment once located south of the sub-area, a single family residence, former CCC quarters-turned-residences, and the former Ranger Station.

Within the sub-area, views are likely much more open due to increased development and clearing of forest for construction. Because buildings and structures were not as close to the Transept Canyon edge during the period of significance as they are today, views toward this canyon likely did not exist or were less prominent. As a result of the alterations in circulation patterns and spatial organization, the Headquarters, Housing, and Maintenance Sub-Area does not retain historic integrity of setting.

Campground Sub-Area

Historic vehicular circulation patterns have changed over time from formal, paved networks to informal gravel service roads. During the period of significance, the main paved access route terminated at the Camper Store while parking was located to the northeast. Paved lanes ran between the exposed-frame cabins, providing door-to-door vehicular access. To the west of the Camper Store, a paved, circular drive was attached to the north

end of a loop drive surrounding the NPS Duplex Cabins. Pedestrian circulation, in the form of sidewalks, was located solely around the Camper Store.

Currently, the only surviving piece of paved vehicular circulation, yet the most significant one, is the main access drive and associated parking lot. Other circulation patterns are still visible but the pavement is heavily eroded or simply missing, having degraded into earth-and gravel traces. Pedestrian sidewalks continue to be located around the Camper Store. Features that post-date the period of significance include the circa-1955 paved camping loop with lateral asphalt connector drives and camping pull-offs, the earth-and-gravel group camping sites with parking, gravel Laundry/Shower building parking, and the asphalt Service Station parking.

As with the Headquarters, Housing, and Maintenance Sub-Area, existing views within the Campground Sub-Area are likely more open and expansive than during the period of significance due to construction of the car camping sites and increased development. The formal vista down the main access road remains the same, directing the eye to the Camper Store at the road's terminus. Views of the Transept Canyon most likely remain similar to the period because of the consistent proximity of development to the canyon edge. Integrity of setting is retained.

Concessionaire Sub-Area

In conjunction with the expanded spatial organization and land uses, circulation patterns have been greatly altered within the Concessionaire Sub-Area. Circulation during the period of significance consisted of a single paved access road terminating in a circular drive. An unpaved service drive continued south from the circle. No formal pedestrian circulation existed. At present, a network of parking lots and road loops access the surrounding spaces. The original unimproved service road currently extends through the woods, ending at the employee ball diamond. It is unknown if this road trace was present during or after the period of significance.

Because the Concessionaire Sub-Area has undergone the greatest degree of alteration of all Peninsula sub-areas, many of the buildings and structures from the period of significance are no longer extant. The Sawmill, Garage, Warehouse, one Store Headquarters building, Machine Shop, Power Plant, and tennis court are all missing from the period of significance. Still remaining are the Employee Laundry/Store Headquarters building, Planing Mill and shed, two residences, and the Mule Stable and Corral. Many new buildings were constructed to meet the demand of an increased concessionaire and NPS staff. The Employee Dining Room (1994) sits where the large Garage facility once existed. The Garage/Auto Storage building (1949) and Diesel Generator House (1948) are located nearby. Four dormitories (1990) are located west of the Employee Dining Room in what was once forest. RV and Trailer roofs are spread throughout the loop roads. The area does not reflect its period of significance character due to the new construction and removal of many historic buildings and structures.

The sub-area currently has more broad and expansive interior views than were present during the period because of the high level of change and development within the area. It remains, however, mostly screened from view of the road and surrounding areas. Integrity of setting is not retained.

Transept Trail Corridor Sub-Area

The Transept Trail Corridor retains much of the same spatial organization as during the period of significance. The corridor trailhead, alignment, and terminus along the western edge of the Peninsula remain the same. However, group camping sites encroach upon the trail corridor, reducing the trail's secluded feel.

Along the Corridor, it is unknown what viewpoints and overlooks were extant during the period of significance. It can be assumed that since the alignment of the corridor and trail remain intact, the viewpoints and vistas remain similar. Hikers were likely afforded partially screened views of the Transept Canyon as they are currently. The designated viewpoints may have existed, while the spur trails may have developed at any time. Views to the group camping sites do not contribute because they post-date the period, although the Mule Stable and Corral have likely always been visible. Overall, the Transept Trail retains integrity in setting.

MATERIALS AND WORKMANSHIP

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. The choice and combination of materials reveal the preferences of those who created the property and indicate the availability of particular types of materials and technologies. Workmanship is the physical evidence of the crafts of a particular culture or people during any

given period in history or prehistory. It is the evidence of artisans' labor and skill in constructing or altering a building, structure, object, or site. Workmanship can apply to the property as a whole or to its individual components.

The district retains integrity of materials and workmanship. Much of the overall landscape architectural and architectural character established during the period of significance survives. Features such as limestone curbing, the peeled log trailside shelter, Rustic-style architecture, and masonry walls and stairs, remain as examples of CCC and early NPS material choice and workmanship. Contemporary features, such as metal and reflective signage and, modern benches and trash cans can be easily removed and replaced with more fitting elements.

Entrance Road Corridor Sub-Area

The original pavement width of the Entrance Road Corridor was twenty feet wide and consisted of two lanes. A 1984 re-surfacing project increased the pavement width to twenty-five feet with two-foot wide shoulders on each edge; the original alignment, however, was maintained. Despite the maintenance applied to the corridor, the Entrance Road Corridor Sub-Area retains integrity for materials and workmanship due to the maintained original layout of the road.

Headquarters, Housing, and Maintenance Sub-Area

Expressions of workmanship and materials are found in the design and construction of the sub-area's buildings and landscape features. The NPS rustic style buildings exhibit design principles that blend seamlessly with the district. The quality of CCC workmanship is apparent in the details of the remaining maintenance buildings and surrounding curbing. Integrity of materials and workmanship is retained.

Campground Sub-Area

Within the Campground Sub-Area, all historic buildings are still extant, although they may not retain their original use. The Camper Store was once the North Rim Inn hotel and later the Utah Parks concessionaire cafeteria. The exposed-frame cabins are in such poor condition that they can no longer house visitors or staff and only a few are fit for storage purposes. None of the historic buildings have been moved, therefore retaining historic building relationships. Features that post-date the period of significance are the Service Station, Laundry/Shower building, Amphitheater, 1956 Comfort Stations, and the Campground Registration Booth. These buildings and structures do not detract from the sub-area's historic character, mainly because they are not within the original building cluster and were designed using Rustic-style principles. Integrity of materials and workmanship is retained.

Concessionaire Sub-Area

Because very few buildings and structures are maintained from the original layout of the Concessionaire Sub-Area, integrity of materials and workmanship is not retained.

Transept Trail Corridor Sub-Area

Bridges along the Transept Trail Corridor are placed in historic locations, according to 1943 base maps. It is unknown if the actual structures survive from the period of significance. It is unknown if the various small-scale features, such as wood directional signage and metal culverts, date from the period of significance. Integrity of materials and workmanship is retained.

FEELING

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. It results from the presence of physical features that, taken together, convey the property's historic character. In conjunction with location and setting, feeling describes what the property feels like or the senses it evokes to a person on the property. The district, as a whole, retains impression of being in a quiet, secluded, forest wilderness from the period of significance and therefore retains integrity of feeling.

Entrance Road Corridor Sub-Area

Constructed in the 1930s, the Entrance Road meanders through the district in a series of broad curves, giving it the feel of a scenic parkway typical of the period. Overall, integrity of feeling is retained within the Entrance Road Corridor Sub-Area.

Headquarters, Housing, and Maintenance Sub-Area

Many buildings and structures remain from the period of significance, although almost as many were built within the last two decades. Newer buildings and structures were designed using loose interpretations of the NPS Rustic style, yet they are clearly of contemporary construction. They are interspersed within the historic district and often detract from the historic feel and character of the area. For example, the bright colors and multiple levels of the apartment complexes are not compatible with the historic character of the sub-area. In general, integrity of feeling is not retained.

Campground Sub-Area

All historic buildings are still extant, although they may not retain their original use. The Camper Store was once the North Rim Inn hotel and later the Utah Parks concessionaire cafeteria. The exposed-frame cabins are in such poor condition that they can no longer house visitors or staff and only a few are fit for storage purposes. None of the historic buildings have been moved, therefore retaining historic building relationships. Features that post-date the period of significance are the Service Station, Laundry/Shower building, Amphitheater, 1956 Comfort Stations, and the Campground Registration Booth. These buildings and structures do not detract from the sub-area's historic character, mainly because they are not within the original building cluster and were designed using Rustic-style principles. Integrity of feeling is retained.

Concessionaire Sub-Area

Because very few buildings and structures are maintained from the original layout of the Concessionaire Sub-Area, integrity of materials and workmanship is not retained.

Transept Trail Corridor Sub-Area

The historically significant ravines, views of the canyon, and Ponderosa pine forest surroundings contribute to the feeling of the Transept Trail Corridor Sub-Area. Integrity of feeling is retained within the sub-area.

ASSOCIATION

Association is the direct link between an important historic event or person and a historic property. A property retains association if it is the place where the event or activity occurred and is sufficiently intact to convey that relationship to an observer. A property with high integrity of association portrays its historic character through physical elements and their relationships to each other. Like feeling, association is based on individual and/or community perceptions.

A direct link between those who influenced the district during the period of significance and the features and systems that date from the period of significance remain. These influential persons and groups include the CCC and NPS landscape architects, architects, and engineers. Therefore, the overall landscape retains integrity of association.

Entrance Road Corridor Sub-Area

As the sole public access to the North Rim Developed Area, the North Entrance Road fulfills an important transportation function which stems from its original intended use in the 1930s. The North Entrance Road picnic area provides a minimal recreation use areas along its length. Integrity of association is retained with its association with CCC and NPS landscape planners. Integrity of association is retained.

Headquarters, Housing, and Maintenance Sub-Area

Historically, the sub-area is associated with government offices, employee housing, and a maintenance area that is typical of early NPS/CCC planning and construction. For example, the original "T" shape that the maintenance yard once maintained has been preserved. Integrity of association within the Headquarters, Housing, and Maintenance Sub-Area is retained.

Campground Sub-Area

Although not all buildings maintain the same use as related to the period of significance, integrity of association is retained, because it is continued to be used by employees for interpretation and visitors for camping.

Concessionaire Sub-Area

The Concessionaire Sub-Area retains a high degree of integrity of association for the work of National Park Service designers and CCC employees. As a result, the sub-area retains its rustic qualities as a concessionaire

employee housing site. The site's screened view from the Entrance Road and visitors, which is a characteristic of early NPS park planning, is a character-defining feature of the site.

Transept Trail Corridor Sub-Area

The Transept Trail Corridor Sub-Area retains a high degree of integrity of association for a CCC-constructed trail along the Transept Canyon rim leading from the Campground Sub-Area to the Grand Canyon Lodge area, providing views to the Grand Canyon. Constructed bridges along the trail have been identified as having been constructed during the period of experience, though it is unclear whether other small-scale features date to the era.

INTEGRITY SUMMARY FOR BRIGHT ANGEL PENINSULA HISTORIC DISTRICT

In summary, the seven aspects of integrity for the Bright Angel Peninsula Historic District have been retained. While changes have been made during the Mission 66 era, the original character and broader landscape patterns of the site are evidence in the landscape today. Additionally, the continued presence of the site's small-scale features contributes to the "sense of place" or historic character. There has been no loss in any of the spatial elements that comprise the Bright Angel Peninsula Historic District and the entire property is under ownership of the National Park Service. The activities that historically occurred within this historic district have been maintained, as the areas are still definable. The spatial organization of this district contributes to its overall significance and integrity. Due to the lack of modern intrusions, the views are relatively unaltered. Overall, the Bright Angel Peninsula is a highly-intact surviving early example of master-planning efforts by NPS landscape architects to separate uses on the Peninsula and create a "community" of residential, service, and maintenance facilities in the NPS Rustic style of architecture, typical of NPS and CCC construction.

Landscape Characteristic: Archeological Sites

Not used.

Landscape Characteristic: Buildings and Structures

Within the seven sub-units of the Bright Angel Peninsula Historic District, building types include administrative offices; NPS staff and concessionaire employee housing; maintenance facilities; visitor cabins and motels; storage structures, water tanks, and temporary trailers. Although several contemporary buildings and structures exist on the Peninsula, most are considered historic by National Register of Historic Places standards. Historic buildings and structures are found primarily in the Campground Sub-Area, the Headquarters, Housing, and Maintenance Sub-Area, while few are found in the Concessionaire Sub-Area. The buildings and structures found within these sub-areas define the architectural and historic character of the peninsula. Most of these features were designed in the NPS Rustic style of architecture using designs and materials that attempted to harmonize a building with its environment, rather than dominate it. Many buildings and structures on the Peninsula reflect this style by using native limestone and sandstone corner piers and façades, peeled log and wood elements, and understated earth-tone colors.

Entrance Road Corridor Sub-Area

There are no buildings or structures within the Bright Angel Peninsula Entrance Road Corridor.

Headquarters, Housing, and Maintenance Sub-Area

There are many buildings and structures in the NPS Headquarters, Housing, and Maintenance Sub-Area. There are three general clusters of buildings in the sub-area which are grouped according to building type and use: administration, residential, and maintenance clusters.

A recently constructed building serves as the Administration Building (Bldg. #1431). The original building (Bldg. #120) burned in the 1980s. This building contains staff offices and visitor service, such as the backcountry permit office.

