National Park Service
Cultural Landscapes Inventory
2004

Ricksecker Point

Mount Rainier National Park

CULTURAL LANDSCAPES INVENTORY (CLI) PROGRAM
2010 Condition Assessment Update for:

Ricksecker Point
Mount Rainier National Park

Mount Rainier National Park concurs with the condition assessment update for Ricksecker Point as identified below:

CONDITION ASSESSMENT: **FAIR**

Good: indicates the landscape shows no clear evidence of major negative disturbance and deterioration by natural and/or human forces. The landscape's cultural and natural values are as well preserved as can be expected under the given environmental conditions. No immediate corrective action is required to maintain its current condition.

Fair: indicates the landscape shows clear evidence of minor disturbance and deterioration by natural and/or human forces, and some degree of corrective action is needed within 3-5 years to prevent further harm to its cultural and/or natural values. If left to continue without appropriate corrective action, the cumulative effect of the deterioration of many of the landscape characteristics will cause the landscape to degrade to a poor condition.

Poor: indicates the landscape shows clear evidence of major disturbance and rapid deterioration by natural and/or human forces. Immediate corrective action is required to protect and preserve the remaining cultural and natural values.

David V Uhrenga 9/21/10

Superintendent, Mount Rainier National Park — Date

Please return to:
Vida Germano
CLI Coordinator
National Park Service
Pacific West Regional Office
1111 Jackson Street, Suite 700
Oakland, CA 94607-4807
(510) 817-1407
(510) 817-1484 (fax)

National Park Service
Cultural Landscape Inventory
1998

Ricksecker Point
Mount Rainier National Park

Mount Rainier National Park concurs with the management category and condition assessment identified by this CLI Level II report, as given below:

MANAGEMENT CATEGORY: **Must be preserved and maintained**

CONDITION ASSESSMENT: **Fair**

David V. Uberuaga 3/5/04

Superintendent, Mount Rainier National Park Date

Please return to:

Erica Owens
Historical Landscape Architect
National Park Service
Pacific West Regional Office
909 First Avenue
Seattle, WA 98104-1060

STATE OF WASHINGTON

Office of Archaeology and Historic Preservation

1063 S. Capitol Way, Suite 106 • Olympia, Washington 98501
(Mailing Address) PO Box 48343 • Olympia, Washington 98504-8343
(360) 586-3065 Fax Number (360) 586-3067

June 18, 2004

Dr. Stephanie Toothman, Chief
National Park Service, Pacific West Region
909 First Avenue, Fifth Floor
Seattle, Washington 98104-1060

In future correspondence please refer to:
Log: 061804-52-NPS
Property: Mt. Rainier, Olympic, and North Cascades National Parks
Re: Formal Concurrence on 12 Cultural Landscape Inventory and List of Classified Structures

Dear Dr. Toothman:

Thank you for contacting the Washington State Office of Archaeology and Historic Preservation (OAHP). The above referenced properties have been reviewed on behalf of the State Historic Preservation Officer (SHPO) under provisions of Section 106 of the National Historic Preservation Act of 1966 (as amended) and 36 CFR Part 800.

Based upon your documentation, I understand that the National Park Service (NPS) requests formal concurrence from the SHPO in order to certify that the Cultural Landscape Inventory (CLI) and List of Classified Structures (LCS) is complete. My review is based upon documentation contained in your documentation.

In response, you will find our concurrence on the 12 CLIs and associated LCS located in Mount Rainier, Olympic and North Cascades National Parks. The documentation prepared for this review will be retained in the Washington State Inventory of Cultural Resources for future reference and research.

Again, thank you for the opportunity to review and comment on these reviews as well as for the assistance and work of Erica Owens. Should you have any questions please feel free to contact me at 360-586-3073 or gregg@cted.wa.gov.

Sincerely,

Gregory Griffith
Deputy State Historic Preservation Officer

Enclosures

RECEIVED
JUN 07 2004
Archaeology and Historic Preservation

RICKSECKER POINT
MOUNT RAINIER NATIONAL PARK

Washington SHPO Eligibility Determination

Section 110 Actions Requested:

1) SHPO concurrence with the Setting description, and
2) SHPO concurrence with the addition of structures to the List of Classified Structures (LCS). (See chart below)

__✓__ **I concur,** _____ **I do not concur** that the **Setting** as described in the Cultural Landscape Inventory (CLI) contributes to Ricksecker Point (The 1997 National Historic Landmark District Nomination describes the general setting of the NHLD. This CLI describes specifically, the setting of Ricksecker Point including: spatial organization, natural systems and features, circulation, topography, and views and vistas. See the Analysis and Evaluation section.).

The following structures, located within the historic district, are already listed on the National Register as contributing elements of the Ricksecker Point:

LCS number	Structure Name
(No number)	Ricksecker Overlook

Based on the information provided in the CLI, the following previously unevaluated structures have been identified as **contributing** to Ricksecker Point:

LCS number	Structure Name	**Concur**	**Do Not Concur**
(No number)	Guardwall/ Retaining wall	✓	
(No number)	First vehicular pullout	✓	
(No number)	Nisqually Valley overlook parking area	✓	
(No number)	Paradise Valley overlook parking area	✓	
(No number)	Second vehicular pullout	✓	

Based on the information provided in the CLI, the following structures have been identified as **not contributing** to Ricksecker Point:

LCS number	Structure Name	**Concur**	**Do Not Concur**
N/A	Third vehicular pullout	✓	

Reasons/comments why any 'Do Not Concur' blocks were checked:

Gregory Griffith DSHPO 6/18/04

FOR Washington State Historic Preservation Officer — Date

Please return forms to the attention of:
Erica Owens
CLI Co-coordinator
National Park Service
Pacific West Regional Office-Seattle
909 1st Ave, Floor 5
Seattle, WA 98104
(206) 220-4128
erica_owens@nps.gov

Table of Contents

Executive Summary

General Introduction to the CLI

The Cultural Landscapes Inventory (CLI) is a comprehensive inventory of all historically significant landscapes within the National Park System. This evaluated inventory identifies and documents each landscape's location, physical development, significance, National Register of Historic Places eligibility, condition, as well as other valuable information for park management. Inventoried landscapes are listed on, or eligible for, the National Register of Historic Places, or otherwise treated as cultural resources. To automate the inventory, the Cultural Landscapes Automated Inventory Management System (CLAIMS) database was created in 1996. CLAIMS provides an analytical tool for querying information associated with the CLI.

The CLI, like the List of Classified Structures (LCS), assists the National Park Service (NPS) in its efforts to fulfill the identification and management requirements associated with Section 110(a) of the National Historic Preservation Act, NPS Management Policies (2001), and Director's Order #28: Cultural Resource Management (1998). Since launching the CLI nationwide, the NPS, in response to the Government Performance and Results Act (GPRA), is required to report on an annual performance plan that is tied to 6-year strategic plan. The NPS strategic plan has two goals related to cultural landscapes: condition (1a7) and progress on the CLI (1b2b). Because the CLI is the baseline of cultural landscapes in the National Park System, it serves as the vehicle for tracking these goals.

For these reasons, the Park Cultural Landscapes Program considers the completion of the CLI to be a servicewide priority. The information in the CLI is useful at all levels of the park service. At the national and regional levels it is used to inform planning efforts and budget decisions. At the park level, the CLI assists managers to plan, program, and prioritize funds. It is a record of cultural landscape treatment and management decisions and the physical narrative may be used to enhance interpretation programs.

Implementation of the CLI is coordinated on the Region/Support Office level. Each Region/Support Office creates a priority list for CLI work based on park planning needs, proposed development projects, lack of landscape documentation (which adversely affects the preservation or management of the resource), baseline information needs and Region/Support office priorities. This list is updated annually to respond to changing needs and priorities. Completed CLI records are uploaded at the end of the fiscal year to the National Center for Cultural Resources, Park Cultural Landscapes Program in Washington, DC. Only data officially entered into the National Center's CLI database is considered "certified data" for GPRA reporting.

The CLI is completed in a multi-level process with each level corresponding to a specific degree of effort and detail. From Level 0: Park Reconnaissance Survey through Level II: Landscape Analysis and Evaluation, additional information is collected, prior information is refined, and decisions are made regarding if and how to proceed. The relationship between Level 0, I, and II is direct and the CLI for a landscape or component landscape inventory unit is not considered finished until Level II is complete.

A number of steps are involved in completing a Level II inventory record. The process begins when the CLI team meets with park management and staff to clarify the purpose of the CLI and is followed by historical research, documentation, and fieldwork. Information is derived from two efforts: secondary sources that are usually available in the park's or regions' files, libraries, and archives and on-site landscape investigation(s). This information is entered into CLI database as text or graphics. A park report is generated from the database and becomes the vehicle for consultation with the park and the

SHPO/TPO.

Level III: Feature Inventory and Assessment is a distinct inventory level in the CLI and is optional. This level provides an opportunity to inventory and evaluate important landscape features identified at Level II as contributing to the significance of a landscape or component landscape, not listed on the LCS. This level allows for an individual landscape feature to be assessed and the costs associated with treatment recorded.

The ultimate goal of the Park Cultural Landscapes Program is a complete inventory of landscapes, component landscapes, and where appropriate, associated landscape features in the National Park System. The end result, when combined with the LCS, will be an inventory of all physical aspects of any given property.

Relationship between the CLI and a CLR

While there are some similarities, the CLI Level II is not the same as a Cultural Landscape Report (CLR). Using secondary sources, the CLI Level II provides information to establish historic significance by determining whether there are sufficient extant features to convey the property's historic appearance and function. The CLI includes the preliminary identification and analysis to define contributing features, but does not provide the more definitive detail contained within a CLR, which involves more in-depth research, using primary rather than secondary source material.

The CLR is a treatment document and presents recommendations on how to preserve, restore, or rehabilitate the significant landscape and its contributing features based on historical documentation, analysis of existing conditions, and the Secretary of the Interior's standards and guidelines as they apply to the treatment of historic landscapes. The CLI, on the other hand, records impacts to the landscape and condition (good, fair, poor) in consultation with park management. Stabilization costs associated with mitigating impacts may be recorded in the CLI and therefore the CLI may advise on simple and appropriate stabilization measures associated with these costs if that information is not provided elsewhere.

When the park decides to manage and treat an identified cultural landscape, a CLR may be necessary to work through the treatment options and set priorities. A historical landscape architect can assist the park in deciding the appropriate scope of work and an approach for accomplishing the CLR. When minor actions are necessary, a CLI Level II park report may provide sufficient documentation to support the Section 106 compliance process.

