
National Park Service
Cultural Landscapes Inventory

2022



Jumbo Rocks Campground
Joshua Tree National Park

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Introduction

The Cultural Landscape Inventory (CLI)

The Cultural Landscape Inventory (CLI) is a comprehensive inventory of all cultural landscapes in the National Park System. Landscapes that are listed, or eligible for listing, on the National Register of Historic Places, or are otherwise managed as cultural resources and in which the National Park Service has, or plans to acquire, legal interest are included in the inventory. The CLI identifies and documents each landscape's location, size, physical development, landscape characteristics, character-defining features, and condition. Cultural landscapes have approved CLIs when concurrence with the findings is obtained from the park superintendent and all required data fields are entered into the Cultural Resources Information System (CRIS-CL) database. In addition, for landscapes not currently listed on the National Register and/or without adequate documentation, concurrence is required from the State Historic Preservation Officer, Tribal Historic Preservation Officer, or the Keeper of the National Register.

Scope of the CLI

The information contained within the CLI is compiled from primary and secondary sources and through on-site surveys of the landscape. The level of investigation is dependent upon scoping the need for information. The baseline information collected provides a comprehensive look at the historical development and significance of the landscape. Documentation and analysis of the existing landscape identifies character-defining characteristics and features and allows for an evaluation of the landscape's integrity and an assessment of the landscape's condition. The CLI also includes historic maps, drawings, and images; photographs of existing conditions; and a site plan that indicates major features. The CLI documents the existing condition of park landscape resources and identifies impacts, threats, and measures to stabilize condition. This information can be used to develop strategies for improved stewardship. Unlike a Cultural Landscape Report (CLR), the CLI does not provide management recommendations or treatment guidelines for the cultural landscape, but it may identify stabilization measures.

The Cultural Resources Information System (CRIS)

CRIS is the National Park Service's database of cultural resources on its lands, consisting of archeological sites, historic structures, ethnographic resources, and cultural landscapes. Cultural Resources Inventory System (CRIS) replaces three legacy inventory systems: ASMIS (archeology), CLI (cultural landscapes), and LCS (historic structures); and it reinstates the former ERI (ethnographic resources). This Cultural Landscape Inventory document reflects the information in a corresponding CRIS Cultural Landscape record.

Statutory and Regulatory Foundation

The legislative, regulatory, and policy directives for conducting and maintaining the CLI within CRIS are:

- National Historic Preservation Act (NHPA) of 1966 (16 USC 470h-2(a)(1)) Sec. 110
- Executive Order 13287: Preserve America, 2003. Sec. 3 (a and c)
- Secretary of the Interior's Standards and Guidelines for Federal Agency Historic Preservation Programs
- Pursuant to the National Historic Preservation Act, 1998. Std. 2
- Cultural Resource Management Guideline, 1997, Release No. 5, page 22; issued pursuant to Director's Order #28 (DO-28)

The NHPA requires the identification, evaluation, and nomination of historic properties to the National Register of Historic Places and the maintenance and expansion of an inventory of cultural resources. DO-28 requires a cyclic assessment of the current condition of cultural landscapes based on an assessment interval, with a default of six years.

Use

Beyond fulfilling legal and policy requirements, park staff can use the Cultural Landscape Inventory in the following ways:

- To learn about park cultural landscapes (all staff)
- To inform management decisions (park managers)
- To inform project planning and development (park managers, facility managers, project managers, compliance specialists)
- To monitor the condition of the cultural landscape and take measures to protect its significance and integrity (cultural resource managers, facility managers)
- To recognize the stabilization and treatment needs of landscape features and plan work within cultural landscapes to address the needs (facility managers, cultural resource managers)
- To understand the cultural value of natural systems in a cultural landscape (natural resource managers)
- To create programming and educational materials based on site history (interpretation and education specialists)
- To recognize impacts within cultural landscapes and enforce protection measures (visitor and resources protection staff)

General Information

Property Level and CLI Numbers

Inventory Unit Name:	Jumbo Rocks Campground
Resource Classification:	Cultural Landscape
CLI Identification Number:	976235
Parent Landscape:	976235
Inventory Status:	Complete

Park Information

Park Name:	Joshua Tree National Park
Alpha Code:	JOTR
Park Organization Code:	8330
Park District:	JOTR
Region:	Pacific West
Restricted:	Yes

Landscape Description:

The Jumbo Rocks Campground is located in the northeastern portion of the Park, approximately 12 miles south of the Oasis Visitor Center in Twentynine Palms. It is accessible from Park Boulevard, a 26.5-mile-long road which connects the north and west entrances of the Park. The campground is situated at an approximate elevation of 4,385 feet above mean sea level (amsl). Nearby landforms include Queen Valley to the west and Malapai Hill to the south.

The Jumbo Rocks Campground was one of two campgrounds developed in the Park (then a national monument) around 1950. That year, concrete tables were erected at the campground. Between 1962 and 1965, additional developments including road and site work and installation of toilets were made to the campground. By 1977, the site had grown to include 130 campsites for visitors, making it the largest of the Park's campgrounds at the time. Associated amenities currently present at the campground include picnic tables, freestanding grills, steel fire rings, vault toilets, signage, parking areas, trash and recycling facilities, and a trailhead.

Jumbo Rocks Campground is eligible for listing in the NRHP under Criterion A at the local level of significance for its association with the development of recreational facilities and educational opportunities in the Park between the years 1950–1972, and for its association with the Mission 66 program between the years 1956–1972. Although its integrity of materials and workmanship have been compromised through removal and replacement of campsite furniture and campground amenities, it continues to retain its integrity of location, design, setting, feeling, and association.

Landscape Hierarchy Description:

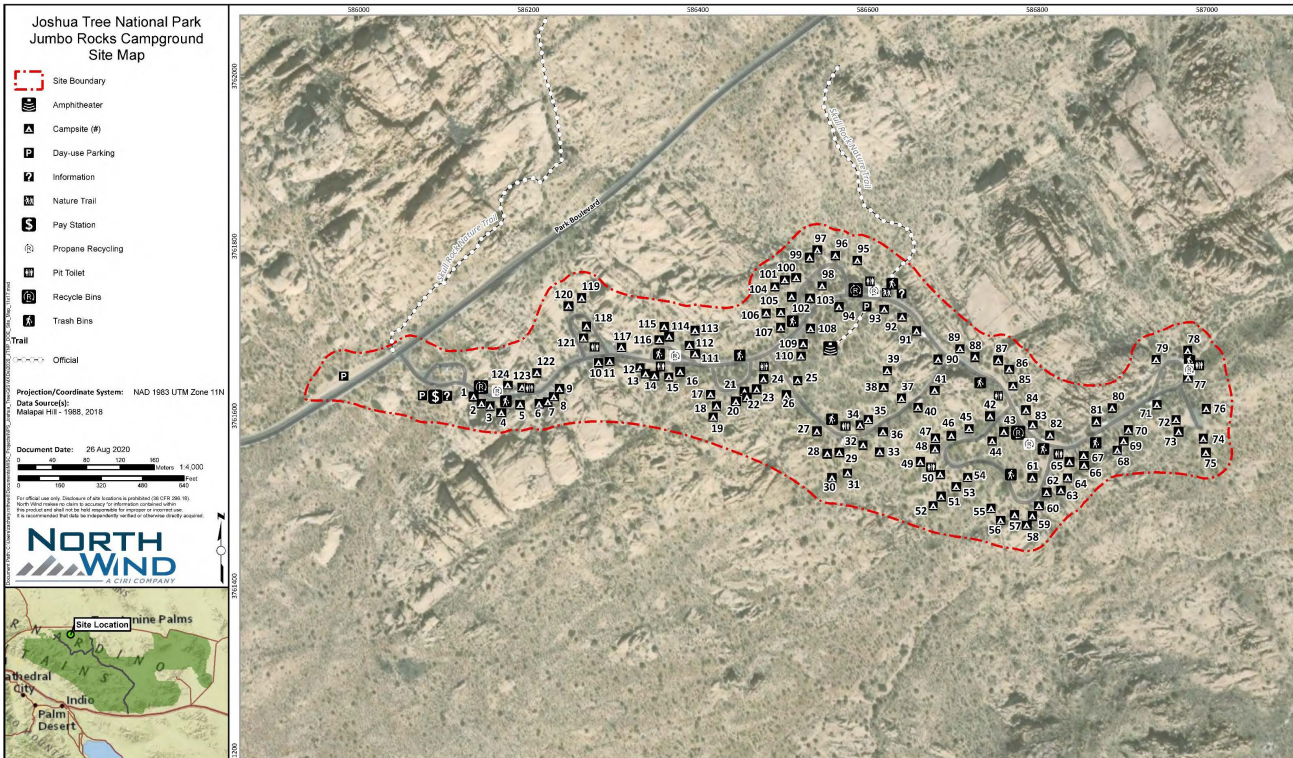
This landscape has no component landscapes.