Five single family residences, and their outbuildings, are located within the administration cluster. A single family residence (Bldg. #101) and fuel storage shed (Bldg. #101A) are located along the main access drive. The residence, built in 1926, is a three-room, rectangular, single story gable-roofed building with two small extensions. It has a limestone foundation, a wood shingled roof, and exterior walls covered in lap siding. The accompanying wood frame shed-roofed structure, also built in 1926, measures twelve feet by sixteen feet and features a door at one end and a four light window on one side.

Across the access drive is and a second single family residence (Bldg. #102) with detached garage (Bldg. #102A). This 1931 residence is the most elaborate of the residences in this area. The four-room wood frame structure was originally built to house the District Ranger. It features a limestone foundation, a wood-shingled gable roof, and is clad in horizontal wood lap siding. The residence's Rustic features include a fieldstone chimney and a gable-roofed front porch with peeled log posts and railings. The detached garage located behind the house is a wood-shingle gable-roofed structure with matching lap wood siding. There is a single car entry with double doors on the west side, and a window on the east side. The remaining interior is a fuel shed entered by a door from the east, with a window on the west.

Three more single family residences are located south of the Administration Building. Buildings #151 and #152 were constructed in 1933 with later additions. Each is a three-room, T-shaped Rustic wood-frame building with a shingled gable roof. Lap siding forms a belt course to the bottom of the windows with vertical board-and-batten siding above. Each front porch has two limestone steps and the older part of each house rests on a limestone foundation. Building #155 was constructed in 1937 and is a three-room residence slightly larger than, but otherwise similar to, #151 and #152. The exterior walls are clad in horizontal lap siding. Vertical planking on the gable ends is decoratively scalloped at the bottom. A post-1937 addition does not match the historic materials of the roof and foundation. Roof shingles are wood on the older portion and composition on the addition. The foundation is of limestone on the older portion and concrete block on the addition.

Across the parking lot from the Administration Buildings is a five-room dormitory (Bldg. #111) constructed in 1931. This gable roofed rectangular building is designed in a highly stylized Rustic manner. The exterior is clad in a combination of vertical board-and-batten and horizontal lap siding in a wainscot-type arrangement. The building features a limestone foundation and fieldstone chimneys. Entrances are located on the north, south, and east elevations. The bunkhouse has front and back porches with shingled shed roofs and without railings.

Buildings and structures located in the sub-area's maintenance cluster share similar stylistic characteristics. Typical features that give this group of frame buildings a cohesive Rustic and utilitarian appearance include: limestone foundations, board-and-batten siding, wrought iron strap hinges on exterior doors, and asymmetrical wood-shingled gable roofs with the ridgepole set towards the front of the building.

The Warehouse and Fire Office's (Bldg. #118) original use is unknown. Moved to its present location in 1935 by the CCC, the one-story, two-room structure was reconstructed at that time as a warehouse. The Warehouse and Fire Office features board-and-batten walls with unusually large battens. The asymmetrical gable roof is typical of other buildings in this cluster. When relocated, this building was placed on a limestone foundation. The original front platform porch has been replaced by a solid concrete porch.

The Workshop (Bldg. #119) was formerly an equipment shed with four stalls. Likely built by the CCC, the Workshop was converted into a resource management office in 1976. At that time, a roofed porch was added on the front, or west, elevation and other alterations were made. The building also features an asymmetrical wood-shingled gable roof.

The Electric and Plumbing Shop (Bldg. #123) is a four-room maintenance building, formerly an equipment shed, with four stalls like the Workshop. This gable-roofed structure measures twenty-two feet by forty-seven feet. Each of the four vehicle stalls has double doors on the front, or west, elevation. The roof is shingled, with the ridge pole offset to front. The board-and-batten siding is composed of one-foot by twelve-foot planks.

The Carpenter and Blacksmith Shop (Bldg. #124) is a one-room maintenance building measuring twenty-two-feet by forty-five-and-one-half-feet, with four double doors on the front, or east, side and a single door on the south end of the east side. Like other structures in this cluster, the shop features a limestone foundation and offset ridge on gable roofline. Wrought iron hinges provide a Rustic ornamental detail on the doors, also typical of buildings in this area.

The 1933 Gas and Oil Station (Bldg. #125) is a one-room building measuring twelve feet by seventeen feet, plus a covered vehicle passage. It is a frame structure featuring a gable roof with the ridge oriented at a right angle to the front façade. Originally this building had lap siding and a shingled roof. A roofed extension covered the vehicle passageway, the outer edge of which was supported by four peeled log posts. The original pumps and two of the peeled log posts have been removed to accommodate vehicular traffic. Added in 1976 were three modern pumps on a concrete base (Figure 7).

The Fire and Ambulance Bay (Bldg. #126) was constructed in 1934 and is also called the Fire Equipment Shed. Its functional, two-bay design is of wood frame construction. The walls and roof are covered with corrugated metal. The building rests on a limestone foundation. The gable roof has a centered ridge, unlike most other structures in this cluster, and is oriented at a right angle to the front of the building. The sole decorative element is Rustic wrought iron hinges on the two double vehicle doors.

The Roads and Trails Building (Bldg. #127 or #128), was formerly an automotive shop or equipment shed. Built in the 1930s by the CCC, it was moved in 1951 from a nearby CCC camp to its current site across from the Fire Cache (Bldg. #171). The gabled-roof wood frame structure measures thirty-foot-square and rests on a concrete foundation.

The Horse Barn (Bldg. #129), built in 1926, was first used for horses and later, mules. The barn features six stalls, tack and feed room, and a hallway. The wood frame structure with limestone foundation and board-and-batten siding is typical of the character of buildings in this area. Corrugated metal sheets cover the original shingled gable roof. Adjacent to the barn is a corral fenced by a metal pipe railing, which replaced a milled lumber post-and-rail fence, which in turn had replaced an original peeled-log corral fence.

The Fire Cache (Bldg. #171) was built in 1936 and located north of the Warehouse and Fire Office (Bldg. #118). This former equipment shed is of wood-frame construction and has four vehicle entrance stalls, each with a double entrance door. The gable roof is covered with corrugate metal sheets. Each end of the building has a grouping of three six-light casement windows, while the rear has four separate pairs of casement windows. Stylized, wrought-iron hinges decorate the bay doors.

The Laundry and Showerhouse (Bldg. #186) was built in 1935 and is located west of the Carpenter and Blacksmith Shop. The laundry building is likely the larger of the two, being a long, narrow, exposed-frame building with a gabled roof covered in corrugated metal sheeting. The entrance door is centrally located on the west façade. The showerhouse is likely the small, square structure adjacent to, and north of, the laundry. This one-room structure has a shed roof, vertical wood siding, and a hinged entry door on the west façade.

Built in 1990, the rectilinear Generator Building (Bldg #1488) is located at the northern end of the maintenance corridor and west of the Horse Barn. The gable roof is covered in corrugated metal sheets and has wooden gable ends. The walls are sheathed with horizontal shiplap siding and feature a long row of air-vent louvers. The main entrance is located beneath an extended gable roof on the southern façade.

Beside the Generator House is the Light Plant Building (Bldg. #414). The building has a gable roof, sheathed with corrugated metal sheets, and vertical board siding. The foundation is constructed of concrete masonry units. The main entrance is located at the top of a flight of metal stairs located on the south façade.

To the south of the Light Plant Building is the 1993 Hazardous Waste Storage Building (Bldg. #1523). This structure consists of a gable standing-seam roof resting atop two rectangular, metal, pre-fabricated storage containers.

Numerous contemporary housing units are located south and west of the administration node. On the inner loop road, three single-family residences (Bldgs. #1502, 1503, 1504) were built in 1991. Each building is of frame construction, with an attached one-car garage dominating the front façade. The complex gabled roofs have metal sheathing while the homes rest on concrete block foundations.

On the outer loop road, west of the maintenance corridor, are three additional contemporary residences. Built in 1999, the duplex residence (#1545) is a multi-family unit housing two families. The central rectangular housing unit is flanked to the north and south by one-car garages. The central unit and garages have brown, metal, standing-seam gable roofs. The residence is sheathed with vertical board-and-batten siding with a belt-course of colored concrete masonry units. Entrances are located on the north and south façades.

To the south of the duplex are two more single family residences (Bldgs. #1450 and #1451), both built in 1988. Both buildings contain 1,344 square feet of living space and have one-car attached garages on the northeast corner of the building. The standing-seam metal roofs are gabled. Entrances are centrally located on the eastern façade, beneath a protruding gable roof.

Also on the outer loop road, but to the south of the administration node, are three multi-unit apartment complexes: a four-plex housing unit (Bldg. #1546), a six-plex housing unit (Bldg. #1548), and an eight-plex housing unit (Bldg. #1547) added in 1999. These two-story apartments have cream-colored vertical board-and-batten siding, metal standing-seam gabled roofs, and colored concrete masonry unit belt courses. The apartments have short ells on the northern and/or eastern and western elevations containing balconies and additional living space.

Other structures include an abandoned, square, concrete helipad adjacent to the four-plex housing unit. On a promontory, to the southwest of the residential corridors, are two utility structures of unknown use. A small propane tank shed is located on the outer loop road within the maintenance cluster. The shed is a raised platform with wire-mesh and wood-frame walls beneath a gabled corrugated metal roof. The shed houses about five small, upright propane tanks.

CONTRIBUTING FEATURES:

Single Family Residence (Bldg. #101-102) (2 contributing buildings, previously listed on NR)
Fuel Storage Shed (Bldg. #101A) (1 contributing building, previously listed on NR)
Garage (Bldg. #102A) (1 contributing building, previously listed on NR)
Single Family Residences (Bldg. #151-152, 155) (3 contributing buildings, previously listed on NR)
Dormitory (Bldg. #111) 1 contributing building, previously listed on NR)
Warehouse & Fire Office (Bldg. #118) (1 contributing building, previously listed on NR)
Workshop (Bldg. #119) (1 contributing building, previously listed on NR)
Electric and Plumbing Shop (Bldg. #123) 1 contributing building, previously listed on NR)
Carpenter and Blacksmith Shop (Bldg. #124) (1 contributing building, previously listed on NR)
Gas & Oil Station (Bldg. #125) (1 contributing building, previously listed on NR)
Fire and Ambulance Bay (Bldg. #126) (1 contributing building, previously listed on NR)
Roads and Trail Building (Bldg. #127 or #128) (1 contributing building, previously listed on NR)
Horse Barn (Bldg. #129) (1 contributing building, previously listed on NR)
Fire Cache (Bldg. #171) (1 contributing building, previously listed on NR)
Laundry and Showerhouse (Bldg. #186) (1 contributing building)

NON-CONTRIBUTING FEATURES:

Administration Building (Bldg. #1431) (1 non-contributing building)
Generator Building (Bldg. #1488) (1 non-contributing building)
Light Plant Building (Bldg. #414) (1 non-contributing building)
Hazardous Waste Storage Building (Bldg. #1523) (1 non-contributing building)
Single family residences (Bldgs. #1450-1451, #1502-1504) (5 non-contributing buildings)
Duplex Housing Unit (Bldg. #1545) (1 non-contributing building)
Four-plex Housing Unit 1546 (Bldg. #1546) (1 non-contributing building)
Eight-plex Housing Unit (Bldg. #1547) (1 non-contributing building)
Six-plex Housing Unit (Bldg. #1548) (1 non-contributing building)
Helipad (1 non-contributing structure)
Utility structure (1 non-contributing structure)
Propane tank shed (1 non-contributing structure)

MISSING FEATURES:

Original Administration Building (Bldg. #120) (previously listed on NR, no longer extant)
Residences (Bldgs. #150, 175-178) (previously listed on NR, no longer extant)

Campground Sub-Area

The Campground Sub-Area is comprised of many clusters of buildings and structures. There are several general building types and uses: campground facilities, such as the comfort stations and registration booth; NPS and concessionaire staff housing; and visitor service facilities, such as the Camper Store and Laundry/Shower Building. The exposed-frame cabins are no longer in use.

The Camper Store (Bldg. #917) once served as the North Rim Inn, and later as a cafeteria for the campground and cabins. Built in 1929, the building employs exposed-frame construction with large, peeled-log corner posts. A shed-roofed porch on peeled-log posts was enclosed to create more usable space. The extant building is a north-facing, one-and-one-half story, wood-framed, front-gabled building with a front-facing "L" plan and a concrete foundation, which maintains a sandstone veneer. A character-defining first-story, shed-roofed inset porch with exposed rafters, which mimic those on the roof, is supported with log columns and brackets indicative of the NPS Rustic style of architecture. The walls are clad with exposed structural support and wooden clapboards. The fenestration is regular, with paired double-hung six-over-six windows along the first story of the building, awning windows across the second story of the facade. A single-story bathroom wing addition extends from the eastern elevation (Figure 8).

Behind the Camper Store are four exposed-frame duplex cabins built in 1934, including the Manager's Cabin (Bldg. #921) and three more Employee Cabins used for concessionaire employee housing (Bldgs. #918-920). These duplex-style cabins are of exposed-frame wood construction with heavy four-foot by four-foot upright corner posts. These cabins measure sixteen feet by twenty feet.

The Service Station (Bldg. #916), built in 1947, is located on the west side of the main access road, near the intersection with the Entrance Road. It is an interesting example of Modern architecture combined with Park Rustic style. The front façade of the building is wood frame, with large plate glass windows. The back of the building is a curving stone wall, constructed of rough-hewn limestone masonry blocks. These limestone blocks continue past the building edge, stepping down and forming a one-block-tall curb around the paved area in front of the building. Stone piers, integrated with this edging, support light posts. At one time, there was a canopy roof that extended over the gas pumps and was held up by peeled-log posts. The canopy has been shortened and is now supported by metal posts.

