National Park Service
Cultural Landscapes Inventory

2022



Sol Duc 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: Sol Duc Campground

Resource Classification: Cultural Landscape

CLI Identification Number: 400113

Parent Landscape: 400113

Inventory Status: Complete

Park Information

Park Name: Olympic National Park

Alpha Code: OLYM

Park Organization Code: 9500

Park District: OLYM

Region: Pacific West

Restricted: Yes

Landscape Description:

Located in Clallam County in northwestern Washington State, Sol Duc Campground lies approximately 75 miles northwest of Seattle, in the northwestern portion of Olympic National Park. Olympic National Park comprises 1,442 square miles and occupies the heart of the Olympic Peninsula, as well as a noncontiguous, 73 mile-long-strip of Pacific Ocean coastline. The park encompasses four regions that vary broadly in climate and topography, including the alpine areas near the center of the park, the rugged Pacific coastline and temperate rainforest of the west side, and the drier forests of the east. Sol Duc Campground is situated in the forested mountain foothills and on the northern bank of the Sol Duc River.

Sol Duc Campground is an excellent and highly intact example of National Park Service Mission 66 campground development in Olympic National Park. Largely developed between 1958 and 1966, Sol Duc Campground presently contains a visitor parking area, two campground loops, an amphitheater, and visitor facilities including comfort stations, water supply stations, a trailer dump station, and trash enclosures.

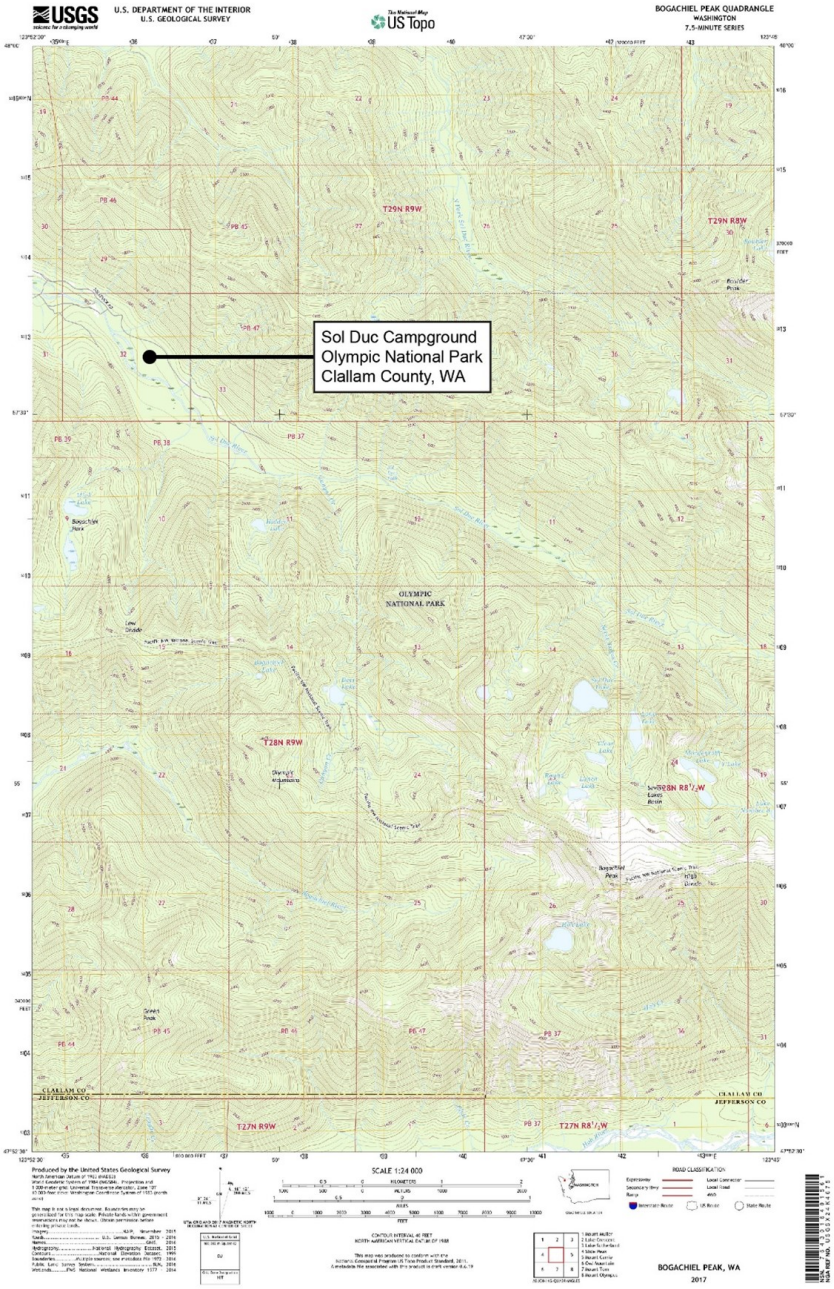
Landscape Hierarchy Description:

The Sol Duc Campground is a cultural landscape inventory unit with no component landscapes.

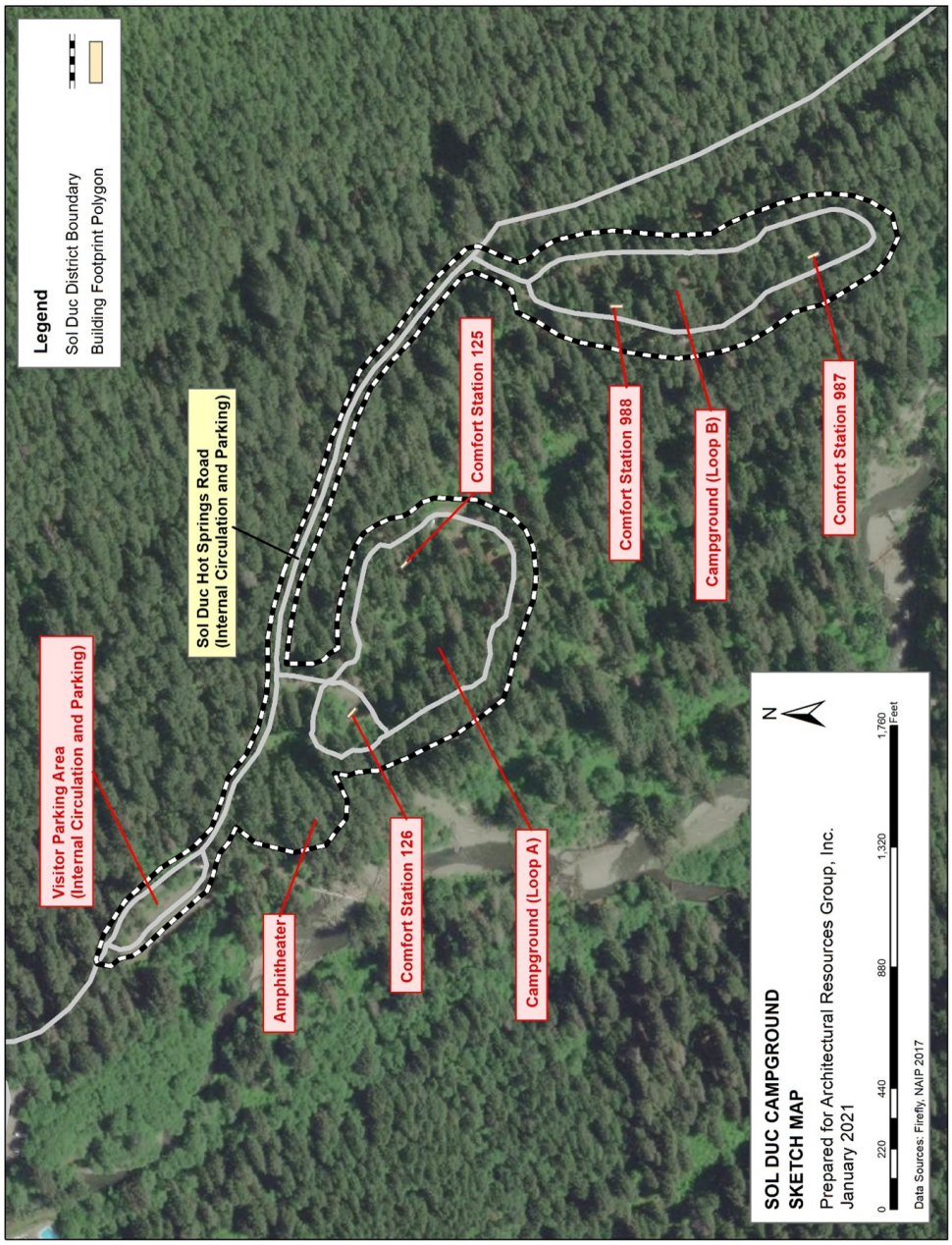
Landscape Type:

Other Names:

