National Park Service
Cultural Landscapes Inventory

2022

Kalaloch Campground

Olympic National Park

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Introduction

The Cultural Landscape Inventory (CLI)

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

Scope of the CLI

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

The Cultural Resources Information System (CRIS)

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

Statutory and Regulatory Foundation

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

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

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

Use

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

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

General Information

Property Level and CLI Numbers

Inventory Unit Name: Kalaloch Campground

Resource Classification: Cultural Landscape

CLI Identification Number: 976230

Parent Landscape: 976230

Inventory Status: Complete

Park Information

Park Name: Olympic National Park

Alpha Code: OLYM

Park Organization Code: 9500

Park District: OLYM

Region: Pacific West

Restricted: No

Landscape Description:

Kalaloch Campground is set in Olympic National Park (ONP), a 922,651 acre national park located on the Olympic Peninsula of Washington State. ONP ranges in elevation from sea level to 7979 feet and contains glaciated mountains, lush rainforest valleys and ocean coast. The park's coastal strip is 73 miles long and discontiguous from the rest of the park. It features wilderness beaches, offshore islands, seastacks, and coastal forest dominated by Sitka spruce. The Kalaloch area has a marine-type climate, with wet, relatively mild winters and cool summers.

Kalaloch Campground is the largest of four campgrounds set in the park's coastal strip, and is the only developed campground adjacent to an ocean beach in the park. The campground is remote; it is almost 34 miles from Forks, the nearest incorporated town to the north, and 73 miles from Aberdeen, the nearest incorporated town to the south, via Highway 101. The Kalaloch area also contains concession lodging and a National Park Service complex with a ranger station, utility building and employee housing. Kalaloch Lodge, which includes two hotel buildings, a store and gas station and 38 cabins, is located south of the campground and Kalaloch Creek. The National Park Service complex is located about one-half mile south of the campground on the east side of Highway 101. A mile-long nature trail is set across the highway from the campground.

The campground is set on a bluff that rises about 40 feet above the beach below. It is spread over one half-mile, north to south. The site is narrow; it is only about 60 yards wide at its northern boundary and narrowest point, and about 220 yards wide at its widest point at the southern boundary. Road access is via a single point of entry, set in the center of the campground, which provides access to the campground from Highway 101. A parking area for day use visitors is set just west of the entrance; stairs provide access from the parking area to the beach. An amphitheater, built in 1985 and used for interpretive programs, is set south of the parking area and is accessed by a short trail. The campground road, which runs north-south, bisects the entry road and provides access to loops D, E and F, to the north, and A, B and C to the south.

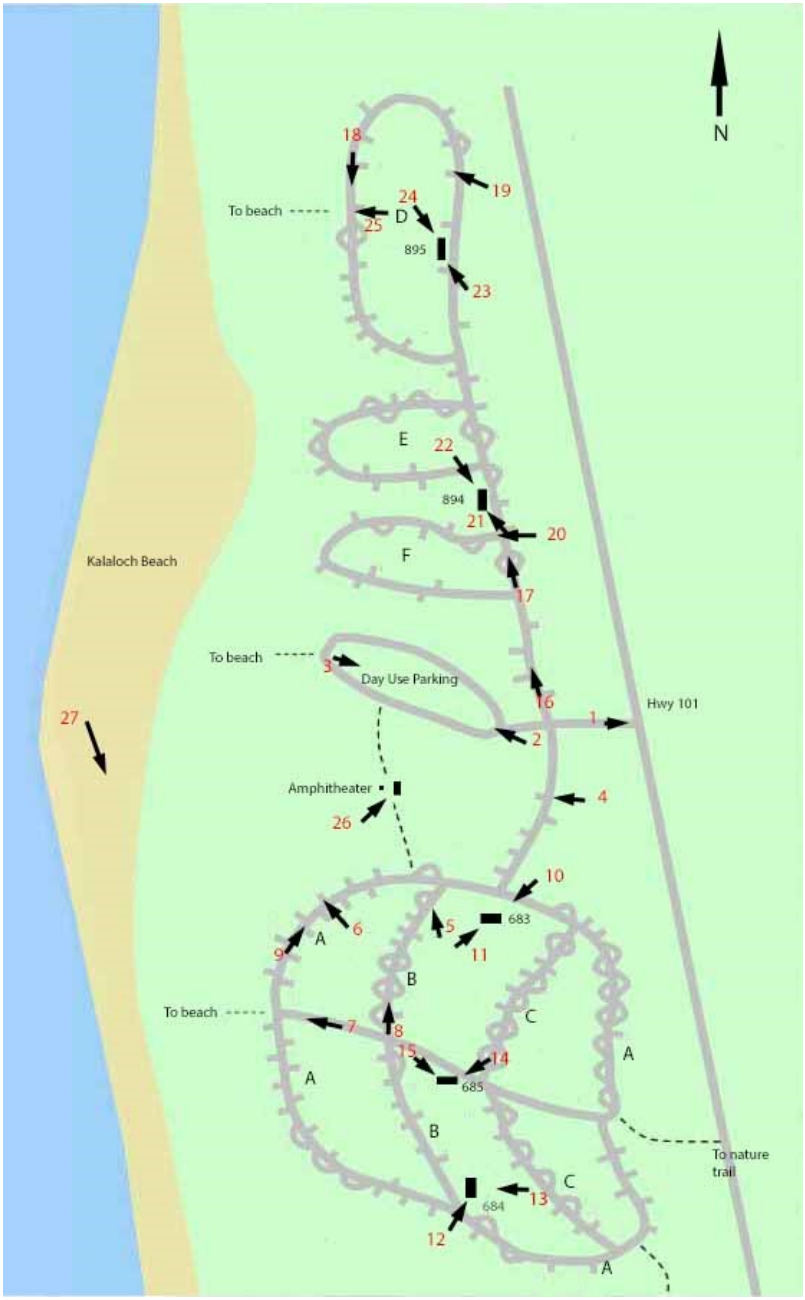
Landscape Hierarchy Description:

There are no component landscapes to this landscape.