The Laundry/Shower Building is located along the west side of the main access road; halfway between the Service Station and the Camper Store. It is of concrete masonry unit construction, painted brown, with a wood-shingled gable roof and wood gable ends. There is a shed addition on the back, or west, side. A poured-concrete porch under the gable roof on the front of the building features contemporary lattice work and a large, white-lettered sign. The porch is furnished with tables

and benches.

The twenty-seven identical, Rustic-style Exposed-frame Cabins (Buildings #935-961) were all built in 1929. Each of these cabins is a single-family accommodation. All the cabins have wood-shingled gable roofs. The cabins are constructed of exposed timber framing that reveals vertical board siding underneath. Many of the cabins have broken windows, roof damage, siding damage, and peeling paint, while some of the cabins are leaning slightly (Figure 9).

Within the cluster of exposed-frame cabins is a Washroom (Bldg. #933). The washroom is similar in construction and style to the typical cabins, but is double in size. Outside of the exposed-frame cabin cluster, to the west, is the Linen House (Bldg. #924). Built in 1929, it is of exposed-frame construction but has a shed-roofed porch sheathed with corrugate metal.

The Duplex NPS Cabins (Bldgs. #926-934), once called "Standard" Cabins as part of the 1929 development of the site, are today used for NPS staff housing. Each duplex cabin is of log construction, set on a limestone foundation with a limestone porch and steps at each end. They are the same in original design as the Standard Cabins at the Grand Canyon Lodge. As true log cabins, they are constructed with notched corners, and have gable roofs finished with wood shingles. Each cabin contains two rooms and a shared bathroom. A small log extension in the middle of one side contains a heater. Each contains 318 square feet of living space. These cabins have an appearance typical of North Rim log buildings, with limestone foundations and the log exterior painted brown (Figure 10). A comfort station (Bldg. #925) is located within the cluster of duplex cabins. The comfort station was built in 1929 and is of log construction.

The amphitheater is located east of the main access road. Structures associated with the amphitheater include the 1957 Projection Booth (Bldg. #57) and the projection screen. The projection booth is a fifty-two square foot structure covered in wood-lap siding with a shed roof. The projection window is located on the south elevation while the entrance is on the north. The projection screen consists of a white-painted wall resting on a wood platform and framed with upright wood log posts. A narrow gabled roof shelters the screen, while a small shed addition is attached to the rear of the structure.

The campground's four comfort stations are scattered among the camping sites. They include two 1956 limestone masonry comfort stations (Bldgs. #133 and #136), one log 1929 comfort station (Bldg. #134), and another built in 1930 (Bldg. #135).

Other campground-related structures include the small registration booth at the campground entrance. This small, square structure has a corrugated-metal sheathed gable roof and is clad with horizontal-lap siding. Sliding glass windows take up much of the western and northern elevations.

Additional structures include small storage units near the NPS housing cabins, and stone woodpile enclosures. The enclosures are located in the tent camping sites and consist of three-to-four-foot tall stone walls in a loose oval shape. The enclosures have a break in the wall that provides access to the interior of the structure and firewood. Water spigots are located on the exterior walls.

CONTRIBUTING FEATURES:

Camper Store (Bldg. #917) (1 contributing building, previously listed on NR)
Manager's Cabin (Bldg. #921) (1 contributing building, previously listed on NR)
Employee Cabins (Bldgs. #918-920) (3 contributing buildings, previously listed on NR)
Exposed-frame Cabins (Buildings #935-961) (27 contributing buildings, previously listed on NR)
Washroom (Bldg. #933) (1 contributing building, previously listed on NR)
Linen House (Bldg. #924) (1 contributing building, previously listed on NR)
Duplex NPS Cabins (Bldgs. #926-934) (9 contributing buildings, previously listed on NR)
Comfort Stations, (Bldg. #925, #134-135) (3 contributing buildings, previously listed on NR)
Stone woodpile enclosures (6 contributing structures)

NON-CONTRIBUTING FEATURES:

Service station (Bldg. #916) (1 non-contributing building)
Laundry/Shower building (1 non-contributing building)
Comfort Stations, (Bldg. #133, #136) (2 non-contributing buildings)
Registration booth (1 non-contributing structure)
Amphitheater(1 non-contributing structure, previously listed on NR)
Projection booth (Bldg. #57) (1 non-contributing structure)
Projection screen (1 non-contributing structure)
Service Station stone walls (1 non-contributing structure)

MISSING FEATURES:

Laundry and Firehose House (Bldg. #923) (previously listed on NR, no longer extant)

Concessionaire Sub-Area

The primary cluster in the Concessionaire Sub-Area is made up of housing and services for seasonal concessionaire employees and NPS personnel. Known locally as “Norton Court,” most of the buildings and structures were constructed in the 1990s.

The Employee Dining Room (EDR), built in 1994, is the largest building in the cluster. The building has Rustic elements such as wood siding with faux external framing, partial sandstone fascia, and rough-hewn sandstone porch posts. A stone retaining wall and steps extends from the southwest corner of the EDR, along the EDR’s western façade, and ends at the southern elevation of the Garage and Auto Storage building to form a rectangular terrace. The limestone wall is between two feet and three feet in height and broken twice by steps leading to the EDR entrance and near the Garage and Auto Storage building.

Four dormitory buildings, built in 1990 (Bldgs. #1526, #1527, #1528, and #1529), are located west of the EDR. The long, rectangular, thirteen-unit dormitories are similar in style and construction with brown wood siding, faux external framing, concrete masonry unit foundations, and gabled roofs.

Two residential cabins, dating between 1929 and 1930, are located on the northwest edge of the asphalt circle on the main access road. The Service Station Attendant’s residence (Bldg. #964) and the Garage Mechanic’s residence (Bldg. #966) are located on the northern and southwest edges of the edge of the circle. Both of these two-room structures are exterior-frame cabins with brown wood siding, shed additions, multiple-light windows, and gabled wood-shingled roofs. The southwestern cabin has a contemporary poured concrete pad with ramps in the back and front. A wood shed, contemporary in appearance, is located just south of this cabin.

The Concessionaire Sub-Area also includes a cluster of maintenance buildings. The Garage and Auto Storage building (Bldg. #963), built in 1949, currently houses the NPS automotive repair shop. Constructed of concrete masonry units set upon a limestone block foundation, the building has large industrial-looking multiple-light windows with wire-reinforced glass on the west elevation. On the east façade, large, wooden swinging double garage doors, each with nine-light windows, open into the singular bay. Wood gable ends and roof shingles have a Rustic appearance that seems incongruous with the concrete block construction yet harmonious with the limestone foundation.

The Diesel Generator House (Bldg. #962) stands directly east of the Garage and Auto Storage building. Built in 1948, this square, one-story concrete masonry unit structure shares functional industrial elements with Garage and Auto Storage building. The large multiple-light windows have been damaged and some panes have been replaced or blocked. The twenty-foot-tall main section has a flat roof, as does the smaller, lower addition. Wooden doors on the north and east elevations both have wire reinforced glass windows. The current use is unknown, but appears to have a storage or maintenance function.

The Mill Shed stands on the south side of the EDR. The rectangular wood-frame building is covered with corrugated metal siding. The gabled roof is covered with similar corrugated metal sheets.

Adjacent to, and west of, the building is a small, corrugated metal shed.

The 1928 Ice House is now primarily used as the Employee Laundry (Bldg. #968) and also as a gym and workout space. The laundry is located southeast of the Mill Shed. It is a brown wood external-frame building with a gabled, corrugated metal roof. A smaller gabled ell is attached to the west side of the main building.

The Mess Hall (Bldg. #1066) is located in the southwest corner of the sub-area, at the end of the main loop road. Built in 1929, the Mess Hall, also called the Horse Guides Cabin, offers dining, laundry, and maintenance facilities for the mule concessionaire. The Mess Hall is a long, rectangular building with wood siding and a gabled, metal, standing-seam roof. Two short ells with gabled roofs are attached to the southern elevation. Entrances are located in these ells, as well as on the eastern and western elevations and the north façade. Windows and doors are of contemporary aluminum construction.

The Stable and Corral (Bldg. #1098) sit in close proximity to the Mess Hall, to the north. Constructed in 1929, the wood-frame stable is a long rectangular structure whose ground floor consists mostly of open-ended stalls while the upper level is an enclosed hay loft. The hay loft has two doors, one at each gable-end. The gabled roof is covered with corrugated metal and has exposed rafter tails. Two round ventilators sit on top of the gable ridge. The corral begins at the northeast corner of the stable and forms a rectangle ending at the stable's western elevation. The corral fence consists of vertical posts and three horizontal planks. The stable and corral are still in use, housing one or two horses. The stable suffers from lack of maintenance, made worse by its use as a storage and dumping area. The corral fence is also in need of maintenance (Figure 11).

Permanent RV roofs cover the certain RV and camper slips. One vehicle is parked beneath each gable-roofed, open-air structure for added protection from weather.

The basketball court, located west of the southern dormitories, is a paved asphalt rectangle with a freestanding, portable hoop at either end.

CONTRIBUTING FEATURES:

Service Station Attendant's Residence (Bldg. #964) (1 contributing building)
Garage Mechanic's Residence (Bldg. #966) (1 contributing building)
Employee Laundry (Bldg. #968) (1 contributing building)
Mess Hall (Bldg. #1066) (1 contributing building)
Stable (Bldg. #1098) (1 contributing building)
Corral (Bldg. #1098) (1 contributing structure)

NON-CONTRIBUTING FEATURES:

Employee Dining Room (1 non-contributing building)
Dormitories (Bldgs. #1526, 1527, 1528, 1529) (4 non-contributing buildings)
Garage & Auto Storage (Bldg. #963) (1 non-contributing building)
Diesel Generator House (Bldg. #962) (1 non-contributing building)
Mill shed (1 non-contributing building)
Metal shed (1 non-contributing structure)
Stone steps and walls at Employee Dining Room (1 non-contributing structure)
RV roofs (1 non-contributing structure)
Basketball court (1 non-contributing structure)

Transept Trail Corridor Sub-Area

There are no buildings associated with the Transept Trail Corridor. Small bridge structures increase accessibility along the trail. The bridges are located where standing water might occur, typically at ravine bottoms or over swales. The split-log bridge is the first encountered when traveling north to south along the Transept Trail. The bridge, of unknown date of origin, is between ten and fifteen feet

in length and stretches across a ravine bottom. Two logs, covered with smaller and shorter semi-circular split logs, are set into concrete abutments. The next bridge is a plank bridge whose date of construction is also unknown. The plank bridge is between six and eight feet in length and consists of milled, flat wood planks set on top of two thick logs. The third bridge is a plank and railing bridge whose date of construction is unknown. The bridge extends between eight and ten feet across a limestone drainage way located just below the northwestern corner of the Lodge. It consists of three-foot-wide planks resting upon a wood framework and set into wood abutments. Three longer wood planks are laid on top of and perpendicular to the shorter planks. A wood frame railing is attached to the west edge of the bridge.

An erosion-control structure is located along the trail and at the western edge of the Grand Canyon Lodge. The terraced log retaining structure consists of wood logs placed perpendicular to a limestone drainageway located between the Lodge and Deluxe Cabins. The logs are held in place with metal posts.

NON-CONTRIBUTING FEATURES:

Split-log bridge (1 non-contributing structure)
Plank bridge (1 non-contributing structure)
Plank and railing bridge (1 non-contributing structure)
Erosion-control structure (1 non-contributing structure)

Wastewater Treatment Sub-Area

Residential trailers are found in a cluster along the access road. The Wastewater Treatment Plant (Bldg. #488) was constructed in 1976 and is comprised of a functional wooden building with a metal roof and a set of rectangular, open-air tanks with metal catwalks. On the slope above, a series of concrete basins contain drying sludge and a large, brown-painted metal water tank contains reclaimed water used for fire fighting. This water flows through a separate system accessed through purple-painted hydrants located throughout the Bright Angel Peninsula.

Two concrete helipads—large helicopter landing pads—and a control booth structure of wood with a pyramidal roof and large plate glass windows are located in the grassy clearing.

NON-CONTRIBUTING FEATURES:

Residential trailers (3 non-contributing buildings)
Wastewater treatment plant (Bldg. #488) (1 non-contributing building)
Concrete basins (1 non-contributing structure)
Water tank (1 non-contributing structure)
Helipads (2 non-contributing structures)
Control booth (1 non-contributing structure)

Water Tank Sub-Area

Water from Roaring Springs pump station in the canyon below is pumped up through a 12,500-foot long, 3.5-inch diameter steel distribution pipe constructed in 1928 to the twin 2-million gallon above-ground green steel water tanks in the Water Tank Sub-Area. Water travels from the tanks to the circa 1960s Chlorinator House (Bldg. #437) where it is treated. The Chlorinator House is a square concrete masonry unit building with a very gently-pitched roof and a shed addition on the eastern elevation. A single wood door is located on the north elevation while wood double doors access the west elevation.

Two utility sheds are located south of the Chlorinator House almost within the woodland edge. The eastern structure is of wood frame construction with a shed roof and door on the west elevation. The western structure has metal siding and a gabled roof. One window is located on the northern elevation while the entrance door is on the south elevation.