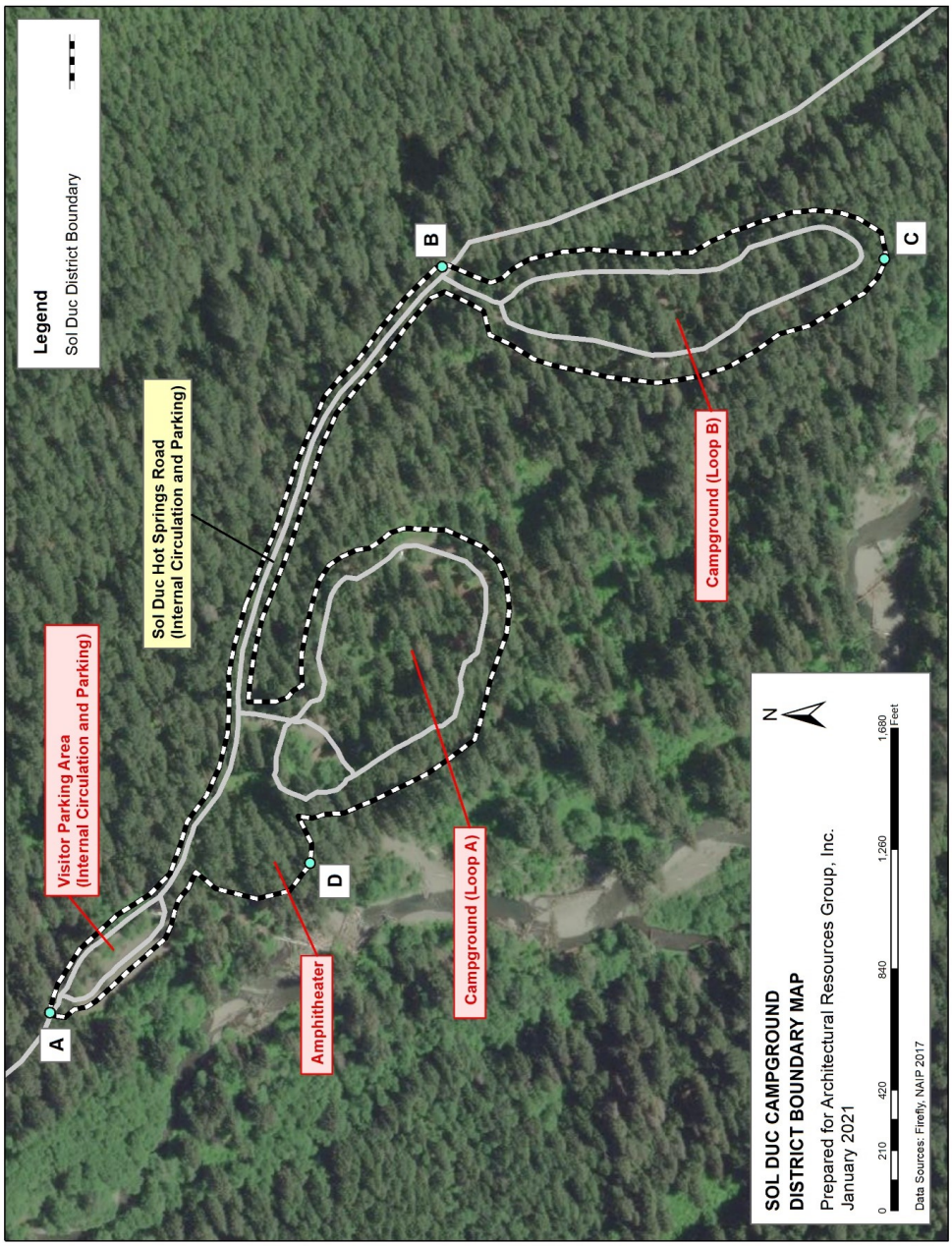
Site Plan



Location Map


Legend
Sol Duc District Boundary
Building Footprint Polygon
Visitor Parking Area
(Internal Circulation and Parking)
Sol Duc Hot Springs Road
(Internal Circulation and Parking)
Amphitheater
Comfort Station 126
Campground (Loop A)
Comfort Station 125
Comfort Station 988
Campground (Loop B)
Comfort Station 987
N
SOL DUC CAMPGROUND
SKETCH MAP
Prepared for Architectural Resources Group, Inc.
January 2021
0
220
440
880
1,320
1,760
Feet
Data Sources: Firefly, NAIP 2017

Sketch Map



District Boundary Map

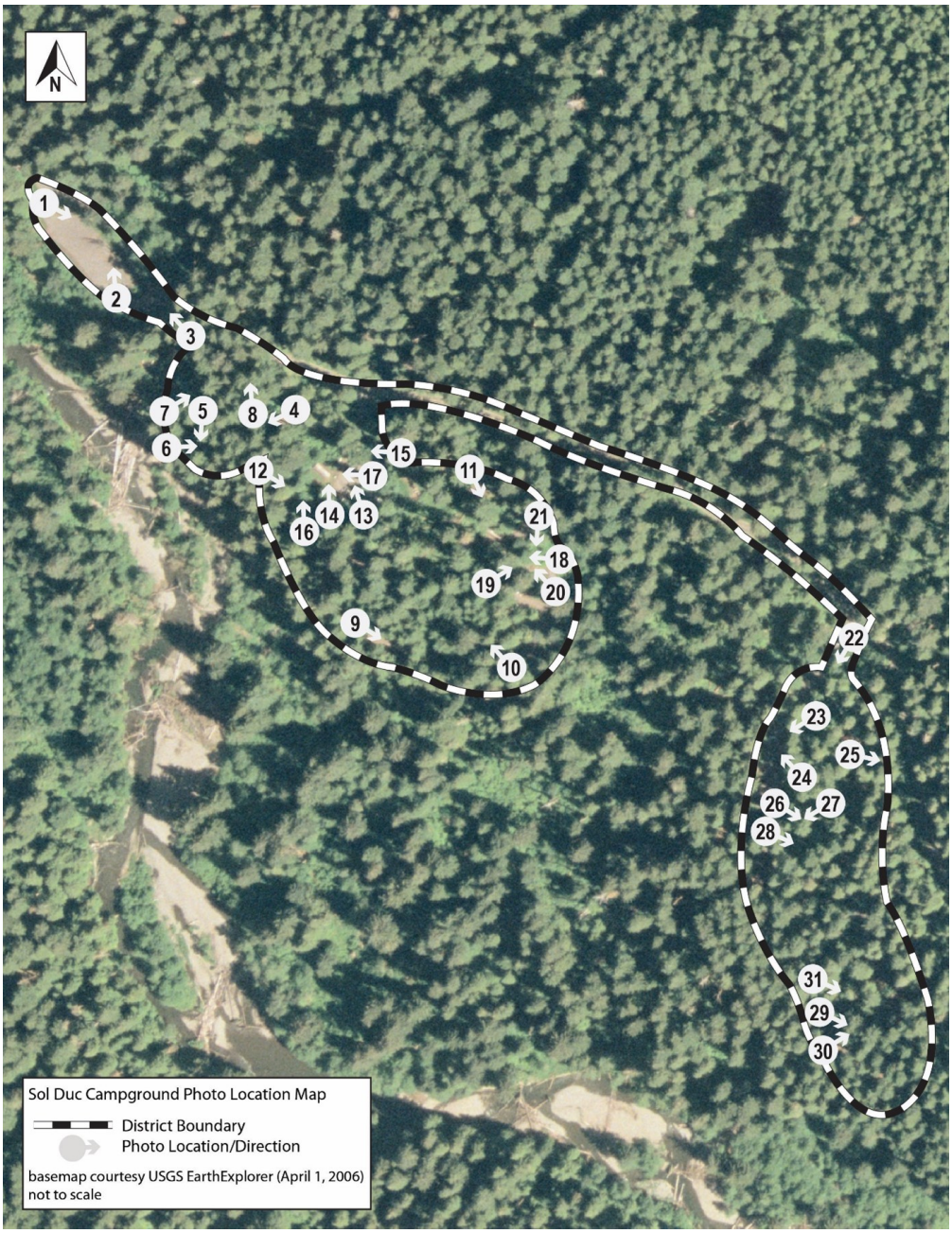


Photo Location Map

Concurrence Information

Concurrence Status:

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

Completion Status Explanatory Narrative:

Geographic Information

State and County:

State	County
Washington	Clallam County

Size (Acres): 35

Land Tract Number(s)

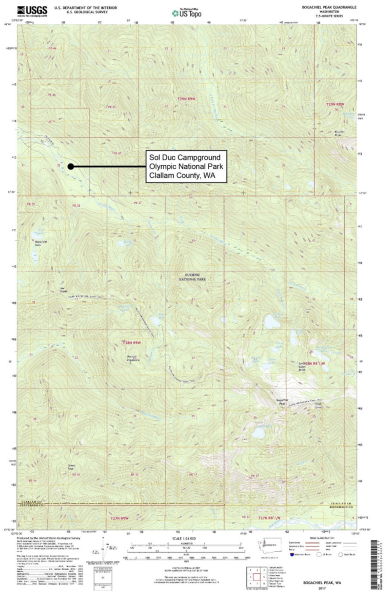
Boundary Description:

The district boundary is delineated on the accompanying Boundary Map and encompasses the visitor parking area, the amphitheater, the entirety of the campground, and the intervening stretch of Sol Duc Hot Springs Road.
The boundary encompasses the extent of Sol Duc Campground as developed between 1958 and 1966, as part of Mission 66 development within Olympic National Park. The intervening stretch of Sol Duc Hot Springs Road is included within these boundaries due to its integral role in providing access to the campground and associated features.