Landscape Type:

Other Names:

Site Plan



Kalaloch Campground photo key and sketch map

Concurrence Information

Concurrence Status:

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

Completion Status Explanatory Narrative:

A determination of eligibility for Kalaloch Campground, by Christy Avery, has found the campground to be eligible for listing on the NRHP as a locally significant site under Criteria A and C within the NPS Mission 66 historic context. This determination has received both SHPO and superintendent concurrence.

Geographic Information

State and County:

State	County
Washington	Jefferson County

Size (Acres): 32

Land Tract Number(s)

Boundary Description:

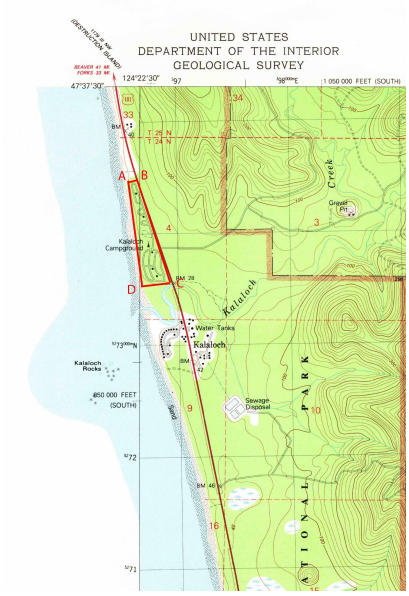
The campground district is bounded on the east by Highway 101 and the west by the bluff's edge. To the north the boundary extends 10' north from the north edge of loop D road and the northernmost campsites and to the south, the boundary extends 10' south of the southernmost campsites along loop A road.

The boundary includes all resources associated with the campground and uses significant natural and manmade features to define the site.

Boundary Coordinates

Source	Type of Point	Latitude	Longitude	Narrative
	Point	47.617222	-124.3775	
	Point	47.617222	-124.376666	
	Point	47.608888	-124.372499	
	Point	47.608888	-124.375833	

Location Map:



Kalaloch Campground location map

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:

Kalaloch Campground is locally significant and eligible for listing on the NRHP under Criteria A and C under the NPS Mission 66 MPD. Management Category B has been assigned to this site as it meets National Register criteria and is compatible with the park's legislated significance.

Management Agreements:

Legal Interests:

Type of Interest: Fee Simple

Narrative:

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:

WA SHPO concurred with the determination of eligibility of the Kalaloch Campground for listing on the NRHP as a historic district under the NPS Mission 66 MPD.

Eligibility: Eligible -- SHPO Consensus Determination

Concurrence Eligibility Date: 03/11/2020

Concurrence Narrative:

Significance Level: Local

Contributing: Individual

Classification: District

Statement of Significance for National Register of Historic Places:

Kalaloch Campground is eligible for the National Register of Historic Places under Criterion A at the local level of significance in the categories of entertainment/recreation and politics/government for its association with the National Park Service's Mission 66 program. The Mission 66 program provided the first large influx of funding to Olympic National Park, and it changed the ways that visitors experienced ONP. The Mission 66 era remains the most significant development period in the park's history; the NPS constructed new visitor centers, roads, trails, campgrounds, maintenance buildings and employee housing during this time. Kalaloch Campground was a crucial part of the park's plan to provide access to the park's spectacular ocean coast. The campground is eligible under Criterion C at the local level of significance for its representation of Mission 66-era design and development at Olympic National Park. It contains the character-defining features, such as one-way loop roads, campsite privacy and modern comfort stations, of a Mission 66 campground, and it is an excellent example of the type.

The campground meets all of the requirements for campground eligibility as detailed in the NPS Mission 66 Era Resources Multiple Property Documentation form. It contains a variety of buildings, structures and landscape features that fulfilled the goals of the Mission 66 program. The campground, which remains the only developed campground on the ocean coast and which quickly became the most utilized in the entire park, is important in the overall history of camping in Olympic National Park. The design reflects the concepts of providing privacy between each site. The campground, with the day use parking area, trail access to beach and nearby nature trail, represents integrated day use planning. The campground retains integrity to the historic period. The period of significance is 1955-1961; this falls within the period of significance (1945-1972) stipulated by the Mission 66 MPD.

National Register Significance Criteria:

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

C - Embodies distinctive construction, work of master, or high artistic values

National Register Criteria Consideration:

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

Time Period: CE 1955 - CE 1961

Area of Significance:

Area of Significance Category: Entertainment - Recreation

Area of Significance Category: Politics - Government

NRIS Information:

State Register Documentation:

National Histric Landmarks:

Statement of Significance for National Historic Landmark:

World Heritage Site:

Is Resource within a designated National Natural Landscape: No

Chronology and Physical History

Chronology:

Year	Event	Major Event Narrative
CE 1955	Built	Comfort Station 684 was constructed
CE 1955	Built	Comfort Station 685 was constructed
CE 1955 - 1961	Built	The formal campground was established
CE 1955 - 1961	Built	The campground roads and parking areas were built
CE 1960	Built	Comfort Station 683 was constructed
CE 1961	Built	Comfort Station 894 was constructed
CE 1961	Built	Comfort Station 895 was constructed
CE 1981	Built	The registration booth was built post-1981
CE 1985	Built	The amphitheater was built

Physical History:

Pre-Mission 66

President Theodore Roosevelt created the 610,000 acre Mount Olympus National Monument in 1909 from lands that were part of Olympic Forest Reserve. Conservationists had lobbied to create a national park to protect the reserve's famous elk herds, which had been reduced by hunters to a mere 500 animals in the early twentieth century, but they found little support in Congress. Roosevelt expressed concern about logging in the reserve's majestic forests as well as depletion of the elk herds, and he used the Antiquities Act to create the national monument. This action preserved the core of what later would become Olympic National Park, and it also aroused fierce opposition from timber companies and the peninsula's natural resource-dependent communities. In 1915, these opponents convinced President Woodrow Wilson to reduce the monument to 300,000 acres of largely mountainous terrain, with little of the lowland forest preserved by the initial action.