In 2006, the EMS Complex was constructed on-site for emergency medical services occurring at the North Rim of the Grand Canyon (Figure 12).

NON-CONTRIBUTING FEATURES:

Chlorinator House (Bldg. #437) (1 non-contributing building)
EMS Complex (1 non-contributing building)
Utility sheds (2 non-contributing buildings)
Steel distribution pipe (1 non-contributing structure)

Character-defining Features:

Feature Name: Single Family Residence (Bldg. #101)

CLI Feature ID: 189331

Feature Contribution: Contributing

Feature Name: Single Family Residence (Bldg. #102)

CLI Feature ID: 189332

Feature Contribution: Contributing

Feature Name: Fuel Storage Shed (Bldg. #101A)

CLI Feature ID: 189333

Feature Contribution: Contributing

Feature Name: Garage (Bldg. #102A)

CLI Feature ID: 189334

Feature Contribution: Contributing

Feature Name: Single Family Residence(Bldg. #151)

CLI Feature ID: 189335

Feature Contribution: Contributing

Feature Name: Single Family Residence (Bldg. #152)

CLI Feature ID: 189336

Feature Contribution: Contributing

Feature Name: Single Family Residence (Bldg. #155)

CLI Feature ID: 189337

Feature Contribution: Contributing

Feature Name: Dormitory (Bldg. #111)

CLI Feature ID: 189338

Feature Contribution: Contributing

Feature Name: Warehouse and Fire Office (Bldg. #118)

CLI Feature ID: 189339

Feature Contribution: Contributing

Feature Name: Workshop (Bldg. #119)

CLI Feature ID: 189340

Feature Contribution: Contributing

Feature Name: Electric and Plumbing Shop (Bldg. #123)

CLI Feature ID: 189341

Feature Contribution: Contributing

Feature Name: Carpenter and Blacksmith Shop (Bldg. #124)

CLI Feature ID: 189342

Feature Contribution: Contributing

Feature Name: Gas and Oil Station (Bldg. #125)
CLI Feature ID: 189343
Feature Contribution: Contributing

Feature Name: Fire and Ambulance Bay (Bldg. #126)
CLI Feature ID: 189344
Feature Contribution: Contributing

Feature Name: Roads and Trail Building (Bldg. #127)
CLI Feature ID: 189345
Feature Contribution: Contributing

Feature Name: Roads and Trail Building (Bldg. #128)
CLI Feature ID: 189346
Feature Contribution: Contributing

Feature Name: Horse Barn Building (Bldg. #129)
CLI Feature ID: 189347
Feature Contribution: Contributing

Feature Name: Fire Cache (Bldg. # 171)
CLI Feature ID: 189348
Feature Contribution: Contributing

Feature Name: Laundry and Showerhouse (Bldg. #186)
CLI Feature ID: 189349
Feature Contribution: Contributing

Feature Name: Administration Building (Bldg. #1431)
CLI Feature ID: 189350
Feature Contribution: Non contributing

Feature Name: Administration Building (Bldg. #1431)
CLI Feature ID: 189351
Feature Contribution: Non contributing

Feature Name: Generator Buidling (Bldg. #1488)
CLI Feature ID: 189352
Feature Contribution: Non contributing

Feature Name: Light Plant Building (Bldg. #414)
CLI Feature ID: 189353
Feature Contribution: Non contributing

Feature Name: Harzardous Waste Storage Building (Bldg. #1523)
CLI Feature ID: 189354
Feature Contribution: Non contributing

Feature Name: Single family residence (Bldg. #1450)
CLI Feature ID: 189355
Feature Contribution: Non contributing

Feature Name: Single family residence (Bldg. #1451)
CLI Feature ID: 189356
Feature Contribution: Non contributing

Feature Name: Single family residence (Bldg. #1502)
CLI Feature ID: 189357
Feature Contribution: Non contributing

Feature Name: Single family residence (Bldg. #1503)
CLI Feature ID: 189358
Feature Contribution: Non contributing

Feature Name: Single family residence (Bldg. #1504)
CLI Feature ID: 189359
Feature Contribution: Non contributing

Feature Name: Duplex Housing Unit (Bldg. #1545)
CLI Feature ID: 189360
Feature Contribution: Non contributing

Feature Name: Four-plex Housing Unit (Bldg. #1546)
CLI Feature ID: 189361
Feature Contribution: Non contributing

Feature Name: Eight-plex Housing Unit (Bldg. # 1547)
CLI Feature ID: 189362
Feature Contribution: Non contributing

Feature Name: Six-plex Housing Unit (Bldg. #1548)
CLI Feature ID: 189363
Feature Contribution: Non contributing

Feature Name: Helipad
CLI Feature ID: 189364
Feature Contribution: Non contributing

Feature Name: Utility Structure
CLI Feature ID: 189365
Feature Contribution: Non contributing

Feature Name: Propane Tank
CLI Feature ID: 189366
Feature Contribution: Non contributing

Feature Name: Camper Store (Bldg. #917)
CLI Feature ID: 189370
Feature Contribution: Contributing

Feature Name: Manager's Cabin (Bldg. # 921)
CLI Feature ID: 189371
Feature Contribution: Contributing

Feature Name: Employee Cabin (Bldg. #918)
CLI Feature ID: 189372
Feature Contribution: Contributing

Feature Name: Employee Cabin (Bldg. #919)
CLI Feature ID: 189373
Feature Contribution: Contributing

Feature Name: Employee Cabin (Bldg. #920)
CLI Feature ID: 189374
Feature Contribution: Contributing

Feature Name: Exposed-frame Cabin (Bldg. #935)
CLI Feature ID: 189375
Feature Contribution: Contributing

Feature Name: Exposed-frame Cabin (Bldg. #936)
CLI Feature ID: 189376
Feature Contribution: Contributing

Feature Name: Exposed-frame Cabin (Bldg. #937)
CLI Feature ID: 189377
Feature Contribution: Contributing

Feature Name: Exposed-frame Cabin (Bldg. #938)
CLI Feature ID: 189378
Feature Contribution: Contributing

Feature Name: Exposed-frame Cabin (Bldg. #939)
CLI Feature ID: 189379
Feature Contribution: Contributing

Feature Name: Exposed-frame Cabin (Bldg. #940)
CLI Feature ID: 189380
Feature Contribution: Contributing

Feature Name: Exposed-frame Cabin (Bldg. #941)

CLI Feature ID: 189381

Feature Contribution: Contributing

Feature Name: Exposed-frame Cabin (Bldg. #942)

CLI Feature ID: 189382

Feature Contribution: Contributing

Feature Name: Exposed-frame Cabin (Bldg. #943)

CLI Feature ID: 189383

Feature Contribution: Contributing

Feature Name: Exposed-frame Cabin (Bldg. #944)

CLI Feature ID: 189384

Feature Contribution: Contributing

Feature Name: Exposed-frame Cabin (Bldg. #945)

CLI Feature ID: 189385

Feature Contribution: Contributing

Feature Name: Exposed-frame Cabin (Bldg. #946)

CLI Feature ID: 189386

Feature Contribution: Contributing

Feature Name: Exposed-frame Cabin (Bldg. #947)

CLI Feature ID: 189387

Feature Contribution: Contributing

Feature Name: Exposed-frame Cabin (Bldg. #948)

CLI Feature ID: 189388

Feature Contribution: Contributing

Feature Name: Exposed-frame Cabin (Bldg. #949)

CLI Feature ID: 189389

Feature Contribution: Contributing

Feature Name: Exposed-frame Cabin (Bldg. #950)

CLI Feature ID: 189390

Feature Contribution: Contributing

Feature Name: Exposed-frame Cabin (Bldg. #951)

CLI Feature ID: 189391

Feature Contribution: Contributing

Feature Name: Exposed-frame Cabin (Bldg. #952)

CLI Feature ID: 189392

Feature Contribution: Contributing

Feature Name: Exposed-frame Cabin (Bldg. #953)

CLI Feature ID: 189393

Feature Contribution: Contributing

Feature Name: Exposed-frame Cabin (Bldg. #954)

CLI Feature ID: 189394

Feature Contribution: Contributing

Feature Name: Exposed-frame Cabin (Bldg. #955)

CLI Feature ID: 189395

Feature Contribution: Contributing

Feature Name: Exposed-frame Cabin (Bldg. #956)

CLI Feature ID: 189396

Feature Contribution: Contributing

Feature Name: Exposed-frame Cabin (Bldg. #957)

CLI Feature ID: 189397

Feature Contribution: Contributing

Feature Name: Exposed-frame Cabin (Bldg. #958)

CLI Feature ID: 189398

Feature Contribution: Contributing

Feature Name: Exposed-frame Cabin (Bldg. #959)

CLI Feature ID: 189399

Feature Contribution: Contributing

Feature Name: Exposed-frame Cabin (Bldg. #960)

CLI Feature ID: 189400

Feature Contribution: Contributing

Feature Name: Exposed-frame Cabin (Bldg. #961)

CLI Feature ID: 189401

Feature Contribution: Contributing

Feature Name: Washroom (Bldg. #933)
CLI Feature ID: 189402
Feature Contribution: Contributing

Feature Name: Linen House (Bldg. #924)
CLI Feature ID: 189403
Feature Contribution: Contributing

Feature Name: Duplex NPS Cabin (Bldg. #926)
CLI Feature ID: 189404
Feature Contribution: Contributing

Feature Name: Duplex NPS Cabin (Bldg. #927)
CLI Feature ID: 189405
Feature Contribution: Contributing

Feature Name: Duplex NPS Cabin (Bldg. #928)
CLI Feature ID: 189406
Feature Contribution: Contributing

Feature Name: Duplex NPS Cabin (Bldg. #929)
CLI Feature ID: 189407
Feature Contribution: Contributing

Feature Name: Duplex NPS Cabin (Bldg. #930)
CLI Feature ID: 189408
Feature Contribution: Contributing

Feature Name: Duplex NPS Cabin (Bldg. #931)
CLI Feature ID: 189409
Feature Contribution: Contributing

Feature Name: Duplex NPS Cabin (Bldg. #932)
CLI Feature ID: 189410
Feature Contribution: Contributing

Feature Name: Duplex NPS Cabin (Bldg. #933)
CLI Feature ID: 189411
Feature Contribution: Contributing

Feature Name: Duplex NPS Cabin (Bldg. #934)
CLI Feature ID: 189412
Feature Contribution: Contributing

Feature Name: Comfort Station (Bldg. #925)
CLI Feature ID: 189413
Feature Contribution: Contributing

Feature Name: Comfort Station (Bldg. #934)
CLI Feature ID: 189414
Feature Contribution: Contributing

Feature Name: Comfort Station (Bldg. #134)
CLI Feature ID: 189415
Feature Contribution: Contributing

Feature Name: Comfort Station (Bldg. #135)
CLI Feature ID: 189416
Feature Contribution: Contributing

Feature Name: Stone Woodpile enclosures (6 contributing features)
CLI Feature ID: 189417
Feature Contribution: Contributing

Feature Name: Service station (Bldg. #916)
CLI Feature ID: 189418
Feature Contribution: Non contributing

Feature Name: Laundrey /Shower building
CLI Feature ID: 189419
Feature Contribution: Non contributing

Feature Name: Comfort Station (Bldg. #133)
CLI Feature ID: 189420
Feature Contribution: Non contributing

Feature Name: Comfort Station (Bldg. #136)
CLI Feature ID: 189421
Feature Contribution: Non contributing

Feature Name: Registration booth
CLI Feature ID: 189422
Feature Contribution: Non contributing

Feature Name: Amphitheater
CLI Feature ID: 189423
Feature Contribution: Non contributing

Feature Name: Projection booth (Bldg. #57)
CLI Feature ID: 189424
Feature Contribution: Non contributing

Feature Name: Projection screen
CLI Feature ID: 189425
Feature Contribution: Non contributing

Feature Name: Service station stone walls
CLI Feature ID: 189426
Feature Contribution: Non contributing

Feature Name: Service Station Attendant's Residence (Bldg. #964)
CLI Feature ID: 189427
Feature Contribution: Non contributing

Feature Name: Garage Mechanic's Residence (Bldg. #966)
CLI Feature ID: 189428
Feature Contribution: Non contributing

Feature Name: Employee Laundry (Bldg. #968)
CLI Feature ID: 189429
Feature Contribution: Non contributing

Feature Name: Mess Hall (Bldg. #1066)
CLI Feature ID: 189430
Feature Contribution: Non contributing

Feature Name: Stable (Bldg. # 1098)
CLI Feature ID: 189431
Feature Contribution: Non contributing

Feature Name: Corral (Bldg. #1098)
CLI Feature ID: 189432
Feature Contribution: Non contributing

Feature Name: Employee Dining Room
CLI Feature ID: 189433
Feature Contribution: Non contributing

Feature Name: Dormitory (Bldg. #1526)
CLI Feature ID: 189434
Feature Contribution: Non contributing

Feature Name: Dormitory (Bldg. #1527)
CLI Feature ID: 189435
Feature Contribution: Non contributing

Feature Name: Dormitory (Bldg. #1528)
CLI Feature ID: 189436
Feature Contribution: Non contributing

Feature Name: Dormitory (Bldg. #1529)
CLI Feature ID: 189437
Feature Contribution: Non contributing

Feature Name: Garage and Auto Storage (Bldg. #963)
CLI Feature ID: 189438
Feature Contribution: Non contributing