Landscape Type:

Historic Designed Landscape

Other Names:

Site Plan



Jumbo Rocks CG Site Plan

Concurrence Information

Concurrence Status:

Park Superintendent Concurrence: Yes
Park Superintendent Date of Concurrence: 09/29/2022

Completion Status Explanatory Narrative:

Jumbo Rocks Campground DOE, prepared by North Wind Cultural Resources Consulting, LLC., received both SHPO and Superintendent concurrence on its eligibility for listing on the NRHP under the NPS Mission 66 MPD.

Geographic Information

State and County:

State	County
California	San Bernardino County

Size (Acres): 47.9

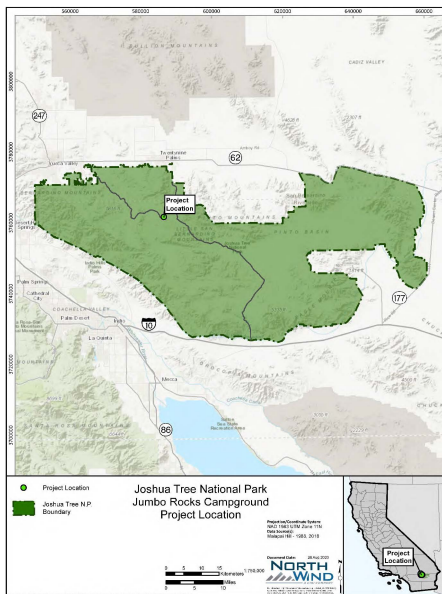
Land Tract Number(s)

Boundary Description:

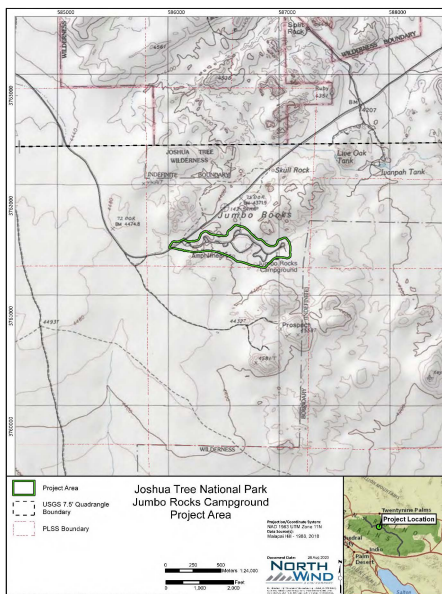
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Jumbo Rocks Campground Joshua Tree National Park

Location Map:



Location Map



Location Map 2

Regional Landscape Contexts:

Management Information

General Management Information

Management Category: Should be Preserved and Maintained

Management Category Date: 09/29/2022

Management Category Explanatory Narrative:

Jumbo Rocks Campground was determined locally significant under Criterion A with a period of significance of 1957-1972 and falls under Management Category B.

Management Agreements:

Legal Interests:

Located in managed wilderness?: Unknown

Adjacent Lands Information

Do Adjacent Lands Contribute? No

Adjacent Lands Narrative:

National Register Information

National Register of Historic Places

Documentation Status: SHPO Documented

Documentation Narrative Description:

SHPO concurred with the DOE findings of Jumbo Rocks CG for listing on the NRHP as a historic site under the NPS Mission 66 MPD.

Eligibility: Eligible -- SHPO Consensus Determination

Concurrence Eligibility Date: 07/02/2021

Concurrence Narrative:

Significance Level: Local

Contributing: Individual

Classification: Site

Statement of Significance for National Register of Historic Places:

Jumbo Rocks Campground is eligible for listing in the NRHP under Criterion A at the local level of significance for its association with the development of recreational facilities and educational opportunities in the Joshua Tree National Park between the years 1950–1972, and for its association with the Mission 66 program between the years 1956–1972.

The campground is not recommended eligible for inclusion in the NRHP under Criterion B as it is not associated with a person significant in local, regional, or national history, nor is it recommended eligible under Criterion C as the majority of the original campsite furniture and comfort amenities are no longer extant. As such, the property cannot be considered the best and most representative example of a campground at Joshua Tree and within the NPS campground inventory.

Overall, the Jumbo Rocks Campground retains its integrity of location, setting, feeling, and association, and the majority of its integrity of design, as defined by the NRHP. It does not retain its integrity of materials and workmanship, however. A discussion of each of the seven aspects of integrity as they relate to the Jumbo Rocks Campground is included below.

National Register Significance Criteria:

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

National Register Criteria Consideration:

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

Time Period: CE 1957 - CE 1972

Area of Significance:

Area of Significance Category: Entertainment - Recreation

NRIS Information:

State Register Documentation:

National Historic Landmarks:

Statement of Significance for National Historic Landmark:

World Heritage Site:

Is Resource within a designated National Natural Landscape: No

Chronology and Physical History

Chronology:

Year	Event	Major Event Narrative
CE 1957 - 1972	Established	The Mission 66 development at Jumbo Rocks Campground took place between 1957 and 1972.
CE 1950	Established	The Jumbo Rocks Campground was established.
CE 1950	Built	The Access Road was established.
CE 1952	Maintained	The road was paved (or existing pavement was improved)
CE 1955 - 1963	Established	The campsites at the campground were established.
CE 1963	Established	Delineation boulders were installed (or replaced).
CE 1977	Built	The amphitheater was first built.
CE 1989	Established	The wheelchair accessible campsite was established.
CE 1990 - 1991	Built	The Skull Rock Nature Trail was built.
CE 1999	Altered	The amphitheater was replaced/significantly altered.
CE 2004	Built	The concrete toilets were built.
CE 2006	Maintained	The campsites were improved.
CE 2009	Maintained	Delineation boulders were improved or replaced.
CE 2010	Built	Fire Rings were installed

Physical History:

ESTABLISHMENT OF JOSHUA TREE NATIONAL PARK

Although not officially designated a national park until 1994, the area that would become Joshua Tree had been occupied by American ranchers and miners since the 1870s. In the early 1920s, the growth in American automobile ownership opened the region to increased tourist traffic and speculation from regional land developers (Greene 1983). Beginning in 1926, Minerva Hamilton Hoyt, a wealthy South Pasadena resident, identified the desert landscape as being worthy of preservation for its beauty and diversity of plants and wildlife. Concern over the area's fragile ecosystem due to increased visitation, settlement, and mining and ranching activities, eventually led Ms. Hoyt and like-minded scientists and conservationists to lobby for the protection of the desert landscape through the creation of a national monument (Dilsaver 2015).

