
National Park Service
Cultural Landscapes Inventory

2021



Ryan Campground
Joshua Tree National Park

Table of Contents

Introduction

General Information

Concurrence Information

Geographic Information and Location Map

Management Information

National Register Information

Chronology & Physical History

Analysis & Evaluation of Integrity

Uses

Condition

Treatment

Bibliography & Supplemental Information

Ryan Campground
Joshua Tree National Park

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:	Ryan Campground
Resource Classification:	Cultural Landscape
CLI Identification Number:	976237
Parent Landscape:	976237
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 Ryan Campground is located in the north-central portion of the Park, approximately 18 miles southwest of the Oasis Visitor Center in Twentynine Palms. It is accessible from Park Boulevard, which connects the north and west entrances of the Park. The campground is situated at an approximate elevation of 4,328 feet above mean sea level (amsl). Nearby landforms include Ryan Mountain to the east and Quail Mountain to the northwest. The Park straddles the Colorado and Mojave deserts, and is situated north of the Salton Sea. The Ryan Campground is located in the eastern end of the Transverse Ranges within the Pacific Border Physiographic Province, which is characterized by parallel, east-west trending mountain ranges and sediment filled valleys (Norris and Webb 1976). The east-west structure of the Traverse Ranges is in contrast with the northwest trend of the adjacent Coast and Peninsular Ranges. The Transverse Ranges formed as the result of tectonic forces along the San Andreas fault system.

The Ryan Campground was initially planned in 1957 to serve equestrian users in the Park (then a national monument). By 1958, it had grown to include seven campsites along two loops, as well an additional loop designated as a horse camp for equestrians—a configuration which it still retains today. By 1977, the number of campsites had been expanded to 27. Today, the campground boasts 32 campsites all of which are accessed by a 0.55-mile loop road that extends from Park Boulevard. Associated amenities currently present at the campground include picnic tables, pedestal grills, fire rings, vault toilets, signage, trailheads, parking areas, and trash and recycling facilities. Additionally, the Ryan Campground has a separate Horse Camp that consists of four designated equestrian sites. At the request of Park cultural resources staff, the entirety of the campground was documented as a site.

Landscape Hierarchy Description:

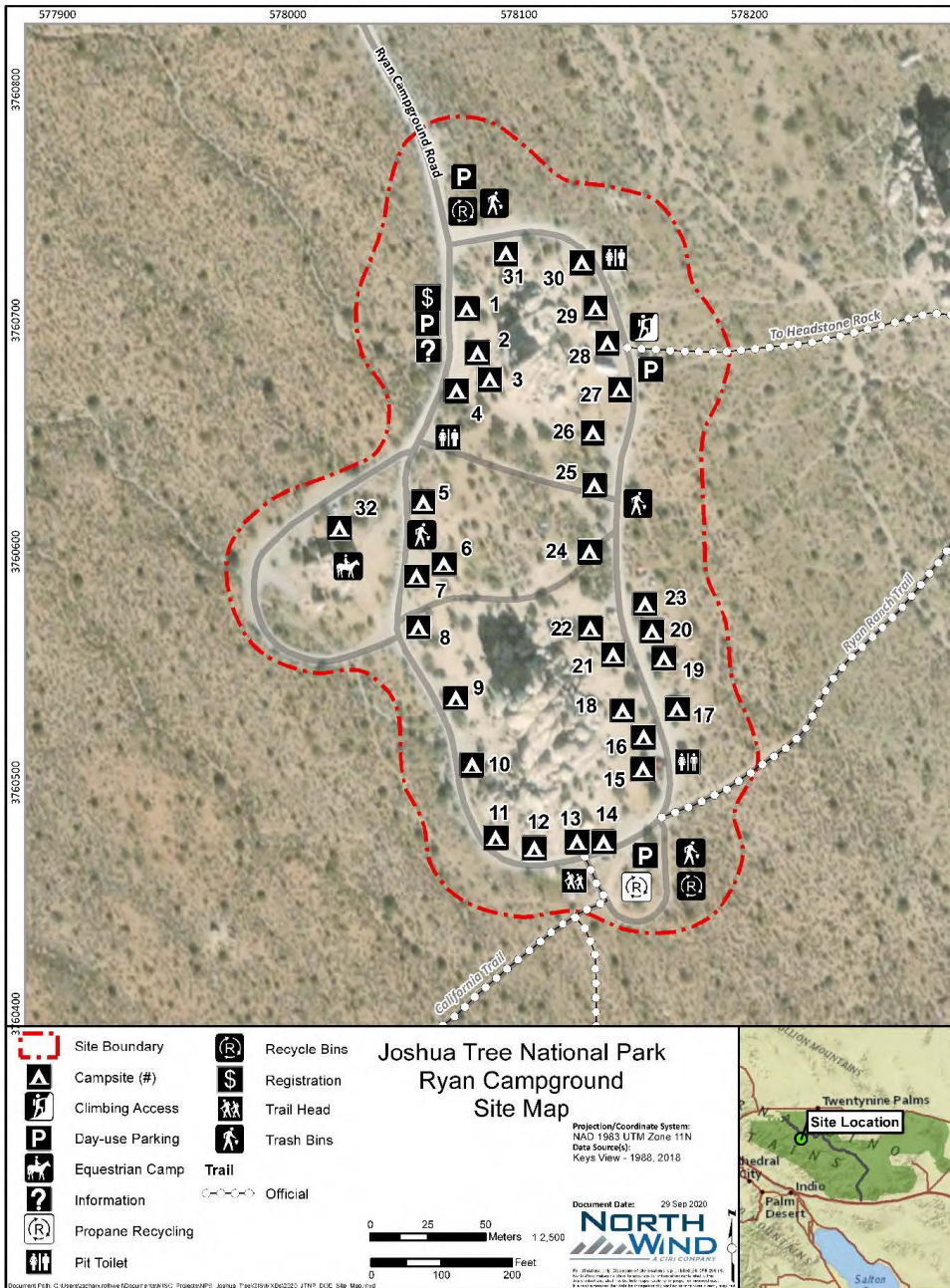
This landscape does not have any component landscapes.