Feature Name: Diesel Generator House (Bldg. #962)
CLI Feature ID: 189439
Feature Contribution: Non contributing

Feature Name: Mill shed
CLI Feature ID: 189440
Feature Contribution: Non contributing

Feature Name: Metal shed
CLI Feature ID: 189441
Feature Contribution: Non contributing

Feature Name: Stone steps and walls at Employee Dining Room
CLI Feature ID: 189442
Feature Contribution: Non contributing

Feature Name: RV roofs
CLI Feature ID: 189443
Feature Contribution: Non contributing

Feature Name: Basketball court
CLI Feature ID: 189444
Feature Contribution: Non contributing

Feature Name: Split-log bridge
CLI Feature ID: 189445
Feature Contribution: Non contributing

Feature Name: Plank bridge
CLI Feature ID: 189446
Feature Contribution: Non contributing

Feature Name: Plank and railing bridge
CLI Feature ID: 189447
Feature Contribution: Non contributing

Feature Name: Erosion-control structure
CLI Feature ID: 189448
Feature Contribution: Non contributing

Feature Name: Residential Trailers (3 non-contributing buildings)
CLI Feature ID: 189449
Feature Contribution: Non contributing

Feature Name: Wastewater treatment plant (Bldg. #488)
CLI Feature ID: 189450
Feature Contribution: Non contributing

Feature Name: Concrete basin
CLI Feature ID: 189451
Feature Contribution: Non contributing

Feature Name: Water tank
CLI Feature ID: 189452
Feature Contribution: Non contributing

Feature Name: Helipads (2 non-contributing features)
CLI Feature ID: 189453
Feature Contribution: Non contributing

Feature Name: Control booth
CLI Feature ID: 189454
Feature Contribution: Non contributing

Feature Name: Chlorinator House (Bldg. #437)
CLI Feature ID: 189455
Feature Contribution: Non contributing

Feature Name: EMS Complex
CLI Feature ID: 189456
Feature Contribution: Non contributing

Feature Name: Utility Sheds (2 non-contributing structures)
CLI Feature ID: 189457
Feature Contribution: Non contributing

Feature Name: Steel distribution pipe
CLI Feature ID: 189458
Feature Contribution: Non contributing

Landscape Characteristic Graphics:



The Rustic-style Gas and Oil Station is located in the Headquarters, Housing, and Maintenance Sub-Area, looking west, August 2010. Source: National Park Service.



The Camper Store, a Rustic-style building, serves as the cornerstone of the Campground Sub-Area, looking west, August 2010. Source: National Park Service.



The exposed-frame cabins are located north of the Camper Store within the Campground Sub-Area, looking east, August 2010. Source: National Park Service.



The duplex cabins are situated west of the exposed-frame cabins within the Campground Sub-Area, looking west, August 2010. Source: National Park Service.



The Mule Stable anchors the western border of the Concessionaire Sub-Area, looking west, August 2010. Source: National Park Service.



The Water Tank Sub-Area is an open clearing surrounded by dense Ponderosa pine forest, looking southeast, August 2010. Source: National Park Service.

Landscape Characteristic: Circulation

Vehicular circulation on the Bright Angel Peninsula centers on the Entrance Road, forming a spine along the eastern edge of the Peninsula and terminating north of the Grand Canyon Lodge (outside of the district boundary). This is a continuation of the Entrance Road which brings visitors from the North Rim Entrance Station, approximately ten miles north of the Peninsula and thirteen miles north of the Grand Canyon Lodge. Smaller access roads split from the Entrance Road and lead to individual sub-areas.

Other, secondary, forms of circulation are pedestrian circulation routes, such as the Bridle Trail, the Transept Trail, and various informal trails, paths, and sidewalks that extend through the Peninsula.

Entrance Road Corridor Sub-Area

The Entrance Road is a two-lane, twenty-foot-wide asphalt-surfaced roadway which is fairly level along its length throughout the district. It has a narrow unpaved shoulder along some sections and no shoulder along others. At the picnic area south of the Campground Sub-area, a gravel parking pull-off is edged by large stones.

Paralleling the road to the west is the Bridle Trail (Figure 13). The earth and gravel trail varies from four to eight feet in width and meanders along the undulating topography. This path, originally a bridle trail in the 1930s, now serves primarily as a pedestrian alternative to walking along the Entrance Road. The bridle trail begins at the northern motel within the Grand Canyon Lodge area (outside of the district boundaries) and crosses the Entrance Road at the intersection of the access drive to the Headquarters, Housing, and Maintenance Sub-Area, where it continues north to the North Kaibab Trailhead. The trail was recently improved with a new walking surface, retaining walls, and switchbacks.

CONTRIBUTING FEATURES:

Entrance Road (1 contributing structure)
Bridle Trail, not including recent changes including paving and new switchbacks (1 contributing structure)

NON-CONTRIBUTING FEATURES:

Gravel parking pull-off (1 non-contributing structure)

Headquarters, Housing, and Maintenance Sub-Area

Vehicular circulation in the area originates from the asphalt main access drive, which heads west from the Entrance Road. The first left, or south, turn leads into a small parking lot utilized by the administration offices. At the southwest corner of the parking lot, the road splits into two loops. The inner loop curves to the west and then north, terminating at the main access road. The outer loop travels south and then heads west into the contemporary multi-unit apartment housing parking lots. The loop turns north again, then slightly east, ending just north of the inner loop terminus in the maintenance cluster.

An abandoned turnaround loop is located at the southwestern corner of the outer loop road. Vehicles are blocked from the turnaround loop by a row of boulders. It appears that the asphalt surfacing was removed from the turnaround, though the road grade is still visible.

The maintenance drive is a wide paved area between building fronts in the maintenance corridor (Figure 14). The main access road takes a sharp turn north where it meets the inner loop and heads toward the Wastewater Treatment Plant. An asphalt pull-off circle occurs along this road, to the northeast. The Horse Barn, Generator House, and other maintenance structures are arranged along the circle.

Five crushed stone parking spaces are located along the main access drive, north of the administration node. In the residential corridors, the single family and duplex residences have asphalt driveways. Pedestrian circulation is typically informal, consisting of gravel paths to and between buildings. More formal, colored concrete sidewalks are present around the contemporary multi-unit apartment buildings located in the southern portion of the sub-area.

This sub-area also includes some unpaved and informal service circulation and parking. An unimproved gravel service road trace extends south from the apartments terminating in a turn-around near two utility structures.

CONTRIBUTING FEATURES:

Main access drive (1 contributing structure)
Administration Building parking lot (1 contributing structure)
Inner Loop (1 contributing structure)
Maintenance drive (1 contributing structure)
Asphalt pull-off circle (1 contributing structure)

NON-CONTRIBUTING FEATURES:

Outer Loop (1 non-contributing structure)
Abandoned turnaround loop (1 non-contributing structure)
Crushed stone parking spaces located along the main access drive (1 non-contributing structure)
Asphalt driveways to residences (1 non-contributing structure)
Contemporary colored concrete sidewalks (1 non-contributing structure)

UNDETERMINED FEATURES:

Unimproved gravel service road
Gravel paths between buildings

Campground Sub-Area

The main access road to the Campground Sub-Area originates at the Entrance Road. This straight, two-lane, asphalt paved road is oriented northeast/southwest and terminates in front of the Camper Store. An asphalt-aggregate-paved parking lot is located at the Laundry/Shower Building and along the main access road.

On the east side of the access drive is the main parking lot for the Camper Store and amphitheater. It is also used as a queuing area for vehicles waiting to register and enter the campground. The asphalt parking area is edged in limestone block curbing. The parking lot paving was extended up to and around the trunks of large trees located within the parking lot edge.

The main access drive terminates in a "T" intersection at the front of the Camper Store, with several parking spaces in front of the building, edged in concrete curbing. Immediately west of the store, a narrow dead-end service drive curves to the south and east behind the store, providing access to a service entry and to the four structures behind the building.

The western portion of the "T" becomes an access road to the duplex and exposed-frame cabins; the road ends in a turnaround loop. Further along the access road to the cabin area, a series of parallel access lanes originate from the access road and travel north, between the exposed-frame cabins. The lanes provide vehicular access to the front doors of all the cabins. The roads are on a cinder bed, and the ten-foot-wide paved surfaces are eroding badly.

Vehicular circulation within the duplex cabin cluster is comprised of a u-shaped loop road that is partly unpaved and partly asphalt-aggregate. Stone edging demarcates informal parking spaces along the loop road, and partly lines the road itself.

The campground is reached through a roadway divided into entry/exit lanes around the registration booth island. Campground circulation is comprised of a one-way loop road and several one-way connector drives. Each camp site has a small parking pull-off loop. Many vehicles are parked off the pavement, despite signs requesting that visitors park only on paved surfaces.

An additional gravel access road reaches the group camp sites. The group camp sites have boulder-edged, gravel parking areas with five spaces each. The access road terminates in a turnaround loop.

Concrete sidewalks provide pedestrian access to the Camper Store and Laundry/Shower Building from adjacent parking areas. Pedestrian circulation in the campground area includes numerous informal unpaved paths, such as the path to the Laundry/Shower Building from the Camper Store, a path from the amphitheater to the parking lot, and a path to the Transept Trail.

CONTRIBUTING FEATURES:

- Main access road (1 contributing structure)
- Main parking lot (1 contributing structure)
- Parking spaces at Campground Store (1 contributing structure)
- Registration Booth – entry/exit lanes (1 contributing site)
- Access road to duplex cabins (1 contributing structure)
- Dead-end service drive (1 contributing structure)
- Exposed-frame cabin access lanes (1 contributing structure)
- U-shaped loop road at NPS cabins (1 contributing structure)
- Concrete sidewalks (1 contributing structure)

NON-CONTRIBUTING FEATURES:

- Laundry/Shower parking (1 non-contributing structure)
- Campground loop road (1 non-contributing structure)
- Group campsite access road (1 non-contributing structure)
- Group campsite parking (1 non-contributing structure)

Concessionaire Sub-Area

Much like other developed areas along the Bright Angel Peninsula, the Concessionaire Sub-Area is reached by a single paved main access road originating on the west side of the Entrance Road. This road divides in a one-way asphalt circle before reaching a network of smaller roads and parking areas within the main Concessionaire cluster.

Employee parking lots form the primary circulation pattern within the sub-area. The asphalt parking lots, and their drive aisles, form a large square that encompasses the two southern dormitories and the basketball and tennis courts. All other buildings and structures are located around this square. A rectangular concrete parking pad to the west of the Auto Storage Building's garage door is used for storage of snowplows and maintenance vehicles. Along the main access road, unpaved areas are used for heavy equipment parking. Parking for the eastern cabin is in a gravel area with concrete wheel stops. The northern cabin has no formal parking area.

RV loop roads lead west and south from the parking area at the dining hall, loosely forming three circulation loops. RV and camper slips line these road loops. The slips are typically asphalt and form a pad upon which to secure the RV and hook in to utility service. The main loop roads are paved with asphalt while secondary loop roads are earth and gravel. The Mule Stable and Corral loop road, the primary loop road, extends from the southwest corner of the parking square to the west and terminates at the mule concessionaire employee mess hall. At the mess hall, the pavement becomes wider, forming a square cul-de-sac.

Pedestrian circulation consists of concrete sidewalks between the EDR, dormitories and their associated parking lots. There is no formal pedestrian circulation along the access roads or near the RV/camper slips.

Unpaved footpaths extending out from this sub-area form a network of access to adjacent areas such as the Grand Canyon Lodge. The most well-used of these earthen trails connect to the Bridle Trail near the motels and to the Transept Trail near the Stable.

A gravel and earth road trace leads from the eastern-most RV loop road and curves south, through woodland, to the employee ball field. The road trace is between ten and fifteen feet wide and edged, along some portions, with small stones.

CONTRIBUTING FEATURES:

Main access road (1 contributing structure)

NON-CONTRIBUTING FEATURES:

Employee parking lots (1 non-contributing structure)
Concrete parking pad (1 non-contributing structure)
RV loop roads and slips (1 non-contributing structure)
Mule stable access road (1 non-contributing structure)
Mule stable cul-de-sac (1 non-contributing structure)
Concrete sidewalks (1 non-contributing structure)
Road trace (1 non-contributing structure)

Transept Trail Corridor Sub-Area

The Transept Trail varies between two feet and six feet in width and is an earth and gravel surfaced trail that hugs the western edge of the Bright Angel Peninsula and utilizes several small wooden bridges. The trail ends near the Grand Canyon Lodge where it becomes a formalized gravel and asphalt path with stone edging.

Several spur trails lead from the official Transept Trail to nearby rock outcroppings or smaller viewpoints. These spur paths have, most likely, been unofficially blazed by visitors and appear to be potentially dangerous. Spur trails also lead from sub-areas to the Transept Trail and appear to have

increased erosion and slope degradation in the Transept Trail Corridor.

CONTRIBUTING FEATURES:

Transept Trail (1 contributing structure)

Wastewater Treatment Sub-Area

The sub-area is accessed by a narrow, paved access road leading north from the Headquarters, Housing, and Maintenance Sub-Area. There is no formal pedestrian circulation. The helipad provides airborne circulation.

NON-CONTRIBUTING FEATURES:

Access road (1 non-contributing structure)

Water Tank Sub-Area

A gated, unimproved, post-1968 access road begins at the Entrance Road and approaches the Water Tank Sub-Area from the west. There is no formal vehicular or pedestrian circulation within the cleared area beyond the water tanks.