The desire to create a national monument in Joshua Tree was motivated by a variety of factors. First, conservationists were outraged by the wanton destruction of native plants by auto tourists, amateur gardeners, and commercial florists who sought to capitalize on the growing popularity of desert vegetation (Dilsaver 2015). The need for more governmental oversight of the fragile desert ecosystem became imperative in June 1940, when a passing motorist in Antelope Valley set fire to one of the country's oldest Joshua trees. The tree was reportedly 80 feet tall and estimated to be more than 1,000 years old. The destruction of the Joshua tree galvanized desert conservationists who began to campaign more fervently for federal protection of California's deserts. Second, many people in Southern California advocated for the creation of a public recreation area that could provide an escape for motorists from nearby Los Angeles. Since 1927, a Los Angeles collective named the "Joint Parks Committee" had been petitioning the General Land Office (GLO) commissioner to withdraw land with important attractions from the public domain. Additionally, members of the Automobile Club of Southern California also urged the government to create a protected, natural recreation area for their members to enjoy (Dilsaver 2015). Lastly, the creation of a national monument was the joint desire of the NPS and California Parks system that sought to legitimize their

operations by vastly expanding park programs (Dilsaver 2015).

The effort to create a national monument involved years of negotiations with federal and state agencies and private landowners including the Southern Pacific Railroad (SPRR). The decision to create a national monument in Joshua Tree was hindered by complex issues involving land ownership as federally owned lands were often interspersed with private homestead or mining claims. These problems were alleviated somewhat when President Franklin Roosevelt appointed Harold Ickes as the new Secretary of the Interior (Greene 1983). Ickes was an ardent conservationist who advocated for the preservation of natural resources against the exploitation of private interests. In June 1933, Minerva Hoyt visited Harold Ickes and other officials in Washington D.C. to convince them to remove lands from the public domain for a potential national monument (Dilsaver 2015). The federal government agreed and on October 25, 1933, President Roosevelt signed an executive order removing 1,136,000 acres of desert lands in Riverside and San Bernardino counties from the public domain for further study. At that time, the proposed area took on the working title of “Desert Plant National Park” (Dilsaver 2015).

Roger W. Toll, Superintendent of Yellowstone National Park, conducted an initial inspection of the area in March 1934. Toll recommended reducing the boundaries of the potential monument to just 138,240 acres located around Lost Horse Valley (Greene 1983). Toll’s justification for the drastic boundary reduction reiterated the complex issues surrounding the ownership of the withdrawn lands. The recommendation faced considerable backlash from Minerva Hoyt and her supporters, prompting a second inspection by NPS Assistant Director Harold C. Bryant in August 1934. As Bryant was a biologist and a native of Pasadena, it was hoped that he would have a greater appreciation for the desert ecology and would favor expansion of the proposed monument’s boundaries (Dilsaver 2015). Bryant was impressed with the contrast between the Joshua trees of the high desert and the creosote flats in the Pinto Basin and recommended enlarging the monument to include these diverse ecosystems.

By 1935, NPS officials and conservationists were in agreement regarding the monument’s possible boundaries (Dilsaver 2015). However, land acquisition—the most difficult hurdle in the creation of Joshua Tree National Monument—still lay ahead. The biggest challenges involved lands owned by the SPRR and those consigned for utilities improvements. The most intrusive projects were the Metropolitan Water District’s (MWD) construction of an aqueduct extending from the Colorado River to Los Angeles via the Coachella Valley and the California Public Works Department’s construction of a state highway from Blythe to Indio, both of which passed directly through the proposed monument boundaries. Ultimately, competing interests made the difficulty of acquiring all the proposed 1,136,000 acres of desert lands insurmountable and the NPS was forced to compromise in order to prevent further destruction of the landscape (Greene 1983).

On August 10, 1936, 825,340 acres were set aside for the creation of Joshua Tree National Monument. The monument’s boundaries, as established in 1936, were bounded by the San Bernardino baseline on the north, Morongo Creek on the west, and the Coxcomb Mountains on the east. The southern boundary was established as the northern right-of-way of the MWD aqueduct (Greene 1983) (Figure 3). Despite a widespread campaign to name the monument after Minerva Hoyt, the monument was instead named “Joshua Tree National Monument” in order to acknowledge the importance of its natural environment (Dilsaver 2015). Yosemite National Park, located in the western Sierra Nevada of central California, was tasked with supervision of the newly-created monument, which hosted a variety of fascinating flora and fauna from two distinct desert ecosystems—the Colorado and the Mojave.

Following the monument’s establishment, an office was opened in Twentynine Palms in 1940, with a small staff in place the following year (Dilsaver 2015). Development of the park was slow, however, due to continuing disputes over whether mining should be allowed within its boundaries. Although no new mining claims could be made following its designation, valid existing claims within the boundaries of the monument were allowed to continue. This regulation angered mining interests who argued that similar parks, such as Death Valley National Park, continued to permit the filing of new claims (Greene 1983).

Beginning in 1936, Congressman Harry Sheppard made repeated attempts to open Joshua Tree National Monument to mining. Finally, after over a decade of legal wrangling, Congress passed Public Law 81-837 in September 1950. The new law removed more than one-third of the monument’s lands, decreasing it to just 535,840 acres. Most of the land that was removed was in the eastern portion of the monument where mining activity was the most heavily concentrated (Dilsaver 2015). Development of the monument was further halted following the United States’ (U.S.’) entry into World

War II (WWII), when NPS staff were enlisted in the military and park lands were used by the Federal government for training areas, pasturage, and mineral exploration. In 1942, General George S. Patton established the Desert Training Center to prepare troops for fighting in harsh desert climates. Troop exercises took place in the deserts of Southern California and western Arizona and field camps were created at Camp Young and Camp Coxcomb, bordering Joshua Tree National Monument (Dilsaver 2015). Additionally, many NPS personnel fought in the war effort, including Superintendent James Cole. Following the cessation of mining disputes after 1950 and the relative stability of the post-war years, the NPS was able to shift its focus to the development of much-needed facilities for visitors, as well as programs for managing the monument's resources.

EARLY CAMPGROUND DEVELOPMENT IN JOSHUA TREE

The design of campgrounds in the national parks has its origins with plant pathologist, E. P. Meinecke. In the 1920s and 1930s, Meinecke worked with the NPS and U.S. Forest Service to examine effects of unregulated visitor use on the agencies' natural resources. Meinecke's findings were summarized in a 1934 report, "A Campground Policy," which also included design guidelines for campgrounds as a means for reducing visitor impact (Carr et al. 2015). His report also focused on creating suitable campsites that were adapted chiefly for automobile tourism, a concept that was considered groundbreaking at the time (McClelland 1993).

In his report, Meinecke advocated for the use of one-way loop roads and individual parking at campsites, which he described as a space to pitch a tent with amenities such as picnic tables and grills (Carr et al. 2015). The use of one-way loop roads minimized the chance that cars would leave the road and damage surrounding vegetation while also allowing new roads to be constructed easily to keep pace with growing demands. Meinecke's greatest contribution to national park campground design was his invention of the "garage" spur that angled off from the loop road to provide a dedicated parking space for automobiles (Young 2014). This innovative design allowed drivers to easily move off the road and back out again without turning or damaging native vegetation (McClelland 1993).