Park Information

Park Name: Mount Rainier National Park
Administrative Unit: Mount Rainier National Park
Park Organization Code: 9450
Park Alpha Code: MORA

Property Level And CLI Number

Property Level: Component Landscape
Name: Ricksecker Point
CLI Identification Number: 400020
Parent Landscape CLI ID Number: 400002

Inventory Summary

Inventory Level: Level II

Completion Status:

Level 0

Date Data Collected - Level 0: 1/1/1992
Level 0 Recorder: C. Gilbert
Date Level 0 Entered: 1/1/1992
Level 0 Data Entry Recorder: C. Gilbert
Level 0 Site Visit: Yes

Level I

Date Level I Data Collected: 7/26/1994
Level I Data Collection C. Gilbert, Norwaad and Thorson Dodroe
Date Level I Entered: 7/26/1994
Level I Data Entry Recorder: C. Gilbert, Norwaad and Thorson Dodroe
Level I Site Visit: Yes

Level II

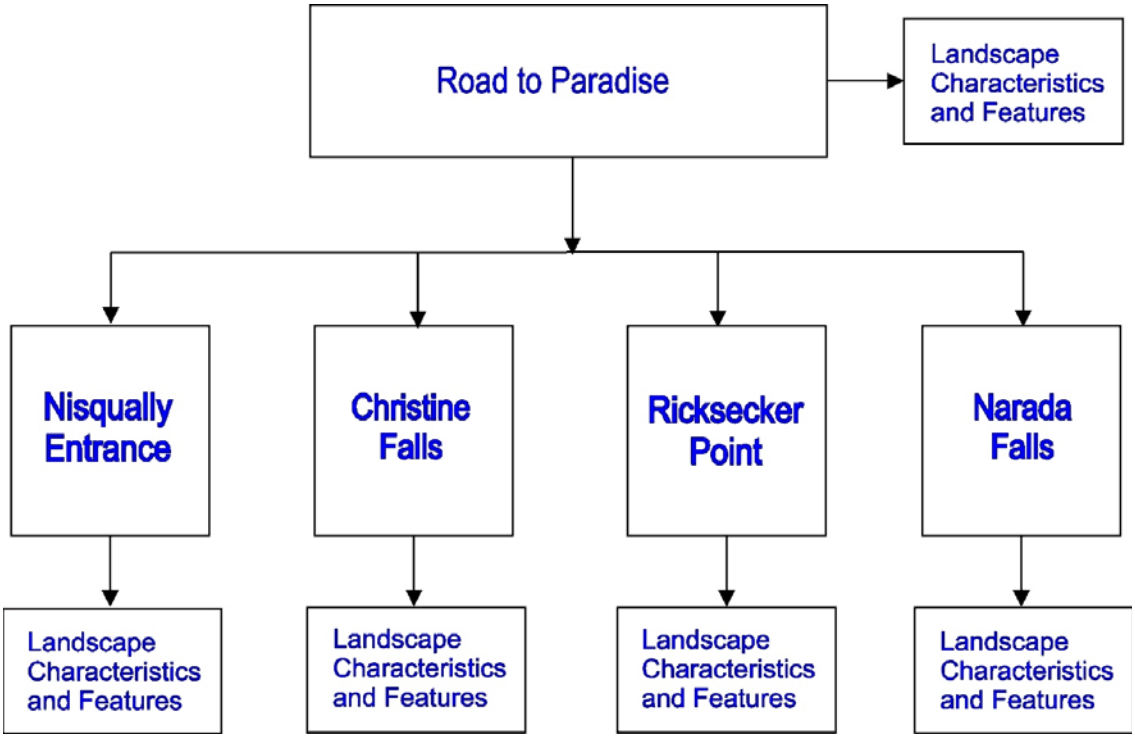
Date Level II Data Collected: 12/1/1998
Level II Data Collection S. Dolan
Date Level II Entered: 12/1/1998
Level II Data Entry Recorder: S. Dolan
Level II Site Visit: Yes
Date of Concurrence 3/2/2004

Component Landscape Description

Ricksecker Point is a historic designed landscape and extended scenic overlook, designed as a scenic road and place for visitors to experience spectacular, panoramic views of the Tatoosh Range, Nisqually and Paradise Valleys, and Mount Rainier. At the southern edge of the National Park, Ricksecker Point is located between Christine Falls and Narada Falls, at approximately 12.75 miles along the Road to Paradise from the Nisqually Entrance. The one-third of a mile-long road around Ricksecker Point contains several vehicular pullouts and two parking areas. The landscape characteristics and features of Ricksecker Point date from its period of development between 1927 and 1940.

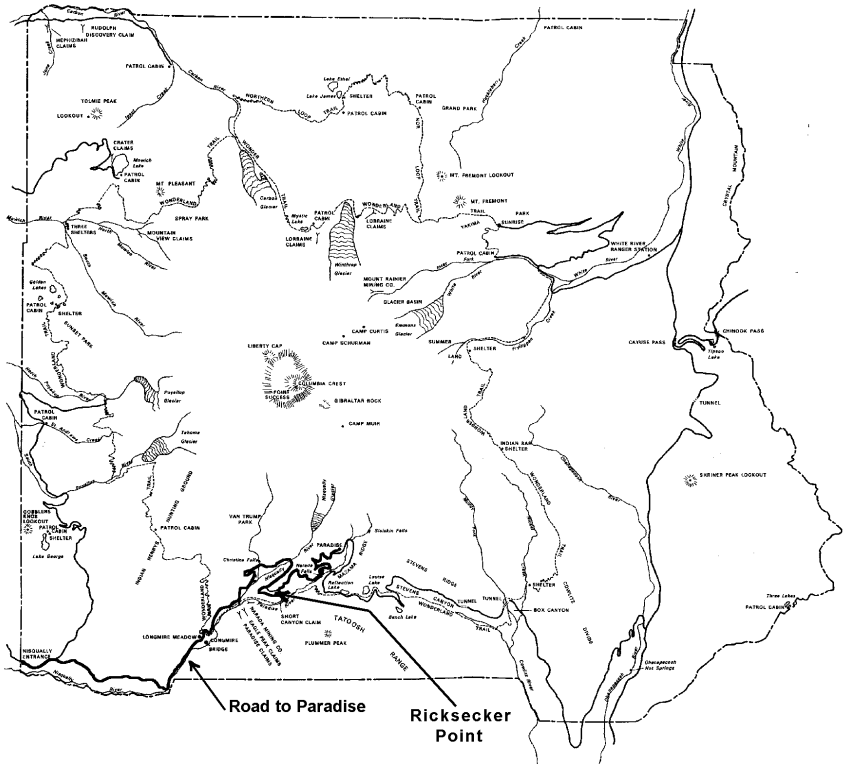
Cultural Landscapes Inventory Hierarchy Description

Ricksecker Point is one of four component landscapes of the Road to Paradise.



CLI hierarchy diagram showing Ricksecker Point as one component landscape of the Road to Paradise.

Location Map



Map to show the location of Ricksecker Point within Mount Rainier National Park. Historic Resources Study Map, 1981.

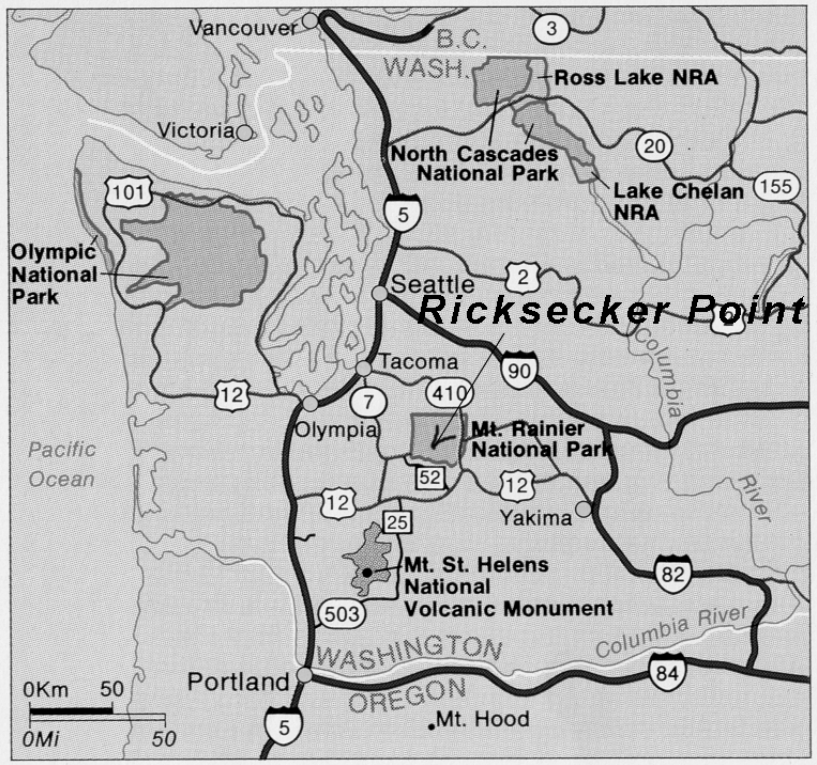
Boundary Description

The boundary of Ricksecker Point is set at 30 feet from the center of the road to the inner, or uphill side of the road, and to the outer edge of the guardwall on the outer edge of the road. The boundary begins at the point at which the road around Ricksecker Point emanates from the Road to Paradise/Ricksecker Cut-Off, to the point approximately one-third of a mile later, where the road around Ricksecker Point re-intersects with the Ricksecker Cut-Off/Road to Paradise. The area encompassed by the boundary is approximately 1760 feet in length, and 43 feet in width (emanating from the outer side of the guardwall).

Regional Context

Political Context

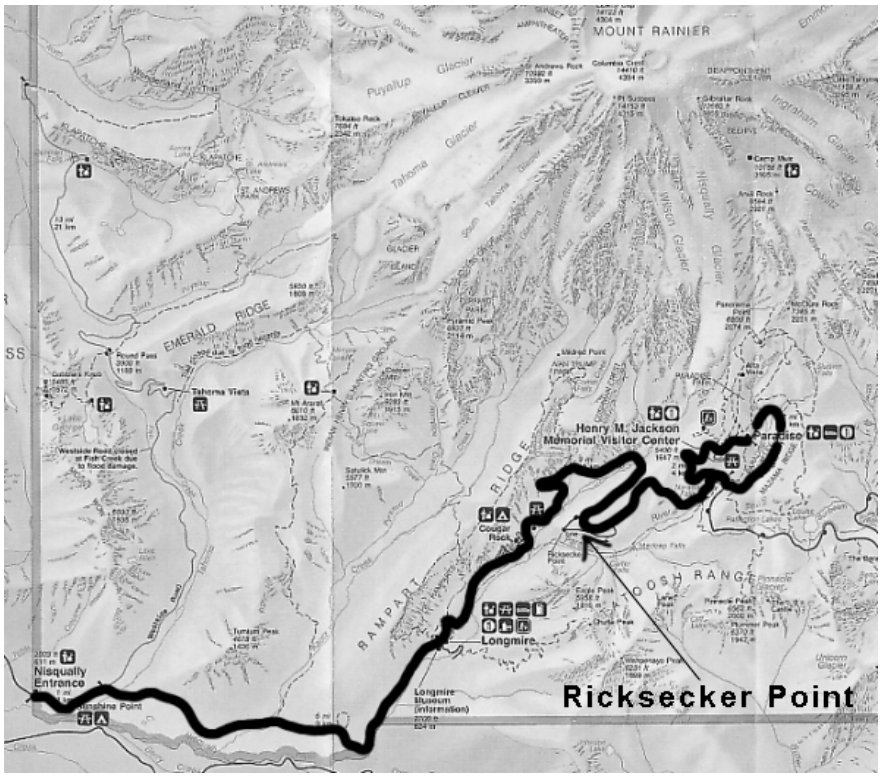
Ricksecker Point is located within the boundaries of Mount Rainier National Park



Map illustrating the regional political context of Ricksecker Point within Mount Rainier National Park.