UNDETERMINED FEATURES:

Access road

Character-defining Features:

Feature Name:	Entrance Road
CLI Feature ID:	189459
Feature Contribution:	Contributing

Feature Name:	Bridle Trail
CLI Feature ID:	189460
Feature Contribution:	Contributing

Feature Name:	Gravel parking pull- off
CLI Feature ID:	189461
Feature Contribution:	Non contributing

Feature Name: Main access drive
CLI Feature ID: 189462
Feature Contribution: Contributing

Feature Name: Administration Building parking lot
CLI Feature ID: 189463
Feature Contribution: Contributing

Feature Name: Inner Loop
CLI Feature ID: 189464
Feature Contribution: Contributing

Feature Name: Maintenance drive
CLI Feature ID: 189465
Feature Contribution: Contributing

Feature Name: Asphalt pull-off circle
CLI Feature ID: 189466
Feature Contribution: Contributing

Feature Name: Outer Loop
CLI Feature ID: 189467
Feature Contribution: Non contributing

Feature Name: Abandoned turnaround loop
CLI Feature ID: 189468
Feature Contribution: Non contributing

Feature Name: Crushed stone parking spaces located along the main access drive

CLI Feature ID: 189469

Feature Contribution: Non contributing

Feature Name: Asphalt driveways to residences

CLI Feature ID: 189470

Feature Contribution: Non contributing

Feature Name: Contemporary colored concrete sidewalks

CLI Feature ID: 189471

Feature Contribution: Non contributing

Feature Name: Unimproved gravel service road

CLI Feature ID: 189472

Feature Contribution: Undetermined

Feature Name: Gravel paths between buildings

CLI Feature ID: 189473

Feature Contribution: Undetermined

Feature Name: Main access road

CLI Feature ID: 189474

Feature Contribution: Contributing

Feature Name: Main parking lot

CLI Feature ID: 189475

Feature Contribution: Contributing

Feature Name: Parking spaces at Campground Store

CLI Feature ID: 189476

Feature Contribution: Contributing

Feature Name: Registration Booth – entry/exit lanes

CLI Feature ID: 189477

Feature Contribution: Contributing

Feature Name: Access road to duplex cabins

CLI Feature ID: 189478

Feature Contribution: Contributing

Feature Name: Dead-end service drive

CLI Feature ID: 189479

Feature Contribution: Contributing

Feature Name: Exposed-frame cabin access lanes

CLI Feature ID: 189480

Feature Contribution: Contributing

Feature Name: U-shaped loop road at NPS cabins

CLI Feature ID: 189481

Feature Contribution: Contributing

Feature Name: Concrete sidewalks

CLI Feature ID: 189482

Feature Contribution: Contributing

Feature Name: Laundry/Shower parking
CLI Feature ID: 189483
Feature Contribution: Non contributing

Feature Name: Camping loop road
CLI Feature ID: 189484
Feature Contribution: Non contributing

Feature Name: Group campsite access road
CLI Feature ID: 189485
Feature Contribution: Non contributing

Feature Name: Group campsite parking
CLI Feature ID: 189486
Feature Contribution: Non contributing

Feature Name: Main Access Road
CLI Feature ID: 189487
Feature Contribution: Contributing

Feature Name: Employee parking lots
CLI Feature ID: 189488
Feature Contribution: Non contributing

Feature Name: Concrete parking pad
CLI Feature ID: 189489
Feature Contribution: Non contributing

Feature Name: RV loop roads and slips
CLI Feature ID: 189490
Feature Contribution: Non contributing

Feature Name: Mule stable access road
CLI Feature ID: 189491
Feature Contribution: Non contributing

Feature Name: Mule stable cul-de-sac
CLI Feature ID: 189492
Feature Contribution: Non contributing

Feature Name: Concrete sidewalks
CLI Feature ID: 189493
Feature Contribution: Non contributing

Feature Name: Road trace
CLI Feature ID: 189494
Feature Contribution: Non contributing

Feature Name: Transept trail
CLI Feature ID: 189495
Feature Contribution: Contributing

Feature Name: Access road
CLI Feature ID: 189496
Feature Contribution: Non contributing

Feature Name: Access road
CLI Feature ID: 189497
Feature Contribution: Undetermined

Feature Name: Log edging on roads and parking
CLI Feature ID: 189499
Feature Contribution: Contributing

Landscape Characteristic Graphics:



The Bridle Trail leads from the Campground Sub-Area to the Grand Canyon Lodge, along the Entrance Road, looking south, August 2010. Source: National Park Service.



The terminus of the inner loop road at the Maintenance node within the Headquarters, Housing, and Maintenance Sub-Area, looking west, August 2010. Source: National Park Service.

Landscape Characteristic:
Land Use

Land uses on the Peninsula remain almost identical to those during the period of significance. Current and historic land uses on the Bright Angel Peninsula include recreation; visitor services; interpretation; residential uses, such as accommodations for park visitors, NPS staff and concessionaire employees; operations and maintenance; administration; and recreation-related livestock use, such as mule and horse shelters. Emergency service facilities once revolved around fire prevention and containment. Currently, fire-related facilities are still in use while a helicopter pad has been added. The singular historical use that is no longer active is the CCC encampment on the Peninsula.

Landscape Characteristic:
Natural Systems and Features

The natural systems and features of the Bright Angel Peninsula have affected the development of the district over time. Initial development on the Peninsula was sited on level topography to facilitate construction. Selective clearing was done to create space for buildings and roads. Ravines, steep slopes, and canyon edges were left undeveloped and vegetated for two main reasons: construction was difficult in these areas and the Peninsula's scenic and natural qualities were maintained. Typical of NPS practices, buildings, circulation, and other features were constructed in harmony with the topography and landform, not through domination of the site. Currently, the developed sub-areas have expanded, leading to more selective tree clearing while the original vegetated slopes and ravines remain untouched. Underbrush has been cleared within the forested areas for fire prevention, yet mature trees remain. Erosion in particular areas has also increased with the expanding development and increasing number of visitors to the Peninsula.

In terms of vegetation, the primary vegetative cover is Ponderosa pine forest that continues to cover the Peninsula. The amount of forest cover remains consistent, especially in areas of steep topography. Historically, most clusters of development were tucked into the forest and kept from view from the Entrance Road. This practice ensured that the Peninsula's natural character would remain intact, enhancing the visitor's Grand Canyon experience. Currently, this practice still remains in place, although the clusters have expanded, requiring some tree-clearing, which has somewhat changed views.

Additionally, CCC crews often re-vegetated disturbed areas to prevent erosion on cleared slopes and replace plantings on construction sites. Disturbed areas continue to be re-vegetated. Re-vegetation is currently taking place on former road beds, cleared areas, and parking lots to prevent infestation by invasive species and prevent or control erosion.

Over time, invasive plant species have begun to colonize on the Peninsula. No historical data is available on invasive species during the period of significance. The following species were among those identified by Beth Eisenberg of the Grand Canyon's North Rim re-vegetation crew as existing, or having existed, on the North Rim: cheatgrass/*Bromus tectorum*; smooth brome/*Bromus inermis*; Kentucky bluegrass/*Poa pratensis*; lambsquarters/*Chenopodium album*; houndstongue/*Cynoglossum officinale*; field bindweed/*Convolvus arvensis*; spotted knapweed/*Centaurea maculosa*; bull thistle/*Cirsium vulgare*; dalmation toadflax/*Linaria dalmatica*; ox-eye daisy/*Chrysanthemum leucanthemum*; red top grass/*Agrostis stolonifera*; orchard grass/*Dactylis glomerata*; horehound/*Marrubium vulgare*; and Johnson grass/*Sorghum halepense*.

Entrance Road Corridor Sub-Area

Because the corridor skirts the eastern edge of the Peninsula, it provides visitors with their first experience of the canyon rim as they travel along the edge of Roaring Springs Canyon. The corridor is also part of the Transition Zone, characterized primarily by Ponderosa pine forest with boreal forest in the northern section of the Sub-area. Other vegetation includes herbaceous grasses along the

edges of the road.

Headquarters, Housing, and Maintenance Sub-Area

Natural systems and features are similar to those located throughout the Bright Angel Peninsula, containing Ponderosa pine forest, relatively level topography, and no standing or running water sources. Sparse grassy areas are located in sunnier spots and clearings.

Campground Sub-Area

The sub-area is surrounded by forest and ravines. The ravines form a topographical separation between the Campground Sub-Area and surrounding areas. The sub-area, like others on the Peninsula, is constructed on level land that slopes gently away from the Entrance Road and toward the Transept Canyon rim.

Erosion is evident between the Camper Store and group camping sites, apparently resulting from parking lot runoff, water runoff from a spigot, and run-off from a small drinking water standpipe—all located along the same area of the slope.

Vegetation in the Campground Sub-Area is comprised largely of tall, mature Ponderosa pine forest which casts a great deal of shade. Excess organic debris, pine needles, and brush have been pushed into piles for fuel reduction purposes. There is little understory or shrub vegetation, although some of the more open areas in the campground contain groups of aspens and grassy areas. Ravine vegetation includes a wider variety of plants due to a variation in light and moisture conditions. Plants such as aspen, grasses, and cat-claw acacia exist in the ravine edges and bottoms. Several large Ponderosa pine trees are located in the main parking lot and grow through the asphalt pavement. It appears as though the pavement was constructed around the trees.

A single small tree is the only ornamental planting in front of the Camper Store. Ornamental vegetation, consisting of low-growing evergreen shrubs, exists at the Service Station in the planted island between the paved area and the main access road. At least one of the 1950s-era campground comfort stations has plantings or ornamental evergreen shrubs. In the clearing south of the Camper Store, small signs indicate that the edges of the space are being re-vegetated.

Concessionaire Sub-Area

Typical of the rest of the Bright Angel Peninsula, the Concessionaire Sub-Area is surrounded by forested areas consisting largely of Ponderosa pine and aspen with sparse understory and no shrub layers. The ground surface is bare soil or covered with pine needles. Occasional volunteer grasses exist in sunnier spots. The topography slopes gently to the west and more steeply to the south. Ravines are located on the northern and southern edges of the sub-area (Figure 4).

Transept Trail Corridor Sub-Area

Natural systems and features of the canyon are a primary aspect of the Transept Trail Corridor. The corridor contains many species of vegetation as well as views to geologic features. The Transept Trail crosses steep ravines which carry runoff from the majority of the Bright Angel Peninsula.

Because of its location on the canyon rim, the Transept Trail corridor contains varying microclimates that support cliff-edge vegetation (Figure 5). Vegetation is more diverse than most areas—Ponderosa pine, shady ravines, and the sunny canyon rim are all present in the corridor. Ponderosa pine forest, including aspens, is found to the east of the trail. Shrubs line both sides of the trail and include cliffrose, cat-claw acacia, Ribes species, and short grasses. A number of wildflowers also grow within the corridor. Ravine vegetation includes types of ferns and other shade-tolerant species found in the ravine bottoms and side slopes. Certain areas along the trail have been designated as “re-vegetation areas.” These areas are marked with small signs and consist of cleared areas with small grasses and immature shrubs and trees. Most of these re-vegetation areas are located along the western side of the trail. Canyon rim vegetation can be seen along the upper slopes of the Transept Canyon.

Ravines crossing the corridor are steep slopes whose bottoms carry water runoff from the upland areas of the Bright Angel Peninsula. Because the topography of the Peninsula slopes generally east to west, the majority of water flows into the Transept Canyon. However, none of the ravines has a

perennial flow of water. The sheltered ravines support a variety of vegetation, such as ferns, not found elsewhere in the Bright Angel Peninsula forests due to the increased presence of water and shade. The shade cover also provides a respite for visitors, away from the hot and often sunny canyon edge.

Soil erosion is prevalent along the trail due in part to runoff from developed areas. Rills and small swales cut into the hillside and drain into the Transept Canyon. The presence of steep banks along the corridor and paved or compacted ground surfaces in the sub-areas increase the erosion problem. Specific areas of erosion, noted during fieldwork, are located on the inventory maps.

Wastewater Treatment Sub-Area

Natural systems and features are similar to those found throughout the Bright Angel Peninsula with forested areas surrounding developed areas. The area is mostly cleared, yet retains sections of Ponderosa pine forest at its edges (Figure 6). The helipad is located in a grassy clearing while the trailers are interspersed within the forest. Potential invasive species, such as thistle and grasses, are located along the treatment plant fence and entrance.

Water Tank Sub-Area

The sub-area is an open clearing surrounded by dense forest vegetation. It is close to the edge of Roaring Springs Canyon, although dense Ponderosa pine vegetation prevents views beyond the rim. The water tanks are connected by pipeline to Roaring Springs, an historic source of potable water on the North Rim. The topography is relatively level, sloping gently to the southeast and away from the road corridor. Just past the water tanks, the ground suddenly drops away into Roaring Springs Canyon. Other vegetation consists of fir, aspen, and spruce.

Landscape Characteristic Graphics:



Ravines are found along the western edge of the Concessionaire Sub-Area, looking east, August 2010.

Source: National Park Service.



Vegetation through a ravine east of the Transept Trail Corridor, looking east, August 2010. Source: National Park Service.



The sub-area is mostly cleared, yet retains sections of Ponderosa pine forest at its edges, looking north, August 2010. Source: National Park Service.