Landscape Type:

Historic Designed Landscape

Other Names:

Site Plan



Ryan Campground Site Plan

Concurrence Information

Concurrence Status:

Park Superintendent Concurrence: Yes
Park Superintendent Date of Concurrence: 09/01/2021

Completion Status Explanatory Narrative:

Ryan Campground DOE, prepared by North Wind Cultural Resources Consulting, LLC., received both SHPO and Superintendent concurrence on eligibility for listing on the NRHP with local significance under Criterion A under the NPS Mission 66 MPD.

Geographic Information

State and County:

State	County
California	San Bernardino County

Size (Acres): 12.74

Land Tract Number(s)

Boundary Description:

The project area consists of an irregularly shaped parcel measuring roughly 1,198 feet (361 m) north-south by 652 feet (199 m) east-west. Within the SW $\frac{1}{4}$ of the NW $\frac{1}{4}$, SE $\frac{1}{4}$ of the NW $\frac{1}{4}$, NW $\frac{1}{4}$ of the SW $\frac{1}{4}$, and NE $\frac{1}{4}$ of the SW $\frac{1}{4}$ of Section 21, T2S, R8E, San Bernardino Meridian (USGS 7.5' Keys View, Calif., 1988/2018).

Regional Landscape Contexts:

Management Information

General Management Information

Management Category: Should be Preserved and Maintained

Management Category Date: 09/29/2022

Management Category Explanatory Narrative:

The Ryan Campground was determined locally significant under Criterion A with a period of significance of 1957-1972 within the NPS Mission 66 Context and therefore 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:

CA SHPO concurred with the determination of eligibility of the Ryan Campground for listing on the NRHP as a historic site under the NPS Mission 66 MPD.

Eligibility: Eligible -- SHPO Consensus Determination

Concurrence Eligibility Date: 06/18/2021

Concurrence Narrative:

Significance Level: Local

Contributing: Individual

Classification: Site

Statement of Significance for National Register of Historic Places:

As the Ryan Campground was constructed during the period of significance established for Mission 66 resources, North Wind also evaluated the campground for eligibility based on the characteristics described in Meinecke's 1934 "A Campground Policy," which included one-way loop roads, individual sites with picnic tables and grills, and parking at campsites angled off from the loop road. The characteristics described in the MPDF are used as supplemental factors to further support arguments for or against the retention of each of the seven aspects of integrity.

The period of significance for the Ryan Campground is determined to begin in 1957, the year that the campground was established, and end in 1972, the final year in the Mission 66 period of significance as established by the MPDF.

North Wind recommends that the Ryan 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 opportunities in the Park, and its contribution to the growth of recreational and educational opportunities within the Yucca Valley region between the years 1957–1972. The Ryan Campground meets the significance criteria outlined in the NRHP MPDF as it is an example of the changing visions for national park planning and development during the period of significance, demonstrates integrated campground planning, reflects new concepts of providing more privacy for campers, and has trail access connecting the campground to other areas of the Park.