Cultural Context

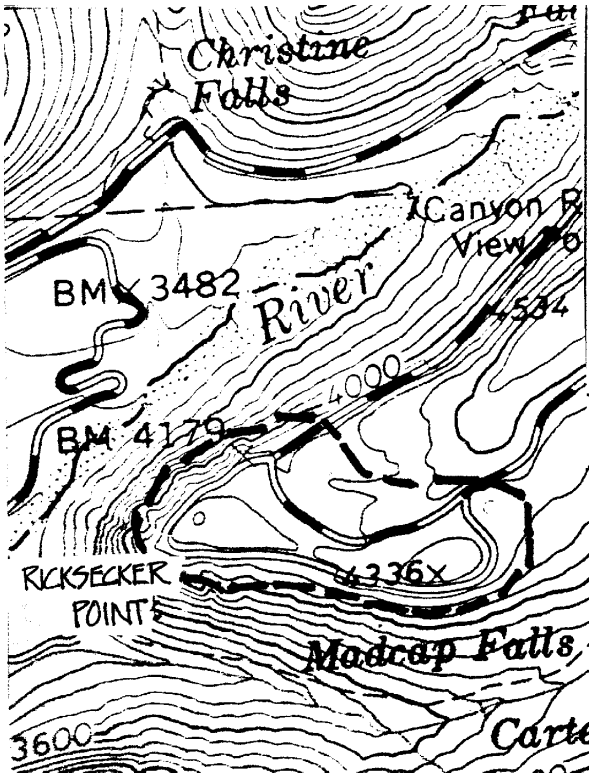
Ricksecker Point is a third of a one third of a mile-long extended scenic overlook, and a bypass road, encompassing panoramic views of the Nisqually and Paradise Valleys, Mount Rainier and the Tatoosh Range. Ricksecker Point is located approximately 5 miles from the Jackson Visitor Center at Paradise.



Map illustrating the cultural context of Ricksecker Point within Mount Rainier National Park.

Physiographic Context

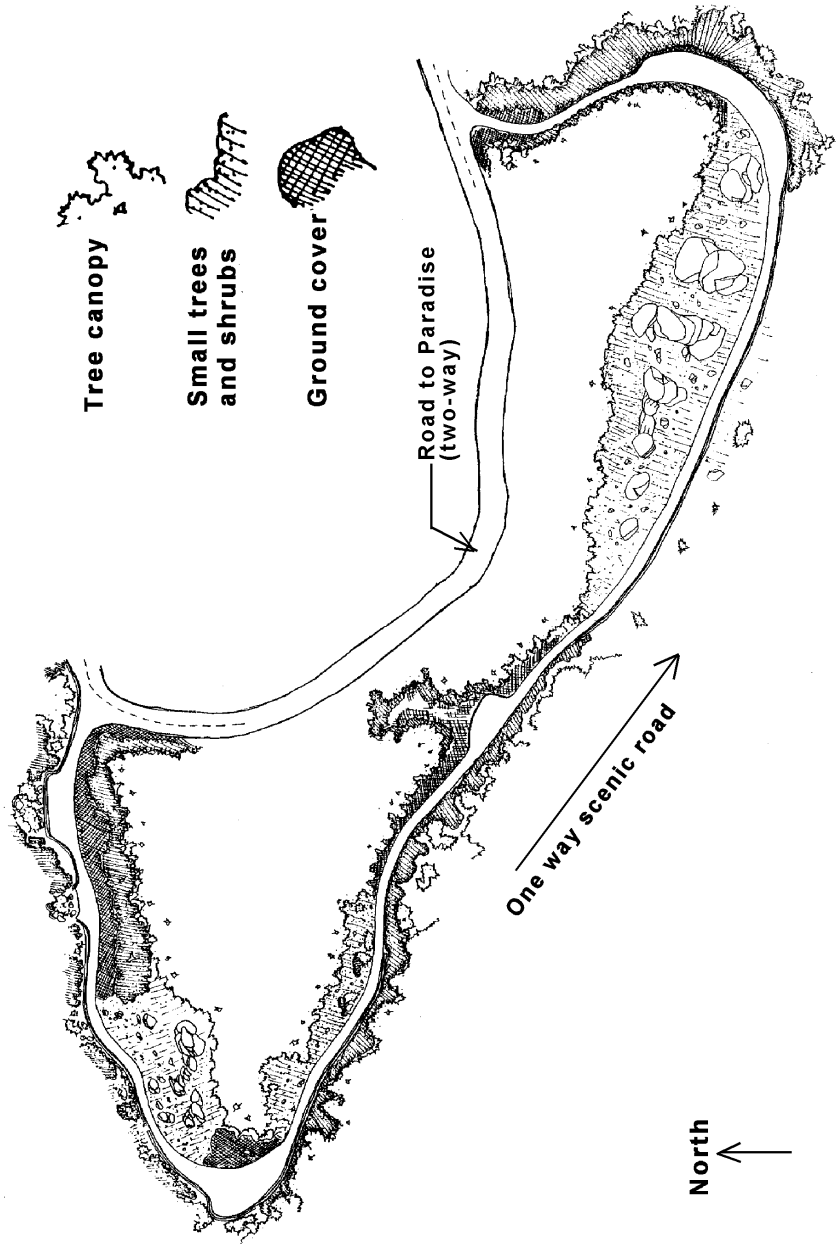
Ricksecker Point is located at a promontory and forested ridge which projects between Rampart Ridge and the Tatoosh Range. Nisqually River valley lies to the northwest of the ridge, and the Paradise River valley is to the southeast. The elevation of Ricksecker Point is 4200 feet.



Regional map indicating the physiographic context of Ricksecker Point.

Site Plan

Site plan showing the existing conditions of Ricksecker Point. Note that Ricksecker Point is a one-way scenic road off the Road to Paradise, though originally, the one-way road was the actual alignment of the Road to Paradise. (CCSO 1994.)



Chronology

Year	Event	Description
1904 AD	Established	Eugene Ricksecker supervised an Army Corps of Engineers survey of the Road to Paradise, and the survey team named Ricksecker Point "Gap Point." Engineer: Eugene Ricksecker
1909 AD	Built	Construction of the Road to Paradise reached Gap Point, which was later named Ricksecker Point. The road was only wide enough for a single lane, and one-way traffic was controlled by park rangers.
1914 AD	Established	National Park Superintended Ethan Allen identified the two miles of the Road to Paradise above Nisqually Glacier to be "the most dangerous sections of public road in the country." This section of road included Ricksecker Point.
1915 AD	Built	Construction of the Road to Paradise was completed, and cars could be driven along the entire road from Nisqually Entrance to Paradise. One-way traffic above Nisqually Glacier was controlled at Nisqually Glacier and Narada Falls.
1915 AD	Developed	In response to Superintendent Allen's declaration, Ricksecker Point was widened and surfaced with native sand. Wood guardrails and dry-laid stone walls were added along the side of the road.
1917 AD	Built	Dry-laid rock walls and whole-log guardrails were built along the sides of the upper section of the Road to Paradise, from Nisqually Glacier onwards.
1918 AD	Stabilized	Rockslides were removed along the Road to Paradise at Ricksecker Point.
1919 - 1920 AD	Developed	A parking area was graded and surfaced at Ricksecker Point. The parking area was designed for visitors to stop and view the spectacular Tatoosh Range, Nisqually River Valley, and Mount Rainier.

1920 AD	Established	Park Superintendent Roger Toll proposed a new road to bypass Ricksecker Point, which would become the downhill route, and Ricksecker Point would be the uphill route. Toll thought the bypass would eleviate bottleneck traffic at Ricksecker Point. Park Superintendent: Roger Toll
1921 AD	Built	The NPS built a cut-off road between Narada Falls and Paradise. The cut-off or bypass allowed for one-way downhill traffic, as the main route of the road allowed for one-way uphill traffic.
1921 - 1923 AD	Built	The section of the Road to Paradise at Ricksecker Point was widened, and a bypass road was constructed to the north of the Point.
1924 AD	Established	The Road to Paradise was opened to unrestricted two-way travel. Where sections of the road were divided into separate one-way lanes, the uphill route was the original route of the road.
1925 - 1928 AD	Altered	The Road to Paradise was widened from 16 to 24 feet, and resurfaced in gravel. The Bureau of Public Roads took over the administration of park road projects in 1926.
1927 AD	Developed	Ricksecker Point was redeveloped with a larger parking area, an improved crushed gravel road surface, a more even grade, and smoother curves.
1930 AD	Built	A new road was built to bypass Ricksecker Point, superseding the one built in the 1920s. The new bypass was aligned to the south of the first bypass, and was a two-way road. This became the main route of the Road to Paradise.
1930 - 1940 AD	Removed	Powerlines along the outer edge of Ricksecker Point were removed from view.
1932 - 1933 AD	Built	Now considered a scenic bypass road off the main Road to Paradise, stone guardrails were built along the outer edge of Ricksecker Point. Two overlooks, another parking area, and several pull-offs were built along the scenic bypass road.

1936 - 1942 AD	Built	Log guardrails were replaced with stone in the upper section of the Road to Paradise from Nisqually Glacier onwards. The existing stone guardwalls at Ricksecker Point were underpinned, and repairs were made using rock from the Steven Canyon quarry.
1937 AD	Paved	The bypass road at Ricksecker Point was paved in bitumen.
1938 AD	Stabilized	The steep slopes on the uphill side of Ricksecker Point were regraded in an attempt to stabilize them. Additionally, more masonry guardwalls were added to extend the existing masonry walls.
1939 - 1940 AD	Retained	Reinforcement walls, or slope pavement was attached to foundations of the guardwalls at Ricksecker Point. The pavement hardened the slope beneath the foundations and strengthened the walls.
1965 AD	Reconstructed	The Road to Paradise from Nisqually Glacier to Oh My! Point was reconstructed and resurfaced. At this time a new segment of road was built between Narada Falls and Paradise, which created a less tortuously curved route to the road's destination.

Statement Of Significance

Ricksecker Point was included in the 2/18/97 National Historic Landmark nomination for Mount Rainier National Park as “Ricksecker Overlook,” a scenic detour, or extended overlook, which contributes to the significance of the National Historic Landmark District. The National Historic Landmark District is signficant for National Park Service (NPS) landscape architecture, and NPS master planning.

Ricksecker Point is individually significant for its design and construction (criterion C), embodying the complimentary styles of rustic architecture and naturalistic landscape architecture. Ricksecker Point is also significant for its association with the American Parks Movement and early NPS master planning (criterion A). The period of significance for both criteria is 1927 to 1940, the later period of development during which the landscape characteristics and features of Ricksecker Point were constructed or formalized.

The period of development of Ricksecker Point coincided with a period in early NPS history when particular styles of architecture and landscape architecture were adopted and perpetuated in all park developments. These styles, the rustic style of architecture and the naturalistic style of landscape architecture, embodied design principles that sought to harmonize built works with nature by using native materials, irregular forms, and inconspicuous developments. Ricksecker Point is an excellent example of rustic architecture and naturalistic landscape architecture. Principles of rustic architecture and naturalistic landscape architecture influenced the siting and alignment of the road, following the natural curves of the promontory ridge in a curvilinear pattern, and appearing to closely hug the face of the ridge, as if located on a naturally-occurring ledge. The architecture of the guardwall running the length of Ricksecker Point reflected the intent to blend the wall with its surroundings, using weathered, native stone masonry, and over-scaled proportions. The design of Ricksecker Point clearly demonstrates the intent of the rustic style of architecture and naturalistic style of landscape architecture. The native materials, diminutive scale, and curvilinear alignment of the road were intended to render the development less conspicuous than its spectacular surrounding landscape context.

In association with the events of the American Parks Movement and the early master planning of Mount Rainier National Park, Ricksecker Point is a significant as an integral part of the master plan developed for the park in the late 1920s. The intiation of the NPS master planning process at Mount Rainer in the late 1920s was a major step in the design and management of scenic reservations in the United States. Additionally, the early park master plan and its associated developments, such as Ricksecker Point, are renowned as the most complete and significant example of early master planning within the National Parks.