Landscape Characteristic:

Small Scale Features

Few small-scale features survive from the period of significance on the Peninsula. Features that do survive include boulder or log edging and curbing, wood directional signs, log wheel stops, split-log benches, sandstone curbing, drinking fountains, and fire rings. Historic features were typically made of sandstone, limestone, or wood. Most of the features associated with maintenance or recreation have been updated over time because of “wear-and-tear” or technological advancement. In addition, the total number of features has, most likely, increased along with Peninsula population and visitation. New features include metal traffic signage, charcoal grills, trash receptacles, picnic tables, fire hydrants, overhead lighting, utility meters, concrete pads and ramps, chain-link fencing, solar panels, satellite dishes, propane tanks, and radio antennae among several others. Features missing from the period of significance include the tennis court, half of the concessionaire Mule Corral fencing, upright log curbing in parking lots, and a host of other features that have been updated over time.

Extant small-scale features tend to blend with the historic and wilderness character of the landscape because they are made of natural elements. Newer features made of metal, plastic, and concrete are not harmonious with the historic character of the site and can often be easily distinguished from features between 1917 and 1942.

Entrance Road Corridor Sub-Area

There are few small-scale features within the Entrance Road Corridor Sub-area—all of which are non-contributing features. Traffic signage consists of reflective safety and speed limit signs while wood directional signage consists of smaller, brown wood signs indicating the names of, and distances to, local attractions and trails. Drainage is funneled under the roadway, to the west, via culverts. Contemporary culverts are constructed of metal corrugated pipe with a flared end; some have associated stone riprap. Portions of the Entrance Road have stone or boulder edging, including the picnic area parking pull-off. The picnic area also features movable picnic tables, charcoal grills, and trash receptacles.

Headquarters, Housing, and Maintenance Sub-Area

There are many small-scale features in this sub-area, relating to both residential uses and maintenance needs. All existing small-scale features are non-contributing features. Many of the roads in this area are edged by boulders and stones, possibly to discourage casual off-road parking. Traffic signs and wood directional signage are located throughout the sub-area. Fire hydrants are typical of those throughout the Peninsula, and are painted yellow, red, or purple to indicate to which water system they are connected. Along the main access road, the crushed stone parking spaces feature large wheel stops composed of one large, peeled log laid horizontally across two notched limestone blocks. Some lighting in this area is fastened to tree trunks. In the residential clusters, typical small-scale features include various styles of trash receptacles, some grouped and screened by wood fencing; small, private storage units; outdoor furniture; and firewood piles.

A large concrete pad between the administration and maintenance clusters serves as a make-shift basketball court. Charcoal grills and trash receptacles are built into a wall along one edge of the pad. Picnic tables sit on the pad when no basketball games are being played. Overhead lighting and basketball hoops are also located on the pad.

Many small-scale features related to firefighting are located in the maintenance cluster near the Fire Office area. These include a fire bell, hose drying racks, and standpipes connected to both the reclaimed water (purple) and potable water (yellow) systems; and a small green tank-storage shelter. Wood fencing around the back of the Fire Office is constructed of vertical peeled-log posts supporting brown painted wood planking.

At the Horse Barn is a small corral area fenced in brown-painted metal pipe fencing. Located near the Generator House is a gas pump protected by metal bollards.

Split-log benches and wood rail fencing are located at the scenic viewpoint.

Campground Sub-Area

Throughout the Campground Sub-Area, there are a number of contributing and non-contributing features. Traffic signs and wood directional signs provide information to visitors. Many roads are edged in boulder or log edging. The laundry and main parking lots are edged in sandstone curbing (Figure 15). Fire hydrants and split-log benches dot the landscape.

A square, sandstone drinking fountain and two telephone kiosks are located south of the Camper Store. East of the NPS cabins is an area, screened with brown painted wood board fencing that contains dumpsters, propane tanks, and other utilitarian objects (Figure 16).

Small-scale features at the Service Station include lighting resting atop stone piers. The light posts are mounted on tall orange-painted poles. The paved area in front of the Service Station is edged in large, twelve-inch-tall rough-hewn limestone blocks. Contemporary gas pumps sit in front of the building.

Ground-level landscape lighting is found along the path to the amphitheater. The amphitheater also has two round fire rings, edged in stone, near the projection screen. Seating consists of long split-log benches resting on concrete piers. The benches are arranged in three sections in a semi-circular fashion. Each campground site has a standard set of small-scale features, including a two-foot-high wooden stake with a painted number identifying the camp site number, a concrete fire pit with metal grill element, and a picnic table.

Trash receptacles are located throughout the Campground Sub-Area. At the entrance to the group camp site area is a cluster of small-scale functional elements including a portable toilet, trash receptacles, and an information board with a roof.

CONTRIBUTING FEATURES:

Boulders along roads (1 contributing object)
Log edging on roads and parking (1 contributing object)
Sandstone curbing (1 contributing object)
Stone drinking fountain (1 contributing structure, previously listed on NR)

Concessionaire Sub-Area

Small-scale features in the area are non-contributing and generally support housing or maintenance operations or relate to the day-to-day lives of concession employees. Several types of outdoor furniture are found throughout the Concessionaire Sub-Area. These small clusters of benches and chairs serve as informal seating and gathering areas for employees. The style and number of benches and chairs varies widely and includes desk chairs, wood tables, and metal lawn chairs. Wood and metal picnic tables are also scattered throughout the sub-area. Aluminum bike racks are located near the dormitories for employee use.

Employees have access to a range of athletic equipment. The sand volleyball court is located just south of the basketball court and is equipped with a standard volleyball net. Workout equipment is located in and around the Employee Laundry building and includes pull-up bars, punching bags, and a punching dummy. A small, mortared-stone fire ring is located south of the volleyball court. Split-log benches are located around the ring.

Concrete curbing is located around the edges of the asphalt parking lots. Many of the curbs are crumbling, most likely from being run over by heavy vehicles. A wide variety of trash receptacles are used in the sub-area; no one type prevails, but styles include blue or black metal barrels, galvanized silver, green or brown metal cans, black plastic barrels, blue plastic recycling barrels, and wooden barrels.

Utility meters and boxes are located throughout the sub-area and are typified by long, green plastic boxes half-buried in the ground. Manhole covers are set into the ground and pavement in the area. Fire hydrants handle either potable water or treated effluent water for firefighting. Very little lighting exists in the Concessionaire Sub-Area.

Typical overhead lighting standards consist of tall, square, metal posts set on round concrete foundations. This lighting is found almost solely around the dormitory areas; other lighting is sporadic.

A concrete loading dock and dumpsters are located on the south side of the EDR. A red, rusty metal water or fuel tank sits on a metal stand along the western edge of the Garage and Auto Storage building. Propane tanks, contemporary in construction, provide fuel for the buildings and structures. To the southeast of the EDR is a utility area containing dumpsters and surrounded by brown-painted wood fencing.

The Mule Concessionaire node has its own set of small-scale features. Various material piles of debris and rubbish are scattered about. A large grouping of utility meters and boxes is located just outside, to the north, of the Mess Hall. A large satellite dish is located in this grouping. South of the mule stable, a round concrete footing, about two feet in diameter, sits flush in the ground. Two wooden post stubs are set into the concrete. Other features include clotheslines, chairs, tables, benches, trash cans, washing machines, and tools.

A stone fire circle, between eight and ten feet in diameter, is located in the northwest corner of the employee ball field. Log benches surround the circle and a short, rock-lined path leads to the northwest. The employee ball field is very loose in form. It is bare earth roughly in the shape of a traditional baseball diamond. Home plate is located in the southwest corner. The diamond has a backstop made of old metal pipe and chain-link fence.

Transept Trail Corridor Sub-Area

Several small-scale features exist within the trail corridor that are non-contributing. These features serve directional, erosion and run-off-control, interpretive, and recreational purposes. Throughout the Transept Trail, wood directional signs direct visitors to the Transept Trail and indicate distances to features located along the trail. Typically, these signs consist of yellow letters routed onto a wood plaque and set upon a wood post.

Along the trail, concrete drainage pads and metal culverts help to direct the flow of water. The concrete pads, approximately four feet by four feet, with limestone cheek walls, are set across the trail at various points. The pads are set onto drainage swales where water has eroded away the soil and exposed the underlying limestone. Corrugated metal culverts, located along the trail, are between eight and twelve inches in diameter. Several pipes are clogged with pine needles and debris, making them ineffectual for drainage.

A concrete footing with inset pipe stub is located along the portion of the trail parallel to the Concessionaire Sub-Area. The pipe stub rises between three and four inches above the footing. Short, square pipe posts appear in some of the ravines. These posts appear to have been used to mount signage yet are now abandoned. An interpretive sign interprets an archeological ruin that has been reconstructed along the trail. Benches and seating are provided along the trail. Most benches consist of smooth split logs set on footings, although a Victorian park bench is located at the formal vista near the Standard Cabins.

Wastewater Treatment Sub-Area

Small-scale features in the helipad area include a windsock, signage, and radio antennae. The treatment plant is surrounded by a metal chain-link fence. The basin area with metal catwalks is lit by four overhead lights on tall poles. The tops of the lights are covered by dark-sky boxes which direct light downward and decrease light pollution. All of these features are non-contributing.

Water Tank Sub-Area

A contemporary metal entrance gate prevents vehicular access when locked. A sign posted on the gate prohibits parking at the entrance at all times. In the cleared areas south of the water tanks, material piles of wood, brush, and gravel have accumulated over time. All small-scale features in the area are non-contributing.

Character-defining Features:

- Feature Name:** Boulders along roads

CLI Feature ID: 189500

Feature Contribution: Contributing
- Feature Name:** Log edging on roads and parking

CLI Feature ID: 189501

Feature Contribution: Contributing
- Feature Name:** Sandstone curbing

CLI Feature ID: 189502

Feature Contribution: Contributing
- Feature Name:** Stone drinking fountain

CLI Feature ID: 189503

Feature Contribution: Contributing

Landscape Characteristic Graphics:



Sandstone curbing lines the edges of the Camper Store parking node within the Campground Sub-Area, looking southeast, August 2010. Source: National Park Service.



CCC-era stone drinking fountain located south of the Camper Store in the Campground Sub-Area, looking south, August 2010. Source: National Park Service.

Landscape Characteristic:
Spatial Organization

Between 1917 and 1942, pockets of development now identified as sub-areas of the Bright Angel Peninsula Historic District, organized according to use, were created throughout the peninsula (Figure 1). These clusters were set back into the forest along the Entrance Road, which terminated at the Grand Canyon Lodge (outside of the district). Most of the clusters existed on the west side of the road because of the greater amounts of level land upon which to build. This same pattern of organization currently exists on the peninsula. The clusters, or sub-areas, of development exist in their same locations as during the period of significance while the road continues to terminate near the Grand Canyon Lodge. This spatial pattern is a key element of the peninsula's historic character. Within individual sub-areas, spatial patterns have undergone greater degrees of change, yet often remain very similar to their organization during the period of significance.

The Entrance Road forms the main north-south circulation route and is the “spine” of the district. As one enters the district along the road, the first cluster of development is the Headquarters, Housing, and Maintenance Sub-Area to the west. To the south of the headquarters area is the Campground Sub-Area and further south is the Concessionaire Sub-Area. The Transept Trail Corridor Sub-Area forms the western edge of the district along the canyon edge. The Wastewater Treatment Sub-Area is west the Entrance Road at the northern end of the district, while the Water Tank Sub-Areas is to the east of the Entrance Road in the same general vicinity.

Entrance Road Sub-Area

The Entrance Road Sub-Area is part of a linear road corridor that extends east to the edge of Roaring Springs Canyon and west to include the Bridle Trail. The sole break in the linearity of the corridor is a single parking pull-off which bumps out along the pavement edge, east of the road, just south of the Campground Sub-Area. Land use within the area includes vehicular, pedestrian, and equestrian transportation—and recreational use at the picnic area.

Headquarters, Housing, and Maintenance Sub-Area

This area is used as a residential area for NPS staff, administration facilities for park operations and visitor services, and maintenance facilities. The Headquarters, Housing, and Maintenance Sub-Area is organized into three primary spaces: the administration node, a maintenance corridor, and three residential corridors. The administration node is a space consisting of administration and staff-support buildings surrounding a parking lot. This arrangement is further defined by woodland that edges the space. The maintenance corridor consists of a linear extent of pavement surrounded by NPS maintenance buildings and structures. To the north, the pavement widens into a circular terminus which is also defined by buildings. Each residential corridor also consists of linear stretches of pavement edged with residential buildings, such as apartments and houses. These corridors form a somewhat concentric pattern, using the administration node as a central point.

Campground Sub-Area

The Campground Sub-Area is used for recreational, residential, commercial, and interpretive purposes. Both recreational and interpretive activities take place in the amphitheater. Residential facilities are comprised of short-term visitor accommodations, such as tent camping, and NPS staff housing in the Duplex Cabins and in cabins adjacent to the Camper Store (former Grand Canyon Inn). Commercial facilities include the Camper Store—a general store supplying a variety of goods—and the Service Station, which supplies fuel. The access road to the Camper Store forms a linear corridor defined by buildings and vegetation along the edge of the pavement. Along this corridor is the Service Station node, which is defined by the stone walls that enclose the building and pavement. The Camper Store forms a central node around which all other spaces radiate. To the southeast is the campground which is a level, relatively open, oval-shaped space defined by the surrounding forest edge. Northwest of the Camper Store is the network of exposed-frame cabins. This grid-like network is determined by building relationships and access lanes. The group camping node is located to the southwest of the Camper Store. The node is actually a series of cleared gravel spaces surrounded by forest edge. The amphitheater node is a space located to the north east of the Camper Store. The space is defined, typical of the sub-area, by surrounding forest edge.

