National Park Service
Cultural Landscapes Inventory

2021

Revised: 12/2021



Rocky Mountain National Park Headquarters Area Historic District

Rocky Mountain 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:	Rocky Mountain National Park Headquarters Area Historic District
Resource Classification:	Component Landscape
CLI Identification Number:	890020
Parent Landscape:	890020
Inventory Status:	Complete

Park Information

Park Name:	Rocky Mountain National Park
Alpha Code:	ROMO
Park Organization Code:	1520
Park District:	ROMO
Region:	Intermountain
Restricted:	Yes

Landscape Description:

The Rocky Mountain National Park Headquarters Area Historic District (hereinafter Headquarters Area) (CRIS ID 976168; Resource Number 5LR.14861) serves as the administrative center of Rocky Mountain National Park, as well as a hub of park maintenance, housing, supply and storage, and visitor services facilities. Located south of Beaver Meadows Road (U.S. Highway 36) two miles west of the town of Estes Park, Colorado, the Headquarters Area occupies gently rolling terrain at the eastern base of the Rocky Mountains in an area known as Beaver Meadows for the perennial stream—Beaver Creek—that flows southeast toward its confluence with the Big Thompson River near the park's eastern boundary.

Approximately 192.06 acres in size, the Headquarters Area contains the Rocky Mountain National Park Administration Building (Beaver Meadows Visitor Center), a principal orientation facility for park visitors entering the park from the east. Initial development of the Headquarters Area began in 1923, eight years after the 1915 establishment of Rocky Mountain National Park, with the construction of a machine shop and garage. The NPS chose to site the complex within Beaver Meadows for the relatively level topography and proximity to both Estes Park and the park itself.

Since 1923, the Headquarters Area has grown through both geographic expansion and subsequent construction to include 126 buildings; numerous culvert, wall, and shelter structures; roads; parking areas; walks; plantings; and small-scale features that support a wide range of park activities and operations needs. The buildings and landscapes that support activities within the Headquarters Area are arranged into nine distinct built clusters unified by a central road system: Alpine Circle and Mills Drive Residences; Beaver Meadows Visitor Center; Boneyard; Central Maintenance; Eagle Cliff Housing; Emergency Housing; Maintenance Yard; Marmot Drive Residences; and Seasonal Housing.

Each of the clusters is tied to a primary period of development and associated NPS planning and design principals that contribute to its character and sense of place. Four historic periods of development are represented within the Headquarters Area: 1) the 1920s when NPS first adopted the Rustic style of architecture and naturalistic style of landscape architecture as its hallmarks; 2) the New Deal era of the 1930s and early 1940s; 3) the post-World War II era of the mid-1940s to the mid-1950s; and 4) Mission 66 that occurred between 1956 and 1966. Much of the cultural

landscape realized during these four periods reflects the care taken by NPS architects and landscape architects in site planning and design, resulting in a complex unified in the way built features are arranged on the land and individual elements follow design principles that convey a sense of hierarchy, relationship of the parts to the whole, and clarity of spatial organization.

The Headquarters Area also contains several later additions, among them features relocated to the complex from elsewhere. The later additions have been less successful in conveying a clear sense of order and planning.

Each of the nine clusters occupies a distinct area and is separated from the others by landform and topography, water resources, and/or woody vegetation. Combinations of terrain and vegetation help to separate the clusters physically as well as visually. At a broad level, each of the nine clusters is sited to take advantage of buildable terrain and arranged to conserve natural resources by disturbing as limited an area as possible. Maintenance clusters are laid out with orderly orthogonal rows of buildings sited to face utility yards and work spaces, while housing clusters are composed of residences sited along gently curving roads designed to afford residents a sense of privacy. The Beaver Meadows Visitor Center cluster is linear and sited for visibility along Beaver Meadows Road to serve visitors, while also containing an administrative complex to the south that is not visible to the public. Some of the clusters afford views of the surrounding mountainous terrain, while others are more internally focused. Unifying and connecting the clusters to one another is a road network, composed of Mills Drive, Sundance Circle, Chiefs Head Road, Marmot Drive, Alpine Circle, Thunder Lane, Utility Spur, and Boneyard Road that was completed during Mission 66 and provides access to each developed area with minimal impact on the environment. The specific composition of each of the clusters is described below.

The Beaver Meadows Visitor Center cluster is located at the northern edge of the Headquarters Area. Designed by Taliesin Associated Architects, the firm established by Frank Lloyd Wright, Beaver Meadows Visitor Center is modern in architectural style. Completed in 1967, the building reflects many of the principles of the Mission 66 program, such as consolidated visitor service and park administrative functions and a directed visual connection to a notable park feature. The Beaver Meadows Visitor Center features a viewing terrace focused on one of the region’s best-known landmarks - Longs Peak.

Three of the nine clusters within the Headquarters Area support park maintenance operations: Central Maintenance, the Maintenance Yard, and the Boneyard. The Central Maintenance and Maintenance Yard clusters were among the first areas developed in 1923 to support park operations. Both reflect NPS Rustic architecture and agency planning principles first implemented during the 1920s. Central Maintenance occupies a relatively level terrace, edged to the north by elevated topography, located to the south of Beaver Meadows Visitor Center. Within the cluster, views are afforded towards Longs Peak. Roads leading northeast and southwest connect the cluster to Mills Drive, a road system completed during Mission 66 to connect all of the clusters north of Beaver Creek. The majority of the buildings that compose the cluster are designed in the NPS Rustic style of architecture. The buildings, which support maintenance activities and administration as well as storage needs, are all consistently oriented to a northeast-southwest alignment and form five parallel rows that edge a system of roads and work yards. The tightly-knit and carefully-composed arrangement of the cluster, established primarily during the 1920s and 1930s, conveys a distinct and unified sense of place.

The Maintenance Yard cluster similarly occupies a relatively level terrace to the south of Central Maintenance that overlooks Beaver Creek. Established in the 1920s to care for park work horses and expanded in the 1930s, the cluster contains an orderly arrangement of Rustic-style buildings and corrals sited along an unimproved access road that arises from Sundance Circle, which itself extends south from Mills Drive near Central Maintenance.

The Boneyard cluster, developed to store maintenance materials and equipment during Mission 66, occupies one of the more remote sites within the Headquarters Area. The Boneyard is set on the side of a hill within a ponderosa pine woodland south of Beaver Creek. Accessed via Boneyard Road, an unimproved road that is the extension of Sundance Circle, the Boneyard is composed of a perimeter fence that encloses several utility buildings and structures, piles of stored materials, roads, and parking areas. The topography as well as the tree cover help to screen views of the functional operations associated with the Boneyard from other developed clusters.

Four additional clusters located within the Headquarters Area support NPS housing needs, serving park personnel, researchers, visitors, volunteers, and others. The four housing clusters are Alpine Circle and Mills Drive Residences, Marmot Drive Residences, Emergency Housing, and Seasonal Housing. Both the Alpine Circle and Mills Drive Residences and Marmot Drive Residences clusters were established during the early park development period of the

1920s and the New Deal era period of the 1930s and early 1940s, while the Emergency Housing and Seasonal Housing clusters were established during the post-World War II era. The Alpine Circle and Mills Drive Residences, Marmot Drive Residences, and Seasonal Housing clusters were all expanded during Mission 66 to address a critical shortage of park staff housing.

The Alpine Circle and Mills Drive Residences cluster is located west of Central Maintenance and accessed via Mills Drive. Originally known as Residential Area A, the Alpine Circle and Mills Drive Residences cluster contains one residence built in 1931 and four additional residences constructed in the late 1930s. One of these was designed to house the park superintendent. All four of the earlier residences feature NPS Rustic-style architecture and follow NPS period planning and design principles through their siting along a curvilinear road system that provided a sense of privacy for each property. The park expanded the cluster during Mission 66 with the addition of nine ranch-style residences built within previously undeveloped areas along the margins of the curvilinear road system. The nine residences are similar in design and reflect standard housing plans developed by the NPS for use throughout the national park system as part of Mission 66. Unlike the earlier dwellings that had front doors that faced the street, the Mission 66 residences featured an attached garage facing the adjacent road in the gable end and front and rear entrances that faced side yards. This reorientation of the buildings introduced a new spatial relationship within the cluster representative of post-World War II design principles.

The Marmot Drive Residences cluster, located north of Central Maintenance, was also initially developed during the 1920s and 1930s. Originally known as Residential Area B, the Marmot Drive Residences cluster initially featured six NPS Rustic style cottages and three shared garages sited along a gently curving roadway adjoining the Central Maintenance complex. Like the Alpine Circle and Mills Drive Residences cluster, the park expanded the Marmot Drive Residences cluster during Mission 66 with the addition of three residences and two garages and a connection to the newly completed Mills Drive. The residences and garages were existing buildings that the park moved into the complex from nearby private parcels acquired as part of the development of Beaver Meadows Road, or as salvage from the Bureau of Reclamation. The additions occupy former open space across Marmot Drive and south of the original cottages.

The third residential cluster—Emergency Housing—is composed of six dwellings and two shared garages sited along a gently curving central roadway west of Central Maintenance arising from Mills Drive. The park built the dwellings in 1946-1948 from utilitarian structures and materials originally used to establish two camps (NP-4-C and NP-11-C) housing Civilian Conservation Corps (CCC) enrollees during the 1930s. Although intended to serve as a temporary solution to address the critical housing shortage faced by Rocky Mountain National Park following World War II, the complex remains in use today. Like the ranch-style houses within the Alpine Circle and Mills Drive Residences cluster, these dwellings reflect post-World War II modernist principles in the way they are sited with their front doors oriented to the side yards rather than the road.

The fourth residential cluster—Seasonal Housing—is located south of Beaver Creek and west of the Maintenance Yard along Sundance Circle. The cluster contains three components: a dormitory that supports temporary housing needs for researchers and others undertaking work for the NPS, a row of three Mission 66-era apartment buildings, and a tightly grouped arrangement of Rustic-style dwellings sited along a loop road. Like some of the later additions to the Marmot Drive Residences cluster, these dwellings are former private residences that the park moved to the Headquarters Area to serve housing needs during the post-World War II period.

The final cluster—Eagle Cliff Housing—is the latest addition to the Headquarters Area. Originally composed primarily of private residences, Eagle Cliff Housing occupies land acquired by the federal government for inclusion within Rocky Mountain National Park during the mid- to-late-1960s, based on Mission 66 master plan proposals for continued expansion of park housing. While many of the residential properties acquired as a result continue to serve park personnel housing today, the NPS has had to remove many other residences due to poor conditions or because they did not prove suitable for adaptive reuse as housing. The park has used the resulting available open space, particularly in the area the park refers to as Tortilla Flats, to site several contemporary additions that serve a variety of operational and housing needs.

With numerous examples of historic buildings and landscape features, the Headquarters Area conveys a rich heritage of architectural and landscape architectural design and planning, stewardship of the environment and cultural resources, and careful attention to the needs of both park operations and visitors. For its associations with early park development, the New Deal era, the CCC, and Mission 66, the Headquarters Area is significant at the national and statewide levels under Criteria A and C in the areas of Architecture, Community Planning and Development,

Entertainment/Recreation, Landscape Architecture, and Politics/Government between 1923 and 1967. The Headquarters Area Historic District is significant at the national level for Beaver Meadows Visitor Center, which was designated a National Historic Landmark (NHL) in 2001. The remainder of the district is significant at the statewide level for the quality of its NPS Rustic-style architecture, association with New Deal-era programs including the CCC, representation of NPS planning principles during the pre-World War II era, and representation of Mission 66 program planning and design practices, based on comparison with similar properties within the state of Colorado.

Overall, the Headquarters Area retains a high degree of integrity. Together, the clusters present a unified cultural landscape that retains all aspects of integrity. Each of the nine clusters was established by the end of the period of significance. Few changes have been made to the patterns of spatial organization and planning and design principles introduced by NPS landscape architects and architects when establishing each cluster such that they continue to convey their historic associations with the four primary periods of development. Additionally, numerous examples of historic resources survive with integrity from the period of significance.

At a broad level, changes within the cultural landscape have been minimal, although not entirely inconsequential. The greatest change has entailed the addition of several contemporary buildings and landscape features since 1967 that present a character that is different in terms of massing, scale, and form, and do not reflect the care in siting representative of the period of significance. Examples of these later additions include Maintenance Complex #828, Interagency Fire Station #1139, Museum Storage Facility #1038, and Greenhouse #1039 located within Central Maintenance; Fire Operations Building #1088, Alpine Fire Crew Dorm #1027, and Four- Bedroom Modular Homes #1196 and #1197 within Eagle Cliff Housing; and Four-Bedroom Modular Home #1198 within Emergency Housing. While some of these additions are located in formerly undeveloped areas, others are built on the sites of earlier buildings that had more modest footprints and were of a smaller scale.

Despite these later additions and changes, the Headquarters Area possesses all seven aspects of integrity. The district retains integrity of location due to the ongoing siting of the various clusters in their original locations. The several examples of buildings relocated to the Headquarters Area from elsewhere all occurred during the period of significance. Integrity of setting is also present due to the fact that few changes have occurred within the viewshed of the district since the end of the period of significance. Integrity of feeling and association are also present due to the continued existence of the majority of the historic landscape features developed during the period of significance, and their reflection of pre-World War II NPS Rustic and mid-twentieth century Park Service Modern planning and design principles and styles. Integrity of feeling, diminished by the contemporary buildings that are different in scale and massing than the earlier historic buildings, is retained due to the otherwise cohesive character of the individual clusters and the Headquarters Area as a whole. Finally, the cluster also retains integrity of design for the many unaltered examples of New Deal-era NPS Rustic style architecture and Mission 66 modernism, coupled with clear site planning principles, although this integrity is diminished as a result of changes that have been made to individual resources, such as the replacement of original wood shingle roofs with asphalt shingles, and the addition of contemporary buildings within a historic designed setting, such as those located in the southeastern part of Central Maintenance.

The numerous historic resources that survive with integrity from the period of significance range from early park features constructed in the 1920s and early 1930s, New Deal-era features built with the support of CCC labor and Public Works Administration (PWA) funding, and modest additions made after World War II to a substantial expansion of housing, maintenance, and administrative facilities during Mission 66.

PREVIOUS SURVEYS

Approximately 109 acres of the 192-acre Headquarters Area fall within the Utility Area Historic District, a property listed in the National Register of Historic Places (NRHP) in 1982 (#82001717, March 18, 1982) based on a determination of eligibility prepared in 1976. The Utility Area Historic District is significant for its association with early park development during the 1920s and the work conducted during the New Deal era by the CCC and under the PWA between 1933 and 1941, but also recognizes the importance of the Beaver Meadows Visitor Center, constructed later as part of the Mission 66 program (Wheaton, Section 8). The Utility Area Historic District is significant under Criterion C in the area of Architecture with a period of significance that extends between 1923 and 1966.

The Utility Area Historic District NRHP nomination describes the property as one of the

"best preserved utility areas of a western park … [that] typifies the concern for blending the structures with a natural environment. The half-log and plank buildings, begun in 1923 at the Beaver Meadows Entrance, eight years after

establishment of the park, were substantially completed during the 1920s under government work projects. Continued construction, including the concrete Machine Shop in 1934-1935, and alterations extended the maintenance functions of the buildings while preserving the character of the district. Respecting the maintenance yard plan, other structures, moved or erected on the site, while not important to the district, illustrate the continuum of development sustaining an active Park Service maintenance area. Adjacent to the Utility Area, six small frame residences of the late 1920s characterize the earliest service-built houses in the park. The concern for blending the structure with the natural environment continued with the building of the Beaver Meadows Visitor Center in 1966. The use of Corten and native stone on the “Wrightian” design building was a deliberate attempt to accomplish the blending of the structure with its environment (Wheaton, Section 8)."

The nomination addresses the contribution of several, but not all, of the clusters considered as part of this CLI. Contributing to the district are features located within the Beaver Meadows Visitor Center, Central Maintenance, Maintenance Yard, Alpine Circle and Mills Drive Residences (referred to as Residential Area A), Marmot Drive Residences (referred to as Residential Area B), and Seasonal Housing clusters. Within the Beaver Meadows Visitor Center cluster, the nomination indicates Beaver Meadows Visitor Center as contributing to the significance of the historic district. Within Central Maintenance, the nomination lists fourteen buildings as contributing to the property: McLaren Hall Annex #24, Vehicle Storage #73, Vehicle Storage #74, Building and Utilities Shop #75, Equipment Storage Shed #76, Equipment Storage Shed #77, Equipment Storage Shed #78, Warehouse #79, Operations Center #80, Automotive Shop #81, Storage Shed #82, Storage Shed #83, Storage Shed #84, and Storage Shed #87. Two additional buildings are identified as contributing within the Maintenance Yard cluster—Horse Barn #97 and Stable #98. The nomination indicates five residences as contributing within Alpine Circle and Mills Drive Residences—Employee Residences #34, #45, #46, and #48, and Superintendent’s Residence #47—six residences and three garages within Marmot Drive Residences (Employee Residences #3 through #8 and Garages #70, #71, and #72), and seven buildings within Seasonal Housing (Buildings #117 and #119; and Quarters #118, #122, #124, #126, and #128).

In 2001, Beaver Meadows Visitor Center was designated an NHL for its importance as a work of architecture designed by Taliesin Associated Architects, the firm established by Frank Lloyd Wright, and as one of the four most notable visitor centers built under the Mission 66 program nationwide.

In 2006, the park prepared a Determination of Eligibility (DOE) for the Ptarmigan Lane/CCC Historic District (Emergency Housing cluster). The DOE indicated all seven of the then extant dwellings (Ptarmigan Lane Quarters #49, #100, #101, #102, #103, #104, and #105) and two garages (Ptarmigan Lane Garages #137 and #138) built from the CCC camp structures originally located at Hollowell Park as eligible for listing in the NRHP due to their association with the New Deal era CCC program. The Colorado State Historic Preservation Office (SHPO) also considered the eligibility of several private residences located within the Eagle Cliff Housing cluster, including Ypsilon Lane #710, Loch Vale Residence #668, Loch Vale Garage #854, Bluebird Lane #680, Bierstadt Lane #714, and Bierstadt Lane Garage #808, Junco Lane #717, and another residence that is no longer extant (former Building #815), two buildings within the Seasonal Housing cluster (Blister Rust Dormitory #117 and Wash House #119), and the two storage structures (Storage Tunnels #760 and #761), determining all of these feature to be not individually eligible and not associated with a potential district and thus to be non-contributing. However, the Blister Rust Dormitory #117 and Wash House #119 are actually listed as contributing on the NR nomination.

In 2017, an intern from the National Council on Preservation Education helped the park to document several additional buildings located within the Headquarters Area, including the developmental history of 34 residences and 23 maintenance buildings. The park used the architectural inventory information to complete a DOE submitted to the SHPO for consideration. The documentation suggested consideration be paid to expanding the period of significance for the district as a whole to include Mission 66 features other than the Beaver Meadows Visitor Center. The SHPO concluded that 31 of the buildings potentially contribute to an expanded historic district, while 19 buildings are non-contributing properties. Four of the buildings indicated as potentially non-contributing by the park were recommended as contributing by the SHPO, while three of the inventoried buildings were not assessed due to insufficient documentation.

Preparation of the Headquarters Area CLI has suggested that the name of the property be changed from the “Utility Area Historic District” as listed in the NRHP to the “Headquarters Area Historic District” to better reflect the range of land uses and resources present. Additionally, the CLI recognizes the contribution of historic landscape features, such as roads, walkways, parking areas, plantings, and site furnishings not previously considered in NRHP documentation of the district.

Note on UNESCO World Heritage Site Status: Although ROMO is not a World Heritage Site, it is designated as a United Nations Educational, Scientific and Cultural Organization (UNESCO) Biosphere Reserve. “Biosphere reserves are sites that are recognized for their roles in conserving genetic resources; facilitating long-term research and monitoring; and encouraging education, training, and the demonstration of sustainable resource use” (NPS 2013:6).

Landscape Hierarchy Description:

Rocky Mountain National Park is classified as a primary or parent landscape in the CLI database. The Headquarters Area is a component landscape of Rocky Mountain National Park.

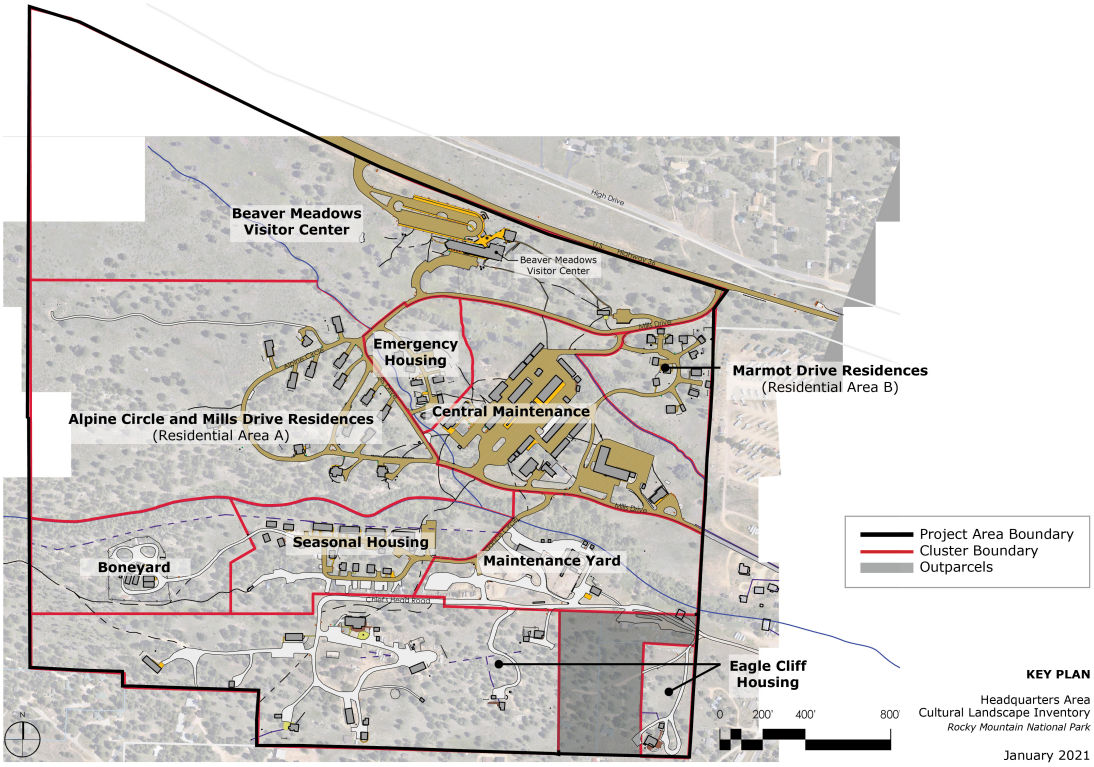
Landscape Type:

Historic Designed Landscape

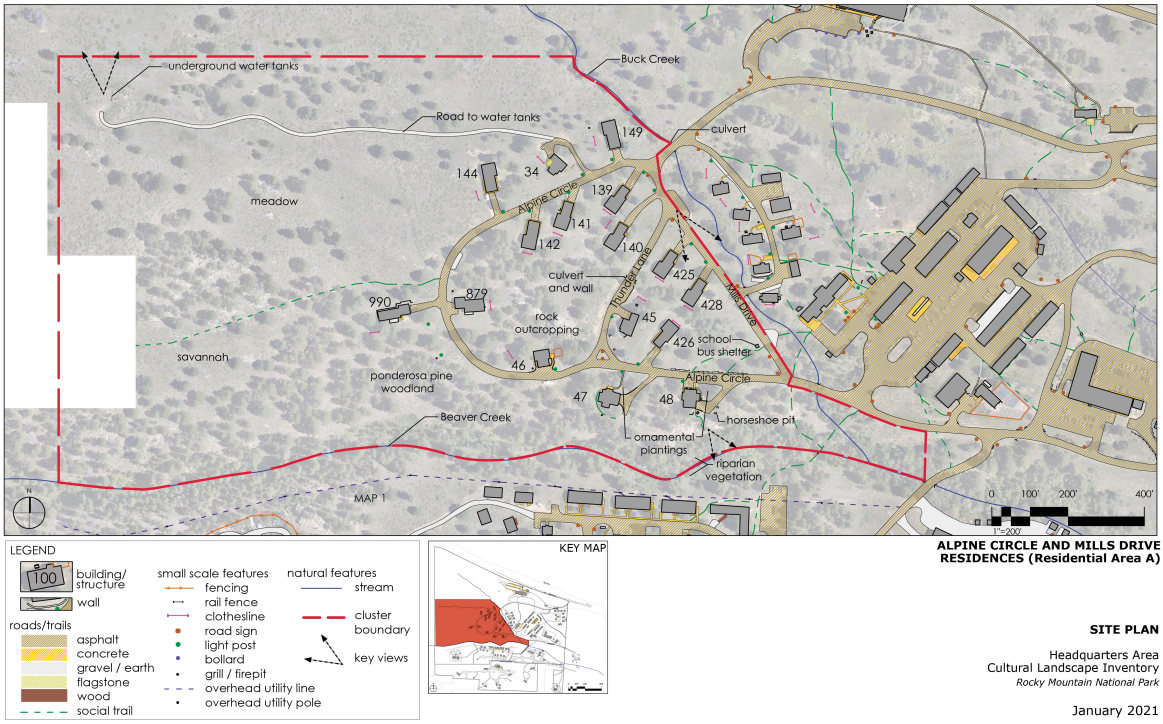
Other Names:

Other Name:	Rocky Mountain National Park Headquarters Area	**Other Name Type:**	Both Current And Historic
Other Name:	Utility Area Historic District	**Other Name Type:**	Current
Other Name:	Utility Area/Ptarmigan Lane CCC Historic District	**Other Name Type:**	Current
Other Name:	Beaver Meadows Developed Area	**Other Name Type:**	Both Current And Historic
Other Name:	Administrative Area	**Other Name Type:**	Both Current And Historic
Other Name:	Maintenance Area	**Other Name Type:**	Both Current And Historic
Other Name:	Central Maintenance Area	**Other Name Type:**	Both Current And Historic
Other Name:	Maintenance Yard	**Other Name Type:**	Both Current And Historic
Other Name:	Alpine Circle and Mills Drive Residences	**Other Name Type:**	Both Current And Historic
Other Name:	Residential Area A	**Other Name Type:**	Historic
Other Name:	Marmot Drive Residences	**Other Name Type:**	Current
Other Name:	Residential Area B	**Other Name Type:**	Historic
Other Name:	Seasonal Housing	**Other Name Type:**	Both Current And Historic
Other Name:	Emergency Housing	**Other Name Type:**	Both Current And Historic
Other Name:	Emergency Housing	**Other Name Type:**	Both Current And Historic
Other Name:	Boneyard	**Other Name Type:**	Both Current And Historic
Other Name:	Eagle Cliff Housing	**Other Name Type:**	Both Current And Historic

Site Plan



Site Plan Key



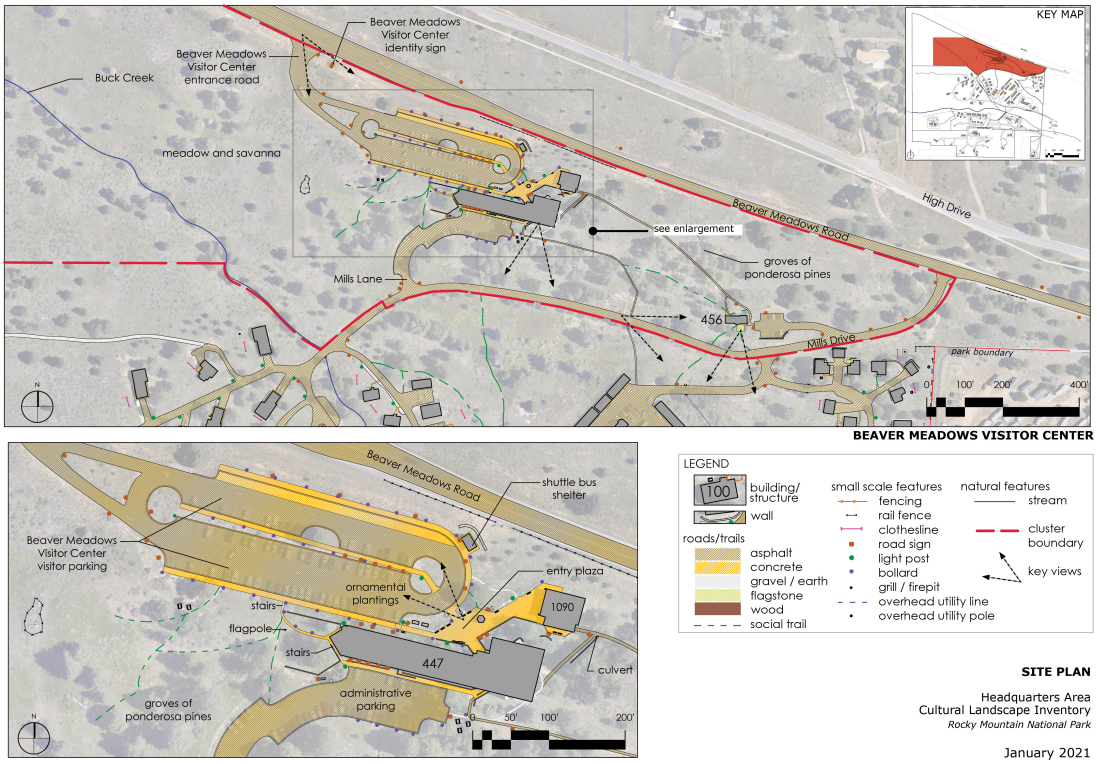
ALPINE CIRCLE AND MILLS DRIVE RESIDENCES (Residential Area A)

SITE PLAN

Headquarters Area
Cultural Landscape Inventory
Rocky Mountain National Park

January 2021

Alpine Circle



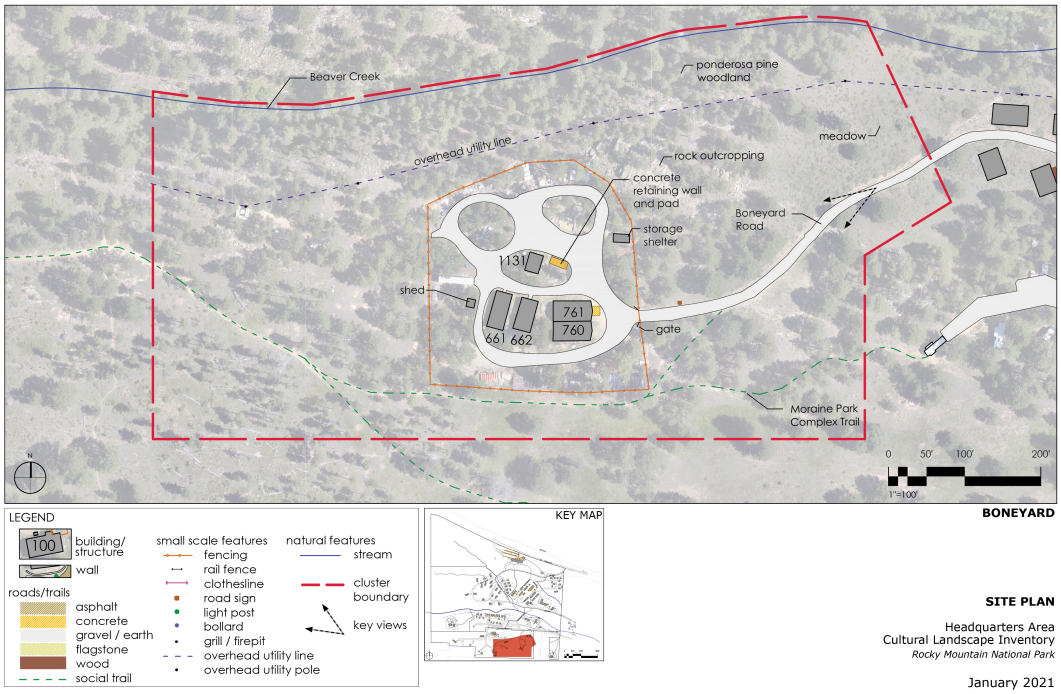
BEAVER MEADOWS VISITOR CENTER

SITE PLAN

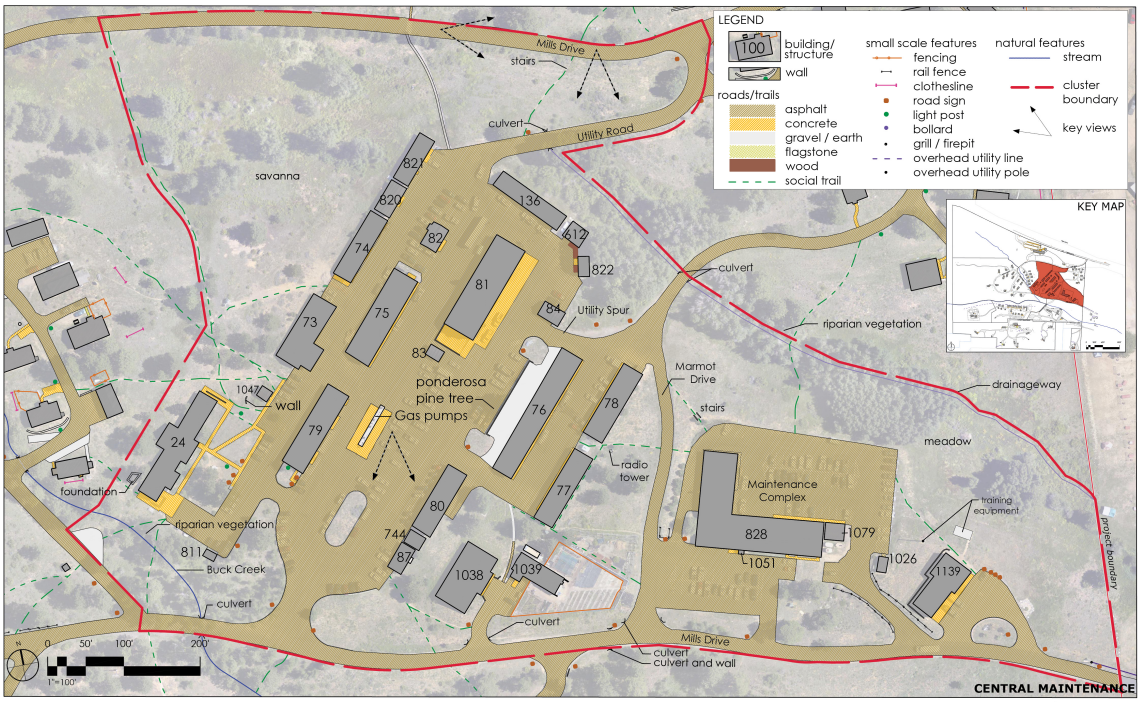
Headquarters Area
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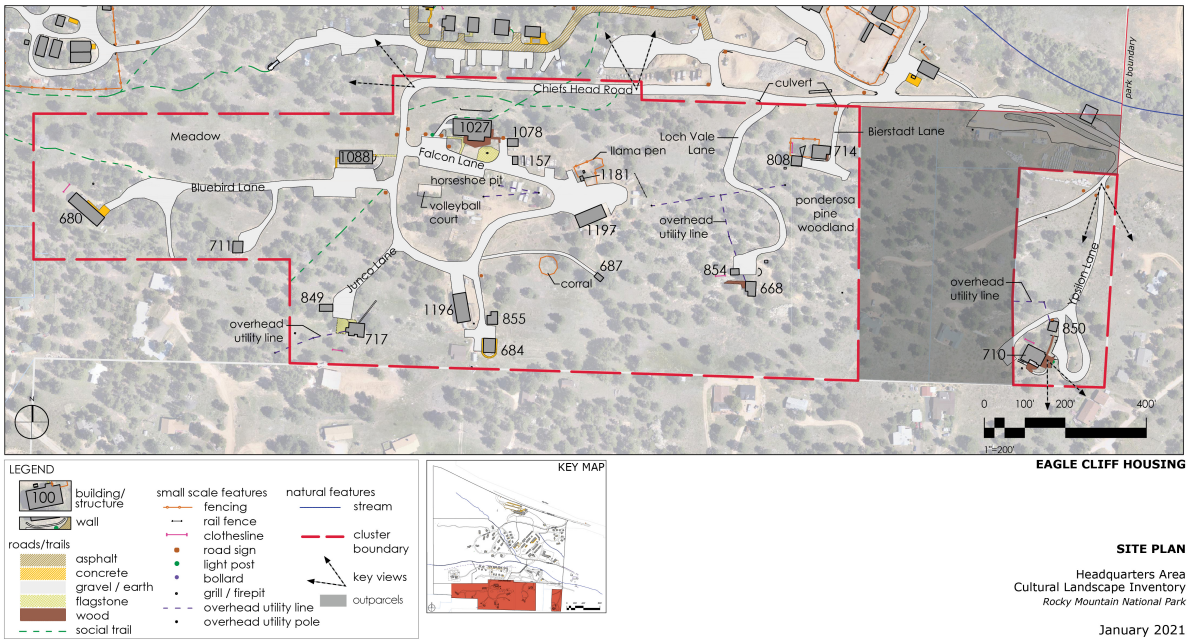
Beaver Meadows Visitor Center


Beaver Creek
ponderosa pine woodland
meadow
overhead utility line
rock outcropping
concrete retaining wall and pad
storage shelter
Boneyard Road
131
shed
761
760
661 662
gate
Moraine Park Complex Trail
0 50' 100' 200'
1"=100'
LEGEND
building/ structure
wall
roads/trails
asphalt
concrete
gravel / earth
flagstone
wood
social trail
small scale features
fencing
rail fence
clothesline
road sign
light post
bollard
grill / firepit
overhead utility line
overhead utility pole
natural features
stream
cluster boundary
key views
KEY MAP
BONEYARD
SITE PLAN
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Boneyard



Central Maintenance



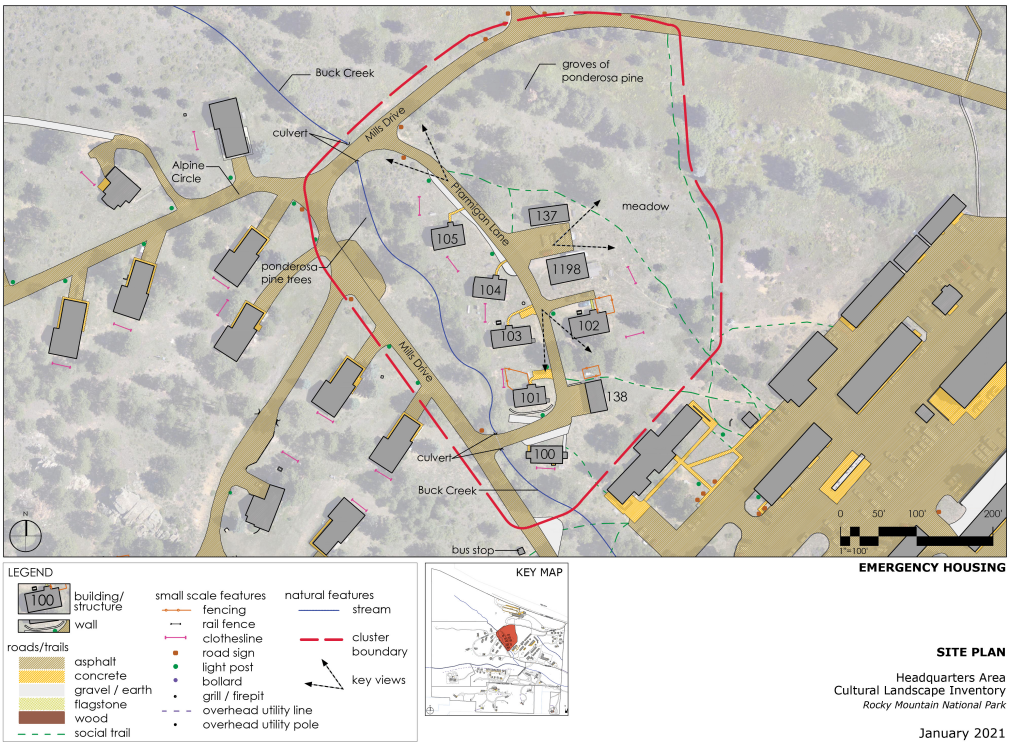
EAGLE CLIFF HOUSING

SITE PLAN

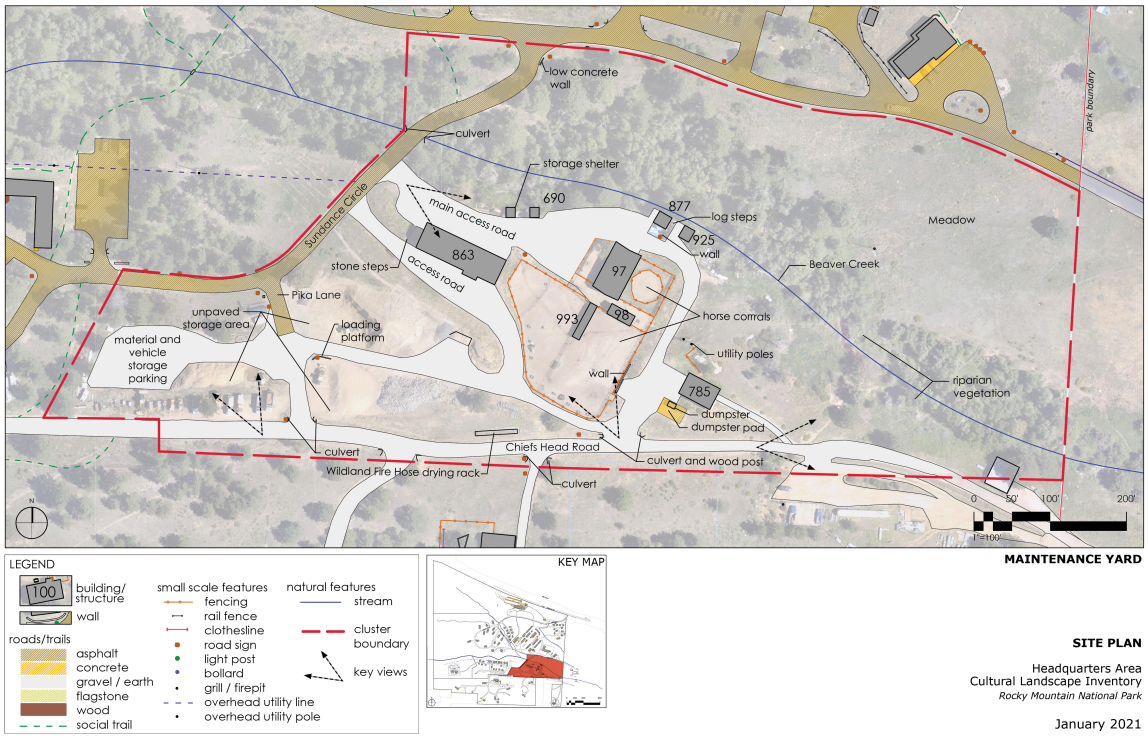
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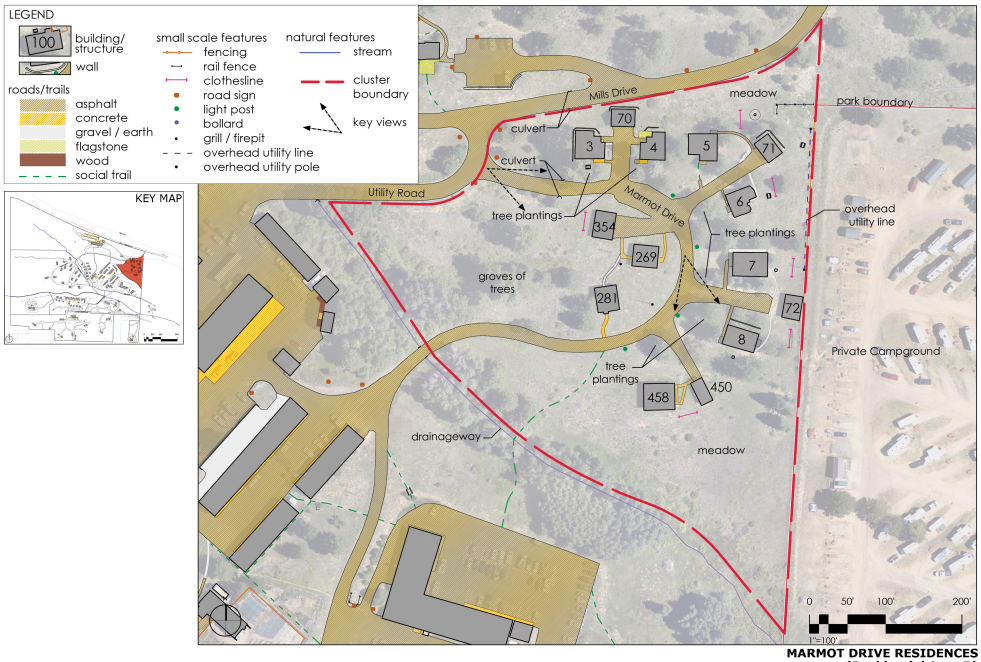
Eagle Cliff



Emergency Housing



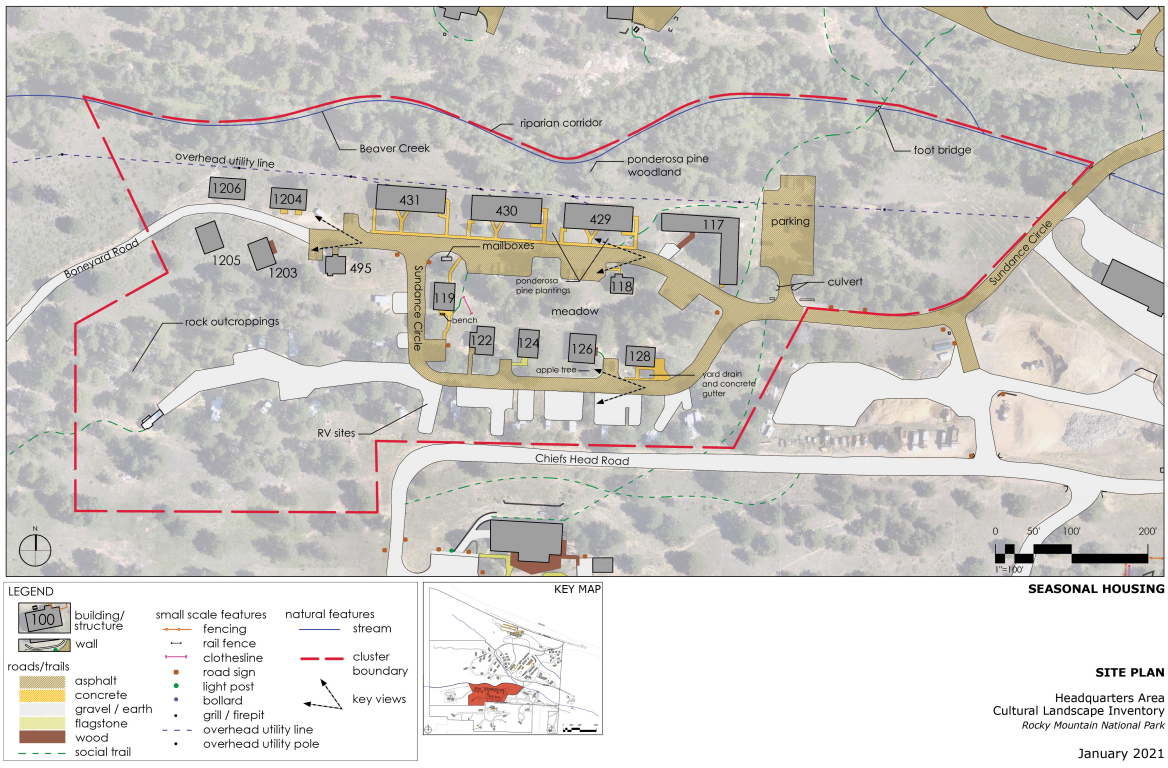
Maintenance Yard



MARMOT DRIVE RESIDENCES
(Residential Area B)

SITE PLAN
Headquarters Area
Cultural Landscape Inventory
Rocky Mountain National Park
January 2021

Marmot Residences



Seasonal Housing

Concurrence Information

Concurrence Status:

Park Superintendent Concurrence: Yes

Park Superintendent Date of Concurrence: 07/07/2021

Completion Status Explanatory Narrative:

The Headquarters Area CLI, prepared in 2019-2021, was funded by the Rocky Mountain Conservancy (RMC), a nonprofit cooperating association that supports educational and research programs at Rocky Mountain National Park. Carolyn Carlson, Director of Administration for RMC, supported the project in many ways, including providing research information and participating in document review and meetings.

Several members of the Rocky Mountain National Park staff were instrumental in ensuring the successful completion of the Headquarters Area CLI. Cheri Yost, Park Planner, served as project manager and point of contact for the CLI team; while Dan Jackson, Section 106 Coordinator, Kelly Dick, Cultural Resource Program Manager, Kelly Cahill, Park Curator, and Rose Lang, Park Landscape Architect, provided input, technical guidance, and research assistance, along with document review. Regional NPS personnel, including Fielding Link, Regional Cultural Landscapes Program Lead, and Allison Kennedy, Regional CLI Coordinator, also supported preparation of the document through review and technical guidance.

The consultant team responsible for preparing the CLI was led by Liz Sargent, FASLA, Principal of Liz Sargent HLA, a cultural landscape firm based in Charlottesville, Virginia. Additional team members included landscape architect Jennifer Trompetter, RLA, landscape historian Heather Warren, and editors Kevan Klosterwill and Nell Boeschenstein of Liz Sargent HLA, along with archeologists Ben Ford and Steve Thompson of Rivanna Archaeological Consulting, LLC, also based in Charlottesville, Virginia.

The 2021 CLI built upon a draft CLI prepared in 2012 for the Utility Area/Ptarmigan Lane CCC Historic District by Meg Frisbie, while completing an internship with the National Council on Preservation Education. Frisbie's historic research and documentation proved an invaluable foundation for the Headquarters Area CLI.

The consultant team initiated work on the project by collecting background materials from the NPS electronic Technical Information Center (eTIC); the Integrated Resource Management Applications (IRMA) portal; the University of Virginia Library, which is a government repository; and the Library of Congress American Memory internet-based archive. Cheri Yost provided numerous electronic documents of interest to the team, such as park history studies, NRHP documentation, and historic maps. The team then received mapping data from the park in the form of Geographical Information System (GIS) files. The team used the files to generate a base map suitable for recording landscape feature information in the field.

Project team members Liz Sargent, Jennifer Trompetter, and Heather Warren visited the park between July 29 and August 2, 2019 to conduct research and field investigations. Research centered around the collection of NPS reports, historic ground and aerial photographs, historic maps, and survey and property records from the park archives with the assistance of Kelly Cahill and Rose Lang. Field investigations entailed review of the proposed project area to consider an appropriate boundary, documentation of all cultural landscape features through photography and annotation of the base map, and the collection of Global Positioning System (GPS) data to supplement available GIS information. Jennifer Trompetter and Liz Sargent returned to the park on October 1-3, 2019 to complete their fieldwork. The field documentation served as the basis for preparing the Site Maps and the Analysis section of the Headquarters Area CLI.

Documentation that proved essential in developing the CLI included the park's collection of Superintendent's Annual and Monthly Narratives; master plans; a 1971 Administrative History; 1982 Utility Area Historic District NRHP nomination; 1983 Park History; 1990 Draft Boundary Amendment to the Utility Area Historic District NRHP nomination; 2003 Ethnographic Assessment; 2004 architectural inventory records; 2005 History

Revision:

Revised By	Type of Revision	Revision Date	Revision Narrative
James Lindberg	Other	12/17/2021	Added preservation documents for the Beaver Meadows Visitor Center to the Supplemental Section.

Geographic Information

State and County:

State	County
Colorado	Larimer County

Size (Acres): 192.06

Land Tract Number(s)

Boundary Description:

The Headquarters Area is bounded to the north by Beaver Meadows Road, to the east by the park boundary, to the south by the limits of the Eagle Cliff Housing cluster, and to the west by a north/south line drawn between High Drive and the park's southern boundary that encompasses a cluster of underground tanks that support the water supply for the developed area. Within the inventory unit's southeastern corner are four inholdings totaling 6.76 acres; three are privately- held residences, while the fourth is a parcel owned by the Ferrell Gas Company. With these inholdings, the polygon that marks the inventory unit boundary totals 198.82 acres. When the area of the inholdings are excluded, the Headquarters Area measures 192.06 acres.

The perimeter of the area comprising the Headquarters Area is as follows (see map following):

Beginning at "1," the southeastern corner of private inholding parcel PID 3534201016, where the parcel boundary intersects the southern boundary of Rocky Mountain National Park; then following the park boundary line South 88° 4' 42" East 700.00 meters to "2," located at the southeastern corner of the park boundary; then North 3° 47' 57" East 615.59 meters to "3," a corner of the park boundary south of the intersection of Mills Drive and Beaver Meadows Road; then North 27° 36' 35" East 58.86 meters to "4," a corner on the southern edge of Beaver Meadows Road, just east of its intersection with Mills Drive; then in a northwesterly direction along the southern edge of Beaver Meadows Road as it meanders 546.92 meters to "5" on the southern edge of Beaver Meadows Road just east of the entrance road to Beaver Meadows Visitor Center; then North 67° 9' 59" West 30.51 meters crossing the entrance drive to "6," a corner on the southern edge of Beaver Meadows Road just west of the entrance road to the visitor center; then continuing in a northwesterly direction along the southern edge of Beaver Meadows Road 520.44 meters to "7," a corner on the southern edge of the road; then due South (0° 0' 0" East) 957.68 meters to "8," a corner on the northern boundary of private inholding parcel PID 3534202030 located 157.20 meters east of the northwestern corner of said parcel; then following the northern boundary of private inholding parcel PID 3534202030 South 87° 39' 44" East 136.06 meters to "9" at the northeastern corner of said parcel; then following the eastern boundary of said parcel South 0° 23' 8" West 19.88 meters to "10," at the northwestern corner of private inholding parcel PID 3534201016; then along the northern boundary of private inholding parcel PID 3534201016 South 87° 40' 8" East 107.01 meters to "11," at the northeastern corner of private inholding parcel PID 3534201016; then South 2° 20' 36" West
77.15 meters to the beginning at "1."

This boundary is based on careful consideration and discussion between the consultant team and the park as to what constitutes the historic property. As part of the process, the consultant team evaluated the potential to include Beaver Meadows Road and Beaver Point within the boundary due to the connection between the siting the visitor center and the road corridor. Following discussions with the park about the broader context for the property, the consultant team determined that the road and its development are tied to historic contexts best explored separately as part of a distinct property. Thus Beaver Meadows Road and Beaver Point are not included in the Headquarters Area boundary.

Boundary Coordinates

Source	Type of Point	Latitude	Longitude	Narrative
GIS	Area	40.359834	105.5655505	
GIS	Area	40.3596938	105.5573054	
GIS	Area	40.3651915	-105.5568678	
GIS	Area	40.3657336	-105.5565542	
GIS	Area	40.3647567	-105.5536135	
GIS	Area	40.3645765	-105.553612	
GIS	Area	40.3684884	-105.5643979	
GIS	Area	40.3608111	-105.5683734	
GIS	Area	40.3607289	-105.566771	
GIS	Area	40.3605487	-105.5667695	
GIS	Area	40.3605548	-105.5655212	

Regional Landscape Contexts:

Type of Context: Cultural

Description:

Located approximately 50 miles northwest of Denver between Estes Park on the east and Grand Lake on the west, Rocky Mountain National Park is an area of remarkable scenic beauty and mountain recreation that straddles the Continental Divide and is known worldwide as a destination for hikers and climbers. The 415-square-mile park is also bordered to the south by the Indian Peaks Wilderness Area and surrounded by Arapaho and Roosevelt National Forests.
Because of its central location and spectacular beauty, Rocky Mountain National Park is among the most heavily visited parks in the national park system, receiving more than 4.5 million visitors annually as of 2019.

The Headquarters Area occupies the relatively level terrain associated with Beaver Meadows and the Beaver Creek stream valley, an area that has revealed evidence of former occupation and use by several American Indian groups for thousands of years. Until the middle of the nineteenth century, the landscape associated with the Headquarters Area and nearby Estes Park was part of the traditional tribal lands of the Ute Indians, which included much of the central Rocky Mountain region. The Arapaho, traditionally associated with the Plains and Front Range of the southern Rocky Mountains, are known to have regularly passed through the area for hunting and resource collection beginning circa 1800. The Cheyenne and the Shoshone were also occasional visitors. Other groups, such as the Apache and Sioux, also traveled within the area on occasion (Brett, 9).

European-American explorers and trappers began to make sporadic forays into the area beginning in the 1820s. Some of the explorers known to have visited the area were Rufus Sage, author of “Scenes in the Rocky Mountains” published in 1946, and John Fremont, a cartographer for the U.S. Topographical Engineers who crossed Colorado on several expeditions. Beginning circa 1859, market hunters also began to pass through the region. During the 1860s individuals and families began to make claims on land within the region and to establish more permanent settlements. Early settlers were primarily ranchers (Buchholtz, Chapter Two).

Those settling the area later known as Estes Park included Kentuckians Joel and Patsy Estes. William Byers, founding editor of the “Rocky Mountain News,” stayed with the Estes family in 1864 while attempting to climb Longs Peak and later recommended the town be named for the couple. Although Joel and Patsy Estes left the area soon after Byers’s visit, the number of people making claims in the area grew during the 1870s under the terms of the federal Homestead Act of 1862. While early settlers focused on ranching and farming, the region soon became known for its scenery and recreational opportunities. By the late nineteenth century, local residents were offering food and lodging to ever-increasing numbers of visitors to supplement their incomes.

The Town of Estes Park was initially platted in 1905 by Abner Sprague around a cluster of buildings located at the present-day corner of Elkhorn and Moraine Avenues. Steam car pioneer F.O. Stanley, who visited the region in 1903 for health reasons, contributed the town’s early utility infrastructure while building the Stanley Hotel.

(continued in Physiographic Landscape Context section)

Type of Context: Physiographic

Description:

(continued from Cultural Regional Landscape Context):

Local resident Enos Abijah Mills was one of the first people to call for the establishment of a park to protect the majestic beauty of the southern Rocky Mountains of Colorado for public enjoyment and to prevent the destruction that might arise from private recreational development and resource extraction. The idea for a park arose from Mills' visit to Yellowstone National Park in 1891 with one of the early survey parties. During the late nineteenth and early twentieth centuries, Mills became increasingly fervent in his efforts to promote the establishment of a national park in Colorado, using his position as correspondent for a Denver newspaper to reach the public. Mills also established the Longs Peak Inn where he introduced visitors to the majestic beauty of the region. He also offered a trail school focusing on local nature lore (Musselman, Chapter Two).

By 1909, Mills had garnered the support of J. Horace McFarland, President of the American Civic Association, who helped to encourage members of the Colorado legislature to present bills related to park establishment. Initial efforts, however, failed due to opposition from mining, logging, and agricultural interests, as well as the U.S. Forest Service. With time, Mills' idea continued to gain support from individuals and organizations such as the Denver Chamber of Commerce and the Colorado Mountain Club. Eventually, members of the U.S. Congress began to explore the possibility of creating a national park in the Rocky Mountains of Colorado. A bill to this effect finally passed the Senate in summer 1914. It lingered, however, in the House Committee on Public Lands until maneuvering by Colorado Representative Edward T. Taylor led to a nearly unanimous vote and passage of the bill in mid-January 1915. President Woodrow Wilson signed the Rocky Mountain National Park Act (38 Stat. 798) on January 26, 1915, establishing the tenth U.S. national park. The act set aside a 358.5-square-mile area of the southern Rocky Mountains in Colorado for inclusion within the park.

PHYSIOGRAPHIC

The Headquarters Area falls within the Southern Rocky Mountains physiographic province that extends throughout central Colorado, as well as north into southern Wyoming and south into northern New Mexico. The province contains five mountain ranges—the Front Range, Sangre de Cristo Mountains, Park Range, Sawatch Range, and the San Juan Mountains. The Front Range and Park Range fall within Rocky Mountain National Park.

The Southern Rocky Mountains physiographic province is dominated by the steep, rugged Rocky Mountains, with numerous peaks that exceed a height of 14,000 feet above mean sea level (AMSL). The state's highest peak—Mount Elbert—with a summit at 14,431 feet AMSL, falls within the province. Overall, elevations within Rocky Mountain National Park range from 7,860 feet to 14,259 feet in height AMSL.

The headwaters of six major rivers also originate within the mountains of the Southern Rocky Mountains physiographic province: the Colorado, North Platte, South Platte, Arkansas, Republican, and Rio Grande.

Vegetation communities vary based on elevation and aspect. Alpine tundra characterizes the higher elevations. Downslope, the alpine tundra gives way to subalpine-montane forests composed of coniferous forests that periodically contain stands of aspen. At the lower elevations, ponderosa pine forests dominate, followed by pinyon-juniper forests. Grasslands are found at the lower elevations of the range.

Type of Context: Political

Description:

The Headquarters Area falls within the park's East District, which is edged to the west of the Continental Divide by the Colorado River District.

The Headquarters Area also falls within Larimer County, Colorado. The county, which was founded in 1861, recorded a population of 299,630 persons at the 2010 census. Fort Collins, the most populous city in the county, serves as the county seat. Beaver Meadows Road, which edges the Headquarters Area, serves as the eastern entrance route into Rocky Mountain National Park. The road extends to nearby Estes Park, a statutory town with a population of 5,838 people at the 2010 census. Estes Park is represented as part of Colorado's Second Congressional District.

In addition to Rocky Mountain National Park, other nationally protected lands located within the county include Cache La Poudre Wilderness, Comanche Peak Wilderness, Neota Wilderness, Rawah Wilderness, Indian Peaks Wilderness, Roosevelt National Forest, and Arapaho National Forest.

In 1977, the United Nations Educational, Scientific and Cultural Organization (UNESCO) included Rocky Mountain National Park in their international system of biosphere reserves. As a World Biosphere Reserve, Rocky Mountain National Park is recognized for its roles in conserving genetic resources; facilitating long-term research and monitoring; and encouraging education, training, and demonstrating sustainable resource use (NPS, Foundation Document, 6).

Management Information

General Management Information

Management Category: Must be Preserved and Maintained

Management Category Date: 01/03/2001

Management Category Explanatory Narrative:

The cultural landscape of the Headquarters Area provides the setting for the Beaver Meadows Visitor Center, which has been designated an NHL. As such it is assigned to the Management Category: Must Be Preserved and Maintained.

Management Agreements:

Type of Agreement: Cooperative Agreement

Management Agreement Expiration Date:

Management Agreement Explanatory Narrative:

The RMC, a nonprofit partner that maintains a cooperative agreement with NPS to support Rocky Mountain National Park by managing the retail stores in the visitor centers and offering classes, tours, and memberships to the public, occupies offices within Employee Residence #48 in the Alpine Circle and Mills Drive Residences cluster and uses RMC Warehouse #820 in the Central Maintenance cluster for storage of inventory. Profits from the RMC activities are used to enhance educational and research programs at the park, as well as fund trails maintenance and park improvement projects. The RMC was established in 1931 as the Rocky Mountain Nature Association; the name of the association was changed in 2013.

Other management agreements relate to the use of seasonal and permanent housing units by NPS employees and researchers.

Legal Interests:

Type of Interest: Fee Simple

Narrative: As noted above, four inholdings—three privately-owned residential parcels and a property owned by the Ferrell Gas Company—fall within the authorized park boundary and the polygon that encompasses the Headquarters Area CLI boundary. The federal government currently has no formal agreement with the owners of these properties that guarantees future inclusion within Rocky Mountain National Park.

Located in managed wilderness?: No

Adjacent Lands Information

Do Adjacent Lands Contribute? Yes

Adjacent Lands Narrative:

High Drive is a public road located north of Beaver Meadows Road. High Drive served as one of the roads leading into Rocky Mountain National Park before Beaver Meadows Road was completed in 1959, while also supporting park operations needs. In order to construct Beaver Meadows Road, the federal government acquired land to the north of the Headquarters Area during the mid-1950s, some of which contained private residences. The park subsequently moved several of these residences into the Headquarters Area to serve staff housing needs. Examples of relocated residences that survive within the Headquarters Area include six quarters within the Seasonal Housing cluster and a single dwelling and two garages located within the Marmot Drive Residences cluster. Thus High Drive is an adjacent area with important associations with the Headquarters Area.

Beaver Meadows Road edges the Headquarters Area to the north. The NPS built Beaver Meadows Visitor Center along Beaver Meadows Road in 1965-1967 to take advantage of the new route leading to the nearby park entrance at the Beaver Meadows Entrance Station. Thus Beaver Meadows Road is an important adjacent thoroughfare that is integrally linked to the history of the Headquarters Area for its relationship to the visitor center. Beaver Meadows Road and Beaver Point were not included within the CLI boundary because the road possesses its own significance and is tied to historic contexts that differ from those associated with the Headquarters Area.

Another adjacent area with ties to the Headquarters Area is the commercial campground located to the east of the district. The campground contains a historic lodge building relocated from the park to this location.

National Register Information

National Register of Historic Places

Documentation Status: Entered Inadequately Documented

Documentation Narrative Description:

The first effort to evaluate the NRHP eligibility of the Rocky Mountain National Park Utility Area (Headquarters Area) was a DOE completed in 1976. The DOE indicated that 28 buildings constructed between 1923 and 1939 were potentially eligible for listing in the NRHP as contributing to the significance of the Utility Area Historic District in the area of Architecture.

Following Keeper concurrence with the DOE, the park continued to develop a NRHP nomination for the property. The nomination expanded both the size of the historic district and the period of significance in order to include Beaver Meadows Visitor Center as a contributing building. The Utility Area Historic District was listed in the NRHP in 1982 based on the nomination. The district encompasses a 109-acre property, significant under Criterion C in the area of Architecture with a period of significance extending between 1923 and 1966, which contains 36 contributing buildings. The nomination assesses as non-contributing numerous residential buildings completed or moved to the park following World War II, despite the period of significance extending to 1966. This reflects the fact that the buildings at the time had not yet achieved the 50-year age consideration for listing in the NRHP, and the lack of an appropriate historic context within which to evaluate the resources at the time.

In 1987, the NPS prepared a Multiple Resource Nomination for Rocky Mountain National Park. The nomination identified buildings located within the park considered eligible for listing in the NRHP for their associations with five themes surrounding the historic resources of Rocky Mountain National Park— 1) Pioneer Settlement and the Development of the Resort Industry; 2) Reclamation; 3) Mining; 4) Transportation; and 5) Rustic Architecture. Of these, only Rustic Architecture related to the Headquarters Area. Based on the nomination, the park determined that examples of park architecture other than those that met the listing criteria of Rustic Architecture were not eligible for listing in the NRHP. The 1987 Multiple Property Nomination recommended that the Utility Area Historic District be revisited such that buildings not related to the theme be removed from the district (McWilliams and McWilliams).

As a result of the 1987 nomination, Rocky Mountain National Park staff completed updated NRHP documentation and proposed amending the 1982 nomination in 1990 by adjusting the boundary to exclude the relocated residences within the Seasonal Housing cluster and establish a smaller boundary with two discontiguous parcels containing Beaver Meadows Visitor Center and Employee Residence #34. The size of the proposed amended district was approximately 38 acres and only buildings constructed prior to 1941 were indicated as contributing. Although the Colorado SHPO concurred with the proposed amendment, it was rejected by the Keeper because the revised nomination was incorrectly indicated as a boundary increase rather than a decrease from the 1982 listing. Although the park made a technical correction in 2011, because the Keeper never acted upon the additional documentation, the historic district as listed in 1982 therefore remains in place.

Since 1990, the park has completed several additional NRHP evaluations of other buildings located within the Headquarters Area. As noted above, Beaver Meadows Visitor Center was designated an NHL in 2001. In 2006, the Ptarmigan Lane/CCC Historic District was determined eligible for listing in the NRHP under Criteria A and C in the areas of Architecture and Politics/Government with a period of significance extending from 1947 to 1955. As defined, the Ptarmigan Lane/CCC Historic District (the Emergency Housing cluster) includes all seven of the then extant residences and two garages located along Ptarmigan Lane east of the intermittent Buck Creek stream corridor. The complex is eligible for its association with the New Deal-era CCC program because the buildings located within the historic district were constructed from structures that housed CCC camps NP-4-C and NP-11-C along Mill Creek in Hollowell Park between circa

1934 and 1941. The buildings and associated construction materials were transported to the Headquarters Area after World War II and repurposed as a temporary solution to park housing needs in 1946-1948. They remain in use today.

In 2017, an intern from the National Council on Preservation Education helped the park complete architectural inventories for 57 buildings located within the Headquarters Area, most of which had not previously been addressed by NRHP documentation efforts. The project entailed documentation of 34 residences and 23 maintenance buildings and secondary structures and the contextualization and evaluation of the resources for NRHP eligibility. Buildings constructed following World War II and as part of the Mission 66 program, as well as other previously unevaluated properties, were the primary focus of this effort (Letter, Darla Sidles, ROMO Superintendent, to Steve Turner, Colorado State Historic Preservation Officer, May 10, 2017). The park provided the inventory and documentation information to the Colorado SHPO, and recommended that many of the properties be considered eligible for listing in the NRHP with significance in the areas of Politics/Government and Community Planning and Development with a period of significance extending between 1947 and 1973. The Colorado SHPO concurred with the majority of the park's findings, indicating 31 of the properties to potentially contribute to an expanded historic district, and 19 properties as non-contributing. Four of the resources indicated as potentially non-contributing by the park were recommended to be considered contributing by the SHPO. Three additional resources were not assessed due to insufficient documentation.

The Headquarters Area CLI takes into consideration and incorporates the findings of each of these previous NRHP nominations, DOEs, and SHPO assessments in presenting a significance evaluation for the purposes of determining eligibility of the cultural landscape in conjunction with the park and SHPO. Specific recommendations resulting from the work conducted to prepare this CLI include changing the name of the property from the "Rocky Mountain National Park Utility Area Historic District" to the "Rocky Mountain National Park Headquarters Area Historic District." The name change is intended to better reflect the range of land uses and activities represented by district resources. The CLI also recommends retaining the current period of significance—1923 to 1967—while at the same time considering the inclusion of all eligible cultural landscape resources developed during this period, not just buildings, as contributing.

As evaluated herein, the Rocky Mountain National Park Headquarters Area Historic District encompasses 192.06 acres and all of the nine developed clusters and other features developed to support park operations and administration within the Beaver Meadows area between 1923 and 1967. The contributing resources located within the district reflect NPS planning and design principles espoused during three distinct eras— the pre-World War II NPS Rustic period when park structures and landscape features were designed to harmonize with the natural environment using native wood, stone, and plant materials; the post-World War II era when the NPS adapted Rustic principles to the availability of new machine-made construction materials, the loss of New Deal-era labor, and the introduction of modern planning and design principles; and Mission 66, which embraced modern materials and spatial principles, while continuing to embrace a conservation and preservation ethic. Each of the clusters represents one or more of these eras of development, with the exception of the Eagle Cliff Housing area, which was originally a cluster of privately developed residences located outside the park. Mission 66 period master plans recommended that the park acquire the private residences as a means to support of ongoing park housing needs. Land acquisition generally followed Mission 66 recommendations, although the residences themselves were built earlier.

The CLI also suggests that four areas of significance be included in the evaluation of the Headquarters Area to expand on the current area of Architecture and better address the contexts associated with the cultural landscape. These include Community Planning and Development, Entertainment/Recreation, Landscape Architecture, and Politics/ Government. Of these, Politics/Government was suggested as an area of significance for the Ptarmigan Lane/CCC Historic District in 2006, while Politics/Government and Community Planning and Development were suggested as areas for inclusion in the expanded district supported by the 2017 DOE. The areas of Entertainment/Recreation and Landscape Architecture have not been considered previously.

The CLI concurs with the statewide level of significance indicated in the 1982 Utility Area Historic District nomination based on the ongoing intact complex of features comprising Central Maintenance and the way in which all of the built clusters represent a holistic approach to the planning and design of an

administrative center within a unit of the national park system that appears unparalleled elsewhere in Colorado.

In 2001, Beaver Meadows Visitor Center was designated an NHL as one of the most important examples of a Mission 66 visitor center to survive with integrity within the national park system. As such, the building is recognized as of national significance. This level of significance relates only to the visitor center, however.

Eligibility: Eligible -- SHPO Consensus Determination

Concurrence Eligibility Date: 09/14/2021

Concurrence Narrative:

Significance Level: State

Contributing: Individual

Classification: District

Statement of Significance for National Register of Historic Places:

The Headquarters Area is a designed historic landscape composed of nine developed clusters that support park operations and functions associated with staff housing, administration, maintenance and repair, supply and storage, research, fire-fighting, and utilities. The landscape was carefully designed, zoned, and arranged to reflect NPS planning and design principles developed between the 1920s and 1960s. Exhibited within the Headquarters Area are NPS tenets ranging from environmental resource protection to Rustic architectural design, naturalistic landscape architectural design, and site planning that promotes a hierarchical arrangement of parts to the whole, efficient movement, and internal organization that reflects the particular needs of each land use type.

The initial development of the Headquarters Area occurred during the 1920s and 1930s when the NPS Rustic style of architecture became the hallmark style of the agency. The Headquarters Area contains many notable examples of NPS Rustic-style architecture and associated naturalistic landscape features that predate World War II. As a whole, the Headquarters Area also contains a notable collection of Rustic and naturalistic features arranged according to the NPS planning and design principles that varied according to function, such as the orthogonal site planning used for work yards versus the more organic and curvilinear arrangement of features within residential clusters.

When the Headquarters Area was expanded after World War II, additions made during the late 1940s, 1950s, and 1960s were often representative of modern architecture and landscape architecture principals. Housing added during this period was consistent with the new ranch-style residences being built nationwide and was sited to reflect modern principles of open space that no longer centered on a direct relationship with the street. During the Mission 66 period of 1956- 1966, important buildings were often designed in the Park Service Modern style of architecture. One of these additions—Beaver Meadows Visitor Center —is recognized as one of the best examples of a National Park visitor center in the country.

For these associations, the Headquarters Area is significant at the national and statewide levels under

Criteria A and C in the areas of Architecture, Community Planning and Development, Entertainment/ Recreation, Landscape Architecture, and Politics/Government. The period of significance during which the property achieves significance extends from 1923, when the first NPS Rustic style buildings were constructed within the area, through completion of Beaver Meadows Visitor Center in 1967.

Numerous historic buildings and structures, roads, culverts, walks, utilities features, site furnishings, and plantings survive within the Headquarters Area from the period of significance to convey their historic associations. While many contributing buildings have been identified in previous NRHP documentation efforts, such as the 1982 Utility Area Historic District nomination, 2006 DOE for Ptarmigan Lane/CCC Historic District, and 2017 DOE for a potential expanded Utility Area Historic District, these have focused primarily on buildings and do not address the contribution of other types of landscape resources. These are considered herein as part of the Headquarters Area CLI. The Headquarters Area also contains numerous non- contributing resources that postdate the period of significance or have lost integrity due to substantive changes made to the resources themselves or their associated settings. (For further information on contributing and non-contributing resources, see the Analysis section)

LEVEL OF SIGNIFICANCE JUSTIFICATION

National Significance of the Beaver Meadows Visitor Center

Significance at the national level is achieved by Beaver Meadows Visitor Center, designated an NHL in 2001. The NHL nomination indicates Beaver Meadows Visitor Center to be of extraordinary national importance under Criteria 1 and 4, and within NHL Theme III (Expressing Cultural Values), and Subtheme 5 (Architecture, Landscape Architecture, and Urban Design). Under Criterion 1, the nomination indicates that the building is associated with the NPS Mission 66 program that transformed the American national park system to meet post- World War II conditions. Beaver Meadows Visitor Center is one of the most notable visitor centers built during Mission 66, and also important because the visitor center “was the central planning and design element of the Mission 66 program… [and became] the most significant expression of national park development in the postwar period and … the centerpiece of park planning of all types both nationally and abroad” (Allaback and Carr, 7). Beaver Meadows Visitor Center is recognized as one of the four most significant visitor centers built during the Mission 66 program along with Wright Brothers National Memorial Visitor Center, designed by Mitchell/Giurgola; the Gettysburg National Military Park Cyclorama, designed by Richard Neutra (no longer extant); and the Dinosaur National Monument Quarry Visitor Center, designed by Anshen & Allen (Allaback and Carr, 7). Beaver Meadows Visitor Center is also significant as a unique example of a Wrightian building in a national park setting (Allaback and Carr, 7-8). As an NHL, the building also demonstrates a high degree of integrity.

NPS Rustic-style architecture and naturalistic landscape architecture

Significance at the statewide level is achieved by the extensive collection of NPS Rustic-style architectural and naturalistic landscape architectural features that comprise the Central Maintenance and Maintenance Yard clusters and portions of the Alpine Circle and Mills Drive Residences, Marmot Drive Residences, and Seasonal Housing clusters as listed in the NRHP in 1982 as the Utility Area Historic District. The Utility Area Historic District nomination indicates the district as “one of the best preserved utility areas of a western park” suggesting significance beyond the local level (Wheaton, 8-1). The architectural character of the fourteen surviving half- log and plank buildings constructed within Central Maintenance during the 1920s and 1930s typify the NPS Rustic aesthetic that sought to blend “the structures with a natural environment” and the buildings are arranged in an orthogonal system typical of NPS design for utility and maintenance areas (Wheaton, 8-1). In addition, the eleven NPS Rustic style residences present within the Alpine Circle and Mills Drive Residences and Marmot Drive Residences clusters also reflect the NPS Rustic design aesthetic and follow site planning principles representative of naturalistic landscape architectural design in their arrangement along curvilinear roads and the use of native plant materials for screening, shade, and ornament.

Examples of other comparable pre-World War II park developments within Colorado occur at the Saddlehorn Utility Area of Colorado National Monument, also listed in the NRHP (McKoy), and the Maintenance Yard at Mesa Verde National Park (Lingo), determined eligible for listing in the NRHP. Both of these park work areas are indicated as possessing local significance. Saddlehorn Utility Area was

established later than the utility area at Rocky Mountain National Park using funding and labor provided by New Deal programs between 1937 and 1941. The district is composed of four contributing buildings described in the NRHP nomination as exemplary examples of NPS Rustic-style architecture. Three of the buildings face a central paved utility court or yard in an arrangement, similar to Central Maintenance within the Headquarters Area, and representative of NPS pre-World War II planning principles. While a good example of NPS Rustic architectural planning and design, Saddlehorn Utility Area is far smaller and less complex than the Rocky Mountain National Park Utility Area. The Mesa Verde Maintenance Yard has also been evaluated as an important example of the NPS Rustic style (Lingo). Like the Saddlehorn Utility Area, the Mesa Verde Maintenance Yard is far less complex than the Rocky Mountain National Park Utility Area. It contains only one building—a garage—built in 1924— that was moved in 1934 by the CCC when the utility area was relocated out of the park headquarters area. Comparing the collection of NPS Rustic-style architecture at Central Maintenance with these examples, both significant at the local level, the Rocky Mountain Headquarters Area appears significant at the statewide level as the best surviving example of a utility area type and most extensive collection of pre-World War II built features in any national park in Colorado.

Other parks located within Colorado that feature Rustic-style buildings are associated with the Denver Mountain Parks system, established between 1912 and 1941. Several of the parks within the system are individually listed in the NRHP. An MPDF was prepared in 1990 that articulates the eligibility requirements for listing individual park units. The MPDF indicates that the system is nationally significant for its collection of foothill and mountain parks connected by scenic mountain drives forming a park and parkway system. Frederick Law Olmsted, Jr., a nationally recognized landscape architect known for designing park systems during the early twentieth century, guided the work of the municipality in establishing the parks and parkways. Development within many of the individual parks was supported by CCC labor. Many of the buildings are Rustic in style and character and described in the MPDF as representative of the Mountain architectural style. Similar to NPS Rustic style architecture, Mountain-style architecture is characterized by timber and native stone components designed to harmonize with each building's natural surroundings. Buildings often appear to grow from the spot where they were built. The workmanship of CCC-crafted park features is also considered significant. For the most part, however, all of the built features of the Denver Mountain Parks system relate to recreational park use rather than park operations, suggesting that the Headquarters Area remains the best example of the type statewide.

Mission 66 park development

Mission 66 development within the Headquarters Area is significant at the statewide level as a good representation of the types of improvements made to numerous units of the national park system between 1956 and 1966. The Mission 66 program applied consistent planning and design principles to improving the visitor experience as well as park operational facilities and housing to parks nationwide. At the Rocky Mountain National Park Headquarters Area, the existing utility area was improved and developed to address severe park staff housing shortages through the construction of nine new ranch-style houses built from standardized plans, three apartment buildings, new maintenance facilities and a boneyard (the NPS term for a materials storage area), as well as a notable visitor center combined with a new park administration facility. Several other parks within Colorado feature Mission 66 developments. These include Dinosaur National Monument, Colorado National Monument, and Mesa Verde National Park. The Mission 66 program additions to the Headquarters Area are consistent with improvements made at these parks during the period, but rise to a statewide level of significance as a result of the range of building types and the importance of the visitor center.

Criterion A – Associated with events and broad patterns of history

Under Criterion A, the Headquarters Area is significant in the areas of Politics/Government and Entertainment/Recreation for its role in supporting park maintenance and operations at Rocky Mountain National Park during the period of significance, and the extent of features that survive from the period today with integrity.

Politics/Government

Expansion of the early utility area of the 1920s occurred during the 1930s to accommodate the growing

popularity of Rocky Mountain National Park. Many of the buildings and other facilities built to support park operations during the expansion period of the 1930s were completed by enrollees of the CCC, a New Deal-era program that improved parks and public lands nationwide and that is significant in the area of Politics/Government.

Following the stock market crash that began on October 24, 1929, America's economy began a long downward slide. By the time President Franklin Delano Roosevelt was inaugurated in March 1933, more than 25 percent of the American workforce found themselves
unemployed. High levels of unemployment, coupled with diminished spending, contributed to the decline of the American, as well as the global, economy.

Based in part on his experience as Governor of New York (1929-1932), when he helped put thousands of unemployed young men to work on public works projects, Franklin Delano Roosevelt campaigned for President in 1932 with a pledge to do the same on a national scale.

Within days of his March 4, 1933, inauguration, the President convened an emergency session of the 73rd Congress to address the economic needs of the nation. On March 21, 1933, Roosevelt presented a proposal for a new program known as the Emergency Conservation Work (ECW) Act to be considered by Congress. With the ECW, Roosevelt sought to solve two of the nation's greatest challenges—repairing the damage done to the nation's natural land and water resources due to poor farming and land management practices, logging, and mineral extraction, and offering paid work to America's youth and the unemployed. In presenting the EWC program to Congress, Roosevelt noted:

"I propose to create a civilian conservation corps to be used in simple work, not interfering with normal employment, and confining itself to forestry, the prevention of soil erosion, flood control and similar projects. I call your attention to the fact that this type of work is of definite, practical value, not only through the prevention of great present financial loss, but also as a means of creating future national wealth" (President Franklin Delano Roosevelt, Message to Congress on Unemployment, March 21, 1933).

Roosevelt proposed that the government recruit thousands of unemployed young men, enroll them in a peacetime army, or civilian conservation corps, and organize groups of enrollees to undertake land improvement projects around the country (Brock, 4). President Roosevelt estimated that passage of the Act would assure work for 250,000 men by the end of July 1933. Senate Bill S. 598, introduced on March 27, 1933, quickly passed both houses of Congress, and reached the President's desk for signature by March 31, 1933. On April 5, 1933, President Roosevelt signed Executive Order 6101 creating the CCC described in his March 21 speech; the program, however, remained officially known as the ECW until 1937. By April 7, 1933, the first enrollees had been inducted into the program.

The Secretaries of several federal departments responsible for the nation's public land management, including War, Labor, Agriculture, and Interior, participated in an Advisory Council to oversee the ECW program. Based on the Council's guidance, each project to be completed by CCC enrollees would be based on a plan provided by a federal or state government department or agency. Because Roosevelt's stated goals were the protection of soil and forest resources, many enrollees were devoted to soil conservation or forestry. Groups of enrollees were organized into camps distinguished by a discrete letter and number combination. The letters related to the specific activity or land use focus of the group, such as SC for soil conservation, F for forestry, and NP for national park. Each camp was constructed as near as possible to the area of a proposed project. The U.S. Army oversaw construction of the camps, which were built in accordance with military practices. The Department of Labor oversaw recruitment of enrollees while the Departments of Interior and Agriculture managed many of the work projects (Brock, 4).

Over the next eight years, CCC enrollees worked on projects throughout the United States. Many projects were completed in national and state parks and forests. Enrollees built fire towers, strung telephone lines, and installed picnic tables, overlooks, trails, campgrounds, wells, fireplaces, and privies. To control erosion, enrollees piled boulders and brush in ditches to slow the force of stormwater and planted hundreds of thousands of trees. To reduce fuel loads, enrollees thinned scrub forest. The CCC also built hundreds of miles of roads, walls, and fences.

Other New Deal-era programs promoted by President Roosevelt that supported the needs of public works

around the nation include the PWA, which provided funds to hire labor to build and reconstruct roads and buildings, and the Civil Works Administration (CWA), which also employed men to work on public works projects (Brock, 2).

All three of these programs—the CCC, PWA, and CWA—provided benefits to parks in Colorado, including Rocky Mountain National Park, over the course of the New Deal era (1933- 1942). The programs addressed infrastructure needs as well as land management. They also provided employment opportunities for Colorado citizens while simultaneously boosting the tourist economy. Throughout the state, a total of 164 camps were established to undertake projects for the Bureau of Reclamation, Soil Conservation Service, Division of Grazing, Forest Service, and NPS (Brock, 6).

By July 1940, with World War II raging in Europe and Asia, an increasing number of CCC projects focused on providing resources for national defense and developing infrastructure for military training facilities. The program began to suffer from a smaller enrollee base after military service conscription was introduced in 1940.

By late summer 1941, the CCC was in decline. A diminished number of applicants, problems with desertion, and the availability of other jobs siphoned off enrollees, reducing the program to fewer than 200,000 men and about 900 camps. With the bombing of Pearl Harbor by the Japanese on December 7, 1941, and U.S. declarations of war against the Japanese, Germany, and Italy soon thereafter, federal projects not directly associated with the war effort were curtailed. The CCC came under review in the latter part of 1941 as part of a larger Congressional evaluation of how federal agencies might support the war effort. A joint committee overseeing the evaluation recommended the CCC be abolished by July 1, 1942. Although the CCC was never formally abolished, Congress severely curtailed funding for the program in June 1942. After the loss of most funding, the CCC was forced to conclude operations at the end of the federal fiscal year on June 30, 1942.

Congress ordered liquidation of CCC facilities and programs as part of the Labor-Federal Security Appropriation Act (56 Stat. 569) passed on July 2, 1942. Agencies closed the camps while leaving unfinished projects in the best possible state and relocating enrollees and employees to homes and bases elsewhere. Buildings, structures, and equipment associated with CCC camps and other operations were primarily transferred to the War and Navy Departments. While much of the liquidation process was completed by June 30, 1943, transfer and appropriations continued through April 1948.

The CCC conducted numerous projects at Rocky Mountain National Park between May 17, 1933, and June 1942. The work completed by CCC enrollees played a crucial role in the early development of the park, including facilities and infrastructure. The CCC also introduced land management procedures that were sensitive to the environment, helped restore areas that had been subject to overgrazing prior to the establishment of the park, and served as a model for future park work.

The CCC completed several projects within the Headquarters Area, while PWA and CWA funds and labor helped address infrastructure needs. These projects ranged from constructing residences for Rocky Mountain National Park employees and buildings to support maintenance operations to expanding and improving Headquarters Area infrastructure and installing utilities. The CCC graded and graveled the Central Maintenance utility court, constructed a drainage ditch on its eastern side to address stormwater management needs, and lowered the finished floor elevation of the machine shop (Electrical Shop #75). The CCC also helped construct an addition for the Warehouse #79 and reconstructed water and sewer lines to accommodate the needs of the various shops, offices, storage sheds, and residences (Brock, 44). With PWA funding, McLaren Hall Annex #24 was created with the construction of a lounge and guest quarters addition that connected the 1924-1925 dormitory and mess hall buildings within Central Maintenance. The CCC and PWA programs also supported completion of Employee Residences #45, #46, and #48 and Superintendent’s Residence #47 within the Alpine Circle and Mills Drive Residences cluster and Equipment Storage Sheds #73 and #76 within Central Maintenance. Finally, the CCC planted the Headquarters Area with native flora (Brock, 44). After World War II, buildings from CCC camps NP-4-C and NP-11-C were moved to the Headquarters Area and repurposed to create a housing enclave for park staff known as the Emergency Housing area.

These facilities and all of the other surviving evidence of CCC projects continue to connect the park with

the New Deal programs established by the federal government during the Great Depression. For these associations, the Headquarters Area is significant in the area of Politics/Government.

Entertainment/Recreation

Expansion of the Headquarters Area continued during the 1950s and 1960s based on the availability of Mission 66 program funds and centralized NPS planning and design support. During Mission 66, the utility area evolved into the park headquarters, while maintenance, staff housing, and supply and storage facilities were improved and expanded. For these associations, the Headquarters Area is significant in the area of Entertainment/Recreation.

Mission 66 was a federally sponsored program implemented between 1956 and 1966 to improve deteriorated and underserved conditions in the national parks following a dramatic increase in visitation after World War II. Mission 66 was one of the largest federal funding efforts conducted as part of a single program during the twentieth century; over the life of the program, nearly $1 billion was spent for park infrastructure and other improvements.

Postwar visitation at America's national parks grew exponentially in the late 1940s and early 1950s as improving economic conditions and changing workplace demographics afforded Americans more personal leisure time and increasing access to private automobiles. Between 1940 and 1955, United States national parks saw an estimated rise in the number of visitors annually from 17 to 55 million. By 1950, nearly 99 percent of visitors arrived at national parks by car, a significant change from the pre-war era when trains were the preferred means of transportation (Carr, Mission 66, 5-6).

With budget allocations barely above pre-war levels, and aging infrastructure not updated since the New Deal era, many parks struggled to accommodate the increasing numbers of visitors. By the early 1950s, most parks were in desperate need of updated visitor service and park administration facilities, personnel housing, and maintenance and operations facilities. Many of the buildings in use had been built with the help of CCC labor. The visitor contact facilities developed during the New Deal era were often modest in size and designed to blend with the environment to limit their visual and physical impact on the landscape. The small size of the New Deal-era visitor contact facilities, the limited services they provided, and their lack of visibility proved insufficient to accommodate rising levels of visitation, and result was overcrowding and damage to park landscapes. The limited automobile infrastructure, coupled with a significant increase in the use of private automobiles similarly led to severe congestion at park entrances, popular attractions, and visitor contact facilities.

With a large increase in automobile and foot traffic, and insufficient funds for repair and maintenance, parks began to exhibit signs of deterioration. Newspaper and magazine articles with titles such as titles as "National Parks: Tomorrow's Slums?," "The Shocking Truth about Our National Parks," and "Twenty-four Million Acres of Trouble" described the poor condition of the nation's parks (Carr, Mission 66, 7).

Following his appointment as Director of the NPS in 1951, Landscape Architect Conrad Wirth resolved to address this growing criticism about the decline of the national parks. Wirth set out to devise a plan that would improve facilities system-wide on several fronts. Within a year he had conceived of a multi-year program to improve park facilities that would modernize, streamline, and standardize visitor flow and the park experience. Understanding that his vision would require support from many quarters, Wirth set out to engage others in setting goals for the plan. He solicited input from the public by conducting a survey, completed in 1955, requesting ideas and priorities for Mission 66. The survey revealed that most visitors anticipated spending one day or fewer in the parks, and virtually all planned to travel there by car. Visitors specifically complained of overcrowded conditions and a lack of accommodations and other amenities such as restaurants in many parks, suggesting an urgent need for better road and visitor service infrastructure.

On the administrative side, Wirth sought to improve conditions for park employees. He similarly sought input from park staff as well as their families on what needs should be addressed in the plan. He included a group of employee wives who had formed the NPS Women's Organization in 1952 to advocate for better housing. The Organization identified an overall need for more park housing, and a specific need for single-family residences with two or three bedrooms (Carr et al., E-20). Finally, Wirth surveyed park

superintendents around the country to inquire about the projects they considered necessary to address current condition and visitor experience concerns as a way to start determining the scope of the budget that would be required to implement the plan (Carr, Mission 66, 10).

By February 1955, Wirth had formulated a vision for a comprehensive, system-wide plan to revitalize the national parks. In January 1956, Wirth presented the plan to President Dwight D. Eisenhower and his cabinet. In his proposal, Wirth referred to the program as “Mission 66” (Carr, Mission 66, 10). Wirth’s use of the word “mission” was designed to appeal to the President’s military background and suggest its value as a goal-oriented undertaking, while also expressing the urgency of the national parks’ situation to Congress. The “66” signified the anticipated end date of the program—1966—which would coincide with the fiftieth anniversary of passage of the NPS Organic Act in 1916. Wirth further justified the program by providing projections for visitation, suggesting ongoing exponential growth estimated to reach 80 million visitors by 1966. Wirth argued that the national parks would not be able to absorb these increases without experiencing additional damage should facilities and operations not be improved. Wirth described the way in which the plan would improve conditions in all national parks through the construction of new roads, trails, and visitor facilities, and increased operating budgets, while indicating how he would address other pressing needs of the national park system, such as staff housing, visitor lodging, interpretation, and access to important resources. To suggest the extent of the need, he used the project lists prepared by the park superintendents in his proposal (Carr, Mission 66, 66).

Anticipating the potential derailment of his plan by the federal funding process, the agency’s dependence on annual appropriations from Congress, and the vagaries of politics, the economy, and advocacy, Wirth suggested that the program be fully funded up front as a ten-year capital improvement effort.

The Eisenhower administration found Wirth’s presentation of the program so compelling that they immediately suggested bringing it to Congress for funding. Following a presentation and request for an initial appropriation of $66 million, the U.S. Senate not only accepted the proposal, but increased the amount of funding to $68 million. Congress continued to increase annual appropriations for Mission 66 each year until the government had invested over $787 million in the program by 1966. Through the course of the program, approximately $475 million in funds was used for construction, while the remainder contributed to management, preparation of plans, and protection of park resources (Carr et al., E-15).

One of the key changes that occurred during Mission 66 was a shift in the hallmark design style of NPS from the Rustic to something decidedly more modern. In fact, the goals of the Mission 66 program supported a change in philosophy with regard to the design of buildings in the national parks to address the need to accommodate larger numbers of visitors and streamline services (Carr, Mission 66, 134-135). Building technologies developed during and immediately following World War II also played a role in the agency’s shift toward modern design, as new materials rendered construction faster and more economical, especially when compared with the costly, labor-intensive process of building Rustic-style features.

By the time Wirth introduced Mission 66, NPS designers had already begun to embrace modern architecture and its use of prefabricated, cost-efficient materials and building systems. The success of modern building prototypes in both Glacier and Zion national parks paved the way for other examples of contemporary architecture in the national park system, including administrative buildings and park housing. At the same time, small-scale structures characteristic of the CCC-era NPS Rustic style and built by hand using local materials were no longer adequate for an American public adapting to new modes of comfort, modern conveniences, and the speed promised by Eisenhower’s new interstate highway system. Summarized by historian Sarah Allaback, “modern architecture expressed progress, efficiency, health, and innovation—values the Park Service hoped to embody” (Allaback, 13). The modern style of Mission 66 design also encompassed landscape features, such as roads, parking, and trails, which were intended to be sleek, efficient, and to promote the commodious movement of large numbers of visitors through the parks. The introduction of modern architecture within national parks, however, would prove controversial and was not always popular with the public. In defending the adoption of modernist design principles, Wirth and agency designers argued that contemporary forms distracted less from the natural landscape, while allowing the NPS to meet the needs and lifestyles of modern visitors and better protect natural resources (Bzdek and Ore, 4).

One of the innovations introduced during Mission 66 was the visitor center. This new building type afforded

visitors the opportunity to experience the primary resource of the park through interpretive exhibits and views through large windows, and to interact with rangers and other park personnel in a centralized location. Visitor centers were designed to encourage efficient movement into and out of the building and the associated parking areas. As such, they reflected key principles of the Mission 66 program—efficiency and accommodation of visitor needs. Mission 66 planners strongly believed that expanded use of the parks could occur without impairing the quality of visitor experience and resources. Success required a new model of how parks were to function as public places and be redeveloped accordingly. Making parks into day- use destinations was to be achieved with wider roads, larger parking lots, and expanded "visitor use centers." Visitor centers would provide ample interpretive displays, restrooms, and administrative areas for increased numbers of proposed employees (Carr et al., E-8).

The visitor center was designed to be a one-stop centralized service center accessible to large numbers of visitors arriving in private automobiles (Carr et al., E-4). The visitor center was envisioned as a way to address the growing trend in park day-use and visitors arriving in private automobiles. As noted in the 2015 MPDF related to "National Park Service Mission 66-Era Resources," agency planners believed "All visitors desiring to enter a national park… may do so," by private vehicles, "drive-yourself" rentals, or permitted tour buses. "Limitations on numbers are not to be considered except for certain…ruins or buildings which…require limits" (Carr et al., E-8).

The visitor center was envisioned as housing interpretive, orientation, and visitor services in a single structure. The visitor center would also include a larger museum space for showing park interpretive films and a dedicated auditorium space for other interpretive activities. By uniting functions in a single building, park personnel could be more efficient and handle larger numbers of park visitors. This new building type was at the heart of planning goals and policies for the national park system where increased functionality and efficiency could be achieved through modernist design, materials, and architecture (Carr et al., E-12).

The construction of the Beaver Meadows Visitor Center in 1966-1967 provided visitors to Rocky Mountain National Park with an easily accessible, full-service, visitor services, orientation, and interpretation center located in close proximity to the town of Estes Park. Also developed within the Headquarters Area during Mission 66 were several enclaves of park employee housing, including nine single-family, ranch-style residences based on standardized plans prepared by the NPS, and three multi-unit apartment buildings. These housing facilities addressed a dire shortage of facilities to accommodate park personnel, including returning veterans, that followed World War II because of increases in visitation. As an expression of program planning principles, Mission 66 developments at Rocky Mountain National Park contribute to the cultural landscape's significance in the area of Entertainment/Recreation.

Criterion C – Distinctive characteristics of a type, period, or method of construction

The Headquarters Area contains many notable examples of NPS Rustic-style buildings and naturalistic landscape features, as well as modern architecture representative of the mid- twentieth-century Mission 66 program. These features are significant under Criterion C in the areas of Architecture, Community Planning and Development, and Landscape Architecture.

Architecture

Under Criterion C, the Headquarters Area is significant in the area of Architecture for numerous examples of the blending with nature design philosophy, later known as the NPS Rustic style, that became the hallmark of the agency prior to World War II. Buildings completed within the Central Maintenance, Maintenance Yard, Alpine Circle and Mills Drive Residences, and Marmot Drive Residences clusters exhibit qualities and characteristics of the style. While several of the buildings are individually eligible for listing in the NRHP for Rustic-style architecture, as a collection these buildings are particularly notable. There are also examples of buildings that reflect the transition from pre- to post-war architecture and the adaptation of rustic principles to contemporary construction methods and materials, which are also significant in the area of Architecture. Similarly, both the Beaver Meadows Visitor Center and the collection of Mission 66 buildings are significant in the area of Architecture, as discussed below.

The Rustic style originated in the Picturesque and Arts and Crafts movements of the late nineteenth century and was used in American park design during the late nineteenth and early twentieth century by

the U.S. Army Corps of Engineers in locations such as Yellowstone National Park and elsewhere. The Rustic style emphasized the subordination of built features to the natural environment through use of native materials such as whole logs and rough unworked stone, irregular massing and line, horizontal lines and silhouettes, earth tones, and careful workmanship with prominent handcrafted details. The use of native materials in their natural state was intended to connect the building to the natural environment.

A large number of NPS Rustic-style buildings were completed in the Headquarters Area during the 1920s, 1930s, and early 1940s as documented in the 1982 NRHP nomination (Wheaton, Section 7). In both materials and architectural detailing, these NPS Rustic-style buildings are high-quality examples that generally retain a substantial degree of integrity. The buildings are characterized by half-log frame construction enclosed with vertical planks and interior batts over the joints. Vertical logs often form bays connected with quarter-section sill logs, sill and header logs at openings, and diagonal brace logs at the corner bays. Roofs are gable or saltbox gable configuration, and the roof lines exhibit exposed rafter tails and purlins that support rear roof slope extensions carried on log columns with diagonal bracing. Buildings within Central Maintenance continue to possess wood shingles. Many doors are board and batten, and hung within half-log bays. The windows are muntined sash painted light mint green, single and variously grouped with mullions. Many of the buildings are stained brown, helping to unify the groupings and to tie them to the natural environment (Wheaton, Section 7).

The collection of buildings that make up the Emergency Housing cluster was developed from 1946 to 1948 from buildings and materials salvaged from CCC camps NP-4-C and NP-11-C. These vernacular structures bridge Rustic and modern styles of architecture and are sometimes referred to as “faux-rustic” or “functional rustic” (2017 architectural inventory form). While the dwellings were designed to harmonize with nearby Rustic style buildings through the use of wood shingles, exposed rafter tails, wood siding, and the painting of all exterior features a dark brown color, their simple, efficient layout and emphasis on function over form has more in common with mid-twentieth century modern style of architecture than Rustic style architecture. Additionally, the way in which the buildings are sited to face the side yard rather than the street is also reflective of modern design principles.