During Joshua Tree National Monument's first full year of operation in 1941, 23,964 tourists visited, with most coming from adjacent communities (Dilsaver 2015). NPS officials believed that only a minimum number of campgrounds should be provided in Joshua Tree in order to maintain the feeling of a true desert preserve (Greene 1983). In 1941, the first campground in the monument was established at Indian Cove. This campground was accessible by entering the monument from Indian Cove Road only, a northern entrance road that extended south from Twentynine Palms Highway. As it was cut off from the rest of the monument, it offered ample isolation for visitors. When it was initially developed no sanitary facilities were provided and only road improvements were made at the campground (Greene 1983).

Tourism decreased drastically during WWII and development of visitor facilities largely ceased during the war. Post-war developments initially focused on improving road conditions within the monument. By 1948, the monument was crossed by 78.5 miles of minor roads that were kept in good condition. Oiling roads to minimize dust was a common practice at the time for improving road quality, and roads to Indian Cove and the Twentynine Palms entrance received oil treatments in 1948 (Givens 1948). The Superintendent's report for that year noted the conspicuous lack of improvements at the park, however, and called on the federal government to make adequate appropriations to provide for visitor facilities. The report concluded that, "Campgrounds with tables and fireplaces, toilets and garbage facilities would require a relatively small appropriation and would completely change the atmosphere of the area which is now one of neglect" (Givens 1948).

The year 1950 was a pivotal time for Joshua Tree National Monument as resolution of the mining issue encouraged Congress to finally appropriate adequate funding for campground construction in the park (Dilsaver 2015). The 1950 Superintendent's report commented that "Up until this year, this area had not received one cent for construction and the nearby communities wondered if it was worthwhile to support the monument against the many proposals to encroach upon and destroy the area" (Givens 1950). The report goes on to note that the expenditure of allotments for the construction of road dikes and dips, toilets, camp tables and fireplaces had strengthened the park's

position within the surrounding community, and resolved that, “The Monument is just beginning to take on the appearance of a well-kept National Park Service Area” (Givens 1950). During this time, campgrounds were established at Cottonwood Spring, Hidden Valley, and Jumbo Rocks in addition to the first campground at Indian Cove (Figure 4). Improved facilities also led to increased tourism, reaching 93,615 annual visitors by 1950 (Dilsaver 2015).

In the early 1950s, several other infrastructure improvements took place that increased visitation in the park. In January 1950, a development company called the Twentynine Palms Corporation donated almost 58 acres of land at the Oasis of Mara to the NPS for the construction of the monument’s headquarters (Greene 1983). The corporation’s board of directors decided to donate the land because they felt that the oasis was biologically and historically significant and in need of government protection. The decision was also enthusiastically supported by the Twentynine Palms real estate community who thought that businesses would benefit from its close proximity to a nationally protected park preserve (Dilsaver 2015). In November 1950, a 16-mile-long strip of road between Twentynine Palms and Salton View (later Keys View) was paved by the NPS. In 1951, four miles of roadway was paved from Pinto Wye to the Pinto Basin and an additional one mile of road was paved to the Cottonwood Spring Campground (Crochetiere 2019). Also, in 1951, two more campgrounds were opened at Belle and White Tank. By the end of the year, Superintendent Frank Givens reported that four new entrance pylons had been constructed at the park’s main entrances, 24 road dips and protective dikes had been built, 16 frame and sheet iron pit toilets had been added, and 38 concrete camp tables had been installed at the monument’s six developed campgrounds (Givens 1951).

In 1953, Joshua Tree Superintendent Frank Givens was replaced by Samuel A. King. In his first Superintendent’s report, King noted the growing number of visitors to the park and predicted that travel for 1953 would likely reach 200,000 visitors. He commented that many large groups, numbering as many as 600 people, were making use of campground facilities throughout the year (King 1953). These groups included the Boy Scouts, Camp Fire Girls, Salvation Army Youth Center groups, and numerous college field study groups. To keep up with the increased demand for camping facilities, two new campgrounds—Sheep Pass and Ryan—were added to the monument in 1954. The Sheep Pass Group Campground was developed and designed specifically to accommodate large groups of campers to alleviate effects of overcrowding on the smaller campgrounds, and the Ryan Campground was intended to provide campsites for equestrian users in the park (Dilsaver 2015). In choosing the campground areas, agency planners sought appropriate terrain, enough space to expand in the future, and visual seclusion from the monument’s roads (Dilsaver 2015). In February 1954, the new administration building at the Oasis of Mara was completed. Superintendent Samuel King commended the NPS architects for the building’s unique design which he stated was in “...perfect harmony with the environment” (King 1954). On August 9, 1954, landscape architect John S. Adams was transferred to Joshua Tree on a part-time basis to address construction and planning needs at the park. During his tenure at the park, Adams initiated field studies for the enlargement of the monument’s various campgrounds (King 1954). Travel to Joshua Tree continued to grow in 1955, further increasing campground usage by families and organized groups. Many campgrounds were filled beyond capacity and were negatively impacted by overcrowding. By 1956, monument staff reported an all-time high of 312,886 annual visitors (Dilsaver 2015).

NPS MISSION 66 PROGRAM AT JOSHUA TREE NATIONAL MONUMENT

This section provides a short overview of Mission 66 efforts by the NPS at Joshua Tree National Monument. For more information on conception and implementation of the NPS Mission 66 program, please consult the NPS Mission 66 Era Resources Multiple Property Documentation Form (MPDF), prepared by Ethan Carr, Elaine Jackson-Retondo, Len Warner, Rodd Wheaton, John Feinberg, and Carly Piccarello in 2015, as well as Carr’s book, *Mission 66: Modernism and the National Park Dilemma*, published in 2007.

The Mission 66 program was a 10-year parks improvement program that was devised by NPS Director Conrad Wirth in 1955. The program was intended to dramatically expand park infrastructure

and visitor facilities in order to accommodate the massive growth in tourism that had been overwhelming America's national parks for more than a decade. As proposed, the Mission 66 program would allow the NPS to repair and build roads, hire additional employees, and construct new park facilities for visitor use (Allaback 2000). The program garnered popular support by capitalizing on the NPS's upcoming 50-year anniversary in 1966. In order to more effectively implement the Mission 66 program, Wirth insisted that the NPS receive an entire decade's worth of funding, rather than depend on unreliable annual appropriations (Allaback 2000).

When Mission 66 began at Joshua Tree, the monument had a headquarters building, an incomplete maintenance complex, eight campgrounds (Cottonwood Spring, Indian Cove, Belle, White Tank, Sheep Pass, Ryan, Hidden Valley, and Jumbo Rocks), four nature trails (Oasis of Mara Nature Trail, the Cholla Cactus Garden Nature Trail, Arch Rock Nature Trail, and Cap Rock Natural Trail), and a rudimentary network of roads (Dilsaver 2015). Except for the roads and Indian Cove Campground, nearly all the Park's infrastructure was built after 1946. In 1956, Joshua Tree Superintendent Samuel King submitted a Mission 66 prospectus to NPS officials for approval. In his Superintendent's report for that year, King noted that the entire staff was looking forward to the implementation of the Mission 66 program at the park (King 1958). In 1958, King was transferred to Mt. McKinley (now Mt. Denali) National Park. King's replacement was Elmer Fladmark, formerly of Glacier National Park. Fladmark was reassigned to Yosemite National Park in 1958. His replacement, William Supernaugh, would ultimately oversee enactment of the Mission 66 program at the monument, serving as Superintendent until 1971 (Dilsaver 2015).