Conservationists, critical of Forest Service management of the monument, pursued national park status for the monument for almost three decades following Roosevelt's proclamation. The monument was surrounded by dense forests with cedars, firs and hemlocks of enormous proportions, and conservationists were pitted against timber interests, local communities and the Forest Service in their battle over monument management and preservation. Few tourists ventured to the remote Olympic Peninsula at this time; the Olympic Loop Highway, which circled the peninsula and provided access to the coast and Kalaloch, was not completed until 1931. A twenty-mile stretch of the highway near Kalaloch was the last of the 350-mile loop to be constructed; boosters primarily anticipated that the highway would facilitate timber harvesting and shipment, and tourist incursions to the area were noteworthy enough to garner press in Seattle newspapers.

In 1933, an executive order placed all national monuments under National Park Service management, an act that infuriated the Forest Service but gave the NPS and conservationists an opportunity to pursue the creation of a national park on the Olympic Peninsula. Secretary of the Interior Harold Ickes became an enthusiastic supporter of the park idea once the NPS began managing the monument, as did President Franklin D. Roosevelt. The president had a particular interest in forest conservation, and he sought to not only preserve the famed Roosevelt Elk herds (named for FDR's famous relative who had established the monument) but also the forests. Roosevelt wanted a large park, one that reached from the Pacific Ocean to the alpine peaks of the Olympic Mountains, rather than one whittled down to areas of little economic value by special interests, and he predicted it would become as popular as Yellowstone. Secretary Ickes, known for

his forceful nature and his willingness to take on a fight, doggedly promoted Roosevelt's idea. Ickes believed that the proposed park represented "the last American wilderness" and "if not held down in size and deprived" by Congress, would "take rank at once among the most magnificent areas set aside for the enjoyment of the American people."

Roosevelt's plan included a coastal strip that included the Kalaloch area and would be connected to the main body of the park via the Queets and Bogachiel River valleys. "The President does not want a small park," Ickes warned Congress. The popular president and the powerful secretary were able to convince some opponents to drop their resistance to the park. Timber companies lacked the power they enjoyed before the Great Depression, and they were unable to stop national park designation; in addition, anti-government sentiments were less prevalent than they had been before the economic crisis. However, some compromise was necessary, and when Congress created Olympic National Park in 1938 the final legislation excluded both the coastal strip that contained Kalaloch Beach as well as many of the river valleys that were so valuable to timber companies. The legislation, however, allowed a president to increase the park's size by up to 264,000 acres without Congressional approval, and in 1940, Roosevelt signed a proclamation adding six heavily-timbered river valleys to the park. This action made ONP the third largest national park in the country, but Kalaloch remained outside of the park.

The president's vision would not be complete until the park reached to the ocean, and the NPS began acquiring land along the Pacific Coast in the late 1930s. Superintendent Preston Macy predicted the NPS was creating "a mecca that will draw thousands upon thousands of people from every part of the nation." The public clamored for campgrounds and cabin developments along the coast as soon as they were able to access the area by highway in 1931. One development—Becker's Ocean Resort—had been established at Kalaloch by the end of 1931. By 1940, a number of other rustic camps, featuring simple housekeeping cabins, had opened between Kalaloch and the Quillayute River, to the north. Demand for accommodations and campgrounds rose exponentially after World War II, and the public began camping in coastal areas outside of developed facilities. Park officials targeted Kalaloch, with its easy highway access and wide, sandy beach, as a perfect spot for recreational development. In 1945 Macy remarked, "It is quite obvious heavy use has been made of this area by those who wish to camp out. We should plan to develop our campground at Kalaloch at the earliest possible time."

The NPS faced significant opposition from local landowners over the addition of the coastal strip and it wasn't until 1953, after 13 years of land acquisition (often accomplished through condemnation proceedings) that a 57-mile long stretch of spectacular coastline, including Kalaloch, was added to the park. This coastal area represented one of the last undeveloped stretches of coastline in the lower 48. President Harry S. Truman announced that Olympic was now "the only park in the world to extend from snow-capped mountains to ocean beaches." Washington Governor Arthur Langlie instigated a rollback of the expansion, but national parks had become enormously popular after World War II, and his efforts, though backed by Olympic Peninsula communities, found little support in Congress.

Franklin D. Roosevelt's vision of a large park that stretched from ocean to mountaintop had come to fruition, but the NPS lacked the funds to develop the park to accommodate rapidly growing visitation. About 100,000 people visited ONP in 1940; the loop highway, completed earlier that decade, facilitated access to the park and to the coast in particular. Soon after the park was established the NPS improved the park's trail system and built a few "short, substandard" roads, and park staff hoped to resume planning and development after World War II ended, but the outbreak of the Korean War further stalled plans. Visitation at ONP grew from 122,000 in 1946 to almost 865,000 in 1956. Roads and trails were deemed inadequate for modern cars and trailers. Existing campgrounds had been built in the 1920s and 1930s by the Forest Service, but they were too small to accommodate postwar crowds, and they often lacked modern restrooms and running water. The recently added coastal strip lacked almost any kind of NPS development. Superintendent Fred Overly created a master plan for ONP in 1952, but the park lacked the funds to implement it.