Several Headquarters Area examples of Mission 66 architecture reflect the tenets of the program in their use of functional, efficient building forms and materials. These include ranch-style dwellings and apartment buildings consistent with examples of park housing built in parks throughout the United States between 1956 and 1966. As noted in the MPDF for “National Park Service Mission 66 Era Resources,”

"Employee housing was identified as an acute problem and high priority in the Mission 66 program and, as such, constituted a crucial component of planned park development. New employee housing was inexpensively built within maximum costs set by Congress. Efficiency was achieved through the use of standardized plans and through the economies of scale achieved by packaging multiple construction projects into coordinated schedules sometimes augmented through prefabricated construction of wall panels and roof structures (Carr et al., F-75)."

Surviving examples of Mission 66 housing meet the eligibility requirements for listing in the NRHP based on the fact that they were built after 1945 along curvilinear streets sited to provide for residential privacy and open space; make use of the formal vocabulary and materials of contemporary modern architecture; have elevations that create a mostly low-profile, horizontal effect; are associated with driveways, walkways, and patios; and are part of a previously designated historic district listed on the NRHP.

As noted previously, Beaver Meadows Visitor Center, completed in 1967, is recognized as a masterwork of modern architecture within the national park system. Designed by Taliesin Associated Architects, the firm founded by Frank Lloyd Wright, the Beaver Meadows Visitor Center remains a “powerful and influential example of how modern construction techniques and architectural style could be appropriate and successful for national park development” (Rocky Mountain National Park Administration Building NHL summary). As noted in the NHL nomination, “The building became a national showcase for the Mission 66 program and helped validate the entire design and planning direction of the NPS during the postwar period. The continuation of the Wrightian tradition in a national park setting further legitimized the use of modern architecture in parks” (Allaback and Carr, 7). While the Beaver Meadows Visitor Center is individually eligible and already listed in the NRHP, the other Mission 66 buildings located within the Headquarters Area are not architecturally distinctive. Rather, they contribute to a collection of resources

representative of Mission 66 planning and design principles. As such the Mission 66 developments at Rocky Mountain National Park contribute to the cultural landscape's significance in the area of Architecture.

Community Planning and Development

The Headquarters Area includes numerous buildings and landscape features from the 1920s through the 1960s that can be tied to specific planning and development initiatives conducted by NPS architects and landscape architects for Rocky Mountain National Park. These initiatives are associated with broad patterns of development that occurred as a result of agency practices and philosophies of park and community design that emerged during the 1920s and 1930s. With the shift that occurred in planning and design after World War II, NPS architects and landscape architects focused on ensuring that the new building forms and materials remained compatible with the existing built fabric and landscape setting within the Headquarters Area. Today, the Headquarters Area demonstrates community planning and development principles reflective of both early-twentieth-century planning and design trends as well as the Mission 66 program, and conveys an agency ethic about land and viewshed conservation.

Initial plans for the Headquarters Area focused on a establishing a central location for maintenance facilities, later expanded to include housing and staff support facilities. As the developed area expanded, NPS planners carefully zoned and sited land uses and functions so that work spaces were open, centrally focused, and accessible, while residential areas were more isolated, dispersed, and sited along winding streets. Park master plans prepared in 1936, 1950, 1961, 1964, and 1976 illustrate the growth of the Headquarters Area over time and articulate an overall organizational strategy, and the evolution of circulation, built landscape features, plantings, and grading. Zoning concepts introduced during the early park development period, the use of curvilinear roads to organize housing clusters, and orthogonal work yards to organize maintenance facilities were respected in the implementation of additions to the Headquarters Area during Mission 66. Built clusters were also sited to respect the environment by centering on suitable terrain and using tight-knit arrangements that disturbed as little land as possible. For these associations the Headquarters Area is significant in the area of Community Planning and Development.

Landscape Architecture

The design of the Headquarters Area reflects the work of early NPS landscape architects such as Thomas C. Vint, Daniel Ray Hull, H.W. Baker, Harry Langley, and A.P. Brown. These designers were well versed in the NPS Rustic-style design principles espoused by Stephen Mather, first director of the NPS, who believed that buildings in national parks should blend with their natural surroundings, as well as naturalistic landscape design. The site plans prepared during the 1920s and 1930s reflect orderly geometry, while deferring to natural conditions such as landform and topography, views, native plant communities, and water resources.

The naturalistic landscape design concepts reflected in national parks during the early twentieth century evolved out of an aesthetic developed by English landscape designer Lancelot 'Capability' Brown during the mid-eighteenth century. Brown's landscapes, composed of rolling meadows and lakes framed by trees, replaced the terraced gardens that were previously popular and found on many English manor house estates. Brown's designs also reversed a long-standing relationship between buildings and grounds whereby the landscape was treated as an extension of the architectural space of the manor house and its interior. Instead, buildings became elements that were sited to augment a larger, encompassing design of the landscape, often referred to as the park. In America, naturalistic landscape design was popularized by nurseryman Andrew Jackson Downing. A friend and mentor of Frederick Law Olmsted, Downing died tragically in July 1852 in a steamboat fire. Olmsted, who was heavily influenced by Downing in terms of his advocacy for public open space and naturalistic design, won a commission with Calvert Vox to design New York's Central Park in 1858. With the success of this effort Olmsted was soon involved in the design of parks and other landscapes throughout the United States. Olmsted would go on to become one of the nation's most well-known and influential landscape gardeners and was instrumental in introducing naturalistic landscape design in the United States (the term landscape architect would emerge by the end of the nineteenth century to describe Olmsted's work).

Olmsted and such notable British master gardeners William Robinson and Gertrude Jekyll connected naturalistic landscape and garden design with a progressive philosophy of landscape stewardship. By the early twentieth century, the idea of an indigenous style derived from the principles and practices of Downing, Olmsted, and Robinson was promoted by prominent landscape architects and gardeners such as Henry Hubbard and Frank Waugh. The concept of naturalistic landscape design was introduced into national parks following the establishment of the NPS in 1916, but came to fruition during the 1930s due to advocates such as Conrad Wirth, a former student of Waugh. As noted by Linda McClelland, "During the formative years of the NPS from 1916 to 1942, landscape architects, architects, and engineers forged a cohesive style of landscape design that fulfilled the demands for park development yet preserved the outstanding natural qualities for which each park had been designated…. Through time it achieved in each park a cohesive unity that in many cases became inseparable from the park's natural identity"

(McClelland, Presenting Nature, 1). It was during the 1930s, in part resulting from the need for emergency conservation and public works projects, that naturalistic landscape design matured and flourished within the national park setting (McClelland, Presenting Nature, 3).

At Rocky Mountain National Park, despite the fact that the Headquarters Area was utilitarian in nature, NPS architects and landscape architects took care to design features of the landscape to blend with the natural surroundings. Design within the Headquarters Area also reflected guidelines for and development of master plans prepared during the 1930s by the NPS Landscape Engineering Division that demonstrated a strong landscape aesthetic in accordance with the regional context and sensitive to their specific locations. Thomas Vint and Daniel Hull of the NPS Landscape Engineering Division supervised much of the early design and construction within the Headquarters Area. Vint, who later became Chief Landscape Architect for the NPS, oversaw all plans for early employee residences in the Alpine Circle and Mills Drive Residences and Marmot Drive Residences clusters, as well as the CCC camp facilities developed in the 1930s and early 1940s elsewhere within the park.

Vint's plans for the Headquarters Area focused on a separation of land uses according to zoning principles related to the function of each cluster. The centerpiece of the complex was Central Maintenance, which was flanked on the east and west by residential clusters. The buildings associated with Central Maintenance were arranged around a shared central work area or utility court, consistent with many utility areas built during the period at other national parks. The siting of the buildings along the edge of the utility court created a harmonious cluster of architectural features illustrative of Linda McClelland's observations regarding NPS naturalistic style site plans, which she suggests often included groups of buildings laid out "in quadrangles in which garages and shops were connected to form an enclosed central court where maintenance activities could be screened from the view of the general public" (McClelland, Building the National Parks, 149).

Buildings and landscape features built prior to World War II were generally constructed of native materials and painted or stained brown to blend with the setting. Many of the maintenance buildings conveyed a similar appearance due to the uniform use of half-log, frame construction enclosed with vertical planks often exhibiting interior batts over the joints. Foundations, steps, loading docks, and ramps were built of poured-in-place concrete. Within the residential areas, the dwellings were typically composed of hewn-log framing, wood shingle roofs, stone foundations, and dark-stained siding. Materials employed in fabrication were often drawn from surrounding forests and quarries. Native vegetation was protected and incorporated into the layout and design of the clusters wherever possible. Vegetation associated with work areas, such as Central Maintenance and Maintenance Yard, was minimal, while plantings of native trees and shrubs were added in residential areas for screening, shade, and ornament. Most plantings were native species. The Beaver Creek corridor and associated riparian communities and low-lying meadow were respected and left undisturbed in the planning and development of the district. Culverts were used judiciously to convey roads and paths over perennial and intermittent stream corridors.

Examples of features added after World War II and during Mission 66 reflect increasing use of contemporary materials and construction methods to build maintenance facilities, dwellings, roads, walkways, and parking areas. While these additions featured distinct materials, the design of new introductions respected the character of the complex as established prior to World War II. Designers worked to preserve the unique character and layout of each cluster. Mission 66 planning continued the tradition of preserving native vegetation and stands of trees throughout the district.

The nine ranch-style houses constructed along Alpine Circle and Mills Drive in 1959 and Apartment Buildings #429, #430, and #431 built within Seasonal Housing in 1962 as part of Mission 66 followed standardized plans and introduced new concepts of modern space within the Headquarters Area. As such, they were consistent with the broader context of Mission 66 staff housing added to parks system-wide:

"The overall layout of housing areas expressed another element of modernity in the design of employee residential units. The curvilinear residential roads and cul-de- sacs lined with residences replicated patterns of everyday suburban developments and suggested that the living conditions in the park had been elevated to modern standards. Each residence addressed the street with a short connecting driveway or apron that led to the garage or carport. Typically, access to the house was along the driveway instead of directly from the street. Mission 66 guidelines directed that new employee housing built in the parks would be located out of public view in a planned residential community. These areas were usually accessed via a spur road with an entry located beyond the main visitor access into the developed area. Standard residential planning often included curvilinear streets, loops, and cul-de- sacs popular in suburban housing developments outside the parks. In some instances, among the street layout, a central common space provided the opportunity for children’s playgrounds or other functions (Carr et al., F-76)."

The gesture that served to unify the Headquarters Area during Mission 66 was the completion of a primary road system that included Mills Drive and Sundance Circle and connected each of the clusters to one another and to adjacent public roads such as Beaver Meadows Road, which was constructed in 1959. The road system was completed following construction of Beaver Meadows Visitor Center in 1967. For these associations with the design of the area during the early park development, New Deal, post-World War II, and Mission 66 periods, the Headquarters Area is significant in the area of Landscape Architecture.

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 1923 - CE 1967

Historic Context Theme	Subtheme	Facet	Other Facet
Creating Social Institutions and Movements	Recreation	Tourism	
Creating Social Institutions and Movements	Social and Humanitarian Movements	Environmental Movement	
Expressing Cultural Values	Architecture	NPS Mission 66	
Expressing Cultural Values	Architecture	Rustic Architecture	
Expressing Cultural Values	Architecture	Vernacular Architecture	
Expressing Cultural Values	Landscape Architecture	NPS Mission 66--Landscape Architecture	
Expressing Cultural Values	Landscape Architecture	Protection Of Natural And Cultural Resources	
Expressing Cultural Values	Landscape Architecture	The 1930's: Era Of Public Works	
Shaping the Political Landscape	Political and Military Affairs 1865-1939	The Great Depression And The New Deal, 1929-1941	
Transforming the Environment	Conservation of Natural Resources	Origins Of The National Parks Movement	
Transforming the Environment	Conservation of Natural Resources	Scenic Preservation	
Transforming the Environment	Conservation of Natural Resources	The Great Depression And Conservation	

Area of Significance:

Area of Significance Category: Architecture

Area of Significance Category: Community Planning and Development

Area of Significance Category: Entertainment - Recreation

Area of Significance Category: Landscape Architecture

Area of Significance Category: Politics - Government

NRIS Information:

State Register Documentation:

National Histric Landmarks:

National Historic Landmark?	Yes
Theme:	Architecture
Contributing:	Contributing
NHL ID:	01000069
NHL URL:	https://catalog.archives.gov/id/84127921
Date:	01/02/2001

Statement of Significance for National Historic Landmark:

Significant for NPS postwar development, Park Service Modern architectural style, and contemporary American modernism; significant as an example of "Mission 66" central design and planning around the 'visitor center;' significant as an example of "organic architecture" in a Wrightian building in a National Park.

Designated a National Historic Landmark in January 2001, Beaver Meadows Visitor Center is nationally significant for its contribution to broad patterns of American history, namely Mission 66, and for its embodiment of an architectural style, namely Park Service Modern. Mission 66 was a park building program that began in 1956. Its goal was to modernize and improve the National Park Service for the growing number of visitors. Visitor centers, like Beaver Meadows, were a new type of park facility beginning in the 1950s. Designed to provide a central place of contact, the new building served a multiple of functions including an information station, an auditoriums, and restrooms.

Beaver Meadows Visitor Center also embodies NPS modern architecture. Taliesin Architects, a design firm started after Frank Lloyd Wright's death in 1959, designed BMVC. The building exemplifies his belief in organic architecture, a design that "integrated buildings with their surroundings, drawing inspiration from the nature of their settings, while providing an ideal environment for working and living" (www.taliesin.edu, February 2001). Moreover, Beaver Meadows Visitor Center continued the tradition of rustic design in Rocky Mountain National Park, advocated by Stephen Mather and Horace Albright as early as 1918. They too believed that buildings should blend with their natural surroundings. Beaver Meadows Visitor Center continued the principles of rustic design--utilizing modern materials--into the 1960s.

World Heritage Site:

Is Resource within a designated National Natural Landscape: No

Chronology and Physical History

Chronology:

Year	Event	Major Event Narrative
BCE 9999 - 7000	Farmed/Harvested	Archeological evidence from the larger Rocky Mountain National Park region suggests that the earliest human occupation of the park occurred during the Paleo- Indian period, circa 11,300 – 7,000 years before present. The limited number of sites within the park suggests cultural activity was seasonally focused and likely consisted of hunting and gathering of fauna and flora.
BCE 7000 - 1850	Farmed/Harvested	Archeological evidence from the region also indicates evidence of cultural activity within the park during the Archaic period, circa 7,000 – 1,850 years before present. Investigations have revealed more Archaic period sites within Rocky Mountain National Park than any other pre-Contact era. These have been interpreted as related to short- term occupation, with evidence of shelter development, tool production, and hunting (game drives) in all environmental zones, but particularly alpine to sub-alpine zones, suggesting seasonal use of high- altitude sites.
BCE 1850 - 450	Farmed/Harvested	Archeological evidence from the region suggests the presence of humans within the park landscape during the Late Prehistoric period, circa 1,850 – 450 years before present. Sites reveal evidence of cultural use of ceramics, shelter development, tool production, and hunting (game drives). Like the preceding period, the use of high- altitude sites remains important in the Late Prehistoric period. During the period, American Indian material culture identified first becomes associated with Upper Republican and eastern Athabascan cultures, groups that traditionally occupied the eastern plains of Colorado.
BCE 450 - 130	Inhabited	Oral histories, historic documents, and linguistic and archeological evidence document the presence of several American Indian cultural groups, including the Ute (Yamparika and Parusanuch bands), and the Plains Apache, who co- occupied the Rocky Mountain National Park vicinity by approximately 450 years before present. American Indian groups live in and move through the Rocky Mountain region, hunting and gathering and using traditional paths and trails, such as the Childs or Ute Trail, through the valleys, foothills, and mountains.
CE 1750 - 1850	Farmed/Harvested	Early European explorers, hunters, and trappers begin to visit the Rocky Mountains and adjacent lands on a seasonal basis.
CE 1850 - 1900	Settled	During the second half of the nineteenth century, European settlers migrate westward and begin to occupy the Rocky Mountain region, utilizing the Homestead Act of 1862. Early settlers hunt and operate ranches, grazing their cattle in the lush valleys of the Rocky Mountains.

Year	Event	Major Event Narrative
CE 1870 - 1890	Removed	The federal government removes American Indian groups, including the Ute, Arapaho, and Apache, from their traditional lands, including the Rocky Mountains, as part of continued U.S. western expansion and to avoid conflict with European and American miners and settlers.
CE 1870 - 1915	Explored	Visitors to the Rocky Mountains stay in hotels and lodges adjacent to and within what would become Rocky Mountain National Park. During their sojourns, tourists explore and hike the Rocky Mountains, using trails made and improved by private land owners and others.
CE 1905	Expanded	Wyoming's Medicine Bow Forest Reserve, established in 1902, is expanded to the south to include all of what would become Rocky Mountain National Park.
CE 1906	Established	Local individuals and organizations come together to form the Estes Park Protective and Improvement Association, a conservation group aimed at preserving the natural beauty and wildlife of the Rocky Mountains. Funds raised by the Association go towards the construction of roads and trails, planting trees, replenishing fish stock, protecting wildlife, and promoting the Rocky Mountain region as a tourist destination.
CE 1907 - 1915	Established	Individuals and organizations promote the natural beauty and popularity of the Rocky Mountains. A group of local and state organizations, responding to the ideas of Enos Mills, initiates efforts to permanently conserve lands associated with the Rocky Mountains. Supporters abandon the idea of establishing a game preserve in favor of a national park, believed to afford more protection for the natural wonders of the region.
CE 1910	Established	The federal government establishes Colorado National Forest from portions of Medicine Bow Forest Reserve. Colorado National Forest encompasses all of the land that will later become Rocky Mountain National Park. The reservation is managed by forest rangers who establish a station in Estes Park.
CE 1913	Explored	U.S. Geological Service Chief Geographer Robert B. Marshall visits the region and issues a report recommending the creation of the Rocky Mountain National Park.
CE 1915	Established	On January 26, 1915, President Woodrow Wilson signs the Rocky Mountain National Park Act. As initially established, the park encompasses 358.5 square miles.

Year	Event	Major Event Narrative
CE 1915	Established	Secretary of the Interior Franklin K. Lane appoints Charles Russell Trowbridge first acting Superintendent of Rocky Mountain National Park. Trowbridge arrives in Estes Park on July 1, posts an entrance sign on Fall River Road sometime in August, and holds an official dedication ceremony on September 4, 1915. The headquarters for Rocky Mountain National Park are initially located in Denver, and later moved to a location in the town of Estes Park.
CE 1916	Established	The NPS Organic Act is signed into law by President Woodrow Wilson on August 25, 1916. The new agency is established under the administrative authority of the Department of the Interior.
CE 1917 - 1920	Engineered	The state of Colorado completes work on the Fall River Road, planned since 1913 to connect Estes Park on the east side of the park with Grand Lake to the west. The road is notable for crossing the Continental Divide. It also opens the park to an increasing number of visitors.
CE 1917	Planned	Chief Ranger in Charge (later Superintendent) Claude Way replaces Trowbridge and begins planning for and developing the park, focusing trails, paths, and roads. Way identifies potential sites for a ranger station and park headquarters.
CE 1920	Built	The park builds the Buck Creek Entrance Station along High Drive in 1920 to record visitors entering the park from the east.
CE 1920	Built	The Sites Residence (former Quarters #685) is built in the Tortilla Flats area near Eagle Cliff mountain.
CE 1921 - 1923	Land Transfer	Claude Way resigns in 1921 as Superintendent of Rocky Mountain National Park and is replaced by Roger Toll. Superintendent Toll identifies the need for a maintenance and utility area at the park, and oversees the purchase of 20 acres of land west of Highway 242 (present- day State Highway 66) where it can be developed. The land is inspected by NPS landscape architect Daniel Hull in May. Hull advocates land clearing and the cutting of logs for construction on site.
CE 1923 - 1927	Built	The park completes construction of five buildings within the new maintenance and utility area (Central Maintenance): Vehicle Storage #74, Building and Utilities Shop #75, Warehouse #79, and a ranger dormitory and a mess hall (later joined by an addition to form McLaren Hall Annex #24.) The buildings are designed in the NPS Rustic style, with whole-log timber framing and wood-shingle roofs.

Year	Event	Major Event Narrative
CE 1923	Built	The park builds a new Administration Building (former Building #151) within the town of Estes Park on a lot donated by the Estes Park Woman's Club. Park offices are moved from the earlier location in Estes Park to the new building. The park's administrative headquarters, including the Superintendent's office, remains in this location until the 1960s.
CE 1923	Built	The park builds Horse Barn #97 and associated corrals to accommodate park work horses. The facility, known as the Maintenance Yard, is located south of Beaver Creek.
CE 1926	Built	NPS Chief Landscape Architect Thomas C. Vint, along with NPS Landscape Architect Harry Langley, oversee design and construction of five single-family dwellings along a curvilinear road north of the maintenance and utility buildings. Aspen Cottage (Employee Residence #7) is completed in 1926 while Cedar Cottage, Spruce Cottage, Juniper Cottage, and another unnamed residence (Employee Residences #3, #4, #5, and #6) are completed the following year. All five residences exhibit NPS Rustic-style design. The cluster becomes known as Residential Area B (now Marmot Drive Residences).
CE 1929	Built	The park adds Storage Shed #84 to the Central Maintenance cluster.
CE 1929	Built	Several private residences (present- day Quarters #118, #122, #124, #126, #128, and #495) are built along High Drive north of the Headquarters Area. These are later moved into the Seasonal Housing cluster to support park housing needs
CE 1930	Built	The park builds Operations Center #80 within the Central Maintenance cluster.
CE 1930 - 1932	Built	Several private residences, many of which are vacation homes, are built along present-day Chiefs Head Road in the area now referred to as Eagle Cliff Housing. These include Loch Vale Residence #668, Falcon Lane #684, and former Quarters #699.
CE 1931	Built	The park builds Storage Shed #82 within the Central Maintenance cluster.
CE 1931	Planned	The park plans a second residential development to accommodate staff housing needs. Initially referred to as Utility Housing, and later as Residential Area A, the cluster (now Alpine Circle and Mills Drive Residences) is planned for an area west of Central Maintenance. Buildings are to be sited along a central loop road. The first dwelling, referred to as Alpine Cottage (Employee Residence #34), is completed in 1931. Four additional residences are built between 1938 and 1940.

Year	Event	Major Event Narrative
CE 1932 - 1952	Purchased/Sold	The park orders a Snogo plow from the Klauer Manufacturing Company. The plow is shipped from Dubuque, Iowa, by rail on November 30, 1932. In addition to serving park road clearing needs, the plow is used to help keep the landing field of the Rapid City, South Dakota, Air Base free from snow during World War II. In 1952, the park loans the plow to the Town of Estes Park for use in clearing roads. The town returns the plow to the park in 1979.
CE 1933	Established	In the wake of the stock market crash of 1929, President Franklin Delano Roosevelt seeks to relieve unemployment, ushering in the New Deal era with his Emergency Conservation Work Act of March 21, 1933. Executive Order 6101, signed on April 5, 1933, establishes a program to put unemployed civilians to work on land improvement and management projects in federal and state-owned property. The government inducts the first enrollees of the CCC soon thereafter.
CE 1934	Moved	The park moves Storage Shed #83, built elsewhere in 1925, to the Central Maintenance cluster.
CE 1934	Built	CCC enrollees complete NP-4-C, the first permanent CCC camp built at Rocky Mountain National Park, in May 1934 at Hollowell Park. Enrollees provide the labor force used to build much of the administrative and recreation infrastructure at the park, including paths, trails, campgrounds, roads, and buildings, while also installing plantings.
CE 1934	Built	The park builds Equipment Storage Sheds #77 and #78 within the Central Maintenance cluster.
CE 1934 - 1935	Built	Automotive Shop #81 is completed within the Central Maintenance cluster.
CE 1935	Built	Based on plans prepared by NPS Architect Howard Baker, the park builds a 40-foot-long addition onto Warehouse #79, referred to as the “old machine shop.” The building is subsequently repurposed as an equipment storage shed.
CE 1935	Paved	The park improves and gravels the parking areas associated with the Central Maintenance cluster.
CE 1936	Planned	The NPS prepares the first master plan for Rocky Mountain National Park. The plan illustrates proposals for updating circulation, plantings, and housing facilities within the Headquarters Area.

Year	Event	Major Event Narrative
CE 1938	Built	NPS Architect W.G. Hill, under the direction of Howard Baker, designs an addition that connects the 1923 ranger dormitory and mess hall to form a single building (present-day McLaren Hall Annex #24).
CE 1938	Built	Within Central Maintenance, the park builds Equipment Storage Shed #76.
CE 1938 - 1940	Built	The park builds Superintendent's Residence #47 within Residential Area A (Alpine Circle and Mills Drive Residences).
CE 1938	Moved	The park moves Storage Shed #87, built at Bear Lake in 1929, into the Central Maintenance cluster.
CE 1938	Moved	The park moves Stable #98, also originally located at Bear Lake, to the Maintenance Yard to support care of park work horses.
CE 1938 - 1957	Built	Colorado undertakes the Colorado- Big Thompson Project, the largest trans-mountain water diversion project conducted in the state, to provide supplemental drinking water to 30 cities and towns and support irrigation of 64,000 acres of Northeastern Colorado farmland. The project diverts water from the headwaters of the Colorado River west of the Continental Divide, and directs it through a lengthy tunnel beneath Rocky Mountain National Park.
CE 1939	Altered	The park alters Employee Residence #5 within the Marmot Drive Residences cluster with the addition of a wing to the rear, a new entrance, and a basement.
CE 1939	Purchased/Sold	The NPS acquires two surplus metal- sided buildings (Marmot Drive Residences #269 and #281) from the Bureau of Reclamation. The buildings were likely declared surplus after being associated with the Colorado-Big Thompson Project.
CE 1939	Built	Within Central Maintenance, the park builds Vehicle Storage #73.
CE 1939 - 1940	Built	New Deal-era programs provide funds to improve the water and sewer system within the Headquarters Area. The park also receives funds to build additional employee residences. Three, Employee Residences #45, #46, and #48, are built near the existing Superintendent's Residence #47 by 1940.
CE 1940	Moved	In 1940, workers move the buildings associated with CCC Camp NP-11- C, erected elsewhere by November 1939, into Hollowell Park to form a double camp with NP-4-C. Together, these two camps support work programs within the eastern part of Rocky Mountain National Park.

Year	Event	Major Event Narrative
CE 1940	Built	A private residence (Marmot Drive Residence #458) is built north of the Headquarters Area along High Drive that is later relocated into the Marmot Drive Residences cluster.
CE 1940 - 1960	Built	Additional private residences are built within the Eagle Cliff Housing cluster, including Bierstadt Lane #714, Bluebird Lane #680, Bluebird Lane #711, Falcon Lane #687, Junco Lane #717, and Ypsilon Lane #710, Bierstadt Lane Garage #808, Falcon Lane Garage #855, Junco Lane Garage #849, Lock Vale Garage #854, and Ypsilon Lane Garage #850.
CE 1942 - 1945	Neglected	Due to U.S. entry into World War II, labor and material resources are redirected to the war effort, leading to the closure of the park's CCC camps. Throughout the remainder of the war, Rocky Mountain and other national parks find it difficult to build new infrastructure due to materials and labor shortages and also struggle to keep up with maintenance.
CE 1942	Planted	Nine park employees plant and cultivate a victory garden, approximately one acre in size, near the utility court at Central Maintenance.
CE 1946 - 1949	Moved	After the war, the park determines the need to provide additional staff housing. Within the Headquarters Area, the park develops a new residential cluster as a temporary measure (Emergency Housing) composed of adaptively reused buildings and materials salvaged from the two former CCC camps at Hollowell Park along Mill Creek. Shortages in plumbing and electrical supplies, as well as skilled labor, prolong the project, which is finally completed in 1948. Located within the cluster are seven residences, two of which are duplexes: Quarters #49, #100, #101, #102, #103, #104, and #105. Garages #137 and #138, each containing multiple parking bays, are also salvaged from the CCC camps and moved to the cluster in 1949.
CE 1947	Built	The park builds a hose house within the Emergency Housing area.
CE 1947 - 1948	Built	As part of the Emergency Housing development, the park completes an access road, later known as Ptarmigan Lane, through the center of the complex.
CE 1947	Purchased/Sold	The park acquires several utility structures from U.S. Army surplus, including a 12,500-gallon storage tank that is used to replace a leaky gasoline storage tank at Warehouse #79.

Year	Event	Major Event Narrative
CE 1948	Moved	The park acquires two salvaged buildings and a latrine from U.S. Navy surplus supplies housed at Buckley Field near Denver, Colorado. A crew of park personnel cuts the buildings into sections and hauls them to the park where they are joined together to form an L-shaped bunkhouse (Blister Rust Dormitory #117) within the Seasonal Housing cluster. The dormitory is used by a crew working to eradicate white pine blister rust, a disease affecting high-elevation pines. The disease is believed spread by a secondary host, either currant or gooseberry. Researchers establish a control plot of currant within the Headquarters Area for study purposes.
CE 1948 - 1949	Planned	The park completes plans to develop water and sewer systems to support use of Blister Rust Dormitory #117.
CE 1948 - 1962	Moved	Seventeen formerly private residences are moved into the park by 1948 to support park staff housing needs and sited along a loop road that terminates Sundance Circle within the Seasonal Housing cluster.
CE 1948 - 1949	Paved	The park repairs and reseals asphalt roads within the Headquarters Area.
CE 1949	Built	The park completes Project Shop and Offices #136 at the north end of the Central Maintenance cluster.
CE 1949 - 1950	Built	The park completes Project Shop and Offices #136 at the north end of the Central Maintenance cluster.
CE 1950 - 1951	Built	The park replaces the power poles in the Headquarters Area. Discussions ensue about establishing a power line from Mary’s Lake to the Headquarters Area.
CE 1950	Planned	The NPS prepares a master plan for the park in response to a sharp rise in visitation, which passed the one- million-visitor mark in 1948. The plan recommends removal of buildings not consistent with the desired character of the park, particularly private residences relocated to the Headquarters Area to support staff housing needs. Many of these are located along Sundance Circle.
CE 1950	Removed	Following publication of a 1950 park master plan, the NPS removes several buildings from Central Maintenance, including Beaver Meadows cabin (former Building #63), a ranger workshop building (former Building #86), two hose house buildings (former Buildings #94 and #96), a sewage filtration house (former Building #99), the Ranger and Naturalist Office (former Building #152), and a hypochlorinator house (former Building #282).
CE 1950 - 1951	Built	The park builds Wash House #119 within the Seasonal Housing cluster to support the shower and laundry facility needs of Blister Rust Dormitory #117.

Year	Event	Major Event Narrative
CE 1951	Land Transfer	Via land transfer, the park acquires a one-acre tract from Cecil L. Brink and Tim J. Gorter; the parcel abuts the Headquarters Area.
CE 1952	Altered	The park adds asbestos shingle siding to six of the dwelling units located within Emergency Housing, including Quarters #100, #101, #102, #103, #104, and #105 and replaces the roofs on all of the residences within the cluster.
CE 1952	Altered	The park modifies Automotive Shop #81 within Central Maintenance by remodeling the boiler room and adding a concrete landing at the entrance and a new oil storage tank. The park later adds steel steps to a rear entrance; these are later covered with a stair collar.
CE 1952 - 1953	Built	The park regrades, reshapes, and dust-treats roads throughout Central Maintenance, while gravelling Marmot Drive.
CE 1954	Built	The park adds asphalt paving within two of the interior stalls of Building and Utility Shop #75 to accommodate storage needs.
CE 1954	Built	The park completes roads and walkways in the Emergency Housing cluster.
CE 1955 - 1966	Planned	NPS Director Conrad Wirth announces his vision for a comprehensive, system-wide plan to revitalize the national park system known as Mission 66. Congress later approves budgets totaling $787 million to improve national park over the next decade.
CE 1955	Moved	The park moves the two metal buildings (Marmot Drive Residences #269 and #281) acquired from the Bureau of Reclamation in 1939 west of Employee Residence #3 to support staff housing needs within the Marmot Drive Residences cluster. The park renovates the buildings to accommodate residents with new plumbing.
CE 1955	Moved	A former residential garage (Marmot Drive Garage #354), acquired by the park through boundary expansion, is moved into the Marmot Drive Residences cluster near Marmot Drive Residences #269 and #281.
CE 1957 - 1958	Established	In order to address maintenance materials storage needs, the park establishes the Boneyard cluster where a snow tunnel salvaged from the Hidden Valley Winter Use area is used to create two metal storage structures (Storage Tunnels #760 and #761). The park installs panels at the ends of each building. The east facing panels are inset with doors to access the building interiors.

Year	Event	Major Event Narrative
CE 1958	Land Transfer	The federal government acquires land to the north of Central Maintenance to build a new park entrance road. Several parcels contain private residences. Among the buildings acquired are the Wilderness Office #456 and an associated garage (Marmot Drive Garage #450), as well as present-day Marmot Drive Residence #458 and Marmot Drive Garage #354.
CE 1959	Built	NPS completes Beaver Meadows Road (U.S. Highway 36) to serve as the primary entrance route into the park from the east.
CE 1959 - 1960	Moved	The park remodels one of the many private residences (present-day Marmot Drive Residence #458) acquired in 1958 with land associated with construction of Beaver Meadows Road and moves it to a new location along Marmot Drive. The residence was originally built in 1940.
CE 1959	Built	In an ongoing attempt to meet staff housing needs, the park builds nine new ranch-style houses (present-day Alpine Circle Residences #139, #141, #1442, #144, and #149, and Mills Drive Residences #140, #425, #426, and #428) within the Alpine Circle and Mills Drive Residences cluster. The design of the houses is based on standardized plans developed by the NPS as part of the Mission 66 program.
CE 1959 - 1964	Planned	Overcrowding at the park administration facility in Estes Park points to the need for a new park headquarters. Mission 66 master plans propose to site such a facility within the park to the south of Beaver Meadows Road and north of the Central Maintenance cluster. These plans are later combined with proposals to build a modern visitor center in proximity to Estes Park.
CE 1959 - 1961	Removed	The park removes several of the private residences relocated to Sundance Circle to accommodate construction of proposed new apartment units. Former Quarters #21, #51, and #52 are removed from the northern margin of the Sundance Circle loop where the new apartments are proposed to be sited. Also removed by or during this time include Quarters #53 and #54 to the west of Quarters #118, #20 and #55 to the west of the loop, and Quarters #121, #123, #125, #127, and #129 to the south of the loop.
CE 1962	Built	The park constructs Apartment Buildings #429, #430, and #431 to the north of Sundance Circle west of Blister Rust Dormitory #117. The design of the apartment buildings is based on Mission 66 program standardized plans.

Year	Event	Major Event Narrative
CE 1964	Planned	At the suggestion of Secretary of the Interior, and by invitation of the park superintendent, architects from Taliesin Associated Architects visit the park to assist in the selection of a site for a proposed new visitor center and park administration building. The firm recommends a location south of Beaver Meadows Road and north of the Headquarters Area that affords views of Longs Peak. Taliesin Associated Architects is later awarded the commission.
CE 1964 - 1965	Moved	The park again moves Marmot Drive Residences #269 and #281, acquired in 1939 from the Bureau of Reclamation and sited near Employee Residence #3 in 1959- 1960, to new locations west of Marmot Drive to facilitate construction of the proposed new administrative headquarters and visitor center. Marmot Drive Garages #354 and #450, acquired from private owners as part of the Beaver Meadows Road construction project, are also moved to their current locations along Marmot Drive at the time.
CE 1965	Moved	The park moves a building constructed elsewhere in 1959 to Central Maintenance to serve as a ranger station. The building, present- day Volunteers in Parks Offices #612, is located along the northern margin of the cluster's utility court.
CE 1965 - 1967	Built	Kunz Construction Company of Arvada, Colorado, completes construction of the Beaver Meadows Visitor Center and Park Administration Building. As designed by Taliesin Associated Architects, the building is modern in architectural style and built of pre- cast concrete, Corten steel, and sandstone veneer. Characteristics of the building include a horizontal profile, an angled exterior superstructure that recalls the mountains and local geology, and siting that is both subordinate to the surroundings and affords views of Longs Peak. A central feature—the auditorium—is designed to serve both the park and the town as a place to hold meetings, perpetuating the connection established by the park when maintaining administrative offices in Estes Park. The park holds dedication ceremonies for the new building on June 24, 1967.
CE 1967 - 1971	Purchased/Sold	The park acquires several private residences within the Eagle Cliff area. Perhaps as a result of the relocation of the park entrance further to the north, many residents of the area are willing sellers.
CE 1967 - 1968	Designed	NPS Landscape Architect James O'Shea designs plantings and exterior lighting for the exterior of the new visitor center.

Year	Event	Major Event Narrative
CE 1968	Rehabilitated	A private residence located northwest of the Marmot Drive Residences is adapted for use as the Backcountry Office (now known as Wilderness Office #456) where visitors acquire permits for hiking and camping in remote or wilderness areas of the park.
CE 1969	Built	The park constructs a 100,000-gallon reservoir on the hill west of the Alpine Circle and Mills Drive Residences to support Headquarters Area water needs.
CE 1970 - 1973	Built	The park establishes a cluster of RV sites to the south of Sundance Circle within the Seasonal Housing cluster.
CE 1973	Planned	Park staff contemplate future use of the Eagle Cliff area for park housing. The plan that results, the “Eagle Cliff Development Concept,” recommends that the private inholdings located within the authorized park boundary be acquired by the federal government for inclusion in the park. The area is envisioned to be developed extensively for park housing by adaptively reusing existing residences and building new housing units to accommodate the ever growing numbers of park employees. The plans are never completely realized, however.
CE 1973	Moved	Park personnel move the Endovalley Campground Office (present-day Sign Storage #744) to Central Maintenance. As part of the relocation, the park removes the building’s original front porch.
CE 1974	Built	During the spring, the park builds new corrals in association with Horse Barn #97 to accommodate the expansion of the East District herd to ten horses. The horses support backcountry, front country, and interpretive horse patrols and packing operations. A professional horse trainer provides guidance to uniformed employees and horses during the summer months.
CE 1975	Naturalized	In October, the park conducts a prescribed burn at Eagle Cliff within forty acres of beetle-infested forest. The project reduces hazardous fuel conditions and is used to establish a fire ecology research site.
CE 1975	Built	The park constructs Hay Storage Shed #993 in the Maintenance Yard cluster near the horse corrals to support the East District herd.
CE 1975	Built	To support the need for a rescue cache, the park builds the present- day Volunteers in Parks Storage Building #822 in the northeastern corner of Central Maintenance.
CE 1976	Planned	Rocky Mountain National Park prepares a new park master plan establishing a vision for future preservation, management, and development of park resources.

Year	Event	Major Event Narrative
CE 1976	Developed	The park undertakes its first effort to document the buildings and landscapes within the Headquarters Area by preparing NRHP determination of eligibility materials. A Utility Area Historic District is determined eligible for listing in the NRHP with a period of significance of 1923-1939.
CE 1976	Planned	The park constructs holding tanks for sewage at Fall River Pass and the Alpine Visitor Center with plans for regular pumping. The park plans to haul the material to newly constructed Sewage Dump Station #785 located within the Maintenance Yard cluster for treatment. The facility later also accommodates material pumped from holding tanks at Hidden Valley Winter Use Area, a public/private enterprise located within the park, along with material conveyed by helicopter from vaults in the backcountry.
CE 1977 - 1980	Moved	Park staff relocate a small structure (present-day Storage, Recycling #811) built circa 1960 at the Hidden Valley Winter Use Area, to the parking area near McLaren Hall Annex #24. The structure serves recycling and other storage needs.
CE 1978	Built	The park builds RMC Warehouses #820 and #821 at the northwest corner of the Central Maintenance utility court to serve the storage needs of the RMC.
CE 1979 - 1983	Built	The park constructs a large new maintenance facility, originally known as Maintenance Headquarters, composed of an office and carpenter shop southeast of the core of the Central Maintenance cluster. The facility is expanded in 1983 to include a paint shop and later renamed Maintenance Complex #828.
CE 1980	Rehabilitated	The park updates Wilderness Office #456 by installing a Ticketron window to facilitate the permit sales process.
CE 1980	Moved	In order to serve storage needs, the park moves a former pump house (present-day Storage #690), built circa 1968, to the Maintenance Yard from Moraine Park. The building is later moved to its current location along the main access road.
CE 1980 - 1983	Built	The park expands the number of RV accommodations available within Seasonal Housing, adding a group of new sites southwest of Sundance Circle.
CE 1982	Planned	The park successfully nominates the Utility Area Historic District for listing in the NRHP building on the 1976 determination of eligibility and expanding the period of significance to 1966 to include the Beaver Meadows Visitor Center.
CE 1983 - 1986	Built	The park either builds or acquires an existing residence (present-day Alpine Circle Residence #990) in 1983 that is moved to the Alpine Circle and Mills Drive Residences cluster in 1986.

Year	Event	Major Event Narrative
CE 1983 - 1990	Built	The park builds Shed #1181 adjacent to a system of corrals used for llamas. The animals support the transportation of sewage from backcountry comfort stations to Sewage Dump Station #785 for processing.
CE 1984 - 1985	Moved	Park staff move a building of unknown origin (present-day Resource Management Shed #877) to the Maintenance Yard.
CE 1984 - 1985	Built	The park establishes a third cluster of RV sites southeast of Sundance Circle.
CE 1986	Built	In order to accommodate additional park personnel housing needs, the NPS builds Alpine Circle Residence #879 across the road from Alpine Circle Residence #990.
CE 1987	Planned	The park completes a Multiple Resource Nomination for Rocky Mountain National Park that articulates the significance and eligibility for listing of Rustic structures designed and built by the NPS.
CE 1990	Moved	Park staff move a building built circa 1968 (present-day Shed #925) to the Maintenance Yard.
CE 1990	Planned	The park prepares an amended NRHP nomination for the Utility Area Historic District that indicates several buildings moved into the Utility Area (such as Quarters #118, #122, #124. #126, and #128) should be excluded from the boundaries of the district because they do not meet the registration requirements for NPS Rustic architecture outlined in the 1987 Multiple Resource Nomination. Based on an incorrect identification of the nomination as a boundary increase, when the proposed action would actually result in a boundary decrease, the Keeper does not accept the amended nomination.
CE 1991	Damaged	In 1991, a fire guts the interior of Employee Residence #48 within the Alpine Circle and Mills Drive Residences cluster while it is being renovated. The NPS develops a rehabilitation plan for the building that is approved, but not implemented due to a lack of funds. The building remains vacant until 1996, when the RMC works with the park and SHPO to develop plans to temporarily accommodate the organization’s offices within the building before it is returned to residential use at a later date. The park addresses accessibility improvements as part of the rehabilitation.
CE 1992	Built	The park constructs Hazardous Materials Storage Building #1026 east of Maintenance Complex #828 within Central Maintenance.

Year	Event	Major Event Narrative
CE 1993	Built	The park builds Alpine Fire Crew Dorm #1027 south of Chiefs Head Road within Eagle Cliff Housing. The park later moves two small structures (present-day Storage Buildings #1078 and #1157) to the edge of a road on the east side of the dorm at an undetermined date.
CE 1994	Moved	The park adds Projects Storage #1131 to the Boneyard northwest of Storage Tunnels #760 and #761. The building is one half of a former interpretive kiosk; the park uses the other half to establish Asset Management Center #1079 east of Maintenance Complex #828 in Central Maintenance.
CE 1995	Built	The park constructs Greenhouse #1039 southeast of the Central Maintenance utility court. The building overlooks Mills Drive.
CE 1997	Built	The park builds Museum Storage Facility #1038 near Greenhouse #1039.
CE 1997	Built	The park builds Cluster Box Shelter #1047 within Central Maintenance. It is located along the parking area associated with McLaren Hall Annex #24.
CE 1999	Built	In order to further support maintenance operations, the park adds Metal Storage Structures #661 and #662 west of Storage Tunnels #760 and #761within the Boneyard.
CE 2001	Built	The park constructs Trails Shop #863 along the main access road within the Maintenance Yard.
CE 2001	Established	The Rocky Mountain National Park Administration Building (Beaver Meadows Visitor Center) is designated an NHL based on the significance of its architectural design.
CE 2002	Built	NPS locates a prefabricated building (present-day Fire Operations Building #1088) within Eagle Cliff Housing west of Alpine Fire Crew Dorm #1027.
CE 2002 - 2003	Built	The park expands the parking facilities for visitors at Beaver Meadows Visitor Center. The park moves the entrance road west to provide more space for parking and expands the plaza at the building entrance. Edmond Thomas (Tom) Casey, the original architect for the visitor center, consults on the changes.
CE 2004 - 2005	Planned	The park completes architectural inventories for 22 historic buildings within the Headquarters Area, including the residences and garages within Emergency Housing, several residences and garages within Eagle Cliff Housing, a building in Central Maintenance, two buildings within Seasonal Housing, and two buildings within the Boneyard. The park submits Colorado Cultural Resource Forms for the inventoried buildings and a request for a determination of eligibility to the SHPO.

Year	Event	Major Event Narrative
CE 2005	Expanded	Automotive Shop #81, located within Central Maintenance, is expanded through construction of a new bay and wash area.
CE 2005 - 2006	Altered	Park staff determine that light fixtures within the Headquarters Area need to be replaced. The design of the new light fixtures is compatible with earlier fixtures, but more dark-sky-friendly.
CE 2006	Established	Based on the documentation provided to the SHPO, the Ptarmigan Lane/CCC Historic District (Emergency Housing area) is determined eligible for listing in the NRHP in the areas of Architecture and Politics/Government with a period of significance of 1947-1955.
CE 2007	Built	The park builds a shuttle bus shelter along the edge of the entry plaza at Beaver Meadows Visitor Center.
CE 2007	Built	NPS constructs Interagency Fire Station #1139 along Mills Drive within the Central Maintenance cluster at the eastern end of the Headquarters Area near the park boundary.
CE 2008	Planned	The Beaver Meadows Visitor Center Preservation Plan prepared by the park provides a comprehensive vision for the long-term stewardship of Rocky Mountain National Park's only designated NHL.
CE 2012	Built	The park adds a prefabricated building to Greenhouse #1039 known as Seed Storage Unit #1179.
CE 2012	Planned	Meg Frisbie, during an internship with the National Council on Preservation Education, completes a draft CLI for the Utility Area, which provides updated documentation of Headquarters Area buildings and landscapes. The draft does not include the Beaver Meadows Visitor Center within the study area boundary.
CE 2013	Damaged	In September 2013, more than seven inches of rain fall along the eastern side of the southern Rocky Mountains within a 24-hour period, contributing to catastrophic flooding. The three major highways—State Routes 34, 36, and 7—leading into Estes Park are severely damaged. Trail Ridge Road is the only route open to the town. The park remains closed for several days. Quarters #699, the circa 1930 Ward residence located within Eagle Cliff Housing, is significantly damaged due to the flooding. Employee Residence #48 within the Alpine Circle and Mills Drive Residences cluster also suffers damage.
CE 2014 - 2015	Removed	Flood damage necessitates the razing of Quarters #699, while Employee Residence #48 is found to be salvageable and is repaired.
CE 2015	Planned	The University of Denver prepares a study titled "Rocky Mountain Utility Area Cultural/Natural Vegetation Management Plan" intended to guide rehabilitation of vegetation, identification of trees for protection, and management techniques for wildlife habitat and fire protection.

Year	Event	Major Event Narrative
CE 2015 - 2016	Built	The park erects Four-Bedroom Modular Home #1196 within the Eagle Cliff Housing area near the Falcon Lane #684 residence to replace the housing lost when Quarters #699 is razed.
CE 2017	Planned	The park completes architectural inventory forms for many of the buildings located within the Headquarters Area not previously evaluated for eligibility for listing in the NRHP. The inventories serve as the basis for determination of eligibility evaluation by the SHPO.
CE 2018	Planned	The park plans for the construction of two new four-bed, two-bath bunkhouses (Four-Bedroom Modular Homes #1197 and #1198). Quarters #49 in Emergency Housing, and Quarters #685, Cabin #686, and Shed #858 in Eagle Cliff Housing are removed to make room for the new bunkhouses.
CE 2019 - 2021	Planned	The park works with LSHLA to prepare a CLI for the Headquarters Area that assimilates all previous efforts to document and evaluate associated buildings and landscapes, and addresses all other features not previously assessed.
CE 2019	Built	The park builds Four-Bedroom Modular Home #1198 within Emergency Housing between Garage #137 and Ptarmigan Lane Quarters #102 on the site of Quarters #49, which was razed to accommodate the project.
CE 2019	Built	The park erects Four-Bedroom Modular Home #1197 within Eagle Cliff Housing north of Falcon Lane #687.
CE 2019 - 2020	Built	The RMC donates four prefabricated tiny homes—Buildings #1203, #1204, #1205, and #1206—to the park for staff housing. The park erects the buildings at the west end of the Seasonal Housing cluster and adds porches and parking spaces for each.

Physical History:

Paleo-Indian Occupation (circa 11,300-7000 B.P)

Evidence of cultural activity within the southern Rocky Mountains first appears during the Paleo-Indian period, an era defined by periodic warming and drought, a rising tree line, and overall deglaciation spanning circa 11,300-7,000 years before present. Archeological survey has identified a limited number of Paleo-Indian sites and isolated finds within Rocky Mountain National Park. These sites, believed to be temporary in nature, are characterized as cultural hunting camps, including kill and processing areas, and appear to reflect cultural pursuit of large and small game, as well as limited gathering of seasonal resources. Human occupation of the region was likely contained to the lower mountain valleys, foothills, and eastern plains, with only sporadic occupation of high-altitude mountain areas (Brunswig, Native American Archeology, 66-79, 103-112).

Archaic Occupation (circa 7,000-1,850 B.P.)

Intermittent habitation of the southern Rocky Mountains vicinity by cultural groups continued into the Archaic period, an era defined by archeologists as spanning circa 7,000-1,850 years before present. The Archaic period is further defined through division into three sub-periods— Early, Middle, and Late. Utilization of the Rocky Mountain National Park region during the Early Archaic, a period of dry climatic conditions, is believed to have occurred with an increased occupation of the foothills and mountains and a broader hunting and gathering strategy that included a reliance on smaller game such as deer, pronghorn, and rabbits following the extinction of megafauna. Site types identified through archeological survey include camps, hunting sites, and game and tool processing areas. During the Middle and Late Archaic sub-periods climatic conditions became wetter, and something similar to present-day seasonality developed. Sites identified to date have been found in all environmental zones within the park. Evidence suggests a greater focus on occupation of the adjacent eastern plains where bison were plentiful (Brunswig, Native American Archeology, 79-83, 113-119).

Late Prehistoric Occupation (circa 1,850-450 B.P.)

It is during the Late Prehistoric period—circa 1,850-450 years before present—that cultural groups in the southern Rocky Mountains developed unique and diverse cultural traits based on influences of adjacent peoples. In particular, cord-marked pottery and evidence of a growing reliance on the bow and arrow characterize the material remains associated with this period. Late Prehistoric site types found in the park include camps, game and tool processing sites, and game drive areas likely reflecting nomadic hunting and gathering practices. Ceramics also appear for the first time during the Late Prehistoric period. Subsistence patterns continued to reflect seasonal use of low-elevation valleys and higher alpine tundra park lands between the spring and fall (Brunswig, Native American Archeology, 83-86, 119-121).

Protohistoric Native American Occupation (circa 450 B.P-1780)

Cultural groups believed to have occupied the southern Rocky Mountains during the Protohistoric period—circa 450-200 years before present—include the Ute, Athapascan Apache, and Arapaho Indians. Material evidence suggests that Ute Indians have long been associated with park lands in terms of occupation and use of resources. Evidence includes Uncompahgre Brownware ceramics, wickiups, stone features, and culturally peeled trees occurring in isolated locations no later than 625 years before present, and possibly earlier. Like their predecessors, the Ute also adapted a seasonal subsistence strategy focused on hunting and gathering, moving from the lower valleys in the spring to alpine tundra in the summer and fall. Paths and trails that the Ute and other groups used to travel through the Rocky Mountains on a repeated basis became part of the cultural knowledge base. One of these trails, the Child's or Ute Trail (5LR.803), traverses the foothills just west of the Headquarters Area and leads to Tombstone Ridge (Brunswig, Native American Archeology, 88; Brunswig, Report on 1998 Archeological Surveys, 53). The land that falls within Rocky Mountain National Park, ancestral homeland to the Arapaho and the Ute, remains important to the culture, memory, community, and connection to place for these groups (McBeth, 3).

Athapascan Apache peoples also occupied the southern Rocky Mountains at about the same time as the Ute Indians. The Arapaho used a similar subsistence strategy of seasonal hunting and gathering. Apache pottery, in the form of Lovitt Plain and Stamped ceramics, has been found in limited sites throughout the park.

Although perhaps the most well-documented American Indian group associated with the park, the Arapaho did not begin to arrive in the southern Rocky Mountains until the first half of the nineteenth century. An early twentieth-century Arapaho ethnohistory describes traditional hunting and trapping grounds, as well as ceremonial practices and extended conflict with other regional tribes in and adjacent to the park. During this period, Cheyenne and Shoshone Indians also occasionally visited what are now park lands (Brunswig, Native American Archeology, 87- 94).

Early European Fur Traders and Explorers (circa 1780-1858)

Hunters and trappers were the earliest Europeans to occupy and pursue subsistence in the broader region around Rocky Mountain National Park. By the end of the first decade of the nineteenth century, Capt. John R. Bell, a member of the 1820 Stephen H. Long expedition, noted that they received assistance from three French hunters and fur traders who had a deep knowledge of the area that is now Rocky Mountain National Park, particularly about the region's natural resources and abundant game. Other historians have suggested that these hunters and trappers had to acquire their intimate knowledge of the Rocky Mountain National Park area over several decades of exploration (Butler, 33, 35).

Rufus B. Sage, an inveterate explorer, traveled in and around the area that would become Rocky Mountain Park in the early 1840s. Sage wrote of his experiences and knowledge of the region, publishing a volume of his travels in 1846. Historians who have studied Sage and his journeys suggest that he entered into and explored what is now the Estes Park region (Buchholtz, Chapter Two; Butler, 34-35).

Settlers, Ranchers, and Scientists (1858-1873)

Colorado's gold rush, initiated in the late 1850s, never amounted to much in terms of productive claims, but it did have an influence on the number of prospectors entering the broader Rocky Mountain region who sought to strike it rich. After it became known that more lucrative gold claims were to be found in California, hunters and explorers passing through the area turned to ranching. Settlement of the Colorado territory was encouraged by the Homestead Act of 1862 that granted 160 acres of land to settlers who lived on and improved their land for five years.

The earliest documented settler in the region was Joel Estes. Having explored the area on several hunting trips, Estes discovered a broad and well-watered valley that he believed could support his small herd of cattle. Estes decided to settle in the valley, eventually constructing log cabins and other ranch-related structures in 1860 in the area now known as Estes Park. He and his family and hired hands continued to raise cattle in the valley, all the while hunting deer, elk, pronghorn, sheep, and other game, and selling the meat and skins in Denver. While Estes lived just east of and outside the present-day boundaries of Rocky Mountain National Park, it is believed that his hunting took him into park lands, exploring drainages, valleys, and foothills, as well as mountain terrain. Although Estes sold his ranch and moved away from the area in 1866, the ranch continued to serve the needs of ranchers and hunters, but also began to accommodate the occasional visitor who sought to view the scenery, experience the Rocky Mountains, or climb Longs Peak. Throughout the remainder of the nineteenth century, settlement of the area continued through use of the 1862 Homestead Act, with increasing numbers of people acquiring lands adjacent to and within what is now Rocky Mountain National Park (Buchholtz, Chapter Two).

Congressionally-funded scientific exploration parties visited the Rocky Mountain region and other areas such as Yellowstone during the post-bellum period of the 1870s. In 1871, a portion of Clarence King's Fortieth Parallel Survey passed through Estes Park, documenting the area's geology, minerals, and natural resources. Two years later, in 1873, the Hayden U.S. Geological Survey expedition to Colorado entered the southern Rocky Mountains, with members of the group scaling peaks and documenting natural resources. The publications and photographs resulting from these and other scientific surveys conducted during the 1870s, and later, did what the Colorado gold rush could not: it promoted the West in general and Colorado in particular, stimulating both individual and government interest in the Rocky Mountain region (Buchholtz, Chapter Three).

During this same period, through a combination of U.S. government treaties, the discovery of gold in the western Rocky Mountains, acquisition of traditional lands, and conflict through competing use with Europeans, European-American activities forced most American Indians out of the Rocky Mountain region. By 1878, the federal government had removed the Arapaho from Colorado; ten years later a similar fate had befallen the Ute, who were removed to Utah and a small reservation in southwestern Colorado (Buchholtz, Chapter One).

Tourism in the Rocky Mountains (1873-1900)

Following a hunting expedition in the Rocky Mountains in 1872 where he was exposed to the region's scenic beauty, prolific wildlife, and bountiful natural resources, Windham Thomas Wyndham-Quin, the Earl of Dunraven, decided that he would use his wealth and influence to purchase land in Estes Park and the adjacent Rocky Mountains for his own personal use as a game preserve. Through a scheme that took advantage of the Homestead Act and pre-emption rights, the Earl of Dunraven was able to accumulate over 15,000 acres of land within and outside of what would become Rocky Mountain National Park in 1874. Considered to be one of the largest land-grabs in Colorado history, Dunraven's efforts were finally curtailed by an influx of additional settlers to the area in 1874 and 1875.

In 1877, Dunraven built the English Hotel and Lodge in a meadow near Estes Park. The hotel, a three-story frame building, served the tourist trade and accommodated the growing number of people interested in experiencing the southern Rocky Mountains. By the late 1870s, the English Hotel and other smaller private visitor accommodations contributed to the transformation of Estes Park into a gateway for Rocky Mountain tourism (Buchholtz, Chapter Three).

Isabella Bird, a British tourist and astute observer, was one of the people who spent extended time in Estes Park and explored the Rocky Mountains during the 1870s. She described the Rocky Mountains as "surely one of the most entrancing spots on earth." A book containing letters to her sister, vividly describing the Rocky Mountains and her experiences and adventures there, was published in 1879. The book further promoted the region and its captivating scenery to both an American and international audience (Buchholtz, Chapter Three).

In the last quarter of the nineteenth century, many of the smaller landholders who homesteaded within what is now Rocky Mountain National Park also turned to the hospitality business, particularly when hunting and cattle ranching became less dependable livelihoods due to fluctuating markets, land availability, and the long, harsh winters. Visitors to the region offered a reliable source of income, especially as their numbers continued to increase over the course of the nineteenth century. The income generated by tourism proved difficult to resist for those whose livelihood often depended on fluctuating cattle prices. Abner Sprague, one of the early settlers in what is now Moraine Park, expressed an appreciation for visitors who sought out paid accommodations (Buchholtz, Chapter Four).

Conservation and the Creation of Rocky Mountain National Park (1900-1915)

The number of visitors to the Rocky Mountains continued to increase during the early years of the twentieth century, stimulating the economy of the Estes Park region. Roads leading to Estes Park were improved and new hotels and inns adjacent to and within what is now Rocky

Mountain National Park continued to be built. A direct result of the exposure of the Rocky Mountains to both locals and visitors alike was the emergence of a desire to conserve the landscape's natural beauty. Born out of a larger national conservation movement spawned during the late nineteenth century, individual advocates and local organizations would soon join forces to preserve the southern Rocky Mountains (Buchholtz, Chapter Five).

The work of local conservationists followed efforts conducted during the last decades of the nineteenth century by federal and state governments to preserve forests and other natural resources. In March 1891, Congress passed the Forest Reserve Act that allowed the president to create protected areas by withdrawing land from the public domain. As a result of the act, changes to the Rocky Mountain region came quickly in the early twentieth century. In 1905, President Roosevelt

extended Wyoming's Medicine Bow Forest Reserve, established in 1902, southward to include all of what would become Rocky Mountain National Park. In the same year, he created and tasked the U.S. Forest Service with the responsibility of protecting the nation's forests. Five years later, in 1910, the Colorado portion of the Medicine Bow Forest Reserve was renamed the Colorado National Forest (Buchholtz, Chapter Five).

Enos Mills was perhaps the most influential advocate for the preservation of the Rocky Mountains. A lifelong outdoor enthusiast, Mills first experienced the Rocky Mountains in the late nineteenth century while exploring the region. During an encounter with naturalist John Muir on a camping trip in California in 1889, Mills learned about the value of protecting and preserving public land through the establishment of national parks (Musselman, 1971). Two years later, in 1891, Mills visited Yellowstone National Park with a survey party, experiencing first-hand the unparalleled landscape that had inspired federal establishment of the first U.S. national park. His experience as an avid hiker and naturalist who had climbed Longs Peak more than 250 times led him to consider the importance of protecting the majestic landscape of the Rocky Mountains. In 1901, Mills established the Longs Peak Inn for visitors and offered a trail school focusing on nature study (Musselman, 1971). He also wrote about nature for magazines, published several books on the Rocky Mountains, and promoted the area through public speaking both in Colorado and elsewhere. Based on his popularity and prolific writing, President Roosevelt appointed Mills to the post of Government Lecturer on Forestry in 1907 (Buchholtz, Chapter Five).

Mills soon became disenchanted, however, with the U.S. Forest Service's "productive use" policies, in effect in Colorado National Forest, that favored timber-cutting and cattle-grazing over preservation of public lands. For Mills, these practices did not offer enough protection for nature. He began to propose protecting the Rocky Mountains near his home in Estes Park through establishment of a national park. In his efforts, he was soon joined by the membership of the Estes Park Protective and Improvement Association, an organization formed in 1906 by owners of hotels and dude ranches, as well as conservationists desiring to preserve the Rocky

Mountains. The Association's goal was to promote the Rocky Mountain region by raising funds for the construction of roads and trails, replenishing fish stock, planting trees, enforcing hunting laws, protecting wildlife, and publishing literature that highlighted the area. To this end, the Association was involved in helping to build and maintain a fish hatchery as well as trails connecting hotels with scenic areas (Buchholtz, Chapter Five).

In 1909, Mills presented his idea for "a refuge or park running 42 miles from east-to-west and 24 miles from north-to-south—over a thousand square miles of land with Estes Park as its heart" to the Association, seeking their support (Buchholtz, Chapter Five). Promoting his park idea nationwide through public speeches and articles in newspapers and magazines, Mills' enthusiasm was met with both political support and opposition. Several groups and organizations, including the Colorado Mountain Club and the Denver Chamber of Commerce, were advocates of the proposed park. Others, including the staff of Colorado National Forest and private landowners, opposed the idea, disagreeing about the proposed size of the park, water use rights, and the potential for private land to be taken through eminent domain.

In early 1910, Congressman Edward Taylor sponsored the first bill proposing the creation of the Estes National Park and Game Preserve. Still considered too controversial, this first bill, as well as a second iteration, died in committee.

In 1912, the United States Geological Survey (USGS) was brought in to evaluate the proposed park and determine whether its features deserved national park status. The resulting report to Congress recommended the creation of a national park in the Rocky Mountains that would encompass 700 square-miles, quite a bit smaller than the Mills proposal (Buchholtz, Chapter Five).

In 1913, members of the Association convinced the state of Colorado to construct a road across the Continental Divide connecting Estes Park and Grand Lake and open the area to more travelers and visitors. By September of that year, convicts from the Colorado State Penitentiary had begun work on construction of the Fall River Road, a project that would take seven years to complete. Prior to

construction of this roadway, the primary east-west corridors linking Estes Park, local ranches, and mountain attractions were High Drive Road and Old Fall River Road. High Drive extended west from Estes Park. As the road approached the park it overlooked Beaver Meadows to the south. Old Fall River Road served as an important link between Larimer and Grand counties. It had previously been improved by the Colorado Highway Department in 1908 but remained a challenging travel route. Weighing estimates of nearly 56,000 visitors already arriving to the area in 10,000 cars in 1914, Colorado Governor-elect George A. Carlson predicted that this number would almost certainly double in 1915 as the new road neared completion (Buchholtz, Chapter Five; Standish, E 4-6).

Establishment of Rocky Mountain National Park and the National Park Service (1915-1916)

Congress again took up the effort to pass legislation establishing a national park in the southern Rocky Mountains in 1914. The third bill was based on negotiated concessions and a reduction in the proposed size of Rocky Mountain National Park to appease those in opposition. U.S. Representative Edward T. Taylor and Senator Charles S. Thomas pushed bills through the U.S. House and Senate. By this time, there was sufficient bipartisan support in the Colorado legislature, while the new road being built through Estes Park into the mountains provided additional incentive for park establishment. After some maneuvering, Congressman Taylor was able to report the bill out of committee on January 12, 1915, and to place the bill on the docket for a vote on January 18. The third bill finally passed and President Woodrow Wilson signed the Rocky Mountain National Park Act into law on January 26, 1915. Established to accommodate “recreation purposes by the public and for the preservation of the natural conditions and scenic beauties thereof,” Rocky Mountain National Park as initially configured covered approximately 358.5-square miles of land within the southern Rocky Mountains—a third of the area first envisioned by Enos Mills (Buchholtz, Chapter Five).

At the time Rocky Mountain National Park was established in 1915, the NPS was not yet in existence. Congress placed the 265,769 acres of land encompassed by the new park under the administrative jurisdiction of the Secretary of the Interior and the Department of the Interior. The Department’s first actions were focused on understanding the geography of the region and developing park policies, and appointing a Superintendent. In early summer 1915, Secretary of the Interior Franklin K. Lane appointed Charles Russell Trowbridge as the park’s first Acting Superintendent. Trowbridge arrived in Estes Park on July 1, 1915, and reported opening an office in Estes Park on July 10. With a modest staff and budget, Trowbridge began identifying the facilities and infrastructure that would be needed to accommodate visitors as well as park administration. His initial plans called for the establishment of an entrance station, campgrounds, roads, and trails. By the time he submitted his August report, Trowbridge had “Posted [an] Entrance sign on Fall River Road at entrance to Park” (Superintendent’s Monthly Narrative, August 1915). Trowbridge later noted that he had held a formal dedication ceremony for the new park on September 4. By this time, however, Trowbridge had found his office space in Estes Park to be unsatisfactory. Within two months, Trowbridge moved his office and park administrative functions to Denver.

During the first year of park operation, Trowbridge reported 51,000 visitors (Buchholz, Chapter Five). When this information was provided to Mark Daniels, General Superintendent and Landscape Engineer of National Parks, he relayed his expectation to the Secretary of the Interior that the park would “doubtless receive the greatest tourist travel of all the mountain parks.” Anticipating the future popularity of Rocky Mountain National Park, Daniels considered planning for the accommodation of visitors to be an urgent need. He strongly urged that the park not grant concessions right away, but rather focus on “preliminary investigations looking forward to a complete road and trail system.” In Daniels’ view, getting visitors safely to and through the park was paramount: “The crying need of this park for the next two years will be roads and trails” (Daniels).

The role of the Department of the Interior in administering parks, however, would soon change. By 1915, the success of Yellowstone National Park and other federally owned park lands had led several

government officials to call for the creation of an organized national park system. The first proponent of this idea was Secretary of the Interior Richard A. Ballinger, who recommended in his 1910 report that Congress create a bureau of national parks and resorts “with a suitable force of superintendents, supervising engineers, and landscape architects, inspectors, park guards, and other employees,” and that the Department of the Interior be given supervision over the construction and maintenance of park amenities according to a general plan of development for each park (Carr, Wilderness by Design, 67). The idea continued to gain support over the next five years until the NPS Organic Act was signed into law by President Woodrow Wilson on August 25, 1916. The Act established the NPS as an agency that would operate under the administrative authority of the Department of the Interior in managing federal lands for the benefit of the public. The mission of the new agency was “…to conserve the scenery and the natural and historic objects and the wild life therein and to provide for the enjoyment of the same in such manner and by such means as will leave them unimpaired for the enjoyment of future generations.” Under the act, each park director would answer to the Secretary of the Interior, who “shall make and publish such rules and regulations as he may deem necessary or proper for the use and management of the parks, monuments, and reservations under the jurisdiction of the National Park Service” (39 Stat. 535).

Early Park Development (1916-1923)

Following passage of the Organic Act, the administrative offices of Rocky Mountain National Park was transferred back to Estes Park from Denver, and L. Claude Way, with the initial title of “Chief Ranger in Charge,” replaced Superintendent Trowbridge. The administrative offices occupied a building in downtown Estes Park (the building is now part of the Estes Park Museum), which helped to forge an important connection between the park and the town. Way, who was later named Superintendent of Rocky Mountain National Park, quickly discovered how popular the park had already become. By his own estimate, visitation in 1917 reached 120,000, with many people traveling to the park in cars. The number of automobiles estimated to have traveled along park roads in 1917 was 20,000, double the estimate of just two years earlier (Buchholz, Chapter Five). By this time, Fall River Road was complete between Estes Park and Fall River Pass. The growing number of cars in particular led to a continued sense of urgency for transportation planning. There remained, however, a lack of agreement on several issues: questions arose about involvement of concessionaires in providing transportation, perceived or actual monopolies on bus transport, and the best approach to maintaining roads and vehicles.

Way’s ability to improve the infrastructure of the park was stymied during the winter of 1917- 1918 by heavy snowfall and an outbreak of the Spanish Influenza epidemic. Way reported sixty local cases of influenza in the days between February 4 and 20, 1918. Way himself fell ill, along with some of his staff and crew (Superintendent’s Monthly Narrative, March 1918).

With the completion of infrastructure improvements, including Fall River Road in 1920, visitation and automobile traffic in the park increased further with annual visitation reaching a total of 240,966 visitors. With many Americans gaining enthusiasm for winter sports, visitation began to occur year-round. To address the growing number of visitors, the park increased staffing. By 1921, there were four permanent rangers and six summer seasonals employed at the park to support the recreational and safety needs of visitors and to administer and manage the property (Buchholz, Chapter Five).

In 1921, Superintendent Way resigned to take up cattle ranching in Wyoming. His successor, Roger Toll, became the third administrator in the park’s six-year history. Toll, who arrived from Mount Rainier National Park with a background as a natural history writer and publicist, remained in the post until 1929. Under Toll’s guidance, Rocky Mountain National Park emerged not only as a destination for recreational activities but also became known for its educational programs, lectures, evening talks with lantern slide shows, and nature study trips with ranger- naturalists (Buchholz, Chapter Five).



Machine Shop Construction, 1923



Machine Shop and Garage, 1923

Initial Development of the Headquarters Area (1923-1933)

As early as 1917, Superintendent Way had identified the need to establish a maintenance and utility area to serve the needs of Rocky Mountain National Park administration. By 1923, Superintendent Toll reported that, while suitable lands were difficult to locate, “a utility site has been selected and negotiations for its purchase are in progress” (ROMO archives, land tract records). The site, located within Beaver Meadows, was a 20-acre parcel west of Highway 242 (present-day Highway 66). Toll was able to purchase the parcel at a price of $100 per acre from the Estes Park Development Corporation later that year. The park, however, had no intention to relocate administrative offices to the utility area site. That same year, the park built a new Administration Building (former Building #151) on a lot donated by the Estes Park Woman’s Club within the town of Estes Park. (The building, which survives today, is near the present-day Fun City amusement park.) (Superintendent’s Monthly Narratives, 1923).

Soon after acquisition of the parcel in May 1923, NPS Landscape Architect Daniel Ray Hull inspected the land, which was set at an elevation of approximately 7,700 feet above mean sea level and composed of montane meadow grassland, cut by the Beaver and Buck Creek stream corridors, and exhibited the effects of previous cattle grazing (Komara, 15). On the recommendation of Hull, park staff began to clear the land and cut logs for use in constructing new buildings to support park operations needs (ROMO archives, land tract records). By the end of 1924, the park completed construction of four buildings on the property—a ranger dormitory, mess hall (these two buildings together later formed McLaren Hall Annex #24), machine shop (Electrical Shop #75), and horse barn (Horse Barn #97). Three of these buildings formed the nucleus of the Central Maintenance area, while the horse barn, located to the south of Beaver Creek, was later associated with several other buildings in a cluster that came to be known as the Maintenance Yard.

The park added numerous buildings to Central Maintenance over the next decade to serve a variety of functions (see Central Maintenance below). NPS architects and landscape architects were involved in the design of these buildings. Even though they were utilitarian in nature, each exhibited characteristics representative of the NPS Rustic style of architecture that had become the hallmark of agency for buildings constructed within the national parks. Many of the buildings featured whole-log timber framing, reverse board-and-batten siding attached to the log frame, log sills, and multi-light windows. The roofs were generally side-gable in form, some simple and others saltbox in form, and clad with wood shingles. Many roofs displayed log rafters with the tips and purlin ends exposed. Doors were wood with horizontal and vertical bracing. All of the early buildings were painted dark brown.

In 1925, the Estes Park Development Corporation conveyed additional lands adjacent to the original parcel, located southwest of the new buildings and south of Beaver Creek, to the park, expanding the area available to the NPS for accommodating operational needs. In 1926, Rocky Mountain National Park was subject to a boundary reduction that left the Headquarters Area isolated from the rest of the park. The physical connection of the Headquarters Area to the rest of the park was reinstated in 1949 as part of another boundary change (ROMO archives, GIS boundary history).

Between 1926 and 1930, the park expanded the developed area by constructing a cluster of six single-family residences along a roadway that extended north from Central Maintenance in an area initially known as the Utility Residence Area and later referred to as Residential Area B (present-day Marmot Drive Residences cluster). A second housing cluster was established to the southwest of Central Maintenance and south of Beaver Creek in 1927 with a single residence completed. This cluster later became known as Seasonal Housing. A third cluster was envisioned to be added west of Central Maintenance in 1930. In 1931, the first residence was completed within the cluster, which was referred to as Residential Area A (present-day Alpine Circle and Mills Drive Residences cluster). These housing areas were planned as residential precincts, separated physically and visually from maintenance functions and work yards. Like the buildings constructed within Central Maintenance,

NPS architects and landscape architects designed these housing units in the NPS Rustic style of architecture with log and wood framing, wood siding, and wood shingles.

Superintendent Toll oversaw much of the construction within the Headquarters Area until he left his position to serve as Superintendent of Yellowstone National Park in 1929. Edmund B. Rogers replaced Toll as Superintendent later that year.

A development within the park that would later serve as a source for some buildings moved to the Headquarters Area was the Hidden Valley Winter Use Area, established in 1930. The development would eventually become a private-public partnership.

The sections that follow trace the development of each of the clusters associated with the Headquarters Area between 1923 and 1933.

Central Maintenance

As noted above, three of the first four buildings completed within the Headquarters Area by the end of 1924 centered around the area now known as Central Maintenance, forming the core of a utility court that would expand over time to include 22 buildings. The cluster occupied a relatively level terrace edged to the north by rising topography that afforded views of Longs Peak to the south. The cluster was located to the north of an unnamed access road leading into the parcel from Highway 242 (present-day State Highway 66) and west of a north-south-oriented roadway. The first buildings included a machine shop (Electrical Shop #75), garage, dormitory, and mess hall (later joined to form McLaren Hall Annex #24. The park soon added an oil house (present-day Storage Shed #83), designed by NPS Landscape Architect Daniel Hull to the cluster. This was followed by construction of a Sewage Filtration Building (former Building #99) to address waste treatment needs (ROMO archives, non-extant structures files). The group of buildings continued to expand throughout the 1920s and 1930s, with new buildings added along the outer edge of an oval-shaped central open work space. Buildings continued to follow the northeast/southwest orientation used to site the first elements of the cluster in 1923.

Soon thereafter, the complex featured a new Ranger and Naturalist Office (former Building #152) (ROMO archives, non-extant structures files). Like their predecessors, the newer additions to the cluster were designed in accordance with the NPS Rustic style. All were single-story log- frame structures with regular or saltbox gable roofs clad in wood shingles and exposed log rafter tips and purlin ends, reverse board-and-batten siding, and wood windows with multiple lights. To address storage needs, the park added Storage Shed #84 to the northeast corner of the utility court in 1929. The modest one-story timber-frame structure featured a front gable roof clad with wood shingles, dimensional-lumber rafters, exposed log false rafter tips and purlins, reverse board-and-batten walls, and wood windows similar to many of the other buildings within the cluster. The final two buildings constructed within the cluster during this period were Operations Center #80 along the southeast margin of the utility court in 1930, and Storage Shed #82, also used as a paint shop, at the northwestern end of the utility court in 1931.

Photographs of the cluster dating to the late 1920s indicate the unpaved nature of the utility court, the open character of the surrounding landscape, and what looks to be a privy in an adjacent meadow (ROMO archives, photograph titled “Buildings Utility Area 1928”). A flagpole appears in another photograph looking south, which also shows Horse Barn #97 across Beaver Creek, with Eagle Cliff mountain beyond (ROMO archives, photograph titled “General View 1926”). This photograph also depicts a retention pond established in the 1920s or 1930s to address the flow of water associated with a drainageway located north of the utility court.

Maintenance Yard

The Maintenance Yard cluster located across Beaver Creek originated with the construction of Horse Barn #97 to the south of Beaver Creek in 1924 to support care and housing of the park’s working horses. A narrow dirt road and a bridge across Beaver Creek connected Central Maintenance with the Maintenance Yard. Also completed during the early 1920s were corrals adjacent to the building to

provide outdoor yard space for the horses. The design of Horse Barn #97 was NPS Rustic in style, and the building featured natural wood planks and logs finished in a natural dark brown color.

Marmot Drive Residences

As noted above, the NPS began to expand housing options for staff through the construction of a second residential cluster within the Headquarters Area in 1926. The cluster was located to the north of Central Maintenance on a level terrace elevated above Central Maintenance. A drainageway separated the two clusters. Woody trees located along the drainage helped to screen the utility court of Central Maintenance from view within the residential cluster. Thomas Vint worked with NPS Landscape Architect Harry Langley on the project, which became known as Aspen Cottage (Employee Residence #7). The following year, Vint and Langley collaborated on the design of four additional residences nearby: Cedar Cottage (Employee Residence #3), Spruce Cottage (Employee Residence #4), Employee Residence #5, and Juniper Cottage (Employee Residence #6). Initially referred to as Utility Area Residences, this cluster became known as Residential Area B (now Marmot Drive Residences cluster).

Vint and Langley laid out the five houses completed by 1927 along the eastern and northern margin of a curvilinear road built leading north from Central Maintenance. The road ended in front of Employee Residence #3; a foot path extended west from the end of the road. Vint and Langley designed each of the residences in the NPS Rustic style, with vertical log framing, shingle siding, exposed rafter tips, wooden shingles covering the roofs, and porches with wooden railings. All of the dwellings were single-story except Aspen Cottage (Employee Residence #7), which was two stories. The sixth and final dwelling built within the cluster during this period was Fir Cottage (Employee Residence #8), completed in 1930 at the southern end of the grouping. Thomas Vint similarly designed Fir Cottage in the NPS Rustic style with hewn-log framing, wood-shingle roofs, and wood siding stained dark brown. The designers set the buildings within an area of existing woodland vegetation, while supplementing the trees with additional native tree and shrub plantings arranged to provide shade and privacy while connecting the architecture to the surrounding landscape (Komara, 18). A photograph from 1927 shows the arrangement of young pine trees planted around Employee Residence #3 (ROMO archives, photograph titled “Cedar Cottage 1927”).

Complementing the dwellings were three shared garage buildings completed in 1930. Each of the garages served a pair of residences. Garage #70 was located between Residences #3 and #4, while Garage #71 was set between Employee Residences #5 and #6 and Garage #72 between Residences #7 and #8. A driveway led to each garage from the cluster access road, while walks connected the driveways with the front and rear entrances to each of the houses (NPS, drawing ROMO 121_2076).

Seasonal Housing

The park established a less-developed residential cluster in 1927 south of Beaver Creek with the completion of a single employee residence (former Building #130) (ROMO archives, non-extant structures files). The area later became known as Seasonal Housing.

Alpine Circle and Mills Drive Residences

By the early 1930s, the NPS had developed plans to establish another residential cluster west of Central Maintenance within an area of undulating topography that featured rock outcroppings. A portion of the area overlooked Beaver Creek. In 1931, NPS Architect H.W. Baker along with Thomas Vint designed the first residence to be built within the cluster, which became known as Residential Area A (now Alpine Circle and Mills Drive Residences cluster). Referred to as Alpine Cottage (Employee Residence #34), the dwelling was sited at the western end of a loop road that extended from the main access road into Central Maintenance. The NPS Rustic-style cottage was a one-story frame building on a concrete foundation with walls clad with brown stained wood shingles. The roof was also clad with wood shingles that doubled every fifth course. Windows were single, double, and triple mullioned and featured six light casement sash and plain board trim painted light green (Wheaton, 7-2). Employee Residence #34 remained the only dwelling built within the cluster until

1938.

Eagle Cliff Housing

Outside of the park boundary and to the south of the Headquarters Area is Eagle Cliff Mountain. Present-day Chiefs Head Road parallels the mountain. During the 1930s, several individuals built private residences on Eagle Cliff Mountain, including present-day Falcon Lane #684, associated Falcon Lane Garage #855, Loch Vale Residence #668, associated Loch Vale Garage #854, Falcon Lane #687, and several other dwellings that have since been removed (former Quarters #699, Quarters #685, Cabin #686, Buildings #700 and #702, and Shed #858) (ROMO archives, architectural inventory forms and non-extant structure files). Several of the Eagle Cliff-area vernacular residences would later be acquired by the federal government for inclusion within Rocky Mountain National Park.



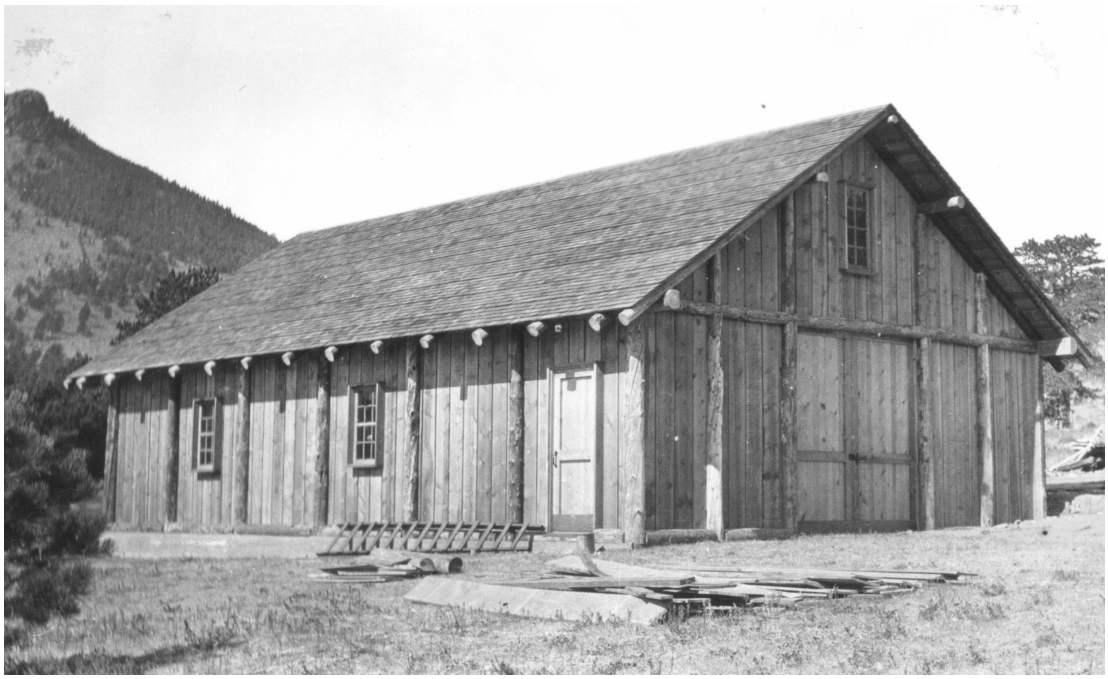
Aspen Cottage, 1929



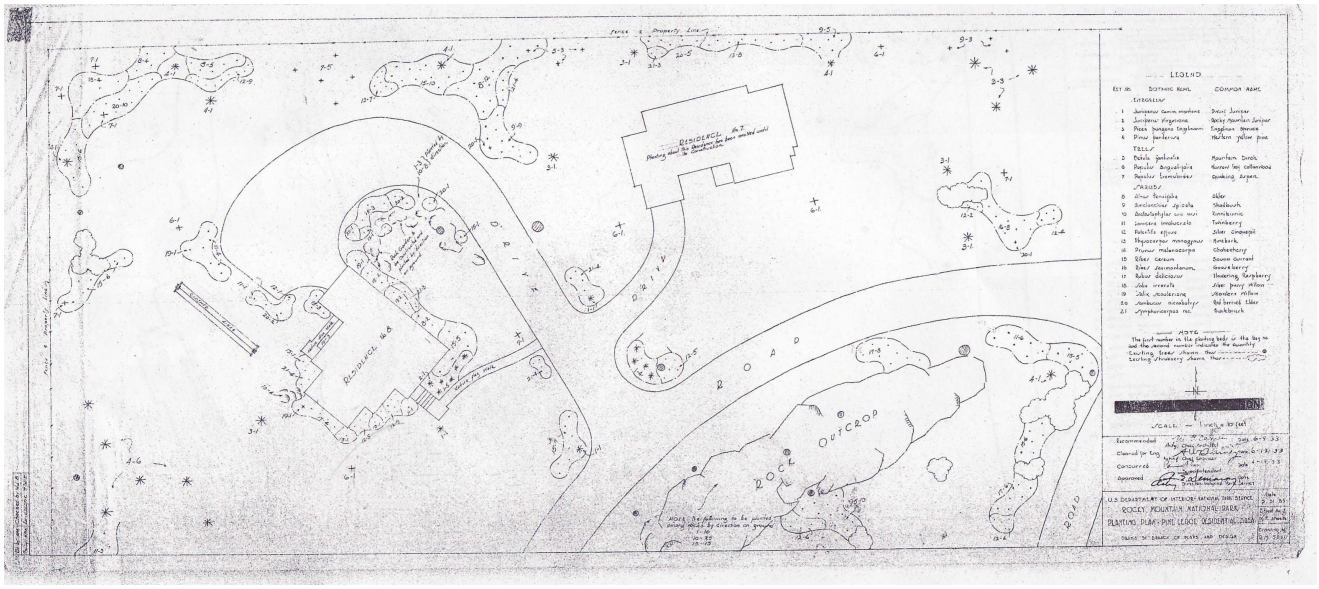
Utility Area Buildings, 1928



McClaren Hall, 1933



Warehouse, 1928



1933 Site Plan



General View, 1926

The New Deal Era (1933-1941)

Like many facets of American life, operations at Rocky Mountain National Park were impacted by the Great Depression of the 1930s that followed the crash of the stock market in October 1929. After his March 4, 1933, inauguration, President Franklin Delano Roosevelt immediately began to work with Congress to establish federal programs, which collectively became known as the New Deal, that would provide work for the unemployed and bolster the failing economy. Roosevelt's vision entailed recruiting thousands of unemployed young men to enroll in a peacetime army that would undertake land improvement projects around the country (Brock, 4). Within three weeks, Congress had passed a bill establishing the Emergency Conservation Work (ECW) Act that established the CCC.

Between 1933 and 1942, the CCC operated at Rocky Mountain National Park, helping to construct infrastructure improvements and to address land management needs. Enrollees in the program lived in camps located in several places within the park. Overall, three temporary and three permanent CCC camps operated at Rocky Mountain National Park between 1933 and 1942, when the program was disbanded due to U.S. entry into World War II. One of these, NP-12-C was located outside of the park boundary. The camps were given discrete identifying letter and number combinations that reflected the type of work to be completed, such as NP for National Park, and SC for soil conservation; a number; and a final letter related to the state in which they were located. When enrollees were to inhabit the camps year-round, the buildings were made of wood or, after 1936, were prefabricated (Brock, 10). As with many of the projects constructed at Rocky Mountain National Park during the late 1920s and early 1930s, Thomas Vint and other members of the NPS Landscape Engineering Division oversaw the preparation of plans for the CCC camp facilities built within the park.

The first temporary camp completed at Rocky Mountain National Park was NP-1-C, established in May 1933 at Little Horseshoe Park. Designed to operate in the warmer months between May and late October, the camp housed enrollees in canvas tents with wooden supports. Camp NP-1- C operated until November 4, 1939.

The second temporary camp, NP-3-C, was located at a currently undetermined location west of the Continental Divide. Like Camp NP-1-C, Camp NP-3-C was also a summer-use facility composed of canvas tents. The camp remained operational for the summers of 1933 and 1934, after which it was replaced during the summer of 1935 by the third temporary camp, NP-7-C, located near Phantom Valley. Also short-lived, Camp NP-7-C operated only during the summers of 1935 and 1938, and again for a short time in 1940 while Camp NP-12-C was being built.

The first permanent CCC camp built at Rocky Mountain National Park was NP-4-C, completed in May 1934 in Hollowell Park along Mill Creek. Following erection of temporary tent barracks, enrollees and officers established more permanent wood structures to support year-round activity in the fall. NP-4-C remained in operation until 1941. In 1940, workers moved NP-11-C, the second permanent camp that had been built of prefabricated buildings in November 1939, into Hollowell Park to form a double camp with NP-4-C. Together, these two camps supported work programs within the eastern part of Rocky Mountain National Park until the government phased out the CCC program in 1942. As discussed below, buildings and building materials associated with CCC Camps NP-4-C and NP-11-C were later repurposed to establish a new temporary complex referred to as Emergency Housing after the war.

The third permanent CCC camp, NP-12-C, was established outside the western park boundary near Grand Lake in 1940 (Butler, The Archeology of the Civilian Conservation Corps, 2; Brock, 11-12).

Over the course of several years, the CCC played a crucial role in the development of Rocky Mountain National Park by building much of the administrative and recreation infrastructure in use today. In fact, their work made continued operation of the park possible as the number of park visitors continued to rise, more than doubling between 1933 and 1938 (Bzdek and Ore, 7). Within the Headquarters Area, the CCC helped to construct new residences for the growing number of Rocky Mountain National Park employees, as well as new maintenance, storage, and administrative facilities, while also installing utilities, grading and graveling roads and parking areas, completing stormwater management systems, and planting trees and shrubs (Brock, 44). The CCC enrollees also helped to naturalize and repair disturbed areas, while building paths, trails, campgrounds, and roads, and adding plantings intended to promote harmony between the buildings and landscape (Carr, Wilderness by Design, 133-34). Typically, the CCC used local materials, such as stone and logs, in a carefully hand-fashioned manner that supported and complemented NPS Rustic-style buildings and promoted the naturalistic landscape design style in the way roads, trails, edging features, structures, and site furnishings were sited and constructed (Carr, Mission 66, 2).

In addition to the CCC, other New Deal programs that helped support improvements within the Headquarters Area at Rocky Mountain National Park included the PWA, which provided funding for construction and labor. In 1938-1940, PWA funding allowed the park to improve the water and sewer system serving the Headquarters Area and to build an addition to the dormitory and mess hall, additions to several of the residences within the Marmot Drive Residences cluster, and four employee residences within the Alpine Circle and Mills Drive Residences cluster.

It was also during this period that the NPS prepared the park's first master plan in 1936. Master plan drawings illustrate the character and composition of the Headquarters Area during the mid- 1930s, while also suggesting proposals for updating circulation, plantings, and housing facilities. The 1936 plan shows the Central Maintenance utility court located to the north of the main access road extending into the Headquarters Area from Highway 262 (present-day Highway 66) to the east. A separate road leads north from the main access road to the Marmot Drive Residences. The main access road also continues west and ends in a large loop that is the precursor of Alpine Circle and Thunder Lane. Although Alpine Cottage (Employee Residence #34) is the only residence built at the time within the cluster, the master plan indicates the proposed locations of the future Employee

Residences #45, #46, and #48, and Superintendent's Residence #47. A road that approximates the future alignment of Mills Drive paralleling Buck Creek is also dashed in on the master plan drawing. A road leads into the utility court from the main access road. Curbing edges the road a median at the southwest end, and the parking area located in front of the mess and ranger dormitory. Buildings identified as the utility office and dormitory and protection building, neither of which exist today, are shown flanking the road leading to the utility court from the main access road. The retention pond surrounded by vegetation is shown northeast of the utility court, fed by a drainageway that extends between Central Maintenance and Marmot Drive Residences. A road also extends south across Beaver Creek to Horse Barn #97 and associated corrals. An ice house that is no longer extant is shown on the plan to the northwest of the barn. Located to either side of Buck Creek as it flows south of the main access road are two buildings labeled as powder magazines that also do not exist today. South of Beaver Creek, dense stands of pine and aspen trees are shown edging the stream corridor. (NPS, Rocky Mountain National Park Master Plan, 1936).

In 1938, the state began work on the largest trans-mountain water diversion project ever attempted in Colorado. The Colorado-Big Thompson Project, as it was known, would take more than a decade to complete. The project diverted water from the headwaters of the Colorado River to supply 30 cities and towns and to help irrigate 64,000 acres of Northeastern Colorado farmland. The project included construction of a lengthy tunnel beneath Rocky Mountain National Park west of the Continental Divide. The park purchased two metal housing units, which had possibly been declared surplus, from the Bureau of Reclamation believed to have been associated with the project in 1939. The park later repurposed the buildings as staff housing (Marmot Drive #269 and #281) (2017 architectural inventory form).

Specific projects undertaken within each of the Headquarters Area clusters are described below.

Central Maintenance

Beginning in 1933, CCC enrollees helped to build several new buildings and to complete other building additions within Central Maintenance. The first project completed by the CCC was an addition to expand the machine shop (Electrical Shop #75). The addition nearly doubled the original footprint of the building; portions of the building's finished floor elevation were also lowered to accommodate the addition. NPS Architect Howard Baker prepared the plans for the addition, with funding provided by the ECW.

Other projects completed during the program were an addition to Warehouse #79, gravel improvements to the parking area, and construction of a drainage ditch on the eastern side of the Central Maintenance utility court to address stormwater management needs (ROMO archives, photograph titled "1934 Drainage Ditch Digging").

The park also built two new buildings designed by NPS Architect Robert W. Albers under the supervision of Thomas Vint in 1934—Equipment Storage Sheds #77 and #78. Together, the sheds formed the eastern edge of the utility court, but were sited at the base of a small declining slope so were set at a lower elevation than the rest of the complex. The buildings were fronted by an open work yard. The storage sheds exhibit materials, form, and detailing representative of the NPS Rustic style such as timber framing, saltbox gable roofs clad with wood shingles, exposed log rafter tails and purlin ends, and reverse board-and-batten wood siding.

In anticipation of building a large new automotive shop, the park moved three buildings— Operations Center #80, Storage Shed #82 (then a paint shop), and Storage Shed #83 (then an oil house)—to their current locations within Central Maintenance. Once completed, Automotive Shop #81 was among the largest buildings within Central Maintenance. NPS Architect Edward Nickel designed the building using man-made materials such as steel for the frame and poured- in-place concrete for the walls, foundation, and chimney. Asbestos tiles covered the roof. To help tie the building to the character of the nearby NPS Rustic-style buildings, Nickel specified that the concrete for the walls and other visible exterior elements be poured using woodgrain- patterned forms.

Site plans of Central Maintenance prepared in 1934 illustrate the arrangement of the cluster at the

time, indicating the presence of the main access road south of the utility court, the several rows of buildings making up the utility court itself, a group of gas pumps and parking at the center of the utility court, and the 1924-1925 mess hall and ranger dormitory to the west. Also located near the mess hall to the southeast is a second dormitory that is no longer extant. The loop road leading to the ranger dormitory and mess hall is planted with pine trees and various shrubs, while two cottonwood trees are shown between the two buildings (NPS, drawing ROMO 121_3075).

A 1935 photograph shows the loop road as unpaved and edged by log curbing (ROMO archives, catalog #11-Q-10-1444). The landscape surrounding the cluster is relatively open with meadow grasses and a few trees, except to the north of the main access road, which is edged by a grove of pines, spruce, and shrubs. The retention pond to the northeast is shown surrounded by alders.

In 1935, the park adapted Storage Shed #84, located east of Automotive Shop #81, for use as a fire house where a fire truck could be stored.

Following completion of the 1936 master plan, work continued on several projects within Central Maintenance. The CCC helped implement designs prepared by NPS Architect W.G. Hill under the direction of Howard Baker for the addition to connect the 1924-1925 mess hall and ranger dormitory that formed present-day McLaren Hall Annex #24. The addition housed a guest quarters and lounge. Hill's design carefully blends the architectural form and character of the original buildings with the new, while respecting the original Rustic-style details (List of Classified Structures, McLaren Hall Annex). The construction of the connecting addition required the removal of the two cottonwood trees between the two original buildings.

Also in 1938, with labor supplied by CCC enrollees, the park altered Electrical Shop #75 through the replacement of six of the double-hinged garage doors with single doors and windows. The park also relocated a building designed by Thomas Vint and constructed in 1929 at Bear Lake (present-day Storage Shed #87) to the southeastern corner of the utility court, while constructing Equipment Storage Shed #76 to the northeast of Equipment Storage Sheds #77 and #78 at the top of the small rise. In 1939, the park built Equipment Storage Shed #73 to the west of Building and Utilities Shop #75. With the exception of Automotive Shop #81, all of the new buildings were designed in the NPS Rustic style to be compatible with existing buildings within the cluster.

In 1940, CCC labor helped to reconfigure water and sewer lines to accommodate all of the new storage sheds, shops, and residences. Enrollees also landscaped the area using native flora.

A 1941 master plan of the Headquarters Area indicates that the park intended to build a tennis court in the northwest corner of Central Maintenance, as well as an apartment court to the southwest (NPS, drawing ROMO 121_3014F). These facilities were never built.

Despite these many additions to Central Maintenance, the facilities remained insufficient to keep up with demand for work and storage space. A photograph from the Superintendent's Report of January 1940 titled "Winter at Utility Area" depicts a long row of un-garaged cars and trucks covered in snow. The report notes that the vehicles are at risk, "due to inadequate storage facilities…[and] it cannot be said that such exposure is adding to longevity or performance" (Superintendent Monthly Report, January 1940).

Maintenance Yard

In 1938, the park moved Stable #98 from Bear Lake to the Maintenance Yard. The building had been designed by NPS architects in the Los Angeles Landscape Engineering Division under the supervision of Daniel P. Hull and built in 1929, although it is not known whether the building was built by the NPS or the concessioner responsible for overseeing the resort at Bear Lake at the time. The park sited the relocated Stable #98 adjacent to and south of Horse Barn #97 to support the care of park work horses.

Marmot Drive Residences

A 1935 site plan illustrates the configuration of the Marmot Drive Residences cluster at the time (NPS, drawing ROMO_121_4940, sheet 1). The road leading to Marmot Drive Residences is shown arising from the northeast corner of the Central Maintenance utility court, following a curvilinear alignment past the retention pond, and continuing east and north, forming a large sweeping curve that provides access to each of the residences and garages before ending in front of Employee Residence #3. To the north, on privately-held land, is a residence constructed that year that would later be acquired by the NPS and adaptively reused as a wilderness permit office (present-day Wilderness Office #456) (ROMO archives, land tract records).

The NPS made changes to several of the residences within the cluster between 1937 and 1939, including building additions onto Employee Residences #3, #4, and #6 in 1937 that each contained a bedroom and utility room. In 1938, the NPS prepared drawings for an addition to Employee Residence #5 that included a porch on the northeast corner, and a rear entry and stairs leading to a basement under a new wing. The park completed the addition in 1939, also replacing the roof and making interior improvements that included new kitchen cabinets and hall linen cabinets, a bathroom, and a clothes closet (NPS, ROMO 121_8517).

A 1939 landscape plan of Marmot Drive Residences shows two walkways leading to each residence from the shared driveways, one to the front entrance and the other to the rear, and the presence of dense vegetation around each residence that provides shade and privacy (NPS, drawing ROMO 121_2076).

Alpine Circle and Mills Drive Residences

A 1935 topographical map of the Headquarters Area (NPS, drawing ROMO 121_4940) shows the Alpine Circle and Mills Drive Residences cluster, which, at the time, included only one residence (Employee Residence #34). The locations of several proposed residences are indicated on the map arranged along the central loop road. A 10,000-gallon fuel tank, no longer extant today, is shown to the west of the loop road. Rock outcroppings occupy the central portion of the loop road. A cattle guard north of Employee Residence #34 marks the northern edge of the developed area and park ownership. The topographical plan indicates that a diagonal road formerly extended from the northeastern corner of the loop road near Employee Residence #34 along the alignment of Buck Creek that connected with the main access road (NPS, drawing ROMO 121_4940, sheet 2). A portion of this road appears to have been included in the later development of Mills Drive, while the loop road forms present-day Alpine Circle.

As noted above, the 1936 Master Plan also illustrates the proposed arrangement of twelve additional residences within the cluster, of which only four were built, as well as existing and proposed tree plantings that would have helped to establish private yards around many of the dwellings (NPS, ROMO 1936 Master Plan).