The Joshua Tree Mission 66 prospectus outlined goals for the monument's development program, which included improvement and expansion of roads and trails, parking areas, entrance and comfort stations, and orientation and interpretative markers. Mission 66 planners identified a variety of options to round out necessary infrastructure, including new ranger residences and a visitor center at the Park headquarters at Oasis of Mara, additional maintenance buildings at Pinto Wye, three new entrance stations, and a relocated campground and ranger station and residence at Cottonwood Spring (Dilsaver 2015). Improved facilities at the Park's eight campgrounds and picnic areas were also proposed, including amphitheaters and better restroom buildings, ranger stations, and residences (Dilsaver 2015). The estimated cost of physical improvements at Joshua Tree included \$522,500 for roads and trails and \$659,790 for buildings and utility improvements. Visitor facilities in existing campgrounds were to be increased and improved.

The 1957 Master Plan Development Outline also called for expansion of Belle, Jumbo Rocks, Sheep Pass, Indian Cove, and White Tank campgrounds to better accommodate the increase in park visitors expected in the next decade. Additionally, a proposed expansion was planned for Ryan Campground to provide visitors access to the California Riding and Hiking Trail. As it was determined that the Hidden Valley Campground could not be enlarged in its current location, and that the Cottonwood Spring Campground was being overused to such an extent that it was endangering the natural environment, it was proposed that the two campgrounds be converted to day-use only areas. Additionally, a new campground boasting 102 sites in the Lost Horse Valley was also proposed; however, its development was stalled in 1966, when it was estimated that further expansion would be required. Other planned improvements included the construction of a 750-person amphitheater at Indian Cove, a new visitor's shelter at the Salton View (Keys View) Overlook, and a proposed visitor's center at the Oasis of Mara.

The guidelines recommended by Meinecke in 1934 served as the inspiration for campground construction during the Mission 66 program, with a couple of minor alterations, including enlargement of both the campsites themselves and their associated parking spaces. Privacy was achieved using longer one-way loop roads with widely separated campsite turnouts, each of which had a centrally located comfort station built on a level site (Carr et al. 2015). "Walk-in sites," or those without parking at the tent site, were also developed to enhance privacy.

In 1959, the Western Region of the NPS published a study of Region Four campgrounds to provide guidance, recommendations, and design standards to assist the agency with future campground planning and administration (National Park Service 1959). The study identified three campground types—standard (Type No. 1), basic (Type No. 2), and primitive/back country (Type No. 3)—and provided a list of the infrastructure recommended for each (National Park Service 1959). A summary of these recommendations is provided in Table 1. Additionally, Figure 5 provides illustrations of the three campground types along with brief descriptions of each.

According to the study, campgrounds were to be laid out in one of three types—loop, section, or remote—depending on its size and location. A number of parking configurations (e.g., loop, parallel,

arc, single space, double spur, multiple, triangle, or fan) were also identified, with each taking the spatial organization of the campgrounds and characteristics of the surrounding terrain into consideration. Diagrams and specifications for site furnishings such as fireplaces, tables, water hydrants, garbage container racks, camp site markers, and barriers, were also provided, as were elevation and plan drawings for comfort stations.

Statistics were also provided for the Region Four campgrounds, which included those in Joshua Tree, as well as Yosemite, Mount Rainer, Lassen Volcanic, Sequoia, Kings Canyon, and Olympic national parks. According to the statistics, 50 percent of the campsites in the national park system, or 6,680 campsites, were present within Region Four in 1958 (National Park Service 1958). Of those, over 50 percent were in Yosemite (National Park Service 1959). The statistics also note that an additional 5,689 campsites were planned for the region as part of the Mission 66 program, in part due to an increase of 8.2 percent in campers during a one-year period between 1957 and 1958 (National Park Service 1959).

The Mission 66 Master Plan for Joshua Tree was laid out in a series of volumes devised between 1960 and 1964. In 1961, the section of the plan summarizing the park's current and projected visitor use was approved by Lawrence Merriam, Regional Director of Region 4. The visitor use brief recommended that the number of campsites would eventually need to be expanded at Cottonwood Spring, Jumbo Rocks, and Indian Cove to 100 sites and at the Ryan and White Tank campgrounds to 50 sites. It was projected that an additional 100 campsites would also be required in Lost Horse Valley to keep up with increased demand. While all these campgrounds were enlarged as part of the Mission 66 program, only a few reached the number of campsites that were anticipated in the 1960s. The first Mission 66 funded project at Joshua Tree was the development of a portion of the California Riding and Hiking Trail linked with Ryan Campground. The project began in July 1957 and was dedicated the following spring (Dilsaver 2015). However, Mission 66 funded campground upgrades did not begin at Joshua Tree until 1962. At that time, a \$300,000 contract was let for improvements of the Jumbo Rocks Campground, Ryan water development, construction of a water pick-up station in Lost Horse Valley, and construction of a campground, water development, sewers, and roads for the district headquarters and comfort station at Cottonwood Spring. The next year, every project had been completed, except for the new campgrounds at Jumbo Rocks and Cottonwood Spring which could not be opened due to a lack of comfort stations (Supernaugh 1962). On May 23, 1963, bids were opened for the construction of the Visitor's Center at the park headquarters, and a small visitor center/ranger office at Cottonwood Spring. The contract also provided for the construction of three residences, a utility building, and the two comfort stations needed at the Jumbo Rocks and Cottonwood Spring campgrounds (Supernaugh 1963).

In 1964, the Visitor Center addition to the Oasis Headquarters, designed by agency architect Cecil Doty, had been completed and an office addition had been added to the Administration building (Supernaugh 1964). The continued development of the Cottonwood District allowed for all camping to be removed from the Cottonwood Oasis. Additionally, three residences had been built and a contact station, maintenance building, and the two comfort stations were nearly complete. The Jumbo Rocks Campground was finally opened in November of 1965 (Supernaugh 1965) (Figure 6 and Figure 7). In 1966, improvements finally began at the Indian Cove Campground. Construction at Indian Cove and redevelopment of Cottonwood Springs continued into 1967 (Supernaugh 1966). Increased funding allowed the redevelopment of the Indian Cove Campground to continue into the early 1970s. Monument officials realigned some of the campgrounds and built a ranger station and residence at Indian Cove in 1970 (Dilsaver 2015).

While the Mission 66 program officially ended in 1966, the program's legacy continues to be felt in the design and function of today's national parks. Mission 66 fundamentally changed how Americans experienced national parks by expanding infrastructure and visitor services to make them more accessible and attractive to the public. Following the culmination of the Mission 66 program, visitation at Joshua Tree continued to grow and existing infrastructure was frequently updated to meet increased visitor demand. In 1994, as part of the Desert Protection Bill, Joshua Tree National Monument was elevated to national park status. The change in status precipitated a building boom surpassing that of the Mission 66 decade. In the period between 1996 and 2007, amphitheatres were constructed at three of the Park's campgrounds, and all the comfort stations within its boundaries were replaced (Dilsaver 2015). Additionally, park fees were used to redesign the amphitheatres at the Indian Cove and Jumbo Rock campgrounds, and infrastructure was upgraded to provide handicap access, parking bumpers, and perimeter lighting.

DEVELOPMENT OF THE JUMBO ROCKS CAMPGROUND

Although first conceived by monument staff in 1948, funding for the construction of the Jumbo Rocks Campground, as well as six other campgrounds within the monument, was not appropriated until 1950, following resolution of the mining issue by Congress. Little is known about the initial layout of the campground. While Greene (1983) notes that concrete tables were erected at the site by the NPS in 1950, Dilsaver (2015) states that the newly established campground also had fireplaces and pit toilets at that time. NPS records were not available to substantiate either of these claims.