The Mission 66 Program

National parks across the country faced the same challenges found at ONP. National park budgets had been cut drastically during World War II, and they remained low throughout the rest of the 1940s and early 1950s due to the Korean War and the emphasis on Cold War defense spending. Postwar visitors found poorly maintained and inadequate visitor's facilities in their national parks and monuments. Parks had too few amenities such as campgrounds, accommodations, and restrooms, as well as insufficient park support facilities, such as maintenance buildings and employee housing. The poor conditions were exacerbated by the flood of visitors that inundated national parks after World War II. High auto ownership and better roads and highways allowed more people to drive longer distances in greater comfort and shorter periods of time. Outdoor recreation exploded in popularity, and more Americans sought to camp and hike in their national parks. The nation's population was growing, and Americans enjoyed an increased amount of leisure time. As a result, national parks experienced record visitation. In 1955, there were 56 million visits to the national park system, compared to 17 million in 1940.

In response to the crisis, in February of 1955 NPS director Conrad Wirth proposed a new program that was intended to modernize and improve national park facilities by the fiftieth anniversary of the National Park Service in 1966. Wirth called the new program Mission 66. For older parks like Yosemite, Crater Lake and Grand Canyon, this meant redevelopment, with upgrades to existing infrastructure and some new buildings, such as visitor centers. For parks like Olympic, created only two decades earlier, the Mission 66 program provided the first significant funding for infrastructure and improvements. President Eisenhower proved enthusiastic about the plan, partially due to his support of public works projects that could stimulate the economy, but also because of the negative press that the national parks' infrastructure was receiving. In the spring of 1956 Congress approved huge budget increases for the National Park Service so that the agency could begin the $700 million program. Congress would approve additional budget increases over the next ten years. Many national parks had already created master plans with new visitor facilities and infrastructure, and they were able to start implementing these plans quickly after the program was announced.

Campgrounds were a key component of Mission 66 plans. NPS planners believed that campgrounds provided an ideal way for visitors to enjoy their national parks. Not only did campgrounds provide low cost accommodations, they also helped visitors experience and understand the natural landscape. Rangers frequently found visitors sleeping on the ground or in their cars before Mission 66. Existing campgrounds lacked sufficient space and modern sanitation systems; journalist and historian Bernard DeVoto called national park campgrounds "slums" in Harper's magazine in 1953. To remedy the problem, the agency sought to construct car and trailer campgrounds with modern comfort stations and new or upgraded utility systems. The NPS ultimately added 17,782 campsites in new or expanded campgrounds under Mission 66. These campgrounds helped broaden public access to national parks, since they provided a low-cost lodging alternative for visitors of modest means who could not afford motel accommodations, or who simply preferred the experience of camping in their national parks.

The tenets of campground design laid out by NPS landscape architect E.P. Meinecke in 1934 served as the basis for Mission 66 campground plans, but NPS planners modified these plans to accommodate the preferences of mid-century Americans. The new campgrounds were set in attractive natural settings, near park attractions and accessible by vehicle. One-way loop roads led around the campground, and parking spurs, up to 25' long, provided access to each site. Landscape architects preserved the natural character of the area by removing trees and shrubs only when necessary; vegetation served to provide privacy between campsites. Sites were typically furnished with picnic tables and fire pits (often called fireplaces) or grills. Landscape architects took prevailing winds into account when placing fire pits or grills, and they set picnic tables close but with enough room for campers to easily maneuver around both structures. The campgrounds included modern comfort stations with flush toilets and running water, as well as potable water supply. The NPS considered day use planning when building campgrounds, and trails led to amphitheaters where NPS

staff held interpretive programs and to nature trails.

The NPS issued official guidance about the design and construction of campgrounds in 1959, and agency landscape architects produced three types of campground plans. The first and largest type was the standard campground, which offered running water, modern comfort stations with flush toilets and electricity, an amphitheater, and other amenities. (Kalaloch is an example of a standard campground). Basic campgrounds contained less than 20 sites and were set in remote locations; running water was provided, but these campgrounds sometimes had pit toilets rather than modern comfort stations. The third type was the primitive backcountry campground. Campground layouts, too, came in three forms. The loop-type campground, typically found in larger campgrounds, featured relatively uniform loops that could be closed off individually during slower times or for repairs. The section-type campground also featured loops, but the placement of the loops was dictated by topography rather than plan, resulting in irregularly spaced loops and campsites with more privacy than in the loop type. The remote-type campground consisted of a single loop and an entrance road, resulting in a lollipop shape, and was best for the basic-type campground set in a remote location.

The NPS implemented the Mission 66 program in part to modernize park facilities, and to this end, the agency built 584 comfort stations in parks across the country. These buildings typically followed a standardized design, and included men's and women's restrooms and at least one utility room in the middle of the building. The buildings were usually low-profile, rectangular and single-story, with gabled roofs and extended eaves at the gabled end. A row of narrow, rectangular windows was often set just below the eaves. The buildings were designed to remain unobtrusive within their environments, and comfort station exterior finishes usually matched other park structures. In the desert parks of the American West, this meant concrete blocks tinted pink or red to match the surrounding landscape. At Olympic, this meant wood framing and wood siding, and deep eaves that provided protection from heavy rain.

The Mission 66 program remains the last major construction and development program to be implemented throughout the national park system as a whole. Between 1955 and 1966, the NPS constructed or improved thousands of miles of roads, hundreds of miles of trails, almost 18,000 campsites, and hundreds of new buildings for visitor use and park administration. As historical landscape architect Ethan Carr points out, "By the end of Mission 66, even the most remote parks enjoyed basic utilities, a visitor center, a maintenance yard, and standard housing for employees." The Mission 66 program proved unpopular among preservationists, who disliked the modern architectural style of most new buildings, and among wilderness advocates, who opposed construction projects in national parks, but it accomplished what Wirth had intended. The plan reinvented the national park system, and the program significantly shaped park landscapes in ways that are still clearly visible to twenty-first century visitors.