CCC and PWA programs supported the construction of the four residences that were eventually built within the cluster between 1939 and 1940. The residences, present-day Employee Residences #45, #46, and #48, and Superintendent’s Residence #47, were referred to at the time as Residences #8, #9, #10, and #11. NPS architects designed the buildings in the NPS Rustic style, with wood and timber framing, native foundational stones, and low-pitched roofs clad with wooden shakes (Brock, 44).

NPS Architect C.M. Earhart, under the supervision of Howard Baker, designed one of these to serve as the Superintendent’s Residence that was built in 1939. The largest of the park dwellings built during the 1920s and 1930s within the Headquarters Area, Superintendent’s Residence #47 was built along the southern margin of Alpine Circle. The dwelling is considered an excellent example of the NPS Rustic style in terms of materials, construction techniques, and associated landscape treatment (List of Classified Structures, Employee Residence #47 field survey). One and one-half stories in height, the wood-frame dwelling features a modified Greek cross plan, five bays on the principal façade and four bays on the side. The intersecting gable roof was clad with brown wood shingles that doubled every fifth course and featured exposed rafter ends. The walls were clad with horizontal lapped wood siding, while the foundation was uncoursed fieldstone. A single chimney of uncoursed

fieldstone pierced the ridge line at the intersecting gable on the west elevation. An enclosed porch marked the entry, which faced Alpine Circle. Plans prepared for the residence indicated a large gravel auto court to be established east of the building and a paved terrace to the north. Existing ponderosa pines are indicated to be left in place, with proposals to add more pines as well as juniper shrubs to the property (NPS, drawing ROMO 121_2075A).

Earhart, under Baker's direction, also designed Employee Residences #45 and #46 in 1939, while W. G. Hill, also under Baker's direction, designed Employee Residence #48. All featured NPS Rustic style detailing. The dwellings were one-and-one-half story wood-frame buildings with gable roofs and masonry foundations with horizontal wood siding stained brown. The roofs were clad with wood shingles doubled every fifth course, with board trim painted light green (Wheaton, 7-2).

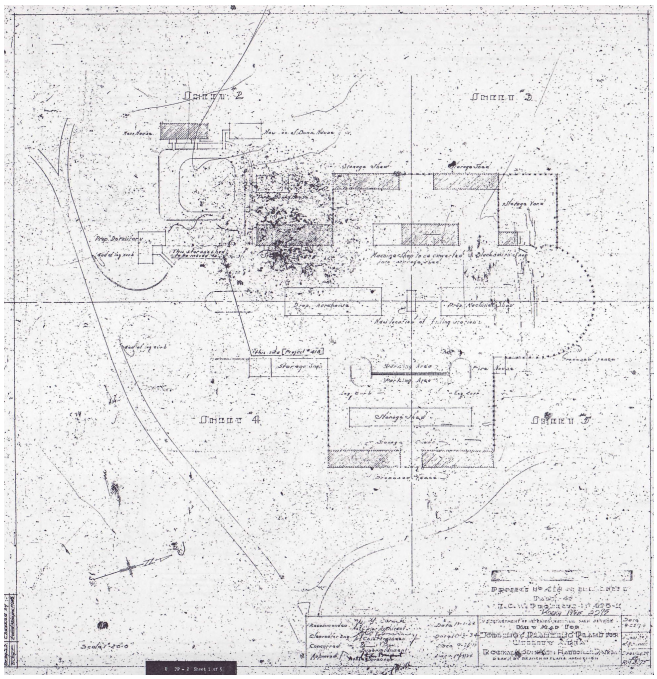
Landscape plans prepared for each residence indicate the presence of garages, most built at the basement level of the buildings, and driveways leading to parking courts edged by stone retaining walls to take up the grade between the basement and first floor levels of the dwellings. The site plans also show entrance walks leading to the front doors from the adjacent road or parking court. Plantings, primarily native trees and shrubs, are indicated on the plans to be added around each house to augment existing vegetation.

The 1940 landscape plan for Employee Residence #45, for example, shows a service court west of the residence connecting to a garage and a small terrace to the south of the house located at the primary entrance. A walkway is shown extending to the terrace from the adjacent road. A clothesline stands north of the house, which is surrounded by trees and plantings, including ponderosa (indicated as Western yellow) pine (Pinus ponderosa), spreading juniper (Juniperus communis siberica), wild rose (Rosa sayi or R. woodsi), shrubby cinquefoil (Potentilla fruticosa), and squaw currant or gooseberry (Ribes cereum). A small oil storage tank is shown along the north side of the house (NPS, drawing ROMO 121_2080 B).

Another plan of Alpine Circle and Mills Drive Residences prepared in 1940 indicates a proposal to realign a drainageway along the western edge of the cluster referred to elsewhere as the Baldwin Ditch (NPS, drawing ROMO 121_5455).

Eagle Cliff Housing

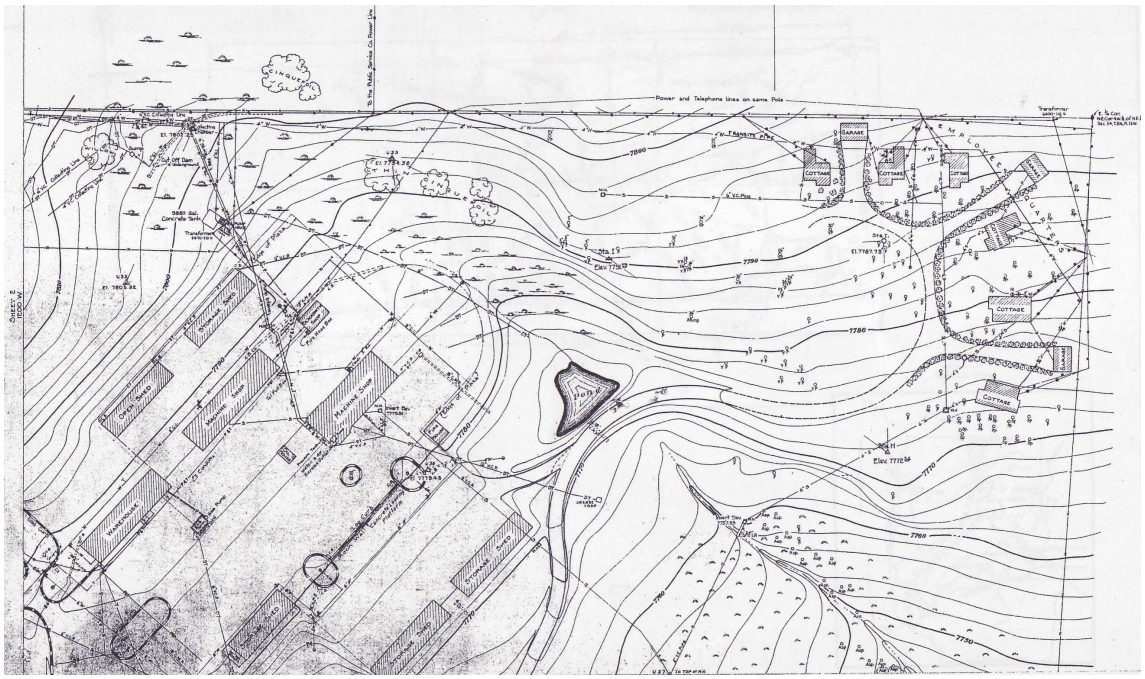
Additional private residences were built within the Eagle Cliff area during this period. These include Junco Lane #717 and adjacent Junco Lane Garage #849 (ROMO archives buildings list, 2012), as well as former Building #815 (ROMO archives, non-extant structure files).



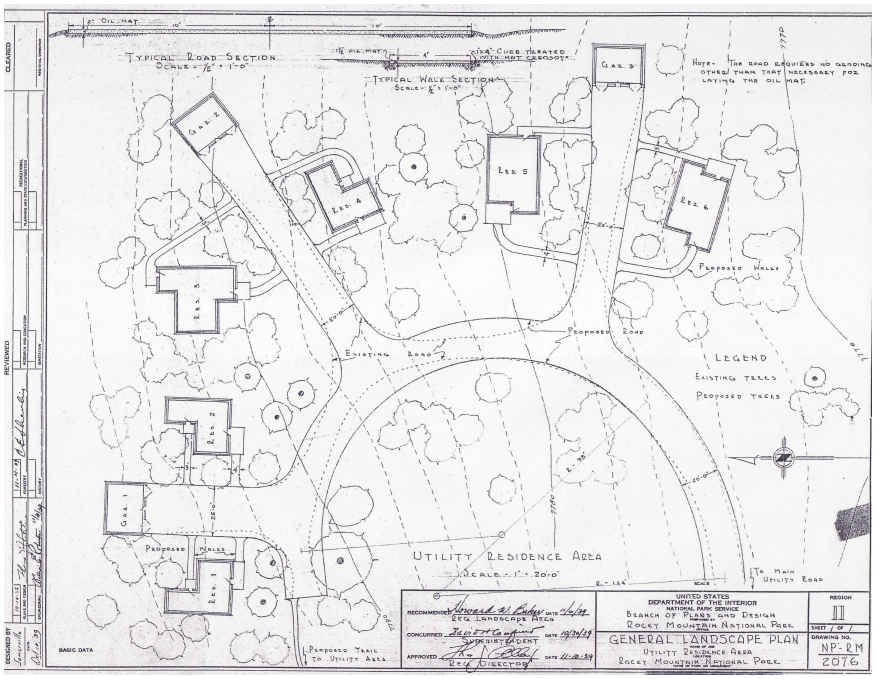
1934 Site Plan



Utility Area, 1934



Site Plan, 1935



1939 Site Plan



Residence 45, 1939



Utility Area, 1935



Utility Area, 1938



Digging Drainage Ditch, 1934



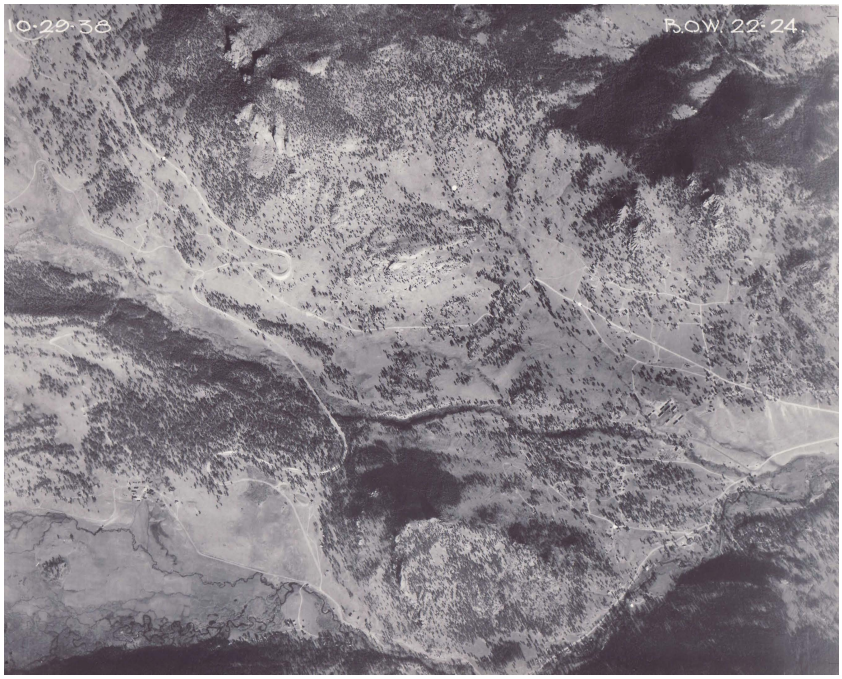
Utility Area Buildings, 1937



Residence 46, 1940



Residence 48, 1940



Utility Area 1938

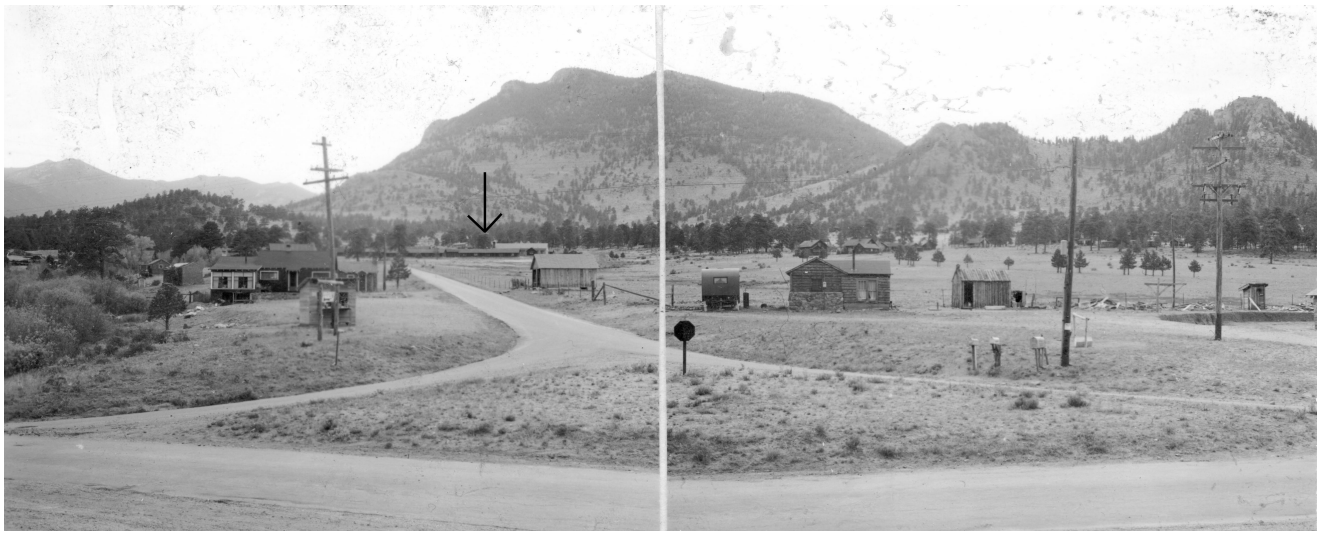
World War II (1941-1945)

World War II brought an end to major building construction within Rocky Mountain National Park due to wartime budgetary constraints and labor shortages. As a result, the park constructed very few new buildings between 1941 and 1945, and even basic maintenance became a challenge (Bzdek and Ore, 8). After the CCC was disbanded in 1942, the local newspaper, the “Estes Park Trail,” in July published a testimonial to the work completed by the enrollees within the park, stating, “their work will long live after them in the many miles of trails they built in the wilderness, for the acres of landscaping they carried on to aid nature healing up old construction scars and to beautify surroundings about park buildings” (Brock, 2).

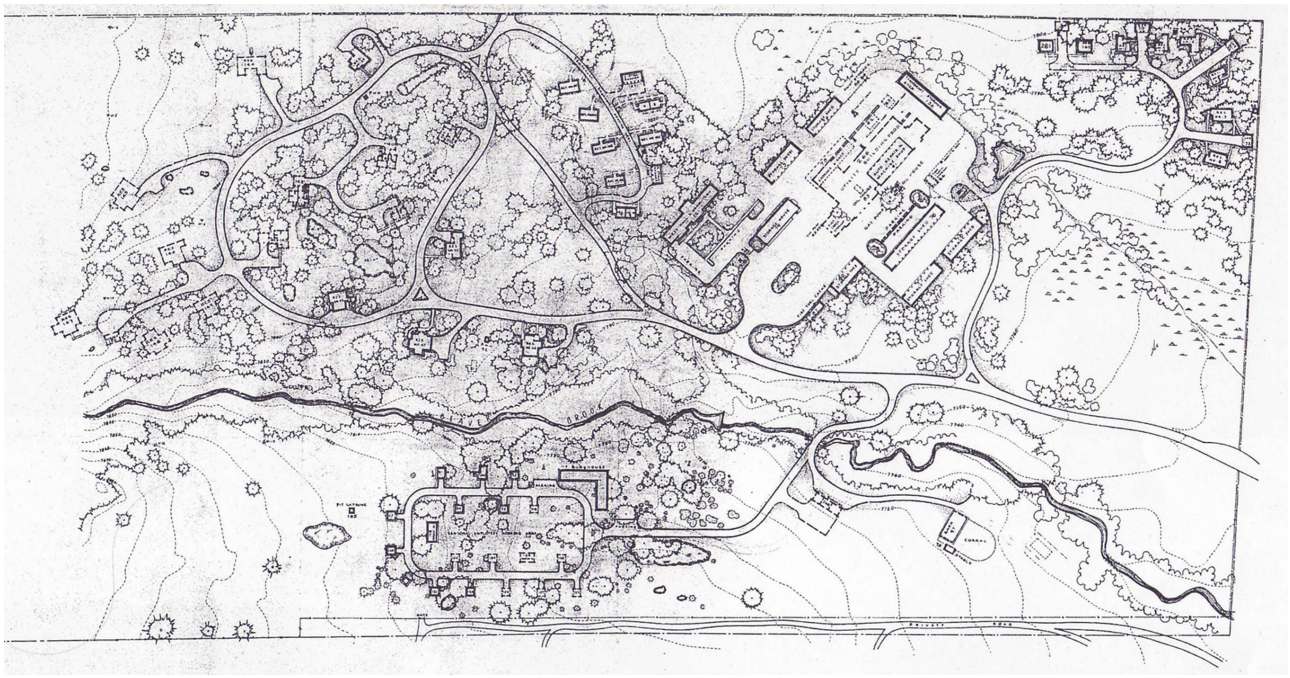
Among the projects completed within the Headquarters Area during the war was the construction of several hose houses (former Buildings #88 through #96) within Central Maintenance. None of these buildings survives today (ROMO archives, non-extant structures files).

A planting plan of Central Maintenance prepared in 1942 shows the cluster edged by stands of aspen to the west and southwest, and the area south of the main entrance into McLaren Hall Annex #24 sodded with native grasses. The building itself is fronted by an L-shaped parking area edged by concrete curb; the dormitory shown on earlier drawings nearby is no longer present, although the ranger workshop (former Building #86) remains to the east. Two sidewalks lead from the parking area to McLaren Hall Annex #24 building entrances and also connect to the adjacent utility court. The plan indicates plantings of dogwood, snowberry, yellow pine, junipers, and quaking aspen throughout. The plan shows a new road leading into the cluster from the east that provides accesses to the Alpine Circle and Mills Drive Residences. The plan also indicates that the gas pumps in Central Maintenance have been replaced (NPS, drawing ROMO 121_3034-F).

The 1942 Superintendent’s Annual Narrative reports that nine park employees planted a one-acre victory garden near Central Maintenance in support of the war effort (Superintendent’s Annual



Junction of Utility Road and State Hwy 26, 1946



Site Plan, 1948

Post-War Era (1945-1956)

Both visitation and construction-related activity at Rocky Mountain National Park began to rebound after World War II. Annual visitation at Rocky Mountain National Park jumped from 339,928 in 1945 to 808,115 in 1946, and passed the one million mark in 1948 (Bzdek and Ore, 4). This spike in visitation suggested the need for more park employees. With more employees, however, came the need for additional staff housing. With the federal government financially strapped in the years after the war, budgetary constraints led to the postponement of and interruptions to many projects.

In 1945, NPS Chief Landscape Architect Thomas C. Vint accompanied Regional Landscape Architect Jerome C. Miller, Park Superintendent David H. Canfield, Assistant Superintendent George W. Miller, and Engineer Willard P. Lindauer on an inspection of the park. One of the goals for the visit was review of plans for a proposed temporary housing development for veteran employees (Superintendent's Annual Narrative, 1946). This, the Emergency Housing project, was to be developed using buildings and materials salvaged from CCC camps NP-4-C and NP-11-C at Hollowell Park along Mill Creek (Superintendent's Annual Narrative, 1946). The NPS completed the project between 1946 and 1948.

A 1948 site plan of the Headquarters Area shows Central Maintenance flanked to the east and west by residential areas, including the recently completed Emergency Housing complex. The plan also depicts an expanded Seasonal Housing area south of Beaver Creek, and the Maintenance Yard with Horse Barn #97, Stable #98, and associated corrals to the east. Roads west of Central Maintenance appear to have been altered to accommodate the Emergency Housing development through the construction of a new road that would become known as Ptarmigan Lane and a new loop road immediately east of and connected to the Alpine Circle and Mills Drive Residences cluster. The main access road south of the Central Maintenance Area remains present, but now features several offshoots leading to the residential clusters. The plan also shows a private road south of Seasonal Housing that extends through the Eagle Cliff Housing region south of the park boundary. The retention pond that appears on earlier plans no longer appears northeast of Central Maintenance (NPS, drawing ROMO 121_3014-H).

In 1949, a boundary adjustment reconnected the Headquarters Area with the rest of park (ROMO archives, GIS boundary history). Also completed that year was a field survey for a new water line project (Superintendent's Monthly Narrative, December 1949).

In 1950, the NPS prepared a revised master plan for Rocky Mountain National Park. The plan specifically noted that many private inholdings had been acquired over the past few years and moved into the Seasonal Housing cluster, but indicated that many of the associated residences did not match the architectural character of the park. The master plan recommended the removal of buildings not consistent with the desired character of the park (NPS, Rocky Mountain National Park Master Plan, 1950). Although it is not clear whether action to relocate or demolish buildings within Seasonal Housing occurred at this time, several buildings were removed from Central Maintenance in the early 1950s based on the master plan.

Photographs of the area during this period suggest that most roads remained unpaved except for the main access road (ROMO archives, catalog #10-E-736).

Several changes occurred within the Hidden Valley Winter Use Area located within Rocky Mountain National Park to the west of the Headquarters Area that would later result in the relocation of buildings into the complex during this period. In July 1954, NPS Director Conrad Wirth and Assistant Secretary of the Interior Orme Lewis approved a new lodge, two new surface lifts, and shuttle bus service to operate along Trail Ridge Road—all designed to improve the Hidden Valley Winter Use

Area. A snow tunnel was later added to protect the road from snow pack and allow for winter access to the area; this structure was later moved to the Boneyard within the Headquarters Area and became Storage Tunnels #760 and #761. In 1955, the NPS completed construction of the proposed new large two-level lodge. Due to the popularity of the resort, the lodge quickly proved insufficient to handle the number of visitors. Additional development followed over the next 15 years, resulting in a massive complex. After determining that the complex was not environmentally sensitive, the federal government purchased Hidden Valley Winter Use Area in 1977 and relocated some of the buildings to other places within the park, including Central Maintenance within the Headquarters Area.

Central Maintenance

In 1946, the park prepared plans to build a new water chlorinator in support of drinking water needs within the Headquarters Area (Superintendent's Monthly Narrative, August 1946). The park also surveyed the Headquarters Area to guide development of a new sewage disposal system (Superintendent's Monthly Narrative, December 1948). In 1947, in order to make more space for fire truck storage, the park built an addition to Storage Shed #84, located near the northeastern corner of the utility court.

Following publication of the park's 1950 master plan, several buildings were removed from Central Maintenance. These included Beaver Meadows Cabin (former Building #63), which was moved to the utility court at an unknown date; the ranger workshop (former Building #86); and two hose houses (former Buildings #94 and #96) (ROMO archives, non-extant structures files). The park later removed a sewage filtration house (former Building #99) along with the Ranger and Naturalist Office (former Building #152) (ROMO archives, non-extant structures files). The following year, the park removed the hypochlorinator house (former Building #282) (ROMO archives, non-extant structures files).

The park rehabilitated Automotive Shop #81 in 1953 to better accommodate repair needs. Wood floors were later added over the former gravel flooring in two stalls in Electrical Shop #75 in 1954.

Emergency Housing

As noted above, the park began to address an employee housing shortage in 1946 through the establishment of an 'Emergency Housing Area.' The proposed development would be composed of a cluster of residences sited on a gently sloped terrace northwest of McLaren Hall Annex #24. To construct the dwellings, the park transported salvaged CCC camp structures that had served as garages, reading rooms, and bath houses from the NP-4-C and NP-11-C camps at Hollowell Park along Mill Creek to the Headquarters Area, and reconfigured them as temporary housing.
The complex eventually featured seven units: five single-family dwellings and two duplexes. The initial work encompassed six units. The seventh was added in 1948 (former Quarters #49) (ROMO archives, building maintenance files). The Superintendent's Annual Narrative from 1946 indicates that work on the complex had begun, with water and sewer lines completed, and individual structures in place. For some of the buildings, the studs for the interior framing had been constructed and plumbing had been roughed in, while composition roofing was being installed (Superintendent's Annual Narrative, 1946). The park completed work on Ptarmigan Lane Quarters #49, #100, #101, #102, #103, #104, and #105 by late 1947 or early 1948 (Bzdek and Ore, 37-38). As originally built, the buildings included termite shields, composed of canvas impregnated with linseed soil and nailed in a continuous two-foot-high band along the bottom sections of the exterior walls and covered with lap siding. These features survive today indicating the origin of the buildings as U.S. Army T Buildings. The T Buildings followed a construction model developed during World War I that was extensively built in the United States on military installations during World War II.

Completion of the Emergency Housing development was not entirely without its challenges. As noted by the Superintendent in his monthly reports in 1946 and 1947, "Plumbing and electrical supplies remain difficult to obtain," and "Unskilled labor is plentiful, but skilled labor is difficult to find" (Superintendent's Monthly Narratives, May 1946 and May 1947). During the winter of 1948, "difficulty with the water system serving the Utility Area developed on February 13, and it was necessary to pump water through the standby unit from a collection chamber located in a drainage area above the area." Employees were notified to boil drinking water, as it was deemed unsafe for drinking. The

water line was repaired and a chlorinator was installed in late February (Superintendent's Monthly Narrative, February 1948).

In 1949, the park relocated two additional structures to the Emergency Housing cluster from the CCC camps at Hollowell Park for use as shared garages for residents. Garages #137 and #138 were both located to the east of Ptarmigan Lane. A plan of the cluster dated 1949 shows the completed residences and garages sited to either side of the road. Each residence has a clothesline and an associated walkway leading to main entrance from the road. The landscape around the residences is sodded and shown planted with trees and shrubs. The intermittent Buck Creek drainage corridor is shown to the west of the complex (NPS, drawing ROMO 121_2161).

Seasonal Housing

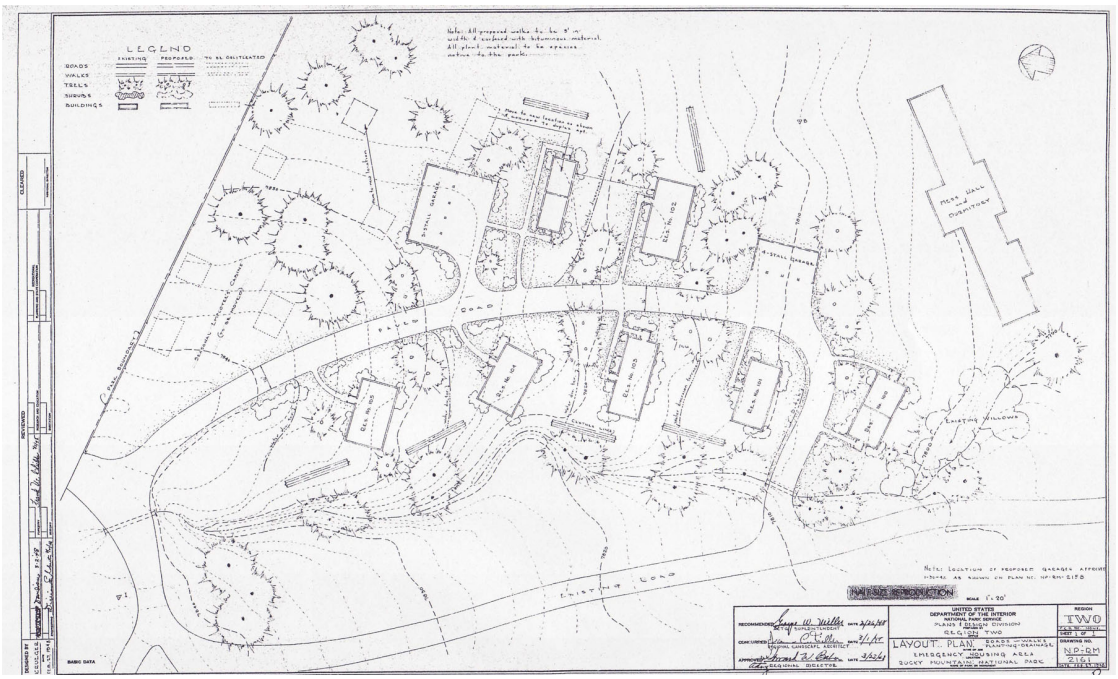
A 1948 sewer system plan for Seasonal Housing shows a road leading west from the access route to the Maintenance Yard and ending in a loop. The plan shows seventeen single-family residences edging the road: Quarters #20, #21, #51, #52, #53, #54, #55, #118, #121, #122, #123, #124, #125, #126, #127, #128, and #129 (NPS, ROMO 121_5343). Although it is not clear when these buildings were moved to the site, they were present by the time the 1948 plan was prepared. A park master plan completed in 1950 suggested removal of many of the residences due to their incompatibility with the character of the developed area. While it is not clear whether any of the residences were immediately removed, by the end of the Mission 66 period only five remained, along with Quarters #495, which does not appear on the 1948 plan but is present on the park's 1957 master plan The park also removed five pit privy buildings (former Buildings #131 through #135) at some time between 1948 and the 1960s (ROMO archives, non- extant structures files).

In 1948, the park acquired two surplus buildings and a latrine from the Navy Department, responsible for U.S. military logistics during World War II, which were retrieved from Buckley Field near Denver (Superintendent's Monthly Narrative, October 1948). To convey the surplus buildings to the park, a crew of park staff salvaged the plumbing fixtures, cut the buildings into sections, and hauled the sections to the park on trucks. The buildings were reconfigured in 1949 into an L-shaped bunkhouse (present-day Blister Rust Dormitory #117) to serve the housing needs of a crew tasked with treating blister rust, a disease affecting pine trees, within the park over the next two years (Superintendent's Report, October 1948; ROMO archives, buildings list, 2012).

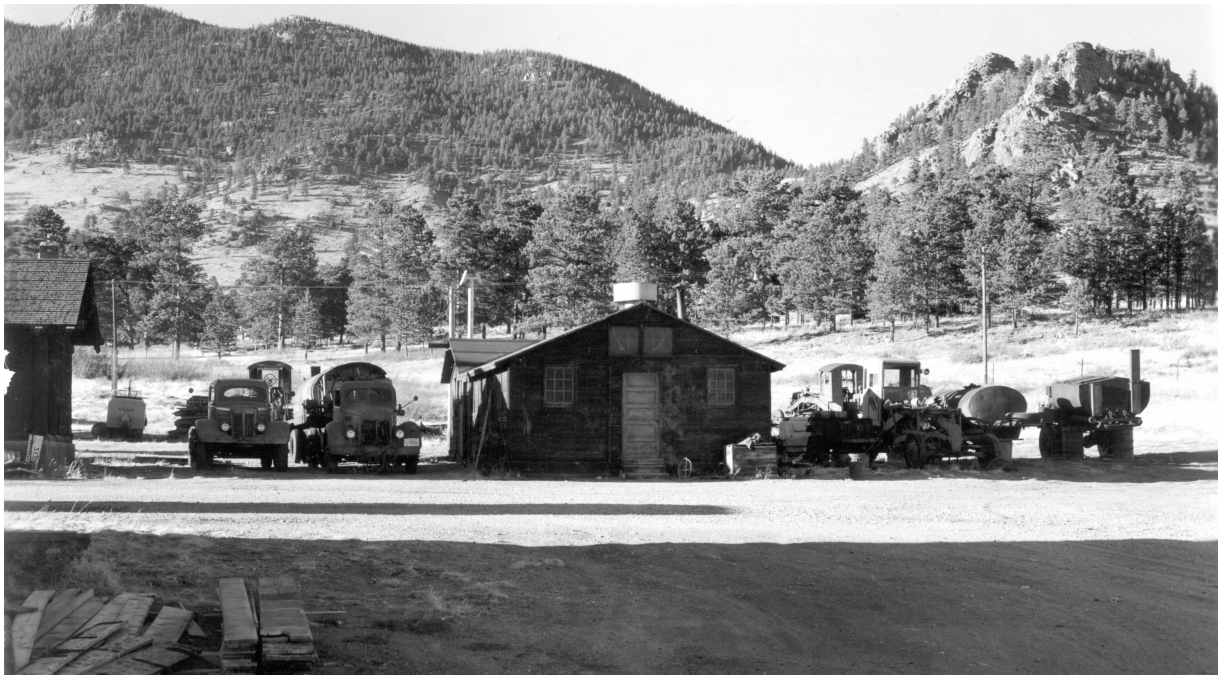
To accommodate the needs of those living in Blister Rust Dormitory #117 and camping nearby, the park added a wash and shower house (Wash House #119) along the access road west of the dormitory in 1950 (ROMO archives, building maintenance files).

Eagle Cliff Housing

Individuals built additional private residences within Eagle Cliff Housing during this period, including Bierstadt Lane #714 and associated Bierstadt Lane Garage #808 in 1950 (ROMO archives, architectural inventory files).



Site Plan, 1948



Equipment Shed, 1951



Utility Area, 1950

Mission 66 (1956-1967)

The NPS nationwide program known as Mission 66 provided planning, design, and funding support that helped Rocky Mountain National Park meet many of the needs associated with park operations housed within the Headquarters Area. A Mission 66 prospectus prepared during the early years of the program suggested the approach park staff hoped to take in implementing the program: “outmoded facilities will be replaced with physical improvements adequate for expected demands but so designed and located as to reduce the impact of public use on valuable and destructible features.” Park personnel specifically identified a need for modernization of staff housing, roads, trails, parking areas, interpretive facilities, campgrounds, picnic areas, administrative facilities, and acquisition of inholdings (Bzdek and Ore, 8). Planning and deliberation between park and regional staff resulted in a final request for Mission 66 projects at Rocky Mountain National Park totaling $9,167,945.

One of the early Mission 66 projects was construction of the Beaver Meadows Entrance Road, completed in 1959. The road generally paralleled High Drive north of the Headquarters Area. Circa 1958, the park acquired land for the road from private owners, some of whom had built residences on their property. Many of these residences were relocated to the Headquarters Area to serve as staff housing within the park in 1959. A new administrative headquarters was proposed to be located south of the new road and north of Central Maintenance in the plans (ROMO archives, GIS files).

Once completed, Beaver Meadows Road suggested changes to the internal road system within the Headquarters Area in part to accommodate the proposed administrative building. Marmot Drive was proposed to extend west to a new road leading south into the complex from Beaver Meadows Road that would also provide access to the proposed administrative building. The road was also to lead to

Ptarmigan Lane and connect to Alpine Circle. A master plan map from 1960 shows the loop road through the Headquarters Area divided into North Entrance Road and South Entrance Road. (NPS, drawing ROMO 121_2294E).

Another early project completed under the Mission 66 program was construction of nine new staff housing units within the Alpine Circle and Mills Drive Residences cluster (Alpine Circle Residences #139, #141, #142, #144, #149, and #426 and Mills Drive Residences #140, #425, and #428).

In 1961, the NPS prepared a Mission 66 master plan for Rocky Mountain National Park to guide future projects. The master plan was updated in 1965 and again in 1966 to reflect evolving plans that included construction of a visitor center in conjunction with the proposed administrative building.

When completed, the modern architecture of Beaver Meadows Visitor Center reflected a larger attempt by the NPS to modernize facilities under Mission 66. The housing units built along Alpine Circle and Mills Drive were also contemporary in character and configuration, based on a set of “Standard Plans for Employee Housing” published by the NPS in 1955, and similar to the suburban ranch-style houses being built across America during the mid-twentieth century. These dwellings introduced a new design vocabulary to the Headquarters Area as well as a new site planning element. Rather than having a front door that faced the adjacent road, as had been the case with all previous housing, the Mission 66 residences faced the side yard and featured an attached garage that faced the road instead (Bzdek and Ore, 15).

Even though the Mission 66 program ended with the celebration of the 50th anniversary of the NPS in 1966, recommendations in Mission 66 master plans continued to be implemented over the years that followed, particularly within the Eagle Cliff Housing cluster.

Specific projects completed within the clusters composing the Headquarters Area during Mission 66 are as described below.

Central Maintenance

In 1959, the park constructed a pump house (former Building #603) in the southeastern section of Central Maintenance as part of an upgraded sewage disposal system. That same year, park personnel moved Volunteers in Parks Office #612 and Sign Storage Shed #744 into the utility court from their original, currently undetermined, locations. The park adapted them for use as a ranger station and the Endovalley Campground Office respectively (ROMO archives, buildings list, 2012). The park then altered Operations Center #80 by enclosing the service doors and raising the rear eaves over new entrance doorways, while partitioning the interior for offices. The park also built three additional hose houses within Central Maintenance in 1959 (former Buildings #491, #555, and #556) (ROMO archives, non-extant structures files).

Maintenance Yard

In 1957, Mission 66 funding allowed the park to upgrade its waste disposal system by installing hypochlorinators and sewage disposal fields, as well as a new sewage treatment plant serving the Headquarters Area (Bzdek and Ore, 14). The park built these features to the east of Horse Barn #97 on a level terrace overlooking Beaver Creek.

Marmot Drive Residences

With the acquisition in 1958-1959 of several private residences resulting from the land to be used to develop Beaver Meadows Road, the park began to move the buildings into the Headquarters Area. One of the buildings acquired as part of the road project, present-day Wilderness Office #456, was allowed to remain in its original location. The park relocated the garage associated with the residence (present-day Marmot Drive Garage #354) and present-day Marmot Drive Residence #458 to the an open area west of Employee Residence #3 (ROMO archives, land tract records; NPS, drawing ROMO NPRM 2294-C and 2294-M). In addition, two metal buildings acquired in 1939 from the Bureau of Reclamation (Marmot Drive Residences #269 and #281) were moved to the open area

west of Employee Residence #3.

In 1964-1965, the park hired the Kunz Construction Company to move the three residences (Marmot Drive Residences #269, #281, and #458) and two garages (Marmot Drive Garages #354 and #450) to their current locations within open areas west and south of Marmot Drive (Bzdek and Ore, 36).

Alpine Circle and Mills Drive Residences

In 1959, the park built nine ranch-style houses within the 1930s-era dwelling complex known as Alpine Circle and Mills Drive Residences cluster. These included Alpine Circle Residences #139, #141, #142, #144, #149, and #426 and Mills Drive Residences #140, #425, and #428, all similar in design and constructed based on standardized building plans prepared by the NPS as part of Mission 66 (ROMO archives, buildings list, 2012). The dwellings were sited on graded landforms or terraces that stepped down the sloped topography in the area. Each had a garage that faced the adjacent road, accessed via a driveway. The entrances into the dwellings faced the side yards of each terraced area rather than the street. Walks led to the front and back doors located along the two long sides of the buildings, while the garages were in the gable ends that faced the road. A porch was located toward the rear of each dwelling. A clothesline was also located in the side or rear yard of each residence. A 1966 photograph of the cluster shows that light fixtures were located along the sides of the road, along with shrub plantings in some locations (ROMO archives, catalog #11-Q-10).

Boneyard

In 1957-1958 the park established a new maintenance facility known as a "boneyard," the term for a fenced area used to store materials and site workshop buildings, to the west of Seasonal Housing. The Boneyard occupied a small sloped area screened from view by ponderosa pines. The first feature added to the Boneyard was a salvaged snow tunnel previously used to convey Trail Ridge Road through snow pack during the winter months and provide access to the Hidden Valley Winter Use Area. Park personnel brought the snow tunnel to the Headquarters Area, cut it into two parts, and used them to establish Storage Tunnels #760 and #761 to house materials and equipment (ROMO archives, buildings list, 2012). The two buildings appear on the 1957 Master Plan in their current location surrounded by a work yard to the east and west (NPS, ROMO 121_2294H).

Seasonal Housing

Power lines installed from the Headquarters Area to nearby Mary’s Lake in 1956 extended through the Seasonal Housing and Boneyard clusters (ROMO archives, building maintenance files).

By or during Mission 66 the number of residential dwellings located along the loop at the western end of Sundance Circle diminished from seventeen shown on a 1948 plan to five, with a sixth residence that did not appear on the 1948 map also present. The park’s 1957 master plan shows the proposed location of three apartment buildings to the north of the Sundance Circle loop, the replacement of Quarters #53 and #54 with parking bays to the south, a proposal to replace Quarters #20 and #55 to the west of the loop with another apartment building that was never built, and additional parking and proposed apartment buildings to the south of the loop where Quarters #121, #123, #125, #127, and #129 had stood. The residences that remain standing and are not proposed for removal in the 1957 plan include Quarters #118, #122, #124, #126, #128, and #495 and Wash House #119, which is shown edged by a dry yard. Also shown as proposed on the plans are 16 trailer sites to the southwest of Sundance Loop (NPS, drawing ROMO 121_2294H; Bzdek and Ore, 8).

In 1962, the park converted Wash House #119 to a laundry facility for Seasonal Housing residents (ROMO archives, building maintenance files). That same year, the park added three six-unit apartment buildings to the north of Sundance Circle west of Blister Rust Dormitory #117 where former Quarters #21, #51, and #52 were indicated in the 1948 plan of the area. The apartment buildings were built from standardized Mission 66 plans (ROMO archives, buildings list, 2012). In 1963, the park added a softball field to the area for use by staff (ROMO archives, building maintenance files). A 1964 site plan indicates the presence of a chip and cinder storage area southeast of Seasonal Housing that is no longer extant (NPS, drawing ROMO 121_2294). The park

completed landscape improvements such as walks, parking, and planting in the area in 1965 (Bzdek and Ore, 36).

Beaver Meadows Visitor Center

By 1960 the administration facility in Estes Park had become overcrowded and was considered no longer sufficient to meet the needs of staff. Based on Mission 66 master plans, the NPS was already involved in planning construction of a new administrative headquarters by this time, with a proposed location north of Central Maintenance within the Headquarters Area.

Following completion of Beaver Meadows Road in 1959, the park also began to consider the establishment of a new Mission 66-style visitor center along the route. Advantages to the proposal included its proximity to Estes Park, which afforded park officials the opportunity to maintain the close ties to the community forged through the having the superintendent's office located within the town since 1923.

In the summer of 1964 at the suggestion of Secretary of the Interior Steward Udall and at the invitation of Superintendent Liles, William Wesley Peters and Edmund Thomas (Tom) Casey of Taliesin Associated Architects visited the park to examine potential sites for a new administration building and visitor center (Allaback and Carr, 26). After considering several options, including two on the north side of Beaver Meadows Road, the architects selected the present site to the south of the road, in part for the hillside prospect that afforded views of Longs Peak and allowed vertical separation of administrative offices by using the sloped terrain. The north facing façade along the road would be one story and accommodate visitor programming, while administrative offices were to be located on the south-facing side of the building, which was two stories in height. The two sides of the buildings could also be accessed from separate parking areas and entrances, but were connected inside. This choice of siting made Rocky Mountain National Park one of a very few parks that chose to build a Mission 66 visitor center outside its official entrance, enabling visitors to use the building "without passing through a gate or paying a fee" (Allaback and Carr, 26).

After working with the firm to site the building, the NPS hired Taliesin Associated Architects, originally founded by the now-deceased Frank Lloyd Wright, to design Rocky Mountain National Park Beaver Meadows Visitor Center and Administration Building. Project architect Tom Casey designed the building to feature low horizontal forms, Corten steel cross frame elements, and sandstone-veneer panels in colors that blended with the natural environment. The building also incorporated an unusual angled steel exterior framing system (Komara, 27). Casey designed the framing based on crystalline forms inspired by stones he picked up on the site, suggesting that "out of those crystalline forms you begin to, or the forms of the building in a sense begin to, reflect some of the crystalline forms that are actually part of the rock," adding "It's very peculiar or particular to this site. These rocks come around this site on this mountain nearby and hardly any place else… They come from Pinnacle Peak… You build the form around them, and you make them kind of like jewels in the place. And they're from nearby but they're not part of the things here…" (Casey interview, 48-49).

Casey also designed the building to frame and celebrate its surroundings, especially the view of Longs Peak to the south, which became the focus of a viewing terrace integral to the architectural plans. As noted by Casey, "You could go out on the balcony and see Longs Peak, which is a major feature, major, major feature of the park. It the big deal in the park. And [the] function of that balcony was to find out about these things there and then go immediately outside and get an impact of what the park was about. You're seeing the Rocky Mountains there" (Casey interview, 21).

Another key element of the building, and a principal public feature, was the two-story auditorium designed to serve not only the park but also the town by providing a space for its meetings. By locating the complex outside the park gate, the NPS signaled the accessibility of the complex to the Estes Park community. The auditorium is also considered to be the largest and most elaborate Mission 66 facility of its type in the national park system. The design of the auditorium was inspired by Native American kiva construction, but also reflects Wrightian principles for assembly spaces in its subtle but ornate decor, indirect lighting, and fireplace. From an interior balcony located within the auditorium and originally accessible from the upper level of the building, visitors were able to observe

the main interior space, view the movie, and walk out onto the exterior viewing terrace that encircled the auditorium at the upper level, the same balcony designed to afford views of Longs Peak (Allaback and Carr, 4).

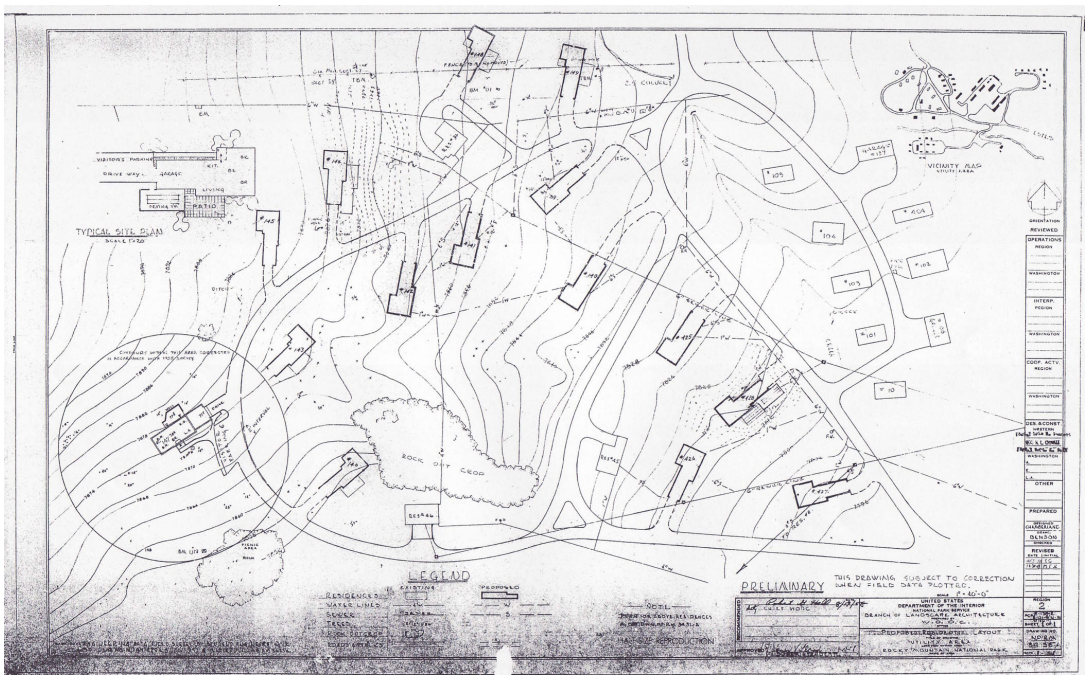
Constructed between 1965 and 1967 by the Kunz Construction Company, Beaver Meadows Visitor Center bears a striking resemblance to Taliesin West, the firm's complex in Arizona, with its strong horizontal profile edged by low walls, use of stone aggregate in the concrete, exposed structural system, and subordination to the surrounding landscape. Specifying building techniques unfamiliar to most contractors, the complicated design required lifting and careful fitting together "a puzzle of one hundred and one pre-cast concrete panels in sixty-four different sizes, one of which weighed 65,000 pounds" (Allaback and Carr, 31). These concrete sections were cast in wooden forms on site. Likewise, the use of Corten steel was new in the late 1960s. The architects chose the material for the beautiful patina it would display over time, accrued through natural weathering. Corten steel was also virtually maintenance-free, a crucial advantage in a material exposed to extreme seasonal change. Delays in production of the steel for the exposed structure meant the building was only half completed by January of 1966. Construction progress was further interrupted by union conflict and unsatisfactory construction, especially with regard to interior air handling. The park finally opened the lobby to the public on May 30, 1966; dedication ceremonies were held on June 24, 1967.

In 1968, park Resident Landscape Architect James O'Shea prepared planting and lighting plans for the visitor center complex. The plan proposed adding aspen, birch, pine, juniper, and Oregon grape holly around the building and parking area to supplement existing ponderosa pines to the east and south of the building and near the north entrance. The plan, however, was never fully implemented. Other site developments completed in association with the building were sidewalks constructed of exposed aggregate edged by smooth concrete curbing. The sidewalks were scored to echo the interior terrazzo floor pattern.

Eagle Cliff Housing

Mission 66 master plans proposed acquisition of several private residences located within the Eagle Cliff region for adaptive reuse as park housing. While the park would eventually acquire several private residences in the area, this did not generally occur until after the Mission 66 program ended (ROMO archives, GIS boundary history).

At the same time, individuals continued to build private residences within the area. These included Ypsilon Lane #710 and associated Ypsilon Lane Garage #850, built in 1959, as well as Bluebird Lane #711, completed in 1960 (ROMO archives, land tract records).



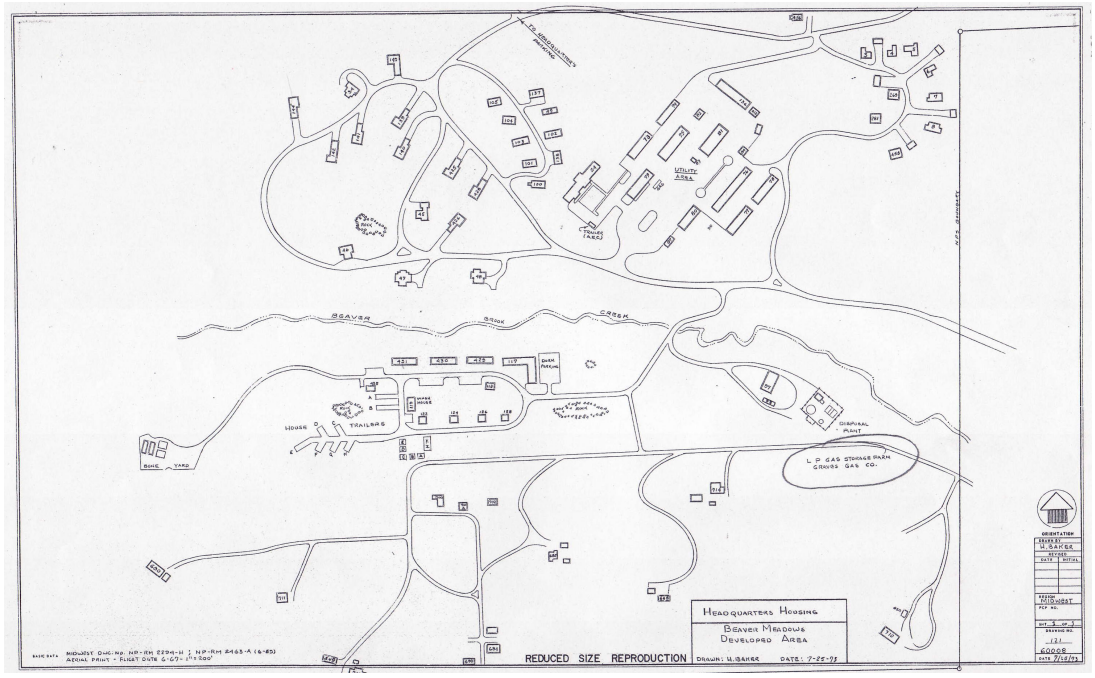
Site Plan, 1958



Site Plan, 1961



Aerial View of Utility Area, 1972



Site Plan, 1973

Post-Mission 66 Era (1967-2020)

Few changes occurred within the Headquarters Area during the late 1960s, with the exception of parcel acquisition within Eagle Cliff Housing and a few changes made to buildings within Central Maintenance.

Piecemeal acquisition of properties within Eagle Cliff Housing suggested the need for a plan to guide use of the parcels and associated residential developments. The park completed a plan to address future acquisition and development of land for park housing in 1973 with the “Eagle Cliff Development Concept.” The plan recommended that all remaining private inholdings located within the authorized park boundary be acquired by the NPS and included diagrams illustrating possible redevelopment strategies for creating a denser development through the removal of some existing homes and their replacement with multiplex apartments (NPS, Eagle Cliff Development Concept, 1973). None of the plans included in the document were ever implemented, however, except for a proposal to update the access road leading to the Boneyard.

In 1976, the Utility Area was determined eligible for listing in the NRHP for the architecture of the Rustic-style buildings constructed between 1923 and 1939 and for the intactness of Central Maintenance, indicated as one of the best-preserved utility areas of a western park.

That same year, the NPS prepared a master plan for Rocky Mountain National Park that described a vision for future preservation, management, and development of park resources. The plan suggested the need for “major expansion and reconstruction of residential and maintenance facilities” within the Headquarters Area (NPS, Rocky Mountain National Park Master Plan, 1976).

As a result of recommendations included in the 1976 master plan, the park began work in 1979 on a large new maintenance headquarters to the southeast of the historic utility court of the Central Maintenance cluster that was accessed from Mills Drive and surrounded by parking. The building was expanded in 1983 and became known as Maintenance Complex #828.

In the early 1980s, the NPS built on the 1976 determination of eligibility for the Utility Area by preparing a NRHP nomination for a 109-acre historic district. The property was listed in the NRHP on March 18, 1982. The nomination expanded on the 1976 documentation by including Beaver Meadows Visitor Center within the property, although this was the only building recognized as contributing that postdated World War II.

In 1986, the park added new electrical and waterlines throughout the Headquarters Area (ROMO archives, building maintenance files).

In 1987, the park prepared a Multiple Resource Nomination for Rocky Mountain National Park. The nomination identified buildings within the park considered eligible for listing in the NRHP for their associations with five themes—1) Pioneer Settlement and the Development of the Resort Industry; 2) Reclamation; 3) Mining; 4) Transportation; and 5) Rustic Architecture. Of these, only Rustic Architecture related to the Headquarters Area. Based on the nomination, the park determined that examples of park architecture other than those that met the listing criteria associated with NPS Rustic-style architecture were not eligible for listing in the NRHP. The 1987 Multiple Property Nomination recommended that the Utility Area Historic District be revisited and buildings not related to the theme be indicated as non-contributing to the district (McWilliams and McWilliams).

Based on this recommendation, the park drafted an amended NRHP nomination for the Utility Area Historic District in 1990 that removed parts of the Headquarters Area not associated with development prior to World War II. The new nomination indicated a main polygon that included Central Maintenance, the Maintenance Yard, a portion of the Alpine Circle and Mills Drive Residences, and the Marmot Drive Residences cluster, with two discontiguous parcels containing

Employee Residence #34 and Beaver Meadows Visitor Center that altogether totaled 38 rather than 109 acres. The amended nomination was accepted by the Colorado SHPO but later rejected by the Keeper when found to inadvertently list the update as a boundary increase when in fact it represented a decrease. The update was never revised and resubmitted, and the 1982 Utility Area Historic District boundary remains in place today.

Circa 2000, the park assigned names now in use to the roads located within the Headquarters Area. This was likely in response to the need to meet new emergency response locator system requirements (Personal communication between Meg Frisbie and Bob Maitland, 2012). It is not known whether the roads in the Eagle Cliff Housing area, originally driveways leading to private residences, were also named at the time.

As noted previously, the Park Administration Building (Beaver Meadows Visitor Center) was designated an NHL in 2001 for its significant architecture (Allaback and Carr).

In 2006, park staff further investigated the NRHP eligibility of additional Headquarters Area resources by documenting the historic buildings associated with the Emergency Housing

development. A Ptarmigan Lane/CCC Historic District was determined eligible by the Colorado SHPO at the local level under Criteria A and C, with a period of significance from 1947 through 1955 based on this documentation.

In 2012, the park drafted a plan to guide potential new developments in the Headquarters Area. These included expansion of the Maintenance Complex #828 by establishing a paved and fenced materials and equipment yard, construction of a new garage for Alpine Fire Crew Dorm #1027, as well as a new snow removal equipment garage, a new divisions storage warehouse, and a new truck access route into the park (Headquarters Developed Area - Phase One, PowerPoint presentation). None of these features has yet been built.

In 2013, between September 11 and 13, Rocky Mountain National Park and surrounding east slope communities received between 2 and 18 inches of rain during a multi-day weather event that precipitated catastrophic flooding. Rocky Mountain National Park, containing many of the headwaters of this flood event, was subject to significant damage including the loss of two road bridges, and damage or loss of sections of roads and trails as well as 16 trail bridges. The eastern part of the park suffered the worst flooding, while the park's Colorado River District, located west of the continental divide, was largely unaffected. Three major highways, State Routes 34, 36, and 7, within the Estes Park area, were among the roads affected. For several days after the storm, Trail Ridge Road provided the only access to Estes Park. The park, however, was closed for several days. It began reopening incrementally for public use several days later; by September 25, 93 percent of the park was open, while by September 28 as much as 99 percent had reopened (Rose Lang, August 17, 2020). Several buildings within the Headquarters Area suffered damage due from flooding, including Employee Residence #48 and Quarters #699. While Employee Residence #48 was repaired, Quarters #699 was so impacted that it had to be removed. A new multi-unit housing building, Four-Bedroom Modular Home #1196, replaced Quarters #699 in 2016.

In 2015, University of Colorado faculty and students completed a plan for vegetation management within the Headquarters Area that addressed needs related to fire protection, cultural vegetation stewardship, and the provision of wildlife habitat. The document, titled "Rocky Mountain National Park Utility Area Cultural/Natural Vegetation Management," provides useful background data and identifies trees requiring protection because of their age, relationship to the historic period of significance, and integrity (Komara, 4).

Also in 2015, the park began a waterline replacement project for the Headquarters Area that is ongoing.

In 2017, National Council on Preservation Education intern Meg Frisbie prepared architectural inventories for 57 buildings—34 residences and 23 maintenance buildings and secondary

structures—within the Headquarters Area. The inventories record the history of each building in terms of its design, construction, and modification over time, and provide historic context information, while evaluating their significance, and assessing their eligibility for listing in the NRHP. The project also considered the potential for the existing Utility Area Historic District to be expanded to include post-World War II and Mission 66-era development and associated buildings. The park used the inventories to prepare DOE documentation for the buildings that was later reviewed by the Colorado SHPO. Based on the documentation, the SHPO determined 31 of the building to be eligible for listing in the NRHP as part of an expanded historic district, while 19 were indicated as not eligible. The SHPO also recommended four of the buildings that the park had indicated as not-eligible to be considered eligible, and suggested that additional documentation would be needed before a determination could be made on three other buildings.

The park added several new multi-person housing units between 2018 and 2020, including Four-Bedroom Modular Home #1197 within Emergency Housing and Four-Bedroom Modular Home #1198 in Eagle Cliff Housing, along with four tiny footprint residences (Buildings #1203, #1204, #1205, and #1206) at the western end of Seasonal Housing. At Eagle Cliff Housing, the park removed three buildings associated with the former Sites property—Quarters #685, Cabin #686, and Shed #858—located within the Tortilla Flats area, to make room for Four-Bedroom Modular Home #1197. At Emergency Housing, the park removed Quarters #49 to accommodate construction of Four-Bedroom Modular Home #1198. Prior to removing the buildings within Eagle Cliff Housing, the park prepared a DOE for the Sites Residence Historic District that addressed the three buildings to be removed, as well as Falcon Lane #687. The Colorado SHPO concurred that the proposed undertaking would result in an adverse effect to the Utility Area Historic District and the proposed Sites Residence Historic District. This CLI constituted the agreed-upon mitigation measure for the undertaking as part of a Memorandum of Agreement between the park and the SHPO.

In 2020, the park embarked on a planned fuel tank replacement and relocation project that impacts Central Maintenance and Emergency Housing. Current plans indicate that the propane tank at Emergency Housing will be removed and not replaced, while the underground fuel storage tanks and dispensing stations at Central Maintenance, initially installed in 1992, will be replaced (Compliance, 2020, 02-25).

Also proposed by the park in 2020 was the replacement of the radio tower located southeast of Equipment Storage Shed #78. The tower, which supports critical telecommunications equipment, is believed to have been built during the late 1970s or early 1980s. By 2020, the tower had become unstable and determined condemned for removal. The park prepared compliance documentation in November 2020 indicating that the existing tower postdates the period of significance for the Utility Area Historic District and is thus non-contributing, while demonstrating how the character and composition of the proposed new tower is anticipated to have no adverse effect on the listed property. The SHPO later concurred with the park's determination (Radio tower replacement compliance communications, November 2020).

Specific actions related to individual resources within each cluster that occurred during this period are described below.

Central Maintenance

Several changes have been made within Central Maintenance since 1967. In 1968, the park remodeled the interior of McLaren Hall Annex #24, and removed four hose house buildings (former Buildings #95, #491, #555, and #556) from the utility court area (ROMO archives, non- extant structures files). In 1970, both Equipment Storage Shed #77 and #78 underwent unspecified rehabilitation (List of Classified Structures).

Circa 1977, park personnel moved a small building (Storage, Recycling #811) to the edge of the parking area fronting McLaren Hall Annex #24 from its original location at the Hidden Valley Winter Use Area. The building, constructed circa 1960, had previously as a supply structure within the resort. Since being relocated to Central Maintenance, Storage, Recycling #811 has served storage and recycling uses (2017 architectural inventory form).

In 1979, the NPS built RMC Warehouses #820 and #821 at the northwestern corner of the utility court to serve the needs of the RMC, then known as the Rocky Mountain Nature Association. The park also initiated construction of a new maintenance headquarters called for in the 1976 park master plan. The new building, which contained an office and carpenter shop, faced Mills Drive to the southeast of the Central Maintenance utility court. The park expanded the building in 1983 to include a paint shop. Parking edged the building to the north and south. It has since become known as Maintenance Complex #828 (ROMO archives, buildings list, 2012).

In 1981, the park established a fenced and irrigated plant study plot and seed collection area near Maintenance Complex #828 (ROMO archives, temporary boxes).

Between 1983 and 1984, the NPS altered Electrical Shop #75, Equipment Storage Shed #76, Storage Shed #83 (also known as the oil house), Storage Shed #84, and Storage Shed #87 (also known as the fire tools cache). Although many of the changes were unspecified (List of Classified Structures), some were made to ensure that wiring was to code (ROMO archives, building maintenance files).

In 1985, the park conducted an archeological survey in the region of the McLaren Hall Annex #24 prior to mitigating drainage problems. Nothing of significance was discovered during the survey (ROMO archives, temporary boxes).

In 1986, roads within Central Maintenance were repaved (ROMO archives, building maintenance files).

In 1987, Equipment Storage Sheds #73 and #74 were stabilized and altered to accommodate larger snowplows, while the park rehabilitated Building and Utilities Shop #75 in an unspecified way (List of Classified Structures). Also that year, the park stabilized Equipment Storage Sheds #76, #77, #78, and #79 along with the Operations Center #80, Storage Sheds #82, #83, #84, and #87, and McLaren Hall Annex #24 (List of Classified Structures).

In 1991, the NPS enlarged RMC Warehouse # 821 and built Volunteers in Parks Storage Building #822 to support additional storage needs. Volunteers in Parks Storage Building #822 was built to the east of Volunteers in Parks Office #612 (ROMO archives, buildings list, 2012). In 1992, the NPS built a new Hazardous Materials Storage Building #1026 to the east of the access road leading to the parking area to the north of Maintenance Complex #828 (ROMO archives, buildings list, 2012).

Circa 1994, the park installed Asset Management Center #1079 immediately east of Maintenance Complex #828. The building was half of an existing interpretive kiosk adapted for reuse. The other half of the building was used to establish Projects Storage #1131 in the Boneyard.

In 1995, Warehouse #79 was rehabilitated in an unspecified way (List of Classified Structures), while Automotive Shop #81 received a new air exchange system (ROMO archives, building maintenance files). That same year, the park demolished several hose houses, including former Buildings #88 through #93 (ROMO archives, non-extant structures files), and constructed Greenhouse #1039 to the north of Mills Drive and south of Equipment Storage Shed #77 on a terrace overlooking Mills Drive and adjacent to the existing fenced plant propagation area. Together Greenhouse #1039 and the plant propagation area provided the park with indoor and outdoor environments for cultivating native plants that could be used for revegetation projects (ROMO archives, buildings list, 2012).

Another addition built southeast of the utility court in 1997 was Museum Storage Facility #1038 (ROMO archives, building maintenance files). The following year, the park constructed a shelter for employee post boxes near McLaren Hall Annex #24 and along the adjacent parking area referred to as Cluster Box Shelter #1047 (ROMO archives, building maintenance files).

Between 1998 and 1999, the McLaren Hall Annex #24 underwent several rehabilitation projects to remove existing apartments, a kitchen, and related partitions, while new insulation, glazing, doors, and hardware were added. The park also constructed accessibility ramps at both ends of the building.

In 2002, one of the original buildings sited along the utility court—Warehouse #79—underwent structural and mechanical improvements and received a new fire protection system, a new HVAC system, steel trusses, and new plumbing to meet OSHA codes. The NPS constructed a concrete accessibility ramp in front of the building, and relocated the existing boiler room (ROMO archives, building maintenance files). That same year, the NPS remodeled Automotive Shop #81 by adding insulated roof panels, new doors, and new hardware. The park ensured that the building complied with OSHA standards through the addition of new utility lines and accessibility ramps and stairs (ROMO archives, building maintenance files). In 2005, the park also added a new, enclosed bay and a wash area.

In 2005, the NPS rehabilitated Operations Center #80, demolishing the interior and replacing the floors and framing, walls, and ceiling with a new layout. The park removed a truck scale and built an addition to the south. The building received a new HVAC system installation, as well as new, larger windows. As part of the same project, the park replaced log columns previously damaged by water, made the doors accessible, updated the fire suppression system, restored the fenestration to vertical orientation by installing new, true divided lights on the east façade, repaired existing windows, and rebuilt the storm windows. The park also repaired log sills and purlin ends, made the front (west) door accessible, and added a ramp. The park consulted with the SHPO in devising plans for the work, which met the Secretary of the Interior's Standards.

In 2006, the park's Snogo Snow Plow (resource 5LR.11068) was listed in the NRHP. The plow, manufactured by the Klauer Manufacturing Company of Dubuque, Iowa, in 1932, may be the last model of the innovative machine in existence (Butler, 7-1 to 7-2). It was used until 1952 to maintain Trail Ridge Road, the highest continuous highway in the United States, and later loaned to the town of Estes Park to support snow removal needs. Since being returned to the park in 1979, the Snogo Snow Plow has been stored within Central Maintenance.

In 2007, the park built a new Interagency Fire Station #1139 and associated site features north of Mills Drive and southeast of the historic Central Maintenance utility court (ROMO archives, buildings list, 2012). In 2012, the park added Seed Storage Unit #1179 adjacent to Greenhouse #1039 (ROMO archives, buildings list, 2012).

Maintenance Yard

In 1979, the NPS replaced earlier sewage treatment facilities with Sewage Dump Station #785 located to the east of Horse Barn #97. Sewage Dump Station #785 processes sewage from several sources within the park including comfort stations (privies) located within wilderness areas.

Records indicate that the park moved Storage Shed #690, believed built in 1968 as a pump house in an unspecified location within Moraine Park, to the Maintenance Yard circa 1980 (2017 architectural inventory form). Circa 1984-1985, the park moved Resource Management Shed #877 into the Maintenance Yard from an undetermined location (ROMO archives, buildings list, 2012). Shed #925 was added later nearby circa 1990.

The park added Hay Storage Shed #993 behind Horse Barn #97 to the Maintenance Yard to support care of park work horses in 1995 and a large building, Trails Shop #863, along the access road leading to Horse Barn #97 in 2001.

Marmot Drive Residences

The NPS rehabilitated Employee Residence #3 in 1978 in an unspecified way (List of Classified Structures). Between 1982 and 1984, the park also updated Employee Residences #4 and #5 (List of Classified Structures), later further updating each of the 1920s-era residences within the cluster in 1989-1990 (List of Classified Structures). Circa 1990, the NPS also altered Garages #70 and #71 in an unspecified way (List of Classified Structures).

The park completed a substantial rehabilitation of Employee Residence #8 in 2012-2014. Exterior updates included rehabilitation of the windows, replacement of the vertical shingles on the east- and south-facing facades, installation of a new door on the west façade and a new water pipe. Inside, the project addressed fire suppression and sprinkler needs, framing for a washer/dryer unit, changed the layout of interior stairs, entailed installation of in-floor heating, laminate flooring on the first floor, and carpeting on the second floor. The electrical, plumbing, insulation, and drywall were replaced and the kitchen and bathrooms completely remodeled.

Seasonal Housing

Circa 1970-1973, the park added the first of three RV site developments south of Sundance Circle. The second group was added to the southwest of Sundance Circle circa 1980-1983. The park added the third group, located to the southeast of Sundance Circle, circa 1984-1992. These RV sites continue to be used by seasonal employees, volunteers, and researchers as of 2020.

In 1988, several double-wide trailers were brought to the park for use by employees. These were located within the Seasonal Housing area but later removed (ROMO archives, non-extant structures files, ROMO building maintenance files).

In 1990, the park converted all six of the Seasonal Housing single-family dwellings—Quarters #118, #122, #124, #126, #128, and #495—from seasonal to permanent residences. To support the effort, the park rehabilitated the buildings (ROMO archives, building maintenance files).

In 1994, the park rehabilitated Blister Rust Dormitory #117 to improve accessibility, including constructing a wood accessibility ramp in front of the building (ROMO archives, building maintenance files). One of the bathrooms was later rehabilitated to accommodate accessibility circa 2019.

In 2019-2020, the park installed four small-footprint, prefabricated “tiny” employee residences, Buildings #1203 through #1206, at the western end of Seasonal Housing as a result of a donation provided by RMC. The units each accommodate two employees. The prefabricated materials arrived in 2019, and the park erected the residences in 2019-2020. The park also added porches and parking areas to each of the buildings.

Alpine Circle and Mills Drive Residences

In 1969, the park constructed a 100,000-gallon water reservoir on the hilltop to the west of Alpine Circle and Mills Drive Residences to augment the existing tank installed in 1939 (ROMO archives, building maintenance files).

In 1978, the NPS rehabilitated Superintendent’s Residence #47 in an unspecified manner, while Employee Residence #48 was altered in 1982, and Employee Residence #34 in 1983. In 1984, Employee Residences #46 and #47 were altered by the NPS (List of Classified Structures).

In 1986, the park added a new residence along the western end of Alpine Circle (Alpine Circle Residence #879) where it would not be visible from the other residences. The park subsequently added a modular home (Alpine Circle Residence #990) across the road from Alpine Circle Residence #879 in 1989 (ROMO archives, building maintenance files).

In 1991, a fire gutted the interior of Employee Residence #48 while it was being rehabilitated. The NPS developed a rehabilitation plan following the fire that was approved, but not implemented due to a lack of funds. The building remained vacant until 1996, when the RMC worked with the park and SHPO to develop plans to temporarily accommodate the organization’s offices within the building before it was returned to residential use. Accessibility improvements were added as part of the rehabilitation. The RMC moved into the building in early 1998. The flood of 2013 extensively damaged the building. In 2014, the park undertook repairs that included repair of the drywall, the garage door, and baseboard lines; draining and refilling of the boiler; and installation of a new radon detection and mitigation system, new carpet and tile flooring, conference room office furniture, and custom cabinetry and countertops in the mailroom storage area. Finally, the park replaced the

domain controller server that was destroyed by lightning strike power surges in days following the initial flood (Carolyn Carlson, email, August 24, 2020). Employee Residence #48 remains the office of RMC as of 2020.

Emergency Housing

Since 2006, the NPS has replaced the asbestos siding on several of the quarters located along Ptarmigan Lane, revealing the original clapboards, while also replacing some roofing materials.

Circa 2018, Quarters #49 was removed due to its poor condition. In 2019-2020, the park built Four-Bedroom Modular Home #1198 on the site formerly occupied by Quarters #49, located to the north of Quarters #102.

Boneyard

Circa 1994, the park placed half of a former interpretive kiosk within the Boneyard and used it to fashion a new building, currently known as Projects Storage #1131, sited to the northwest of Storage Tunnel #760.

In 1999, the park constructed Metal Storage Units #661 and #662 west of Storage Tunnels #760 and #761 to further accommodate materials storage needs (ROMO archives, buildings file, 2012).

Beaver Meadows Visitor Center

In 2002, the NPS engaged Tom Casey, project architect for Beaver Meadows Visitor Center, and Taliesin Associated Architects to consult on a proposed expansion of the visitor center parking area and entry plaza, as well as the addition of a new comfort station. Casey helped design the new comfort station and plaza, the connection between the elevated walkway around the auditorium and the front door, an expanded front desk, and a lift between floors. The park also worked with the National Trust for Historic Preservation and the Colorado SHPO on the project. The entrance road was realigned to the west to allow for expansion of the parking area. New lighting, curbing, sidewalks, and signage were also added as part of the project. The plan indicated a proposed shuttle bus parking and loading area along the margin of the new entry plaza. A shuttle bus shelter was added in 2007.

Eagle Cliff Housing

The NPS began to acquire privately owned parcels on Eagle Cliff mountain in 1966-1967. Among the first properties acquired were Loch Vale Residence #668 and Loch Vale Garage #854, Falcon Lane #687, Falcon Lane #684, and Bluebird Lane #680 (ROMO archives, architectural inventory forms and land tract records). Additional homes acquired between 1968 and 1972 included Ypsilon Lane #710 and associated Ypsilon Lane Garage #850, Bluebird Lane #711, Bierstadt Lane #714 and adjacent Bierstadt Lane Garage #808, and Junco Lane #717 and associated Junco Lane Garage #849 (ROMO archives, GIS files)(ROMO archives, land tract records).

It is likely that many of the owners were willing sellers following the change made to the park entrance following construction of Beaver Meadows Road. The Eagle Cliff dwellings were sited in relatively close proximity to the earlier Big Thompson Entrance, and were a desirable location for park access. The concentration of homes built in the area may reflect the interest of many people to live close to a national park entrance both for access and the potential for higher property values. After the establishment of the Beaver Meadows Entrance Station, and the resulting change in the park's eastern entrance, it is possible that the Eagle Cliff mountain homes declined in value, facilitating acquisition by the federal government and inclusion of the Eagle Cliff properties within the park.

Acquisition of Eagle Cliff properties continued during the mid-to-late 1970s potentially in response to the Eagle Cliff Development Concept plan completed in 1973 that recommended all remaining private inholdings located within the authorized park boundary be acquired by the NPS (NPS, Eagle Cliff Development Concept, 1973). In 1974, the NPS acquired a dwelling known as the Panov Residence

(former Building #745). The dwelling was later demolished (ROMO archives, non-extant structures files). Two additional residences (former Buildings #801 and #815) acquired in 1977-1978 were also later demolished (ROMO archives, non-extant structures files). Based on proposals in the 1973 plan that suggested replacing some housing units with apartment buildings to increase the number of housing units available for park staff, it is possible that these buildings were demolished to make way for new developments.

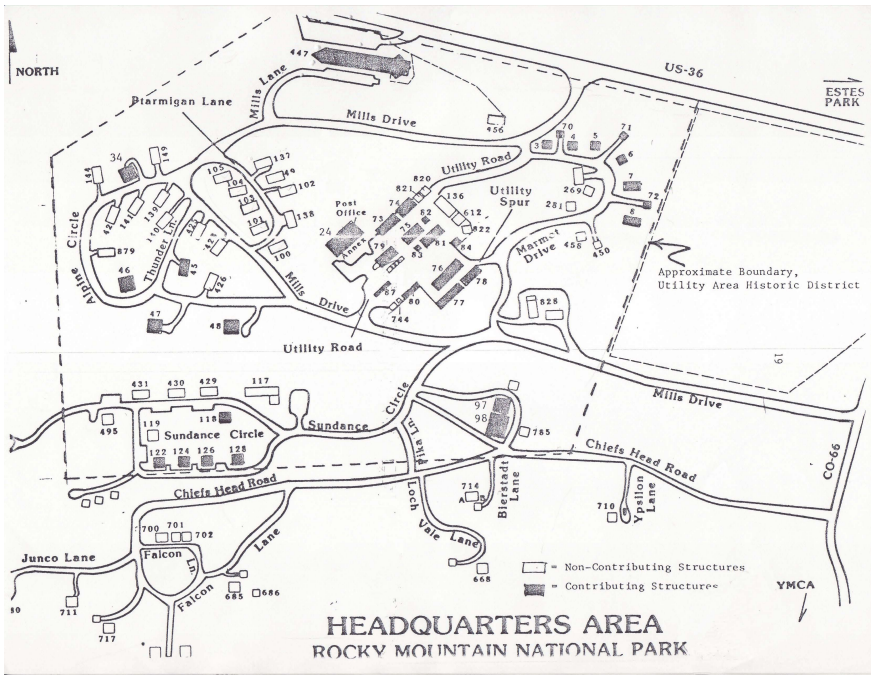
In 1985, the park removed three additional buildings acquired from former private owners, which had been repurposed for use by Youth Conservation Corp (YCC) enrollees, including a dormitory (former Building #702), storage shed, and canteen storage building (former Building #856) (ROMO archives, non-extant structures files). In 1988, the park removed another residence (former Building #891) and two additional inholding structures (former Buildings #813 and #814) (ROMO archives, non-extant structures files). Demolition continued in the 1990s as, in 1993, the park removed two additional YCC buildings, including a kitchen and dining structure (former Building #700) and an adjacent unidentified structure (former Building #701) (ROMO archives, non-extant structures files).

During the 1980s, the park used the Eagle Cliff Housing cluster to establish facilities to house llamas used as work animals in wilderness areas. The park built metal corrals to contain the animals and a small Rustic-style wood-frame building (Building #1181) nearby to store food and tack. Between 1993 and 1994, the NPS built Alpine Fire Crew Dorm #1027 to the south of Chiefs Head Road on the site of a former residential property that included Buildings #700, #701, and #702. The new building was designed to house firefighters (ROMO archives, buildings list, 2012). The large building was edged by a parking area, an extensive system of paths, a paved patio, wood deck, and stone grill. A paved driveway, accessible parking space, and ramp were later added to the east of the building in 2017, along with replacement of the deck, to improve accessibility (Compliance 2017 17-68 Rebuild Hotshot Dorm Deck).

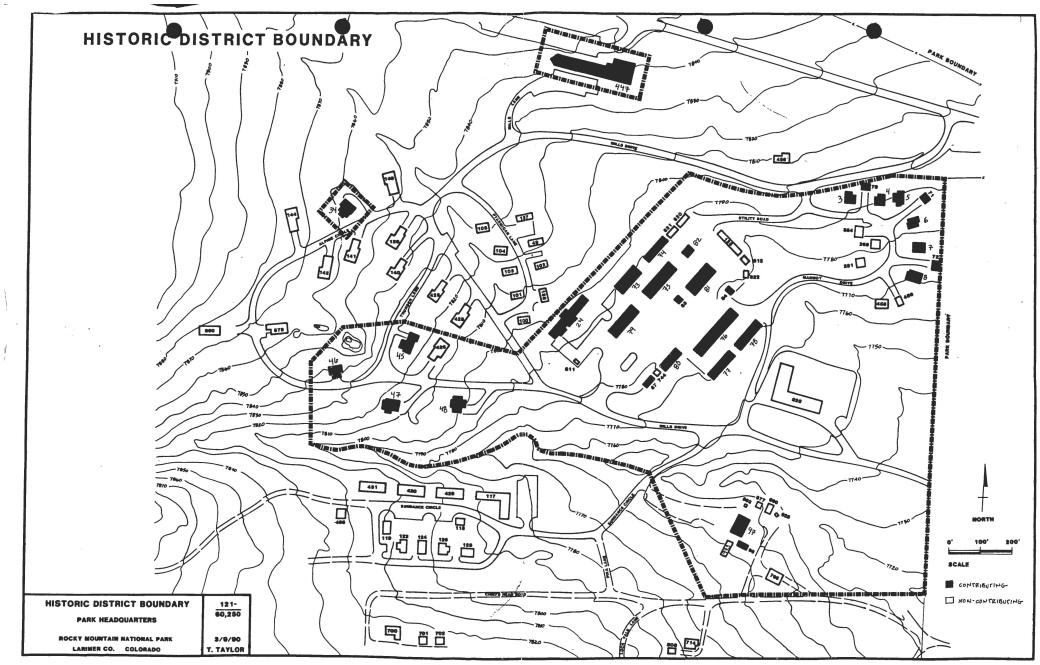
In 2002, the NPS built Fire Operations Building #1088 west of Alpine Fire Crew Dorm #1027. The building is a modular prefabricated structure sited along Bluebird Lane. Parking edges the building to the south, while walks lead to building entrances at the eastern and western ends (ROMO archives, GIS files).

In 2005, an additional residence (former Building #815) was removed from the Eagle Cliff Housing area (ROMO archives, non-extant Structure Files). In 2012, park personnel brought the Wild Basin Ranger Kiosk (present-day Storage Building #1157) to the area and placed it along the paved driveway associated with Alpine Fire Crew Dorm #1027 adjacent to another later addition, Storage Building #1078.

In 2015-2016, the park built Four-Bedroom Modular Home #1196 northeast of Falcon Lane #684 on the former location of the Ward Residence (former Quarters #699) that had been severely damaged in a flood in 2013. In 2019-2020, the park built another multi-room dormitory, Four-Bedroom Modular Home #1197, where the Sites Residence (former Quarters #685) and associated outbuildings (former Cabin #686 and Shed #838) once stood. The buildings had been removed following damage caused by flooding in 2013 that caused irreparable damage.



Map of Headquarters Area, 1982



National Register District Boundary, 1990

Uses

Functions and Uses:

Major Category	Category	Use/Function	Historic	Current	Primary
Domestic (Residential)	Secondary Structure (Garage)		Yes	Yes	No
Domestic (Residential)	Institutional Housing		Yes	Yes	No
Domestic (Residential)	Small Residential Landscape		Yes	Yes	No
Industrial/Processing/Extraction	Waste Water Treatment Facility		Yes	Yes	No
Industrial/Processing/Extraction	Fuel Distribution System		Yes	Yes	No
General Storage	Equipment/Vehicle Storage		Yes	Yes	No
General Storage	Warehouse (General Supply Storage)		Yes	Yes	No
General Storage	Fuel Storage Site		Yes	Yes	No
General Storage	Storage Yard (Open Area Used)		Yes	Yes	No
Education	Research Facility (Laboratory)		Yes	Yes	No
Education	Training Center		Yes	Yes	No
Agriculture/Subsistence	Horticulture Facility		Yes	Yes	No
Domestic (Residential)	Multiple Dwelling	Dormitory (Bunkhouse)	Yes	Yes	No
Recreation/Culture	Museum (Exhibition Hall)	Exhibit	Yes	Yes	No
Government	Fire Station	Fire Station-Other	Yes	Yes	No
Government	Government Office	Government Office-Other	Yes	Yes	No
Government	Government Office	Maintenance Facility	Yes	Yes	Yes
Domestic (Residential)	Multiple Dwelling	Multiple Dwelling-Other	Yes	Yes	No
Landscape	Functional Landscape	Pedestrian Circulation	Yes	Yes	No
Domestic (Residential)	Single Family Dwelling	Single Family House	Yes	Yes	No
Landscape	Plaza/Public Space (Square)	Streetscape	Yes	Yes	No
Landscape	Plaza/Public Space (Square)	Subdivision/Planned Community	Yes	Yes	No
Landscape	Functional Landscape	Vehicular Circulation	Yes	Yes	No
Government	Government Office	Visitor Contact (Visitor Center)	Yes	Yes	No

Public Access:

Public Access: With Permission

Public Access Narrative:

Except for Beaver Meadows Visitor Center and nearby Wilderness Office, where visitors obtain wilderness camping permits, access to the Headquarters Area is limited to those with permission from NPS. However, there are no formal gates or other restrictive measures to prevent visitors from entering the area. Posted signs encourage visitors to refrain from traveling along Mills Drive beyond the Wilderness Office parking area. The Headquarters Area is otherwise used by NPS and RMC personnel and others involved in research, training, interpretation, education, management, and maintenance at Rocky Mountain National Park. The private residential inholdings within the southeastern corner of the Headquarters Area are marked with signs indicating they should also be accessed only with permission.

Associated Ethnographic Group

Ethnographic Study Status: No Survey Conducted

Ethnographic Narrative:

Analysis & Evaluation of Integrity

Analysis and Evaluation of Integrity Narrative Summary:

For the purposes of the Cultural Landscapes Inventory, landscapes are analyzed according to a number of criteria known as landscape characteristics. These characteristics include archeological sites, buildings and structures, circulation, cluster arrangement, constructed water features, cultural traditions, land use, natural systems and features, small-scale features, spatial organization, topography, vegetation, and views and vistas. With the exception of constructed water features and cultural traditions, examples of each of these landscape characteristics are present within the Headquarters Area. The sections that follow describe the history and evolution of each discrete feature located within the Headquarters Area as they relate to the various landscape characteristics considered below. The Headquarters Area CLI also assesses each feature in terms of how it relates to the overall sense of place and whether it contributes to the significance of the cultural landscape.

The Headquarters Area has evolved to a great extent since the initial developments of 1923. From the early establishment of maintenance and housing facilities sited compactly on a 20-acre parcel, the Headquarters Area

has expanded to encompass more than 192 acres and grown from four developed clusters to nine, while also becoming the center of park administration. While each of the clusters was present by the end of the period of significance in 1967, the park has continued to add new features within each of the clusters in support of park operations since the historic period. New additions have generally replaced earlier features, since removed, on the same site, or occupied formerly unbuilt sites in ways designed to reinforce historic patterns of spatial organization. There are, however, also several examples of new additions that have expanded on the original arrangement of cluster development in ways that conflict with historic patterns of spatial organization and the character of historic features in terms of scale, massing, and materials. These issues are addressed below as part of the Integrity Assessment section.

Other changes that have occurred since the period of significance entail adaptive reuse of historic buildings, alterations made to historic buildings to address changes in building codes, energy efficiency standards, fire protection protocols, and accessibility requirements. For example, the park has added accessible parking spaces and ramps to address accessibility at the entrances to many historic buildings, replaced original wooden roof shingles with asphalt for fire protection in associated with some historic buildings, and updated windows and HVAC systems to improve energy efficiency in others. The buildings identified as contributing to the Utility Area Historic District in 1982 have generally been less altered, with greater care applied to the preservation of character-defining features.

Integrity Assessment

Integrity Summary

As defined by the NRHP, there are seven aspects of integrity—location, design, setting, materials, workmanship, feeling, and association—that should be present in large part for a property to be eligible for listing in the NRHP.

Based on the understanding of the district developed through preparation of this CLI, the Headquarters Area possesses all aspects of integrity due to the ongoing presence of many of the buildings and landscape features constructed by the NPS to support the park operations, administration, and visitor service needs of Rocky Mountain National Park during the 1923 and 1967 period of significance. The cultural landscape today reflects several eras of NPS planning and design, including the 1920s era characterized by NPS Rustic and naturalistic landscape style design; the New Deal era; the post-World War II introduction of modern design principles to NPS Rustic and naturalistic-style design; and Mission 66, with its goals of modernization. Extant building and landscape features continue to reflect NPS tenets of conservation and design and construction principles intended to blend the built environment with the character of the environmental context and setting. The Headquarters Area as a whole survives with sufficient integrity to convey these important historic associations which provide insight into the ways in which the NPS has provided stewardship of natural and cultural resources.

Nonetheless, there are several examples of buildings and landscape features added since 1967 that do not reflect the vocabulary of scale, form, materials, and siting representative of the Headquarters Area during the period of significance. Examples include Maintenance Complex #828, Fire Center #1139, Museum Storage Facility #1038 and associated parking facilities, and Greenhouse #1039 in Central Maintenance; Four- Bedroom Modular Homes #1196 and #1197, Fire Operations Building #1088, and Alpine Fire Crew Dorm #1027 in Eagle Cliff Housing; Trails Shop #863 in the Maintenance Yard; the proliferation of stored materials within the Boneyard; and Four-Bedroom Residence #1198 in Emergency Housing. Despite these additions that diminish integrity of design and feeling, the Headquarters Area continues to retain sufficient integrity of location, setting, design, materials, workmanship, feeling, and association to convey its historic associations.

Aspects of Integrity

Location

Location is the physical place where the historic property was constructed or the place where the historic event occurred. The location of a property is an important factor in determining why the property was created. If a property is separated from its location, the recapture of a sense of historic meaning and character is fragmented.

The Headquarters Area remains in its original location west of the town of Estes Park and near the eastern boundary of Rocky Mountain National Park. The Headquarters Area first occupied the present site of Central Maintenance and the Maintenance Yard within a 20- acre parcel of land conveyed to the NPS by the Estes Park Development Corporation. By 1930, the developed area had expanded to include development within the Alpine Circle and Mills Drive Residences, Marmot Drive Residences, and Seasonal Housing clusters.

The developed area continued to expand throughout the remainder of the period of significance to address the growing needs of park operations. Following World War II, the park established the Emergency Housing cluster in 1946-1948 to address severe staff housing shortages, and also expanded Seasonal Housing to its current form around the same time. The Boneyard was established circa 1957-1958 based on Mission 66 master planning to serve materials supply and storage needs. The park further expanded housing by constructing three new apartment buildings within Seasonal Housing as part of the program, building nine single-family residences within the Alpine Circle and Mills Drive Residences, and relocating other residences to the Marmot Drive Residences. Master plans prepared during Mission 66 also guided acquisition of former privately owned parcels and adaptive reuse of existing residences to support housing needs, much of which occurred after the period of significance.

Today, the Headquarters Area consists of a 192-acre complex, nearly all of which was included within Rocky Mountain National Park by the end of the period of significance. Additionally, all current land uses, patterns of spatial organization, and the majority of the built cultural landscape were also present by the end of the period of significance. The Headquarters Area thus possesses integrity of location.

Several individual buildings located within the Headquarters Area, however, have been moved from their original locations to support park operations, storage, and housing needs. During the 1930s, the park began to move buildings from elsewhere into existing clusters such as Central Maintenance (Storage Shed #87) and the Maintenance Yard (Stable #98). Others were relocated to accommodate new construction, such as Storage Sheds #82 and #83 to make way for construction of Automotive Shop #81. Additionally, the residences constructed in the Emergency Housing cluster on Ptarmigan Lane were built from materials moved from two former CCC camps at Hollowell Park in 1946-1948 (Quarters #100, #101, #102, #103, #104, and #105, and Garages #137 and #138). Both the Seasonal Housing and Marmot Drive Residences clusters contain private residences and salvaged buildings relocated from their original sites during the late 1940s through 1960 (Marmot Drive Residences and Garages #269, #281, #354, #450, and #458; and Quarters #118, #122, #124, #126, #128, and #495). Finally, Storage Tunnels #760 and #761 in the Boneyard were formerly located at Hidden Valley Winter Use area, and moved to the Headquarters Area in 1957-1958. While the relocations diminish integrity of location for these individual buildings, these changes all occurred during the period of significance and are thus contributing. The Headquarters Area thus possesses integrity of location.

Design

Design is the combination of elements that create the form, plan, space, structure, and style of a property. It results from conscious decisions made during the original conception and planning of a property or its significant alteration. The design of a historic property reflects the functions, technologies, and aesthetics of its period of significance, and can include elements such as massing, spatial arrangement, site layout, texture and color of materials, style of ornamental detailing, and type of vegetation.

The Headquarters Area also possesses integrity of design for the ongoing evidence of NPS planning and design principles represented in the individual features established during the period of significance as well as their arrangement and patterns of spatial organization. The siting of the individual clusters, their distinctive organization that reflects an understanding and respect for the environmental context and setting, and the way they relate to one another are all aspects of the design of the Headquarters Area that retain integrity.

The original intended design of the complex, characterized by the separation of clusters according to their functions and a combination of utilitarian and residential open spaces, remains evident today. Over time, the complex has expanded and grown from the nucleus of development centered around a central maintenance utility court, later supported by nearby, but visually removed, residential clusters to the northeast and west. The design of Central Maintenance has not changed from its original configuration of buildings arranged into several

rows, each oriented consistently along a northeast-to-southwest axis, forming the edges of circulation routes and work yards. Utilitarian in nature, the complex was minimally planted, while nonetheless containing notable examples of NPS Rustic-style architecture.

Concurrent with the earliest maintenance buildings and residences, the NPS established a separate Maintenance Yard to accommodate park work horses that featured the NPS Rustic-style Horse Barn #97 and associated corrals on a level terrace above the stream corridor, arranged for utility.

The Alpine Circle and Mills Drive Residences and Marmot Drive Residences clusters followed a different form of layout and organization from Central Maintenance. Instead, single-family residences followed curvilinear roads to form a streetscape of or neighborhood that was both cohesive in terms of design and arrangement, but allowed for privacy. Residential properties exhibited site plans to address the needs of individual residences, such as driveways, garages, walkways, and plantings.

The overall design of the Headquarters Area was altered with the construction of Emergency Housing in 1946-1948. As built, Emergency Housing formed a tightly grouped cluster of residences sited along a central road built to connect with a road providing access to Alpine Circle and Mills Drive Residences. Following World War II, additional housing was added south of Beaver Creek that included relocated private single-family dwellings to form the Seasonal Housing cluster. The layout of each of three of the residential areas (Alpine Circle and Mills Drive Residences, Marmot Drive Residences, and Seasonal Housing) was altered during Mission 66 as more employee housing was added to support growing need. Mission 66-era construction did not alter the overall layout of the existing clusters, but operated as infill or expansion of the existing layout and arrangement of features. However, Mission 66 design principles promoted suburban design character with ranch-style houses built from stock blueprints, the use of contemporary materials, and a reorientation of dwellings by presenting the garage rather than the front door to the streetscape. Land identified in Mission 66 master plans to the south of the Seasonal Housing as desirable for acquisition to address ongoing housing shortages was acquired within the Eagle Cliff Housing neighborhood that included several private residences. The dwellings that proved suitable for adaptive reuse were modified to accommodate park personnel housing. They remain in this use today, with the original character of the individual properties retained. Many of the residences and their associated outbuildings were of a vernacular Rustic architectural character and were considered compatible with the Headquarters Area. The individual residences built during both the pre-World War II era and Mission 66 themselves survive with integrity of design, although some have been rehabilitated to address contemporary needs.

Originally, the district was accessed via road from the east side of the district from State Highway 242, now called Highway 66. Since the Mission 66 era, the complex can also be accessed from Beaver Meadows Road, constructed in 1959 to the north. During Mission 66, following the construction of Beaver Meadows Road the park unified the complex through construction of Mills Drive—which connected all of the clusters to one another—and associated roads such as Marmot Drive, Utility Road, Alpine Circle, Thunder Lane, Sundance Circle, and Chiefs Head Road, all of which have been present since the period of significance and survive today with integrity.

Between the developed clusters, the Headquarters Area also contains large expanses of undeveloped open space that serve as buffers between the built areas, and protect natural resources such as Beaver Creek, meadows, and rock outcroppings. The design of the Headquarters Area preserved to the extent possible existing stands of native ponderosa pine, aspen (Populus tremuloides), cottonwood (Populus angustifolia), willow (Salix discolor, S. amygdaloides), and a variety of shrubs present within the hilly landscape.

Thus, even with some changes to the overall layout and individual built features, the Headquarters Area possesses integrity of design through the ongoing spatial layout and organization of the clusters, and the examples of buildings, circulation features, plantings, and small-scale elements developed by 1967.

Setting

Setting is the physical environment of a historic property. Whereas location refers to the specific place where a property was built or an event occurred, setting refers to the character of the place in which the property played its historical role. Setting includes the physical elements of a site, including character-defining features, such as spatial organization, land use, vegetation, topography, circulation, and small-scale features that are discussed in

more detail in the following sections.

The Headquarters Area also possesses integrity of setting. At a broad scale, the overall setting of the Headquarters Area has changed little since the period of significance. Much of the landscape continues to be surrounded by the ponderosa pine woodland and shrubby meadow, undulating topography, and rock outcroppings that characterize Beaver Meadows. Views from the Headquarters Area encompass elements of Beaver Meadows as well as longer views of the surrounding Rocky Mountains, including Longs Peak from the Beaver Meadows Visitor Center, Central Maintenance, and portions of Mills Drive.
An RV park located outside the park to the east, visible from Marmot Drive Housing, has been present since the period of significance, so this view has also not changed. Further, the way in which built features relate to one another and the environment is also consistent with that present during the period of significance. The continuity of the surrounding rolling topography, rock outcroppings, native plant communities, the riparian Beaver Creek corridor, and views of the surrounding Rocky Mountains since the period of significance help to convey the property's integrity of setting.

Materials

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
The choice and combination of materials reveal the preferences of those who created the property and indicate the availability of particular types of materials and technologies.

Integrity of materials is demonstrated within the Headquarters Area through the retention of much original fabric in historic buildings, circulation routes, plantings, and small-scale features. The park has worked to retain character-defining features of most of the NPS Rustic style features, even as evolving uses have required rehabilitation treatments. The historic use of logs, wood boards and shingles, stone, and other natural materials, initially obtained from local sources, reflects NPS tenets of Rustic and naturalistic-style design, as advocated by Stephen Mather and other early landscape engineers. The use of natural materials was considered essential for blending new construction with the natural landscape, a concept that spoke directly to the stewardship mission the NPS was tasked with, in administering the national park system.

With hewn-log framing, wood-shingle roofs, stone foundations, and dark-stained siding, the buildings constructed between 1923 and circa 1941 exemplify NPS Rustic-style design. For the most part, these materials have been maintained, with the exception of the replacement of wood roof shingles on some historic buildings with asphalt shingles for fire protection, examples of preservation maintenance, and limited changes made to accommodate new uses. Within the Emergency Housing cluster, the park added asbestos shingles over top of the original wood clapboards at an undetermined time. The park has begun removing the asbestos siding to reveal the original wood siding.

The features constructed after World War II involve a greater reliance on prefabricated and modern materials such as steel, concrete, and composites. Structures built during Mission 66 reflect this transition. To help the new, contemporary features to blend with the natural environment, the park used devices such as staining or painting wood and asphalt shingles a dark brown color.

Materials associated with circulation patterns as well as with the natural landscape have been minimally altered, although some formerly unimproved earth and gravel roads have been improved with asphalt to better accommodate heavy vehicle use and formerly bituminous walks in the Emergency Housing cluster have been replaced with concrete.

The vegetation associated with plantings and natural areas, such as pine trees, native shrubs, and grasses, also retains integrity in terms of materials. Thus, the Headquarters Area retains overall integrity of materials due to the presence of a high percentage of original construction materials, and limited evidence of replacement or change.

Workmanship

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. It is the evidence of artisans' labor and skill in constructing or altering a building, structure,

object, or site. Workmanship can apply to the property as a whole or to its individual components.

Integrity of workmanship in the Headquarters Area is demonstrated through the many extant buildings and structures that survive from the period of significance little changed in terms of form and materials. The way in which NPS architects and landscape architects evoked local vernacular building techniques in the early design of park buildings and landscape features and employed a high level of craftsmanship in their construction continues to be demonstrated throughout the district. Examples of pre-World War II buildings and landscape features continue to reflect the design and construction philosophy of the NPS Landscape Engineering Division, including that of Thomas Vint and Daniel Ray Hull, and exhibit the craftsmanship of the CCC enrollees who worked on several projects using locally available materials. Mission 66 workmanship reflected the mass production and ready-made materials associated with post war construction as well as the need for less labor intensive construction and maintenance strategies given the park's growing asset list and shrinking maintenance staffing, which could not keep up a New Deal standard. Although the buildings have experienced decades of occupation and adaptive reuse to meet evolving park operations needs, efforts conducted by the NPS to maintain the features found in the district demonstrate integrity of workmanship.

Feeling

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. It results from the presence of physical features that, taken together, convey the property's historic character. In conjunction with location and setting, feeling describes what the property feels like or the senses it evokes to a person on the property.

The Headquarters Area similarly possesses integrity of feeling to a great degree due to the physical presence of many features that survive from the period of significance with individual integrity. As noted above, the collective arrangement of buildings and landscape elements into clusters and the relationship between clusters as well as with the surrounding natural environment survive with integrity from the period of significance.

As such, the cultural landscape conveys integrity of feeling as an example of an early-to- mid-twentieth-century park utility landscape. In particular, the Rustic nature of the early residential developments, the cohesive utilitarian Central Maintenance cluster, the wooded areas and vegetation patterns, the hilly topography, and the views of the surrounding mountains all contribute to the feeling of the cultural landscape that is consistent with that present during the period of significance.

Integrity of feeling is diminished by the addition of several contemporary features after the period of significance that contrast with historic features in terms of form, scale, massing, and materials. These additions specifically impact the Central Maintenance, Maintenance Yard, Emergency Housing, and Eagle Cliff Housing clusters. The additions to Central Maintenance have been sited beyond the original utility court area. As such, they are physically and visually removed from the cluster and have less of an impact on integrity of feeling than the new four-bedroom housing unit in Emergency Housing that occupies the site of a former historic, much smaller duplex. Despite the later additions, the Headquarters Area retains integrity of feeling due to the overall retention of original landscape features in historic patterns of spatial organization and setting; further change, however, may jeopardize integrity of feeling.