The location of the campground first appears on a 1952 NPS map of the Monument's road and trail system, which confirms that it was an established campground by this date. The 20.84-mile-long Route No. 2, also known as the Salton View Road, provided access to the campground (Figure 8). Both the loop road and Salton View Road are shown as being "base sealed" on the 1952 map. A review of annual Superintendent's reports for the years 1952, 1953, and 1954 suggests that the campground was receiving a fair amount of visitor use, as there were growing concerns regarding the destruction of native vegetation by campers for firewood. In an effort to deter such behavior, the NPS was supplying scrap firewood at the Jumbo Rock Campground in 1953 on an experimental basis to determine if a wood vending machine would be appropriate at the site (King 1954).

In 1955 a topographic map showing the locations of infrastructure within the campground was prepared by the NPS Landscape Division Field Office staff, Adams and Spaulding (first names unknown). The map—presumably prepared as part of Superintendent King's Mission 66 prospectus—depicts the campground as consisting of nine campsites situated along an "existing" southeast-to-northeast trending access road with two loops (Figure 9). The larger of the two loops was located at the end of the access road, and the smaller loop was approximately 1,042 feet from the road's intersection with Joshua Tree Entrance Road (formerly Salton View Road; now Park Boulevard). Comparison of this map with the 1952 map of the Monument's roads and trails system suggests the portion of the road beyond the smaller lower loop was added, and the campground enlarged, sometime between October 1952 and June 1955. Each of the nine campsites is shown as having a concrete table, and seven of the sites have fireplaces. Other amenities, including a bulletin board and two toilets, are also depicted. The toilets are identified on the map by the initials "C.S.;" however, there is no evidence to suggest that the facilities at the Jumbo Rocks Campground had access to running water at this time. The bulletin board is shown to the west of the lower loop and south of the access road in an area with two campsites, and the comfort stations are depicted at the base of a granite outcrop to the south of the access road and northeast of the lower loop (see Figure 9).

Beginning in 1956, as part of the Monument's Mission 66 master planning process, the Western Office of the NPS conducted a survey of all developed areas within the Monument, including the Jumbo Rocks Campground. The surveys, which were completed by NPS naturalist Bruce W. Black and Park Landscape Architect Lawrence F. Knowles, examined the principal features of interest of all of the Park's campgrounds; current problems and recommendations for possible solutions; and their primary facilities, including circulation, visitor use, service, utilities, and miscellaneous development. The survey of the Jumbo Rocks Campground was conducted by the men on September 15, 1958. A Mission 66 Master Plan Outline prepared by Knowles in association with the September 1958 survey describes the Jumbo Rocks Campground as being located along Route No. 2/Salton View Road approximately 3.6 miles west of the Pinto Wye intersection and 7 miles east of Cap Rock. The campground had 17 campsites, which were described as being situated amongst massive outcrops of White Tank quartz monzonite to provide shelter from the area's "strong, unpleasant, and gusty" winds (Knowles 1958). The campsites' locations within the bays and coves the rocky outcrops also provided privacy and seclusion, which was considered a rarity within the Monument at the time. The outline further notes that the campground had been designed to accommodate trailers, which in 1958 accounted for 65 percent of its overnight campers, with the larger parking spaces usable to other campers, thereby allowing continuance of not assigning campsites. Protection of plant life was still considered a "pressing conservation problem" due to the sparse and slowing growing vegetation found within the campground (Knowles 1958).

Among the changes proposed to the campground as part of the Mission 66 program were

modifications to its existing network of roads. Plans called for the construction of new 1.7-mile-long by 18-foot-wide access road, as well as an additional mile of 12-foot-wide roadways to the east and south to provide access to the campsites, which were planned to number 71 (Knowles 1958). To accomplish this, 11 of the 17 existing campsites were planned for demolition, with an additional 65 campsites to be added and “hidden from view” of the main road (Knowles 1958). A campfire circle to be located within a “natural rock bowl” with seating for 100 was also proposed for the presentation of “evening interpretative programs, and the two existing “portable comfort stations” were to be demolished and replaced with five new “burn-out type comfort stations” (Knowles 1958). Additionally, pit toilets were planned in areas with very low campsite density. Other proposed improvements included the construction of a 0.7-mile-long scenic trail and the installation of native rock wheel barriers along the edges of the road system to protect the site’s natural features from visitors (Knowles 1958).

In 1961, the Architectural Branch of the NPS issued plans for the five comfort stations to be constructed at the Jumbo Rocks Campground. Included with the plans was a map of the campground, which depicted the proposed locations of the new comfort stations, campsites, a scenic trail (referred to as the “Trail to Queen Valley Overlook”), and a campfire circle, as well as the updated road system (Figure 10). Also that year, an article in *The San Bernardino County Sun* newspaper reported that Herbert Springer, a project supervisor for the NPS, was working on plans that would increase the total number of sites at the campground to 100 (*The San Bernardino County Sun* 1961). The article further stated that bids for a number of improvement projects at the campground were being accepted by the NPS, with completion estimated by fall the following year (*The San Bernardino County Sun* 1961).

In 1962, construction was underway on the Jumbo Rocks Campground with the help of a \$300,000 contract awarded to the Monument as part of the NPS’s Mission 66 program (Supernaugh 1962). Improvements to the road system and site development were completed around 1963, with the campground officially reopened in November of 1965 following the installation of an undisclosed number of prefabricated fiberglass toilets (Supernaugh 1963; 1965). A concept drawing prepared by the NPS Division of Architecture in 1964 indicates that three different “schemes” for the toilets were proposed, one of which had a roof comprised of light I-beams and metal decking that could be moved to take advantage of the desert sun for sterilization purposes (Figure 11). Historic photographs of the campground, taken after improvements were completed in 1969, indicate that none of the three designs were ultimately constructed, and prefabricated fiberglass pit toilets with wood privacy screening at the entrances were installed instead (Figure 12). The campground was further expanded in 1964–1965, so that by 1977 it was the monument’s largest campground, offering 130 campsites for visitors (Greene 1983). Additional photographs taken by E. Wanrow in the spring of 1969 show both tent campers and those in recreational vehicles enjoying the campground’s upgraded amenities (see Figures 6 and 7; Figure 13).

Articles printed in *Hi-Desert Star* newspaper indicate that sometime prior to 1977, an amphitheater was installed at the campground, which was used by rangers to conduct Saturday evening programs and Sunday morning “Campfire Coffee” gatherings for campers (*Hi-Desert Star* 1977a; 1977b). In 1983, the amphitheater’s screen and projection box, as well as several benches, were rehabilitated as one of several cyclic projects occurring throughout the park (Superintendent Report 1983). Cyclic maintenance funds were also obtained in 1989 for additional upgrades to the amphitheater and the campground’s only hiking trail—the Jumbo/Skull Rock Nature Trail. A construction package for these improvements was awarded to Ron Lewis Construction Inc. out of Moapa, Nevada, and work on the project was completed by the winter of 1991 (*Joshua Tree Journal* 1991). The same year, as part of a different contract, Americans for Disabilities Act (ADA) accessible toilet facilities were replaced at the campground, and a wheelchair accessible campsite (Campsite No. 122) was constructed (Superintendent Report 1989). By the spring of 1999, the amphitheater had been completely redesigned with upgraded sound and rear-projection systems, as well as solar panels with the help of park fees (*Joshua Tree Guide* 1999).