Boundary Coordinates

Source	Type of Point	Latitude	Longitude	Narrative
		47.967437	-123.857502	Corresponds with A on District Boundary Map
		47.965449	-123.852231	Corresponds with B on District Boundary Map
		47.962566	-123.853251	Corresponds with C on District Boundary Map
		47.965888	-123.858513	Corresponds with D on District Boundary Map

Location Map:



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:

The Sol Duc Campground meets the criteria for Management Category B (Should Be Preserved and Maintained) because it meets National Register criteria as a Mission 66 development significant at the local level; is compatible with the park's legislated significance, providing recreational and interpretive opportunities to visitors, and has a continuing purpose that is appropriate to its traditional use as it continues to be used in the same way as it was designed and intended to be used during the Mission 66 era.

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:

The determination of eligibility of Sol Duc Campground at Olympic National Park has received SHPO concurrence.

Eligibility: Eligible -- SHPO Consensus Determination

Concurrence Eligibility Date: 08/30/2021

Concurrence Narrative:

Significance Level: Local

Contributing: Individual

Classification: District

Statement of Significance for National Register of Historic Places:

Sol Duc Campground is eligible for inclusion in the National Register of Historic Places as a historic district. As described below, the campground meets the characteristics outlined in the National Park Service Mission 66 Era Resources Multiple Property Documentation (MPD) form for Mission 66 historic districts.27 Furthermore, the campground's major contributing resources meet the characteristics for associated property types as described in the MPD. Sol Duc Campground's period of significance is 1958-1966, reflecting the time period during which the contributing resources associated with the area's Mission 66 development were constructed. The period encompasses the redevelopment and expansion of the internal circulation network and parking area (1958-1966) and campground (1964-1966), as well as the construction of Comfort Stations 125 and 126 (1958), the amphitheater (1964), and Comfort Stations 978 and 988 (1965). There is no evidence that any development occurred at the campground under Mission 66's follow-up program, Parkscape USA (1967-1972), indicating that any development that occurred after 1966 (e.g., the kiosks) was not funded through the Mission 66 or Parkscape USA programs. Any development after the 1966 completion of the campground is therefore not eligible for its association with Mission 66 development, and the period of significance ends in 1966.
Sol Duc Campground is eligible for the National Register under Criterion A for its association with Mission 66 development in Washington State's national parks. Established in 1938, Olympic National Park generally lacked adequate facilities and infrastructure prior to the 1950s; Sol Duc Campground is among a handful of campgrounds that were planned and constructed throughout the park under Mission 66, and it is one of three preexisting campgrounds that were substantially upgraded and expanded under the program.28 Mission 66 projects updated the campground, which had previously included only a few dozen

campsites and no running water, through the redevelopment of Campground Loop A, the addition of Campground Loop B and the construction of modern amenities including comfort stations, water supply stations, and parking spaces designed to accommodate larger automobiles and trailers. Sol Duc Campground retains a relatively high level of integrity to this period of its development.
Sol Duc Campground is also eligible under Criterion C for its representation of Park Service Modern architecture and NPS planning during the Mission 66 period. Mission 66 redefined what types of facilities national parks would need to serve the public, and these new ideas were reflected in new types of campground design and amenities. Sol Duc Campground design concepts that were established for Mission 66 campgrounds, and its contributing buildings and structures embody the Modern design aesthetic employed throughout the national park system during Mission 66.
Sol Duc Campground is eligible under Criteria A and C at the local level of significance. At least two other developed areas located within Olympic National Park have been recommended for National Register inclusion for their association with the Mission 66 development of the park (Hoh Developed Area, Kalaloch Campground, and Heart O' the Hills Developed Area).29 Furthermore, potentially eligible Mission 66 developed areas are located in other NPS-managed areas in Washington, including Mount Rainier National Park. For this reason, Sol Duc Campground is eligible at the local level of significance.

Setting
The developed area remains in its original setting in a heavily forested area, in a narrow river valley in the northwestern foothills of the Olympic Mountains, and within the boundary of Olympic National Park. It continues to be surrounded by dense vegetation, including western hemlock, Sitka spruce, sword fern, and various mountain berry species. It also remains accessible only by Sol Duc Hot Springs Road, which was the only access point to the campground upon its completion in the mid-1960s. Thus, the developed area retains integrity of setting.

Design
The spatial organization and relationship between the parking area, amphitheater, and campground Loops A and B, as well as the overall configuration and profile of the internal roads/circulation, remain intact. Furthermore, the buildings constructed during the Mission 66 era at Sol Duc Campground (the amphitheater's stage and projector booth, and Comfort Stations 125, 126, 987, and 988) contribute to the developed area through their original design elements, as indicated in the above list of Character-Defining Features. Thus, Sol Duc Campground retains integrity of design.

Materials
Although some original materials have been removed or replaced—including the comfort stations' original wood shingled roofs, the majority of the campground's picnic tables, and the original asphalt paving of the roads, visitor parking area, and campsite parking spaces—the vast majority of the developed area's materials remain. The comfort stations' reverse board-and-batten siding, wood or aluminum windows, and wood purlins, and the amphitheater's wood benches, shed-roofed projector booth, and vertical wood lap-clad stage are all materials that date to Sol Duc Campground's Mission 66 period of development. The developed area thus retains integrity of materials.

Workmanship
As described above, the developed area and its contributing buildings, structures, and sites retain most of their original materials and continue to possess the physical evidence of the craftsmanship and labor associated with their construction during the Mission 66 period. Thus, Sol Duc Campground retains integrity of workmanship.

Feeling
Sol Duc Campground retains the feeling of a mid-twentieth century recreational development through its design, setting, materials, and workmanship, and through its continued use as a campground. All non-original additions to the developed area, such as the trash enclosures and kiosks at the campground, are small in scale and utilize materials that complement the area's Mission 66 development. It is recognizable as a Mission 66 campground at Olympic National Park by the style of its buildings and the organization of its campsites, and it thus retains integrity of feeling.

Association
Because Sol Duc Campground retains its historic character through its original location, design, materials,

workmanship, and feeling, it maintains its association with the development of new and expanded recreation areas at Olympic National Park during the Mission 66 period. Sol Duc Campground thus retains integrity of association.

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 1958 - CE 1966

Area of Significance:

Area of Significance Category: Architecture

Area of Significance Category: Entertainment - Recreation

NRIS Information:

State Register Documentation:

National Histric Landmarks:

National Historic Landmark? No

Theme:

Contributing:

NHL ID:

NHL URL:

Date: 08/30/2021

Statement of Significance for National Historic Landmark:

World Heritage Site:

World Heritage Site? No

Category:

WHS ID:

WHS URL:

Date: 08/30/2021

Is Resource within a designated National Natural Landscape: No

Chronology and Physical History

Chronology:

Year	Event	Major Event Narrative
CE 1940 - 1945	Established	The campground was first established in the early 1940s.
CE 1958	Built	Two wood-framed comfort stations incorporating elements of traditional Park Service Rustic design as well as the new Park Service Modern style were added to the campground in 1958.
CE 1959	Restored	Some remaining site restoration work completed in early 1959.
CE 1959 - 1966	Expanded	A trailer dump station was added at the visitor parking lot and the internal circulation and parking system was repaved in-kind.
CE 1964	Built	In 1964, Loop A was reorganized and repaved, and construction commenced on Loop B.
CE 1964 - 1966	Altered	Campground Loops A and B were altered 1964-1966: the loops were repaved, campsite amenities replaced, some sites were removed, and wood trash enclosures and kiosks were added.
CE 1965	Built	Two comfort stations, both exhibiting stronger elements of the Park Service Modern style than the comfort stations in Loop A, were constructed in Loop B in 1965.
CE 1988	Altered	Campground Loop A was slightly modified.

Physical History:

Pre□History and Early Settlement of the Olympic Peninsula

Archaeological evidence suggests that humans began occupying the Olympic Peninsula, the location of present-day Olympic National Park, at least 12,000 years ago. These earliest human inhabitants appear to have traveled in small foraging groups, hunting large land mammals such as mastodon with spears crafted from antler or bone. Those who populated the peninsula later, between 10,000 and 3,000 years ago, hunted deer and elk, gathered plants, and used stone or shell tools for food preparation and other activities. Over time, complex maritime cultures based on fishing, gathering shellfish, and hunting sea mammals developed among tribes living along the region's coastline and near lowland lakes and rivers. Nearby forests provided other essential resources, including mammalian and vegetable food sources, fibers, medicine, and construction materials such as western redcedar, which was used to craft longhouses, dugout canoes, baskets, tools, and bentwood boxes for cooking and storage.30

At the time of first contact with Euroamerican explorers, Native American villages were spread throughout the peninsula, along the coastal margin as well as the interior river valleys and higher elevation areas. Although the native peoples of the peninsula possessed some common cultural patterns and practices—including the use of dugout canoes for transportation and cedar plank houses for shelter, a concern for prestige and maintaining a right relationship with a spirit world, and a lifestyle based on hunting and gathering—individual tribal cultures were as rich and diverse as the environments in which they lived. Present-day members of eight tribes, including the Lower Elwha Klallam, Jamestown S'Klallam, Port Gamble S'Klallam, Skokomish, Quinault, Hoh, Quileute, and Makah, trace their ancestry to those who inhabited land now encompassed by Olympic National Park.