Association

Association is the direct link between an important historic event or person and a historic property. A property retains association if it is the place where the event or activity occurred and is sufficiently intact to convey that relationship to an observer. A property with high integrity of association portrays its historic character through physical elements and their relationships to each other. Like feeling, association is based on individual perceptions.

The Headquarters Area continues to function in many of the capacities for which it was originally designed, namely as a maintenance and residential complex intended to support Rocky Mountain National Park operations that later also became the administrative headquarters for the park with completion of Beaver Meadows Visitor Center in 1967.
The Headquarters Area retains integrity of association due to the presence of developed clusters representative of several major periods of NPS and park history and the continued use of the buildings and clusters as they

were originally intended. Thus, the Headquarters Area retains integrity of association due to the overall retention of original landscape features in historic patterns of spatial organization and as representations of several distinct periods of NPS planning and design.

Landscape Characteristic: Archeological Sites-Archeological Sites

Archeological survey was initiated within the broader Rocky Mountain National Park shortly following the period of initial development of the Headquarters Area between 1923 and 1933. Early on, this periodic research was conducted by graduate students in regional universities and focused on the identification and interpretation of predominantly American Indian cultural resources. Working from non-systematic collections of material culture made during initial and subsequent park development, these students examined museum collections containing American Indian lithics and ceramics, identifying site types and locations and assigning chronological and cultural affiliations. Site visits to previously identified sites and identification of new sites within the park were limited. In 1935 Mary E. Yelm completed a Master's Thesis for the University of Denver that was based on her limited fieldwork within Rocky Mountain National Park and an examination of American Indian material culture predominantly recovered from the vicinity of the upper and lower Big Thompson River drainage and held in the Museum of Rocky Mountain National Park in Estes Park, Colorado. Yelm's study characterized archaeological sites into camps (more permanent and less permanent), scattered finds, lookouts, and rock shelters based on the quantity and type of material culture recovered and analyzed their geographic distribution. Likewise, her study provided a comprehensive temporal and cultural typology of stone tools and ceramic vessels. Archeologist Wilfred M. Husted also conducted limited survey and relocation of previously identified sites and turned to the comparison of regional material culture collections. Husted's material-based study focused predominantly on the classification of stone tools and ceramic vessels and grouped them into four temporally and culturally organized periods (Yelm, 1-2, 15-18, 104-107; Husted, 22-31, 57-86).

Since the 1980s, systematic and comprehensive park-wide and project-oriented investigations have been conducted by NPS archeologists, as well as university-based and private contractors. This work has had two goals: 1) broad surveys focused on the identification and documentation of new American Indian and European-American sites within Rocky Mountain National Park; and 2) limited surveys focused on the mitigation of specific construction and development projects, and the relocation of previously identified archeological sites. Several recent surveys are of importance to the Headquarters Area. In 1994, James Brechtel conducted a survey to relocate and document site 5LR.322, a site containing a Yuma point and a cache of scrapers first identified by Yelm in 1935. The comprehensive 64-acre survey only recovered one historic artifact, was unsuccessful in relocating any material evidence for 5LR.322, and concluded that the site no longer existed. In 2005, Robert Brunswig published the findings of a five-year survey of Rocky Mountain National Park which included the central and western portions of the current 192-acre Headquarters Area conducted as part of the Beaver Creek survey in 1998. Brunswig identified eleven sites within the Headquarters Area, including prehistoric lithic scatters, historic trash scatters, stone rings, and historic homestead and cabin sites. Complementing the Brunswig survey, William Butler completed a study of historic contexts within Rocky Mountain National Park in 2005. His study classified identified historic sites into several types including exploration and settlement sites, transportation systems, mining sites, lumber and sawmill sites, water system sites, power plant sites, ranches, resorts, and recreation sites, CCC period sites, and NPS sites.

Butler's study provided a valuable historic context for the development of the Headquarters Area and the broader Rocky Mountain National Park. In 2017, Jason Chambers conducted a survey of the northern portion of the Headquarters Area in association with an anticipated waterline replacement project. Chambers surveyed the same 64-acre area as Brechtel (1994). Chambers identified several sites and isolated finds including a single historic grave and prehistoric and historic artifact scatters. 5LR.322, identified by Yelm in 1935, was not relocated. In his 2018 surface survey and limited shovel testing of two small areas prior to the demolition of former Quarters #49 and #685, archeologist Cody Dalpra identified a new historic artifact scatter associated with the NPS use of the area between the 1920s and 1968 (Brechtel; Brunswig 1999 and 2005; Butler, Chambers; Dalpra; and Santiago).

Archeological investigations within Rocky Mountain National Park have incorporated both surface and subsurface survey. Surface survey, characterized by the observation and collection of material culture through systematic transects, has been the predominant means of identifying new sites and

relocating previously recorded archeological sites. Subsurface survey, characterized by systematic and opportunistic shovel testing, has been fairly limited in both frequency and scope. Within the Headquarters Area, archeological survey has been nearly comprehensive covering upwards of 75 percent of the current, approximately 192-acre evaluation area, with some areas surveyed multiple times.

Archeological resources identified within the Headquarters Area are broadly representative of both American Indian and European-American occupations. Some archeological sites possess both American Indian and European-American components, although these are presumed to represent subsequent occupations and use of the same location. Two types of resources have been identified through archeological survey: sites composed of more than ten pieces of material culture, a feature or structure, or a complex of features, structures and material culture; and isolated finds, generally concentrations of ten or fewer pieces of material culture within a limited area.

American Indian archeological resources identified within the Headquarters Area consist of both sites and isolated finds. Site types are limited to camps and activity areas (5LR.322, 5LR.609, 5LR.3835, 5LR.3836, 5LR.3838), with features including stone rings (5LR.3841, 5LR.3846), a stone hearth (5LR.3841), and a potential culturally peeled tree (5LR.3848). Isolated finds consist of artifact scatters and lithic debitage, as well as points, and mano and metate fragments. A considerable number of artifacts were recovered from two large sites located north and south of Beaver Creek in the Headquarters Area. 5LR.322, identified in 1935, possessed points and a cache of jasper scrapers. 5LR.609, identified in 1962, included over 40 points, as well as hammerstones, scrapers, and flakes. Recent attempts to relocate and redefine 5LR.322 have proven unsuccessful. Likewise, 5LR.609 has been relocated but is much reduced in size (Brechtel, 5; Chambers, 4-6).

While prehistoric sites identified within the Headquarters Area contain numerous artifacts, temporally diagnostic artifacts are limited in number. Cultural and chronological affiliation of American Indian sites identified during the Beaver Creek drainage survey, incorporating parts of the Headquarters Area and lying immediately adjacent to and west of it, and undertaken by the University of Northern Colorado in 1998, identified sites and isolated finds associated with the Middle Archaic McKean Complex (4,200 – 3,200 years before present), the Late Archaic period (3,200 – 1,900 years before present), and the Early Ceramic – Plains Woodland Period (1,900 – 1,050 years before present) (Brunswig, 1999, 6-11).

While the Headquarters Area does not possess any notable American Indian archeological sites, the various site types and isolated finds found here, as well as in the adjacent surveyed Beaver Creek area, definitively document the presence—and continued long-term seasonal use—of the Montane environmental zone by tribal ethnic groups in the historic and proto-historic periods, specifically the Northern Ute and Northern Arapaho, as well as their ancestors and other unidentified groups extending back several thousands of years (Brett, 9-14, 36, 42-44; Brunswig, 1999, 58; Brunswig, 2005, 98).

Only recently have European-American sites become a focus of archaeological survey within Rocky Mountain National Park. Historic period archeological resources identified within the Headquarters Area also consist of both sites and isolated finds. European-American site types identified during the Beaver Creek drainage survey, incorporating parts of the Headquarters Area and land lying immediately adjacent to and west of it, include homesteads, ranch sites, recreational cabin sites, trash midden/dump sites, open camps, irrigation ditches, water retention features, and small landscape features (Brunswig, 1999, 12; Butler, 2005, 1).

Within the Headquarters Area, historic period archeological resources include late nineteenth- to early twentieth-century homestead/cabin sites, located in the western and southern portions of the Headquarters Area along Beaver Creek west of the Alpine Circle and Mills Drive Residences cluster and south of Beaver Creek adjacent to the Seasonal Housing cluster. These sites feature stone foundations, structural depressions, privies, and hearth features (5LR.3838, 5LR.3839, 5LR.3853), an artifact scatter, and landscape features associated with the park period Sites Complex (former Quarters #685), occupied circa 1920-1968 (5LR.14343), numerous trash scatters and refuse dumps (5LR.3834, 5LR.3836, 5LR.3852, 5LR.11257, 5LR.14220, 5LR.14221), and an individual grave

(5LR.14214). Isolated finds include construction materials such as terra cotta drain pipe, nails, pane glass, as well as trash such as glass bottles and metal cans. While no precise dates were provided, most of the European-American archeological sites and isolated finds date to the first half of the twentieth century based solely on kinds and types of material culture observed and recovered (Brunswig, 1999, 20-27; Chambers, 5-8; Dalpra, 4-9;
Santiago, 3-10).

The more important European-American archeological sites present within the Headquarters Area are predominantly private cabins, structures, and complexes that are representative of the period of homesteading and small-holding prior to and following the creation of Rocky Mountain National Park in 1915 (Butler, 2005, 368-373). Chambers noted that homestead site 5LR.3839, located in the Seasonal Housing cluster was potentially eligible for listing on the National Register of Historic Places (Chambers, 5, Table 1).

Archeological resources present within the Headquarters Area have been impacted for nearly a century by activities associated with the development of the Rocky Mountain National Park Headquarters Area, and through unauthorized collecting of surface material culture. From the early 1920s onwards, development within the Headquarters Area has consisted of the construction and maintenance of roads, residences, administrative and maintenance structures, as well as the construction of utilities and clearing of fire fuel hazard. Throughout the second and third quarters of the twentieth century these activities rarely took into account the presence of American Indian and European-American archeological sites. It is only in the last 50 years that park-related projects have been assessed for their impact to known and potential archeological resources and appropriate mitigation conducted.

Likewise, the activities of visitors collecting surface material culture during both the pre- and post-1915 periods have directly impacted the integrity of known archeological sites. In particular, and during the first few decades of park operation, extensive and repeated visitor collection of ‘Indian’ artifacts has impacted the overall integrity and the visibility and extent of American Indian archeological sites. While late nineteenth- to early twentieth-century accounts of what would become Rocky Mountain National Park note the prolific nature of material features and artifacts representing American Indian presence, the unauthorized, long-term collection of artifacts has impeded the ability of archeologists to understand the location and distribution of sites, as well as to determine potential cultural and temporal affiliations and the
representativeness of artifact assemblages (Brett, 29-30; Moomaw).

Landscape Characteristic: **Buildings and Structures-Buildings and Structures**

Numerous buildings and structures are present within the Headquarters Area Historic District. Buildings date to several periods, including early park development (1923-1933), the New Deal (1933-1941), post-World War II (1945-1955), Mission 66 (1956-1967), and the post Mission 66 (1967-2020) eras. Those buildings that predate World War II are generally NPS Rustic style in character and design, while those that postdate World War II are modified Rustic style, mid- century modern or Park Service Modern, vernacular, or post-modern utilitarian. Many buildings survive with integrity from the period of significance and contribute to the significance of the historic district. There are some buildings that have lost integrity and others that postdate the period of significance. These are assessed herein as non-contributing. Non-contributing buildings that are compatible with the character of the Headquarters Area are indicated as such.

Structures include retaining walls, culverts, bridges, foundations, and shelters. Several structures survive from the period of significance and contribute to the significance of the historic district. There are also several structures that have lost integrity or postdate the period of significance. These are assessed herein as non-contributing.

Alpine Circle and Mills Drive Residences

Headquarters Area Alpine Circle and Mills Drive Residences Employee Residence #34 (Alpine Cottage) (CRIS HS #010570; Resource number 5LR.1203; FMSS #25940) (Easting: 452140; Northing: 4468422) Employee Residence #34 is located near the northern end of Alpine Circle and the road's intersection with Mills Drive. The residence is edged to either side by ranch-style Mission 66 residences. The dwelling faces Alpine Circle. Stone steps provide access to the front door, which faces south. A driveway leads to the rear of the dwelling from Alpine Circle that ends in a small parking court. A paved patio provides access to the rear door. Much of the landscape to the west of the house is open meadow with scattered ponderosa pine trees. Also located behind the house are a clothesline and metal grill.

Employee Residence #34 was the first residence built in Residential Area A (now Alpine Circle and Mills Drive Residences cluster) in 1931. Initially known as Alpine Cottage, Employee Residence #34 was designed by Howard W. Baker under the guidance of NPS Chief Landscape Architect Thomas Vint. Special attention was paid to the use of materials, such as native stone and timber (but no logs), and the massing of the building, in order to help it blend with the surrounding terrain (NPS, NRHP draft revised Utility Area Historic District nomination, 1990). Employee Residence #34 is a one-story, single- family wood-frame structure that is roughly rectangular with a modified T shape. The building measures approximately 16 by 42 feet, has an attached garage, and contains 1,269 gross square feet of space (FMSS). The dwelling features an intersecting double-gable roof covered in asphalt shingles, with exposed dimensional-lumber rafter tips and purlin ends. Other Rustic-style elements include a stone chimney in the ridgeline, and wood shingle walls that are painted dark brown. The foundation is stone veneer over poured-in-place concrete. Windows are wood, with single-, double-, and triple-mullioned window openings, light casement sashes, and rough-sawn plain board trim painted light mint green. The doors are wood and also painted light mint green, while the garage doors are painted dark brown. The principal (south) façade has a gabled, enclosed extension that covers the centered front door. Stone steps and a stoop lead to the front door. A double multi-light window is to the right of the door within the enclosed entry. A triple multi-light window is to the left of the door on the main block. An extension edges the main block to the west. The T includes a double multi-light window on the south façade. The west façade features a double multi-light window to the south and a double half- height window at the north. The north face of the extension also features a paired multi- light window. The main block features a single multi-light window. The north façade of the main block has a rear door in the west end and a triple multi-light window at the edge of the garage that extends from the north elevation. The garage has a door on the east side and a roll-up garage door and single wood paneled door on the north elevation. Vent pipes extend through the garage roof. The east façade has a double multi-light window, and single and double multi-light half windows. The 1982 NRHP nomination indicates Employee Residence #34 to be similar in design to Employee Residence #8 at Marmot Drive (List of Classified Structures; Wheaton, 7-4).

Since the period of significance, several changes have occurred in association with the building. The original wood shingles of the roof have been replaced with asphalt shingles since 1991. The List of Classified Structures indicates that the NPS made unspecified alterations to the building in 1983, and rehabilitated the dwelling in 1992-1994 (List of Classified Structures). Compliance records indicate that plans were made in 1991 to replace the windows and doors in kind with the original hardware reused, with improvements to be made related to accessibility, life safety, and water and electrical systems. For example, the NPS proposed widening the rear entry into the house to three feet to accommodate accessibility. The document references earlier changes to floor coverings, light fixtures to be updated, and other interior materials and finishes proposed to be replaced in kind (Compliance, 1991, 91-04).

The exterior of Employee Residence #34 possesses all aspects of integrity, although the integrity of materials and workmanship are diminished on the interior. The building remains in its original location. The original setting has been altered through the addition of two ranch-style residences. This change, however, occurred during the period of significance. Integrity of feeling and association also remain intact. As noted, integrity of design, workmanship, and materials remain as

well due to the limited changes that have been made. Most notable is the replacement of wood shingles with asphalt as a fire protection measure, which diminishes integrity of materials.

Employee Residence #34 is considered to be one of the better examples of NPS Rustic- style architecture within the park. It was listed in 1982 as a contributing resource of the Utility Area Historic District. The NPS also considers it eligible for listing in its own right at the local level under Criterion C for its architecture (List of Classified Structures). Employee Residence #34 contributes to the significance of the Headquarters Area Historic District.

Headquarters Area Alpine Circle and Mills Drive Residences Employee Residence #45 (CRIS HS #010559; Resource number 5LR.487.1; FMSS #25941) (Easting: 452199; Northing: 4468294) Employee Residence #45 is located along the eastern margin of Thunder Lane, southwest of Mills Drive Residence #425 and north of Employee Residence #47. The residence features open yards to the north and south, which contain ornamental plantings and small recreational features such as a horseshoe pit and sandbox. The dwelling faces south. A short access drive leads east to a parking court that edges the garage extension of the dwelling to its north. The driveway is edged by a stone retaining wall to the south. Another stone retaining wall edges the house and front terrace to the south, which is concrete and sheltered beneath a porch roof. Log steps lead to a level area north of the house. A light fixture is sited near the driveway. From the house there are views to the mountains to the east.

The NPS built Employee Residence #45 in 1939 based on plans prepared by C.M. Earhardt under the supervision of Landscape Architect Howard W. Baker, of the Region II Office of Plans and Design. Employee Residence #45 is a one-story wood-frame building with an L-shaped plan that measures 32 by 32 feet and has an attached single-car garage. The building contains 2,394 gross square feet of space (FMSS). The building has an intersecting gable roof clad in wood shingles that double every fifth course. There are exposed dimensional-lumber rafter tips and purlin ends. The chimney and foundation are stone veneer over concrete. The exterior of the building is wood siding painted dark brown. There is a concrete porch with wood posts and an intersecting shed roof. The garage, attached to the house via a breezeway, features a gable roof with a large overhang and exposed rafter tips and purlin ends, wood shingles doubled every fifth course, and a stone water table with clapboard siding. Windows are wood, with single-, double-, and triple-mullioned window openings, light casement sashes, and rough-sawn plain board trim painted light mint green. The doors are wood and also painted light mint green, while the garage doors are painted dark brown. The principal (south) façade sits under an extension of the gable roof with a deep overhang. The door is accessed by a concrete porch and edged by the T extension. Windows on the south façade include a triple four-over-four double-hung sash window in the gable end, which sits above an exposed half-basement with stone siding and two window openings. A single two-over- two double-hung sash window is to the left of the door. The west façade has two single two-over-two double-hung sash windows and a single two-over-two double-hung sash window in the upper level of the gable end. The north façade of the main block has paired two-over-two double-hung sash windows and a single two-over-two double hung sash window near where the block meets an extension to the north with a separate entry. The single-car garage is attached to the north of this extension. The garage has a roll-up wood panel garage door. In the north end of the garage are paired four-light casement windows centered in the wall (List of Classified Structures).

Few changes appear to have been made to Employee Residence #45. The List of Classified Structures indicates unspecified alterations completed in 1983-1984 (List of Classified Structures). Compliance records indicate that thirty-five window sashes, storm windows, and screens were removed and repaired along with a single screen door in 2011, with work completed in conformance with the Secretary of the Interior’s Standards for the Treatment of Historic Properties (Compliance, 2011, 11-19).

The dwelling retains all aspects of integrity, including integrity of location, setting, feeling, and association due to limited changes to the property and its environs, as well as integrity of design, workmanship and materials also due to limited changes having been made to the building.

Employee Residence #45 was listed in 1982 as a contributing resource of the Utility Area Historic

District and is considered eligible for individual listing at the local level under Criterion C for Architecture. It contributes to the significance of the Headquarters Area Historic District.

Headquarters Area Alpine Circle and Mills Drive Residences Employee Residence #46 (CRIS HS #010560; Resource number 5LR.487.2; FMSS #25942) (Easting: 452126; Northing: 4468269)
Employee Residence #46 is located to the north of Alpine Circle just west of the road's intersection with Thunder Lane. Employee Residence #47 is located to the east. Employee Residence #46 is built into the side of the hill that characterizes the center of the Alpine Circle/Thunder Lane loop. A garage faces the road, while rubble stone retaining walls edge parking in front of the garage along the road. Concrete stairs with sandstone treads lead up the hill to a terrace outside the main entrance and into the building to the east, while a second flight of stone stairs and walk leads to a side entrance on the west side of the house. The residence features an open yard to the southwest and fenced gardens to the east. A small terraced landing is behind the house. A light fixture is sited near the stairs leading to the front entrance. A contemporary metal grill is to the west of the house.

Designed by C.M. Earhart working under D. Bay, Acting Chief Architect, Division of Plans and Design, Region II, Employee Residence #46 was built in 1939. Landscape plans prepared by Westley and Mitchell under Howard W. Baker, Regional Landscape Architect, Region II, were implemented in 1940, with native plants added around the dwelling intended to harmonize with the NPS Rustic-style architecture. Employee Residence #46 is a one-and-one-half-story single-family residence that features a T- shaped plan. The building measures 41 by 39 feet and contains 2,679 gross square feet of space (FMSS). It is a three-by-three bay structure with three piles. The roof has intersecting gables, brown wood shingles, doubled every fifth course, and exposed two- by-six-inch rafter ends. There are gutters and downspouts. A single chimney of uncoursed fieldstone, topped by a metal vent fan, is located on the interior of the west elevation. Three metal vent pipes also pierce the roof. The walls are brown wood frame with horizontal lapped siding. The foundation is medium-to-high, ranging from 3 feet to 8 feet, 1 inch of uncoursed fieldstone forming a plain water table over concrete. Stone stairs lead to a porch that is a flagstone stoop on the principal (north) façade, which then leads to an enclosed entryway with a wood door painted dark brown with a green screen. There are two eight-light corner windows to the left of the doorway (List of Classified Structures and LCS inventory). The garage is located below the south end of the main block, facing Alpine Circle. The entrance occurs within the stone water table through two wood-paneled overhead garage doors painted dark brown, each with four horizontal lights in the upper panel.

Overall, there are 15 single-, double-, or triple-ganged six-over-six double-hung sash windows. One nine-light, hexagonal window is in the west elevation. Three four-light casements are on the upper gable ends. Eight three-light horizontal and one six-light sash windows are in the basement. The windows are painted light mint green. Few changes appear to have been made to the residence. The dwelling retains all aspects of integrity, including location, setting, association, feeling, design, materials, and workmanship.

Employee Residence #46 was listed in 1982 as a contributing resource of the Utility Area Historic District, but is not indicated as individually eligible for listing in the NRHP. It contributes to the significance of the Headquarters Area Historic District.

Headquarters Area Alpine Circle and Mills Drive Residences Superintendent's Residence #47 (CRIS HS #010561; Resource number 5LR.487.3; FMSS #25945) (Easting: 452182; Northing: 4468237)
Superintendent's Residence #47 is located south of Alpine Circle near the intersection with Thunder Lane. It is also located west of Employee Residence #48 and southeast of Employee Residence #46. An asphalt-paved walk leads from the road to a concrete landing at the front door; the concrete landing extends west to the second entrance on the principal façade. A small paved path extends around the west side of the house to the rear, where a stone retaining wall edges a patio area. An asphalt-paved driveway provides access to the garage set within the lower level of the house on the east side. Rubble stone retaining walls extend from the northeast and southeast corners of the house and edge the driveway in front of the garage doors. A light fixture is sited near the walk along Alpine Circle. There is a clothesline in the rear yard. The ground drops away to the south to the Beaver Creek stream corridor. The view to the south is indicated on a 1938 site plan as directed

toward Longs Peak (NPS, drawing 121_2013).

C.N. Earhart designed Superintendent's Residence #47 under the supervision of Regional Landscape Architect Howard W. Baker, of the Region II Division of Plans and Design. Landscape designs prepared in 1939 and 1940 indicated the planting of native trees and shrubs designed to harmonize with the NPS Rustic style of architecture used in the building. Construction on the house was completed in 1938. Superintendent's Residence #47 is dwelling is a one-and-a-half story, five-bay by four-bay wood-frame structure with a modified T-shaped plan that measures 49 feet, 5 inches by 46 feet, 4 inches and contains 3,835 gross square feet of space (FMSS). The irregular plan is nearly rectangular with projecting wings to the south and west. The building features single-, double-, and triple-story asymmetrical elevations depending on the slope of the ground. A porch is on the south asymmetrical elevation. The intersecting gable roof is covered in wood shingles that double every fifth course. It has exposed two by six dimensional lumber rafter tips and purlin ends and deep eaves. There are gutters and downspouts. There is a single chimney of uncoursed fieldstone, topped by a metal vent, located on the interior on the ridge line of intersecting gable on the west elevation. Seven metal vent pipes also pierce the roof. The walls are brown wood frame with horizontal lapped siding. The foundation is medium-to-high with 3 feet, 8 inches to 11 feet, 4 inches of uncoursed fieldstone forming a plain water table as stone veneer over concrete. The basement has rubble walls and horizontal lapboard siding. Seven single or double six-light hopper basement windows are in the foundation. There are two overhead garage doors, each with four horizontal lights and painted dark brown, on the east elevation at the basement level.

There is an enclosed entryway on the primary façade with uncoursed fieldstone and horizontal lapped wood siding. The wood-paneled door, which is painted dark brown, has four lights in the upper panels. The door is flanked by sidelights. There is also a small shed roof extension on the primary façade, surfaced with asphalt shingles with a second wood-paneled door with four lights in the upper panels. A third wood-paneled door with four lights in the upper panels is in the east elevation. Overall there are twenty-one single or double predominately three-over-three or six-over-six double-hung sash windows. There is one twenty-light fixed-pane window on the south elevation, as well as a triple six-light casement. The windows are rectangular with green wood frames and flat arches. The wood windows are painted light mint green.

Superintendent's Residence #47 no longer serves as the Superintendent's residence, but continues to support park housing needs. The List of Classified Structures indicates that the building was altered in an unspecified manner in 1978, 1984-1987, and 1996 (List of Classified Structures). Following the flood of 2013, damaged window wells and drainage features were replaced in 2014. Otherwise, the dwelling retains all aspects of integrity, including location, setting, feeling, association, design, workmanship, and materials.

Superintendent's Residence #47 remains an excellent example of the NPS Rustic style of architecture. The building was listed in 1982 as a contributing resource of the Utility Area Historic District, and is also individually eligible for listing in the NRHP at the local level under Criterion C for Architecture. It contributes to the significance of the Headquarters Area Historic District.

Headquarters Area Alpine Circle and Mills Drive Residences Employee Residence #48 (CRIS HS #010562; Resource number 5LR.487.4; FMSS #25955) (Easting: 452247; Northing: 4468240) Employee Residence #48 is located to the south of Alpine Circle just east of Employee Residence #47. The residence faces the road, and is edged by walks and parking along the front, north facing façade, and to the east by a driveway that ends in a parking court adjacent to the garage. The dwelling is edged by ponderosa pine woodlands. The ground drops away to the south to the Beaver Creek stream corridor.

The NPS built Employee Residence #48 in 1939 based on plans prepared by W.G. Hill working under the direction of Landscape Architect Howard W. Baker, NPS Region II, Branch of Plans and Designs. Landscape plans were prepared in 1939 and 1940 by landscape architects working under Howard W. Baker; the plans indicated the addition of native plantings to tie the Rustic architecture of the house to the surrounding landscape. Employee Residence #48 is a one-and-a-half story, single-family wood-frame building with a T-shaped plan. A three-car garage occupies the lower level

on the east side.

Employee Residence #48 measures 43 feet by 44 feet, 6 inches (NPS, drawing ROMO 121_2014) and contains 3,938 gross square feet of space (FMSS). It features a Greek Cross, slightly asymmetrical plan with an attic and basement. The asymmetrical elevations have varying heights due to the sloping site. The intersecting gable roof is clad in wood shingles that double every fifth course. Rustic-style features include exposed rafter tips and purlin ends and a stone chimney. The exterior walls are recessed horizontal lapboard siding painted dark brown. The basement has rubble veneer over concrete walls. There is an entrance on the west elevation that is sheltered by a porch and garage doors on the north elevation. The porch has a concrete floor and wood posts. The doors are wood painted dark brown and the screen doors are painted light mint green. The garage is set beneath the house on the east elevation. Garage doors are painted dark brown. Windows are divided into four, six, twelve, and twenty lights and painted light mint green (List of Classified Structures and LCS inventory).

In 1991, a fire gutted the interior of Employee Residence #48. The NPS developed a rehabilitation plan following the fire that was approved, but not implemented due to a lack of funds. It remained vacant until 1996, when the RMC worked with the park and Colorado SHPO to develop plans to instead temporarily accommodate the organization's offices within the building, while undertaking the work in such a way that it could be repurposed as a residence in the future. The park approved plans for interior rehabilitation as well as to address ADA access to the building in the form of a new ramp and accessibility parking area providing access to the back door (Compliance 1996 96-33). The new access required widening of the back door. Employee Residence #48 remains the offices of RMC as of 2020.

In 2011, several storm windows, sashes, window sills, and screens were removed and repaired. In 2013, a major flood that impacted much of the region, caused damage to Employee Residence #48. As a result of the flood damage, RMC funded several repairs completed in 2014, including a new radon detection/mitigation system, new carpeting/tile flooring, new office furniture and custom cabinetry and countertops in the mail room/storage area, repaired drywall, the garage door, water baseboard lines, and replaced the domain controller server (Carolyn Carlson, personal communication, 08/21/2020). Several adjustments were made to the interior office layout involving some relocation of walls, lighting, and communication systems, along with the addition of transom interior windows (Compliance 2014, 14-19). In 2018, the park repaired the roof by replacing 100 square feet of cedar shingles and 175 square feet of cedar ridge cap, as well as twenty- three wood storm windows, while rebuilding ten damaged storm windows to match the existing (Compliance 2018, 18-52 Q-48).

The exterior of the building has been little-altered since its original construction and retains a high degree of integrity. The parking and ADA access leading to the rear door have diminished integrity of setting. The interior of the building has lost integrity.

Employee Residence #48 possesses integrity of location, and the exterior possesses integrity of design, workmanship, materials, feeling, and association. The dwelling is an excellent example of NPR Rustic-style architecture. Employee Residence #48 was listed in 1982 as a contributing resource of the Utility Area Historic District. The NPS has also determined Employee Residence #48 individually eligible for listing in the NRHP at the local level under Criterion C in the area of Architecture. Employee Residence #48 contributes to the significance of the Headquarters Area Historic District.

Mission 66 Residences

There are a total of nine Mission 66-era ranch-style residences that edge Alpine Circle and Mills Drive within the Alpine Circle and Mills Drive Residences cluster. The dwellings are similar in design and siting. Rather than the front doors facing the road, a garage is located at the end of a short driveway, while a front and rear entrance are located on the long dimensions of each house perpendicular to the road. This marks a shift in orientation of residences to the street from the earlier approach of having the front door face the road. Each dwelling is set on a graded or terraced lot. Light fixtures are sited along the street near each of the driveways. Many of the dwellings

feature clotheslines in the side or rear yards, and stone or metal grills.

The nine dwellings were constructed in 1959 based on nationwide plans prepared by the NPS for park housing. The standardized, single-family, ranch-style houses feature low profiles with prominent garages that convey a suburban feel, which was appreciated by many employees and their families at the time the units were built.

The residences are uniform in design. Each dwelling measures approximately 68 by 33 feet in plan, and is roughly rectangular although long and narrow. Some also include a small L extension at the rear that accommodates a recessed corner porch partially enclosed under a roof overhang, with a concrete floor, and wood railings. The front and side doors are accessed from concrete walks that lead around the sides of the building from the driveways. Small flights of concrete steps rise to porches or stoops at the doors. Doors are painted dark brown.

Roofs are intersecting gables clad in asphalt shingles with exposed rafters and purlins. The exteriors are horizontal wood drop siding, offset by vertical siding in the gable ends. All siding is painted dark brown. The foundations of the dwellings are poured concrete.

The attached front-gable two-car garages face the road at the end of short asphalt-paved driveways at the ends of the houses. The garages have roll-up doors that are painted beige with a row of fixed windows. Variations in the buildings involve the width of the roll-up garage doors and the fact that some have four fixed windows in a row while others have eight. An adjacent door entrance edges the roll-up doors. Windows are double-hung and of varying sizes. Two, one-over-one windows are found in the gable ends of the dwellings, while groupings of two and three windows are found on the façades near the porches. The other long dimensions feature two secondary egresses, one on the garage and the other on the main living area. Large picture windows, another characteristic of ranch-style houses, and single one-over-one windows are found adjacent to the entrances into the main living areas (2017 architectural inventory form).

These dwellings have continually housed park personnel since their construction. Repairs and changes made to the buildings since their original construction include the reshingling of the roofs, and replacement of some exterior doors and garage doors. Although some changes have been made to the exteriors, they possess all aspects of integrity, including location, setting, feeling, association, design, workmanship, and materials. They remain representative examples of the Park Service Modern style of architecture and landscape architecture characteristic of the Mission 66 program. Besides boasting modern designs, these homes are a tangible reminder of the Mission 66 program, a nationwide endeavor that dramatically altered the landscapes of many parks. Housing, in particular, was considered the “construction that park staffs appreciated most...in terms of staff morale and the efficient administration of parks” (Carr, et al., E- 22). None of the Mission 66 residences were listed as contributing to the Utility Area Historic District. All nine Mission 66 staff housing units, including Alpine Circle Residences #139, #141, #142, #144, and #149, and Mills Drive Residences #140, #425, #426, and #428, were determined eligible for listing in the NRHP by the Colorado SHPO in 2017. These buildings contribute to the significance of the Headquarters Area Historic District.

The landscape setting of each dwelling is described below:

Headquarters Area Alpine Circle and Mills Drive Residences Alpine Circle Residence #139 (CRIS HS #1108660; Resource number 5LR.14133; FMSS #30288) (Easting: 452194; Northing: 4468403) Alpine Circle Residence #139 is bounded by Alpine Circle to the north, Mills Drive to the east, Mills Drive Residence #140 to the south, and Alpine Circle Residence #141 to the west. A wooded area, with grasses, mature pines, and large rock outcroppings surrounds the building. A metal clothesline is located to the southwest. The residence contains 1,352 gross square feet of space (FMSS). This building was listed as non-contributing to the 1982 Utility Area Historic District. In 2017, it was determined contributing to the expanded Utility Area Historic District. It contributes to the significance of the Headquarters Area Historic District.

Headquarters Area Alpine Circle and Mills Drive Residences Mills Drive Residence #140 (CRIS HS

#1108699; Resource number 5LR.14134; FMSS #30290) (Easting: 452191; Northing: 4468282) Mills Drive Residence #140 is bounded by Mills Drive to the north, Thunder Lane to the east, open woodland and rock outcroppings to the south, and Alpine Circle Residence #139 to the west. A wooded area with grasses, mature pines, and large rock outcroppings surrounds the building. An asphalt driveway leads to the garage from Mills Drive, while concrete walks lead to entrances on both of the long sides of the dwelling. A metal light fixture is along the street in front of the house. A metal clothesline is located to the northwest. The residence contains 1,819 gross square feet of space (FMSS).

This building was listed as non-contributing to the 1982 Utility Area Historic District. In 2017, it was determined contributing to the expanded Utility Area Historic District. It contributes to the significance of the Headquarters Area Historic District.

Headquarters Area Alpine Circle and Mills Drive Residences Alpine Circle Residence #141 (CRIS HS #1108761; Resource number 5LR.14131; FMSS #30300) (Easting: 452146; Northing: 4468386) Alpine Circle Residence #141 is bounded by Alpine Circle to the north, open woodland to the east and south, and Alpine Circle Residence #142 to the west. A wooded area with grasses, mature pines, and large rock outcroppings surrounds the building. An asphalt driveway leads to the garage from Mills Drive, while concrete walks lead to entrances on both of the long sides of the dwelling. A metal light fixture is along the street in front of the house. A metal clothesline is located to the northwest. Nearby is a rock retaining wall that edges the outdoor patio. The residence contains 1,928 gross square feet of space (FMSS).

This building was listed as non-contributing to the 1982 Utility Area Historic District. In 2017, it was determined contributing to the expanded Utility Area Historic District. It contributes to the significance of the Headquarters Area Historic District.

Headquarters Area Alpine Circle and Mills Drive Residences Alpine Circle Residence #142 (CRIS HS #1108788; Resource number 5LR.14130; FMSS #30303) (Easting: 452119; Northing: 4468376) Alpine Circle Residence #142 is bounded by Alpine Circle to the north, open woodland to the east, south, and west, with Alpine Circle Residence #141 immediately to the northeast. A wooded area with grasses, mature pines, and large rock outcroppings surrounds the building. An asphalt driveway leads to the garage from Alpine Circle, while concrete walks lead to entrances on both of the long sides of the dwelling. A metal light fixture is along the street in front of the house. A metal clothesline is located to the south. The residence contains 1,928 gross square feet of space (FMSS).

This building was listed as non-contributing to the 1982 Utility Area Historic District. In 2017, it was determined contributing to the expanded Utility Area Historic District. It contributes to the significance of the Headquarters Area Historic District.

Headquarters Area Alpine Circle and Mills Drive Residences Alpine Circle Residence #144 (CRIS HS #1108881; Resource number 5LR.14129; FMSS #30305) (Easting: 452086; Northing: 4468403) Alpine Circle Residence #144 is bounded by open field to the north, east, and west, and Alpine Circle to the south. Alpine Circle Residence #149 is to the east. An asphalt driveway leads to the garage from Alpine Circle, while concrete walks lead to entrances on both of the long sides of the dwelling. A metal light fixture is along the street in front of the house. A metal clothesline is located to the west. The residence contains 1,928 gross square feet of space (FMSS).

This building was listed as non-contributing to the 1982 Utility Area Historic District. It was determined contributing to the expanded Utility Area Historic District in 2017. It contributes to the significance of the Headquarters Area Historic District.

Headquarters Area Alpine Circle and Mills Drive Residences Alpine Circle Residence #149 (CRIS HS #1108954; Resource number 5LR.14132; FMSS #30308) (Easting: 452184; Northing: 4468436) Alpine Circle Residence #149 is bounded by open field to the north, east, and west, and Alpine Circle to the south. To the west is an unimproved road to a water reservoir located on a hill overlooking the dwelling cluster. An asphalt driveway leads to the garage from Alpine Circle, while

concrete walks lead to entrances on both of the long sides of the dwelling. A metal light fixture is along the street in front of the house. A metal clothesline and contemporary metal grill edged by stones are located to the west. The residence contains 1,928 gross square feet of space (FMSS).

This building was listed as non-contributing to the 1982 Utility Area Historic District. In 2017, it was determined contributing to the expanded Utility Area Historic District. It contributes to the significance of the Headquarters Area Historic District.

Headquarters Area Alpine Circle and Mills Drive Residences Mills Drive Residence #425 (CRIS HS #1108989; Resource number 5LR.14135; FMSS #30379) (Easting: 452228; Northing: 4468344)
Mills Drive Residence #425 is roughly bounded by Thunder Lane to the northwest, Mills Drive to the northeast, Mills Drive Residence #428 to the southeast, Alpine Circle Residence #426 to the south, and Employee Residence #45 to the southwest. A wooded area with grasses, mature pines, and large rock outcroppings surrounds the building. A metal clothesline is located to the southwest. The residence contains 1,819 gross square feet of space (FMSS).

This building was listed as non-contributing to the 1982 Utility Area Historic District. In 2017, it was determined contributing to the expanded Utility Area Historic District. It contributes to the significance of the Headquarters Area Historic District.

Headquarters Area Alpine Circle and Mills Drive Residences Mills Drive Residence #426 (CRIS HS #1109019; Resource number 5LR.14137; FMSS #30382) (Easting: 452221; Northing: 4468282)
Mills Drive Residence #426 is bounded by Alpine Circle to the south, Employee Residence #45 to the west, Mills Drive Residence #425 to the north, Mills Drive Residence #428 to the northeast, and a wooded area and the intersection of Mills Drive and Alpine Circle to the east. A driveway extends southwest from the garage to Alpine Circle. A wooded area with grasses, mature pines, and large rock outcroppings, surrounds the building on the remaining sides and slopes to the east. A metal clothesline is located to the northeast. The residence contains 1,928 gross square feet of space (FMSS).

This building was listed as non-contributing to the 1982 Utility Area Historic District. In 2017, it was determined contributing to the expanded Utility Area Historic District. It contributes to the significance of the Headquarters Area Historic District.

Headquarters Area Alpine Circle and Mills Drive Residences Mills Drive Residence #428 (CRIS HS #1109019; Resource number 5LR.14136; FMSS #30385) (Easting: 452252; Northing: 4468325)
Mills Drive Residence #428 is roughly bounded by Mills Drive to the northeast, a wooded area and Alpine Circle to the southeast, Mills Drive Residence #426 to the southwest and Mills Drive Residence #425 to the northwest. A metal clothesline is located to the southwest. The residence contains 1,819 gross square feet of space (FMSS).

This building was listed as non-contributing to the 1982 Utility Area Historic District. In 2017, it was determined contributing to the expanded Utility Area Historic District. It contributes to the significance of the Headquarters Area Historic District.

Headquarters Area Alpine Circle and Mills Drive Residences Alpine Circle Residence #879 (no CRIS number assigned; Resource number 5LR.14138; FMSS #30765) (Easting: 452071; Northing: 4468310)
Alpine Circle Residence #879 is located along the curve of Alpine Circle east of Alpine Circle Residence #990. The dwelling is set within an area characterized by woodland, meadow grasses, and rock outcroppings with terrain that descends steeply to the south and east. A driveway extends from Alpine Circle to an attached garage to Alpine Circle. A metal clothesline is east of the building.

Alpine Circle Residence #879 is a modular home installed on the site in 1986. It features an irregular plan and includes an attached garage. The house measures 45 by 28 feet while the garage is 28 feet square. The residence contains 1,308 gross square feet of space (FMSS). The home is a one-and-one-half-story single-family residence treated to feel similar in appearance to the Mission 66 houses nearby. The residence has a side-gable roof with green asphalt shingles and

moderately overhanging eaves. The exterior is synthetic horizontal pressed siding painted dark brown and fashioned to look like wood. The main elevation is south-facing with a wooden deck with a wooden railing. The main entrance is off-center from the deck. There are double-hung windows of varying sizes painted beige. The foundation is concrete, with decorative stone facing visible on the south, east, and partially on the north elevation of the main building, due to the declining topography in this direction. A basement entrance, built into the foundation, is found in the gable end on the east façade. Stone and concrete half-walls jut from the secondary entrance.

A grouping of three large, rectangular, one-over-one windows is found to the west of the entrance and two one-over-one windows are found to the east. Two one-over-one window units are found on the main floor above. Additionally, several one-over-one windows are found on the north façade: one at the eastern end and two coupled together along with a smaller unit at the western end.

The front-gable two-car garage faces Alpine Circle on the western façade. It features a roll-up garage door on the west façade, painted dark brown, and a single door edged by a pair of fixed large pane windows on the east side of the residence.

Alpine Circle #879 was determined not eligible for listing in the NRHP by the Colorado SHPO in 2017. The dwelling postdates the period of significance and is non-contributing but compatible.

Headquarters Area Alpine Circle and Mills Drive Residences Alpine Circle Residence #990 (no CRIS number assigned; Resource number 5LR.14115; FMSS #30786) (Easting: 452018; Northing: 4468309)
Alpine Circle Residence #990 is bounded by Alpine Circle to the east; woodland and sloped terrain otherwise envelopes the property to the north, west, and south. The building is built into the hillside and a stone retaining wall runs along the west and north sides to establish a level area where a pathway from the driveway leads to the main entrance. The driveway extends east from the garage to Alpine Circle. The stone retaining wall is found along the west and north sides of the house. A metal clothesline is southwest of the building.

Alpine Circle Residence #990 is a 1,200 square-foot modular home built in 1983 and possibly moved to and installed on the site in 1985-1986. It features an irregular plan, measures 24 by 56 feet, and contains 1,200 gross square feet of space. The one-story single-family residence has a side-gable roof clad with asphalt shingles and slightly overhanging eaves. The siding is synthetic vertical T1-11 siding painted dark brown. An attached garage is on the east side facing Alpine Circle.

The front (north) façade features a recessed main entrance flanked by a single sliding bedroom window to the east and coupled sliding living room windows to the west. An additional sliding window is found at the western end. The west façade is bare. The rear (south) façade features a second door and a large sliding glass door, both of which open onto a wooden deck that runs along much of side of the main block. There are also white sliding windows of varying sizes with brown trim on the south facade. The foundation is concrete. The attached two-car garage is front gabled and faces Alpine Circle. It features two roll-up garage doors. Secondary entrances are found on the west and south elevations of the garage (2017 architectural inventory form).

The park re-surfaced the roof with asphalt shingles in 1988. The deck was added sometime after the building was moved, possibly in the 1990s. In 2003, the park installed several exterior windows of varying materials, including vinyl-clad wood, aluminum, and wood. In 2017, the park completed emergency repairs related to a water leak (Compliance, 2017, 17-33 Q-990).

Alpine Circle Residence #990 was determined not eligible for listing in the NRHP by the Colorado SHPO in 2017. The dwelling postdates the period of significance and is non- contributing but compatible.

Headquarters Area Alpine Circle and Mills Drive Residences school bus shelter (no CRIS, Resource, or FMSS number assigned) (Easting: 452298, Northing: 4468281)
A small wood-frame school bus shelter edges Mills Drive to the west near its intersection with

Alpine Circle. The shed is open on the eastern side. It measures approximately six by nine feet. The shed roof and the walls are plywood painted dark brown. The interior has a dirt floor. The park installed the shelter in the early 1990s.

The school bus shelter has not been previously assessed. It postdates the period of significance and is non-contributing but compatible.

Underground water tanks (GIS locational data restricted)
Located on the hillside to the west of Alpine Circle and Mills Drive Residences are water storage tanks that supply the Headquarters Area. The complex includes two buried concrete tanks. A 150,000-gallon circular concrete tank was built in 1939. A 100,000 gallon rectangular tank was added in 1970 (Martin and Martin, 1-2). These tanks are filled from wells. Equipment in the tanks measures water levels and signals operation of the wells when needed. The 150,000-gallon tank is at 7,992 feet in elevation, while the 100,000 gallon tank is set slightly higher (Martin and Martin, 2-3). Visible on the ground are manholes and metal pipes that extend above ground to mark the location of an underground or buried water reservoir associated with providing water to the Utility Area. Water mains and distribution pipes connect to the areas and individual buildings within the Headquarters Area.

The tank constructed in 1939 contributes to the significance of the Headquarters Area Historic District, while the tank added in 1970 postdates the period of significance and is non-contributing but compatible.

Retaining wall at Employee Residence #45 (Easting: 452192, Northing: 4468290)
A small stone retaining wall approximately 18 to 24 inches in height and 11 feet in length forms a terrace near the entrance to Employee Residence #45. The wall edges the terrace to the south and west. It appears on the construction drawings for the house dated 1940 (NPS, drawing ROMO 121_2080-B), and appears to survive with all aspects of integrity. The wall contributes to the significance of the Headquarters Area Historic District.

Retaining walls at Employee Residence #46 (Easting: 452120, Northing: 4468260) Employee Residence #46 is built into the side of a hill. Retaining walls help to mitigate the slope of the hill as part of the design of parking and walks. Walls edge the building to the east and west in association with walks leading to the front and side entrances, while low retaining walls extend from the sides of the stairs in an arcing form along the edge of Alpine Circle. At the main (east) facade of the building there is a short straight segment of wall that turns and parallels the house. A second stone retaining wall edges the stair leading to the front door on the east side. These walls measure approximately 25 feet in length. A lower arcing wall extends along Alpine Circle that is approximately 15 feet in length. The stone retaining walls to the west of the building include the 20-foot-long arcing segment along Alpine Circle and two 15-foot-long straight segments that frame the stairs leading to the rear entrance into the dwelling. The walls vary in height from approximately six inches to roughly four feet and are composed of mortared rubble. Details of these features are indicated on 1938 site plans for the house as well as a 1940 landscape plan (NPS, drawing ROMO_2077-A). The walls appear to survive with all aspects of integrity from the period of significance and contribute to the significance of the Headquarters Area Historic District.

Retaining walls at Superintendent’s Residence #47 (Easting: 452193, Northing: 4468241)
Stone retaining walls edge the driveway at Superintendent’s Residence #47. The walls extend from the basement level of the house and curve outward to frame the driveway. The walls of composed of mortared fieldstone with a fieldstone cap. They range in height from one foot, seven inches to four feet, seven inches and are battered, with a width of one foot at the top. The southernmost wall is roughly 25 feet long while the northern wall is roughly 50 feet long. The walls are indicated on the architecture and site plans for the house prepared in 1939 (NPS, drawing ROMO 121_2075-A. Although the walls appear to have been repointed, diminishing integrity of materials, they otherwise survive with all aspects of integrity from the period of significance and contribute to the significance of the Headquarters Area Historic District.

Retaining walls at Employee Residence #48 (Easting: 452242, Northing: 4468222) Stone retaining

walls edge the driveway at Employee Residence #48. The walls are composed of dry stacked fieldstone and measure approximately 18 to 24 inches in height and 11 feet in length. Stone steps extend through both walls to the south of the house, providing access to a landing to the south and the front entrance walk to the north. The walls appear on 1939 construction drawings for the residence and appear to be original (NPS, drawing ROMO 121_2079). The walls survive with all aspects of integrity from the period of significance and contribute to the significance of the Headquarters Area Historic District.

Retaining wall at Alpine Circle Residence #141 (Easting: 452140, Northing: 4468387)
A dry-laid rock retaining wall edges Alpine Circle Residence #141 to the north near the southern end of the building. The wall, approximately 24 feet long and approximately 18 to 24 inches in height, provides a level area to enhance the outdoor patio. It appears to be a later addition that postdates the period of significance and is non-contributing but compatible.

Retaining walls at Alpine Circle Residence #879 (Easting: 452079, Northing: 4468315)
Two fieldstone retaining walls hold back the earth outside a basement-level door on the east side of Alpine Circle Residence #879. The walls are approximately 14 inches thick by three feet tall and step down to a height of roughly 24 inches. The walls likely date to 1986 when the residence was built, postdate the period of significance, and are non- contributing but compatible.

Retaining wall at Alpine Circle Residence #990 (Easting: 452007, Northing: 4468313)
A stone retaining wall edges the entire north façade of Alpine Circle Residence #990. The wall is roughly 36 inches tall and composed of mortared fieldstone with a thin fieldstone cap. The wall jogs in several places to establish a level area to the north of house where the land slopes upward. The wall along the north façade is approximately 100 feet long. Along the west façade of the residence the wall is roughly 20 feet long. The wall dates to the period when the residence was installed and postdates the period of significance and is non-contributing but compatible.

Culvert beneath Thunder Lane and stone headwall (Easting: 452194, Northing: 4468334)
A metal culvert with a diameter of roughly 18 to 24 inches conveys stormwater beneath Thunder Lane southwest of Mills Drive Residence #425. Headwalls mark the location of the culvert. The mortared rubble headwalls are roughly 18 inches tall and 12 inches thick. The wall on the uphill (north) side is approximately 30 inches long, while the downhill wall measures roughly five feet long. A stone-lined channel conveys stormwater to the culvert on the uphill side. The culvert appears on a map of the Alpine Circle and Mills Drive Residences in 1940 (NPS, drawing ROMO 121_5455). The culvert retains all aspects of integrity and contributes to the significance of the Headquarters Area Historic District.

Beaver Meadows Visitor Center

Headquarters Area Beaver Meadows Visitor Center Rocky Mountain National Park Beaver Meadows Visitor Center/Park Administration Building #447 (CRIS HS #52765; Resource number 5LR.9947; FMSS #30421) (Easting: 452373; Northing: 4468557)
Beaver Meadows Visitor Center is located to the south of and facing Beaver Meadows Road. The road corridor follows a relatively level terrace that slopes up toward the Rocky Mountains to the west. The terrace is edged to the south by declining topography associated with the Buck Creek stream valley. The Beaver Meadows Visitor Center is sited at the edge of the terrace. Due to the declining topography, the north façade, which includes the public entrance, is one story tall, while the south façade, which serves as the staff entrance for the administrative offices, is two stories in height. An entrance road leads into the public parking area at the northwestern end. Surrounding the building are plantings, a large expanse of public parking to the northwest, park personnel parking to the south and west, a public entrance plaza in front of the building, and a comfort station and bus shelter to the north of the plaza. The administrative entrance is approached via Mills Lane, a spur road that leads north from Mills Drive.

Beyond the developed features of the complex are several mature ponderosa pine trees and expanses of open meadow. Paved walks connect the visitor center with Wilderness Office #456 and a path connection to Central Maintenance. Social trails lead south toward Emergency Housing and

the Alpine Circle and Mills Drive Residences. There are numerous small-scale features associated with the visitor center, including a flagpole, light fixtures, benches, trash receptacles, wayside exhibits, and plaques. Several walls edge the walks providing access into and around the building. There are also retaining walls that mitigate sloped terrain for erosion control and path construction.

The Rocky Mountain National Park Administration Building (Beaver Meadows Visitor Center) was designed by E. Thomas (Tom) Casey of Taliesin Associated Architects, Ltd., and built in 1965-1967. Construction of the building followed the establishment of Beaver Meadows Road as the primary eastern entrance into Rocky Mountain National Park based on Mission 66 program planning. Mission 66 master plans prepared in 1957, 1964, and 1965 (NPS, drawings ROMO 121_2294-H, 2294-I, and 2294-N) also indicated proposed plans for siting a new park headquarters and visitor center along the road.

Long, narrow, and rectangular in plan, Beaver Meadows Visitor Center measures approximately 280 feet in length and 36 feet in width, and contains 20,453 gross square feet of space (FMSS). The building embodies Park Service Modern architecture in its form and use of materials. It also reflects the design principles of Frank Lloyd Wright, who established Taliesin Architects, but died before the firm received the commission. Architect Tom Casey expressed several of Wright's key beliefs in the design of the building, including the importance of organic architecture where buildings are integrated with their surroundings and draw inspiration from their settings. Additionally, Wright believed that architecture should provide an ideal environment for working and living (List of Classified Structures; www.taliesin.edu). The building, which emphasizes the horizontal connection with the ground, while also expressing a verticality in the second story Corten steel superstructure that echoes the form of the Rocky Mountains. Beaver Meadows Visitor Center features a butterfly roof clad in bituminous roll and lava rock, a Corten steel frame, and precast concrete panels, each cast on the construction site and embedded with large pieces of native sandstone laid in a random pattern. Elements of the Corten steel framing are welded to form a large zigzag pattern inspired by motifs from Native American art and geologic forms.

The long bar form of the building is punctuated near the entrance by a square pavilion containing a two-story auditorium, rotated in orientation from the rest of the building by 45 degrees and offset in relation to the rectangular footprint of the building. The entry lobby forms the seam between the main building and the auditorium at the upper level. The auditorium is the largest and most elaborate Mission 66 facility of its type. A door in the far southeast corner of the lobby leads to an exterior balcony designed to provide visitors with a dramatic view of Longs Peak, the highest mountain in the park. This visual connection to one of the most notable features of the park is consistent with Mission 66 principles and the design of the new visitor center building type. The building features wall-mounted light fixtures that illuminate the entrances as per the original design. Also associated with the building is a steel gate painted dark brown that limits entry to a flight of stairs leading to the lower level of the auditorium.

Much of the south side and west end of the building houses two levels of offices and administrative spaces, divided by a modular system of movable partitions. The two-story rear façade features double walls of windows. The main entrance to the office wing is a central door into a hallway below the lobby that faces the main stairway. Administrative functions are generally not visible to the part of the building used by the public, although there are doors connecting the two parts of the building so that park employees can easily move from the office wing to the visitor center (Allaback and Carr, 36).

Several changes have occurred in association with the visitor center since 1967. In 1968, the park began the first of several efforts to repair the faulty heating system, and added a glass fireplace enclosure in the upper lobby. The park added a supplemental heating system to the building in 1973. In 1975, the park designed a new information counter, while in 1977 it made modest changes to the lobby and sales counter to enhance book sales. In 1982, the RMC established a bookstore in the former lobby space. In 1985, the park added a second set of doors at the front entrance, replaced the roof, moved partitions in the offices, and established a dispatch center on the lower floor. In 1987, the park added cooling towers to the building. In 1989, the park implemented a new planting plan for the landscape north of the building that included drip irrigation. In 1992, the park

replaced the roof of the auditorium with an EPDM membrane. The bookstore was expanded in 1993, while in 1997 the park replaced the original light panels in the building in consultation with historical architects from the regional office (Yost et al., 2008, 15).

In 2000, the park began planning with Taliesin Associated Architects, the SHPO, and the National Trust for Historic Preservation for a multiyear rehabilitation of the building. In 2002, the park made several changes to the visitor entrance, including realigning the entrance road and moving it west to allow for the enlargement of the parking area, and building a new comfort station and plaza near the building entrance (NPS, drawing ROMO 121_41079-A). In 2004, the park rehabilitated the visitor center by making security improvements, installing a lobby lift between floors, creating a “bridge” near the front entrance to restore pedestrian flow to the exterior balcony, and altering the lower lobby bathrooms (Yost et al., 2008, 15). Plans were proposed at the time to address plantings surrounding the building, some of which had grown up and were obscuring key views, while others were dead or dying due to the failure of the irrigation drip systems to correct heat problems associated with the south side planter. The plans called for pruning of shrubs that had grown too large for their space and removal of dead and dying trees and shrubs on both the north and south sides of the building. New plantings were proposed to replace those removed, while xeriscaping was proposed for the south planter (Compliance 2005, 05-03). In 2009, compliance documents indicate that the built-up asphalt roof on the building was to be replaced with a similar roof (Compliance 2009, 09- 14). In 2008-2009, all of the glass in the original window frames were replaced using glass consistent with the original (Compliance 2008, 08-07). In 2011, concrete pavers subject to heaving within the entrance plaza were replaced with red sandstone colored concrete to prevent public trip hazards (Compliance 2011, 11-33). In 2020, the park undertook the final rehabilitation project to update the heating and cooling system, which had failed just a few years after the building was constructed. In addition, the park repaired the roof over the auditorium and installed a fire suppression system.

NPS assessment of the complex in 2015 led to proposals for several accessibility improvements, including replacement of the ramps at the main employee entrance and the auditorium/map area to ensure compliance with the Architectural Barriers Act Accessibility Standards (ABAAS). The new ramps were proposed to be constructed of colored concrete tread with masonry walls with rock facing and include handrails. New accessible parking spaces were also proposed in the administrative parking area. At the same time, new handrails were proposed for the concrete stairs located at the west end of the building (Compliance 2015, 15-63). These changes were completed in 2017.

The building was designated a National Historic Landmark in 2001 for the significance of its architectural design, considered one the four best examples of the Park Service Modern style and a Mission 66 visitor center throughout the national park system. Both the interior and exterior of the building contributes to this significance. NHL designation assumes that a property possesses a high degree of integrity. The building has undergone several changes since its original construction. Most notable are the changes that have occurred to the setting of the building through the redesign of the parking areas and entrance plaza. These changes were designed in consultation with the original project architect, Tom Casey, and in conjunction with the National Trust for Historic Preservation and the Colorado SHPO, limiting the degree to which integrity of setting was diminished. Beaver Meadows Visitor Center was listed as a contributing resource of the Utility Area Historic District in 1982, and contributes to the significance of the Headquarters Area Historic District.

Headquarters Area Beaver Meadows Visitor Center Beaver Meadows Visitor Center Comfort Station #1090 (CRIS HS #58612, no Resource number assigned; FMSS #58612) (Easting: 452425; Northing: 4468574)
The Beaver Meadows Visitor Center Comfort Station #1090 is located northeast of the Beaver Meadows Visitor Center at the edge of a pedestrian entry plaza that extends from the visitor parking area to the main building and auditorium entrances. The building parallels Beaver Meadows Road, and is edged to the north and east by ponderosa pine trees and meadow, and to the south and west by the plaza.

Constructed in 2002, the Beaver Meadows Visitor Center Comfort Station is a concrete- block building faced with large panels of randomly laid native sandstone designed to be compatible with the visitor center located nearby to the south. The building accommodates much-needed accessible bathroom space (NPS, drawing ROMO 121_41079-A). Measuring 35 feet, 6 inches by 59 feet, 6 inches in plan, the building contains 2,130 gross square feet of space (FMSS). The building is bunker-like in form and has a flat roof. A portico, also with a flat roof, overhangs the entrance at the center of the south facing façade. The portico is supported by sandstone-faced piers. Decorative accents on the building include copper light fixtures attached to the wall that have weathered to a dark brown patina. Restrooms for men are to one side of the passageway while the restrooms for women are to the other. The west wall faces the plaza and the visitor parking area. The only openings in the west wall are two vents set in the top half of the wall. The east wall also contains two smaller vents along with four windows with stone lintels and surroundings. The single pane windows are frosted. The north wall has a single window in the west corner along with an opening that is the continuation of the passageway that serves as the building entrance to the south. A concrete walk leads around the west side of the building from the opening towards the plaza.

Beaver Meadows Visitor Center Comfort Station #1090 possesses all aspects of integrity. The building has not been previously assessed. It postdates the period of significance and is non-contributing but compatible.

Headquarters Area Beaver Meadows Visitor Center Wilderness Office #456 (Backcountry Office) (CRIS HS #1109929; Resource number 5LR.14116; FMSS #30422) (Easting: 452569; Northing: 4468468)
Wilderness Office #456 is located southeast of Beaver Meadows Visitor Center, and north of Mills Drive. It is accessed from a spur road that leads northwest from Mills Drive near the intersection of Mills Drive, Utility Road, and Marmot Drive. The spur road ends in a modest two-bay parking area east of Wilderness Office #456. Groves of ponderosa pine trees and lilac plantings surround the building. Asphalt walks connect the parking with the building and Wilderness Office #456 with Beaver Meadows Visitor Center. Social trails also extend from the building toward Mills Drive to the south and a paved walk leading to the administrative parking south of Beaver Meadows Visitor Center. A concrete apron edges the building to the north where visitors access a Ticketron window. A sandstone patio and steps edge the building to the south.

Wilderness Office #456 was built as a private residence in 1935. The federal government acquired the property as part of a proposed expansion of park boundaries and development of a new eastern entrance road that occurred as part of the Mission 66 program. The park decided to retain the building in place and convert it to new uses. An associated garage (present-day Marmot Drive Garage #450) was moved to the Marmot Drive Residences.

Wilderness Office #456 is a one-and-one-half-story rectangular rustic log-frame building that measures 52 by 22 feet in plan and contains 1,124 gross square feet of space (FMSS). It features a side-gable roof covered with brown asphalt shingles. Rafters painted dark brown are exposed under the structure’s eaves. The siding is horizontal log siding painted dark brown. There is a random ashlar sandstone water table on the eastern wing. Oriented south, the structure is side-gabled with a prominent central front-gabled dormer dividing the side-gabled wings. The south-facing primary entrance is accessible via curved sandstone steps. The entrance is a paneled metal door painted dark brown with a central large single-light window. The east elevation features a prominent random ashlar sandstone chimney flanked by two eight-light windows. The ground floor of the north elevation has a metal door painted light mint green with a central screened-in window.

The south elevation features a horizontally-divided, two-light window to the east of the entrance. The central dormer features paired two-over-two light windows directly beneath the gable with an off-center six-over-six window below. Also on the south elevation are a picture window and a window air-conditioning unit. The west elevation features two eight-light, horizontally-divided windows with an attached shed-roofed shed with a south-facing door. The north elevation features a prominent rough-hewn log-railed staircase to a dark brown-painted wooden door on the upper floor of the large central
dormer. On the west side of the north elevation, the structure recesses approximately four feet back

from the eave creating a covered space for a tri-picture window with a particle board countertop at chest height that wraps around the wall through the corner. Beneath the staircase, two four-light windows and a six-over-six light window decorate the north elevation. All windows feature trim painted light mint green.

In 1968, the building was repurposed to accommodate the offices associated with a new formal Permit System for wilderness camping within Rocky Mountain National Park. In 1980, a Ticketron window and service area were added to the north side of the building. In 2016, the park changed the name of the building from the Backcountry Office to Wilderness Office.

With diminished integrity of design resulting from the addition of the Ticketron window, the Wilderness Office survives with all other aspects of integrity from the period of significance.

The building was listed as non-contributing to the Utility Area Historic District in 1982. In 2017, the building was determined eligible for listing in the NRHP by the Colorado SHPO due to its association with NPS Mission 66 park planning and expansion to accommodate park operational needs. The building was also field assessed as individually eligible for listing in the NRHP under Criterion C for its Rustic-style architecture as part of the 2017 architectural survey (2017 architectural inventory form). Wilderness Office #456 contributes to the significance of the Headquarters Area Historic District.

Headquarters Area Beaver Meadows Visitor Center shuttle bus shelter (no CRIS, FMSS, or Resource number assigned) (Easting: 452390; Northing: 4468599) Located along the northern edge of the parking area drop-off area to the northwest of the pedestrian entrance plaza associated with Beaver Meadows Visitor Center is a shuttle bus shelter. Informational signage is to the west of the shelter. A stacked-stone retaining wall edges the paved area associated with the shelter to the north (Yost, et al., 26).

The park built the structure in 2007. The shelter measures approximately 10 by 20 feet in plan, and is composed of four steel posts that support a gable roof clad with standing seam metal painted black. Each of the four steel posts is set within a trapezoidal base of mortared sandstone. Set within the shelter is a backless bench.

The Beaver Meadows Visitor Center shuttle bus shelter has not been previously assessed. The shelter postdates the period of significance and is non-contributing but compatible.

Retaining wall along the northern façade of Beaver Meadows Visitor Center (Easting: 452391; Northing: 4468561)
A retaining wall that doubles as a planter wall parallels the upper-level facade of the visitor center. Approximately 16 inches in height, the wall is composed of rubble sandstone masonry with thick mortar joints. A segment of the wall edges the entrance plaza. This segment measures approximately 13 feet in length. The remainder of the wall parallels the northern façade of the building for approximately 40 feet. The original wall has mortar with applied crushed stone, while the addition has a smooth concrete finish (Yost, et al., 40). Similar to the building, the color palette for walls and planters was selected to blend with the surroundings (Wheaton, 7-4). The wall was constructed with the visitor center building in 1967 and extended in 2002 with the construction of the comfort station. The wall contributes to the significance of the Headquarters Area Historic District.

Retaining wall southwest of Beaver Meadows Visitor Center (Easting: 452340; Northing: 4468558)
A retaining wall extends the line of the visitor center to the west. The wall, composed of concrete with stone veneer, begins to the west of the concrete stair that abuts the western end of the building. It extends for 25 feet before turning 90 degrees to the southwest for 35 feet. The wall then continues for another 45 feet to the west. The wall varies in height from approximately 42 inches to 10 feet and is roughly 16 inches wide. A horizontal joint runs along the entire length of the wall along its centerline. The veneer is native stone acquired from a quarry near Lyons, Colorado, set on a concrete stem wall exposed at the top. Similar to the building, the color palette for walls and planters was selected to blend with the surroundings (Wheaton, 7-4). The mortar is set to form a

smooth vertical surface and uniform color between the rock and the concrete. The mortar joints are made rough through the addition of crushed or crumbled stone (Yost et al., 42). The wall was constructed with the visitor center building in 1967. It contributes to the significance of the Headquarters Area Historic District.

Retaining wall south of Beaver Meadows Visitor Center (Easting: 452397; Northing: 4468539)
A retaining wall composed of concrete with stone veneer is located south of the visitor center auditorium. The battered wall edges a ramp and stair leading to the eastern lower level entrance into the building. The wall varies in height from approximately 30 inches at the top landing to 5 feet and includes two segments each roughly 30 feet in length. The veneer is native stone acquired from a quarry near Lyons, Colorado set on a concrete stem wall exposed at the top. The wall was constructed with the visitor center building in 1967. It contributes to the significance of the Headquarters Area Historic District.

Retaining wall along the southern façade of Beaver Meadows Visitor Center (Easting: 452390; Northing: 4468544)
A retaining wall that doubles as a planter wall parallels the lower-level facade of the visitor center. At the lower level the 16-inch-high wall has a stone veneer with an exposed concrete top. The western segment of the wall is approximately 55 feet long, while the eastern segment measures nearly 100 feet in length. These walls were built with the visitor center in 1967. Historic photographs suggest that the eastern wall was taller, or that the ground has been raised to accommodate parking. The wall contributes to the significance of the Headquarters Area Historic District.

Retaining wall extending from the northwest corner of Beaver Meadows Visitor Center (Easting: 452331; Northing: 4468576)
A retaining wall extends approximately 80 feet from the northwest corner of the visitor center to the west. The wall provides a level grade for the visitor parking area. The wall is roughly 16 inches thick and 30 inches tall. The wall features native stone used as a veneer on a concrete stem wall exposed at the top consistent with the other retaining walls described above. This wall appears to have been built with the visitor center by 1967 and contributes to the significance of the Headquarters Area Historic District.

Stacked stone retaining walls east of Beaver Meadows Visitor Center (Easting: 452421; Northing: 4468563)
Loosely stacked stone gravity-supported retaining walls edge an asphalt-paved walk that leads around the east of Beaver Meadows Visitor Center to the plaza near the comfort station and the asphalt paved walk leading to the Wilderness Office #456. The retaining walls appear to protect against erosion of the sloped terrain and to support the grade of the adjacent walks. The walls include a dry-laid stone retaining wall at the northern end of the asphalt-paved walk that leads around the eastern side of the visitor center. This wall is approximately 18 inches high by 40 feet long. There is also a dry-laid stone retaining wall located on the uphill side of a large tree near the northeastern corner of the visitor center. This wall is approximately 4 feet high by 15 feet long. Both walls likely postdate the period of significance and are associated with the addition of the asphalt walks circa 1968. The walls are non-contributing but compatible.

Wall extending the entry plaza to the comfort station (Easting: 452406; Northing: 4468571)
Built in 2002 with the comfort station and expanded plaza in front of Beaver Meadows Visitor Center is a concrete wall faced with native stone acquired from a quarry near Lyons, Colorado. The wall is approximately 42 inches high by 16 inches wide. A short wall segment of roughly six feet in length connects to the building near the main entry. The wall turns 90 degrees and extends for 18 feet before turning 90 degrees again to face the parking lot for 56 feet. The wall turns and continues for another 30 feet toward the comfort center. The wall is distinguished from the original walls by using a mortar that does not contain the crushed stone component present in the older structures (Yost et al., 42). The wall that edges the extension of the plaza toward the comfort station postdates the period of significance and is non-contributing but compatible.

Retaining wall behind the shuttle bus shelter (Easting: 452398; Northing: 4468600) A retaining wall composed of large unmortared squared boulders is located behind the shuttle bus shelter. The wall,

which is arranged in a gently curved form, measures roughly 4 feet in height and 40 feet in length. The wall was likely built with the bus shelter. As such it postdates the period of significance and is non-contributing but compatible.

Retaining wall at Wilderness Office #456 parking (Easting: 452590; Northing: 4468448)
A retaining wall composed of large unmortared squared boulders edges the parking area to the south at the Wilderness Office #456. The wall is roughly four feet in height and 60 feet long as it faces Mills Drive, and 20 feet long as it turns to the north at the edge of the parking area. The wall edges Mills Drive. The wall was built as part of the parking lot development in 2002. It postdates the period of significance and is non-contributing but compatible.

Culvert beneath the asphalt walk extending between Beaver Meadows Visitor Center and Wilderness Office #456
The asphalt walk that extends from the east end of the plaza near Beaver Meadows Visitor Center and Comfort Station #1090 passes over a drainage swale. The stormwater associated with the swale is conveyed beneath the walk with a culvert. The culvert is a corrugated metal pipe approximately 18 to 24 inches in diameter. Stacked native stone forms a headwall around the outflow. The culvert was likely constructed with the walk after the period of significance and is non-contributing but compatible.

Boneyard Cluster
Headquarters Area Boneyard Cluster Storage Tunnel #760 (no CRIS number assigned; Resource number 5LR.10944; FMSS #30448)(Easting: 451912; Northing: 4468079)
Headquarters Area Boneyard Cluster Storage Tunnel #761 (no CRIS number assigned; Resource number 5LR.10945; FMSS #30649) (Easting: 451912; Northing: 4468088)
Storage Tunnels #760 and #761 are located on axis with Boneyard Road as it approaches the Boneyard cluster. They are edged to the west by Metal Storage Buildings #661 and #662, to the northwest by Projects Storage #1131, and to the north and south by the loop road system associated with the Boneyard at the terminus of Boneyard Road.

Storage Tunnels #760 and #761 are metal buildings acquired by the park in the 1950s and placed along Trail Ridge Road in October 1956 for use as a snow tunnel at the Hidden Valley Winter Use Area. The snow tunnel is believed to have been used for a short time before being cut into two pieces and relocated to the Headquarters Area (ROMO Resources Rendezvous newsletter, March 2003). Plans for the construction of the Boneyard storage facilities indicate that the tunnel was 100 feet long. The 1957 Rocky Mountain National Park Master Plan indicates the placement of the two snow tunnel sections at the end of a road extending west from Seasonal Housing at the center of a work yard (NPS, drawing ROMO 121_2294H).

Storage Tunnels #760 and #761 each measure approximately 13 feet in height, are 50 feet long and approximately 20 feet wide, and contain 1,352 gross square feet of space (FMSS). The buildings are composed of thick steel corrugated metal. Each corrugated section is one-inch wide from peak to peak. Steel brackets on the exterior of each tunnel indicate the mounting points used to anchor the snow tunnel into the hillside. The steel panels are bolted to an L-shaped base, which is in turn bolted to a large railroad-tie timber on grade. The end of Storage Tunnel #761, at one time finished with plywood and a metal garage door, is now enclosed with a wood panel of horizontal planks. The west (back) end is completely enclosed but inset with a single window with two vertical panes, while the east (front) side is also completely enclosed but inset with a metal roll-up garage door. The end panels are painted dark brown, while the door and window openings are framed with wood painted forest green. The building number is affixed to the wood wall panel. A concrete slab sits in front of the door. Storage Tunnel #760 is not enclosed at the ends, although chain link fencing mounted on a wood panel that sits inside the metal structure can be used to close the opening.

The park has made minimal alterations to Storage Tunnels #760 and #761 since the period of significance. In 2011, compliance records indicate that the garage door of Storage Tunnel #761 was replaced to facilitate access by a forklift. The plywood end panels were replaced at the time.

Integrity of setting for these two buildings is diminished due to the addition of three buildings in the 1990s nearby, and the greater extent of stored and piled materials. Integrity of design is also diminished as a result of the change to the end panel materials as originally constructed during Mission 66. Otherwise, Storage Tunnels #760 and #761 possess integrity of location, feeling, association, workmanship, and materials.

The storage tunnels were determined not individually eligible with no potential district as part of the 2006 DOE. As such, they are non-contributing but compatible.

Headquarters Area Boneyard Cluster Metal Storage Structure #661 (no CRIS or Resource number assigned; FMSS #30427) (Easting: 451882; Northing: 4468091) Headquarters Area Boneyard Cluster Metal Storage Structure #662 (no CRIS or Resource number assigned; FMSS #30428) (Easting: 451891; Northing: 4468087) Located to the west of the storage tunnels are Metal Storage Structures #661 and #662. These buildings are edged to the north, south, and west by loop roads at the terminus of Boneyard Road.

The park added Metal Storage Structures #661 and #662 to the Boneyard in 1999. Identical in appearance, they are both rectangular in plan, measure approximately 50 by 20 feet, and contain 971 gross square feet of space (FMSS). The gable roofs are clad with standing seam metal, while the walls are clad with metal painted dark brown. The foundations are of poured concrete. There are six fixed windows on both the east and west sides. Entrances are in the north and south facades. The doors are edged to either side by single fixed windows. Building numbers are above the south entrances.

These two buildings appear not to have been altered since their original construction. These buildings have not been previously evaluated. Both postdate the period of significance and are non-contributing but compatible.

Headquarters Area Boneyard Cluster Projects Storage #1131 (no CRIS or Resource number assigned; FMSS #91894) (Easting: 451889; Northing: 4468099)
Projects Storage #1131 is located north of Metal Storage Structure #661 along the central loop. To the east of the building is a concrete retaining wall and a pad that holds a dumpster.

The park installed Projects Storage #1131 in the 1990s. It is one-half of a building that formerly served as an interpretive kiosk built in 1994. The other half now serves as Asset Management Center #1079, located in Central Maintenance.

Projects Storage #1131 is rectangular in plan and measures approximately 25 by 15 feet. The building contains 395 gross square feet of space (FMSS). The side gable roof is clad with asphalt shingles. The exterior is of reverse board and batten painted dark brown. There is no foundation; the building sits on a metal frame and piled concrete masonry units. The entrance is on the west façade and features a double-framed ledged and braced door that opens like a barn door by sliding along a metal rail. The entrance is accessed via a flight of wood stairs edged by a metal handrail. The building has no other openings.

The building does not appear to have been altered since its installation within the Boneyard. This building has not been previously evaluated. It postdates the period of significance and is non-contributing but compatible.

Headquarters Area Boneyard Cluster shed (no CRIS, Resource number, FMSS or building number assigned) (Easting: 451885; Northing: 4468076)
A small wood-frame shed is located to the west of the central loop and Metal Storage Structure #662. The date of origin of the shed is not currently known, but it appears to be a prefabricated building that was likely moved to the Boneyard. The small shed, which measures approximately eight feet square, has a side-pitched shed roof, vertical wood siding painted dark brown, and a padlocked single entrance door in the eastern façade.
The building sits atop an unidentified base material.

This building has not been previously evaluated. The shed postdates the period of significance and is non-contributing but compatible.

Headquarters Area Boneyard Cluster storage shelter (no CRIS, Resource number, FMSS, or building number assigned) (Easting: 451930; Northing: 4468122)
The storage shelter is located northeast of Projects Storage #1131 at the edge of the loop road system. The date of origin of the storage shelter is not currently known but it is a contemporary addition to the cluster. The storage shelter is an open-air pole barn that measures approximately ten feet square. The storage shelter features a gable roof clad with wood shingles. Vertically scored plywood painted dark brown is in the gable ends. Three poles support the roof across each gable end. Two additional poles support each side. A row of wood two-by-six-inch boards are bolted between the four rows of poles to form bays across which sections of PVC pipe are stored.

This structure has not been previously assessed. The storage shelter postdates the period of significance and is non-contributing but compatible.

Headquarters Area Boneyard Cluster concrete retaining wall and pad (Easting: 451904; Northing: 4468109)
The concrete retaining wall and pad located at the base of Projects Storage #1131 postdate the period of significance and are non-contributing but compatible.

Central Maintenance

The Central Maintenance cluster contains a large collection of historic buildings arranged into five principal rows all sited along a similar axis. The maintenance cluster reflects NPS design principles for utility areas established during the 1920s, and is considered, as noted in the 1982 Utility Area Historic District NRHP nomination, to be “one of the best preserved utility areas of a western park” (Wheaton, Section 7). Many of the half-log and plank buildings date to the 1920s and 1930s and are good examples of NPS Rustic architecture concerned with blending built structures with the natural environment (Wheaton, Section 7). The Central Maintenance cluster includes numerous features listed as contributing to the Utility Area Historic District in the 1982 NRHP nomination. These include McLaren Hall Annex #24, Vehicle Storage #73, Vehicle Storage #74, Building and Utilities Shop #75, Equipment Storage Shed #76, Equipment Storage Shed #77, Equipment Storage Shed #78, Warehouse #79, Operations Center #80, Automotive Shop #81, Storage Shed #82, Storage Shed #83, Storage Shed #84, Storage Shed #87, and Project Shop and Offices #136. Several later additions to the cluster are also eligible for listing in the NRHP as part of an expanded Headquarters Area Historic District. These include Sign Storage Shed #744 and Storage, Recycling #811.

Headquarters Area Central Maintenance McLaren Hall Annex #24 (CRIS HS #010541; Resource number 5LR.487.35; FMSS #25917) (Easting: 452353; Northing: 4468318)
McLaren Hall Annex #24 is located at the southwest corner of Central Maintenance. The building is edged by open space shaded by several mature trees. Associated with the building are a large asphalt-paved parking area, concrete walks and stairs, accessible ramps, a stone retaining wall, light fixtures, social trails, and picnic tables. The Emergency Housing cluster is located just west of the building, which sits on a low rise.

McLaren Hall Annex #24 was originally constructed as two buildings in 1924 and 1925, which served as a mess hall and dormitory for the Rocky Mountain National Park Utility Area. These are among the earliest buildings constructed within the park by the NPS. The buildings were connected in 1938 with the addition of a lounge and guest quarters designed by W.G. Hill, working under Howard W. Baker, both of the NPS Landscape Engineering Division. Hill’s design carefully blended the new with the old, while maintaining Rustic-style detailing. McLaren Hall Annex #24 is a one-story log frame building with a partial basement that features a T-shaped plan that measures approximately 147 by 35 feet. The building contains 4,864 gross square feet of space (FMSS). The intersecting gable roof is clad in wood shingles that double every fifth course and features exposed rafter tips. Reverse board-and-batten siding is attached to the inside of the frame, and is overlaid with diagonal log framing. All wood members are stained dark brown. The middle gable serves as

the main entry into the building. The foundation is concrete. The divided-light wood windows are painted light mint green (Wheaton, Section 7; List of Classified Structures).

The building was renovated in 1998-1999 to address accessibility needs with the addition of ramps and the replacement of doors and other features to establish barrier-free entry (NPS, drawing ROMO 121_60377A). Other updates made at the time included adaptive reuse of interior spaces to establish a library, training room, darkroom, and offices. Sprinklers for fire suppression and new heat and electrical systems were also installed (Compliance, 1997, 97-01). The threshold at the main entrance was replaced in kind in 2017 (Compliance, 2017, 17-57).

With the exception of the 1998-1999 renovation, the McLaren Hall Annex #24 exterior has been little altered since the building was formed from two earlier structures in 1938. The building possesses integrity of location, feeling, and association. Integrity of setting is diminished by the accessibility, walk, and parking changes made in the 1990s, while integrity of design, workmanship, and materials is also diminished by the changes made in 1998.

McLaren Hall Annex #24 possesses sufficient integrity to continue to convey its historic associations and is listed as a contributing resource of the 1982 Utility Area Historic District. It also contributes to the significance of the Headquarters Area Historic District.

Headquarters Area Central Maintenance Vehicle Storage #73 (Equipment Storage Shed) (CRIS HS #010546; Resource number 5LR.487.15; FMSS #27348) (Easting: 452414; Northing: 4468354) Vehicle Storage #73 is located northeast of McLaren Hall facing the westernmost driving aisle associated with the Central Maintenance utility court. It is edged to the northeast by Vehicle Storage #74 and to the southwest by Cluster Box Shelter #1047.

Vehicle Storage #73 was built in 1939 based on architectural plans prepared by C.M. Earhart of the Branch of Plans and Design, Western Division, of the NPS, under the direction of Chief Architect Thomas C. Vint. It is a Rustic-style, one-story, timber frame building with a saltbox gable roof clad in wood shingles that double every fifth course. The building measures 90 feet, 4 inches by 30 feet, 5 inches in plan and contains 2,424 gross square feet of space (FMSS). Board-and-batten siding is attached to the inside of the log frame. A gable front addition constructed to house a snowplow sits perpendicular to the front facade, compromising the building's character while maintaining similar materials. The log rafter tips and purlin ends are exposed, while the roof has overhanging eaves. There are six horizontal, six-light, fixed-pane windows as well as one triple, six- light, fixed-pane window, which all feature rectangular frames and flat arches painted light mint green. The six doors vary in material, including wood board and batten, metal, and modern roll-up garage doors. The foundation is poured concrete with log sills painted dark brown (Wheaton, Section 7; List of Classified Structures).

The southwest end of the façade is a 25 by 8-foot, 2-inch addition constructed of unpainted plywood sheathing over two-by-four wood framing by 1982 (List of Classified Structures).

Compliance records indicate that the park replaced four overhead doors on the building in 2011 due to the difficulties posed by opening the original doors. (Compliance, 2011, 11- 50).

Vehicle Storage #73 possesses all aspects of integrity. The building is listed as a contributing resource of the 1982 Utility Area Historic District. It contributes to the significance of the Headquarters Area Historic District.

Headquarters Area Central Maintenance Vehicle Storage #74 (Equipment Storage Shed) (CRIS HS #010545; Resource number 5LR.487.16; FMSS #27349) (Easting: 452437; Northing: 4468380) Vehicle Storage #74 is located to the northeast of Vehicle Storage #73 at the far western edge of the Central Maintenance utility court and facing the western driving aisle. The landscape to the west is composed of meadow grasses and scattered ponderosa pine trees. The building is edged on two sides by asphalt paving. To the northeast, the building is closely edged by RMC Warehouse #820.

Vehicle Storage #74 was built in 1927 or earlier, and it is one of the earliest buildings constructed in

support of the utility area. The building features Rustic-style architecture in the form of wood shingling on the roof, log framing, and the use of natural local materials and cohesive application of brown paint to help blend the structure with the surrounding environment. Vehicle Storage #74 is rectangular in form, measures 90 by 22 feet in plan and contains 1,980 gross square feet of space (FMSS). It is a one-story, timber frame structure with a saltbox gable roof clad in wood shingles that double every fifth course. Walls are reverse board and batten attached to the inside of the log frame. The nine-bay building sits on a foundation of poured concrete with log sills painted dark brown. There are nine modern roll-up garage doors, all in the southeast-facing façade (Wheaton, Section 7; List of Classified Structures).

Changes over time have included replacement of the original garage doors. Compliance records indicate that in 1992 the storage/parking bay #35 was improved to accommodate use by the RMC through the use of plywood to seal the bay from wind and dust. The project entailed installing paneling along the interior outer wall and an interior divider between bay #35 and the adjacent bay (Compliance, 1992, 92-23). That same year, the park undertook a security improvement project by constructing a wall for the garage stalls between bays 35 and 39 (Compliance, 1992, 92-40). In 2006, the windows were restored and doors, siding, and rafter tails repaired as part of a cultural cyclical maintenance program and conducted in conformance with the Secretary of the Interior's Standards for the Treatment of Historic Properties (Compliance, 2006, 06-20). In 2007, the park began a project to replace non-historic doors throughout the Utility Area with wood doors resembling the original and able to open overhead, including on Vehicle Storage #74 (Compliance, 2007, 07-22).

The exterior of Vehicle Storage #74 has been little altered since original construction. It appears to possess all aspects of integrity. Vehicle Storage #74 is listed as a contributing resource of the 1982 Utility Area Historic District. It contributes to the significance of the Headquarters Area Historic District.

Headquarters Area Central Maintenance Electrical Shop #75 (CRIS HS #010547; Resource number 5LR.487.17; FMSS #27350) (Easting: 452445; Northing: 4468353)
The Electrical Shop #75 is located to the east of Vehicle Storage # 73 and
#74 within the second row with Warehouse #79 and Storage Shed #82. The building is edged to either side by paved driving aisles and parking areas associated with the Central Maintenance utility court.

Electrical Shop #75 was built in 1923 as the machine shop. It is the first building constructed in the Utility Area. In 1936, a three-bay addition was built on the southwest elevation to accommodate storage of heavy equipment. In 1939, six of the double-hinged garage doors were modified to create single door and window openings. The building was again remodeled in 1954 with the installation of wood floors over gravel in two stalls. The Electrical Shop #75 is a Rustic style building that measures 119 feet, 4 inches by 30 feet, 2 inches in plan and contains 3,600 gross square feet of space (FMSS). It is a one-story log frame building with a saltbox gable roof clad in wood shingles that double every fifth course. The log rafter tips and purlin ends of the roof structure are exposed. Walls are reverse board and batten attached to the inside of the log frame. The foundation is poured concrete with log sills painted dark brown. Wood windows are primarily divided into six lights and painted light mint green. The windows are covered with divided light storms (Wheaton, Section 7; List of Classified Structures).

Changes over time have included replacement of the original doors. In 2007, the park began a project to replace non-historic doors throughout the Utility Area with wood doors resembling the original and able to open overhead, including on Electrical Shop #75 (Compliance, 2007, 07-22). In 2008, preservation maintenance efforts included window and exterior door restoration and repairs to log purlins in conformance with the Secretary of the Interior's Standards for the Treatment of Historic Properties (Compliance, 2008, 08-09).

Electrical Shop #75 has been little altered since original construction. It appears to possess all aspects of integrity. In 1982, it was listed as a contributing resource of the Utility Area Historic District. It contributes to the significance of the Headquarters Area Historic District.

Headquarters Area Central Maintenance Equipment Storage Shed #76 (CRIS HS #010548; Resource number 5LR.487.18; FMSS #27351) (Easting: 452493; Northing: 4468302)
Equipment Storage Shed #76 is located to the east of Building and Utilities Shop #75, to the northeast of Operations Center #80, and southeast of Storage Shed #84 in the fourth row from the west of buildings located within the utility court. The building is edged to the east by a paved driving aisle and to the west by a parking area.

Equipment Storage Shed #76 was designed by C.M. Earhart under the supervision of Thomas C. Vint and constructed in 1938. Rustic in architectural design, the building measures 177 feet, 8 inches by 25 feet in plan and contains 4,200 gross square feet of space (FMSS). The storage shed is a one-story, sixteen-bay, log frame building with a saltbox gable roof clad in wood shingles that double every fifth course and exposed rafter tips and purlin ends. Reverse board-and-batten siding is attached to the inside of the log frame. The foundation is poured concrete with log sills painted dark brown. Vertical divided light wood windows are painted light mint green. There are fourteen modern top- rolling garage doors painted dark brown in the western façade (Wheaton, Section 7; List of Classified Structures).

Changes that have been made since the building was constructed include removal of the original hinged garage doors that were later replaced with wood paneled overhead garage doors by 1982 (List of Classified Structures). In 2009, the park made improvements to parking bays #22 through #24 by adding a concrete floor and electrical outlets. The concrete floors were installed to address problems of rough and broken asphalt and potholes in the existing floor (Compliance, 2009, 09-36). Compliance records indicate that the park replaced the overhead doors circa 2010 with metal insulated features with windows to provide natural light for those working on the interior (Compliance, 2011, 11-50).

Equipment Storage Shed #76 has been little altered since original construction with the exception of changes made to garage doors, which diminish integrity of design and materials. It otherwise possesses integrity of location, setting, feeling, association, and workmanship. In 1982, Equipment Storage Shed #76 was listed as a contributing resource of the Utility Area Historic District. It contributes to the significance of the Headquarters Area Historic District.

Headquarters Area Central Maintenance Equipment Storage Shed #77 (CRIS HS #010549; Resource number 5LR.487.19; FMSS #27352) (Easting: 452500; Northing: 4468275)
Equipment Shed #77 is located southeast of Equipment Shed #76 and southwest of Equipment Shed #78 along the easternmost and lower aisle of the Central Maintenance utility court. The eastern aisle is set topographically below the rest of the cluster. The entrance door has a short, concrete ramp leading up to it.

Built in 1934 based on plans prepared by personnel at the Branch of Plans and Design, Western Division, under supervision of Thomas C. Vint, the building is Rustic in style. Equipment Shed #77 measures approximately 102 feet by 25 feet in plan and contains 2,448 gross square feet of space (FMSS). The one-story, timber frame building features a saltbox gable roof clad in wood shingles that double every fifth course and exposed log rafter tips and purlin ends. Reverse board-and-batten siding is attached to the inside of the log frame. The nine-bay building sits on a concrete foundation. Vertical divided-light wood windows are painted light mint green with log sills painted dark brown. There is one plywood entry door, as well as seven modern top-rolling garage doors to store vehicles. The interior is unfinished and the floor is paved with bitumen (Wheaton, Section 7; List of Classified Structures).

Equipment Storage Shed #77 has been little altered since original construction, with the exception of changes made to garage doors. It appears to possess all aspects of integrity. In 1982, Equipment Storage Shed #77 was listed as a contributing resource of the Utility Area Historic District. It contributes to the significance of the Headquarters Area Historic District.

Headquarters Area Central Maintenance Equipment Storage Shed #78 (Ranger Operations Center) (CRIS ID: 010550; Resource number 5LR.487.20; FMSS #27353) (Easting: 452520; Northing: 4468300)
Equipment Storage Shed #78 is located northeast of Equipment Storage Shed #77 along the easternmost and lower aisle of the Central Maintenance utility court. The eastern aisle is set topographically below the rest of the cluster. To the rear, the building is edged by ponderosa pine trees and meadow grasses. Behind the building is a radio tower.
Equipment Storage #78 houses the park's radio shop, connected to the tower via buried conduit (Radio Tower Replacement Section 106 letter, November 11, 2020). A social trail leads to Utility Spur.

Built in 1934 based on plans prepared by personnel at the Branch of Plans and Design, Western Division, under supervision of Thomas C. Vint, the building is Rustic in style. Equipment Shed #78 measures approximately 102 feet by 25 feet in plan and contains 2,450 gross square feet of space (FMSS). The one-story, nine-bay, timber frame building features a saltbox gable roof clad in wood shingles that double every fifth course with log rafter tips and purlin ends exposed. Walls are reverse board and batten attached to the inside of the log frame. The building sits on a concrete foundation with log sills painted dark brown. There are three modern, roll-up garage doors and two wood-paneled entry doors into the building. The wood windows are divided into four, six, and twelve lights painted light mint green. The interior is partially finished and the floor is concrete. Several bays have been converted to offices (Wheaton, Section 7; List of Classified Structures).

Compliance records indicate that the park remodeled the interior of the building in 1991 by diminishing the role of fire cache use and increasing space for search and rescue operations (Compliance, 1991, 91-08). These changes did not affect the exterior of the building. Another project outlined in 1991 was the addition of a restroom and utility sink inside the building requiring the addition of a vent pipe through the roof that would be painted dark brown to blend with other roof features (Compliance, 1991, 91-09). In 1993, the park proposed converting three garage stalls inside the building to office space. The project proposed replacing dirt floors with an appropriate new material, and the non- historic garage doors with compatible infill based on the Secretary of the Interior's Standards for Rehabilitating Historic Buildings (Compliance, 1993, 93-08). The records indicate that both the north and south ends of the building had previously been converted to uses other than garage stalls.

The exterior of Equipment Storage Shed #78 has been little altered since original construction, with the exception of changes made to garage doors. It appears to possess all aspects of integrity, although integrity of design is diminished by the changes made to accommodate new interior uses. In 1982, Equipment Storage Shed #78 was listed as a contributing resource of the Utility Area Historic District. It contributes to the significance of the Headquarters Area Historic District.

Headquarters Area Central Maintenance Warehouse #79 (CRIS HS #010551; Resource number 5LR.487.21; FMSS #27354) (Easting: 452409; Northing: 4468314) Warehouse #79 is located within the second row of buildings from the west within the Central Maintenance utility court. The building is edged to either side by asphalt-paved driving and parking aisles, and to the northeast by Electrical Shop #75. McLaren Hall Annex #24 is to the southwest. Gas dispensing pumps are located east of the building. Concrete stairs and landings provide access to several building entrances, including the northeast gable end, at the northeast corner of the principal (southeast) façade, and two additional doors on the southeast façade. The concrete landing in front of the central door and the stairs and landings near the northeast corner of the building are painted dark brown and appear historic. An additional concrete ramp, stair, and landing lead to the central and southeast doors on the principal façade and are later additions. A concrete stair edged by metal handrails, also not historic, provides access to the southeast gable end. All of the landings and the ramp are edged by metal pipe rail handrails.

Warehouse #79 was constructed within the utility area at Rocky Mountain National Park in 1925. Rustic in architectural style, Warehouse #79 was expanded in 1933-1935 with an addition to the southwest. The addition was designed by Howard Baker of the NPS Branch of Plans and Design,

Western Division, under Edward A. Nickel, Associate Structural Engineer and built using WPA funds. While the addition effectively doubled the footprint of the building, it was designed to complement the earlier structure.

Warehouse #79 is rectangular in form, measures 112 feet, 10 inches by 28 feet, 10 inches in plan, and contains 3,277 gross square feet of space (FMSS). The one-and-one-half story building features a side gable roof clad in wood shingles, and exposed log rafter tips and purlin ends. The walls are reverse board and batten attached to the inside of the log frame. The foundation is composed of poured concrete and features log sills painted dark brown. The wood windows are divided into eight and twelve lights. The building has several large loading doors composed of wood with horizontal and vertical bracing. There is also a modern top-rolling garage door (Wheaton, Section 7; List of Classified Structures). A concrete loading dock edges the principal (east) façade. A wood ramp extending to the top of the loading dock is a later addition.

During the 1950s, the park divided the interior of the original pole barn structure into several work spaces (Compliance, 2013, 13-35). Compliance records indicate that the park rehabilitated the interior and added an accessibility ramp in 2001 (Compliance, 2001, 01-01). In 2013, the park planned interior changes to the building that included constructing two three-foot-thick walls on the south and north ends of the breakroom space, and installing a door on the west interior wall of the space (Compliance, 2013, 13-35).

With limited changes having occurred to the exterior of the building, primarily associated with replacement of original doors and the addition of a loading dock and ramp, Warehouse #79 possesses all aspects of integrity. In 1982, it was listed as a contributing resource of the Utility Area Historic District, and Warehouse #79 contributes to the significance of the Headquarters Area Historic District.

Headquarters Area Central Maintenance Operations Center #80 (The Roll Building) (CRIS HS #010552; Resource number 5LR.487.22; FMSS #27355) (Easting: 452448; Northing: 4468275) Operations Center #80 is located along the eastern margin of the Central Maintenance utility court, edged to the northwest by the asphalt paving of a driving aisle and parking west of the building, to the northeast by the road leading to the easternmost row of buildings within the complex, to the southeast by ponderosa pine trees and meadow grasses, and to the southwest by Sign Storage Shed #744. A low wooden ramp provides access from the parking spaces on the northwest side of the building. The ramp reaches a height of approximately 12 inches, and is composed of wood plank supports and wood plank boards edged by four-by-four timbers. The ramp is not historic. A small paved area is located outside the building to the rear that provides access to stairs leading to the rear entrances. The building is set into the side of a hill and the lower level is exposed on the rear.

The NPS constructed Operations Center #80 in 1930. The building was later remodeled in 1933-1934. In 1959, the park converted the building to the Operations Center. Constructed in the NPS Rustic style of architecture, Operations Center #80 measures approximately 85 by 25 feet in plan and contains 2,253 gross square feet of space (FMSS). The building is a one-story log-frame structure with a saltbox gable roof clad in wood shingles that double every fifth course. The roof also features Rustic details such as exposed-log rafter tips and purlin ends. There are two shed overhangs over the entry doors that allow access to the building. The walls are reverse board and batten attached to the inside of the log frame painted dark brown. The foundation is poured concrete with log sills painted dark brown. The bays have divided light wood windows. The wood windows are divided into two, four, and six lights. The doors are wood paneled with lights on the top half and are painted light mint green. The interior of the building is partitioned and finished for offices (Wheaton, 7 - 1; List of Classified Structures).

The building was first altered in 1933-1934, and again in 1959 to accommodate a new use (Compliance 1993, 93-02). Compliance records indicate that the interior was again modified in 1993 through modification of the wall configuration in the northern portion of the space, the addition of a restroom, and the addition of new doors (Compliance 1993, 93-02). A wood ramp was added to the front entrance to accommodate accessibility circa 2002 (Compliance, 2002, 02-24). In 2005, the

NPS rehabilitated Operations Center #80, demolishing the interior and replacing the floors and framing, walls, and ceiling with a new layout. The park removed a truck scale and built an addition to the south. The building received a new HVAC system installation, as well as new, larger windows. As part of the same project, the park replaced log columns previously damaged by water, made the doors accessible, updated the fire suppression system, restored the fenestration to vertical orientation by installing new, true divided lights on the east façade, repaired existing windows, and rebuilt storm windows. The park also repaired log sills and purlin ends, made the front (west) door accessible, and added a ramp. The park consulted with the SHPO in devising plans for the work, which met the Secretary of the Interior's Standards.

Assessment of the exterior of Operations Center #80 suggests that the building possesses all aspects of integrity, although integrity of setting is diminished due to the addition of the wood accessibility ramp. In 1982, Operations Center #80 was listed as a contributing resource of the Utility Area Historic District. It contributes to the significance of the Headquarters Area Historic District.

Headquarters Area Central Maintenance Automotive Shop #81 (Machine Shop, Vehicle, and Carpenter Shop) (CRIS HS #010553; Resource number 5LR.487.23; FMSS #27356) (Easting: 452481; Northing: 4468347)
Automotive Shop #81 is located near the northeastern end of the Central Maintenance utility court, within the central row of buildings. It is edged to either side by asphalt- paved driving and parking aisles. Located to the northeast is Project Shop and Offices #136. Storage Shed #84, VIP Office Storage Building #822, and Equipment Storage Shed #76 are to the east, while Storage Shed #83 closely edges the building to the southwest. To the west are the Building and Utilities Shop #75 and Storage Shed #82. Associated with the building is a large concrete slab along the southeastern façade of the building, while a concrete work yard edged by a concrete masonry unit wall edges the building's southwestern façade.

Built in 1934-1935, Automotive Shop #81 is one of only a few concrete and steel buildings within the Headquarters Area, the other prominent example being the Beaver Meadows Visitor Center. Automotive Shop #81 measures 102 by 45 feet in plan and contains 4,892 gross square feet of space (FMSS). The building is a one-and-one-half- story steel-framed structure. It features a side-gable roof clad in asbestos shingles. The walls, eaves, cornice, chimneys, and window sills are also constructed of concrete poured into rough lumber forms designed to simulate wood grain markings on the facade. The foundation is also poured concrete. The large steel windows are divided into twelve, sixteen, and twenty-four lights. There are also five steel bi-fold doors with divided lights at the top on the front façade (Wheaton, 7 - 1; List of Classified Structures).