A few years later in 2004, the 20 existing fiberglass toilets with the Jumbo Rocks Campground were replaced with 10 concrete vault toilets and the campground’s roadways were paved with asphalt (Sauer 2003). Sometime prior to 2006, the total number of campsites within the campground was reduced to 125 (Sauer 2006); all but one of these campsites remain today (National Park Service 2020). In 2009, cyclic funding was used to re-align and replace delineation boulders throughout the campground (Sauer 2009), and the following year, fire rings were installed by California Conservation Corps personnel at 99 of the designated campsites (Sauer 2010). Except for these changes, as well

as negligible modifications due to routine maintenance and repairs, the layout of the campground remains largely unchanged today.

Uses

Functions and Uses:

Major Category	Category	Use/Function	Historic	Current	Primary
Recreation/Culture	Outdoor Recreation	Campground/Picnic Area	Yes	Yes	Yes

Public Access:

Public Access: Unrestricted

Public Access Narrative:

Associated Ethnographic Group

Ethnographic Study Status:

Ethnographic Narrative:

Analysis & Evaluation of Integrity

Analysis and Evaluation of Integrity Narrative Summary:

The Jumbo Rocks Campground is located in the north-central portion of the Park approximately eight miles south-southwest of the North Entrance Station in Twentynine Palms. The campground is accessed via Park Boulevard, which connects with Quail Springs Road at the Park's West Entrance Station near Joshua Tree, and the Utah Trail at the North Entrance Station near Twentynine Palms. The West Entrance Station is located roughly 17 miles to the northwest.

Jumbo Rocks Campground is one of five campgrounds located in the Park that require reservations. This is a

relatively new requirement that began between 2018 and 2020. The other four campgrounds that require reservations—Black Rock, Cottonwood, Ryan, and Indian Cove—are located in the northern and south portions of the Park and offer individual campsites in addition to group sites. Jumbo Rocks Campground is the largest of the Park's eight campgrounds, offering 124 individual or family campsites including one (Campsite No. 122) that is wheelchair accessible (Photograph 1). Recreational vehicles (RVs) and trailers up to 35 feet in length are permitted. It is classified as a limited development campground, and potable water and hook-ups are not provided.

The 124 campsites are accessed via a paved road that stretches east from Park Boulevard, past a number of rock outcroppings, for approximately 0.6 mile before terminating at a one-way loop (Figure 14). One hundred and nineteen of the campsites (Campsites Nos. 1–71 and 77–124) are interspersed along the main access road, which forms a one-way loop at the center of the campground, as well as six additional one-way loops that branch to the north and south. The remaining five sites (Campsites Nos. 72–76) are located at the end of a short spur road that branches to the southeast at the easternmost loop (see Figure 14). Boulder-lined areas are provided for parking (Photograph 2), and large boulders are present in some locations along the shoulders of the eight loops where campsite amenities are located in close proximity to the roads (Photograph 3 and Photograph 4). Each of the campsites has at least one concrete picnic table, a steel fire ring, and a freestanding grill (see Photographs 2, 3, and 4). Additionally, each site has a wooden post with a small sign displaying the campsite number and a metal clip for hanging campground registrations (see Photograph 4). Small plaques denoting the campsite number are also present on some of the concrete tables.

There are ten single vault toilets (designated JR1–JR10) scattered throughout the campground (Photograph 5). All of but one of the toilets are accessible from the main access road that weaves through the site (see Figure 14). Of the nine vault toilets located along the main road, four are situated to the west of the large central loop in the vicinity of Campsites Nos. 14 and 15, 24, 117, and 123, and three are located to the east of the loop near Campsites Nos. 42, 77, and 82. An additional toilet is present along the west-trending segment of the central one-way loop to the north of the road and west of Campsite No. 34, and another is located to the north of the east-trending segment of the central loop, just west of the Skull Rock Nature Trail, a 1.7-mile long unpaved trail that leads visitors to the granite formation known as Skull Rock, one of the more popularly visited sites in the Park just off Park Boulevard (Photograph 6). The toilet that is not accessible from the main access road is located along the one-way loop that leads to Campsites Nos. 42–65.

All of the vault toilets consist of precast concrete buildings with pebble-dashed exteriors, reinforced concrete foundations, and side-gabled roofs. The roof extends over the entrance, creating a covered porch on one half of the building (see Photograph 5). The roofs of the buildings are also precast concrete and have a single vent pipe at the end opposite the porch. At least one of the toilets (JR10) has a bulletin board in a locked case for rangers to post announcements for campers (Photograph 7). Records on file with the NPS confirm that all of the vault toilets were constructed in 2004.

An amphitheater for ranger-led programs is also present in a clearing to the south of Campsite No. 94. A small parking area is located approximately 30 feet west of Campsite No. 95, and a dirt footpath, lit by low landscape lights set in round concrete bases, leads southwest to the amphitheater (Photograph 8). The amphitheater has 26 concrete benches, as well as a 20-foot-long by 15-foot-wide stucco building with a flat roof that serves as a presentation area (Photograph 9). Solar panels are present on top of the roof. A steel roll-up type door faces the benches, and a single steel door is located on its south façade. A barbecue grill is present to the southwest of the building.

Informal footpaths are present throughout the campground, many of which stretch between the campsites or lead to the vault toilets. Additionally, several trails provide access to the popular rock-climbing routes located within the campground and in some peripheral areas. Popular routes within the Jumbo Rocks Corridor that are accessible from the campground include Jamming for Juliana and Which is Wort, as well as multiple routes on the Teepee, New Sage, Halloween, Dislodge, and Sky King rock formations and in the Jumbo Rocks Corridor, all of which are located to the north and west of the campground's easternmost loop.

Small-scale features present within the campground include dumpsters, recycling stations, and informational, regulatory, and interpretative signage. Dumpsters are provided at six locations near the individual campsites, and five recycling stations are present. In addition to the standard recycling containers, some of the stations have dumpsters, bins for cardboard, and waste baskets for propane containers, in addition to informational

signage (Photograph 10).

Most of the directional signage is located along the main access road in the areas where it branches to form the eight one-way loops that lead to the individual campsites. A wooden kiosk and information board with signage is located near the entrance of the campground along with the pay station (Photograph 11). The kiosk provides visitors with general information and a map of the Park, while the information board serves as a place for Park rangers to post notices and other pertinent announcements about the campground and events occurring within the Park. A single concrete bench is also present in this location (see Photograph 11). Another wooden information board where notices and announcements are posted is located near the trailhead for the Skull Rock Nature Trail (Photograph 12). Pedestal signs are also present in various locations along the trail that provide information on the Park's native flora and fauna (Photograph 13).

Landscape Characteristic: Natural Systems and Features

The surrounding natural landscape is considered a significant feature of the campground’s integrity of setting. North Wind recommends limiting any work that would have a negative effect on the landscaping, including new construction within the viewshed of the campground. Trimming of branches and vegetation that may have a deleterious or hazardous effect to facilities, roads, trails, and structures should be as conservative as possible so as to maintain the natural setting.

Landscape Characteristic: Circulation

Circulation elements within the DOE include the campground access road and parking, and the Skull Rock Nature Trail.

The 124 campsites are accessed via a paved road that stretches east from Park Boulevard, past a number of rock outcroppings, for approximately 0.6 mile before terminating at a one-way loop (Figure 14). One hundred and nineteen of the campsites (Campsite Nos. 1–71 and 77–124) are interspersed along the main access road, which forms a one-way loop at the center of the campground, as well as six additional one-way loops that branch to the north and south. The remaining five sites (Campsite Nos. 72–76) are located at the end of a short spur road that branches to the southeast at the easternmost loop (see Figure 14). Boulder-lined areas are provided for parking (Photograph 2), and large boulders are present in some locations along the shoulders of the eight loops where campsite amenities are located in close proximity the roads (Photograph 3 and Photograph 4). Each of the campsites has at least one concrete picnic table, a steel fire ring, and a freestanding grill (see Photographs 2, 3, and 4). Additionally, each site has a wooden post with a small sign displaying the campsite number and a metal clip for hanging campground registrations (see Photograph 4). Small plaques denoting the campsite number are also present on some of the concrete tables.