The first European to sight the Olympic Peninsula may have been Ioannis Phokas (better known as Juan de Fuca, the Spanish translation of his name), a Greek maritime pilot who sailed for the Spanish Crown. In 1592, he claimed discovery of the strait between Vancouver Island and the Olympic Peninsula that now bears his name. The first well-documented European exploration of the region occurred in the late eighteenth century, beginning with the voyage of Spanish pilot Juan Perez in 1774. Perez named the Olympics' highest peak Santa Rosalia. The mountain was later named Mount Olympus by British navigator John Meares, who sighted the peak in 1778.32

In 1792, the waters surrounding the Olympic Peninsula were systematically explored and mapped by British Captain George Vancouver, who assigned names to many geographical features including Puget Sound, Mount Rainier, Gray's Harbor, and Cape Johnson. Vancouver used Meares's moniker for Mount Olympus and extended the concept to the surrounding mountain range, which he called the Olympics. Because of the primacy of Vancouver's maps, the names that he assigned to the region's geographical features have generally endured. The entire peninsula and eventually Olympic National Park would come to adopt the nomenclature introduced by Meares and popularized by Vancouver.

Although fur traders traveled throughout the region in the early nineteenth century, concentrated Euroamerican settlement of the Olympic Peninsula did not begin until the 1840s. The Treaty of Oregon, signed by Great Britain and the United States on June 15, 1846, gave the United States clear title to the land south of the 49th parallel and enabled the federal government to establish the Oregon Territory. Washington Territory was established out of the northern portion of the Oregon Territory in 1853, and Isaac Stevens was named its first governor. Over the next few years, Stevens brokered treaties with the tribes of the Olympic Peninsula wherein each agreed to relinquish most of their ancestral lands and to live instead on lands selected by the federal government. In return, the United States was to provide financial compensation, schools, and medical services to the tribes, and to protect the right of tribal members to fish in their accustomed locations.33

American settlement on the Olympic Peninsula increased through the end of the century, spurred by the completion of the transcontinental line of the Northern Pacific Railroad in 1883. Most of the settlement activity that occurred within the present-day boundaries of Olympic National Park occurred in the Queets and Quinault river valleys and along the shores of Lake Crescent and Lake Quinault. The rugged terrain precluded development of commercial agricultural enterprise, and several expeditions into the region's interior concluded that the peninsula was lacking in lucrative animal or mineral resources; the final report of one 1890 expedition opined that, "while the country on the outer slope of these mountains is valuable, the interior is useless for all practicable purposes," and recommended that the Olympic Peninsula's interior "would serve admirably as a national park."

Early Federal Protections: The Olympic Forest Reserve and Mount Olympus National Monument

In the absence of other profitable agricultural or extractive opportunities in the Olympic Peninsula's interior, the region's primary economic activity during the late nineteenth century was the harvest, milling, and transportation of timber. In the absence of government oversight, the forests of the peninsula, like forests across the country, were eventually decimated by the mismanagement of private corporations. By 1891, the exploitation of America's timber supply had become so severe that Congress was compelled to intervene at a national level. On March 3, 1891, Congress enacted the "Act to repeal the timber-culture laws and other purposes," which in part authorized the President of the United Stated to "set apart and reserve in any State or Territory having public land bearing forests" public reservations by means of proclamation.35 Shortly thereafter, the U.S. Geological Survey initiated a reconnaissance survey to identify which areas might be eligible for reservation. The National Forestry Commission, appointed in 1896, also completed a report recommending potential forest reserves. The Olympic Forest Reserve, including more than 2 million acres on the Olympic Peninsula, was included among these recommendations.36

The National Forestry Commission's report was completed in early 1897 and submitted to David Francis, then the Secretary of the Interior. Francis forwarded the commission's list to President Grover Cleveland, who subsequently established thirteen forest reserves—including the Olympic Forest Reserve—by presidential proclamation, ten days before the end of his term as president. When Cleveland's proclamation went into effect on March 1, 1898, the federal government secured its position as the largest single landowner and manager of the Olympic Peninsula's lands and established itself as the manager and caretaker of much of the region's timber. Initial responsibility for managing the reserve was assigned to the Forestry Division of the General Land Office, the predecessor to the Bureau of Land Management (jurisdiction would be transferred to the newly-created Forest Service in 1905).37

Creation of the Olympic Forest Reserve was met with opposition from political officials, local business organizations and residents, and especially lumber companies, who contended that the reserve was too expansive and contained a significant amount of land that could be cleared for agricultural production. Several federal geographers and foresters refuted this argument, asserting that that the land in question was heavily timbered and unsuited to agriculture even if cleared. However, a report completed by D.B. Sheller, Superintendent of the U.S. Forest Service, presumed that all level land should be considered agricultural land and recommended that several hundred square miles of land be removed from the reserve. On April 7, 1900, President William McKinley issued a proclamation removing a limited amount of land from the Olympic Forest Reserve. Following pressure from Washington State congressmen and local officials, additional lands were removed by a second presidential proclamation on July 15, 1901. The combined effect of these proclamations was to reduce the reserve by approximately a third, from 2.18 million acres to 1.46 million. The majority of lands removed from the reservation were quickly claimed not by agricultural growers, but by private lumber interests.38

The nature and extent of federal land management on the Olympic Peninsula changed again in the early twentieth century, this time in response to concerns over the region's native elk population. Elk hunting was permitted on the peninsula, including within the Olympic Forest Reserve, and a heightened demand for elk products in the late nineteenth and early twentieth centuries threatened to decimate the region's population. In 1904, Washington congressman Francis W. Cushman to introduce a bill "to set apart certain lands in the State of Washington as a public park, to be known as 'The Elk National Park' for the purpose of preserving the elk, game, fish, birds, animals, timber, and curiosities therein."39 No action was taken on the bill, and in early 1906, congressman W. E. Humphrey introduced new legislation that would authorize the president to establish a substantial game preserve within the Olympic Forest Reserve. When this bill also failed to clear the Senate, Humphrey persuaded President Theodore Roosevelt to proclaim the area a national monument under the Antiquities Act of 1906. Two days before the end of his term, on March 2, 1909, Roosevelt thus created the 610,560-acre Mount Olympus National Monument to protect the region's elk population. The Forest Service retained administrative responsibility for the area, which was the core of what would eventually become Olympic National Park.

The creation of Mount Olympus National Monument, like the creation of the Olympic Forest Reserve

a decade previously, was met with opposition from local business interests who sought to exploit the area's natural resources. In addition to elk hunting and timber extraction, mineral exploration and extraction within the Olympic Peninsula had become a topic of great interest to corporations and local politicians in the second decade of the twentieth century. Although these activities were allowed in federal forest reserves with federal approval, all mineral exploration and extraction was barred under the terms of the proclamation that had established Mount Olympus National Monument. In 1915, opponents of the national monument succeeded in convincing President Woodrow Wilson to reduce the monument's boundaries to just 300,000 acres of mountainous, rugged terrain, thus returning to the Olympic Forest Reserve nearly all of the heavily-timbered, lowland forests included in Roosevelt's proclamation.

The Creation and Expansion of Olympic National Park

Conservationists strongly opposed the 1915 reduction of Mount Olympus National Monument and generally favored the creation of a national park in its stead. However, federal agencies generally opposed to changes to the area's status during the years immediately following Wilson's boundary reduction. In 1918, when Robert S. Yard of the recently-created National Park Service (NPS) inquired into the special features and potential national park status of the monument, Acting Forester A. F. Potter of the Olympic Forest Reserve replied that "the Monument possesses no outstanding features, and there is little or nothing in our files here that would be of use to you."41 The NPS seems to have accepted Potter's evaluation, and no further inquiries were made into the creation of a national park on the Olympic Peninsula during the late 1910s or 1920s. In 1923, the Annual Report of NPS director Stephen T. Mather even argued against the creation of any national park in western Washington, for fear that another park might "once lower the dignity of position and prestige of Mount Rainier," which had been established as a national park in 1899.42

By 1926, continuing concerns over the management of the peninsula's elk population prompted Washington Congressman Albert Johnson to introduce a bill proposing the conversion of Mount Olympus National Monument into Olympic National Park. This action would transfer responsibility for managing the land from the Forest Service to the more conservation-minded NPS. Although the bill did not progress, it reflects the seriousness of conservationists' opposition to the Forest Service's management practices. In 1933, when the Forest Service authorized a four-day open season on elk within the boundaries of both the national monument and the national forest reserve, many peninsula residents and civic organizations also joined the conservationists' calls for a change in management of Mount Olympus National Monument. It was against this backdrop that on June 10, 1933, President Franklin D. Roosevelt signed Executive Order 6166, which placed all national monuments—including Mount Olympus—under NPS management.43 This action provided conservationists with an opportunity to again pursue the creation of a national park on the Olympic Peninsula. Secretary of the Interior Harold Ickes and President Franklin D. Roosevelt, who had a particular interest in forest conservation, were enthusiastic supporters of this goal.44

Following a personal visit to the Olympic Peninsula in September 1937, President Roosevelt became convinced that the proposed park should stretch from the Pacific Ocean to the peaks of the Olympic Mountains, and he predicted that it would become as popular as Yellowstone.45 Secretary Ickes promoted Roosevelt's vision, stating that the proposed park represented "the last American wilderness" and "if not held down in size and deprived" by Congress and special interest groups, would "take rank at once among the most magnificent areas set aside for the enjoyment of the American people."46 On June 29, 1938, after several rounds of personal negotiations with state and Forest Service officials over the park boundaries, Roosevelt signed legislation abolishing Mount Olympus National Monument, establishing an Olympic National Park of 634,000 acres.47