Associated with the building to the southwest is a work yard edged by concrete walls. The wall is built of concrete masonry units with two-by-four-inch wood planks along the top. The wall forms an "L" to enclose a small court on the southern end of the building. The wall is painted dark brown. It steps down along the southwestern side.

Circa 1968, the formerly grey concrete elements of the Automotive Shop #81 exterior were painted dark brown to blend with the other features of the utility court. In 2006, the park consulted with the Colorado SHPO, and then it built an additional enclosed bay to the northeast and a wash bay to the southwest end of the original building. The addition's vehicle door was carefully designed to match the original butterfly-opening doors. (NPS, drawing ROMO 121_60483; 121_60440; and 121_60479).

With diminished integrity of design due to the addition and change in color, Automotive Shop #81 possesses integrity of materials, workmanship, location, association, feeling, and setting due to the park's conformance with the Secretary of the Interior's Standards. In 1982, it was listed as a contributing resource of the Utility Area Historic District, and contributes to the significance of the Headquarters Area Historic District.

Headquarters Area Central Maintenance Storage Shed #82 (Trails Storage, Blacksmith Shop, and Paint Shop) (CRIS HS #010554; Resource number 5LR.487.24; FMSS #27358) (Easting: 452471;

Northing: 4468373) Storage Shed #82 is located near the northeastern end of the Central Maintenance utility court within the second row of buildings from the western edge. The building is surrounded by asphalt-paved driving aisles and parking. Located to the northeast is Project Shop and Offices #136, while Automotive Shop #81 is to the southeast. Building and Utilities Shop #75 is to the southwest, while Vehicle Storage #74, and RMC Warehouses #820 and #821 are to the northwest.

The NPS built Storage Shed #82 in 1931 further to the east than its current location. The building was moved to its current position to make room for Automotive Shop #81 circa 1934. The building was later expanded in 1936. The addition was designed by Architect Edward Nickel, who intended the expansion to blend the new with the existing character. Storage Shed #82 is a Rustic style one-story, timber-frame structure that measures 29 feet, 2 inches by 19 feet, 3 inches in plan and contains 490 gross square feet of space (FMSS). The roof is side gable and clad in wood shingles that double every fifth course. Walls are reverse board and batten attached to the inside of the log frame. The foundation is poured concrete with log sills painted dark brown. The wood windows are divided into two and six lights painted light mint green. Doors are reverse board and batten (Wheaton, 7 – 1; List of Classified Structures). A concrete ramp, a later addition to support accessibility, leads to a central board-and-batten door on the southeast façade.

Storage Shed #82 has undergone few changes since the addition was built in 1936. Compliance records indicate that preservation repair and maintenance was conducted in 2008 that included window and exterior door restoration and repair to log purlins in conformance with the Secretary of the Interior's Standards for the Treatment of Historic Properties (Compliance, 2008, 08-09). The concrete accessibility ramp is also a later addition.

Storage Shed #82 possesses all aspects of integrity with diminished integrity of setting resulting from the addition of the concrete accessibility ramp. In 1982, the building was listed as a contributing resource of the Utility Area Historic District. It contributes to the significance of the Headquarters Area Historic District.

Headquarters Area Central Maintenance Storage Shed #83 (Flammable Storage, Oil House) (CRIS HS #010554; Resource number 5LR.487.25; FMSS #27359) (Easting: 452460; Northing: 4468336) Storage Shed #83 is located adjacent to the Automotive Shop #81 walled work yard southwest of the building. Storage Shed #83 is edged to the west, south, and east by asphalt-paved driving aisles and parking. A concrete step and landing are at the entrance door located in the southeastern façade. Located to the west is Buildings and Utilities Shop #75.

Storage Shed #83 was built in 1925 elsewhere within the utility court and moved to its current location in 1934 to allow for construction of Automotive Shop #81. Daniel Ray Hull is believed to have supervised the design of the building. Storage Shed #83 measures 20 by 12 feet in plan and contains 240 gross square feet of space. The one-story building is NPS Rustic in style. It possesses a front-gable roof clad in wood shingles that double every fifth course and exposed rafter tips. Board and batten is attached to the inside of the timber frame. The building sits on a concrete foundation with log sills painted dark brown. Openings include two divided-light wood windows that flank a central board-and-batten entry door (Wheaton, 7 – 1; List of Classified Structures).

Compliance records indicate that preservation repair and maintenance was conducted in 2008 that included window and exterior door restoration and repair to log purlins, as well as the replacement of the wood roof shingles, in conformance with the Secretary of the Interior's Standards for the Treatment of Historic Properties (Compliance, 2008, 08-09).

Storage Shed #83 possesses all aspects of integrity. In 1982, it was listed as a contributing resource of the Utility Area Historic District and contributes to the significance of the Headquarters Area Historic District.

Headquarters Area Central Maintenance Storage Shed #84 (Fire Truck Shed, Tire Storage) (CRIS HS #100034; Resource number 5LR.487.26; FMSS #27360) (Easting: 452508; Northing: 4468342) Storage Shed #84 is located east of Automotive Shop #81 within the fourth row of buildings within

the utility court. Located to the northeast is Volunteers in Parks Office Storage Building #822, while Equipment Storage Shed #76 is to the southeast. The building is edged to the west and south by asphalt-paved driving aisles and parking and to the east by meadow.

The NPS built Storage Shed #84 in 1929. In 1935 it was converted to use as a “Fire House.” In 1948, the park built an addition on the rear (east) façade to support fire truck storage. The Rustic style building measures 28 feet, 4 inches by 17 feet, 4 inches in plan and contains 432 gross square feet of space (FMSS). One story and rectangular in plan, Storage Shed #84 is a timber frame building with a front gable roof clad in wood shingles that double every fifth course. The building features exposed log rafter tips and purlin ends. Walls are wood board and batten attached to the inside of the timber framing. The foundation is concrete with dimensional lumber log sills painted dark brown. The wood windows are divided into eight lights with three-light storms. Doors are reverse board and batten with wood bracing (Wheaton, 7 -1; List of Classified Structures).

Several times since construction, the park has undertaken restoration of key Rustic features on Storage Shed #84, the most recent of which was in 2019, when the park repaired log sills, purlin ends, and painted the building.

Storage Shed #84 possesses integrity of location, feeling, association, workmanship, and materials. Integrity of setting is diminished by the addition of Volunteers in Parks #612 and VIP Office Storage Building #822 to the north in the 1970s. In 1982, Storage Shed #84 was listed as a contributing resource of the Utility Area Historic District and contributes to the significance of the Headquarters Area Historic District.

Headquarters Area Central Maintenance Storage Shed #87 (Backcountry Sign Shop, Fire Tool Cache) (CRIS HS #052100; Resource number 5LR.487.27; FMSS #27362) (Easting: 452425; Northing: 4468255)
Storage Shed #87 is located at the southeastern corner of the Central Maintenance utility court, adjacent to Sign Storage Shed #744. Asphalt paving edges the building to the west, while meadow is present to the east and south.

Storage Shed #87 was built in 1929 at Bear Lake based on plans prepared personnel at the NPS Branch of Plans and Design, Western Division, under the supervision of Thomas Vint. The building was moved to Central Maintenance in 1938 to serve as a fire tool cache. The Rustic style building measures 33 feet, 9 inches by 17 feet, 2 inches and contains 561 gross square feet of space (FMSS). It is a one-story, rectangular, wood- framed shed with a front-gable roof clad in wood shingles that double every fifth course and exposed-log rafter tips and purlin ends. A shed roof extension is attached to the southwest end of the building. Walls are reverse board and batten attached to the inside of the log frame. The foundation is concrete and dimensional lumber with log sills painted dark brown. The wood windows are divided into six lights painted light mint green.

There are two board-and-batten doors that do not open and another wood panel door. (Wheaton, 7 -1; List of Classified Structures).

Changes to the building include door and siding repairs and upgrades to the electrical system in 2009 to meet codes, all in accordance with the Secretary of the Interior’s Standards for the Treatment of Historic Properties (Compliance, 2009, 09-11).

Storage Shed #87 possesses all aspects of integrity. In 1982, it was listed as a contributing resource of the Utility Area Historic District, and contributes to the significance of the Headquarters Area Historic District.

Headquarters Area Central Maintenance Sign Storage Shed #744 (Endovalley Campground Office #499) (CRIS HS #1110066; Resource number 5LR.14155; FMSS #30447) (Easting: 452433; Northing: 4468261)
Sign Storage Shed #744 is located northeast of Storage Shed #87 and southwest of Operations Center #80. The two buildings closely edge Sign Storage Shed #744. To the west of the building is asphalt-paved parking. The land slopes away from the building to the east, and is characterized by

grassy meadow. A later addition, Museum Storage Facility #1038, is located beyond the meadow.

Sign Storage Shed #744 was built in 1957 as an office for the Endovalley Campground (and referred to as Building #499). The park moved the building to its current location circa 1973 once the campground was closed and converted to a picnic area (Bzdek & Ore, 28). Rectangular in plan, the building measures 12 by 22 feet and contains 267 gross square feet of space (FMSS). Sign Storage Shed #744 is a modest single-story building with a front-gable roof clad with wood shingles. The eaves overhang moderately, while the roof structure features exposed rafter tails. An open storage addition with shed roof and square wood posts extends from the southwestern facade. The walls are horizontal wood siding. The composition of the foundation is not currently known. The main (northwest) façade possesses a single, centered door with decorative wood surround. The northeast façade features two four-light wood windows while the southeast facade features a second egress and six-light window, both with decorative wood surround (2017 architectural inventory form). The building is used for sign storage.

In 1973, when the building was moved to its current location, the NPS removed the original front porch. The current shed roof addition was built circa 1989. The roof was reshingled in 2009 (2017 architectural inventory form).

The building was not assessed in the 1982 Utility Area Historic District nomination. Although the building has lost integrity of location and setting, and exhibits diminished integrity of design, workmanship, and materials due to the changes made after the period of significance, Sign Storage Shed #744 was determined contributing in 2017 as part of the proposed expanded Utility Area Historic District. The evaluation indicated the compatibility of the building's appearance with the other buildings located within Central Maintenance and its Mission 66 period of construction. It is assessed as contributing to the Headquarters Area Historic District.

Headquarters Area Central Maintenance Project Shop and Offices #136 (Storage Shed, Trails Storage, Trails Office) (no CRIS number assigned; Resource number 5LR.10933; FMSS #30280) (Easting: 452510; Northing: 4468381)
Project Shop and Offices #136 is located at the northeast end of Central Maintenance. It is edged to the northeast by meadow and a stand of aspens. To the southwest, the building is edged by asphalt paving. Utility Drive edges the building to the north, while the Volunteers in Parks Office #612 and a gravel parking area is to the southeast.

Project Shop and Offices #136 was built in 1949 when the NPS was grappling with materials and labor shortages, and adapting to the popularity of a modern design aesthetic. The building was designed to complement and not replicate the Rustic style. Rectangular in plan, the building measures 100 by 20 feet and contains 2,000 gross square feet of space (FMSS). Project Shop and Offices #136 is a simple, one-story, rectangular steel frame structure with a side-gable roof clad with green corrugated metal and with moderately overhanging eaves. Smaller eaves are found on the gable ends. The walls are brown vertical corrugated metal siding, while the foundation is slab-on-grade concrete with concrete footings for the steel frame to rest on. The main (southwest) facade possesses three large garage door openings. The western opening has been infilled with a single, recessed door. The other two garage openings are found at the eastern end and feature modern, metal garage doors. Each has two large divided-light windows at the top of the door. A fourth opening is on the northernmost end of the west façade, and is a modern four-section wood-paneled roll-up door painted dark brown. The building has three windows on rear elevation, towards the western end. The east and west facades are unadorned (2017 architectural inventory form). The building's low profile and dark brown color help it harmonize with nearby Rustic buildings within the utility court.

The building's original siding was replaced in 1969, while the exterior doors were replaced in 1970. Extensive exterior remodeling occurred sometime after 2004, when one of the garage doors was sealed. While the building is not listed as contributing to the Utility Area Historic District, it was described in the nomination as compatible with the Rustic style buildings (Wheaton, Section 7).

The building has lost a significant amount of integrity. Changes made to the exterior of the building

have resulted in altered fenestration and the loss of original building fabric. While the building possessed integrity of location, setting, and association, it has lost integrity of feeling, design, workmanship, and materials.

In 1982, the Keeper of the NRHP listed it as not contributing to the Utility Area Historic District. In 2006, the SHPO determined #136 not individually eligible and not contributing to the Utility Area Historic District as listed in 1982 as part of the DOE documentation completed by the park. This determination was confirmed in the 2017 DOE. It is assessed as non-contributing but compatible.

Headquarters Area Central Maintenance Volunteers in Parks Office #612 (Ranger Station, YCC Building, Office Space, and Fire Management Office) (no CRIS number assigned; Resource number 5LR.14146; FMSS #30425) (Easting: 452523; Northing: 4468363)
Volunteers-in-Parks Office #612 is located at the northeastern end of the Central Maintenance utility court. It is edged to the southwest by an asphalt parking area, to the south by Volunteers in Parks Office Storage Building #822, and to the northwest by Project Shop and Offices #136. A wooden stair and ramp provide access to the entrance door associated with the building, located in the southwest gable end. A wooden deck in front of the entrance, which is edged by a wooden handrail, is accessed via three wooden steps, themselves edged by a metal handrail attached to the building siding on the west side. A wooden ramp, also edged by a wooden handrail, approaches from the east side. A concrete pad is at the base of the ramp, which also serves a wooden stair and deck providing access to the adjacent Volunteers in Parks Office Storage Building #822. A wooded area that slopes away from the building is to the northeast and east.

Volunteers-in-Parks Office #612 was constructed in 1959 as a ranger station during Mission 66 at an undetermined location. The building was moved from its original location to the Utility Area circa 1965. Volunteers-in-Parks Office #612 is a single-story building, rectangular in plan, that measures 21 by 26 feet and contains 548 gross square feet of space (FMSS). It features a front gable roof with wood shingles and slightly overhanging eaves. The building’s original exposed rafter tails are hidden behind gutters that are a later addition. The walls are plywood and particle board. The foundation is poured concrete. The main (southwest) façade possesses the building's only entrance, a wood door with green trim centered on the façade and flanked by one sliding window to the southeast and two, one-over-one windows to the northwest. Wood steps and a long wooden ramp with wood railings provide access to the entrance. The northwest façade features a large three-light sliding window. The rear (northeast) façade features two sliding windows of different sizes and the southeast façade is bare (2017 architectural inventory form).

As originally built, the building featured a wooden front porch with a shed roof that extended the length of the façade. The porch was likely removed when the building was moved in 1965. The building has been repurposed as YCC offices. The building underwent major renovations in 1990 including replacement of the exterior door, the addition of a new wood deck, remodeling of the interior, and replacement of four exterior wood windows with aluminum units. In 2008, the park replaced the cedar-shingle roof in kind (2017 architectural inventory form).

The building is indicated in the 1982 Utility Area Historic District nomination as not architecturally significant but compatible with historic scene and important in defining the maintenance quadrangle (Wheaton, Section 7). The building has lost integrity, including location, setting, design, materials, and workmanship.

In 2017, the Colorado SHPO determined Volunteers-in Parks Office #612, referred to as the Ranger Station, was not contributing. It is assessed as non-contributing to the Headquarters Area Historic District but compatible.

Headquarters Area Central Maintenance Storage, Recycling #811 (Old #348) (no CRIS number assigned; Resource number 5LR.14158; FMSS #30653) (Easting: 452351; Northing: 4468272)
Storage, Recycling #811 is located along the southwestern edge of the parking area associated with McLaren Hall Annex #24. It faces northeast toward the parking area and is edged to the west, south, and east by meadow. Mills Drive is also located to the south and Buck Creek to the west.

Storage, Recycling #811 was built by 1960 as part of the Hidden Valley Winter Use Area and located adjacent to a generator shed. The NPS acquired the building circa 1977 when the Hidden Valley Winter Use Area was closed, and moved the building to Central Maintenance at some point within the next few years. Storage, Recycling #811 is a single-story, rectangular, wood frame building that measures 8 by 12 feet in plan and contains 96 square feet of space. It features a side-gable roof with wood shingles, moderately overhanging eaves, and exposed rafter tails. The siding is horizontal wood.

The main (northeast) façade possesses a single, off-center entrance sheltered beneath a small gabled portico supported by wood brackets. The entrance is a wood-paneled door edged by two six-light wood windows. The northwest and southeast elevations feature two, six-light wood windows painted light mint green. The rear (southwest) facade has no openings. There is no foundation (2017 architectural inventory form). The building is currently used as storage. It formerly served as a storage location for recycling materials.

No exterior changes appear to have occurred to the building since it was relocated. It is compatible with the Rustic style of other buildings within the cluster due to the use of natural construction materials, wood-shingle roof, exposed rafter tails, and dark brown paint color. It retains all aspects of integrity except for location, due to its relocation from the Hidden Valley Winter Use Area, and setting, due to the changes that have been made to the adjacent parking area and entrance features associated with McLaren Hall Annex #24.

The building was not assessed as part of the 1982 Utility Area Historic District nomination. The Colorado SHPO did not make a determination regarding the eligibility of the building for listing in the NRHP in 2017 pending further research and investigation. Due to the fact that it was moved to Central Maintenance after the period of significance, the building is assessed as non-contributing but compatible.

Headquarters Area Central Maintenance RMC Warehouse #820 (Storage Shed, RMNA Warehouse Office, and Rocky Mountain Conservancy Office) (no CRIS number assigned; Resource number 5LR.14144; FMSS #30675) (Easting: 452452; Northing: 4468396)
RMC Warehouse #820 is located near the northwestern end of Central Maintenance. It is edged by asphalt parking and a driving aisle to the east, Vehicle Storage #74 to the southwest, and RMC Warehouse #821 to the northeast. A large grassy field slopes sharply down towards the building to the northwest.

Built circa 1978, RMC Warehouse #820 is rectangular in plan, measures 20 by 40 feet, and contains 811 gross square feet of space (FMSS). The side-gable roof is shingled with wood and has slightly overhanding eaves. The eaves on the gable ends are longer. The downspouts are painted dark brown. The walls are vertical plywood and particle board, otherwise known as T-11 siding, painted dark brown. The foundation is poured-in-place concrete. The main (southeast) façade possesses two large, slightly elevated garage door openings with brown metal paneled garage doors. Entrances are found on the main façade. Two doors are clustered at the northern end, flanked by one-over-one windows, while a third window is situated between the garage doors. A concrete ramp that parallels the building, a later addition, is edged by a metal handrail and small concrete stoop to provide access to each entrance. A single one-over-one window is found on both the northeast and southwest facades, which are otherwise unadorned. The window on the northeast façade includes a storm window with decorative “wavy” wood trim. The rear (northwest) façade features three centered and evenly spaced one-over-one windows (2017 architectural inventory form).

The building was designed to complement the Rustic style of nearby buildings by mimicking reverse board-and-batten siding, through the inclusion of a wood-shingle roof, and dark brown paint color. The original cedar-shingle roof was replaced in kind in 2005.

In 2017, the Colorado SHPO determined RMC Warehouse #820 was not contributing. The building postdates the period of significance and is non-contributing but compatible.

Headquarters Area Central Maintenance RMC Warehouse Office #821 (Storage Shed, RMNA Warehouse) (no CRIS number assigned; Resource number 5LR.14145; FMSS #30679) (Easting: 452467; Northing: 4468412)
RMC Warehouse #821 is located at the northwestern end of Central Maintenance adjacent to RMC Warehouse #820. It is edged by asphalt parking and a driving aisle to the east. A concrete stoop provides access to a central door. A large grassy field slopes sharply down towards the building to the northwest. A paved walk extends north from the utility court toward Mills Drive.

RMC Warehouse #821 was constructed in 1978. The building is a simple one-story structure, rectangular in plan, that measures 20 by 40 feet and contains 1,308 gross square feet of space (FMSS). It features a side-gable roof clad with wood shingles with slightly overhanging eaves; larger eaves are found on the gable end. Two ventilation pipes protrude from the roof at the eastern corner. The downspouts are painted dark brown. The walls are vertical plywood and particle board, otherwise known as T-11 siding, painted dark brown. The foundation is poured concrete. The main (southeast) façade possesses a single centered entrance with two roll-up garage doors and two wood entrance doors.

Two one-over-one double-hung windows are on either side of the entrance. A single one- over-one double-hung window is on both the northeast and southwest façades, which are otherwise unadorned. The rear (northwest) façade features three centered and evenly spaced one-over-one windows. There is a concrete ramp on the east side of the southeastern elevation that supports an accessible entrance. The building is used as office space by the Rocky Mountain Conservancy (formerly Rocky Mountain Nature Association) (2017 architectural inventory form).

The building underwent interior renovation in 1990. In 1992, the exterior storm door was replaced, while in 2009 the cedar-shingle roof was replaced. The exterior door was replaced in 2010 (2017 architectural inventory form).

RMC Warehouse #821 is compatible with the Rustic style of nearby buildings. It mimics the reverse board-and-batten siding of earlier maintenance buildings, possesses a wood- shingle roof, and is painted the same dark brown color. The building possesses all aspects of integrity, although integrity of setting is diminished through the addition of the accessibility ramp.

In 2017, the Colorado SHPO determined RMC Warehouse #821 not contributing. The building postdates the period of significance and is non-contributing but compatible.

Headquarters Area Central Maintenance Volunteers in Parks Office Storage Building #822 (Rescue Cache, Old #127, and VIP Office Storage Building) (no CRIS number assigned; Resource number 5LR.14148; FMSS #30864) (Easting: 452522; Northing: 4468351)
Volunteers in Parks Office Storage Building #822 is located along the northeastern edge of Central Maintenance to the southeast of Volunteers in Parks Office #612 and northeast of Storage Shed #84. It is edged by an asphalt parking area to the southwest and west and a wooded area which slopes away from the building to the northeast, east, and southeast. A wooden deck provides access to the two doors in the principal (west) façade. The deck is supported by wood posts set in concrete footers. The deck is wood planking. A wooden handrail edges the deck. Wood stairs lead to the deck. A metal handrail is attached to the siding of the building. A concrete pad at the base of the stairs also provides access to a ramp leading to the entrance of the adjacent building—Volunteers in Parks Office #612.

VIP Office Storage Building #822 is a one-story, rectangular structure that measures 12 by 24 feet and contains 288 gross square feet of space. It features a side-gable roof with wood shingles and slightly overhanging eaves. The building’s exposed rafter tails are hidden behind gutters, which are painted dark brown along with the downspouts. The walls are plywood or T-11 particle board siding, painted dark brown. The foundation is concrete. The concrete foundation is exposed more on the east elevation due to the declining slope in this direction. The main (west) façade fronts a parking area and possesses two entrances closer to the south end and a sliding window located closer to the north end. The doors are white with green trim. A wood deck with railing and small flight of wood steps rises to the two entrances. A long wooden ramp with wood railings leads to the adjacent

Volunteers in Parks Office #612. It is attached to the north side of Volunteers in Parks Office Storage Building #822. The north façade features a single- pane window. The rear (east) façade features a single-pane window, a sliding window, and a small wooden entrance to a crawlspace beneath the building. The south façade features a sliding window. The building is currently used by the Volunteers in Parks program and supports the offices next door (2017 architectural inventory form).

The building is believed to have been constructed in 1975 to serve as a rescue cache. Several windows were replaced in 1979. The roof was reshingled in 2008. The current deck was likely added circa 1990 (2017 architectural inventory form). The southernmost entrance was added at an unknown date and replaced a two-over-two window.

In 2017, the Colorado SHPO determined VIP Office Storage Building #822 as not contributing. The building postdates the period of significance and is non-contributing but compatible.

Headquarters Area Central Maintenance Maintenance Complex #828 (Maintenance Headquarters) (no CRIS number assigned; Resource number 5LR.14147; FMSS 30675) (Easting: 452561; Northing: 4468242)
Maintenance Complex #828 is located southeast of the historic utility court along Mills Drive. The L-shaped building is edged to the north and south by large expanses of parking. Marmot Drive extends to the west of the complex, intersecting Mills Drive at the entrance into the building parking area. Equipment Storage Sheds #77 and #78 are located to the west, while Asset Management Center #1079, Hazardous Materials Storage Building #1026, and Interagency Fire Station #1139 are located to the east.

Maintenance Complex #828 was built in two distinct stages: an office/carpenter shop (the wing running north-south) was completed in 1979, while a paint shop (the wing running east-west) was added by 1983. The large, one-and-one-half-story, L-shaped building measures 160 by 120 feet and contains 12,218 gross square feet of space (FMSS).
Maintenance Complex #828 features a cross-gable roof clad in asphalt shingles and plywood/particle board siding painted dark brown. The roof is hipped where the two buildings meet. The foundation is concrete. The design of the building attempts to harmonize with the Rustic style of nearby buildings by mimicking the reverse board-and- batten siding of other maintenance buildings, with the original use of a wood-shingle roof, and the dark brown paint color (2017 architectural inventory form).

The southern façade faces a parking area. It features a garage bay door, several entrances and windows, and a gabled dormer. At the western end is a single one-over-one double hung window. A single wood panel door with a large single light in the top half is located to the east of the window. A sign above the door indicates this to be an entrance into a sign shop. A single roll-up garage bay door follows. To the east of the garage door is another single wood panel door with a large single light in the top half, edged by another single one-over-one double hung window. To the east of the window is a double metal door. Beyond the metal door is another single wood panel door with a large single light in the top half. This doorway also contains an outer screen door with wood paneling below and screen in the top half. A sign above the door indicates it to be the entrance to the custodial office. Located adjacent to the building to the east of the door with the screen is Custodial Storage #1051. To the east of the small building is are two more single one- over-one double hung windows. Further along the façade is a gabled dormer inset with a pair of one-over-one double hung windows. The final section of the south façade contains four windows and three doors. The windows are consistent with the others located within this façade. They alternate with wood panel doors with single lights in the top half. A sign sits above the first door that indicates it is the entrance into the maintenance headquarters. The last two doors feature outer screens. A concrete walk provides access to these doors from the adjacent parking area. All of the window and door openings on the south façade are wood-framed and painted light mint green.

The western façade of the north-south wing faces an access road leading around the side of the building between the front and rear parking areas. It features several entrances and a variety of windows. A single wood panel door with a large single light in the top half is near the center of the

west façade. Over the door is another sign indicating this to be an entrance into the sign shop. The door is flanked by two one-over-one double hung windows. Near the northern end of the western façade is another single wood panel door with a large single light in the top half. A single large fixed single-pane window is to the south of the door. To the north of the door is a pair of one-over-one double hung windows. Near the northern end of the façade is another single one-over-one double hung window. All of the door and windows are wood-framed and painted light mint green.

The eastern façade of the north-south oriented section of the building contains two garage bay doors, three entrances, and one window, all similar to the features described above. Two of the doors have signs above indicating they serve as the entrances into the paint shop and carpenter shop.

The northern façade of the east-west portion of the building features six single doors, two garage bay doors at the western end, several one-over-one double hung windows, and two gabled dormers on the roof above all consistent with those described for the south facade. Signs above several doors indicate the entrances to the water quality lab and the maintenance headquarters.

The eastern façade of the east-west portion of the building does not contain any window or door openings on the lower level, although it appears that there was a window opening near the southern end of the façade that has been boarded up. Set within the gable end is a single one-over-one double hung window with wood framing painted light mint green. Closely edging the eastern façade is Asset Management Center #1079.

Changes that have occurred to the building over time include replacement of the original wood shingles on the roof with asphalt shingles in 2008. The interior was updated in 2010. Several of the openings have been modified, while one of the garage bay doors has been enclosed (2017 architectural inventory form).

In 1982, the Keeper of the NRHP listed Maintenance Complex #828 as not contributing to the Utility Area Historic District. In 2017, the Colorado SHPO determined the building as not contributing. The building postdates the period of significance and is non- contributing.

Headquarters Area Central Maintenance Hazardous Materials Storage #1026 (no CRIS or Resource number assigned; FMSS #37617) (Easting: 452353; Northing: 4468213)
Hazardous Materials Storage #1026 is located east of the access roads leading to the north parking area at the rear of Maintenance Complex #828. Asset Management Center #1079 is located to the west along with Maintenance Complex #828, while Interagency Fire Station #1139 is to the east.

Installed on the site in 1992, compliance records indicate that the Hazardous Materials Storage #1026 was a pre-constructed or portable building that was set in place and connected to utilities. The rectangular building measures 9 by 24 feet, is nine feet tall, and contains 240 gross square feet of space (FMSS). The flat-roofed building has a metal exterior painted dark brown to match the other buildings nearby. The building sits on a concrete pad 15 feet wide by 25 feet long. Double doors painted light mint green are in each narrow end of the building, fronted by concrete ramps used to roll heavy barrels into the structure (Compliance, 1992, 9209). A concrete walk extends between the ramps along the west side of the building. Signage on the doors on the north elevation indicates the hazardous materials stored within. Otherwise there are no openings other than metal vents on each elevation painted light mint green.

It appears that no changes have been made to the building since its initial construction. Hazardous Materials Storage #1026 has not been previously evaluated. The building postdates the period of significance and is non-contributing.

Headquarters Area Central Maintenance Museum Storage Facility #1038 (no CRIS or Resource number assigned; FMSS #23683) (Easting: 452454; Northing: 4468247) Museum Storage Facility #1038 is located west of Maintenance Complex #828 along Mills Drive. It is edged by an entrance drive to the east and Mills Drive to the south. To the north are open meadow and the row of buildings that form the eastern side of the utility court—Operations Center #80, Storage Shed #87,

and Sign Storage Shed #744. A social trail extends from the building west to the utility court.

The park built Museum Storage Facility #1038 in 1997. Rectangular in plan, the building measures 80 by 40 feet and contains 3,200 gross square feet of space (FMSS, Compliance, 1995, 93-34). The building features a saltbox gable roof of standing-seam metal. There is an intersecting gable roof on the southeast front elevation that creates a portico over the entrance. A common truss composed of logs painted dark brown sits above the main entrance portico and four log posts extend from the truss to the ground where they are supported by concrete footings. The walls are predominantly of T-11 siding and the sides of the building are built into the slope. The building has a concrete foundation. The entrance on the southeastern side is through double metal doors. There is one fixed window on the main façade. The area around the front entrance is tiled with light brown tiles in a grid pattern. There are no openings on the other elevations of the building to protect the light sensitive materials stored inside.

Museum Storage Facility #1038 has not been previously evaluated. The building postdates the period of significance and is non-contributing.

Headquarters Area Central Maintenance Greenhouse #1039 (no CRIS or Resource number assigned; FMSS #30817) (Easting: 452483; Northing: 4468238)
The Greenhouse #1039 is located to the east of Museum Storage Facility #1038 and north of a spur road from Mills Drive.

Greenhouse #1039 was constructed in 1995 to support resource management needs. It was sited adjacent to Museum Storage Facility #1038 to take advantage of available utilities, and to minimize construction disturbance and visual impacts on the historic Central Maintenance utility court (Compliance, 1995, 93-34). The rectangular structure measures approximately 50 by 30 feet in plan and contains 1,536 gross square feet of space (FMSS). The structure features a gable roof. Both the walls and roof are constructed of Kalwall, a structural composite of translucent panels. The structure is framed with metal posts and is vented with fans on the east and west sides. The front elevation on the southwestern side has a protruding rectangular entrance area with a slightly sloped standing seam metal roof and double-glass entrance doors. In 2003, the building was expanded to include another entrance that included an eight by twelve foot wind vestibule to help regulate the temperature and humidity inside the greenhouse (Compliance, 2003, 03-23). A separate door leads through the southeast façade to an adjacent fenced-in planting area.

Greenhouse #1039 has not been previously evaluated. The building postdates the period of significance and is non-contributing.

Headquarters Area Central Maintenance Cluster Box Shelter #1047 (no CRIS or Resource number assigned; FMSS #30819) (Easting: 452386; Northing: 4468332) Cluster Box Shelter #1047 is located northeast of McLaren Hall Annex #24 along the western margin of the paved parking area and driving aisle at the far west side of the utility court. It is edged to the west by meadow and ponderosa pine trees. Social trails extend through the meadow toward the Emergency Housing cluster.

Constructed in 1997, Cluster Box Shelter #1047 is a small open structure that measures approximately 13 feet square and contains 186 gross square feet of space that houses mail boxes for park employees (FMSS). The building has a front gable roof clad in wood shingles with exposed rafters and purlins and openings in the upper areas of the southeast and northwest elevations. There is a simple truss of wooden posts painted dark brown in the open space on the front elevation. Walls are reverse board and batten with vertical logs at each corner. The foundation is poured concrete with log sills painted dark brown. The main elevation faces southeast towards the adjacent parking area. There is an opening in the center of the southeast façade, but no door. The southeast façade is also open within the truss above the entrance. There are no other door or window openings in the building.

Cluster Box Shelter #1047 has not been previously evaluated. It postdates the period of significance and is non-contributing but compatible.

Headquarters Area Central Maintenance Custodial Storage #1051 (no CRIS or resource number assigned; FMSS #30908) (Easting: 452567; Northing: 4468231) The NPS Service built Custodial Storage #1051 in the late 1990s for use as a winter storage site for chemicals. To support this use, the building is insulated and heated.
Custodial Storage #1051 is located along the south façade of Maintenance Complex #828. It stands approximately 7 feet in height and is elevated off the ground and supported by corner posts. It features a gable roof clad with asphalt shingles and plywood siding painted dark brown and scored to convey the appearance of vertical clapboards. A single door is set in the western façade.

Custodial Storage #1051 has not been previously evaluated. It postdates the period of significance and is non-contributing.

Headquarters Area Central Maintenance Asset Management Center #1079 (Temporary AVC Office) (no CRIS number assigned; Resource number 5LR.14173; FMSS #37236) (Easting: 452604; Northing: 4468233)
Asset Management Center #1079 is located adjacent to Maintenance Complex #828 to its east and west of the access road leading to the south parking area associated with the building. The building is edged to the north, east, and south by asphalt-paved parking and driving aisles except for a small patch of grass immediately to the south.

Asset Management Center #1079 was originally constructed as a kiosk (former AVC Temporary Building #1131) in 1994. It was later cut in half, with one part being located within the Boneyard as Projects Storage #1131, and the rest moved to Central Maintenance likely in the late 1990s. The single-story building, rectangular in plan, measures approximately 8 by 16 feet, and contains 395 gross square feet of space (FMSS). The roof is side-gable and clad with asphalt shingles with slightly overhanging eaves. The walls are vertical plywood/particle board painted dark brown. The foundation is concrete. A small, decorative, gabled element is found over the main entrance in the north façade. The off-center entrance is edged by a large sliding window and a large picture window, both with wood surrounds painted light mint green. A small wood deck with a railing provides access to the entrance. There are two clerestory windows on the south elevation. The east and west façades are bare (2017 architectural inventory form).

The building possesses architectural elements that are compatible with the Rustic style of other buildings in the cluster, such as vertical wood siding, a small decorative gable, and dark brown paint color. However, the building lacks features such as log framing and other hand-crafted architectural details.

In 2017, the Colorado SHPO determined Asset Management Center #1079 was not contributing. The building postdates the period of significance and is non-contributing.

Headquarters Area Central Maintenance Interagency Fire Station #1139 (Fire Cache) (no CRIS or Resource number assigned; FMSS #30817) (Easting: 452641; Northing: 4468198)
Interagency Fire Station #1139 is located at the far eastern end of the Central Maintenance cluster along Mills Drive. An asphalt-paved road leads to a circular turnaround in front of the building that is edged by parking spaces. Behind the building is training equipment. The building is closely edged to the rear (west) by a retaining wall.

Interagency Fire Station #1139 was built in 2007. The building is rectangular in plan, with a one-and-one-half story block to the northeast and a one-story block to the southwest. The building measures approximately 80 by 40 feet in plan and contains approximately 3,200 gross square feet of space. The roof is gable clad with standing seam metal. The walls are constructed of metal and painted dark brown on the exterior to resemble board and batten. The concrete foundation is faced with stone veneer.

The southeastern façade features three roll-up garage doors for emergency vehicles on the one-story garage block, and a taller roll-up garage door on the one-and-one-half story block for the fire truck. Above the main entrance door in the taller block is a small portico extension featuring a

common truss with a gable roof. Vertical posts extend from the truss supported at the base by concrete footings clad with stone veneer. A single metal door is set within the center of the space overhung by the truss. It contains a single light in the top half. The southwestern façade has no openings. A single two side-by-side fixed pane window is in the southern end of the taller block in the northwest façade. Above it is another similar window. There is a single metal door in the northwest end of the northeast façade. are no openings in the east façade. few window openings. Window and door openings are surrounded by wood framing painted brown.

Interagency Fire Station #1139 has not been previously evaluated. The building postdates the period of significance and is non-contributing.

Headquarters Area Central Maintenance Seed Storage Unit #1179 (no CRIS or Resource number assigned; FMSS #231425) (Easting: 452481; Northing: 4468249) Seed Storage Unit #1179 is located at the northern corner of Greenhouse #1039. The climate-controlled building is a prefabricated metal unit installed on a concrete slab in 2012 (Compliance, 2010, 10-35). The structure measures 7 feet,8 inches by 17 feet, 1 inch. The flat roof supports mechanical equipment. The roof is covered with a light brown fabric. The walls of the structure are painted dark brown. An entrance door is on the east side.

Seed Storage Unit # 1179 has not been previously evaluated. The building postdates the period of significance and is non-contributing.

Retaining wall near McLaren Hall Annex #24 (Easting: 452380; Northing: 4468332) Located to the east of McLaren Hall Annex #24 is a stacked-stone retaining wall that measures approximately 18 inches in height and ten feet in length. A social trail passes the wall. A light fixture is across the trail from the retaining wall. The date of origin of the stone retaining wall is not currently known, but it appears to date to the period of significance. It is assessed as contributing to the Headquarters Area Historic District.

Foundation behind McLaren Hall Annex #24 (Easting: 452333; Northing: 4468311)
Located behind McLaren Hall Annex #24 is a deteriorated poured concrete foundation that measures 18 by ten feet in plan. A photograph dated 1927 shows a structure under construction near the mess hall and bunkhouse (ROMO archives, photo #11-Q-10). It is assessed as contributing to the Headquarters Area Historic District.

Retaining wall at Equipment Storage Shed #76 (Easting: 452482; Northing: 4468311)
To the northwest of Equipment Storage Shed #76 is a gravel access road and parking area. The parking area sits below the grade of the adjacent paved area of the core Central Maintenance cluster. A stacked-stone retaining wall takes up the grade change. The wall rises from a few feet in height to between five and six feet along its length of approximately 110 feet. Timbers are sited on top of the stone work. The date of origin of the stone retaining wall is not currently known, but the wall appears to date to the period of significance. It is assessed as contributing to the Headquarters Area Historic District.

Retaining wall at Museum Storage Facility #1038 (Easting: 452465; Northing: 4468246)
Retaining walls edge the entrance to the Museum Storage Facility #1038. The two roughly eight feet long walls that connect to the building are concrete and stand approximately five feet tall and taper to three feet tall. A retaining wall approximately 30 inches in height, six feet long, and composed of stacked stone edges the north wall. The wall likely dates to construction of the building in 1997. As such, it postdates the period of significance and is non-contributing.

Retaining wall behind Interagency Fire Station #1139
Located behind and to the west of Interagency Fire Station #1139 is a stacked concrete block retaining wall that extends the length of the building’s rear façade. The wall turns and edges the southwest face of the building as well. The wall is not visible from nearby Mills Drive of the access road leading to the front of the building. It postdates the period of significance and is non-contributing.

Culvert beneath Mills Drive south of McLaren Hall Annex #24 (Easting: 452351; Northing: 4468246)
Culvert at the access road to Museum Storage Facility #1038 (Easting: 452455; Northing: 4468219)
Culvert beneath Mills Drive near the intersection of Marmot Drive and Mills Drive (Easting: 452504; Northing: 4468212)
Culvert beneath Marmot Drive near its intersection with Mills Drive (Easting: 452515; Northing: 4468215)
There are four culverts located within Central Maintenance. These culverts are typically composed of a corrugated galvanized metal pipe edged at either end by mortared stone headwalls or stone protecting the structure at the invert. The headwalls vary in height between 18 and 30 inches, are roughly 12 inches thick, and typically measure three to four feet in length. The walls are comprised of rough square-cut rubble mortared to form a square structure above and to accommodate the round culvert near the base.

The first culvert conveys Buck Creek beneath Mills Drive west of the Utility Road intersection and south of McLaren Hall Annex #24. The diameter of this culvert is unknown.

The second culvert conveys stormwater in the swale north of Mills Drive beneath the access road leading to Museum Storage Facility #1038 and Greenhouse #1039. The culvert is composed of a galvanized corrugated pipe, with stone protecting the area at the invert. The culvert is approximately 18 inches to 24 inches in diameter and is partially collapsed.

The third culvert carries stormwater associated with the same swale beneath Mills Drive near the intersection of Marmot Drive and Mills Drive. The culvert is composed of a metal pipe edged by a mortared-stone headwall at either end. The culvert is roughly 18 to 24 inches in diameter.

The fourth culvert conveys stormwater beneath Marmot Drive near its intersection with Mills Drive. This culvert is also approximately 18 to 24 inches in diameter, but appears to have no headwall.

The date of origin of these culverts is not currently known but they likely date to road improvements associated with the expansion of Central Maintenance southeast of the historic utility court. As such, they postdate the period of significance and are non- contributing but compatible.

Radio tower (Easting: 452520; Northing: 4468282)
A radio tower is located to the east of and between Equipment Sheds #77 and #78. The tower is a metal structure, approximately 40 feet tall, with three galvanized steel legs and a supporting lattice structure anchored with six guy wires. The date of the tower is radio unknown but the first photographic evidence of the structure dates to the 1970s or 1980s. The radio tower thus postdates the period of significance and is non-contributing but compatible.

Eagle Cliff Housing

In addition to new construction, land acquisition was a major component of the Mission 66 program. At Rocky Mountain National Park, land acquisition was undertaken to establish a new eastern entrance into the park and an associated visitor center complex, and to address a park personnel housing shortage. At Rocky Mountain National Park, the NPS “razed or moved more than 600 buildings within the park boundaries as it transferred private tracts of land to federal ownership” (Bzdek and Ore, 2). Many of these acquired buildings were vernacular vacation homes considered appropriate for use as housing, and consistent with the Rustic character of park development, so were moved and adapted for use rather than demolished.

Acquisition of parcels within the Eagle Cliff Housing cluster began at the same time that the park was expanding the Seasonal Housing cluster and the Alpine Circle and Mills Drive Residences and Marmot Drive Residences clusters. Many of the homes located within the cluster remain in their original locations and continue to serve as single-family dwellings.

Headquarters Area Eagle Cliff Housing Bluebird Lane #680 (Turner Residence, Mumby Residence) (no CRIS number assigned; Resource number 5LR.1237; FMSS #30430) (Easting: 451917; Northing: 4467961)

Bluebird Lane #680 is located at the far western end of the Eagle Cliff Housing cluster. The building is approached via Bluebird Lane from the east. To the north are social trails leading to the Boneyard cluster. The area around the house is wooded. There are numerous rock outcroppings around the house. Associated with Bluebird Lane #680 are a clothesline and a fire pit.

Bluebird Lane #680 was built by Richard E. and Patricia Turner circa 1950. The Turners later sold the residence to Robert J. and Caroline Mumby. The Mumbys remodeled the home and added the large, modern garage circa 1963-1964 to replace an earlier structure. The Mumbys sold the property to the federal government in 1967.

Bluebird Lane #680 is rectangular in plan, measures 92 by 24 feet, and contains 2,248 gross square feet of space (FMSS). The single-story residence features wood-frame construction. It has a side-gable roof with boxed eaves on the non-gable end. The roof is clad with asphalt shingles. Wall materials vary and include horizontal wood siding that simulates log siding. A rough stone chimney projects from the roof between the house and an attached garage. The foundation is constructed of concrete block with sandstone veneer (2017 architectural inventory form). The attached garage has vertical board-and- batten siding painted dark brown and a concrete slab foundation. An elevated wood deck measuring 14 by 10 feet is at the front door.

Windows are modern aluminum double-glazed with various simulated light patterns. The garage windows are original two-light casement windows with wood frames and trim.
The doors are modern two-vertical-panel wood doors with upper lights (2017 architectural inventory form).

Changes made to the building since being acquired by the NPS include replacement of the electrical system in the 1960s and all of the windows and doors in 1980. In 2003, the park reshingled the roof, added the deck where an earlier stone and concrete stoop had stood, updated the interior, and again replaced all of the windows. The park replaced the garage door in 2006.

Bluebird Lane #680 possesses integrity of location, setting, and association. However, integrity of feeling, design, materials, and workmanship are diminished by the extent of changes that have been made by the NPS since 1967.

In 2006, the Colorado SHPO determined that Bluebird Lane #680 was not individually eligible with no potential district; in 2017, the Colorado SHPO also assessed the residence as not contributing. The residence is also assessed herein as non-contributing, but compatible with the Headquarters Area Historic District, due to the fact that it was acquired by the NPS after the period of significance.

Headquarters Area Eagle Cliff Housing Bluebird Lane #711 (Griffin Residence) (no CRIS number assigned; Resource number 5LR.14157; FMSS #30443) (Easting: 452034; Northing: 4467929)
Bluebird Lane #711 is located at the end of a long driveway arising from Bluebird Lane near the western end of the Eagle Cliff Housing cluster. The building is roughly bounded by Bluebird Lane to the north, Bluebird Lane #680 to the west, and Junco Lane Garage #849 to the southeast. The landscape surrounding the dwelling is moderately wooded with low-lying shrubs and rock outcroppings. A wood picnic table and fire pit are located to the southeast of the home.

Built during the 1940s, possibly by the Griffin family (indicated by the fact that the building is referred to as the Griffin Residence in park records), and acquired by the NPS in 1968, Bluebird Lane #711 is a modest wood-frame single-story single-family dwelling, rectangular in plan, that measures 22 by 24 feet and contains 540 gross square feet of space (FMSS). It features a front-gable roof clad with asphalt shingles that has moderately overhanging eaves and exposed rafter tails and purlins. A rectangular vent is found high in the gable end. The walls are wide horizontal wood siding painted dark brown. A chimney extends along the exterior of the south elevation. The foundation is concrete with rough stone veneer (2017 architectural inventory form).

The entrance, located off center in the main (north) façade, is flanked by a large picture window and two multi-paned wood windows. The front door is accessed via a small flight of concrete steps, partially covered in rough stone veneer. The east façade features another large picture window and

two small, four-light windows. The rear (south) façade has another door that is flanked by two pairs of multi-paned windows. The door is reached via a raised wood deck with stairs and railing. The west façade has no window or door openings (2017 architectural inventory form).

Based on historic photos dating to the period of significance, the siding was replaced at an unknown date. The park added the rear deck structure and wooden stairs to the building in 1989. The septic tank and leach field were replaced in 1991 (Compliance, 1991, 91-11). The interior was updated in 1990 and 2011, while the roof was reshingled in 2002 (2017 architectural inventory form).

The house retains integrity of location, setting, feeling, and association, but has diminished integrity of design, workmanship, and materials due to the changes that have been made to the building since 1968.

In 2017, the Colorado SHPO determined Bluebird Lane #711 not contributing. The residence is also assessed herein as non-contributing, but compatible with the Headquarters Area Historic District, due to the fact that it was acquired by the NPS after the period of significance.

Headquarters Area Eagle Cliff Housing Junco Lane #717 (Stiverson Residence) (no CRIS number assigned; Resource number 5LR.1246; FMSS #30445) (Easting: 452121; Northing: 4467873) Junco Lane #717 is located within the western half of the Eagle Cliff Housing cluster, accessed via a gravel driveway, referred to as Junco Lane, that arises from Chiefs Head Road. Adjacent to Junco Lane #717 is Junco Lane Garage #849, built by the original owners of the property. The house sits on a large lot characterized by sandy soils that support native grasses and native juniper and ponderosa pine trees. There are also numerous rock outcroppings around the house. The park's southern boundary occurs a few feet from the house. Four-Bedroom Modular Home #1196 is located to the east. There are flagstone patios located adjacent to the west and north elevations behind the house. There is also a metal clothesline, painted dark brown, in the yard, along with a mortared stone grill, a fire pit, a contemporary low modular retaining wall, and a yard area surrounded by chain-link fencing.

Junco Lane #717 was built as a private residence, likely by George and Lucille Stiverson circa 1940. The dates of two additions and a cellar entrance to the house are not currently known. The NPS acquired the house from the Stiversons in 1973. The house and the adjacent garage are characteristic of the Rustic style with exposed rafter tails and purlins, triangular wood brackets, a concrete foundation with uncoursed fieldstone veneer, natural wood siding painted dark brown, decorative-wood window surrounds, and multi-paned windows and doors. Junco Lane #717 is a one-and-one-half-story wood-frame residence with an irregular plan that measures 46 by 30 feet and contains 1,344 gross square feet of space (FMSS). The side-gable roof is clad with asphalt shingles and features exposed rafter ends and triangular wood brackets. The exterior walls are horizontal narrow lap wood siding painted dark brown (2017 architectural inventory form).

A poured concrete chimney is centrally located on the north elevation (2017 architectural inventory form). An enclosed porch with gable roof is found on the north elevation of the building near the main entrance is located. A large cellar entrance, a later addition, is also in the north elevation. It has wood siding that is wider than the main house and a shed roof clad with asphalt shingles. The original house features additions at both the east and west ends. The addition on the west side is large, with a gabled roof. It is clad with wood siding wider than that used on the main house. The scale of the addition and the aluminum sliding windows are incompatible with the rest of the building The eastern addition extends from the southeast corner of the house. It features rough stonework and wood siding that is also wider than the main house (2017 architectural inventory form).

The entrance is marked by a nine-light mission-style wood door. The north elevation also features two three-over-one wood windows and a smaller pair of windows. Entrances occur through both the east and west additions on the north elevation. Both have wood doors painted brown with light green trim. The west addition features several aluminum sliding windows; there are no windows in the east addition. The role of the additions in the house is not known. Otherwise, windows are double hung and picture. The east and west elevations feature three-over-one windows on the main building and small multi- paned windows high in the gable end. The south elevation contains

another three-over- one wood window and one small window (2017 architectural inventory form).

The park updated the interior in 1980 and 2007. An exterior door and several windows were replaced in 2002. The roof was reshingled in 2005 (2017 architectural inventory form).

Junco Lane #717 has continually housed park personnel since its acquisition. The building otherwise retains integrity of location, setting, and association, although integrity of feeling is diminished due to the fact that it no longer evokes the period during which it was built. Integrity of design, workmanship, and materials is also diminished by the changes that have been made to the building since its construction.

In 2006, the Colorado SHPO determined the building was not individually eligible for listing in the NRHP, with no district potential. The dwelling was not assessed by the Colorado SHPO as part of the DOE for Headquarters Area resources in 2017 due to a need for additional information. Based on the fact that the building was acquired after the period of significance, it is assessed herein as non-contributing but compatible.

Headquarters Area Eagle Cliff Housing Junco Lane Garage #849 (no CRIS number assigned; Resource number 5LR.14156; FMSS #30742) (Easting: 452097; Northing: 4467892)
Junco Lane Garage #849 is located northwest of Junco Lane #717 along a parking court located between the two buildings at the end of Junco Lane.

Junco Lane Garage #849 was constructed circa 1940 in conjunction with Junco Lane #717 by George and Lucille Stiverson. Junco Lane Garage #849 is a one-story wood- frame structure that is rectangular in plan. It measures approximately 30 by 12 feet in plan and contains 434 gross square feet of space (FMSS). The building features a gable roof clad in asphalt shingles that exhibits Rustic-style details such as exposed rafters and purlins. The walls of the building are board-and-batten siding. The foundation is of concrete. The vehicular entrance is on the east elevation. It is marked by wide double- board-and-batten doors. There is also a wood panel entrance door on the south side painted dark brown with a light mint green screen. The door is sheltered under a small portico and accessed by two stone stairs. There are two divided-light wood windows on the gable ends (2017 architectural inventory form).

Junco Lane Garage #849 has not been materially altered since its original construction and possesses all aspects of integrity. The building was not assessed by the Colorado SHPO as part of the DOE for Headquarters Area resources in 2017 due to a need for additional information. Based on the fact that the garage was acquired after the period of significance, it is assessed herein as non-contributing but considered compatible.

Headquarters Area Eagle Cliff Housing Falcon Lane #684 (no CIRS number or Resource number assigned; FMSS #30431)(Easting: 452220; Northing: 4467861) Falcon Lane #684 is located east of Junco Lane #717 at the end of a driveway arising from Falcon Lane. Associated with the dwelling is Falcon Lane Garage #855, located to the north. Parking is afforded between the buildings. Four-Bedroom Modular Home #1196 is located to the west. Falcon Lane #684 is surrounded by grassy meadow punctuated by native juniper and ponderosa pine trees. The park's southern boundary closely edges the residence. A concrete path leads to the east, west, and south elevations. Boulders surround a fire pit behind the house.

Falcon Lane #684 was built in 1932 for the Elfman family (ROMO archives utility area land tract records). The NPS acquired the property from the Ward family in 1969. Falcon Lane #684 is a one-story dwelling, nearly square in plan, that measures approximately 22 by 25 feet and contains 960 gross square feet of space (FMSS). The dwelling features an addition on the north side. The roof, which is hipped on the north side and gabled on the south, is clad in asphalt shingles. There are wood shingles over the front gable on the southern elevation. The roof has exposed rafters and purlins. The exterior is wood siding painted dark brown. The foundation is concrete. An unpainted wood deck is on the southern elevation that provides access to the main entrance. The door is painted dark brown with green trim. The windows are six, eight, nine, and twelve divided-light wood, painted green with green trim (1998 architectural inventory form).

The NPS replaced unsafe wiring in 1983. The concrete walks leading to the building entrances are also a later addition. The building possesses integrity of location, feeling, association, design, workmanship, and materials. Integrity of setting was diminished through the addition of Four-Bedroom Modular Home #1196 in 2015-2016 nearby.

The building was determined not eligible for listing in the NRHP on May 15, 1998. The building was not assessed by the Colorado SHPO as part of the DOE for Headquarters Area resources in 2017. Based on the fact that the dwelling was acquired after the period of significance, it is assessed herein as non-contributing but considered compatible.

Headquarters Area Eagle Cliff Housing Falcon Lane Garage #855 (no CRIS or Resource number assigned; FMSS #30752) (Easting: 452220; Northing: 4467880) Falcon Lane Garage #855 is located north of Falcon Lane #684 along a gravel access drive that arises from Chiefs Head Road.

The date of construction of the garage has not been determined; it was acquired with Falcon Lane #684 from the Ward family in 1969. Falcon Lane Garage #855 is a one-story building with a rectangular plan that measures approximately 16 by 14 feet and contains 619 gross square feet of space (FMSS). The roof is front-gable and clad with asphalt shingles. There is an addition on the north elevation with a shed roof, also clad in asphalt shingles. The exterior is horizontal wood siding painted dark brown. A garage door entrance is on the south elevation with a roll up door. Additionally, there are green entrance doors on the east and south elevations. The building has double-hung windows with green trim, one centered in the west gable end (1998 architectural inventory form).

The garage appears to survive from the period of significance with all aspects of integrity.

Falcon Lane Garage #855 was determined not eligible for listing in the NRHP on May 15, 1998. The building was not assessed by the Colorado SHPO as part of the DOE for Headquarters Area resources in 2017. Based on the fact that the garage was acquired after the period of significance, it is assessed herein as non-contributing but compatible.

Headquarters Area Eagle Cliff Housing Falcon Lane #687 (no CRIS number assigned; Resource number 5LR.1236; FMSS #30435) (Easting: 452311; Northing: 4467910)
Falcon Lane #687 is located at the end of a long curving path in the woods south of Building #1197. The path passes a circular metal corral used for park pack animals. The setting of the building is wooded. The building is located in the Tortilla Flats area.

Falcon Lane #687 was designed and constructed by Kenneth Graham Sites circa 1956. The NPS acquired the small cabin from the Sites family in 1967. The NPS took possession of the Sites property in 1968 and proceeded to use the main residence (former Quarters #685), guest house (former Cabin #686), and small cabin (Falcon Lane #687) as park personnel housing. Falcon Lane #687 is a small, 95-square foot, one-story structure, rectangular in plan, that measures approximately twelve by eight feet. It has a front-gable roof clad in wood shingles with exposed rafters and purlins. The exterior is wide-lap wood siding. The main elevation faces west. The centered entrance door is sheltered beneath a small wood-shingled portico. A small concrete platform, which is broken, is in front of the entrance. There are divided-light wood windows on the north and south elevations and no openings on the east elevation. There is no foundation, though there are loose stones under the building (1998 architectural inventory form). The NPS uses the structure for storage.

The building survives from the period of significance with all aspects of integrity except setting due to the loss of several additional structures related to the original Sites property.

The building was determined not eligible for listing in the NRHP on May 15, 1998. However, based on the fact that the building was acquired by the end of the period of significance, it is assessed herein as contributing to the significance of the Headquarters Area Historic District.

Headquarters Area Eagle Cliff Housing Loch Vale Residence #668 (no CRIS number assigned; Resource number 5LR.1234; FMSS #30429) (Easting: 4524l7; Northing: 4467902)
Loch Vale Residence #668 is located at the south end of a long winding gravel driveway that arises from Chiefs Head Road.

Constructed in 1931, remodeled in 1955, and acquired by the NPS from Mary Ball in 1969, Loch Vale Residence #668 is a single-story wood frame cabin with an irregular plan that measures approximately 30 by 20 feet and contains 1,134 gross square feet of space (FMSS). The roof has boxed eaves, and the cross-gable design is clad in wood shingles that double every sixth course. The exterior walls are clad in painted dark brown wood shingles. The windows are generally double hung with painted forest green wood frames and trim. They are in a single or paired configuration on the building. The majority of the windows have exterior wood frame storm windows painted forest green (1998 architectural inventory form).

The main door on the east elevation is a wood panel door with an upper fan window design, as well as a wooden screen door. The west entrance door is a wood-paneled door with a single plate glass window, which also has a wooden screen door. The foundation is poured concrete. There is a single chimney of uncoursed fieldstone, topped by a metal vent pipe. The six entrance steps are poured concrete and lead to the main door of the building, with metal railings (2017 architectural inventory form).

The wiring was replaced in 1983, while asphalt shingles were replaced with Western cedar shingles in 1985. A wood-burning stove and associated vent pipe were added in 1981-1982 (Real Property Record).

The building survives with all aspects of integrity. In 2006, the Colorado SHPO determined that Loch Vale Residence #668 was not individually eligible with no potential district. Based on the fact that the dwelling was acquired after the period of significance, it is assessed herein as non-contributing but compatible.

Headquarters Area Eagle Cliff Housing Loch Vale Garage #854 (no CRIS number assigned; Resource number 5LR.1234; FMSS #30751) (Easting: 452408; Northing: 4467911)
Loch Vale Garage #854 is located on the hill northwest of Loch Vale Residence #668. The date of construction of the garage is not currently known. It was acquired with Loch Vale #668 in 1969. The building is a modest wood-frame single-car garage structure with a front-gable roof. The building is rectangular and measures approximately 16 by 18 feet and contains 289 gross square feet of space (FMSS). The roof is clad in wood shingles and has exposed rafter ends. There is a single vent pipe on the east elevation of the roof. The exterior walls are clad in wood shingles painted dark brown. There is one window on the south elevation, which is a wood frame sixteen-divided-light window with a six-pane section on the bottom which opens in a hopper style. There is one door on the south elevation which is a wood door with a nine-light fixed-pane window. A modern wood-panel overhead roll-up door is on the north façade. The foundation is constructed of concrete block (1998 architectural inventory form).

The building appears to survive with all aspects of integrity. In 2006, the Colorado SHPO determined that Loch Vale Garage #854 was not individually eligible with no potential district. Based on the fact that the garage was acquired after the period of significance, it is assessed herein as non-contributing but compatible.

Headquarters Area Eagle Cliff Housing Bierstadt Lane #714 (CRIS HS #477784; Resource number 5LR.1245; FMSS #30444) (Easting: 452472; Northing: 4468002) Bierstadt Lane #714 is located south of Chiefs Head Road at the end of a short driveway referred to as Bierstadt Lane. Adjacent to the dwelling is Bierstadt Lane Garage #808.
The entry to Bierstadt Lane #714 is marked by a landing composed of flagstone paving with stone stairs and a simple tube steel handrail. The landing and stair are likely contemporary to the building from 1950. Associated with the house are a clothesline, fenced yard, rock lined garden beds, and retaining walls. A power line extends across the access drive and portions of the dwelling precinct.

Constructed in 1940 and also known as the Hale Residence, The dwelling was acquired by the NPS in 1969. Bierstadt Lane #714 is a one-and-a-half story rectangular wood- frame building that measures approximately 40 by 20 feet in plan and contains 1,480 gross square feet of space (FMSS). An enclosed porch projection may be the result of an addition. The front-gable roof and porch roof have exposed rafter ends and are clad in asphalt shingles. The eaves have wood decorative brackets painted dark brown. There is a shed roof dormer on the north side, with shingle siding and two hopper-style windows.
The exterior walls are clad in wood shingles painted dark brown. The foundation is clad in irregularly coursed stone veneer (1998 architectural inventory form).

There are a variety of windows on the building, many of which are single-hung wood frame windows painted light mint green. The wood frames are decorative and tapered from bottom to top. Other windows include double-hung and paired single-light hopper- style windows. There is a ten-light wood panel door painted light mint green on the south façade that enters the enclosed porch. The door on the west façade is a wood panel door with an upper single light. Both doors have screen doors painted light mint green. There are two chimneys, both centrally located and made of red brick (1998 architectural inventory form).

In the 1980s, the park replaced the roof over half of the structure, rewired the interior, and installed a wood-burning stove (Real Property Record).

The building survives with all aspects of integrity. In 2006, the Colorado SHPO determined Bierstadt Lane #714 was individually eligible for listing in the NRHP, with no district potential, due to its architectural characteristics and as a good example of a bungalow-style home, which is not typical of this rural setting. Based on the fact that the dwelling was acquired after the period of significance, it is assessed herein as non- contributing but compatible.

Headquarters Area Eagle Cliff Housing Bierstadt Lane Garage #808 (CRIS HS #477785; Resource number 5LR.1245; FMSS #30652) (Easting: 452454; Northing:
4467993)
Bierstadt Lane Garage #808 is located to the southwest of Bierstadt Lane #714 at the end of the driveway leading into the property from Chiefs Head Road. The garage, built into the slope of a hill, is edged by woodlands to the west and south, and a fenced precinct associated with Bierstadt Lane #714 to the north.

Constructed in 1940, and acquired by the NPS from the Hale family in 1969, Bierstadt Lane Garage #808 is a one-story one-car structure. The building features an irregular plan that measures 21 feet, 6 inches by 13 feet, 2 inches, and contains 397 gross square feet of space (FMSS). The gable roof is clad with asphalt shingles and features exposed two-by- four-inch rafter ends. The exterior walls are wood shingles painted dark brown above and uncoursed fieldstone along the base, particularly where the ground slopes away. On the east elevation is a brown roll-up garage door. There are two windows, each with three fixed panes, on the north elevation painted dark brown. On the southern elevation there is a rectangular addition of an unknown date of origin, with a shed roof with asphalt roofing. It is used for storage and includes a kennel. Windows on this façade are paired four-light casements with a frame painted dark brown. The exterior of the addition is brown lapboard wood siding with an entrance door that is painted light green (1998 architectural inventory form).

The building survives from the period of significance with all aspects of integrity. Bierstadt Lane Garage #808 was determined individually eligible for listing in the NRHP as part of the 2006 DOE due to its association with the adjacent bungalow, Bierstadt Lane #714. Based on the fact that the garage was acquired by the NPS after the period of significance, it is assessed herein as non-contributing but compatible.

Headquarters Area Eagle Cliff Housing Ypsilon Lane #710 (no CRIS number assigned; Resource number 5LR.10940; FMSS #30439) (Easting: 452629; Northing: 4467847)
Ypsilon Lane #710 is located at the eastern end of the Eagle Cliff Housing cluster. The dwelling sits on a knoll at the end of a long gravel driveway that extends south from

Chiefs Head Road. The driveway splits near the house with a loop to the east and a spur to the west of the house. Ypsilon Lane Garage #850 sits at the point where the driveway splits. Associated with the property is a rock retaining wall that edges the looped driveway east of the house. Stone stairs rise through the wall to provide access to the house, a stone walkway along the west façade, and a stone patio. A contemporary metal grill and clothesline are present.

Ypsilon Lane #710 was constructed in 1956 and acquired by the NPS in 1968 or 1969 from the Underwood family. The dwelling is a split-level one-and-one-half-story wood- frame residence with a rectangular plan that measures approximately 40 by 30 feet, and contains 2,133 gross square feet of space (FMSS). The front-gable roof has open eaves and decorative fascia. The roof is clad in wood shingles. There is a large stone chimney on the west elevation and two metal vent pipes on the east elevation. The exterior walls are clad in horizontal wood siding painted dark brown on the upper portion and irregularly coursed stone on the lower portion. The building exhibits a variety of window styles, including six fixed-pane picture windows, two glass block windows, one casement window, and nine awning-type windows. In addition, there is a unique 12-pane steel framed floor-to-ceiling window on the upper-level west façade near the door. There are wood-panel doors with metal screen doors on the west and south elevations, as well as a small wood door into the crawl space on the east elevation. The walk-out basement foundation is poured concrete (1998 architectural survey form).

After acquiring the property, the NPS installed a wood-burning stove in 1981-1982 and reroofed the building with new cedar shingles in 1983. The park also replaced a wraparound balcony and associated railing after 1978 with an overhang and wood railing (Real Property Record).

The building survives from the period of significance with all aspects of integrity. In 2006, the Colorado SHPO determined Ypsilon Lane #710 not individually eligible for the NRHP with no potential district. Based on the fact that the dwelling was acquired after the period of significance, it is assessed herein as non-contributing but compatible.

Headquarters Area Eagle Cliff Housing Ypsilon Lane Garage #850 (Herman Garage #710) (no CRIS or Resource number assigned; FMSS #30747) (Easting: 452641; Northing: 4467874) Located approximately 60 feet northwest of Ypsilon Lane #710 is Ypsilon Lane Garage #850.

Acquired with Ypsilon Lane #710 by the NPS in 1968 or 1969 from the Underwood family, the date of construction of the garage is not currently known.

The building has a gable roof clad in wood shingles, and horizontal wood siding painted dark brown on the upper two-thirds. The garage, which measures approximately 20 feet square, contains 400 gross square feet of space (FMSS). The lower third of the building is stone. There are divided light wood windows painted forest green. The door is a modern ten-panel overhead door with two lights. The foundation is flagstone. In front of the building is a directional sign.

The garage survives from the period of significance with all aspects of integrity. Although not individually listed in the DOE documentation, it is assumed that Ypsilon Lane Garage #850 was considered not individually eligible for the NRHP with no potential district based on its association with Ypsilon Lane #710. Based on the fact that the garage was acquired after the period of significance, it is assessed herein as non- contributing but compatible.

Headquarters Area Eagle Cliff Housing Alpine Fire Crew Dorm #1027 (no CRIS or Resource number assigned; FMSS #30800) (Easting: 452204; Northing: 4468016) Alpine Fire Crew Dorm #1027 is located south of Chiefs Head Road and north of Falcon Lane on a level terrace overlooking Seasonal Housing. Surrounding the building are several paved walks, a large stone patio with an outdoor stone grill, a deck, an accessible ramp, stairs, parking, lighting, and signage. To the east of the building are two small storage structures—Buildings #1078 and #1157.

Alpine Fire Crew Dorm #1027 was constructed in 1993 on the site of former buildings #700, #701, and #702 in the area known as Tortilla Flats. It is a split-level frame building, rectangular in plan. The building features an intersecting front gable at 90 degrees creating an extended main entrance

on the south side. The roof is of standing-seam metal painted dark grey. On the north elevation, the walk-out basement is regular sandstone courses with three exit doors. The ground level of the building is unpainted horizontal wood lap siding. On the south elevation is a stone patio and wooden deck with wooden ramp access. Wooden decking extends around to the west and east elevations with side entrance doors.

The principal south facing façade features three one-over-one double hung windows in the west half. In the intersecting front gable section, where the walls extend forward, there are paired one-over-one double hung windows on either side of the projection. Above the paired windows are trapezoidal fixed pane windows that follow the angle of the gable roof. Doors are located on the sides of the extension under roof overhangs with side lights to the north. Near the eastern end of the south façade is a single fixed pane window. All of the window openings are surrounded by wide wood framing painted light brown/beige. The windows are generally double-hung with brown trim.

The western façade features a single door with a light in the upper half and a side light to the north. Like the window and door openings in the south façade, the door is surrounded by wide wood framing painted light brown/beige. The northern façade contains four door openings and three windows in the lower basement level and eight single windows in the main floor. The windows are similar to those on the southern façade. The windows in the lower level are also one-over-one double hung, but are smaller than those in the main floor. The doors are similar to the one in the western façade. The eastern façade include a central single door similar to the one in the western façade and a tall narrow window at the northern end.

The porch was replaced in 2016 and different railings were used than the original.

Alpine Fire Crew Dorm #1027 has not been previously evaluated. The building postdates the period of significance and is non-contributing.

Headquarters Area Eagle Cliff Housing Storage Building #1078 (no CRIS or Resource number assigned; FMSS #37235) (Easting: 452227; Northing: 4468014) Storage Building #1078 is located east of Alpine Fire Crew Dorm #1027 and accessed via a paved drive arising from Falcon Lane that doubles as accessible parking for the adjacent dormitory. The building is edged by signage, protective fencing, and an accessibility ramp related to the adjacent dormitory.

Constructed circa 2015 (FMSS), Storage Building #1078 is rectangular in plan, measures approximately 24 by 16 feet, and contains 384 gross square feet of space (FMSS). The prefabricated building has no foundation but sits on a metal frame. The side gable roof is clad with standing seam metal painted a reddish tan color. The exterior is reverse board and batten painted a brownish tan. A single entrance is in the west façade. The door is paneled metal. The door and the wood framing are painted light brown/beige. The south façade features two side-by-side vertical pane windows with white aluminum frames set within wood framing painted light brown/beige.

Storage Building #1078 has not been previously evaluated. The building postdates the period of significance and is non-contributing.

Headquarters Area Eagle Cliff Housing Fire Operations Building #1088 (Fire Management Office) (no CRIS number assigned; Resource number 5LR.14174; FMSS #44197) (Easting: 452106; Northing: 4468004)
Fire Operations Building #1088 is located west of Chiefs Head Road along Bluebird Lane; parking associated with the building is located to either side of Bluebird Lane. Concrete walks, signage, boulder edging, and rock retaining walls edge the building, which is otherwise set within a lightly wooded area. A small rough-stone retaining wall is found near the east entrance.

Built in 2002 as a modular building brought to the Eagle Cliff Housing cluster to serve administrative needs, Fire Operations Building #1088 is rectangular in plan, measures approximately 75 by 25 feet and contains 2,128 gross square feet of space (FMSS). The one-story building features a front-gable roof clad with standing-seam metal. The walls, likely cement board, are painted dark brown to match the other resources in the district. There is a metal door in the east elevation with a single

narrow vertical light reached via a flight of concrete stairs. A single one-over-one double hung window is to the south of the door in the east façade. The door and window wood framing is painted light brown/beige. The south façade has seven windows similar to the one in the east façade. The west façade contains a single metal door with a larger light and a window to the south that is similar to the others in the building. There are eight additional double-hung windows with light brown/beige trim in the north elevation. The foundation is concrete. The building does not appear to have had any exterior renovation.

In 2017, the building was determined non-contributing by the SHPO as part of the DOE documentation. The building postdates the period of significance and is non-contributing.

Headquarters Area Eagle Cliff Housing Storage Building #1157 (no CRIS or Resource number assigned; FMSS #115894) (Easting: 452232; Northing: 4468001) Storage Building #1157 is located east of Alpine Fire Crew Dorm #1027 and south of Storage Building #1078. It faces the paved drive and accessible parking space noted above.

Storage Building #1157 was moved to the site for storage following construction of the Alpine Fire Crew Dorm #1027 in 1993. It originally served as the Wild Basin Ranger kiosk. Rectangular in plan, the building measures approximately six by ten feet and contains approximately 60 gross feet of space. The exterior is reverse board and batten painted a greenish tan. The principal façade faces east. There is a single wood board door, wider than a regular door in the southern half of the façade. To the north of the door is a sliding side-by-side window with a white aluminum frame. The building has a metal base set on stone. There is no foundation.

Storage Building #1157 has not been previously evaluated. The building in this location postdates the period of significance and is non-contributing. Headquarters Area Eagle Cliff Housing shed #1181 near llama pen (no CRIS or Resource number assigned; FMSS #232082) (Easting: 452286; Northing: 4467985) A small shed is located south of Falcon Lane and east of Storage Building #1157. The shelter is used to store food and other equipment for the llamas housed in an adjacent system of tubular metal pens to the east, which were constructed circa 1985-1990. Plans for building the shelter are included in compliance records dated 2010 (Compliance, 2010, 20-45). The shelter measures approximately six by eight feet in plan and has a front-gable roof with asphalt shingles. The exterior is wide lap siding painted dark brown. The shed exhibits exposed purlin and rafter ends. Entrance into the shed is on the south side via a brown wooden door. There is one divided-light wood window on the north elevation that has metal bars across it. There is no foundation.

Llama shelter #1181 has not been previously evaluated. It postdates the period of significance and is non-contributing but compatible.

Headquarters Area Eagle Cliff Housing Four-Bedroom Modular Home #1196 (no CRIS or Resource number assigned; FMSS #243586) (Easting: 452196; Northing: 4467890)
Located west of Falcon Lane #684 is Four-Bedroom Modular Home #1196. Built in 2015 to replace housing lost in the 2013 flood, this building is long and rectangular, measures approximately 50 by 25 feet in plan, and contains 2,062 gross square feet of space (FMSS). The building features a gable roof clad with asphalt shingles. The walls are composition horizontal board siding painted dark brown. The gable ends have brown shingles. Doors are centered in the gable ends. Thera are a variety of window sizes.

The northern and southern ends contain a single brown panel door recessed from the framing. To either side of the door are pairs of six-over-six double hung windows with wood trim. The window and door trim is painted light mint green. The western and eastern façades features two pairs of six-over-six double hung windows, a pair of half- height six-over-six double hung windows, and a single six-over-six double hung window all with trim painted light mint green. The northern entrance is accessed via a wood stair and ramp with metal handrails.

Four-Bedroom Modular Home #1196 has not been previously evaluated. The building postdates the period of significance and is non-contributing.

Headquarters Area Eagle Cliff Housing Four-Bedroom Modular Home #1197 (no CRIS or Resource number assigned; FMSS #250816) (Easting: 452294; Northing: 4467957)
Four-Bedroom Modular Home #1197 is located south of the llama corral along Falcon Lane. The four-bedroom housing unit was constructed in 2019 on the location of several former buildings, including the Sites Residence (former Quarters #685A), and an associated garage, guest cabin, and a comfort station relocated from Upper Beaver Meadows (former Garage #685B, Cabin #686, and Shed #858)(Compliance 2018, 18-18). The building was constructed based on NPS Prototype Design #15 for a bunkhouse. This building is long and rectangular, measuring approximately 50 by 25 feet in plan, and contains 1,880 gross square feet of space. It features a gable roof clad with asphalt shingles. The walls are horizontal board siding painted dark brown. The gable ends have brown shingles. Doors are centered in the gable ends. There are a variety of window sizes.

The eastern façade edges a parking area. It contains a single brown panel door recessed from the framing. To either side are pairs of six-over-six double hung windows with wood trim. The window and door trim is painted light mint green. The southern façade features two pairs of six-over-six double hung windows, a pair of half-height six-over-six double hung windows, and a single six-over-six double hung window all with trim painted light mint green. The western and northern facades mirror the eastern and southern facades. Arising from the adjacent parking area is a concrete slab connected to a wooden stair and ramp system providing access to the building entrances. Metal handrails with closely spaced pickets and metal posts edge the ramp, stair, and decking outside the building entrances.

Four-Bedroom Modular Home #1197 has not been previously evaluated. It postdates the period of significance and is non-contributing.

Retaining walls at Ypsilon Lane #710 (Easting: 452641; Northing: 4467859) Retaining walls edge the hillside to the east of Ypsilon Lane #710, establishing a level area where the driveway forms a looping turnaround. The wall extends from a patio east of the house north toward Ypsilon Lane Garage #850. The majority of the walls are concrete faced with ashlar veneer stones and a mortared fieldstone cap comprised of rough boulders. As the wall transitions to the north, the veneer stone becomes more irregular. Stone stairs lead through the wall near the south end to provide access to the house. A second flight of fieldstone stairs that is less formal extends through the wall further north. The retaining walls are roughly 24 to 30 inches tall. The retaining walls south and north of the southernmost stair are both roughly 11 feet long. The long wall segment that extends to the garage is roughly 42 feet long with a gap for the stair. The final wall segment that runs parallel to the garage is roughly 18 feet long with a gap for a path that connects to the house. The walls are likely contemporary to the house which was constructed in 1956. The walls were acquired with the property by the NPS after the period of significance and are thus non-contributing but compatible.

Retaining walls at Bierstadt Lane #714 (Easting: 452464; Northing: 4467999) Several wall features are present in association with Bierstadt Lane #714. The most prominent is a boulder retaining wall that edges the house to the south and wraps around to the west to form a terrace outside the back door. The southern wall is roughly 32 feet long by 8 inches high. A boxwire fence that is supported by wood posts contains the patio. Within the patio is a triangular planter surrounded and supported by loose stones likely set into a concrete footer. The stones vary in height from eight to twelve inches and the walls range from 16 feet to 26 feet long. Another small stone wall is present along the north side of the house. The walls may have been placed at the time the residence was constructed in 1940. The walls were acquired with the property by the NPS after the period of significance and are thus non-contributing but compatible.

Retaining walls at Loch Vale Lane #668 (Easting: 452421; Northing: 4467916)
A mortared stone retaining wall links the residence to a small patio outside Loch Vale Lane #668 to the west and the higher elevation on which the garage is set. At the ground the wall rises only 12 to 24 inches but steps back, rising in small lifts. The wall is faced with rough stone veneer. The wall is roughly 42 feet at its longest dimension. Stone stairs provide access up the hill.

A second stone retaining wall, this one dry laid, is located northeast of Loch Vale Residence #668. The wall forms a half circle with a radius of roughly 10 feet and is approximately 30 inches tall. The date of origin of the wall is not known.

These two retaining walls were acquired with the property by the NPS after the period of significance and are thus non-contributing but compatible.

Retaining wall at Junco Lane #717 (Easting: 452125; Northing: 4467886)
A wall composed of contemporary precast concrete unit blocks is located east of Junco Lane #717, forming a yard area where a fire pit is located. Stairs fashioned from the same modular blocks extend through the wall. The wall is roughly 14 inches tall by 70 feet long. The wall postdates the period of significance and is non-contributing but compatible.

Retaining walls and planter walls at Alpine Fire Crew Dorm #1027 (Easting: 452191; Northing: 4468030)
A stacked-stone retaining wall edges a hard-packed earth path that extends to the side door and continues around the northwest corner of Alpine Fire Crew Dorm #1027. The wall is roughly 75 feet long and ranges in height from approximately 6 inches to 4 feet. A second retaining wall similarly constructed and of roughly the same height but only 25 feet long is on the other side of the path. It ties into the northwest corner of the dorm.

Stonework also edges a pine tree west of the building forming a planter around the tree. The walls are low at a maximum of eight inches.

To the north of the building is a concrete wall, approximately 75 feet in length, that extends much of the length of the building. These walls and planting border features postdate the period of significance and are non-contributing.

Retaining wall at Fire Operations Building #1088 (Easting: 452130; Northing: 4468003)
A stone retaining wall forms a planter outside the eastern entrance to the Fire Operations Building (#1088). The stones are square in form and appear to be dry laid. The wall postdates the period of significance and is noncontributing.

Culvert beneath Loch Vale Lane (Easting: 452435; Northing: 4468042) Culvert beneath Bierstadt Lane (Easting: 452482; Northing: 4468043)
Culverts carry stormwater associated with swales along the margin of Chiefs Head Road beneath Loch Vale Lane and Bierstadt Lane. Both culverts are composed of corrugated metal pipe without headwalls that measure roughly 18 to 24 inches in diameter. Stone that may have once marked the locations of the culverts has washed downslope. Wood posts with reflective tape at the top mark the locations today. These culverts appear to postdate the period of significance and are non-contributing but compatible.

Emergency Housing
The housing units located within the Emergency Housing cluster were built from materials salvaged from two former Mill Creek CCC camps—NP-4-C and NP-11-C—combined in 1940 as the park's permanent "double camp" and then closed in 1942 (Superintendent Monthly Narratives May 1946 and June 1946). The buildings were built according to plans prepared by the U.S. Army. One of the features of these buildings, typical of Army construction, is termite shields, consisting of canvas impregnated with linseed soil and nailed in a continuous two-foot- high band along the bottom sections of the exterior walls and then covered with lap siding. These features remain present as part of the residences today, suggesting their origin as U.S. Army "T" Buildings. T Buildings were designed during World War I and used extensively on military installations throughout the U.S. during World War II. Prior to the development of the Emergency Housing cluster, the site was occupied by a bunkhouse, a residence, and a cluster of cabins as indicated on a 1934 plan (NPS, drawing ROMO 121_3075). As built by 1948, the complex included five single-family homes Quarters #101, #102, #103, #104, and #105), two duplexes—Quarters #49 and #100—and Garages #137 and #138. Quarters #49, no longer extant, was not built from materials salvaged from the CCC camp. The garages were added in 1949. Building #1198 was built on the site of former

Quarters #49 in 2019-2020.
The vernacular housing units at Ptarmigan Lane reflect several nationwide trends that followed World War II due to the lack of available labor and materials that precluded ongoing construction of buildings in the intensive NPS Rustic style. Parks began to embrace the use of standardized, machine-made materials due to their availability, while attempting to ensure compatibility with existing Rustic-style structures. A new style emerged during the post-World War II era sometimes referred to as the modified Rustic style. The Emergency Housing residences convey this character and were designed to harmonize with earlier buildings nearby through the use of wood shingles, wood siding, and roof details such as exposed rafter tails. At the same time, the simple, efficient layout of the interiors, and their emphasis on function over style is also reflective of mid-century modern architecture.

Headquarters Area Emergency Housing Ptarmigan Lane Quarters #100 (Duplex #100 or Emergency Housing Unit #100) (CRIS HS #477764; Resource number 5LR.10927; FMSS #27365) (Easting: 452309; Northing: 4468325)
Ptarmigan Lane Quarters #100 is located at the southern end of Ptarmigan Lane near its intersection with Mills Drive and across from Quarters #101. Quarters #100 is a duplex with entrances at the east and west ends. Associated with the house are an asphalt-paved parking pull-off, walks leading to the entrances, a clothesline behind the house to the south, and a small shelter extension at the east end of the south façade. Vegetation around the building includes grassy meadow and shrubs. A ponderosa pine closely edges the building to the southwest. Additional trees edge the Buck Creek corridor to the west, and help screen McLaren Annex #24, located to the east, from view.

Built in 1947 from materials salvaged from the portable shop in the Mill Creek CCC Camp (Superintendent's Monthly Report, July 1946), Quarters #100 is a single-story wood-frame dwelling, rectangular in plan, that measures 18 by 41 feet and contains 912 gross square feet of space (FMSS). The side-gable roof features boxed eaves and is clad in asphalt shingles. A single metal vent pipe protrudes through the ridgeline of the roof. The exterior walls are clad in asbestos siding painted dark brown, which may cover the original drop siding. The foundation is poured concrete (2017 architectural inventory form).

The entrances face north towards Ptarmigan Lane with walks leading to the doors from an asphalt-paved pull-out along the road. The entrances are set within small enclosed porches at the east and west elevations and are marked by five-panel wood doors painted light mint green. Each porch contains a single six-light window on the south elevation.
The porches are edged by wood platforms that lead to enclosed entryways covered by wood-shingled shed roofs and clad with vertical board-and-batten siding. Overall there are eighteen nine-light and six six-light hopper windows with wood frames (2017 architectural inventory form). The window frames and trim are painted light mint green.

Changes made to the building since 1947 include the addition of asbestos siding either on top of or as a replacement for the original horizontal wood siding and the replacement of original wood shingles with asphalt shingles on the roof. The windows appear to be original (2017 architectural inventory form). Based on these changes, Quarters #100 has diminished integrity of design, materials, and workmanship. The building, however, possesses integrity of location, setting, association, and feeling based on the fact that the building remains in its original location, the setting has not changed, and the building continues to evoke the period of construction and is part of a larger complex developed to meet the housing shortage experienced following World War II.

In 1982, the Keeper of the NRHP listed Quarters #100 as not contributing to the Utility Area Historic District. While not individually eligible, Quarters #100 was determined to contribute to the potential Ptarmigan Lane/CCC Historic District based on a DOE prepared in 2006. In 2017, it was determined contributing to the Utility Area Historic District. It contributes to the significance of the Headquarters Area Historic District.

Headquarters Area Emergency Housing Ptarmigan Lane Quarters #101 (Emergency Housing Unit #101) (CRIS HS #477765; Resource number 5LR.10928; FMSS #27638) (Easting: 452306;

Northing: 4468346)
Ptarmigan Lane Quarters #101 is located near the southern end of Ptarmigan Lane north of Quarters #100 and west of Garage #138. Associated with the house is a stacked-stone retaining wall that provides a level area for parking to the south of the house, a light fixture along the road near the stone retaining wall, a concrete parking space near the building entrance, a concrete walk leading to the front door, a fenced precinct northwest of the house, and an adjacent clothesline. A storm cellar entrance is located at the south end of the east façade. Beyond the yard to the west the topography drops toward the Buck Creek stream corridor, which is generally edged by ponderosa pine trees and grassy meadow.

Quarters #101 was originally the bath house for the Mill Creek CCC Camp (2017 architectural inventory form). It was moved in 1946 to the Utility Area to support staff accommodation needs as part of the Emergency Housing project. By winter of 1946, the building “had been floored by using salvaged flooring from the old Mill Creek CCC Camp…. [while the] inside walls of the living room and kitchen [were] covered by using salvaged plywood and knotty pine” (Superintendent’s Monthly Narrative December 1946). The building was complete and ready to be occupied by spring 1947. Quarters #101 is a one-story wood-frame single-family residence, rectangular in plan, with an extension for the entrance on the principal (north façade). The building measures 21 by 41 feet and contains 883 gross square feet of space (FMSS). The side-gable roof, which features boxed eaves and horizontal wood drop siding painted dark brown, is clad in asphalt shingles. There are several metal vent pipes that protrude from the roof. The exterior walls are clad in wood siding painted dark brown. The foundation is poured concrete (2017 architectural inventory form).

The main (north) façade features an off-center, enclosed porch with a gable roof and six- light window on the east elevation. The door is five-panel wood with a wood screen door. Seven six-light windows are also found on the main façade. Two pairs of six-light windows are found on the east façade, which also includes a storm cellar entrance with a wooden door set atop concrete masonry units. The rear (south) elevation features seven six-light windows. Two six-light windows are found on the west façade. The windows have wood frames and trim painted light mint green (2017 architectural inventory form).

Several changes have been made to Quarters #101, originally intended to serve as temporary housing, since 1947. The List of Classified Structures indicates that the interior was updated in an unspecified way in 1980 and 1990 (List of Classified Structures). Like Quarters #100, the park added asbestos siding over top of or to replace original wood siding at some point following construction. This asbestos siding was replaced with wood siding in 2006. At the same time, the park replaced the original nine- light windows with six-light windows that were insulated and met egress standards (Compliance, 2006, 06-10). Other changes that occurred around this time were the replacement of the original shed roof of the enclosed porch with a gable roof and replacement of the door.

These changes have diminished the integrity of design, workmanship, and materials related to Quarters #101. The dwelling, however, continues to possesses integrity of location, association, setting, and feeling based on the fact that the building remains in its original location, the setting has not changed, and the building continues to evoke the period of construction and is part of a larger complex developed to meet the housing shortage experienced following World War II.

In 1982, the Keeper of the NRHP listed Quarters #101 as not contributing to the Utility Area Historic District. While not individually eligible, Quarters #101 was determined to contribute to the potential Ptarmigan Lane/CCC Historic District based on a DOE prepared in 2006. In 2017, it was determined contributing to the Utility Area Historic District. It contributes to the significance of the Headquarters Area Historic District.

Headquarters Area Emergency Housing Ptarmigan Lane Quarters #102 (Emergency Housing Unit #102) (CRIS HS #1103596; Resource number 5LR.10929; FMSS #27369) (Easting: 452319; Northing: 4468374)
Ptarmigan Lane Quarters #102 is located midway along Ptarmigan Lane to the east of the road between Garage #138 and Building #1198. Associated with the dwelling is an asphalt-paved

driveway that parallels the principal (north) façade of the building. A clothesline is located southeast of the house, while a fenced precinct is northeast of the building. A flagstone walk leads to the front door. Beyond the yard to the east are grassy meadow and small shrubs, with some ponderosa pine beyond.

This building is believed to have been constructed using materials from the garage in the Mill Creek CCC Camp moved to the site as part of the Emergency Housing project in 1946. By June 1947, the building was nearly ready for occupancy. However, completion was delayed until October due to challenges associated with acquiring building materials, namely interior wall board, given post-World War II shortages (Superintendent Monthly Reports, June, July, August, September, October 1947). Quarters #102 is a single-story single-family wood-frame building, rectangular in plan, that measures 25 by 48 feet and contains 1,202 gross square feet of space (FMSS). The side-gable roof is clad in asphalt shingles. There are several metal vent pipes that protrude from the roof. Metal gutters and downspouts, painted dark brown, are on the north elevation. The exterior walls are clad in vertically scored plywood siding painted dark brown. There is horizontal wood siding in the gable ends inset with louvered vents. The current plywood siding is a replacement of the original wood siding, which may remain underneath. The foundation is poured concrete (2017 architectural inventory form).

The main (north) façade features an off-center, enclosed porch with a shed roof with a five-panel wood door painted light mint green at the entry. The north façade also features one large sliding picture window and two double-hung one-over-one windows. The south façade contains two sliding windows and two double-hung one-over-one windows, while there is one small fixed-pane window on the east elevation. The windows feature wood frames and trim painted light mint green (2017 architectural inventory form).

Changes made to the building include the replacement of electrical systems in 1986 (Compliance 959 Electrical Replacement, Utility Area 1986_Building 102), several windows with sliding and double-hung units in 1987, the exterior door in 1994, and the addition of the plywood siding in the 1990s (2017 architectural inventory form).

Although Quarters #102 has undergone several changes that have diminished integrity of design, workmanship, and materials, most notably the application of plywood siding over the original wood siding, the dwelling possesses integrity of location, association, setting, and feeling based on the fact that the building remains in its original location, the setting has not changed, and the building continues to evoke the period of construction and is part of a larger complex developed to meet the housing shortage experienced following World War II.

In 1982, the Keeper of the NRHP listed Quarters #102 as not contributing to the Utility Area Historic District. While not individually eligible, Quarters #102 was determined to contribute to the potential Ptarmigan Lane/CCC Historic District based on a DOE prepared in 2006. In 2017, it was determined contributing to the Utility Area Historic District. It contributes to the significance of the Headquarters Area Historic District.

Headquarters Area Emergency Housing Ptarmigan Lane Quarters #103 (Emergency Housing Unit #103) (CRIS HS #477766; Resource number 5LR.10930; FMSS #27370) (Easting: 452298; Northing: 4468370)
Ptarmigan Lane Quarters #103 is located midway along Ptarmigan Lane, west of the road, and between Quarters #101 and #104. Associated with the house is a concrete parking pad, a concrete walk leading to the front door, a clothesline to the northwest of the building, and a storm cellar entrance at the south end of the east façade. Beyond the yard to the west the topography drops toward the Buck Creek stream corridor, which is generally edged by ponderosa pine trees and grassy meadow.

Quarters #103 was constructed using materials from the education and reading building in the Mill Creek CCC Camp (2004 Architectural Inventory Form). It was moved to the site in 1946 as part of the Emergency Housing project. The building was ready to be occupied by May 1947 (Superintendent's Monthly Narrative, May 1947). Quarters #103 is a single-family, single-story

wood-frame building, rectangular in plan, measures 20 by 51 feet, and contains 1,090 gross square feet of space (FMSS). The side-gable roof, which features boxed eaves and horizontal wood drop siding painted dark brown, is covered with asbestos shingles. There are several metal vent pipes that protrude from the roof. The exterior walls are clad in horizontal wood siding, which replaced asbestos siding later applied to replace original wood siding. The foundation is poured concrete (2017 architectural inventory form).

The main (north) façade features a small, enclosed porch with a shed roof, and a four- light window on the east elevation. There are also ten six-light windows on the north facade, set in groups of three. The west façade contains two six-light windows, while the rear (south) façade contains seven six-light windows and one four-light window. The east façade features three six-light windows (2017 architectural inventory form).

Compliance records indicate that the park conducted several rehabilitation and repair treatments in association with Quarters #103 in 2004. Based on assessment of the building, Quarters #103 had no foundation and was resting on bare earth, with resulting rotting of the lower boards. Proposals for rehabilitation included moving the building to the lot associated with former Quarters #49, pouring a new concrete foundation, and installing new utilities before stabilizing the structure and moving onto the new foundation. At the same time, the asbestos siding and associated lead paint that had been applied over the original shiplap wood siding at an undetermined date and windows were removed. New Hardiplank siding was installed and painted dark brown to match the color scheme of the Emergency Housing area. At the same time, the park replaced the original wood shingles on the roof with asphalt shingles, and replaced the exterior windows and the door. The vinyl window replacements were installed in the same location as the original nine-light windows and were the same shape and size. Several updates were made to the interior as part of this rehabilitation project (Compliance, 2004, 04-01). The park has since removed an original side porch entrance on the east façade.

Quarters #103 has diminished integrity of design, workmanship, and materials due to the replacement of the siding, roof shingles, and windows, and addition of a new foundation. The building otherwise retains integrity of location, setting, feeling, and association based on the fact that the building remains in its original location, the setting has not changed, and the building continues to evoke the period of construction and is part of a larger complex developed to meet the housing shortage experienced following World War II.

In 1982, the Keeper of the NRHP listed Quarters #103 as not contributing to the Utility Area Historic District. While not individually eligible, Quarters #103 was determined to contribute to the potential Ptarmigan Lane/CCC Historic District based on a DOE prepared in 2006. In 2017, it was determined contributing to the Utility Area Historic District. It contributes to the significance of the Headquarters Area Historic District.

Headquarters Area Emergency Housing Ptarmigan Lane Quarters #104 (Emergency Housing Unit #104) (CRIS HS #477767; Resource number 5LR.10931; FMSS #27371) (Easting: 452292; Northing: 4468385)
Ptarmigan Lane Quarters #104 is located midway along Ptarmigan Lane, west of the road, and between Quarters #103 and #105. Associated with the house are an asphalt- paved parking pull-off, a concrete walk leading to the front door, a clothesline to the northwest of the building, and a storm cellar entrance at the south end of the east façade. A light fixture is located along the western edge of Ptarmigan Lane between Quarters #104 and #105. Beyond the yard to the west, the topography drops toward the Buck Creek stream corridor, which is generally edged by ponderosa pine trees and grassy meadow.

Quarters #104 was constructed using materials salvaged from a garage in the Mill Creek CCC Camp (2017 architectural inventory form). The building was moved in 1946 to the Utility Area as part of the Emergency Housing project. Quarters #104 was ready for occupancy by July 1947 (Superintendent's Monthly Narrative, July 1947). The dwelling is a one-story single-family wood-frame building, rectangular in plan, that measures 25 by 40 feet and contains 1,025 gross square feet of space (FMSS). The side-gable roof features boxed eaves and is clad in asphalt shingles.

The building has horizontal wood drop siding painted dark brown. The gutters and downspouts located on the north and south elevations are also painted dark brown. Four metal vent pipes protrude through the roof. The principal (north) façade also features a small enclosed porch with a shed roof at the building entrance with a six-light window on the east elevation. The foundation is poured concrete (2017 architectural inventory form).

There is one painted light mint green door with six upper lights located on the north elevation. The north façade contains five six-light windows, four of which are paired and one that is single. The west façade contains four paired six-light windows, while there are six paired six-light windows on the rear (south) facade. The east facade features six paired six-light windows. A wooden storm cellar door set on concrete masonry unit blocks leads to a crawl space beneath the building (2017 architectural inventory form).

Similar to Quarters #103, the park made several changes to the building in 2004. Compliance records indicate that the park conducted several rehabilitation and repair treatments in association with Quarters #103 in 2004. The same treatments applied to Quarters #103 were applied to this dwelling, including the moving of the structure, pouring of a concrete foundation, installation of new utilities, removal of the asbestos siding and associated lead paint and the windows, and replacement of the siding with Hardiplank painted dark brown to match the color scheme of the Emergency Housing area. At the same time, the park replaced the original wood shingles on the roof with asphalt shingles, and replaced the exterior windows and the door. The vinyl window replacements were installed in the same location as the original nine-light windows and were the same shape and size. Several updates were made to the interior as part of this rehabilitation project (Compliance, 2004, 04-01).

Quarters #104 continues to convey an appearance similar to that when built in 1947, even with the various exterior alterations made by the park such as replaced siding, roof shingles, windows, and door. Due to these changes, Quarters #104 has diminished integrity of design, workmanship, and materials. However, the building retains integrity of association and feeling through the horizontal wood siding, fenestration, original footprint, and overall, low, unassuming profile representative of the post-World War II era. Integrity of setting is high as the surroundings continue to be housing set in a wooded area, and the building retains integrity of location.

In 1982, the Keeper of the NRHP listed Quarters #104 as not contributing to the Utility Area Historic District. While not individually eligible for listing in the NRHP, Quarters #104 was determined to contribute to the potential Ptarmigan Lane/CCC Historic District based on a DOE prepared in 2006. In 2017, it was determined contributing to the Utility Area Historic District. It contributes to the significance of the Headquarters Area Historic District.

Headquarters Area Emergency Housing Ptarmigan Lane Quarters #105 (Emergency Housing Unit #105) (CRIS HS #477768; Resource number 5LR.10932; FMSS #27372) (Easting: 452272; Northing: 4468406)
Ptarmigan Lane Quarters #105 is located midway along Ptarmigan Lane, west of the road, and north of Quarters #104. Associated with the house are an asphalt-paved parking pull-off, a concrete walk leading to the front door, and a clothesline northwest of the building. Beyond the yard to the west, the topography drops toward the Buck Creek stream corridor, which is generally edged by ponderosa pine trees and grassy meadow.

Quarters #105 was constructed using materials salvaged from a garage in the Mill Creek CCC Camp (2017 architectural inventory form). The building was moved in 1946 to the Utility Area as part of the Emergency Housing project. The building was ready for occupancy by July 1947 “except for sanding the floors, setting fixtures, and some minor cabinet work” (Superintendent’s Monthly Narrative July 1947). Quarters #105 is a one- story single-family wood-frame building, rectangular in plan, that measures 25 by 41 feet and contains 1,050 gross square feet of space (FMSS). The side-gable roof has exposed rafter ends, boxed eaves, and is clad in asphalt shingles. A gutter and downspout are located over the entry door. There are five metal vent pipes that protrude from the roof, including one large pipe for a wood burning stove. The exterior walls are clad in asbestos siding painted dark brown. The foundation is poured concrete (2017 architectural inventory form).

The main (north) facade has a small, enclosed porch at the entry. The porch is covered with a shed roof. There are six-light windows on the east and west sides. The front door is five-paneled wood and painted light mint green. The north façade also contains five six-light windows, four of which are paired. The west façade contains four paired six- light windows, while the rear (south) façade has six paired six-light windows and one fixed window. The east façade features six paired windows (2017 architectural inventory form).

Changes that the park has made to Quarters #105 include replacement of an exterior window in 2002. Compliance records indicate that Quarters #105 was to undergo the same treatment as Quarters #103 and #104 in 2009. However, documentation of the building in 2019 indicates that the asbestos siding used to replace the original shiplap wood siding at an undetermined date remains in place. In 2010, the park replaced the original wood roof shingles with asphalt shingles.

The dwelling exhibits diminished integrity of materials and workmanship due to the changes that have been made to the shingles and window. Overall, however, Quarters #105 possesses integrity of design, location, setting, feeling, and association based on the fact that the building remains in its original location, the setting has not changed, and the building continues to evoke the period of construction and is part of a larger complex developed to meet the housing shortage experienced following World War II.

In 1982, the Keeper of the NRHP listed Quarters #105 as not contributing to the Utility Area Historic District. While not individually eligible for listing in the NRHP, Quarters #105 was determined to contribute to the potential Ptarmigan Lane/CCC Historic District based on a DOE prepared in 2006. In 2017, it was determined contributing to the Utility Area Historic District. It contributes to the significance of the Headquarters Area Historic District.

Headquarters Area Emergency Housing Ptarmigan Lane Garage #137 (CRIS HS #477769; Resource number 5LR.10934; FMSS #30283) (Easting: 452308; Northing: 4468411)
Ptarmigan Lane Garage #137 is located at the north end of Ptarmigan Lane, east of the road, and north of Four-Bedroom Modular Home #1198. Associated with the garage is a large asphalt parking area to the south. Social trails arise from the parking area and pass behind the building to the north and east.