The campsite is not recommended eligible for inclusion in the NRHP under Criterion B as it was not associated with a person significant in local, regional, or national history, nor is it recommended eligible under Criterion C as the amount and location of individual campsites has changed drastically since it was originally constructed, and 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 historic campground at the Park and within the NPS campground inventory.

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:

Ryan Campground
Joshua Tree National Park

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	Mission 66 development at Ryan Campground spans 1957-1972
CE 1957	Established	The campground was first established.
CE 1958	Built	The access road/campground loop was built.
CE 1958	Built	The Campground Loop/Turnaround was established.
CE 1958	Built	The California Equestrian & Hiking Trail was established.
CE 1998 - 2004	Built	The three vault toilets were built.
CE 2001	Established	The fire rings were established.

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 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 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 implement the Mission 66 program more effectively, 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. The development of the California Riding and Hiking Trail was part of a larger nationwide movement aimed at creating long-distance trails for recreational users in the post-war period (Yates and Tavel 2016). In the mid-1940s, state equestrian groups joined with local legislators and State Parks officials to develop plans for a statewide Master Loop Riding and Hiking Trail system which would extend from the Mexican border across San Diego, San Jacinto, and the San Gabriel Mountains. In Los Angeles County, the proposed trail would split, with the trail's easterly branch extending north along the Sierra Nevada Mountains and its westerly branch extending northwest through the Traverse and Coastal Ranges (Yates and Tavel 2016). The two branches would eventually rejoin to form a loop in Siskiyou County in the northern part of the state (Yates and Tavel 2016).

In 1945, the California legislature enacted the California Riding and Hiking Trails bill and made an initial appropriation of \$20,000 from the State Park Fund to finance the trail's construction. Notably, the bill stipulated that the trail system be planned and constructed without the right of eminent domain (Yates and Tavel 2016). Although the overall cost of the project was estimated at \$1.5 million, proponents of the trail suggested that it would improve the health of California's citizens, while also providing needed employment opportunities in the state's tourism and recreation industries (Yates and Tavel 2016). Despite additional appropriations totaling more than \$500,000, by 1950, only 193 miles of trail had been constructed. Without eminent domain, county officials struggled to obtain right-of-way-easements through private property which severely delayed the trail's construction and jeopardized the future of the project. In 1955, the Final Report of the California Interim Committee on Riding and Hiking Trails, suggested that the plan to acquire right-of-way easements for the entire Master Loop trail be suspended and that construction efforts should focus instead on developing trail segments and feeder trails near established population centers where public use was more frequent (Yates and Tavel 2016). In late 1955, the California legislature amended the California Riding and Hiking Trails bill to focus on the development of feeder segments near metropolitan areas based on the recommendations of the Senate Interim Committee's report. The segment of the California Riding and Hiking Trail within Joshua Tree was part of the trail's revised 1955 development plan (Yates and Tavel 2016).

Mission 66 funded campground upgrades did not begin at Joshua Tree until 1962 (Dilsaver 2015). 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). 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 RYAN CAMPGROUND

According to Greene (1983) and Crochetiere (2019), the Ryan Campground was one of eight public campgrounds initially developed in 1954 to serve the increasing number of visitors that had begun to frequent Joshua Tree in the years following WWII. Only minimal developments other than road improvements were made at the campground following its establishment, however, and by 1956, it was reported to offer three campsites, each with a fireplace and at least one table, as well as two pit toilets (Joshua Tree National Monument 1957b).

On November 3, 1957, The San Bernardino County Sun announced that NPS landscape architect Larry Knowles was developing plans for the "new" Ryan Campground, with work to start soon after an initial survey of the site and roads was completed. The impetus for the improvements was the construction of a feeder segment of the California Riding and Hiking Trail, an ambitious statewide planning effort to construct a 3,000-mile long master-loop trail which would extend from the Mexico to the California-Oregon border (The San Bernardino County Sun 1957; Yates and Tavel 2016). Plans for the trail segment within Joshua Tree had been initiated in December 1956 and work had officially begun on the trail in July 1957 (Yates and Tavel 2016). The campground was to be located at the halfway point of the trail segment, which was described as stretching more than 30 miles between the Yucca Valley and Twentynine Palms entrances (The San Bernardino County Sun 1957). Plans for the campground called for the installation of pit toilets, tables and fireplaces, troughs, and a 60-foot hitching rail for horses (The San Bernardino County Sun 1957).