Physical History

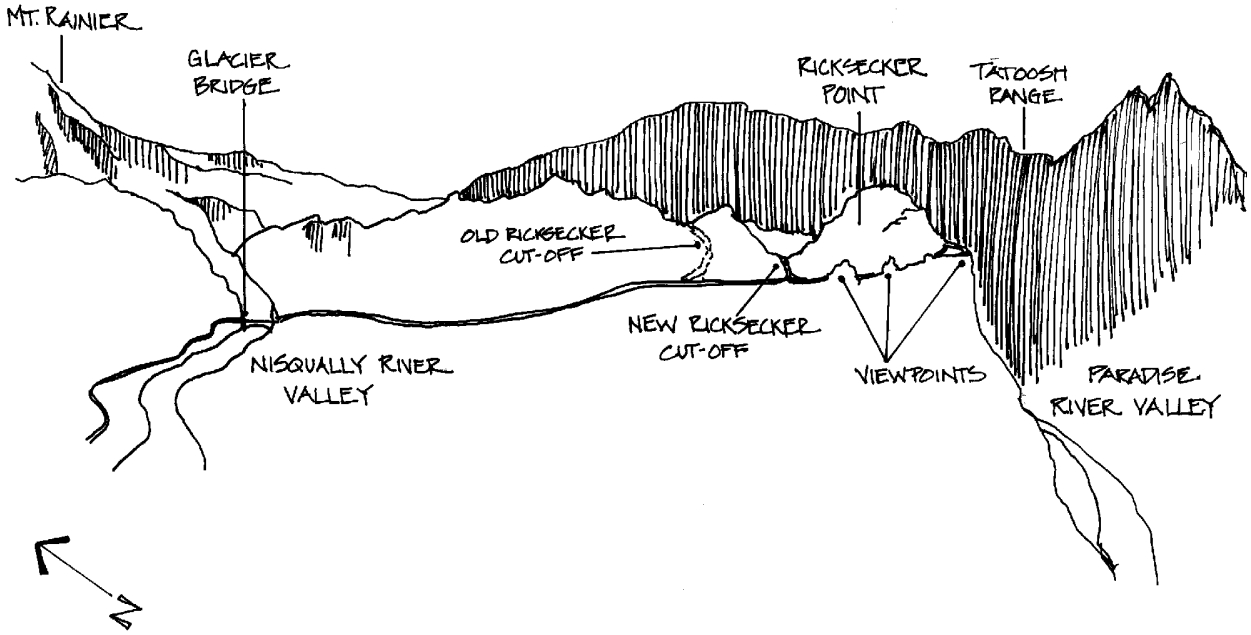
1904-1924

A promontory ridge lying between the Nisqually and Paradise Valleys was incorporated into the alignment of the original Road to Paradise in 1904. The Road to Paradise, a scenic highway linking the southwest entrance to Mount Rainier National Park with Paradise at 5,400 feet in elevation, was aligned to take in spectacular scenery and magnificent views. The promontory ridge was identified as one such viewing point along the route, when an Army Corps of Engineers survey crew surveyed it. The survey crew named the promontory "Gap Point" at that time, though the area was later renamed "Ricksecker Point," after the Army Corps Engineer responsible for designing the alignment and supervising the construction of the road.

Construction of the Road to Paradise by the Army Corps of Engineers began in 1905, and four years later, it reached the part of the surveyed route named Gap Point, or Ricksecker Point. Above Nisqually Glacier, at the higher elevations of the road, the road-width narrowed to just one lane of one-way traffic. Ricksecker Point was part of the narrower, higher part of the road, and was located on the precipitous edge of the steep promontory ridge. By 1914, the one-way part of the road reached from Nisqually Glacier all the way to Paradise, via Ricksecker Point and Narada Falls. Two rangers, stationed at Nisqually Glacier Bridge and Narada Falls, controlled the one-way traffic flow. The one-third of a mile long part of the road that passed along Ricksecker Point proved to be a particular bottleneck in the system. Here, without official parking spaces, traffic slowed to take in the magnificent views of the Tatoosh Range, the Paradise River valley, and Mount Rainier, while the road curved tortuously around the Point. National Park Superintendent Ethan Allen referred to Ricksecker Point, and the upper, single lane part of the Road to Paradise when in 1915, he declared the two miles of road above Nisqually Glacier to be "the most dangerous section of public road in the country" (Allen, 1915). Allen's comment spawned some funding for road development and repairs, and as a result, the Army Corps of Engineers widened the Road to Paradise at Ricksecker Point, and surfaced it with native sand. As a safety measure, wooden guardrails and dry-laid rock walls were added along the side of the road.

Construction work on the upper Road to Paradise continued in 1917, when dry-laid rock walls and wooden guardrails were built along the sides of the upper section of the road, from Nisqually Glacier to Paradise. In 1918, a considerable rockslide was reported at Ricksecker Point, and work was performed to clear the debris and reopen the road. The following year, work began at Ricksecker Point to grade and surface a parking area. When the work was completed in 1920, visitors could park and leave their vehicles to view the spectacular scenery at the Point. However, the number of vehicles was dramatically increasing year by year, and the widening of the road five years earlier, by now had no effect on relieving traffic congestion at Ricksecker Point. In 1920, National Park Superintendent Roger Toll recommended the construction of an additional road, which would bypass Ricksecker Point, allowing for two separate lanes and the possibility for two-way traffic. The same was proposed for the Narada Falls to Paradise section of the road. During the next year, the National Park Service began to build a bypass road from Narada Falls to Paradise, known as the Narada Cut-Off, and the following year, in 1921, work began to build a road to bypass Ricksecker Point. This work was completed in 1923, and involved widening the road at Ricksecker Point as well as building the bypass known as the Ricksecker Cut-Off. Both new bypass roads were one-lane wide, and accommodated downhill traffic. The original route of the Road to Paradise, i.e., through Ricksecker Point, accommodated uphill traffic. By 1924, the Road to Paradise was open to unrestricted two-way travel. By the end of the first period of development, Ricksecker Point was a one-third of a mile long section of the uphill route of the Road to Paradise, with log guardrails and dry-laid rock retaining walls at the side of the road. The Point also had a parking area,

which was surfaced in native sand like the road.



Sketch showing the location of Ricksecker Point in relation to the Nisqually and Paradise Valleys, the Tatoosh Range, and Mount Rainier. The New Ricksecker Cut-Off was added during the second period of development, and is described below.

1927-1940

In 1927, reconstruction work that began on the Road to Paradise in 1925 reached Ricksecker Point. By this time, the Bureau of Public Roads (BPR) within the Department of Agriculture was responsible for the administration of National Park road projects. The BPR worked in concert with National Park Service (NPS) landscape architects in the Western Office Landscape Division, on the design of the reconstruction of the Road to Paradise. The reconstruction project involved widening the entire road from 16 to 24 feet, and resurfacing the road in crushed gravel. However, the project did not significantly alter Ricksecker's original alignment of the road. The work at Ricksecker Point involved the expansion of the original parking area, and the regrading of the road with a more even surface and smoother curves. Additionally, the sand surface of the one-third of a mile road around Ricksecker Point was replaced with crushed gravel.

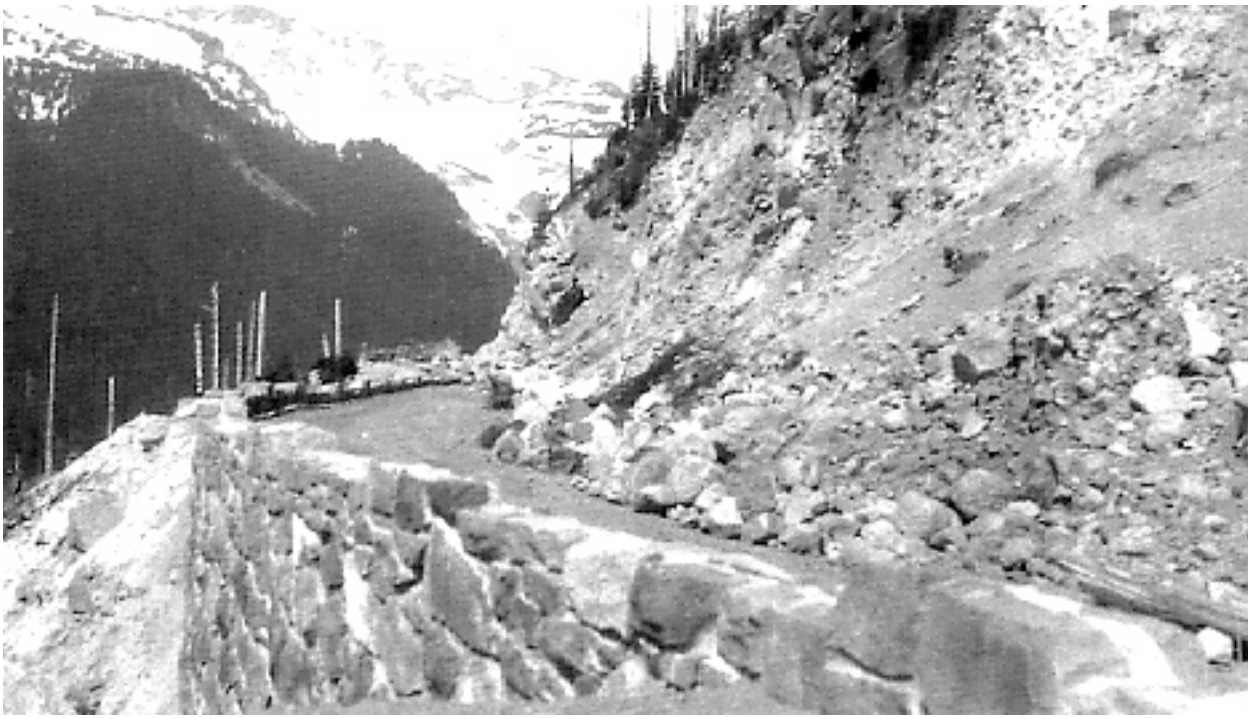
In 1930, work began to build a new Ricksecker Cut-Off road, to replace the original bypass road. The new Cut-Off was a two-way road, and was aligned with fewer curves than the original. The new Ricksecker Cut-Off had a significant impact on the use of Ricksecker Point, as it became the adopted route of the Road to Paradise. Ricksecker Point became an optional route off the main route of the road, which decreased the overall number of cards travelling towards Paradise along Ricksecker Point. Therefore, with the opening of the new Ricksecker Cut-Off, Ricksecker Point became a scenic bypass. With the addition of Civilian Conservation Corps (CCC) labor to the National Park in 1933, more work was performed at Ricksecker Point, as along the entire Road to Paradise. The work performed by the CCC at Ricksecker Point between 1933 and 1940, tended to give more permanence to the features of the road, and accentuate its rustic character. At Ricksecker Point this involved the replacement of the original log guardrails with cut-stone masonry walls along the outer edge, and the addition of two overlooks, another parking area, and several pullouts at the side of the road. The design used for the guardwalls was derived from a standard typical for National Park roads by this time. Standards were developed by the landscape architects of the NPS Western Office Landscape Division, in concert with BPR engineers. The design reflected the rustic style of architecture and naturalistic style of landscape architecture that sought to blend constructed works harmoniously within natural environments. To achieve this end, the guardwalls were built of native, weathered stone, to match with the color and texture of exposed bedrock; had an alignment that curved to follow the curvilinear alignment of the road, and had a crenellated cap, which gave the guardwall a more irregular appearance. To further emphasize the spectacular qualities of the naturally occurring landscape visible from Ricksecker Point, between 1930 and 1940, all powerlines were removed from view and interpretive signs were added.