The garage is an adaptation of a surplus portable steel building that the park provided to the residents of Emergency Housing to store their personal automobiles in 1949. Historic photographs show the building without doors (2004 architectural inventory form). It is believed that employees living within Emergency Housing added the doors themselves. Garage #137 is a one-story steel and wood frame garage, rectangular in plan, that measures 20 by 50 feet and contains 1,000 gross square feet of space (FMSS). The side- gable roof and the exterior walls are clad in corrugated steel painted dark brown. There are five pairs of side-hinged vertical-slatted wood garage doors with ‘Z’ bracing painted dark brown. There are no windows. The foundation consists of concrete piers; the steel frame rests on the piers. The interior floors are sand (2017 architectural inventory form).

Changes known to have been made to the building since its installation include replacement of the metal roof with another metal roof in 2012. The garage possesses all aspects of integrity, although integrity of setting is diminished by the replacement of former Quarters #49) to the south with Four-Bedroom Modular Home #1198 in 2019- 2020. The new building has a larger footprint, is taller, and is more contemporary in character than Quarters #49.

Garage #137 appears to have been overlooked on the 1982 NRHP listing map, but it was presumably not contributing similar to Garage #138. While not individually eligible for listing in the NRHP, Garage #137 was determined to contribute to the potential Ptarmigan Lane/CCC Historic District based on a DOE prepared in 2006. In 2017, it was determined contributing to the Utility Area Historic District. It contributes to the significance of the Headquarters Area Historic District.

Headquarters Area Emergency Housing Ptarmigan Lane Garage #138 (CRIS HS- #477769;

Resource number 5LR.10935; FMSS #30286) (Easting: 452322; Northing: 4468347)
Ptarmigan Lane Garage #138 is located at the southern end of Ptarmigan Lane, east of the road, and south of Quarters #102. Associated with the building are a fenced propane tank and a small contemporary retaining wall. A social trail extends from Ptarmigan Lane past the garage to the north.

Garage #138 is an adaptation of a surplus portable steel building that the park provided to the residents of Emergency Housing in 1949 to store their personal automobiles. Historic photographs show the building without doors (2004 architectural inventory form). It is believed that employees living in the Emergency Housing area added the doors. Garage #138 is a one-story steel and wood frame building that is rectangular in plan, measures 20 by 40 feet, and contains 800 gross square feet of space (FMSS). The side-gable roof and the exterior walls are clad in corrugated steel painted dark brown. There are four pairs of side-hinged vertical-slatted wood garage doors with 'Z' bracing painted dark brown on the west façade, which faces Ptarmigan Lane. There are no windows. The foundation consists of concrete piers; the steel frame rests on the piers (2017 architectural inventory form).

Changes known to have been made to the building include replacement of the metal roof with a new metal roof in 2012. The building otherwise retains integrity of design, location, feeling, association, and setting.

In 1982, the Keeper of the NRHP listed Garage #138 as not contributing to the Utility Area Historic District. While not individually eligible for listing in the NRHP, Garage #138 was determined to contribute to the potential Ptarmigan Lane/CCC Historic District based on a DOE prepared in 2006. In 2017, it was determined contributing to the Utility Area Historic District. It contributes to the significance of the Headquarters Area Historic District.

Headquarters Area Emergency Housing Four-Bedroom Modular Home #1198 (no CRIS or Resource number assigned; FMSS #250817) (Easting: 452315; Northing: 4468391)
Located between Garage #137 and Quarters #102, Four-Bedroom Modular Home #1198 is a rectangular building that measures approximately 50 by 30 feet in plan and contains approximately 1,500 gross square feet of space. It features a gable roof clad with asphalt shingles, composition horizontal board siding with shingles in the gable end all painted dark brown. A door is centered in the principal (west) façade, flanked to either side by pairs of six-over-six double-hung windows. A concrete stoop is in front of the door.
There are also doors in the south and eastern facades. The park constructed the building in 2019-2020.

The western façade features a single brown panel door recessed from the framing. To either side are pairs of six-over-six double hung windows with wood trim. The window and door trim is painted light mint green. A single fixed pane window is set high in the gable end. The northern façade features two pairs of six-over-six double hung windows, a pair of half-height six-over-six double hung windows, and a single six-over-six double hung window all with trim painted light mint green. The eastern façade is similar to the western façade, although the door is reached via a flight of wooden stairs with no handrail. The southern façade has a triple six-over-six double-hung window, edged to the east by a single door similar to the door in the eastern façade, and reached via a wooden stair with a single wood board railing. To the north of the door is a pair of six-over-six double hung windows, a single six-over-six double hung window, and another pair of six- over-six double hung windows all with trim painted light mint green.

Four-Bedroom Modular Home #1198 has not been previously evaluated. It postdates the period of significance and is non-contributing.

Culvert beneath Mills Drive (Easting: 452230; Northing: 4468434) Culvert beneath Ptarmigan Lane (Easting: 452291; Northing: 4468315)
Two culverts are located within the Emergency Housing cluster, serving to both collect and direct Buck Creek under Mills Drive to the north and Ptarmigan Lane to the south. The culverts are

corrugated metal with metal wing walls. Each is roughly 18 to 24 inches in diameter. Worked stone forms headwalls while round wood posts with reflective tape at the top mark the position of the culverts for maintenance and to protect motorists. Culverts appear in the current locations on a Layout Plan of the Emergency Housing area in 1948 (NPS, drawing 121_2161). The existing culverts may be replacements for the originals, diminishing integrity of design, materials, and workmanship. Otherwise culverts in these locations are historic features that contribute to the significance of the historic district.

Retaining wall at Quarters #101 (Easting: 452303; Northing: 4468334)
A loosely stacked pile of boulders forms a retaining wall to the south of Ptarmigan Lane Quarters #101 that establishes space for a parking pull-off. The wall is roughly 60 feet in length and varies in height from approximately 18 inches to 3 feet. The wall is not indicated in the original layout plans from the 1940s. The date of origin of the stone retaining wall is not currently known, but it likely postdates the period of significance and is non-contributing but compatible.

Retaining wall at Garage #138 (Easting: 452319; Northing: 4468349)
A contemporary retaining wall composed of interlocking precast concrete unit blocks is located northwest of Garage #138, helping to retain the slope above the paved area in front of the garage entrances. The roughly 10-foot-long by 20-inch tall wall postdates the period of significance and is non-contributing.

Maintenance Yard
The first building constructed within the Maintenance Yard cluster was Horse Barn #97 in 1923. In 1938, the park relocated Stable #98 to the Maintenance Yard from Bear Lake, where it had been used to house park horses and mules. Corrals have been present since the 1920s or 1930s as shown on a 1935 plan (NPS, drawing 121_4940), though in a different configuration than is present today. During the early park development period, the park's sewage treatment facilities were also located within the Maintenance Yard, with features shown on the 1935 map to the east of the Horse Barn such as sludge tanks, a chlorine tank, pit, filter beds, and frost boxes, one of which crosses Beaver Creek and is referred to as a trestle. The map also shows a waste line extending to the treatment complex. None of these features survives today, although the current Sewage Dump Station #785 is located in the same general vicinity of the historic waste treatment structures. Coal bunkers were proposed at the current site of Trails Shop #863 in 1948 that appear not to have been built. In 1957, a mixing plant, dipping vat, and several other small maintenance buildings were added to the cluster that were later removed (2017 architectural inventory form). During the 1960s, the area began to be used for trailer and wood scrap storage, which led to its use as an auxiliary storage and work yard, with access roads built to accommodate this use (NPS, drawing 121_2294-H).

The park expanded the corral area to the south and west in 1974. Six additional buildings have been constructed within or moved to the area since 1974. These are Hay Storage Shelter #993 built in 1975; Sewage Dump Station #785 built in 1979; Resource Management Shed #877 constructed circa 1984-1985; Shed #925 likely built elsewhere circa 1968 and moved to the Maintenance Yard circa 1990; and Trails Shop #863, built in 2001.

Headquarters Area Maintenance Yard Horse Barn #97 (CRIS HS #010557; Resource number 5LR.487.28; FMSS 27363) (Easting: 452511; Northing: 4468117) Horse Barn #97 is located at the center of the Maintenance Yard cluster along the main access road that leads into the cluster from Sundance Circle. It is edged to the north by Resource Management Shed #877 and Shed #925, and to the south by Stable #98 and Hay Storage Shed #993.

Horse Barn #97 was built in 1923 based on designs prepared by NPS architect Daniel P. Hull. The building is a two-story, six-bay, timber-frame structure with detailing representative of the NPS Rustic style. It measures 60 by 32 feet in plan and contains 3,840 gross square feet of space (FMSS). The roof is front-gable and clad with wood shingles that double every fifth course and features exposed-log rafter tips and purlin ends. Walls are reverse board-and-batten siding that is attached to the inside of the log frame. Two rolling board-and-batten doors open in the gable ends. The wood hopper windows are divided into six lights (three over two) and painted light mint green.

The foundation is poured concrete with log sills. The interior is finished with stalls, a desk area, and a tack room. The hay loft is finished with plywood. The barn is surrounded by metal corrals (Wheaton, 7 -1; List of Classified Structures).

The List of Classified Structures indicates that the Horse Barn #97 was altered in an unspecified way in 1938 and also in 1982-1984 (List of Classified Structures). In 2010, the park addressed several repair issues related to the building. The park repaired and replaced deteriorated flooring where heavy stock traffic was posing a safety threat, repaired windows, sill logs, log rafters, and siding (Compliance 2009, 09-11). The cedar- shingled roof was replaced in 2012. Horse Barn #97 possesses integrity of location, feeling, association, design, and workmanship. Based on alterations that occurred in 1982-1984, the building has diminished integrity of materials, while the numerous additions to the cluster have diminished integrity of setting.

In 1982, Horse Barn #97 was listed as a contributing resource of the Utility Area Historic District. It contributes to the significance of the Headquarters Area Historic District.

Headquarters Area Maintenance Yard Stable #98 (CRIS HS #010558; Resource number 5LR.487.29; FMSS #27364) (Easting: 452517; Northing: 4468097)
Stable #98 is located southeast of Horse Barn #97. It is edged to the southwest by Hay Storage Shed #993, and to the north and south by metal corrals and two pen bays.

Stable #98 was designed by W.P. Jensen of the Engineering Division of Rocky Mountain National Park under the direction of the Midwest Region and built in 1929 at Bear Lake to serve as a stable for the Bear Lake Ranger Station. The park moved Stable #98 to its current location in 1938. The building was initially used as a bottled gas storage, and later served as a sign storage shed before being repurposed again as a stable (LCS field survey). Stable #98 is a one-story timber-frame shed with saltbox roof clad in wood shingles that double every fifth course, with exposed log purlins and rafters tips representative of the NPS Rustic style. The building, which measures 30 by 12 feet, is rectangular in plan and open to the north. It contains 360 gross square feet of space (FMSS). Walls are reverse board and batten attached to the inside of the log frame. The foundation is poured concrete with log sills. The interior has four stalls. One stall houses a modern restroom and storage room (Wheaton, 7 – 1; List of Classified Structures).

The List of Classified Structures indicate that the building was rehabilitated in an unspecified manner in 1995 (List of Classified Structures). In 2010, the park replaced the roof, repaired the foundation, and addressed repair and replacement issues related to the log sills, exterior siding, and rafter tails in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties and as approved by the park Historic Preservation Specialist (Compliance 2009 09035). Also addressed were log repairs due to rot and cribbing by stock (Compliance 2009, 09-11).

Stable #98 possesses integrity of location, feeling, association, design, and workmanship, with diminished integrity of setting and materials resulting from the changes that have been made to the area around the building and some of the repairs made that were made when not in kind.

In 1982, Stable #98 was listed as a contributing resource of the Utility Area Historic District. It contributes to the significance of the Headquarters Area Historic District.

Headquarters Area Maintenance Yard Storage #690 (Pump House) (no CRIS number assigned; Resource number 5LR.14149; FMSS #30436) (Easting: 452480; Northing: 4468135)
Storage #690 is located along the main access road into the cluster, across from Trails Shop #863. A small storage shelter is located to the west of Storage #690. The ravine associated with Beaver Creek is north of the building.

Built circa 1968 as a pump house at Moraine Park, the park relocated Storage #690 to the Maintenance Yard circa 1980, where it was placed in storage. The building was later moved again within the Maintenance Yard cluster to its current location and placed into service for storage at an unspecified date in the 1980s (2017 architectural inventory form). The single-story wood-frame building has a shingled shed roof, horizontal wood siding, and a wooden platform base set on a

steel beam. Nearly square in plan, the building measures nine by eleven feet and contains 99 gross square feet of space (FMSS).

The principal (south) façade features a centered entrance with a wood panel door. The door and siding is painted grey brown. There are no windows.

Changes to the building have included replacement of a cedar shingle roof with asphalt shingles in 2012 and the door at an undetermined date. Integrity of location is diminished by the relocation of the building from Moraine Park, while integrity of materials is diminished through the replacement of the cedar shingle roofing with asphalt.
Construction of the building post-dates the period of significance.

In 2017, the Colorado SHPO determined Storage #690 was not contributing. Construction of the building post-dates the period of significance, and Storage #690 is non-contributing but compatible.

Headquarters Area Maintenance Yard Sewage Dump Station #785 (no CRIS number assigned; Resource number 5LR.14152; FMSS #30650) (Easting: 452542; Northing: 4468064)
Sewage Dump Station #785 is located southeast of Horse Barn #97 and Stable #98 along the main access road near its intersection with Chiefs Head Road.

Constructed in 1970, the building is one-and-one-half stories and rectangular in plan, measuring 21 by 50 feet, and containing 1,047 gross square feet of space (FMSS). The roof is a front-gable saltbox clad with wood shingles and with exposed rafter tails and purlins, and large, overhanging eaves. The building is constructed of poured concrete scored and painted dark brown to give the impression of vertical wood siding. There are widely-spaced vertical wooden slats on the north and south elevations to further give the appearance of board-and-batten siding. The foundation is concrete. The principal (northwest) façade features a single large garage bay door with six horizontal windows, and a single metal entrance door painted grey brown. A sign over the door marks this as the “NPS Sewage Dump Station.” The southeast façade has a large garage bay door and two additional door entrances. There are no windows and no other openings in the other two façades (2017 architectural inventory form).

Changes that have been made to the building since constructed include replacement of the cedar-shingle roof in 2010. The building is in its original location and otherwise retains all aspects of integrity.

In 2017, the Colorado SHPO determined Dump Station #785 not contributing. The building postdates the period of significance and is non-contributing.

Headquarters Area Maintenance Yard Trails Shop #863 (Old #650) (no CRIS number assigned; Resource number 5LR.14150; FMSS #30759) (Easting: 452453; Northing: 4468125)
The Trails Shop #863 is located between the main access road and a second access road to the south arising from Pika Lane. It is set into a hillside so that the northeast facing façade is two stories while the southwest facing façade is a single story. The building is edged to either side by roads. Stone steps lead between the upper and lower elevations at the north and south sides of the building.

Constructed in 2001, Trails Shop #863 is rectangular in plan, measures 32 by 110 feet, and contains 5,188 gross square feet of space. The building was designed to harmonize with the district’s Rustic style through the use of log framing on the entrance and brown color. However, its size and massing are out of scale in relation to the historic Rustic- style architecture of Horse Barn #97 and Stable #98. The building features a saltbox roof clad with standing-seam metal, wood framing and T-11 plywood/particle board siding, and a poured concrete foundation. The roof and walls are dark brown. The principal (southwest) façade features approximately six entrances which lead to the second floor, five one-over-one windows with trim painted light mint green and a large, off-center, gable entrance with log framing. The log truss-work is compatible with the Rustic character of the Maintenance Yard. The northwest façade is bare, while the southeast façade possesses four double-hung windows with white trim. The northeast façade possesses three large

garage bay openings which rise the height of the building and feature two-story roll-up garage doors, a smaller, one-story garage bay opening, two entrances, and several windows on the second floor (2017 architectural inventory form). Signs above each of the doors mark the building as the “Trails Shop” and “Trails Office.” Metal bollards painted sunflower yellow are set to either side of the garage doors to prevent vehicles from damaging the building.

The building has been little altered since constructed and retains all aspects of integrity. In 2017, the Colorado SHPO determined #612 was not contributing. Trails Shop #863 postdates the period of significance and is non-contributing.

Headquarters Area Maintenance Yard Resource Management Shed #877 (no CRIS number assigned; Resource number 5LR.14151; FMSS #30762) (Easting: 452531; Northing: 4468133) Resource Management Shed #887 is located along the main access road leading into the cluster across from Horse Barn #97 and adjacent to Shed #925. The ravine associated with Beaver Creek is north of the building.

Although the date of construction of Resource Management Shed #877 is not currently known, it was either built or moved to the Maintenance Yard circa 1984-1985. An attempt was made to harmonize the building with the nearby Rustic style structures through the use of wood siding, log front steps, and original wood shingles, no longer present. The building is a one-story wood-frame structure, rectangular in plan, that measures 14 by 18 feet and contains 252 gross square feet of space (FMSS). It features a side-gable roof clad with asphalt shingles and pierced by a single vent, vertical wood siding painted dark brown, and a concrete foundation. There are solid wood posts at each of the four corners that stand flush with the siding in the gable ends and create recessed sides on the southeast and northwest elevations. The principal (southeast) façade has a single centered entrance with a solid door reached via a flight of four log steps. The only other opening in the façade is a single vent in the southwest façade (2017 architectural inventory form).

Changes made to the building since its construction include replacement of original wood shingles with asphalt and the interior door in 2001. Otherwise the building possesses integrity of location, setting, feeling, association, and design.

In 2017, the Colorado SHPO determined Resource Management Shed #877 was not contributing. It postdates the period of significance and is non-contributing but compatible.

Headquarters Area Maintenance Yard Shed #925 (no CRIS number assigned; Resource number 5LR.14153; FMSS #30780) (Easting: 452539; Northing: 4468128) Located to the east of Resource Management Shed #877 is Shed #925. The building closely edges the main access road and overlooks the Beaver Creek ravine.

Shed #925 is a single story wood frame building, rectangular in plan, that measures approximately 14 by 18 and contains 300 gross square feet of space (FMSS). It features a side-gable roof clad with wood shingles and horizontal wood siding painted dark brown. The building does not have a foundation but is set on wood beams and planks. The principal (southeast) façade features a centered door edged by a single window. The door is covered with plywood, and lumber is stacked on a wooden porch that extends much of the width of the front façade in front of the door. The west elevation has a single covered opening. Double-hung windows are in the east and west facades with trim painted grey brown (2017 architectural inventory form).

The building is believed to have been built elsewhere in 1968 and moved to the Maintenance Yard circa 1990. Shed #925 appears to have undergone few changes since it was located within the Maintenance Yard and possesses all aspects of integrity.

In 2017, the Colorado SHPO determined Shed #925 was not contributing. The building postdates the period of significance and is non-contributing but compatible.

Headquarters Area Maintenance Yard Hay Storage Shed #993 (Open/Loafing Shed) (No CRIS number assigned; Resource number 5LR.14154; FMSS #30794) (Easting: 452496; Northing:

4468092)
Hay Storage Shed #993 is located to the south of Horse Barn #97 and west of Stable #98. The three buildings form a small cluster surrounded by corrals.

Constructed in 1975, Hay Storage Shed #993 is a single-story, wood-frame rectangular structure that measures approximately 35 by 7 feet in plan and contains 450 gross square feet of space. The building features a shed roof supported by six vertical posts clad with wood shingles, three open walls, and a fourth (northwest elevation) that is wood board. The interior space is used to house hay and animals and contains five stalls delineated with wood posts. The floor is dirt. The simple wood-frame structure is compatible with the NPS Rustic-style buildings due to its use of wood materials and brown color, and is compatible with the historic buildings due to its modest scale and utilitarian form (2017 architectural inventory form).

The building remains in its original location, has been little altered, and is located in an area that has experienced little change, and thus possesses a high degree of integrity.

In 2017, the Colorado SHPO determined Hay Storage Shed #993 was not contributing. The building postdates the period of significance and is non-contributing but compatible.

Headquarters Area Maintenance Yard storage shelter (no CRIS, Resource, or FMSS number assigned) (Easting: 452473; Northing: 4468138) Located along the main access road adjacent to and west of Storage #690 is an open-air storage shelter, informally called the "hobo shed," composed of four poles supporting a shed roof clad with metal. Wood four-by-eight-inch boards are nailed to the outer edge of the poles to provide support for hanging equipment. Wheelbarrows are stored within the shelter. Park personnel built the storage shelter circa 2002.

The storage shelter has not been previously assessed. It postdates the period of significance and is non-contributing.

Loading platform at Pika Lane (Easting: 452398; Northing: 4468081)
A concrete loading platform edges Pika Lane to the east near its intersection with the southern access road. The platform is roughly 30 inches tall and 15 feet long. The platform is used to facilitate the loading of sand into plow truck. The park built the platform in the 1990s. The platform postdates the period of significance and is non- contributing but compatible.

Retaining wall associated with the main access road (Easting: 452519; Northing: 4468072)
A stone retaining wall edges the horse corrals to the east near the intersection of the main access road and Chiefs Head Road. The wall is roughly 40 feet long by a few feet tall and composed of loose boulders. Associated with the wall is a chute used to load horses into trailers. Based on the fact that the corrals within this area appear to have changed since the period of significance, the wall likely postdates the period of significance and is non- contributing but compatible.

Retaining wall at Resource Management Shed #877 (Easting: 452531; Northing: 4468129)
A low retaining wall built of pressure-treated logs edges Resource Management Shed #877 to the southwest. The L-shaped retaining wall helps to form a level area where materials are stored next to the building. The long segment of the wall is roughly 14 feet while the shorter segment is roughly six feet. The retaining wall, like the building, postdates the period of significance and is non-contributing but compatible.

Low concrete wall at intersection of Sundance Circle and Mills Drive (Easting: 452484; Northing: 4468198)
Evidence of a small concrete retaining wall is located near the junction of Sundance Circle and Mills Drive. The date of origin of the wall is not currently known. It has lost integrity and is non-contributing but compatible.

Wildland fire hose drying rack along Chiefs Head Road (Easting: 452480; Northing: 4468052)
A metal ramp parallels Chiefs Head Road west of the main access road entry into the Maintenance Yard cluster. This ramp is used to dry Wildland Fire hoses. Park personnel built the rack in the late

1990s. It measures approximately 50 feet in length. The rack postdates the period of significance and is non-contributing but compatible.

Dumpster pad at Sewage Dump Station #785 (Easting: 452533; Northing: 4468061) A concrete dumpster pad is located adjacent to the Sewage Dump Station #785. The pad postdates the period of significance and is non-contributing.

Culvert associated with Beaver Creek at Sundance Circle (Easting: 452484; Northing: 4468164) Beaver Brook passes beneath Sundance Circle via a large culvert. The composition of the culvert is not known due to the difficulty associated with accessing it at the base of a steep ravine. The date of origin of the wall is not currently known but it appears to postdate the period of significance and to be non-contributing but compatible.

Culvert at Pika Lane and Chiefs Head Road (Easting: 452394; Northing: 4468055) A culvert conveys stormwater associated with the swale that lines Chiefs Head Road to the north beneath Pika Lane near its intersection with Chiefs Head Road. The culvert is a corrugated metal pipe approximately 18 inches in diameter with a stacked-stone headwall. Round wood posts with reflective tape at the top mark the location of the culvert at either end. The date of origin of the wall is not currently known but it appears to postdate the period of significance and to be non-contributing but compatible.

Culvert at main access road and Chiefs Head Road (Easting: 452519; Northing: 4468045)
A culvert extends beneath the main access road at its intersection with Chiefs Head Road to convey stormwater associated with the swale to the north of Chiefs Head Road. The culvert is composed of a corrugated metal pipe with a stacked stone headwall. The size of the culvert could not be estimated due to sedimentation that had accumulated at the opening. Round wood posts with reflective tape at the top mark the location of the culvert at either end. The date of origin of the culvert is not currently known but it appears to postdate the period of significance and to be non-contributing but compatible.

Marmot Drive Residences
Marmot Drive Residences reflects park development during the pre-World War II era represented by NPS Rustic-style architectural design, as well as later additions that were moved into the site either acquired from military surplus or formerly private residences during Mission 66. During the 1950s, the NPS engaged in an effort to acquire inholdings in order “to provide controlled public access to its fragile ecosystems” (Bzdek & Ore, 2). Within park boundaries, as these inholdings were acquired, the NPS “razed or moved more than 600 buildings within the park boundaries as it transferred private tracts of land to federal ownership” (Bzdek & Ore, 2). Many of the dwelling acquired through expansion of park boundaries were in good condition and conveyed a Rustic vernacular character that was consistent with NPS-constructed park features. Where possible, these dwellings were adaptively reused as park staff housing. Some were used in their original location, while others were moved to existing housing clusters. Efforts to establish a new entrance road at Beaver Meadows resulted in the purchase of 320 acres along High Drive. In the process, several private bungalows were moved into different parts of the Headquarters Area for use as park personnel housing. One of these homes (Marmot Drive Residence #458) and two garages (Marmot Drive Garages #354 and #450) were moved to the existing cluster along Marmot Drive in 1960.

Headquarters Area Marmot Drive Residences Employee Residence #3 (Cedar Cottage) (CRIS HS #010563; Resource number 5LR.487.5; FMSS #25587) (Easting: 452627; Northing: 4468422) Employee Residence #3 is located at the northwest end of Marmot Drive near its intersection with Utility Road. The cottage is edged to the east by an asphalt paved driveway shared with Employee Residence #4. To the northeast is Employee Garage #70, also shared with Employee Residence #4. A paved walk leads to the front entrance of the building, which faces Marmot Drive. A low stone retaining wall parallels the western and northern facades of the building about six feet away. A culvert associated with Mills Drive to the north empties into the open area characterized by ponderosa pine trees and meadow grasses west of the dwelling.

Employee Residence #3 was built in 1927 as Cedar Cottage based on designs prepared by NPS

architects Harry Langley and landscape architect Thomas Vint. The dwelling is similar in design to several of the other cottages within the cluster. The dwelling landscape was later improved in 1937 based on plans prepared by L.J. Fletcher and the NPS Branch of Plans and Design, with labor provided by the ECW and CCC. An addition was built on the rear of the house in 1939 designed by Howard Baker and William Cames intended to match the original design (List of Classified Structures).

Employee Residence #3 is a one-and-one-half-story, three-bay, single-family log-frame building with an L-shaped plan that measures approximately 36 by 28 feet in plan and contains 859 gross square feet of space (FMSS). The intersecting-gable roof is covered with asphalt shingles and features Rustic-style details such as exposed rafter tips and vertical log framing visible on the exterior. The walls are clad with wood shingles stained dark brown. The foundation is concrete. Large rock edges the foundation at the base of the house. A covered porch extends across the eastern portion of the principal (south) façade that features a log balustrade and log posts. Concrete steps lead to the wood floor of the porch. The central entry door is flanked to either side by paired divided-light wood windows painted light mint green. The eastern façade features paired divided-light windows at the south end, and a single divided-light window at the south end. A divided- light window is also centered in upper story at the gable end (Wheaton, 7 -1; List of Classified Structures).

A rear entry is in an L extension of the main block, facing east. The door is edged by a divided-light window and accessed from a concrete stoop. The north façade includes a single divided-light window in the main block and a paired divided light window in the L extension to the rear, which abuts the 1939 addition. The western gable end has a single divided-light window at the south end and a paired divided-light half-height window in the north end. The addition extends behind the west side of the house. There is a single divided-light window in the west façade. There are no openings in the north end of the addition (Wheaton, 7 -1; List of Classified Structures).

The List of Classified Structures indicates that unspecified preservation treatments were applied to the building in 1978 (List of Classified Structures). Original wood shingles on the roof have also been replaced with asphalt.

Based on the List of Classified Structures, substantial changes have been made to the interior of Employee Residence #3 since its original construction. Integrity of materials is diminished by the replacement of wood shingles with asphalt. Otherwise, Employee Residence #3 appears to possess all other aspects of integrity for the exterior appearance.

In 1982, Employee Residence #3 was listed as a contributing resource of the Utility Area Historic District. The building contributes to the significance of the Headquarters Area Historic District.

Headquarters Area Marmot Drive Residences Employee Residence #4 (Spruce Cottage) (CRIS HS #010564; Resource number 5LR.487.6; FMSS #25602) (Easting: 452656; Northing: 4468422) Employee Residence #4 is located east of Employee Residence #3, with which it shares a driveway and Employee Garage #70. An asphalt walk edged by stacked stone extends from the driveway to the rear entrance. A mortared flagstone patio edges the northwest façade of the residence, while a stone retaining wall extends to the northeast of the house.

Built in 1927 as Spruce Cottage, Employee Residence #4 is similar in design to Employee Residence #3. The building was also expanded through construction of an addition in 1937 to house a bedroom and utility room. The addition was designed to match the original Rustic style of the residence based on the oversight of Howard Baker. Residence #4 is a one-and-one-half-story, three-bay, L-shaped log-frame building that measures 33 feet two inches by 28 feet seven inches in plan and contains 1,251 gross square feet of space (FMSS). The 1937 addition extends from the east side or the north façade. Rustic detailing includes exposed rafter tips and log framing. The side-gable roof is covered in asphalt shingles. A single round metal vent pierces the roof for the wood burning stove. The building has shingle siding stained dark brown and a concrete foundation. There is a covered porch that extends across the western half of the principal (south) façade and features a log balustrade and log posts. The porch has wood planking over a two-step poured

concrete stoop. The porch is supported by a shed hood supported by dressed log columns. Set within the principal façade is a single entrance door (Wheaton, 7 -1; List of Classified Structures).

The windows are divided-light wood and painted light mint green. There are two paired windows in the principal façade. The west façade features a paired divided-light window in the south end and a single divided-light window in the north. A divided light window is in the gable end at the upper story. The ell extension on the north façade has a rear entry accessed from a concrete pad. The L features paired divided light windows. The addition has a single divided-light window in the west façade, no openings in the north façade, and a single divided-light window in the east façade. The east façade of the main block features a single divided light window to the south and paired half-height divided- light windows in the north end. There is also a divided light window in the gable end centered in the upper story (Wheaton, 7 -1; List of Classified Structures).

According to the List of Classified Structures, the residence was altered in an unspecified manner in 1982 and rehabilitated in 1989 (List of Classified Structures). Original wood shingles on the roof have been replaced with asphalt.

Although the interior has been modified since its original construction, the exterior of Employee Residence #4 survives with all aspects of integrity from the period of significance.

In 1982, Employee Residence #4 was listed as a contributing resource of the Utility Area Historic District. The building contributes to the Headquarters Area Historic District.

Headquarters Area Marmot Drive Residences Employee Residence #5 (CRIS HS #010565; Resource number 5LR.487.7; FMSS #25609) (Easting: 452679; Northing: 4468415)
Employee Residence #5 is located east of Employee Residence #4. It is accessed via an asphalt paved driveway shared with Employee Residence #6. These two dwellings share Employee Garage #71. Asphalt-paved walks lead to the front and rear entrances into the building. To the northeast of the building are a metal clothesline and a contemporary fire pit and grill. Along Marmot Drive near the driveway entrance is a gooseneck copper light fixture.

Employee Residence #5 was built in 1927. While it is similar in design to several other cottages in the cluster, it is the only building located along Marmot Drive with a basement. In 1938, Howard Baker of NPS prepared drawings for an addition to

Employee Residence #5 that included a porch on the northeast corner with a rear entry and stairs leading to a basement under a new wing. The park completed the addition in 1939, along with a new roof, and interior improvements that included new kitchen cabinets and hall linen cabinets, a bathroom, and a clothes closet. Employee Residence #5 is a one-and-one-half-story log-frame building with a T-shaped plan that measures 39 feet, 7 inches by 34 feet and contains 1,594 gross square feet of space (FMSS). The roof on the principal (south) façade is double gable and intersecting gable behind. The roof is clad in asphalt shingles. A coursed fieldstone chimney is located centrally at the intersecting gables. There is also a single metal vent that pierces the roof for a wood- burning stove. The building has a poured concrete foundation; four poured concrete window wells, each with multi-light, fixed-pane windows are set within the lower part of the building in association with the basement. Rustic details, such as exposed rafter tips and vertical log framing that is stained dark brown, characterize the exterior. The covered front porch extends from the main block of the house and features a log balustrade and log posts. The porch floor is wood planking over a three-step poured-concrete stoop. The gable end is hooded and supported by dressed logs. A single wood-paneled door with four lights in the upper level is in the entrance (Wheaton, 7 -1; List of Classified Structures).

The south elevation features divided-light windows to either side of the front porch. A divided-light window is in the gable end of the upper story in the eastern block. The west façade features two ganged, multi-casement windows, a pair of divided-light half windows, and a single and paired divided-light windows. The north elevation features a rear entry with a single, wood-paneled door with four lights in the upper level, a single divided-light window, and a ganged casement window. A

poured-concrete pad provides access to the rear door. The east façade features three ganged, multi-casement windows and a single divided-light window. The divided-light wood windows are painted light mint green (Wheaton, 7 -1; List of Classified Structures).

The List of Classified Structures indicates that the building was altered in an unspecified way between 1982 and 1987, and again in 1995 (List of Classified Structures). The original wood shingles on the roof have been replaced with asphalt. Compliance records indicate that the park planned to restore all 48 windows in the building. The project was proposed to entail removal of existing windows and repair the sashes, and was to follow the Secretary of the Interior's Standards for Historic Preservation by reusing as much of the original glass as possible and retaining as much original fabric as possible (Compliance, 2017, 17-85).

Although altered in 1939, Employee Residence #5 survives with all aspects of integrity from the period of significance. In 1982, Employee Residence #5 was listed as a contributing resource of the Utility Area Historic District. The building contributes to the significance of the Headquarters Area Historic District.

Headquarters Area Marmot Drive Residences Employee Residence #6 (Juniper Cottage) (CRIS HS #010566; Resource number 5LR.487.8; FMSS #25613) (Easting: 452694; Northing: 4468402) Employee Residence #6 is located southeast of Employee Residence #5. It is accessed via an asphalt paved driveway shared with Employee Residence #5. These two dwellings also share Employee Garage #71. Walks lead to the front and rear entrances. The walk leading to the front entrance is asphalt while the walk to the rear entrance is concrete. To the east of the building are a metal clothesline and a contemporary fire pit and grill. Along Marmot Drive near the driveway entrance is a gooseneck copper light fixture.

Employee Residence #6 was built in 1927 as Juniper Cottage. It was updated through construction of an addition in 1937 that housed a bedroom and utility room. The addition, which matched the original Rustic-style architecture, was designed by Howard Baker, under the supervision of William C. Carnes, Chief Architect of the San Francisco Office of the NPS. Employee Residence #6 is a one-and-one-half-story single-family log-frame dwelling with an L-shaped plan that measures 33 feet, 3 inches by 28 feet, 6 inches in plan and contains 1,147 gross square feet of space (FMSS). The intersecting gable roof is covered in asphalt shingles. Rustic details such as exposed rafter tips and vertical log framing characterize the exterior. A single round vent pipe pierces the roof for a wood burning stove. The building has shingle siding stained dark brown and a poured-concrete foundation. A porch is in the south end of the principal (west) façade that overhangs the central door. The porch has wood planking over a three-step poured concrete stoop. It is covered with a shed hood supported by dressed log columns and porch railing. The door is single, wood-paneled, and with four lights in the upper panel. Paired six-light casement windows are to either side of the front door (Wheaton, 7 -1; List of Classified Structures).

On the north façade, the residence features a single six-light casement window, a single four-light fixed pane window, and another single six-light casement window, with a narrow three-light window in the gable end of the upper story. The east elevation features two-ganged six-light casement windows and a rear entrance. The door is a single wood paneled with four lights in the upper half. The west façade features paired six-light windows and a single divided-light window. A single three-light window is in the gable end of the upper story. The divided light wood windows that are painted light mint green (Wheaton, 7 -1; List of Classified Structures).

The List of Classified Structures indicates that the residence was altered in an unspecified manner in 1982 and rehabilitated in 1994 (List of Classified Structures). Original wood shingles on the roof have been replaced with asphalt. Although the interior has been altered, the exterior of Employee Residence #6 survives with all aspects of integrity from the period of significance.

In 1982, Employee Residence #6 was listed as a contributing resource of the Utility Area Historic District. The building contributes to the Headquarters Area Historic District.

Headquarters Area Marmot Drive Residences Employee Residence #7 (Aspen Cottage) (CRIS HS

#010567; Resource number 5LR.487.9; FMSS #25614) (Easting: 452696; Northing: 4468377)
Employee Residence #7 is located south of Employee Residence #6. It is accessed via an asphalt paved driveway shared with Employee Residence #8. These two dwellings also share Employee Garage #72. An asphalt-paved walk leads to the front entrance, while a concrete walk extends to the rear entrance. Features associated with Employee Residence #7 include a fire pit and clothesline in the rear. Along Marmot Drive between Employee Residences #6 and #7 is a gooseneck copper light fixture.

Employee Residence #7 was built in 1926 as Aspen Cottage, the first residence constructed in the Utility Area. The residence was remodeled in 1934 with the removal of a bedroom wall to create an L-shaped living/dining room. Employee Residence #7 is a one-and-one-half-story, log-frame building. Rectangular in form, the building measures 41 feet by 27 feet in plan and contains 1,649 gross square feet of space (FMSS). A porch extends from the principal (west) façade, which features a double front-gable roof. The roof is clad with asphalt shingles. Rustic details such as exposed rafter tips, wall plates, and decorative purlins characterize the exterior. A brick chimney extends through the center ridgeline of the roof. The walls are wood shingles stained dark brown. The exterior walls are subdivided vertically by exposed log slab siding and log corner detailing. The building has a poured-concrete foundation. The front porch has a gable roof with overhanging eaves, log posts, and a concrete floor. The gable-end hood is supported by dressed log columns on concrete piers. The door is single and wood paneled with four lights in the upper panel. Windows include a pair of six-light windows, three-ganged six- light windows, and a pair of six-light windows in the gable end of the upper story (Wheaton, 7 -1; List of Classified Structures).

The north elevation features two paired six-light windows and a single four-light window. The west elevation features a second entrance accessed from a concrete stoop and with a wood paneled door with a nine-light window in the upper pane. There are two paired four-light windows, one to either side of the door, and a pair of six-light windows.

In the gable end of the upper story is a pair of six-light windows. The south elevation features a three-ganged six-light window, and two paired four-light windows. The windows are painted light mint green. The residence has the same floor plan as Employee Residence #8 (Wheaton, 7 -1; List of Classified Structures).

According to the List of Classified Structures, the building was altered in an unspecified way in 1983, rehabilitated in 1989, and altered again in 2001 (List of Classified Structures). Original wood shingles on the roof have been replaced with asphalt.

The exterior of Employee Residence #7 survives with all aspects of integrity from the period of significance.

In 1982, Employee Residence #7 was listed as a contributing resource of the Utility Area Historic District. The building contributes to the significance of the Headquarters Area Historic District.

Headquarters Area Marmot Drive Residences Employee Residence #8 (Fir Cottage) (CRIS HS #010568; Resource number 5LR.487.10; FMSS #25617) (Easting: 452689;
Northing: 4468343)
Employee Residence #8 is located south of Employee Residence #7. It is accessed via an asphalt-paved driveway shared with Employee Residence #7. These two dwellings also share Employee Garage #72. An asphalt-paved walk leads to the front entrance, while a gravel walk leads to the rear entrance. Features associated with Employee Residence #8 include a fire pit to the south and clothesline to the rear. Along Marmot Drive between Employee Residences #8 and Marmot Drive Garage #450 is a gooseneck copper light fixture.

Employee Residence #8 was built in 1930 based on design plans prepared under the direction of Thomas C. Vint, Chief Landscape Architect of the San Francisco Landscape Division. In 1939, the residence was remodeled through removal of a bedroom wall to create an L-shaped living/dining room. Employee Residence #8 is a one-and-one-half- story, single-family, wood-frame dwelling that measures 45 feet, 3 inches by 26 feet, 9 inches in plan and contains 1,591 gross square feet of

space (FMSS). The building is rectangular with a porch extension in the principal (west) façade. The front-gable roof is clad with asphalt shingles and features Rustic-style details such as exposed rafter tips. A single brick chimney extends through the center of the ridgeline of the roof. Employee Residence #8 is located south of Employee Residence #7. It differs from Employee Residence #7 in the use of dimensional lumber rather than logs. Walls are wood-shingle siding stained dark brown. The foundation is poured concrete. The porch is front gable and enclosed. There is also an enclosed sunroom to the rear. The main entrance door is single, ten-light glass with wood frame. The door at the rear is wood paneled (Wheaton, 7
-1; List of Classified Structures).

The principal (west) façade features paired divided-light windows to the left of the porch. The porch features a full wall of ganged divided-light windows. The north façade features three paired windows, two with six lights and the other with four lights. The east façade features five ganged six-light windows in the sunroom and paired six-light windows. The south façade has two ganged six-light windows and two ganged four-light casement windows. Overall there are eight 2-, 4-, and 5-ganged, six-light casement windows. The divided-light wood windows are painted light mint green (Wheaton, 7 -1; List of Classified Structures).

According to the List of Classified Structures, the building was altered in an unspecified manner in 1982 (List of Classified Structures). Original wood shingles have been replaced with asphalt. Compliance records indicate that the park planned several interior improvements in 2012 (Compliance, 2012, 12-44). The park completed the work in 2012- 2014. Exterior updates included rehabilitation of the windows, replacement of the vertical shingles on the east and south facing facades, installation of a new door on the west façade, and installation of a water pipe. Inside, the work consisted of addressing fire suppression and sprinkler needs, the addition of new framing for a washer/dryer unit, changes to the layout of interior stairs, installation of in-floor hearing, and the addition of laminate flooring on the first floor and carpeting on the second floor. All new electrical, plumbing, insulation, and drywall were added, while the kitchen and bathrooms were completely remodeled.

The exterior of Employee Residence #8 survives with all aspects of integrity from the period of significance.

In 1982, Employee Residence #8 was listed as a contributing resource of the Utility Area Historic District. The building contributes to the significance of the Headquarters Area Historic District.

Headquarters Area Marmot Drive Residences Employee Garage #70 (CRIS HS #010542; Resource number 5LR.487.11; FMSS #27345) (Easting: 452654; Northing:
4468434)
Headquarters Area Marmot Drive Residences Employee Garage #71 (CRIS HS #010543; Resource number 5LR.487.13; FMSS #27346) (Easting: 452705; Northing:
4468427)
Headquarters Area Marmot Drive Residences Employee Garage #72 (CRIS HS #010544; Resource number 5LR.487.14; FMSS #27347) (Easting: 452708; Northing:
4468361)
Employee Garages #70, #71, and #72 are located east of Marmot Drive at the end of asphalt-paved driveways between paired Employee Residences. Employee Garage #70 is located between and serves Employee Residences #3 and #4, while Employee Garage #71 is located between and serves Employee Residences #5 and #6). Employee Garage #72 is located between and serves Employee Residences #7 and #8). Stacked stone forms retaining walls along the uphill slope to the north and west of Employee Garages #70 and #71.

The three garages feature identical designs and were all built in 1930. Each building is a single-story, three-bay, rectangular, wood-frame, two-car garage with a central storage space that measures 28 feet, 2 inches by 19 feet, 2 inches in plan and contains 523 gross square feet of space (FMSS). The gable roofs are covered in asphalt shingles and feature Rustic-style details such as exposed rafter tips. The garages have shingle siding stained dark brown. The foundations are poured concrete (Wheaton, 7 -1; List of Classified Structures).

The garages each have two twelve-panel wood overhang doors on the south elevation and a central single-plank door. The doors are single reverse board and batten. There are two- ganged, four-light, fixed-pane windows centered in the gable ends. The windows are divided-light wood and painted light mint green. The rear facades have no openings. The interiors have garage space to either side with central storage space (List of Classified Structures).

Original wood shingles on the roofs have been replaced with asphalt. Otherwise Employee Garages #70, #71, and #72 survive with all aspects of integrity from the period of significance.

In 1982, the garages were listed as contributing resources of the Utility Area Historic District. The three garages contribute to the significance of the Headquarters Area Historic District.

Headquarters Area Marmot Drive Residences Marmot Drive Residence #269 (no CRIS number assigned; Resource number 5LR.487.44; FMSS #30317) (Easting: 452652; Northing: 4468386) Marmot Drive Residence #269 is located to the west of Marmot Drive across the road from Employee Residence #7. The building is edged to the north by Marmot Drive Garage #354 and to the south by Marmot Drive Residence #281. Asphalt paths lead from an asphalt-paved driveway located north of the dwelling that provides access to the garage, which is shared by the residences of Marmot Drive Residence #269 and Marmot Drive Residence #281. The paths lead to both the front and rear entries. The path leading to the rear entry continues to the south, providing access to the rear entry of Marmot Drive Residence #281. An overhead electrical pole is located to the south of the path leading to the rear entrance.

The NPS purchased Marmot Drive Residence #269 from the Bureau of Reclamation in 1939. The building may have served as housing for the Colorado-Big Thompson Project, and was then declared surplus and sold. The NPS moved the building twice, the first time in 1955 when it was sited near the end of Marmot Drive, and again in 1964 to its current location to provide staff housing. The dwelling is a one-story rectangular building, with a slightly irregular footprint, that measures 31 by 27 feet in plan and contains 883 gross square feet of space (FMSS). The side-gable roof is clad with asphalt shingles. The addition has a shed roof. The siding is metal clapboard that is lapped and painted dark brown to fit into the setting of the cluster. The gable end walls are clad with vertical standing-seam metal. The foundation is concrete block, also painted dark brown to help the building to fit into the setting. A small storage space is on the north side of the building, protected under a shed roof (2017 architectural inventory form).

The main (east) elevation features an off-center wood door set beneath an overhanging porch extension of the roof. Three concrete steps lead to a landing at the front door. Two windows are to the right of the door, while there is a single window to the left. The windows are single-hung, wooden-sash, one-over-one windows, painted light mint green. All three windows contain a pane of glass with a single muntin running horizontally across framed in wood. The south elevation features standing seam metal siding, utility fixtures in the shed-roof portion, and a single vent in the center of the gable. There are three wood-frame, single-hung, two-over-two light windows in the south elevation. A metal cellar door with a concrete foundation is located at the juncture of the shed and gable roof sections (2017 architectural inventory form). The rear (west) elevation has a secondary entrance with a wood panel door inset with a single pane of glass in the upper half. It is accessed from a small concrete platform. To the left of the back door is a manufactured fixed pane, nine-light window. It is protected by a storm window divided into a six-light pane. The north elevation has two windows in the gable end. One is single hung, two-over-two light. The other is a double-paned fixed light. Like the south elevation, there is a single vent inset within the standing-seam metal wall.

The residence was remodeled in 1953, moved circa 1955 west of Employee Residence #3 (NPS, drawing ROMO 121_2294-C and 121_2294-M). The residence, along with Marmot Drive Residences #281 and #458 and Marmot Drive Garages #354 and #450, were moved by Kunz Construction Company of Arvada, Colorado, to their current locations in 1964-1965. The NPS built an addition on the west elevation in 1965 (2017 architectural inventory form). List of Classified Structures survey records indicate that the building originally had a log pier foundation and a composite roof. The composite roof was later replaced with asphalt. The survey also indicates

evidence of multiple additions to the back (List of Classified Structures survey). Compliance records suggest that the park planned to upgrade the exterior of the building and improve energy efficiency in 2009 by replacing the siding, exterior doors, and windows, and repairing the foundation. The exterior components of the building were found to contain significant amounts of lead based paint and asbestos (Compliance, 2009, 09-30). It appears that the siding was not replaced.

The building was moved to its current site by the end of the period of significance. It thus possesses integrity of location, as well as setting based on the fact that the composition of the Marmot Drive Residences cluster has not changed since the end of the period of significance. The building also possesses integrity of feeling and association. Few changes appear to have been made to the exterior of the building since the period of significance, suggesting the building also retains integrity of design, workmanship, and materials.

In 1982, the Keeper of the NRHP listed Marmot Drive Residence #269 as not contributing to the Utility Area Historic District. In 2017, the Colorado SHPO determined it as contributing to an expanded Utility Area Historic District based on the building's association with the Mission 66 program. It is assessed as contributing to the significance of the Headquarters Area Historic District.

Headquarters Area Marmot Drive Residences Marmot Drive Residence #281 (No CRIS number assigned; Resource number 5LR.487.45; FMSS #30373) (Easting: 452639; Northing: 4468364) Marmot Drive Residence #281 is located to the west of Marmot Drive across the road from Employee Residence #8. The building is edged to the north by Marmot Drive Garage #354 and to the northeast by Marmot Drive Residence #269. A gravel path extends south from the concrete walk leading to the rear of Marmot Drive Residence #269, and provides access to the rear entrance to the dwelling. An asphalt walk leads to the front door stoop from Marmot Drive. An overhead electrical pole is located to the south of the path leading to the rear entrance, while a second pole is located east of the house along the road. There is a gooseneck copper light fixture to the south of Marmot Drive near the front walk leading to Marmot Drive Residence #281.

The NPS purchased Marmot Drive Residence #281 from the Bureau of Reclamation in 1939. The building was moved twice, once in 1955 to an open area west of Employee Residence #3, and again in 1964-1965 to its current location. Marmot Drive Residence #281 is similar in materials, construction methods, and appearance to Marmot Drive Residence #269. The single-story, wood-frame, three-bay building measures 28 by 32 feet in plan and contains 886 gross square feet of space (FMSS). It features a side-gable roof clad with asphalt shingles. There is an intersecting shed roof on the north elevation over an enclosed porch. The exterior is a horizontal metal lap siding painted dark brown. The east and west gables are clad with standing-seam metal. The foundation is concrete block (2017 architectural inventory form).

The main (south) entrance is reached via a flight of four concrete stairs and a concrete landing with no railings. The entrance door is off center with a small wood awning supported with large brackets and flanked by two two-over-two windows. A third window is in the eastern end. The east and west façades feature several windows. A metal door, nearly flush with the ground, is on the east side of the building. The door provides access to a crawl space beneath the building. A second entrance is on the north side protected beneath a shed-roofed extension of the house (2017 architectural inventory form).

The building was remodeled in an unspecified manner in 1953 and renovated in 1965. The dwelling originally featured a log pier foundation that has been replaced with concrete block. Compliance records suggest that the park planned to upgrade the exterior of the building and improve energy efficiency in 2009 by replacing the siding, exterior doors, and windows, and repairing the foundation. The exterior components of the building were found to contain significant amounts of lead based paint and asbestos (Compliance, 2009, 09-30).

The building was moved to its current site by the end of the period of significance. It thus possesses integrity of location, as well as setting based on the fact that the composition of the Marmot Drive Residences cluster has not changed since the end of the period of significance. The building also possesses integrity of feeling and association. Few changes appear to have been made to the

exterior of the building since the period of significance, suggesting the building also retains integrity of design, workmanship, and materials.

In 1982, the Keeper of the NRHP listed Marmot Drive Residence #281 as not contributing to the Utility Area Historic District. In 2017, the Colorado SHPO determined it as contributing to an expanded Utility Area Historic District based on the building's association with the Mission 66 program. It is assessed as contributing to the significance of the Headquarters Area Historic District.

Headquarters Area Marmot Drive Residences Marmot Drive Garage #354 (no CRIS number assigned; Resource number 5LR.14142; FMSS #30376) (Easting: 452637; Northing: 4468396) Marmot Drive Garage #354 is located to the west of Marmot Drive and to the north of Marmot Drive Residences #269 and #281. It is approached via an asphalt-paved driveway and edged to the west by a clothesline. Marmot Drive continues to the north of the building. The landscape to the west is open meadow and ponderosa pine woodland.

Marmot Drive Garage #354 was moved to its current location circa 1964-1965. The single-story, three-bay, rectangular, wood-frame garage measures 19 by 32 feet in plan and contains 608 gross square feet of space (FMSS). The side-gable roof is clad with asphalt shingles and features moderately overhanging eaves. Exposed rafter tails on the roof are now hidden behind gutters. The walls have horizontal wood siding painted dark brown. The foundation is concrete masonry unit. The principal (east) façade features two roll-up garage doors. Both the north and south facades feature a single four-light window painted light mint green. The west façade has no openings (2017 architectural inventory form).

Changes that the NPS has made to the building since the period of significance include the replacement of the original wood shake roof with asphalt shingles in 1980, and installation of the current roll-up garage doors at an unknown date.

The garage was moved to its current site by the end of the period of significance. It thus possesses integrity of location, as well as setting based on the fact that the composition of the Marmot Drive Residences cluster has not changed since the end of the period of significance. The building also possesses integrity of feeling and association. The few changes that have been made to the exterior of the building since the period of significance diminish integrity of design, workmanship, and materials.

In 1982, the Keeper of the NRHP listed Marmot Drive Garage #354 as not contributing to the Utility Area Historic District. In 2017, the Colorado SHPO determined that it contributes to an expanded Utility Area Historic District based on the building's association with the Mission 66 program. It is assessed as contributing to the significance of the Headquarters Area Historic District.

Headquarters Area Marmot Drive Residences Marmot Drive Garage #450 (No CRIS number assigned; Resource number 5LR.14143; FMSS #30420) (Easting: 452677; Northing: 4468331) Marmot Drive Garage #450 is located at the end of an asphalt-paved driveway that extends south from Marmot Drive near the base of the loop and adjacent to Marmot Drive Residence #458.

Marmot Drive Garage #450 originally served as the garage of the private residence later adapted for use as Wilderness Office #456. The garage was moved to its current location circa 1964-1965. The garage is a one-story wood frame one-bay building with a side gable roof clad with asphalt shingles. It measures approximately 18 by 24 feet in plan and contains 437 gross square feet of space (FMSS). The exterior has horizontal wood siding painted dark brown. The foundation is concrete masonry unit. The principal (north) façade features a single roll-up garage door painted brown with green trim. There is a wood-panel door painted dark brown on the east elevation. The only other openings are divided-light wood windows painted light mint green on the south elevation (2017 architectural inventory form).

Few changes have been made to the building exterior since it was moved to its current location. The building thus appears to retain all aspects of integrity.

In 1982, the Keeper of the NRHP listed Marmot Drive Garage #450 as not contributing to the Utility Area Historic District. In 2017, the Colorado SHPO determined that it was contributing to an expanded Utility Area Historic District based on the building's association with the Mission 66 program. It is assessed as contributing to the significance of the Headquarters Area Historic District.

Headquarters Area Marmot Drive Residences Marmot Drive Residence #458 (no CRIS number assigned; Resource number 5LR.487.46; FMSS #30423) (Easting: 452660; Northing: 4468329) Marmot Drive Residence #458 is located to the south of Marmot Drive along a driveway that leads to Marmot Drive Garage #450. Walks lead to a deck on the east elevation of the building and the entrance. A clothesline is located to the southeast of the building. The landscape surrounding the dwelling is primarily grassy meadow. A drainageway to the south is edged by woody plants that serve to screen views to Central Maintenance from the Marmot Drive Residences cluster.

Marmot Drive Residence #458 was built in 1940 as a private residence in the High Drive neighborhood. The building was remodeled in 1948 and 1950 and acquired by the NPS in 1959. The NPS remodeled the building again and moved it east of present-day

Wilderness Office #456 (NPS, drawing ROMO 121_2294-C). The NPS later moved the building to its present location in 1964-1965 (2017 architectural inventory form). The single-story, nearly-square, wood-frame building measures 32 by 38 feet in plan and contains 1,181 gross square feet of size (FMSS). It features a hipped roof clad in asphalt shingles with moderately overhanging eaves and pierced by a stone veneer chimney and several vents. The exterior is horizontal log wood siding, painted dark brown. The foundation is concrete masonry unit. The principal (east) elevation is edged by a wood deck, painted dark brown. Two entrances, one at either end, lead into the residence from concrete steps and landings connected by the deck. A single window is between the doors. The south elevation features two large picture windows flanked by eight-light windows and a single six-light window. The rear (west) façade features two six-light windows of varying sizes, one three-light window, and a window opening now infilled with glass block (2017 architectural inventory form).

Changes that the NPS has made to the building since the period of significance include reshingling the roof and rebuilding the deck in 1984 in a new configuration, and replacing a window and updating of the interior in 2002 (2017 architectural inventory form).

The building was moved to its current site by the end of the period of significance. It thus possesses integrity of location, as well as setting based on the fact that the composition of the Marmot Drive Residences cluster has not changed since the end of the period of significance. The building also possesses integrity of feeling and association. The few changes that have been made to the exterior of the building since the period of significance diminish integrity of design, workmanship, and materials.

In 1982, the Keeper of the NRHP listed Marmot Drive Residence #458 as not contributing to the Utility Area Historic District. In 2017, the Colorado SHPO determined it as contributing to an expanded Utility Area Historic District based on the building's association with the Mission 66 program. It is assessed as contributing to the significance of the Headquarters Area Historic District.

Retaining walls and edging (Easting: 452650; Northing: 4468440)
Stone retaining walls and edging are used to establish a level plinth around the uphill sides of Employee Residences #3 and #4 and Employee Garages #70 and #71. Stone is used as an edging material in association with Employee Residence #8. The walls and edging are composed of variously sized boulders loosely stacked and set approximately six feet from the building foundations. These informal walls are between 6 inches and 30 inches in height. The loose rock structures do not appear on plans for the cluster and were likely added over time to address flooding of building foundations coming from upland areas to the north. The date of origin of the stone retaining walls and edging is not currently known. They appear to postdate the period of significance and are non- contributing but compatible.

Culvert beneath Mills Drive (Easting: 452623; Northing: 4468437) Culvert beneath Marmot Drive

(Easting: 452618; Northing: 4468413)
Two culverts are located within the Marmot Drive Residences cluster, both located west of Employee Residence #3. The first is a galvanized pipe roughly 18 to 24 inches in diameter that conveys water beneath Mills Drive and empties it into the open area northwest of Employee Residence #3. The water flows downhill through a grass swale toward Marmot Drive, where it enters a second culvert via a catch basin with a metal grate. The water flows beneath Marmot Drive via a galvanized metal pipe with metal wing walls. The date of origin of these culverts is not currently known, but they may date to the extension of Marmot Drive and completion of Mills Drive during the Mission 66 period. As such they contribute to the significance of the Headquarters Area Historic District.

Seasonal Housing
Prior to World War II, the landscape where the Seasonal Housing cluster now stands contained a bunkhouse, a single residence, and a few cabins. When After World War II, as the NPS increased staff to keep up with an exponential growth in visitation, Rocky Mountain National Park sought locations where they could establish additional employee housing. The Emergency Housing facilities completed in 1947 quickly proved insufficient for the need. Several new housing facilities were subsequently added along Sundance Circle beginning in 1948, as noted by Colorado State University student, Mitchell Schaefer, in a research project:

In August 1948, one year after laborers constructed the six dwellings along Ptarmigan Lane, ROMO administrators spent “considerable time” in a conference to discuss the “inventory and appraisal of buildings and utilities in the park and coordinated area.” NPS Regional Landscape Architect J.C. Miller worked with managers at ROMO and proposed a “bunkhouse site in the seasonal housing area” near the Beaver Meadows utility area [Superintendent Monthly Reports, August and September 1948]. Originally the park planned to use two extant CCC structures at the old Mill Creek camps for the proposed “blister rust bunkhouse.” The park even employed a local storekeeper, Mr. Lamoreaux, to oversee cleaning out two buildings for the project. But the park acquired two “better buildings” from Naval surplus at Buckley Field in Denver, Colorado, and elected to use them instead. After salvaging plumbing fixtures and the necessary materials from the leftover Navy buildings, several NPS employees “hauled them to the park” [Superintendent Monthly Reports, October and November 1948] ... In April 1949, a new backhoe helped employees dig sewer trenches to the building's new location, but funding problems delayed progress later that summer [Superintendent Monthly Reports, April, May, June, and July 1949]. The project recommenced by September, and crews completed the Blister Rust Bunkhouse no later than December 1949... Building along Sundance Circle continued the following summer when crews built a “wash and shower house” nearby... after this step to improve employee housing at ROMO, carpenters erected or moved nine additional structures onto Sundance Circle by 1962 (Schaefer).

Headquarters Area Seasonal Housing Blister Rust Dormitory #117 (Seasonal Dormitory) (CRIS HS #1103677; Resource number 5LR.487.38, 5LR.12844; FMSS #27373) (Easting: 452273; Northing: 4468151)
Blister Rust Dormitory #117 is the easternmost housing element within the Seasonal Housing cluster. It is edged to the south by Sundance Circle, to the west by Quarters #495, to the north by Beaver Creek, and to the east by a large parking area.

Blister Rust Dormitory #117 is constructed of surplus building materials acquired by the NPS and moved to the park in 1948 to support a crew of park personnel involved in working to control a fungus known as blister rust that was threatening high elevation pines and their ecosystems. Park personnel hauled the surplus navy buildings to the site from Denver, placed them on the site, and installed utilities and other connections by 1949. Blister Rust Dormitory #117 is a one-story, wood-frame, multiple-family dwelling with an L-shaped plan. The two wings of the building meet in the northeast corner. The building measures 80 by 100 feet and contains 2,287 gross square feet of space (FMSS). The cross-gable roof has exposed rafter ends with gutters located above the doors. The roof is clad in asphalt shingles. There are nine metal vent pipes that protrude from the roof. The exterior walls are clad in horizontal wood lap siding painted dark brown. The foundation consists of poured concrete piers. A wood ramp on the south façade provides an accessible entrance into the building (2017 architectural inventory form).

The south (main) façade features four of the building's five entrances. These are located at the western end of the building, accessed via a small concrete step that leads to the kitchen; to the east of the kitchen entrance where a ramp provides access to the door into the living room; at the eastern end of the wing that includes the kitchen, accessed via wooden steps and a landing and leads into a hallway; on the gable end of the wing that sits perpendicular to the kitchen wing, accessed via wooden steps and a landing, that leads into an office, and in the northeast corner of the south-facing wing that provides access to a hallway with dormitory rooms and shared bathrooms. Throughout, there are 34 double-hung windows of varying sizes, all wood frames and trim painted forest green. The doors are wood, painted dark brown, with an upper single-pane window (2017 architectural inventory form).

Changes that the park has made to the building since its initial establishment include unspecified interior alterations made in 1992, repair and replacement of exterior stairs over time, the addition of an accessibility ramp in 1994, and replacement of the siding with a comparable material in 2000. Additionally, some exterior windows were replaced in 2002, while the roof was re-shingled in 2005 (2017 architectural inventory form). In 2010, emergency service repairs were made to the water service line from the main into the dorm (Compliance, 2010, 10-31). In 2011, the park installed concrete pads at the end of the accessibility ramp to provide a hard surface at the road to comply with access regulations (Compliance, 2011, 11-57). More recently, the park improved one of the bathrooms in the building for accessibility.

Blister Rust Dormitory #117 conveys a similar appearance to that when completed in 1949 and retains various aspects of integrity. The building possesses integrity of location having not been moved since its installation, and maintains integrity of association and feeling due to the horizontal wood siding, fenestration, original footprint and overall, low, unassuming profile. The building retains an integrity of setting as an area that continues to support park housing needs in a cluster of residential structures set within a wooded landscape. Integrity of design, workmanship, and materials is diminished as a result of the exterior alterations that have been made, such as the replacement of the roof and siding materials, and the addition of an accessibility ramp.

In 1982, the Keeper of the NRHP listed Blister Rust Dormitory #117 as contributing to the Utility Area Historic District. In 2006, the building was mistakenly determined not individually eligible with no district potential. The building was determined to contribute to an expanded historic district within the utility area by the Colorado SHPO in 2017 (although the building is already listed). The building contributes to the significance of the Headquarters Area Historic District.

Headquarters Area Seasonal Housing Quarters #118 (CRIS HS #1103798; Resource number 5LR.14168; FMSS #27374) (Easting: 452242; Northing: 4468123)
Quarters #118 is located at the eastern end of Sundance Circle, southwest of Blister Rust Dormitory #117, and south of Apartment Building #429. The residence sits within the loop formed by Sundance Circle that contains meadow grasses and ponderosa pine trees.

Quarters #118 was constructed circa 1929 along High Drive as a private vacation residence and moved to the park to support staff housing needs at an undetermined date. The building appears on a map of the Utility Area sewer system prepared in 1948.

Rectangular in plan, the single-story wood frame single-family residence measures 27 by 18 feet and contains 558 gross square feet of space (FMSS). Featuring Rustic-style characteristics, the dwelling has a side-gable roof is clad with asphalt shingles. The exposed rafter tails are not currently visible due to non-historic gutters. Large brackets, also not original, support slightly overhanging eaves in the gable ends. A wood porch with a shed roof overhangs the entrance on the principal (north) façade. The entrance, which is off-center, faces Sundance Circle. Wood stairs and a landing lead to the front door. The exterior is horizontal wood-panel siding painted dark brown. The foundation is concrete masonry unit. The land slopes away to the east, exposing a larger amount of the foundation at one end of the building (2017 architectural inventory form). The entrance is flanked by two, twelve-light windows. The west façade features a large, rubble chimney. Two, twelve-light windows are found to either side of the chimney, while a small wood storage area

with a shed roof extends from the building to the south of the chimney. The rear (south) façade has several multi-paned windows. The east façade features a large multi-paned window. The windows and trim are painted forest green (2017 architectural inventory form).

Prior to the building being relocated, several exterior features, including the sliding and casement windows, doors, and roof, were replaced. In 1962, the interior was remodeled and updated with new bathroom and kitchen features (2017 architectural inventory form). In 2011, emergency sewer repair was conducted in association with Quarters #118 (Compliance, 2011, 11-09). The dwelling continues to be used as housing for park employees and looks very similar to when it was acquired by the park. The building retains integrity of location and setting due to the fact that it was moved to its current location during the period of significance. The minimal exterior alterations that have occurred, including the replacement of siding with comparable material has not diminished integrity of design, materials, and workmanship. The building also retains integrity of association for its ongoing use as park housing and feeling for evoking the period during which it was originally built.

In 1982, the Keeper of the NRHP listed Quarters #118 as contributing to the Utility Area Historic District. The building was determined to contribute to an expanded Utility Area Historic District by the Colorado SHPO in 2017. Quarters #118 contributes to the significance of the Headquarters Area Historic District.

Headquarters Area Seasonal Housing Wash House #119 (no CRIS number assigned; Resource number 5LR.487.39; FMSS #27375) (Easting: 452169; Northing: 4468121)
Wash House #119 is located at the northwestern end of the Sundance Circle loop. The building is edged to the north by Sundance Circle, a line of mail boxes, and a concrete walk; to the west by the loop road; to the south by a concrete walk, bench, and parking space; and to the east by a clothesline and meadow. To the northeast is a parking area that services the apartment buildings to the north. Quarters #122 is located to the southeast.

The park built Wash House #119 in 1950 as shower room and laundry facility for seasonal employees and those living in Blister Rust Dormitory #117. In 1962 it was converted to a laundry facility with restrooms. Today, the building contains a shower as well as laundry facilities and continues to be used by park personnel. Wash House #119 is a one-story wood frame building, rectangular in plan, that measures approximately 20 by 30 feet and contains 748 gross square feet of space (FMSS). The front gable roof is clad with asphalt shingles and features large boxed eaves, painted dark brown. There are gutters and downspouts located on the east and west elevations. The exterior walls are clad in horizontal wood siding painted dark brown. The foundation is poured concrete. The entrances are located in the gable ends. One faces Sundance Circle to the north, while two others face south. The principal (south) façade also features a single-fixed window. The west façade features three, rectangular, fixed windows placed near the roofline. Other than the entrance door, the north façade does not include any openings. Within the east façade are three, rectangular, fixed windows near the roofline, along with several utility features (2017 architectural inventory form).

In 2009, the building was extensively rehabilitated to meet accessibility requirements. The roof was reshingled, one of the exterior doors was replaced, interior features were updated, and the windows were replaced. These changes followed the removal of a chimney originally part of the building on the west façade at an unknown date (2017 architectural inventory form).

The building retains integrity of location, setting, and association. However, it has lost integrity of design, materials, workmanship, and feeling. In 1982, the Keeper of the NRHP listed Wash House #119 as contributing to the Utility Area Historic District. In 2006, the Colorado SHPO mistakenly determined the building was not individually eligible for listing in the NRHP, with no district potential. It was again determined non- contributing by the Colorado SHPO in 2017 due to lost integrity. However, Wash House #119 remains listed on the NRHP, as the Keeper was never consulted for de-listing.

Headquarters Area Seasonal Housing Quarters #122 (CRIS HS #1104358; Resource number 5LR.14169; FMSS #30274) (Easting: 452186; Northing: 4468101) Quarters #122 is located at the

southwestern corner of Sundance Circle loop near Wash House #119. The building is edged by a parking area and asphalt-paved walk to the south, a concrete parking space associated with the Wash House #119, Quarters #124, and grassy meadow.

Quarters #122 was constructed as a private residence circa 1929 along High Drive and moved to the park to support staff housing needs at an undetermined date. The building appears on a map of the Utility Area sewer system prepared in 1948.

The NPS acquired the dwelling in 1959 as part of the development of Beaver Meadows Road and moved it to its current location circa 1960 to serve as much-needed employee housing. Quarters #122 is a rustic, one-story, wood-frame, single-family dwelling. The building is T-shaped in plan, measures 28 by 32 feet in plan, and contains 779 gross square feet of space (FMSS). The roof is cross-gable and clad with asphalt shingles.
Exposed rafter tails are hidden under gutters that are a later addition. There is a large stone chimney in the south elevation. The exterior is horizontal lap wood siding painted dark brown. Siding in the gable ends is vertical wood paneling. The foundation is concrete masonry unit (2017 architectural inventory form).

The principal (south) façade fronts Sundance Circle. The only entrance into the dwelling is on the north side of the el formed by the T-shaped plan. A wooden door painted dark brown is in the entrance. The ell also contains twelve six-light windows within all of the sides combined. The south façade also features two, one-over-one windows and the large, rubble chimney. The west façade contains seven, divided six-light wood windows in the gable end and one, one-over-one double hung window to either side of the wing. The north façade features two, one-over-one double hung windows. The east façade has three, one-over-one double hung windows and an additional smaller window. All windows are painted forest green (2017 architectural inventory form).

Quarters #122 was remodeled by the NPS in 1959, including the addition of a porch. The front door was replaced in 1970. Interior alterations occurred in 1980, while several windows were replaced in 1989. The roof was re-shingled in 2007 and additional alterations made to the interior in 2010 (2017 architectural inventory form). The dwelling has continually housed park personnel since its acquisition. The building looks very much as it did when it was acquired by the NPS in 1959. The building retains all aspects of integrity, although integrity of design, workmanship, and materials is diminished slightly due to the minor exterior alterations that have occurred.

In 1982, the Keeper of the NRHP listed Quarters #122 as contributing to the Utility Area Historic District. The building was determined to contribute to an expanded historic district within the utility area by the Colorado SHPO in 2017. Quarters #122 contributes to the significance of the Headquarters Area Historic District.

Headquarters Area Seasonal Housing Quarters #124 (CRIS HS #1104387; Resource number 5LR.14170; FMSS #30275) (Easting: 452205; Northing: 4468099)
Quarters #124 is located to the east of Quarters #122 and west of Quarters #126 along the southern part of the Sundance Circle loop. It is edged to the south by the road and a concrete parking area and to the north by meadow.

Quarters #124 was constructed circa 1929 along High Drive as a private vacation residence along High Drive as a private vacation residence and moved to the park to support staff housing needs at an undetermined date. The building appears on a map of the Utility Area sewer system prepared in 1948.

Quarters #124 is rectangular in plan, measures 22 by 32 feet, and contains 713 gross square feet of space (FMSS). The one-story, wood frame, single-family dwelling features Rustic-style characteristics. The front-gable roof is clad in asphalt shingles and has exposed rafter tails, which are hidden by later gutters and brackets that support the moderately overhanging eaves in the gable ends. The exterior is horizontal wood lap siding painted dark brown. In the gables on the south and north elevations are reverse board-and-batten siding. The principal (south) elevation features a large stone chimney. The entrance is located to the right of the chimney. It features a

wood-panel door painted dark brown. The foundation is concrete masonry unit and is partially exposed on the east elevation where the land slopes away (2017 architectural inventory form).

The south façade features two one-over-one double-hung windows, while the west façade contains two four-light windows, one one-over-one double-hung window, and a single- pane fixed window. The north façade features two one-over-one double hung windows and a small storage area with wood walls and shed roof. The east façade has two one- over-one double-hung windows and two four-light windows. All of the windows and associated trim are painted forest green (2017 architectural inventory form).

Changes made to the building include work conducted in 1991 to remodel the interior, and to replace the exterior doors, a window, and a deck structure. The park reshingled the roof in 2010. Historic photos indicate that the building had vertical siding at one point; it is not known when the current horizontal siding was added. Quarters #124 has served as housing for park personnel since its acquisition by NPS. The building retains integrity of location, setting, feeling, and association. Integrity of design, workmanship, and materials are diminished by the exterior alterations that have occurred.

In 1982, the Keeper of the NRHP listed Quarters #124 as contributing to the Utility Area Historic District. The building was determined to contribute to an expanded Utility Area Historic District in 2017 by the Colorado SHPO. Quarters #124 contributes to the significance of the Headquarters Area Historic District.

Headquarters Area Seasonal Housing Quarters #126 (CRIS HS #1104443; Resource number 5LR.14171; FMSS #30278) (Easting: 452227; Northing: 4468098)
Quarters #126 is located to the east of Quarters #124 and west of Quarters #128 along the southern part of the Sundance Circle loop.

Quarters #126 was constructed circa 1929 along High Drive as a private vacation residence. The building appears on a map of the Utility Area sewer system prepared in 1948 and is labeled as a wash house on the drawing. It was moved to the park to serve staff housing needs at an undetermined date.

With a T-shaped plan, measures 22 by 32 feet, and contains 877 gross square feet of space (FMSS). Quarters #126 is a wood-frame single-story, single-family residence with Rustic-style characteristics. The cross-gable roof is clad with asphalt shingles. Exposed rafter tails are hidden under gutters and large brackets hold up the moderately overhanging eaves in the gable ends. The siding is horizontal wood painted dark brown. The foundation is concrete masonry unit and exposed on the east elevation as a result of the slope of the land (2017 architectural inventory form).

The principal (east) façade features an enclosed porch-like room that forms the base of the “T” plan. The main entrance has a wooden door painted dark brown and several multi-pane windows are found on this room. A wooden deck with railing, accessed via wood steps, is at the entrance. One-over-one windows are found on the main portion of the home. The south façade features two one-over-one windows and a large rubble chimney. The west façade features four one-over-one windows of varying sizes. The north façade possesses three one-over-one windows and a small vent in the gable end (2017 architectural inventory form).

The building has undergone several changes since initial construction in 1929. Records suggest that the interior was updated in an unspecified manner in 1939, 1960, 1965, and 1994. The roof was reshingled in 2010 and a large deck was added in 2011. The siding was replaced with comparable material at an unknown date. Quarters #126 has continually served park housing needs since its acquisition by the NPS and continues to look very much as it did when it was acquired in 1959. The building retains integrity of location, setting, feeling, and association. Integrity of design, workmanship, and materials is diminished by the siding and roofing replacement and the addition of a deck.

In 1982, the Keeper of the NRHP listed the Quarters #126 as contributing to the Utility Area Historic

District. The building was determined to contribute to an expanded Utility Area Historic District by the Colorado SHPO in 2017. Quarters #126 contributes to the significance of the Headquarters Area Historic District.

Headquarters Area Seasonal Housing Quarters #128 (CRIS HS #1108499; Resource number 5LR.14172; FMSS #30279) (Easting: 452251; Northing: 4468096)
Quarters #128 is located at the eastern end of the Sundance Circle loop. It is edged to the west by Quarters #126 and to the east by a concrete parking area.

Quarters #128 was constructed circa 1929 along High Drive as a private residence along High Drive as a private vacation residence and moved to the park to support staff housing needs at an undetermined date. The building appears on a map of the Utility Area sewer system prepared in 1948.

The Rustic-style single-family dwelling is rectangular in plan, measures 23 by 35 feet, and contains 776 gross square feet of space (FMSS). The building has a side-gable roof clad with asphalt shingles, horizontal wood siding painted dark brown, and a concrete masonry unit foundation. The principal (south) façade fronts Sundance Circle and features an off-center entrance with two twelve-light windows to the west and two ten- light windows to the east. The west façade features a large, rubble chimney. Several multi-paned windows are to either side of the chimney, while a small vent is found high in the gable end. The rear (north) façade possesses two small windows. The east façade has no openings except for a small vent high in the gable end and some utility features (2017 architectural inventory form).

The park rehabilitated the building in 2010 to address accessibility needs. Updates involved the HVAC, kitchen, flooring, and bathroom, replacement of the exterior door, reshingling of the roof, and replacement of several windows. The siding was replaced with comparable material at an unknown date. Quarters #128 has continually served as housing for park personnel since its acquisition by the NPS and continues to convey a similar appearance as when it was acquired. Quarters #128 retains integrity of location, setting, feeling, and association. Integrity of design, workmanship, and materials is diminished by the exterior alterations that include replacement of siding and roofing and changes to some window openings.

In 1982, the Keeper of the NRHP listed Quarters #128 as contributing to the Utility Area Historic District. The building was determined to contribute to an expanded Utility Area Historic District by the Colorado SHPO in 2017. Quarters #128 contributes to the significance of the Headquarters Area Historic District.

Headquarters Area Seasonal Housing Quarters #495 (CRIS HS # 1109564; Resource number 5LR.3746; 5LR.487.47; FMSS #30424) (Easting: 452132; Northing: 4468134)
Quarters #495 is located at the west end of Sundance Circle and south of the road. Located northeast of the residence is Apartment Building #431. Wash House #119 is located to the southeast across the Sundance Circle loop. A wooded area with large rock outcroppings is located to the south and west of the dwelling.

Quarters #495 was constructed circa 1929 along High Drive as a private residence. It is not known when the NPS acquired the dwelling and relocated it to the west of the Sundance Circle loop to support park staff housing needs. It does not appear on the 1948 sewer system map that indicates the other private residences present at the time but is shown on the park’s 1957 master plan.

Quarters #495 is rectangular in plan, measures 24 by 20 feet, and contains 489 gross square feet of space (FMSS). The one-story, single-family wood frame dwelling features a side-gable roof clad with asphalt shingles. Exposed rafter tails are hidden under gutters that are a later addition. A shed roof porch overhangs the entrance door on the principal (north) façade. Four wooden steps and a wooden landing provide access to the front door. The lower portion of the exterior is clad with horizontal wood siding, while the upper portion is wood lap siding. All siding is painted dark brown. The foundation is concrete masonry unit (2017 architectural inventory form). The north façade features a centered entrance and three two-over-two double-hung wood windows. Both the east

and west gable ends feature two two-over-two double-hung wood windows. A small storage area with a shed roof and wood walls extends from the southwest corner on the west elevation. The rear (south) façade features a small wood porch with a shed roof near the southwest corner and two two-over-two double hung wood windows. All windows are painted forest green (2017 architectural inventory form).

Quarters #495 was remodeled in 1958. The exterior was again remodeled in 1978. Interior changes were made in 1960, 1982, and 2011. The original cedar-shingled roof was replaced with asphalt at an undetermined date, although the cedar-shingle roof was replaced in-kind in 1984 (2017 architectural inventory form).

Quarters #495 has continued to serve as park personnel housing since its acquisition and looks very much as it did when it was acquired. Quarters #128 retains integrity of location, setting, feeling, and association. Integrity of design, workmanship, and materials is diminished by the exterior alterations that include replacement of siding and roofing and changes to some window openings.

In 1982, the Keeper of the NRHP listed Quarters #495 as not contributing to the Utility Area Historic District. The building was determined to contribute to an expanded Utility Area Historic District by the Colorado SHPO in 2017. Quarters #495 contributes to the significance of the Headquarters Area Historic District.

Headquarters Area Seasonal Housing Apartment Building #429 (no CRIS number assigned; Resource number 5LR.14139; FMSS #30398) (Easting: 452236; Northing: 4468153)
Headquarters Area Seasonal Housing Apartment Building #430 (no CRIS number assigned; Resource number 5LR.14140; FMSS #30406) (Easting: 452193; Northing: 4468155)
Headquarters Area Seasonal Housing Apartment Building #431 (no CRIS number assigned; Resource number 5LR.14141; FMSS #30413) (Easting: 452156; Northing: 4468158)
Apartment Buildings #429, #430, and #431 are identical structures located to the west of Blister Rust Dormitory #117 along Sundance Circle. The apartment buildings are built into a hillside at the edge of the Beaver Creek corridor. A power line and pine woodlands edge the buildings to the north.

The apartment buildings were constructed in 1962 as part of the Mission 66 program. Each of the apartment buildings is a six-unit, two-story structure, rectangular in plan, that measures 24 by 86 feet and contains 3,389 gross square feet of space (FMSS). The buildings feature shallow-pitched side-gable roofs with boxed, overhanging eaves. Wood board-and-batten siding is found on the first floor and high in the gable ends; wood horizontal siding is found on the second floor. The foundations are poured concrete (2017 architectural inventory form).

The principal (south) façades feature seven entrances, three on the first floor and four on the second. Two of the entrances on the first floor are centered on the façade, while the third is at the eastern end. The western end of the first floor disappears into the hillside. The second story at the western end can be accessed from the ground level. Two of the entrances on the second floor are centered on the façade. Additional entrances are found at the eastern and western ends. Several large picture windows flanked by one-over-one units are found between the entrances on both floors. Three flights of stairs with metal railings and wood landings lead to the unit entrances on the second floor, while concrete stairs lead to the western units. Wooden steps parallel the building and provide access to the two centered units. Flights of wooden steps wrap around the east elevation of each building and provide access to the eastern units. The east and west façades lack any openings. The rear (north) façades possess one-over-one and picture windows (2017 architectural inventory form).

The roofs of the apartment buildings were reshingled circa 2010. Otherwise, the building exteriors appear very similar to when they were constructed. The apartment buildings possess all aspects of integrity. In 1982, the Keeper of the NRHP listed the apartments as not contributing to the Utility Area Historic District. They were determined to contribute to an expanded Utility Area Historic District by the Colorado SHPO in 2017. Apartment Buildings #429, #430, and #431 contribute to the significance of the Headquarters Area Historic District.

Headquarters Area Seasonal Housing Buildings #1203, #1204, #1205, and #1206 (no CRIS or Resource number assigned; FMSS #250970) (Easting: 452105; Northing: 4468139), #1204 (no CRIS or Resource number assigned; FMSS #250971) (Easting: 452116; Northing: 4468159), #1205 (no CRIS or Resource number assigned; FMSS #250972) (Easting: 452077; Northing: 4468147), and #1206 (no CRIS or Resource number assigned; FMSS #250973) (Easting: 452092; Northing: 4468167) Buildings #1203, #1204, #1205, and #1206 are located at the western end of Sundance Circle, just past the loop and Apartment Building #431.

Erected within Seasonal Housing in 109-2020, these four housing units are prefabricated tiny homes that each house two employees. The RMC donated the buildings to the park to support staff housing needs. The multi-gable roofs are clad with asphalt shingles. The siding is composite and of a putty brown color. The doors are glass, while the windows are one-over-one fixed pane at the main level. There are also small horizontal fixed pane windows near the eaves. The windows and doors are white, while the trim is forest green. The buildings are set on concrete foundations. Concrete landings and wooden steps lead to the entrances. The NPS added porches or decks to each of the units after they were first installed. The porches are wood decking set on wood posts with concrete footings. They are edged by metal railings with tightly spaced pickets set between square posts with tapered caps.

Buildings #1203, #1204, #1205, and #1206 have not been previously assessed. They postdate the period of significance and are non-contributing but compatible.

Stone wall along Sundance Circle (Easting: 452299; Northing: 4468121)
A stone wall of undetermined origin edges Sundance Circle near the access road leading into the parking area east of Blister Rust Dormitory #117. The wall is approximately 12 inches in height and extends for about 20 feet. The date of origin of the wall is not currently known but it was likely built with the parking area after the period of significance and is non-contributing but compatible.

Retaining wall along the Blister Rust Dormitory #117 parking area (Easting: 452323; Northing: 4468119)
A small retaining wall composed of loosely stacked stone is located adjacent to entrance leading into Blister Rust Dormitory #117 from the adjacent parking area. The wall was likely built with the parking area after the period of significance and is non-contributing but compatible.

Culvert beneath the Blister Rust Dormitory #117 parking area access road (Easting: 452304; Northing: 4468125)
A culvert conveys stormwater flow beneath the access road leading to the parking area east of Blister Rust Dormitory #117. The approximately 18 to 24 inch culvert is composed of a corrugated metal pipe without headwalls. The date of origin of the wall is not currently known, but it likely was added with the parking area after the period of significance and is non-contributing but compatible.

Footbridge across Beaver Creek (Easting: 452314; Northing: 4468196)
A wooden footbridge spans Beaver Creek northeast of Seasonal Housing. The bridge is roughly two feet wide, approximately ten feet long, and composed of timber planks. The bridge postdates the period of significance and is non-contributing but compatible.

Yard drain and concrete gutter at Quarters #128 (Easting: 452248; Northing: 4468088)
A concrete gutter with a yard drain is located along the edge of Sundance Circle in the vicinity of Quarters #128. The gutter and drain appear to postdate the period of significance and to be non-contributing.

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
Retaining walls at Alpine Circle Residence #879	193839	Non contributing – compatible					No
Employee Residence #34 [Alpine Circle and Mills Drive Residences]	193750	Contributing	010570		Location	25940	No
Employee Residence #45	193751	Contributing	010559		Location	25941	No
Employee Residence #46	193752	Contributing	010560		Location	25942	No
Superintendent's Residence #47	193753	Contributing	010561		Location	25945	No
Employee Residence #48	193754	Contributing	010562		Location	25955	No
Alpine Circle Residence #139	193755	Contributing	1108660		Location	30288	No
Mills Drive Residence #140	193756	Contributing	1108699		Location	30290	No
Alpine Circle Residence #141	193757	Contributing	1108761		Location	30300	No
Alpine Circle Residence #142	193758	Contributing	1108788		Location	30303	No
Alpine Circle Residence #144	193759	Contributing	1108881		Location	30305	No
Alpine Circle Residence #149	193760	Contributing	1108954		Location	30308	No
Mills Drive Residence #425	193761	Contributing	1108989		Location	30379	No
Mills Drive Residence #426	193762	Contributing	1109019		Location	30382	No
Mills Drive Residence #428	193763	Contributing	1109019		Location	30385	No
Underground water tank (1939)	193764	Contributing					No
Retaining wall at Employee Residence #45	193765	Contributing					No
Retaining walls at Employee Residence #46	193766	Contributing					No
Retaining walls at Superintendent's Residence #47	193767	Contributing					No
Retaining walls at Employee Residence #48	193768	Contributing					No
Culvert beneath Thunder Lane and stone headwall	193769	Contributing					No
Rocky Mountain National Park Beaver Meadows Visitor Center	193770	Contributing	052765		Location	30421	No
Wilderness Office #456	193771	Contributing	1109929		Location	30422	No
Retaining wall along the northern façade of Beaver Meadows Visitor Center	193772	Contributing					No

Retaining wall southwest of Beaver Meadows Visitor Center	193773	Contributing					No
Retaining wall south of Beaver Meadows Visitor Center	193774	Contributing					No
Retaining wall along the southern façade of Meadows Visitor Center	193775	Contributing					No
Retaining wall extending from northwest corner of Beaver Meadows Visitor Center	193776	Contributing					No
McLaren Hall Annex #24 [Central Maintenance]	193777	Contributing	010541		Location	25917	No
Vehicle Storage #73	193778	Contributing	010546		Location	27348	No
Vehicle Storage #74	193779	Contributing	010545		Location	27349	No
Building and Utilities Shop #75	193780	Contributing	010547		Location	27350	No
Equipment Storage Shed #76	193781	Contributing	010548		Location	27351	No
Equipment Storage Shed #77	193782	Contributing	010549		Location	27352	No
Equipment Storage Shed #78	193783	Contributing			Location	27353	No
Warehouse #79	193784	Contributing	010551		Location	27354	No
Operations Center #80	193785	Contributing	010552		Location	27355	No
Automotive Shop #81	193786	Contributing	010553		Location	27356	No
Storage Shed #82	193787	Contributing	010554		Location	27358	No
Storage Shed #83	193788	Contributing	010554		Location	27359	No
Storage Shed #84	193789	Contributing	100034		Location	27360	No
Storage Shed #87	193790	Contributing	052100		Location	27362	No
Sign Storage Shed #744	193791	Contributing	1110066		Location	30447	No
Retaining wall near McLaren Hall Annex	193792	Contributing					No
Foundation behind McLaren Hall Annex	193793	Contributing					No
Retaining wall at Equipment Storage Shed #76	193794	Contributing					No
Falcon Lane #687	193795	Contributing			Location	30435	No
Ptarmigan Lane Quarters #100	193796	Contributing	477764		Location	27365	No
Ptarmigan Lane Quarters #101	193797	Contributing	477765		Location	27638	No

Ptarmigan Lane Quarters #102	193798	Contributing	1103596		Location	27369	No
Ptarmigan Lane Quarters #103	193799	Contributing	477766		Location	27370	No
Ptarmigan Lane Quarters #104	193800	Contributing	477767		Location	27371	No
Ptarmigan Lane Quarters #105	193801	Contributing	477768		Location	27372	No
Ptarmigan Lane Garage #137	193802	Contributing	477769		Location	30283	No
Ptarmigan Lane Garage #138	193803	Contributing	477769		Location	30286	No
Culvert beneath Mills Drive	193804	Contributing					No
Culvert beneath Ptarmigan Lane	193805	Contributing					No
Horse Barn #97 [Maintenance Yard]	193806	Contributing	010557		Location	27363	No
Employee Garage #71	193815	Contributing	010543		Location	27346	No
Stable #98	193807	Contributing	010558		Location	27364	No
Employee Residence #3 [Marmot Drive Residences]	193808	Contributing	010563		Location	25587	No
Employee Residence #4	193809	Contributing	010564		Location	25602	No
Employee Residence #5	193810	Contributing	010565		Location	25609	No
Employee Residence #6	193811	Contributing	010566		Location	25613	No
Employee Residence #7	193812	Contributing	010567		Location	25614	No
Employee Residence #8	193813	Contributing	010568		Location	25617	No
Employee Garage #70	193814	Contributing	010542		Location	27345	No
Employee Garage #72	193816	Contributing	010544		Location	27347	No
Marmot Drive Residence #269	193817	Contributing			Location	30317	No
Marmot Drive Residence #281	193818	Contributing			Location	30373	No
Marmot Drive Garage #354	193819	Contributing			Location	30376	No
Marmot Drive Garage #450	193820	Contributing			Location	30420	No
Marmot Drive Residence #458	193821	Contributing			Location	30423	No
Culvert beneath Mills Drive	193822	Contributing					No
Culvert beneath Marmot Drive	193823	Contributing					No
Blister Rust Dormitory #117 [Seasonal Housing]	193824	Contributing	1103677		Location	27373	No
Quarters #118	193825	Contributing	1103798		Location	27374	No
Wash House #119 [Seasonal Housing]	193826	Contributing			Location	27375	No

Quarters #122	193827	Contributing			Location	30274	Yes
Quarters #124	193828	Contributing	1104387		Location	30275	Yes
Quarters #126	193829	Contributing	1104443		Location	30278	Yes
Quarters #128	193830	Contributing	1108499		Location	30279	Yes
Quarters #495	193831	Contributing	1109564		Location	30424	Yes
Apartment Building #429	193832	Contributing			Location	30398	Yes
Apartment Building #430	193833	Contributing			Location	30406	Yes
Apartment Building #431	193834	Contributing			Location	30413	No
Alpine Circle Residence #879 [Alpine Circle and Mill Drive Residences]	193835	Non contributing – compatible			Location	30765	Yes
Alpine Circle Residence #990	193836	Non contributing – compatible			Location	30786	Yes
School bus shelter	193837	Non contributing – compatible					No
Underground water tank (1970)	193838	Non contributing – compatible					No
Retaining wall at Alpine Circle Residence #990	193840	Non contributing – compatible					No
Retaining wall at Alpine Circle Residence #141	193841	Non contributing – compatible					No
Beaver Meadows Visitor Center Comfort Station #1090 [Beaver Meadows Visitor Center]	193842	Non contributing – compatible	058612		Location	58612	Yes
Shuttle bus shelter	193843	Non contributing – compatible					No
Stacked stone retaining walls east of Beaver Meadows Visitor Center	193844	Non contributing – compatible					No
Wall extending the plaza to the comfort station	193845	Non contributing – compatible					No
Retaining wall behind the shuttle bus shelter	193846	Non contributing – compatible					No
Retaining wall at Wilderness Office #456	193847	Non contributing – compatible					No
Culvert along the path between Beaver Meadows Visitor Center and Wilderness Office #456	193848	Non contributing – compatible					No
Storage Tunnel #760 [Boneyard]	193849	Non contributing – compatible			Location	30448	Yes
Metal Storage Structure #661	193851	Non contributing – compatible			Location	30427	Yes
Metal Storage Structure #662	193852	Non contributing – compatible			Location	30428	Yes

Projects Storage #1131	193853	Non contributing – compatible			Location	91894	Yes
Shed	193854	Non contributing – compatible					No
Storage shelter	193855	Non contributing – compatible					No
Project Shop and Offices #136 [Central Maintenance]	193856	Non contributing – compatible			Location	30280	Yes
Storage, Recycling #811	193857	Non contributing – compatible			Location	30653	Yes
Volunteers in Parks Office #612	193858	Non contributing – compatible			Location	30425	Yes
RMC Warehouse #820	193859	Non contributing – compatible			Location	30675	Yes
RMC Warehouse #821	193860	Non contributing – compatible			Location	30679	Yes
Volunteers in Parks Office #822	193861	Non contributing – compatible			Location	30864	Yes
Cluster Box Shelter #1047	193862	Non contributing – compatible			Location	30819	Yes
Culvert beneath Mills Drive south of McLaren Hall Annex #24	193863	Non contributing – compatible					No
Culvert at the access road to Museum Storage Facility #1038	193864	Non contributing – compatible					No
Culvert beneath Mills Drive near the intersection of Marmot Drive and Mills Drive	193865	Non contributing – compatible					No
Culvert beneath Marmot Drive near its intersection with Mills Drive	193866	Non contributing – compatible					No
Radio tower	193867	Non contributing – compatible					No
Bluebird Lane #680 [Eagle Cliff Housing]	193868	Non contributing – compatible			Location	30430	Yes
Bluebird Lane #711	193869	Non contributing – compatible			Location	30443	Yes
Junco Lane #717	193870	Non contributing – compatible			Location	30445	Yes
Junco Lane Garage #849	193871	Non contributing – compatible			Location	30742	Yes
Falcon Lane #684	193872	Non contributing – compatible			Location	30431	Yes
Falcon Lane Garage #855	193873	Non contributing – compatible			Location	30752	Yes
Loch Vale Residence #668	193874	Non contributing – compatible			Location	30429	Yes

Loch Vale Garage #854	193875	Non contributing – compatible			Location	30751	Yes
Bierstadt Lane #714	193876	Non contributing – compatible	477784		Location	30444	Yes
Bierstadt Lane Garage #808	193877	Non contributing – compatible	477785		Location	30652	Yes
Ypsilon Lane #710	193878	Non contributing – compatible			Location	30439	Yes
Ypsilon Lane Garage #850	193879	Non contributing – compatible			Location	30747	Yes
Shed #1181	193880	Non contributing – compatible			Location	232082	Yes
Retaining wall at Ypsilon Lane #710	193881	Non contributing – compatible					No
Retaining walls at Bierstadt Lane #714	193882	Non contributing – compatible					No
Retaining wall at Loch Vale #668	193883	Non contributing – compatible					No
Retaining wall at Junco Lane #717	193884	Non contributing – compatible					No
Culvert beneath Loch Vale Lane	193885	Non contributing – compatible					No
Culvert beneath Bierstadt Lane	193886	Non contributing – compatible					No
Retaining wall at Quarters #101 [Emergency Housing]	193887	Non contributing – compatible					No
Storage #690 [Maintenance Yard]	193888	Non contributing – compatible			Location	30436	Yes
Sewage Dump Station #785	193889	Non contributing – compatible			Location	30650	Yes
Resource Management Shed #877	193890	Non contributing – compatible			Location	30762	Yes
Shed #925	193891	Non contributing – compatible			Location	30780	Yes
Hay Storage Shed #993	193892	Non contributing – compatible			Location	30794	Yes
Loading platform at Pika Lane	193893	Non contributing – compatible					No
Retaining wall associated with the main access road	193894	Non contributing – compatible					No
Retaining wall at Resource Management Shed #877	193895	Non contributing – compatible					No
Low concrete wall at intersection of Sundance Circle and Mills Drive	193896	Non contributing – compatible					No
Wildland fire hose drying rack along Chiefs Head Road	193897	Non contributing – compatible					No

Culvert associated with Beaver Creek at Sundance Circle	193898	Non contributing – compatible					No
Culvert at Pika Lane and Chiefs Head Road	193899	Non contributing – compatible					No
Culvert at main access road and Chiefs Head Road	193900	Non contributing – compatible					No
Retaining walls and edging [Marmot Drive Residences]	193901	Non contributing – compatible					No
Building #1203	193902	Non contributing – compatible			Location	250970	Yes
Building #1204	193903	Non contributing – compatible			Location	250971	Yes
Building #1205	193904	Non contributing – compatible			Location	250972	Yes
Building #1206	193905	Non contributing – compatible			Location	250973	Yes
Stone wall along Sundance Circle	193906	Non contributing – compatible					No
Footbridge across Beaver Creek	193909	Non contributing – compatible					No
Culvert beneath the Blister Rust Dormitory #117 parking area access road	193908	Non contributing – compatible					No
Maintenance Complex #828 [Central Maintenance]	193910	Non contributing			Location	30675	Yes
Retaining wall along the Blister Rust Dormitory #117 parking area	193907	Non contributing – compatible					No
Hazardous Materials Storage #1026	193911	Non contributing			Location	37617	Yes
Museum Storage Facility #1038	193912	Non contributing			Location	23683	Yes
Greenhouse #1039	193913	Non contributing			Location	30817	Yes
Custodial Storage #1051	193914	Non contributing			Location	30908	Yes
Asset Management Center #1079	193915	Non contributing			Location	37236	Yes
Interagency Fire Station #1139	193916	Non contributing			Location	30817	Yes
Seed Storage Unit #1179	193917	Non contributing			Location	231425	Yes
Retaining wall at Museum Storage Facility #1038	193918	Non contributing					No
Retaining wall behind Interagency Fire Station #1139	193919	Non contributing					No
Alpine Fire Crew Dorm #1027 [Eagle Cliff Housing]	193920	Non contributing			Location	30800	Yes

Storage Building #1078	193921	Non contributing			Location	37235	Yes
Fire Operations Building #1088	193922	Non contributing			Location	44197	Yes
Storage Building #1157	193923	Non contributing			Location	115894	No
Four-Bedroom Modular Home #1196	193924	Non contributing			Location	243586	Yes
Four-Bedroom Modular Home #1197	193925	Non contributing			Location	250816	Yes
Retaining walls and planter at Alpine Fire Crew Dorm #1027	193926	Non contributing					No
Retaining wall at Fire Operations Building #1088	193927	Non contributing					No
Four-Bedroom Modular Home #1198 [Emergency Housing]	193928	Non contributing			Location	250817	Yes
Retaining wall at Garage #138	193929	Non contributing					No
Trails Shop #863 [Maintenance Yard]	193930	Non contributing			Location	30759	Yes
Storage shed (hobo shed)	193931	Non contributing					No
Dumpster pad at Sewage Dump Station #785	193932	Non contributing – compatible					No
Yard drain and concrete gutter at Quarters #128 [Seasonal Housing]	193933	Non contributing					No

Landscape Characteristic Graphics:



View southwest of the Beaver Meadows Visitor Center. (Credit: Sargent 2019)



View southwest of Warehouse #79, built in 1925. (Credit: Sargent 2019)



View northwest toward McLaren Hall Annex #24, originally two buildings constructed 1924-1925, later joined with an addition in 1938. (Credit: Sargent 2019)



View southeast toward Horse Barn #97, one of the oldest buildings within the Headquarters Area. Located within the Maintenance Yard. (Credit: Sargent 2019)



View east toward Employee Residence #45 within the Alpine Circle and Mills Drive Residences cluster, built in 1939. (Credit: Sargent 2019)



View southeast toward the entrance to Employee Residence #8, built in 1930 withing the Marmot Drive Residences cluster. (Credit: Sargent 2019)



View west toward Marmot Drive Residences #269, right, and #281, left, acquired from the Bureau of Land Reclamation in 1939 and moved to the Marmot Drive Residences cluster in 1964 -1965. (Credit: Sargent 2019)



View west toward Alpine Circle Residence #142, one of nine Mission 66 ranch style houses built within the Alpine Circle and Mills Drive Residences cluster. (Credit: Sargent 2019)



View south towards Quarters #100, a duplex located within the Emergency Housing cluster built in 1947. (Credit: Sargent 2019)



View south towards Ptarmigan Lane Quarters #104 within the Emergency Housing cluster built in 1947. (Credit: Sargent 2019)



View east toward Garage #138, installed at the Emergency Housing in 1949. (Credit: Sargent 2019)



View southwest of Loch Vale Residence #668, built in 1931 and acquired by NPS in 1969. The dwelling is located within the Eagle Cliff Housing cluster. (Credit: Sargent 2019)



View northwest of the Alpine Fire Crew Dorm #1027 located within the Eagle Cliff Housing cluster, built in 1993. (Credit: Sargent 2019)



View south towards Building #1197, a circa 2019 addition to the Eagle Cliff Housing cluster. (Credit: Sargent 2019)



View northwest toward Blister Rust Dormitory #117, assembled within the Seasonal Housing cluster in 1949 from Navy surplus structures. (Credit: Sargent 2019)



View northwest of Apartment Building #430 located along Sundance Circle in the Seasonal Housing cluster. The building was built in 1962 as part of Mission 66. (Credit: Sargent 2019)

Landscape Characteristic: **Circulation-Circulation**

Circulation within the Headquarters Area Historic District is composed of paved and unpaved roads, parking areas, walks, and trails that connect the property with adjacent public roads, the clusters with each other, and the features internal to each cluster. The majority of the existing circulation was established during the period of significance, with several road corridors and paved walks and work yards surviving from the early park development and New Deal era, and others added following World War II and during Mission 66. The current primary road network was completed during Mission 66.