The proposed development at the Ryan Campground, and the associated equestrian and hiking trail,

was part of the Mission 66 master planning process conducted by the Western Office of the NPS. The survey of the Ryan Campground was completed by NPS naturalist Bruce W. Black and Park Landscape Architect Lawrence F. Knowles in February 1958. The survey examined the campground's principal features of interest, current problems with recommendations for possible solutions, and its principal facilities, including circulation, visitor use, service, utilities, and miscellaneous development. At that time, the campground consisted of a 0.72-mile-long forked road extending south from Route #2 (now Park Boulevard), as well as the three existing campsites with associated fireplaces and tables (Joshua Tree National Monument 1957b).

The Mission 66 redevelopment plan for the Ryan Campground called for the property to be reconfigured to include three campground loops that would be accessed by the proposed Ryan Campground Road (Figure 7). The new design was intended to create a definite separation of human and horse use for improved sanitation and safety. The new loop road would guide traffic flow to the proposed western loop first, which was reserved for horse use. This design would allow visitors to unload horses and equipment away from the campsites where horses were not permitted. Four additional campsites were proposed, as well as two additional pit toilets. Each campsite was to have a small rock campfire circle. A group campfire circle was proposed to be located in roughly the center of the campground. A four-inch water line was proposed that would extend from Lost Horse Wells #1 and #2 to provide water for visitors.

By March 1958, the redevelopment plan was already underway. Toilets had been installed and stoves and tables were also under construction (The San Bernardino County Sun 1958a). Additionally, a total of 29.2 miles of the equestrian and hiking trail had been built within the Park, with the last 0.8 mile completed later in the spring. The total cost of the trail was \$9,000 (The San Bernardino County Sun 1958a, 1958b). On May 31, 1958, a dedication ceremony for the trail was held at Ryan Campground (The San Bernardino County Sun 1958c). An announcement for the dedication ceremony notes that the event was planned to coincide with the California chapter of Equestrian Trails Inc.'s annual ride, with members staying at Ryan Campground the night before (Figure 8). The completed trail was one of numerous equestrian and hiking trails that were planned to intersect and form a continuous network across the state (The San Bernardino County Sun 1958c). It was the only trail of its kind within the Park, and traversed some of its most scenic areas, including Black Rock Canyon, Covington Flat, Juniper Flats, and the Lost Horse and Queen valleys. Construction of the trail was also notable as it was the first project to be completed in the Park using Mission 66 funds (Dilsaver 2015).

In 1962, the implementation of the Mission 66 proposal continued at Ryan Campground with the development of the area's water resources (Supernaugh 1962). At that time, a water pickup station along the edge of the main campground road was constructed. The water was pumped from a well that the park purchased from the Ryan family who lived nearby in an adobe homestead (The San Bernardino County Sun 1962). A review of historic USGS topographical maps and historic aerials, confirms that the proposed improvements at the Ryan Campground were largely completed according to the Mission 66 design.

By 1994, the campground had fallen into a state of disuse and disrepair (Dilsaver 2015). In 2001, NPS funding allowed for new fire grates and concrete picnic tables (Quintana 2001). The only noticeable change that has occurred at the Ryan Campground is the number of campsites, which has fluctuated over time. Between 1958 and 1977, the Ryan Campground grew from seven to 27 campsites, while the current campground has 32 (Greene 1983). Except for these recent changes, as well as negligible modifications due to routine maintenance and repairs, the layout of the campground remains 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 Ryan Campground is located in the north-central portion of the Park approximately 18 miles 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 Ryan Ranch Trailhead, a popular 2.9-mile-long hiking trail that leads to the summit of Ryan Mountain, is located approximately 2 miles northeast of the campground's entrance along Park Boulevard.

Ryan Campground is one of five campgrounds located in the Park that requires reservations from September to

May. This is relatively new requirement that began between 2018 and 2020. The other four reservable campgrounds—Black Rock, Cottonwood, Jumbo Rocks, and Indian Cove—are located in the northern and southern portions of the Park and offer individual campsites in addition to group sites. Ryan Campground is the smallest of the five campgrounds, offering 32 campsites, including three designated sites for cyclists (Campsite Nos. 32A, 32B, and 32C) and four for equestrians; recreational vehicles (RVs) and trailers are permitted. The campground is classified as a limited-development campground, and no potable water is provided. Additionally, it does not have Americans with Disabilities Act (ADA) accessible campsites.