Skull Rock Nature Trail is a 1.7-mile long unpaved trail that leads visitors to the granite formation known as Skull Rock, one of the more popularly visited sites in the Park just off Park.

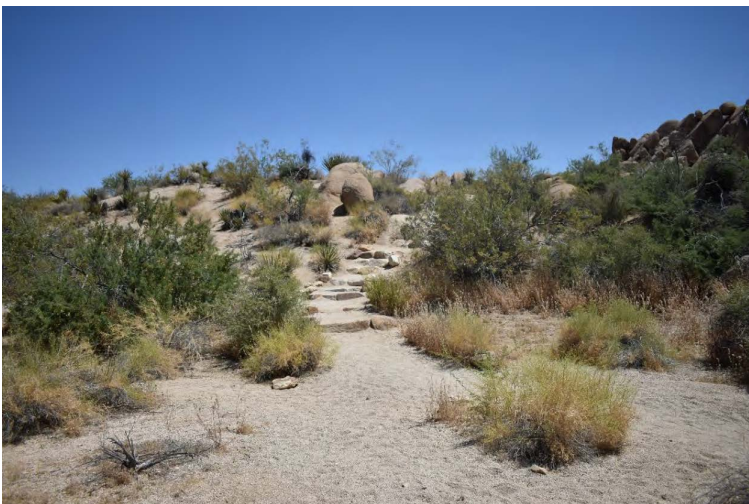
Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Jumbo Rocks Campground Access Road and Parking	196656	Contributing	1170234				No
Skull Rock Nature Trail	196657	Non contributing	1170235				No

Landscape Characteristic Graphics:



Boulder-lined parking area for Campsite Nos. 4–9, facing east (North Wind 2020).



The 1.7-mile-long Skull Rock Nature Trail as it leaves the Jumbo Rocks Campground, facing northeast (North Wind 2020).



Informational kiosk and nearby information board and pay station at Jumbo Rocks Campground, facing southeast (North Wind 2020).



Pedestal sign along the Skull Rock Nature Trail, facing southwest (North Wind 2020).



Dirt footpath leading to the amphitheater, facing northeast (North Wind 2020). Note the landscape lighting along the left edge of the footpath.

Landscape Characteristic: Spatial Organization

Spatial organization element within the DOE include the 124 campsites in the campground.

Jumbo Rocks Campground is one of five campgrounds located in the Park that require reservations. This is a relatively new requirement that began between 2018 and 2020. The other four campgrounds that require reservations—Black Rock, Cottonwood, Ryan, and Indian Cove—are located in the northern and south portions of the Park and offer individual campsites in addition to group sites. Jumbo Rocks Campground is the largest of the Park’s eight campgrounds, offering 124 individual or family campsites including one (Campsite No. 122) that is wheelchair accessible (Photograph 1). Recreational vehicles (RVs) and trailers up to 35 feet in length are permitted. It is classified as a limited development campground, and potable water and hook-ups are not provided. The 124 campsites are accessed via a paved road that stretches east from Park Boulevard, past a number of rock outcroppings, for approximately 0.6 mile before terminating at a one-way loop (Figure 14). One hundred and nineteen of the campsites (Campsite Nos. 1–71 and 77–124) are interspersed along the main access road, which forms a one-way loop at the center of the campground, as well as six additional one-way loops that branch to the north and south. The remaining five sites (Campsite Nos. 72–76) are located at the end of a short spur road that branches to the southeast at the easternmost loop (see Figure 14). Boulder-lined areas are provided for parking (Photograph 2), and large boulders are present in some locations along the shoulders of the eight loops where campsite amenities are located in close proximity the roads (Photograph 3 and Photograph 4). Each of the campsites has at least one concrete picnic table, a steel fire ring, and a freestanding grill (see Photographs 2, 3, and 4). Additionally, each site has a wooden post with a small sign displaying the campsite number and a metal clip for hanging campground registrations (see Photograph 4). Small plaques denoting the campsite number are also present on some of the concrete tables.

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Campsites (124)	196655	Contributing					No

Landscape Characteristic Graphics:



Overview of Campsite No. 122, the only wheelchair accessible site at Jumbo Rocks Campground, facing north (North Wind 2020).



Campsite No. 60, showing large boulders present where the campsite borders the road, facing east (North Wind 2020).



Campsite No. 71, showing boulders along the edge of the road and the wooden post on which the campsite number is displayed, facing east (North Wind 2020).

Landscape Characteristic: Buildings and Structures

Buildings and structures within the DOE include 10 single vault toilets.

There are ten single vault toilets (designated JR1–JR10) scattered throughout the campground (Photograph 5). All of but one of the toilets are accessible from the main access road that weaves through the site (see Figure 14). Of the nine vault toilets located along the main road, four are situated to the west of the large central loop in the vicinity of Campsite Nos. 14 and 15, 24, 117, and 123, and three are located to the east of the loop near Campsite Nos. 42, 77, and 82. An additional toilet is present along the west-trending segment of the central one-way loop to the north of the road and west of Campsite No. 34, and another is located to the north of the east-trending segment of the central loop, just west of the Skull Rock Nature Trail, a 1.7-mile long unpaved trail that leads visitors to the granite formation known as Skull Rock, one of the more popularly visited sites in the Park just off Park Boulevard (Photograph 6). The toilet that is not accessible from the main access road is located along the one-way loop the leads to Campsite Nos. 42–65.

All of the vault toilets consist of precast concrete buildings with pebble-dashed exteriors, reinforced concrete foundations, and side-gabled roofs. The roof extends over the entrance, creating a covered porch on one half of the building (see Photograph 5). The roofs of the buildings are also precast concrete and have a single vent pipe at the end opposite the porch. At least one of the toilets (JR10) has a bulletin board in a locked case for rangers to post announcements for campers (Photograph 7). Records on file with the NPS confirm that all of the vault toilets were constructed in 2004.

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Single Vault Toilet JR-1	196658	Non contributing	1170236				No
Single Vault Toilet JR-2	196659	Non contributing	1170237				No
Single Vault Toilet JR-3	196660	Non contributing	1170238				No
Single Vault Toilet JR-4	196661	Non contributing	1170239				No
Single Vault Toilet JR-5	196662	Non contributing	1170240				No
Single Vault Toilet JR-6	196663	Non contributing	1170241				No
Single Vault Toilet JR-7	196664	Non contributing	1170242				No
Single Vault Toilet JR-8	196665	Non contributing	1170243				No
Single Vault Toilet JR-9	196666	Non contributing	1170244				No
Single Vault Toilet JR-10	196667	Non contributing	1170245				No
Amphitheater	196668	Non contributing	1170246				No

Landscape Characteristic Graphics:



JR10, a single vault toilet at Jumbo Rocks Campground, facing north. Note the bulletin board in a locked case on the building's front (south) façade (North Wind 2020).



Jumbo Rocks Campground amphitheater, facing north (North Wind 2020).

Condition

Assessment Interval (Years): 6

Next Assessment Due Date: 12/01/2026

Condition Assessment and Impacts

Condition Assessment: Good

Assessment Date: 12/01/2020

Condition Assessment Explanatory Narrative:

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