Mission 66 at Olympic National Park

Fred Overly, ONP superintendent from 1951 to 1958, enthusiastically embraced the Mission 66 program. Between 1946 and 1956, ONP visitation increased sevenfold, to over 865,000 people—a number that surprised NPS planners, who had previously thought that the park's remote location would discourage visitors. Visitors in the late 1930s had been happy to explore the park's hiking, rustic camping and fishing opportunities, but by the mid-1950s, most tourists expected modern facilities and more recreational development. Overly created a Mission 66 plan for ONP soon after Wirth announced the program in 1955 in order to accommodate the one million visitors that were expected at the park by 1960. Overly firmly believed in making ONP's resources more accessible to the public, and through the Mission 66 program, he shifted the park's management philosophy from wilderness preservation to development.

The NPS planned to build or upgrade a variety of visitor facilities, such as visitor centers, campgrounds, roads, and trails, and staff support facilities, including employee housing and maintenance buildings, at ONP during Mission 66. They sought to protect the “magnificent scenic wilderness” that had spurred Congress to establish a national park, while also providing new recreational opportunities for visitors. NPS planners considered it “imperative” that Mission 66 help the public experience all of the park’s major features—the rainforest, the mountains, and the newly added coastline. Developing recreational opportunities on the coast was particularly important, and the NPS planned to spend far more money—over $3.1 million, compared to about $1.2 million at both Hurricane Ridge and Lake Crescent, and about $500,000 in the Quinault Valley—developing the coastal strip than any other area of the park. “Mission 66 will mark a new era for visitors to Olympic National Park,” Fred Overly promised.

Campgrounds were a key part of the NPS plan to upgrade visitor facilities at ONP. ONP was a remote park with few lodging options near important park features, and long distances between sites. Only seven campgrounds served the huge park by the end of the Great Depression; these were generally small, primitive facilities built by the Forest Service in the 1920s and 1930s. There were no NPS campgrounds on the coast at all in 1953 when the coastal strip was added to the park. All existing campgrounds were “overtaxed” in the summer, and none could accommodate the trailers that had become so popular in the middle of the twentieth century. Only 2,340 campers had visited ONP in 1939, but by 1955 the number had reached almost 61,000. In 1958, over 141,500 people camped in ONP. Park staff sought to add thirteen new campgrounds and to expand and modernize twelve existing campgrounds during Mission 66.

The NPS was eager to provide low cost accommodations, in the form of campgrounds, in its new coastal addition. While a rustic concession resort (with 11 lodge rooms and 22 cabins) had existed just south of Kalaloch Creek since 1931, there were no developed NPS campgrounds on the coast. The NPS had hoped to build a campground there since the 1940s, before the area was added to the national park, and the Mission 66 program allowed those plans to come to fruition. Park staff built a short road to the beach in the Kalaloch area in 1953 and were able to provide a primitive area, without running water or flush toilets, for camping, until a developed campground could be built. In the eyes of ONP staff, Kalaloch Beach was a perfect location for a large, modern campground since unlike so much of the park, it was easily accessible to families. Much of the park was only accessible to the hardiest hikers; most coastal beaches within the park were accessed by trail. The park’s Mission 66 prospectus acknowledged this and it imagined small children “frolicking on the ocean tide-swept beaches and building sand castles against the thin sheets of water sent shoreward by the surf” at Kalaloch and Rialto, the two beaches easily reachable by car. The agency also sought to provide ways for visitors to experience all major parts of the park so that visitors would “understand and appreciate the national significance” of each area.

Kalaloch Campground was a crucial part of ONP’s Mission 66 plan, and it became the largest and most important NPS development on the park’s coastal strip. The agency began constructing a campground on the bluff overlooking Kalaloch Beach in 1955, the same year that Conrad Wirth announced the development initiative; it expanded throughout the era. By August of 1955, Kalaloch had forty campsites and two comfort stations, with an additional 35 campsites scheduled for construction, in loops A, B and C. The site offered easy access to the beach via a short path. At this time, Kalaloch was one of only three campgrounds with modern comfort stations in the entire park. By 1960, the southern portion of the campground was fully completed. It contained 100 sites and three modern comfort stations. The campground was typical of a Mission 66 “standard” campground, with one-way roads, individual parking pads, picnic tables and grills, and trees, downed logs and shrubs providing privacy between sites. The comfort stations were typical of the Mission 66 era; the buildings are low-profile, rectangular, with a gabled roof, and a utility room set between a men’s and women’s restroom.

The campground was wildly popular and in 1961, the NPS added three additional loops (D, E and F), two comfort stations, as well as a day use parking area, just north of the original site. A road, running north-south and parallel to the highway, connected the two portions of the campground, and a day use parking lot was constructed between the two sections. The new portion of the campground was designed in the “section-type” style, with three distinct loops connected to the main campground

road. The comfort stations were built from the same standardized plan. They are similar to the three in the southern portion of the campground (low-profile, rectangular wood-framed buildings with wood board and batten siding, set on a concrete slab foundation, with ribbon windows under wide eaves), however, they are slightly larger, without privacy fencing, and with a slightly different fenestration pattern. A mile-long nature trail was built in the forest across the highway at this time as well; this, along with the parking lot for day visitors, is an example of the integrated day use planning that was typical of campground design and use during the Mission 66 period. The park also planned to construct a campground amphitheater for interpretive programs; however, this was not added until 1985.

Kalaloch Campground quickly became the most popular in the park. It was the only developed campground on the ocean coast and the park's largest campground. "Few places along Washington's many miles of coast present such an interesting variety of things to see and do as does the Kalaloch area of Olympic National Park's ocean strip," one reporter wrote. The Seattle Times pronounced it one of the best campgrounds in the state in 1965. By 1967, over 95,000 campers per year stayed at Kalaloch. In 1969, Kalaloch, along with Mora near Rialto Beach, accounted for more campers than the park's other 14 campgrounds together (Kalaloch counted 110,057 camper days while Mora counted about 31,000). By the late 1960s 250,000 to 300,000 people per year were visiting Kalaloch, either as day visitors, campers, or overnight guests at the nearby concession resort.