The park was at this time primarily composed of alpine and subalpine land, but it was gradually expanded through the acquisition of private inholdings and through several boundary revisions that occurred over the next two decades. In 1940, Roosevelt signed a proclamation adding six heavily-timbered river valleys (Bogachiel, Calaweh, Queets, Quinault, Elwha, and Hoh) to the park, bringing its total area to 835,411 acres and making it the third largest national park in the United States. In 1943, Roosevelt added 20,600 acres in the Morse Creek watershed at the park's northern edge. In

1953, in the last few days of his presidency, President Harry Truman added 47,753 acres including a 57-mile-long stretch of coastline in Jefferson and Clallam Counties and an additional 9-mile-long stretch of the Bogachiel Valley.48 In the statement accompanying his proclamation, Truman announced the Olympic National Park was now “the only park in the world to extend from snow-capped mountains to ocean beaches.” Washington Governor Arthur Langlie attempted to instigate a rollback of the expansion, but national parks had become immensely popular after World War II, and his efforts, though backed by many in Olympic Peninsula communities, failed to gain traction in Congress.49

Roosevelt’s vision of a national park that stretched from ocean to mountain peak had at last come to fruition, fifteen years after the initial establishment of the park. The NPS, however, lacked sufficient funds to develop the park to accommodate rapidly growing visitation. The NPS had improved the park ’s trail system and built a few short roads in the late 1930s and early 1940s, but intensive development was stalled by the United States’ entrance into World War II. Park staff hoped to resume planning and development after the war ended, but the subsequent outbreak of the Korean War delayed major plans yet again. Post-World War II visitation at Olympic National Park exploded from 122,000 annual visitors in 1946 to almost 865,000 in 1956, and the existing infrastructure was inadequate to support the increase. Roads and trails were deemed inadequate for modern cars and trailers, and the few campgrounds that had been constructed in the early twentieth century were too small to accommodate postwar crowds. The recently added coastal strip lacked almost any kind of NPS development at all.50 It was against this backdrop that the Mission 66 program was implemented.

The National Park Service and Mission 66

Across the country, national parks faced the same challenges experienced by Olympic National Park. National park budgets had been cut drastically during World War II, and they remained at pre-World War II levels through the early 1950s due to the Korean War and the emphasis on Cold War defense spending. Existing facilities were often in poor repair, since many structures had been closed or repurposed during the war.51 These poor conditions were compounded by the flood of visitors who inundated America's national parks as soon as wartime rationing and travel restrictions ended in 1945. Despite these challenges, park budgets had remained at or below prewar levels.52 Conrad Wirth, who had become NPS Director in 1951, summed up the problem in a 1956 speech, explaining, "In a large part visitors to the national parks today are not finding the satisfaction that they have a right to expect."53 Wirth pointed out that in 1955, America's national parks hosted more than 50 million visitors in a park system designed to accommodate only half that number, and with fewer staff than had been employed at the onset of the war.54

Wirth had inherited the difficult task of managing a national park system with severely deteriorated conditions and rapidly growing visitation. His plan, which became known as the Mission 66 program, would accommodate the estimated 80 million people who were anticipated to visit national parks by the 50th anniversary of the NPS in 1966. For older parks like Yosemite, Crater Lake, and Grand Canyon, Mission 66 meant redevelopment, with upgrades to existing infrastructure and some new buildings, such as visitor centers. For parks like Olympic National Park, which was only recently created, the Mission 66 program would provide the first large influx of funding and the opportunity to create and implement park-wide planned development.55

President Dwight D. Eisenhower, a consistent supporter of public works projects, personally endorsed the Mission 66 program. In the spring of 1956, Congress indicated a willingness to go along with the $700 million budget for the ten-year program by increasing the agency's budget for fiscal year 1957 to $68 million (up from $32 million in 1955). Further increases led to annual budgets of over $100 million by 1962. Mission 66 proved to be the most effective means of increasing NPS appropriations since New Deal "emergency spending" legislation.

Mission 66 did not conclude in 1966 as the NPS intended. Although Congress had spent about $1 billion nationwide on land acquisition, new staff and training, and construction projects in national parks by the 1966 deadline, there were still many projects that remained incomplete. As a result, the NPS initiated the program's final phase, "Parkscape USA" (1967-1972). In addition to completing program projects that were underway or planned in 1966, new parks, with an emphasis on national scenic riverways and trails, were introduced and incorporated into the national park system under Parkscape USA. The end of Parkscape USA coincided with the 100th anniversary celebration of Yellowstone National Park in Wyoming, Montana, and Idaho.57

Under the Mission 66 program, the National Park System grew by 70 park units, and the agency added entirely new categories of parks, including national recreation areas and national seashores. The NPS constructed or improved thousands of miles of roads and hundreds of miles of trails, as well as thousands of structures for visitor services or NPS support. Many parks received adequate water, sewer, and electric service for the first time. As historian Ethan Carr notes, "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."58 The Mission 66 program had reinvented the national park system as well as the NPS itself in order to meet the demands of postwar American society.

Basic Elements of Mission 66 Park Development

Mission 66 architecture represents a departure from earlier styles in the national parks. During the previous major era of NPS development in the 1920s and 1930s, architects designed rustic structures modeled after older hotels in the parks or inspired by the Arts and Crafts movement. By the 1950s, however, Modern architecture had emerged as the dominant aesthetic. NPS architects designed buildings that adapted various strains of postwar American modernism while also being mindful of the programmatic and aesthetic requirements of individual national parks.59 They used contemporary buildings such as ranch houses as stylistic points of reference, and made full use of steel, concrete, prefabricated elements, non-traditional fenestration, and climate control.60 Mission 66 buildings were utilitarian, functional, and without the historical references found in the preceding NPS Rustic style. Architects designed major buildings such as visitor centers and ranger stations individually, while employee residences, comfort stations, utility buildings, and other smaller/secondary buildings were typically based on standardized designs in an effort to limit costs.

In order to provide centralized visitor services as well as expanded employee housing and support services, the NPS created entirely new developed areas within most national parks. By concentrating visitor services in a developed area, planners sought to mitigate the impact on resources as a whole.62 Each development usually contained multiple functional areas, including visitor services, visitor accommodations (such as picnicking and camping), employee housing, and park support services. These functional areas were typically divided into two distinct zones: visitor services and park support. Park support areas such as housing and maintenance yards were typically separate and screened from public view. Modern roads allowed vehicular access between these sites. Implementing these plans meant revamping park road systems, and automobile travel emerged as a driving force behind park planning and design.63Mission 66 planners were charged with upgrading outmoded roads that had been designed for less traffic and had become badly congested (and in some cases, severely deteriorated), while simultaneously minimizing the impact of roads in sensitive areas.64 Park roads were widened, resurfaced, regraded, and realigned to accommodate the larger, faster, and more numerous vehicles of the postwar era. Planners also reconfigured parking lot design, layout, and flow. Increased vehicular traffic also influenced building placement and the design of some buildings, such as employee residences with attached garages or carports.

The NPS also prioritized other projects that would either modernize existing park facilities or provide new accommodations and recreational facilities. Accommodations, or the lack thereof, had been a particular problem in the past; rangers frequently found visitors sleeping on the ground in informal, unauthorized campsites or in their cars prior to Mission 66. The NPS thus developed policies to encourage new concession lodging, and the agency sought to provide free or low-cost options such as car and trailer campgrounds with modern comfort stations and new or upgraded utility systems. Nearly 18,000 campsites were added in new or expanded campgrounds under Mission 66, significantly broadening public access for those of more modest means. Concessionaires were also encouraged to build or expand trailer villages and cabin complexes, in order to provide an array of options for overnight visitors.65

The NPS also sought to remedy deficiencies in maintenance and utility areas and employee housing through Mission 66. Maintenance areas were critical for supporting the new, modern buildings and roads, and the agency built 218 new maintenance or utility buildings under Mission 66. These were typically located out of public view, and they were often adjacent to but separate from employee residential areas. Maintenance areas typically included a shop, usually a rectangular building of standard design, as well as a paved yard enclosed by a wall or fence. Employee housing had long been insufficient both in quantity and quality of housing stock—most park housing had been built in the 1920s and 1930s, and sometimes lacked electricity and running water. The Mission 66 program intended to bring employee living standards up to par with what was available in a modern suburb (including streets and, in some cases, sidewalks). Architects designed standardized house plans, which were then used to build single-family residences and small-scale multi-family units during Mission 66. By 1966, the agency had constructed 743 single-family and 496 multi-family residences at parks across the country.