Between 1936 and 1942, the work to replace log guardrails with cut stone guardwalls continued along the upper section of the Road to Paradise, from Nisqually Glacier onwards. The CCC underpinned the new stone guardwalls at Ricksecker Point, and made repairs using rock from the Stevens Canyon quarry. In 1937, the new Ricksecker Cut-Off was paved in bitumen, and in 1938, the steep slopes on the uphill sides of Ricksecker Point were regraded in an attempt to stabilize them. During 1939 and 1940, more guardwall stabilization was performed by the CCC. Reinforcement walls, or slope pavement, were attached to wall foundations to harden the slope beneath the wall. These hardened slopes can still be seen beneath the outer side of the guardwalls. During the second period of development, between 1927 and 1940, Ricksecker Point attained the appearance of the scenic bypass seen today. The one-third of a mile long road became a one-way alternate route off the Road to Paradise, with two parking areas and several pullouts at the outer side of the road. The road was 24 feet wide, with a continuous cut-stone guardwall running the entire length of the outer edge of the road. The guardwall was built of native, weathered stone masonry, and had a crenellated cap along its length. Additionally during the 1927-1940 period, the new Ricksecker Cut-Off was built to the south of the old Cut-Off. The new Cut-Off was less

curvilinear than the first, and at 24 feet wide, was wide enough for two-way traffic.

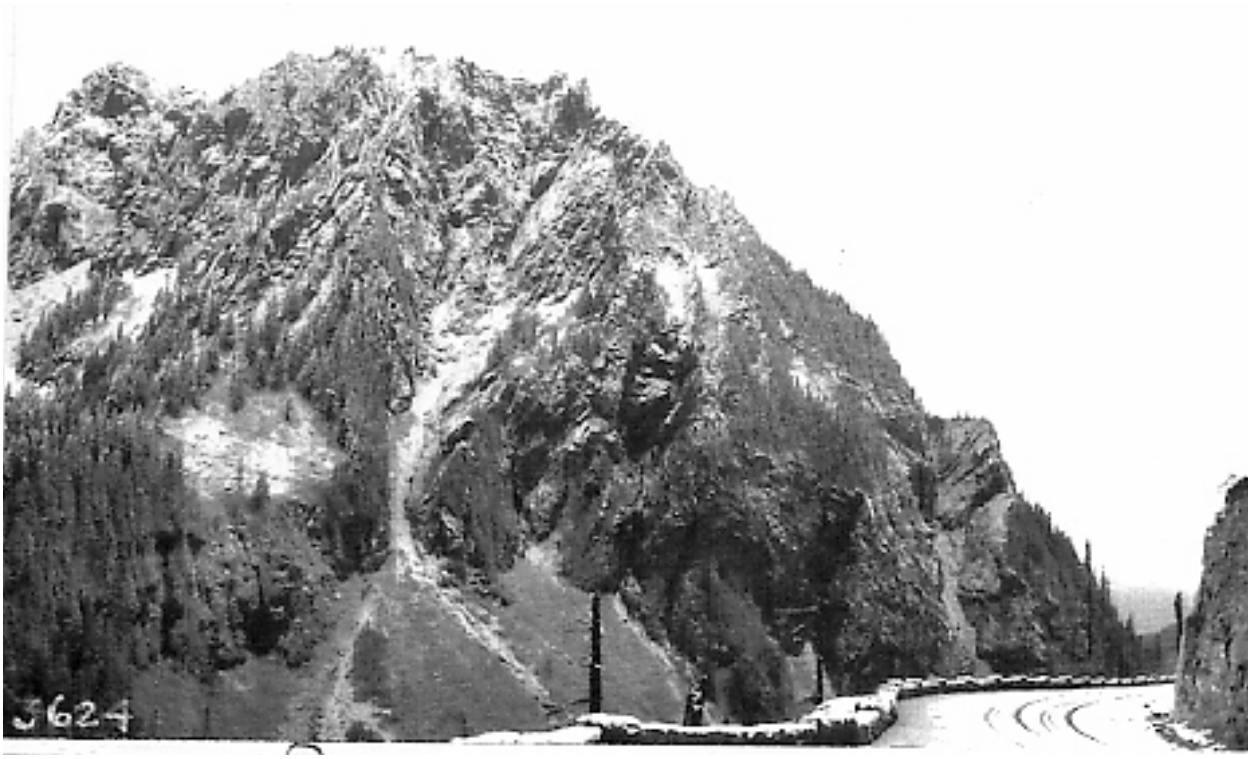
After this development period, rockslides continued to be a hazard at Ricksecker Point. Rocks continue to fall from the steep slopes on the upper side of Ricksecker Point, and occasionally, large rocks land on the road bed, blocking the road or hitting the guardwall and knocking out a piece of the wall. Additionally a 10 feet-long section of the wall has been lost about mid-way along Ricksecker Point, and here, rock that has fallen on the road is pushed off the edge towards the Paradise River valley.

Historic photograph showing the parking area on the southeast side of Ricksecker Point. Note the crenellated stone guardwall, and an interpretive sign. (MORA photo file, neg. 1485, no date.)



Historic photograph of a retaining wall along Ricksecker Point, looking northeast. Note the unstable appearance of the slopes above the road. (MORA photo file, neg. 4040, 1932).

Historic photograph of Ricksecker Point, as a stone guardwall was being built. (MORA photo file, neg. 4281, no date.)



Historic photograph of Ricksecker Point, looking south. Note the crenellated stone guardwall. (MORA photo file, neg. 1733, no date.)

Analysis And Evaluation

Summary

Ricksecker Point is found to retain integrity of the following landscape characteristics: natural systems and features, spatial organization, topography, circulation, buildings and structures, and views and vistas. These landscape characteristics and their associated features still convey the physical character of the site developed in the period 1927 to 1940.

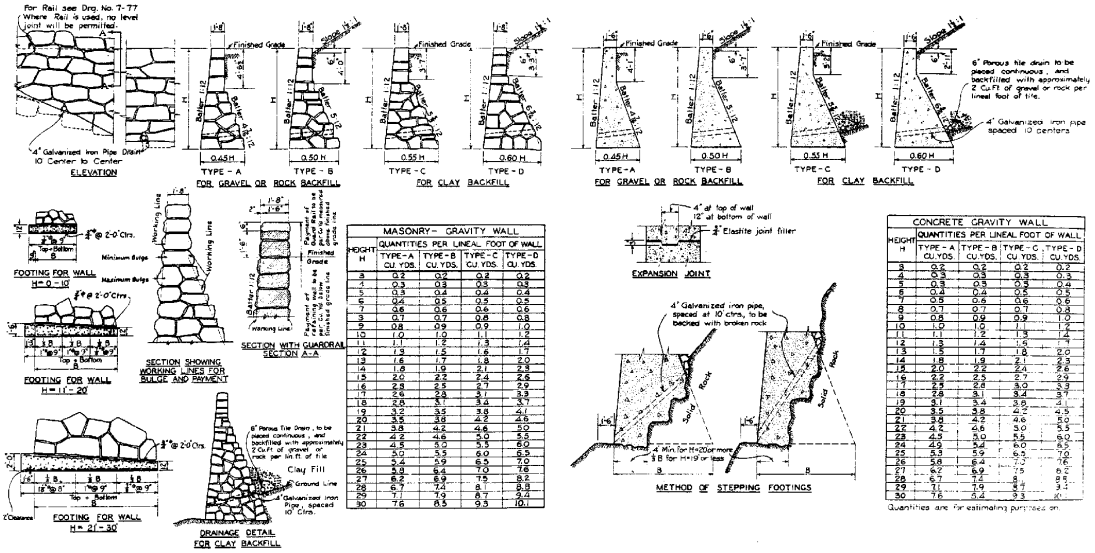
Landscape Characteristics And Features

Buildings And Structures

While there are no buildings at Ricksecker Point, one structure, the integrated guardwall and retaining wall along the outer edge of the road, is more than one-third of a mile in length and is a dominant feature of the landscape. This structure is continuous with the guardwall along the outer edge of the Road to Paradise. The guardwall was built during the 1930s, partly by private contractors under contract with the Bureau of Public Roads, and partly by the Civilian Conservation Corps. The guardwall is made of native granite, cut into irregular ashlar pieces. The above-grade guardwall is directly jointed to the below-grade gravity retaining wall, also built of native stone. The guardwall above, and retaining wall below, appear as one continuous structure when viewed from the exterior. The retaining wall has a 1:12 batter, and varies from 20 to several feet in height. The guardwall is 1 ½ feet-wide, and 1 ½ feet-high. The top of the guardwall is crenellated, with crenellations located at approximately every 18 feet. The ashlar stones were laid with their weathered faces to the exterior, and the mortar joints were raked to a depth of ½ inch. The guardwall was designed to follow the curvilinear alignment of the road around Ricksecker Point, and provide a secure edge that did not obstruct views out beyond the road. The specifications for the guardwall were from a standard type developed by the National Park Service Western Office, Landscape Division during the late 1920s. The specifications were designed to create an over-scaled, rugged guardwall in native materials that was compatible within a context of National Park scenery.

The guardwall retains integrity as a historic structure of the designed landscape, though its condition varies with location along the length. At the Nisqually Valley overlook parking area, a nine-foot long section of guardwall has collapsed, and at various points along the one-third of a mile long guardwall, destabilization is occurring.

Contemporary photograph of the retaining wall and integrated guardwall along the edge of the road at Ricksecker Point. Note the crenellations in the top of the guardwall. (CCSO, 1994.)



Historic construction details typical for National Park Service retaining walls and guardwalls during the 1930s. (BPR, 1935.)

Contemporary photograph showing a detail of the stone masonry guardwall at Ricksecker Point. Note the crenellation in the top of the wall, and the recessed mortar joints, both standard details throughout the 1930s. (CCSO, 1994.)

Characteristic Feature	Type Of Contribution	LCS Structure Name	IDLCS Number	Structure Number
Guardwall/retaining wall along outer edge of road at Ricksecker Point	Contributing		N/A	

Circulation

Circulation at Ricksecker Point follows the pattern established during the 1927 to 1940 historic period of development, when the new, two-way Ricksecker Cut-Off was built, and Ricksecker Point became a scenic bypass off the main route of the Road to Paradise. Ricksecker Point remains a one-way, one-third of a mile long road in the same alignment. The road was paved in asphalt after 1940, but had a crushed gravel surface during the historic period. The road is generally 24 feet-wide, though the road widens in several places to form vehicular pullouts. Two pullouts are located along the first segment of the road, and one is located along the middle segment of the road between the two parking areas. This pullout is anomalous in that it is located on the inside rather than the outside of the road, and is contemporary, rather than dating from the historic period. This pullout is non-contributing. Two parking areas are part of the circulation system. Each parking area has room for angled head-in parking only, and these were created to serve two acute points along the ridge where the most panoramic views could be enjoyed. These parking areas were largely developed during the 1930s, though the first, or Nisqually Valley overlook parking area, has existed in this location since 1920.