Kalaloch Campground successfully fulfilled the Mission 66 goal of providing access to the park's spectacular coastline and in particular, the preeminent family-friendly beach in the park. By 1966, ONP visitation had soared to over 2 million per year. Kalaloch was the largest campground built during the Mission 66 period, though the NPS also built new campgrounds at Heart O' the Hills near Hurricane Ridge, Fairholme on Lake Crescent, the Hoh River and Mora, near Rialto Beach. Eleven existing campgrounds were enlarged or improved during this time. These Mission 66 campgrounds were essential to accommodating the massive increase in park visitors, particularly along the coast where other types of lodging were rarely found, and they provided a low-cost alternative to hotels. Not all of Superintendent Overly's plans came to fruition—his enthusiasm for road building in particular was not shared by successive ONP superintendents after his tenure at the park ended in 1958. However, the Mission 66 program furnished ONP with a wide range of new visitor and staff support facilities. Tourists now found the recreational amenities they had come to expect in their national parks.

The campground is little changed since the Mission 66 period. A campground amphitheater was finally built in 1985; it lies between the day use parking lot and the southern portion of the campground. The campground meets the eligibility requirements for a Mission 66 campground as detailed in the NPS Mission 66 era resources MPD, and it was built during the period of significance stipulated in the MPD (1945-1972). It retains integrity to the historic period.

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:

Kalaloch Campground is located on the Pacific Ocean coast in Olympic National Park, near the southern boundary of the park's 73-mile long coastal strip. It lies about 34 miles south of Forks, Washington, and six miles north of the small community of Queets. The campground is set on a bluff overlooking the spectacular and expansive Kalaloch Beach, one of the most popular sites in the park. The campground's loops are laid out north to south, bounded by the beach to the west and Highway 101 to the east. The campground contains 157 campsites, five comfort stations, an amphitheater and a road system with a day use parking area in about 32 acres. It is set in coastal forest of Sitka Spruce, Western Red Cedar, Western Hemlock and Red Alder. Native shrubs such as salmonberry and salal grow throughout the campground. The campground and associated contributing buildings and structures, which together constitute an historic district, were constructed between 1955 and 1961, during the Mission 66 era of national park development.

The campground retains integrity of location, setting, design, feeling and association. The campground remains in its original location. The campground setting, on a bluff overlooking Kalaloch Beach and within the coastal forest, has not changed. The design of the campground as a whole, the layout of the roads and parking area and the five comfort stations remain the same as constructed. Feeling and association are still evident. The campground displays a layout commonly found in NPS campgrounds of the Mission 66 era, and the campground's physical features, such as the comfort stations, one-way road system and lush vegetation between campsites, convey its association with the program. There has been some minor loss of workmanship and materials. Picnic tables and grills at each campsite have been replaced, as have some comfort station fixtures. Roads have necessarily been repaved and the original wood shingle roofs on the comfort stations have been replaced with metal roofs. However, these changes do not diminish the overall integrity of the campground. The campground as a whole retains sufficient integrity to be eligible for the National Register of Historic Places.

Landscape Characteristic: Spatial Organization-Spatial Organization

Spatial organization features evaluated in within the Kalaloch Campground DOE include the six campground loops.

The campground site contains 157 campsites in six loops. The six loops are divided into two sections. The southern portion of the campground, with loops A, B and C, was built in 1955-1958. It contains 102 sites. One outer loop (loop A), is bisected by two curvilinear roads running north to south (designated B and C), and one unnamed road running east to west. The roads are one-way. This layout was commonly utilized during the Mission 66 period, and was ideal for maximizing campground space in a relatively level site.

Three comfort stations (from north to south, buildings 685, 683 and 684) are set between roads B and C. The western terminus of the unnamed road that bisects the campground contains parking for a few vehicles, and a short path leads down the eroded bluff to the beach from this spot. Campers in this southern portion of the campground can also access the beach via a path that leads from loop A road near campsite A31. A fish cleaning station and a shed are set on Loop B, to the west of building 685. These small-scale structures date from after the Mission 66 era and are not counted as resources.

Most campsites in loops A, B and C are set in dense coastal forest, among Sitka spruce, western red cedar and western hemlock trees, with salal understory. The trees and shrubs along with fallen logs provide privacy between campsites. Campsites along the western edge of the campground and on the bluff on loop A road are set among widely interspersed, wind-sculpted trees and have expansive views of the ocean and beach below. The bluffside campsites are bounded to the west by a split rail wood fence that was built after the Mission 66 era. The sites in this southern portion of the campground are almost evenly split between pull-through, where campers park in an asphalt-paved pullout alongside the campsite, and pull-in, which contains an asphalt parking pad. Each campsite contains a concrete picnic table (these are not original) and an original round metal grill set on the ground. Concrete curbs, which were likely added after the period of significance, delineate the border between the parking pad and the tent pad and picnic area at most campsites.

The northern portion of the campground, built in 1961, contains 55 sites and three separate loops (north to south, these are loops D, E and F). Each loop is a one-way road accessible from the main campground road. These three loops represent the “Section Type” of Mission 66-era campground; the goal was to provide a large number of campsites while maintaining privacy between sites, since only a few sites were visible from any point. Sites along the campground’s western edge offer panoramic views of the beach and ocean; however, the majority of sites are set in coastal forest of Sitka spruce, western hemlock, and western red cedar. About three-quarters of the sites are pull-in, while the remained are pull-through. Each campsite in this section contains the same concrete (non-original) picnic tables and round metal grills as the sites in the southern section. The bluffside campsites are bounded by a non-original split rail wood fence identical to the fence in loop A. In addition to the sites on the three loops, there are twelve sites along the campground road in this section of the campground. One comfort station is set in the northernmost loop (D); another is set between loops E and F. A very short path to the beach begins at loop D.