Mission 66 at Olympic National Park

The Mission 66 program brought a large infusion of capital to Olympic National Park, and for the first time, park planners were able to systematically and holistically address area development, management, and recreation planning. Fred Overly, the park's superintendent between 1951 and 1958, created a Mission 66 prospectus for Olympic National Park soon after the program had been announced by Director Wirth in 1955. Overly was eager to plan to accommodate the one million visitors expected at the park by 1960 and proposed an aggressive expansion policy that shifted the park's management philosophy from wilderness preservation to development. Overly's enthusiasm was met with consternation from some conservationists and Olympic National Park supporters, who argued that the superintendent sought to impose a significant human presence on what its original advocates had intended to be a wilderness park. Overly countered by reiterating the park's rapidly increasing annual visitation and highlighting the accompanying management challenges that this presented. He also proposed an expansion of the park's interpretive program, emphasizing visitor education.67

The plans outlined in Superintendent Overly's Mission 66 prospectus were largely carried out by his successors, as Mission 66 funding did not reach the park until the early 1960s.68 However, several large projects including Hurricane Ridge Road, the Hurricane Ridge Lodge (presently the Hurricane Ridge Visitor Center), and the Pioneer Memorial Museum and Visitor's Center (presently the Olympic National Park Visitor Center) at Port Angeles were constructed in the immediate pre-Mission 66 period and at least partially under Overly's administration. Some minor campground improvements were also completed during this period, in anticipation of future, more expansive development: for example, the April 1957 superintendent's monthly report includes a picture of an unidentified, wood-framed comfort station with the caption, "four of these comfort stations have been built in the park in the last two years and at least one dozen more will be built under MISSION 66."69

As Mission 66 funding first became available to Olympic National Park in the early 1960s, park planners under Superintendent Daniel B. Beard produced a "Mission 66 Edition" Master Plan.70 The plan reiterated the goals outlined in Overly's prospectus: major themes included the expansion of the interpretative program; ongoing and responsible forest management; and the development or improvement of infrastructure including paved roads, nature trails and backcountry hiking trails, maintenance areas, employee housing, concessionaire-operated facilities, and visitor accommodations and amenities. In all, the master plan identified 42 goals to be completed by the conclusion of Mission 66. Although not all of these goals were realized as originally intended, the spirit of the plan guided the development activity that did occur through the end of Mission 66 programming in Olympic National Park.71

Expanding interpretation programs was a major focus of early 1960s development at the park. This goal was supported by the construction of new wayside exhibits throughout the park, amphitheaters or "campfire circles" at major campgrounds, and visitor centers at important visitor contact points. Wayside exhibits and other roadside or trailside interpretive markers were intended to serve visitors short on time, or those who simply did not wish to attend more formal interpretive programs. By contrast, outdoor amphitheaters provided an opportunity for park rangers to interact personally with large groups of visitors through "campfire talks." The new amphitheaters featured audiovisual equipment and seating for dozens or even hundreds of people.72 Visitor centers, however, were intended to reach the largest audience of all. One new visitor center, the Hoh Rain Forest Visitor Center, opened in August 1963, and Mission 66 funding was used to enhance the interpretive exhibits available at the existing Pioneer Memorial Museum and Visitor Center in Port Angeles. Visitor centers were planned at the Hurricane Ridge and Kalaloch Developed Areas but were never constructed.73

In addition to an expansion of interpretive programs and the construction of additional buildings and structures to facilitate them, Olympic National Park's Mission 66 prospectus also called for the construction of numerous maintenance facilities, employee housing, and visitor accommodations. Due to the size and topography of the park and the distance separating its various developed areas, the master plan called for the development of several utility and maintenance areas scattered throughout the park, and housing for permanent personnel to operate these areas. Existing employee housing, some of which predated the park itself, was also updated during this period.74

Visitor accommodations, including picnic areas and lodging, were another priority for development, given the remoteness of many of the park's most popular trails and natural features. Campgrounds were favored as a comparably low-cost and convenient means for housing a large number of

overnight visitors, while other forms of lodging were offered by many of the park's existing concessionaires and in nearby towns such as Port Angeles. The prospectus called for the enlargement of all existing public campgrounds and the creation of fourteen new ones. Ultimately, new 100-site campgrounds were built at Heart O' the Hills, Lake Crescent, Mora, and along the Hoh, and existing facilities at Sol Duc, Elwha, and Kalaloch were upgraded and expanded. Funding was also directed to smaller campgrounds in the Lake Quinault area, in the Queets Corridor, in the Hoh River-Rain Forest area, near Lake Crescent, in the Elwha River area, and near other popular hiking and sight-seeing locations throughout the park. In order to provide a comfortable and modern experience, many of these campgrounds featured running water, comfort stations, and cooking, picnic, and garbage disposal facilities.

Sol Duc Campground

Sol Duc Campground is one of three campgrounds at Olympic National Park that saw major redevelopment and expansion during Mission 66.76 Prior to the program's implementation, Sol Duc Campground consisted of a single, 40-campsite loop developed in the early 1940s under the park's original master plan.77 The site was selected for redevelopment and expansion under Mission 66 due to its location near several popular hiking trails; park planners envisioned the campground as a "base" for visitors embarking on multi-day, backcountry hikes to Seven Lakes Basin, as well as an accommodation for campers who preferred to make shorter daytrips through this portion of the park. A private resort, Sol Duc Hot Springs, was located to the west of the campground and was purchased by the NPS during this time period, as well.78

Olympic National Park's 1961 Master Plan Narrative (labeled the "Mission 66 Edition") called for reconstruction of the existing 40-site campground, the addition of a 250-seat amphitheater ("campfire circle") with an associated 40-car visitor parking area, and the construction of a new 54-site campground with a 16-car parking area to accommodate 16 walk-in campsites. In total, Sol Duc Campground was to be expanded to 100 campsites and four comfort stations.79

The first activities completed in Sol Duc Campground under Mission 66 were related to upgrading and improving the existing campground, which would become "Loop A." Two wood-framed comfort stations incorporating elements of traditional Park Service Rustic design as well as the new Park Service Modern style were added to the campground in 1958, with some remaining site restoration work completed in early 1959.80 The addition of these two comfort stations may have been a stop-gap measure to improve visitor experience at Sol Duc while awaiting addition funding to begin the planned campground expansion. Both comfort stations were incorporated into the final design of the site.81

In 1964, Loop A was reorganized and repaved, and construction commenced on Loop B.82 Loop B was situated southeast of Loop A; due to the narrowness of the valley, both loops were designed to be accessed directly via Sol Duc Hot Springs Road, an approximately 12-mile-long, two-lane, asphalt-paved road that extends southeast from Highway 101 and generally follows the northern bank of the Sol Duc River. As constructed, Loop B was slightly smaller than originally proposed, with 50 campsites in total. An amphitheater was constructed to the northwest of Loop A in 1964, and the associated 40-car visitor parking area that had been proposed in the 1961 Master Plan was completed around the same time period.83 Two comfort stations, both exhibiting stronger elements of the Park Service Modern style than the comfort stations in Loop A, were constructed in Loop B in 1965.84

Sol Duc Campground has undergone relatively few changes since the conclusion of the Mission 66 program in 1966 and the end of its follow-up program, Parkscape USA, in 1972. A small storage shed was constructed to the rear of the amphitheater stage at an unknown date, and trash enclosures and a kiosk were added to the campground. The masonry water supply stations currently associated with the comfort stations do not match those depicted on as-constructed drawings finalized in January 1966 and have also presumably been replaced with a design compatible with the historic character of the campground.85 Campground Loop A was slightly altered in 1988, when the southeastern portion of the loop was marginally lengthened and relocated slightly to the south.86 The campground has been reduced slightly in overall capacity, from 90 campsites to 79, but retains its original two-loop configuration and a majority of its original pull-in, pull-off, and mini-loop campsites. Other alterations include in-kind repaving of roads and walkways, the replacement of the comfort stations' original shingle roofing with standing seam sheet metal, and the replacement of most original campground furniture, although a small handful of Mission 66-era wood-topped tables with angular concrete bases remain extant in in Loop A.

Uses

Functions and Uses:

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

Public Access:

Associated Ethnographic Group

Ethnographic Study Status:

Ethnographic Narrative:

Analysis & Evaluation of Integrity

Analysis and Evaluation of Integrity Narrative Summary:

Located in the northwestern portion of Olympic National Park, Sol Duc Campground lies in a narrow river valley within the forested foothills of the Olympic Mountains. The surrounding topography is characterized by dense, old-growth forests and hills that slope downward toward the Sol Duc River, which flows west from its source in the Olympic Mountains. In the vicinity of Sol Duc Campground, the river flows in a northwesterly direction and is flanked by a narrow bank that is swampy in places. The campground and its associated visitor parking area and amphitheater are situated on the northeastern river bank on a relatively level and densely forested stretch of land.

While a portion of the campground was completed in the early 1940s, shortly after the designation of Olympic National Park, Sol Duc Campground was significantly altered and expanded in the early to mid-1960s under the Mission 66 program. The developed area currently contains visitor facilities including a campground, four comfort stations, an amphitheater, and paved parking areas.

Vehicular access to Sol Duc Campground is via Highway 101, which skirts the western and northern sides of the Olympic Peninsula, to Sol Duc Hot Springs Road. This road was laid prior to Mission 66 programming but was lengthened and significantly improved during the immediate pre-Mission 66 period. Presently, Sol Duc Hot Springs Road is a two-lane, unstriped, asphalt paved road that generally follows the northern bank of the Sol Duc River. From Highway 101, Sol Duc Hot Springs Road leads first to the Sol Duc Hot Springs Resort (a concessionaire facility outside of the boundaries of the historic district), then past Sol Duc Campground, and finally dead-ends at a broad parking area and trailhead. Sol Duc Campground, including the visitor parking area and Campground Loops A and B, is located on the south side of the road, approximately 12 miles southeast from the road’s intersection with Highway 101.