Changes to circulation since 1967 have been focused on access to new buildings and structures and the provision of parking. Both parking areas associated with Beaver Meadows Visitor Center—the visitor parking area and the administrative parking area—have been expanded since the period of significance. There are also examples where formerly unpaved or asphalt-paved paths and parking areas have been paved with concrete.

Early development within the utility area during the 1920s arose along a main east-west access road leading into the complex from Highway 262 (now Highway 66). The main access road led to the utility court associated with Central Maintenance. With the development of housing units to the northeast, the park built a road from the utility court leading to the new cluster of residences (Marmot Drive Residences) circa 1927. This road, now known as Marmot Drive, formed a sweeping curve that ended in front of the northernmost residence in the cluster. Construction of a planned residential development west of Central Maintenance also required road development. With the first dwelling built within the development (Alpine Circle and Mills Drive Residences) in 1931, the park built a sweeping loop road where other houses were proposed to be sited.

The 1936 park master plan shows the main access road, the way in which the long, narrow, oval utility court is divided into sections by medians, the curvilinear road leading to the Marmot Drive Residences, and the continuation of the main access road west to the tear-drop-shaped loop associated with the Alpine Circle and Mills Drive Residences. The master plan also shows

driveways associated with each of the residences in both residential areas. The final road appearing on the plan leads south from the main access road, across Beaver Creek, to the Maintenance Yard cluster where Horse Barn #97 and associated corrals were developed in 1923.

A 1941 site plan further articulates circulation within Central Maintenance, showing the utility court as composed of log curbed medians separating work yards, with parking available to either side of the curbing. The plan also shows parking east of the mess hall and dormitory now joined to form McLaren Hall Annex #24 (NPS, drawing ROMO 121_3034F).

A 1948 plan of the Seasonal Housing cluster shows an existing road system in place composed of Sundance Circle leading west from the Maintenance Yard and ending in a loop. Housing units are shown edging the road and loop throughout its length west of Blister Rust Dormitory #117 (NPS, drawing ROMO 121_2150A).

A 1948 plan of Emergency Housing shows the arrangement of residences along newly constructed Ptarmigan Lane and an extension that leads west to connect with the loop road serving the Alpine Circle and Mills Drive Residences. The plan also shows proposed additional internal circulation routes within the Alpine Circle and Mills Drive Residences cluster that were never built (NPS, drawing ROMO 121_3014G).

A 1950 bird's eye photograph of the Headquarters Area illustrates that Ptarmigan Lane remained unpaved at the time, as did Alpine Circle, while the roads within Central Maintenance and Marmot Drive Residences, as well as the main access road leading into the park appear to be asphalt-paved. A median appears west of Equipment Storage Shed #76 that may have been associated with the present-day retaining wall (ROMO archives, catalog #10-E-736).

During the late 1950s and mid-1960s, the park completed several improvements within the Headquarters Area as a result of planning, design, and funding assistance provided by the Mission 66 program. By 1959, a new entrance road into the park at the eastern side—Beaver Meadows Road—had been completed to the north of the Headquarters Area. Following completion of Beaver Meadows Road, the park built the Service Entrance Road (later Mills Drive) leading into the Headquarters Area from the north and providing a second access route into the complex. The original main access road then became known as the 'South Entrance Road.' With completion of the Service Entrance Road, the park extended Marmot Drive west to connect to this new route. The Service Entrance Road continued south and west to connect with the Alpine Circle and Mills Drive Residences loop road and Ptarmigan Lane (Alpine Circle) (NPS, drawing ROMO 121_2294H). Mission 66 master plans prepared in the early 1960s suggested the addition of several residences within the western section of Alpine Circle and Mills Drive Residences and removal and replacement of the Emergency Housing units with apartment buildings. These plans were never implemented.

During and immediately following the Mission 66 program, the park began to acquire property to the south of Chiefs Head Road in the area known as Eagle Cliff Housing, including the unpaved Chiefs Head Road and the driveways leading to individual properties. The park built a connecting route between Sundance Circle and Chiefs Head Road known as Pika Lane during the late 1960s or early 1970s. Some of the residences acquired by the NPS were razed rather than adapted for use for park housing. The driveways leading to these residences were likely also removed.

Little documentation exists related to built or proposed pedestrian circulation routes within the Headquarters Area, other than walks paved with asphalt, concrete, or flagstone leading to housing units and edging some of the buildings within Central Maintenance and Beaver Meadows Visitor Center. Footpaths appear never to have been used to connect the clusters. Social trails present today suggest the routes that park personnel travel between work and home.

Since the 1980s, the primary changes made to circulation has been reconfiguring of Falcon Lane within Eagle Cliff Housing as a large loop road and construction of access roads and parking in association with new buildings and structures such as the Maintenance Complex #828 and Interagency Fire Station #1139 east of Central Maintenance and Alpine Fire Crew Dorm #1027 and

Fire Operations Building #1088 within Eagle Cliff Housing. Parking and associated walks at Beaver Meadows Visitor Center were expanded in 2002. It appears that the current name designations for roads within the Headquarters Area date from circa 2000, when new emergency response protocols were implemented.

Individual circulation features are discussed below. The primary roads that connect clusters are presented first, followed by the internal circulation features associated with each cluster.

Mills Drive (FMSS #37529) (Easting: 452244; Northing: 4468376)
Mills Drive extends south from Beaver Meadows Road into the Headquarters Area east of the Beaver Meadows Visitor Center. The road traverses much of the Headquarters Area, connecting the Beaver Meadows Visitor Center, Emergency Housing, Alpine Circle and Mills Drive Residences, and Central Maintenance clusters. Arising from Mills Drive are Marmot Drive, Utility Road, Mills Lane, Alpine Circle, and Sundance Circle.

Mills Drive is approximately 20 feet wide and extends for 0.73 miles overall. The road is surfaced in asphalt without markings. The road is generally crowned to provide drainage, with swales sometimes located along the road margins to capture and convey stormwater. Parking is not permitted along the road margins. Road shoulders are limited and there is no curbing. Boulders and buck-and-rail fencing are sometimes used to discourage parking along the road margins. Parking pull-offs are also provided in limited locations, such as near the intersection of Mills Drive with Alpine Circle, and south of the intersection with Ptarmigan Lane.

Mills Drive was built as Service Drive Road based on plans prepared during Mission 66; these plans were related in part to the construction of a new entrance road—Beaver Meadows Road—in 1959. Located just north of the Headquarters Area, the new entrance road was also intended to accommodate the siting of a new administration building and visitor center. Mills Drive extended south from Beaver Meadows Road, following a curvilinear route that connected the clusters with a cohesive new system that incorporated some existing road segments. Following construction of Beaver Meadows Visitor Center, the park built Mills Lane, a spur road leading north to the administrative entrance and parking area on the south side of the building (NPS, Mission 66 Master Plan, 3). Existing routes that were incorporated into Mills Drive included the north/south trending section between Alpine Circle and Mills Drive Residences and Emergency Housing, and the section south of Central Maintenance that was the original main access road (NPS, drawing ROMO 121_2294B, 2294C, 2294H). Mills Drive is referred to as the Service Entrance Drive as well as North Entrance Road in Mission 66 plans. As with all of the roads located within the Headquarters Area, Mills Drive was formally named circa 2000; it is named for Enos Mills, who advocated tirelessly for the establishment of Rocky Mountain National Park.

Mills Drive survives from the period of significance with all aspects of integrity and contributes to the significance of the historic district.

Marmot Drive (Easting: 452626; Northing: 4468348)
Marmot Drive extends through the Marmot Drive Residences cluster as well as Central Maintenance between Utility Road to the north and Mills Drive to the south. Marmot Drive skirts the core of Central Maintenance and passes Maintenance Complex #828 near its intersection with Mills Drive. Marmot Drive is paved with asphalt and approximately 16 feet wide. The 0.24-mile-long road is neither striped nor edged by curb and gutter. As it extends through Marmot Drive Residences, Marmot Drive forms a broad, sweeping curve designed to afford as much privacy as possible for each of the residences built along its length.

Marmot Drive was built in 1926-1927 to provide access to the Marmot Drive Residences development from Central Maintenance. The road initially ended in front of Employee Residence #3 where a footpath extended west. The road was extended to Utility Road in 1959 following completion of Beaver Meadows Road and a new entrance into the Headquarters Area from the north. Marmot Drive was formally named circa 2000. A speed bump was added within Marmot Drive Residences during the 2010s as a traffic- calming device. The speed bump is composed of rubber material in lengths of roughly six feet by 12 inches wide placed end to end, striped yellow and black,

that extends across the roadway. The speed bump diminishes integrity of feeling.

Marmot Drive survives from the period of significance with all aspects of integrity and contributes to the significance of the historic district.

Sundance Circle (Easting: 452225; Northing: 4468086)
Sundance Circle is a two-way, asphalt-paved road that extends into the Seasonal Housing cluster and forms a loop along which housing units are sited. Sundance Circle ends at the Seasonal Housing residences. A gravel road arises at the end of Sundance Circle that continues west to the Boneyard as Boneyard Road. The road measures approximately 20 feet in width and is 0.35 miles long overall. The road is edged to either side by several small parking bays, concrete wheelstops, and concrete curbing along its length, as well as street signs at intersections, road signs, boulders, and parking areas in some places. East of the parking area for Bluster Rust Research Dorm #117, grooves have been set into the asphalt of Sundance Circle as a traffic-calming device. This road appears on maps as early as 1933. A 1948 plan of Seasonal Housing indicates the presence of a road with the same alignment extending through the area. A 1959 photograph of the Seasonal Housing cluster shows that the road is unpaved. By 1965, the park had paved the road, landscaped the area by planting pine trees, and completed parking areas (Bzdek and Ore, 36). Sundance Circle was formally named circa 2000. The road was extended circa 2019 to accommodate construction of Buildings #1203, #1204, #1205, and #1206.

Sundance Circle survives with integrity from the period of significance and contributes to the significance of the historic district.

Chiefs Head Road (Route 0411 U ESD) (Easting: 452272; Northing: 4468055) Chiefs Head Road extends into Rocky Mountain National Park from State Highway 66. The road is earth and gravel-surfaced and edged by swales that convey stormwater flow beneath road intersections via metal culverts, some with stone headwalls. Chiefs Head Road appears on maps from the early 1930s in much the same configuration as it exists today. The road measures approximately 20 to 25 feet in width and is 0.45 miles long. Chiefs Head Road edges the Maintenance Yard cluster and passes through the Eagle Cliff Housing cluster. Several driveways arise from Chiefs Head Road. The road turns south to intersect Falcon Lane within the cluster. Regulatory road signs edge Chiefs Head Road, while street signs are located at intersections with other roads.

Chiefs Head Road survives from the period of significance with all aspects of integrity and contributes to the significance of the historic district.

Internal circulation features associated with each cluster include the following:

Alpine Circle and Mills Drive Residences

Mills Drive (FMSS #37529) (Easting: 452268; Northing: 4468339)
(see above)

Alpine Circle (Easting: 452076; Northing: 4468374)
Alpine Circle forms a teardrop-shaped loop that extends west from Mills Drive at the northwestern and southeastern ends of the cluster. Thunder Lane arises midway along the road, connecting Alpine Circle with Mills Drive. Several residences are sited along Alpine Circle, including Employee Residences #34, #46, and #48, Superintendent’s Residence #47, and Alpine Circle Residences #139, #141, #142, #144, #149, #879, and #990. The park built the road in 1931 to provide access to the proposed new housing complex. The road measures approximately 20 feet in width and is 0.33 miles in length. The road is paved with asphalt. Asphalt-paved driveways arise from the road that lead to the garages of the various quarters sited along the road. The two-way road is unmarked. It is not edged by curbing except for a section at the southeastern end between Superintendent’s Residence #47 and Employee Residence #48, where contemporary asphalt curbing has been added along the southern road margin to control stormwater flow. A parking area north of Alpine Circle Residence #879 edged by concrete wheelstops is a contemporary addition. Alpine Circle was formally named circa 2000.

Alpine Circle survives from the period of significance with all aspects of integrity and contributes to the significance of the historic district.

Thunder Lane (Easting: 452172; Northing: 4468285)
Thunder Lane extends north-south between Mills Drive and Alpine Circle within the Alpine Circle and Mills Drive Residences cluster. The two-way road measures roughly 18 feet in width and is 0.11 miles long. It is paved with asphalt. The road was constructed in the late 1930s in conjunction with Employee Residence #45. A culvert with a mortared stone headwall and a stone channel extends beneath Thunder Lane west of Mills Drive Residence #425 and was likely built with the road. A contemporary paved parking pull- off framed by wood timbers edges the road north of Employee Residence #45. Thunder Lane was formally named circa 2000.

Thunder Lane survives from the period of significance with all aspects of integrity and contributes to the significance of the historic district.

Road to the water tanks (Easting: 452000; Northing: 4468454)
An unimproved road leads west from Alpine Circle, past the driveway of Employee Residence #34, to a hill where two underground water tanks are located. The road is only paved until it reaches the driveway to Employee Residence #34. Thereafter, the road is a narrow, approximately 12-foot-wide hard-packed earth and gravel two-track that leads through a meadow to the top of the hill over approximately 0.26 miles to the site of the underground water tanks. The first tank was built in 1939, while a second was added in 1970. The road appears to date to the construction of the first tank.

The road to the water tanks survives from the period of significance with all aspects of integrity and contributes to the significance of the historic district.

Driveways associated with Employee Residences #34, #45, and #48, and Superintendent's Residence #47 (Easting: 452191; Northing: 4468307)
Asphalt driveways extend from Alpine Circle, Mills Drive, and Thunder Lane to provide access to the circa 1930s dwellings located within the Alpine Circle and Mills Drive Residences cluster. With the exception of Employee Residence #46, which is sited in close proximity to the road, the driveways end in parking courts located adjacent to the dwellings that also provide access to garages. The driveways are generally 12 feet wide and measure up to 100 feet in length. The driveway associated with Employee Residence #45, which is approximately 35 feet long, narrows to eight feet before flaring to approximately 15 feet near the garage. Employee Residence #46, which is sited in close proximity to the road, is edged by an approximately 20 foot long paved area extending between Alpine Circle and the basement level garage. There are no curbs or other edging features associated with the driveways. Except for Employee Residence #34, which is located on a relatively level lot, stone retaining walls extend from the basement levels of the other residences to contain the driveways as they approach the garages.

The driveways associated with Employee Residences #34, #45, and #48 and Superintendent’s Residence #47 were all built with the dwellings, survive from the period of significance with all aspects of integrity, and contribute to the significance of the historic district.

Driveways associated with Alpine Circle Residences #139, #141, #142, #144, #149, and #426, and Mills Drive Residences #140, #425, and #428 (Easting: 452199; Northing: 4468414)
Asphalt driveways extend from Alpine Circle and Mills Drive to provide access to each of the Mission 66-era residences located within the Alpine Circle and Mills Drive Residences cluster. The driveways are relatively regular in form, approaching each residence on axis with the garage that faces the road in the gable end. The driveways are typically approximately 15 feet in width and range from approximately 25 feet to nearly 100 feet in length. There are no curbs or other edging features associated with the driveways. Concrete walks extend from the driveways around each residence to either side. The driveways date to the construction period of the residences—1959—but have been repaved over the years.

The driveways associated with Alpine Circle Residences #139, #141, #142, #144, #149, #426, and

#428, and Mills Drive Residences #140, #425, and #428 survive from the period of significance with all aspects of integrity and contribute to the significance of the historic district.

Driveway associated with Alpine Circle Residence #879 (Easting: 452055; Northing: 4468308)
The driveway associated with Alpine Circle Residence #879 was built circa 1986. The asphalt-paved driveway extends from Alpine Circle to the garage, which faces the road. Parking space edges the driveway, which measures approximately 20 feet in length. The driveway associated with Alpine Circle Residence #879 postdates the period of significance and is non-contributing but compatible.

Driveway associated with Alpine Circle Residence #990 (Easting: 452026; Northing: 4468311)
The driveway associated with Alpine Circle Residence #990 was built circa 1986. The asphalt-paved driveway is approximately 15 feet wide and 70 feet long. The driveway associated with Alpine Circle Residence #990 postdates the period of significance and is non-contributing but compatible.

Asphalt walk at Employee Residence #34 (Easting: 452146; Northing: 4468421)
An asphalt walk leads to the front entrance of Employee Residence #34 from the driveway. This narrow walkway, approximately three feet wide and 34 feet long, appears on a planting plan from 1933. The walk survives with integrity from the period of significance and contributes to the significance of the historic district.

Flagstone walk at Employee Residence #34 (Easting: 452132; Northing: 4468431)
A small section of flagstone walk that measures approximately eight feet in width and ten feet in length leads to the rear entrance to Employee Residence #34. This paved area is not indicated on site plans prepared for the quarters in the 1930s. It appears to be a later addition that is non-contributing but compatible.

Log steps at Employee Residence #45 (Easting: 452198; Northing: 4468310)
Log steps lead from the driveway at Employee Residence #45 to the top of a small rise north of the house. The stairs feature three risers, each approximately eight inches in height and two and one-half feet in width. The log stairs postdate the period of significance and are non-contributing but compatible.

Stone stairs at Employee Residence #46 (Easting: 452135; Northing: 4468268) Employee Residence #46 is built into the side of a hill. The property faces Alpine Circle at the basement level with the garage facing the road. From the paved landing in front of the garage, two flights of stairs lead to the front and rear entrances into the dwelling one story above and flank the east and west sides of the building. The eastern stair has 18 four foot-wide, six-inch-high, and 12-inch-deep risers, with a midpoint landing. The stair makes an angled turn at the landing. Mortared stone walls edge the stair to either side. The stair ends at a landing in front of the main entrance into the residence. The western stair is composed of seven risers, each six inches high, edged by 12-inch-deep, three-foot- wide treads. At the top of the stair, a concrete walk leads to the rear entrance into the building. The stairs are constructed of concrete with stone veneer. Details of these features are indicated on 1938 site plans for the house as well as a 1940 landscape plan (NPS, drawings NPRM 2057-C and NPRM 2077-A). The stairs survive with all aspects of integrity from the period of significance and contribute to the significance of the historic district.

Asphalt front walk at Superintendent's Residence #47 (Easting: 452186; Northing: 4468250)
An asphalt walk, approximately three to four feet wide and 51 feet long, leads to the front entrance into Superintendent’s Residence #47 from Alpine Circle. A light fixture along Alpine Circle marks the location of the walk. Site plans prepared for the property in 1940 show the asphalt walk in the existing location. The walk survives with all aspects of integrity from the period of significance and contributes to the significance of the historic district.

Stone stairs at Superintendent’s Residence #47 (Easting: 452188; Northing: 4468229)
A flight of three stone stairs provide access to the narrow asphalt walk that leads to the front entrance into Superintendent’s Residence #47. The stairs are composed of fieldstone risers, each

six inches in height, with cut stone treads, each 12 inches deep. The stairs are detailed on a 1939 site plan of the property (NPS, ROMO 121_2013). The stairs survive with all aspects of integrity from the period of significance and contribute to the significance of the historic district.

Concrete patio and landing at Superintendent's Residence #47 (Easting: 452188; Northing: 4468230)
A concrete patio and landing, 10 by 15 feet in size, edges the front door of Employee Residence #47, while a second smaller patio edges a second door on the principal façade that measures six by ten feet. Indicated on plans from the 1930s as oiled terraces, these patios and landings remain as drawn in the 1930s plan in terms of location, but appear to have been resurfaced with concrete at a later date. With diminished integrity of materials, the concrete patio and landing features survive with all other aspects of integrity from the period of significance and contribute to the significance of the historic district.

Asphalt rear walk at Superintendent's Residence #47 (Easting: 452186; Northing: 4468250)
A narrow asphalt-paved walk, approximately three feet wide, arises from the front walk and extends for approximately 134 feet around the west side of Employee Residence #47 to the driveway. The walk includes stairs where the grade slopes steeply. The date of origin of the walk is not currently known but it does not appear on site plans dating to circa 1939 (NPS, ROMO 121_2013) or circa 1961 (NPS, ROMO 121_3431-E). The walk postdates the period of significance and is non-contributing but compatible.

Parking in front of Employee Residence #48 (Easting: 452241; Northing: 4468248) Two asphalt-paved head-in parking spaces edge the principal façade of Employee Residence #48 along Alpine Circle. The asphalt curbing that extends along the south side of Alpine Circle edges the parking area at its western end. A concrete walk arises from both the eastern and western ends of the parking area. The eastern walk is an accessible ramp providing access to one of the building entrances. This parking area was built as part of accessibility improvements completed circa 1996-1998. These parking spaces replaced a 40-foot-wide parking area shown on original site plans for the dwelling across Mills Drive (NPS, drawings NPRM 2013, NPRM 2079, and NPRM 2079-A). Parking also occurs beyond the eastern walk, and within the driveway. Parking is not permitted across the road from Employee Residence #48; buck-and-rail fencing discourages vehicular access. The parking in front of Employee Residence #48 postdates the period of significance and is non-contributing.

Concrete walks at Employee Residence #48 (Easting: 452238; Northing: 4468246) Concrete walks lead to the two entrances in the principal façade of Employee Residence #48. The walk located to the west of the parking area extends a short distance in the form of a ramp that leads to a secondary entrance into the building. The ramp is edged by a metal handrail. The walk to the east of the parking area extends a short distance to a stone stair providing access to a porch at the main entrance into the building. Both walks measure approximately four feet in width and together measure 35 feet in length. The walks are indicated on circa 1940 site plans for the house to be constructed of asphalt. The current walks, built circa 1996-1998 as part of accessibility improvements made to the dwelling, are concrete. With diminished integrity of materials and design, the walks survive with all other aspects of integrity from the period of significance and contribute to the significance of the historic district.

Stone stairs at Employee Residence #48 driveway (Easting: 452251; Northing: 4468245)
Two flights of stacked-stone stairs, both approximately three feet in width, extend through the stone retaining walls that edge either side of the garage along the driveway at Employee Residence #48. The north stair, which appears on construction drawings from 1939 (NPS, drawing NPRM 2013), provides access to the front of the house. The south stair provides access to an informal picnic area behind the house. The stairs were constructed using a base of finished concrete tinted a sandstone color and topped with a two-by-twelve-inch capstone of red sandstone, as indicated on drawings from 1940 (NPS, drawing NPRM 2013 and NPRM 2079). These stairs survive with all aspects of integrity from the period of significance and contribute to the significance of the historic district.

Concrete walks at Mission 66-era residences (Easting: 452256; Northing: 4468331) Each of the

nine Mission 66-era residences constructed along Alpine Circle and Mills Drive in 1959 features an identical concrete walk system composed of narrow, three-to- four-foot-wide walks approximately 36 feet in length, that lead along the front and rear elevations of the house from the driveway in front of the garage. Concrete stairs lead to stoops in front of each entrance. These walks survive with all aspects of integrity from the period of significance and contribute to the significance of the historic district.

Social trails (Easting: 452278; Northing: 4468265)
Several social trails are present within the Alpine Circle and Mills Drive Residences cluster. These lead west from Alpine Circle near Alpine Circle Residence #990, between Alpine Circle and Mills Drive, and south from Alpine Circle toward Seasonal Housing. These footpaths are generally 12 to 18 inches wide and surfaced with hard-packed earth where the grass has been worn away from repeated use. Approximately 350 feet of social trails extend through the cluster. The social trails are non contributing.

Beaver Meadows Visitor Center

Mills Drive (FMSS #37529) (Easting: 452403; Northing: 4468483)
(see above)

Beaver Meadows Visitor Center entrance road (FMSS #37564) (Easting: 452220; Northing: 4468688)
The Beaver Meadows Visitor Center entrance road arises at a T-intersection from Beaver Meadows Road northwest of the building. The entrance road begins as a two-way asphalt paved road, approximately 30 feet wide, that curves quickly to the southeast. The road divides into one-way entry and exit lanes that each measure approximately 12 feet in width, just past the curve. The entry lane enters the first of two double-loaded parking bays that together form an elongated oval extending to a paved plaza and visitor drop-off area near the entrance into the visitor center. As it passes the plaza, the road curves to the west and extends through the second double-loaded parking bay, which includes bus and RV parking spaces. The overall length of the road is 0.26 miles. An island occupies the space between the two parking bays. A lighted concrete paved walk leads through the island. Concrete paved walks also frame the outer edges of the two parking bays and lead to the paved plaza.

As originally designed by Taliesin Associated Architects, the entrance sequence leading to the visitor center, and the heart, or hearth, of the building was carefully considered. The entrance road was carefully sited to provide the best view of both the surrounding countryside and the building itself, while also compressing the experience of arriving at the front entrance into a small, confined space ahead of reaching a large airy, open space inside. As originally constructed, the visitor center entrance road passed directly to the front door of the building from Beaver Meadows Road before providing access to parking afforded nearby. In 2002, the entrance to the visitor center parking area was moved west along Beaver Meadows Road and the parking area expanded in order to better accommodate the large crowds of visitors and their cars that often experienced congestion at the building entrance in the original scheme (Yost, et al., 26). The original entrance road has lost integrity. The present-day visitor center entrance road postdates the period of significance and is non-contributing but compatible.

Beaver Meadows Visitor Center visitor parking (FMSS # 37564) (Easting: 452352; Northing: 4468590)
The Beaver Meadows Visitor Center visitor parking area edges the visitor center entrance road and is composed of two 300-foot-long double-loaded parking bays, stacked north- to-south, with a central island between. The parking area accommodates 88 cars as well as several buses and RVs. Roughly rectangular in form, with rounded travel lanes at either end, the asphalt-paved parking area follows a one-way system, with the southern parking bay circulating from west to east, and the northern parking bay circulating from east to west.

Parking spaces are head-in except for the bus and RV parking, which occurs along the north margin of the road. There are also several spaces designated accessible within the southern parking bay

closest to the entry plaza. The parking spaces are striped. Three rows serve standard vehicles, while the fourth row at the northern edge of the parking area is surfaced with smooth concrete and designated for bus parking and car trailers.

The parking area is edged with concrete curbs colorized using Davis color Baja Red to recall native pink sandstone. A French drain edges the south margin of the southern parking area to collect stormwater before it reaches the adjacent concrete sidewalk. The sidewalk to the south of the parking area, a walk within the central island, and a third sidewalk located to the north of the parking area are paved with exposed aggregate concrete. Regulatory and road signs, lighted bollards, and overhead light fixtures are positioned along the three sidewalks.

As noted above, the original entrance road and parking area associated with the visitor center were replaced in 2002 with an expanded facility. The original visitor center parking area has lost integrity. The current visitor center parking area postdates the period of significance and is non-contributing but compatible.

Concrete sidewalks associated with Beaver Meadows Visitor Center visitor parking (Easting: 452347; Northing: 4468600)
Concrete walks parallel the visitor parking area along its northern and southern margins and extend through the central island. The sidewalk to the north of the parking area continues along the outer edge of the entrance road as it curves in front of the plaza at the visitor center entrance. The sidewalks edge the parking within the central island before turning southeast to lead to the plaza. The sidewalk that edges the parking area to the south also extends to the plaza. Generally six feet wide and totaling 865 feet in total length, the sidewalks are composed of exposed-aggregate concrete colorized with Davis color Baja Red to recall native pink sandstone and the character of the original walks and to ensure compatibility with the architectural character of the visitor center. The sidewalks were built in 2002 as part of the parking area expansion. As such, they are replacements for earlier walk systems that have lost integrity of location, setting, design, and materials. The existing sidewalks are non-contributing but compatible.

Entry plaza (Easting: 452395; Northing: 4468573)
The entry plaza in front of the visitor center is paved with exposed-aggregate concrete colorized to recall native pink sandstone and scored into four-foot squares. Bands of red tile edge each group of nine squares. The park installed the current entry plaza in 2002 to replace the original smaller entry plaza built with the visitor center in 1967. The entry plaza, which measures approximately 60 by 150 feet, also now features a comfort station, kiosk, site furnishings, and signage added in 2002. The original entry plaza has lost integrity. The current entry plaza postdates the period of significance and is non- contributing but compatible.

Concrete stairs west of Beaver Meadows Visitor Center (Easting: 452338; Northing: 4468561)
A flight of concrete stairs with a single landing at the midpoint connects the upper and lower parking areas of Beaver Meadows Visitor Center. The stairs, approximately five feet in width, closely edge the building to the west, passing between the structure and a wall extension to the west that parallels the parking area. Eleven stairs lead to the landing. Another 13 stairs continue after the landing. The landing coincides with a design element associated with the wall that extends to the west, indicating that it was designed as part of the building. The park installed metal tubular steel handrails painted rusty red to the lower section of the stairs and unpainted steel handrails to the upper section in 2017 in support of accessibility improvements that included new ramps at the staff entrance and the auditorium entrance.

Built as part of the visitor center in 1967, the stairs survive from the period of significance with diminished integrity of materials and design resulting from the addition of the handrails. The stairs contribute to the significance of the historic district.

Concrete stairs and walk south of Beaver Meadows Visitor Center visitor parking (Easting: 452316; Northing: 4468577)
A flight of concrete stairs extends south from the visitor parking area to a concrete walk that continues to the west entrance into the building and the flight of concrete stairs leading to the

administrative parking area. The walk and stairs measure approximately 100 feet in length and four feet in width. A flagpole edges the walk south of the parking area. The park installed handrails on the stairs in 2015-2016. Although the date of origin of the concrete stairs and walk is not currently known, these features appear to have been added with the visitor parking area in 2002. The stairs and walk postdate the period of significance and are non-contributing but compatible.

Mills Lane (Easting: 452322; Northing: 4468537)
Mills Lane is a short spur road that leads to the administrative parking area south of Beaver Meadows Visitor Center. The two-way road, which measures approximately 20 feet in width and is 333 feet long, is asphalt-paved and edged by concrete curbing and three parking bays, as well as lighted bollards, signs, walks, and site furnishings. Mills Lane was built in conjunction with the building by 1967. Although the parking was expanded in 2002, Mills Lane otherwise survives with integrity from the period of significance and contributes to the significance of the historic district.

Beaver Meadows Visitor Center administrative parking (FMSS #37705) (Easting: 452340; Northing: 4468546)
The administrative parking area located south of Beaver Meadows Visitor Center was constructed with the building by 1967. Fourteen of the spaces were added as part of the expansion of the visitor center parking area in 2002 (Yost, et al., 26). The parking area accommodates park staff and is connected to entrances leading to the administrative section of the building (NPS, Mission 66 Master Plan, 4). The parking area includes three bays that edge Mills Lane. The first bay is west of the road, with head-in spaces located along the gentle curve of Mills Drive. The second bay arises to the south of the road and east of the first bay. It also includes head-in parking spaces and extends east to the terminus of Mills Lane. The third bay edges Mills Lane to the north and features head-in spaces that face the building. Concrete curbs and gutters edge the parking area. The curbs are colorized similarly to those in the visitor center parking area to recall native pink sandstone (Wheaton, 7-4). Striping indicates the 48 individual parking spaces accommodated within the lot. A sidewalk of colorized exposed aggregate edges the north parking bay and provides access to building entrances and accessibility ramps. Accessible parking spaces located near the building entrances are indicated with signs. Also edging the parking area are low stone walls, a stone planter, and boulders added during original construction (Allaback and Carr, 36). An informal picnic area for NPS personnel is set beneath mature trees east of the parking area, while a bike rack and mail box edge the parking area near the western end of the visitor center building. Although the parking area has diminished integrity of design and workmanship resulting from the 2002 expansion, it retains integrity of location, feeling, association, materials, and setting, and contributes to the significance of the historic district.

Concrete sidewalk at administrative parking (Easting: 452368; Northing: 4468549) A concrete sidewalk edges the administrative parking area to the north and parallels the building façade. The walk is also edged by a concrete wall with stone veneer original to the building. Approximately 171 feet in length and six feet wide, the sidewalk is composed of colorized exposed-aggregate concrete, also dates to construction of the building in 1967. Two original flights of stairs and two contemporary ramps provide access to the landings located at administrative building entrances. The concrete walk, with diminished integrity of design due to the addition of accessibility ramps, survives with all other aspects of integrity from the period of significance, and contributes to the significance of the historic district.

Asphalt walk between administrative parking and the entry plaza (Easting: 452411; Northing: 4468538)
An asphalt-paved walk, approximately four feet in width and 196 feet in length, extends northeast around the east side of the visitor center between the administrative parking area and the entry plaza. A spur of this walk leads to a lower entrance into the visitor center at the auditorium level. The walk does not appear on master plan drawings prepared in 1964 and 1965 (NPS, drawing 2294 -I, and 2294-N). The walk thus appears to postdate the period of significance and is non contributing but compatible.

Asphalt walk between Beaver Meadows Visitor Center and Wilderness Office #456 (Easting: 452566; Northing: 4468475)

An asphalt-paved walk, approximately four feet in width and 580 feet in length, extends between the entry plaza and Wilderness Office #445 to connect visitors with the office where they can secure wilderness camping permits. The walk does not appear on master plan drawings prepared in 1964 and 1965 (NPS, drawing 2294-I, and 2294-N). The walk was likely built following establishment of the permitting office in 1968. The walk thus postdates the period of significance and is non contributing but compatible.

Asphalt walk between administrative parking and Central Maintenance (Easting: 452353; Northing: 4468511)
A four-foot-wide, approximately 425-foot-long asphalt walk extends southeast from the administrative parking area to Mills Drive and south to Central Maintenance. The date of origin of this walk is not currently known, but like the other asphalt walks in this area it does not appear on historic maps and likely postdates the period of significance. As such, it is non-contributing but compatible.

Wilderness Office #456 access road and parking (FMSS #37705) (Easting: 452610; Northing: 4468459)
A spur access road provides access to a parking area east of Wilderness Office #456 from Mills Drive. Built in 2002, the two-way asphalt-paved road measures approximately 20 feet in width and is 219 feet in length (Compliance 2002, 02-01). The road and parking area are neither curbed nor striped. After ascending a small hill, the road is edged to either side by bays of head-in parking designed to accommodate 12 vehicles. A hammerhead at the western end of the parking area provides for vehicle turnaround. Accessible parking near the western end of the lot are indicated with signs. An asphalt- paved walk provides access to the north side of the building where the permitting office is located. Where the parking area is edged to the south by a steeply sloped hill there is a boulder retaining wall. The access road and parking area postdate the period of significance and are non-contributing but compatible.

Asphalt walks between the parking area and Wilderness Office #456 (Easting: 452356; Northing: 4468498)
A five-foot-wide asphalt-paved walk extends approximately 25 feet from the western end of the parking area due west to a flagstone patio at the rear of the building, while a second path, approximately 100 feet in length, extends northwest to the permitting office on the north side of the building. The northern walk connects with the asphalt walk extending between Wilderness Office #456 and the visitor center. The walk was likely added in 2002 with the parking area. As such, it postdates the period of significance and is non-contributing but compatible.

Patio south of Wilderness Office #456 (Easting: 452565; Northing: 4468461)
The paved walk leading west from the parking area leads to a flagstone patio, approximately 20 feet square, south of Wilderness Office #456. Flagstone stairs connect the patio with the entrance into the building, and also lead toward Mills Drive. Paved with mortared flagstone that matches the foundation of the building and fireplace, the irregularly-shaped patio appears to date to the construction of the house. It survives with all aspects of integrity and contributes to the significance of the historic district.

Social trails (Easting: 452280; Northing: 4468560)
Several social trails are present within the Beaver Meadows Visitor Center cluster. One extends between the two asphalt-paved walks southeast of the visitor center. Others extend south from the visitor center and administrative parking areas to Mills Drive. The social trail leading to Mills Drive from the administrative parking area has been improved with the addition of wood logs forming steps where the grade becomes steep and difficult to navigate. These social trails, formed by repeated foot traffic use, are surfaced with hard-packed earth where the grass has been worn away. They generally measure between 12 and 18 inches in width. Approximately 950 feet of social trails are present within the Beaver Meadows Visitor Center cluster. The social trails are non-contributing.

Boneyard Cluster

Boneyard Road (Route 0420) (FMSS #91143) (Easting: 452610; Northing: 4468459) Boneyard

Road extends west from Sundance Circle to provide access to the Boneyard cluster. The narrow gravel road measures approximately 12 feet in width and is 0.16- miles long. Swales edge the road to carry stormwater. After passing through the perimeter fence and gate of the Boneyard, Boneyard Road forms a series of gravel loops that total 729 feet in length and provide access to the buildings and stored materials. The loops vary in width. Boneyard Road was built circa 1956-1957 to provide access to the area when the NPS moved Storage Tunnels #760 and #761 to the area to support maintenance storage needs. As indicated on master plans from 1957 through 1965, the road originally terminated in a large open work yard that has since been configured into the current loops. The park improved the road through grading and the establishment of swales in the 1970s (NPS, Eagle Cliff Development Concept, 1973). With diminished integrity of design due to the addition of loops and swales, Boneyard Road survives with all other aspects of integrity from the period of significance and contributes to the significance of the historic district.

Moraine Park Complex Trail (Easting: 451952; Northing: 4468072)
A narrow, approximately two-foot-wide, hard-packed earth path passes to the south of the Boneyard and extends through the Boneyard cluster for approximately 0.20 miles. The path is part of the Moraine Park Complex Trail system. The date of origin of this trail is not currently known, but it appears to postdate the period of significance and is non- contributing but compatible.

Social trail (Easting: 451891; Northing: 4468051)
A worn footpath or social trail 12 to 18 inches in width extends south approximately 150 feet from Boneyard Road to the Moraine Park Complex Trail. The social trail is non- contributing.

Central Maintenance

Mills Drive (FMSS #37529) (Easting: 452514; Northing: 4468208)
(see above)

Marmot Drive (Easting: 452537; Northing: 4468265)
(see above)

Utility Road (Easting: 452538; Northing: 4468408) and utility court (FMSS #37705) (Easting: 452450; Northing: 4468315)
Utility Road extends south from Mills Drive and cuts through the utility court before terminating at the continuation of Mills Drive to the south over a length of 0.07 miles. At the north end, Utility Road measures approximately 20 feet in width as it curves to the west from its intersection with Mills Drive. Marmot Drive arises from Utility Road just south of the intersection. The road descends the sloped topography, angling to the west, before entering the utility court. The road leads to several driving aisles that extend through the 137,087 square foot utility court between parallel rows of buildings. At the south end, the road is divided by a central median until the intersection with Mills Drive.

In total there are four driving aisles located within the utility court. Associated with the driving aisles are work and parking areas. The westernmost driving aisle extends between RMC Warehouses #820 and #821, Vehicle Storage #73 and #74, Cluster Box Shelter #1047, and McLaren Hall Annex #24 to the west and Storage Shed #82, Electrical Shop #75, and Warehouse #79 to the east. The second driving aisle is located between and Storage Shed #82, Building and Utilities Shop #75, and Warehouse #79 to the west and Project Shop and Offices #136, Automotive Shop #81, and Storage Shed #83 to the east. The third driving aisle is located between Project Shop and Offices #136, Automotive Shop #81, and Storage Shed #83 to the west and Buildings Volunteers-in- Parks #612, VIP Office Storage Building #822, Storage Shed #84, Equipment Storage Shed #76, Operations Center #80, Sign Storage Shed #744, and Storage Shed #87 to the east. The final driving aisle is located below the rest of the utility court topographically. It is connected to Marmot Drive, and continues between Storage Shed #84 and Equipment Storage Shed #76 to the west and Equipment Storage Sheds #78 and #77 to the east. A gravel parking area is located to the east of Equipment Storage Shed #76 that is edged by a stone and timber retaining wall. Parking occurs along a narrow unpaved one-way driving aisle edged to the west by angled parking. Elsewhere within the utility court, parking is afforded along the driving aisles and in front of many buildings. Parking spaces are

sometimes indicated through striping. The paved area is edged by concrete curbing at the south end and near McLaren Hall Annex #24. A concrete apron edges the south and east side of Automotive Shop #81. A cluster of gas pumps is located within a concrete paved area east of Warehouse #79.

The northern section of Utility Road was built by 1965 as part of the Mission 66-era improvements that included construction of Beaver Meadows Road, Mills Drive, and the extension of Marmot Drive. Utility Road was added to provide access to the utility court from Mills Drive. It was referred to at the time as the Service Entrance Road.

Circulation within the Central Maintenance cluster has remained largely the same since its initial establishment in the 1920s. As originally designed, the utility court and parking area was reached via the main access road leading into the complex from State Highway 66. The utility court was initially not paved (ROMO archives, catalog #11-Q-6). As buildings were added during the 1930s, the utility court was expanded. When McLaren Hall Annex #24 was formed in 1938, the park added new walks and parking in front of the building that remained until rehabilitation of the building in 1999. A 1941 site plan shows the completed circulation improvements and the connection to the adjacent utility court (NPS, ROMO 121_2071A). The 1998-1999 rehabilitation entailed the addition of accessibility improvements composed of ramps and new concrete walks. With diminished integrity of design due to the addition of accessibility improvements, Utility Road and the utility court survive with all other aspects of integrity from the period of significance and contribute to the significance of the historic district.

Utility Spur (Easting: 452517; Northing: 4468329)
Utility Spur is an asphalt-paved two-way road that connects the utility court with Marmot Drive. The 0.02-mile-long road, which measures approximately 20 feet in width, passes between Storage Shed #84 and Equipment Storage Shed #76. The park built Utility Spur by 1935, and later paved the road. Utility Spur survives with all aspects of integrity from the period of significance and contributes to the significance of the historic district.

Maintenance Complex #828 access roads and parking (FMSS #37705) (Easting: 452575; Northing: 4468225)
Maintenance Complex #828 was built between 1979 and 1984. Accessed from Marmot Drive to the west and Mills Drive to the south, the 37,104-square-foot Maintenance Complex #828 access road and parking area that includes 0.18 miles of road. Parking bays occur both to the north and south of the building. The parking area to the south accommodates 25 cars, while the parking area to the north accommodates approximately 45 cars. Access roads lead to the parking areas from the south and west that were built during the 1980s. The access road at the eastern end of the complex is edged by Asset Management Center #1079, Hazardous Materials Storage Building #1026, and buck-and- rail fencing that prevents cars from parking along the road margins in an area that formerly served as an employee recreation area with a ballfield, volleyball court, and ice skating rink. The access roads and parking postdate the period of significance and are non-contributing.

Museum Storage Facility #1038 and Greenhouse #1039 access road and parking (FMSS #37705) (Easting: 452458; Northing: 4468229)
An asphalt-paved access road approximately 20 feet wide and 0.02 miles long leads to Museum Storage Facility #1038 and Greenhouse #1039 from Mills Drive. The park added the road when Museum Storage Facility #1038 was built in 1997. The road and parking postdate the period of significance and are non-contributing.

Interagency Fire Station #1139 access road and parking (Easting: 452657; Northing: 4468191)
An access road and parking are associated with Interagency Fire Station #1139 built in 2007. The access road is an asphalt-paved loop drive that arises from Mills Drive, approximately 20 feet wide and 0.03 miles long. The road includes a drop-off area and is edged by parking for both standard and emergency vehicles. Stone curbing surrounds the central island of the loop drive. The access road and associated parking postdate the period of significance and are non-contributing.

Concrete walks and ramps at McLaren Hall Annex #24 (Easting: 452352; Northing: 4468306)

Concrete walks provide access to McLaren Hall Annex #24 from the adjacent parking area. The walks parallel the parking area as well as the principal façade of the building, and lead to entrances at the center and both ends of the building. The walks range from four to five feet in width and extend in total for nearly 400 feet. Concrete accessibility ramps edged by metal handrails painted dark brown are located at each of the entrances into the building. The ramps were built in 1998-1999 and 2002.

A plan for the parking area and walks associated with McLaren Hall Annex #24 in 1941 shows two sidewalks leading from a reconfigured parking area to the building entrance and connecting to the adjacent utility court (NPS, ROMO 121_2071A). The current configuration of walks and ramps postdates the period of significance and is non- contributing but compatible.

Concrete walks at Maintenance Complex #828 (Easting: 452594; Northing: 4468238)
Concrete walks are associated with the Maintenance Complex #828. The walks parallel the principal (south) façade of the building and continue around the eastern side of the building where they continued along the eastern half of the rear (north) façade. The walks are narrow to the south of the building, approximately three feet in width, and four to five feet wide in the rear and measure approximately 80 feet in total. The concrete walks postdate the period of significance and are non-contributing.

FilterPave walk connecting the lower utility court with Greenhouse #1039 (Easting: 452475; Northing: 4468254)
A narrow walk surfaced with porous rubber paving connects the utility court and the Museum Storage Facility #1038 and Greenhouse #1039 access road and parking. The walk is roughly 30 inches wide and 80 feet long with large flagstones along its margins. The park installed the rubberized surface, called FilterPave, in 2019 as a test to consider for use in other locations and to improve an unpaved path that regularly became muddy following rain. The walk postdates the period of significance and is non-contributing.

Wood stairs and ramps, Volunteers in Parks Office #612 and Volunteers in Parks Storage Building #822 (Easting: 452523; Northing: 4468358)
A flight of wood stairs and wood ramp provide access to the Volunteers in Parks Office #612 entrance. A wooden ramp approximately six feet wide and 31 feet long also connects the landings of the adjacent Volunteers in the Park Office #612 and Volunteers in Parks Storage Building #822. A wood-deck path with a short run of stairs also provides access to the Volunteers in Parks Office Storage Building #822 entrance. The ramps and stairs postdate the period of significance and are non-contributing but compatible.

Accessibility ramps associated with historic utility court buildings (Easting: 452407; Northing: 4468308)
Accessibility ramps have been added to several of the historic utility court buildings since the period of significance. These ramps range in width from four to six feet and total approximately 60 feet in total length. A concrete accessible ramp with a painted metal handrail provides access to the entrance into RMC Warehouse #820. A concrete ramp with a galvanized tube-steel railing attached to the building provides access to the entrance into Storage Shed #82. A concrete ramp with metal handrails is located along the east façade of Warehouse #79. These ramps postdate the period of significance and are non-contributing but compatible.

Asphalt walk between Mills Drive (to the north) and the utility court (Easting: 452516; Northing: 4468421)
An asphalt-paved paved walk, approximately three feet wide and 155 feet long, extends north from Utility Road to Mills Drive. Across Mills Drive, the walk continues toward Beaver Meadows Visitor Center. The paved walk postdates the period of significance and is non contributing but compatible.

Timber stairs north of Maintenance Complex #828 (Easting: 452556; Northing: 4468287)
A timber stair is located near the northern corner of the Maintenance Complex #828 parking area as part of the social trail leading to Marmot Drive. The stair is comprised of roughly 12 square-timber risers edged by loose fieldstones. The timber stair postdates the period of significance and is non

contributing.

Social trails (Easting: 452330; Northing: 4468272)
Social trails are located throughout the Central Maintenance cluster, including west of the parking area near McLaren Hall Annex #24 and Vehicle Storage #73, between the access road to Museum Storage Facility #1038 and Greenhouse #1039 and the utility court, between the lower utility court and Marmot Drive, and between Maintenance Complex #828 and Marmot Drive. These footpaths have been established by repeated use, created over time by staff walking between buildings and clusters. The social trails are surfaced with hard-packed earth or loose gravel where the grass has been worn away. They vary in width from 12 to 18 inches. In total, there are approximately 0.39 miles of social trails located within the Central Maintenance cluster. The social trails are non-contributing.

Eagle Cliff Housing

Chiefs Head Road (Route 0411 U ESD) (Easting: 452272; Northing: 4468055)
(see above)

Ypsilon Lane (Easting: 452669; Northing: 4467913)
Ypsilon Lane extends south from Chiefs Head Road to a formerly private residential property currently included in Rocky Mountain National Park. Ypsilon Lane is an unimproved driveway that leads to Ypsilon Lane #710 as well as nearby inholdings. Ypsilon Lane was likely with construction of Ypsilon Lane #710 in 1956. The road ends in a loop east of the house and a spur to the west. It is approximately 14 feet wide, 0.06 miles long, and paved with gravel. Acquired with the property after the period of significance, Ypsilon Lane is non contributing but compatible.

Bierstadt Lane (Easting: 452479; Northing: 4468022)
Bierstadt Lane also extends south from Chiefs Head Road to a formerly private residential property currently included in Rocky Mountain National Park. Located west of Ypsilon Lane, Bierstadt Lane provides access to Bierstadt Lane #714. The narrow hard-packed earth and gravel driveway measures approximately 12 feet in width and is 0.03 miles long. The road likely dates to 1940 when the house was constructed. Acquired with the property after the period of significance, Ypsilon Lane is non-contributing but compatible.

Loch Vale Lane (Easting: 452416; Northing: 4467978)
To the west of Bierstadt Lane, Loch Vale Lane similarly extends south from Chiefs Head Road. The road is a driveway associated with a formerly private residence now included in Rocky Mountain National Park. The narrow, winding, hard-packed earth and gravel road, which measures approximately 12 feet in width and 0.1 miles in length, provides access to Loch Vale Lane #668. The road appears on maps from the early 1930s, which is consistent with the time frame when the dwelling was constructed. Acquired with the property after the period of significance, Loch Vale Lane is non-contributing but compatible.

Falcon Lane (Easting: 452222; Northing: 4467950)
Falcon Lane extends east from Chiefs Head Road after it turns south into the Tortilla Flats area. Falcon Lane is a hard-packed earth and gravel road that varies in width from 12 to 20 feet and is approximately 0.34 miles long. The road provides access to Alpine Fire Crew Dorm #1027, Storage Buildings #1078 and #1157, Shed #1181, and Four- Bedroom Modular Home #1197, as well as a narrow driveway that leads to Falcon Lane #687. The road is edged by parking at the western end and forms a large open loop at the eastern end that intersects Chiefs Head Road. Portions of Falcon Lane are evident on maps from the early 1930s. However, the NPS has clearly reconfigured the road since the period of significance to accommodate the changes to buildings and use areas within the cluster. Prior to changes made by the NPS, the road formed a tear-drop-shaped loop that extended to Chiefs Head Road near present-day Four-Bedroom Modular Home #1197. The portion now edged by Alpine Fire Crew Dorm #1027 formerly provided access for former Buildings #700, #701, and #702, razed to make room for the dorm in the early 1990s. The road has also been altered to accommodate parking associated with the dormitory. Falcon Lane has lost integrity of location, setting, feeling, association, and design and is non-contributing.

Bluebird Lane (Easting: 452028; Northing: 4467980)
Bluebird Lane extends west from Chiefs Head Road within the Tortilla Flats area. At its eastern end, Bluebird Lane is edged to the north by Fire Operations Building #1088 and to either side by associated gravel and hard-packed earth parking areas. The parking area to the north of the road, which accommodate ten cars, is edged by concrete wheelstops and wood logs, while the parking area to the south, which also accommodates ten cars, is edged with wood logs. These parking areas were added in or after 2002 with the building. Bluebird Lane subsequently continues west, providing access to two driveways. One leads to Bluebird Lane #680, the other to Bluebird Lane #711. Bluebird Lane, surfaced with hard-packed earth and gravel, varies in width, but is generally 12 to 16 feet wide and
0.15 miles long. Bluebird Lane was likely established in 1949 when Bluebird Lane #680 was built. The driveway to Bluebird Lane #711 was likely added when the house was built in 1960. With diminished integrity of setting and feeling due to introduction of the Fire Operations Building #1088 and associated parking areas, and acquired after the period of significance, Bluebird Lane is non-contributing but compatible.

Junco Lane (Easting: 452124; Northing: 4467913)
Junco Lane extends south from Chiefs Head Road as a driveway providing access to Junco Lane #717. Junco Lane is a narrow, approximately 12-foot-wide, gravel and hard- packed earth road that is approximately 0.06 miles long and ends at a parking area near the house and Junco Lane Garage #849. The road was likely constructed in 1940 with the house. Acquired after the period of significance, Junco Lane is non-contributing but compatible.

Accessible parking, Alpine Fire Crew Dorm #1027 (Easting: 452177; Northing: 4468051)
A short asphalt spur road leads north from Falcon Lane between Alpine Fire Crew Dorm #1027 and adjacent Storage Building #1078. The road serves as accessible parking for Alpine Fire Crew Dorm #1027, while also providing access to Storage Buildings #1078 and #1157. An accessible ramp edges the access road to the west that leads to one of the entrances into Alpine Fire Crew Dorm #1027. The road postdates the period of significance and is non-contributing.

Accessibility ramp and stairs at Alpine Fire Crew Dorm #1027 (Easting: 452222; Northing: 4468018)
A ramp and flight of stairs totaling 69 feet in length and edged by powder-coated black metal handrails are located on the southeastern corner of Alpine Fire Crew Dorm #1027. The ramp is wood and ties into the surrounding deck at the building. The ramp and stairs postdate the period of significance and are non-contributing.

Patio at Alpine Fire Crew Dorm #1027 (Easting: 452208; Northing: 4468014)
A stone patio edges Alpine Fire Crew Dorm #1027 to the south. Surfaced with large irregular stones set without mortar, the patio was built with or after the building in 1993. Set into the patio, which measures approximately 35 feet square, is a stone grill. The patio postdates the period of significance and is non-contributing.

Walks at Alpine Fire Crew Dorm #1027 (Easting: 452191; Northing: 4468016) Several walks connect adjacent parking with entrances into Alpine Fire Crew Dorm #1027. The walks vary in surface materials and were likely built with or after the dorm in 1993. The walks are located along the northern edge of the parking area, lead around the western end of the building, parallel the building to the rear, and extend around the eastern side of the building. The walk that parallels the parking is surfaced with pea gravel and is edged by unhewn wood posts. The walk that extends around the western side of the building is surfaced with hard-packed earth and gravel, although there are stone steps in several locations where the slope steepens as well as stacked stone edging in places. The walk around the eastern side of the building is log and flagstone. The walks vary in width from two to five feet and total 273 feet in length. These walks postdate the period of significance and are non-contributing.

Patio at Ypsilon Lane #710 (Easting: 452632; Northing: 4467846)
Ypsilon Lane #710 is edged to the east by a patio surfaced with square-cut flagstones. A set of stone stairs rises to the patio from the parking area at the end of Ypsilon Lane through an ashlar-

faced retaining wall. A second set of stairs rises from the patio to a smaller terrace and path on the south side of the building. The patio was likely built around the same time as Ypsilon Lane #710 in 1956. The patio was acquired with the property after the period of significance and is non-contributing but compatible.

Patio at Loch Vale Lane #668 (Easting: 452402; Northing: 4467908)
A small mortared flagstone patio edges Loch Vale Lane #668 to the west. The patio is edged with irregular stone veneer. A curved flight of stairs provides access to the patio from Loch Vale Lane Garage #854. The stairs are faced in mortared flagstone with flagstone treads. The patio and associated stairs were likely built at the same time as the house in 1931. The patio was acquired with the property after the period of significance and is non-contributing but compatible.

Patio at Bierstadt Lane #714 (Easting: 452456; Northing: 4468004)
A small concrete patio is located on the west side of Bierstadt Lane #714. It is surrounded by a woven-wire fence mounted on wooden posts. The patio appears to date to the period when the house was constructed circa 1940. The patio was acquired with the property after the period of significance and is non-contributing but compatible.

Patio at Junco Lane #717 (Easting: 452108; Northing: 4467878)
Located at the western end of Junco Lane #717 is a mortared-flagstone patio. The patio is relatively small and edges the building. The patio appears to date to the construction of the residence circa 1940. The patio was acquired with the property after the period of significance and is non-contributing but compatible.

Walk between Ypsilon Lane #710 and Ypsilon Lane Garage #850 (Easting: 452637; Northing: 4467860)
A narrow, approximately two and one-half feet wide, paved walk approximately 47 feet in length connects Ypsilon Lane #710 to the nearby Ypsilon Lane Garage #850. The walk is composed of rectangular cut stones that have been mortared to a concrete base. The dark stone is different than the stone used to construct the patio and retaining wall. The walk was acquired with the property after the period of significance and is non- contributing but compatible.

Concrete walks at Falcon Lane #684 (Easting: 452221; Northing: 4467859) Concrete walks approximately 4 feet wide and totaling approximately 102 feet in length edge Falcon Lane #684 to the east, west, and south elevations. The walks, which provide access to the various building entrances, postdate the period of significance and are non- contributing.

Flagstone walk at Fire Operations Building #1088 (Easting: 452140; Northing: 4468003)
A flagstone walk connects the principal entrance into Fire Operations Building #1088 with Chiefs Head Road. The walk, which measures approximately four feet in width and is 45 feet long, likely dates to the installation of the building in 2002. As such, it postdates the period of significance and is non-contributing.

Gravel walk at Fire Operations Building #1088 (Easting: 452134; Northing: 4468000)
A gravel path provides access from the parking area south of Fire Operations Building #1088 to the flagstone path leading to the principal building entrance. The path, which is approximately three feet wide and 21 feet long, is edged with large boulders. The path dates to installation of the building in 2002. The walk postdates the period of significance and is non-contributing.

Concrete walk at Fire Operations Building #1088 (Easting: 452102; Northing: 4467999)
A concrete walk approximately four feet wide and 21 feet long provides access to the western entrance of Fire Operations Building #1088. The walk postdates the period of significance and is non-contributing.

Social trails (Easting: 452219; Northing: 4468030)
Several social trails are located within the Eagle Cliff Housing cluster. Two trails extend west from Bluebird Lane to the north of Bluebird Lane #680. Another trail extends south from the parking area below Fire Operations Building #1088. Several social trails crisscross the open space between

Alpine Fire Crew Dorm #1027 and Chiefs Head Road. The social trails are hard-packed earth footpaths formed by repeated use by park personnel. They are generally narrow and measure between 12 and 18 inches in width, and there are approximately 0.19 miles of social trails that fall within the Eagle Cliff Housing cluster. The social trails are non-contributing.

Emergency Housing

Mills Drive (Easting: 452259; Northing: 4468462)
(see above)

Ptarmigan Lane (Easting: 452293; Northing: 4468392)
Ptarmigan Lane is a two-way, asphalt paved road, approximately 14 feet in width and 0.11 miles in length, along which are sited residences and garages. The road is not striped and there are no curbs or gutters. Parking is accommodated along the road via concrete, asphalt, and gravel pull-offs, head-in parking spaces, and short driveways. Ptarmigan Lane was built in 1947–1948 and remains consistent in terms of character and form today with the original configuration. The road was paved in the 1950s during the period of significance. The road possesses all aspects of integrity and survives from the period of significance. Ptarmigan Lane survives with all other aspects of integrity from the period of significance and contributes to the significance of the historic district.

Emergency Housing driveways and parking areas (FMSS #37705) (Easting: 452297; Northing: 4468375)
Driveways and parking areas vary throughout the Emergency Housing cluster. A gravel shoulder approximately 200 feet in length and six feet wide edges the road in front of Quarters #104 and #105 to accommodate parking. Another gravel pull-off approximately 75 feet in length and ten feet wide edges Ptarmigan Lane to the south in front of Quarters #100. A third gravel parking area edges Quarters #101 to the south of a stone retaining wall. This parking space measures ten feet in width and approximately 25 feet in length. Single concrete parking spaces are located along Ptarmigan Lane in front of Quarters #101 and #103. There is also an asphalt driveway that leads east from Ptarmigan Lane adjacent to Quarters #102 that measures 12 feet in width and approximately 50 feet in length, and a large asphalt paved access road and parking area between Garage #137 and Building #1198 that measures approximately 60 by 35 feet. There is also an asphalt- paved area in front of Garage #138 that extends from Ptarmigan Lane to the building along the length of its principal facade.

The driveways and parking areas all appear to postdate the period of significance due to the fact that shared garages originally served parking needs of residents. As such Emergency Housing driveways and parking areas are non-contributing.

Walks associated with Emergency Housing quarters buildings (Easting: 452304; Northing: 4468350)
Paved walks provide access to the entrances of most Ptarmigan Lane residences. These walks are variously paved with asphalt, concrete, and flagstone. The walks leading to Quarters #100 are asphalt, while the walk leading to Quarters #102 is flagstone. The rest of the walks are paved with concrete. The walks are approximately four feet wide and altogether total 138 feet in length. Although walks appear on layout and planting plans from the late 1940s (NPS, ROMO 121_2161) and are discussed as being paved with asphalt in the 1950s in Superintendent’s Narratives, the walks currently located within the cluster are not consistent with the historic drawings in terms of alignment and materials. All of the walks thus appear to be later replacements that do not follow historic alignments and have different paving materials. The current walks postdate the period of significance and are non-contributing but compatible.

Social trails (Easting: 452329; Northing: 4468411)
Social trails extend through the eastern section of the Emergency Housing cluster, connecting Ptarmigan Lane residences with points to the southeast and northeast. The social trails are unimproved, 12 to 18 inch-wide footpaths worn over time into the meadow grasses through repeated use by park personnel traveling between the Emergency Housing, Central Maintenance, and Beaver Meadows Visitor Center clusters. Overall, there are approximately 0.19 miles of social

trails within the Emergency Housing cluster. The social trails are non-contributing.

Maintenance Yard

Sundance Circle (Easting: 452394; Northing: 4468128)
(see above)

Chiefs Head Road (Route 0411 ESD) (Easting: 452413; Northing: 4468128)
(see above)

Main access road (Easting: 452486; Northing: 4468131)
Many of the buildings associated with the Maintenance Yard edge the main access road, an unimproved route that leads from Sundance Circle to Chiefs Head Road past the historic Horse Barn #97 and associated corrals. Approximately 12 to 18 feet in width and 0.13 miles long, the road includes wider sections to accommodate parking near several buildings. As originally built in the 1923 to provide access to Horse Barn #97, the road ended at the corrals, and later a sewage treatment facility to the east. The road was extended to Chiefs Head Road following construction of the present-day Sewage Dump Station in 1979. The extension and the buildings added along the road after the period of significance diminish integrity of setting and design. The main access road otherwise possesses all aspects of integrity and contributes to the significance of the historic district.

Other unimproved access roads (Easting: 452438, Northing: 4468077)
Two other unimproved access roads, both varying in width from 12 to 18 feet extend through the cluster for approximately 0.09 miles. The first enters the cluster from Sundance Circle south of Trails Shop #863. The road widens near the building to accommodate parking. This access road intersects a second unimproved access road that extends east-west between the main access road and Pika Lane, and continues west to an area used to store materials and vehicles. These two unimproved access roads postdate the period of significance and are non-contributing.

Pika Lane (Easting: 452388; Northing: 4468128)
Pika Lane is a short asphalt and gravel road that connects Sundance Circle with Chiefs Head Road. The section that arises at Sundance Circle is asphalt, while the rest of the road is unimproved. Pika Lane extends for 0.04 miles and is approximately 25 feet wide. Pika Lane widens at the intersection with the east-west access road. A concrete loading platform edges Pika Road to the east nearby, while the open materials and storage area, a collection of recycling containers, and a trash receptacle edge the road to the west. The road was named circa 2000. Pika Lane does not appear on maps of the district during the period of significance. It thus postdates the period of significance and is non-contributing.
Materials and vehicle storage parking (Easting: 452347; Northing: 4468076) The open area used to store vehicles and materials east of Pika Lane measures approximately 100 feet by 75 feet. It postdates the period of significance and is non- contributing.

Log steps at Resource Management Shed #877 (Easting: 452529; Northing: 4468140)
A flight of four log steps with dirt treads provides access to the east side of Resource Management Shed #877. The stairs postdate the relocation of the shed to the Maintenance Yard in 1985 and the period of significance and are non-contributing but compatible.

Stone steps west of Trails Shop #863 (Easting: 452431; Northing: 4468131)
A flight of fifteen monolithic stone steps set into the side of a hill connects the upper and lower levels of Trails Shop #863. The steps were likely built with or after the building in 2001. The steps postdate the period of significance and are non-contributing.

Social trail (Easting: 452512; Northing: 4468170)
A social trail extends between Mills Drive and Sundance Circle within the northwestern section of the Maintenance Yard cluster. The social trail is approximately 12 to 18 inches wide and 100 feet long. The social trail is non-contributing.

Marmot Drive Residences

Marmot Drive (Easting: 452668; Northing: 4468403)
(see above)

Marmot Drive Residences driveways (Easting: 452602; Northing: 4468351)
Five asphalt driveways extend toward residential garages from Marmot Drive. The driveways that lead to Employee Garages #70, #71, and #72 were constructed in 1930 with the garages. The driveways leading to Marmot Drive Garages #354 and #450 were added in 1964-1965 when the garages and nearby residences were moved to their current locations within the cluster. The driveways range in width from approximately 15 feet to 23 feet and 118 feet in total length. The driveways are not edged by curbs or other features. Walks lead to the front and rear entrances of adjacent residences from the driveways. All of the driveways survive with integrity from the period of significance and contribute to the significance of the historic district.

Walks associated with Employee Residences #3, #4, #, 5, #6, #, 7, and #8 (Easting: 452636; Northing: 4468431)
Walks lead to front and rear entrances of the majority of the residences located along Marmot Drive. The walks are variously surfaced with concrete, asphalt, gravel, or hard- packed earth, and range from one to four feet in width and measure 33 feet in total length. The walks associated with the original residences built between 1926 and 1930 appear on layout and planting plans from the late 1930s (NPS, drawing RNMP 2076). Some appear to have been fallen into disrepair, while others have been repaved. The walks leading to Employee Residences #3, #4, #, 5, #6, #, 7, and #8 survive with integrity and contribute to the significance of the historic district.

Walks associated with Marmot Drive Residences #269 #281 (Easting: 452660; Northing: 4468386)
An asphalt walk leads between the driveway associated with Marmot Drive Garage #354 and Marmot Drive Residence #269. Arising from the asphalt walk is a gravel walk that continues to Marmot Drive Residence #281. The walks measure approximately 3 feet in width and 33 feet in total length. The gravel walk is edged with timber and incorporates stairs at grade changes. These walks appear to be a later addition that postdates the period of significance. As such, they are non-contributing. The asphalt walk is compatible but the light-colored gravel walk is not.

Walks associated with Marmot Drive Residence #458 (Easting: 452667; Northing: 4468334)
A Y-shaped asphalt walk system extends between Marmot Drive Garage #450 and concrete stairs providing access to two doors on the east side of the residence. The walks measure three feet in width and total 15 feet in length. The walks appear to be a later addition that postdates the period of significance. As such, they are non-contributing but compatible.

Seasonal Housing

Sundance Circle (Route 0958ZZ P ESD) (Easting: 452225, Northing: 4468086)
(see above)

Blister Rust Dormitory #117 parking area (FMSS #37707) (Easting: 452310; 4468144)
An asphalt-paved parking area that measures approximately 100 by 75 feet and accommodates approximately 30 vehicles is located east of Blister Rust Dormitory #117. The parking area has a central two-way travel aisle edged to either side by bays of head- in parking. Although not striped, the parking spaces are indicated with concrete wheelstops. The date of origin of the parking area is not currently known. However, the feature does not appear on a 1964 plan of the Seasonal Housing cluster (NPS, ROMO 121_3626) or the 1965 master plan (NPS, ROMO 121_2294-I). The parking area thus appears to postdate the period of significance and is non-contributing but compatible.

Parking along Sundance Circle (FMSS #37707) (Easting: 452193; Northing: 4468137)
Three asphalt-paved head-in parking areas are located along the southern margin of Sundance Circle adjacent to Quarters #118 and east of Wash House #119. The parking area east of Quarters #118 accommodates four cars, while two parking areas west of the building accommodate eight to ten cars each. A single accessible parking space is located south of the Wash House #119, while

single parking spaces are located adjacent to Quarters #122, #124, #126, #128, and #495. The parking area east of Quarters #128 is the only one paved in concrete. Additional parking is located west of Apartment Building #431, while unimproved parking pull-offs are sited west of the Sundance Circle loop across from Wash House #119 near where former residences once stood. The majority of the parking along Sundance Circle was built by 1965.

The parking areas built by 1965 survive with integrity from the period of significance and contribute to the significance of the historic district, while the later additions are non- contributing.

Later parking additions to Sundance Circle (FMSS #38815) (Easting: 452310; Northing: 4468144)
Later additions include the concrete parking area associated with Quarters #128, two unimproved parking spaces west of the loop, and accessible parking located south of Wash House #119. These additions postdate the period of significance and are non- contributing.

Parking spaces along Boneyard Road (Easting: 452137; Northing: 4468150) Parking spaces edge Boneyard Road in association with Buildings #1203, #1204, #1205, and #1206 at the margin of the Seasonal Housing cluster. The parking spaces are modest pull-offs to the side of the road. They were added in conjunction with the buildings in 2020 and postdate the period of significance. As such they are non-contributing but compatible.

RV sites south of Sundance Circle loop (Easting: 452113; Northing: 4468091)
RV sites edge Sundance Circle loop to the south and southwest. These sites were developed over the course of three separate periods. The northwest group was established during the early 1970s, while the southwest group dates to circa 1980-1983. The southeast group dates to circa 1984-1992. The RV sites are composed of gravel and hard- packed-earth parking spaces and utility hook up features. The RV sites support housing of seasonal park personnel. They postdate the period of significance and are non- contributing.

Sidewalks along Sundance Circle (Easting: 452197; Northing: 4468143)
Concrete sidewalks parallel Sundance Circle in front of the apartment buildings and lead to the building entrances. The sidewalk that parallels Sundance Circle is exposed aggregate. It closely edges the road and is protected by exposed-aggregate concrete wheelstops. A drawing of the circulation system prepared in 1958 indicates that rocks and boulders were used along the road near Blister Rust Dorm #117. The drawing shows a dashed line where the apartment buildings would later be built suggesting the placement of an additional linear barrier system along the road (NPS, drawing ROMO 121_3626). It is not clear when the wheelstops were added, however. Three concrete walks lead to each apartment building from the sidewalk along Sundance Circle, with separate paths providing access to entrances at the east and west ends of the building, and to central units. The walks include concrete stairs where there is a change in grade and to reach second story units. The sidewalks measure approximately three feet in width and total 342 feet in length. The walks survive with integrity from the period of significance and contribute to the significance of the historic district.

Walks to individual quarters (Easting: 452251; Northing: 4468092)
Asphalt, concrete and flagstone walks also lead to the entrances of Quarters #118, #122, #124, #126, #128, and #495. Although most of the walks are concrete, the walk leading to Quarters #122 is asphalt, while the walk leading to Quarters #124 is flagstone. The walks are generally narrow, approximately two to four feet in width and altogether total 25 feet in length. The walks appear to have been present by 1965, survive with integrity from the period of significance, and contribute to the significance of the historic district.

Walks to Wash House #119 (Easting: 452173; Northing: 4468109)
Concrete walks lead to the front and rear entrances of Wash House #119 that are approximately three to four feet wide and together total 42 feet in length. The walk leading to the rear (south) entrance to Wash House #119 is an accessible route and landing connected to an adjacent accessible parking space. Both the parking space and the walk, as well as the walk leading to the front entrance, are contemporary additions that are non-contributing but compatible.

Ramp at Blister Rust Dormitory #117 (Easting: 452269; Northing: 4468142)
In 1994, the park built an accessibility ramp to provide access to the main entrance into Blister Rust Dormitory #117. The ramp is wood with a wooden railing. It is approximately 30 feet in length and five feet wide. The ramp postdates the period of significance and is non-contributing but compatible.

Social trails (Easting: 452295; Northing: 4468083)
Social trails are located in several places within the Seasonal Housing cluster. These extend between the parking at Blister Rust Dormitory #117 to Beaver Creek and beyond to Mills Drive and south toward the materials storage area associated with the Maintenance Yard. The social trail that leads north across Beaver Creek has been improved with log stairs where the steeply sloped terrain of the ravine is difficult to navigate. A wooden footbridge provides access across the stream. Additional trails are located throughout the RV site area. The paths are hard-packed earth. They range from 12 to 18 inches in width and extend for approximately 175 feet through the Seasonal Housing cluster. The social trails are non-contributing.

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
Mills Drive	167830	Contributing				37529	No
Marmot Drive	193630	Contributing					No
Sundance Circle	193631	Contributing					No
Chiefs Head Road	193632	Contributing					No
Alpine Circle	193633	Contributing					No
Thunder Lane	193634	Contributing					No
Road to the water tanks	193635	Contributing					No
Driveways associated with Employee Residences #34, #45, and #48 and Superintendent’s Residence #47	193636	Contributing					No
Driveways associated with Alpine Circle Residences #139, #141, #142, #144, #149, and #426, and #428, and Mills Drive Residences #140, #425, and #428	193637	Contributing					No
Asphalt walk at Employee Residence #34	193638	Contributing					No
Stone stairs at Employee Residence #46	193639	Contributing					No
Asphalt front walk at Superintendent’s Residence #47	193640	Contributing					No
Stone stairs at Superintendent’s Residence #47	193641	Contributing					No

Concrete patio and landing at Superintendent's Residence #47	193642	Contributing					No
Concrete walks at Employee Residence #48	193644	Contributing					No
Stone stairs at Employee Residence #48 driveway	193645	Contributing					No
Concrete walks at Mission 66-era residences	193646	Contributing					No
Concrete stairs west of Beaver Meadows Visitor Center	193647	Contributing					No
Mills Lane	193648	Contributing					No
Beaver Meadows Visitor Center administrative parking	193649	Contributing					No
Concrete sidewalk at administrative parking	193650	Contributing					No
Patio south of Wilderness Office #456	193651	Contributing					No
Boneyard Road	193652	Contributing					No
Utility Road and utility court	193653	Contributing				37705	No
Utility Spur	193654	Contributing					No
Ptarmigan Lane	193655	Contributing					No
Main access road at Maintenance Yard	193656	Contributing					No
Marmot Drive Residences driveways	193657	Contributing					No
Walks associated with Employee Residences #3, #4, #, 5, #6, #, 7, and #8	193658	Contributing					No
Parking along Sundance Circle	193659	Contributing				37707	No
Sidewalks along Sundance Circle	193660	Contributing					No
Walks to individual quarters	193661	Contributing					No
Parking in front of Employee Residence #48	193699	Non contributing					No
Social trails within Alpine Circle and Mills Drive Residences, Beaver Meadows Visitor Center, Boneyard, Central Maintenance, Eagle Cliff Housing, Emergency Housing, Maintenance Yard, and Seasonal Housing clusters	193700	Non contributing					No

Maintenance Complex #828 access roads and parking	193701	Non contributing				37705	No
Museum Storage Facility #1038 and Greenhouse #1039 access road and parking	193702	Non contributing				37705	No
Interagency Fire Station #1139 access road and parking	193703	Non contributing					No
Concrete walks at Maintenance Complex #828	193704	Non contributing					No
FilterPave walk connecting the lower utility court with Greenhouse #1039	193705	Non contributing					No
Timber stairs north of Maintenance Complex #828	193706	Non contributing					No
Falcon Lane	193708	Non contributing					No
Accessible parking, Alpine Fire Crew Dorm #1027	193709	Non contributing					No
Accessibility ramp and stairs at Alpine Fire Crew Dorm #1027	193710	Non contributing					No
Patio at Alpine Fire Crew Dorm #1027	193711	Non contributing					No
Walks at Alpine Fire Crew Dorm #1027	193712	Non contributing					No
Concrete walks at Falcon Lane #684	193713	Non contributing					No
Flagstone walk at Fire Operations Building #1088	193714	Non contributing					No
Gravel walk at Fire Operations Building #1088	193715	Non contributing					No
Concrete walk at Fire Operations Building #1088	193716	Non contributing					No
Emergency Housing driveways and parking areas	193717	Non contributing				37705	No
Other unimproved access roads at Maintenance Yard	193718	Non contributing					No
Pika Lane	193719	Non contributing					No
Materials and vehicle storage parking at Maintenance Yard	193720	Non contributing					No
Stone steps west of Trail Shop #863	193721	Non contributing					No

Gravel walk associated with Marmot Drive Residences #269 and #281	193722	Non contributing					No
Later parking additions to Sundance Circle	193723	Non contributing					No
RV sites south of Sundance Circle loop	193724	Non contributing					No
Timber stairs north of Maintenance Complex #828	193749	Non contributing					No
Driveways associated with Alpine Circle Residence #879	193662	Non contributing – compatible					No
Driveways associated with Alpine Circle Residence #990	193663	Non contributing – compatible					No
Flagstone walk at Employee Residence #34	193664	Non contributing – compatible					No
Log steps at Employee Residence #45	193665	Non contributing – compatible					No
Asphalt rear walk at Superintendent’s Residence #47	193666	Non contributing – compatible					No
Beaver Meadows Visitor Center entrance road	193667	Non contributing – compatible			Location	37564	No
Beaver Meadows Visitor Center visitor parking	193668	Non contributing – compatible			Location	37564	No
Concrete sidewalks associated with Beaver Meadows Visitor Center visitor parking	193669	Non contributing – compatible					No
Entry plaza	193670	Non contributing – compatible					No
Concrete stairs and walk south of Beaver Meadows Visitor Center visitor parking	193671	Non contributing – compatible					No
Asphalt walk between the administrative parking and the entry plaza	193672	Non contributing – compatible					No
Asphalt walk between Beaver Meadows Visitor Center and Wilderness Office #456	193673	Non contributing – compatible					No
Asphalt walk between administrative parking and Central Maintenance	193674	Non contributing – compatible					No
Wilderness Office #456 access road and parking	193675	Non contributing – compatible				37705	No

Asphalt walk between the parking area and Wilderness Office #456	193676	Non contributing – compatible					No
Moraine Park Complex Trail	193677	Non contributing – compatible					No
Concrete walks and ramps at McLaren Hall Annex #24	193678	Non contributing – compatible					No
Wood stairs and ramps, Volunteers in Parks Office #612 and Volunteers in Parks Storage Building #822	193679	Non contributing – compatible					No
Accessibility ramps associated with historic utility court buildings	193680	Non contributing – compatible					No
Asphalt walk between Mills Drive (to the north) and the utility court	193681	Non contributing – compatible					No
Ypsilon Lane	193682	Non contributing – compatible					No
Bierstadt Lane	193683	Non contributing – compatible					No
Loch Vale Lane	193684	Non contributing – compatible					No
Bluebird Lane	193685	Non contributing – compatible					No
Junco Lane	193686	Non contributing – compatible					No
Patio at Ypsilon Lane #710	193687	Non contributing – compatible					No
Patio at Loch Vale Lane #668	193688	Non contributing – compatible					No
Patio at Bierstadt Lane #714	193689	Non contributing – compatible					No
Patio at Junco Lane #717	193690	Non contributing – compatible					No
Walk between Ypsilon Lane #710 and Ypsilon Lane Garage #850	193691	Non contributing – compatible					No
Walks associated with Emergency Housing quarters buildings	193692	Non contributing – compatible					No
Log steps at Resource Management Shed #877	193693	Non contributing – compatible					No
Walks associated with Marmot Drive Residence #458	193694	Non contributing – compatible					No
Blister Rust Dormitory #117 parking area	193695	Non contributing – compatible					No
Walks to Wash House #119	193696	Non contributing – compatible					No

Ramp to Blister Rust Dormitory #117	193697	Non contributing – compatible					No
Parking spaces along Boneyard Road	193698	Non contributing – compatible					No

Landscape Characteristic Graphics:



View northwest along Mills Drive near the intersection with Utility Road and Marmot Drive. (Credit: Sargent 2019)



View east along Marmot Drive and the Marmot Drive Residences cluster. (Credit: Sargent 2019)



View southwest along Thunder Lane within the Alpine Circle and Mills Drive Residences cluster. (Credit: Sargent 2019)



View southwest along Alpine Circle within the Alpine Circle and Mills Drive Residences cluster. (Credit: Sargent 2019)



View northeast along Ptarmigan Lane within Emergency Housing. (Credit: Sargent 2019)



View southwest along Utility Road looking toward the buildings associated with Central Maintenance. (Credit: Sargent 2019)



View west along Boneyard Road toward the fenced precinct associated with the Boneyard cluster. (Credit: Sargent 2019)



View northwest along Sundance Circle within the Seasonal Housing cluster. (Credit: Sargent 2019)



View northwest of the Beaver Meadows Visitor Center entrance road and visitor parking from the entry plaza. (Credit: Sargent 2019)



View northeast along Mills Lane toward administrative parking associated with the Beaver Meadows Visitor Center. (Credit: Sargent 2019)



View southwest of the access road and parking associated with the Wilderness Office #456 overlooking Mills Drive. (Credit: Sargent 2019)



View east along Chiefs Head Road. (Credit: Sargent 2019)



View east along the asphalt walk connecting the Beaver Meadows Visitor Center and Mills Drive. (Credit: Sargent 2019)



View south of Bierstadt Lane within Eagle Cliff Housing. (Credit: Sargent 2019)



View northeast of a social trail leading between Alpine Circle and Mills Drive. (Credit: Sargent 2019)



View south of the asphalt walk leading to the front of Superintendent's Residence #47 from Alpine Circle. (Credit: Sargent 2019)

Landscape Characteristic: **Cluster Arrangement-Cluster Arrangement**

As noted above, there are nine developed clusters that compose the Headquarters Area. Each of the clusters is a discrete, self-contained area with a concentration of buildings and landscape features, surrounded by undeveloped open space, and connected to other clusters via a curvilinear road system. The cluster arrangement reflects master planning principles espoused by NPS landscape architects and used to design and develop the Headquarters Area during the 1920s through Mission 66. The relationship between the clusters as well as their connection to the land is important to the design and character of the historic district.

Each of the nine clusters—Alpine Circle and Mills Drive Residences, Boneyard, Beaver Meadows Visitor Center, Central Maintenance, Eagle Cliff Housing, Emergency Housing, Maintenance Yard, Marmot Drive Residences, and Seasonal Housing—and their relationship to the surrounding terrain and other clusters is described below.

Alpine Circle and Mills Drive Residences Cluster

The Alpine Circle and Mills Drive Residences cluster is located to the west of Central Maintenance. The landform is hilly, wooded, and marked by numerous rock outcroppings. Built around a teardrop-shaped loop drive composed of Alpine Circle, Mills Drive, and Thunder Lane, which cuts across the center of the teardrop, the cluster contains five dwellings—Employee Residences #34, #45, #46, #46, and #48 Superintendent's Residence #47—built in the 1930s in the NPS Rustic style, nine Mission 66-era houses built from stock blueprints—Alpine Circle Residences #139, #141, #142, #144, #149, and #426, and Mills Drive Residences #140, #425, and #428—and two later ranch-style houses—Alpine Circle Residences #879 and #990. The Mission 66 residences are clustered together in the northwestern and southeastern parts of the cluster, while the older residences are at the northwestern corner of the cluster along Alpine Circle, east along Thunder Lane, and south along Alpine Circle. The hilly terrain and wooded nature of the area afford a sense of privacy for the individual properties. Copper gooseneck light fixtures are located along the roads near each of the driveways, while clotheslines are located in the side or rear yards of each dwelling. Walks lead from the adjacent roads and driveways to building entrances. Street signs mark road intersections. A culvert with a stone headwall carries stormwater beneath Thunder Lane. Many of the individual properties feature rock retaining walls, patios, and stone and metal grills. Social trails extend west from Alpine Circle and across the cluster in the southeast corner.

Beaver Meadows Visitor Center

The Beaver Meadows Visitor Center cluster is located along the northern margin of the Headquarters Area due north of the Emergency Housing and Alpine Circle and Mills Drive Residences clusters. It is edged to the north by Beaver Meadows Road, to the east and south by Mills Drive, and to the west by the district boundary. The cluster includes the linear, horizontal form of the visitor center, built in 1967 parallel to Beaver Meadows Road; a large visitor parking area arranged in an elongated oval that is accessed from an entrance road arising from Beaver Meadows Road; an entry plaza at the east end of the building edged by a comfort station; and a second parking area to the south of the building that accommodates administrative use. The administrative parking area is reached via Mills Lane, a short spur road that arises from Mills Drive. This road enters the Headquarters Area from Beaver Meadows Road east of the visitor center. Native ornamental plantings edge the visitor center building to the north and south, while groves of ponderosa pine trees are present to the southeast and southwest. Meadows are also present to the east and west. Also located within the cluster to the southeast along Mills Drive is Wilderness Office #456, a private residence adapted by the park for use as a sales office for wilderness permits in 1968.

Asphalt-paved walks connect the Beaver Meadows Visitor Center parking areas with the Wilderness Office #456, and the administrative parking area with Central Maintenance. The two parking areas at Beaver Meadows Visitor Center are separated by a steeply sloped hill. A flight of concrete stairs provides a connection between the upper and lower levels at the west end of the building, while a sloped asphalt walk extends around the east side of the building. Visitors can also park at the Wilderness Office #456 to obtain wilderness camping permits in a small parking area reached via Mills Drive. The parking area sits perched above Mills Drive and is edged by a boulder retaining wall to the south. Several social trails lead between Mills Drive and the visitor center and toward the housing clusters from the parking areas. Overhead and bollard light fixtures edge the entrance road and parking areas, as well as the walks. Signage is also present that identifies the visitor center along Beaver Meadows Road, directs traffic along the entrance road and within the parking area, identifies accessible parking spaces, indicates speed limit information, and directs visitors to features such as the Wilderness Office #456. Commemorative markers and monuments, as well as wayside exhibits, are present along the margins of the paved entry plaza built in 2002 in conjunction

with the expansion of the parking facilities.

Boneyard Cluster

The Boneyard cluster is located in the southwestern corner of the Headquarters Area, west of Seasonal Housing and north of Eagle Cliff Housing. The fenced precinct is surrounded by native pine woodland and set within undulating terrain that contains numerous rock outcroppings. An overhead utility line supported by wooden poles extends to the north of the fenced precinct, while Moraine Park Complex Trail traverses the landscape to its south. A social trail connects Boneyard Road with the trail.

The cluster is composed of a tightly arranged group of buildings, structures, and stored materials surrounded by a perimeter fence designed to protect against theft or vandalism. The cluster is approached from the east by Boneyard Road, an unpaved extension of Sundance Circle. The road ends within the fenced precinct in the form of four unimproved loops that provide access to the buildings and piled and stored materials. In 2012, the park added an access control gate along Boneyard Road to prevent unauthorized personnel from visiting the Boneyard. The park removed the gate in 2020. There remains a metal gate that controls entry into the precinct through the perimeter fence.

Just inside the fence are Storage Tunnels #760 and #761, Quonset-like metal structures erected from two halves of a snow tunnel originally used to protect a road associated with the Hidden Valley Winter Use area. Circa 1957-1958, the tunnel was cut into two equal parts and relocated to the newly-established Boneyard to serve maintenance storage needs. The cluster first appears on the 1957 Master Plan (NPS, drawing ROMO 121_2294H). The 1957 Master Plan as well as later Mission 66 master plan iterations indicate Storage Tunnels #760 and #761 in their present location, surrounded by a large work yard area located at the end of an access road extending west from the Seasonal Housing cluster. During the 1990s, the park added Metal Storage Buildings #661 and #662 and Projects Storage #131 to the west and northwest of the storage tunnels. These buildings, a concrete pad, the perimeter fence, a shed, and an open air shelter, along with the current extent of piled and stored materials have been added since the period of significance. All of the buildings and maintenance and storage features located within the Boneyard are ephemeral and utilitarian in nature. It is anticipated that the cluster will remain an active park maintenance facility and the features associated with the cluster will evolve and undergo alteration to meet utilitarian needs over time.

Central Maintenance Cluster

The Central Maintenance cluster is located within the east-central portion of the Headquarters Area southwest of Marmot Drive Residences and north of the Maintenance Yard. Central Maintenance was the first developed part of the Headquarters Area, with initial construction occurring in 1923. Over the next 15 years, Central Maintenance developed into a tightly knit complex of maintenance, storage, and office buildings intended to support park maintenance and operations. All of the buildings constructed within the complex were designed in the NPS Rustic style of architecture, painted dark brown, and sited with a consistent northeast to southwest orientation, separated by roads, parking areas, and work yard space. The buildings present a cohesive character derived from log framing, shingle roofs, exposed rafter tails, and the use of native stone. The design of the complex is consistent with NPS planning and landscape architecture principles of the pre-World War II era. The park has added buildings to the cluster since the period of significance. Several were sited to follow the patterns of spatial organization established during the 1920s and 1930s. Additional expansion of the cluster to the southeast along Mills Drive does not follow the arrangement of the original cluster; further, the buildings are more massive and constructed of contemporary materials, and thus not in keeping with the character of the historic utility area.

Eagle Cliff Housing Cluster

Eagle Cliff Housing is the southernmost cluster in the district, located south of Chiefs Head Road in an area referred to as Tortilla Flats. Arising from Chiefs Head Road are several driveways, most of

which are unpaved. Resources are primarily private residences built between the 1920s through the 1960s. The NPS gradually acquired these residences beginning in the 1960s based on the recommendations indicated in Mission 66 program master plans that they provide staff housing. Extant single-family residences—Bluebird Lane #680, Bluebird Lane #711, Junco Lane #717, Falcon Lane #684, Falcon Lane #687, Loch Vale Residence #668, Bierstadt Lane #714, Ypsilon Lane #710—and associated garages continue to serve employee housing needs. The park has also added several contemporary buildings, large and constructed of contemporary materials like the additions to Central Maintenance, within the area since the period of significance. These buildings—Alpine Fire Crew Dorm #1027, Storage Building #1078, Storage Building #1157, Fire Operations Building #1088, Four-Bedroom Modular Homes #1196 and #1197—support park administrative and housing as well as supply/storage purposes. Also located within the cluster are three private residential and one industrial inholding.

Emergency Housing Cluster

The Emergency Housing cluster is located east of Alpine Circle and Mills Drive Residences and west of Central Maintenance. The area is affectionately known by park personnel as Ptarmigan Estates. The cluster is edged to the north and west by Mills Drive, while McLaren Hall Annex #24 closely edges the cluster to the east. The eastern part of the cluster is undeveloped open space characterized by meadow and savannah. The developed area is concentrated along Ptarmigan Lane, which arises from Mills Drive, and forms a central spine for the siting of six historic dwellings and two garages. A large contemporary four-bedroom bunkhouse (Four- Bedroom Modular Home #1198) occupies the site of former Quarters #49 east of Ptarmigan Lane. Walks lead to the front doors of each of the dwellings from Ptarmigan Lane or a small driveway or roadside pull-off. Parking is accommodated via pull-offs along the road margin in front of Quarters #100, #104, and #105, and in driveways or parking spaces at Quarters #101, #102, and #103. No longer in use, the garages also face Ptarmigan Lane at the north and south ends of the road. Copper light fixtures edge the road near the building entrances, while clotheslines associated with each residence are in the rear yards. Two of the yards—Quarters #101 and #102—feature small fenced areas, while a stone retaining wall south of Quarters #101 affords a second parking space for the dwelling. Street signs mark road intersections at Mills Drive with Alpine Circle and Mills Drive with Ptarmigan Lane. Regulatory road signs are also present. Buck Creek, a tributary of Beaver Creek, follows a channelized ditch to the west of the residences east of Mills Drive. A corrugated metal culvert marked with a stone headwall and wooden posts conveys stormwater flow beneath Ptarmigan Lane near its intersection with Mill Creek. A larger culvert conveys Buck Creek beneath Mills Drive north of the cluster. Native meadows and trees surround the buildings and yards, while mature ponderosa pine trees follow the Buck Creek stream corridor. Social trails extend to the east of the residences and garages.

Maintenance Yard Cluster

The Maintenance Yard was one of the first areas developed as part of the Headquarters Area. Since initial development in the 1920s and 1930s, the cluster expanded from an area focused around equestrian care to include several other maintenance activities. The Maintenance Yard cluster is located south of Central Maintenance and Beaver Creek. Sundance Circle edges the cluster to the west, while Chiefs Head Road forms its southern boundary. Pika Lane, which connects Sundance Circle and Chiefs Head Road, passes through the cluster. Three gravel access drives connect these roads with the buildings and storage locations within the cluster. Features associated with the Maintenance Yard include two historic and six non-historic buildings, fenced corrals, piles of stored materials, culverts and swales that convey Beaver Creek beneath Sundance Circle and stormwater flow beneath road intersections, overhead utility lines, street signs, regulatory signs, dumpsters and a trash receptacle, and a sign indicating rules related to use of a recycling center. The historic buildings are Horse Barn #97 and Stable #98. Additions postdating the period of significance include Hay Storage Shed #993, Sewage Dump Station #785, Resource Management Shed #877, Shed #925, and Trails Shop #863. These buildings are sited along a main access road leading between Sundance Circle and Chiefs Head Road that widens near buildings to accommodate parking. A non-historic storage shelter also edges the main access road. Power line poles and overhead utility lines, as well as concrete dumpster pad are located near Sewage Dump

Station #785. Another access road extends south of Trails Shop #863 that is also edged by parking. A third access road leads east-west from the main access road to Pika Lane. Beyond the intersection is a large unpaved open area used for vehicle parking and materials storage. Near the intersection of Pika Lane and Sundance Circle are metal dumpsters and a trash receptacle associated with recycling storage.

Marmot Drive Residences Cluster

The Marmot Drive Residences cluster was the first employee housing area established for Rocky Mountain National Park in 1926-1930. The cluster is located in the northeastern section of the district, south of Beaver Meadows Road and northeast of Central Maintenance. The cluster contains six of the park's oldest housing units—Employee Residences #3, #4, #5, #6, #7, and #8, in addition to three garages—#70, #71, and #72. The park moved three residences—#269, #281, and #458—and Garages #354 and #450 into the cluster during Mission 66 period to support park housing needs. These features respect the original arrangement of buildings within the cluster through their placement across Marmot Drive from or to the south of the historic residences. During Mission 66, the original terminus of Marmot Drive in front of Employee Residence #3 was extended to intersect Utility Road near the newly created Mills Drive circa 1959. Other features of the Marmot Drive Residences cluster includes asphalt paved driveways that lead to shared and single car garages; walks leading to front and rear entrances into the buildings; clotheslines; fire pits; stone retaining walls; and culverts that convey stormwater flow beneath Mills and Marmot drives. Chain link fencing associated with the adjacent campground and an overhead utility line edge the cluster to the east. At the northeastern corner of the cluster is buck- and-rail fencing that protects a utility element. Street, regulatory, and road signs are also present within the cluster.

Seasonal Housing Cluster

The Seasonal Housing cluster is located south of Beaver Creek, west of the Maintenance Yard, and north of Chiefs Head Road. Blister Rust Dormitory #117, three Mission 66 era apartment buildings—#429, #430, and #431—and seven single-family residences—#118, #122, #124, #126, #128, and #495—compose the historic cluster. These buildings are sited along Sundance Circle, which terminates in a loop. The single-family residences were built for private individuals along High Drive circa 1929 and moved to the Seasonal Housing cluster in the 1940s to support park housing needs. Blister Rust Dormitory #117, acquired from Navy surplus in 1948, is an L-shaped building located at the eastern end of the cluster. An asphalt-paved parking area edges the building to the east that is accessed from Sundance Circle. A culvert conveys stormwater beneath the access road to an adjacent parking area. A stone wall of unknown origin edges Sundance Circle and the access road to the east. To the west of Blister Rust Dormitory #117 along Sundance Circle are three multi-unit apartment buildings built during Mission 66. The single-family residences are located to the south of Sundance Circle in association with the loop. Parking is afforded to either side of Sundance Circle. Concrete wheelstops edge many of the parking spaces and the road where it abuts the sidewalk fronting the apartment buildings.
Boulders are also placed along the road margins to limit parking use. A mail box and parking signs also edge the road. West of the loop, Sundance Circle extends west as the unimproved Boneyard Road. Edging the transition from paved to unpaved roadway are four tiny footprint homes erected to either side of the road in 2019-2020 to house park staff. An overhead utility line edges the apartment buildings to the north. To the south of the loop is a series of RV parking and hook-up features developed in the early 1970s, with expansions circa 1980-1983 and circa 1984-1992. Surrounding the built features is rolling terrain with rock outcroppings and native pine woodland and grass plant communities. Social trails lead north toward Mills Drive from the Blister Rust Dormitory #117 parking area. A wooden footbridge and log stairs provide access to the Beaver Creek corridor and across the stream. Social trails also lead south to the materials storage area associated with the Maintenance Yard. There are also numerous footpaths located in the wooded area in the southwestern corner of the cluster associated with the RV sites.

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
Beaver Meadows Visitor Center cluster	193621	Contributing					No
Boneyard cluster	193622	Contributing					No
Central Maintenance cluster	193623	Contributing					No
Eagle Cliff Housing cluster	193624	Contributing					No
Emergency Housing cluster	193625	Contributing					No
Maintenance Yard cluster	193626	Contributing					No
Alpine Circle and Mills Drive Residences cluster	193627	Contributing					No
Marmot Drive Residences cluster	193628	Contributing					No
Seasonal Housing cluster	193629	Contributing					No

Landscape Characteristic: **Constructed Water Features-Constructed Water Features**

Category not used for this Cultural Landscape Inventory.

Landscape Characteristic: **Cultural Traditions-Cultural Traditions**

Category not used for this Cultural Landscape Inventory.

Landscape Characteristic: **Land Use-Land Use**

The Headquarters Area was established to serve as the center of park maintenance operations and as an employee residential complex for Rocky Mountain National Park. In 1967, it also became the administrative headquarters with completion of the Beaver Meadows Visitor Center/Park Administration Building. The Headquarters Area continues to function in this regard today. Historic and contemporary land uses associated with the district include administrative, maintenance, museum/interpretive/educational, residential, supply/storage, and visitor services. Each of these land uses is contributing. There are no non-contributing land uses associated with the Headquarters Area.

Administrative uses are associated with Beaver Meadows Visitor Center, as well as offices located within the Central Maintenance, Alpine Circle, and Mills Drive Residences clusters. Maintenance uses are associated with the Boneyard, Central Maintenance, and Maintenance Yard. Visitor services and museum/interpretive/educational land uses are associated with the Beaver Meadows Visitor Center. Residential uses are associated with the Alpine Circle and Mills Drive Residences, Eagle Cliff Housing, Emergency Housing, Marmot Drive Residences, and Seasonal Housing clusters. Supply/storage uses are associated with the Boneyard, Central Maintenance, and Maintenance Yard clusters.

Administrative land uses associated with the Alpine Circle and Mills Drive Residences, where the RMC uses Employee Residence #48 as office space, postdate the period of significance. Similarly, use of the Eagle Cliff Housing cluster for administrative, maintenance, and supply/storage land uses postdates the period of significance. Administrative land uses introduced to the Maintenance Yard through construction of Trails Shop #863 also postdate the period of significance. In general, these newer land uses are compatible with the Headquarters Area overall. However, given that the original design intent was to focus certain land uses within each distinct cluster, the introduction of mixed land uses is leading to diminished integrity and clarity of character. The inclusion of storage, administrative, and residential land uses within Eagle Cliff Housing, for example, is detracting from the historic intent of the master plans used to develop the Headquarters Area. Thus the later land use additions are non-contributing to the setting of 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
Administrative land use	193600	Contributing					No
Maintenance land use	193601	Contributing					No
Museum/interpretive/educational land use	193602	Contributing					No
Residential land use	193603	Contributing					No
Supply/storage land use	193604	Contributing					No
Visitor services land use	193605	Contributing					No
Administrative land use within Alpine Circle and Mills Drive Residences, Eagle Cliff Housing, and the Maintenance Yard	193606	Contributing					No
Maintenance land use within Eagle Cliff Housing	193607	Non contributing					No
Supply/storage land use within Eagle Cliff Housing	193608	Non contributing					No

Landscape Characteristic: **Natural Systems and Features-Natural Systems and Features**

The Headquarters Area cultural landscape centers around Beaver Meadows, a relatively level terrace east of where the Rocky Mountains begin a sharp ascent. Beaver Creek (also Beaver Brook), for which the area is named, flows through the terrace from west to east, dividing the Headquarters Area into northern and southern sections. To the north of Beaver Creek are the Central Maintenance, Alpine Circle and Mills Drive Residences, Marmot Drive Residences, the Beaver Meadows Visitor Center, and Emergency Housing clusters. Located to the south of Beaver Creek are the Seasonal Housing, Maintenance Yard, and Eagle Cliff Housing clusters. Beaver Creek empties into the Big Thompson River to the east of the park. Beaver Creek is an intermittent stream fed by smaller intermittent tributaries such as Buck Creek. Buck Creek flows from northwest to southeast, emptying into Beaver Creek west of the Maintenance Yard cluster. A portion of Buck Creek has been channelized west of Emergency Housing to protect the developed area as well as adjacent Mills Drive from flooding. Buck Creek is conveyed beneath Ptarmigan Lane at the south entrance into Emergency Housing via culvert, while there are several culverts associated with Mills Drive crossings of Buck Creek. Beaver Creek is deeply etched into the surrounding topography. Sundance Circle crosses Beaver Creek via a culvert to the northwest of the Maintenance Yard. A social trail connecting Seasonal Housing with the Alpine Circle and Mills Drive Residences crosses Beaver Creek via a wooden footbridge.