The 32 campsites are accessed via a 0.3-mile-long unpaved road that stretches south from Park Boulevard (Figure 9). The road passes by a dumpster and recycling station, located to the east, before continuing as a one-way loop road to the west of Campsite Nos. 1–4. Just south of Campsite No. 4, the road branches to the west, forming a secondary loop that is designated for cyclist and equestrian camping (Photograph 1). The main loop road continues south, past a staging area to the west and Campsite Nos. 5–7 to the east, before intersecting with the access road for the staging area and secondary loop road just west of Campsite No. 8. Gates are present at both ends of the secondary loop road, as well as the end of the staging area, to restrict access as needed (see Photograph 1). The remaining 23 campsites (Campsite Nos. 9–31) are interspersed along the remainder of the main loop road, with boulder-lined gravel areas provided for parking (Photograph 2). Large boulders are also present in some locations along the shoulders of both loop roads (see Photograph 1). All but four of the campsites (Campsite Nos. 17, 19, 20, and 23) are located on the interior of the loop. Each of the campsites has a concrete picnic table, a steel fire ring, and a freestanding grill (Photograph 3). A small sign displaying the campsite number is affixed to the concrete table at each site (see Photograph 3).

The campground is named after the nearby Ryan Ranch, an NRHP-listed homestead located approximately 0.5 mile to the northeast at the western base of Ryan Mountain. The homestead was established by brothers Jepp and Tom Ryan around 1896 (Holland Jr. 1971). The Ryans chose the property because of its natural spring, which they used to support their mining operations at the nearby Lost Horse Mine. The homestead currently consists of the remains of an adobe residence and two smaller buildings, as well as a graveyard, corral, and well, all of which are accessed via a 0.4-mile-long trail that begins along the north shoulder of the main loop road to the south of Campsite No. 17 (Photograph 4). Two interpretative signs are located along the trail (see Photograph 4). The first, which describes the geological processes that formed the adjacent landforms, is badly weathered and located at the trailhead, just north of the main loop road. The second sign is approximately 60 feet to the northeast and provides a map of the trail, as well as a brief history of the ranch.

Overall, the Ryan Campground retains its integrity of location, design, setting, feeling, and association 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 Ryan Campground is included below.

Location: the place where the historic property was constructed or the place where the historic event occurred. The Ryan Campground has not been moved from its original location, and therefore retains integrity of location.
Design: the combination of elements that create the form, plan, space, structure, and style of a property. The Ryan Campground continues to convey its historic function as a campground in the Park. The campground retains the elements associated with the campground policy established by E. P. Meinecke in 1934 for the NPS, which included one-way loop roads with parking areas spurred at an angle off the loop road, and sites with picnic tables and grills. These features, in addition to the Ryan Ranch and California Riding and Hiking Trail connections, demonstrate “integrated campground planning” as defined in the NRHP MPDF. Additionally, the campground reflects the Mission 66 program concept of providing more privacy for campground users through landscape features and constructed components.

Setting: the physical environment of a historic property. The Ryan Campground retains the basic physical conditions under which it was constructed and the functions it was intended to serve, and therefore retains integrity of setting. The campground is in the north-central portion of the park within a cluster of granite outcroppings. The property is accessible from Park Boulevard, the historic access road to the site, and surrounded by natural landscape, including Mojave yucca, creosote, pencil cholla, California juniper, desert willow, and blackbrush. Virtually no modern development, other than camp amenities, encroaches on the setting of the campground.

Materials: 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 Ryan Campground no longer retains the key physical elements dating from the period of significance (1957–1972), including the original campsite furnishings, vault toilets, water station, troughs, and signage. Therefore, the campground no longer retains integrity of materials.

Workmanship: the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. The Ryan Campground no longer retains the key physical elements dating from the period

of significance (1957–1972), including the original campsite furnishings, vault toilets, water station, troughs, and signage, which would provide evidence of construction technique or skill in constructing these elements. Therefore, the campground no longer retains integrity of workmanship.

Feeling: a property's expression of the aesthetic or historic sense of a particular period of time. The Ryan Campground generally retains integrity of feeling, which is defined as the physical features that, when taken together, can convey the property's historic character and function. These features include the elements that make up the setting and association of the property.

Association: the direct link between an important historic event or person and a historic property. The Ryan Campground generally retains its integrity of association. The property is still able to convey its original function and association with recreation in the Park, and therefore, its significant contribution to the recreational and education opportunities of the same area.

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: Spatial Organization

Spatial organization elements within the DOE includes 32 campsites within the campground.

Ryan Campground is one of five campgrounds located in the Park that requires reservations from September to May. This is relatively new requirement that began between 2018 and 2020. The other four reservable campgrounds—Black Rock, Cottonwood, Jumbo Rocks, and Indian Cove—are located in the northern and southern portions of the Park and offer individual campsites in addition to group sites. Ryan Campground is the smallest of the five campgrounds, offering 32 campsites, including three designated sites for cyclists (Campsite Nos. 32A, 32B, and 32C) and four for equestrians; recreational vehicles (RVs) and trailers are permitted. The campground is classified as a limited-development campground, and no potable water is provided. Additionally, it does not have Americans with Disabilities Act (ADA) accessible campsites.