Landscape Characteristic: **Spatial Organization**

Campground (Loops A and B) (Contributing Site)
Sol Duc Campground comprises two asphalt-paved loops (Loops A and B) lined with tent campsites. Each loop comprises a one-way loop road accessed by a driveway entrance extending south from Sol Duc Hot Springs Road. Upon completion, the two loops included a total of 90 campsites, including 40 in Loop A and 60 in Loop B.2 The campground presently includes a total of 79 campsites, as some have been removed or combined to accommodate larger automobile-trailer combinations or recreational vehicles.
Loop A is the northwesternmost of the two loops. A campground was initially developed at this location in the early 1940s, but it was overhauled and significantly expanded in the mid-1960s under Mission 66.3 Work commenced in fiscal year 1964 and completed by 1966.4 Loop A was further altered in 1988, when the southern portion of the loop was slightly lengthened and repositioned further south.5 Presently, Sol Duc Campground Loop A comprises 39 campsites, including four walk-in sites and 35 sites with associated paved parking spaces. Circulation around the campground loop, which is provided via a narrow asphalt-paved road, moves in a counterclockwise direction. A short through-road bisects the loop on its west side, dividing it into two unequally sized sections. Sol Duc Campground Loop A's four walk-in sites are located at the western side of the loop, near the bank of the Sol Duc River, and are accessible via an asphalt-paved pathway that also connects to the amphitheater northwest of the campground (discussed below). Sites with parking spaces exhibit three basic configurations: angled pull-in parking spaces; pull-off parking spaces, which parallel the right side of the main circulation road and may accommodate large vehicles; and "mini-loops," which are separated from the main circulation road by a small vegetated island and also may accommodate larger vehicles or vehicles pulling trailers. The majority of campsites at Loop A are angled pull-in parking spaces, a number of which are lined with log curbs.
Sol Duc Campground Loop B is located to the southeast of Loop A, with vehicular access provided from the south side of Sol Duc Hot Springs Road. Designed in 1963, initiated in 1964, and completed by 1966, Loop B was developed entirely under Mission 66 and presently comprises 40 campsites, including seven walk-in sites and 33 sites with associated parking.6 Circulation around the campground loop is provided via a narrow asphalt-paved road and moves in a counterclockwise direction. Loop B's seven walk-in sites are grouped at the western side of the loop and are accessible via a gravel pathway leading from two multi-car parking areas located off the main loop road. Sites with associated parking spaces, which are also located off the main loop road, are either angled pull-in parking spaces or pull-off parking spaces; Loop B does not include any parking spaces of the "mini-loop" type.
In Loops A and B, many of the campsite parking spaces are lined by log curbs, and existing old-growth trees have been incorporated into the design of the campground in order to provide privacy. Western hemlock and Sitka spruce are common throughout the site. Each campsite also features a level area on which to pitch a tent, a firepit with a metal grate, and a picnic table. The majority of picnic tables present throughout the campground are contemporary cast concrete tables with the NPS shield cast into the base, although some Mission 66-era wood-topped tables with angular concrete bases are also present in Loop A; these are predominantly concentrated near the walk-in campsites. With regard to visitor facilities, Loops A and B each feature two Mission 66-era comfort stations, each of which is accompanied by a water supply station and protected trash collection area. Although water supply stations were included in Mission 66-era construction plans prepared for the campground, those presently located Sol Duc Campground do not match the as-constructed plans and presumably replaced earlier iterations of the same.7 Other non-historic additions to the campground include rectangular wood trash enclosures and wood registration kiosks containing campground registration instructions and bulletin boards with other visitor information.8
Sol Duc Campground Loops A and B has experienced relatively minor alterations since its expansion under Mission 66, including in-kind repaving of asphalt/bituminous surfaces, a slight reduction in the overall number of campsites, and the replacement of small-scale amenities (such as picnic tables) with compatible amenities. Although the 1988 modification of Loop A slightly lengthened the southern edge of the loop road, it did not substantially alter the number of campsites or overall circulation of the loop. Furthermore, the new campsites constructed along this short section of Loop A included angled pull-in parking spaces and "mini-loops" similar to those employed in the Mission 66-era design. Loop B retains its original configuration and site layout and has experienced no obvious alterations in design. Overall, Sol Duc Campground retains sufficient integrity to convey its significance as a Mission 66 campground and contributes to the historic district.

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
Sol Duc Campground Loop A	191567	Contributing					No
Sol Duc Campground Loop B	191568	Contributing					No

Landscape Characteristic Graphics:



Sol Duc Campground, view southeast of campsites 12, 13, and 14 in Loop A



Sol Duc Campground, view northwest of campsites 20 in Loop A.



Sol Duc Campground, view southeast of campsite 32 in Loop A



Sol Duc Campground, view southeast of walk-in campsites in Loop A



Sol Duc Campground, view north of kiosk in Loop A



Sol Duc Campground, view north of trash enclosure in Loop A



Sol Duc Campground, view south of trash enclosure near Comfort Station 125 in Loop A



Sol Duc Campground, view southwest of campsites 40 and 41 in Loop B



Sol Duc Campground, view southeast of trash enclosure in Loop B

Landscape Characteristic: **Buildings and Structures**

Amphitheater (Contributing Structure)
A large outdoor amphitheater, formerly described by the NPS as a “campfire circle,” is located immediately north of Sol Duc Campground Loop A. The amphitheater is sloped downward from north to south and includes a projector booth, twelve rows of benches, a fire pit, a stage with a large screen, and a small storage shed. With the exception of the storage shed, these structures were constructed in 1964 under Mission 66 programming and have not been noticeably altered.9
The stage is centered at the southern end of the amphitheater, with a stone-ringed fire pit located immediately to its west. The stage is an asymmetrical, wood-framed structure with a trapezoidal

footprint, a poured concrete foundation, and a shed roof with minimal eave overhang and sheet metal cladding. The walls are clad in vertical wood lap siding, and a large screen covered by a series of three sliding doors is inset into the north façade, opposite the projector booth. The northwestern corner of the structure consists of wood-framed pillar enclosing a series of five vertically stacked speakers. The northern façade of this pillar features rectangular, cloth-covered openings for each speaker, and the southern façade features a small wood access door. To the rear of the stage is a small, wood-framed structure with a shed roof and a temporary foundation. The shed is clad in vertical-groove plywood siding punctuated on the west façade by a small wood door and on the north façade by a wood flap hinged across the upper edge.

Twelve rows of benches with wood plank seats and cylindrical metal legs fan outward from the stage to the projector booth, forming a wedge shape. The three southernmost rows of benches (those nearest the stage) are curved and continuous, and the nine northernmost rows of benches (those nearest the projector booth) are divided by aisles into three sections. A thirteenth bench, separate from the main area of seating, curves around the southwestern side of the fire pit.

The projector booth is located at the rear, or north end, of the amphitheater. The small, wood-framed building features a poured concrete perimeter foundation, vertical-groove plywood siding, and a shallowly pitched, metal-clad shed roof. The southern façade, which is directly opposite the stage, features a dual-bulb light fixture and a wide, rectangular door with hinges across the lower edge.

The small shed to the rear of the stage is not depicted on original 1964 plans for the amphitheater and is presumably a later addition.10 With the exception of the addition of this small structure, which is generally screened from view by the stage, the amphitheater appears unaltered from the time of its original construction. It retains integrity and continues to convey its historic significance and association with the Mission 66 development of Sol Duc Campground and therefore contributes to the historic district.

Comfort Station 125 (Contributing Building)

Comfort Station 125 is located in Sol Duc Campground Loop A and was completed in fall 1958 by G. W. Barr Construction Company, ahead of the major expansion at Sol Duc Campground that occurred in the mid-1960s.11 Comfort Station 125 is located at the east side of Loop A, on the west side of the asphalt-paved loop road. It is oriented from northwest to southeast, with access to the loop road provided via an asphalt-paved walkway and two dirt desire paths; none of these appear to match the original access path depicted on Mission 66-era as-constructed drawings.12 A masonry water supply station with two spigots is situated nearby.13

Comfort Station 125 is a one-story, rectangular-in-plan building that contains a men’s and women’s restroom with a utility room in between. It sits on a concrete slab foundation and features a gable roof clad in standing seam sheet metal, punctuated on the west roof face by two domed skylights. The gable ends of the roof, which feature jutting wood purlins and wood cross braces, extend well beyond the exterior walls and form porch roofs supported by wood posts. The building’s exterior walls are clad in reverse board-and-batten siding punctuated on the gable ends (north and south façades) by flush single-leaf doors with pentagonal transoms that have been infilled with plywood panels. Half-walls comprised of horizontal wood planks provide privacy screening in front of each gable-end entrance. The eaves sides (east and west façades) of the building are punctuated by two sets of three wood windows (one non-operable wood window flanked by two inward-opening wood hopper windows). Additionally, a single-leaf wood door clad in reverse board-and-batten is centered in the west façade.

Minor alterations to Comfort Station 125 include non-original asphalt-paved and dirt access paths, the replacement of the original shingled roof cladding with standing seam sheet metal and the addition of domed skylights, and the infill of the original pentagonal transom windows with plywood panels. With these exceptions, the building appears to be unaltered from its original construction. As Comfort station 125 maintains integrity and an association with the Mission 66 development of Sol Duc Campground, it contributes to the historic district.