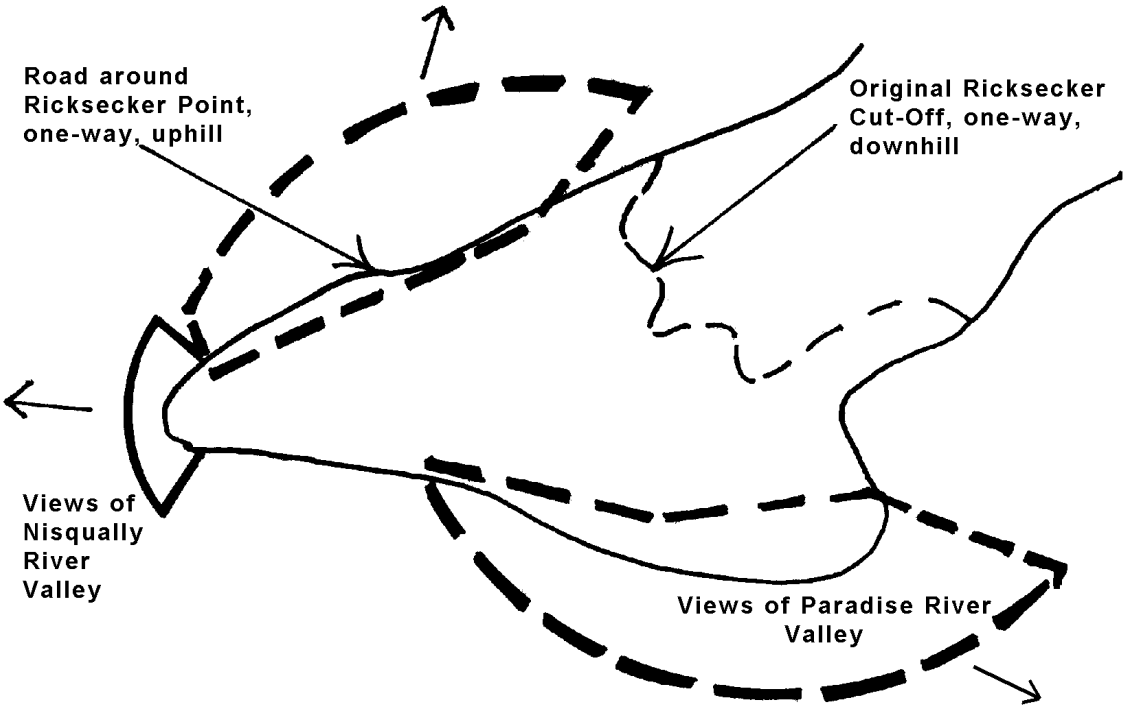


Diagram of circulation patterns and related views at Ricksecker Point during the early development period, before 1927, when the original Ricksecker Cut-Off existed. (CCSO, 1998.)

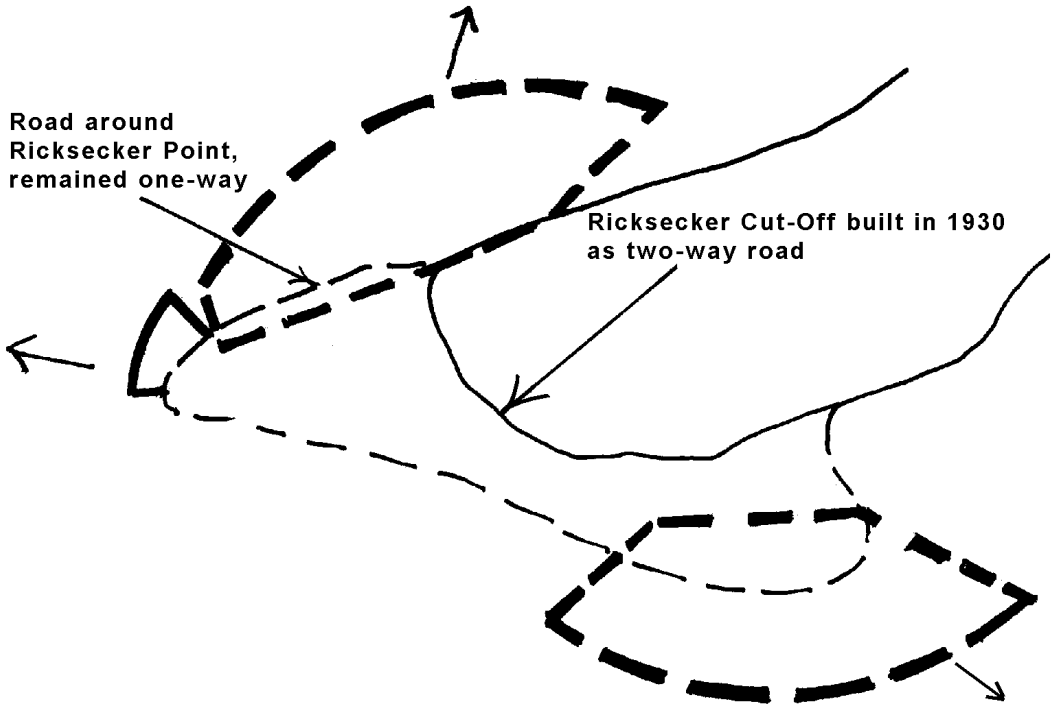


Diagram of circulation patterns after the new Ricksecker Cut-Off was built in 1930. The Ricksecker Cut-Off became the major route of the Road to Paradise, and Ricksecker Point became an alternative, uphill route. (CCSO, 1998.)

Characteristic Feature	Type Of Contribution	LCS Structure Name	IDLCS Number	Structure Number
First vehicular pullout	Contributing			
Nisqually Valley overlook parking area	Contributing			
Paradise Valley overlook parking area	Contributing			
Second vehicular pullout	Contributing			
Third vehicular pullout	Non-Contributing			

Natural Systems And Features

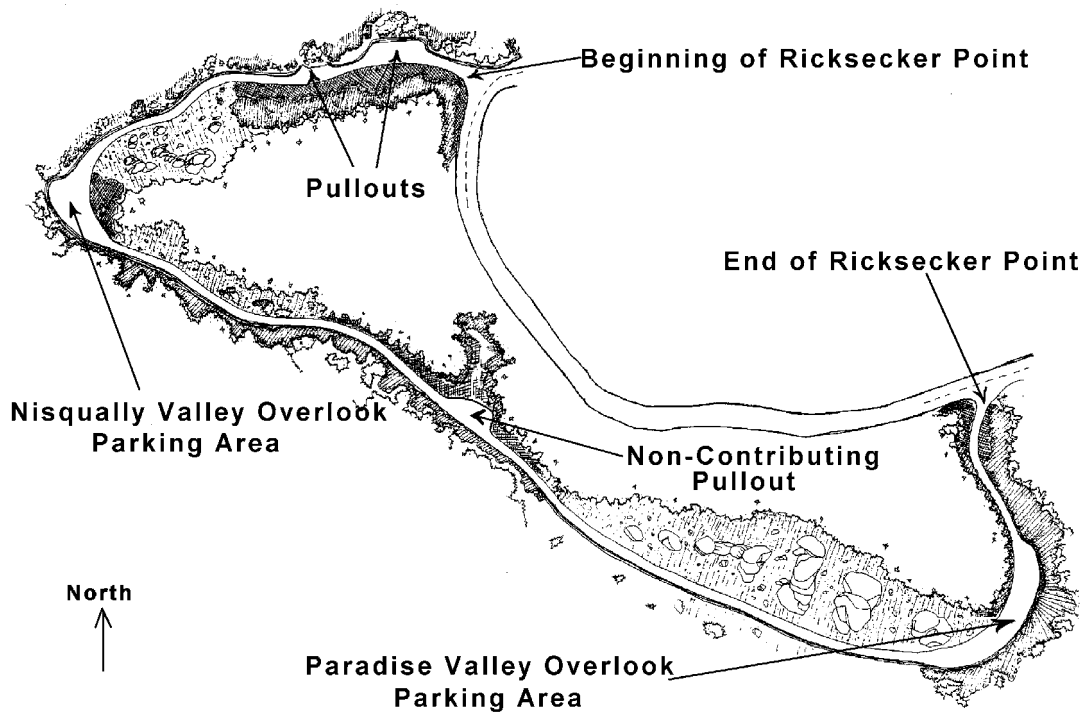
The scenic bypass around Ricksecker Point was built as a response to the natural systems and features of the surrounding park scenery, and the nature of this response continues to characterize the road. The road was located to take advantage of the high, promontory ridge between Ramparts Ridge and the Tatoosh Range, as a unique vantagepoint for spectacular views of the Tatoosh Range, the Nisqually and Paradise Valleys, and the summit of Mount Rainier. After the road around Ricksecker Point became a bypass off the Road to Paradise, it was widened and further articulated with parking areas and pullouts oriented to maximize the views of magnificent natural features. The road alignment attempted to fit the curvilinear perimeter of the promontory ridge, and the design of the guardwall was intended to reflect the qualities of native rock outcroppings and integrate the road more closely with the natural scenery. Dramatic topographic relief, immense forested slopes, the tumbling Nisqually and Paradise Rivers, the awesome Tatoosh Range, and the acute topography of the ridge on which the road is located, inspired the design and construction of the road, and these natural systems and features are still evident. Consequently, Ricksecker Point retains integrity of natural systems and features.

Contemporary photograph of Ricksecker Point, showing some of the natural features that inspired the design of the road, such as the montane vegetation and dramatic mountain slopes. (CCSO, 1994.)

Contemporary photograph of natural systems and features that inspired the design of the road at Ricksecker Point. This westerly view from Ricksecker Point shows the high elevation Nisqually River valley. (CCSO, 1994.)

Spatial Organization

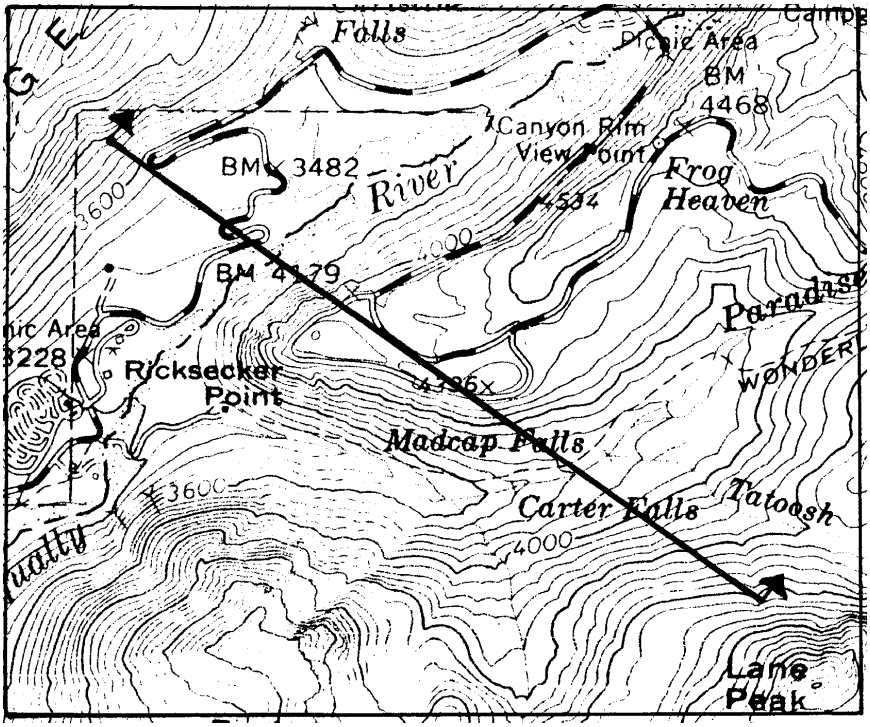
The spatial organization of Ricksecker Point has remained unchanged since the end of the historic development period in 1940. By this time, the road around Ricksecker Point had become a scenic bypass road, but remained a one-way traffic route. Ricksecker Point is organized as a series of overlooks to the outer edge of a road, which hugs the side of a steep promontory ridge. The road is one-third of a mile in length, and follows a southwest orientation for about a quarter of its length away from the Road to Paradise; then turns and heads southeast for half its total length; then turns and heads north, to return to the Road to Paradise. The first, southwest trending segment of the road has two pullouts at the outer side of the road. This curvilinear segment is the most proximate to views of the Nisqually River Valley. The road turns to head southeast at a parking area known as the Nisqually Valley overlook parking area. This is the location of the earliest parking area, and offers the most panoramic views at Ricksecker Point. The road then becomes less curvilinear, and follows the orientation of the Paradise River valley. A very steep uphill slope bounds the road to the inside edge, and the stone guardwall and a steep downhill slope to the outer edge. This segment of the road offers magnificent views of the Tatoosh Range. One small pullout exists to the inner side at approximately half-way along this segment of the road. The road turns and heads north at another parking area, from where the Paradise River valley can be viewed. From here the road follows a relatively level road cut through Silver fir and Pines, to return to the Road to Paradise. The overall pattern of spatial organization at Ricksecker Point retains integrity.