The 32 campsites are accessed via a 0.3-mile-long unpaved road that stretches south from Park Boulevard (Figure 9). The road passes by a dumpster and recycling station, located to the east, before continuing as a one-way loop road to the west of Campsite Nos. 1–4. Just south of Campsite No. 4, the road branches to the west, forming a secondary loop that is designated for cyclist and equestrian camping (Photograph 1). The main loop road continues south, past a staging area to the west and Campsite Nos. 5–7 to the east, before intersecting with the access road for the staging area and secondary loop road just west of Campsite No. 8. Gates are present at both ends of the secondary loop road, as well as the end of the staging area, to restrict access as needed (see Photograph 1). The remaining 23 campsites (Campsite Nos. 9–31) are interspersed along the remainder of the main loop road, with boulder-lined gravel areas provided for parking (Photograph 2). Large boulders are also present in some locations along the shoulders of both loop roads (see Photograph 1). All but four of the campsites (Campsite Nos. 17, 19, 20, and 23) are located on the interior of the loop. Each of the campsites has a concrete picnic table, a steel fire ring, and a freestanding grill (Photograph 3). A small sign displaying the campsite number is affixed to the concrete table at each site (see Photograph 3).

Landscape Characteristic Graphics:



Intersection of the main (at left) and secondary loop roads (at right), facing southwest (North Wind 2020). The staging area is visible to the left of the boulder in the center of the photograph and the secondary loop road is visible at right.



Campsite No. 17, facing northeast (North Wind 2020). The small sign denoting the campsite number is visible on the right side of the picnic table.



Row of hitching posts along the loop within the equestrian camping area, facing west (North Wind 2020).



Row of hitching posts along the loop within the equestrian camping area, facing west (North Wind 2020).

Landscape Characteristic: Circulation

Circulation features within Ryan Campground includes the access road and campground loop, parking areas, the CA Equestrian and Hiking Trailhead, and the Ryan Ranch Trailhead.

The 32 campsites are accessed via a 0.3-mile-long unpaved road that stretches south from Park Boulevard (Figure 9). The road passes by a dumpster and recycling station, located to the east, before continuing as a one-way loop road to the west of Campsite Nos. 1–4. Just south of Campsite No. 4, the road branches to the west, forming a secondary loop that is designated for cyclist and equestrian camping (Photograph 1). The main loop road continues south, past a staging area to the west and Campsite Nos. 5–7 to the east, before intersecting with the access road for the staging area and secondary loop road just west of Campsite No. 8. Gates are present at both ends of the secondary loop road, as well as the end of the staging area, to restrict access as needed (see Photograph 1). The remaining 23 campsites (Campsite Nos. 9–31) are interspersed along the remainder of the main loop road, with boulder-lined gravel areas provided for parking (Photograph 2). Large boulders are also present in some locations along the shoulders of both loop roads (see Photograph 1). All but four of the campsites (Campsite Nos. 17, 19, 20, and 23) are located on the interior of the loop. Each of the campsites has a concrete picnic table, a steel fire ring, and a freestanding grill (Photograph 3). A small sign displaying the campsite number is affixed to the concrete table at each site.

The Ryan Ranch Trailhead, a popular 2.9-mile-long hiking trail that leads to the summit of Ryan Mountain, is located approximately 2 miles northeast of the campground’s entrance along Park Boulevard.

The 37-mile-long segment of the California Riding and Hiking Trail is also reached from the southern end of the campground across from Campsite No. 13 (Photograph 5). The trail is accessed by a fence-lined trailhead and approximately 45-foot-long (13 m) southeast-running gravel path located at the south end of the campground. Another gravel path, approximately 58-foot-long (18 m), is located approximately 50 feet (15 m) to the east of the trailhead and leads southwest from a parking area to connect to the trailhead path at the California Riding and Hiking Trail. The trailhead is marked by roughly 15 feet of wood fencing on either side of the path, and a wooden trail access sign.

All parking areas are unpaved and designated by large boulders.

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
Ryan Campground Access Road and Loop	196669	Contributing	1170247				No
California Equestrian and Hiking Trailhead	196672	Contributing					No
Ryan Ranch Trailhead	196671	Undetermined					No
Campground Parking Areas	196670	Undetermined	1171088				No

Landscape Characteristic Graphics:



Parking area to the northeast of Campsite No. 30 (at left), facing southwest. The picnic table for Campsite No. 31 is visible near the center of the photograph (North Wind 2020).