The campground site contains the character-defining features of a Mission 66 campground, including Mission 66 “section-type” and “loop-type” designs, parking pads, and vegetation between campsites, and it retains integrity of location, setting, design, workmanship, materials, feeling and association to the Mission 66 period.

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Campground Loop A	196398	Contributing					No
Campground Loop B	196399	Contributing					No
Campground Loop C	196400	Contributing					No
Campground Loop D	196401	Contributing					No
Campground Loop E	196402	Contributing					No
Campground Loop F	196403	Contributing					No

Landscape Characteristic Graphics:

Typical pull-in campsite in the southern portion of the campground. View to W.

Bluff campsite in the southern portion of the campground. View to NW.

Typical pull-in campsite in northern portion of campground. View to NNW.

View of Kalaloch Campground site from Kalaloch Beach. Fence along campground bluff visible. View to SE.

Landscape Characteristic: **Circulation**

Circulation features evaluated within the Kalaloch Campground include the campground roads and parking area.

The campground roads and parking area includes the entrance drive, the north-south campground road that provides access to all campground loops, the campground loops, and the day use parking area. All campground roads and parking areas are asphalt-paved. The southern portion was built in 1955-1958 while the day use area and northern loops were completed in 1961.The entrance road travels due west and dead ends into a parking area for beach visitors that contains 69 parking spaces. A non-contributing registration booth is set at the parking area entrance on a circular island paved with asphalt. A wood information kiosk, also with a shake roof, is set directly west (this is a small-scale feature not included in the resource count). These features date from after the period of significance (they were constructed after 1981). The parking area is divided by an oval-shaped island planted with grass; three concrete picnic tables are set on the grass. Three concrete picnic tables are also set in a small grassy area at the west end of the parking area. A short path leads to the beach from the west end of the parking area. A four-foot-wide concrete sidewalk lines the exterior of the parking area. An asphalt walkway leads south from the parking area to the campground amphitheater.

The north-south campground road provides access to all camping loops. The road is asphalt-paved, two-way and about 18’ wide. To the south, the road leads to loops A, B and C; to the north, the road leads to loops D, E and F. The loop roads are one-way and about 11’ feet wide. A trailer dump station is set along the north-south road, across from site D16.

The campground roads and parking area retain integrity of location, setting, design, workmanship, materials, feeling and association. The alignment of the campground loops and north-south campground road remains the same, though they have necessarily been repaved. There have been minor changes to the parking area. The circular parking lot island was originally unpaved and it contained a flagpole; it was paved after 1981, and the registration booth and kiosk were added at that time. The parking lot size, shape and configuration have not changed since construction.

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
Roads and Parking Area	196404	Contributing	1168583				No

Landscape Characteristic Graphics:

Kalaloch entrance; highway 101 in background. View to E.

Kalaloch day use parking area. View to ESE.

Unnamed road that bisects the southern portion of the campground. View to W.

Loop B road. View to N.

Loop A road and bluff campsites. View to NE.

North-south campground road in northern portion of campground. View to N.

Loop D, with pull-through campsites. View to N.

Loop D road along campground bluff, with pull-in campsites. View to S.

Loop F road. Width is typical of all loop roads. View to W.

Landscape Characteristic: **Buildings and Structures**

Buildings and structures evaluated within the Kalaloch Campground include the five comfort stations, the amphitheater, and registration booth.

Comfort Stations
Each of the five comfort stations contain a men's restroom, a women's restroom and a utility room that is located between the two restrooms. The buildings are rectangular, wood-framed, with vertical board and batten siding. They are set on a concrete slab foundation and are topped with a gabled metal standing seam roof with deep overhangs on the ends. Restroom doors are set on the

building's ends, and the utility room door is set on the front of the building.

The three comfort stations in the southern portion of the campground (buildings 683, 684 and 685) were built from a standardized plan and are identical. The two comfort stations in the northern part of the campground (buildings 894 and 895) were built from a different standardized plan; they are identical to each other though slightly different than the three earlier buildings. All five buildings contain the character-defining features of a Mission 66 comfort station, and they all retain integrity to the Mission 66 period. Location, setting, design, workmanship, feeling and association remain, though there is some loss of integrity of materials. The original wood roofs have been replaced with metal, and some original fixtures have been replaced; however, they retain eligibility to the National Register. The water supply stations near each comfort station date from the period of significance but are small-scale features and not included in the resource count.

Building 683—Contributing building
Building 683 (Kalaloch Comfort Station 3) was built in 1960. It is identical in design to buildings 684 and 685. It is located just south of the northernmost portion of Loop A road. It is about 260 square feet and contains all of the features noted above. It faces north. The roof overhangs on the ends of building 683 (as well as buildings 684 and 685) are supported by three wood beams. Doors to the men's and women's restrooms are centered on the eastern and western ends of the building; wood privacy screens, 5'4" high, protect the entrances. Six 2' x 3' wood frame windows, in two sets of three, are set along the upper portion of the north and south walls. A 2' x 3' window opening above each restroom door contains a screen rather than a glass window pane. The utility room door is wood, with board and batten siding that matches the rest of the building. A concrete aggregate apron surrounds the building on all sides except the rear. A wood campground information kiosk, built after the period of significance, is set to the north, directly in front of the comfort station; a 40" x 36" x 24" concrete block, wood topped water supply station is set just west.