Comfort Station 126 (Contributing Building)

Comfort Station 126 is also located in Sol Duc Campground Loop A and was also completed in fall 1958 by G. W. Barr Construction Company.14 The building is located near the west side of Loop A, adjacent to the short paved road that bisects the loop, and is oriented from northwest to southeast with access provided via a system of non-original asphalt walkways that extend to the southwest of

the building. An additional asphalt-paved walkway, which appears on Mission 66-era as-constructed drawings, extends from the eastern corner of the building to the western edge of the road that bisects the loop.15 A masonry water supply station with two spigots is situated nearby.
Comfort Station 126 is a one-story building that is rectangular in plan with a concrete slab foundation and reverse board-and-batten siding. The building consists of two individual masses connected by a continuous gabled roof form, which is clad in standing seam sheet metal and features exposed rafter tails. The northwestern mass, which is the smaller of the two, is a rectangular-in-plan building containing a single family restroom. A flush single-leaf door with a pentagonal transom (infilled with plywood) is centered in the southeastern gable end of the building, and inward-opening wood hopper windows are centered in the eaves sides (northeastern and southwestern façades). The southeastern mass, which is the larger of the two, is a rectangular-in-plan building containing men's and women's restrooms with a small utility room in between. Flush single-leaf doors with pentagonal, plywood-filled transoms are centered in the gable ends (southeastern and northwestern façades), and two sets of three wood windows (one non-operable wood window flanked by two inward-opening wood hopper windows) are located in each of the eaves sides (southwestern and northeastern façades). Additionally, a wood door designed to blend in with the building's reverse board-and-batten siding is centered in the southwestern façade. Over the southeastern façade, the roof extends to form a short covered porch with jutting wood purlins, a wood cross brace, and a wood plank half-wall.
Although original plans for the Comfort Station 126 could not be located, the building does not appear to have experienced any major alteration beyond the replacement of the original shingled roof cladding with standing seam sheet metal, the infill of the original pentagonal transom windows with plywood panels, and the addition of the asphalt-paved pathways to the southwest of the building. The family restroom at the northwestern end of the comfort station may be an addition, but it is small in scale and replicates the materials utilized in the southeastern portion of the building—i.e., reverse board-and-batten wood siding, wood hopper windows, a single-leaf door, and a pentagonal transom in the gable peak—and does not markedly reduce the building's integrity. Despite the changes that have occurred, the building maintains integrity and an association with the Mission 66 development of Sol Duc Campground, and it therefore contributes to the historic district.

Comfort Stations 987 and 988 (Contributing Buildings)
Comfort Stations 987 and 988 are located at the southern and northern ends (respectively) of Sol Duc Campground Loop B. Both buildings are located on the east side of the paved loop road, in the interior of the loop, and are accessed via a combination of graveled and asphalt-paved walkways. The two comfort stations were constructed under Mission 66 by Del Guzzi Construction Co. according to plans produced in summer 1963.17 The buildings were largely prefabricated in the construction company's shops in 1964, but adverse weather conditions delayed their construction in Loop B until 1965.
Both comfort stations in Loop B are one-story, rectangular-in-plan, symmetrical buildings, roughly oriented from north to south. The buildings' gable roofs are clad in standing seam sheet metal and feature boxed, overhanging eaves with exposed purlins on the gable ends. The exterior walls are clad in reverse board-and-batten siding punctuated by flush single-leaf doors in all four façades and by non-operable and inward-opening aluminum hopper windows set high into the walls. The interior of each building is divided into a women's and a men's restroom with a utility room and service sink in between; the doors in the gable ends (north and south façades) open into the restroom facilities, and the doors in the eaves sides (east and west façades) open into the utility room and service sink rooms. Poured concrete pads are located before each of the Comfort Stations' three entrances, and asphalt-paved walkways surround the buildings on all sides. Although it is not clear whether these walkways were paved upon the buildings' initial construction, their approximate layout appears on Mission 66-era as-constructed drawings.
Masonry water supply stations, each including two spigots, are also associated with both buildings. Minor alterations to the buildings include new asphalt paving around the perimeter of the buildings and the replacement of the original shingled roof cladding with standing seam sheet metal. With these few exceptions, Comfort Stations 987 and 988 appear to be unaltered from their original construction and retain integrity. Both maintain an association with the Mission 66 development of Sol Duc Campground and therefore contribute to the historic district.

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
Sol Duc Campground Amphitheater	191569	Contributing	1169493				No
Comfort Station 125	191570	Contributing	1169494				No
Comfort Station 126	191571	Contributing	1169495				No
Comfort Station 987	191572	Contributing	1169496				No
Comfort Station 988	191573	Contributing	1169497				No

Landscape Characteristic Graphics:



Sol Duc Campground, view southwest of amphitheater



Sol Duc Campground, view south of stage in amphitheater.



Sol Duc Campground, view east of stage and storage building in amphitheater



Sol Duc Campground, view northeast of fire pit, seating, and projector booth in amphitheater.



Sol Duc Campground, view north of projector booth in amphitheater.



Sol Duc Campground, view north of Comfort Station 126 in Loop A



Sol Duc Campground, view west of Comfort Station 126 in Loop A



Sol Duc Campground, view west of water supply station near Comfort Station 126 in Loop A



Sol Duc Campground, view west of Comfort Station 125 in Loop A



Sol Duc Campground, view northeast of Comfort Station 125 in Loop A



Sol Duc Campground, view northwest of water supply station near Comfort Station 125 in Loop A.



Sol Duc Campground, view southeast of Comfort Station 988 in Loop B



Sol Duc Campground, view southwest of Comfort Station 988 in Loop B



Sol Duc Campground, view southeast of Comfort Station 987 and associated water supply station in Loop B



Sol Duc Campground, view northeast of Comfort Station 987 in Loop B



Sol Duc Campground, view southeast of trash enclosure in Loop B

Landscape Characteristic: **Circulation**

Internal Circulation and Parking (Contributing Structure)
Sol Duc Campground's internal circulation system includes the circulation roads through Campground Loops A and B, a visitor parking area near the amphitheater, and the intervening stretch of Sol Duc Hot Springs Road. Due to the narrowness of the site, the visitor parking area and both campground loop roads are accessed directly from Sol Duc Hot Springs Road rather than a dedicated spur road. The portion of Sol Duc Hot Springs Road located within the bounds of the historic district was laid prior to Mission 66 programming in Olympic National Park, but it was improved and repaved under the Mission 66 program in 1959.21
The visitor parking area, constructed as early as 1963 or as late as 1965, is located on the south side of Sol Duc Hot Springs Road, approximately 12 miles east of its intersection with Highway 101.22 Access points to and from the roadway are located at either end of the approximately 40-car parking area, and a broad grassy island lined with a low concrete curb separates the parking area from the road. A modern dump station for RVs and camping trailers is located at the southwestern side of the island; this consists of a metal drain and two spigots with flushing water and potable water. A narrow, asphalt-paved pathway connects the southern corner of the visitor parking area lot with the amphitheater and Campground Loop A, which lie to the southeast. This pathway is depicted on as-constructed drawings dating to the Mission 66 period and appears to be an original element of the site.23
Entrances to Campground Loops A and B are located on the south side of Sol Duc Hot Springs Road, immediately southeast of the visitor parking area. Two-way access points lead to asphalt-paved, unstriped, one-way loop roads that organize vehicular circulation through Campground Loops A and B. Under Mission 66, the two loop roads were funded in fiscal year 1964 and completed by 1966.24 The road through Campground Loop A was altered in 1988 when the southeastern portion of the loop was slightly lengthened and relocated to the south; this alteration only marginally increased the length of the loop road, and it did not alter the overall circulation of this part of Sol Duc Campground.25 A graveled trail, which does not appear on original as-constructed drawings of the campground, connects the southeastern corner of Campground Loop A with the western edge of Campground Loop B and continues south toward Sol Duc Falls.26
The internal circulation roads and visitor parking area at Sol Duc Campground have experienced only minor alterations since the conclusion of the Mission 66 era, including the addition of the dump station to the parking area, the relocation of a small portion of the loop road in Campground Loop A, what appears to be in-kind repaving of all asphalt surfaces, and the construction of the gravel trail between Campground Loop A and Sol Duc Falls. The overall configuration of the campground loop roads and the intervening stretch of Sol Duc Hot Springs Road remains intact, and the size and shape of the visitor parking area have not been substantially altered; additionally, original features such as the parking area's curbs remain intact. As these features were largely constructed or improved under Mission 66 and retain integrity, they contribute to the historic district.

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
Internal Circulation and Parking	191574	Contributing	1170173				No

Landscape Characteristic Graphics:



Sol Duc Campground, view southeast of visitor parking area near amphitheater



Sol Duc Campground, view north of visitor parking area near amphitheater



Sol Duc Campground, view northwest of walkway leading to amphitheater.



Sol Duc Campground, view southwest of parking for walk-in campsites 42 through 48 in Loop B



Sol Duc Campground, view northwest of walk-in campsites in Loop B



Sol Duc Campground, view east of campsite 77 in Loop B

Condition

Assessment Interval (Years): 6

Next Assessment Due Date: 01/31/2027

Condition Assessment and Impacts

Condition Assessment: Good

Assessment Date: 09/30/1998

Condition Assessment Explanatory Narrative:

Condition Assessment: Good

Assessment Date: 01/31/2021

Condition Assessment Explanatory Narrative:

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Landscape Documents:



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