Concessionaire Sub-Area

The primary function of the Concessionaire Sub-Area is residential, although maintenance functions exist in the complex. The sub-area is comprised mostly of staff housing, mainly for seasonal employees including concession operators and NPS personnel. Spatial organization within the Concessionaire Sub-Area consists of a network of road corridors and nodes that are defined by buildings and vegetation. The sub-area is reached by way of a linear access road corridor, leading from the Entrance Road that is defined by the width of the pavement and the surrounding forest edge. The corridor merges into the dormitory node. This node is essentially a grouping of smaller spaces created by building relationships to one another and circulation corridors, such as the parking lots. The RV loop road network begins west and south of the dormitory node and consists of three circulation corridors that allow access to the RV and camper slips and to the Mule Stable and Corral. These narrow loop road networks are defined both by the width of the pavement and slips and by the forest vegetation which surrounds the edges of the corridors. At the end of the main loop road corridor is the Mule Concessionaire node which appears as a widened expanse of pavement, or cul-de-sac. The Mess Hall, Mule Stable and Corral, and RV's or campers encircle the pavement. This node acts as the primary terminus of the Concessionaire Sub-Area and the main loop road. The final significant space in the sub-area is the employee ball diamond, found south and west of the main sub-area spaces. The ball diamond is a node of space consisting of a wide, earthen clearing surrounded by forest vegetation.

Transept Trail Corridor Sub-Area

Transept Trail is mainly used for recreation, as the views from the trail wholly support visitor enjoyment of scenery and recreational walking and hiking. The Transept Trail Corridor officially begins at a trailhead located in the Campground Sub-Area. This gathering space, or node, quickly merges into the linear trail corridor. The linear trail corridor is of varying width and follows the general alignment of the Transept Trail. The corridor is defined by the forest edge and steep slopes to the east and the canyon rim to the west. The corridor also includes the ravines over which the trail crosses.

Wastewater Treatment Sub-Area

The Wastewater Treatment Sub-Area is primarily utilitarian in function, specifically the treatment and reclamation of wastewater from the developed areas of the peninsula. The area is also used for emergency and supply helicopter landings, as well as residential use. Three primary spaces make up the spatial organization of the Wastewater Treatment Sub-Area. The primary space is the Wastewater Treatment node which contains the Wastewater Treatment Plant and is defined by fencing. The helipad clearing is located southeast of the Wastewater Treatment node. It is a grassy clearing, defined by the Peninsula edges and forest vegetation edging the clearing. Just to the east of this clearing is a grouping of residential trailers. This space is defined by the relationship of the trailers to each other.

Water Tank Sub-Area

The Water Tank Sub-Area primarily supports water utility functions and storage for maintenance-related debris and materials within the Peninsula. As such, there are two spaces associated with the Water Tank Sub-Area. The water tanks are located in a clearing, although much of the open space is taken up by the large tanks. The space is surrounded by forest edge. To the south is an open, gravel-floored clearing containing the remaining four buildings and structures in the sub-area. This clearing is also defined by the Ponderosa pine forest edge.

**Landscape Characteristic:
Vegetation**

In general, vegetative features have not greatly changed from the period of significance. The primary feature is the Ponderosa pine forest community that continues to cover the Peninsula. The amount of forest cover remains consistent, especially in areas of steep topography. Historically, most clusters of development were tucked into the forest and kept from view from the Entrance Road. This practice ensured that the Peninsula's wilderness character would remain intact, enhancing the visitor's Grand Canyon experience. Currently, this practice still remains in place, although the clusters have expanded, requiring some tree-clearing.

CCC crews often re-vegetated disturbed areas to prevent erosion on cleared slopes and replace plantings on construction sites. Disturbed areas continue to be re-vegetated. Re-vegetation is currently taking place on former road beds, cleared areas, and parking lots to prevent infestation by invasive species and prevent or control erosion.

Over time, invasive plant species have begun to colonize on the Peninsula. No historical data is available on invasive species during the period of significance. The following species were among those identified by Beth Eisenberg of the Grand Canyon's North Rim revegetation crew as existing, or having existed, on the North Rim:

- Cheatgrass (*Bromus tectorum*)
- Smooth brome (*Bromus inermis*)
- Kentucky bluegrass (*Poa pratensis*)
- Lambsquarters (*Chenopodium album*)
- Houndstongue (*Cynoglossum officinale*)
- Field bindweed (*Convolvus arvensis*)
- Spotted knapweed (*Centeurea maculosa*)
- Bull thistle (*Cirsium vulgare*)
- Dalmation toadflax (*Linaria dalmatica*)
- Ox-eye daisy (*Chrysanthemum leucanthemum*)
- Red top grass (*Agrostis stolonifera*)
- Orchard grass (*Dactylis glomerata*)
- Horehound (*Marrubium vulgare*)
- Johnson grass (*Sorghum halepense*)

**Landscape Characteristic:
Views and Vistas**

The views and vistas afforded by the Grand Canyon, its side canyons, mesas, and plateaus, are the primary reason that visitors come to the park. These expansive views can be seen at any point along the Peninsula rim. On a smaller scale, vistas are available—often not registered by the visitor—on the interior of the Peninsula. For instance, a maintenance building is sited at the terminus of the Headquarters, Housing, and Maintenance Sub-Area's access road. In addition to these intended or scenic views are undesirable views. For example, visitors entering the Peninsula can see temporary housing trailers that sit near the Wastewater Treatment Plant.

Entrance Road Corridor Sub-Area

The Corridor is an important arrival experience and provides the visitor's first view of the developed area. Most development is set back and screened from view of the road by forest vegetation. However, views to the Wastewater Treatment Sub-Area, including the temporary residential trailers and reclaimed water tank, are plainly visible to vehicles traveling in both directions along the Entrance Road.

The Entrance Road was specifically designed to provide a terminal vista to Grand Canyon Lodge (outside of the district boundary). To the east of the Entrance Road are partially-screened views of Roaring Springs Canyon.

Headquarters, Housing, and Maintenance Sub-Area

Views within and from this area are limited by vegetation that screens the developed clusters from their surroundings. A viewpoint is located on the outer loop road overlooking the edge of Transept Canyon. Vegetation has been cleared here to provide a panoramic view of the canyon.

Campground Sub-Area

The major view within the Campground Sub-Area is the vista down the main access road framing the Camper Store at the end of the long, straight arrival route (Figure 2). A few partially-screened views of the Transept Canyon are available from the western edge of the sub-area.

Concessionaire Sub-Area

Because the Concessionaire Sub-Area is purposely sited to be hidden from view of the greater Bright Angel Peninsula region and also nearby visitor areas, there are no significant views to or from this area. Views are mainly internal within the sub-area surrounded by a forest backdrop.

Transept Trail Corridor Sub-Area

Views of the Transept Canyon and beyond are one of the main attractions offered by the Transept Trail Corridor. Many of the views toward the Transept Canyon are partially-screened through rim vegetation. Yet, spectacular views of the larger canyon are available at rock outcroppings and cleared areas. Distant views of the Grand Canyon and South Rim are afforded to Transept Trail hikers (Figure 3). A formal vista is provided closer to the Standard Cabin Sub-Area. This viewpoint consists of a cleared area with benches for viewing panoramic canyon scenes.

Other views consist of vegetated slopes and ravines and glimpses into developed sub-areas, such as the group campground area, concessionaire mule stable to the east of the corridor, and Standard Cabins surrounding the Grand Canyon Lodge (outside the district boundary). The Transept Trail can also be viewed from these areas.

Wastewater Treatment Sub-Area

The grassy clearing affords views of the head of Transept Canyon. In addition, this area is visible from the Entrance Road when leaving and approaching the Bright Angel Peninsula. The residential trailers are also visible from the Entrance Road.

Water Tank Sub-Area

Views to any adjacent area are heavily screened by dense vegetation. More importantly, views from the road and surrounding areas to the Water Tank Sub-Area are screened by this same vegetation.

Landscape Characteristic Graphics:



Linear view of the Camper Store from the main access drive within the Campground Sub-Area, looking southwest, August 2010. Source: National Park Service.



Views of the Transept Canyon and distant views of the Grand Canyon from the Transept Trail Corridor, looking west, August 2010. Source: National Park Service.

**Landscape Characteristic:
Cluster Arrangement**

Not used: See Spatial Organization.

**Landscape Characteristic:
Constructed Water Features**

Not used.

**Landscape Characteristic:
Cultural Traditions**

Not used.

**Landscape Characteristic:
Topography**

Not used.

Condition

Assessment Interval (Years): 8

Next Assessment Due Date: 09/08/2029

Condition Assessment and Impacts

Condition Assessment: Fair

Assessment Date: 12/31/2003

Condition Assessment Explanatory Narrative:

The CLR listed majority of features in fair condition. Superintendent concurrence was received 12/18/2006.

Condition Assessment: Fair

Assessment Date: 09/26/2011

Condition Assessment Explanatory Narrative:

Landscape vegetation degraded from social trails, footpaths and use of service carts. Intrusion of new buildings into the landscape (EMS facility) that are visible from the entrance road. This issue can be resolved with continued revegetation to screen the facility from the entrance road. Removal of six external frame cabins from the Grand Canyon Inn sub-area (approved removal).

Condition Assessment: Good

Assessment Date: 09/08/2021

Condition Assessment Explanatory Narrative:

The condition of the Bright Angel Peninsula Historic District is good. New vegetation has begun to grow in areas surrounding the EMS building and will help screen the building from the Entrance Road in this part of the district overtime. There are two entries to the facility. The north entry is more visible than the south entry. Perhaps consideration could be given in the future to closing and restoring the north driveway.

Many buildings have been maintained through preservation treatments like painting, while others have received full repair and rehabilitation (Admin area cabin #155-PEPC 68906 for example).

Vegetation communities are intact and circulation and spatial arrangements are largely unchanged. The non-contributing kiosk at the entrance to the campground was removed sometime after 2005. The traffic lanes into and out of the campground (considered contributing) remain unchanged. A new campground check-in station was reported during the previous condition assessment. The new check-in station was constructed within the larger market parking area (east of the Inn/market) so traffic flow remains as it has in the past.

Although reported as missing in the revised 2006 Cultural Landscape Inventory (CLI) document, building 0923 is still existing.

One contributing small-scale landscape feature was removed (unapproved removal). The feature consisted of a stone drinking fountain that was locally significant according to the Inn and Campground National Register nomination (Chappell 1982). The fountain was removed sometime after 2017 when a final work order was submitted to repair the feature.

The photograph shown in the 2006 CLI (page 127) shows a stone drinking fountain attributed as being located south of the market. The photograph refers to a stone drinking fountain located at the North Kaibab Trailhead. Its location is verified by the presence of fir trees in the photograph. The Inn and Campground are in a Ponderosa Pine forested area. Unfortunately, no quality photographs of the market drinking fountain have been found.

Some non-contributing structures have been removed from the district, including the telephone booths in front of the market and the older campground kiosk mentioned earlier.

Impacts include:

soil compaction, visitation, temperature/warmer averages, drought, vegetation/invasive plants, and inappropriate maintenance. These agents are currently at low-low moderate levels and are not currently having significant effects to the district.

Historical and natural features and values are largely preserved. (E.B.)

Stabilization Measures:

Impacts

Type of Impact: Exposure to Elements

Other Impact:

External or Internal: Internal

Impact Description: Widespread deterioration of paved surfaces due to weathering

Type of Impact: Structural Deterioration

Other Impact:

External or Internal: Internal

Impact Description: Certain structures are deteriorating, especially sheds and other utility structures.

Type of Impact: Improper Drainage

Other Impact:

External or Internal: Internal

Impact Description: Gravel surfaces are stony and eroded due to improper drainage. Erosion threatens historic character in some areas.

Type of Impact: Operations On Site

Other Impact:

External or Internal: Internal

Impact Description: Curbs are destroyed, likely by vehicles.

Type of Impact: Deferred Maintenance

Other Impact:

External or Internal: Internal

Impact Description: Gravel parking lots have unclear edges. Vehicles park in inappropriate locations, damaging vegetation.

Type of Impact: Vegetation/Invasive Plants

Other Impact:

External or Internal: Internal

Impact Description: Invasive species appear to be a problem, including invasive ornamentals

Stabilization Costs

Treatment

Treatment

Approved Treatment: Rehabilitation
Approved Treatment Document: Cultural Landscape Report
Document Date: 2003-12-31
Approved Treatment Document Explanatory Narrative:

A Cultural Landscape Report was issued December 2003 - January 2004.

Approved Treatment Completed: No

Approved Treatment Costs

Landscape Approved Treatment Cost Explanatory Description:

A Cultural Landscape Report was issued December 2003 - January 2004.

Bibliography and Supplemental Information

Bibliography

Citation Author:	John Milner Associates, Inc.; History Matters Consulting Historians; Rivanna Archaeology Consulting Historian; van Dijk Westlake Reed Leskosky Architects
Citation Title:	North Rim Bright Angel Peninsula Developed Area Cultural Landscape Report
Year of Publication:	2003
Citation Publisher:	National Park Service
Citation Type:	Both Graphic And Narrative
Citation Location:	NPS IMR Cultural Landscapes Program Files