Building 684—Contributing building
Building 684 (Kalaloch Comfort Station 1) was built in 1955. It is identical in design to buildings 683 and 685. It is set in the southernmost area of the campground, just north of site A38. It faces west and has a pull-in parking space on its west side. As asphalt path leads from the rear to the loop C road. The building is about 260 square feet. The roof overhangs on the ends of the building are supported by three wood beams. Doors to the men's and women's restrooms are on the eastern and western ends of the building; wood privacy screens, 5'4" high, protect the entrances. Six 2' x 3' wood frame windows, in two sets of three, are set along the upper portion of the north and south walls. The utility room door is wood, with board and batten siding that matches the rest of the building. A door on the west wall leads to a utility room. A concrete aggregate apron surrounds the building on all sides except the rear. A water supply station, identical to the others in the campground, is set just west of the building.

Building 685—Contributing building

Building 685 (Kalaloch Comfort Station 2) was built in 1955. It is identical in design to buildings 683 and 684. The comfort station is set along the east-west road that bisects the southern portion of the campground; it faces north and is fronted by an asphalt apron that provides a park space for a vehicle. This comfort station was built from a standardized plan and is identical to buildings 683 and 684. The building is about 260 square feet. The roof overhangs are supported by three wood beams on each end of the building. Doors to the men's and women's restrooms are on the eastern and western ends of the building; wood privacy screens, 5'4" high, protect the entrances. Six 2' x 3' wood frame windows, in two sets of three, are set along the upper portion of the north and south walls. The utility room door is wood, with board and batten siding that matches the rest of the building. A concrete aggregate apron surrounds the building on all sides except the rear. A concrete aggregate apron surrounds the building on all sides. A water supply station identical to the others in the campground is set just southwest of the building.

Building 894—Contributing building
Building 894 (Kalaloch comfort station 4) was built in 1961. It is one of two comfort stations in the northern portion of the campground, and it is located on the west side of the north-south

campground road, in between E and F loops. The building faces east and contains about 372 square feet. Four rectangular windows, 14” x 38”, are set on the front and rear (east and west) sides of the building. Three identical windows are set on the north and south ends of the building. There are no privacy fences on buildings 894 or 895; instead, the restroom doors are offset, rather than centered on the building’s end, and positioned so they are directly across from the interior sink. The building is surrounded by a concrete aggregate apron. A water supply station, identical to those in the older part of the campground, is set to the north of the building. Buildings 894 and 895 were built from a standardized plan and are identical to each other.

Building 895—Contributing building
Building 895 (Kalaloch comfort station 5) was built in 1961. It is set in loop D in the northern portion of the campground, just north of site D38. It contains about 372 square feet and is identical to building 894. The front of the building faces east. Four rectangular windows, 14” x 38”, are set on the front and rear (east and west) sides of the building. Three identical windows are set on the north and south ends of the building. There are no privacy fences on buildings 894 and 895 instead, the restroom doors are offset, rather than centered on the building’s end, and positioned so they are directly across from the interior sink. The building is surrounded by a concrete aggregate apron. A water supply station, identical to those in the older part of the campground, is set to the north of the building.

Amphitheater--Non-contributing site
The amphitheater was built in 1985, outside of the Mission 66 period. It is set in a clearing in the forest between the day use parking lot and the southern portion of the campground. It contains a concrete stage with wood frame walls and a wood shake roof, twelve rows of wood benches, a projection booth, and speaker cabinets. The buildings have board and batten siding and wood shake roofs that match the Mission 66 era buildings in the campground. The amphitheater was built outside the period of significance and so is not a contributing resource, but is the fulfillment of Mission 66 plans for Kalaloch Campground and is compatible with the campground.

Registration booth—Non-contributing building
A registration booth, 8’ x 16’ with board and batten siding and a metal roof, is set at the parking area entrance on a circular island paved with asphalt. The booth was built after 1981, outside of the period of significance.

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
Comfort Station (Building 683)	196405	Contributing	1168584				No
Comfort Station (Building 684)	196406	Contributing	1168585				No
Comfort Station (Building 685)	196407	Contributing	1168586				No
Comfort Station (Building 894)	196408	Contributing	1168587				No
Comfort Station (Building 895)	196409	Contributing	1168588				No
Amphitheater	196410	Non contributing	1168589				No
Registration Booth	196411	Non contributing	1168590				No

Landscape Characteristic Graphics:

Building 683. View to SW.

Building 683. View to NE.

Building 684. View to NE.

Building 684. View to W

Building 685. View to SW.

Building 685. View to SE.

Building 894. View to NW.

Building 895. View to NW.

Amphitheater, including the stage, seating, projection booth and speakers. View to NE.

Kalaloch day use parking area. Registration office in center of photo. View to WNW.

Condition

Assessment Interval (Years): 6

Next Assessment Due Date: 02/19/2026

Condition Assessment and Impacts

Condition Assessment: Good

Assessment Date: 02/19/2020

Condition Assessment Explanatory Narrative:

Based on existing condition photographs in the DOE

Bibliography and Supplemental Information

Bibliography:

Citation Author	Citation Title	Year of Publication	Citation Publisher	Citation Type	Citation Location	Citation Number
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National Park Service	“Kalaloch Campground Traverse” (map)	1958	NPS Electronic Technical Information Center (eTIC) files			
National Park Service	“Campground Expansion—Kalaloch Ocean Strip” (map)	1959	NPS Electronic Technical Information Center (eTIC) files			
National Park Service	“Kalaloch Area” (map)	1976	NPS Electronic Technical Information Center (eTIC) files			
National Park Service	“Kalaloch Campground” (map)	1981	NPS Electronic Technical Information Center (eTIC) files			
National Park Service	“Kalaloch Topographic Index Sheet” (map)	1965	NPS Electronic Technical Information Center (eTIC) files			
Rothman, Hal	American Eden: An Administrative History of Olympic National Park (draft)	2006				

Landscape Documents:

File Name:	Kalaloch NR form final.pdf
Caption:	Kalaloch Campground DOE
Alt Text:	
Date:	02/19/2020
Attachment Type:	
Source:	
Version:	