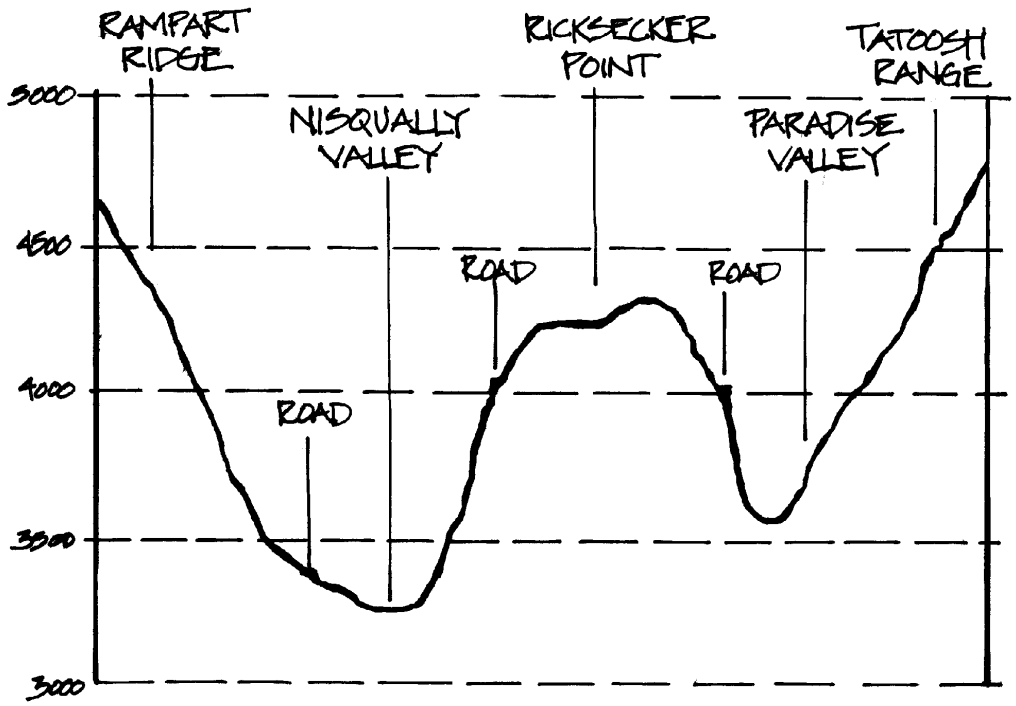
Schematic plan showing the spatial organization of Ricksecker Point. (CCSO, 1994.)

Topography

The topography of Ricksecker Point is relatively unchanged since 1940, when the development of the scenic bypass and viewpoints was completed. Ricksecker Point was developed to take advantage of the incredibly steep topography surrounding it, in order to create spectacular viewpoints. The scenic bypass and viewpoints along the outer edge of the road were developed by cutting into the side of a very steep slope to form a ledge or long, relatively level terrace. The ledge was made to follow around the periphery of the promontory ridge, to permit the road to loop around and allow unobstructed views of the mountain scenery. The topography of the road around Ricksecker Point still maintains a relatively level 1% grade around the promontory. This relatively level topography is reached after a 4.3% climb on the Road to Paradise from Nisqually Glacier Bridge. Consequently, the road around Ricksecker Point feels, and was intended to be, a respite from the ascent to Paradise. The following cross-section diagram depicts the topographic context of the road around Ricksecker Point. Ricksecker Point retains integrity of topography.



Key to the following cross section of the topographic context of Ricksecker Point. (CCSO, 1994.)



Section diagram of the topographic context of Ricksecker Point. Note the road around Ricksecker Point is cut into the edge, and almost encircles the promontory, for spectacular views of the Nisqually and Paradise Valleys, and the Tatoosh Range.

Views And Vistas

The road around Ricksecker Point was aligned to allow spectacular, panoramic views of the mountain scenery. Ricksecker Point was intended to be a punctuation mark in the series of views visible from the Road to Paradise, in that it was the first point along the journey from which panoramic views were visible. Ricksecker Point still has the first panoramic views en route from Nisqually Entrance to Paradise. During the 1930s, vehicular pullouts were formalized along Ricksecker Point to allow visitors the opportunity to leave their parked cars and admire the view. The shape of the promontory ridge, closely mirrored by the alignment of the road, permitted pullouts to be sited at numerous orientations, and to therefore allow panoramic views out from the ridge. Today, the pullouts at the side of the road around Ricksecker Point still offer panoramic views of the Nisqually and Paradise Valleys, Mount Rainier and the Tatoosh Range, though some views have become partially obscured by the re-growth of native vegetation. The two following diagrams indicate the expansiveness of views from the road around Ricksecker Point soon after the road was built, and currently, indicating a reduction in the extent of certain panoramic views. The early road had particularly clear views of the Paradise Valley as an early 20th-century wildfire had destroyed vegetation. Since the re-growth of vegetation, views of the Paradise Valley have become more filtered. Despite the natural process of revegetation, panoramic views continue to characterize Ricksecker Point, and Ricksecker Point retains integrity of this landscape characteristic.

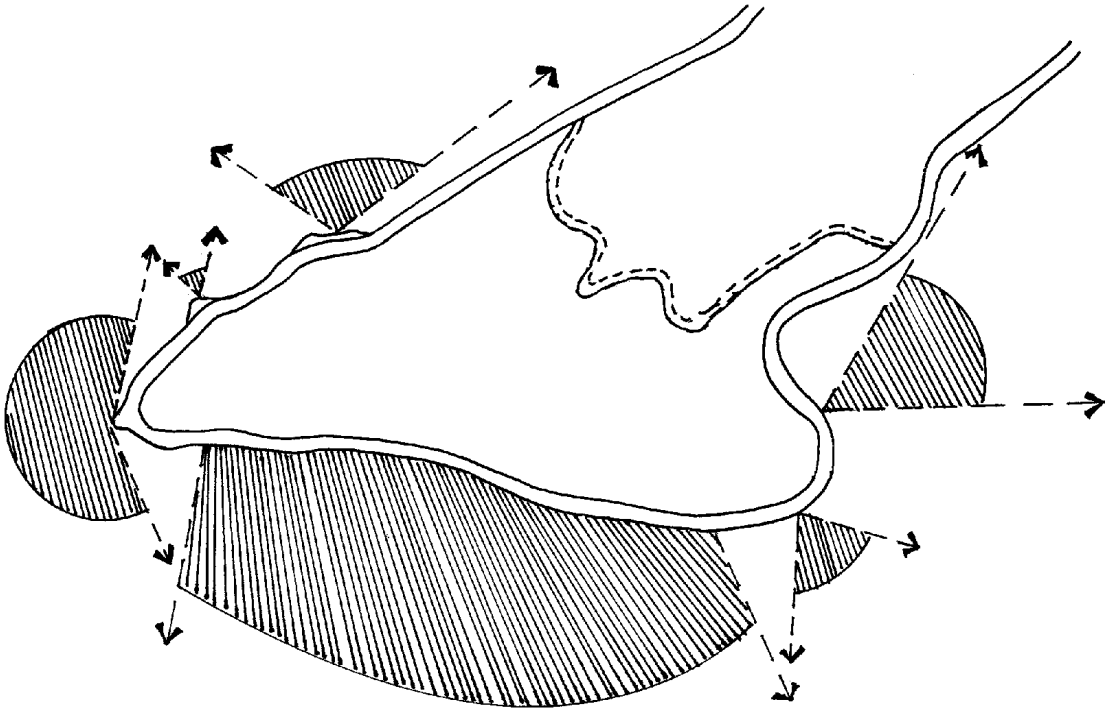


Diagram showing panoramic views from the road around Ricksecker Point during the early 1920s. Note the expansive views to the south, of the Paradise Valley. (CCSO, 1994.)

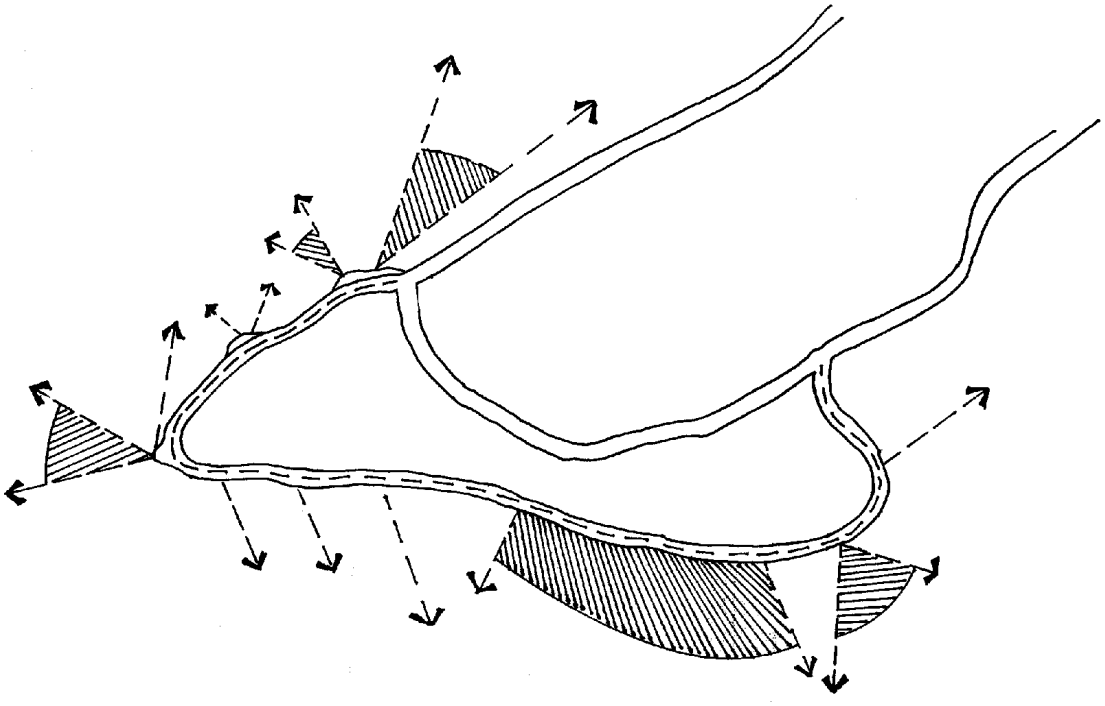


Diagram showing contemporary panoramic views from the road around Ricksecker Point. Note the reduction in views to the south and southeast (towards the Paradise Valley), due to the re-growth of native vegetation. (CCSO, 1994.)

Management Information

Current Name(s): Ricksecker Overlook

Management Unit:

Tract Numbers:

State and County: Pierce County, WA

Size (acres): 1.70

Boundary UTM

Boundary UTM(s):	Source	Type	Datum	Zone	Easting	Northing
	USGS Map 1:24,000	Area	NAD 27	10	594355	5180980

GIS File Name:

GIS File Description:

National Register Information

National Register Documentation: Entered -- Inadequately Documented

Explanatory Narrative:
Ricksecker Point was included in the National Historic Landmark nomination of 1997, identified as Ricksecker Overlook. The overlook and surrounding landscape were described in the National Historic Landmark District nomination as part of the Nisqually Road system. This CLI provides additional analysis and more detail of these landscape characteristics.