Ryan Ranch Trail and associated interpretative signage, facing east (North Wind 2020).



Trailhead and sign for the California Riding and Hiking Trail, facing south (North Wind 2020).



Access trail and sign to Headstone Rock and other popular bouldering routes in the vicinity of Ryan Campground, facing northeast. Headstone Rock is visible in the top left corner of the photograph (North Wind 2020).

Landscape Characteristic: Buildings and Structures

There are three single vault toilets within the evaluated campground.

All of the vault toilets within the campground 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. A short concrete walkway leads to the entrance of each pit toilet.

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 R1	196673	Non contributing	1171089				No
Single Vault Toilet R2	196674	Non contributing	1171090				No
Single Vault Toilet R3	196675	Non contributing	1171092				No

Landscape Characteristic Graphics:



Typical one-vault toilet at Ryan Campground, facing northeast (North Wind 2020).

Condition

Assessment Interval (Years): 6

Next Assessment Due Date: 09/01/2026

Condition Assessment and Impacts

Condition Assessment: Good

Assessment Date: 09/01/2020

Condition Assessment Explanatory Narrative:

Bibliography and Supplemental Information

Bibliography:

Citation Author	Citation Title	Year of Publication	Citation Publisher	Citation Type	Citation Location	Citation Number
Adventure Projects, Inc.	Headstone Rock Rock Climbing. Electronic document at https://www.mountainproject.com/area/105720861/headstone-rock , accessed 31 August 2020.	2020				
Adventure Projects, Inc.	Ryan Campground Bouldering Climbing. Electronic document at https://www.mountainproject.com/area/105721560/ryan-campground-bouldering , accessed 31 August 2020.	2020				
Carr, Ethan	Mission 66 Modernism and the National Park Service Dilemma.	2007	University of Massachusetts Press, Amherst, Massachusetts.			
Carr, Ethan, Elaine Jackson-Retondo, Len Warner, Rodd Wheaton, John Feinberg, and Carly Piccarello	National Park Service Mission 66 Era Resources. Multiple Property Documentation Form. Electronic document at https://www.nps.gov/nr/feature/places/pdfs/64501248.pdf , accessed 25 March 2020.	2015				

Ryan Campground
Joshua Tree National Park

Crochetiere, Thomas	The History of Joshua Tree National Park: A historical, informational, and educational timeline of Joshua Tree National Park.	2019	Joshua Tree National Park Association, Twentynine Palms, California.			
Dilsaver, Larry M.	Joshua Tree National Park: A History of Preserving the Desert. Administrative history on file at the Joshua Tree National Park Headquarters, Twentynine Palms, California.	2015	Joshua Tree National Park Headquarters, Twentynine Palms, California.			
Givens, Frank R.	Superintendent's Annual Report for the 1948 Fiscal Year. Electronic document at http://npshistory.com/publications/annual_reports/jotr/1948.pdf , accessed 30 March 2020.	1948				
Givens, Frank R.	Superintendent's Annual Report for the 1950 Fiscal Year. Electronic document at http://npshistory.com/publications/annual_reports/jotr/1950.pdf , accessed 30 March 2020.	1950				

Ryan Campground
Joshua Tree National Park

Givens, Frank R.	Superintendent's Annual Report for the 1951 Fiscal Year. Electronic document at http://npshistory.com/publications/annual_reports/jotr/1951.pdf , accessed 30 March 2020.	1951				
Greene, Linda W.	A History of Land Use in Joshua Tree National Monument.	1983	National Park Service, Denver Service Center.			
Holland Jr., F. Ross	National Register of Historic Places Registration Form: Ryan Ranch and Lost Horse Well or Spring. Electronic document at https://npgallery.nps.gov/GetAsset/9b17f5a7-24a1-4022-ad32-5e34b2f8bcbc , accessed 25 March 2020.	1971				
Joshua Tree National Monument	Mission 66 Prospectus (Revision), National Park Service.	1957				
Joshua Tree National Monument	Master Plan Development Outline Joshua Tree National Monument.	1957	National Park Service			
King, Samuel A.	Superintendent's Annual Report for the 1953 Fiscal Year. Electronic document at http://npshistory.com/publications/annual_reports/jotr/1953.pdf , accessed 30 March 2020.	1953				