During the early development of the utility area, park staff built a small retention pond with an earthen dam at the northeast end of Central Maintenance that collected overland flow of stormwater to serve operations needs. In 1934, however, the water table dropped, requiring the park, using CCC labor, to excavate a ditch, lower the collecting tile drain system, and construct a cut-off dam to divert the 3,800 gallons of water flowing per day through the area into the pond (Komara, 25; Superintendent Monthly Narrative, August 1934). The ditch became a drainageway flowing northwest to southeast between the Central Maintenance and Marmot Drive Residences clusters. The pond later began to silt in and fill with alder, birch, and cottonwood trees, and is no longer extant today.

Natural systems and features associated with the Headquarters Area all contribute to the historic setting. These include Beaver Meadows; Beaver Creek, Buck Creek, and the drainageway north of Central Maintenance and their associated riparian corridors; and rock outcroppings that occur primarily within the western part of the Headquarters Area.

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
Beaver Meadows	193560	Contributing					No
Beaver Creek and associated riparian corridor	193561	Contributing					No
Buck Creek and associated riparian corridor	193562	Contributing					No
Drainageway and associated riparian corridor	193563	Contributing					No
Rock outcroppings	193564	Contributing					No

Landscape Characteristic Graphics:



View east of Beaver Creek as it flows between Seasonal Housing and Central Maintenance as a wooded riparian corridor. (Credit: Sargent 2019)



View northwest across the Buck Creek stream corridor from Emergency Housing, looking toward the Alpine Circle and Mills Drive Residences cluster. (Credit: Sargent 2019)



View of rock outcroppings within the western half of the Headquarters Area. (Credit: Sargent 2019)

Landscape Characteristic: **Small Scale Features-Small Scale Features**

Small-scale features help to convey historic character and provide detail within the cultural landscape. While there are numerous small-scale features located within the Headquarters Area, the majority are non-contributing. Small-scale features first introduced during early period of park development and the New Deal era have been replaced over time to accommodate evolving needs. However, most of the contemporary small-scale features, while they do not contribute to the significance of the historic district, are compatible with the overall historic setting.

Small-scale features that survive from the period of significance include fire pits, grills, a flagpole at the visitor center, a horseshoe pit at Employee Residence #48, and metal corral fencing in the Maintenance Yard.

Small-scale feature types that may have been present since the period of significance but have been replaced include overhead utility lines, gas pumps at Central Maintenance, and many of the light fixtures, signs, clotheslines, and utility features, such as manhole covers, fire hydrants, utility boxes, and site furnishings.

The small-scale features that constitute new additions to the Headquarters Area include propane tanks, utility meters, water spigots, yard fences, manhole covers, fire hydrants, trash and recycling receptacles, wayside exhibits, and commemorative markers.

The individual small-scale features present within the Headquarters Area are described below either as systems that transcend clusters, or individually by cluster.

Overhead utility lines
Overhead utility lines extend through the Headquarters Area in three locations. The first parallels Beaver Creek to the south and extends through the Seasonal Housing and Boneyard clusters. The second extends southwest from the Maintenance Yard through the Eagle Cliff Housing cluster with poles located in front of Sewage Dump Station #785, behind the Bierstadt Lane Garage #808; the

line then crosses Loch Vale Lane and continues west to the open area encircled by Falcon Lane. The third follows the eastern boundary at the edge of Marmot Drive Residences. The utility lines are composed of overhead wires supported by wooden poles. Records indicate that power lines were initially installed in 1956 from the Headquarters Area to Mary's Lake, although the alignment of these lines is not currently known. The date the existing overhead utility lines were installed is also not currently known. The lines appear to postdate the period of significance and are indicated herein as non-contributing but compatible.

Utility boxes
Numerous utility boxes dot the Headquarters Area cultural landscape. Many are located outside of buildings. These features are typically metal cases with locked cabinet doors set on concrete pads. All of the existing utility boxes postdate the period of significance and are non-contributing.

Alpine Circle and Mills Drive Residences

Clotheslines associated with Employee Residences #34, #45, and #46, and Superintendent's Residence #47 Clotheslines associated with Alpine Circle Residence #139, #141, #142, #144, #149, and #426, Mills Drive Residences #140, #425, and #428 Clotheslines appear on only one of the plans for the residences built within the Alpine Circle and Mills Drive Residences: a 1940 site plan for Employee Residence #45 (NPS, drawing ROMO 121_2080-B). The plan shows a clothesline, labeled as a drying yard, in the location where a clothesline exists today. The date of origin of other clotheslines within the cluster are not currently known. Today, clotheslines are present in association with each of the historic residences. The clotheslines are composed of two metal posts set approximately 20 feet from one another and connected by strands of wire. The clothesline posts are four inch tubular steel pipe with a single pipe set in the ground and a T-shape across the top and painted dark brown. While clotheslines appear on some historic site plans, it is not possible to confirm that existing clotheslines are original features that date to the period of significance or are in historic locations. Thus the clotheslines associated with the historic buildings located within the Alpine Circle and Mills Drive Residence cluster are assessed as non-contributing but compatible.

Clotheslines associated with Alpine Circle Residences #879 and #990
Clotheslines composed of upright metal tube posts with t-shaped bars at the top strung with rope to serve clothes drying needs are associated with Alpine Circle Residences #879 and #990. Given that both residences postdate the period of significance, these features similarly date to at least the 1980s and are non-contributing but compatible.

Light fixtures along Alpine Circle and Mills Drive Copper gooseneck light fixtures are located along the roadways at each of the driveways within the Alpine Circle and Mills Drive Residences cluster. The lights are composed of a narrow fluted tube pole with a fish-hook arm and a hooded fixture. The posts and fixtures are a faded brown-grey color. The light fixtures were installed in 2005. They postdate the period of significance and are non-contributing but compatible.

Light fixture along the western end of Alpine Circle
A light fixture with a glass lantern is located along Alpine Circle west of the road and south of Alpine Circle Residence #990. The pole is metal painted black. The light fixture is located near a concrete and metal grill. The date of and purpose for the light fixture are not currently known, but it likely dates to the 1980s when the park built Alpine Circle Residences #990 and #879. As such the light fixture postdates the period of significance and is non-contributing but compatible.

Grill at Superintendent's Residence #47
A stone grill is located to the south of Superintendent's Residence #47. The grill is composed of a stacked-stone frame and a metal grill cover. The date of origin of the stone grill is not currently known, but the stonework suggests that this feature was constructed during the period of significance and is thus contributing to the significance of the historic district.

Grill along the western end of Alpine Circle
The light fixture is located near a concrete and metal grill. Like the light fixture, the reason for the

grill being in this location and its date of origin are not currently known. It likely dates to the 1980s when the park built Alpine Circle Residences #990 and #879. As such the grill postdates the period of significance and is non-contributing but compatible.

Grill at Employee Residence #46 Grill at Alpine Circle Residence #149 Grill at Mills Drive Residence #425 Outdoor grills are located in association with Employee Residence #46, Mills Drive Residence #425, and Alpine Circle Residence #149. Circular in form, the grills are composed of a metal ring approximately 14” from the ground. A grill rack and grill bar sit atop the grill base. The date of origin of the grills is not currently known, but they are contemporary additions that postdate the period of significance and are non contributing but compatible.

Sandbox at Employee Residence #45
A sandbox sits on the uphill side of a driveway at Employee Residence #45. The sandbox is constructed of wood planks that form a small square box on the ground. The sandbox appears contemporary and thus postdates the period of significance and is non- contributing but compatible.

Horseshoe pit at Employee Residence #45 Horseshoe pit at Employee Residence #48
Horseshoe pits are set within the lawn of Employee Residence #45 along Thunder Lane and adjacent to the driveway of Employee Residence #48 along Alpine Circle. The horseshoe pits are composed of metal stakes set within sand pits edged with wood boards or timbers. The horseshoe pit at Employee Residence #45 appears to postdate the period of significance and is non-contributing but compatible. The horseshoe pit at Employee Residence #48 appears older and may date to the period of significance. It is assessed herein as contributing to the significance of the historic district.

Buck-and-rail fence along Alpine Circle
A section of buck-and-rail fence edges Alpine Circle to the north across the road from Employee Residence #48. The rail fence is interrupted in two locations to provide access to social trails that lead toward Central Maintenance. The fencing is a contemporary addition that postdates the period of significance and is non-contributing.

Yard fencing at Employee Residence #46
A small garden located outside the patio on the upper level of Employee Residence #46 is enclosed with a chain link fence roughly six feet tall. The fencing is a contemporary addition that postdates the period of significance and is non-contributing.

Street signs within Alpine Circle and Mills Drive Residences
Park standard street signs are located within the cluster at the intersections of Alpine Circle, Mills Drive, and Thunder Lane. These signs are composed of sign boards fashioned from horizontal wood planks with rounded corners mounted on wooden posts. The posts and sign boards are painted dark brown. The text is routed into the boards and painted white. These signs are of interest for the fact that they are not green with reflective surfaces, and provide a unique sense of identity within the Headquarters Area. The signs postdate the period of significance and are non-contributing but compatible.

Regulatory and road signs within Alpine Circle and Mills Drive Residences Regulatory signs are located within the Alpine Circle and Mills Drive Residences cluster including a yield sign and “Slow Children Playing” sign printed on sheet metal with standardized state and federal symbols or text on a white, yellow, or red background and mounted on square posts painted dark brown. All regulatory and road signs postdate the period of significance and are non-contributing.

Beaver Meadows Visitor Center

Flagpole at Beaver Meadows Visitor Center
A steel flagpole is located on the descending slope west of the visitor center. It edges a concrete walk that extends between the visitor parking area and the western building entrance. The flagpole was likely installed at the time the visitor center was constructed and appears in a 1968 photograph (ROMO archives). The flagpole thus appears to survive with integrity from the period of significance

and contributes to the significance of the Headquarters Area Historic District.

Overhead light fixtures at Beaver Meadows Visitor Center visitor parking Light fixtures edge the walks and parking bays within the Beaver Meadows Visitor Center visitor parking area. The park installed the existing light fixtures in 2002 as part of the parking area expansion. They replaced light fixtures associated with the original Mission 66-era design. The historic light fixtures were simple steel pedestrian-scaled poles with a hooded light fixture and yellow incandescent bulb. The current light fixtures were selected in consultation with the original building architect, Tom Casey, to recall the original light fixtures. While similar in shape, the new fixtures feature night sky protective measures, are darker in color, and cast a white light (Yost, et al., 37). The overhead light fixtures postdate the period of significance and are non-contributing but compatible.

Bollard light fixtures at Beaver Meadows Visitor Center visitor and administrative parking
Low bollard light fixtures edge the outer margins of both the visitor and administrative parking areas to supplement the overhead light fixtures. The bollard lights cast low light near pedestrian walks. Cylindrical in form, the bollard lights stand approximately three feet tall and are six inches in diameter, are painted dark brown, and are set atop concrete footers. Louvered panels over the lighting cast low light along the walks. The park installed the bollards as part of the parking area expansion of 2002. As such, they postdate the period of significance and are non-contributing but compatible.

Benches at Beaver Meadows Visitor Center entry plaza
Wood slat benches, both backless and with backs, are located within the entry plaza near the visitor center. The benches are ground-mounted on square steel posts. Like the light fixtures, the park installed these benches as part of the 2002 parking area expansion. As such they postdate the period of significance and are non-contributing but compatible.

Beaver Meadows Visitor Center identity sign
A wood identity sign is located along Beaver Meadows Road at the entrance road into the visitor parking area. The sign also dates to the parking area expansion of 2002. As such, it is non-contributing but compatible.

Kiosk at Beaver Meadows Visitor Center entry plaza
An information kiosk is located within the entry plaza near the visitor center. Built in 2007, the six-sided kiosk is built of a weathering steel frame and corrugated steel roof.

Inlaid panels supported by the uprights of the frame contain text, images, and maps providing orientation and interpretive information to visitors (Yost, et al, 63). The kiosk postdates the period of significance and is non-contributing but compatible.

Wayside exhibits at Beaver Meadows Visitor Center entry plaza
Three wayside exhibits are located along the margins of the entry plaza near the visitor center. The signs are titled “More Than a Garden,” “National Historic Landmark,” and “To Be a Ranger.” The waysides themselves are composed of NPS-standard tilted metal carriers, painted black, inset with interpretive panels. The wayside exhibits date to or after the parking area expansion of 2002. As such, the wayside exhibits postdate the period of significance and are non-contributing but compatible.

Commemorative plaques at Beaver Meadows Visitor Center entry plaza Three bronze plaques are located along the margins of the visitor center plaza. These include a bronze plaque mounted on a boulder that identifies “Rocky Mountain National Park Administration Building National Historic Landmark, 2001;” a memorial plaque with a bronze NPS ranger hat that honors former park ranger Jeff Christensen, who died while in service, mounted on a boulder; and a plaque honoring Stephen Mather, first director of the NPS. The plaque honoring Mather may have been located elsewhere in the park as early as 1932 and moved to the plaza as part of the 2002 parking area expansion, although this has not been confirmed. All three plaques are contemporary additions to the cluster that postdate the period of significance and are non-contributing but compatible.

Trash and recycling receptacles at Beaver Meadows Visitor Center entry plaza Steel containers for the collection of trash and recycling materials are located just outside the entrance to the visitor center. The receptacles are bear-resistant and finished with a brown or dark red powder coating for trash and green for recycling. The trash and recycling receptacles are contemporary additions that postdate the period of significance and are non-contributing but compatible.

Bike racks at Beaver Meadows Visitor Center entry plaza
Bike racks are located along the margin of the sidewalk that approaches the entry plaza south of the visitor parking area. The bike racks are a series of individual ground- mounted posts, made of steel, each approximately 16 inches tall. The bike racks are contemporary additions from the 2002 plaza project that postdate the period of significance and are non-contributing but compatible.

Bike rack along Mills Lane
A free-standing bike rack is located along Mills Lane between parking bays within the administrative parking area south of the visitor center. The bike rack is a galvanized steel unit with slots for several bicycles. It sits below the stone-veneer wall that extends west from near the visitor center. The bike rack is a contemporary addition that postdates the period of significance and is non-contributing but compatible.

Mail box along Mills Lane
Located near the freestanding bike rack along Mills Lane Spur is a metal mail box. The box measures approximately 30 inches in height and 24 inches in width and depth and is mounted on a wood post set in a concrete footer. The box has a door on the front that opens with a metal handle. The mail box is a contemporary addition that postdates the period of significance and is non-contributing but compatible.

Weather station
Located in the meadow west of Beaver Meadow Visitor Center is a weather station. The weather station includes two upright poles with cross bars near the top supporting data capturing equipment and small metal boxes and other equipment at the ground level.
Wooden stake and rider fencing surrounding the equipment. The weather station is a contemporary addition that postdates the period of significance and is non-contributing.

Regulatory and road signs within Beaver Meadows Visitor Center
Regulatory signage is located along the margins of Mills Drive, the visitor center entrance road, the parking areas, and some of the asphalt walks within the cluster. These include directional signs associated with the entrance road, accessible parking signs within the parking areas, an upright information panel adjacent to the shuttle bus shelter, and a “Restoration Area Stay Out” sign composed of a wood panel mounted on a steel post along the asphalt walk near the administrative parking area. The signs are contemporary additions that postdate the period of significance and are non-contributing.

Boneyard

Overhead utility line within the Boneyard
Utility poles with overhead lines extend through the cluster from Seasonal Housing west. As noted above, these lines are indicated as non-contributing herein but compatible.

Perimeter fence and gate around the Boneyard
A perimeter fence surrounds the stored materials of the Boneyard. The fencing varies in material, height, and construction, and includes sections of welded wire with steel posts, metal mesh with wood posts, and chain link. A swing-arm metal gate composed of two metal frame panels inset with wire mesh faces Boneyard Road. Although the date of origin of the fence is not currently known, the materials suggest that it is a contemporary addition that postdates the period of significance and is non-contributing but compatible.

Regulatory sign within Boneyard
Regulatory signage within the cluster includes one sign posted near the gate into the fenced

precinct that reads “Authorized Personnel – ONLY / All Materials Stored in This Area Must be Cleared with Warehouse.” This sign postdates the period of significance and is non-contributing.

Central Maintenance

Identity sign for Interagency Fire Station #1139
A metal sign with NPS and Estes Valley Fire District logos is located at the entrance to the Interagency Fire Station #1139. The sign is metal painted red-brown mounted onto square wooden posts that are brown. The sign is a contemporary addition that likely dates to construction of the building in 2007. It postdates the period of significance and is non- contributing.

Outdoor training area for Interagency Fire Center #1139 (Easting: 452520; Northing: 4468223)
An outdoor training area associated with Interagency Fire Center #1139 is located northeast of the building. The equipment consists of unhewn wood posts with metal components, which provide for exercise and training for the firefighters, as well as a tall pole with ropes tied to it to practice climbing. The training area and associated equipment postdate the period of significance and are non-contributing.

Light fixtures at McLaren Hall Annex #24
Several light fixtures are located within the landscaped area southeast of McLaren Hall Annex #24. The poles are 12 feet tall with a rectangular fixture. The posts are square in plan and are brown. Rehabilitation plans from 1998 for the McLaren Hall Annex indicate details for the light fixtures (NPS, drawings ROMO 121_60377 and 60377A). The light fixtures thus postdate the period of significance and are non-contributing but compatible.

Light fixture south of Warehouse #79
A tall light fixture with a large rectangular lamp sits near the south building façade of Warehouse #79. The post is a treated telephone pole roughly 20 feet tall. The date of origin of the light fixture is not currently known, but it appears to postdate the period of significance and is non-contributing but compatible.

Buck-and-rail fence along access road to Maintenance Complex #828
Buck-and-rail fencing edges the access road east of Maintenance Complex #828 to prevent cars from parking along the road margin. Similar fencing edges Marmot Drive and the access road at the west side of the building for a similar purpose. The fencing postdates construction of the building in 1983, as such it is non-contributing.

Electrical vehicle charging station northeast of Vehicle Storage #73
An electrical vehicle charging station is located between Vehicle Storage #73 and #74. The electrical vehicle charging station is a single white metal upright pump with metal extensions used to rest the electrical cord and pump handle. The pump measures approximately 4 feet in height and is 18 inches wide. The front of the pump has an electric charging icon and colorful buttons that illustrate levels of charging. The park installed the electrical vehicle charging station in 2013-2014 to charge 2014 Chevy Volt cars. It postdates the period of significance and is non-contributing but compatible.

Gas pumps east of Warehouse #79
A bay of gas pumps is located near the center of the utility court east of Warehouse #79. A total of three pumps sit on a raised concrete pedestal with metal edging set within an area paved in concrete. Two windshield-washing stations are also mounted into the pedestal adjacent to the pumps. Gas pumps were first located on this site by 1959. The current gas pumps were installed in 1992. They are slated for replacement in 2020 or 2021 (No Adverse Effect letter, Darla Sidles, Superintendent, ROMO, to Steve Turner, Colorado SHPO, 02-25-2020). The gas pumps postdate the period of significance and are non-contributing but compatible.

Street signs within Central Maintenance
Park-standard street signs are located at the intersections of the roads located within the Central Maintenance cluster, such as Utility Road and Mills Drive both to the north and south of the

complex, Marmot Drive and Mills Drive, and Utility Spur and Marmot Drive. The posts and sign boards are painted brown. The text is routed into the boards and painted white. These signs are of interest for the fact that they are not green with reflective surfaces. The street signs postdate the period of significance and are non- contributing but compatible.

Regulatory and road signs within Central Maintenance
Several regulatory signs are located within the Central Maintenance cluster. These include a yield sign and “Caution Congested Area” sign. The signs postdate the period of significance and are non-contributing.

Eagle Cliff Housing

Overhead utility line within Eagle Cliff Housing
A utility pole with overhead lines is located uphill from Bierstadt Lane Garage #808. Utility poles also extend across the Ypsilon Lane property and along the road near Four- Bedroom Modular Home #1196. As noted above, these lines are indicated as non- contributing herein but compatible.

Stone fireplace and grill at Loch Vale Residence #668
Located at the edge of the parking area south of Loch Vale Residence #668 is a mortared rubble stone fireplace with a grill opening in the front. The fireplace at the rear is a tapered stone wall that rises to approximately five feet in height at the front. There are also two stone walls that edge a central stone base where wood for the fire can be placed. The walls have ledges along the sides to hold a metal grill. The date of origin of the fireplace and grill is not known. The park acquired the fireplace and grill with the property after the period of significance. They are thus non-contributing but compatible.

Grill at Bluebird Lane #680
Located in the yard at Quarters #680 is a circle of stones, some piled and some set in the ground, that frame a metal container that serves to hold fire wood or charcoal, and has a metal grate cover for grilling. This vernacular outdoor grill postdates the period of significance and is non-contributing but compatible.

Fire pit at Falcon Lane #684
Located to the south of Falcon Lane #684 are a cluster of wood benches and a picnic table centering around a fire pit. The fire pit is composed of a galvanized corrugated metal barrel set partially within the ground and edged by a circle of fieldstones. The fire pit is a contemporary addition that postdates the period of significance and is non- contributing.

Fire pit at Falcon Lane #687
A circular fire pit is located near Falcon Lane #687. It is built out of mortared stacked stone. The structure likely dates to circa 1960 when Falcon Lane #687 was built. The fire pit was acquired with the property during the period of significance. It contributes to the significance of the Headquarters Area Historic District.

Stone fireplace and grill at Ypsilon Lane #710
A large stone fireplace and grill sit on the flagstone patio at Ypsilon Lane #710. The coursing of the stonework is in an ashlar pattern. The grill appears to have been constructed around the same time as the house circa 1956. The park acquired the fireplace and grill with the property after the period of significance. They are thus non- contributing but compatible.

Fire pit at Ypsilon Lane #710
Located behind Ypsilon Lane #710 near the walk leading to the patio is a metal barrel fire pit with pierced openings and a railing around the top edged by a circle of stones. This fire pit is a contemporary addition that postdates the period of significance and is non- contributing but compatible.

Stone grill at Junco Lane #717
Located at Junco Lane #717 is a mortared-stone grill. The grill is approximately three feet tall and

features stone walls surrounding an area in the center where wood can be placed for the fire. A metal grill can be moved over top of the fire while resting atop the walls. The grill appears to date to the period of private use of the house, which was built in 1940. The park acquired the grill with the property after the period of significance. It is thus non-contributing but compatible.

Fire pit at Junco Lane #717
Located to the east of the contemporary precast concrete unit block retaining wall within the lawn is a fire pit surrounded by a circle of native stone blocks. The fire pit is less than one foot tall and approximately six feet in diameter. The fire pit is a contemporary features that is non-contributing but compatible.

Stone grill at Alpine Fire Crew Dorm #1027
A concrete grill with stone veneer that stands approximately three feet in height is located in the center of the flagstone patio at Alpine Fire Crew Dorm #1027. The grill has a taller stone wall at the west or rear side, and is lower in front where a metal grate can be used for grilling. The grill likely dates to the construction of the building in 1993. It postdates the period of significance and is non-contributing.

Light fixtures at Alpine Fire Crew Dorm #1027
Pole light fixtures are mounted into circular concrete footers along the walk north of the parking at Alpine Fire Crew Dorm #1027. The roughly 12-foot-tall poles are square with square fixtures. These light fixtures postdate the period of significance and are non- contributing.

Light fixtures at Ypsilon Lane #710
An individual light fixture in a Colonial Revival style is located alongside a flight of stone stairs that arises from the Ypsilon Lane to the flagstone patio adjacent to the house. The light fixture was likely placed when the stair was built in the mid-1950s. The park likely acquired the light fixtures with the property after the period of significance. They are thus non-contributing but compatible.

Clotheslines at Loch Vale Residence #668, Bluebird Lane #680, Ypsilon Lane #710, Bierstadt Lane #714, Junco Lane #717, and Loch Vale Garage #854
Clotheslines are located in association with several of the dwellings within the Eagle Cliff Housing cluster, including Loch Vale Residence #668, Bluebird Lane #680, Ypsilon Lane #710, Bierstadt Lane #714, Junco Lane #717, and Loch Vale Garage #854. The clotheslines are composed of two posts separated approximately 20 feet from one another and connected by strands of wire. The clothesline posts are constructed out of two 4” tube steel pipes to form a “T” and are mounted directly into the ground. Some are painted dark brown. The clothesline at Bluebird Lane #680 is galvanized steel and is not painted. Although the date the clotheslines were added is unknown, most are likely associated with NPS housing use that postdates the period of significance. As such, the clotheslines are non-contributing but compatible.

Bike rack at Alpine Fire Crew Dorm #1027
A single free-standing bike rack is located west of Alpine Fire Crew Dorm #1027. The bike rack holds a number of bikes and is painted black. The bike rack was not installed until at least 1993 when the Alpine Fire Crew Dorm #1027 was built. It postdates the period of significance and is non-contributing.

Llama pens within Eagle Cliff Housing
Located at the east end of Falcon Lane is a metal corral formed from tubular steel fencing with six rails. The corral is used as a pen for the llamas that serve as pack animals for the park within wilderness areas. Signs affixed to the pens request that the llamas not be fed. The park built the pens in or after the early 1980s. The llama pens thus postdate the period of significance and non-contributing but compatible.

Circular corral within Eagle Cliff Housing
An additional circular corral used to quarantine mules and horses upon arrival at the park before they are placed into service is located along the driveway or access road leading to Falcon Lane #687. The park installed the corral, composed of tubular steel painted dark brown and arranged into

five-rail fencing, in the 2010s. The corral postdates the period of significance and is non-contributing but compatible.

Buck-and-rail fence east of Loch Lane
A section of buck-and-rail fencing is located in the field east of Loch Lane. The fencing appears to postdate the period of significance and is non-contributing.

Yard fencing at Bierstadt Lane #714 and Junco Lane #717
Bierstadt Lane #714 and Junco Lane #717 feature yard fencing composed of woven wire supported with wood posts. These fences contain gardens or are used for pets. The yard fencing is a contemporary addition that postdates the period of significance and is non- contributing.

Outdoor training area at Alpine Fire Crew Dorm #1027
An outdoor training area for fire-fighters is located near Storage Building #1157. The training area is composed of wood posts mounted in concrete footers. Compliance records indicate that the park prepared plans to build an exercise yard for residents of the Alpine Fire Crew Dorm #1027 in 1993 (Compliance, 1993, 93-19). The features of the training area, including ladders and other climbing apparatus, are contemporary features that postdate the period of significance and are non-contributing.

Volleyball court at Alpine Fire Crew Dorm #1027
A volleyball court for park personnel is located south of Alpine Fire Crew Dorm #1027. The court is surfaced in sand and has two posts and a net. The park volleyball court was not installed until at least 1993 when the Alpine Fire Crew Dorm #1027 was built. It is non-contributing.

Horseshoe pit at Alpine Fire Crew Dorm #1027
Located near the volleyball court is a horseshoe pit. This recreational feature is composed of two wooden plank surrounds filled with sand and a metal pole painted white extending at the center. The date of origin of the horseshoe pit is not known. It was upgraded in 2017 with new sand. The horseshoe pit is likely associated with construction of Alpine Fire Crew Dorm #1027 in 1993. It postdates the period of significance and is non- contributing.

Concrete foundation near Bierstadt Lane Garage #808
A small concrete foundation that measures approximately two by three feet and rises six inches above the grade with a recessed interior is located just uphill from the southwest corner of Bierstadt Lane Garage #808. Its prior use and purpose are unknown. The foundation is part of a property acquired after the period of significance and is non- contributing but compatible.

Street signs within Eagle Cliff Housing
Park standard street signs are located at the intersections of several roads. These include Ypsilon Lane, Bierstadt Lane, and Loch Vale Lane along Chiefs Head Road, and Bluebird Lane, Junco Lane, and Falcon Lane where the road turns to the south. The posts and sign boards are painted brown. The text is routed into the boards and painted white.

These signs are of interest for the fact that they are not green with reflective surfaces. The street signs postdate the period of significance and are non-contributing but compatible.

Regulatory and road signs within Eagle Cliff Housing
Regulatory and road signs are located within the Eagle Cliff Housing cluster. These include signs noting private drives and private residences, directional signs, and parking signs. The private residence signs are located along the margins of the driveways leading to the quarters south of Chiefs Head Road—Ypsilon Lane, Bierstadt Lane, Loch Vale Lane, and Junco Lane. These signs are metal with a brown sign panel edged with a white border and with white lettering, with the sign panels bolted to wooden four-by-four posts. A small sign with the numbers of individual buildings etched on a wood plank and bolted to a wooden four-by-four post indicates the route of access to “Quarters #710A and #710B” at the division in Ypsilon Lane north of Ypsilon Lane Garage #850. Another directional sign indicates the way to Alpine Fire Crew Dorm #1027 and Fire Operations Building #1088 along Chiefs Head Road after it turns south.

Parking signs are located in association with the parking area southwest of Alpine Fire Crew Dorm #1027 as well as the accessible parking spaces east of the building and at Fire Operations Building #1088. Some read “Reserved Fire Vehicles Only.” Parking signs are also present at Falcon Lane #684.

These signs postdate the period of significance and are non-contributing.

Identity signs at Alpine Fire Crew Dorm #1027 and Fire Operations Building #1088 Two identity signs are associated with contemporary buildings located within the Eagle Cliff Housing cluster. One is located near the Fire Operations Building #1088 and the other is in front of Alpine Fire Crew Dorm #1027. The Fire Operations Building #1088 sign is a metal panel printed with a brown background and white trim. The sign is mounted with bolts onto two four-by-four wood posts.

The sign outside of Alpine Fire Crew Dorm #1027 is a custom plywood board etched with “Alpine Hotshots.” The sign is unpainted with routed letters and a mountain graphic attached to natural wood posts. The posts are mounted into the ground on steel brackets.

Both of these identity signs postdate the period of significance and are non-contributing.

Emergency Housing

Clotheslines associated with Quarters #100, #101, #102, #103, #104, and #105 and behind Building #1198
Clothesline are located behind each of the residences within the Emergency Housing cluster. An additional clothesline is located behind Building #1198, and was originally associated with former Quarters #49, no longer extant. Each clothesline is composed of two metal posts sited approximately 20 feet apart and connected by strands of wire. The metal posts are four-inch tubular steel fashioned in the shape of a “T” and often painted dark brown. The posts are mounted in the ground. Clotheslines are indicated in site plans of the complex from the 1940s (NPS, drawing ROMO NPRM 2161). Although it is not known whether these are the same clotheslines, current clotheslines appear to be in similar locations today. Based on a lack of documentation regarding the history of the clotheslines located within the Emergency Housing cluster to confirm that the current clotheslines are historic, these features are assessed as non-contributing, but compatible, to the significance of the Headquarters Area Historic District.

Light fixtures along Ptarmigan Lane
Four light fixtures are located along Ptarmigan Lane: south of Quarters #101, west of Quarters #102, at Quarters #103, and between Quarters #104 and #105. The fixtures are roughly 12 feet tall with a rectangular fixture. The posts are square in plan and are brown. Although the date of origin of the light fixtures is not currently known, they appear contemporary, and thus are assumed to postdate the period of significance. As such they are non-contributing but compatible.

Fenced propane tank near Garage #138
A propane tank is located north of Garage #138. Surrounding the tank is a chain link fence with a gate. The park installed the propane tank and chain link fence circa 2000. The park intends to remove the propane tank in 2020 or 2021. The fence and propane tank postdate the period of significance and are non-contributing.

Yard fencing at Quarters #101 and #102
Quarters #101 and Quarters #102 each contain small fenced areas near their entrances that may protect garden areas or serve as yards for pets. These contemporary fences are composed of light-gauge woven wire supported by metal posts. The yard fencing postdates the period of significance and is non-contributing.

Street signs within Emergency Housing
Standard street signs are located at the intersections of Mills Drive and Alpine Circle and Mills Drive and Ptarmigan Lane within the cluster. The posts and sign boards are painted brown. The text is

routed into the boards and painted white. These signs are of interest for the fact that they are not green with reflective surfaces. The street signs postdate the period of significance and are non-contributing but compatible.

Regulatory and road signs within Emergency Housing Regulatory signs are located within the Emergency Housing cluster, including a “Yield” sign and a “Slow Children Playing” sign. As noted, all regulatory and road signs postdate the period of significance and are non-contributing.

Maintenance Yard

Overhead utility line
An overhead utility line supported by wooden poles extends between the Sewage Dump Station #785 and the Eagle Cliff Housing cluster. Poles are present near the Bierstadt Lane Garage #808 and Loch Vale Lane. The date the existing overhead utility line was installed is also not currently known. However, due to its connection to Sewage Dump Station #785, built in 1979, it is assumed that the overhead utility line postdates the period of significance and is non-contributing but compatible.

Metal corral fencing east and south of Horse Barn #97 Metal corral fencing forms open areas for horses to pasture east and south of Horse Barn #97. Although the date of the existing fencing is not currently known, it occupies the location of corral areas present during the period of significance. As such, the metal corral fencing is assessed as contributing to the significance of the Headquarters Area Historic District.

Wood board corral fencing west of Horse Barn #97
Wood board fencing forms a corral west of Horse Barn #97. Master plans dating to the Mission 66 period indicate that a building was in this location, and do not show fencing west of Horse Barn #97 (NPS, drawings ROMO 121_2294-H, 121_2294-I, 121_2294-N). Mission 66 master plan drawings indicate the presence of a road to the east and south of Horse Barn #97 and Stable #98 during the period of significance, suggesting that the current configuration of fencing postdates the period of significance. As such the wood- board fencing is non-contributing but compatible.

Recycling containers and trash receptacle west of Pika Lane
Two metal containers and a bear-proof brown metal trash receptacle mounted on a concrete pad are located adjacent to the recycling containers adjacent to Pika Lane. The recycling and trash receptacles postdate the period of significance and are non- contributing.

Recycle sign near recycling containers
A large board sign marks the location of a recycling center west of Pika Lane near its intersection with Sundance Circle. The sign notes “Recycle/Commingled/Rinse all items / glass, aluminum and steel-tin cans, plastic containers #1-7, less than 2-gallon size, snap- on plastic lids, remove and discard small plastic caps, paperboard (cereal and cracker boxes)/NO paper, corrugated cardboard, plastic bags or carbon paper.” The board is mounted on brown painted wood posts. The sign postdates the period of significance and is non-contributing.

Street signs within Maintenance Yard
Street signs mark the intersections of Mills Drive with Sundance Circle, Sundance Circle with Pika Lane, and Pika Lane with Chiefs Head Road. The posts and sign boards are painted brown. The text is routed into the boards and painted white. These signs are of interest for the fact that they are not green with reflective surfaces. The street signs postdate the period of significance and are non-contributing but compatible.

Regulatory and road signs within Maintenance Yard
Regulatory and signs located within the Maintenance Yard cluster include Speed Limit, Horse Crossing, and Speed Bump signs near Horse Barn #97, a “Yield” sign at the intersection of Mills Drive and Sundance Circle; “Slow Children Playing” and Speed Limit signs along Sundance Circle north of the materials storage area; a Speed Limit sign along Chiefs Head Road south of the horse corrals; and a “Restricted Access / Authorized Personnel Only” sign near the concrete pad located

east of Pika Lane. These signs postdate the period of significance and are non-contributing.

Marmot Drive Residences

Overhead utility line
An overhead utility line runs along the eastern boundary of the park. Although the date the line was installed is not currently known, it is assumed to postdate the period of significance and is assessed as non-contributing but compatible.

Clotheslines associated with Employee Residences #5, #6, #7, and #8, Marmot Drive Residence #458, and behind Marmot Drive Garage #354
Six clotheslines are located in association with Employee Residences #5, #6, #7, and #8, Marmot Drive Residence #458, and behind Marmot Drive Garage #354 within the Marmot Drive Residences cluster. The clotheslines are composed of two posts separated approximately 20 feet from one another and connected by strands of wire. The clothesline posts are constructed out of two four-inch tube steel pipes that form a “T.” Most are painted dark brown. They are mounted directly into the ground. Historic site plans of the complex (NPS, drawing ROMO NPRM 2076) do not indicate the presence of clotheslines. Based on a lack of documentation regarding the history of the clotheslines located within the Marmot Drive Residences cluster to confirm that the current clotheslines are historic, these features are assessed as non-contributing, but compatible, to the significance of the Headquarters Area Historic District.

Light fixtures along Marmot Drive
There are four gooseneck copper light fixtures located along the margins of Marmot Drive. The light fixtures are composed of a narrow fluted tube pole with a fish-hook arm and a hooded fixture. The post and lantern are a faded brown-grey color. The park installed the light fixtures in 2005. They thus postdate the period of significance and are non-contributing but compatible.

Fire pits and grills at Employee Residence #5, Employee Residence #6, Employee Residence #7, and Employee Residence #8
Four fire pits and outdoor grills are located in association with residences within the Marmot Drive Residences cluster. These are located northeast of Employee Residence #5, east of Employee Residence #6, east of Employee Residence #7, and south of Employee Residence #8. Circular in form, the grills are composed of a metal ring mounted atop a square concrete base, approximately 14” from the ground. A grill rack and grill bar sit atop the grill base. The largest grill is located northeast of Employee Residence #5. This grill sits on a square pink-colored concrete base. The grill is set within a larger circular area defined by unmortared flagstone paving. The grills all appear to be contemporary additions that postdate the period of significance. As such they are assessed as non-contributing but compatible.

Grill at Marmot Drive Residence #281
Located behind Marmot Drive Residence #281 is a low metal grill set atop paving tiles that postdates the period of significance and is non-contributing but compatible.

Buck-and-rail fence north of Garage #71
Buck-and-rail fencing is located within the northeastern corner of the cluster. The fencing is composed of peeled logs that surround an unidentified utility feature to protect it from access by vehicles. The fencing closely edges the boundary of the cluster and chain link fencing associated with the neighboring campground property. The buck-and-rail fencing postdates the period of significance and is non-contributing.

Street sign within Marmot Drive Residences
A park standard street sign is located near the intersection of Marmot Drive with Utility Road. The street sign is mounted on a pole with “Slow Children” and “No Parking” signs. The post and sign board are painted brown. The text is routed into the board and painted white. The sign is of interest for the fact that it is not green with reflective surfaces. The street sign postdates the period of significance and is non-contributing but compatible.

Regulatory and road signs within Marmot Drive Residences
Three regulatory and road signs edge Marmot Drive within the cluster. These include “Slow Children,” “No Parking,” and “Yield” signs near the intersection of Marmot Drive and Utility Road. These signs postdate the period of significance and are non- contributing.

Seasonal Housing

Overhead utility line
An overhead utility line runs between Beaver Creek and the Apartment Buildings #429, #430, #431, and Blister Rust Dormitory #117 and continues west through the Boneyard cluster. Although the date the line was installed is not currently known, it is assumed to postdate the period of significance and is assessed as non-contributing but compatible.

Clothesline behind Wash House #119
A single clothesline is located behind Wash House #119. The clothesline is composed of two posts separated approximately 20 feet from one another and connected by strands of wire. The clothesline posts are constructed out of two four-inch tube steel pipes to form a “T” and have been painted dark green and are mounted directly into the ground.

Although the date of origin of the clothesline is not currently known, it is assumed to date to laundry use of the building during the period of significance and is assessed as contributing to the significance of the Headquarters Area Historic District.

Bollards along Sundance Circle
Wood post bollards are located to either side of Sundance Circle near the entrance to the Blister Rust Dormitory #117 parking area. The bollards indicate the location of scored pavement that may serve as a traffic calming measure. The bollards are roughly 16-inch- tall wood posts marked at the top with reflective white tape. The wood posts are contemporary additions that postdate the period of significance and are non-contributing but compatible.

Mail boxes north of Wash House #119
Located along Sundance Circle north of Wash House #119 is a stand of four metal mail boxes set within a concrete slab. The mail boxes are a contemporary addition that postdates the period of significance and are non-contributing but compatible.

Bench outside Wash House #119
A backless wood bench sits on a concrete pad near the south entrance into Wash House #119. The bench is a contemporary addition that postdates the period of significance and is non-contributing but compatible.

Automatic door opener at Wash House #119
An automatic door opener is located in association with the accessible parking space and walk leading to the south entrance into Wash House #119. The door opener is a control box set on a metal post set within a concrete pad near the door. The automatic door opener postdates the period of significance and is non-contributing.

RV utility hook-ups
Hook-ups for utility services set into concrete pads edge the RV sites south of Sundance Circle loop. The RV utility hook-ups, like the RV sites, postdate the period of significance and are non-contributing.

Street signs within Seasonal Housing
Street signs mark Sundance Circle at the corners of the loop. The posts and sign boards are painted brown. The text is routed into the boards and painted white. The signs are of interest for the fact that they is not green with reflective surfaces. The street signs postdate the period of significance and are non-contributing but compatible.

Regulatory and road signs within Seasonal Housing

Regulatory signs located within the Seasonal Housing cluster include Speed Limit, “No Parking,” and “Slow Children Playing” signs. These signs postdate the period of significance and are non-contributing.

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
Grill at Superintendent's Residence #47	195405	Contributing					No
Horseshoe pits at Employee Residence #48	195406	Contributing					No
Flagpole at Beaver Meadows Visitor Center	195407	Contributing					No
Fire pit at Falcon Lane #687	195408	Contributing					No
Metal corral fencing east and south of Horse Barn #97	195409	Contributing					No
Overhead utility lines within all clusters	195410	Non contributing – compatible					No
Street signs within all clusters	195411	Non contributing – incompatible					No
Clotheslines within all clusters	195412	Non contributing – compatible					No
Light fixtures along Alpine Circle and Mills Drive	195413	Non contributing – compatible					No
Light fixture along the western end of Alpine Circle	195414	Non contributing – compatible					No
Grill along the western end of Alpine Circle	195415	Non contributing – compatible					No
Grill at Mills Drive Residence #425	195416	Non contributing – compatible					No
Grill at Employee Residence #46	195417	Non contributing – compatible					No
Grill at Alpine Circle Residence #149	195418	Non contributing – compatible					No
Sandbox at Employee Residence #45	195419	Non contributing – compatible					No
Horseshoe pits at Employee Residence #45	195420	Non contributing – compatible					No
Overhead light fixtures at Beaver Meadows Visitor Center visitor parking	195421	Non contributing – compatible					No
Bollard light fixtures at Beaver Meadows Visitor Center visitor and administrative parking	195422	Non contributing – compatible					No

Benches at Beaver Meadows Visitor Center entry plaza	195423	Non contributing – compatible					No
Beaver Meadows Visitor Center identity sign	195424	Non contributing – compatible					No
Kiosk at Beaver Meadows Visitor Center entry plaza	195425	Non contributing – compatible					No
Wayside exhibits at Beaver Meadows Visitor Center entry plaza	195426	Non contributing – compatible					No
Commemorative plaques at Beaver Meadows Visitor Center entry plaza	195427	Non contributing – compatible					No
Trash and recycling receptacles at Beaver Meadows Visitor Center entry plaza	195428	Non contributing – compatible					No
Bike racks at Beaver Meadows Visitor Center entry plaza	195429	Non contributing – compatible					No
Bike rack along Mills Lane	195430	Non contributing – compatible					No
Mail box along Mills Lane	195431	Non contributing – compatible					No
Perimeter fence and gate around the Boneyard	195432	Non contributing – compatible					No
Light fixtures at McLaren Hall Annex #24	195433	Non contributing – compatible					No
Light fixture south of Warehouse #79	195434	Non contributing – compatible					No
Buck-and-rail fence along access road to Maintenance Complex #828	195435	Non contributing – compatible					No
Electrical vehicle charging station northeast of Vehicle Storage #73	195436	Non contributing – compatible					No
Gas pumps east of Warehouse #79	195437	Non contributing – compatible					No
Stone fireplace and grill at Loch Vale Residence #668	195438	Non contributing – incompatible					No
Grill at Bluebird Lane #680	195439	Non contributing – compatible					No
Stone fireplace and grill at Ypsilon Lane #710	195440	Non contributing – compatible					No
Stone grill at Junco Lane #717	195441	Non contributing – compatible					No
Fire pit at Junco Lane #717	195442	Non contributing – compatible					No
Light fixtures at Ypsilon Lane #710	195443	Non contributing – compatible					No

Clotheslines at Loch Vale Residence #668, Bluebird Lane #680, Ypsilon Lane #710, Bierstadt Lane #714, Junco Lane #717, and Loch Vale Garage #854	195444	Non contributing – compatible					No
Llama pens within Eagle Cliff Housing	195445	Non contributing – compatible					No
Circular corral within Eagle Cliff Housing	195446	Non contributing – compatible					No
Concrete foundation near Bierstadt Lane #808	195447	Non contributing – compatible					No
Light fixtures along Ptarmigan Lane	195448	Non contributing – compatible					No
Wood board corral fencing west of Horse Barn #97	195449	Non contributing – compatible					No
Light fixtures along Marmot Drive	195450	Non contributing – compatible					No
Fire pits and grills at Employee Residence #5, Employee Residence #6, Employee Residence #7, and Employee Residence #8	195451	Non contributing – compatible					No
Grill at Employee Residence #281	195452	Non contributing – compatible					No
Bollards along Sundance Circle	195453	Non contributing – compatible					No
Mail boxes north of Wash House #119	195454	Non contributing – compatible					No
Bench outside Wash House #119	195455	Non contributing – compatible					No
Utility boxes within all clusters	195456	Non contributing – incompatible					No
Regulatory and road signs within all clusters	195457	Non contributing – incompatible					No
Buck-and-rail fencing within all clusters	195458	Non contributing – incompatible					No
Yard fencing at Employee Residence #46	195459	Non contributing – incompatible					No
Weather station near Beaver Meadows Visitor Center	195460	Non contributing – incompatible					No
Identity sign for Interagency Fire Station #1139	195461	Non contributing – incompatible					No
Outdoor training area for Interagency Fire Station #1139	195462	Non contributing – incompatible					No

Yard fencing at Bierstadt Lane #714 and Junco Lane #717	195463	Non contributing – incompatible					No
Fire pit at Falcon Lane #684	195464	Non contributing – incompatible					No
Light fixtures at Alpine Fire Crew Dorm #1027	195465	Non contributing – incompatible					No
Stone grill at Alpine Fire Crew Dorm #1027	195466	Non contributing – incompatible					No
Bike rack at Alpine Fire Crew Dorm #1027	195467	Non contributing – incompatible					No
Outdoor training area at Alpine Fire Crew Dorm #1027	195468	Non contributing – incompatible					No
Volleyball court at Alpine Fire Crew Dorm #1027	195469	Non contributing – incompatible					No
Horseshoe pit at Alpine Fire Crew Dorm #1027	195470	Non contributing – incompatible					No
Identity signs at Alpine Fire Crew Dorm #1027 and Fire Operations Building #1088	195471	Non contributing – incompatible					No
Fenced propane tank near Garage #138	195472	Non contributing – incompatible					No
Yard fencing at Quarters #101 and #102	195473	Non contributing – incompatible					No
Recycling containers and trash receptacle west of Pika Lane	195474	Non contributing – incompatible					No
Recycle sign near recycling containers	195475	Non contributing – incompatible					No
Automatic door opener at Wash House #119	195476	Non contributing – incompatible					No
RV utility hook-ups	195477	Non contributing – incompatible					No

Landscape Characteristic Graphics:



Clotheslines are associated with nearly all of the housing units within the Headquarters Area. Clotheslines appear on drawings of housing developments during the period of significance. (Credit: Sargent 2019)



Many of the residences have outdoor grills and fire pits. This elaborate stone grill is located at one of the former private residences at Eagle Cliff Housing. (Credit: Sargent 2019)



Several types of fencing are present within the Headquarters Area, including corral fencing for horses and llamas, woven wire yard fencing, and buck-and-rail fencing. (Credit: Sargent 2019)



Goose neck copper lights are associated with the Alpine Circle and Mills Drive Residences and Marmot Drive Residences clusters along the roads in front of the residences. (Credit: Sargent 2019)



Street signs mark the intersections of named roads. (Credit: Sargent 2019)



Identity signs mark key buildings. (Credit: Sargent 2019)



Within the environs of Beaver Meadows Visitor Center there are site furnishings such as benches, lighting elements, commemorative markers, and wayside exhibits. (Credit: Sargent 2019)



Recreational small-scale features are also present within the Headquarters Area, such as a volleyball court, horseshoes, and a sand box. (Credit: Sargent 2019)

Landscape Characteristic: **Spatial Organization-Spatial Organization**

At a broad scale, the spatial organization of the Headquarters Area is tied to the arrangement of the nine developed clusters that occupy relatively level terrain and are separated from each other by open meadow, woodland, and stream corridors. The nine built clusters are:

1. Alpine Circle and Mills Drive Residences
2. Beaver Meadows Visitor Center
3. Boneyard
4. Central Maintenance
5. Eagle Cliff Housing
6. Emergency Housing
7. Maintenance Yard
8. Marmot Drive Residences
9. Seasonal Housing

Each of the clusters exhibits a unique pattern of spatial organization that reflects a combination of land use; relationship to environmental conditions, park boundaries, and adjacent roads; and the period during which the cluster was developed. The clusters are visually and physically separated from one another by landform and stands of vegetation, but also connected to each other and to public roads by a road system—Mills Drive—completed during Mission 66. While the road system unifies the Headquarters Area for vehicular use, there are limited pedestrian connections between the clusters. Social trails indicate where park staff regularly walk between their dwellings and where they work. These social trails pass primarily through areas of undeveloped open space that varies from open grassy meadow, to ponderosa pine woodland, savanna, and riparian stream corridors.

The spatial organization reflected in the arrangement of built clusters and surrounding open space appears in the earliest park master plan of 1936 and continues through the period of significance. The original spatial organization of the Headquarters Area centered on four clusters: Central Maintenance, Maintenance Yard, Marmot Drive Residences, and Alpine Circle and Mills Drive Residences. Emergency Housing and Seasonal Housing were present by the late 1940s. The Boneyard and Beaver Meadows Visitor Center clusters were added during Mission 66. The latest addition to the Headquarters Area-- Eagle Cliff Housing—was acquired as a result of Mission 66 master planning, but much of the land was not acquired until after the period of significance. It does not convey the same coherence and relationship to the rest of the Headquarters Area as the other eight clusters.

Of the nine clusters, four were developed as part of the original Headquarters Area: Central Maintenance, Maintenance Yard, Alpine Circle and Mills Drive Residences, and Marmot Drive Residences.

The Beaver Meadows Visitor Center cluster closely edges Beaver Meadows Road and is arranged linearly to follow the road corridor. The modern building itself is long and low as it faces north. A long expanse of visitor parking edges the building on the north side, accessed via an entrance road that leads toward the building from Beaver Meadows Road. A plaza edging the building entrance affords several visitor amenities, including a comfort station, benches, wayside exhibits, a shuttle bus shelter, and plantings that provide a sense of shelter. The south façade building serves as the entrance for park staff and the administrative office portion of the building. Because the building is set into the side of a hill, it is two stories on the south side. The administrative parking area abuts the lower level and the staff entrance. The parking area is framed and screened from view to the south by a stand of mature ponderosa pine trees.

Marmot Drive, the road along which the Marmot Drive Residences are sited, is accessed from Mills Drive, which leads into the Headquarters Area from Beaver Meadows Road. A drainageway edged by stands of aspen, cottonwoods, and willows separates Marmot Drive Residences from Central Maintenance both physically and visually. Marmot Drive forms a sweeping curve to the northeast of Central Maintenance. The first residences developed within the complex during the late 1920s and early 1930s edged the road to the north and east, leaving the landscape to the west of the road open. Between pairs of residences, the park built driveways leading to shared garages, located behind the setback associated with the dwellings. The residences faced the street. Each was accessed via walks leading from the driveway to the front and rear entrances. The NPS added tree plantings around the residences during the late 1920s that provided shade and privacy. The rear yards, which were more private, were developed with patios and other features. During Mission 66, the park moved three dwellings and two garages into the cluster, siting the buildings across Marmot Drive and at the south end of the earlier developed area.

Central Maintenance is an orthogonally arranged, tightly grouped cluster of buildings set around open work yard space and circulation features. It was the first cluster developed on the original parcel of land purchased from the Estes Park Development Corporation for the purpose of establishing a utility area for Rocky Mountain National Park. The first buildings erected within Central Maintenance cluster supported maintenance, storage, utility, and park staff housing needs. The buildings were sited around a central utility court accessed from a road leading into the area from the east. The open utility court provided for easy circulation in addition to space for vehicle storage and fleet maintenance. The rectilinear arrangement optimized room for maneuvering and for storage of vehicles. Over time, additional buildings continued to follow a consistent northeast-southwest orientation and to form five rows. All of the buildings built prior to World War II are representative of the NPS Rustic style of architecture. The site plan for the complex also reflects NPS early-twentieth-century principles used nationwide to lay out a functional maintenance yard. Plantings were not added within the cluster, but used between the developed area and adjacent clusters to screen work areas from nearby residential and visitor use areas. After the period of significance, the park began to erect new buildings to the southeast of the historic utility court. The new buildings generally possess larger footprints than the historic buildings. Through their siting along Mills Drive, these additions are physically and visually removed from the historic part of the cluster, however.

The park developed the Emergency Housing cluster in 1946-1948 to address a severe shortage of staff housing when the park began to hire numerous returning veterans to keep up with increases in visitation. Intended as a temporary solution to meet these housing needs, the park used materials salvaged from CCC camps located in Hollowell Park to build a tightly arranged group of seven residences and two shared garages west and upslope of Central Maintenance. The buildings were sited along a centrally oriented, gently-curving new road—Ptarmigan Lane. The residences and garages were sited to closely edge the road, with their gable ends facing Ptarmigan Lane. Rather than facing the street, the front doors face the side yards between the buildings.

The Alpine Circle and Mills Drive Residences cluster, located west of Central Maintenance, is composed of several larger residences built between 1931 and 1940 to serve as staff housing. The early dwellings were sited along a curvilinear tear-shaped road. Each of the residences is unique in its design and site plan, in part due to the varied topography; many of the residences are built into the sloping topography that rises to the west but declines to the south toward Beaver Creek. The residences have generous yards and are irregularly spaced. During Mission 66, nine ranch-style houses were added in undeveloped sections of the cluster, generally in two groups: one located along the northwestern end of Alpine Circle and the other along Mills Drive to the southeast. The dwellings are generally regularly spaced, and feature identical footprints. Each of the nine Mission 66 residences has a driveway leading to a garage at one gable end. The entrances into the dwellings do not face the street, but rather the side yards between buildings, so that each building overlooks the rear of the adjacent residence. Walks lead from the driveway and the garage to entrances on the front and rear elevations.

The Maintenance Yard is located to the south of Beaver Creek. The eight buildings that compose the cluster form a tightly grouped arrangement edged by access roads, supply/storage space, and corrals. The buildings follow a consistent orientation aligned northeast/southwest. One of the primary organizing elements is the U-shaped main access road that connects Sundance Circle and Chiefs Head Road. Other roads along which features are sited include Pika Lane, a short spur road that connects Sundance Circle with Chiefs Head Road; and two additional unimproved access roads. Edging the cluster to the north is the deeply etched Beaver Creek corridor. Chiefs Head Road forms the edge of the cluster to the south.

To the west of the Maintenance Yard is the Seasonal Housing cluster, primarily developed after World War II and during Mission 66 to support park housing needs. The cluster, which sits between two maintenance clusters, occupies a relatively level area edged to the north by the Beaver Creek corridor. Buildings are arranged around a central road—Sundance Circle—that forms a loop at its western end. An L-shaped dormitory is located at the eastern end of the cluster. Blister Rust Dormitory #117 is edged to the west by three two-story, six-unit apartment buildings built during Mission 66. Several small single-family residences edge the loop to the south of the apartment buildings. These were moved to the park to support housing needs. Among the residences is a laundry and shower facility that has served local residents since 1950.

West of Seasonal Housing, set within ponderosa pine woodlands on the lower side of a hill, is the Boneyard cluster. Established during Mission 66, the cluster is a tightly grouped arrangement of maintenance supply and storage buildings and piles of stored materials set within a fenced precinct at the end of unimproved road. Native woodland, hilly terrain, and rock outcroppings help to screen the Boneyard from view. Five buildings are tightly grouped within the southern half of the fenced precinct. The remainder of the cluster is open with piles of stored materials.

Eagle Cliff Housing is a collection of private residences sited within the wooded hillside south of Chiefs Head Road and north of Eagle Cliff Mountain. Eagle Cliff Housing includes several driveways leading to the individual residences from Chiefs Head Road and Falcon Lane. The private dwellings date from the 1930s through the 1950s. Since acquisition of the land associated with Eagle Cliff Housing, many of the original residential buildings have been removed and other buildings added since the period of significance to accommodate staff housing, park administration, and supply/storage. The new buildings generally have much larger footprints than the original residential buildings.

As noted, spatial organization within the Headquarters Area has evolved to accommodate the growing and evolving needs of park maintenance, housing, and administration from the original four-cluster layout over 20 acres to a nine-cluster developed area over 192 acres. All of the existing clusters were present by the end of the period of significance. Each remains as established historically during the period of significance, although two of the clusters have been expanded to include buildings with larger footprints than those present historically—Central Maintenance and Eagle Cliff Housing. All nine clusters, as well as the connecting road system and undeveloped open space between the clusters contribute to the historic setting of the Headquarters Area.

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
Beaver Meadows Visitor Center cluster, characterized by its linear arrangement that follows and faces a primary road corridor	193609	Contributing					No
Marmot Drive Residences cluster, characterized by single-family residences sited along a central curvilinear road	193610	Contributing					No
Central Maintenance cluster, composed of an orthogonal arrangement of utility and administrative buildings around a central utility court	193611	Contributing					No
Emergency Housing cluster, composed of residences and shared garages sited along a central curvilinear road	193612	Contributing					No
Alpine Circle and Mills Drive Residences cluster, composed of single-family residences sited along curvilinear roads	193613	Contributing					No
Maintenance Yard cluster, composed of a tightly grouped cluster of buildings, work yards, and materials storage	193614	Contributing					No
Seasonal Housing cluster, with apartment buildings and residences sited along a loop road	193615	Contributing					No

Boneyard cluster, composed of a tightly grouped arrangement of maintenance and storage structures and materials contained within a perimeter fence and sited along an unimproved access road	193616	Contributing					No
Eagle Cliff Housing cluster, composed of widely spaced single-family residences interspersed with contemporary administrative facilities	193617	Contributing					No
Undeveloped open space between the clusters	193618	Contributing					No
Road system connecting the clusters: Mills Drive, Marmot Drive, Utility Road and Utility Spur, Mills Lane, Alpine Circle, Thunder Lane, Sundance Circle, and Chiefs Head Road	193619	Contributing					No
Buildings added to Central Maintenance and Eagle Cliff Housing in non-historic spatial patterns since the period of significance	193620	Non contributing					No

Landscape Characteristic: **Topography-Topography**

The Headquarters Area occupies the Beaver Meadows terrace, a relatively level landform east of the Rocky Mountain escarpment. The terrace is etched by the Beaver Creek corridor, which divides the Headquarters Area into north and south sections. Topography generally ascends to the west where the land becomes more hilly, to the south where the Headquarters Area is edged by Eagle Cliff Mountain, and to the north where Beaver Meadows Road occupies a gently ascending terrace.

Elevations within the Headquarters Area range from approximately 7720 feet AMSL within the Maintenance Yard cluster to approximately 7870 feet AMSL along the western margins of the Alpine Circle and Mills Drive Residences cluster. The highest elevation within the Headquarters Area is a hilltop west of Alpine Circle and Mills Drive Residences where underground water tanks have been constructed to supply the Headquarters Area since 1939 using gravity flow.

Several clusters occupy relatively level terrain. These include Central Maintenance, Marmot Drive Residences, Emergency Housing, and Seasonal Housing. The terrain associated with the Alpine Circle and Mills Drive Residences cluster and the Boneyard is more steeply sloped and dotted with rock outcroppings. Central Maintenance occupies a level area that is edged to the north by ascending topography. Mills Drive, which enters the Headquarters Area from Beaver Meadows Road, overlooks Central Maintenance as it passes Wilderness Office #456, elevated above the utility court by several feet. Beaver Meadows Visitor Center occupies the edge of a terrace that descends to the south. The building itself is built into the hillside so that the principal façade, which faces north, is a single story tall, while the rear is two stories tall.

From the rear of Beaver Meadows Visitor Center, the landform continues to descend southward to the Beaver Creek corridor, after which it ascends again toward Eagle Cliff Mountain at the southern end of the Headquarters Area.

Evidence that the park has graded the land to accommodate buildings and other landscape features such as roads is present in several locations throughout the Headquarters Area. For example, the Mission 66 residences within the Alpine Circle and Mills Drive Residences cluster are each built onto a terraced lot, with a graded rise forming the edge with the next lot. The New Deal-era residences within the cluster are built into the hillsides, with garages set at the basement level, and full story differences in elevation between the principal and rear or side facades.
Boneyard cluster features are sited along the side of a hill. The buildings within the cluster are set on graded or terraced lots.

Several of the buildings that postdate the period of significance, such as Maintenance Complex #828, Museum Storage Facility #1038, and Greenhouse #1039 within Central Maintenance, and Trails Shop #863 within the Maintenance Yard, are also built on sloping terrain. Construction of these buildings and associated roads, parking areas, and walks, occurred with the use of grading. The fact that the newer buildings associated with Central Maintenance are sited at a lower level topographically than the original utility court helps to diminish their visual impact on the historic part of the cluster.

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
Beaver and Buck Creek corridors and the drainageway etched into the surrounding terrain	193568	Contributing					No

Hill west of Alpine Circle and Mills Drive Residences used to site underground water tanks for gravity flow to serve the Headquarters Area	193569	Contributing					No
Several New Deal-era residences within Alpine Circle and Mills Drive Residences built into hillsides so front entrances and garages are at different elevations	193570	Contributing					No
Mission 66-era residences within Alpine Circle and Mills Drive Residences built on graded lots separated by terraced landforms	193571	Contributing					No
Beaver Meadows Visitor Center sited on the edge of a terrace that descends to the south	193572	Contributing					No
Wilderness Office #456 and Mills Drive sited overlooking the terrace associated with Central Maintenance below	193573	Contributing					No
Boneyard features built onto a hillside	193574	Contributing					No
Central Maintenance utility court built on a relatively level terrace	193575	Contributing					No
Central Maintenance composed of an upper utility court to the northwest and a lower utility court to the southeast	193576	Contributing					No
Emergency Housing built on relatively level topography	193577	Contributing					No
Descending topography from north to south to the Beaver Creek corridor, and rising again to the south of Beaver Creek toward Eagle Cliff Mountain	193565	Contributing					No
Ascending topography from east to west where the terrain is more hilly	193566	Contributing					No

Relatively level topography associated with the Central Maintenance, Marmot Drive Residences, Emergency Housing, and Seasonal Housing clusters	193567	Contributing					No
Maintenance Yard built on relatively level topography	193578	Contributing					No
Marmot Drive Residences built on relatively level topography	193579	Contributing					No
Seasonal Housing built on relatively level topography	193580	Contributing					No
Newer features of Central Maintenance built to the southeast at a lower level topographically	193581	Non contributing					No
Eagle Cliff Housing cluster use of relatively level area south of Seasonal Housing to build several non-historic structures	193582	Non contributing					No
Trails Shop #863 at Maintenance Yard built into the side of a hill so that one side is single- story and the other two stories tall	193583	Non contributing					No

Landscape Characteristic Graphics:



View west of the hilly terrain associated with the Boneyard cluster. (Credit: Sargent 2019)



View north across the historic utility court of Central Maintenance and the level terrain used to develop the cluster. (Credit: Sargent 2019)



View east along Sundance Circle showing the relatively level terrain associated with the Seasonal Housing cluster. (Credit: Sargent 2019)



View southwest across the corrals near Stable #98 and the relatively level terrain south of Beaver Creek used to develop the Maintenance Yard cluster. (Credit: Sargent 2019)



View northeast of Mills Drive Residence #144 and the associated graded parcel on which the building was constructed. (Credit: Sargent 2019)



View southwest of Superintendent's Residence #47 and the manner in which it was built into the hill overlooking Beaver Creek. (Credit: Sargent 2019)

Landscape Characteristic: Vegetation-Vegetation

The Headquarters Area cultural landscape features native plant communities as well as plantings designed to complement the built environment and to support natural resource conservation. Much of the Beaver Meadows landscape is characterized by grassy meadow and native ponderosa pine woodland that also features aspen and narrowleaf cottonwood trees. Within both the meadow and woodland areas are found several species of woody shrubs, such as antelope bitterbrush (Purshia tridentata), rabbit brush (Ericameria nauseosa), gooseberry, and common juniper (Juniperus communis), grasses, sedges, and forbs. The extent of ponderosa pine woodland appears to have expanded since the early-to-mid-twentieth century era of development of the built clusters as a result of fire suppression and release from grazing. The density of the ponderosa pine woodlands has, however, led to pest infestations, particularly during the 1970s and later, which have required thinning and removal of trees around residences and other buildings for fuel load reduction and safety.

Naturally occurring ponderosa pine woodland, meadow, and riparian vegetation are present within many of the built clusters where they were protected from developments through careful siting of buildings, roads, and other landscape features. Also present are examples of tree and shrub plantings, primarily using native species, added by the NPS to help provide screening for privacy, shade, visual interest, and a separation of functions. NPS fire crews now regularly consider the need to clear vegetation growing in close proximity to the buildings within the Headquarters Area to protect the structures and the safety of park personnel.

Examples of historic planted vegetation include a stand of mature ponderosa pine trees south of Beaver Meadows Visitor Center; mature trees around McLaren Hall Annex #24; a large ponderosa pine west of Equipment Storage Shed #76; tree plantings around the Marmot Drive Residences built in the 1920s and 1930s; tree and shrub plantings located around the 1930s-era residences within the Alpine Circle and Mills Drive Residences cluster; ponderosa pine tree plantings along Sundance Circle as well as two pine trees that appear in a 1959 photograph of Blister Rust Dormitory #117 (ROMO archives, catalog #11-Q-6); and an apple tree potentially from a circa

1940s graft within the Seasonal Housing cluster.

Prior to the nineteenth century, the native vegetation present within Beaver Meadow was dry grassland and sub-montane open meadow composed of grasses, sedges, and forbs, with several of the shrubs listed above. Riparian plant communities that included woody species such as willow and alder edged the intermittent drainages and associated wet areas. Cottonwoods and ponderosa pine also likely edged the riparian corridors, and scattered ponderosa pine may have been present within the grasslands. At higher elevations, the meadow was likely edged by woodlands composed of ponderosa pine, Rocky Mountain Douglas-fir (Pseudotsuga menziesii var. glauca), and aspen. The meadow provided grazing habitat for native ungulates such as elk. Fire would have been an important component of system health and diversity (Komara, 15).

During the late nineteenth century, existing native plant communities were heavily impacted by the introduction of cattle grazing, which both altered the plant communities and led to a decline in native elk herds. Although cattle grazing had been eliminated by the time Rocky Mountain National Park was established in 1915, much damage had already been done to soil conditions and plant communities (Komara, 15). Development of the Headquarters Area occurred within this former forage and rangeland.

Initial development of the Headquarters Area entailed the construction of a few buildings and roads connecting them with each other and surrounding public roads. The new facilities and the many additions constructed over the ensuing 15-year period followed an ethic adopted by the NPS that suggested limiting the impact of development on the natural environment. This ethic, as it pertains to utility area development, is discussed by Albert Good in a manual written for NPS design titled Park Structures and Facilities, as follows: “The facilities buildings least contacted by the public, those identified with equipment and maintenance of the park area, if properly located need make little effort in gesture to the environment… [and the] very choice of site for the service center should be predicated upon expansion possibilities beyond all reasonable limits to be foreseen at the start” (Good, 89-90). As developed, the early Central Maintenance cluster followed the arrangement for utility areas developed by the NPS during the early twentieth century and articulated by Good as a “hollow square” plan that confined maintenance activities to as small an area as possible and allowed for screening to limit their visual impact presence (Komara, 18). Early photographs of the complex as it emerged during the 1920s indicate an orderly arrangement of buildings within an open meadow. When park employee residences were added, they were sited far enough away to separate them visually and audibly from the utility court and other maintenance area work yards. Plans prepared for these early residences show native vegetation to remain in place and the addition of new plantings for shelter, shade, and screening (Komara, 18-19).

In 1934, the NPS prepared a planting plan for Central Maintenance that indicates proposed screen plantings of pine, cottonwood, and mountain birch (Betula cordifolia) trees, as well as shrubs around the bunkhouse and mess hall (present-day McLaren Hall Annex #24). The planting plan called for the planting of native species such as common juniper, Rocky Mountain juniper (Juniperus scopulorum), ponderosa pine, alder (Alnus tenuifolia), mountain birch, narrowleaf cottonwood, quaking aspen, twinberry (Lonicera involucrata), chokecherry (Prunus virginiana), mountain sage (Salvia regla), flowering raspberry (Rubus odoratus), red berried elder (Sambucus racemosa), buckbrush (Ceanothus cuneatus), gooseberry, wild rose (Rosa askansana), silver pussywillow (Salix discolor), silver cinquefoil, and ninebark (Physocarpus monogynus) around the buildings and the margins of the complex as well as within medians between driving aisles. It is not clear whether these plans were ever implemented
(NPS, drawing ROMO 121_3075). No examples of these plantings survive today except for a few trees around McLaren Hall Annex #24 and in front of Equipment Storage Shed #76. The native flora described in period accounts as planted by the CCC may have centered around the residential areas rather than Central Maintenance.

In addition to building new facilities, the CCC was often involved in erosion control efforts, forestry projects, and conservation-minded endeavors. At the Headquarters Area, records indicate CCC enrollees helped address the need to repair the impacts caused by new construction. In his book “Wilderness by Design” Ethan Carr notes that, “In general, the Park Service landscape architects

and CCC foremen made a point of preserving existing vegetation, even relocating trenches for sewers and utility lines, for example, to minimize the damage to roots of trees. … Few plans exist for landscape work of this type, and apparently much of it was directed in the field by the crew supervisors and by the Park Service landscape architects who oversaw all the work being done by the CCC recruits" (Carr, Wilderness by Design, 133).
However, "The work typically involved transplanting native plants to areas damaged by visitors or new construction. The 'landscape naturalization' of disturbed areas attempted to recreate not so much the original condition of the site as a 'beautified' condition featuring composed displays of native flora" (Carr, Wilderness by Design, 133-134). At Rocky Mountain National Park, it appears that young native trees were transported to the Headquarters Area from elsewhere and planted around the buildings to harmonize the built environment with the natural environment (Komara, 19).

Species proposed for planting around the McLaren Hall Annex #24 included ponderosa pines and cottonwoods to the south and numerous shrubs and occasional pines in the median of the driveway to the east. Although it is unknown to what degree these plantings were added, three ponderosa pine trees are in front of the building today.

Species proposed for supplementing existing ponderosa pine trees within the Alpine Circle and Mills Drive Residences cluster included juniper, spruce, pine, birch, cottonwood, and aspen trees, in addition to native shrubs in places along the loop road, with specific tree and shrub plantings, along with sod, for each individual residence.

A 1935 photograph of Central Maintenance (ROMO archives, catalog #11-Q-10) shows a single mature pine tree to the west of the Equipment Storage Shed #76. A site plan prepared in 1935 also shows the area east of Central Maintenance as open (NPS, drawing ROMO 121_1940), with cinquefoil in the marshy area to the north of Central Maintenance and aspen in the ditch or drainageway between the Marmot Drive Residences cluster and Central Maintenance. Several young and mature pines are shown west of the road leading into the Marmot Drive Residences cluster and a few spruce trees appear south of the Marmot Drive Residences cluster.

The 1936 master plan indicates the presence of groupings or stands of existing vegetation without specifying their types. Stands of woody vegetation appear along Beaver and Buck creeks, as well as in association with the unnamed drainageway north of Central Maintenance. These are all likely composed of riparian species of trees and shrubs. The plan also shows substantial vegetation around the residences at the Alpine Circle and Mills Drive Residences and Marmot Drive Residences clusters. A single large tree again appears within the utility court west of the Equipment Storage Shed #76. Little additional woody vegetation appears around Central Maintenance. Some woody vegetation is shown east of the Maintenance Yard in an area that is open today. The landscape west of present-day Seasonal Housing, wooded today, is also shown as open.

A General Landscape Plan of the Marmot Drive Residence cluster prepared in 1939 shows planted vegetation between the residences, adjacent to the driveways, and around the perimeter of the cluster. The plan indicates both proposed and existing trees, with new plantings shown to augment existing trees around each building (NPS, drawing ROMO 121_2076).

Several detailed plans were prepared in the late 1930s for the individual Employee Residences within the Alpine Circle and Mills Drive Residence cluster. The 1939 plan for Employee Residence #48 shows an entrance walk, auto court, and paved terrace shaded by the existing ponderosa pines around the building. The site plan also shows the area as sodded, with proposals for planting additional pines and ground junipers around the house (NPS, drawing ROMO 121_2079A). Similar plans were prepared for Employee Residences #45, and #46, and Superintendent's Residence #47. Each plan includes a plant list of native material composed of ponderosa pine, sagebrush, squaw currant, wild rose, and shrubby cinquefoil (NPS, drawings ROMO 121_2075A; ROMO 121_2077A; ROMO 121_2079A; and ROMO 121_2080B).

A 1941 plan of Central Maintenance again shows the single tree present within the utility court west of the Equipment Storage Shed #76. All other woody vegetation is shown to the periphery of the developed area (NPS, drawing ROMO 121_3034F). The individual species of plants are not

indicated on the plan.

A 1942 planting plan of the McLaren Hall Annex #24 shows the presence of an aspen grove west and southwest of the building while there is also one existing pine west of the building. The landscape south of the main entrance is indicated as sod and native grasses. Plantings proposed on the drawing include ponderosa pine, dogwood (Cornus canadensis), mountain snowberry (Symphoricarpos rotundifolius), antelope bitterbush, chokecherry, juniper, cinquefoil, and aspen shown south of the building (NPS, drawing ROMO 121_2092). It is not clear to what extent these proposals for new plantings were implemented.

A 1948 plan of Emergency Housing and Central Maintenance shows existing trees in the riparian corridor along the channelized Buck Creek corridor west of Emergency Housing. The plan indicates trees to the east of the housing units, as well as ponderosa pine trees between the buildings, and shrubs around each of the residences (NPS, drawing ROMO 121_2161). None of these plants exist today around the buildings, suggesting that they were never planted.

By 1950, Central Maintenance remained relatively open, with the single large pine tree within the utility court and saplings and smaller trees located along the margins of the built cluster and at road intersections.

One of the most detailed planting plans implemented within the Headquarters Area was for the landscape around Beaver Meadows Visitor Center, prepared in 1968. The plantings were designed by NPS Resident Landscape Architect James O'Shea and included native species such as aspen, birch, pine, juniper, and Oregon grape holly (Mahonia aquifolium) intended to enhance and augment the principal elevation of the iconic building (Komara, 26).

By 1972, the plantings added during the 1930s had begun to mature and the residential clusters featured stands of larger trees as well as ornamental shrubs. The landscape between the clusters featured stands of native riparian trees and shrubs along the creeks and drainageways and in the retention pond northeast of Central Maintenance. The open grassy meadows that had been subject to cattle grazing also began to appear savanna-like in places where dotted with trees and larger groves. During the mid-1970s, the park faced mountain pine beetle infestations within the ponderosa pine tree stands at Eagle Cliff Housing. The park burned or felled the trees within infested areas to reduce hazardous fuel conditions (Superintendent's Annual Narrative, 1975). Since the 1970s, the number of invasive plant species present within the park has proliferated, leading to new management issues of concern.

Since the initial development of the Headquarters Area, the overall number of trees has grown substantially. The open meadow and riparian vegetation present in this location historically was altered during the late nineteenth century by grazing and forage. At the time the first maintenance and residential buildings were constructed in the 1920s, the Headquarters Area landscape appeared more open, with meadow grasses predominate and few trees present except along the riparian stream corridors. During the 1930s, 1940s, 1950s, and 1960s, the NPS planted trees around built clusters, while undeveloped areas began to recover from cattle grazing. Trees planted around residences in the Alpine Circle and Mills Drive Residences and Marmot Drive Residences clusters have matured and now form shady enclaves around the buildings. Fire suppression, the introduction of invasive plant species, mountain pine beetle infestations, and fire protection strategies that suggest removal of fuel loads near buildings have led to evolving vegetation management practices (Superintendent's Annual Narratives, 1977, 1978, 1979).

The majority of the plant species present within the Headquarters Area are native to the region, with the exception of the invasives and Colorado spruce (Picea pungens) trees planted within the Alpine Circle and Mills Drive Residences cluster that would not be found at this elevation naturally. There are also examples of later additions and other non-historic vegetation present within the Headquarters Area. For example, there are numerous small pines that line Mills Drive in the northern section of the district that likely postdate the period of significance.

Woody vegetation continues to act as a buffer between the residential and maintenance clusters as

originally intended, and vegetation survives within the residential clusters to provide shade, shelter, and outdoor living areas around the buildings and to screen the areas between residences as originally designed during the period of significance. There also remains minimal vegetation within the utility and maintenance clusters, while the margins are often more vegetated, as was present during the period of significance. Woody vegetation continues to edge the riparian corridors as it did during the period of significance. However, the formerly open meadows are far more wooded today than they were during the period of significance due to fire suppression and recovery from grazing.

More specific information as known about each cluster is indicated below.

Alpine Circle and Mills Drive Residences

The Alpine Circle and Mills Drive Residences cluster extends over a hilly area within the western part of the Headquarters Area. The cluster is composed of dwellings built in the 1930s on relatively generous lots and more tightly grouped ranch-style houses from 1959. The 1930s dwellings were designed individually with site plans as well as architectural plans. The site plans featured information about proposed and existing trees and shrubs. While mature ponderosa woodland extends over much of the cluster, several individual properties retain vegetation that was planted for shade, shelter, and ornamental purpose. Plantings were added around building foundations, along driveways, and within front, side, and rear yards of the 1930s-era homes, specifically Employee Residences #45, #46, and #48 and Superintendent's Residence #47, while older trees, particularly ponderosa pine, were retained as part of the site plans. Some of the ponderosa pines are believed to be as old as 200 years of age (Komara, 44). The species planted included ponderosa pine, Colorado spruce, Englemann spruce (Picea englemannii), Rocky Mountain juniper, spreading juniper, squaw currant, wild rose, and shrubby cinquefoil. Some of the larger Colorado spruce were planted soon after the houses were built and now measure 15 to 20 inches diameter at breast height (dbh). Many older trees survive around the 1930s residences today that were present during the period of significance; few examples of shrub plantings remain extant.

Beaver Meadows Visitor Center

The Beaver Meadows Visitor Center, constructed between 1965 and 1967, was initially planted with native species like aspen, birch, pine, juniper, and Oregon grape holly based on plans prepared in 1968 by NPS Resident Landscape Architect James O'Shea. The plantings were intended to complement the natural setting of ponderosa pines and meadow, and accentuate the view to Longs Peak from a balcony on the south side of the visitor center (Yost, et al., 23).
Plantings closest to the building were to be sited within beds formed by the low walls that paralleled the building, similar to the design of Taliesin which features low walls and planters for cactus (Allaback and Carr, 30). In 1989, the NPS prepared a planting plan to refresh the landscape along the north and south facades of the building (NPS, drawing ROMO 121_260,236) and installed a drip irrigation system to maintain the new plantings since the original planting beds lacked a watering system. This, as well as a second, irrigation system failed, however (Yost, et al., 15).

Many of the plantings were again replaced as part of the project to expand the parking area in 2002. In 2004-2005, the park developed rehabilitation plans for the landscape around Beaver Meadows Visitor Center that proposed removing as many as 14 ponderosa pine trees at the southeast corner of the building that had grown up to obscure views from the visitor center deck toward Longs Peak, and ten dead or dying aspen trees in the planter on the north side of the building. The approach to enhancing the view was to remove one ponderosa pine tree at a time until the viewshed was restored, with no more than 14 trees removed overall. Additional work included pruning and removing shrubs in the north side planter, while replacing plantings in the south side planter where the effects of constant sun and trapped heat had led to the loss of many original plantings (ROMO records, Compliance 2005, 05-03). The plantings in the south side planter were proposed to be replaced with xeric species to address the need for heat and drought tolerance (Yost, et al., 34).

Today, large ponderosa pines continue to frame the north entrance and east sides of the building. To the south of the administrative parking area is a dense stand of taller ponderosa pine trees,

including several large individual trees. With some of the trees measuring three or more feet dbh, the stand may be as much as 200 years old (Komara, 58). These trees allow for a filtered view of Longs Peak. Native trees such as aspen, alder, and chokecherry grow in concrete and stone planters attached to the building (Yost, et al., 33). None appear to survive from the 1968 planting plan.

Also located within the Beaver Meadows Visitor Center cluster is Wilderness Office #456, which occupies a former private residence. Associated with the building are several lilac (Syringa sp.) shrubs that appear quite old and may pre-date acquisition of the building by the federal government in the 1950s.

Boneyard

Little information exists regarding the treatment of vegetation within the Boneyard cluster. It appears that the native ponderosa pine woodland that surrounds the fenced materials storage precinct is naturally occurring and that the Boneyard road, work yard, and building lots were established through minimal removal of existing trees. The Boneyard continues to be surrounded by native ponderosa pine woodland and meadow today. The woodland helps to screen the work yard and stored materials from view.

Central Maintenance

The character of vegetation present within Central Maintenance today closely resembles that in evidence during the New Deal era. Overall, there remain few woody tree or shrub plantings present within the utility court. The only exception is a double trunked ponderosa pine tree located west of Equipment Storage Shed #76 that appears in many historic plans and photographs. This tree may not be the same one captured in photographs in the 1920s but is likely a replacement made during Mission 66. Other examples of woody vegetation are present in association with McLaren Hall Annex #24. Three are larger ponderosa pines (15 to 20-inches dbh) planted in the 1930s as suggested by a 1940 photograph of McLaren Hall Annex. There are also several pines located behind the building likely planted in the 1940s to screen it from view from Emergency Housing. The pines in front of the McLaren Hall Annex help to shade open space in front of the building; several picnic tables have been placed beneath the trees for employee use. Much of Central Maintenance is otherwise paved. Outside of the paved area there are trees as well as meadow to the northwest and north. The drainageway that separates Central Maintenance and Marmot Drive Residences is edged by riparian vegetation composed of narrowleaf cottonwood and aspen. The former retention pond established in the 1920s or 1930s is now filled with similar riparian woody vegetation. Trees also edge the lower level of the utility court southwest of Equipment Storage Sheds #76 and #77 and south of Operations Center #80.
These are relatively recent plantings of willow and aspen trees likely added to screen the contemporary buildings to the south—Museum Storage Facility #1038 and Greenhouse #1039. A stand of cottonwood trees and several ponderosa pines are also located west of the intersection of Mills Drive and Utility Road that mark the alignment of Buck Creek.

Eagle Cliff Housing

Little is known about how the individual properties within Eagle Cliff Housing may have been planted during the period of significance. Presently, many of the houses are edged by native grass and a few trees and shrubs, while the surrounding landscape is in ponderosa pine woodland and meadow today. The number of pine trees within the area has been reduced since the 1970s to address infestations of mountain pine beetles.

Emergency Housing

A site plan of the Emergency Housing cluster from 1948 (NPS, drawing ROMO 121_2161) indicates that much of the landscape around each of the residences was proposed to be maintained as lawn, with pairs of ponderosa pine trees planted along the margins of Ptarmigan Lane to provide a sense of privacy between many of the units. The site plans also show groups of shrubs along the roads

and foundations of many of the residences. It is not known to what extent the site plan was followed and these plantings added. Very few ponderosa pines are present along the margins of the built core today, and there a only a handful of shrubs that serve as foundation plantings today.

Maintenance Yard

Little information exists regarding the treatment of vegetation within the Maintenance Yard cluster. Riparian vegetation edges the cluster to the north where Beaver Creek is located.
Otherwise, there are few trees or shrubs present. Those that exist appear older and may have been retained as part of the development of the cluster for shade and shelter.

Marmot Drive Residences

The Marmot Drive Residences cluster features nine residences—Employee Residences #3, #4, #5, #6, #7, #8; Marmot Drive Residences #269, #281, and #458—nestled among large pine trees along Marmot Drive. Most of the trees were planted between 1927 and 1930 in conjunction with the construction of Employee Residences #3 through #8. A 1935 Utility Area Topographic Map shows existing and proposed ponderosa pine, spruce, and cedar trees. Today, there are several large mature ponderosa pine that measure 20 to 25 inches dbh and spruce measuring 10 to 20 inches dbh, likely planted during the early years of the development. Younger ponderosa pines west of Marmot Drive and where Marmot Drive meets Utility Drive may be volunteers.

Seasonal Housing

As Sundance Circle extends through the Seasonal Housing cluster, the road is edged by a relatively even-aged stand of ponderosa pine trees likely planted in the 1950s. There is also a single apple tree present near Quarters #126 that may date to the period when private residences were moved to Seasonal Housing from High Drive since it is similar in age to a tree located north of Highway 36 where residences once stood. The cluster is edged to the north by riparian vegetation within the Beaver Creek corridor and to the south and west by ponderosa pine woodland.

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
Meadow and savanna	193586	Contributing					No
Ponderosa pine woodland, groves, and stands	193587	Contributing					No
Riarian vegetation associated with Beaver Creek, Buck Creek, and the drainageway and former retention pond	193588	Contributing					No
Tree and shrub plantings associated with the Alpine Circle and Mills Drive Residences that survive from the 1930s	193589	Contributing					No
Ponderosa pines southeast, southwest, and south of Beaver Meadows Visitor Center	193590	Contributing					No
Lilac shrubs near Wilderness Office #456	193591	Contributing					No
Ponderosa pine tree west of Equipment Storage Shed #76	193592	Contributing					No
Possible shrub foundation plantings within Emergency Housing (relationship to 1948 plan undetermined)	193593	Contributing					No
Tree plantings at Marmot Drive Residences that survive from the 1920 and 1930s	193594	Contributing					No
Ponderosa pine plantings within Seasonal Housing	193595	Contributing					No
Apple tree within Seasonal Housing	193596	Contributing					No
Beaver Meadows Visitor Center plantings	193597	Non contributing – compatible					No
Other plantings added within the Headquarters Area after the period of significance	193598	Non contributing – compatible					No
Invasive species	193599	Non contributing					No

Landscape Characteristic Graphics:



View of ponderosa pine woodland within the Headquarters Area near the Boneyard. (Credit: Sargent 2019)



View east of meadow and savanna within the Headquarters Area from the hill where the underground water tanks are located west of the Alpine Circle and Mills Drive Residences. (Credit: Sargent 2019)



View west of the ponderosa pine within the median north of Equipment Storage Shed #76 within Central Maintenance. (Credit: Sargent 2019)



View northeast toward Employee Residence #45 with a large planted spruce in front and ornamental shrubs near the foundation within the Alpine Circle and Mills Drive Residences cluster. (Credit: Sargent 2019)



View southwest of plantings along the north facade of Beaver Meadows Visitor Center. (Credit: Sargent 2019)



View northeast of riparian and other woody vegetation between Central Maintenance and the Alpine Circle and Mills Drive Residences cluster that helps screen views. (Credit: Sargent 2019)



View north towards Employee Residence #3 and Garage #70 (right), showing the extent of woodland plantings around dwellings within the Marmot Drive Residences cluster. (Credit: Sargent 2019)



View west along Sundance Circle edged by ponderosa pine plantings within the Seasonal Housing cluster. (Credit: Sargent 2019)

Landscape Characteristic: **Views and Vistas-Views and Vistas**

Views and vistas associated with the Headquarters Area include long-distance views and vistas of the surrounding mountains, middle-distance views of the undeveloped open space that surrounds each cluster, and internal views and vistas of the features and their arrangement into streetscapes and utility courts within many of the clusters. Key views, such as the directed vista to Longs Peak from the balcony outside Beaver Meadows Visitor Center and from the utility court at Central Maintenance continue to convey their historic associations. The majority of extant views and vistas

survive with integrity from the period of significance, although an overall increase in woody vegetation and the maturation of trees planted during the period of significance serves to diminish the extent of some formerly open middle-distance and internal cluster views. Also impacting views are the large buildings added along Mills Drive, Falcon Lane, and Ptarmigan Lane since the period of significance.

Alpine Circle and Mills Drive Residences

Most of the views associated with the Alpine Circle and Mills Drive Residences cluster are of the streetscapes of residences sited along Alpine Circle, Thunder Lane, and Mills Drive. Beyond the individual buildings, many views are limited by hilly topography and mature vegetation that enclose and screen views outside of the cluster. From Employee Residences #47 and #48, views are afforded of Beaver Creek. From Mills Drive and some residences, views of the mountains to the southeast are also afforded in several locations. These views remain similar to those present during the period of significance.

A site plan prepared for Superintendent's Residence #47 in 1939 (NPS, ROMO 121_2013), indicates that the house included a designed vista of approximately 90 degrees toward the south from the rear elevation and living room directed to Longs Peak. Woody vegetation appears to now limit access to the designed vista, which contributes to the historic setting of the Headquarters Area Historic District.

Opportunities for expansive views continue to be afforded from the hillside where the underground water tanks are located. The views are across Beaver Meadows and the meadow and savanna vegetation to the north, east, and southeast. These views remain similar to those present during the period of significance.

Boneyard

Views of the Boneyard are limited by topography and vegetation. Within the cluster, the primary view is of the Boneyard along the Boneyard Road corridor. Looking southeast along Boneyard Road it is possible to view Eagle Cliff Mountain. This view remains similar to that present during the period of significance.

Beaver Meadows Visitor Center

The Beaver Meadows Visitor Center entrance road affords views of the iconic and dramatic form of Beaver Meadows Visitor Center to the southeast. This designed view encompasses approximately 60 degrees. This view is filtered through ponderosa pine trees located west of the building. Larger plantings located within the planters along the north façade of the buildings, such as aspen trees, partially obscure the view of the building architecture. The park has prepared plans to replace taller trees with lower growing species in order to maintain site lines of the low, horizontal form of the visitor center. These views relate to changes made to the entrance road, parking area, and plantings in 2002. This designed view from the entrance road and along Beaver Meadows Road otherwise survives from the period of significance and contributes to the historic setting of the Headquarters Area Historic District.

The architects of the building incorporated a designed vista of 180 degrees to the south toward Longs Peak, the tallest peak in Rocky Mountain National Park, from the Beaver Meadows Visitor Center balcony. This view was specifically designed by Tom Casey to be "filtered" through ponderosa pines. The view is 180 degrees, but the focus is due south to Longs Peak. This view is now more than filtered by the ponderosa pine trees located south of the visitor center but otherwise remains similar to that present during the period of significance and contributes to the historic setting of the Headquarters Area Historic District.

Views of 180 degrees are also afforded from the patio in the rear of Wilderness Office #456 toward Longs Peak to the south. From this location, visitors gain an excellent "first peek" at the dramatic form of the southern Rocky Mountains. These views remain similar to those present during the

period of significance and contribute to the historic setting of the Headquarters Area Historic District.

Central Maintenance

From many locations within the utility court of Central Maintenance, views are afforded toward Longs Peak and Eagle Cliff Mountain toward the south-southeast. More specifically, Utility Road, and in particular the gas pumps east of Warehouse #79, are key observation points within the Headquarters Area. The view of Longs Peak from these locations is narrowed to about 45 degrees and framed on either side by trees. Views to the south of Longs Peak as well as Central Maintenance are also afforded from Mills Drive near Wilderness Office #456. The view south toward Longs Peak from the center of the Central Maintenance cluster, including near the gas pumps, which is framed by trees, is consistent with that present during the period of significance and contributes to the historic setting of the Headquarters Area Historic District.

Internal views within Central Maintenance are framed by the rows of buildings that edge four driving aisles/work spaces/parking areas. These views remain similar to those present during the period of significance.

Views are afforded toward Emergency Housing from the McLaren Hall Annex #24 due to its elevated topography. These views remains similar to those present during the period of significance.

To the southeast, the addition of several large buildings has altered views along Mills Drive, where undeveloped open space was formerly present. These views postdate the period of significance and are non-contributing.

Eagle Cliff Housing

Views of Eagle Cliff Mountain, an elevated landform to the south of the Eagle Cliff Housing cluster, are afforded along Chiefs Head Drive. Views are also afforded within the cluster toward Gianttrack Mountain and to other mountainous landforms to the north, west, and east within the Eagle Cliff Housing cluster. These views remain similar to those present during the period of significance and contribute to the historic setting of the Headquarters Area Historic District.

Within the district, views to the south are often obscured by woody vegetation and vary depending upon the topography. Views of Seasonal Housing, located at a lower elevation, are afforded in some locations. Some of the residences located at the higher elevations are sited to take advantage of views to the north and south. These views remain similar to those present during the period of significance.

Emergency Housing

Within the cluster, views are afforded of the Ptarmigan Lane streetscape, composed of residences, garages, and light fixtures. Views to the south along the road also encompass the Big Thompson River Valley. These views remain similar to those present during the period of significance.

Maintenance Yard

Views of the Maintenance Yard are generally limited from outside of the cluster except where the access road leads into the area. Views within the Maintenance Yard cluster are afforded along the main access road and across the open space of the corrals, as well as toward Prospect Mountain. These views remain similar to those present during the period of significance.

Marmot Drive Residences

Views within the Marmot Drive Residences cluster include the streetscape itself as defined by residences, garages, tree plantings, and light fixtures. Views of McLaren Hall Annex #24 are afforded from many locations within the cluster. Looking to the south along Marmot Drive are views

toward Prospect Mountain. Views to the southeast include mountains beyond the adjacent privately-owned campground. These views remain similar to those present during the period of significance, although the expansion of the extent and maturation of tree cover now partially obscures views of the architecture of the individual buildings and diminishes the extent of views to the south and east.

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
Designed vista of approximately 90 degrees toward the south from rear elevation and living room of Superintendent's Residence #47 (now diminished by riparian vegetation associated with Beaver Creek)	195478	Contributing					No
Designed vista of 180 degrees toward Longs Peak to the south from the Beaver Meadows Visitor Center balcony	195479	Contributing					No
180 degree view toward Longs Peak to the south from the Wilderness Office #456 patio	195480	Contributing					No
View toward Long Peak to the south from the center of the Central Maintenance cluster, near the gas pumps, framed by trees	195481	Contributing					No
Views of Gianttrack Mountain and other mountainous landforms to the north, west, and east from within the Eagle Cliff cluster	195482	Contributing					No
Designed view of approximately 60 degrees of the Beaver Meadows Visitor Center to the southeast from the entrance and along Beaver Meadows Road	195483	Contributing					No
Views of buildings added to the Central Maintenance cluster along Mills Drive southeast of the utility court	195484	Non contributing – incompatible					No
Views of buildings added to the Tortilla Flats area within the Eagle Cliff Housing cluster	195485	Non contributing – incompatible					No

Landscape Characteristic Graphics:



From Central Maintenance, views are afforded of Longs Peak. (Credit: Sargent 2019)



From Mills Drive it is possible to experience dramatic views of the historic utility court associated with Central Maintenance with the surrounding mountains beyond. (Credit: Sargent 2019)



Views of nearby mountains from Eagle Cliff Housing. (Credit: Trompetter 2019)

Condition

Assessment Interval (Years): 6

Next Assessment Due Date: 07/07/2027

Condition Assessment and Impacts

Condition Assessment: Good

Assessment Date: 07/07/2021

Condition Assessment Explanatory Narrative:

Overall, the Headquarters Area is considered to be in good condition as of 2019 when fieldwork was conducted on behalf of this CLI. The landscape appears well maintained with few examples of deteriorated or threatened resources. While the historic character of the landscape has been impacted to a degree by several features added since the end of the period of significance, these additions are in a few localized locations. Those individual features in need of maintenance and repair include pavements exhibiting problems with cracking, spalling, and crumbling; erosion associated with social trails, compaction associated with visitor and vehicular access to road margins that is affecting vegetation; colonization of the native plant communities non-native plant species; and repair issues associated with some of the storage sheds within the maintenance clusters.

Impacts

Type of Impact: Removal/Replacement

Other Impact:

External or Internal: Internal

Impact Narrative: Several buildings within Central Maintenance, Emergency Housing, and Eagle Cliff Housing have been removed from the Headquarters Area over time, resulting in a loss of historic fabric and patterns of spatial organization.

Date Identified: 08/01/2019

Type of Impact: Removal/Replacement

Other Impact:

External or Internal: Internal

Impact Narrative: Some planted trees have been removed around residences for safety and fire protection.

Date Identified: 08/01/2019

Type of Impact: Visitation

Other Impact:

External or Internal: Internal

Impact Narrative: Due to age and heavy use, some walks are deteriorated, cracked, and crumbling. A concrete parking pad at Emergency Housing is cracked and broken. Several of the walks within the Marmot Drive Residences cluster and Seasonal Housing are cracked and broken.

Date Identified: 08/01/2019

Type of Impact: Deferred Maintenance

Other Impact:

External or Internal: Internal

Impact Narrative: Some of the smaller support buildings used for storage within the various maintenance clusters are exhibiting signs of deferred maintenance, such as peeling paint and wood deterioration. Some sections of the fence and the gate at the Boneyard are in need of repair. Some of the buildings within Emergency Housing are in need of paint.

Date Identified: 08/01/2019

Type of Impact: Erosion

Other Impact:

External or Internal: Internal

Impact Narrative: The unpaved roads within the Headquarters Area, particularly those that are sloped more than five percent, are subject to erosion. This is particularly evident along Chiefs Head Road and Boneyard Road. Erosion is also occurring along the access roads within the Maintenance Yard cluster. Culverts have become washed out in places, or crushed by vehicles where they are not evident due to siltation. Erosion is also evident in association with the RV sites within Seasonal Housing.

Date Identified: 08/01/2019

Type of Impact: Erosion

Other Impact:

External or Internal: Internal

Impact Narrative: Some of the areas of steeper slopes within areas such as Emergency Housing, and that are crossed via social trails, such as the Beaver Creek corridor between Seasonal Housing and Central Maintenance and the slopes within Beaver Meadows Visitor Center cluster, are becoming eroded. Erosion is occurring where culverts empty onto unprotected slopes, such as within the Marmot Drive Residences cluster.

Date Identified: 08/01/2019

Type of Impact: Vegetation/Invasive Plants

Other Impact:

External or Internal: Internal

Impact Narrative: Invasive non-native plant species have colonized the meadows and woodlands within Beaver Meadows. The park works to control and eradicate these invasive species as possible

Date Identified: 08/01/2019

Treatment

Stabilization Measures

Approved Treatment

Treatment Type:	Preservation
Completed:	No
Approved Treatment Document:	Cultural Landscape Report
Document Date:	2021-09-14

Narrative:

A comprehensive treatment plan for the Headquarters Area Historic District Cultural Landscape has not yet been developed.

The park identified the default color scheme for buildings within the cultural landscape to be dark brown base (Benjamin Moore Aura paint "Historic Dark Brown" flat finish) with mint green trim (Benjamin Moore Aura paint “Mint Green” low luster sheen), a continuation and codification of the predominant maintenance treatment. Various building exteriors have been painted or stained different colors and combinations over the decades, with no articulated standard. For example, the earliest structures were painted dark brown with green roofs and no trim during the 1920s and 1930s. Later, the park stopped painting roofs and began highlighting trimwork around windows and doors. Alternately, the 1934 Automotive Shop was designed to remain unpainted, but then was coated dark brown circa 1970. At some point - likely the 1950s or 1960s - mint green became the predominant color for trim, although dark green, tan, and white have also been used. Past base colors have ranged from light tan to dark brown, with multiple shades inbetween. Most buildings within the cultural landscape do not feature their original exterior color schemes.

The dark brown base with mint green trim is a combination that does not denote a particular construction era but nevertheless has become iconic to Rocky Mountain National Park, and will be applied as the default color scheme for buildings within the Headquarters Area. This treatment does not present a change to NR-listed buildings within the current historic district, as those are the colors already adapted for use. Buildings with individual treatment plans that specify different colorization (such as the Beaver Meadows Visitor Center and the associated restrooms), or otherwise identified for different treatment, are exempt.

Approved Treatment Costs

Cost Narrative:

A comprehensive treatment plan for the Headquarters Area Historic District Cultural Landscape has not yet been developed.

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Landscape Documents:

File Name:	Beaver Meadows Preservation Plan_2008.pdf
Caption:	Beaver Meadows Preservation Plan, 2008
Alt Text:	
Date:	01/01/2008
Attachment Type:	
Source:	
Version:	

File Name:	Beaver Meadows Analysis of Historic Fabric_2017.pdf
Caption:	Beaver Meadows Visitor Center Analysis of Historic Fabric, 2017
Alt Text:	
Date:	03/01/2017
Attachment Type:	
Source:	
Version:	