NRIS Information:

NRIS Number:	97000344
Primary Certification:	Listed In The National Register
Primary Certification Date:	2/18/1997
Other Certifications:	Designated National Landmark
Other Certification Date:	2/19/1997
Name In National Register:	Mount Rainier National Park

National Register Eligibility:

Explanatory Narrative:

Date of Eligibility Determination:

National Register Classification: District

Significance Level: National

Contributing/Individual: Contributing

Significance Criteria:

A -- Inventory Unit is associated with events that have made a significant contribution to the broad patterns of our history

C -- Inventory Unit embodies distinctive characteristics of type/period/method of construction; or represents work of master; or possesses high artistic values; or represents significant/distinguishable entity whose components lack individual distinction

Period Of Significance

Time Period: 1927 - 1940 AD

Historic Context Theme:	Expressing Cultural Values
Historic Context Subtheme:	Architecture
Historic Context Facet:	Rustic Architecture
Historic Context Theme:	Expressing Cultural Values
Historic Context Subtheme:	Landscape Architecture
Historic Context Facet:	The 1930's: Era Of Public Works
Historic Context Theme:	Expressing Cultural Values
Historic Context Subtheme:	Landscape Architecture
Historic Context Facet:	The Automobile Age And Suburban Development

Area Of Significance:

Category:	Landscape Architecture
Priority:	1
Category:	Architecture
Priority:	2

National Historic Landmark Information

National Historic Landmark Status: Yes

Date Determined Landmark: 2/18/1997

Landmark Theme: National Park Service landscape architecture, and National Park Service master planning

World Heritage Site Information

World Heritage Site Status: No

Cultural Landscape Type and Use

Cultural Landscape Type: Historic Designed Landscape

Current and Historic Use/Function:

Use/Function Category:	Landscape
Use/Function:	Scenic Landscape
Detailed Use/Function:	Overlook
Type Of Use/Function:	Both Current And Historic

Use/Function Category:	Transportation
Use/Function:	Road-Related
Detailed Use/Function:	Turnout
Type Of Use/Function:	Both Current And Historic

Ethnographic Information

Ethnographic Survey Conducted: Yes-Restricted Information

Associated Groups

Name of Peoples:	American Indian, Klickitat and Nisqually
Type of Association:	Historic

Significance Description:

Existing documentation suggests that the southwest portion of Mount Rainier, where the Road to Paradise and Ricksecker Point is located, was used by American Indian groups for seasonal hunting and gathering. In 1857, a Native American (Klickitat and Nisqually) named Indian Henry, guided James Longmire and his party to the mountain and mineral springs which become Longmire Springs. Local history suggests that Indian Henry befriended, guided, and traded with a number of white settlers including Longmire, Kautz, and Van Trump. Documentation also suggests that the "first road to Tacoma" followed an old hunting trail that led west from the Cowlitz River, along the base of the mountain, to Elbe. It is also possible that one of the early hunting trails used by these groups was used by James Longmire for the road he built in 1861. This road ran between Yelm Prairie and the mineral springs now known as Longmire. This wagon road was the predescessor to the Road to Paradise.

Adjacent Lands Information

Do Adjacent Lands Contribute? Yes

Adjacent Lands Description:

Adjacent lands are within the viewshed of Ricksecker Point, and contribute to the experience of the surrounding landscape from the road. Adjacent lands to the southwest, south and southeast are visible from the road, particulary lands within the Tatoosh Wilderness of the Gifford Pinchot National Forest. These lands are high in elevation, and are typically within montane forest,

subalpine or alpine vegetation zones. The Tatoosh Range, however, is located within the National Park.

General Management Information

Management Category: Must Be Preserved And Maintained

Management Category Date: 2/18/1997

Explanatory Narrative:
In the National Historic Landmark nomination of 1997, Ricksecker Point is identified as a structure that contributes to the significance of a National Historic Landmark District. It therefore meets the criteria for this management category.

Maintenance Location Code: R911

Condition Assessment And Impacts

The criteria for determining the condition of landscapes is consistent with the Resource Management Plan Guideline definitions (1994) and is decided with the concurrence of park management. Cultural landscape conditions are defined as follows:

Good: indicates the landscape shows no clear evidence of major negative disturbance and deterioration by natural and/or human forces. The landscape's cultural and natural values are as well preserved as can be expected under the given environmental conditions. No immediate corrective action is required to maintain its current condition.

Fair: indicates the landscape shows clear evidence of minor disturbances and deterioration by natural and/or human forces, and some degree of corrective action is needed within 3-5 years to prevent further harm to its cultural and/or natural values. If left to continue without the appropriate corrective action, the cumulative effect of the deterioration of many of the character-defining elements will cause the landscape to degrade to a poor condition.

Poor: indicates the landscape shows clear evidence of major disturbance and rapid deterioration by natural and/or human forces. Immediate corrective action is required to protect and preserve the remaining historical and natural values.

Undetermined: Not enough information available to make an evaluation.

Condition Assessment: Fair

Assessment Date: 09/30/1998

Date Recorded: 09/30/1998

Park Management Concurrence: Yes **Concurrence Date:** 3/2/2004

Level Of Impact Severity: Severe

Stabilization Measures:

Impact:

Type of Impact:	Operations On Site
Internal/External:	Internal

Description:

Operations on site, specifically snow plowing and rock debris removal, have an impact on the condition of Ricksecker Point. An approximately 10-feet long break in the stone guardwall is currently being used to push fallen rock over the edge of the cliff. This action contributes to landslide conditions on the valley wall below Ricksecker Point, and may have resulted in a widening of a break in the wall.

Agreements, Legal Interest, and Access

Management Agreement: None

Explanatory Narrative:

NPS Legal Interest: Fee Simple

Explanatory Narrative:

Public Access: Other Restrictions

Treatment

Approved Treatment:	Undetermined
Approved Treatment Document:	
Document Date:	
Explanatory Narrative:	
Approved Treatment Completed:	

Approved Treatment Cost

LCS Structure Approved Treatment Cost:	$0
Landscape Approved Treatment Cost:	$0
Cost Date:	
Level of Estimate:	
Cost Estimator:	
Explanatory Description:	

Stabilization Costs

LCS Structure Stabilization Cost:	$0
Landscape Stabilization Costs:	$2,750,000
Cost Date:	September 1, 1998
Level Of Estimate:	C - Similar Facilities
Cost Estimator:	Support Office
Explanatory Description:	The following is a breakdown of the Other Stabilization Cost for stabilizing Ricksecker Point. These costs include stabilization of the stone guardwall along the outer edge of the road, and slope stabilization and revegetation of the slope above the road. Slope stabilization here is a major undertaking, due to the length and steepness of the slope. Currently, the slope has landslide conditions. The unit cost for slope stabilization and revegetation at Ricksecker Point is taken to be $500/sq. yd. The cost for slope stabilization is separated out from the total Other Stabilization Costs

for the entire Road to Paradise, and is listed as a separate item. Here the cost of slope stabilization is combined with the cost of stone wall stabilization.

Ricksecker Point, 5400sq. yd. (900yd. x 6 yd. up bank, heavy intervention) = 2,700,000
Ricksecker Point guard wall repointing and wall reconstruction = 50,000
Total = 2,750,000

Documentation Assessment and Checklist

Documentation Assessment: Poor

Documentation:

Document:	Other
Year Of Document:	1906
Amplifying Details:	"Road to Mount Rainier." Eugene Ricksecker Letter Book, 1903-1906, p.9-13, Mount Rainier National Park Archives.
Adequate Documentation:	Yes

Explanatory Narrative:
Historic narrative describes the original surveyed route of the Road to Paradise, including Ricksecker Point, or "Gap Point."

Document:	Other
Year Of Document:	1914
Amplifying Details:	Superintendent Ethan Allen. "Superintendent's Monthly Report, September 1914, 1-2, Mount Rainier National Park." MORA Archives Box H2615.
Adequate Documentation:	Yes

Explanatory Narrative:
Superintendent Ethan Allen's report describes the hazardous stretch of the Road to Paradise between Nisqually Glacier and Narada Falls, including Ricksecker Point.

Document:	Other
Year Of Document:	1920
Amplifying Details:	Superintendent Roger Toll. "Superintendent's Annual Report, 1920, 3-4, Mount Rainier National Park." MORA Archives Box H2621.
Adequate Documentation:	Yes

Explanatory Narrative:
Superintendent Roger Toll's Annual Report of 1920 proposes the construction of a "cut-off" road to bypass Ricksecker Point, and create an additional traffic lane to create two-way traffic flow.

Document:	Other
Year Of Document:	1938
Amplifying Details:	George B. Forrest, Senior Engineer Inspection Superintendent, Bureau of Public Roads. "Final Construction Report (1936-1938) on West Entrance-Paradise Inn Highway, Mt. Rainier National Park Project 1-B Guard Rail, Resloping and Slope Stabilization."
Adequate Documentation:	No

Explanatory Narrative:

Forrest's report makes reference to the slope stabilization work at Ricksecker Point during the late 1930s.

Document:	Other
Year Of Document:	1994
Amplifying Details:	Mount Rainier National Park Roads and Bridges. Washington, DC: Historic American Engineering Record. HAER WA-35.
Adequate Documentation:	No

Explanatory Narrative:

This very comprehensive report on the roads and bridges of Mount Rainier National Park makes reference to Ricksecker Point, but does not focus on this part of the Road to Paradise in detail.

Appendix

Bibliography

Citations:

Citation Author:	Unrau, Harlan D.
Citation Title:	Historical Overview and Preliminary Assessment of Rock Work, Bridges, and Roadway-Related Appurtenances Along State Highways 410 and 123 in Mount Rainier National Park
Year of Publication:	1988
Source Name:	CRBIB
Citation Number:	014609
Citation Type:	Narrative
Citation Location:	WASO, MORA, CCSO

Citation Author:	Thompson, Erwin N
Citation Title:	Mount Rainier National Park, Washington, Historic Resource Study
Year of Publication:	1981
Source Name:	CRBIB
Citation Number:	011441
Citation Type:	Both Graphic And Narrative
Citation Location:	WASO, MORA, CCSO

Citation Author:	Staff
Citation Title:	Resource Management Plan, Mount Rainier National Park
Year of Publication:	1990
Source Name:	CRBIB
Citation Number:	015743
Citation Type:	Both Graphic And Narrative
Citation Location:	MORA, CCSO

Citation Author:	Catton, Theodore
Citation Title:	Wonderland, An Administrative History of Mount Rainier National Park
Year of Publication:	1996
Source Name:	CRBIB
Citation Number:	017248
Citation Type:	Both Graphic And Narrative
Citation Location:	WASO, MORA, CCSO

Citation Author:	McClelland, Linda Flint
Citation Title:	Building the National Parks: Historic Landscape Design and Construction. Baltimore and London: The John Hopkins University Press
Year of Publication:	1998
Source Name:	Library Of Congress/Dewey Decimal
Citation Number:	SB482.A4M3 1998
Citation Type:	Both Graphic And Narrative
Citation Location:	LOC, WASO, CCSO

Citation Author:	Carr, Ethan
Citation Title:	Wilderness By Design: Landscape Architecture and the National Park Service. Lincoln and London: University of Nebraska Press
Year of Publication:	1998
Source Name:	Library Of Congress/Dewey Decimal
Citation Number:	SB482.A4C37 1998
Citation Type:	Both Graphic And Narrative
Citation Location:	LOC, WASO, CCSO

Citation Author:	Carr, Ethan
Citation Title:	National Historic Landmark Nomination for Mount Rainier National Park.
Year of Publication:	0
Source Name:	National Register of Historic Places
Citation Number:	02/18/1997
Citation Type:	Both Graphic And Narrative
Citation Location:	WASO, CCSO, MORA

Supplemental Information