Ryan Campground
Joshua Tree National Park

King, Samuel A.	Superintendent's Annual Report for the 1954 Fiscal Year. Electronic document at http://npshistory.com/publications/annual_reports/jotr/1954.pdf , accessed 30 March 2020.	1954				
King, Samuel A.	Superintendent's Annual Report for the 1958 Fiscal Year. Electronic document at http://npshistory.com/publications/annual_reports/jotr/1958.pdf , accessed 30 March 2020.	1958				
McClelland, Linda Flint	Presenting Nature: The Historic Landscape Design of the National Park Service, 1916 to 1942. Electronic document at https://www.nps.gov/parkhistory/online_books/mcClelland/mcclelland.htm , accessed 30 March 2020.	1993				
National Park Service (NPS)	Campground Study: A Report of the Committee to Study Camping Policy and Standards (Region Four).	1959	U.S. Department of the Interior, National Park Service, San Francisco, California.			

Ryan Campground
Joshua Tree National Park

National Park Service (NPS)	General Management Plan, Development Concept Plans, Environmental Impact Statement: Joshua Tree National Monument, California.	1994	National Park Service, Denver Service Center.			
National Park Service (NPS)	How to Apply the National Register Criteria for Evaluation. National Register Bulletin No. 15.	1997	Government Printing Office, Washington, D.C.			
National Park Service (NPS)	Foundation Document: Joshua Tree National Park, California.	2015	National Park Service.			
Norris, Robert Matheson and Robert Wallace Webb	Geology of California.	1976	University of California Press, Berkeley.			
Quintana, Ernest	Superintendent's Annual Report for the 2001 Fiscal Year. Electronic document at http://npshistory.com/publications/annual_reports/jotr/2001.pdf , accessed 30 March 2020.	2001				
Sauer, Curt	Superintendent's Annual Report for the 2009 Fiscal Year. Electronic document at http://npshistory.com/publications/annual_reports/jotr/2009.pdf , accessed 30 March 2020.	2009				

Supernaugh, William R.	Superintendent's Annual Report for the 1962 Fiscal Year. Electronic document at http://npshistory.com/publications/annual_reports/jotr/1962.pdf , accessed 30 March 2020.	1962				
Supernaugh, William R.	Superintendent's Annual Report for the 1963 Fiscal Year. Electronic document at http://npshistory.com/publications/annual_reports/jotr/1963.pdf , accessed 30 March 2020.	1963				
Supernaugh, William R.	Superintendent's Annual Report for the 1964 Fiscal Year. Electronic document at http://npshistory.com/publications/annual_reports/jotr/1964.pdf , accessed 30 March 2020.	1964				
Supernaugh, William R.	Superintendent's Annual Report for the 1965 Fiscal Year. Electronic document at http://npshistory.com/publications/annual_reports/jotr/1965.pdf , accessed 30 March 2020.	1965				

Ryan Campground
Joshua Tree National Park

Supernaugh, William R.	Superintendent's Annual Report for the 1966 Fiscal Year. Electronic document at http://npshistory.com/publications/annual_reports/jotr/1966.pdf , accessed 30 March 2020.	1966				
The San Bernardino County Sun	New Monument Campground, Equestrian Trail Being Built. The San Bernardino County Sun. Page 20. Published 3 November 1957.	1957				
The San Bernardino County Sun	New Trail in Joshua Park is Completed. The San Bernardino County Sun. Page 21. Published 6 March 1958.	1958				
The San Bernardino County Sun	Riding Trail Through Joshua Park Dedicated. The San Bernardino County Sun. Page 18. Published 1 June 1958.	1958				
The San Bernardino County Sun	Joshua Monument Riding Trail to Be Dedicated. The San Bernardino County Sun. Page 20. Published 25 May 1958.	1958				

Ryan Campground
Joshua Tree National Park

The San Bernardino County Sun	"Water, Sewer, Road Projects Are Scheduled." The San Bernardino County Sun. Page 17. Published 3 January 1962.	1962				
Yates, Timothy, and January Tavel	Draft Cultural Resources Evaluation Report for the Utah 12kV Phase II Underground Relocation Project, Joshua Tree National Park, California.	2016	ICF International, San Diego, California.			
Young, Terence	"Green and Shady Camps": E.P. Meinecke and the Restoration of America's Public Campgrounds.	2014	The George Wright Forum 13(1):69-76			
Zarki, Joseph W.	Images of America: Joshua Tree National Park.	2015	Arcadia Publishing, Charleston, South Carolina.			

Landscape Documents:



File Name: DOE for the Ryan Campground_final_sm.pdf

Caption: Ryan Campground DOE

Alt Text:

Date: 09/01/2020

Attachment Type:

Source:

Version: